



Telescope

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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES

A year ago, the Dossin Museum was closed because of a money pinch. Unfortunately, many people think we still are. We aren't! We're open, and our hours are back to normal...full schedule.

We're hearing a good deal of late about media coverage of so-called *news events*, and maybe our situation is a good case in point. Read your paper, and (even worse) watch TV news. *What are the headlines?* Fires, rapes, murders, hostages, the picket line around an X-rated theatre, and...*oh, yes*, cities on hard times closing museums. Nothing but horror stories and misfortune. You'll go blind looking for one item of really good news.

When the Dossin Museum closed last year we made every paper and every TV broadcast. From time to time, just to make sure it sunk in, there would be an "update" story, much more newsworthy if they could photograph the "closed" sign and show uncut grass. Well, we kept our grass cut anyway, so at least they were deprived *that* little morsel!

We reopened in June...one month ahead of plan because of a grant from the Helen DeRoy Foundation. *Not a word in the TV news*, and the newspapers gave us star coverage among the want ads.

So, every day someone asks us, "Are you still closed?" No, darn it, we are not. *We are open again!*

We wanted you to know it, and because we can't get the media to say so, how about you spreading the word for us? Tell your friends, Tell 'em we're here, doing business at the old stand, and they ought to get out and see us. You'll help us and, as members, you'll be helping yourself. ☼

MEETING NOTICES

A regular membership meeting will be held at the Dossin Museum on May 20, (to avoid Memorial Day weekend). There is no meeting in July. The Annual Dinner With The Author meeting will be held on September 16, at the Detroit Boat Club, on Belle Isle. The Detroit area members will receive a special mailing with the details, cost, etc. Those outside of the metropolitan area should send a stamped, self-addressed envelope for details. The speaker will be member Daniel C. McCormick, author of "The Wishbone Fleet" and an authority on canallers and the Hall Corporation fleet.

Business meetings will be held at the Dossin Museum, at 8 pm, on June 24, and August 26. All members are urged to attend the business meetings. ☼

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TELESCOPE Magazine is produced with assistance from the Dossin Great Lakes Museum, an agency of the Historical Department of the City of Detroit.

OUR COVER PICTURE...The steamer **OWEN**, tied up at a dock, probably somewhere along the Thames River, in Kent County, Ontario. The view is from an unsigned painting in the Dossin Museum collection by an unknown artist. ☼

The Waterways Of Kent County Ontario

by
JOHN D. KENNEY

In 1792, at the time Ontario, or Upper Canada as it was then known, was opened for settlement, the lower Thames Valley in Kent County was one of the few parts inland from the Great Lakes and connecting waters surveyed and opened to settlement.

At this time Governor Simcoe had a survey made into the hinterland that was to become the Moravian village, twenty miles above present-day Chatham. This was considered at the time to be the upper limits of navigation, and there is reason to believe that some small craft did, in fact, ascend this far during favorable water conditions to load corn grown by the Indians.

For practical purposes, however, the head of navigation was considered to be Louisville, a few miles east of Chatham. Some very old residents of the district can recall seeing grain loaded onto schooners at the docks of Louisville. At one time the Hadley Company, of Chatham, operated a fleet of sandsuckers to Louisville. The last of these, the *Yeldah*, did not cease this operation until 1940.

In 1793 the British Government established a shipyard at what is now Chatham with the idea of building a fleet of gunboats for use on the lakes. While work on this task was begun none of the proposed vessels were ever launched.

During the British retreat up the Thames in 1813, both the British and

American armies used some of the boats that had taken part in the Battle of Lake Erie to transport supplies. As British ships grounded east of Chatham they were burned to the water's edge. One of these, the *General Myers*, was located in 1900, raised and beached at Chatham, and was eventually carried away by souvenir hunters.

The first ascent of the Thames by a steamer was made by the *Argo*, soon after she was launched in 1829. This boat has been described as a sort of catamaran consisting of two logs connected by a platform which held a small steam boiler and engine to drive a pair of simple paddlewheels.

The first ship actually built on the Thames was the *Western* of 50 tons and 25 hp, built in 1832. The *Thames*, 200 tons and 50 hp, came out the following year. She operated between Chatham and Detroit until being burned at Windsor by Canadian rebels during the 1837-38 rebellion.

A number of other ships followed, the best known being the *Brothers*, 150 tons, 45 hp, built by Eberts Brothers in 1839. She operated between Chatham, Detroit and Sandwich and Amherstburg, three times weekly, taking two days for a round trip. She was enlarged in 1845, and wrecked in 1856.

In 1830 a lighthouse was erected to mark the entrance at the mouth of the Thames River.

1846. MONEY AND TIME SAVED!! 1846.
FARE REDUCED,
AND SPEED INCREASED!!!

THE WELL KNOWN STEAMER



BROTHERS,
CAPT. WALTER EBERTS,

Commenced making regular trips for the season Monday, April 6, from Chatham to Windsor, Detroit and Amherstburg, and vice versa, as follows:

Leaves Windsor and Detroit for Chatham every Tuesday, Thursday and Saturday mornings, at 10 o'clock, A. M. Leaves Chatham for Windsor and Detroit every Monday, Wednesday and Friday mornings, at 8 o'clock, A. M., in connection with a Daily Line of Post Coaches; through by daylight to London; thence to Brantford, Hamilton and Queenston.

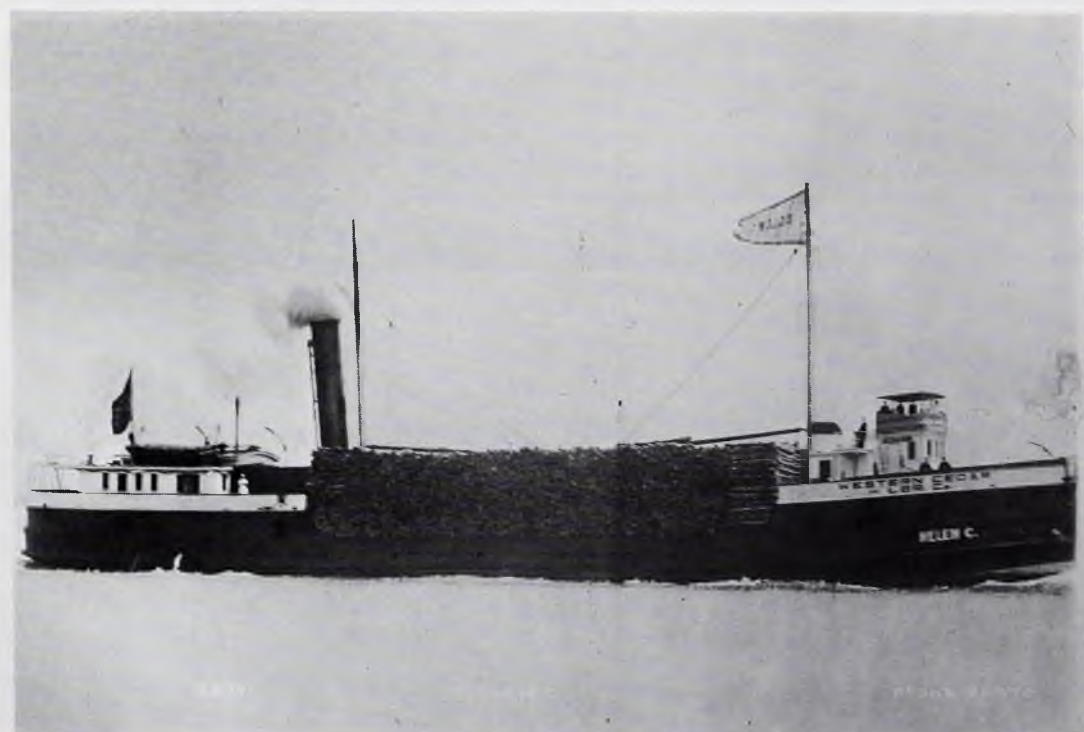
The road between Chatham and London is in complete repair. From London to Brantford the road is McAdamized, and throughout the entire line is one of the best roads in Canada. This route offers every facility to travelers with private carriages, or by the public conveyances, which are not to be equalled in any other part of America.

The opening of the Great Western Railway in 1854 reduced the passenger trade to a great extent, but by this time a prosperous shipbuilding industry, as well as a lumber trade, had been established. The hardwood logs in the valley, as far east as London, were driven down the river each spring to sawmills where they were cut into ship-timbers, lumber, and staves.

The shipbuilding industry also

created a demand for engines and boilers, and machine shops such as Parks Brothers, and McKeough and Trotter were established to cater to the requirements. The latter survive to this day as the McKeough and Sons Factory Supplies, in the original plant on Dover Street in Chatham as possibly the oldest firm in that city.

Some of the farmers along the river also started small shipyards,



Two views of **QUEBEC**, one of the last pair of ships built on the Thames River. Above shows her as she originally appeared, and in the view below as she was later rebuilt as the **HELEN C.** for the Western Cedar Lumber Company. Both photos DOSSIN MUSEUM Collection



The schooner **HATTIE HUTT** was a regular caller on the Thames in the early lumber trade (above) and (below) the **VIGILANT**, a former government revenue cutter retained some of her unique design even as a barge.

Both photos DOSSIN MUSEUM Collection

and most successful among these was Daniel W. Crow. He built at least two combination tug and small cargo vessels, the *Owen* and *D. W. Crow* on his farm below Chatham. While not a sailor himself, his son, H. E. Crow was to become a noted lake captain this writer was privileged to know.

The last two ships built on the Thames were the *Ontario* and *Quebec*, each slightly over 200 feet in length, built in 1873 and 1874 for the Beatty Line for operation on the upper lakes.

By the turn of the century the timber trade had reversed, and instead of lumber and staves being exported, schooners were bringing in large quantities of lumber and fence posts from Manitoulin Island and the North Shore of Georgian Bay. The best remembered of the boats in this trade was the *Hattie Hutt* which regularly brought lumber to Chatham between 1910 and 1923.

An interesting operation on the Kent rivers was that of the sugar beet barges of Dominion Sugar Company between 1900 and 1930. A fleet of wooden barges towed by the tugs *Wm. E. Rooney* and *Henry Stokes* carried the sugar beets from the docks

along the rivers to the refineries in Chatham and Wallaceburg. These operations continued until better roads allowed trucking the cargo. The *Rooney*, a wood hull, was finally abandoned at Riverside, Ontario, opposite to Peche Island. The *Stokes* was sold to Capt. McQueen of Amherstburg who operated her for some years before stripping her to the hull to be rebuilt into the present tug *Aburg*, still operated by McQueen Marine.

The passenger trade continued to flourish until the late '20's. The Chatham Navigation Company operated first the *City of Chatham*, later the *Ossifrage*, and finally the *Thousand Islander* between Chatham and Detroit with the latter operating until 1927. (See TELESCOPE, Vol XXIV; No. 3.)

While the *Thousand Islander* is generally believed to have been the last passenger ship to operate in the Thames, this is not the case. In 1937, during the Canadian Civic Holiday weekend, some Chatham interests obtained the *City of Hancock*, at the time operating out of Detroit, for an excursion from Chatham to Detroit. Interest was so great that



The tug **HENRY STOKES** was used to haul barges back and forth from farms to the sugar beet refineries. McDonald Collection/Dossin Museum



Although the **THOUSAND ISLANDER** (above) is generally believed to have been the last passenger ship in the Thames, the distinction properly falls to the **CITY of HANCOCK** (below).

Both photos DOSSIN MUSEUM Collection

it was soon sold out, and an extra trip was run on the preceding Sunday. While the trip *did* take place, it was most upsetting to some of the local bluenoses who promptly had the entrepreneurs hailed into court for violation of the Sunday blue-laws... taken quite seriously by many in Ontario at that time!

While the lumber, grain, and passenger trade had all but disappeared by the 1930's, a thriving coal trade between Toledo and Chatham continued for many years in the 30's. Several

coal docks lined the north bank of the river, and such ships as the *C W Cadwell*, *H Dalke*, *Oakwood*, and *John R Emery* brought in coal.

One year, in the mid-thirties, a pair of interesting ships took part in this trade; the barges *Vigilant* and *Mamie*, towed by the tugs *Ethel* and *Ruth B*. The *Vigilant* had once been a Canadian revenue cutter and had a long, sleek hull with a ram on her bow, while *Mamie* apparently had once been a sailing ship since she still had the stub of a bowsprit.



The *T. F. NEWMAN*, now owned by McQueen Marine, Ltd., and used by them as a lighter, was once in the coal trade.

The last regular vessel in the coal trade was the *T. F. Newman*, towed by the tug *Atomic*, both owned by McQueen Marine of Amherstburg.

A decline in the use of coal and heavy silting at the mouth of the river put an end to this trade. The last ship was the *Bayfax*, which went aground entering the river and had to be lightered to continue to Chatham.

The only traffic on the Thames today is the old tug and barge engaged in construction work along the river, and the seemingly endless parade of pleasure craft for which Chatham is still a Mecca.

The history of Kent's other river, the Sydenham, is similar to that of the Thames except that it was settled later. However, unlike the Thames, it does not experience the silting since it empties into the Snye rather than Lake St. Clair, and most of the traffic moves up the Snye into the St. Clair River. Also,

the Sydenham forks at Wallaceburg forming a natural turning basin which has allowed much larger ships to visit Wallaceburg than were ever able to come to Chatham. Wilksport, some twelve miles north of Wallaceburg, was the upper limit of navigation on the north branch, while at one time ships went up the east branch as far as Dawn Mills, some 15 miles to the east. Legend has it that at least one sailing ship was built at Dawn Mills, loaded with lumber, and sailed to England where both ship and cargo were sold.

Dresden, a few miles to the west was, however, the main port in the late nineteenth century, and tug-towed barges came to load lumber and grain. Passenger service was operated to Detroit, and north to Sarnia.

The leading ship owner of Dresden during this period was Alexander Trerice, operator of the steamers *City of Dresden*, *Hiawatha*, and *Byron Trerice*. The *City of Dresden* was

launched in 1872 and operated on the lakes until the early 1920's when, enroute to some unknown American port from Belleville, Ontario with a cargo of bootleg whiskey, she ran aground on Long Point in Lake Erie and was a total loss. Most of her

cargo was reputedly salvaged by area residents, to the chagrin of Prohibition Agents. The *Hiawatha* ended her days as a Port Huron/Sarnia ferry, while the *Byron Trerice*, launched in 1882, had a short career which ended in her being burned in 1887. Other



BYRON TRERICE (above) and **CITY of DRESDEN**, were operated by Alexander Trerice.

Top photo DOSSIN MUSEUM • lower S.S.H.S.A. Photo Bank

Dresden-built and operated ships included the *United Lumberman*, the *Watson*, and *Enterprise*.

The coming of the railroads and later the trucks, together with the increase in the size of ships, made for the end of ports such as Dresden and Wilkesport, around the turn of the century, and while the Department of Transport insisted that two bridges below Dresden, just built in recent years, have movable spans, nothing larger than small cabin cruisers have been seen in Dresden in many years.

Wallaceburg, with its natural turning basin and wider and deeper channel, continued to be a port, and indeed still is.

The shipping pioneer in Wallaceburg was Capt. J. W. Steinhoff who built, owned, and skippered many of the early Wallaceburg steamers. The most famous of these was the *New Dominion*, the source of her name attributable to the date of her launching...July 1, 1867...the year

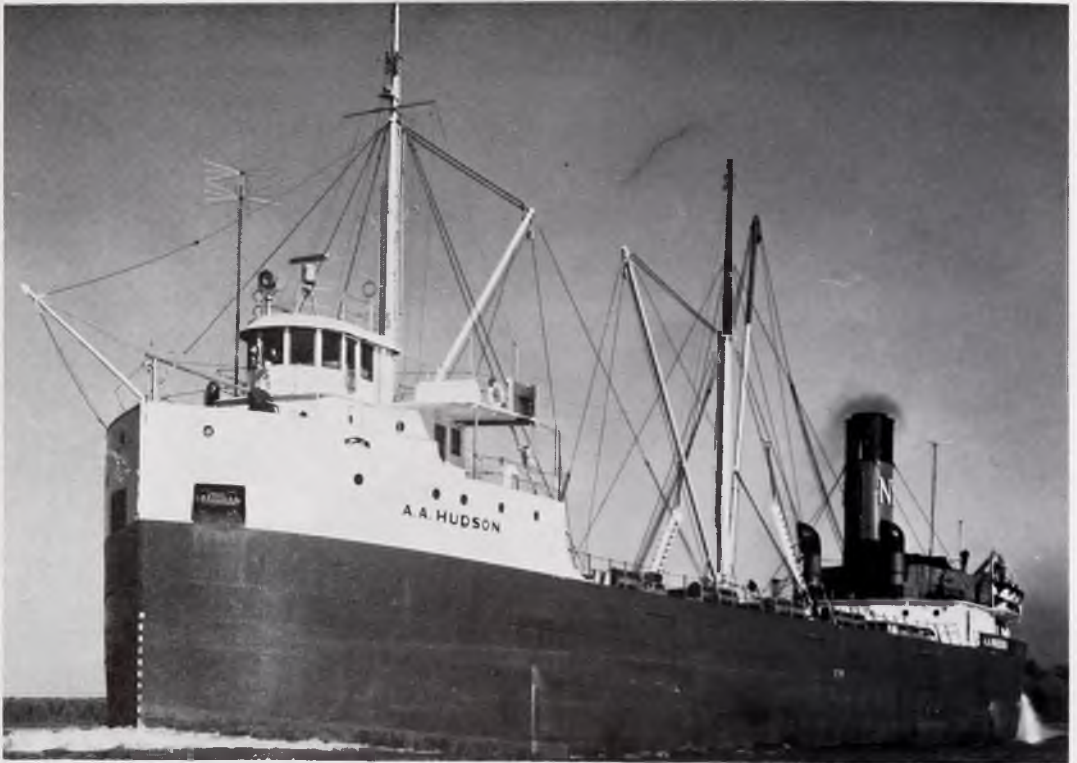
of Canadian Confederation. After operating out of Wallaceburg for many years, she was sold to Toronto interests, and operated on the Toronto/Port Dalhousie run as *Garden City*. Other Steinhoff steamers were the *W. S. Ireland*, *P. E. McKerral*, and *J. W. Steinhoff*.

The period from the mid-20's till after World War II saw booming times for Wallaceburg. Canada Steamship Lines, Paterson, the old Tree Line and others operated regular service picking up and delivering all kinds of package freight for Kent County.

The most familiar visitor was, perhaps, the *Superior* of the Northwest Steamship Company of Midland, Ontario. She operated a schedule carrying grain from the lakehead to Goderich and Sarnia. From Sarnia she would beat her way to Windsor, then Detroit where she loaded package freight. On the return she made a trip into Wallaceburg, then on to Sarnia, and back to the lakehead. In later years, the *A. A. Hudson* was



An early participant in the Wallaceburg trade, **J. W. STEINHOFF.**



The A. A. HUDSON was among the last of the vessels in the Kent County waterways trade,

DOSSIN MUSEUM Collection

added to this service, which lasted into the mid-fifties. Other ships came to the "burg" with stone, sand and gravel, and coal...American ships such as *Ben E. Tate* and *Fontana* were familiar sights. Even some of the early Norwegian ships occasionally called, and it wasn't at all unusual to see three or four ships in port at one time. Other interesting, if less frequent, callers were the Ford Motor Company canal barges *Chester* and *Edgewater* bringing in fertilizer from the East coast via the Erie Canal.

Another interesting operation of this time was the Wallaceburg Sand and Gravel Company which operated the sandsucker *Rose Burgess*, towed by the tug *Jean Fraser*. They obtained sand and gravel in the St. Clair river for delivery to points along the St. Clair, the Snye, the Suydenham and the Thames. Later another barge, the *Great Western*, rebuilt from the first rail ferry on the

Detroit River, with the tug *Lucknow* were added. The *Great Western* was sold to Marine Industries of Sorel, Quebec for use as a lighter. During World War II the *Rose Burgess* was taken to Halifax, N.S., for similar work and was lost in the Gulf of St. Lawrence while returning to the Lakes.

During the War the Canadian Navy named one of its Algerine class mine sweepers H.C.M.S. *Wallaceburg* and she visited the town on her maiden voyage down the lakes.

After the War a grain elevator was built just below the town and the odd small ship still calls to load grain...but there are few ships left of a size suitable to navigate the river.

That being the case, it seems very likely that as with the sister-river Thames the future holds little else than a preserve for the small boat operators.

And that is a shame.

The Inseparable Sisters

by
SKIP GILLHAM

Shipbuilding boomed during the first decade of this century. Steel ships were rapidly replacing the wooden and iron carriers of the 1800's and it seemed that almost every year a new vessel would be heralded as the biggest on the Lakes. This "Queen's" reign was usually short-lived as larger freighters were pressed into service.

Many of the vessels were of similar design and dimensions. Among the most popular were the "504's" (see TELESCOPE, Apr, 1968) and the "Standard 600-footers" (see TELESCOPE, Jan/Feb, 1974). Other vessels were built with a length somewhere between the two and it is a pair of the 540-foot lakers that we shall examine here.

The F. W. Wheeler yard at West Bay City, Michigan, dated from 1876 and they built a great many wooden and steel freighters. From 1901 this company became known as the West Bay City Shipbuilding Company when the American Shipbuilding Company took over operations. Further construction took place for several years but in 1908 operations ceased. Two of the last vessels to be launched there were the *General Garretson* and the *H.P. McIntosh*. They were the only 540-footers built at West Bay City and they travelled together for the next 66 years.

Their careers began in 1907 with Hull 621 being the first to slide into the water. She was named *General Garretson* and given the registration number 203974. Hull 622 followed and she became the *H.P. McIntosh*

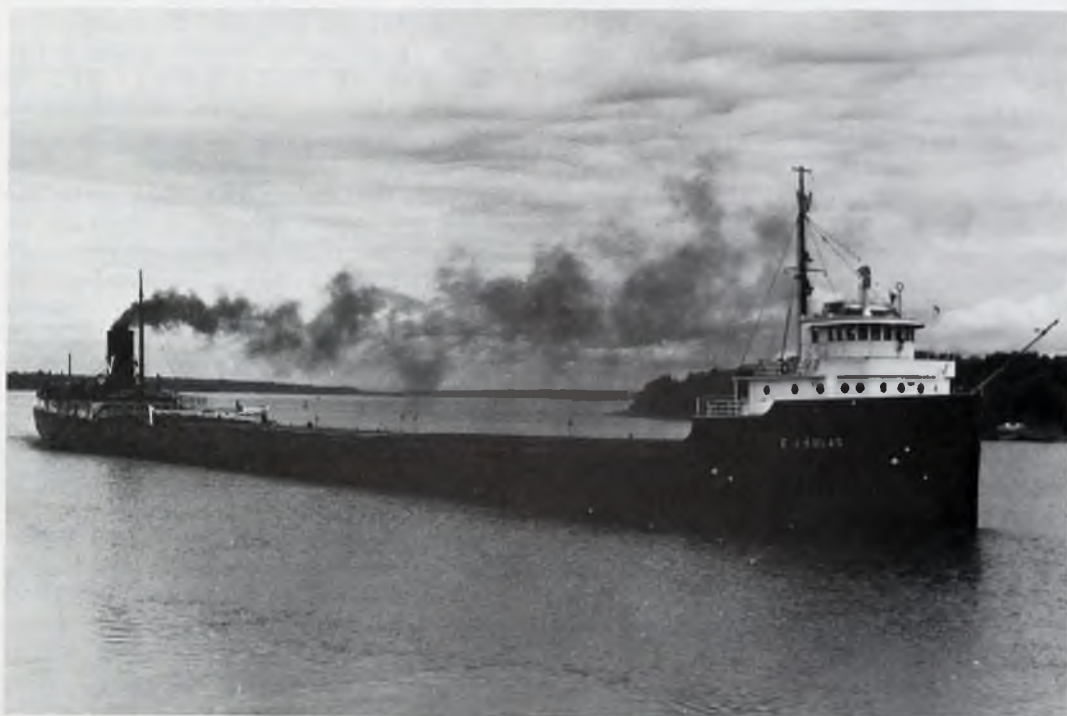
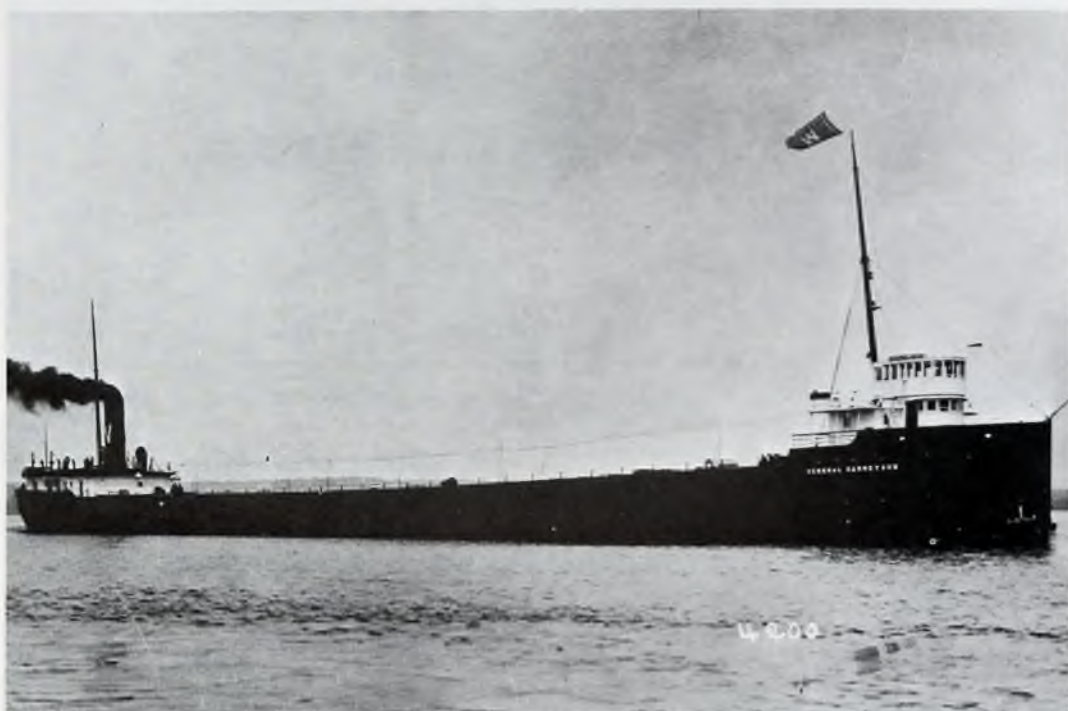
with registration number 203980.

Both vessels had a beam of 54 feet and a depth of 31 feet. The *General Garretson* was registered at 6,251 gross and 4,865 net while the *McIntosh* was 6,372 gross and 4,989 net tons. Each had a listed capacity of 10,700 dwt. or 364,999 bushels of grain.

The Gilchrist Transportation Company placed these freighters in service, but in 1914 they were sold to the Wilson Transit Company. The ships remained in these colors for the rest of their lives. Wilson changed the name of the *McIntosh* to *Edward S. Kendrick* in 1934. The following year saw her sister become the *E.J. Kulas*⁽¹⁾ but this name was again changed after one year to *Powatan*. Marine photographers must have had fun keeping up because in 1937, for the third time in three years she was renamed again, becoming the *Charles A. Paul*. Officials were at last satisfied and it was not until 1956 that she became the *B.F. Jones*⁽¹¹⁾. An earlier company ship with that name had just been in an accident and sold for scrap.

Both featured vessels were built with triple expansion engines and a pair of scotch boilers. In 1952 these ships were repowered. Each received a 2,500 horsepower 5 cylinder Skinner Uniflow engine. They were also equipped with two coal-fired water tube boilers that provided a heating surface of 5,450 sq. feet.

History records that on November



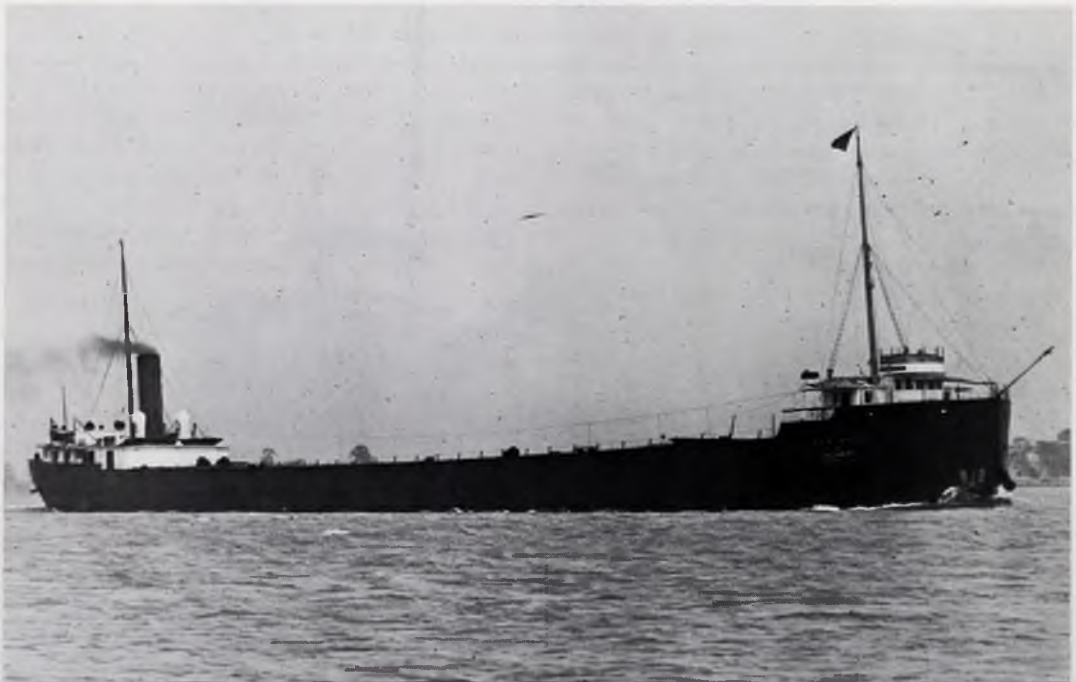
The **GENERAL GARRETSON** (above) became the **E. J. KULAS** (below) and was yet to be renamed **POWATAN** and **CHARLES A. PAUL** before she would finally receive her last rename and become **B. F. JONES**.

Both photos DOSSIN MUSEUM Collection



The *B. F. JONES* as she appeared when named *CHARLES A. PAUL*.

TAYLOR photograph/DOSSIN MUSEUM Collection



H. P. McINTOSH was renamed only once and became the *EDWARD S. KENDRICK*.

PESHA photo/DOSSIN MUSEUM Collection



The *B. F. JONES* as she appeared in the later years of her lake service.

MASSMAN photo/DOSSIN MUSEUM Collection



The dead ship *EDWARD S. KENDRICK*, outbound the Welland Canal for the last time, April 17, 1973.

Photo by SKIP GILLHAM

22, 1919 the wooden freighter *Myron* was lost on Lake Superior. She had cleared Munising that day with a load of lumber and was towing the barge *Mitzek* when she ran into trouble out on the lake. The barge was cut loose and the men aboard *Myron* eventually had to take to the lifeboats. The *H.P. McIntosh* arrived on the scene to assist the freighter *Adriatic* in rescue operations but the heavy seas and 60 mile-per-hour winds proved a severe test. Finally the crew of the *McIntosh* were able to get a line to the unfortunates in the lifeboats but they were too weak to hang on. They drifted into shall-

low water and the big freighter had to abandon rescue efforts, since they too were now facing danger. In the end, only the captain of the *Myron* survived. He had been blown out into the open lake on a piece of wreckage when an upbound steamer spotted his almost lifeless body.

The two sisters served their owners primarily in the ore, coal and grain trades. While it may not be fair to select one year as a typical example of their activities, a study of the 1964 log of the *Edward S. Kendrick* provides at least a sample of where the sisters traded in the later years of their life:

CLEARED BUFFALO: April 18, 1964

LAI D UP LORAIN: (drydock) December 10, 1964

CARGOS: (39) Taconite, 25; Coal, 7; Ore, 4; Salt, 1; Coke, 1; Wheat, 1.

LOADING PORT

Silver Bay 24 (taconite)
Superior 5 (4 ore, 1 wheat)
Toledo 4 (coal)
Sandusky 2 (coal)
South Chicago 2 (1 coke, 1 coal)
Marquette 1 (taconite)
Detroit 1 (salt)

DISCHARGE PORT

Cleveland 26 (22 taconite, 4 ore)
Milwaukee 5 (coal)
Superior 2 (coal)
South Chicago 2 (taconite)
Port Washington 1 (coke)
Lorain 1 (taconite)
Buffalo 1 (wheat)
Duluth 1 (salt)

Although they were both pretty well confined to the upper lakes, each spent a winter in Toronto with storage grain in recent years. The *Kendrick* tied up there during 1960-61, while the *Jones* wintered in that port the next year.

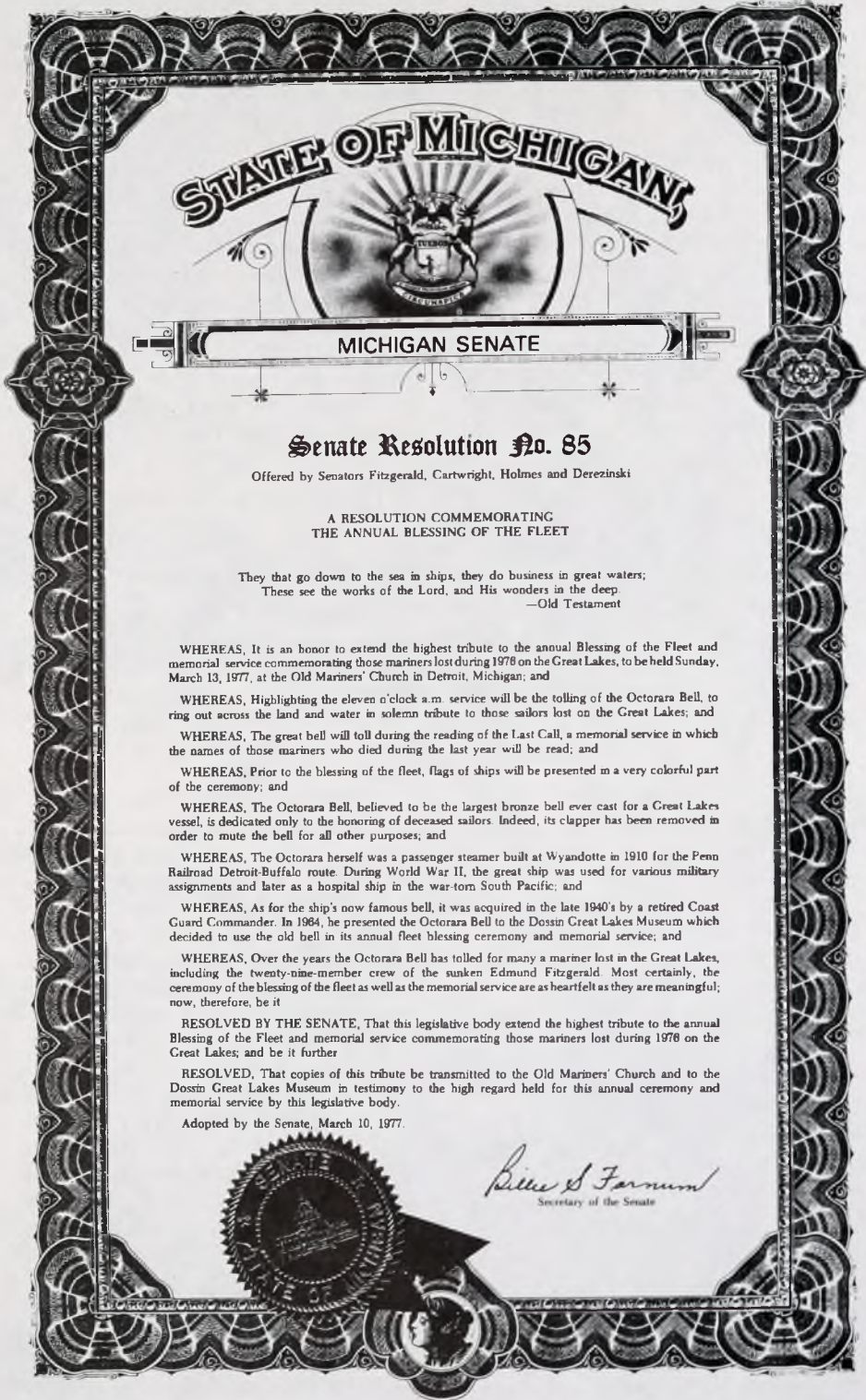
Even at the end of their careers their service paralleled. The *Kendrick* was the first to retire going to Buffalo with storage grain at the end of 1970. Her slightly older sister laid up at the same port in the fall of 1971.

In August, 1972, Wilson Marine Transit was sold to the American Shipbuilding Company and the vessels (on paper, at least) became part of the Kinsman Marine Transit fleet. Thus it was that, on August 28, 1972 the tug *L.C. Turner* towed the *Kendrick* to Toledo and returned for the *Jones* on August 31. Neither saw

service again and when the transaction was finally approved by government officials these ships were sold to Marine Salvage for scrap.

The *B.F. Jones* was towed down the Welland Canal on April 13, 1973 by the tugs *Salvage Monarch* and *Helen M. McAllister*. The former returned to Toledo and joined with the *C.W. Rogers* in bringing the *Edward S. Kendrick* down on April 17.

Resold to Varela Davalilo for dismantling overseas, it seems only appropriate that each should have their final voyage together. The deep-sea tug *Koral* picked them up at Quebec City on April 24 and, as a tandem tow, they began the long overseas voyage. They arrived together on May 19 at Castellon, Spain and there Spanish workers ended their remarkably parallel careers. They had stuck it out together to the very end. ❄



STATE OF MICHIGAN

MICHIGAN SENATE

Senate Resolution No. 85

Offered by Senators Fitzgerald, Cartwright, Holmes and Derezinski

A RESOLUTION COMMEMORATING
THE ANNUAL BLESSING OF THE FLEET

They that go down to the sea in ships, they do business in great waters;
These see the works of the Lord, and His wonders in the deep.
—Old Testament

WHEREAS, It is an honor to extend the highest tribute to the annual Blessing of the Fleet and memorial service commemorating those mariners lost during 1976 on the Great Lakes, to be held Sunday, March 13, 1977, at the Old Mariners' Church in Detroit, Michigan; and

WHEREAS, Highlighting the eleven o'clock a.m. service will be the tolling of the Octorara Bell, to ring out across the land and water in solemn tribute to those sailors lost on the Great Lakes; and

WHEREAS, The great bell will toll during the reading of the Last Call, a memorial service in which the names of those mariners who died during the last year will be read; and

WHEREAS, Prior to the blessing of the fleet, flags of ships will be presented in a very colorful part of the ceremony; and

WHEREAS, The Octorara Bell, believed to be the largest bronze bell ever cast for a Great Lakes vessel, is dedicated only to the honoring of deceased sailors. Indeed, its clapper has been removed in order to mute the bell for all other purposes; and

WHEREAS, The Octorara herself was a passenger steamer built at Wyandotte in 1910 for the Penn Railroad Detroit-Buffalo route. During World War II, the great ship was used for various military assignments and later as a hospital ship in the war-torn South Pacific; and

WHEREAS, As for the ship's now famous bell, it was acquired in the late 1940's by a retired Coast Guard Commander. In 1964, he presented the Octorara Bell to the Dossin Great Lakes Museum which decided to use the old bell in its annual fleet blessing ceremony and memorial service; and

WHEREAS, Over the years the Octorara Bell has tolled for many a mariner lost in the Great Lakes, including the twenty-nine-member crew of the sunken Edmund Fitzgerald. Most certainly, the ceremony of the blessing of the fleet as well as the memorial service are as heartfelt as they are meaningful; now, therefore, be it

RESOLVED BY THE SENATE, That this legislative body extend the highest tribute to the annual Blessing of the Fleet and memorial service commemorating those mariners lost during 1976 on the Great Lakes; and be it further

RESOLVED, That copies of this tribute be transmitted to the Old Mariners' Church and to the Dossin Great Lakes Museum in testimony to the high regard held for this annual ceremony and memorial service by this legislative body.

Adopted by the Senate, March 10, 1977.

Billie S. Farnum
Secretary of the Senate

Old Mariners Church and the Dossin Museum shared honors in a State Senate Resolution adopted by the Michigan Legislature in commendation of the Annual Blessing of the Fleet and Memorial Service.



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C. Patrick Labadie: Duluth

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Richard Gebhart: Whitehall

Dec. 22...Canadian tug *Point Valiant* departed Halifax to tow the Canadian bulk carrier *Algosea*, which is disabled approximately 30 miles east of Scotari Island.

Dec. 23...The *Algosea* is taken in tow at 15:50 hrs, and is bound for Sydney, N.S.

Dec. 24...*Algosea* and *Point Valiant* hove to at 11:00 hrs due to northwest winds and very heavy seas. *Algosea* is rolling badly under tow. Tow will resume when seas abate. The tug *Point Victor* is enroute to assist.

Dec. 27...From Utica, NY, comes the report that more than \$15 million in damage claims have been filed in U.S. Federal Court over last summer's oil spill by the barge *Nepco 140* in the Thousand Islands, St. Lawrence River. Cut-off date for filing claims is December 31. The claims range from \$9 million by the U.S. Government for cleanup costs and damage to the senic area, to one for \$254 by a Goose Bay, Ontario, man for cleaning his boat and dock. The Oswego Barge Corporation, owners of the barge, has asked the court to limit all claims to \$3.8 million, or the total value of the barge and accompanying tug, *Eileen C.*, and the freight bill.

...After 71 years in the shipbuilding business, the Defoe Shipbuilding Company, of Bay City, Michigan has closed its gates. The company has built some 400 vessels, ranging from war ships to yachts, in those years.

Jan. 3...After several days of battling the ice, C.S.L.'s *Frontenac* finally cleared the Welland Canal, ending the navigation season.

Jan. 4...In Quebec City, the vessel *Agelos Raphael's* number 5 hold, which has no cargo, now shows eight feet of water, source of entry unknown. Her draught is 36 feet forward and 29 feet aft, and continuing to make water.

...From Montreal, a report that the steam tug *Manoir*, which sank April 10 due to rafting ice under her starboard hull, has been raised by Louiseville General Enterprise Engineering, who bought the tug on an as-is-where-is basis.

Temporary repairs have been made on the *Pearl Asia*, consisting of welding up 25 foot seams and rivets, 7 small fractures, and fitting two small and two large doubler plates.

Jan. 5...The Liberian-flag vessel *Unimar* arrived at Avonmouth, England to

GREAT LAKES & SEAWAY NEWS

complete her trip from the Great Lakes.

...The British motor bulk carrier *Welsh Minstrel* arrived in Nieuwa Waterweg from Duluth.

Jan. 5...The *Ocean Sovereign* will enter drydock at Quebec City about January 6th.

Jan. 7...*Agelos Raphael* is moved to a grab-discharging berth in Quebec City this morning. Leakage is now evident in both number 1 and 2 holds, which contain cargo. Accurate draught readings cannot be ascertained, but it does appear the vessel is making water up to 200 tons a day.

Jan. 8...The self-unloader *Henry Ford II* becomes beset by ice in the Livingstone Channel of the Detroit River. The U.S. Coast Guard cutter *Woodrush* is enroute from Toledo to assist.

Jan. 10...the U.S. Steel bulk carrier *Benjamin F. Fairless* has become stalled in ice about 15 miles W.N.W. of Devils Island in Lake Superior. She is downbound with a load of 18,400 tons of taconite pellets.

...The U.S. tanker *Amoco Indiana* is beset by ice in Grand Traverse Bay of Lake Michigan about three-quarters of a mile northeast of Grand Traverse Light. No spillage has been reported. She is carrying 7,000 tons of fuel oil and gasoline for Traverse City, Michigan. The icebreaker *Westwind* together with the *Sundew* are on the way from the Straits of Manckinac to lend assistance and should arrive tomorrow.

...The tanker *Chester A. Rolling* (a-Plattsburg Socony; b-Mobil Albany) has broken up and sunk in the Atlantic off Massachusetts. One life was lost.

Jan. 11...The Canadian Coast Guard icebreaker *Alexander Henry* reached the icebound *Benjamin F. Fairless* and began efforts to cut her out.

...The *Amoco Indiana*, already icebound, is now grounded on a shoal. The *Amoco Wisconsin* is racing to her aid from Whiting, Indiana, and will take some of the cargo off.

Jan. 12...21,000 barrels of the 231,000 barrel load was transferred from *Amoco Indiana* to *Wisconsin*, raising the *Indiana* a foot. The cutter *Sundew* then pulled the *Indiana* into deep water. With the *Sundew* breaking ice, the *Amoco Indiana* resumed her trip to Traverse City under her own power.

...The first vessel into Quebec City in 1977 was the *C. P. Trader*, John Waling, master.

...The *Ocean Sovereign* entered drydock at Quebec City today.

...The tug *James A. Hannah* and barge *5101* left the Edison Power Plant in Detroit and headed upstream to Sarnia, Ontario for a load of oil.

Jan. 14...Repairs are now in progress on the tanker *Eastern Shell*.

...The Canadian bulk carrier *Canadian Mariner* returned to the Consol Fuel Dock in Windsor, Ontario, and tied up for the winter. She is loaded and was bound for Port Colborne, Ontario, but ice conditions in Lake Erie, off Long Point, would have prevented her getting through.

...Oglebay-Norton Company has ordered a 630-foot, 23,000-ton vessel from Bay Shipbuilding Company at an estimated \$20 million cost.

...The cement carrier *E.M. Ford*, in winter quarters at Milwaukee, suffered

GREAT LAKES & SEAWAY NEWS



The **CHIEF WAWATAM** faces a threat to her continued existence from the State of Michigan. Cost is blamed.

McDonald Collection/Dossin Museum

a fire in her engine room. No estimate of the loss has been made. The fire was caused by a cutting-torch spark. The eight employees of the Advance Boiler Company, making repairs in the engine room, were able to get out without injury.

Jan. 17...The Michigan Department of State Highways and Transportation officials may recommend that the carferry *Chief Wawatam* be reduced to a barge. They say that it would cost about \$750,000 to bring her up to Coast Guard standards.

Jan. 18...Lake Superior has been closed to traffic today by the U.S. Coast Guard because of ice conditions. Cutters spent the day assisting vessels icebound by the unusually severe conditions.

...The West German-flag vessel *E.R. Montreal* arrived in Quebec City.

Jan. 19...C.P. Ships has established its own sales and service agency on a permanent basis at Detroit and Chicago. The Detroit office is operated by Mr. Mark Logan, and Chicago by Mr. Allan Miller.

Jan. 20...The Canadian motor vessel *Percy M. Crosbie*, while attempting to dock, struck the Fish Point Wharf at Burges, NF. Approximately 60 feet of wood wharf and 30 pilings were broken or displaced.

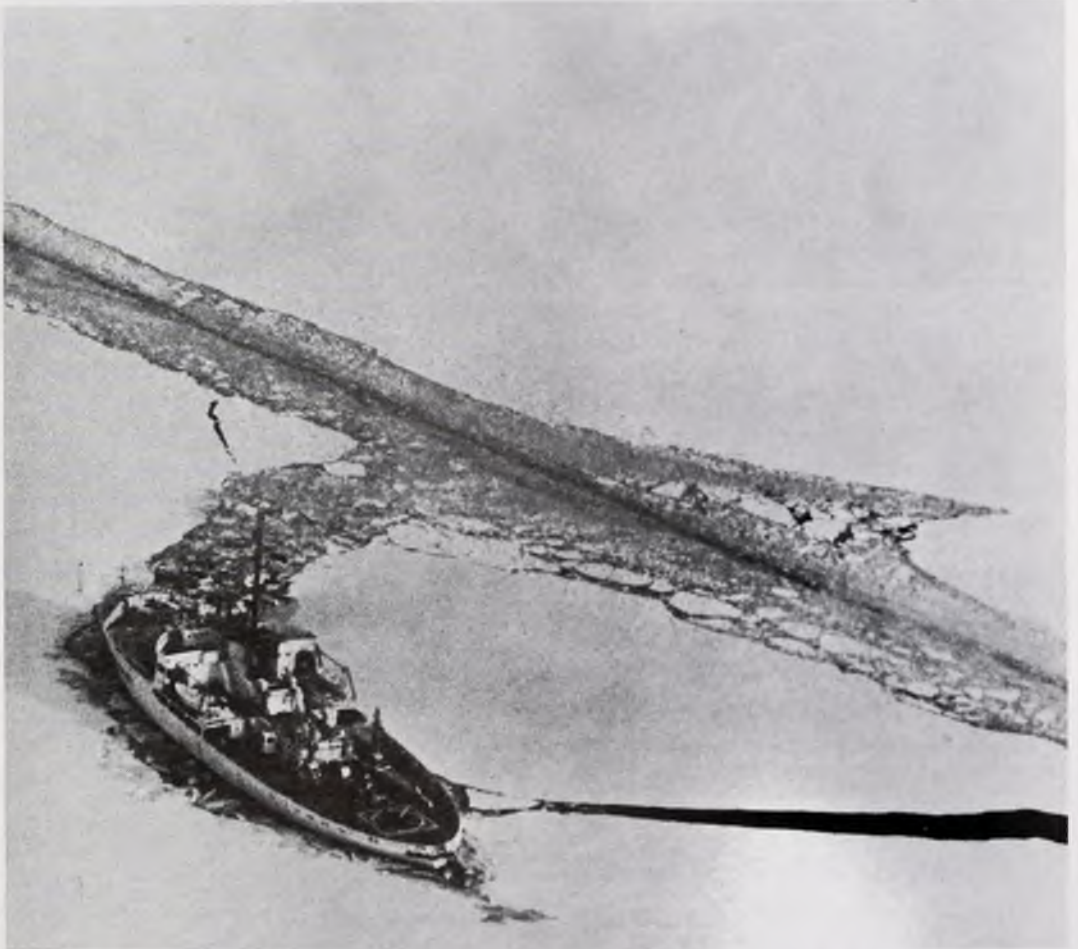
...The British motor vessel *Cape Race* cleared Montreal for Port Alfred. She had repairs on her turbo-blower while she discharged cargo.

Jan. 21...The repairs didn't stay repaired and the *Cape Race* suffered an engine breakdown about 3,000 feet from her berth at Port Alfred. The failure in turbo-blower is expected to be repaired tomorrow and she will be ready to berth.

GREAT LAKES & SEAWAY NEWS

...At Quebec City, *E.R. Montreal* came in contact with the *Agelos Raphael* causing damage to the forecastle head on the latter ship.

Jan. 21...The closing of navigation on the St. Mary's River was delayed for a while when a cable holding the ice boom at Sugar Island broke and sank to the bottom of the shallow river channel. The ice, which broke loose, is not at fault, but the cable could foul the propellers of the four ships still downbound. The *Cason J. Callaway* and *Roger Blough* have been halted just below the locks, the Canadian *Doan Transport*, tied up at the Canadian Soo will remain there, and the *Philip R. Clarke* is stopped above the locks. The Coast Guard and Corps of Engineers are working to see if the cable can be raised to permit the icebreaker *Mackinaw* to escort the ships to the lower lakes.



The U.S. Coast Guard icebreaker **MACKINAW**, shown here doing what she does best, was herself a victim of this year's unusual winter ice conditions.

Dossin Museum Collection

GREAT LAKES & SEAWAY NEWS

Jan. 24...A fire in the hold of the *Manitoulin* caused her layup below Lock 1 of the Welland Canal. The fire was confined to the conveyor within the hold. There is no damage estimate.

Jan. 25...*Cape Race* sailed from Port Alfred for Paramaribo.

...*Pearl Asia* arrived in Bilboa on the 23rd of January and entered drydock today for repair to damage sustained when she went aground in the Welland Canal on December 2, 1976.

Jan. 26...*E.X. Montreal* arrived in Montreal.

...Grand Trunk Railroad's carferry *City of Milwaukee* has become trapped in ice several miles out in Lake Michigan, off the Muskegon Pier heads, and has called for assistance from the cutter *Sundew*.

Jan. 27...Repairs on the *Crosbie* have been completed.

...The cutter *Sundew*, enroute to aid *City of Milwaukee*, has herself become icebound in a large ice field west of Pentwater, Michigan.

Jan. 28...*Sundew* and *City of Milwaukee* are still stuck in ice. The icebreaker *Westwind* is enroute to the scene, heading first to the carferry.

...The Canadian tankers *Doan Transport* and *Hudson Transport* cleared Sarnia carrying heating oil for the Canadian Soo, thus reopening the season.



The railroad ferry **VIKING** was only one of several ships victimized by ice conditions in Lake Michigan.

Fraser Shipyards photo

GREAT LAKES & SEAWAY NEWS

...*John Dykstra* departed Toledo with coal for the Ford Rouge Plant, Detroit.

Jan. 29...Ann Arbor carferry *Viking* is locked in ice off Frankfort, Michigan channel and is requesting assistance. Aboard are 35 crew members and four passengers.

...The *Doan Transport* and *Hudson Transport* are stuck in ice in the St. Mary's River. The Canadian Coast Guard icebreaker *Griffin* is assisting.

...At 20:30 hrs, the icebreaker *Westwind* has broken a path for the *City of Milwaukee* and is now headed for the cutter *Sundew*, still icebound off of Pentwater, Michigan. Shortly before midnight the *Sundew* was freed, and both cutters headed for Escanaba, Michigan, on Little Bay De Noc, where two more tankers, *Amoco Illinois* and *Amoco Wisconsin* had ice troubles. The tankers are loaded with badly needed fuel oil for the Escanaba area.

...Ice has broken through the skin of the *John Dykstra* in four separate places during her trip to the Rouge from Toledo.

Jan. 30...The cutter *Raritan* has been dispatched to aid the carferry *Viking* which is still icebound off Frankfort, Michigan.

...The icebreaker *Mackinaw* has joined the *Griffin* in freeing the stranded tankers *Doan Transport* and *Hudson Transport*. By nightfall the icebreakers had broken a path for the tankers which proceeded to the Canadian Soo and began unloading vitally needed oil at that port.

...*E.R. Montreal* sailed from Montreal for Sorel, PQ.

Jan. 31...The salt-water vessel *Gloxinia*, which visited the Lakes under that name, has been sold by Stag Line, Ltd., North Shields, England, to the Panouss Shipping Corporation, Monrovia, for a price in the region of some \$920,000. She has been renamed *Virginia M.*, and put under the Greek flag. She was built in 1958 at South Shields, and is 10,516 dwt; 7,665 gross.



The **GLOXINIA**, a frequent former Seaway visitor has been sold and renamed.

Photo by George Ayoub

GREAT LAKES & SEAWAY NEWS

...The *Mackinaw* is escorting *Doan Transport* and *Hudson Transport* back to Sarnia, Ontario, where they will load for a trip to Thunder Bay, Ontario.

Feb. 2...From Escanaba, Michigan, comes a report that the *Amoco Wisconsin* has leaked an undetermined amount of gasoline onto the ice at the Standard Oil Company marine terminal.

...The new owners of the Canadian tug *Manoir* say they have refloated her and have towed her to their marine basin in Louiseville, Quebec. Repairs are to begin as soon as the weather permits it.

Feb. 3...The Canadian bulk carrier *St. Lawrence Prospector* sailed from Nieuwe Waterweg for Port Cartier.

Feb. 4...The heavy ice in the St. Mary's River claimed another casualty today when the icebreaker *Mackinaw* lost a blade off her port screw. She was immediately ordered to AmShip's Lorain Yard for repairs. The *Westwind*, which normally operates out of Milwaukee will replace her at the Soo.

...Farrell Lines, of New York, reports they will send the *African Mercury* into the Lakes this year.

...A total of 2,884,849 bushels of grain were shipped from Superior, Wisconsin this year, during January.

Feb. 5...Midwest Cruise Lines of Indianapolis, Indiana announced that a cruise ship, the *Lowell Thomas Explorer*, will be in the Lakes this year. This is a different ship from last year.

Feb. 7...Rear Admiral James S. Gracey, commander of the 9th Coast Guard District, has been named Coast Guard Chief of Staff and will assume his new post this summer. He will be succeeded by Rear Admiral Robert H. Scarborough, who is the current Chief of Staff.

Feb. 9...The *Fort Severn* has been sold for demolition at St. Joseph de la Rive, Quebec.

...The Coast Guard cutter *Raritan* and the tankers *Amoco Wisconsin* and *Amoco Illinois* are battling ice five to seven feet thick, off the Manitou Islands in Lake Michigan. The *Raritan* is escorting the tankers, which are loaded with split loads of gasoline and No. 2 oil to Traverse City, Michigan. The Coast Guard has called the cutter *Sundew* and the icebreaker *Westwind* to aid them.

Feb. 10...The Canadian tankers *Imperial St. Clair* and *Hudson Transport*, with loads of oil and gasoline, and the *Doan Transport*, loaded with caustic soda, along with the Canadian icebreaker *Griffin* will form a convoy at Sarnia, Ontario for a trip to Thunder Bay, Ontario. They will be assisted by *Westwind* in the St. Mary's River and Whitefish Bay. The *Westwind* is the only big icebreaker that can help the convoy because the *Mackinaw* is out of action with propeller damage, and the Canadian icebreaker *Alexander Henry*, which is on station at Thunder Bay, is down with engine trouble. The *Hudson Transport* will deliver her cargo at the Canadian Soo.

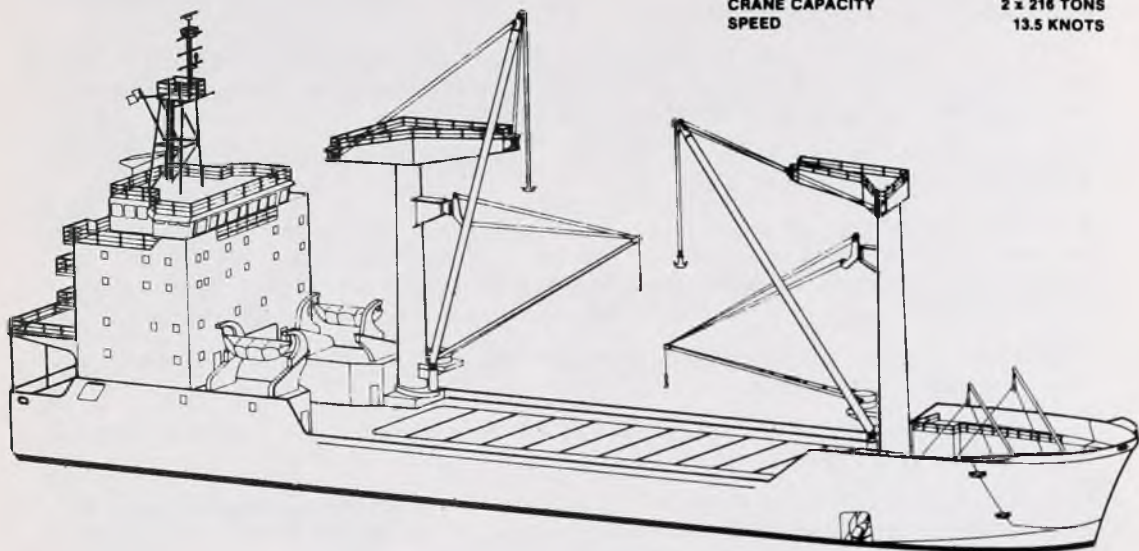
...The *Pierson Daughters* is getting her new forward cabin, and it looks good! The windows are now being cut out.

Feb. 11...Canada Steamship Lines is fined \$10,000 in Thunder Bay court for an oil spill, last October, in the St. Lawrence.

GREAT LAKES & SEAWAY NEWS

PRINCIPAL DIMENSIONS

LENGTH OVERALL	300 FT.
BEAM	55 FT.
DEPTH	27 FT.
DRAFT	17 FT.
CARGO CAPACITY	3000 TONS
CRANE CAPACITY	2 x 215 TONS
SPEED	13.5 KNOTS

**HEAVY-LIFT/ROLL-ON/ROLL-OFF SHIPS**

FOR
AMERICAN HEAVY LIFT SHIPPING CO.

Peterson Builders have a contract to build two specialized ships for heavy-lift cargo handling.

Feb. 14...*Mackinaw* clears Lorain shipyard after completion of repairs. She is headed north to do battle with ice again.

Feb. 15...Peterson Builders, Inc., Sturgeon Bay, Wisconsin, have been given a contract by Heavy Lift Shipping Company to construct two heavy lift/roll-on/roll-off ships at an estimated cost of \$34 million.

...The two tankers and icebreaker are having a tough time on their trip thru whitefish bay.

Feb. 16...Pickands Mather & Company has named their new 1,000-footer the *Mesabe Miner*.

Feb. 17...The *St. Lawrence Prospector* suffered serious rudder damage at position lat. 48° 36' N, long 61° 04' W.

Feb. 17...Canadian tug *Point Marguerite* cleared Seven Islands for Halifax to undergo refit, but was diverted to tow *A.C. Crosbie*, which is disabled with engine failure and is under tow of motor vessel *Sir John Crosbie*.

Feb. 18...*Point Marguerite* has taken the *A.C. Crosbie* in tow and is proceeding out of the Gulf of St. Lawrence to Halifax, at slow speed due to ice conditions.

...The Canadian icebreaker *Griffin* and tankers *Imperial St. Clair* and *Doan Transport* have reached Thunder Bay, Ontario.

GREAT LAKES & SEAWAY NEWS

Feb. 21...Repairs are underway at Chicago on the *Adam E. Cornelius*. She had gone aground on November 21, resulting in damage to 21 bottom plates and internals.

Feb. 22...An electrical fire on the cutter *Mackinaw* has knocked out one engine. She is in Whitefish Bay in Lake Superior.

Feb. 23...Operating on four engines, the *Mackinaw* escorted the tankers *Doan Transport* and *Hudson Transport* into Lake Huron on their return trip.



PINEDALE is slated to end her long career as scrap.

Photo by Skip Gillham

Feb. 25...It seems that the Soo River Company has purchased the veteran *Westdale*. She will likely be renamed before navigation resumes. The Dale Fleet's *Pinedale* had succumbed to engine problems and will be sold for scrapping.

Feb. 26...*Canadian Century* has left the Port Weller drydock.

...*St. Lawrence Prospector* arrived in Halifax, NS. Her rudder post was twisted in ice and repairs will be made at Halifax.

Feb. 28...From Montreal comes the report that the motor bulk carrier *Idrija* has been purchased by Eckhardt & Company, Gmb H, Hamburg. No repairs have been made to date and she is presently tied up at Davie Shipbuilding, Ltd., Lauzon, Quebec. It is believed she will be towed overseas for repair or disposal.

...The Liberian-flag vessel *Attica* cleared Quebec City for Japan.

...A tentative opening date of April 13 has been set for the start of the 1977 shipping season in the Seaway.

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.

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