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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES

Welcome to 1978! A brand new year, a brand new slate, and a brand new outlook. It is going to be difficult to keep up with the pace set in 1977, but the continued success of the Institute demands that we not just meet, but *surpass* last year. At the close of the year our membership had grown to approaching 1,500...pretty good for an organization that had 97 members in 1959...but this year we'll shoot for 1,600. It'll take a lot of work, and you'll have to help, but you always have, so we should make it. Telescope production last year produced a total of 244 pages, and in addition to that we produced the *FITZGERALD* book with 60 pages. For the uninitiated, this means your Editor typed, then Varityped 608 pages. This much production takes a lot of time, but we are going to do something about it, and we'll have an announcement to make perhaps as early as the next issue. Not only will what we have planned result in far less work to getting Telescope out, but it will produce a far better product.

Yes, 1977 was a good year...but 1978 looks better.

MEETING NOTICES

Regular membership meetings are scheduled for January 27, March 31, and May 19 (early to avoid Memorial Day weekend). All meetings will be at the Dossin Museum at 8:00 PM.

Business meetings are scheduled to be held on February 24, April 28, and June 23 (early to avoid July 4th weekend). These meetings are held at the Dossin Museum and members are urged to attend.

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OUR COVER PICTURE...The venerable *LANSDOWNE* approaching the dock in Detroit. The photo was taken by member Karl Kuttruff in 1960, before she had been shorn of two of her stacks and while she had her earlier pilot house

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PADDLERS, PROPELLERS AND PUSHERS



by
SAM BRECK, Jr.*

* This article was written for and originally published in three successive issues of *The Inside Track*, a railfan bulletin. We reprint it for its interest to Telescope readers with appreciation to the author and *Inside Track*, for permission to do so.

The first self-propelled railroad car ferry began operating across the Firth of Forth, in Scotland, in 1850 and the idea of carrying loaded railroad cars across water barriers wasn't long in coming to North America. The Buffalo and Lake Huron Railway, a line from Fort Erie-Buffalo northwest to Goderich, Ontario, on Lake Huron (now a CN line), began ferry service across the Niagara River between Black Rock, New York and Fort Erie in 1858 with the ferry *International*. However, *International's* useful life was short due to the opening in 1873 of the International bridge between the two points, a bridge that still is in use today for Amtrak, N&W and Conrail trains.

When the Great Western Railway opened for traffic in 1854 from Suspension Bridge (Niagara Falls),

Ontario, to Windsor, the first railroad to reach the Detroit-Windsor area from the east, it transported passengers and freight to the Detroit shore via a small fleet of "break bulk" vessels onto which freight was loaded from the rail cars, ferried across the mile-wide river, and reloaded on the cars. However, when the Great Western realized that it would have to convert its "broad" gauge of 5'-6" to the "standard" 4'-8" in order to obtain interchange and through traffic from the American railroads, it ordered its first car ferry and the first car ferry on the Detroit river, *Great Western*. Fabricated in Scotland, *Great Western* was assembled in Windsor from more than 10,000 pieces, and began service in January 1867. 220-feet in length, *Great Western* was the largest steel or iron ship on the Great Lakes at the time.

In 1858 the Great Western built what was then a branch line into Sarnia from London (now a main line of the CN) and established a break-bulk service to Port Huron across



In this view the **MICHIGAN CENTRAL** approaches Windsor. Scarcely anything on the Detroit skyline, seen here, remains today.

McDONALD Collection/Dossin Museum

the St. Clair River, in 1872. A ferry, *Transit*, was built for this crossing but never used at Port Huron because she was sent to Detroit that year. The Great Western also added a third boat at Detroit, *Saginaw*, for the summer of 1872, but later that year *Saginaw* was sent to Port Huron. Both *Saginaw* and *Transit* had wooden hulls and proved to be inadequate for the volume of traffic at Detroit/Windsor. (*Saginaw* had a capacity of only four cars, and soon after her car ferry service was converted to a tug.) A larger boat was needed on the Detroit River, it was obvious, and by February, 1874 *Michigan*, with an 18-car capacity and a wood hull plated with steel, was placed in service. However, *Michigan's* hull was weak, and she proved to be ineffective as an ice-breaker, something of a disappointment. In August, 1882, when the Great Western was absorbed by the Grand Trunk Railway of Canada, the *Michigan*, along with *Saginaw* and

Transit, passed into the hands of the Grand Trunk.

The Grand Trunk Railway of Canada, which reached Point Edward, north of Sarnia via a line from St. Mary's in 1859 (now CN), had operated a break-bulk ferry service across the river to Fort Gratiot at a point where the Blue Water Bridge stands today. For car ferry service at this point the Grand Trunk ordered, in 1872, the *International*, a large, iron-hulled boat built of Scottish prefabricated sections. She was the first three-track ferry on the Lakes, and could carry 21 cars on her deck. She was very successful in service on the St. Clair River, so much so that GT ordered another boat for that crossing, *Huron*, also to be assembled in North America from hull sections made in Scotland. *Huron* was launched in June 1875, cost about \$200,000, and was equipped with twin-screw propellers powered by a pair of single cylinder steam engines.

Meanwhile the Grand Trunk abandon-

ed the Sarnia/Port Huron crossing in favor of the Point Edward/Fort Gratiot service, and *Saginaw* was laid up at Windsor as a result. Because *Michigan's* weak hull continued to be a problem at Detroit, the Grand Trunk contracted for a new iron-hulled ferry into which the *Michigan's* engines would be placed. The new boat, *Lansdowne* was a familiar sight on the Detroit River for ninety years after it entered service in November, 1884.

Upon delivery of *Lansdowne*, *Transit* was laid up at Windsor and soon after was destroyed by fire, as was *Saginaw* a few years later. Thus, the Grand Trunk's service on the Detroit River was provided by *Lansdowne* and *Great Western*. *Huron* was still making the crossing at Point Edward. In June 1897, however, the Wabash Railway arranged for trackage rights on

the Grand Trunk from Windsor to Fort Erie, an arrangement that included the use of the Grand Trunk's ferries on the Detroit River. Because of the increase in traffic resulting from this plan, it was necessary to bring *Huron* and *International* down from Sarnia to Windsor. Both had been inactive since completion of the Port Huron/Sarnia tunnel under the St. Clair River in 1891. *International* was put up for sale and sold to the Lake Erie and Detroit River Railway, (later a part of Pere Marquette, now the Chessie System lines in Ontario) for Detroit River service. She later became Pere Marquette's first car ferry. *Huron*, however, was placed in service by the Grand Trunk on the Detroit River in 1899.

Great Western provided service until 1923 when she was converted to a sand barge, and she may still be



The **TRANSPORT** of 1880. After railroad service she became a pulp-wood barge and was lost in Lake Superior.



SCOTIA II did a brief stint at Detroit, but never actually saw any service. She is seen here in the Welland Canal, December 8, 1968.

Photo by SKIP GILHAM

in service somewhere on the lakes today. She was still in service in 1969 (see TELESCOPE, V. 18; No. 5, Sep/Oct 1969).

Because her huge paddle wheels could draw ice out of the slips, *Lansdowne* saw service principally in the winter months, with *Huron* handling traffic in the warmer months, and in winter providing steam to heat the Canadian National yard office on Riverside Drive in Windsor as well as passenger cars waiting at the now removed Windsor depot a bit farther west along the shore. *Lansdowne's* paddles permitted her to turn very sharply, an asset when approaching the slips.

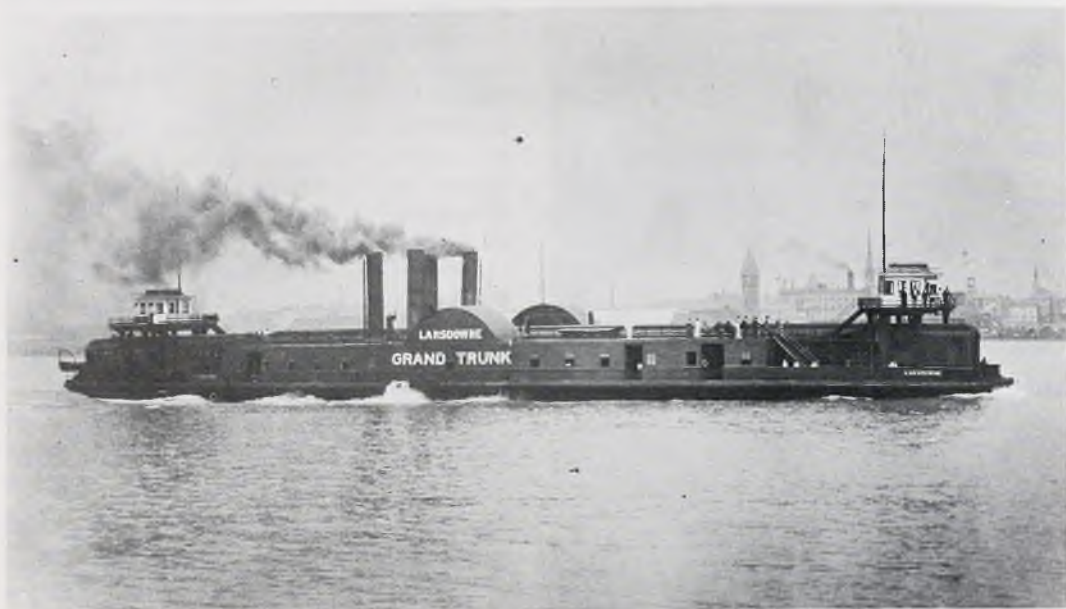
After departure of *Great Western* in 1923, *Huron* and *Lansdowne* provided the service as self-propelled boats until *Lansdowne's* port cylinder head ruptured in 1970 and she was converted to a push-barge. The

fires in *Huron* were finally quenched in 1971 and she, too, operated as a barge until early 1975 when both boats were withdrawn from service and tied up at Windsor. The construction of Detroit's Renaissance Center at the Detroit slips, and an arrangement to put Grand Trunk movements through the Detroit River tunnel, sealed their fate. Toady, *Lansdowne* is usually tied up at the Windsor shore. She is occasionally used by the Detroit-Windsor Barge Line between the CN yard at Windsor and the Detroit Harbor Terminals a few blocks west of the Ambassador Bridge, carrying containers on flat cars. *Huron* sank in the river on March 15, 1976, because of improper loading. She is now used as a stand-by for *Lansdowne*, her superstructure completely removed.

Early in the 1970's Canadian National brought a third carferry to the Detroit River, the *Scotia II*.

Built in England in 1915 by Sir William Armstrong Whitworth Company, she operated in eastern parts of the St. Lawrence River. Her draft was too great for the Detroit River and she was taken to Sarnia, then to Port Weller Shipyard where she was converted to a barge.

Following the completion in 1886 of the trans-Canada railway, the Canadian Pacific Railway completed the present line from London southwestward to the banks of the Detroit River at Windsor. Such a line was undoubtedly planned either before or simultaneously with the building of the transcontinental line, but because of strong pressures in Ottawa for an all-Canadian route east and west, a link across the Detroit River became secondary to the CPR's plans. When the rails reached Windsor, however, two very large steel paddlewheel car ferries were ordered to provide a link to Detroit. Accordingly, *Ontario* and *Michigan* were delivered to the CPR, *Michigan* being the largest paddlewheel ferry ever to serve on the Great Lakes. Service was from the foot of Crawford Avenue in Windsor to the slips of the Wa-



*The **LANSDOWNE** (above) and **HURON** have long been a paired fleet at Detroit. First reduced to barges, the operation was closed when the new Renaissance Center occupied Grand Trunk's Detroit landing area.*

Both photos McDONALD Collection/Dossin Museum

bash Railroad in Detroit, just east of the later site of the Ambassador Bridge. The CPR ferries not only carried freight cars but also handled its own passenger trains and those of the Wabash as part of a through service from Chicago to Toronto over the Wabash, via Mont-

pelier, Ohio, into Detroit.

However, when the Detroit River tunnels of the Michigan Central Railroad was completed in 1910, the Canadian Pacific ferry operation was deemed unnecessary if a suitable arrangement for the use of the tunnels could be made with Michigan

Central. Accordingly, in 1915 CPR freight trains began using the tunnels and when, in October, 1916, passenger trains left the ferries for the tubes, both *Michigan* and *Ontario* were withdrawn from service and sold, *Michigan* sinking in Georgian Bay in 1943 when in service as a barge, and *Ontario* foundering in Lake Superior in a 1927 storm, also being used as a barge. Today the former CPR slips at Windsor are used by the pushed-barge floats of N&W. There remains a very CRP-ish-looking building near the slip, however, a reminder of the rather short-lived and uneventful era of the CPR ferries. In addition, cars are loaded and unloaded with CPR locomotives.

The Pere Marquette Railway's car ferries on the Detroit River and later those of the PM's successor, the Chesapeake & Ohio Railway, are strictly a twentieth century operation. The PM came into being on the first day of the new century, January 1, 1900, and it wasn't until two years after that, in an effort to develop bridge traffic between Buffalo and Chicago over the rails

of PM, the PM acquired control of the Lake Erie & Detroit River Railway, a single-track Ontario line from St. Thomas to Walkerville, a suburb of Windsor. The Lake Erie & Detroit River also controlled a branch line from Erieau on the North Shore of Lake Erie north and west to Sarnia, the former Erie & Port Stanley from London south to Port Stanley on the Lake Erie shore.

At Detroit, ferry service began for the Pere Marquette through a charter of Canadian Pacific's *Michigan*. However, in 1903 a new PM boat, *Pere Marquette 14*, which had been used at Port Huron since the previous year, began trips across the Detroit River to slips built close to the CPR slips on the Windsor shore. *PM 14* operated on the Detroit River until 1927 when *Pere Marquette 12* was launched and sent to Sarnia to replace the aging *International*. *PM 12* and *PM 14* frequently changed locations as both were similar in deck arrangements and power, as well as in their appearance. (Pere Marquette Railway, by the way, numbered their river



A rare photo of **MICHIGAN** and **ONTARIO** both together in the Detroit River, date unknown.

Photo by J. V. Gray courtesy of Mrs. M. Lawrence



PERE MARQUETTE 10 pushing through ice in the Detroit River.

McDONALD Collection/Dossin Museum

ferries from *PM 14* backwards...skipping *PM 13*, of course..., and their Lake Michigan ships from *PM 15* upwards.) In 1933 the crossing at Sarnia/Port Huron was closed and the railway moved *PM 14* to Detroit where she and *PM 12* provided the service. During the second World War, however, the *Pere Marquette* briefly considered restoring the Sarnia/Port Huron run but eventually worked out arrangements with CNR to use the St. Clair tunnel.

After the conclusion of the war, a new ferry for Detroit River service, *Pere Marquette 10*, was ordered for a capacity of 27 cars on three tracks. Thus, after *PM 10* was delivered, three ferries of similar design served at Detroit/Windsor until December, 1953, when the Chesapeake & Ohio Railway, into which the *Pere Marquette Railway* was merged in 1947, reopened the Sarnia/Port Huron crossing with *Pere Marquette 12* and soon after gave up the Detroit River ferry operation when trackage rights were worked out with the New York Central for use of the Detroit River tunnels, an operation that continues today. *Pere Marquette 10* was sent to

Sarnia to join *PM 12* while *PM 14* remained in Detroit, and was chartered to the Wabash in 1956. In 1965, however, *Pere Marquette 14* was scrapped at Hamilton, Ontario. Early in 1970 *Pere Marquette 12* was sold to the Canadian National and in May of that year was towed to Port Weller, Ontario, for conversion to a barge. Returning to Sarnia in November 1970, she was renamed *St. Clair* and is used there today pushed or pulled across the river by CN tug *Margaret Yorke*, or her near-sister *Phyllis Yorke*.

Car ferry operations on the Detroit River by the Michigan Central didn't begin at Detroit...and not by the Michigan Central. In 1873 the Canada Southern Railway, a line proposed to connect Suspension Bridge, Ontario with Chicago, formed a subsidiary, the Canada Southern Bridge Company. It was the intention of the bridge company to cross the Detroit River via a line east from Slocum Junction (south of Trenton, Michigan) via a bridge over the west channel of the Detroit River to Grosse Ile, on a right-of-way across Grosse Ile to another bridge to



The **TRANSFER** making good black smoke, once a source of pride with shipmasters, but now frowned upon by environmentalists.

McDONALD Collection/Dossin Museum

Stoney Island, and then via ferry to a point about a mile and a half north of the village of Amherstburg, Ontario, at what was then called Gordon. The bridge company built such an arrangement and operated this bridge-land-bridge-ferry crossing for more than fifteen years, although not without trials by heavy ice in the river.

On Stoney Island a causeway was built extending east for about a thousand feet. The car ferry was operated across approximately 2500 feet of open water to what was named the "Texas" dock, that portion of the Detroit River being called Texas Cut. Later a second slip was constructed slightly downstream from the Texas dock that lengthened the run by about 1300 feet. The Stoney Island causeway was presumably removed when the Livingston Channel was built in the early part of the century for downbound ships. The location of the Texas dock can be identified today, however, by a highway overpass on the shore road north of Amherstburg.

The Canada Southern's first ferry was a wooden paddler, *Transfer*, a 244-foot ship with her wooden hull metal sheathed. Severe ice caused the *Transfer* frequent problems, and

when the service had to be suspended in the winter months it was necessary for the Canada Southern to route its trains...its freight trains, at least...via the Great Western Railway's crossing from Sarnia to Port Huron. Because of these early interruptions due to the ice, the company once considered tunneling the Detroit River, but a project of that magnitude was just too much for the then-available technology and machinery.

In spite of the traffic stoppages, though, traffic continued to grow. Accordingly, the Canada Southern had a second ferry, the *Transport*, built for service beginning in 1880, and it was for this ferry that the second slip on the Ontario shore was built. In 1882 the Grand Trunk Railway absorbed the Great Western Railway, thus bringing to Windsor the principal rival of the Canada Southern. In 1883 the Canada Southern completed a line northwestward from Essex, Ontario into Windsor to provide it with a connection to the Michigan Central at Detroit. The same year the Michigan Central absorbed the Canada Southern and on the last day of 1883 opened ferry service between the foot of Cameron Street, in Windsor, and Ninth Street



Wabash Railway's **DETROIT** is still in operation as a car float for N & W at Detroit.

McDONALD Collection/Dossin Museum

in Detroit. Following this the Stoney Island/Amherstburg route was used only when ice prevented a crossing at Detroit.

In 1884 the Michigan Central took delivery of an iron paddler, *Michigan Central*. *Transfer* was condemned in 1888 and a new ferry with the same name entered service on the river, the first steel-hulled Great Lakes car ferry. That same year, the Stoney Island/Amherstburg crossing was discontinued permanently. (The former railroad bridge between the Michigan mainland and Grosse Ile is now the toll-free Wayne County Road Commission bridge. The piers of the span between Grosse Ile and Stoney Island can still be seen. It is reported that a section of this span was moved upriver and today is the Delray Connecting Railroad's bridge between the mainland and Zug Island across the old Rouge River channel.)

The Michigan Central continued to operate trains, almost exclusively passenger trains, to Grosse Ile until the 1920's to serve commuters to Detroit. The former MCRR depot on the Island is now a historical Museum.

Ferry service between Detroit and Windsor was provided by *Michigan Central*, and the "new" *Transfer* and *Transport* until 1904 when the *Detroit* entered service. *Detroit* was a four propeller vessel, having two propellers each fore and aft as well as a rudder at each end. Not only did the forward propellers provide running power but they had the ability to break up pack ice in the river and slips.

Traffic across the river grew to such proportions (it was estimated that Michigan Central's ferries had to be the most heavily used in the nation) that the railroad considered building a tunnel, although at one time a high-level bridge was given some thought. On July 1, 1910 the tunnel...actually two side-by-side tubes, was completed and all freight trains began using the tunnels in September. Passenger trains started using the tunnels in October 1910 and the ferries were then withdrawn from service. Thus the Michigan Central was left with three paddle-wheel ferries and a relatively new propeller ship. In 1912 *Transport*, *Transfer* and *Detroit* were purchased

by the Wabash Railway for use on the Detroit River. The next year *Michigan Central* was bought by the Kelley Island Lime and Transfer Company which proposed to put her in service across Sandusky Bay between Bay Point on the Marblehead Peninsula to near Sandusky, Ohio, for the purpose of carrying the quarry products of the peninsula to connections with the railroads entering Sandusky.

The project was never carried out, and the *Michigan Central* was laid

up at River Rouge, Michigan, until 1928 when she was sold for conversion to a barge. *Detroit* today is in the service of Norfolk & Western at Detroit/Windsor as a barge. *Transport* was sold in 1033 and reduced to a barge only to sink eleven years later in Lake Superior; *Transfer* was sold in 1938 and scrapped in 1940.

In 1897 the Wabash Railway arranged trackage rights across southwestern Ontario with the Grand Trunk in order to reach Buffalo and valuable



MANITOWOC (above) in the *Detroit River*, and (below) the tug *ST. JOSEPH*, now renamed *R. G. CASSIDY* pushes the former ferries in a tug-barge operation. (top) McDONALD Coll. • (below) M. KARL KUTTRUFF

connections to eastern railroads. Over this route the Wabash ran passenger trains as well as freight runs, although the passenger trains were withdrawn in the late 1920's. To begin its Detroit River Service, the Wabash first used three of the Grand Trunk ferries...*Lansdowne*, *Huron* and *Great Western*. But when the Michigan Central opened the Detroit River tunnels the MCRR ferries became surplus and Wabash got three of them; *Transport*, *Transfer*, and *Detroit*. These three operated from the Wabash slips at the foot of Twelfth Street in Detroit to the Grand Trunk slips in Windsor, on the riverfront, east of the Windsor depot. The three Wabash ferries ran until the *Manitowoc* was delivered in 1927. She was a much larger ship that the three others and was the first river ferry to have four track accommodations. It is speculated that the name *Manitowoc* was chosen to recognize the Wabash's connection to that Wisconsin port via the newly acquired Ann Arbor Railroad, which operated trans-lake ferry service to Manitowoc from Elberta-Frankfort, Michigan.

In 1930 a nearly identical ship, the *Windsor* was placed in service in August...just in time for the great decline in railroad traffic resulting from the Depression. Consequently, the two sidewheelers, *Transport* and *Transit* were sold, the first in 1933 and the latter in 1938.

The *Manitowoc*, *Detroit* and *Windsor* provided service under their own power until 1970 when, subsequent to the Wabash merger with N&W, they were reduced to barges to be pushed by high-powered tugs. Also in 1970 the ex-C&O ferry *City of Flint 32* was reduced to a barge and the four-barge, two-tug fleet was completed.

The two N&W tugs are *R. G. Cassidy* and *F. A. Johnson*. The *Cassidy* is an ex-U.S. Army LTI and saw action in the Korean conflict. She was built by Dravo Corporation at Neville Island, Pennsylvania in 1954, and is powered by two 10-cylinder Fairbanks-Morse 1600 opposed piston

engines. The *Johnson* is the ex-Lake Tankers Inc. *Rapid Cities* and was built in Houston in 1951. Much of her time was spent on the Mississippi before coming to the N&W in 1969. She is powered by two EMD 567C diesel engines with a total horsepower rating of 2400 HP. Both of these ships were bought from Sioux City and New Orleans Barge Lines and extensively modified in a Chicago shipyard. The modifications included raising the pilot house some 25-feet to provide visibility over the loaded barge. In addition to a closed-circuit TV system to aid in steering and docking, both ships carry VHF marine radio and radar. The N&W frequency for dispatching is 160.380. Each tug carries a crew of four; captain, engineer, lead deckhand, and deckhand. The barges are unmanned.

The freight handled by the tug-barge operations vary, but they are dominated by automobiles and auto parts, particularly those in high-cube and tri-level cars that are too high for the Detroit River tunnels now operated by Conrail. A pact between Canada and the United States assures auto business in both directions.

At present, the future of the N&W operations seem to be good unless Conrail increases the height of the tunnels to accommodate high loads. There have been rumors of an N&W transfer run through the tunnels to the Canadian Pacific Railway using standard height cars, but so far this has not happened. Because the N&W also ferries to the Canadian National, and as long as the N&W operates road freight over the CN tracks between Windsor and Fort Erie, there likely will be ferry service of some sort, the last remaining such service on the Detroit River. *

Appreciation is due several persons for information used in this article; Wm. Miller, Ken Annett, Charles Petcher, Ted Hanifan, Emery Gulash, and the late Hal Jackson. The Dossin Great Lakes Museum and Robert E. Lee, the museum's curator, also provided valuable help.

FROM COAL TO GAS

by
SKIP GILLHAM

For most of her lifetime the bulk carrier *Coniscliffe Hall* (ii) has been active in meeting the energy needs of Canadians. During the early years she hauled coal to the Montreal area. Today, as the *Telesis*, she is drilling for natural gas on Lake Erie to heat homes and businesses in Southern Ontario.

Coniscliffe Hall (C188900) was one of a series of ships built for the Hall Corporation during the fifties. The post-war reconstruction of this fleet, which at that time consisted entirely of canallers, (vessels with dimensions permitting transit of the

old St. Lawrence canals) began in the late forties. Five steam-driven canallers were launched from 1947 to 1950. Beginning with *Frankcliffe Hall* (i) b; *Northcliffe Hall* (ii) in 1951, however, seven new bulk canallers were all diesel powered. *Coniscliffe Hall* was the sixth to enter service. The others included *Hutchcliffe Hall*, *Eastcliffe Hall*, *Westcliffe Hall* (ii), *Eaglescliffe Hall* (ii), and *Rockcliffe Hall* (ii).

Coniscliffe Hall was built by Davie Shipbuilding of Lauzon, Quebec as Hull 611. She was launched on June 18, 1957, and was commissioned on July 20. Her dimensions were 259



The CONISCLIFFE HALL is seen here crossing Lake Ontario on October 15, 1973. Photo by W. M. BAIRD.



The **NORDRILL** at Port Maitland, March 23, 1972. The former **Simcoe** was in need of replacement.

Photo by SKIP GILLHAM

feet in overall length, 43.9 feet at the beam and 20.7 feet in depth. power was supplied by a pair of M.A.N. diesel engines that developed 1,360 horsepower. Her Canadian tonnages were registered as 2273 gross and 1529 net. She could carry a payload of close to 4,000 tons dwt.

During her brief pre-Seaway years *Coniscliffe Hall* transported a variety of goods through the old canals. The emphasis changed in 1962 when Hall purchased the LaVerendrye Line and their contract to carry coal to Ville La Salle.

The plant at Ville La Salle had been owned by the Montreal Light, Heat and Power Company, Limited. It was this firm that, in 1909, established Keystone Transports Ltd., forerunner of the LaVerendrye Line. They were set up to meet their coal requirements at the plant. The Quebec Natural Gas Corporation took over this plant's operation in 1957 and has since changed its name to Gaz Metropolitain. As the facility required transiting the locks of Lachine Canal only pre-Seaway canal-

lers could reach their docks. The fleet of Halco ships was marshalled to the task.

Coniscliffe Hall loaded most of her coal at Ashtabula, Sandusky, Toledo and Sodus Point for delivery to Ville La Salle. Occasionally she took, at Montreal, cargos that had been dropped off by larger freighters, and ferried the coal up the canal. During the summer *Coniscliffe Hall*, and other Halco canallers, would go down the St. Lawrence to Godbout, Quebec to load pulpwood for Waddington New York, and on occasion Detroit. Other cargos included ore from Contracoeur to Buffalo, pig iron from Sorel to Cleveland, flour-spar from Montreal to Detroit, rutile from Contracoeur to Ashtabula and steel coils and a bit of grain. She carried about 35 cargos a year and rarely ventured above Detroit.

Trips to Ville La Salle ended in 1968 when the Canadian government closed the Lachine Canal. During the next three years *Coniscliffe Hall* carried a variety of goods but her main payload was pulpwood. Her last

season was abbreviated and she was in service only from June 7 to September 28, in 1971. On the latter date she joined two sisters, *Eaglescliffe Hall* and *Westcliffe Hall* in layup at Kingston, Ontario. She thus became the last bulk canaller to sail for the Hall Corporation.

Northcliffe Hall, idle through 1971, was towed from Prescott that fall and the four sister ships went up for sale.

The other three diesel canallers, *Hutchcliffe*, *Eastcliffe* and *Rockcliffe Hall* had been lengthened by 92 feet and deepened by 3 feet, 9 inches when the Seaway opened. *Eastcliffe Hall* was lost when she sank in the St. Lawrence on July 14, 1970. *Hutchcliffe Hall* was sold in 1971 for use as a hopper barge in the North Traverse Dredging Project. *Rockcliffe Hall*, now b; *Island Transport* (ii), was converted to a

tanker in 1972 and remains in the fleet.

Underwater Gas Developers, a division of Consumers Gas, had been using the former Canada Steamship Lines' canaller *Simcoe* (i), a; *Glen-carrie*, for drilling in Lake Erie since 1961. They were looking for a replacement for their aging vessel. This ship as c; *Nordrill* had been powered with Marine outboards but these were used only for positioning.

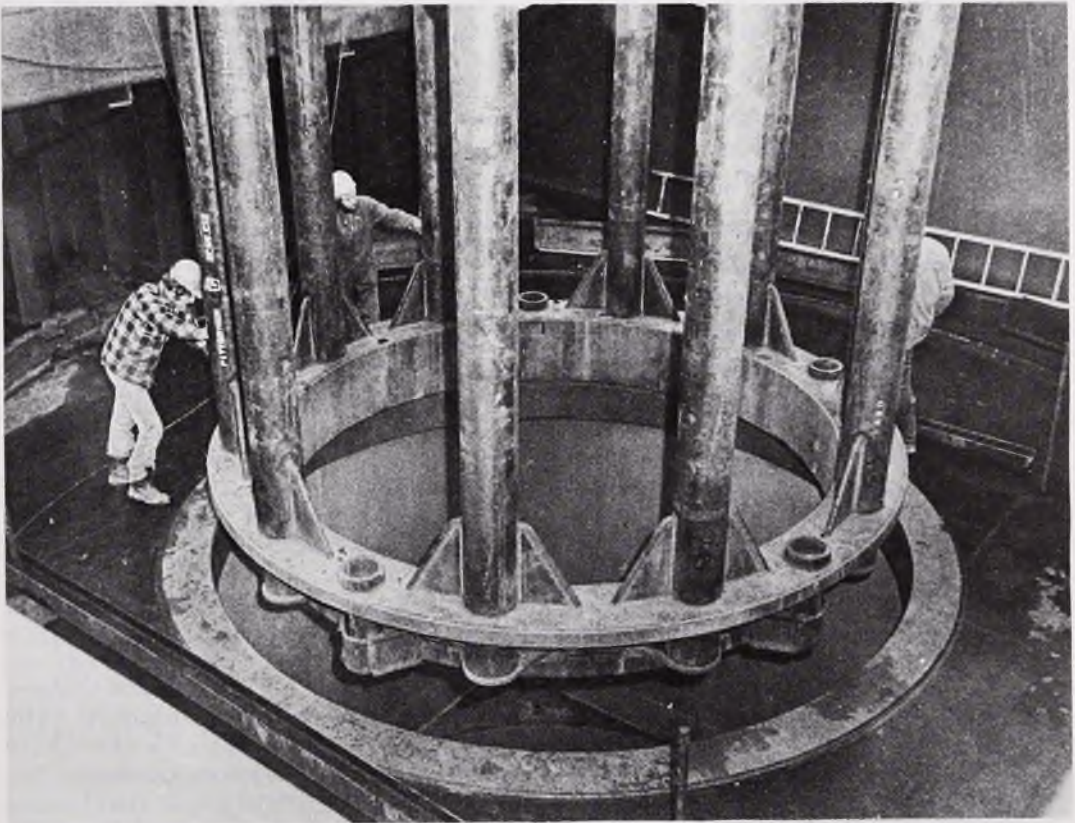
Most of the gas drilling on Lake Erie is done from "jack-up" platforms. A ship has some advantages as it can be used in deep areas and where the bottom is too soft for the stationary platforms. The company decided *Coniscliffe Hall* was best suited for their needs and accordingly made the purchase.

The ship was fired up one last time and sailed for Kingston on



TELESIS, still bearing her original name, as she appeared on the 13th of March, during conversion.

CONSUMERS GAS COMPANY Photo



Erecting the drill tower (above left) and dropping the rotating anchor platform into the ship (above right) Lower photo shows the anchor device within the hold.

All photos CONSUMERS GAS COMPANY

October 15, 1973. She arrived at Port Colborne and remained there until April, 1975. To all outside appearances little was done to the ship but with the retirement of *Nordrill* after the 1974 drilling season work on the *Coniscliffe Hall* proceeded in earnest.

The conversion of a bulk carrier to a gas drilling barge is a large undertaking. The biggest challenge was the construction of a rotating drill platform that couples two of her four holds. By April 9, 1975 the work had proceeded sufficiently that she was towed to Port Weller for drydocking and application of the finishing touches.

In ceremonies at Port Colborne on May 12 the ship was officially re-named *Telesis*. This selection was the result of a company contest to determine the new name. It is a most fitting choice since it is a Greek word meaning "*the intelligent use of men and materials to accomplish a desired objective.*"

Today this ship carries considerable equipment for her task. The most obvious change in her profile

is a 101-foot oil well derrick located amidships. This rig has a 400,000-pound pressure capacity.

The ship's propeller has been removed and her tailshaft disconnected. Motive power is now provided by tugs. Her engines are used to operate generators and these supply all drilling and auxiliary electrical requirements. A Caterpillar D-333, 135 KW engine provides back-up power and the ship is illuminated for night as well as day work.

Other changes include the installation of a 15-ton Pettibone Hydraulic crane forward and a 10-ton American crane aft. Bow and stern thrusters, made by Murray & Tregurtha, are powered by 350 HP general Electric traction motors. They automatically maintain position and direction during the drilling operation.

Telesis can drill to a depth of 5,000 feet and uses 3½-inch pipe. She can carry enough in her holds to handle twenty wells. Underwater Gas has about 65 producing wells on the lake, producing 10,000,000 cf of natural gas per day.

The *Telesis* is supported by the 60 foot scow *Ungas 3*, which is used to pull and set any of the ten 9,000 pound anchors. The anchor-hauling winch on the scow is driven by a 4-53 GM engine with Allison torque converter.

Telesis, with all the above plus equipment, operates at a loaded draft of 10 feet. She works the Canadian side of Lake Erie and has air-conditioned accommodations for twenty-eight men.

Conversions of bulk carriers for more specialized trades is quite common on the lakes. Changes to equip vessels as self-unloaders, crane ships, oil tankers and cement carriers have been frequent. The transformation of the *Coniscliffe Hall* to the *Telesis* was unusual, but by all observations is a great success. Her career has indeed been one of change "from coal to gas," first in cargo use and now in regular duty.



The *TELESIS* at work, as she appears today. CONSUMERS GAS COMPANY Photo



GREAT LAKES *and* **SEAWAY NEWS**

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Sep. 1...*Jean Lykes* sailed from Alexandria, Egypt for Italy.

...The current ore strike is causing some strange passages and destinations to appear on the logs of Lake vessels. *William R. Roesch* is upbound in the Welland Canal with ore from Picton, Ontario, while the *Wolverine* is downbound for ore from the same port.

...Les Naives Oceanographiques de Rimouski has purchased *Inland Seas* to do research work.

Sep. 2...*Robert Koch*, a new cement carrier vessel for St. Lawrence Cement Company, passed up the Welland Canal, bound for Buffalo, on her first trip.

...*Carol Lake* has entered the drydock at Port Weller.

...U.S. Steel's ore carrier *Leon Fraser* is downbound thru the Welland Canal headed for the Lower St. Lawrence and an ore cargo.

...The Liberian vessel *Federal St. Clair* went aground on the American side of the Peche Island Light in Lake St. Clair. She was downbound, loaded with grain, suffered a power and steering failure at the crucial moment when she should have taken the first turn in the dog-leg entering the Flemming Channel of the Detroit River. Failing to turn, she headed into the shallow North Channel.

Sep. 3...The *Thorold* has returned to service and sailed for Thunder Bay.

...The Canadian tanker *Liquilassie* has been towed to Hamilton, Ontario and is moored opposite the Canadian Steamship Lines' shed.

Sep. 4...The *Enders M. Voorhees* is downbound through the Welland Canal on a trip for Canadian ore.

...The Liberian vessel *Pearl Asia* arrived at Baltimore, Maryland where she will be surveyed to determine the extent of damage suffered in a grounding on August 14.

...The *Federal St. Clair* has been refloated after lightering 1,200 tons of grain. Following an inspection and reloading of the cargo she cleared for Montreal.

Sep. 6...American Steamship Company's new 1,000-foot self-unloader *Belle River* arrived at the Detroit Edison Company St. Clair Power Plant on the St. Clair River. On this maiden voyage from Superior, Wisconsin to the new

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loading facility in Lake Superior, then to St. Clair, the ship carried a 56,073 ton load of western coal. The trip and the unloading were troubled with minor equipment failures, but otherwise it was an uneventful trip.

...The Canadian bulk carrier *Lawrencecliffe Hall*, which went hard aground on September 4, in the St. Clair River off Barlum Point, is being lightered into the *Yankcanuk*.

Sep. 7...After removal of part of her grain cargo, and with assistance from Great Lakes Towing Company tugs, the *Lawrencecliffe Hall* was freed today. The cargo was reloaded and the vessel continued her voyage to a St. Lawrence River port.

...The Canadian self-unloader *Gleneagles* apparently hit a power line at Port Colborne, Ontario while turning at the wye at Humberstone, on the Welland Canal. An area of the Seaway was blacked out as a result.

Sep. 7...Captain Sidney Inch, of Howell, Michigan, 74, died today. Capt. Inch was with the Ford Motor Company fleet for 40 years before retirement.

Sep. 8...The tugs *Stormont* and *Princess No.1* towed the tanker *Imperial London* down the Welland Canal.

...The *Federal St. Clair* arrived in Montreal where she was to undergo inspection. The inspection revealed no reason why she should not sail on her voyage and she immediately departed.



LAWRENCECLIFFE HALL suffered a grounding, one of many resulting from unusually low water this season.

Dossin Museum Collection

GREAT LAKES & SEAWAY NEWS



FEDERAL ST. CLAIR went aground in the Detroit River following a loss of power and steering.

Photo by Cdr. ARTHUR B. HARRIS

...The Seaway Authority has announced the closing dates; December 15 on the Montreal/Lake Ontario section, December 30 on the Welland Canal, and December 9 at Sault Ste Marie. The American Soo locks will remain open until closed by weather.

Sep. 9...*Imperial London* arrived at Whitby, Ontario for drydocking.

...While the governors of 50 states were guests at the Dossin Museum, as part of the Annual Governors' Conference, the self-unloader *Henry Ford II* and the *John Dykstra*, both of the Ford fleet, sailed past the museum and blew formal salutes. The *Henry II* sailed on up the river a few hundred yards, turned, and made a second passing. She had been sent up river especially for the occasion and the "show" was warmly applauded by the governors and their guests.

Sep. 10...The American Bridge Company has reported, from Two Harbors, Minnesota, that a 100-ton crane has fallen from the Duluth, Messabe & Iron Range Railroad ore dock No. 2. The crane is completely submerged in 40 feet of water.

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Sep. 11...Salvage operations are being conducted as weather permits on the previously reported sunken tug *Francis* and barge in the Straits of Mackinac.

Sep. 13...C.S.L's *Rimouski* has gone aground near Trois Rivieres, PQ.

...From Germany, a report that the Italian sailing vessel *Amerigo Vespucci*, on a training cruise, collided with the Russian vessel *Inzhener Bashkirov* in Holtenau Inner Harbor, Germany. Both vessels were slightly damaged. The *Vespucci* was one of the participants in the Tall Ships expedition to New York for the Bicentennial.

Sep. 14...The Canadian Brotherhood of Railway Transport and General Workers, covering the men who handle the lock gates, have undertaken an unofficial strike against the St. Lawrence Seaway Authority at Beauharnois Locks. About 70 men are involved. Several ships are being delayed.

Sep. 15...The *Rimouski* is still aground.

...Talks are underway between the Seaway Authority and the Union.

...No talks are scheduled between the Longshoremen and the four leading Chicago grain elevator operators as their strike enters the 15th day.

Sep. 16...The self-unloader *E. B. Barber* arrived at Fairport, Ohio, with 15,000 tons of ore. It is the first such cargo into that port in three decades.



IMPERIAL LONDON under tow in Welland Canal, September 8, 1977.

Photo by BARRY ANDERSEN

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...The British vessel *Welsh Minstrel* sailed from Nieuwe Waterweg.

...The *Belle River* set a new record for the Great Lakes when she took 58,715 tons of coal.

Sep. 17 - The International Lake Superior Board of Control has increased the outflow of water from 63,000 to 72,000 cubic feet per second over the St. Mary's River falls. The rainfall over the Lake Superior basin was about 50% above normal for August.

Sep. 18...The self-unloader *Adam E. Cornelius* passed down the Welland Canal.

...The Greek vessel *Federal Seaway* arrived at Montreal. She is one of the salties headed for the Rouge River basin of the Ford Motor Company in Dearborn, Michigan, with coke from Germany.

Sep. 21...The Canadian bulk carrier *Helen Evans*, upbound with ore, ran aground on Whaleback Shoal after experiencing steering problems.

...The U.S. Corps of Engineers, with the aid of the contractor survey boat *Neptune* have located the previously reported sunken tug *Francis* and barge.

...The *Pearl Asia* cleared Baltimore for Philadelphia.

Sep. 22...The Swedish roll-on/roll-off ferry *Marine Atlantica* cleared North Sydney for Montreal to effect repairs.

...The Chicago grain operators, Gateway and Pillsbury, have signed a contract with the ILA., and work has again started. Only Continental is still out.

...*Pearl Asia* is surveyed in Baltimore, Maryland for damage due to grounding August 4, and required repairs are under way.

...The Greek motor vessel *Federal Seaway*, while turning in the Ford basin in the Rouge River, contacted the stern of the self-unloader *George A. Sloan*. No damage is reported.

Sep. 23...The *Helen Evans* has been pulled free and has continued her journey.

Sep. 24...Workers in Hamilton, Ontario are busy removing the after cabins and engine from *Liquilassie*.

Sep. 26...The Lake Carriers' Association reports that iron ore shipments in August were 9.1 million tons, off from 12.9 million tons a year ago. Reason for the drop was the miners' strike.

Sep. 28...The *Tolya Komar* loads 1,000 tons of cargo at Manistee, Michigan. She is the first Russian vessel to call at that port.

...The American aluminum alloy research ship *Alcoa Seaprobe* lost an electronic device affixed to the end of a drill string, and 3,000 of pipeline in 3,000 feet of water. A research submarine is attempting to locate the equipment. *Alcoa Seaprobe* is due to return to Woods Hole, Massachusetts on September 30. She was built on the Great Lakes.

...A large piece of equipment struck and killed Harold McTigue, 62, of Sep-
eky, Minnesota aboard the *William P. Snyder*. He was dead on arrival at the Mt. Clemens General Hospital where he was airlifted by a U.S. Coast Guard helicopter. McTigue was struck in the chest by an emergency tiller that had broken loose. The *Snyder* was headed for Duluth.

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Sep. 28...The Grand Trunk Railroad carferry *City of Milwaukee* arrived at Lorain, Ohio where she will enter drydock to undergo her five-year inspection.

Sep. 29...A report issued by the Lake Carriers' Association, concerning the loss of the *Edmund Fitzgerald*, takes issue with the findings of the previous Coast Guard report. The L.C.A. says the vessel struck a shoal, or underwater reef, causing the damage that led to the sinking. (The INSTITUTE-published booklet, "EDMUND FITZGERALD, 1957-1975," now available for \$3.50 pp, has included the full text of this report, along with the Coast Guard findings.)

...The *Agni* arrived in Detroit from Chicago.

Sep. 30...The *Carol Lake* has cleared the Port Weller drydock.

Oct. 1...A collision between the *St. Lawrence Prospector* and the Liberian *Benfri*, below Bridge 10 of the Welland Canal resulted in only minor damages.

...The U.S. flag vessel *Jean Lykes* arrived at Montreal, inbound.

...The Greek vessel *Agni* departed the Marine Terminal No. 2, at Detroit, at 11:00 hours, and when turning around in the Detroit River went aground on the Canadian side opposite the terminal. She was released 40 minutes later with the aid of a tug. She went to anchor, and was promptly seized for a failure to deliver to Chicago and Detroit.

...The Panamanian passenger vessel *Lowell Thomas Explorer* has been offered for sale by the marshal of the Federal Court of Canada on an "as is-where is" basis afloat at Montreal. All bids are required to be in by October 24.

Oct. 2...The new Canadian tanker *Texaco Brave* passed up the Welland Canal on her first trip into the upper Lakes.

...The tug *Presque Isle* has returned to the Port Weller Dry Dock for further work.

Oct. 3...The *Ontadoc*, while unloading at Ashtabula, Ohio's Union Dock, was hit by Hulett No. 4 when it broke off after hitting a hatch coaming. There were no injuries.

Oct. 5...The Canadian tankers *Elmbranch* and *Willowbranch*, idle at Sorel, Quebec, are now up for sale.

Oct. 7...The motor vessel *Rupsa*, which has been laying in the outer Louise Basin of Quebec City Harbor, has been sold to Louisville General Enterprises. It is believed their intention will be to return the ship to service.

Oct. 8...While moored at Chicago, the Finnish vessel *Kara* was brushed by the Canadian bulker *John A. France* on her starboard quarter. The *Kara* is in a loaded condition and the only visible damage appears to be scraped paint. When she is unloaded in Rotterdam she will be subjected to a complete inspection for possible unknown damage.

Oct. 10...From Piraeus, Greece, a report that the bulk carrier *Idrija* is now laid up at Elusis. She is scheduled to undergo repairs with a view to being returned to normal service, but work has not yet begun.

...Algoma Central's self-unloader *Algosoo* docked at the Bultema Dock and Dredge site in Muskegon, Michigan to unload road salt for this winter's requirements. The *Algosoo* is the second largest vessel ever to call at that Lake Michigan port.

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The **TOLYA KOMAR** (above) is first Soviet Ship ever at Manistee, and **LOWELL THOMAS EXPLORER** (below) was sold at a Marshal's sale, and reportedly renamed **Royal Clipper**.

Above: SKIP GILLHAM, lower: RENE BEAUCHAMP

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The ELMBRANCH has been offered for sale at Sorel, Quebec.

Photo source unknown

Oct. 11...The first fall gale on Lake Michigan is roaring, keeping *Algosoo* tight at her moorings on Muskegon Lake.

...The bulk carrier *The International*, which has been sold by International Harvester Company to the Wisconsin Steel Division of Envirodyne, Inc., has been renamed for Maxine H. Linde, general counsel for the company. The ship is laid up at the South Deering Steel Mill, awaiting the end of the miners' strike.

Oct. 12...With winds dying down, and a general improvement in the weather, the *Algosoo* cleared Muskegon.

...The Canadian tug *Bagotville* ran aground at Presquile, Lake Ontario, and damaged her rudder.

...The 100-ton crane previously reported to have fallen into the water from the Messabe & Iron Range Railway ore dock, has been recovered.

...The ore carrier *Frank R. Denton* passes down the Welland Canal headed for Oswego, NY.

Oct. 13...A report from Lackawanna, NY states that the ore conveyor system at the Bethlehem Steel Company facility there has been heavily damaged by a fire.

...The Canadian tug *Yvon Simard* reported she lost her tow, the Canadian dredge *Pitts-Merritt* at Lat 48° 00' N, Long 59° 57' W, and that the dredge is drifting upside down.

...A Wayne County (Michigan) Circuit Court jury has awarded a \$800,000 verdict to Richard Reetz, of Mio, Michigan, in a suit he brought against the Kinsman Marine Transit Co. The suit stemmed from an accident in which Reetz broke two legs, while serving as a deckhand aboard the *Merle Mc Curdy* in September, 1974. Kinsman has not yet decided upon an appeal.

...The *Federal St. Clair* is at Oran, Algeria with engine breakdown. Repairs are underway.

Oct. 14...The Canadian tug *Point Valiant* was diverted from a passage to Halifax, NS, on speculation, to attempt to locate the dredge *Pitts-Merritt* which is overturned and abandoned about 25 miles west of Cape Anguille, NF.

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Oct. 15...While backing out of her berth at Huron, Ohio, the Panamanian vessel *Golden Star* struck the opposite bank, causing rudder damage. She was taken in tow, by four tugs, and headed for Sorel, Quebec for repairs. She was on a loaded voyage for the United Kingdom.

...Mr. Dwight Boyer, well known and authoritative Great Lakes writer, died in the Lake County Memorial Hospital, Willoughby, Ohio. He was a long-time staffer on the CLEVELAND PLAIN DEALER, and was a Life Member of the INSTITUTE. He was 56 years of age.

...The tug *Presque Isle* has been repaired and has cleared the Port Weller Drydock.

...The *George M. Humphrey*, of the Hanna Fleet is headed out through the Welland Canal, bound for ore from the Gulf of St. Lawrence.

Oct. 16...The *Agni* passes down the Welland Canal, headed for Three Rivers, Quebec.

...The engines are placed in the *Arctic*, under construction at the Port Weller Drydock.

Oct. 17...The ore carrier *Benjamin Fairless* and the self-unloader *Cape Breton Miner* were involved in a minor collision above the guard gate in the Welland Canal.

...The tug *Point Valiant* has located and taken in tow the overturned dredge *Pitts-Merritt*.

...The self unloader *Sam Laud* passed down the Welland Canal, bound for ore at Picton, Ontario.

Oct. 18...The I.C.C. hearings regarding abandonment to the Grand Trunk car-ferry service between Muskegon and Milwaukee opened in Washington, DC. The hearings will be moved to the affected cities later in the year.

...The dredge *Pitts-Merritt* sank at 23:35 hours in position Lat. 48° 48' W, Long. 59° 19' 30" W. The tug *Point Valiant*, which had recovered it only to later lose the prize, was returning to Halifax, ETA October 20.

...Great Lakes and Euorean Lines, Inc., of Chicago, Illinois has chartered the West German vessel *Planet*.

Oct. 19...The tanker *Liquilassie*, in tow of tugs *Paul E. No 1* and *Lac Manitoba*, is taken from Hamilton, Ontario, headed for Port Colborne.

Oct. 20...The tug *Shannon* met the *Liquilassie* tow at Port Colborne, took over the tow, and headed for Detroit.

...Ford Motor Company's *John Dykstra* passes down the Welland Canal headed for Point Noire, Quebec for ore. This is the first trip ever through the canal for the Ford fleet of today.

...The Norwegian vessel *Bruni*, Great Lakes for the Mediterranean, broke down with engine trouble at position Lat. 45° 18' N, Long 51° 00" W. She is returning to St. John's, NF.

Oct. 21...*Golden Star* arrived at Port Colborne under tow.

Oct. 22...*Bruni* arrived at St. John's, NF and will await new engine parts to

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ESKIMO has returned to the Lakes after an absence of some time.

Photo source unknown

be flown in from Norway.

...*Dunau* and *Lake Manitoba* bump together below Lock 8 of the Welland Canal. Damage to light.

...One wing of the Homer Bridge on the Welland Canal struck the after spar of the *Canadoc*, a Paterson bulk carrier, bending the spar and causing minor damage to the bridge.

...C.S.L.'s *Eskimo* upbound the Welland Canal, marking her return to the upper Lakes after an absence of several years.

Oct. 23...*Golden Star* is towed down the Welland Canal for Montreal by the tugs *Georgia*, *Oklahoma*, *Helen McAllister* and *Cathy McAllister*.

Oct. 25...The *Federal St. Clair* arrived at Antwerp from Oran.

Oct. 26...Mrs. Herbert E. Koepke, of Manitowoc, Wisconsin, long time member of the Institute, died today. Mrs. Koepke was a friend to many in the marine community. She is survived by her husband, also a member of long standing. The Editors and he many friends extend sympathy to the family.

...The West German vessel *Nordic*, Bremerhaven for Detroit, went aground off Galops Island in the St. Lawrence Seaway. The ship is in no danger.

...The *Imperial London* was returned to Ramey's Bend yard, under tow of tugs *Lac Manitoba* and *Princess No. 1*.

Oct. 28...*Nordic* is freed and continued her trip to Detroit.

...The Yugoslavian vessel *Danilovgrad* sailed from Montreal for Havana, Cuba.

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...Lykes Lines *Jean Lykes* sailed from Detroit, outbound for Montreal,

Oct. 29...*Federal St. Clair* clears Antwerp for Toronto.

...The self-unloader *Consumers Power*, loaded with salt, went aground at Buoy 7 and 8 in Lake St. Clair at 12:15 hrs.

...Hanna's vessel *Joseph H. Thompson* down the Welland Canal to Dofasco in Hamilton, Ontario with a load of coal.

Oct. 30...The Canadian motor vessel *Ontadoc* suffered an engine room fire, one mile south of Cove Head. The fire was extinguished in about 15 minutes and the ship continued on her voyage.

...*Danilovgrad* was towed into the Canadian Coast Guard station at Escoumins, where repairs were effected and she continued her voyage.

...*Consumers Power* is freed at 04:00 hours with tug assistance. There was no reported damage.

...Woods Hole Oceanographic people have located the lost equipment from the *Alcoa Seaprobe*.

...*Nordic* arrived in Detroit.

...Tug *Techno Venture* towed the *Techno Balsam* up the Welland Canal, assisted by the tug *Lac Vancouver*. They are headed for Thunder Bay, Ontario.

Oct. 31...The *Jean Lykes* went aground off Cape Vincent, at the eastern end of Lake Ontario.

...Pickands- Mather's carrier *Elton Hoyt 2nd.* down the Welland Canal headed for the Gulf of St. Lawrence for ore.

MISCELLANEOUS

...*Saguenay*, 429 tons, built in 1958, motor passenger ferry was sold (in 1975) by Dingwell Shipping Company to Clarke Transportation, Canada. Both companies are Canadian.

...Tanker *Detroit*, built 1914, sold by Michigan Tankers, Inc. to Hanna Inland Waterways Corp. (1976).

...*Lake Ontario*, built 1961, sold by Maimros R/A Sweden to Everett-Orient Lines, Inc., Liberia, renamed *Sandyeverett* (1976) She has been a lakes visitor.

...*Shipmair IV*, ex-*Cairnventure*, built 1969, sold by Shipmair B.V., to the Scheepv. Moats Passuot Santos, both of the Netherlands. Renamed *Passuot Santos* (1976).

...Tug *John Roen IV*, now *Shawnee* since 1973, has been transferred from U.S. to Georgetown, Cayman Island registry by Indian Towing Company, Inc. (1976).

...*Yankcanuck*, sold by Algoma Steel Corporation to Chemco Equipment Finance Canada, Ltd., both Canadian (1976)

...The tug *Shawnee* (see above), while assisting the tanker *Polaris 1*, Panamanian, which became stranded on San Andres Island, July 3, 1976, went aground on the same island after her propeller became fouled. She was declared a total loss.

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