



# Telescope

**JULY ☆ AUGUST, 1978**  
**Volume XXVII; Number 4**



**GREAT LAKES  
MARITIME  
INSTITUTE**

**DOSSIN GREAT LAKES MUSEUM**  
Belle Isle, Detroit, Michigan 48207

## MEMBERSHIP NOTES

It seems strange, but after all the time we've been reopened since the financial squeeze shut us down a couple of years ago, we still get the occasional caller who wants to know; "Are you still closed at the museum?" Well, I suppose you could overlook that question coming from someone who's been out of touch, but would you believe that we even get the question from Institute members?

So, we don't quite know what it takes to get the message across to our would-be friends who'd like to visit, but who think we're still shut down. Maybe we need to enlist the rest of you good members to spread the word. Matter of fact, the word you can spread would be pretty good, because our attendance — compared with the same period last year — is up 31.4%!

That is 31.4% — Yes, dear friends, we *are* open! □

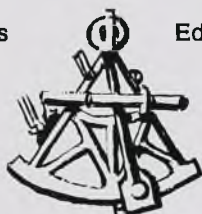
## MEETING NOTICES

Following established practice over the years, there will be no membership meeting in July. The next scheduled event will be the Annual Dinner on September 15th, at the Detroit Boat Club. This affair is advertised by special mailing to Detroit-area members, but it is not limited to them. If you want a mailing with the information, send a self-addressed STAMPED envelope to the Institute office and you'll receive the details for making reservations. The program details were described in the last issue of *Telescope*.

Business meetings for the Board of Directors are scheduled for August 25 and October 27, both at the Dossin Museum at 8:00 PM. □

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Published at Detroit, Michigan by the  
GREAT LAKES MARITIME INSTITUTE

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Printed in the United States by  
Macomb Printing Specialties

**OUR COVER PICTURE.** . . The *William A. Reiss* has come full turn over the years, from her original Columbia livery, through several others, back now to Columbia. This view shows her freshly painted when she joined the Kinsman fleet. The photo is by Paul G. Wiening, author of the article beginning on page 101 of this issue. □

# The Forgotten Sisters: Passenger Transit to a Great Lakes Resort

1895-1901

by  
DAVID W. FRANCIS

Like the Atlantic coast, the Great Lakes region provided a natural setting for the development of the summer resort business. Relatively exclusive during most of the nineteenth century, summer resorts were opened to the middle class in the 1890s primarily because of the increase in leisure time and the expansion of transportation facilities. Along the Great Lakes new resorts grew at any location that provided pleasant surroundings, sensible proximity to urban areas and access by railroads, trolley lines, interurban systems or steamships. Often these young resorts began with little more than a hotel, a boat livery and a bathing beach. After obtaining modest success, they sometimes expanded into complete "pleasure resorts" and amusement parks. Some, like Cedar Point-on-Lake-Erie, not only flourished for over a century but also attained an even greater status after the close of the passenger railroad and steamship era. By 1900, the shorelines were dotted with summertime facilities and the most famous included Buffalo's Crystal Beach, Sandusky's Cedar Point, Detroit's Bois Blanc (Bob-Lo) Island and Tashmoo Park, Toledo Beach and, serving the Chicago area, Michigan City, Ind. In Lake Erie were Johnson's Island and Put-in-Bay. Also included in this quickly growing group was Euclid Beach Park, an amusement park and campgrounds that was established east of Cleveland in 1895.

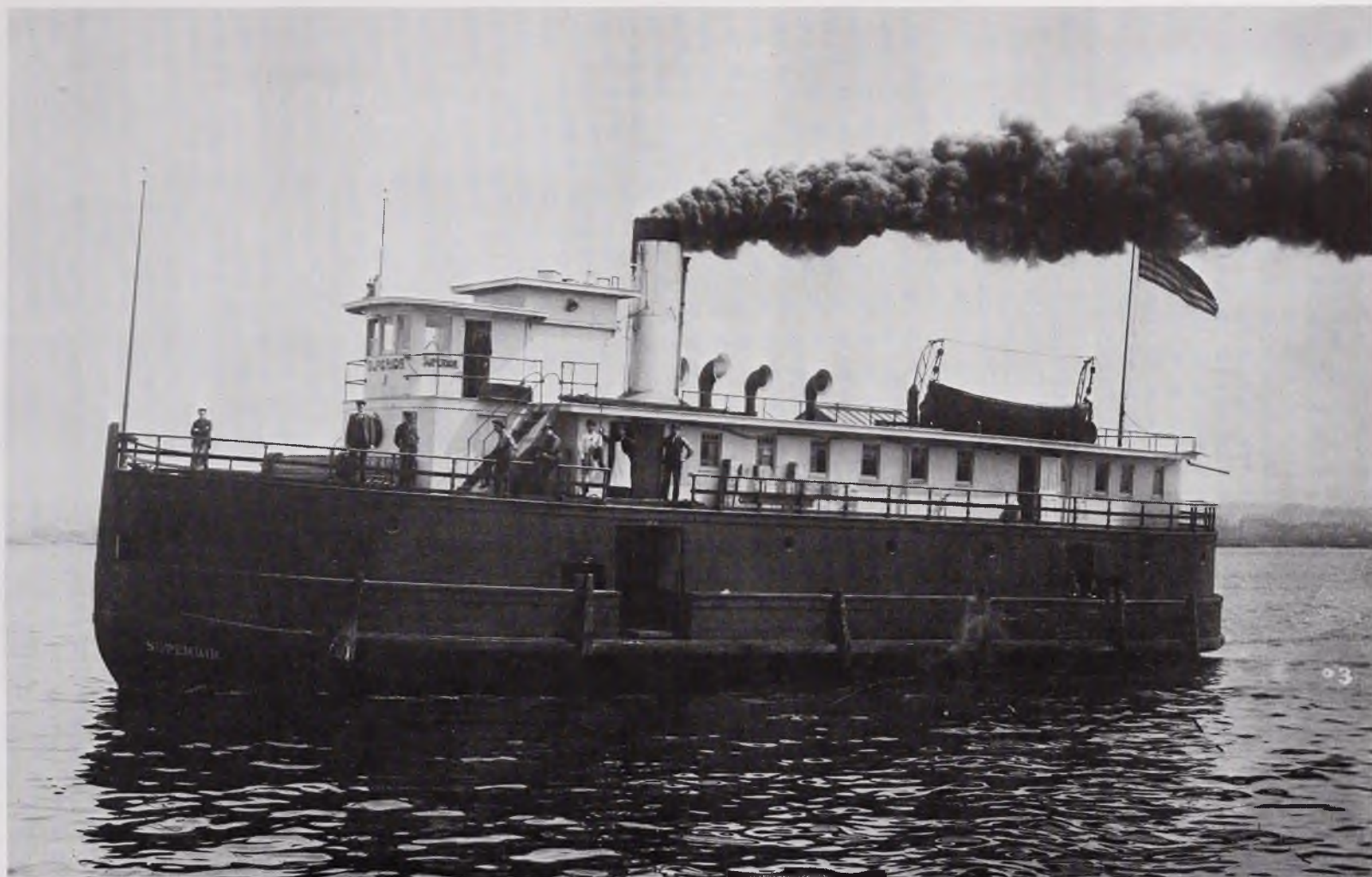
With an increasing population of over 250,000, industrial Cleveland was a promising spot for a lakeside resort and late in 1894 the Euclid Beach Park Company was formed for the purpose of constructing such a resort. As the park neared its spring opening, simple grounds with limited entertainments emerged. The original attractions

included a dancing pavilion, theatre, bath house, beach, pier, baseball diamond, a refreshment area and acres of undeveloped land. Amusement rides and shows did not start to appear until 1896.

Located eight miles east of Public Square, the site of Euclid Beach, although in the center of a business and residential sector when the park closed in 1969, was still quite rural in 1895. Fully aware of the park's distance from the prime residential areas, manager William R. Ryan and his fellow officers intended to compensate for this distance by employing a small fleet of passenger ships on a regular schedule between the Cuyahoga River docks and the park's long, new pier. Their search for vessels of a suitable size led them to a pair of small sisters, the *Duluth* and the *Superior*. An option to purchase was written before the end of 1894.

The purchase provided something of a homecoming, for both ships had been built in Cleveland in 1890. Unpretentious in both size and appearance, each vessel was only 98-feet long and displaced 251 tons. Both were propellers and featured two rather open decks with a small enclosed area on the upper passenger deck. Their shortness and rounded ends combined to earn them the affectionate nicknames, "Tubs." Originally, the *Duluth* and *Superior* were sold to Frank G. Peters of West Superior, Wisconsin, who maintained them on the Duluth-Superior run until 1894. During the following navigation season and until May of 1895, they were operated on the same route by S. T. Norrel. It was from Norrel that the Euclid Beach Park Company acquired both vessels. Although the exact purchase price has not been determined, the park paid an installment of \$10,000 in 1895 and \$4,000 less in 1896.





*An early view of SUPERIOR readily shows why the trim but stubby little craft could earn the affectionate nickname "tubs."*

Both sisters arrived in Cleveland during May of 1895 but an incomplete pier at the park delayed the start of operations until June 30.

During the planning of the park the founders envisioned each of the 800-passenger boats making eight daily trips between downtown Cleveland and the resort pier. As sensible businessmen, of course, they did not expect capacity crowds and in estimating usage projected an average of 150 passengers per trip. Painted pristine white and bearing the name "Euclid Beach Park" in bold red lettering, the sisters left the foot of St. Clair Avenue every few hours with the operating schedule often starting at 8 AM. At various times, however, the regular schedule had to be altered to accommodate group bookings and special activities. A round trip ticket cost 25¢ and included admission to the park grounds. The lake trip itself was rather brief (especially in consideration of the three-hour Cedar Point route initiated in 1907). Nevertheless, a band was soon added and dancing was encouraged during the short passage. The resort service was maintained on a continuous basis between late May and mid-September and during the early weeks of the season one of the vessels, usually the *Duluth* was placed on an excursion service that offered an afternoon lake ride and an evening "Grand Moonlight Excursion." Like the regular park route, tickets for those special cruises were sold at

25¢ per passenger.

Weekends and summer holidays, as might be expected, provided the "Seashore of Ohio" with its greatest opportunity to attract large crowds. Perhaps much to the surprise of the novice managers, an estimated 50,000 souls, induced by massive afternoon and evening fireworks displays, flowed into the park on July 4th, 1895. The *Duluth* and *Superior* cleared the city docks every hour and streetcars stopped at the park's station regularly. Nonetheless, a crowd of that size, even if over estimated, must have severely taxed the park's youthful transportation system. Anticipating similar holiday trade in 1896, the park management increased service by leasing the *State of Ohio* to assist the regular vessels on July 4th.

This long-serving Lake Erie ship, formerly the *City of Alpena*, and originally the first *City of Cleveland*, had been acquired by the Cleveland & Buffalo Transit Company in 1892 from the Detroit & Cleveland Navigation Co. Together with the *State of New York* (ex-*City of Mackinac*), the *State of Ohio* initiated and maintained early C&B service between Cleveland and Buffalo, Later, when replaced by the new *City of Erie* and *City of Buffalo*, they served variously on a Toledo run and on resort routes to Put-in-Bay and Cedar Point. While the *State of Ohio's* use on the Euclid Beach run was quite limited, such use at least provided the C&B with a daytime use for a regular line



Bright red "circus" lettering proudly proclaimed the Euclid Beach affiliation of the DULUTH. The *Superior* was similarly decorated.





*The CITY OF CHEBOYGAN, formerly the Duluth, in the white livery she sported while in service in northern Michigan with the Island Transportation Company.*

McDONALD Coll. / DOSSIN MUSEUM

vessel in the years before the establishment of major summer resort routes. For unknown reasons, the *State of Ohio* was not again leased in 1897. The need was filled, instead, by the smaller *Promise*. Described as "palatial," the 119-foot *Promise* was built in 1892 and was recognized for her ice-breaking capabilities. Occasionally, the *Promise* was employed on a Detroit to Sandusky and Put-in-Bay run. Like the C&B liner, her use was not repeated during the following season.

During subsequent seasons the regular Euclid Beach vessels — with the increased assistance of the streetcar — appear to have provided adequate service. In 1899, for example, the park easily handled a holiday crowd of 25,000 without auxiliary transportation.

The Cleveland of the 1890s was a growing metropolis already beset by slum problems, but in balance, she offered ample cultural and social activities. Many of these activities, even though not directly associated with the park's operation, provided management the opportunity to glean added income from the use of their little vessels. In 1896, for example, an elaborate Cleveland centennial celebration was capped on September 10 with a re-enactment of Perry's Victory. Due to the lateness of the season, both the *Duluth* and *Superior* were employed to carry passengers to a position off Lake View Park where both the

"Battle of Lake Erie" and the fireworks that followed could be viewed from their unobstructed decks. In addition to those special activities, Euclid Beach's manager resorted to advertising promotions designed to increase the use of both the boats and the park. In 1897, Babbitt Art Gallery exchanged soap wrappers for complimentary tickets valid on either the Euclid Beach or Put-in-Bay vessels. Group charters and family outings, however, remained the mainstay of the line's business until its demise.

As was the case with most amusement parks, "Cleveland's Coney Island" was used extensively for organized group outings from throughout northern Ohio. Since the early history of Euclid Beach predated the automotive age, the majority of visitors arrived by streetcar or upon the park steamers. Most groups that came from outside Cleveland arranged for railroad transit from their local station and connected with the steamers at the foot of St. Clair Street. (After 1896, Superior Street.)

Despite flowering competition from other new parks, not the least of which was the rapidly expanding Cedar Point, groups traveled great distances to enjoy Euclid Beach. On July 27, 1898, the annual Medina Businessmen's picnic was combined with the A. I. Root Company (world famous makers of candles and beekeeping

supplies) for an outing at the Cleveland park. Although this event was usually held at Chippewa Lake, and was intermittently offered at Silver Lake and Cedar Point, the new lakeside resort held a curious fascination for the residents of mostly-rural Medina County, and the boat trip was undoubtedly a major part of the attraction. The Medina picnic chartered trains from the Cleveland, Lorain & Wheeling Railroad and a convenient schedule permitted passengers to board at most local villages. Ticket rates, not inexpensive in 1898 were 65¢ for adults and 35¢ for children. Upon boarding the train, the passengers, numbering a thousand, were provided with baggage service, a list of games and awards, and warned that "the last boat leaves the Park at 8 PM." Other outings, notably the Ashland Knights of Pythias, journeyed even greater distances to take part in summer recreation. Within a few seasons the number of industrial and fraternal gatherings at Euclid Beach increased from a few dozen to several hundreds. This fact alone was instrumental in the success of the new resort venture.

Despite the fine success of Euclid Beach, the fate of the two steamers rested, rather curiously, with the ambition of the park's popcorn concessionaires. By 1900 the park's features included a number of tasteless shows and a beer garden that operated in the midst of the ballroom, theatre and a few rides. The problem of some questionable patronage was compounded by the opening White Clay Park by former Euclid Beach manager Ryan. Uncertainty and indecision plagued the park's management throughout the 1900 season

and even free boat transportation was offered to combat the newly encroaching resort. Following this unrewarding season, and with the future of the park undetermined, the popcorn operators, the Humphrey Company, sought to purchase the property. Led by public-spirited Dudley S. Humphrey II, the company opened an entirely new park in 1901 — free from the gate-charges, beer and unpleasant shows. One further innovation sealed the steamer's fate. In a meeting with streetcar officials, Humphrey offered to suspend all water transportation in exchange for a one-fare policy to the park. This plan obtained approval and the park's once-busy pier settled down to a long life frequented only by fishermen and strolling park visitors. Humphrey's faith in the streetcar system was not misplaced, for Euclid Beach grew into one of America's greatest amusement parks.

The popular little boats, however, had no place in the redevelopment of Euclid Beach.

After over a decade of service together, the sister ships parted soon after the close of their park route. Throughout 1901, both vessels were owned by J. A. Smith, the former president of Euclid Beach. Later the *Superior* came into the possession of Eugene M. Carleton, another early affiliate of the park operation. The *Duluth* left Lake Erie in 1902 and entered the ferry service of T. C. Ewing at Escanaba. Four seasons later she was transferred to the St. Ignace area and, in 1910, L. R. Boynton sold her to the Island Transportation Company, who promptly renamed her the *City of Cheboygan*. Her new route and identity carried her on a passenger and light



*After modification, the Superior became CITY OF PORT HURON for service between that city and Sarnia, Ontario.*





Finally changed completely, the old Superior became a tug for Pringle Barge Lines. A short time after this picture she was renamed WALTER R. PRINGLE, after the owner's son.

DOSSIN MUSEUM Collections.

freight run between Cheboygan, St. Ignace, Mackinac Island and Point Aux Pins. In 1924, the aging vessel was rebuilt and her name again changed to *City of Port Huron*. She remained with the Port Huron & Sarnia Ferry Company until 1939 when a newly-completed highway bridge made her route unnecessary. Lying idle until 1941, the small and aged vessel obviously had no place in the coming wartime economy or the waning passenger trade. As a result, the boat was dismantled.

The *Superior* was not as fortunate as the *Duluth* and enjoyed a much shorter life. Never again required for passenger use, she was sold to the Union Towing Company, of Duluth, in 1902. After several seasons of varied use, the vessel returned to Cleveland in 1905 to join the fleet of the Pittsburgh Steamship Company. Designated a supply vessel, the *Superior* served the fleet around Sault Ste. Marie until 1915. Late in the spring of 1917 the veteran workboat was sold to Captain Robert C. Pringle and his Detroit-based Pringle Barge Line. She was sent to Port Huron's Wolverine Dry Dock Company and emerged as the tug *Walter R. Pringle*. Assigned to previously unfamiliar duties, the *Pringle* spent the following seasons towing barges in the river area. On May 6, 1920, she caught fire and was intentionally beached at Stag Island, below Port Huron. Although her machinery was salvaged, the abandoned hull remained in the river for many years.

As sister vessels, the *Duluth* and *Superior* were common in appearance and routine in use. They lacked the sleekness of the *Eastland*; they could in

no way match the palatial elegance of the *North West* and *North Land*; their modest size left them deep in the shadow of such towering giants as the *Seeandbee*; their routine duties never gave them the popular status of the *City of Erie* or *City of Detroit III* and their limited resort use never provided the sentimental attachment enjoyed by Cedar Point route's *Goodtime*.

But *Duluth* and *Superior* shared, with scores of other Great Lakes vessels, the distinction of providing safe and dependable service. Without their six years of resort service, however, the feeble Euclid Beach enterprise might never have blossomed.

The two tiny craft played a major role in the formation of a popular, and perhaps necessary, social institution. ★

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# BACK AGAIN TO THOSE OLD COLORS.

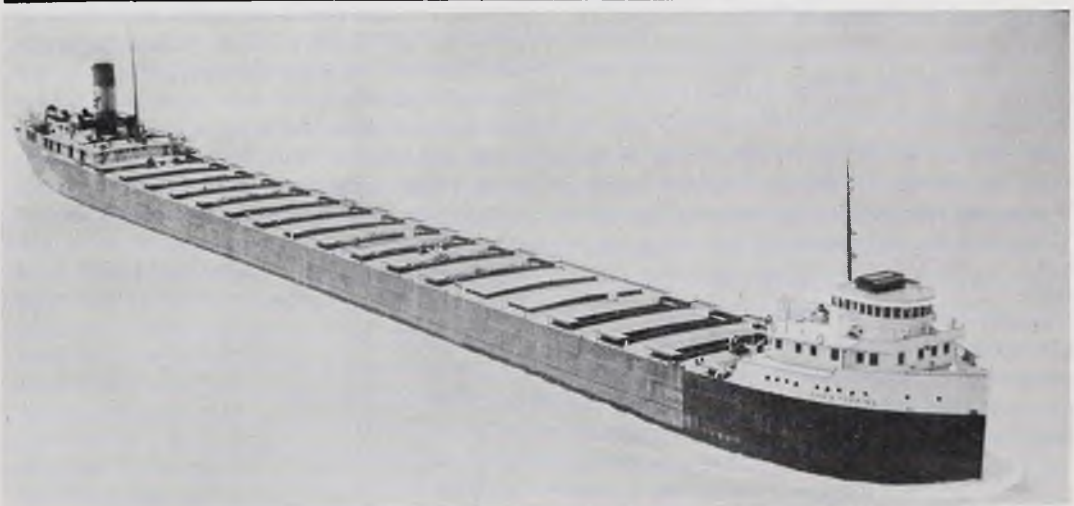
by  
PAUL G. WIENING

She's over fifty years old now, and she's never been anything really exceptional. Never one of the biggest, handsomest, nor most unique afloat, but she's earned a respectable return for her various owners since 1925.

And now she's back home.

On the ways of the Great Lakes

Engineering Works, at River Rouge, Michigan in 1925, she was known simply as Hull 251, one of four near-sisters that were turned loose upon the lakes that year. None of those four have ever been anything other than fine examples of the Great Lakes Ship-builders' art. Our ship was christened



*Viewed in the Detroit River in the early 1930s, the JOHN A TOPPING was relatively new, and sporting Columbia colors.*



*Major surgery, this view in the Manitowoc dry dock in the winter of 1962-63, when the WILLIAM A. REISS had her deck jacked up 7'-6" in a unique deepening procedure. Specially designed hydraulic jacks were used to raise the deck in a single unit.*

McDONALD COLL/DOSSIN MUSEUM

*John A. Topping* and, along with one other of those four "sisters," the *Joseph H. Frantz*, went to work for Columbia Transportation. The *Topping* took an immediate back seat to the *Frantz* which, with an added observation deck at the bow, was duly designated the company's flagship.

In 1934 ownership was transferred to the Reiss Steamship Company of Sheboygan, Wisconsin. Her livery was changed from the "Columbia Cream" and maroon, to a more basic black and white, with a plain black stack with a large white "R", and a red diamond on the bow. Across her newly-painted bow appeared the name *William A. Reiss* — which she carries to this day, across four different companies, and four changes of livery, not to mention two major surgeries.

Busily carrying the cargoes of coal and other commodities, the *William A. Reiss* worked up and down the lakes without any major changes until 1953. That year her old coal-fired engines

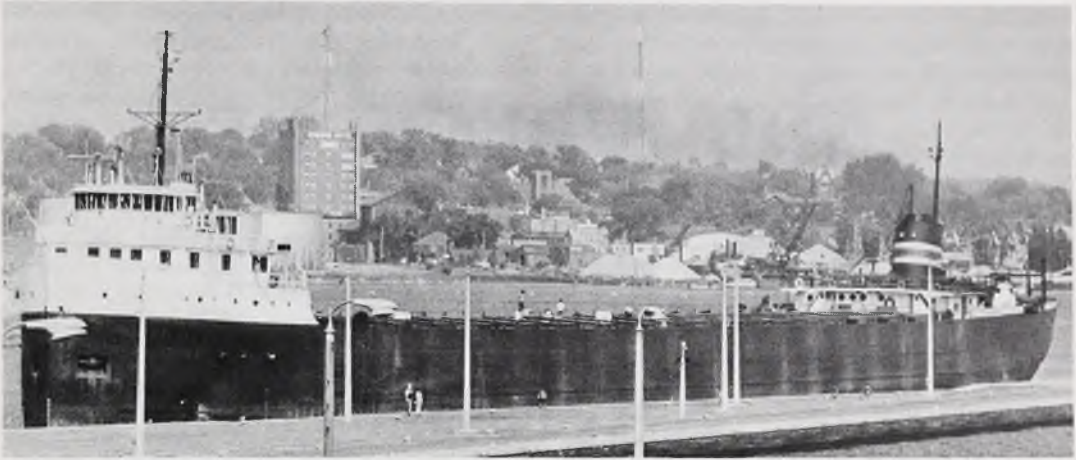
were replaced with powerful new 5,000 horsepower turbines.

However, her real claim to fame was yet to come. In 1962 Reiss sent her to the shipyards at Manitowoc for major surgical processes, the likes of which had never been seen before. The veteran of 38 years was cut around the top like opening a canned ham, from the bow to her after cabins. Her 1,500-ton deck was then hydraulically jacked up in one piece, 7'-6". A whole new section was added beneath the raised deck, giving her cargo hold an increase of 37%, while her deadweight cargo carrying capacity was upped about 28%.

To avoid disturbing her machinery and piping, the deck over the engine and boiler rooms was not raised. When she emerged in 1963 her after cabins assumed a "submarine" look. When loaded, her fantail was submerged, giving her a rather somewhat strange profile when viewed from the rear.

From the Reiss Steamship Company, she





*New colors. . .the REISS exchanged the white "R" on a black stack for the red and silver bands of Boland & Cornelius in 1969.*

exchanged her solid black stack with the big white "R", for the alternating bands of silver and red when her management passed into the hands of Boland & Cornelius in 1969.

Government intervention sent her scurrying into the Kinsman Steamship fleet in 1972 — and a whole new change in her personality. Her black and white livery, which she had worn for 38 years, became solid red. The alternating bands on her stack were now silver and green, with a big silver Steinbrenner "S."

Then, in 1975, following more governmental difficulties, she came home, back to the the Columbia fleet after being away for forty years. The "Columbia Cream" and maroon combination again became her colors, and her stack regained the long-missing star.

Much has happened to her in those fifty years of service. A few problems and minor scrapes, but nothing amounting to much. After her surgery became old news, she settled back into routine work. Her powerful turbines still keep her diminutive (by today's standards) 618-foot size competitive in the iron ore trade.

But the biggest news of all is that she's right back where she came from. . .the prodigal returning. Viewed up close, you can see the new sheet panels stretching her height those 7'-6". . .and if viewed at the right angle, somewhere underneath many coats of paint you may still see the outline of her maiden name — *John A. Topping*.

Welcome home, old girl, you've really been around! □



*After many years of absence, and a few inactive seasons, the WILLIAM A. REISS is back in Columbia colors in this view, on a misty day in 1977.*

# THE WRECK OF THE PROPELLER RALEIGH

by  
JACK MESSMER

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The propeller *Raleigh* (US 110154) was built at Cleveland, Ohio in 1871 by N. C. and H. J. Winslow at a cost of \$80,000. She was built of wood for the bulk freight trade and measured 227.3' x 34' x 15'. The *Raleigh* had a gross tonnage of 1,205 and her engines could deliver 750 horsepower. At the time of her sinking the *Raleigh* was owned by Henry Winemon, Jr. of Detroit.

Launched in August of 1871, the *Raleigh* had a long career, as far as wood vessels go, but she was involved in numerous accidents. On her maiden voyage from Cleveland to Chicago, with coal, under Captain B. S. Wolvin the *Raleigh* went ashore at the St. Clair Flats. She was gotten off and brought to the Union Dry Dock at Buffalo where she had her stern post straightened. She returned to service on October 28, 1871.

For the next eleven years the *Raleigh* carried her freight without incident, but on August 11, 1882 the propeller again stranded. This time she stranded on Crab Island Reef, near the mouth of Detour Passage, Lake Huron. She was released four days later and taken to Detroit for repairs.

On November 12, 1884 the *Raleigh* again went ashore west of Ashtabula while attempting to dock for bunker coal. Two tugs, the *Dragon* and *Red Blood* of Ashtabula, released her on the evening of November 14th. She was uninjured in the grounding and so took on fuel and headed for Escanaba, Michigan, for a cargo of ore.

On the morning of July 16, 1892 while entering Maumee Bay, on her way to Toledo, the *Raleigh* collided with the tug *Moore*. The tug was immediately sunk, and the *Raleigh* suffered little damage.

Finally, on November 30, 1911, when on her last trip of the season, the *Raleigh* met her end at Shisler Point, Ontario. At the time the *Raleigh* was carrying a cargo of pulpwood from Quebec to Erie for the Hammermill Paper Company.

The *Raleigh* had transited the Welland Canal on the afternoon of Wednesday, November 29th, and left the shelter of Port Colborne, Ontario, about 6:00 PM the same day. The *Raleigh* headed out into a N.W. gale and was making headway against the waves. In her forty years of service, the *Raleigh* had often



met heavy seas and had always managed to survive. However, at about midnight the rudder chain broke causing the *Raleigh* to swing stern-first to the waves. Attempts were made to rig some type of steering control but all efforts failed. About dawn on November 30th the hatch covers of the *Raleigh* were smashed in by the waves, sweeping the entire deck. Her boiler fires were soon put out. With no way to maintain any control of the *Raleigh* Captain Beauvaus gave the order to drop the anchors. The anchors at first dragged but finally held when just east of the Port Colborne breakwall. The distress signal was raised, but there were no tugs in Port Colborne big enough to enter the enraged lake. There the *Raleigh* remained until around 2:00 Thursday afternoon when her anchor chains parted. She continued drifting east, settling lower in the water. When within about one mile from shore, directly off the Empire Limestone Quarry, the *Raleigh* stranded bow-first.

When the wreck was first discovered by employees of the limestone quarry, a message was sent to the Buffalo Life Saving Service. However, before the lifesavers had reached the

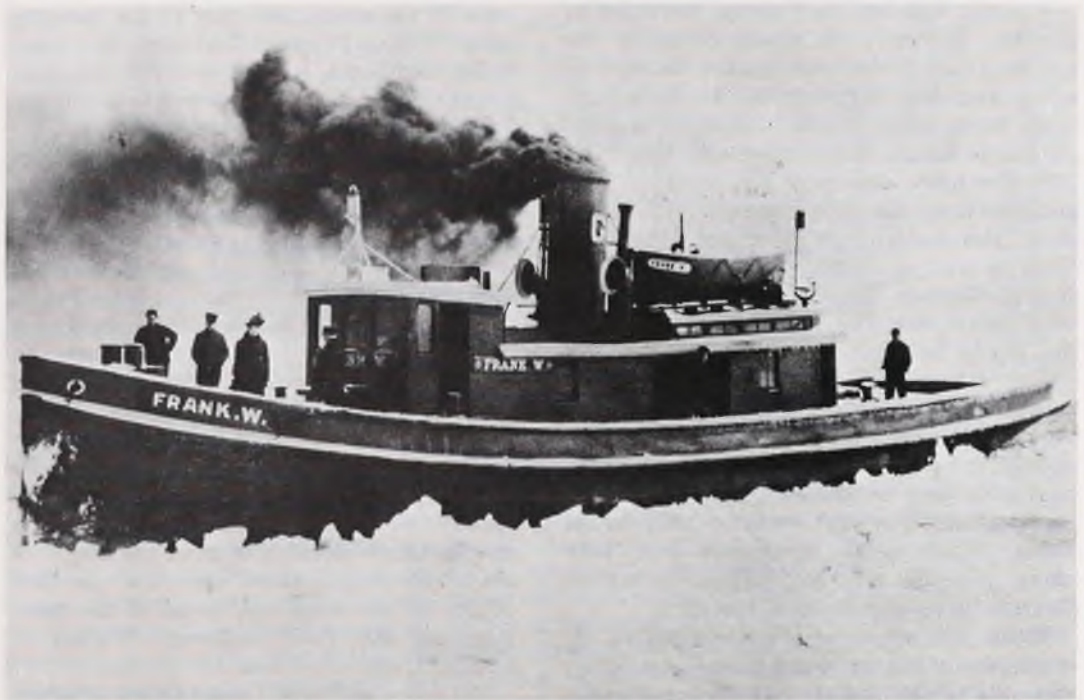
scene of the wreck, the crew of the *Raleigh*, except William Pritchard, had made their dash in the yawl boats. Looking over the situation, it was decided that any attempt to reach the wreck and Pritchard from the shore would be suicidal. It was felt that possibly a tug from Buffalo could reach the wreck. The only tug seaworthy enough for the job was the *Frank W.* of the Great Lakes Towing Company, and she couldn't put out Thursday, after dark, in such seas.

Upon striking the beach, little more than a few feet remained between the water and the deck. The ceaseless waves hitting and washing over the *Raleigh* began breaking up the vessel. Preparations were immediately made to get the two yawls in position for launching. When it became obvious that the *Raleigh* would go to pieces, the Captain and first mate decided to send the larger of the two life boats to shore, under the command of the second mate and seven of the crew. However, the chief engineer, William J. Pritchard refused to leave.

The crew, and in particular Ernest Winram, second engineer, tried to persuade Pritchard



*The RALEIGH was a fine vessel, but on balance she seemed to have a bit more than her fair share of mishaps.*



*The Great Lakes Towing Company's tug FRANK W. was the only tug big enough to brave the seas, and even she couldn't go out until daylight.* McDONALD Coll./DOSSIN MUSEUM

that the *Raleigh* was doomed. However, Pritchard felt sure that the *Raleigh* would stay together, and therefore felt his chances better on the *Raleigh* than in the yawl.

The first yawl was nearly successful in reaching the shore, but within 30 yards of the shore the yawl slipped off into a trough of a wave and was capsized by the next. Fortunately for the crew of the yawl, Mr. David Hyman, the president of Empire Limestone Quarry had directed the Empire employees to remain on the beach to assist the shipwrecked crew if at all possible. When they saw the yawl capsize, a number of them rushed into the waves and were able to pull all seven occupants ashore to safety.

With the success of the first boat, the captain and the remaining crew, except Pritchard, left the *Raleigh* in the remaining smaller yawl. The crew of the second yawl were less fortunate, and while a little more than 100 yards off shore their yawl flipped over. Three of the crew began swimming ashore and were eventually saved by the rescuers. However, Fred Wise, the cook, saw that his wife, a stewardess on the *Raleigh* was struggling in the water a little farther out. He swam to help his wife, but this heroic effort ended in death for both of them. Fifteen minutes after

the yawl flipped, the bodies of the Wises were washed ashore, each locked in the other's arms.

Shortly after the second yawl had left the *Raleigh*, she broke in two with her stern settling beneath the waves. Those on shore felt certain that they could see Pritchard clinging to a section of the bow. Throughout the night the fires were kept burning and people kept a watchful eye on the wreck in hopes that the waves might subside and allow rescuers to reach the engineer. However, it would have been in vain, for at some unknown time during the night engineer Pritchard had been washed off the *Raleigh*. His body was found on the beach a mile east of the wreck. Whether the cold caused William Pritchard to lose control of his grip and thus slip from his perch, on the bow of the *Raleigh*, or whether the ceaseless pounding of the waves broke the freighter into ever-smaller pieces, leaving him nothing to which to hold is uncertain. One thing was certain; his decision to remain with the ship was fatal.

The relentless pounding of the lake broke the vessel into pieces. By Friday morning, December 1st, all that remained above water was a single spar to mark the passing of a once proud ship. □



# THE VICTORY SHIP OLGA

Prepared for *Telescope*  
by  
GEORGE AYOUB



Photo by GEORGE AYOUB

*Author's photo of OLGA, taken at the Iroquois (Ontario) Lock, August 5, 1963.*

SHIPYARD Portland, Oregon; Oregon Shipbuilding Corp. (No. 1218)  
 TONNAGE 7606 gross; 4549 net, 10,750 deadweight.  
 DIMENSIONS 455.3' (o. a.) 549.1' x 62.1' x 34.5'  
 MACHINERY 2 steam turbines reted at 9,350 shaft horsepower, built by General Electric Company  
 Lynn, Massachusetts. 16k.  
 TYPE Victory VC2-S-AP3. Steel, standard cargo, steamship.

3/1945 Completed for the U. S. War Shipping Administration as *Adrian Victory* (1945-1951). Registered Portland, Oregon. (US) 247516. Placed under management of Northland Transportation Co. [a]  
 1946 Transferred to the U. S. Maritime Commission, Washington. [b] and placed under the management of the American Hawaiian Steamship Co. [c]  
 1950 Transferred to the U. S. Department of Commerce, Washington. [d]  
 1951 Sold to American-Hawaiian Steamship Company (Del), New York, (American-Hawaiian SS Co., Managers) and renamed *Panaman* (1951-1956) 7,643 gross tons, 4,614 net tons.  
 1956 Sold to Matson Navigation Company, San Francisco, and renamed *Hawaiian Traveler* (1956-1961).  
 1961 Sold to Joseph V. Steamship Corporation, New York. (Ocean Cargoes, Inc., Managers) and renamed *Joseph V.* (1961-1962).  
 1962 Sold to Sea Tramp Corporation, and renamed *Olga* (1962-1966).  
 1966 Sold to North East Shipping Corporation, New York, and renamed *Battle Creek* (1966-1968).  
 1968 Renamed *St. Joan* (1968-1969) by the same owners.  
 1969 Sold to shipbreakers in Taiwan, and departed from Surabaya, July 18, arriving at Kaohsiung, prior to August 11, to be scrapped.

#### NOTES:

- [a] Merchant ships were operated for the United States Government by private companies, generally at a cost-plus basis during the war.  
 [b] U. S. War Shipping Administration terminated September, 1946.  
 [c] Operated by the American-Hawaiian Steamship Company for one or two seasons only.  
 [d] Assumed the functions of the U. S. Maritime Commission, May 25, 1950.

The Victory ships were an improved version of the Liberty types. A total of 531 ships were built under this program, plus 5 which were design-changed and converted to carry passengers as well as cargo, and which were later re-classified, for a grand total of 534 Victory ships.

# THE UNITED STATES "GUNBOATS" ANN ARBOR 1 & 2



*The ANN ARBOR No. 1, was thought capable of becoming a gunboat!*

McDONALD Coll. / DOSSIN MUSEUM

*It is a bit difficult for us to realize today, considering the friendliness of the Canada-U.S. border, that things weren't always as they exist today. The following item appeared in the Muskegon Daily Chronicle on February 13, 1893. It appeared in that paper over the name "I. D. Marshall." Telescope reprints it here without further comment.*

## FOR LAKE DEFENSE. Two Ships That Would Fight For Uncle Sam

In 1817 a treaty was made between the United States and Canada, the terms of which forbade the entry of war vessels on the Great Lakes. Each government, however, was permitted to float three revenue cutters on the lakes — one on Lake Ontario and two on the upper lakes. The armament of these boats was not to exceed one 18-pounder gun each.

Not long ago the English government entered what to Uncle Sam looks like a gunboat on the Great Lakes as a revenue cutter, and this

has caused a great deal of discussion in the United States. It is only fair to say, however, that Canadian government claims that this gunboat comes within treaty requirements and that the United States has no cause whatsoever for objecting to its entry as a revenue cutter.

Uncle Sam, however, has been up and doing. To offset the entry of this gunboat and the fact that Great Britain can at short notice introduce gunboats on the upper lakes from the lower St. Lawrence and the gulf, where a number are constantly in commission, and where they may be sent from England at any time, the United States has put two "lake defenders" — *Ann Arbor No. 1* and *Ann Arbor No. 2* — into service. The Canadians do not like this, and they cry out quite loudly against these two boats as the United States previously cried out against the British gunboat.

The new vessels have a peaceful mission to perform, however, during peaceful times. They are to be used to carry freight cars across Lake Michigan for the Toledo, Ann





*Second proposed "warship" was the ANN ARBOR No. 2. More similar ships were proposed being built as fill-in warships.*

McDONALD Coll./DOSSIN MUSEUM

Arbor & North Michigan Railroad from Frankfort, Michigan, to Kewanee, Wisconsin, but they may be converted into warships in two hours time.

The "defenders" measure 267 feet in length and 52 feet beam. Each draws normally 12 feet of water, with a displacement of 2,550 tons. Each ship has three screws, placed one on each quarter and one on the bow. The lower tips of the propeller blades are flush with the keel and this renders it impossible for the propeller to touch ground below the keel. Three separate engines of the horizontal compound type with which each vessel is furnished are all placed below the waterline.

The forward screw is designed expressly for crushing ice, and the hulls of the ships are shaped with especial reference to rising above and breaking down the ice in order to enable the work of the boats to continue during the winter. The hull construction is of oak up to two feet above the waterline. At the waterline a belt of iron extends all around the vessel, having a uniform width of six feet. In the bow, extending aft to the distance of 15 feet, is a massive backing of oak. There is extra oak backing under all the beams along the waterline, and a steel cord running entirely around the vessel, "nipping" together the oak backing, adds strength longitudinally.

The battery of these two ships may be made up of as heavy ordnance rifles as may be desired by the navy department, owing to the decks being very much stronger than those of

the majority of lake vessels. In the opinion of the naval boards, rendered after careful inspection, 12 6-inch high power ordnance rifles, or 4 50-ton breechloading guns, may be mounted on either of these vessels. If the 6-inch rifles were used, one would be placed on each bow and quarter and 8 amidships. If 50-ton guns are used, they will be placed in turrets.

In case there is ever occasion for the use of these vessels in a warlike manner that plan will be decided upon which will admit of the quickest and most efficient conversion. It is proposed to build three more ships of the same type, making five in all. Owing to the remarkable maneuvering powers which these vessels will possess because of the three screws and their heavy armament, it will be next to impossible for any ordinary gunboat to successfully oppose them. As rammers they will be well nigh invincible, especially when pitted against any one of the unwieldy propeller-type of vessel which the British government proposes to convert into warships.

The new "defenders" would be able to run entirely around one of these big vessels, which would also labor under another and serious disadvantage owing to the fact that their decks are not strong enough for the mounting of anything in the artillery line except light rapid-fire guns of small caliber. It was J. M. Ashley, Jr., who originated the idea of making three ships readily convertible into war vessels. I. D. Marshall. □



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Mar. 1. . .Repairs are being made in a Chicago dry dock to the self-unloader *Sam Laud* for damage done when she struck the bottom, July 4, 1976.

. . .The motor bulk-carrier *Welsh Minstrel*, built at Rijeka, 1968, has been sold by Welsh Ore Carriers, Ltd., and London Overseas Freighters, Ltd., to Greek interests for about \$2.2 million. She will be renamed *Mount Othrys*. She has been a visitor to the Great Lakes a number of times.

Mar. 2. . .Unitank, of Montreal, has announced the completion of its new \$8 million year-round bulk liquid terminal and storage facility in Quebec City. United is jointly owned by Canadian Pacific, of Montreal, and United Storage Company, of England, a wholly-owned subsidiary of Tate and Lyle.

Mar. 4. . .A new firm, Lower Niagara River Cruises, is slated to begin service in May. They will offer a two hour cruise from Lewiston to Niagara-on-the-Lake, using the 57-foot *Shiawassie*. This diesel tour boat can accommodate 67 passengers, and will also cater to groups for special excursions. She was formerly at Toronto.

Mar. 5. . .Pickands-Mather & Company, of Cleveland, a subsidiary of Moore McCormack Resources, Inc., announced a multi-million dollar expansion program for its Interlake Steamship fleet. The plans involve construction of a new 1,000-foot self-unloader and conversion of the bulker *Elton Hoyt 2nd*. to a self-unloader. The 1,000-footer will be built at American Ship Building Company at the Lorain, Ohio yard, with a 1980 spring delivery date.

Mar. 9. . .A strike against the Iron Ore Company of Canada started today, stopping all ore shipments.

. . .Weather-tight hatch covers and more stringent regulation might prevent Great Lakes disasters like the *Fitzgerald* sinking, was the conclusion reached by the National Transportation Safety Board, and announced today. Analysis of evidence developed in the board's continuing investigation indicates that water entered the cargo hold of the *Fitzgerald* through

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**KEEPING IT STRAIGHT.** . . On pages 28 and 30 of the January/February issue we used a couple of pictures we couldn't credit. We have now learned, and are pleased to pass along the information, that the photos of *Eskimo* and *Elmbranch* on pages 28 and 30 were taken by Rene Beauchamp, of Montreal. □



● GREAT LAKES AND SEAWAY NEWS



Photo Anonymous



Photo by BARRY ANDERSEN

*The Great Lakes Maritime Academy's training vessel ALLEGHENY [above] sank and then laid over on her side. To a graffiti composer, the next step was obvious. C. S. L.'s FORT CHAMBLY [below] has been restored to her original C. S. L. livery.*

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## GREAT LAKES AND SEAWAY NEWS ●

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hatch covers that were not weathertight. During the winter of 1976 and spring of 1977, Coast Guard inspectors observed that hatch covers on some Great Lakes ships were not weather-tight as required by regulations.

Mar. 10. . .The *Algorail* has cleared Port Weller Dry Docks.

. . .The American ocean freighter *Jean Lykes* is in drydock at Beaumont, Texas where repairs will be made to damage suffered when she grounded in Lake Erie, October 30, 1977.

Mar. 11. . .Canada Steanship Lines' *Rimouski* sailed from Hamilton winter quarters and entered the Port Weller drydock.

...*Soodoc* cleared Vancouver, BC with newsprint for Houston, Texas. The vessel has been idle for two months, awaiting a cargo.

Mar. 12. . .In Detroit, the annual Memorial Service and Blessing of the Fleet was held at Old Mariners' Church. This service is an outgrowth of one initiated at the Dossin Museum in 1962, and the Museum still shares participation in the ceremony with the church.

Mar. 13. . .The Toledo Port Authority has given the Mid-States Terminals, Inc., approval for a \$15 million grain elevator and dock expansion project. The project calls for an increase in storage capacity to 9 million bushels with the construction of 32 additional storage tanks and the addition of a second loading dock. Construction, which will begin at once, is scheduled for completion by the spring of 1979.

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Photo by PAUL C. LAMARRE, Jr.

Mar. 15. . .Columbia Transportation has purchased the bulk carrier *Ernest T. Weir* from Hanna (National Steel Corporation). The tugs *Shanon* and *Kinsale*, of Gaelic Tugboat Co.,



● GREAT LAKES AND SEAWAY NEWS

of Detroit, towed her from winter quarters at Nicholson Terminal & Dock, to the Detroit Marine Terminal No. 2 where she is to receive her new colors and fitout.

. . .Hull Number 721 is launched at Bay Shipbuilding yard, Sturgeon Bay, Wisconsin. She will join the fleet of American Steamship Company.

. . .John A. McDougald, one of Canada's leading businessmen, died in Palm Beach, Florida. A canal-sized tanker carried his name for a number of years.

Mar. 16. . .The *S. T. Crapo* sailed for Alpena from winter layup, opening the Detroit and St. Clair river season.

Mar. 17 . . .Ice break-up in the St. Lawrence River has been delayed due to persistent cold temperatures. Opening of Seaway has been put back to April 3rd.

. . .The governments of Canada and the United States exchanged diplomatic notes bringing into effect a revised tariff of tolls for the St. Lawrence Seaway. This is the first significant adjustment in Seaway tolls since the facility opened in 1959, and the new scale will begin with the opening in 1978. The agreement further provides for a review of toll levels by both governments every four years.

Mar. 18. . .C. S. L.'s *Ferbec* has begun her second season on the St. Lawrence river.

Mar. 19. . .The 616-foot Panamanian vessel *Adriatic* is taking on water in the Gulf of Alaska. The vessel is bound from Prince Rupert, BC, to China with wheat. There is a fear her cargo of



Photo for Telescope by HARRY WOLF

*Institute President Dick Kruse [left] and Captain Don Erickson, Master of WILLIAM CLAY FORD, show pleasure with the G. L. M. I. plaque, now installed on the ship.*

## GREAT LAKES AND SEAWAY NEWS ●

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wheat may expand and burst the hold. The *Adriatic* is a familiar Lakes visitor.

Mar. 20. . .*Adriatic* is returning to Prince Rupert under U. S. Coast Guard escort.

Mar. 23. . .C. S. L.'s *Stadacona* cleared Port Weller and opened the Toronto season.

Mar. 27. . .*Adriatic* is being unloaded at Prince Rupert.

Mar. 28. . .C. S. L.'s *Rimouski* passed up the Welland Canal, unofficially opening the season. She is awaiting an icebreaker escort at Port Colborne, Ontario.

. . .C. S. L.'s *Tarantau* cleared Port Colborne, and was the first downbound vessel in the Welland Canal.

. . .U. S. Steel's self-unloader *John G. Munson* suffered a damaged rudder in the ice on Whitefish Bay, Lake Superior. She is being towed to Sault Ste. Marie for repairs.

. . .The U. S. Corps of Engineers is filling the Davis Lock at the Soo.

Mar. 30. . .The *John G. Munson's* rudder is being repaired at the Soo, and it is hoped she will be ready to sail by April 2nd.

. . .Repairs being made on C. S. L.'s bulk carrier *Black Bay* are nearly completed. Damages, running into thousands of dollars, were the result of a short circuit in the ship's electrical system.

. . .Marine Industries, Ltd., has filed five law suits, seeking about \$200,000 in damages and possible control of Davie Shipbuilding, Ltd., in Sorel, Quebec. They claim that the four men currently running Davie improperly used information gained through their jobs with Marine to negotiate their purchase of Davie, which they took over in February, 1976.

. . .Marquette, Michigan is awaiting their first view of the C. S. L.'s *Frontenac*, which is due today. She will load iron ore pellets for Algoma Steel in Sault Ste. Marie, Ontario.

Mar. 31. . .*Tharros, ex-Hamildoc*, has returned to Canadian waters to load at Montreal.

Apr. 1. . .Members of the Board of Directors of the Great Lakes Maritime Institute were welcomed aboard the freighter *William Clay Ford*, by Captain Donald E. Erickson, today. Occasion of the visit was to inspect the Institute plaque now installed on the after bulkhead of the forward deck house. After completion of official "duties," the guests were given a tour of the vessel by the captain, assisted by crew members.

. . .P. M.'s ore carrier *Charles M. Beeghly*, which was grounded in the St. Mary's river on January 26th., is now drydocked at Superior, Wisconsin for repairs.

. . .Cleveland Cliffs bulk carrier *Edward B. Greene* is to be converted to a self-unloader, with completion scheduled for May, 1979.

. . .The Liberian vessel *Federal Thames, ex-Federal St. Laurent*, bound Mantanzas for Montreal with a full load of sugar, grounded in the St. Lawrence River, 7.1 cables from the north shore, abeam buoy 64½Q, after running into the Canadian motor vessel *Chimo* during a snowstorm. This was about 20 miles upstream Quebec City.

. . .The *Jean Lykes* has arrived in New Orleans, her repairs completed.



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● GREAT LAKES AND SEAWAY NEWS

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. . .The Ontario Ministry of Industry and Tourism has granted \$400,000 to complete restoration of *Segwin* to operating condition on Lake Muskoka.

. . .*Pyramid Venus*, a familiar Seaway visitor as the self-unloader *Carl Schmedeman*, is being scrapped at Brownsville, Texas, after 1½ years of idleness at New Orleans.

Apr. 2. . .Tugs and a crane barge will leave Montreal today to aid the *Federal Thames*. They will attempt to refloat her now that the river is relatively free of ice.

Apr. 3. . .The three Marine Industries-built ships lie idle at Sorel, Quebec after the Greek shipowner, M. K. Karageorgis, refused them. Awaiting new buyers are *Marindus Tracy*, *Marindus Sorel* and *Marindus Montreal*.

. . .The bulk carrier *Canadian Mariner* is the first vessel to arrive in Toledo to load grain for this season.

. . .The American tanker *Saturn* has suffered damage to her hull plating, the cause of which was ice pressure in Lake Michigan, April 1 and 2.

. . .The Seaway opened today. The French motor vessel *Hermine* is the first salt water ship to enter the Seaway this year.

Apr. 4. . .After being lightered of about 1,400 tons of bulk sugar, *Federal Thames* was refloated. She was towed to Three Rivers, Quebec for survey.

. . .The U. S. Coast Guard at Hancock, Michigan, near the north entrance to the Keweenaw Waterway, will be reactivated on April 15. It will operate on a full time basis. The station will be called "Coast Guard Station Portage."

. . .The fire-damaged bulker *Harry L. Allen* has been sold by S. & E. Shipping Company of Cleveland to Hyman-Michaels Company, and it will be scrapped at their yard in Duluth.

Apr. 5. . .Canadian tug *Bagotville* towed Misener's *Royalton* to Hamilton, Ontario, where she will remain idle.

. . .Captain Donald E. Erickson, Master of the *William Clay Ford* received the U. S. Coast Guard Meritorious Public Service Award medal. It was given him in recognition of notable service offered on the night of November 10-11, 1975 (the Fitzgerald sinking.) It was presented to Capt. Erickson by Rear Admiral R. H. Scarborough, USCG, Commander, 9th Coast Guard District, on behalf of Admiral O. W. Siler, Commandant of U. S. Coast Guard. This award follows closely on a similar award given the him and his crew by the Institute earlier.

. . .The Canadian vessel *Chimo*, which was in collision with the *Federal Thames* on April 1, was surveyed afloat at St. John's NF. Repairs were deferred and no drydocking was required.

Apr. 6. . .Canadian barge *J. P. P. No. 507*, 365 gross tons, sank at her moorings during heavy weather off Leo Mechins, Quebec, on December 7, 1977.

. . .C. S. L.'s self unloader *Tarantau*, after battling heavy ice floes in Lake Huron, north of the St. Clair River, and with the wind gusting up to 22 mph, went aground. She was freed with the help of a tug 4½ hours later.

Apr. 7. . .U. S. Navy crews were to start today trying to raise a German World War I U-boat, which has been on the bottom of Lake Michigan since 1921. She is 200 feet down, about 16

## GREAT LAKES AND SEAWAY NEWS ●

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miles east of Wilmette, Illinois. Taken by the allies, the *UC97* was on display at Chicago's Navy Pier for a bond drive, then sunk on June 7, 1921, as required by terms of the treaty ending the war. Using radar and other modern technology, what was believed to have been the sub was found on April 5. A second vessel was found, which might be the *Lady Elgin*, sunk in a collision in 1856.

. . . Chandris Lines of Greece have sold their vessel *Australes* to American interests, and the vessel will return to North America. She is the United States Lines' former passenger liner *America*, and World War II transport, *West Point*.

. . . The last all-passenger ocean luxury liner under the American flag, the *Mariposa*, is taken out of service. The first regularly scheduled deep-sea passenger vessel was the packet *James Monroe*, which sailed from New York to England in 1818.

. . . The first ocean vessel into the port of Toledo is the *Hermine*.

. . . New procedures for the closing of the Seaway for the 1978 season have been proposed by the St. Lawrence Development Corporation. Closing date will be December 17. For the first time, U. S. and Canadian seaway entities propose that vessels which have not reported to designated calling points by December 15 would be assessed an operational surcharge. Those reporting on December 16 will be assessed \$25,000 for transport, December 17; \$50,000, December 18; \$75,000, and December 19 and thereafter; \$100,000. The notice also proposed that low-powered vessels cannot transit the Seaway after December 5th. This does not apply to tugs.

Apr. 10. . . The Canadian bulk carrier *Quedoc* went aground on Lancaster Bas, Lake St. Francis, St. Lawrence Seaway. She is on a voyage from Port Colborne to Baie Comeau with grain.

. . . *J. W. Westcott II*, 45-foot boat of the J. W. Westcott Company, began its season of taking the mail to and from vessels in midstream. This means the Detroit River Post Office, Zip Code 48222, is back in service for the 104th year.

. . . The Liberian vessel *Nanfri* is the first ocean ship into the port of Detroit. Dossin Museum director, Bob Lee participated in the presentation of the McMasters Cup, which will be displayed in the museum, as in past years.

Apr. 11. . . *Quedoc*, with the aid of two tugs, was refloated and went to Grasse Island anchorage for inspection of possible damage before continuing her voyage.

Apr. 12. . . The strike at Seven Islands is now in its fifth week.

Apr. 13. . . The *Markarsa*, a Yugoslav freighter, was the first saltie into Chicago.

. . . *St. Lawrence Prospector* became stuck in ice with mechanical problems at Lock 8, Welland Canal. The *Norman McLeod Rogers* is assisting.

. . . The Canadian chemical tanker, *Arsene Simard* is in dry dock at Lauzon, Quebec with severe and extreme ice damage.

. . . The Canadian tanker *Joseph Simard* is at Sorel, Quebec repairing ice damage.

Apr. 14. . . The Greek motor vessel *Atreus* went hard aground in vicinity of St. Zotique Anchorage, Lake St. Francis, 14 miles west of Valleyfield, Ontario. She is on a voyage from



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● GREAT LAKES AND SEAWAY NEWS

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England to Detroit and other U. S. ports with about 14,000 steel sections. She is about 600 feet from the channel.

. . .The *Fort Chambley* is again in C. S. L. livery. She is loading at Valleyfield, Ontario and is upbound for the lakes. She has been absent several seasons.

Apr. 15. . .Sod turning ceremonies at Buffalo, New York, marked the start of construction of a new naval museum.

. . .Ice continues to create problems at the Port Colborne entrance to the Welland Canal.

. . .Great Lakes shipping firms and the Marine Engineers Benevolent Association and Associated Maritime Officers signed a tentative agreement on a new contract. The only firm not to sign is Cleveland-Cliffs.

Apr. 16. . .The *Brookdale* cleared the Port Weller Dry Dock

. . .*Cartiercliffe Hall* passed up the Welland Canal on her maiden voyage into the upper lakes.

Apr. 17. . .A report from St. John's, NF states that the bulk carrier *Emmanuel C.* has been sold and is expected to be towed to Brownsville, Texas by the tug *Dolphin X* within the next three days for scrapping.

. . .The Canadian bulk carrier *Lawrencecliffe Hall* went aground in the St. Lawrence river,

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Photo by BARRY ANDERSEN

*The CARTIERCLIFFE HALL as she appeared on her "maiden" cruise into the upper lakes system.*

## GREAT LAKES AND SEAWAY NEWS ●

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¼ mile down from buoy 62Q. No assistance has been requested. She is upbound.

. . .Three tugs and two barges are attending the grounded *Atreus*, which will have to be lightered before any attempt at refloating.

. . .The *Bolina*, idle at Montreal, is for sale as a result of bankruptcy. She had closed Toronto in December, 1977.

Apr. 18. . .*Atreus* has been lightered of about 1,400 tons, but still remains immovable.

. . .A new "ro-ro" container ship, *Atlantic Prosper* was christened at Montreal. She has a capacity of 460 container units.

Apr. 19. . .After lightering another 3,600 tons from the *Atreus*, the ship has been refloated. Reloading operations are being done in the anchorage area, due to congestion at Valleyfield.

. . .The tug *Dolphin X* with *Emmanuel C* in tow has cleared St. John's, NF, for Brownsville.

. . .The Canadian bulk carrier *Montcliffe Hall*, on her maiden voyage, passed up the Welland.

Apr. 20. . .A monthly link between western Canada and eastern and Great Lakes ports will be operated by Maple Leaf Shipping Company, Ltd. This is the first such service in 25 years, and two vessels will be used.

Apr. 21. . .The *Atreus* completed her reloading alongside a dock at Valleyfield, and departed for Detroit and Burns Harbor.

Apr. 22. . .The *Parthenon*, formerly the *Penquer*, passed up the Welland Canal.

. . .The tanker *Secola*, formerly the *Cedarbranch*, was a recent visitor to Montreal.

. . .*Fort Chambly* up Welland Canal, apparently bound for a refit at Collingwood, Ontario.

Apr. 23. . .*Quebecois* arrived at Port Weller Dry Dock for inspection.

Apr. 24. . .From Montreal, a report that repairs are being carried out on the Canadian chemical tanker *Arsene Simard*. About 59 plates will have to be replaced.

Apr. 24. . .Canadian tanker *Gulf Gatineau* came up the Welland Canal for the first time. She will be in service on the lakes this year.

Apr. 25. . .The British bulk carrier *Sugar Crystal* [from Antwerp] struck a guard wall at Lock No. 4, Welland Canal. She is upbound with steel. Repairs will be made at Thorold, Ont.

Apr. 26. . .Paterson's *Troisdock* hit the wall above Lock No. 2 of the Welland Canal, head-on, stopping her abruptly and causing considerable bow damage. She settled several feet in the water, but is viewed as not being in any danger.

Apr. 27. . .The tug *Princess No. 1* towed *Troisdock* to Port Colborne, Ontario to unload and undergo repairs.

Apr. 29. . .Algoma Central Railroad's self-unloader *E. B. Barber* was upbound in the Kam river, in Thunder Bay, Ontario, at the Canadian Lakehead, headed for the Great Lakes Paper Company dock with a 10,597-ton cargo of limestone. Her draft was 20 feet. About five boat-



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 ● GREAT LAKES AND SEAWAY NEWS
 

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Photo by BARRY ANDERSEN

*The TROISDOC, with her 'round bow', being towed in for repairs after hitting a canal wall head-on. The tug is PRINCESS No 1.*

lengths from the dock she struck bottom. The lack of dredging and heavy fall flooding had caused an accumulation of silt and debris to pile up in the river, causing a shoaling in the channel. With the help of tugs, the *Barber* was freed in about 8 hours, and then proceeded to complete her docking.

Apr. 30. . The Canadian bulk carrier *Lawrencecliffe Hall* arrived in Thunder Bay, Ontario, with hull damage to her stern from ice. She docked at the Deep Diving Systems dock for underwater repairs.

#### MISCELLANEOUS ●

..Former Seaway salties that are now renamed: *Innstein* now *Cloud*; *Wilfred* now *Psile*; *Vares* now *Apollon*; *Polarland* now *Iscelu*; *Crystal Jewel* now *Teta*; and *Norholt* now *San Juan*.

..On January 21, the *Marlen*, formerly *Veslefjell*, sank in the Atlantic, off Africa. The crew was rescued. She was a former lakes visitor.

..The self-unloader *St. Clair* is not in the Detroit Edison coal service this year, leaving only the *Belle River* to make the run from Superior, Wisconsin to the St. Clair [Michigan] Power Plant.

..Hannah Inland Waterways has signed a new three year contract with the Detroit Edison Company to haul fuel oil to the Delray, River Rouge and St. Clair Power Plants.

The GREAT LAKES MARITIME INSTITUTE, Inc., promotes interest in the Great Lakes; preserves items related to the history of these lakes; encourages building of scale models of lake ships, and furthers programs of the Dossin Great Lakes Museum, repository of the INSTITUTE's holdings. The INSTITUTE was organized in 1952 as the GREAT LAKES MODEL SHIPBUILDERS' GUILD. It is incorporated, as an organization for no profit, under the laws of the State of Michigan. Donations to the INSTITUTE have been ruled deductible by the Internal Revenue Service. No INSTITUTE member receives any remuneration for services rendered to the organization. #

TELESCOPE, the INSTITUTE's journal, is published six times per year, and covers Great Lakes topics. The Editor welcomes the opportunity to review manuscripts for publication, sent to the GREAT LAKES MARITIME INSTITUTE, DOSSIN GREAT LAKES MUSEUM, Belle Isle, Detroit, Michigan, 48207. The organization makes no payment for such material, and the Editors cannot be responsible for statements by the authors of articles published.

All communication with the INSTITUTE should go to the COORDINATING DIRECTOR, addressed as above.

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DOSSIN GREAT LAKES MUSEUM

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