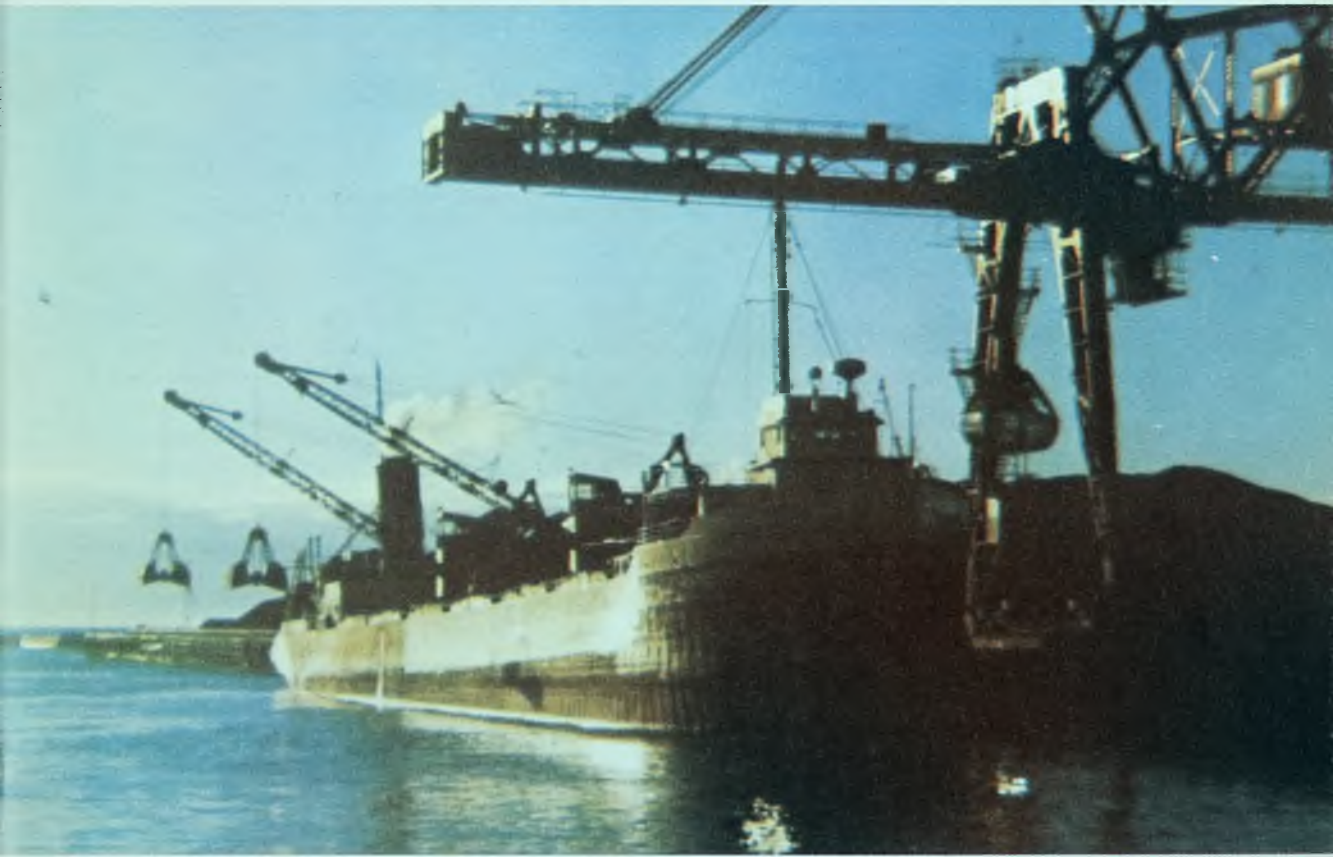




Telescope

MARCH · APRIL, 1977
Volume XXVI; Number 2



GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES

Membership renewals came in at a record pace this year, and, thanks to the efforts of many of you, so have new memberships. It will interest you to know that as of this writing (late January) we have more renewals for 1977 than we had members at the end of 1975, with only 80% of the 1976 members renewed. What percentage of the 1976 membership will fail to renew we can't predict, but the rate at which they continue to come in would indicate that the annual loss is going to be far less than in past years. All this is good...and to you, our membership, goes the credit. Thank you!

Another good sign is the response your editor has been getting to the never ending need for material for TELESCOPE. We still need material...and don't let what follows lead you to become complacent...but we are getting more articles submitted, and 1976 was the first year in which your editor didn't have to write an article because nothing else was available. Keep it up.

MEETING NOTICES

Regular membership meetings of the Institute will be held at the Dossin Museum on the following dates, at 8:00 PM: March 25 and; May 20 (to avoid Memorial Day weekend). Fine slide programs will be shown on both nights. There will be no general membership meeting in July. Our Annual Dinner is scheduled for September. Watch for full details in a future issue.

Business meetings (*and all members are urged to attend*) will be held at the Dossin Museum at 8:00 PM; April 29, and; June 24. The election of officers takes place at the June meeting.

CONTENTS

Membership note, meeting notices, etc.	30
<i>Richelieu</i> Cruise Remembered	Rev. David J. Born 31
The <i>Solta</i> ; Liberty-type Cargo Vessel	George Ayoub 36
<i>Sierra</i> Doesn't Come in Here Anymore	Paul G. Wiening 37
Great Lakes and Seaway News	Edited by Frederic E. Weber 47



OUR COVER PICTURE...The *O. S. McFARLAND* was one of many colorful veterans that would occasionally take a coal break and visit Port Washington. Unloading time was only 15 hours. This view of her is dated September 10, 1959, and was taken by Paul G. Wiening.

Fondly Remembered....

The RICHELIEU Cruise

by
Rev. David J. Born

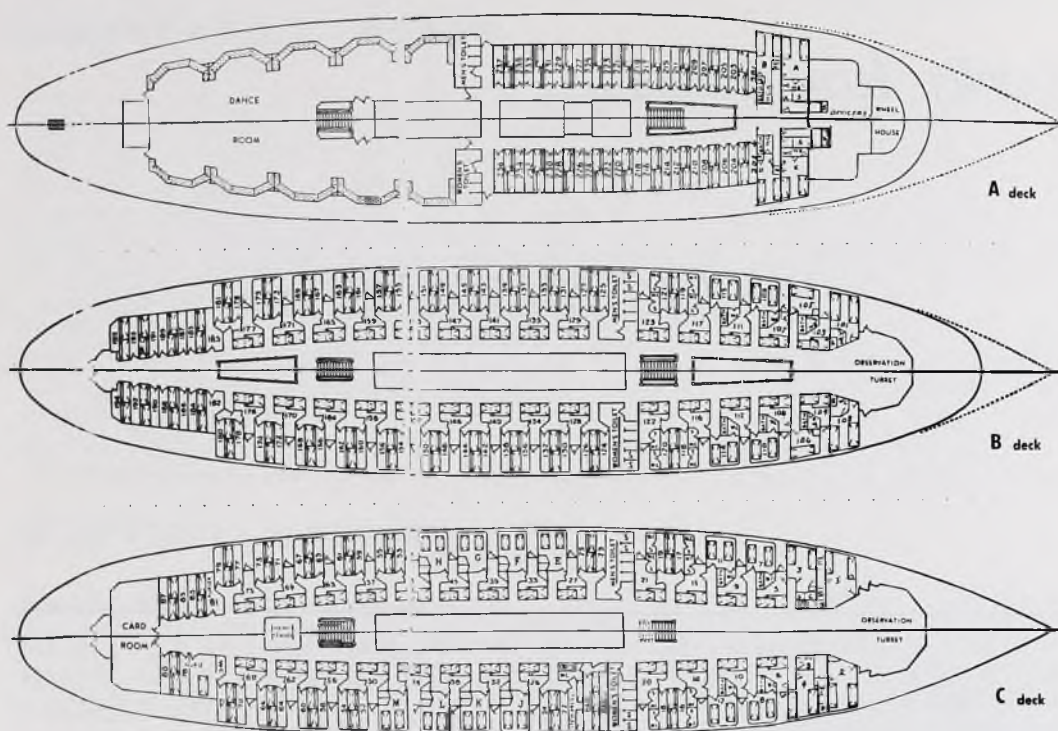
Canada Steamship Lines has always been a most notable Canadian company since its inception in 1913. A leading freight carrier, it ran as many as 23 passenger ships on the Great Lakes and St. Lawrence River in 1928. By the 50's this number was reduced to three fine river steamers running out of Montreal to the Saguenay River. My father was a general agent for these ships, and it was my privilege to sail on them each year until the service was discontinued in 1965. The *Tadoussac* and *St. Lawrence* ran a schedule of connections with Quebec, the two Canada Steamship Lines' Hotels, and the Saguenay. The *Richelieu* ran an independent week-long package cruise.

The twin-screw ship *Richelieu* was built as the *Narragansett* by Harlan & Hollingsworth at Wilmington, Delaware, in 1913, along with a sister, *Manhattan*. The pair was intended for Long Island Sound service, but were laid up until the first World War when they ran on the English Channel. After the war they were sold and rebuilt. The *Manhattan* became the *De Witt Clinton* of the Hudson River Day Line. The other was purchased by CSL and began Saguenay River service as the *Richelieu* in 1923. Somewhat smaller than her

running mates built at Davie in 1927 and 1928, she was 340-feet overall, with a 48-foot beam and a depth of 21½-feet.

We generally arrived in Montreal on Sunday evening to board the *Richelieu*. She was tied up at Victoria Pier, opposite the old *Dalhousie City*, now running nightly excursions as the *Island King* around Montreal Harbor. We would check in at the Purser's Office in the lobby and wait anxiously to see which room we would get. Usually we got a varandah room...a very special feature of the *Richelieu*. Unlike her running mates, the *Richelieu* did not have a promenade completely around B and C deck but a series of alcoves leading to every third room on those decks. These were private deck spaces called verandahs. The berths were staggered in the usual night-boat fashion. The cabins were not glamorous, but no one did much but sleep in them anyway. If you could ever tire of being on deck watching the river go by, there was a cruise director who always had more to do than anyone required. With a capacity of slightly over 200, there were many friendships cultivated by the end of the cruise.

Monday morning, at 9:30, the whis-



tle blew and the lines were let go; the ship moved astern around the Big-Ben clock at the end of Victoria Pier and began the cruise down the St. Lawrence under the Jacques Cartier Bridge, Past the towns of Sorel, winter quarters for the fleet, Trois Rivières and Cap Rouge, most of the day was spent on a pleasant cruise of the St. Lawrence, averaging 15 MPH. In the evening there was a brief stop at Quebec City, which would be visited for a longer stop-over on the return trip. Later in the evening most people sat around the dance floor on A-deck. This was a large room with a domed ceiling and bay windows on both sides which formed a booth arrangement. The head of the after staircase was at the forward end with a large oil painting of Cardinal Richelieu hanging above the well. The ship's orchestra played from a shell at the after-end of the room. One feature of the evening was horse racing. A canvas was laid on the floor and various statuettes of horses were moved according to cast-

ing dice. I remember being chosen for the honor of turning the cage which contained the dice as a highlight of our trip. The standard stops on the other two ships, Murray Bay and St. Simeon, were passed in the middle of the night.

Tuesday morning we woke to find that land was not in sight. The *Richelieu* cruise featured a loop beyond the Saguenay River in the very broad St. Lawrence, almost as far as Port Neuf. Returning up river closer to the north shore, the quaint towns of Mille Vaches, Cape Bon Desir, and Grand Bergeronnes were in sight. We soon entered the Saguenay River, passing the ancient community of Tadoussac. The mouth of the Saguenay involved some turbulence, and often in these waters white porpoises could be seen spouting water; seals also were not uncommon here.

The Saguenay was nearly black, it was so deep. Six hundred feet deeper than the St. Lawrence, its sheer cliffs rose to immense heights, straight out of the water. The river is a glacial remnant which CSL used

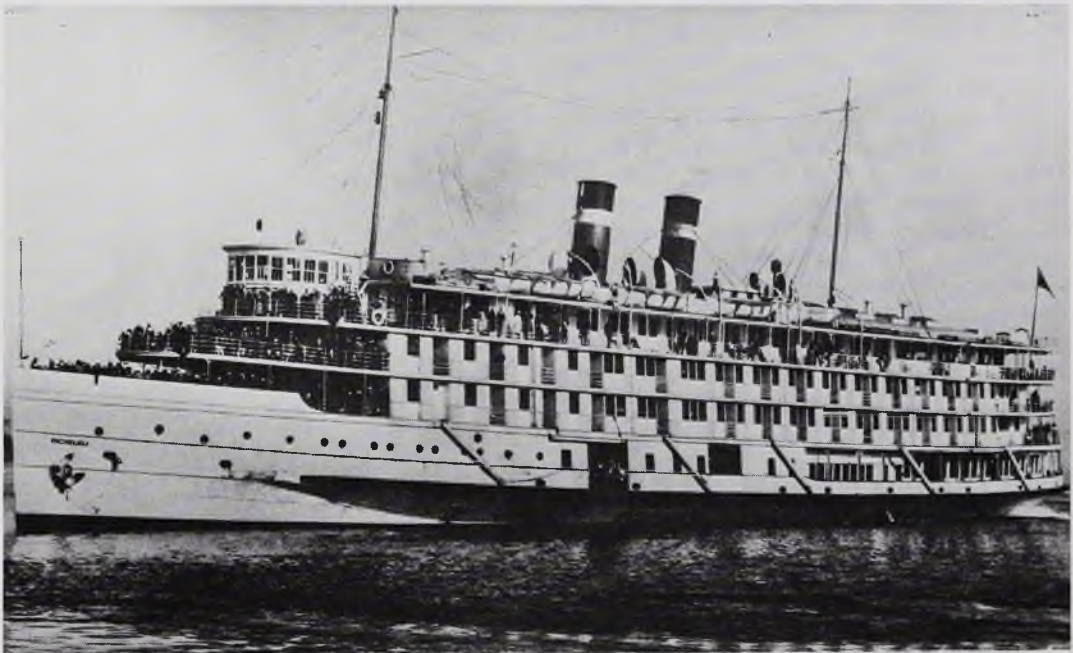
to advertise as "the only North American fjord." We could go up on the sun deck among the vents, funnels and lifeboats, and get a spectacular view of the river. The highest of the cliffs were Cape Trinity, with its historic statue of the Madonna and Cape Eternity.

Meal time was always a treat. CSL prided itself in the finest cuisine. The dining room was aft on B-deck, off the lobby; it had large windows running down both sides and around the stern so that there was always a good view of the river while eating.

The other two ships ran into Ha-Ha Bay to the town of Bagotville, but because of its flat bottom and shallower draft, the *Richelieu* proceeded up the Saguenay, less deep at this point, to the town of Chicoutimi, late Tuesday afternoon. The night was spent tied up at the town dock in Chicoutimi, and while there was entertainment on board, we preferred to put out on our own. We put on our heavy sweaters (this was about as far north as civilization goes in

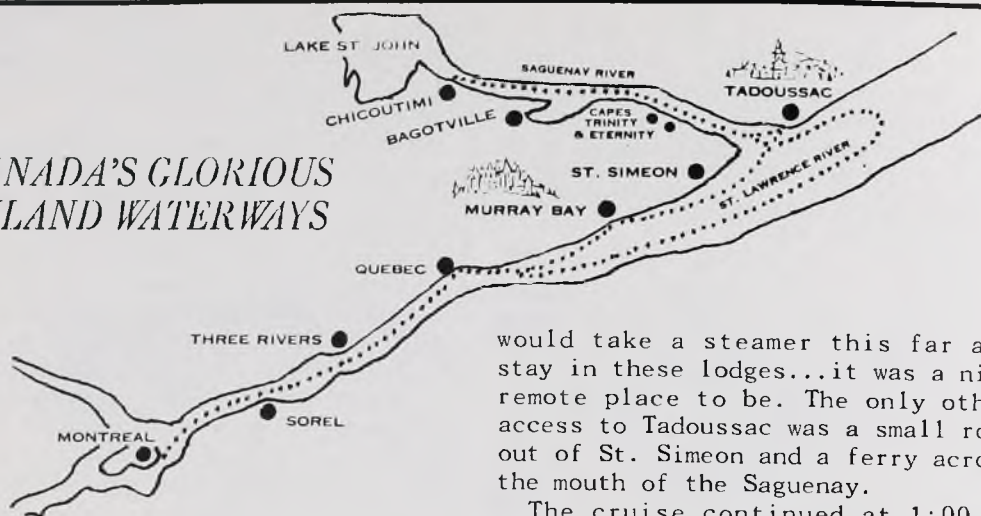
Quebec) and explored the little town. High up in the hills we could look down over the town and the brightly lighted street.

Wednesday morning was a sightseeing trip. Through the French Canadian towns of Arvida, Kenogami and Jonquiere up to Lake St. John, we saw paper mills, aluminum plants, the hydroelectric power plant at Shipshaw...but the scenery was more exciting than these. Back on board, the *Richelieu* proceeded back down the Saguenay. I remember on one such afternoon being invited up to the pilot house and even being given a turn at the wheel. The pilot house was that of a classic river steamer; all polished brass and mahogany. The captain explained the workings of the engine room telegraph, the radar and binnacle, and showed us all the charts of the river. That evening, after dark, on the way past the two capes, the ship's light was played on the statue, and the whistle, fog horn and steam siren were blown to demonstrate the remarkable echoes in the small bay by the capes. We tied



This view shows the *RICHELIEU* shortly after purchase by the Canada Steamship Lines in 1923.

CANADA'S GLORIOUS INLAND WATERWAYS



up at Tadoussac at the juncture of the Saguenay and St. Lawrence Rivers.

Tadoussac is the oldest settlement in Canada, being a landing place and settlement for Cartier in 1534. An old wooden church, said to be the oldest in America, stands in this town. On the hill behind the town was the Hotel Tadoussac, a summer resort hotel owned and operated by the Canada Steamship Lines. At the ship's gift shop you could buy a book tracing the history of Tadoussac by CSL's late president, Hugh Coverdale, who had a great fondness for the place.

The gangway was amidships, so we had to go forward of the D-deck lobby, behind the purser's office and through the engine uptakes to the freight deck. You could look down over the railings and see the twin quadruple-expansion engines and the shafts, painted with red, white, and black bands in the same proportions found on the stacks. The cruise director led the passengers over the rocks of the Saguenay, and there in the chilly night we sat around a bonfire.

Thursday morning was spent around Tadoussac, exploring shops, private beach, golf courses and the local museum. We also took a car trip back over the sand dunes on the St. Lawrence shore and into the hinterlands where there were fishing lodges and nine private lakes. Many fishermen

would take a steamer this far and stay in these lodges...it was a nice remote place to be. The only other access to Tadoussac was a small road out of St. Simeon and a ferry across the mouth of the Saguenay.

The cruise continued at 1:00 on Thursday back up the St. Lawrence, past St. Simeon and into Murray Bay. We docked there all night, and the other two steamers usually made a call there, tying up to the *Richelieu* and embarking and disembarking passengers through the freight deck.

Murray Bay was more a colloquial than an actual name. The town is actually named Point au Pic, and the larger town of La Malbaie was nearby. On the bluff above the dock stood the Manoir Richelieu, the other CSL-owned hotel. The Manoir had more the air of a traditional hotel, in contrast to the homey atmosphere of the Tadoussac. There was much to see and do at the splendid Norman gothic hotel. Tennis, swimming, golf, fishing; there was a casino, too. Even a walk through the vaulted main floor of the hotel, browsing through the fine collection of Audubon prints or looking at the many homespun woolsens in the gift shop was a pleasant pastime. Sometimes you could even watch someone weaving on a loom in the lobby.

Friday morning was spent at Murray Bay, and then back up the river toward Quebec. Round-and-round A-deck, the heartier souls were invited on a mile-long march. This insured a sound sleep that evening. We got into Quebec City at dusk and could disembark to walk through the lower city, ride up the cable elevator to Dufferin Terrace by the Chateau

Frontenac Hotel and view the harbor at sunset. Across the river was Levis...steam ferries could take you there. This is adjacent to the town of Lauzon, the site of CSL's Davie Shipyard.

Saturday morning was spent in Quebec. There were bus tours through the city, including the Plains of Abraham, Ramparts, and the ancient Citadel, and the changing of the guard was a feature of the Parliament area. Once we even caught sight of Vincent Massey, the Governor General. Another tour went to the nearby town of Ste. Anne du Beaupre through the quaint French Canadian countryside, passing Montmorency Falls on the way.

That evening the *Richelieu* sailed for Montreal. Just out of Quebec was a strange line across the St. Lawrence where more dense fresh water plunged beneath the salt. The St. Lawrence is an estuary, being salt for hundreds of miles. At sunset we passed under the Quebec Bridge, one of the longest and most difficult to build cantilevers in the world. This was the last night of the cruise, and it was party night, and from the sophisticated view of the 70's, some of the games played looked pretty silly. Anyone who's ever taken such a cruise knows *exactly* what we mean!

On Sunday morning we woke to the pealing bells of the great churches of downtown Montreal. We were back at Victoria Pier. At the end of one such cruise, after the Seaway had opened, we were surprised to see the *South American* docked astern. She was on a post-season cruise through the Seaway. The *Tadoussac* had some minor modifications done on her bow to allow her to make similar cruises as far as Toronto, covering the same distances the *Kingston* and *Rapids Prince* had covered a decade earlier. We were invited to tour the *South American*, and see the contrast between a classical laker and a river steamer. Although the outward appearance of the *South* was much different, we found the passenger space remarkably similar.

We stayed around the docks a bit, not wishing to go home right away. We often wondered how many more years we would be able to sail on our old friends. We were especially glad we had made last-minute reservations for a cruise in early September, 1965. It was the last of the season on the St. Lawrence-Saguenay run, then, that winter, we found out that it had been the last cruise for all time, Legislation, such as had killed the Toronto-Prescott-Montreal service in 1949 was stiffened to outlaw all Canadian passenger vessels with wooden superstructures. The three ships were sold to an Antwerp salvager, boarded up, and towed across the Atlantic. The *Richelieu* and *St. Lawrence* were scrapped and the *Tadoussac* was purchased for use as a floating hotel.

I really miss those trips, and there's nothing like them anymore. Now, the best I can do is stand on the deck of a Staten Island ferry, and, if it isn't too crowded, and it is pretty foggy, pretend it's my own private verandah room. ☼



At Tadoussac, on her last run, the **RICHELIEU** is seen here in September of 1965.

Dossin Museum Collection

THE LIBERTY SHIP SOLTA



Prepared for Telescope
by
GEORGE AYOUB

SHIPYARD Savannah, Georgia; Southeastern Shipbuilding Corporation (No. 22).
 TONNAGES 7199 gross, 4362 net; 10,865 deadweight.
 DIMENSIONS 441.6 (o.a.) 422.8 x 57 x 34.8.
 MACHINERY Triple expansion engines, 3-cylinder; 2500 i.h.p., by Filer and Stowell Company, Milwaukee, Wisconsin. 11 k.
 TYPE Liberty, EC2-S-C1, Steel, standard cargo steamship.

9-1943 Completed for the U.S. War Shipping Administration, Washington, DC as *Jerome K. Jones* (1943-1947) Registered Savannah, Georgia, US 244253. Placed under management of South Atlantic Steam Ship Line (Note a.).
 1946 Transferred to the U.S. Maritime Commission, Washington, DC (Note b.).
 1947 Sold to Den Norske Amerikalinje A-S, Oslo, Norway, and renamed *Vindafjord* (1947-1951). 7263 gross tons, 5349 net.
 1951 Sold to Palmer Cia Naviera S.A., Monrovia, Liberia, and renamed *Gladiator* (1951-1960). 7199 gross tons, 4362 net. (Note c.).
 1960 Sold to Maritenia Shipping Company, Ltd., Split, Yugoslavia. (Pomorsko Bagersko Poduzece 'Bager', managers) and renamed *Solta* (1960-1968). 7200 gross tons, 4397 net. (Note d.).
 1961 Transferred to Pomorsko Bagersko Poduzece 'Bager', Split, Yugoslavia.
 1962 Re-transferred to Maritenia Shipping Company, Ltd., Split. (Opca Plovidba Brodarsko i pomorsko technico poduzece, managers).
 1963 Placed under the management of Jadranska Slobodna Plovidba. (Adriatic Tramp Shipping).
 1968 Sold to Eftavrysses Cia. Nav. S.A., Famagusta, Cyprus, and renamed *Panaghia Kykkou* (1968-1972) Registered British (Br 321147). 7296 gross tons, 4413 net. (Notes e & f.).
 1972 Sold to shipbreakers in Pakistan. Left Cochin February 2, reportedly bound for Aden, but was anchored off Kerachi by February 18, awaiting demolition, which began in March, by shipbreakers Younnous & Hashim Ganshee.

NOTES

- (a) During wartime the ships were operated for the U.S. Government by private owners, generally on a cost-plus basis.
- (b) Reverted to the U.S. Maritime Commission with the termination of the War Shipping Administration.
- (c) Tonnages changed to 7252 gross, 4435 net, and again to 7200 gross, 4397 net.
- (d) Tonnages changed to 7296 gross, 4413 net.
- (e) *Solta* was reported sold to Brodospas (shipbreakers) and arrived at Split, June 12, 1968, for demolition. As indicated, it was re-sold instead for further service.
- (f) Tonnage changed to 7244 gross, 4328 net.

(Years shown in *italics* are based on the shipping register only and indicate a probable preyear transfer.)

The SIERRA

Doesn't Come In Here Anymore

by
PAUL G. WIENING

From the time I was old enough and tall enough to peer over the railing at the harbor, I've been watching the ships unload in Port Washington. Shipwatching has always been good in this little city on the shores of Lake Michigan. Twenty-five years ago, when my ship watching first began, it seemed there was always the sound of a ship's whistle in the air...or the heavy pall of coal smoke drifting across the water.

The ships came in, almost daily, with coal in the 50's...over a million tons a year to feed the enormous appetites of the five electric generators of the Wisconsin Electric Power Company. There were no large self-unloaders in those days, and the 600-footers were always used for the more important tasks of hauling iron ore. So, what we saw in Port Washington in those halcyon days of my youth, was a never-ending, never-to-be-forgotten, never-to-be-seen-again parade of the oldies...the

veterans that were ending their days at hauling coal; 400-footers from the east to be unloaded by the gigantic Mead-Morrison coal bridge. And, the never-ending parade of small self-unloaders from South Chicago. Mostly this meant: *Sierra*.

When you're young, and interested, you get familiar with the sounds after a while. Living just three blocks from the harbor, I came to recognize the squeaky steam whistles of the *R.E. Moody* and *E.G. Mathiott*, the familiar profile of the *W.W. Holloway* and the strange silhouette of the *J.R. Sensibar*. But mostly the familiar, almost-daily, deep-throated "one-long, two-short" steam greetings of the *Sierra*. The sailors on the *Sierra* must have considered Port Washington as a second home...they were in here so much. Five hours to unload, plus another hour of maneuvering, and she was gone again.



At the time, it seemed the **SIERRA** was the only ship on the lakes.
Author's Collection



The **VIKING**, about 1915, unloading coal at a small coal company dock in Port Washington.
Author's Collection

But, that's only a sideline to this story. This started out to be a capsule, modern-day history of one of the major coal receiving ports on Lake Michigan, but it just can't be helped if a bit of nostalgia creeps in here and there.

Port Washington is small in size, having a population of less than 10,000 persons in 1970, located about 25 miles north of Milwaukee. Great Lakes shipping had been an important function of this city long before the modern era of shipping.

Before the turn of the century, passenger steamers called regularly at the harbor bringing immigrants and merchandise to a growing village. In addition, a large furniture manufacturer located in the city.

Ships of the Hines Lumber fleet brought much lumber into the harbor. In addition, coal yards sprung up near the shore to take advantage of Lake Michigan shipping. Small canalliers, such as the *Viking*, brought upwards of 20,000 tons annually in those early years.

Perhaps it is not fair to rate Port Washington as a major Lakeport, especially in the same breath as Cleveland, Superior or Chicago. However, it now remains one of the largest coal receiving ports on Lake Michigan. That all began with the construction of the first "artificial harbor" on the Great Lakes in the 1930's...a harbor that has earned its reputation as possibly one of the worst and roughest on the Lakes.

The modern era of Port Washington began in 1935 with the completion of the first unit of a gigantic new electric generating plant. On their dock was constructed a 14-ton Mead-Morrison bridge, one of the largest on the Lakes. The bridge, owned and operated by a Milwaukee coal company until the 70's, was used to unload all of the shiploads of coal that started arriving for the power plant as well as for a local coal company.

The early shipping contract at the start of the era in 1935 was held by the Valley Camp Steamship Company, and the various other lines that eventually became Columbia Steamship

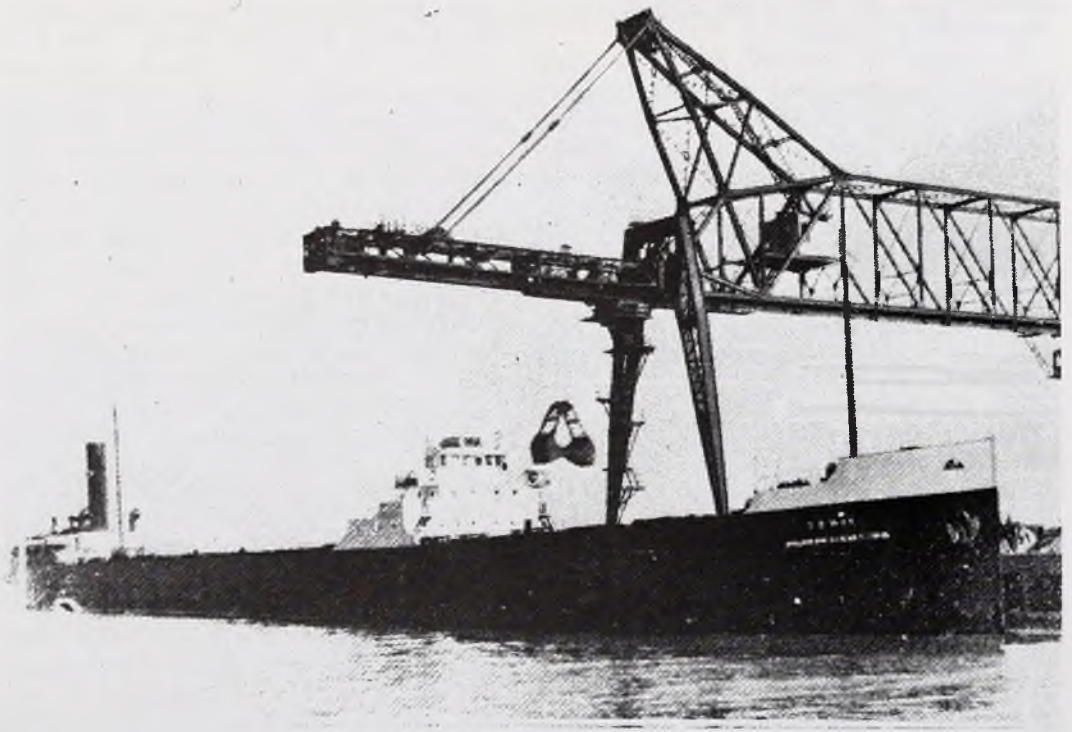
Company. The Valley Camp had appropriately named many of their ships after officials of the electric utility that purchased huge amounts of their product annually. The first ship to dock at the new, and yet-to-be-completed Port Washington facility, was the unusual *S.B. Way*.

The *Way* was named for the president of the utility. Mr. Way was on board in the company of other utility officials, Valley Camp officials and the Mayor of Port Washington, as she steamed into the harbor. It was a special occasion, indeed, for not only was it the first load into the city, but 1935 also marked the 100th year of the founding of Port Washington. It was quite an occasion as the first bucket of coal was posed for photographers to record in a picture that appeared in the city's centennial booklet.

The *S.B. Way* was unique herself. Owned at the time by the Morrow Steamship Company, she had a long and colorful career on the lakes. Originally the *Charles R. Van Hise* of the U.S. Steel fleet, she was requisitioned for use by the Government during World War I. She was cut in half, transported to the east coast, and re-joined on the ocean side. She never saw any service, for the war ended before she was ready. After being cut in half again, she was returned to the Lakes where she was lengthened, extensively remodeled, and finally emerged as one of the only Great Lakes' conventional bulk carriers to have all forward cabins amidships. After being sold Canadian in 1936, she survived until 1967 as the *Capt. C.D. Secord*.

The *S.B. Way* made several trips into Port Washington during that first year, as the coal stockpile grew. Other visitors that year included the *Thomas Britt* (later *Buckeye*), *Willis L. King*, *D.A. Maloney*, and a few others. Altogether it was an auspicious start on a new harbor career, but far from the tonnages to be received annually in the next quarter century.

Meanwhile, the ships also came in to another small city coal dock, and



The first self-unloader into Port Washington, **D. E. CALLENDER**, drew a large crowd (above) and the **S. B. WAY** (below) is about to give the first bite of coal to the brand new Mead-Morrison unloading bridge.

Both photos Author's Collection



The steadiest visitor of all, the **C. RUSSELL HUBBARD**, is seen here on October 4, 1936 just after unloading. The vessel later became the **W. W. HOLLOWAY**.
 Author's Collection

lumber was also received in canal. ers such as the *Lavaldoc*. The power plants continued to grow, eventually reaching five generating units in 1950. By the time the fourth and fifth units were added in 1949 and 1950, the yearly requirements for coal exceeded the tonnages that could be received and unloaded by the coal bridge and the old veteran bulk-freighters. The self-unloaders would soon begin.

It is indeed unfortunate that so few avid ship-watchers with cameras were in town during those early years to capture the veritable parade of ships on film, for what a fantastic array of companies, ships, and colors there were! A check of the shipping logs for 1947, 48, and 49, show the ships and the trips made. It is impressive:

1947...*W.W. Holloway*, Columbia, 7 trips; *Charles W. Galloway*, and *J. Clare Miller*, Columbia, 5 trips; *Joseph H. Frantz*, Columbia, 4 trips; *Charles Hubbard*, Great Lakes Steam-

ship, 3 trips; *John Dunn, Jr.*, and the *Sweden*, Great Lakes, 2 each; the *W.C. Richardson*, *Buckeye*, *William F. Stifel*, *S.B. Way* and *David Z. Norton*, all of Columbia, 2 each; and the *James E. McAlpine*, Brown Steamship, 2 trips. Entering port for a single trip each were: *Lyman C. Smith*, *A.E. Nettleton*, *J.F. Durston* and *Finland* of Great Lakes; *G.G. Post*, *O.S. McFarland* and *Howard M. Hanna, Jr.*, of Columbia; *Merton E. Farr*, Tomlinson; *J.J.H. Brown*, Brown Steamships; *Sonora* and *Penobscot* of Nicholson; and *Benson Ford*, Ford Motor Company.

In 1948 the *David Z. Norton* made 8 trips in; the *J. Clare Miller*, 7, *Charles W. Galloway*, 6, *W. W. Holloway* and *Howard M. Hanna, Jr.*, 5, all Columbia ships. *William F. Stifel*, also Columbia, made 4 trips. The *Norway*, Great Lakes; *Charles E. Dunlap*, Tomlinson; and *Harry M. Hosford*, Buckeye Steamship Co., each made three trips into Port Washington. Two trips each were made by the

Buckeye and *Joseph H. Frantz*, Columbia; *Horace S. Wilkinson* and *John Dunn, Jr.*, Great Lakes; *James E. McAlpine*, Brown, and *James Davidson*, Tomlinson. *G.G. Post* and *W.C. Richardson*, Columbia, each made a single visit as did *Lyman C. Smith*, Denmark and *Charles Hubbard*, Great Lakes, *Crescent City*, *Coralia* and *Fred L. Hewitt*, Browning; *Cuyler Adams* of Tomlinson; *Simon J. Murphy* of Buckeye, and *J.J.H. Brown* of Brown.

The high-rollers of 1949 were all Columbia ships; *Howard M. Hanna, Jr.* and *W. W. Holloway*, 13 trips each, *Charles W. Galloway*, 10; *J. Clare Miller*, 7; *William F. Stifel* and *W.C. Richardson*, 6; and *David Z. Norton*, 4. *J.R. Sensibar*, also of Columbia, and *John B. Cowle*, Great Lakes, each had 2 trips. Single trips for the season were made by *Buckeye*, *O.S. McFarland* and *Crispin Oglebay* of Columbia; *Lyman C. Smith*, *A.E. Nettleton* and *Horace S. Wilkinson*, Great Lakes; *Crescent City* and *Fred L. Hewitt*, Browning; *Harry M. Hosford*, Buckeye; *James E. Ferris*, Pioneer; and *James E. McAlpine* of Brown Steamships.

During all the early years, the bulk of the utility's tonnage was brought in exclusively on bulk carriers, including about 20,000 tons annually for the Ubbink Fuel & Dock Company. Nothing at all was brought in by self-unloader, although the *E.G. Mathiott* and *R.E. Moody* did make a few trips yearly with coal to the other Ubbink dock. The first self unloader to discharge at the power plant dock was the *J. R. Sensibar*, on October 14, 1949.

With the change of the decade of the 50's, and with the firing up of two additional generators, there was instantly a need for many additional tons of coal. There was no way that all of the requirements could be met with just one coal bridge. Suddenly, self-unloaders became the answer.

In 1950, Columbia purchased the *Sierra* from Tomlinson. The little self-unloader was put in service specifically to operate in the lower Lake Michigan area...and primarily

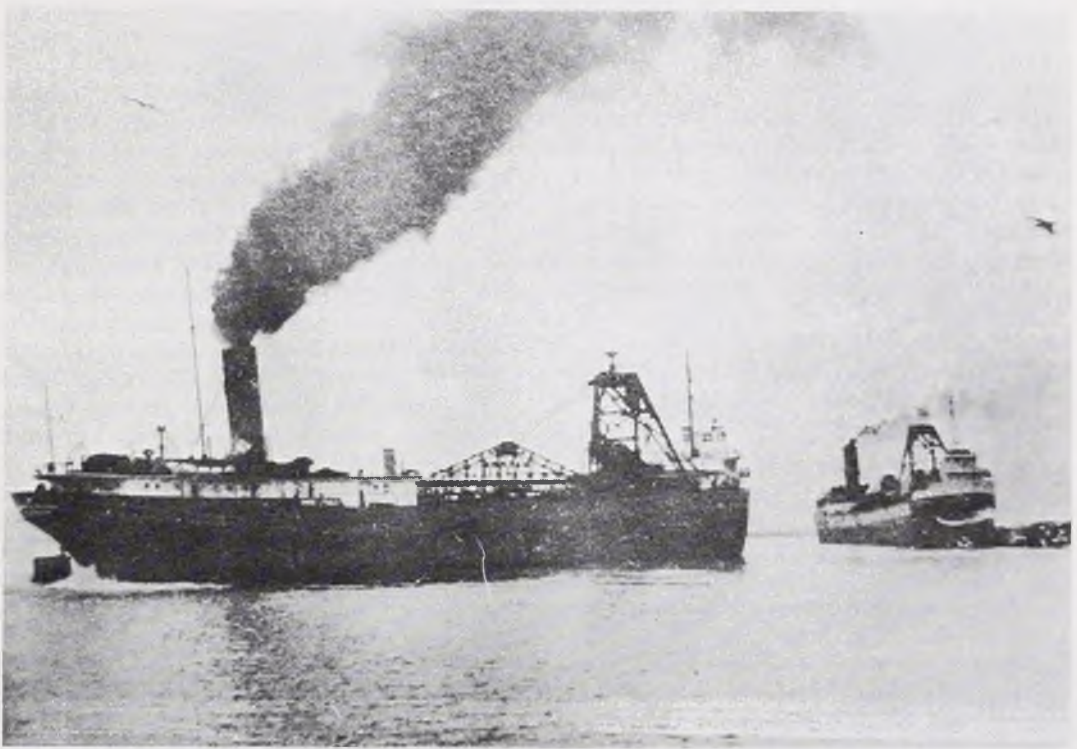
to haul coal from South Chicago to Port Washington and Milwaukee. Overnight the shipwatching in Port Washington changed, as the every-day continuous chain of self-unloaders began with the likes of *Sierra*, *E.G. Mathiott*, and *Robert J. Paisley* on a seemingly endless shuttle. By 1955, *Ben E. Tate* was added as the *Mathiott's* days were ending. The *J.R. Sensibar* and *Crispin Oglebay* were also frequent callers. Finally, in 1957 the *W.W. Holloway*, which was a frequent visitor every year since 1935, was converted to a self-unloader to supplement the shuttle. It immediately spelled doom for *Moody* and *Mathiott*, and would eventually phase out *Sierra* and *Paisley*.

With the million or more tons needed each year, there was a ship unloading at Port Washington almost every day. Quite often there were two ships in at the same time. The diminutive *Sierra* would fit in nicely at the rear of the dock while a bulk freighter was being unloaded up front. It was not uncommon to stop the unloading for a bulker, and have it depart and lay at anchor while one of the self-unloaders would dock and unload.

The *Sierra's* trips increased until she finally peaked at 95 trips in 1952. Even at that, the shipwatching must have been great.

1950 saw the *Sierra* in port 55 times; *Crispin Oglebay*, 14; *E.G. Mathiott*, 6; *Howard M. Hanna* and *W.W. Holloway*, 5; *Harry Wm. Hosford*, 4; *J.R. Sensibar*, *Charles W. Galloway*, *James E. McAlpine*, *E.C. Pope*, and *Simon J. Murphy*, 3 each, and, *J.J.H. Brown*, *J. Clare Miller*, *Frank E. Taplin*, *David Z. Norton*, Denmark and *William F. Stifel* each made two trips. Single trips into Port Washington were made by *Peter Reiss*, *Horace S. Wilkinson*, *Lyman C. Smith*, *John Dunn, Jr.*, *W.C. Richardson*, *Charles A. Paul*, *Wolverine*, *Steel King*, *Harry T. Ewig*, *Carl W. Myers*, and *Buckeye*.

In 1951, *Sierra* came in 80 times, and her nearest runners-up were the *Mathiott* with 17 trips and the *J.R.*



Another busy day, and the self-unloaders have taken over (above) on April 2, 1951. The **PAISLEY** and the **MATTHIOTT** in together for the first time two self-unloaders were in at the same time. The **MARQUIS ROEN**, with her unique unloader (below) brought coal in from riverboats in the Chicago River. Both Author's Collection

Sensibar with 11. Of the remaining 15 ships that called, one made 9 trips, one made 7, three made 6, one made 5, five made 2, and four of them made a trip each. Pretty much the same pattern continued in 1952, when twenty-one vessels came in, but *Sierra* out-tripped them all with 95 visits. In 1953 *Sierra* came in 81 times; in 1954, 73 times. That year her first runner-up was the *Paisley*, with an unassuming 27 trips! In 1955 there were 124 loads brought in, and of these *Sierra* brought in 52, and the *Tate* 29, while nineteen other ships divided up the remaining 43 arrivals between them.

Then, as the decade of the 50's unraveled, self-unloaders became commonplace, almost entirely centered on the *Sierra*, and the majority of the million tons annually came in the holds of self-unloaders.

A semi-regular, starting in 1956, was the barge *Marquis Roen*. The former *Robert J.E. Bunsen* of the U.S. Steel fleet, the *Roen* made her first trip as a converted crane ship, in 1956. In 1957, the unique crane-conveyor arrangement was added. It was to prove enough a success that the *Charles W. Galloway* was given a similar conversion and, as the *Robert C. Norton*, started making frequent trips into Port Washington in

Meanwhile, with the conversion of the *W.W. Holloway* to self-unloader, and with the extensive remodeling of the *J.R. Sensibar* in 1960 and 1961, the usefulness of the diminutive *Sierra*, *Tate* and *Paisley* into Port Washington was over. Almost no trips by any of these ships were made into Port Washington after 1963. The *Sierra* was the first to depart. Perhaps worn out and tired after making the tedious, daily journey from South Chicago, she was retired in 1962. Only her boom made the trip to Port Washington that year; after the new boom on the *J.R. Sensibar* was destroyed in an accident. The boom from the *Sierra* provided a suitable substitute for the *Sensibar* until her new boom was ready.

The *Tate* and *Paisley* were assigned

other duties during their last few years with Columbia, and were never seen in Port Washington again.

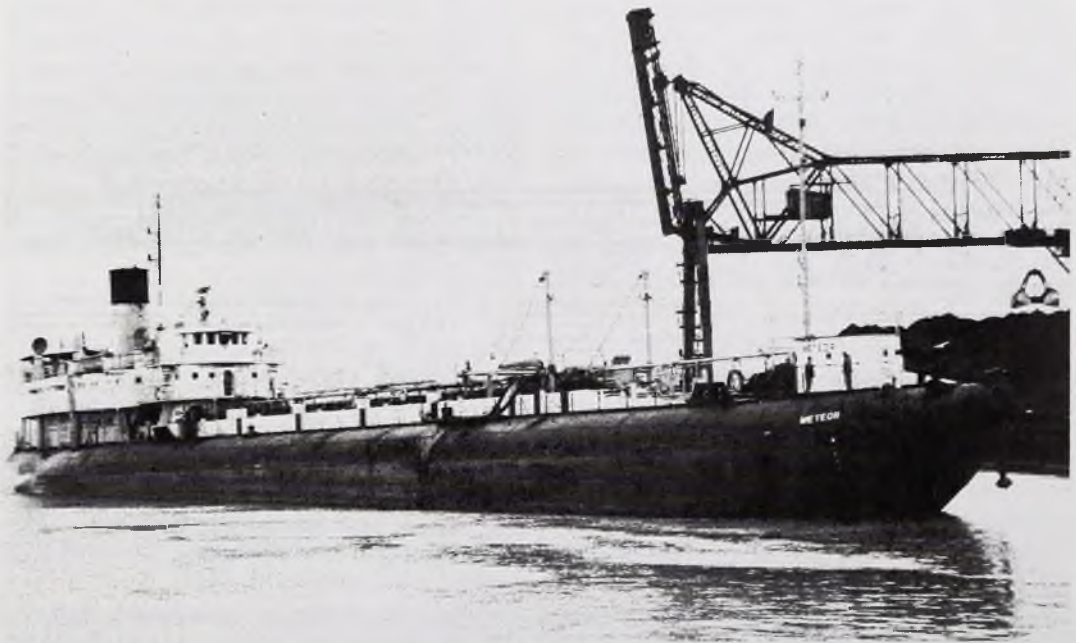
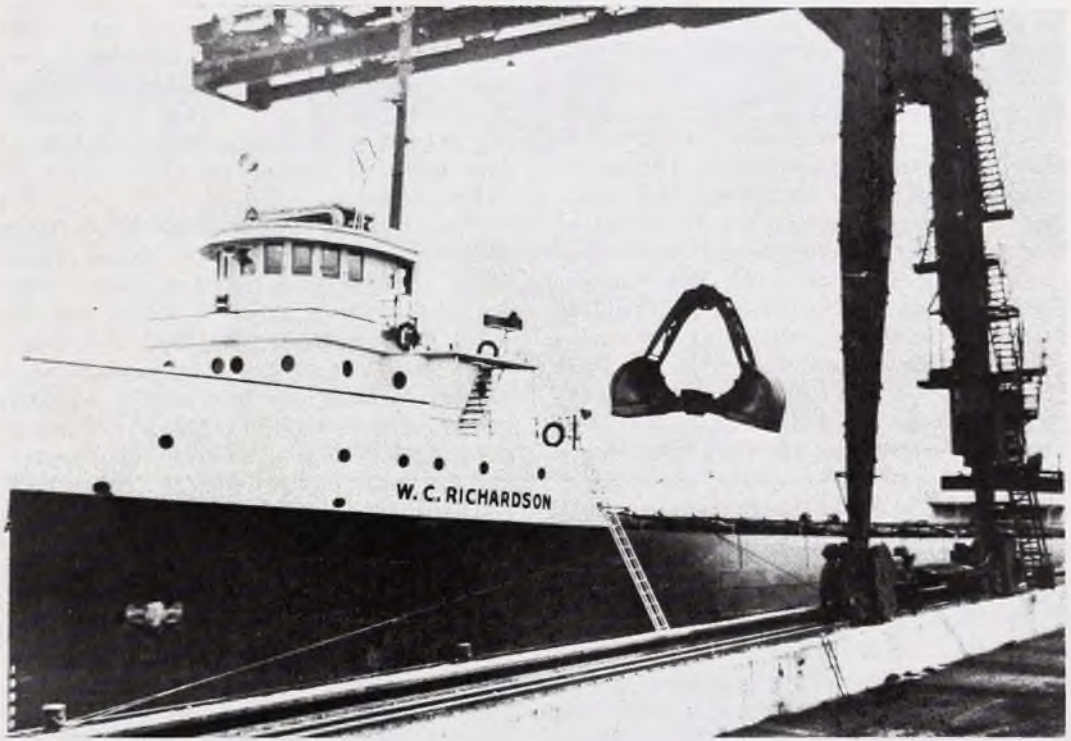
Conversion of the *Joseph H. Frantz* to a self-unloader brought with it the opportunity of becoming king of the coal shuttle. By now the shuttle also included trips into the power plant at Oak Creek, Wisconsin, about 40 miles south of Port Washington. The *Frantz* made the dozens of trips annually...in 30 trips per year she managed to transport almost as much as the *Sierra* did in 80 trips. The *Holloway* disappeared, for a time, having other duties elsewhere, but she returned in 1973.

Ship watching, however, was still good...and varied...and interesting. This was especially true in the late 60's and early 70's, when the bulk of the eastern coal arrived in the holds of the ever-changing Kinsman Transit Company fleet. These were supplemented occasionally with ships of the Reiss Steamship Co., Gartland Steamship, and Cleveland-Cliffs. In 1970 there was the unexpected bonus of many trips by U.S. Steel's tin-stackers.

In modern times...the present...tonnage into Port Washington averages about 700,000 tons, although over one million tons will be unloaded in 1976. Self-unloaders bring in most of the coal now (usually the *W.W. Holloway*), with most of the eastern coal brought in by Cleveland Cliffs ships.

Port Washington has been a logical choice for "first trips" throughout the years. Ships that have been repaired, rebuilt, or converted on Lake Michigan, seem to be routed into Port Washington on their shake-down trips. This list includes the *W.W. Holloway*. In 1957, after she was converted, Port was one of her first trips. Also included are the *Marquis Roen*, 1957; the *J.R. Sensibar*, 1960, *Joseph H. Frantz*, 1965, and *George E. Seedhouse*, 1970.

Other firsts of a different type: In 1947, the *Joe Frantz* loaded the largest load of coal ever to be sent out of Conneaut, Ohio (14,668 tons),



The first load of 1947...7580 tons delivered by then-bulker, **W. C. RICHARDSON** (above). The first tanker to dock in Port Washington was the **METEOR**, on August 2, 1960 (below). The currents made landing her difficult. Both photos Author's Collection

and brought it into Port Washington. In 1974, the *Adam E. Cornelius* unloaded the largest load of coal ever in Port Washington...on August 28, 1974...18,026 tons!

In 1976, with tonnage expected to reach over 1 million tons, the aging crane-equipped *Buckeye* has made several dozen trips on an unusual shuttle, carrying Wyoming coal that is brought by train to Oak Creek. Unit trains bring the coal to the power plant dock, where the *Buckeye* loads it and transports it to Port Washington...a trip of some thirty-five miles. In all, about 300,000 tons was involved in this first-of-its-type shuttle.

In 1960, a new dimension of ship watching began at Port Washington... tankers. A new terminal was constructed, and a large petroleum distribution center was erected. There was to be large fuel oil and gasoline deliveries by tanker.

Appropriately, in keeping with the "special" nature of the Port Washington harbor, the first load of petroleum was delivered by none other than the *Meteor*...the last American whaleback...on August 2, 1960. The *Meteor* made many dozens of trips into Port Washington during the last decade of her career, as did the recently departed *Mercury*, *Pleiades* and *Venus*. The *Amoco Michigan* made one of her last voyages on the Lakes in Port, as did the *Taurus* and *Detroit*.

They were all colorful, those early tankers; the loud explosion of the steam pumps could be heard a mile away while they were unloading. The *Polaris* and *Amoco Wisconsin* still make several trips a year, but for the most part its now barges such as *Phoenix*. The glamour is fast disappearing.

The early years offered an endless variety of interesting ships of many designations...with virtually nobody around to photograph them.

Now, unfortunately, things have narrowed down pretty much to the *W.W. Holloway*, *Buckeye*, *Tom M. Girdler*, *Charles M. White*, *Thomas F.*

Patton, and *Phoenix*. But, occasionally there is still some variety. Once in a while we get the new ones, like *Wolverine* and *William R. Roesch* or an unusual one like *The International*; and sometimes a break in the regular schedule with ships of other fleets.

And still...although I've been watching the parade of ships since 1951, and photographing them (each and every one) since I first saw the *J.S. Ashley* in July, 1956...I can't help but yearn for the sound of a steam whistle in the early morning hours; the smell of a black cloud of coal smoke from a hand-fired engine; the methodical clanking sounds of the old-style self-unloader scraper.

I wish I would have been around in the '30s and '40s to capture the veritable "museum" parade of the early vessels that were relegated to ending their lives on the glamourless coal runs. The harbor really hasn't changed much...Port Washington is still ranked as one of the worst, roughest harbors on the Great Lakes. (In the early days, unloading would actually stop during rough weather, and the ships would sail for the relative safety of open water, rather than risk being tied to the docks at Port Washington.) The scenery hasn't changed...the elderly Mead-Morrison still hums and sparks as the 14-ton buckets unload the bulkers.

What has changed is the names of the ships...the style of their unloading rigs...the absence of smoke from their stacks...and their size. There are no 350-foot coal carriers anymore. It's hard to believe that all these venerable old-timers could have lasted over a half-century on the Lakes, *or more*; and yet have all but disappeared in the past fifteen years.

But, the charm of the Great Lakes; the mystique of those steel-hulled gypsies...it all remains in my viewfinder yet today. I doubt if it will ever change.

One thing *has* changed. The *Sierra* doesn't come in here anymore. ☐



Editor: *Frederic E. Weber*
11400 Balfour Road; Detroit, Michigan 48224

Seaway News Editor: *Skip Gillham*

Correspondents:

Walter P. Murphy, Jr: Chicago
Donald J. Comtois: Bay City
Perry V. Haughton: Port Huron
C. Patrick Labadie: Duluth

Edwin Sprengeler: Milwaukee
Otto Strek: Detroit
Charles S. Slater: Toledo
Richard Gebhart: Whitehall

Nov. 4...From Montreal a report that Mr. Yvon Desgagnes, of Rail and Water Terminal, Pointe au Pic, Quebec, has purchased the *Fort Severn* and plan to scrap her over a period of time.

...*Ondine* arrived at Detroit where temporary repairs were to be made to her port bow shell.

...From Montreal a report that the Greek motor vessel *Falmouth* has run aground while entering to port of Harve on the island of St. Pierre in the Gulf of St. Lawrence. The vessel has damaged her rudder. The tug *Leonard W.* will tow her to Quebec City for repairs. The tug *Jerry G.* will meet the tow at the mouth of the river to assist. The *Falmouth* is in ballast on a voyage from Philadelphia.

...The *Oriental Victory* is still at Kingston, Ontario awaiting the settlement of an \$80,000 lien, taken against the ship by Alcan Aluminum, Ltd.

Nov. 6...The Greek carrier *Garden Saturn* sailed from Montreal for Greece.

...The Pakistant motor vessel *Rupsa*, on a voyage from Karachi to Montreal, collided with the Liberian bulk carrier *Agelas Raphael* in the Gulf of St. Lawrence, near Mont Louis. The *Rupsa* is holed in the engine room and is dead in the water. A tug will take her to Quebec City. The *Agelas Raphael* is damaged in her bow but will return to Quebec City under her own power.

...U.S. Steel's ore carrier *Enders M. Voorhees* suffered bow damage when she hit the pier in the Lower Beauharnous Lock. She will go to Lorain, Ohio, for repairs.

...*Agelas Raphael* arrived in Quebec City. *Ondine* cleared Detroit after her temporary repairs were completed.

Nov. 10...The American yacht *Lady Margaret* has sunk in the Atlantic, 15 miles of Frying Pan Light, North Carolina. She is owned by Global Communications of East Lansing, Michigan.

...*Rupsa* departed Gaspe for Quebec City after sheltering there since November 8. Her engine room is flooded to the top of her main engine and she is under tow.

...The Canadian tanker *Irving Arctic* is at St. John's, NB, with engine trouble.

...The tug *Pointe Marguerite* and *Rupsa* arrived in Quebec City.

GREAT LAKES & SEAWAY NEWS

Nov. 13...The Liberian bulk carrier *Ocean Sovereign* suffered steering problems as she approached the Soo Locks and suffered damage when she struck the lock wall. Blown by a 35-mph wind, she went sideways across the channel closing the locks. She was freed seven hours later and moved by three tugs to the approach wall where she was tied up for inspection of damage.

...*Agelas Raphael* has entered the drydock at Quebec for repairs.

...The Greek vessel *Pelops* has requested inspection of damage suffered when struck by the eastbound pontoon barge *Petrola 60*, in tow of the tug *Petrola's Seamaster 20*, at Sorel, Quebec.

Nov. 14...The *Ilena* lost her steering in Copeland's Cut, near Massena, NY, and went to anchor for five hours.

Nov. 16...In Chicago, the Lake Street Bridge was opened to permit the out-bound passage of the self-unloader *John A. Kling*. When the bridge was being lowered the magnetic heels failed to catch resulting in a 90-minute delay for commuters.

Nov. 17...The *Ocean Sovereign* departed Sault Ste. Marie in tow of three tugs bound for Lauzon, Quebec. Her rudder remains jammed at 75 degrees to starboard. A drydock will be available at Lauzon on December 11.

...The Greek freighter *Federal Lakes* (Detroit for Bangkok) has been in collision with the tow of tug *Barentsz Zee* (Puerto Bayavar to Southampton) in position Lat. 37 30N, long. Only damage was to one barge, *G.W. 93*, which was cut adrift.

Nov. 18...*Algosea* cleared Port Colborne for Goderich, but later returned due to mechanical trouble.

...Upper Lakes' new *Canadian Olympic* is on her sea trials.

...The Canadian tanker *Eastern Shell*, eastbound from Three Rivers for sea, ran aground south of buoy 27-C, about 2½ miles east of Three Rivers. She was reportedly leaking jet fuel. Her owners are dispatching another vessel to transship her cargo, after which the vessel will be gas freed for drydock.

Nov. 19...A fire broke out aboard the remains of the *Hennepin* at Port Colborne.

...A Greek seaman from *Antonis P. Lemos* was killed at Port Colborne when a 4-inch nylon line slipped off a bollard and snapped across his chest.

Nov. 21...The *Enders M. Voorhees* has had two plates replaced at the shipyard.

...*Algosea* has left the second time for Goderich, Ontario for salt.

Nov. 22...*Ocean Sovereign* is now at Port Huron, awaiting weather moderation before proceeding down the St. Clair River, Lake St. Clair and the Detroit River for Lake Erie. An additional tug is being engaged for the river part of the journey, making a total of four tugs involved.

Nov. 23...The Greek motor vessel *Ariel*, Duluth for Rotterdam with 13,400 tons of oats on board, went out of control after she was hit by a strong gust of wind and struck a pier at the Soo Locks. *Ariel* sustained a 10-foot gash in her port bow from the waterline and is moored at Sault Ste. Marie for repairs. The pier was severely damaged.

GREAT LAKES & SEAWAY NEWS

...A report out of Montreal stated that the *Pelops* had passed Escoumins, Quebec, headed for the sea. (see Nov. 13.)

...*Montcliffe Hall* (ex-*Ems Ore*), motor ore carrier, 20,326 tons d.w.; 8,200 gross; built in Hamburg, 1959, has been sold by Transatlantic Bulk Carriers Ltd., Monrovia, to Canadian principals.

...The 1,400 barrels secretly dumped into Lake Superior between 1959 and 1962, contain harmless scrap iron from an Army ammunition contract. The U.S. Army, Corps of Engineers say the scrap metal is neither radioactive, explosive, nor toxic.

Nov. 24...The former upper lakes buoy tender *C.P. Edwards* is due at Ogdensburg, NY, today with 600 tons of boiler twine from Haiti. She is now a commercial freighter in coastal trade.

...*Federal Lakes* passed Gibraltar, eastbound for Port Said.

Nov. 25...The British vessel *Maihas*, Hamilton, Ontario for the Persian Gulf suffered bearing failure as she was leaving Hamilton. Only partly loaded, she will proceed to New York on her remaining good engine, the port one.

...*Eastern Shell* has been towed to Montreal and is now at Canadian Vickers, Ltd., for repair. Work will be done during the winter.

Nov. 26...U.S. Steel's ore carrier *Irving S. Olds* ran aground in the Amherstburg Channel of the Detroit River, just north of Amherstburg, Ontario, as a result of steering gear failure.

...*Ocean Sovereign* passed downbound by Detroit at 07:00, being towed by the tugs *John Purves*, *Wilfred M. Cohen*, *John McLean* and *John Roen V.*

Nov. 27...*Algosea* passed down the Welland Canal with salt for Quebec City.

...The former cement carrier *Peerless*, now registered in Venezuela, cleared the Seaway in ballast.

...*Irving S. Olds* is lightered by the barge *T.F. Newman* and refloated at 19:00 with the aid of the tug *Atomic* and four Great Lakes tugs from Detroit.

Nov. 28...*Canadian Olympic* cleared Port Weller Drydock to begin her Maiden Voyage.

...P.M.'s bulk carrier *John Sherwin* ran aground about a mile from Escanaba, Michigan, in northern Green Bay. Headed for Ashtabula, Ohio, at the time, she is loaded with pellets.

...The *Irving S. Olds* has resumed her voyage.

Nov. 29...*John Sherwin* is still aground and will have to be lightered.

Nov. 30...The *Red Wing* has cleared Port Weller Dry Dock.

...The Panamanian vessel *Adriatik* collided with the tug *Robert John* at Thunder Bay, Ontario. The *Adriatik* suffered some frame damage on her starboard side abreast of No. 1 hold above the waterline. She returned to a dock at Thunder Bay for repairs. There was no report available on the damage to the tug.

...*Irving Arctic* cleared Quebec City for St. John, NB.

...The *Buckeye* is at the side of *John Sherwin* removing some of her cargo.

GREAT LAKES & SEAWAY NEWS

...The Norwegian motor vessel *King's Star*, after being powerless for 22 hours on Lake Erie, radioed the Detroit Coast Guard to report that they had lost all power, engines and generators. The call was made on a battery powered radio on a lifeboat. She is bound for Nova Scotia with a cargo of soybeans. Coast Guard dispatched a helicopter, a fixed-wing aircraft and a cutter to her aid.

...The U.S. Corps of Engineers tug *Owen M. Frederick* and derrickboat *Harvey* will commence work on installing an ice boom west of Little Rapids Channel, Course 2, of the St. Marys River.

Dec. 1...The Canadian Coast Guard cutter *Griffin* reached the *King's Star* at 02:00. She is about 35-40 miles north of Cleveland, Ohio. Gale warnings are up and winds of 30-40 knots are causing seas to run 8 to 10 feet. Later on, the *Griffin* succeeded in getting a line aboard and towed the ship to Cleveland.

...There are still 40 oceangoing ships above Detroit.

...The *John Sherwin* has been freed and has resumed her voyage.

...The *Ocean Sovereign* passed down the Welland Canal in tow of *Wilfred M. Cohen*, *Robert B. No. 1*, *G.W. Rogers*, and *Laval*.

...*C.P. Edwards* arrived in Ogdensburg after being delayed by engine problem.

...The National Weather Service reported that ice had formed on the Great Lakes, three to four weeks earlier than usual.

Dec. 2...Until further notice, both upbound and downbound vessels will use the Livingstone Channel of the Detroit River.

...The Liberian vessel *Pearl Asia* (ex-*Crystal Crown*) was blown aground off Port Weller, Ontario. with damage to No. 3 port, and No. 5 starboard double tanks. The tug *Laval* will assist her later today.

...The ocean ship *Joana* went aground north of the Blue Water Bridge, at Port Huron, Michigan. She was freed in about 1¼ hours.

...A welder's spark reputedly caused a fire at the Centennial Dock at Hamilton, Ontario, today.

...The *Oriental Victory* is now at Three Rivers, Quebec, again under arrest, this time on a complaint made by her Filipino crewmen.

Dec. 3...The 8,988 gross-ton *Garden Mars* was held below Lock No. 1, in need of a new anchor motor.

...The tug *Laval* is unable to move the *Pearl Asia*, so it will be necessary to lighten the vessel.

Dec. 4...The ferry *Wolfe Islander* is at Port Weller Dry Dock for strengthening for ice.

Dec. 5...The *Pearl Asia* was lightered by *Mapleheath* and pulled free by the tugs *Nipigon* and *Daniel McAllister* and taken to Hamilton, Ontario for an inspection for damage.

Dec. 6...The self-unloader *G. A. Tomlinson* went aground 1 mile east of Harbor Light in the Maumee Bay Channel, near Toledo. She was later freed by the tugs *Kansas* and *Tennessee*.

GREAT LAKES & SEAWAY NEWS

...*Pearl Asia* is reloading her cargo in Hamilton and will try again to make her scheduled delivery to Thorold, Ontario.

Dec. 7...The Liberian vessel *Unimar* took on grain at Thunder Bay, left her berth, then ran aground 150 feet from the pier. Two tugs had no success in their initial try at freeing her.

...At about 04:00 the bulk carrier *Harry L. Allen*, downbound loaded, went aground out of the channel, seven miles above the Peche Island Range Light in Lake St. Clair. She was freed later in the day.

...The self-unloader *John T. Hutchinson* ran aground in Lake St. Clair due to ice. She was freed later in the day after discharging part of her load into the *Consumers Power*.

...The U.S. Coast Guard tug *Kaw* is on her way to free three vessels beset by ice in western Lake Erie.

Dec. 7...The self-unloader *Pinedale* was aground in Wyandotte Channel of the Detroit River, but was freed by tugs later.

Dec. 8...All traffic through the West Neebish Channel of the St. Marys River was discontinued today at 00:01 hour.

...The Manson Construction Company has commenced installation of the Niagara River ice boom.



Grounding of *CLIFFS VICTORY* caused a major tieup in the St. Marys River.

Photo by SCOTT McLELLAN

GREAT LAKES & SEAWAY NEWS

...An ice bridge has formed across the Straits of Mackinac, South Channel, between Point Au Sable and Point Aux Pins. All vessels will use the Round Island passage.

...Ford's *John Dykstra* has been waiting 4 days for coal at Toledo. The coal is frozen in the rail cars. The *Henry Ford II* left Toledo with her last load for a while. She is to be laid up for about three weeks at Ecorse, Michigan.

Dec. 9...The Liberian motor vessel *Attica* sailed from Chicago for Montreal with a load of soybeans.

...Cleveland Cliff's bulk carrier *Cliffs Victory*, downbound loaded with iron ore for Conneaut, Ohio, grounded at Johnson's Point of the St. Marys River while trying to avoid ice. The channel is blocked and all traffic is at a standstill.

Dec. 10...The Coast Guard cutter *Raritan* escorted Huron Cement's *S.T. Crapo* into her winter moorings at Green Bay, Wisconsin. It took the duo 20 hours to travel the 40 miles from Sturgeon Bay to Green Bay. The *Raritan* then set her course for the Soo area to assist with the massive tie-up there.

...The *Cliffs Victory* is still blocking the channel, 73 ships are waiting, and it may become necessary to reopen West Neebish Channel.

...The Canadian bulk-carrier *Silver Isle* is icebound in Lock No 4 at Beauharnois, Quebec and other ships are forced to anchor.

Dec. 11...The Canadian bulker *Meaford* fouled her prop on a wire after she cleared the grain elevator at Port Colborne, Ontario.

...After being lightered of 2,600 tons of ore, the *Cliffs Victory* was refloated and limited shipping traffic was resumed.

...The *Attica* is now at Port Huron, Michigan, with a crack in her hull. She is awaiting a berth where she can undergo an inspection.

Dec. 12...The *King's Star* sailed from Cleveland, bound for Montreal.

...It has been found that the motor vessel *Brunla*, carrying about 1,650 long tons of potatoes and onions in regular cargo holds, has had some of the cargo become frozen before, during, and after loading. She arrived at Kenosha, Wisconsin, today.

Dec. 13...At about 10:00 E.S.T., the British motor bulk carrier *Welsh Minstrel* (from Duluth) went aground at the upper junction of the St. Clair Cut-off Channel and the old South Channel. She swung freely in the channel all day, causing ships attempting to pass her to inch by. With the aid of the tug *Barbara Ann*, she was freed at 18:33, then proceeded on her way.

...A. C. *Crosbie* is reported to have hit a quay at Montreal.

...The bulk carrier *Thomas Wilson* ran aground at Gros Cap in Whitefish Bay of Lake Superior, about 20 miles west of Sault Ste. Marie.

...The 1000-foot *Stewart J. Cort* blocked shipping at the Soo. She ran into a mass of ice when she approached the Poe Lock, then swung sideways, also blocking the MacArthur Lock. She was unable to back because of an ice jam at her stern. The Coast Guard tug *Naugatuck*, along with the icebreaker *Mackinaw*, freed her after 13 hours work.

GREAT LAKES & SEAWAY NEWS

...The *Ocean Sovereign* is now clear of the Seaway and should be off Three Rivers, Quebec this afternoon. Weather and ice conditions at Quebec are bad.

...*Jaladhruv* hit lock No. 3 wall while downbound in the Welland Canal. She was holed and tied up below Lock 1 to assess damage.

...Ice conditions in the Welland Canal are the worst in years.

...Canadian bulk carrier *Lake Winnipeg*, downbound in the Welland Canal, had apparent damage to her bridge. Origin of the damage is at present unknown.

...*Amalia*, of Brazil, cleared Duluth after loading gas turbines all night. The cargo is for Salvador, Brazil.

Dec. 14...The motor tankers *Anja* and *Aniara* cleared Detroit to end the salt water season. The *Joana* similiarly closed Toledo, Ohio.

...The tug *John Roen V* has been engaged to help free the *Unimar*, which went aground in the St. Marys River on December 13.

...The *Canadian Hunter* ran aground just inside the Duluth Ship Canal.

Dec. 15...*Pierson Daughters* arrived at Port Weller, below Lock No. 1, where she is to receive a new pilot house.

...The Coash Guard tug *Ojibway* spent most of the day freeing four vessels beset in ice in the Pelee Passage in Lake Erie, 10 miles south of Kingston, Ontario.

...The *Unimar* was refloated at 14:15 without assistance or lightering and proceeded down the Lakes under her own power to Montreal for inspection.

...*Thomas Wilson*, after lightering 800 tons, floated free. After she is inspected she will proceed to Cleveland.

Dec. 16...The *Attica*, moored at the St. Clair dock of Detroit Edison, found a 17-foot transverse fracture in her bottom plating of No. 2. double bottom tank. Divers are trying to make temporary repairs.

...At 10:30 the Grand Trunk carferry *City of Milwaukee* became locked in the Muskegon channel. Strong westerly winds built up ice packs in the Muskegon Breakwallso tightly trapping the vessel it can move neither fore nor aft.

Dec. 17...*Welsh Minstrel* lost power between Locks 2 and 1 of the Welland Canal. Tug assistance was needed.

...At 16:00 the *City of Milwaukee* finally freed herself after 18 hours in the Muskegon Channel. A shift in wind apparently aided the carferry and she proceeded to Milwaukee. This is the earliest a ship has been iced in the channel in 25 years.

Dec. 18...*Attica* cleared Detroit at 07:00 for Montreal, making her the last vessel out of the Seaway. She is being escorted to Montreal by a tug. The *Unimar*, meanwhile, made it down the Welland Canal.

Dec. 20...The *Pearl Asia* cleared the Seaway and will be reinspected at Montreal. The *Ocean Sovereign* is safely alongside a dock at Quebec City. Due to ice conditions at the drydocks it appears the earliest she can get in will be December 27. The St. Lawrence Seaway continues to remain open and with 24 lakers and salties still in the system will attempt to stay

GREAT LAKES & SEAWAY NEWS

open until all have cleared.

Dec. 21...*A. C. Crosbie* is now at St. Johns, NF, getting repairs to the bow damage she suffered on December 13.

...The Canadian laker *Goderich* took on the final load of grain for Toledo.

...*Canadian Century* is at Port Weller for the winter.

Dec. 22...The *John A. France* was held 14 hours in Lock 7, Welland Canal, due to ice building up above the lock.

...C.S.L.'s *T. R. McLagan* was delayed a short time in Lock 6 once traffic resumed.

...*Agelas Raphael* grounded today during move from drydock to berth due to heavy ice pressure breaking off the line to a tug. She is one-third on rocky bottom, directly opposite the entrance to Princess Louise Basin, Quebec City. Tugs will attempt to refloat her tomorrow.

...The *Imperial St. Clair* will attempt sailing most of the winter with 16 trips between Windsor, Thunder Bay, Parry Sound, Sault Ste. Marie and Michipicoten.

Dec. 23...*Agelas Raphael* was refloated with the aid of three tugs and one Government icebreaker. She is presently moored alongside Shed 27, Quebec City. She is taking on water in the No. 3 hold.



The **IMPERIAL ST. CLAIR** was damaged in hitting a rock in Parry Sound, Ontario.

Photo by SCOTT McLELLAN

GREAT LAKES & SEAWAY NEWS

...*Ocean Sovereign* can't be drydocked until January 3, 1977 because of ice conditions.

...*Hennepin* has been pulled completely out of water and cutting on her will be completed within a matter of days.

...The old pilot house has been removed from *Pierson Daughters*.

...*Black Bay* is imprisoned in ice in Lock No. 7, Welland Canal.

Dec. 23...Marine Salvage has purchased the sandsucker *Charles Dick* and she will be scrapped at Port Colborne, Ontario.

...*Imperial St. Clair* hit a rock in fog near Parry Sound, Ontario. Some 35,000 gallons of furnace oil was spilled into Georgian Bay, but the ship is in no danger. The ship will be pumped, then freed.

...The barge *Presque Isle* has been in Milwaukee Harbor for the past two days for engine repairs to her tug.

Dec. 24...The St. Lawrence Seaway closed today as the last vessel cleared. It had remained open on a day-to-day basis until the last ship cleared, and the closing date was to have been December 28th.

...*Unimar* is at Montreal under inspection. It is impossible for divers to examine her bottom due to ice conditions and current. Such an inspection is to be made in Europe.

Dec. 28...*Imperial Sarnia* ran aground in heavy ice in the St. Marys River near the Soo, blocking traffic for several hours.

...Divers have found the bottom plating of *Agelas Raphael* to have been cut open 1t feet. Divers report ice adhering to bottom plating. Earliest date for drydocking will be February, 1977.

Dec. 30...Defoe Shipbuilding Company, of Bay City, Michigan, will not open their plant in 1977. No contracts.

Dec. 31...Bay Shipbuilding has won a contract from Oglebay Norton Company for a 630-foot self unloading bulk carrier, slated for delivery in 1979.

...A \$36 million contract for an icebreaking bulk carrier has been signed by the 51%-federal-government-owned Canarctic Shipping Company of Ottawa, and Royal Trust Company of Montreal, to be named *Arctic*, and to built at Port Weller Dry Dock.

...The Welland Canal is supposed to be closed but the *Frontenac* is marooned in Lock No. 5, the *Tarantau* is stuck at the guard gate at Thorold and will winter there, and *Gleneagles* is locked in ice at Port Colborne harbor. The *Doan Transport* cannot get to Thorold to unload due to the status of the *Tarantau* and she will have to return to Sarnia, Ontario. Unfortunately she can't get back out of Lock 8!

...More than \$15 million in damage claims have been filed in U.S. Federal Court over last summer's oil spill in the Thousand Islands area of the St. Lawrence River. The claims range from one for \$9 million by the government for damage to the senic area and costs of cleanup efforts, down to a man who wants \$254.72 for the cost of cleaning up his boat, dock, and dog. The Oswego Barge Corporation, owners of the barge, *Nepco 140*, has asked the court to limit all claims to \$3.8 million.

TELESCOPE, the INSTITUTE's journal, is published six times per year, and covers Great Lakes topics. The Editor welcomes the opportunity to review manuscripts for publication, sent to the GREAT LAKES MARITIME INSTITUTE, DOSSIN GREAT LAKES MUSEUM, Belle Isle, Detroit, Michigan, 48207. The organization makes no payment for such material, and the 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. INSTITUTE MEMBERSHIP is available by calendar year, in these forms:

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. #

REGULAR MEMBER \$6.00 ANNUALLY
CANADIAN & FOREIGN 7.00 "
SUSTAINING 10.00 "
LIFE MEMBERSHIP 200.00 COMPLETE

Subscription to TELESCOPE is a benefit of membership. Single copies of TELESCOPE are priced at \$1.25 each, and current year publication is limited to sale to members only. #

GREAT LAKES MARITIME INSTITUTE

DOSSIN GREAT LAKES MUSEUM

BELLE ISLE

DETROIT, MICHIGAN 48207

DIRECTORS

(TERMS EXPIRE IN 1977)

Donald V. Baut	Gordon P. Bigbee
M. Karl Kuttruff	Robert B. Radunz
Donald F. Richards	Hal Jackson

(TERMS EXPIRE IN 1978)

Harry J. Wolf	Russell Parkinson
Robert I. Schellig, Jr.	Otto Streck
Karl Streck	David A. McDonald

(TERMS EXPIRE IN 1979)

Richard J. Kruse	Thomas P. Rockwell
Rev. Peter Van derLinden	Robert E. Lee
William A. Carey	J. Albin Jackman

OFFICERS

President: Richard J. Kruse
 Hon. Pres: Rev. Edw. J. Dowling, S. J.
 Vice President: Robert I. Schellig, Jr.
 Secretary: Thomas P. Rockwell
 Treasurer: David A. McDonald
 Coordinating Director: Robert E. Lee
 Dossin Museum
 Belle Isle
 Area Code 313
 824-3157 Detroit, MI 48207

TELESCOPE STAFF

Editor: Robert E. Lee
 Fleet List Editor: Rev. E. J. Dowling SJ
 Photo Technician: Harry J. Wolf
 Special Art: M. Karl Kuttruff
 Seaway News Editor: Skip Gillham

Correspondents:
 Walter P. Murphy Edwin Sprengeler
 Donald J. Comtois Otto Streck
 Perry V. Haughton Charles S. Slater
 Richard Gebhart C. Patrick Labadie

NEWS EDITOR: Frederic E. Weber
 11400 Balfour
 Detroit, MI 48224



Printed in the United States of America
 by Macomb Printing Specialties Company
 Mt. Clemens, Michigan.