

An illustration in the top left corner shows three rolled-up documents or maps, one of which is partially unrolled to reveal a grid pattern and a small figure. A telescope is positioned horizontally across the top of the page, overlapping the documents and the title.

Telescope

JULY · AUGUST, 1977
Volume XXVI; Number 4



GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES

In this issue, members will find a center.insert containing the GREAT LAKES MARITIME INSTITUTE CONSTITUTION. Your Board felt that all members... even those who never attend meetings (and we know many can't because of location), should have this document for reference from time to time. We have positioned it as we have, in the center of the magazine and not included in the page number continuity, so that members who may wish to do so can easily remove it.

The greatest change, except for modification of language in several instances, involves the post of Coordinating Director. Formerly, this post was filled by appointment of the Board, but the occupant of the post ran for election to the Board every three years. The Coordinating Director is now appointed annually by the Board and becomes an ex-officio voting member of the Board by virtue of the appointment.

Upon passage of this document, Mr. Lee resigned from his *elected* post on the Board and assumed his ex-officio position, creating a Board vacancy. This vacancy was filled by the appointment of Christopher Savage to fill Mr. Lee's unexpired term

MEETING NOTICES

There is no meeting of the Institute in July, and the next membership meeting will be the annual Dinner With The Author, to be held on September 16, 1977, at the Detroit Boat Club. The guest at this affair will be member Daniel C. McCormich, author of "The Wishbone Fleet" and an authority on the early canallers. Members in the Detroit area will receive special notice of this dinner, but those wishing information from *out of the Detroit Area* should send a self-addressed, *stamped* envelope with a request for the information to be forwarded to them.

Business meetings will be held at the Dossin Museum, at 8 pm, August 26, and October 28, 1977. All members are urged to attend the business meetings and to become involved in Institute matters.

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OUR COVER PICTURE...Under a clear northern Michigan sky, the beautiful steamer **SOUTH AMERICAN** rests at dockside on Mackinac Island. The photo is by Harry Wolf, long-time photographer on the ship.

Dossin Museum Collections

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

MEMORIES OF THE SOUTH AMERICAN



by
WILLIAM HEWIG III

In the lore and culture that has grown up around the Great Lakes and their ships, the passenger steamer has always held a special place in the hearts of both ship enthusiasts and the general public. These ships were equally loved by the many who traveled on them, and by those who were never so fortunate. For many, they made the cool breezes and blue waters of our unique waterways a relaxing reality; for others, they were a symbol of the glamor of the busy rivers, and of a simpler, less hurried way of life. For whatever reasons they were loved, they are now all but gone, and they are sadly missed. The recent attempts to bring one of them back from the east coast to serve as a museum ship brings to mind the many memories of the only overnight lake passenger ship I ever really knew...the *South American*.

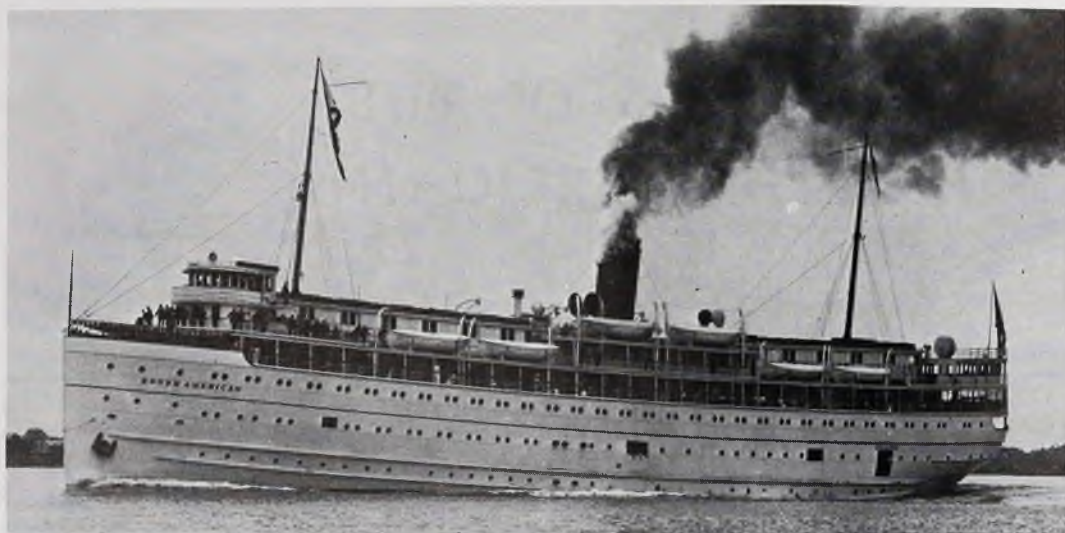
When I was growing up, I heard much about many of the old passenger boats from neighbors and teachers. The D&C paddlewheelers were not long gone then, and the beloved Northern Navigation steamers were still fresh in the minds of so many people in Sarnia, the town where I lived. But for me, these were all in the past, albeit recent, and so it seemed was lake passenger travel in general, but for two stubborn anachronisms, bucking a general trend of decline: the *North* and *South American*.

I can't recall my first memories or impressions of these two handsome ships, it just seemed like they were always there. In the summer, on the beaches, not everyone noticed them

when they came down the lake, but some of us *did*; not every kid on the block knew how to tell the difference between them, or what days to watch for them, but there were some of us who did. And to those of us who knew and watched for them they seemed a routine part of life, of the lake; of summer; just as had the D&C and the Northern Navigation ships to others before.

However, unlike these previous ships, the *North* and *South American* represented the last of a line, the final standard-bearers of a fading tradition, and their mystique was thereby enhanced. They were, after all, the last overnight passenger boats on the river, and I wholeheartedly adopted them as my own.

My romance with these two ships, and in particular the *South American* revolves around several images I have of her of the way I knew her. I see her first from the beaches of lower Lake Huron, gliding down towards the Bluewater Bridge, her white hull glistening in the summer sun. From a distance the distinctive curve of her decks and her rows of windows and portholes made her seem miniature and almost yacht-like compared to the much larger freighters passing her. And how quickly she sailed down; from the time that unmistakable speck of white and red first popped over the horizon until she slipped behind the trees and entered the river, only thirty-five or forty minutes would have elapsed. For most freighters the comparable time was over an hour.



In her earliest years the *SOUTH AMERICAN* had but one stack. The second, a dummy, was added later in her career to enhance her appearance. This view by Pesha shows her in the St. Clair River.

DOSSIN MUSEUM Collection

During the regular summer season the *South American* always came down on Fridays, around noon; the *North* on Mondays.

After entering the river they tied up at the Imperial Oil dock in Sarnia to refuel before continuing on to Detroit. On a number of occasions passengers were bussed from the oil dock to the shops downtown, but the city was never successful in getting itself included as a scheduled port of call.

To many Sarnians this may have represented a nostalgic fantasy of returning to the Northern Navigation days, for this was the emotion that the two ships aroused in many folks. However, they were popular and successful ships *in their own right*, and it was always satisfying to me that they never needed to follow in the wake of the past.

The second way I remember the *South American* is underway at night. During the regular season her return trips up the St. Clair River came on Sunday evenings around 9:30 or 10:00 pm. I recall seeing her on several occasions at night along the river road, south of Port Huron, but the most memorable time came one warm

spring evening in 1965, after a marine meeting at the YMCA in Port Huron. It was not a meeting that had been in any way lacking for interesting boats to watch; we had seen the *Dolomite* and *Douglass Houghton* earlier in the evening, but word went around that the best was yet to come...and so, after the meeting, we wandered down the river bank and we waited to see the *South American*.

When she finally rounded the bend and came into view, she was like a jewel in the night with her rows of lights aglow, and the reflections dancing across black waters. She came in unusually close to the shore as ships will occasionally do at that point, and even through the dark...or perhaps because of it... she seemed to loom bigger and more real than any time before. As she glided by in glittering silence she was, for a moment, the most glamorous and exciting ship in the world.

My third memory of the *South* is my happiest recollection of all...it is of the one and only trip I took aboard her. It was a short trip, the shortest one available on her in fact; the deck passage from Cleveland to Detroit, but it was the cul-

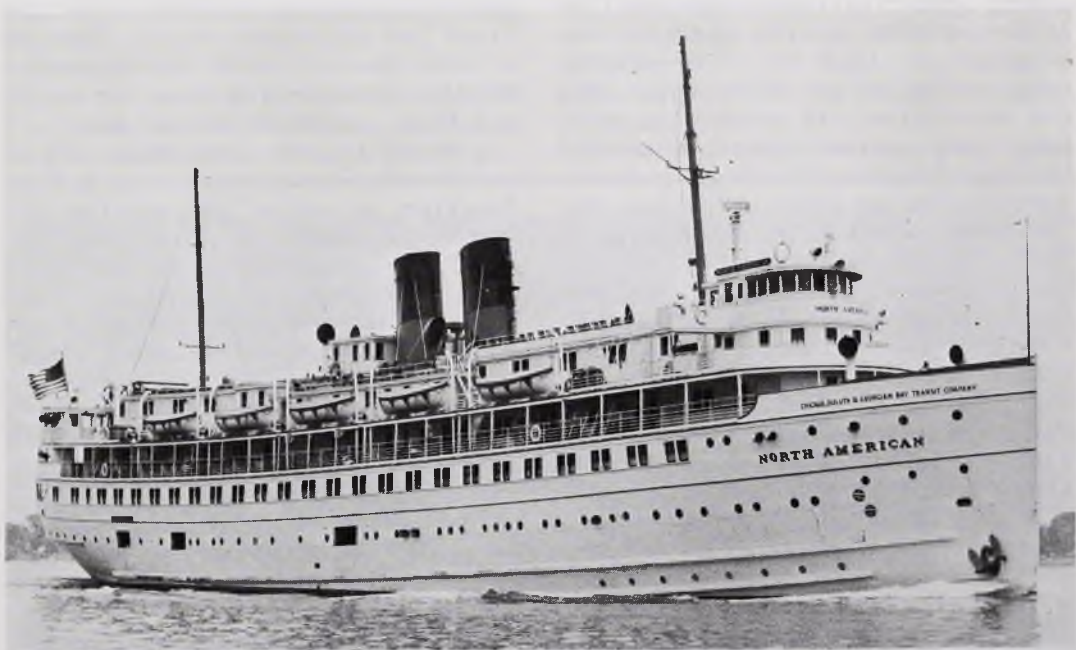
mination of many dreams of youth. In the early morning light at Cleveland East Ninth Street pier I couldn't have been more excited had I been embarking on the *Queen Mary* for a world cruise!

The atmosphere on the pier was festive and happy. The *South's* rails were lined with passengers, and her band was playing. As I walked along beside the ship, still in awe, two gentlemen who were complete strangers to me waved down from "A" deck forward and called to me to hurry aboard. When I met them later I was to learn they were members of the numerous ship clubs, and had been told of my trip by Captain Leonard of the *Charles Dick*, who had left Cleveland on his ship earlier that morning, and who is a mutual friend of so many people in Great Lakes circles. Once again it seemed rather curiously as if this had been somehow preplanned; as if this graceful ship had, herself, beckoned me.

The excitement mounted. Soon the

wires were taken in and, with a salute from the *South's* calliope-like chime whistle, we were away from the pier, into the open lake, and the skyline of Cleveland was falling off of our stern. Away from the city heat the fresh breezes and open waters settled the ship into a comfortable Sunday morning routine. Passengers relaxed on the open deck, and in the ship's lounges.

I wasted no time exploring the ship and I remember discovering that her interior design was rather modest compared to the more luxurious and lavish interiors I had seen in pictures of earlier passenger ships, particularly the big sidewheelers. Her interior, like her exterior, unpretentious but comfortable and warming, was felt by many to have been a prime factor in her long and successful life because she hadn't revealed her age as readily as had some contemporaries. She carried her age well to the end and never really seemed, not looked, outmoded.



The experienced could spot the difference between the **NORTH** and her near-sister, **SOUTH AMERICAN**, immediately. The main obvious difference was her line of double windows...the **SOUTH** had port-holes in the same location.



Always a source of excitement, when **AQUARAMA** was in service on Lake Erie, would be a meeting of the two ships. Here the **SOUTH** is overtaken by **AQUARAMA**, and whole shuffleboard enthusiasts seem more intent upon their game, you may bet that boat-watchers are paying attention on both ships.

DOSSIN MUSEUM Collection

Many people felt that her one flaw in her otherwise well executed design was the location of her dining room, which was up in her bow, along the waterline. It probably would have been better placed on one of the upper decks with large observation windows as other ships had, but the *South* wasn't like the others. In spite of its awkward location it was still cheery and colorful, and not in the least old-fashioned.

My cruise was coming to an end all too soon, and I barely knew the ship. With the open lake behind us and the green shores and islands rising on either side we sailed into the Detroit River on an afternoon filled with summer and wound our way by Amherstburg and Bob-Lo, past the dozens of boaters, waving, honking their horns, and pulling water skiers, and by the passing freighters that filled the air with the sounds of their whistles; *John A. France*, *Collingwood*, *Robert C. Norton*. At one point we passed a Bob-Lo boat heading down the river and I chuck-

led at the notion that the river was "full" of passenger ships. Shortly we were passing under the Ambassador Bridge, maneuvering into our dock, and then...suddenly it was over.

I would love to have taken one of her weekly cruises up into Lake Superior, or one of the popular weekend trips from Detroit down to Buffalo, Cleveland and back. But I was only in highschool then, and with time running out on the *South* I was lucky to have made the trip I did.

My next memory of the *South* was under sadder circumstances: it was October 15, 1967, the occasion of her last departure from Cleveland. She had run late that season beyond her normal May to September schedule because she was making special trips down the Seaway to Montreal and Expo 67 with great success. I was away in college by then, in southern Ohio, and I saw the notice of her farewell voyage in a Dayton paper, almost by accident. And so it was that I rode an all night bus up to Cleveland to see the ship for the last time. The

next morning found me at the dock where, two years earlier, I had come to take my trip on her. This time, though, it would not be, and my only parting gesture to this grand lady would be to photograph her as she made her final departure. Things were quiet at the dock that morning. The festive air was gone.

I went aboard the *South American* and once more saw the passageways, stairways, and lounges that had bid me welcome before. There were the friends and acquaintances from the ship clubs aboard as before, and they tried unsuccessfully to persuade me to join the seven hour trip to Detroit. Instead, I stood on the dock rather than on her deck as she passed the end of the pier and began her turn. She sounded a full salute with her beautiful chime whistle, a plaintive and haunting goodbye from across the years which stirred the waterfront air and spoke her farewell better than a million words.

She was only one ship of what had once been a fleet of dozens. She was not the fastest...not the most luxurious.

She was the last.

My final memory of the *South* comes far from her native lakes, and again in a less happy circumstance. I was,

by now, serving in the Navy aboard a destroyer in Norfolk, Virginia. I knew that the *South* was there but I was somewhat hesitant to search her out...perhaps to find her neglected in some backwater basin. Finally I did go and found her, as I knew I would, sitting alone in silent dignity. I asked a dock foreman for something from the ship and he came back with an old life ring, lettered *South American*. I still have the life ring at home, in my parent's garage in Sarnia. I'm still not sure why I've kept it, nor what I'll do with it. We hang on to these things, I guess, because they are all we have left.

It was only yesterday that the *South* was so real and alive; her white hull shining, her cabin lights glittering, decks lined with waving passengers and her band playing "Anchors Aweigh" as she slipped from the dock, her unforgettable whistle calling across the waters. Now she has joined the *Noronic*, *Greater Detroit*, *Seeandbee*, *Keewatin*, and all the others that sail only in the photographs, and old liferings that hang on walls in homes, museums... and garages...in the towns they used to visit.

There are those who would say that



Passing the Bob-Lo boat in the Detroit River could create the illusion that the river was "full" of passenger ships.



Today, a sad burlesque of her former glory, the *SOUTH* sits in a miserable desolation at Camden, New Jersey, awaiting an almost certain fate at the hands of a yet-to-be-named scrapper.

Photo by DAN CORNILLIE

the Great Lakes passenger trade died decades ago and that there is really no place for ships like the *South American*. Maybe they're right, but it should be pointed out, in all fairness, that the *South's* most prosperous season ever was her final one in 1967. It is true that the passenger business suffered much decline after World War II for various reasons, but the *South American* persistently enjoyed popularity and success throughout the '50's and '60's. Is it possible this shows that she belonged as much to those decades as to the previous ones? Was there still some room for at least one such ship on the Great Lakes?

When the Coast Guard's marine safety laws were changed, and the *South American* and *Delta Queen* were affected, those who loved the *Delta Queen* had come to rally and lobby with Congress to save her. She still sails today because of this action.

With the *South American*, it seemed like she was gone before we could do anything, and we were left with only her memory and the lingering suspicion that maybe...somehow...we could have saved her too.

Lately there has been some talk and even some action to bring her back to the lakes as a museum or a restaurant, and her silhouette would certainly be a welcome sight on our lovely horizons again. For those who knew her, as well as those who did not, she is worth preservation.

Regardless of her future, however, the *South American* will always be remembered warmly by the many ways she touched so many people's lives. As for me, I remember her in the simplest terms; she was a beautiful white ship that weaved her way in and out of my life for fifteen years and brought me great happiness and excitement.

I can't forget.

FAREWELL *BUSY BEE* ~ BIENVENUE *EXPLORER II*

by
GEORGE AYOUB

A phone call asking if I knew anything about a boat named *Busy Bee* was followed by a prompt explanation that a strange vessel by that name had been spotted across the river in Hull. The caller was greeted with something less than credibility and was advised to take another good look to make sure the newcomer was not actually a yacht.

There was ample reason for the note of skepticism. The *Busy Bee* was the familiar name of a steam tug, built in 1919, at Lauzon, by the Davie Shipbuilding and Repairing Co. Ltd., for their own account. After a lengthy span of service in their employ she had been sold in the '50's.

Following a tour of operations for a dredging firm which had lasted almost another decade, the tug had been finally disposed of to unfamiliar buyers. Like so many other small vessels in the St. Lawrence River and Gulf trade, she had virtually dropped out of sight.

The lack of credibility was attributed also to the navigable limitations of the Ottawa River and Rideau Canal waterways, which are generally restricted in their use to private pleasure craft only. Commercial types have no option but to proceed at their own risk.

The caller was back again in a few days to confirm the name *Busy Bee* was right the first time. Unfortunately he was unable to give a good description of the vessel from a limited stern view, except for a glimpse of a boom for handling deck

equipment or cargo. It was enough to convince an eager boat-watcher the boat was, indeed, anything but a yacht!

A close-up view shortly thereafter clearly identified the name *Busy Bee* ...but little else. Even an expert would have been excused for not recognizing the original steam tug without a scorecard. Somewhere along the line, and without any official notice whatsoever, the *Busy Bee* had been rebuilt as a salvage tug and in the process her appearance drastically altered...for much the worse.

The classical tugboat stack was conspicuously missing. Part of the deckhouse had been removed and re-located aft, and the pilot house had been likewise shifted back and lowered. Power was not supplied by a diesel engine and the original steam engine removed and replaced by a cargo hold and hatch. A boom and hoist rig installed on the foredeck was typical of a small motorcoaster.

The intriguing circumstances which brought the salvage tug to Hull, Quebec, in mid-July, 1974, seemingly from nowhere and far off the beaten path, became all the more mystifying as the days went by without any sign of a crew or owners aboard. As the season drew to a close the *Busy Bee* was somehow shifted to an inside berth for the winter, if not indefinitely.

The 1975 season passed uneventfully with the *Busy Bee* still failing to live up to her illustrious name. By now, even a disillusioned boat watcher had to admit some very real misgivings concerning her fate.



The **BUSY BEE** in "drydock" at Tadoussac, Quebec, late in 1972, a few months after the salvage tug was acquired by Normand Larouche who gave the tug a complete overhaul during winter layup.

Photo by NORMAND LAROCHE



The salvage tug **BUSY BEE** at Hull, Quebec, August 1, 1974. The gash on the port bow was caused by the anchor, which also demolished part of her name.

AUTHOR'S PHOTO

The outcome would be all the less optimistic for anybody who believed in omens, for it was at this *same dock* that the ill-fated floating theatre, L'Escale, was nearly destroyed by fire only a few years earlier. Following a prolonged and bitter wrangle over fire damages and repairs, the doomed showboat had quietly slipped her moorings and disappeared down-river in the early morning mists (see TELESCOPE, May Jun, 1970; p.8).

To relate the events leading up to the surprise visit of the salvage tug to Hull, it all began with the sale of the *Busy Bee* by a Mr. Bodart of Grean Riviere, Quebec, to Normand Larouche, of Ste. Monique, Quebec, the transaction taking place at Metane, September 27, 1972.

Mr. Bodart had acquired the tug some six years earlier in 1966 from United Dredging, Ltd., of Montreal, and rebuilt the *Busy Bee* for the salvage trade along the Gaspé coast and the Magdalen Islands. The boat was registered in his wife's name which, of course, is not uncommon in business practise. At any rate it was Mr. Bodart who operated the salvage tug and personally closed the deal.

The new owner and master, a native of the Lake St. John district, and still shy of his 25th birthday, took his proud possession to Chicoutimi for emergency repairs and two months later returned as far as Tadoussac where the Saguenay River flows into the St. Lawrence River. Here the *Busy Bee* was "drydocked" for the winter by the simple expedient of being left high and dry by the outgoing tide. (A small cove with a narrow opening which can be closed off after the water spills out at low tide, apparently is suitable as a natural drydock for small boats). The young mariner lost no time in overhauling his craft during the layup.

The opening of navigation is an annual event observed traditionally in northern inland waterways, but for Normand Larouche about to embark

on a sailing career, the start of the 1973 season was just another setback when the incoming tide failed to reach the normal high level mark. The attempts to refloat the vessel ended up in dismal failure, and to further confound matters the *Busy Bee* was now left disabled by a burned-out transmission.

It was not until another long year before the spare replacement parts were obtained and the repairs completed. Still the problems were not over. With two couples aboard to share duties as working guests, the luckless *Busy Bee* was to encounter a severe storm and two groundings during the voyage to the Capital region.

The first mishap occurred in Lakes Deux Montagnes, near Montreal. The second grounding, near Hawkesbury, Ontario, was feared to be much more serious because of the warning reports of shallow sections in the Ottawa River. This was a job which called for an experienced diver to survey the situation and any possible damage. Normand Larouche had only to look in his locker where his diving gear was stowed.

To his immense relief he found his boat undamaged and his plight no more alarming than being stuck in the mud. The problem was duly solved by hitching a cable to some trees on shore and applying a winch until the vessel was released.

The tactic was not without some close calls however. For the two women, at least, it was an unforgettable experience in which they nearly went overboard during some hectic moments when the boat seemed on the verge of capsizing. It is a safe bet the "emergency" crew had little regret on reaching their destination in Hull without a further incident.

Predictably, the idle *Busy Bee* would be all but forgotten as 1976 rolled around, and obscurity was all the more assured in view of the Olympics in Montreal and the Bicentennial events in the United States.

It was a big year also for the historic Alexandria Bridge which



A starboard view of the **BUSY BEE**, August 5, 1974, with the Alexandria Bridge in the background. Also known as the Interprovincial Bridge, the historic structure attained brief fame as the longest steel cantilever bridge in 1901.

AUTHOR'S PHOTO



A profile view of the **EXPLOREUR II** taken from the bridge under reconstruction, September 21, 1976.

AUTHOR'S PHOTO

spans the Ottawa River between Ottawa, Ontario and Hull, Quebec. A reconstruction program was underway which completely overshadowed the inactive salvage tug near its base.

Whether by coincidence, or in reply to the outrage of being upstaged by an antiquated structure built in 1901, things began to happen aboard the *Busy Bee* while the ice was still breaking up. By mid-summer even the bridge workers aloft were greatly impressed by the amazing improvements taking shape below.

A new name, *Exploreur II* appeared on the bow and stern in line with a striking new image. The former compact pilot house was now almost enclosed by an enlarged wheelhouse built around it. A distinctive stack modelled in the same colors with a maple leaf emblem, was a close copy of the Canadian Coast Guard Service fleet.

Living accommodations aboard left very little to be desired in the way of comfort and convenience. The cabins had actually been renovated in the previous year despite an outward appearance of inactivity, and

the interior decorations and furnishings are comparable to a private yacht. The strains of FM music from a radio enhances a relaxing atmosphere in all parts of the ship, at work or play.

Down below the boat is a veritable floating workshop with tools of all sorts and sizes, spare parts and fixtures, and sundry supplies and materials filling every storage space available. The salvage tug was providing her own self-service facilities for the improvements and conversion work as well.

Normand Larouche, alone, presides over his plans for the refitting to a research vessel, from the drawing board to the final detail. Be relying upon his own varied skills he has minimized his costs.

Improvised methods, such as the prefabrication of the wheelhouse on the deck, and the substitution of plywood material for the remodelling were major cost and time-saving factors.

Some complex tasks remain yet to be tackled. A remote control system for steering the ship and the re-



A closeup view of the former *BUSY BEE*, now renamed *EXPLOREUR II*, showing the amazing changes compared to the earlier version a few years before. The decompression chamber is shown on deck.

AUTHOR'S PHOTO

setting of navigational instruments are still in preparation as is the sectioning-off of part of the wheel-house into a lounge area.

Experimental equipment for salvage and underwater exploration are still in the preliminary planning stage pending completion of other projects in turn. A decompression chamber for divers is a special attraction by itself, since it was raised from the hold and placed on top of the hatch for a new paint job. The only other touch-ups are some connections for a television camera to be installed later. Various devices used in a bathysphere may be adapted if practical. A submersible hydraulic platform apparatus, rigged to the bow, is also contemplated.

It was while he was engaged in the electronics trade in one of Howard Hughes' firms in California that Normand Larouche first became attracted to the scientific wonders of underwater exploration. The remarkable discoveries and inventions of Jacques Cousteau and personal contacts with the famous explorer and his renowned research vessel *Calypso* soon hooked him for good.

The fantastic exploration ship *Glomar Explorer* and the publicity surrounding its secretive operations also aroused his interest. More recently there was the sensational escapade of the runaway ship *The*

Answer, which had been converted to a salvage and research vessel at Kingston, Ontario. A personal acquaintanceship and admiration for Captain Brian Erb is not surprising, as the two have much in common in their quest for adventure and in a search for treasures.

The eventual purchase of the tug *Busy Bee* and a lucrative job in a Hull suburb for a year, assembling space satellites, provided the opportunity to equip his own vessel for salvage and underwater exploration.

Recherche Oceanographique Sanitaire Ltee, a company to manage charters anywhere on the Great Lakes, St. Lawrence River and the Gulf, is being formed. The lure of the coast of Florida and the Caribbean Sea is not being excluded in his own personal scheme of things if an expedition can be organized. The installation of television equipment would provide special facilities for television programming.

Although he has his master's certificate, Normand has yet to buy a captain's hat. Captain Larouche promises, however, to be formally attired in the event *Exploreur II* should pass through the Seaway. He will dust off his air pilot's cap, a left-over from his flying days, and figures no one will notice the difference.

THE RECORD

BUSY BEE 141006 Steel sc. steam tug. Registered Quebec, 8/1919.
BUILT, 1919, Lauzon, Levis, PQ, by Davie Shipbuilding & Repairing Company, Ltd., Hull No. 474.
DIMENSIONS & TONNAGE: 78 (oa) 74 x 20 x 9 = 115.49 gross; 4.73 r.t.
MACHINERY: Vertical compound surface condensing steam engine 2 cylinders, built by F. X. Droler & Co., Ltd., Quebec, PQ. 42.67 n.h.p.; 420 i.h.p.; 9k. One scotch boiler (st1) by John Inglis & Co., Toronto 140 lbs. pressure.
OWNERS: Davie Shipbuilding & Repairing Co., Ltd., Lauzon PQ.
REGISTRATION February 1, 1957, United Dredging, Ltd., Montreal.
TRANSFERS: Vessel was re-registered at Montreal, December, 1957. September 14, 1966 Dovalda Bodart, Grande Riviere, PQ. Vessel converted to diesel power and rebuilt as a salvage tug in 1968 for Gulf of St. Lawrence service. Steam engine removed and Hercules diesel engine was installed by Mr. Bodart, operator.
 January 8, 1973, Normand Larouche, Ste. Monique, PQ. Hydraulic system changed at Chicoutimi, PQ by Normand Larouche. Vessel renamed *EXPLOREUR II* in 1976 in the course of refitting to a research vessel for salvage and underwater exploration. Completion due in 1977.

CONSTITUTION AND BY-LAWS OF
THE GREAT LAKES MARITIME INSTITUTE

Constitution

ARTICLE I: NAME

This organization shall be known as the Great Lakes Maritime Institute (referred to henceforth in the Constitution and in the By-laws as the "Institute").

ARTICLE II: PURPOSE AND OBJECTIVES

This organization shall preserve the history and heritage of the Great Lakes in the following ways:

- a. Through the publication of a journal containing historical and current information on the Great Lakes;
- b. Through the encouragement of the building of models of Great Lakes ships;
- c. Through the assistance in the projects of the Dossin Great Lakes Museum;
- d. Through a program of furtherance of knowledge of the Great Lakes; and
- e. Through other various means advisable to this organization.

ARTICLE III: MEMBERSHIP

Membership in the Institute shall be open to anyone who is interested in the Great Lakes.

ARTICLE IV: OFFICERS

This organization shall have five (5) officers elected from its Board of Directors, namely a President, a Vice President, a Treasurer, a Recording Secretary and a Corresponding Secretary.

- a. This organization may have a Coordinating Director at the discretion of the Board of Directors as affirmed by a two-thirds vote of the Board members present. Such Coordinating Director shall have the full privileges and responsibilities of an elected member of the Board.
- b. When the offices of Corresponding Secretary and Coordinating Director are held by the same person, that person's title of office shall be solely Coordinating Director.
- c. The term of office is one (1) year.

ARTICLE V: BOARD OF DIRECTORS

This organization shall have a Board of Directors which shall consist of eighteen (18) elected members, including officers.

- a. The officers shall be elected from the Board, except as noted above in Article IV.
- b. In addition, the Board in its discretion may appoint a Coordinating Director as a nineteenth (19th) voting member of the Board, to serve for a term of one year.
- c. The Board of Directors shall be elected by a general election of the whole Institute, six directors being elected each year for a three (3) year term.

ARTICLE VI: ANNUAL MEETING

This organization shall have a meeting, officially designated as the "Annual Meeting," at which the newly elected members of the Board of Directors shall be announced, and at which the election of officers shall take place.

ARTICLE VII: AMENDMENTS

- a. Amendments to the Constitution may be introduced by any member of the Board of Directors.
- b. Proposed Amendments shall be read at three (3) consecutive meetings at which members of the organization are present.
- c. Amendments shall be voted upon by the Board of Directors, with a three-fourths majority of votes of members required for adoption.
- d. Each member of the Board shall receive prior written notification, including a copy of such proposed Amendments, at least ten days before the date of the meeting at which the vote is taken.

(Note: This Constitution was officially adopted by the Board of Directors of the Institute at the business meeting of April 27, 1962. Previous constitutions are hereby rendered null and void. As printed above, the Constitution was most recently amended by the Board of Directors at the business meeting of April 23, 1977.)

CONSTITUTION AND BY-LAWS OF
THE GREAT LAKES MARITIME INSTITUTE

By-laws

ARTICLE I: DUTIES OF THE OFFICERS

- a. Duties of the President:
1. To supervise the affairs of the Institute
 2. To preside at regular and special meetings of the Institute
 3. To preside at regular and special meetings of the Board of Directors of the Institute
 4. To accept gifts to the Institute
 5. To consult and cooperate with the chairmen of the various committees regarding the appointment of personnel to these committees
 6. To be an ex-officio member of all appointed committees
- b. Duties of the Vice President:
1. To perform the duties of the President in the latter's absence or inability to act
 2. To assume the office of President in the event of a vacancy in that office and to complete the unexpired term thereof
 3. To perform such other duties as the President may assign
- c. Duties of the Recording Secretary:
1. To keep accurate and complete record of all regular and special meetings of the Institute and of the Board of Directors
 2. To perform such other duties as the President may assign
- d. Duties of the Corresponding Secretary:
1. To handle the Institute's correspondence
 2. To notify all members of entertainment meetings and regular business meetings
 3. To notify members of the Board of Directors of regular and special meetings of the Board
 4. To perform such other duties as the President may assign
- e. Duties of the Treasurer:
1. To collect and receive all money, including dues, payable to the Institute and to issue receipts for such money
 2. To deposit properly all funds of the Institute, except those specified in paragraph f, section 2 of this article, in a depository to be designated by the Board of Directors
 3. To disburse the funds of the Institute in accordance with the instructions of the Board of Directors, with the exception of disbursements of less than one-hundred-and-fifty dollars (\$150.00), which shall not be subject to previous Board approval
 4. To perform such other duties as the President may assign
- f. Duties of the Coordinating Director:
1. To coordinate the mutual efforts of the Institute and the Dossin Great Lakes Museum
 2. To administer the business of the Institute petty cash. The Coordinating Director shall, on the first of each month, reduce the petty cash to one hundred and fifty dollars (\$150.00) and forward funds in excess of this amount to the Treasurer.
 3. To administer the business of the Institute Sales Booth in the Dossin Great Lakes Museum through a special account known as the Sales Operation Account. Deposition of such fund is to be in accordance with terms set forth in Article IX, "Sales Booth and Allied Activities," of these By-laws.
 4. To perform such other duties as the President shall assign
- g. Attendance of Members of the Board of Directors
1. It is the obligation of a member of the Board of Directors to attend the regular and special meetings of said Board.
 - (a) Any Board member who is absent without reasonable explanation from three (3) consecutive meetings of the Board shall be considered to have submitted his resignation.
 - (b) Before such resignation is accepted or implemented, the Board may request the President or other designated person(s) to ascertain whether or not a reasonable explanation is available and whether all the facts of the case are known.
 - (c) The Recording Secretary shall record the attendance of each Board member in one of three categories: Present - Absent - Excused. Any Board member who believes he will be absent from a meeting shall communicate with the Board, and shall apprise the Board as to the reason for his absence.
 - (d) At each meeting of the Board the Recording Secretary shall make note of those Board members having two previous consecutive unexplained absences. The Board shall then initiate action and/or investigation.

ARTICLE II: MEMBERSHIP

- a. The following classes of regular membership shall be available:

1. Annual Membership

2. Sustaining Membership
3. Life Membership

b. A lifetime Honorary Membership may be bestowed by a majority vote of the Board of Directors upon any person whose services to the Institute, or to the purposes for which the Institute exists, merit such recognition. No dues shall be levied.

c. A Recognition Membership may be bestowed by a majority vote of the Board of Directors upon any person whose significant contribution to the Institute, or to the purposes for which the Institute exists, merit such recognition. No dues shall be levied for the duration of this membership, which shall be the same as the term of a regular class of membership.

d. All classes of membership shall include:

1. Subscription to the Institute's publication
2. The right to vote in all general elections of the Institute

ARTICLE III: DUES

Dues for regular membership shall be determined by the Board of Directors and revised periodically, commensurate with good business practice.

ARTICLE IV: REGULAR MEETINGS OF THE BOARD OF DIRECTORS

a. At least six (6) regular meetings of the Board of Directors shall be held each year at times to be designated by the Board.

b. Special meetings of the Board may be called by the following methods:

1. At the request of the President or a member of the Executive Committee, a special meeting shall be called.
2. Any three (3) members of the Board of Directors acting together may call such a meeting at any time by notifying the Coordinating Director.

c. Members of the Institute in attendance at the meeting, other than officers and members of the Board, shall not be entitled to a vote, but may have a voice in any discussion after being recognized by the President, except that the Board at its discretion may meet in Executive Session.

d. Voting at all meetings of the Board of Directors shall be by voice vote unless otherwise specified prior to the vote. Each Board member present shall be entitled to one vote. The Coordinating Director shall also be entitled to one vote.

e. The procedure for meetings of the Board of Directors is:

1. Call to order by the President
2. Reading of the minutes of the previous meeting and approval or amendment of them
3. Report of the Treasurer
4. Report of the Standing Committees

5. Report of Special Committees
6. Old Business
7. New Business
8. Discussion of future meetings
9. Adjournment
10. Program, if any

ARTICLE V: ENTERTAINMENT MEETINGS

Entertainment meetings shall be held at regular intervals to be determined by the Board of Directors. Entertainment meetings shall be open to anyone who may wish to attend.

ARTICLE VI: COMMITTEES

a. The following are the Standing Committees of the Institute:

1. Executive Committee to conduct any matters of an emergency nature which may arise between regular meetings of the Board. This committee shall consist of the President, Vice President, Recording Secretary, Treasurer and Coordinating Director. Any business transacted by this committee between meetings shall be reported on by the President at the next regular meeting of the Board.
2. Finance Committee to discuss methods of increasing the revenue of the Institute. The Treasurer shall ex-officio be Chairman of this committee.
3. Audit Committee to audit the books of the Institute when directed by the Board of Directors. This committee shall elect its Chairman from its membership.
4. Publications Committee to discuss and edit special publications and to discuss means of improving the Institute's journal. The Editor shall ex-officio be Chairman of this committee.

ARTICLE VII: QUORUM

Seven (7) members of the Board of Directors shall constitute a quorum for meetings of the Board.

ARTICLE VIII: ELECTIONS

a. Nominations for the Board of Directors:

1. The President shall at the February meeting appoint a Nominating Committee of five (5) members, not less than two (2) of whom shall be members of the Board and the other three (3) shall be members of the Institute in good standing.
2. This committee shall make nominations for vacancies in the Board of Directors due to the expiration of terms at the Annual Meeting following. Members of the Institute may present names to the Committee for nomination, provided that the persons so named have signed a written acceptance and are members of the Institute in good standing.
3. Nominations shall close one week before the April meeting of the Board. The Nominating Committee shall report to the President at this meeting. The Board shall then accept the nominations and shall order the ballot printed and distributed to the membership.
4. Members of the Nominating Committee shall

not be eligible for nomination to the Board of Directors.

b. Procedure for the election to the Board of Directors:

1. The Corresponding Secretary shall be responsible for the mailing of the ballots to the membership at large.
2. The members must return their ballots by mail to a Notary Public described below, postmarked not less than two weeks prior to the date of the Annual Meeting.
3. The Notary Public shall be appointed by the Board of Directors and shall not be a member of the Institute. The Notary Public shall be responsible for counting the ballots and returning them to the President together with a count of the votes, accompanied by a notarized statement of the results of the whole election. The Board shall make appropriate provision for the payment of the fee of the Notary Public.
4. On receipt of the statement of the Notary Public, the election results shall be accepted by the Board of Directors and the ballots shall be destroyed.

c. Election of officers:

1. The election of officers shall solely be the responsibility of the Board of Directors.
2. The election of officers shall take place at the first meeting of the newly elected Board of Directors.

ARTICLE IX: SALES BOOTH AND ALLIED ACTIVITIES

The Institute shall operate the Sales Booth located in the Dossin Great Lakes Museum. Both the Detroit Historical Commission and the Common Council of the City of Detroit have set a rigid policy for the sale of materials to the public in any of the museums of the Detroit Historical Commission, all of which are city-owned property. The Institute agrees to adhere to this policy, as set forth herewith:

- a. The funds and accounting for the Sales Booth activities shall be kept separate from other Institute affairs.
- b. Regular reports, at least on an annual basis, shall be made to the Detroit Historical Commission.
- c. Specific arrangements and agreement shall be made in advance with the Detroit Historical Commission regarding projects or purchases which shall be the goal of utilization of the profits from Institute sales activities in the Dossin Museum.

ARTICLE X: PUBLICATIONS

The Institute shall endeavor to continue the publication of its journal, *Telescope*, and from time to time issue other publications as the Board may approve or direct.

ARTICLE XI: VACANCY IN OFFICE

- a. In the office of President:

1. In the event of resignation or incapacity of the President, the Presidency shall be assumed by the Vice President for the unexpired term.

2. In the event that the Vice President is unable to serve as President, the office of President is to be assumed by the Recording Secretary for the unexpired term, and an Acting Recording Secretary shall be appointed from the Board to carry on the duties of that office until the next election.

b. In the offices of Vice President, Corresponding Secretary, Recording Secretary and Treasurer:

1. In the event of resignation or inability to serve in any of these offices the Board of Directors shall appoint one of its members to assume the duties of the vacant office under the title of "Acting Vice President," "Acting ---", etc.

c. In membership of the Board of Directors:

1. Vacancies on the Board of Directors shall be filled for the remainder of the unexpired term by a majority vote of the remaining Board members present at the meeting.
2. Any person nominated or selected to fill such a vacancy shall have agreed prior to his selection to serve the term.
3. In filling vacancies on the Board, due consideration should be made of the results of the recent election, and those candidates who missed election by a few votes should be carefully considered as candidates for vacancies.

ARTICLE XII: AMENDMENTS

Amendments to the By-laws may be made by the Board of Directors at any regular meeting. Amendments may be suggested by a Board member or by any member of the Institute in good standing with the approval or sponsorship of a Board member. A three-fourths majority vote of the members of the Board of Directors present shall be sufficient to amend these By-laws.

ARTICLE XIII: SEAT OF AUTHORITY

The entire authority of the Institute shall be vested in the Board of Directors.

ARTICLE XIV: ORGANIZATION AND PARLIAMENTARY PROCEDURE

Except as otherwise provided in the Constitution and By-laws of the Institute, all questions pertaining to the nature of the organization of the Institute, including order of parliamentary procedure of its meetings, shall be resolved in accordance with a recent edition of *Robert's Rules of Order Revised for Deliberative Assemblies*.

(Note: These By-laws were officially adopted by the Board of Directors of the Institute at the business meetings of April 27 and June 29, 1962; the most recent amendments to these By-laws, as adopted by the Board in its meeting of April 29, 1977, are included in the text published above. Previous By-laws are hereby rendered null and void.)

The Loss Of The DOUALA

by
SKIP GILLHAM

The waters surrounding the islands of St. Pierre and Miquelon in the Gulf of St. Lawrence are littered with the bones of many ships. Schooners, trawlers and freighters have all come to grief here, having lost their struggle for survival against the elements.

Since the St. Lawrence Seaway opened in 1959 two deep sea freighters, outbound from the lakes, have joined the others on the bottom. One, the *Transpacific*, ran aground in 1971 and her story has been told in the January-February issue of TELESCOPE. Another, the *Douala*, foundered on December 21, 1963, and her story follows.

This ship was originally named *Guatemala*. She was built at Bremen, Germany, by Atlas-Werke A.G. in 1957 for Marina Mercante Nicaraguense S.A. of Cortina, Nicaragua. She measured 354 feet long, 47 feet 8 inches at the beam and 23 feet in depth. Tonnage was registered at 3,419 gross and 1,940 net. A nine cylinder Augsburg-Nurnberg diesel, 400 x 600 mm provided power and she was oil-fired.

In 1960 the ship was sold to Cie de Nav. Fraissinet et Cyprien Fabre of Marseilles, France. This firm was already trading into the lakes under the simpler name of Fabre Line. Lloyds REGISTER indicates a statis-

tical change that year with her depth now listed at 20 feet, 3 inches and her tonnage as 2,333 gross and 1,118 net.

The following year, 1961, saw her enter the Great Lakes for the first time. She was engaged in the general cargo trade and called on several ports during her three visits that year.

Another trio of visits to the Great Lakes followed in 1962 while she made but two calls to the freshwater seas in 1963. It was then, while leaving the lakes for the eighth time that she met her doom.

The *Douala* should have been well on her way overseas by December 1963 but due to a series of delays on the lakes and St. Lawrence she was a month behind schedule on her trip to Bordeaux, France. A bad winter storm was lashing the Gulf of St. Lawrence and, on December 19, this ship tried to enter St. Peirre Harbor. Heavy seas forced her to turn back. An old coastal schooner, the *Mary Pauline*, was nearby and also caught in the mountainous waves. Her crew took to the dories but they were capsized almost immediately dumping seven men into the frigid water. Only one could be rescued by the crews of other ships standing by.

Meanwhile the *Douala's* situation got worse. Unable to obtain shelter,



DOUALA passing Port Huron, Michigan in this 1963 view.

Photo by PAUL MICHAELS

she was pounded by angry seas, and two cross waves hit her, tearing loose the hatch covers. This was the beginning of the end.

Unfortunately part of her cargo was grain and this absorbed water that now poured into the hold with every wave. The pumps could not handle the volume and she slowly began to settle. Several S.O.S. messages were sent out but shortly before noon on the 21st she slid to the bottom in a position 47N by 58W.

Twenty-nine men took to the boats. Five died almost immediately when a lifeboat capsized throwing the men into the sea. Waves, estimated at 75 feet high made their recovery impossible. For 48 hours the remaining crewmen huddled in two small boats. The severe cold claimed several and after they died their heavy clothing was removed to assist the others in their fight for life.

Two aircraft finally spotted the boats, now a greater distance apart, and the rescue ships moved in to

assist. The Canadian Department of Transport ship *Sir Humphrey Gilbert* was the first to arrive and picked up a number of men. Most were too weak to assist the rescuers and two were crushed while being lifted to safety. One died instantly while the other succumbed a few hours later. The final tally was 12 dead and 17 saved. Many of the rescued, however, paid a severe price by virtue of lost hands, fingers and feet by amputation.

If the *Douala* had been able to keep her schedule or if she had been able to reach the shelter of port this disaster would not have occurred. Similar "ifs" usually surround most ship losses. In this case *Douala* was in the wrong place at the wrong time, and the waters around St. Pierre had another victim. ❀

(The author has expressed his thanks to Dr. Richard Wright, William F. Rannie and George Ayoub for their assistance with the preparation of this article. Ed.)

THE LIBERTY SHIP CALLIOPE



Author's photo of *CALLIOPE*, Iroquois, Ontario, September, 1964

Prepared for Telescope
by
GEORGE AYOUB

SHIPYARD Los Angeles, California; California Shipbuilding Corporation (No. T 7).
TONNAGE 7208 gross; 4390 net; 10,674 deadweight.
DIMENSIONS 441.6 (o.a.) 422.8 x 57 x 34.8.
MACHINERY Triple expansion engines 3-cylinder, 2,500 i.h.p., by Iron Fireman Mfg. Co.,
Portland, Oregon. 11 k.
TYPE Liberty tanker Z•ET1•S•C3, steel standard steamship.

- 10/1943 Completed for the United States War Shipping Administration, Washington, D.C., as *James Cook* (1943-1955). Registered Los Angeles, California (US 244359) and placed under management of Tankers Company. (Note a.)
1946 Transferred to the U.S. Maritime Commission, Washington. (Note b.)
1947 Sold to Richfield Oil Corporation, Los Angeles, California.
1955 Sold to San Rafael Compania Naviera S.A., Monrovia, Liberia, and renamed *Antipolis* (1955-1957).
12/1955 Tanker converted to dry cargo ship by James Lamont & Co. Ltd., at Greenock, Scotland. Tonnages became 7267 gross, 4448 net.
4/1956 Lengthened 70 feet by Kure Shipbuilding & Engineering Company, Ltd., Kure, Japan. Dimensions became 511.6 (o.a.); 492.8 x 57 x 34.7; 8465 gross tons, 6381 net tons.
1957 Renamed *Andros City* (1957-1960) by the same owners.
1960 Sold to Export Carriers Corporation, Piraeus, Greece, and renamed *Thermaikos* (1960-1963). (Note c.)
1963 Sold to Helicon Maritime Company, Monrovia, Liberia, and renamed *CALLIOPE* (1963-1965).
1965 Sold to Triumph Shipping Corporation, Monrovia, and renamed *Vancalt* (1965-1966). (Note d.)
1966 Sold to Far Shipping & Trading Co., Monrovia, and renamed *Michiko* (1966-1967).
1967 June 16, went aground about 4 miles south of Algeciras, enroute from Gela to P. Cabello with sulphur cargo.
June 26, refloated, severely damaged, and towed to Algeciras, Cartagena and thence to Genoa. Sold to shipbreakers in Italy through Jacq. Pierot, Jr. & Sons and arrived at Vado, August 17, to be scrapped.

NOTES

- (a) Merchant ships were operated by private companies for the U.S. Government during wartime, generally on a cost-plus basis. Operated by Tankers Company for one or two seasons only.
(b) U.S. War Shipping Administration terminated in September, 1946.
(c&d) Operated in the Great Lakes under these names.



GREAT LAKES *and* **SEAWAY NEWS**

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Feb. 22...The Canadian tug *Point Carroll* has taken over the tow of the Canadian motor vessel *A. C. Crosbie* from the tug *Pointe Marguerite*.

Feb. 24...*Point Carroll*, *A. C. Crosbie* and *Pointe Marguerite* arrive in Halifax.

Feb. 25...The Coast Guard icebreaker tug *Kaw* damaged her rudder while she was breaking ice. She will be towed to Sturgeon Bay for repairs.

Mar. 1...The icebreaker *Mackinaw* arrived in Sturgeon Bay, Wisconsin with the ice-damaged *Kaw* in tow. The *Mackinaw* is scheduled to return to Detroit so she can tow the cutter *Mariposa* to Sturgeon Bay for repair. The main shaft and propellers of the *Mariposa* are out of action after the ice "chewed the blades right off." The *Mackinaw* is also limping along with one of her six main generators out of action.

...The ore carrier *Walter A. Sterling*, of the Cleveland Cliffs fleet, will be converted to a self unloader under a present plan for work to begin at the Lorain yard of American Shipbuilding Company on November 1, 1977. The *Edward B. Green* is slated to be similarly equipped in 1979.

Mar. 2...The Canadian Federal Government will drop the Seaway debt, but expects the waterway to pay its way in the future. The imposition of tolls to assure this economic posture remains a distinct possibility.

...The Coast Guard icebreaking tug *Arundel* suffered rudder damage while she was breaking ice off the mouth of the Grand River near Mentor, Ohio. The cutter *Bramble*, sent to aid the *Arundel*, suffered a broken fuel line and laid dead in the water for several hours while repairs were made. The new fuel line had to be flown to the ship by helicopter. After repairs were done the *Arundel* was picked up and towed to port.

Mar. 3...A fire at the Port Weller Dry Dock caused an estimated \$100,000 in damages to the machinery house of a tank cleaning barge now under construction at the yard.

...The U.S. Coast Guard has ordered a nine month suspension of the license of Captain Albert McKinney in action stemming from a 308,000 gallon oil spill on the St. Lawrence River last June 23. A Coast Guard administrative law judge ruled that Captain McKinney was inattentive to duty when the oil barge

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his tug was pushing grounded twice, tearing open three of the barge's eight tanks.

Mar. 7...The seventy-one-year-old *Goderich* has been towed from Toronto to the Port Weller Dry Dock by the tugs *G.W. Rogers* and *Princess No. 1*. The ship is listing and has rudder damage.

Mar. 8...The Danish vessel *Atlantic Skow*, bound Montréal to Liverpool and Amsterdam, put into St. John's, NF, to effect temporary repairs to ice damage in her No. 6 hold. Twenty-eight feet of water in the hold has resulted in extensive damage to her grain cargo.

Mar. 9...Republic Steel Corporation has signed a letter of intent to enter into a long-term agreement with Pickands-Mather & Company for Great Lakes transportation of iron ore to Republic. It will take effect in 1984 when the present contract with Cleveland-Cliffs expires.

...The State of Michigan has ordered \$400,000 worth of repairs for the *Chief Wawatam*, assuring she will be kept in service until a more "seaworthy" vessel can be found.



The hand-bomber **CHIEF WAWATAM** has survived another threat and will continue to operate...for now.

MASSMAN Photo/Dossin Museum

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Mar. 11...*New York News* and *Franquelin* arrive below Lock No. 1 of the Welland Canal and await a spot at the Port Weller Drydock.

...*Atlantic Skou* clears St. John's, NF for Liverpool, then Amsterdam.

Mar. 12...Lake St. Clair buoy 13 really went off station when it was seen bobbing among ice floes 300 yards of Lakeshore Road and Moran in Grosse Pointe, Michigan. This is about 3½ miles to 4 miles off the shipping channel. (Later in the month it returned to the channel when it turned up in the Flemming Channel, Detroit River, in front of Dossin Museum. Ed.)

Mar. 13...The Winter Navigation Board will reopen Lake Superior and the St. Mary's River for shipping March 15, according to the Corps of Engineers.

Mar. 14...The U.S. Coast Guard reports that beginning April 1, 1977, Busch Oceanographic Equipment Company will be at the site of the collapsed Third Street Bridge across the Saginaw River at Bay City, Michigan, to effect the removal of the remaining superstructure.

Mar. 15...The *Arthur M. Anderson* of the U.S. Steel fleet sailed from Milwaukee, Wisconsin for Lake Superior and a load of iron ore.

Mar. 16...Pickands-Mather & Company, operators of Interlake Steamships, are considering Duluth as the dedication place for their new 1,000-foot self-unloading vessel, to be called *Mesabe Miner*.

...A decision by the U.S. Food and Drug Administration to move their facilities from Milwaukee, Wisconsin to Minneapolis, Minnesota poses a "serious blow" to the Port of Milwaukee according to Sen. Gaylord Nelson (D-Wis). With no F.D.A. facilities in Milwaukee, importers will start using the Port of Chicago which has an office.

...*Atlantic Skou* arrived in Liverpool.

Mar. 17...The U.S. Steel ships *Cason K. Callaway*, *Arthur M. Anderson*, *John G. Munson* and *Philip R. Clarke* are having tough going in the ice on the St. Mary's River. All are heading for Lake Superior and are being escorted by the icebreaker *Westwind*.

Mar. 18...*Algolake* has been announced as the new name for the Algoma fleet self-unloader now under construction.

Mar. 21...Canada Steamship Lines is negotiating for the purchase of the 732 x 104-foot, 56,000 dwt *Fugaka Maru* from N.Y.K. Lines. She will operate on the St. Lawrence and coast if negotiations succeed.

...At 6:15 AM the *Cason J. Callaway* arrived at Two Harbors, Minnesota, to reopen the season after a two-month shutdown because of ice. Thirty minutes later the *Arthur M. Anderson* arrived. *Philip R. Clarke* and *John G. Munson* were not expected for another day.

Mar. 22...*Nina Bowater*, motorship, 5,828 tons dwt; 3,866 gross, built at Dundee in 1961, has been sold by Bowater Steamship Company, Ltd., to a Liberian corporation for registration under the Greek flag. She has been a Great Lakes visitor.

Mar. 23...The *Cason J. Callaway* and *Arthur M. Anderson* have been having trouble clearing the Soo Locks because of strong winds pushing heavy ice into their paths. They are now loaded and headed for Chicago. The *West-*

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wind has been with them and is now clearing a path for them in the lower St. Mary's River.

...The *John G. Munson* and *Philip R. Clarke* are still in Lake Superior and headed for the locks at the Soo.

Mar. 24...St. Lawrence Seaway will open for daylight navigation April 4.

Mar. 25...The *Goderich*, repairs completed, has left Port Weller Drydock.

...From Quebec City comes a report that the Canadian motor vessel, *Fort Ramezay* has grounded on the east side of Lathiniere Wharf, lat 46° 36' 00" N, long. 71° 59' 02" W.

Mar. 26...*New York News* and *Franquelin* leave Port Weller Drydocks.

Mar. 27...*Fort Ramezay* passed Cap. St. Michael bound for Montreal.

Mar. 29 The *S. T. Crapo* opened the shipping season at Muskegon, Michigan, delivering a cargo of cement.

Mar. 30...From New York, a report that repairs are being made to the Canadian vessel *Bill Crosbie* in Port Everglades, Florida Drydock. Her damage resulted from encounters with ice between September 22 and October 1, 1975 on a voyage from Montreal to the Northwest Territory.



Newest entry in the Algoma fleet, **ALGOLAKE**, just before christening.

Photo by BARRY ANDERSEN

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Mar. 31...The City Line has announced it will drop India from its regular Great Lakes service schedules.

...Scindia Steam Navigation of India will send more ships to the Great Lakes this year for direct service to Bombay, India.

...Beginning on or about April 1, and continuing through the 1977 season, the U.S. Corps of Engineer's derrick boats *Michigan* and *Huron* will perform sweeping and shoal removal operations in the lower Detroit River.

...Effective 1700 hours, EST on April 4, downbound vessels only will be permitted in the upper Livingstone Channel. Two-way operation is allowed during limited winter navigation.

Apr. 1...Beginning with the opening of the 1977 navigation season, the Seaway entities will be using metric measurements in all of their operational procedures. The U.S. locks will be using the customary and metric system this season.

...The American vessel *African Sun* is on a Baltimore, Maryland drydock for repair to damages suffered when she struck an approach wall in the Welland Canal on June 14, 1976.

April 2...The *African Dawn* cleared New York for Monrovia, then suffered a breakdown which necessitated her being returned to New York in tow of the tug *Sheila Moran*.

...The Canadian motor vessel *Coudre de L'Ile*, on a voyage from Montreal to Seven Islands, Quebec, has stranded on shore at Lac St. Pierre, near Three Rivers, Quebec.

Apr. 3...*Coudre de L'Ile* was refloated under her own power, then with the assistance of a tug, went into Three Rivers for inspection of damage.

Apr. 4...The Canadian Coast Guard vessel *Norman McLeod Rogers* arrived at Port Weller in preparation for the opening of Navigation.

...The St. Lawrence Seaway opened with the Canadian bulker *Lawrencecliffe Hall* downbound and the Norwegian-flag vessel *Thorshope* upbound.

...The Welland Canal opened with C.S.L.'s self-unloader *Manitoulin* upbound and the Canadian tanker *Doan Transport* downbound.

...A new crankshaft has been ordered for the *A. C. Crosbie*.

...C.S.L.'s *Quetico* opened Hamilton, Ontario's shipping season.

Apr. 5...The Liberian bulk motor vessel *Hamburger Wrappen* contacted the wharf apron at St. John's Dock (Newfoundland), damaging the dock but without effect upon the vessel. She is the largest ship ever to put in at that port and would not have done so on this occasion had it not been necessary to bring her captain into port after he suffered a heart attack. The ship is in route from Rotterdam to Sorel, Quebec.

...The rudder lost by the *Cliffs Victory* last december has been located in the St. Mary's River, 995 feet from Johnson Point Light.

Apr. 7...The *Leon Fraser* is the first vessel out of Duluth.

...*Algolake* is christened at Collingwood, Ontario.

GREAT LAKES & SEAWAY NEWS

...A new self-unloader will be built for Algoma Central Railways at Collingwood, Ontario.

...*Franquelin* and *New York News* have left Port Weller Dry Dock.

...The self-unloader *Roger M. Kyes* unloaded the first load of coal that came into the B. C. Cobb Power Plant at Muskegon, Michigan.

...The Bultema Dock and Dredge Company's tug *American Viking* departed from Muskegon with a loaded barge of sand, destination unknown.

...Repairs completed, the *African Sun* cleared Baltimore for Philadelphia.

Apr. 8...The Minnesota Supreme Court ordered two state agencies to issue permits to the Reserve Mining Company for a taconite tailings disposal system at a site known as milepost 7. This is in response to an appeal of a January ruling by a panel of Minnesota judges denying the project.

...The Canadian bulk-carrier *Hilda Marjanne* loaded grain at Sarnia then departed only to suffer a breakdown of her engine. She was towed back to Sarnia for repair.

...The Canadian self-unloader *Canadian Century*, of Upper Lakes fleet, hit an arrester cable at Lock 8, Welland Canal, halting all traffic until the damage can be repaired.

Apr. 9...The Canadian tug *Glenada*'s main engine overheated while assisting the *Hilda Marjanne* at Sarnia. A new engine has been ordered.

...Sam Simon, of Ashtabula, Ohio has purchased the *Chicago Trader*. She is to be towed from Toledo for scrapping.

Apr. 10...*John G. Munson* is first ship at Duluth/Superior. Columbia's self-unloader *Wolverine* opened Fairport Harbor, Ohio the same day.

...*Hilda Marjanne*, repairs completed, barely left Sarnia when she became stuck in mud in the harbor. This mishap was blamed on a shallow spot made shallower by present weather-induced low water reading.

Apr. 11...With assistance of several tugs, the *Hilda Marjanne* was refloated and promptly departed the area for Montreal and Seven Islands.

...The *Hamanasu*, from Japan bound for Toledo, Ohio in ballast, opened the Welland Canal to deep water vessels.

...The Canadian bulk-carrier *Meaford* arrived at Port Weller Dry Dock where she will undergo repair.

Apr. 12...Newfoundland Steamships, Ltd., announced that effective April 15, 1977 they are expanding their 20-foot container service with additional capacity for general cargo in containers between the ports of Montreal and St. John's and Corner Brook, Newfoundland. The line now operates the *Cabot*, *Chimo*, and *Fort St. Louis*. Newfoundland Steamships is operated by Clarke Transportation Canada, Ltd., of Montreal.

Apr. 13...C.S.L.'s self-unloading *Gleneagles*' boom broke and fell into the Welland Canal while she was unloading stone at Port Colborne.

...The Canadian bulk-carrier *Silver Isle*, on a loaded voyage from Port Cartier to Gary, Indiana, struck the approach wall at the Snell Lock of the St. Lawrence Seaway. The mishap resulted in a gash in her hull of about 60 feet on her starboard side.

GREAT LAKES & SEAWAY NEWS



CARGOMASTER engaged in retrieval of boom from the **GLENEAGLES**.

Photo by BARRY ANDERSEN

...The motor vessel *Span Terza* was the first arrival at Detroit. TELESCOPE Editor Bob Lee, representing the Dossin Museum joined with officials in the presentation of the trophy cup which is now displayed at the museum.

Apr. 14...A report from Thunder Bay, Ontario says that the C.S.L.'s *Stadacona*'s self-unloading equipment struck a barge adjacent to the Canadian National Railway ore dock, causing extensive damage to the first 40-feet of the boom.

...At Detroit, the mailboat *J.W. Westcott II*, Zip code 48222, began the 83rd season of mail service on the Detroit River, and the 103rd year of operation for the Westcott Company.

...Upper Lake's *Canadian Olympic*, Contrecoeur for the upper lakes with an iron ore cargo, went aground on the rocks near Royal Island in the St. Lawrence River, near Brockville, Ontario. She rests at a 45° angle to the channel effectively blocking the Seaway. She is badly holed forward of her collision bulkhead. A salvage barge and tug were proceeding to the site from Kingston.

Apr. 15...The barge *P. S. Barge No 1* lightered about 1,500 tons of ore from the *Silver Isle*, raising her bow sufficiently to permit installation of a steel patch over the gash. Upon completion of the temporary repair the ship went on to Conneaut, Ohio to discharge her remaining cargo. After unloading she will go to Port Colborne where permanent repairs will be made. The barge will go to Contrecoeur where the lightered cargo will be discharged for transfer to a other vessel for delivery to the consignee.

GREAT LAKES & SEAWAY NEWS

...The *Cargo Master* is at Port Colborne to help retrieve the boom from the *Gleneagles* out of the water.

...Lake St. Clair buoy 13 and her 8,000 pound anchor were dragged into deep water. The actual replacing of the buoy on station must await arrival of the buoy tender *Dramble* next week.

...The American Bureau of Shipping has made classification of the oceanographic research vessel *Endeavor*, built by Peterson Builders, Inc., of Sturgeon Bay, Wisconsin. The ship is owned by the National Science Foundation and will be operated by the University of Rhode Island.

Apr. 16...*Meaford* left Port Weller Dry Dock for Milwaukee, Wisconsin.

...The *Canadian Olympic*, with the aid of tugs, was freed from the rocks. The cargo in her bow was lightered to make the removal possible.

Apr. 17...The *Ferndale* is in Dry Dock at Port Weller for minor work.

...The bulk carrier *Ashland* suffered a loss of power in the St. Clair River near Marysville, Michigan.

Apr. 18...*Canadian Olympic* passed up the Welland Canal headed for Ashtabula.

...From Yokohama, Japan, it is reported that high winds resulted in the motor vessel *Nakornthon* (Mizushima for Bangkok) dragged her anchor and collided with the Liberian motor vessel *Attica* in Yokohama anchorage. The *Attica* is a visitor to the Great Lakes and was involved in a grounding in December of 1976.



The **CHICAGO TRADER** has been sold and slated for scrap. (See item on April 9.)

Photo by PAUL MICHAELS

GREAT LAKES & SEAWAY NEWS



BEN MOREELL has been renamed **ALASTAIR GUTHRIE** by S&E Shipping.

MASSMAN Photo/Dossin Museum

Apr. 19...*Ferndale* cleared Port Weller Dry Dock, her work completed.

Apr. 22...The *Ben Moreell* has been renamed *Alastair Guthrie* by S&E Shipping. This is the ship's third name. She came out in 1922 as the *James MacNaughton* with *Wilson Transit*.

...The *Glewevis*, a navy tug, arrived at Port Weller to take Hull 62, the *Y.B.Z. 62*, a new tank cleaning barge to Halifax Nova Scotia. Engine problems, however, delayed departure.

Apr. 22...*Canadian Olympic* is drydocked for repairs at Port Weller.

Apr. 23...A report from Montreal states that the Hall Corporation Shipping, Ltd., owner of the tanker *Ungava Transport*, were fined 90,000 dollars for spilling oil into the St. Lawrence River near Quebec City last December. The Sessions Court Judge, Gilles Carle, also fined the ship's master \$1,000. The judge requested from the Crown Prosecutor an exemplary sentence, taking in account the defense argument that the company had spent \$50,000 to clean up the oil discharge.

...The new *Athel Queen* was launched by Davie Ship Building at Lauzon, P.Q. The 39,000 product carrier is a sister-ship to *Athel Monarch*. The latter is being fitted out at Quebec City for May delivery.

GREAT LAKES & SEAWAY NEWS

...Port Weller Dry Dock Company announced a plan to modify their yard. The building berth will be separated from the drydock and given a separate gate which should speed vessel construction.

Apr. 24...The boom of *Gleneagles* is being repaired at Port Colborne.

...The bow damage on the *Silver Isle* is being repaired at Port Colborne.

Apr. 25...The Canadian motor vessel *Marine Packer* reported that damage was sustained while navigating in ice in the Gulf of St. Lawrence between January and March. She is now at St. John's, Newfoundland, effecting part permanent repairs.

...The Liberian motor vessel *Anna M.* was surveyed afloat at Chicago, for damages received April 7 when she collided with the Mexican container ship *Toluca*. Repairs were deferred and temporary repair was unnecessary.

...The Canadian bulk-carrier *Northern Venture* had a breakdown on Lake Erie and was towed to Port Colborne anchorage by the *Red Wing*. Four tugs, the *Argue Martin*, *Princess No. 1*, *Bagotville* and *Wilfred M. Cohen* are heading up the canal to bring her in.

April 26...*Northern Venture* has arrived at Port Colborne.

...The old triple expansion engine from *W. M. Edington* is destined for the Upper Canada Marine Museum, at Toronto.

A CORRECTION...In the May/June issue, on page 70, we ran a picture of the *E. J. Kulas*, stating that it was the former *General Garretson*. It was, in fact, the second *Kulas* which had been the *William E. Atwater* and was later *Ben Moreell* and *Thomas E. Millson*. The *Kulas* in the article was so named only from April 22, 1935 to June 22, 1936, and we do not have a photo of her. This error should be attributed to the editor, and not to Skip Gillham. We selected the photos! We regret the error and thank member Richard D. Bibby for calling it to our attention. ☼

MISCELLANEOUS UNDATED ITEMS

...The self-unloader *G. A. Tomlinson* blew her boilers the day before she was due to depart Toledo, Ohio. The crew was sent home for thirty days and the ship was moved to the Toledo City Docks, about 5 miles upriver from the coal docks.

...On her third trip of the season, the self-unloader *J. R. Sensibar* of the Columbia Fleet, was just about to unload at Trenton, Michigan when she lost her unloading boom. She came back to Toledo fully loaded and went to the C&O Dock No. 1. Here they were going to take the boom off the *Charles C. West* for installation on the *Sensibar*, but it wouldn't fit. Columbia then fired up the *Buckeye*, which unloaded the *Sensibar* and headed out onto the lake. The *Sensibar* was then taken to the Hans Hansons Dock in Toledo.

...The *Ashland* is laid up at Port Huron with a burned-out main bearing.

...The carferry *City of Midland 41* is in drydock at Bay Shipbuilding.

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