



# Telescope

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GREAT LAKES  
MARITIME  
INSTITUTE

DOSSIN GREAT LAKES MUSEUM  
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## MEMBERSHIP NOTES

At a special meeting of the Board of Directors, held on September 15, it was reluctantly decided that a raise in dues had become necessary. Accordingly, a \$1.00 increase for U.S. members, and a \$1.50 raise for Canadian and foreign members was voted.

We realize this is particularly hard on our Canadian friends, and we regret it deeply, but a combination of postage increases, higher operating costs, and the variance in currency values made it an absolute necessity. Unfortunately, the reduced rate available to U.S. members for early renewal is based on domestic bulk postage rates which do not apply to mailings outside of the U.S. For that reason we cannot offer the saving to Canadian members.

We hope you will still feel, as we do, that *Telescope* continues to be a bargain, even at the increased rates.

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## MEETING NOTICES

Membership meetings are scheduled for the following dates. All meetings are held at the Dossin Museum, at 8:00 PM: November 17, 1978; January 26, 1979; March 30, 1979, and; May 18, 1979. Business meetings will be held January 5, 1979; February 23, 1979, and April 27, 1979.

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# Seasons Greetings and A Happy New Year



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**OUR COVER PICTURE.** . . Steamboat among the skyscrapers — Field Newspaper Building and the Wrigley Building join the raised Michigan Bridge to form a backdrop for the slowly advancing star of the show, *MEDUSA CHALLENGER*. Photo is by Robert E. Johnson and accompanies article beginning on Page 151.

# THE CHALLENGER'S CHALLENGERS

by  
ROBERT E. JOHNSON

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When Chicago is mentioned in these pages you think of *Str. Medusa Challenger* and those nasty old bridges which won't open for her. When the *Challenger* is mentioned in Chicago, some people think of those nasty old bridges which won't close in back of her because in some fashion the vessel has put out a grand hex. The bridges are central to either view because Chicago is, among other things, a city of many bridges, and has known them to malfunction at times for more than a century.

The city is divided by its rivers into "sides." The downtown "Loop" is south of the main river, but it is regarded as neutral ground. It is of no "side." To pass from the Loop to Wrigley Field, you cross the main Chicago River and go out on the North Side. To change leagues, recross the main river and continue south, past Congress Street toward Comiskey Park, and you're on the South Side. At the far end of the South Side is the Calumet River; anything east of it is on the East Side. At the northwest corner of the loop the main Chicago

River splits itself into South and North Branches at a place called Wolf Point. That which lies west of the branches is the West Side, which divides imperceptibly into Southwest, West and Northwest Sides.

Movement from any principal "side" to another entails a river crossing. Whoever doesn't cross under the river on the subway must use a bridge. In the navigable portions of the rivers, these bridges which are not at high level must be capable of movement to permit passage of river traffic. Whenever one of those bridges fails to move, one way or the other, either water or land traffic is halted. These days, any bridge failure causes some Chicagoans to think (and not too kindly, either) of the *Medusa Challenger*.

This cement carrier is the biggest vessel ever to trade in the Chicago River. Measuring 552' x 56' x 31', she can handle 11,000 tons of cargo, although the silted condition of the River today restricts draft and the *Challenger* can bring in only 7,600 tons. Built by Great Lakes Engineering Works in 1906, she oper-





Author's Photo

Trapped. . . Safely through Michigan Avenue, bridge closed astern of her, *Challenger* is challenged by immobile State Street bridge ahead while Wabash Avenue stands agape.

ated as *William P. Snyder* for Shenango Furnace, *Elton Hoyt* and *Alex D. Chisolm* for Interlake, and now as *Medusa Challenger* for Medusa Portland Cement. Medusa obtained her from Cement Carriers in 1966, put her through a major conversion for the cement trade. spruced her up with white and two shades of blue and set her to work.

She first appeared in the Chicago River in spring, 1967, drawing attention by her size, striking colors and snappy appearance. Her transits through busy Michigan Avenue bridge demand close to ten minutes — another point which draws notice. Events of that summer riveted more attention on *Challenger*, for mechanical and electrical difficulties were frequently observed about the main-river bridges when *Challenger* showed up. The vessel seemed to be giving substance to the Greek myth about Medusa, the gorgon whose frightful appearance turned men to stone; in this case, steel bridges were turning into motionless stones.

Wabash Avenue and Wells Street bridges were frequently mentioned, but others of the nine main-river bridges have stalled open or shut, too. On the last day of 1976, when winter

was playing a bitter prelude to the deep, deep freeze of that unbelievable January, 1977, *Challenger* paid her last call of the season during the dark of morning. Five bridges saluted her passing by remaining open! At about 6:30 AM a fuming individual telephoned a prominent radio personality to complain, "Every time that boat comes in it's the same story — bridge trouble." He blamed the boat. The traffic jam was a bad one and it persisted for some hours, but it's not quite true that every *Challenger* call brings on a bridge problem, nor that they don't attend the passages of other vessels, few though the others be.

When *Medusa Challenger* calls at Chicago, her destination is down the North Branch of the river. Penn-Dixie Industries has a cement dock on Goose Island. She enters the river via the control lock at the mouth. Once inside she is picked up by two tugs which have steamed in — would you prefer "motored in?" — from South Chicago, about fifteen miles away. One stands ahead to tow while the other operates as stern thruster and brake. The entourage will run fifteen highway and rail bridges in the course of two-and-a-half miles. Between Michigan Avenue and Orleans Street, 0.9

miles, three bridges at a time will stand open for the vessels. The river course is a bit north of west from the Outer Drive to Michigan Avenue where there is a tricky turn to the southwest for .2 mile. At State Street it's a pull to starboard to take up a westerly heading. West of Orleans Street is Wolf Point; to negotiate this, the tugs head the ship south of west for a bit and then bring it around to the north for the run to Goose Island. Almost invariably in the course of this maneuver, the *Challenger* is grounded amidships in the mud of Wolf Point.

The drawbridges which answer the summons of the *Challenger* are large, heavy, complex mechanisms, of a type designed and first built for the needs of this river. Their design is now in use all over the continent and elsewhere in the world, and is termed "the Chicago bridge" by some authorities. The Chicago bridge consists of two leaves, pivoted near the shore ends to swing vertically on trunnions. Shoreward of the trunnions are counterweights which balance the long spans. At the outboard ends are locks which, in the lowered position, join the two leaves into a structure. Some of the structures are rather lively; Michigan Avenue has highway on two levels, and it bounces a bit under load. Wells Street and Lake Street bridges are also double-decked, but carry elevated railways one level up from the street. At least these two have locks (known as "heel" locks) at the landward ends to improve the anchoring of the leaves when down and locked.

Operation of one of these bridges requires an orderly sequence of events be made to occur. Each phase must be completed before the next may begin; electrical and mechanical interlocks demand this. Warning lights and bells must be activated at the beginning of the procedure. Railway-type barrier gates lowered to give further warning, first at the far ends, then at the near ends of the traffic lanes. Pedestrians sometimes try to squeak through, and a few have to be ordered back of the gates via loud hailer. After a suitable interval the electrical locks may be pulled and the spans raised. Nowadays remote controls enable one operator to manipulate two leaves, but in the past one operator per leaf was the rule. Direct-current electricity is supplied, at least to the older spans, at 600 volts. This is the same pressure formerly delivered to the street-railway lines and still supplied to the subway and elevated. Streetcar motors are used, and until remote control supplanted them, streetcar controllers.

The Chicago River was instrumental in attracting commerce to the foot of Lake Michigan, and streets and roads on both banks have long been used. When old Fort Dearborn stood on the south bank of the river, a ferry adjoined it, and traffic was sculled across the stream. In 1834, just after the new city was

organized, a crude two-span timber draw-bridge was erected at Dearborn Street. Operated by human braun, and undisturbed by cement boats, the structure was nevertheless plagued by mechanical difficulties. In 1839 the council voted its removal. Some members are said to have asserted that the bridge helped the North Side more than any other. Whatever the incentive, councilmen and others appeared at the riverbank the morning after their vote, armed with blunt instruments and other tools, with which they made short work of the offender. (Times have changed!) Bridges were still in want, though, and center-pier swing spans appeared next. First driven by muscle, they were later converted to steam power. A memorable lithograph of the 1871 fire shows a mass of humanity pouring northward across the Rush Street swing bridge, hoping for safety on the North Side.

In the natural scheme, the Chicago River drained a low-lying and somewhat boggy plain. As it did its work, the land dried, but in many neighborhoods heavy rains are still attended by flooded basements, and streets which are depressed to underpass railways may flood at those points. In the streetcar days, the busy line on 79th Street was often run in three separate segments thanks to the downpour-flooded underpasses. In recent years, real frog-drowning rains have flooded depressed express highways. The several true sources of the South Branch have been built over, filled or otherwise utilized; the North Branch originates as a creek well up near the Lake County line.

The South Branch is now tied to the Sanitary and Ship Canal — the one which reversed the flow of the river and gave the city its first water route to the ocean. This branch first arose in a post-glacial swamp which was named "Mud Lake." Early French explorers, notably Pere Marquette, used to paddle up the South Branch to a point near Damen Avenue at about 2600 south. Damen lies 2½ miles west of State Street, the base line. There began the Marquette Portage through the fly-ridden cat-tail marsh to high ground near present-day Harlem Avenue about 3900 south. Across the high ground lies the Des Plaines River, which unites with the Kankakee to form the Illinois, a tributary of the Mississippi. The Mud Lake portage had to be eight miles of penance for those explorers, who could only lift, pull, swat and sweat. Either the laymen held their tongues or the clergymen stopped their ears for this portion of the journey.

Mud Lake hasn't been forgotten; a redwood cross has been erected on the property of the Edward Hines Lumber Company, marking the eastward end of the portage. There was a





Author's Photo

**Time Was. . .** Chicago Daily News and Sun Times received load of newsprint from *Labradoc*, photo made when the vessel was nearly new.



Photo by WILLIAM WARRICK

**Fox Valley Limited. . .** Chicago, Aurora & Elgin interurban train stamps across elevated railway bridge moving toward far west suburbs. Now removed, this Scherzer-type bridge was almost unique. One word for the interurban — *FAST!*



Photo by ROBERT E. GIES/Author's Collection

Sand Grabber. . . Elevated Railway bridge consisted of four independent leaves. Background clutter hides busy superstructure of small *American*, which is yet big enough to open distant Jackson Street, "El" and adjacent Van Buren Street bridges.

Burlington Route switching lead near there; laid parallel to Wood Street and close by one of the lumber slips, it was termed Mud Lake Track. This area along the South Branch was the upper end of a couple of miles of timber yards. Readers of *Telescope* will remember the Hines company as owner and operator of a fine fleet of lumber hooks based in the South Branch, and I have been told of the operation of *Str. Argo*, Capt. Gustave Gunderson, master, in the South Branch in the 1920s.

Virtually all types of vessels known in the lakes have called in the Chicago. Erie Railroad even had a tug and float carferry operation in the two branches, lasting well into the 1930s. There was passenger traffic, notably the ill-fated *Eastland*. Even today one of the sight-seeing lines operates commuter service in the river. The line links the west-of-Loop rail stations with Michigan Avenue bridge, relies on 65-footers and even sells 10-ride tickets.

During the Hitler war, lakes-built submarines and those escort vessels too large to move from building yards through the old St. Lawrence canals on their own were towed to salt water via the Chicago River and Canal. Western Avenue bridge, newly completed about 1940 as a fixed-span, was converted to a

vertical-lift bridge to clear these movements. After the war some salt water vessels moved to the lakes by this route. *Aquarama*, *Joseph H. Thompson* and *McKee Sons*, *Tom M. Girdler*, *Thomas F. Patton* and *Charles M. White*; *Johnstown*, *Sparrows Point* and *Cliffs Victory* were pre-Seaway arrivals. As soon as that waterway was completed the Machinery was removed from all Canal bridges and the Western Avenue bridge.

One other South Branch bridge was a vertical-lift type. Erected at Halstead Street during the period in which the center-pier spans were being replaced, it was powered by steam and lasted well into this century to be itself replaced by a bascule. Many varieties of bascule bridges were tried, including a two-leaf folding span over the North Branch at Weed Street. Bridges of Strauss, Page and Scherzer patents were built. Gradually, of course, the two-leaf (or single leaf) "Chicago" bridge came to be the rule for street crossings. Rail bridges are of various sorts — vertical lift at 20th Street, a pair of immense Strauss bridges nearby, at least one side-pier swing bridge lasting until the 1960s, and one very remarkable Page, still in use though no longer needing to be elevated for river traffic.





Author's Photo

**Split Level Traffic. . .Elevated railway train rumbles across Wells Street bridge, farthest west, but one in the main stem of the Chicago River.**



Author's Photo

**Calumet River Drama. . .Medusa Portland Cement also owns *C. H. McCullough, Jr.*, shown approaching in former Interlake livery. *Joseph H. Frantz* loads coal at left, Material Service towboat shepherds barge at right, off South Chicago Shipyard and 100th Street bridge, city's busiest, stands at attention.**



The swing bridge had a long history, though. A hundred years ago it was understood between bridge tenders and pedestrians that certain bridges would turn a full 180 degrees when being opened and closed for vessel transit. This arrangement enabled foot passengers to hop aboard the bridge as it began to swing open, stand fast, and thus be carried to the opposite side of the river. Horse cars could use the old swing spans. They and the carriages and wagons of the era would often queue up for a quarter of a mile when vessels called the bridges open. *Challenger* does the same for traffic today. In 1867, however, the problem was with quantity, rather than size of river traffic. It is reported that as many as 300 vessels a day ran the river, with a traffic peak of two per minute. The right of man to travel across this watercourse was being abridged — or perhaps “bridged” in the Chicago idiom.

First relief came to the West Side in 1869 when a twin-tube tunnel was passed under the South Branch at Washington Street, diverting the wagon and horse-car traffic. Then in 1871 a similar tube went under the main stem at LaSalle Street, this one adding a pedestrian tunnel. In 1888-1890 horse traction gave way to cable haulage for the street railways, and the little grip cars took naturally to the tunnels. (Rather obviously, an endless cable cannot operate on a drawbridge.) A third tunnel, exclusively for street railways, went under the South Branch near Van Buren Street in 1894. All were enlarged when the big electric cars came along; by that time street traffic other than cable cars had been barred from the tunnels anyway. The electrics used the tunnels until streetcars disappeared from downtown Chicago in the 1950s. The tunnels are still under the river, but only the west end of Washington Street may be seen. It stands open, and I suspect that men from the nearby skid road take shelter in it.

Although streetcars had this quick way under the river, riders of the elevated railways still got bridged. Wells Street has a two-deck bridge which carries the lines of the former North Side and Northwestern Elevated Railways on the upper level. Lake Street bridge in the South Branch has a top deck for Lake Street trains. Wells is opened for every *Medusa Challenger* movement, and Lake must be opened for outbound passage, when the ship is tugged stern-first from Goose Island to beyond Wolf Point; her stern lies between the raised leaves of Lake Street bridge on this move. Farther south, near Quincy Street, the old Metropolitan West Side Elevated Railway built a unique high-level, four-track rolling lift bridge. Only during the peak hours

of the commuter rush periods are any of these bridges — or any street bridges for that matter — exempt from responding to vessel calls for passage.

The city has a law.

Vessel movements today are so infrequent that the law is rarely invoked. In the 1940s the sand steamers *Gilbert* and *American* ran regularly in the main stem and up the South Branch. This traffic has vanished, as has *Gilbert*. The *American* was still listed last time I looked, but there been no report of its operating. The one lumber yard remaining in the South Branch receives its goods by truck and rail car, and the pretty little lumber hookers are all but forgotten. The Field newspapers formerly received Canadian newsprint via Paterson or stemwinders, but those papers converted to U. S. paper brought in by truck. Quebec & Ontario still brings in newsprint for the Tribune, though. *Franquelin* and *New York News* and the *River*-class come most often, but *Bay*-class boats are seen from time to time. Q&O passes only the Outer Drive bridge, sending its boats astern with tugs on the outbound move. Cuneo Press, which used to get quantities of paper by water, has closed down. Once or twice a year a municipal order of salt is brought in — usually in a BoCo motor vessel. Why a motor? Because in about 1967 Reoch sent its *Ferndale* into the city with salt. A bridge failure halted its progress, and in the course of the wait, time came for the steamer to be fired up. Your memory of her may coincide with mine — *Ferndale* is a smoky old girl. On this occasion the stack gave out a good pall; the smoke inspector went down to the control lock and gave out a citation. A fine was assessed. In 1978 the city got a good price on Canadian salt, and the first load came in *Brookdale*. But unlike *Ferndale*, *Brookdale* slipped out of the Chicago River, without a smoking ticket.

Are motors exempt from problems with bridges? No; in 1976 *John A. Kling* successfully passed Wells Street bridge outbound from a salt run. Heel locks failed behind her and the bridge couldn't be closed. Elevated railway traffic was halted for hours.

These events suggest that despite the publicity *Medusa Challenger* has no monopoly on bridge associated troubles. This is indeed the case. In 1966 one of the papers ran an attractive picture of the little *John L. A. Galster*, Penn-Dixie's own boat, lying in the main river in the darkness of a cold morning — delayed while Wabash Avenue bridge was repaired. The following summer I saw the old *Dolomite* lying between Michigan and Wabash Avenues, stalled by that same bridge. In fall, 1977, a sailboat with stepped mast called for the



Author's Photo

Trees to Tribs. . .Between Outer Drive bridge and Michigan Avenue, *Pic River* unloads newsprint at the Chicago Tribune plant.

Wells Street drawspan. The bridge tender overlooked one automobile which had not completed its crossing, dropped the gates in front of it and started the bridge. The driver, too polite to smash the gates, stopped the car, which was dumped off the landward end of the span into a pit where the end of the down-swinging railway deck crushed it. The driver escaped serious injury.

For contrast, we may look southward to the busy Calumet River which serves both public and privately owned saltwater terminals, several steel mills, large grain elevators and transshipment docks for coal and phosphates. Ten street and rail bridges are active and river traffic is heavy with several moves per shift being the rule. One rarely hears or reads of a bridge problem on the Calumet.

Torrence Avenue bridge over the Calumet is the only vertical-lift roadway bridge in Chicago. In its early years it was subject to failures to open and failures to close, and at one time the interlocks failed, allowing the bridge to be raised without warning lights or guard gates. A car was driven off the street into the river. In the bitter days of January, 1977, some controls and interlocks failed on the east leaf of 100th Street bridge — the leaf remote from the bridge tender. The west leaf had been partly opened, but at the east end neither

warnings nor gates nor the leaf operated. A fast-moving vehicle went off this leaf into center stream. These events resulted in at least one fatality. In the main, though, the bridges in the Calumet offer little for media commentary, while the downtown bridges do.

We should not conclude that *Medusa Challenger* makes the difference, but rather, the sharp differential in river traffic between South Chicago and downtown rivers. The public authority cannot be faulted; in time of difficulty, maintenance people turn out any hour of any day. The bridges are beautifully engineered and kept up. *Challenger* cannot cause anything to happen to the machinery, being only another machine, and indeed, not deserving of the "jinx" tag which has been applied to her by some.

In 1976, while dressed in that superb Bi-Centennial livery, she was the scene of a University of Chicago Foundation fund-raising party. In 1977 she hove-to, twenty miles off suburban Wilmette, Illinois, to rescue two fishermen who had been clinging to an overturned boat for 15 hours. This is no villain! She's a fine vessel which must travel very slowly through a crowded area and suffer from high visibility. The much-publicized bridges are suffering merely from changed times. □



# THE LIBERTY SHIP DELOS GLORY

Prepared for *Telescope*  
by  
GEORGE AYOUB



*Author's photo of DELOS GLORY taken at Iroquois (Ontario) lock, 9/11/66.*

SHIPYARD New Orleans, Louisiana; Delta Shipbuilding Co., Inc., (No. 65)  
 TONNAGES 7,218 gross; 4,409 net. 10,674 deadweight.  
 DIMENSIONS 441.6' x 57' x 34.8'.  
 MACHINERY Triple expansion engines, 3-cylinders, 24 1/4", 37" and 40" x 48", 2,500 i.h.p., by  
 Iron Fireman Manufacturing Co., Portland, Oregon. 11k.  
 TYPE Liberty Tanker. Z-ET1-S-C3. Steel, standard steamship.

9/1943 Completed for the U.S. War Shipping Adm., Washington, DC as *Mary Ashley Townsend* (1943-1948) registered at New Orleans, La. US 249968. Placed under management of International Freighter Corp., a  
 1946 Transferred to the U.S. Maritime Commission, Washington. b  
 1948 Sold to Hess, Inc., Perth Amboy, NJ, and renamed *David T. Wilentz* (1948-1955). c  
 1955 Sold to Seatankers, Inc., Monrovia, Liberia, and renamed *Sweetville* (1955-1957).  
 6/1956 Kure, Japan; tanker converted to dry cargo ship and lengthened 70" by Kure Shipbuilding and Engineering Co., Ltd., 511" (oa); 492.8' 57' 34.9'. Tonnages increased to 8,602 gross; 5,760 net. 12,174 deadweight.  
 1957 Sold to Argyll Shipping Co., Ltd., London, England and renamed *Berkshire* (1957-1964) BR 187577. 8,551 gross; 6,259 net.  
 1964 Management taken over by Warwick Shipping Co., Inc. d  
 9/1964 Sold to Delos Maritime Co., Ltd., Monrovia, Liberia and renamed *Delos Glory* (1964-1968). 8,602 gross; 5,760 net.  
 1968 Sold to Taiwan shipbreakers and arrived at Kaohsiung, April 8, 1968 for scrapping.

## NOTES

- a During wartime, merchant ships were operated for the U.S. government by private companies, generally on a cost-plus basis.  
 b Reverted to the U.S. Maritime Commission with the termination of the War Shipping Administration.  
 c Net tonnage changed to 4,985 about 1953.  
 d According to a record of the Hunting Fleet, Hunting & Son Ltd. became managers in May, 1962, but there is no substantiation for this information in *Lloyd's List of Shipowners*, which consists chiefly of Manager Owners and exempts the names of large owners through indirect involvements.

(Years shown in *italics* are based on the shipping register only, and indicates a probable pre-year transfer.)

# AND NOW, THE CLIPPER GOING..GOING...GONE ?

by  
CHARLES H. TRUSCOTT

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Regular readers of *Telescope* will recall that in the Sep/Oct, 1970 issue I did an article dealing with the history of *Milwaukee Clipper (a-Juniata)*, as well as presenting a collection of antique photos taken of *Juniata* shortly after she entered service for the Erie & Western Transportation Company in 1905. This article will bring *Clipper's* history up to date, from the time that she was laid up in Muskegon on September 8, 1970 until the present time.

After *Clipper* was laid up, and after the Board of Director's decision to retire from further service on Lake Michigan, I decided that it was time to "close the book" on the *Clipper's* career. However, this was not to be the case, as will be shown.

In 1976 it was reported that James Gillon, president of the Chicago-based Great Lakes Transit Company was interested in purchasing *Clipper* and putting her in service running three hour excursion cruises out of Chicago. Regrettably, Mr. Gillon was unable to raise the needed funds and the idea was shelved. Then, in May of 1977, Mr. Gillon again showed an interest in *Clipper* and was able to raise the needed down payment for the boat. This time the sale went through, and *Clipper* was on her way to what seemed to be another new career on Lake Michigan.

By the last week in May, 1977 Mr. Gillon was busy finalizing the purchase of *Clipper* from the Sand Products Corporation of Detroit, and during the first week in June had put a crew

on board the boat doing minor repair, painting, and other work that needed to be done, including a preliminary inspection by the Coast Guard to see what requirements would have to be met by the new owners.

On June 3, 1977 the Illinois Steamship Company which was, or is, a subsidiary of the Great Lakes Transit Company was granted a bill of sale to *Milwaukee Clipper* by Sand Products Corporation. Sand Products had itself been given a bill of sale to the vessel earlier in the day by the Wisconsin & Michigan Steamship Company, itself a subsidiary of Sand Products. Later, on June 10, 1977 the Illinois Steamship Company took out a preferred mortgage on the vessel in the amount of \$275,000, with the amount to be repaid by September 15, 1979.

On June 12th the *Clipper* was towed from her old moorings at the Mart Dock by the tug *American Viking* of the Bultema Marine Transportation Company, bound for the Bay Shipbuilding Company of Sturgeon Bay, Wisconsin, where extensive repairs to the vessel would be carried out. She departed the Mart Dock about 7:00 PM, and after maneuvers to get her in position, she passed through the channel to Lake Michigan about 9:00 PM. It was reported that crowds lined the channel into the lake to get one more glimpse of "the Queen of Lake Michigan."

On June 13, *Clipper* arrived in Sturgeon Bay about 5:30 PM. At the entrance to the



Sturgeon Bay Ship Canal she was met by the tug *Lauren Castle* which assisted the *American Viking* in bringing *Clipper* into the yards at Bayship. On June 14th she was placed on the drydock where preliminary hull inspections would take place. However, there was an extreme growth of marine life on her bottom, so inspection was postponed until the hull could be sandblasted to rid her of the growth.

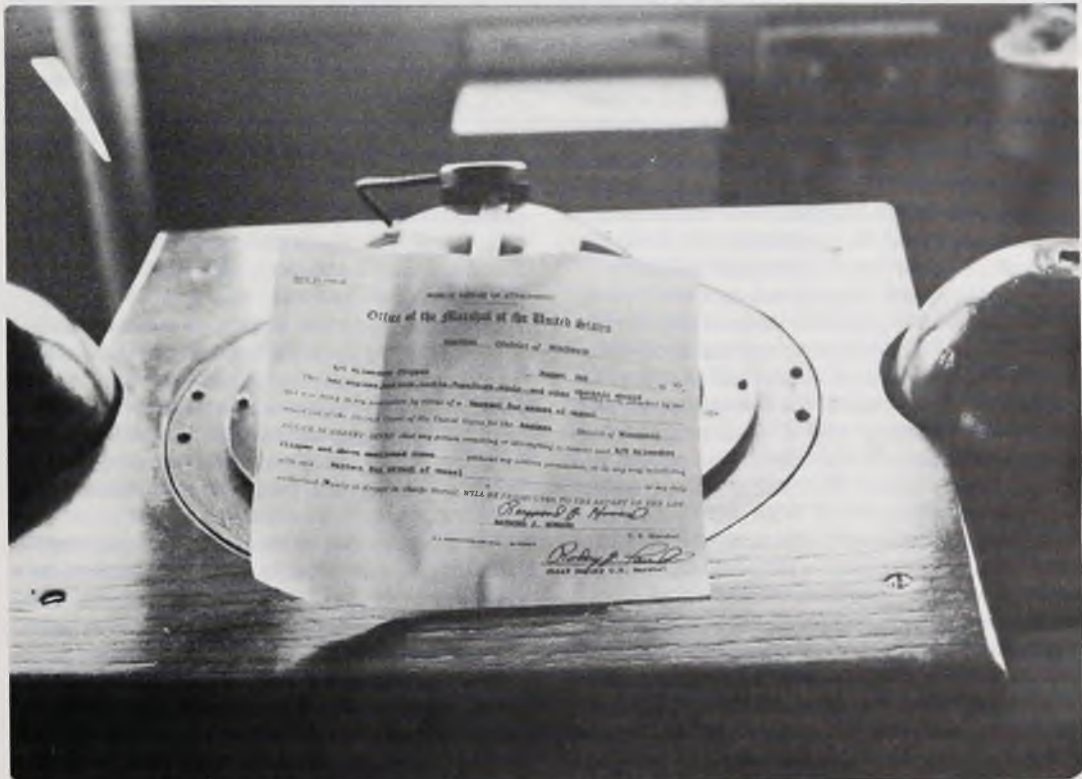
From June 15th until June 19th the *Clipper* remained in drydock. On the 17th the sandblasting was completed and the underwater survey begun. During this time about 21,000 rivets were marked for replacing, as well as three hull plates on the starboard side, aft, at the engine room. These three plates had deteriorated over the years, to the point of being wasted through in two spots.

On June 20th *Clipper* was taken out of drydock and moved to the fitting-out slip so that higher keel blocks could be put in the dock, allowing the shipyard crew to drive the necessary rivets. She then returned to the drydock on the 23rd, where part of the hull repair was begun.

On June 24th the internal inspection of the

vessel was begun, and it was noted that all four of *Clipper's* scotch boilers would need work, some of which was already being done. It was also noted at this time that the tailshaft would have to be renewed as there had been a cable wrapped around it for a number of years and that cable had worn a groove in the shaft. Other areas of the vessel that needed repairs were the #3 double-bottom tanktop, tanktops in the boiler rooms, as well as some welded plates which had been done when *Clipper* was being used in year-round service in earlier years. There were also other minor items that needed to be either repaired or replaced, including some of the life-saving equipment, but these were to be expected with a vessel that had been laid up for some seven years.

Work on the *Clipper* continued during the month of July, and on the 27th Mr. Gillon, in a letter addressed to the United States Coast Guard, Officer-in-Charge of inspection at Chicago, requested deferral of some of the work that was being required, due to the fact that Bayship was unable to complete all work in the time span that Mr. Gillon had in mind. Gillon proposed that the repair items be



Author's Photo

The "Public Notice of Attachment" by which all are informed that the "*Milwaukee Clipper*" is the possession of the United States Marshal.



Bay Shipyard, March 20, 1978. The *Milwaukee Clipper*, former *Juniata*, bears the name "*Clipper*", although the Marshal's Attachment indicates the name never became official.

"deferred for a period not to exceed ninety days." At the end of 90 days the *Clipper* would be returned to the shipyard and all required repair work would be completed. On June 29, 1977, J. M. Fournier, Commanding Officer of the Chicago Coast Guard base replied, stating that he would not grant the deferral of repairs, stating that "These items represent a vessel the condition of which is far below the minimum standards of safety for the type operation and route desired, and I cannot find any acceptable basis upon which to grant the waivers requested." So ended the proposed new career for *Clipper*.

In the first week of August it was reported that Illinois Steamship Company had sailed into financial difficulties. A New York-based investment group withdrew their support for the project after the Coast Guard refusal to certify the ship for service. At this time Bay Shipbuilding Company requested the U. S. District Court in Milwaukee to place the *Clipper* under arrest for the unpaid balance of expenses incurred by the repair work that had been done. This repair work amounted to a sum a bit in excess of \$300,000. On August

8th, a Public Notice of Attachment was served on the vessel and a U. S. Marshal's lock was placed on the *Clipper*. Since that time all work has ceased and *Clipper* has remained in Sturgeon Bay, nodding and napping in one of the shipyard's slips.

In January of 1978 I wrote to Bay Shipbuilding Company, as I had become interested in knowing what had happened to *Clipper*, and received from them a very kind invitation to visit the shipyard at my convenience and spend the day reviewing *Clipper's* history as well as touring the vessel as she then stood. So, that's exactly what I did.

On March 18th I boarded a single engine Cessna plane at what is jokingly referred to a "Mackinac Island International Airport" and flew to St. Ignace, where I caught a Greyhound bus and went to Green Bay, Wisconsin, remaining there until noon the following day when I caught another bus for Sturgeon Bay. After arrival there I checked in at the Holiday Motel where reservations had been made for me by Mr. Robert Rotundo, the able production manager for Bayship.

After checking in at the motel I grabbed my



camera and started walking around what I considered one of the nicest small towns I have been in for quite some time, taking pictures of almost anything that floated. While walking around. I went down to the yards of Peterson Builders, Inc., in the hope that I might be able to see an old friend from the Mackinac area, the former Michigan State Auto Ferry, *The Straits of Mackinac*. Sure enough, there she was, looking very lost, her paint cracked and peeling, and the bright red of her stack now showing the signs of age. Then, after taking a couple of pictures of *The Straits* I decided to walk down to the other end of town and find the object of my attentions, the *Clipper*. Fortunately, Sturgeon Bay is small enough that you can stroll from one end of town to the other without getting overly tired.

After walking several blocks I came to Bay Shipbuilding Company and was able to see *Clipper* lying peacefully in her slip at the yard. At the same time I was able to see two of the Standard Oil boats moored just behind *Clipper*. and the Cleveland Cliff's boat *Cadillac* in the drydock. So, I took pictures of all of them and wandered back toward town, taking a route that kept me going alongside the shipyard. Very shortly I came to a steamboat that I was not familiar with, a boat by the name of *Maxine*, and it was not until the next day that I was able to learn that she was the former *The International*. Next to the *Maxine* was the former *George E. Seedhouse*, now being used as a warehouse by Bayship. And finally, wandering a little further I came upon what was very obviously a new boat under construction. The next day I learned that it was Hull 721, it had been launched the Thursday before (just my luck, a day late and a dollar short), and would be christened the *Lewis Wilson Foy* in a very short time. Then, I returned to the motel.

At 8:30 the next morning, a Monday, a car from the shipyard picked me up and took me to the shipyard where I met Mr. Rotundo. After I had "stowed my gear" we went and had coffee in the coffee room where I met some of the other employees of Bayship, including Mr. Wendell Wilke, a Marine Draftsman with the shipyard. Mr. Wilke had graciously supplied me with a group of photos of *Clipper* arriving at Sturgeon Bay, (including one which appears with this article). After coffee Mr. Rotundo and I returned to his office, for a quick chat, during which time I was introduced to Mr. Francis "Doc" Kolbeck, Assistant Manager and Mr. Arthur Zuehlke, President of Bay Shipbuilding Corporation.

At 10:00 a security guard came to take me

aboard *Clipper* so I could photograph the interior of the vessel, and in general just look around. As is understandable, it was a far cry from the last time that I made a trip on *Clipper* on September 2, 1970. Gone were the crowds of people thronging her decks, and lounging in the sun. Gone too were the smells and sounds so much loved on a steamboat, the hiss of escaping steam from the stack, the gentle motion of the boat caused by the steam engine as she cuts through the water, and the smell of hot oil lubricating the myriad parts of the engine and other navigating equipment. Now all that remained was stale air and memories.

At any rate, I boarded *Clipper* at the main deck, something that very few were ever privileged to see during her cross-lake days. Here, in place of the car deck, Mr. Gillon had planned to install a beer garden, complete with dancefloor (using a dixeland band) and complete with "checkered tableclothes". The beer garden was to have extended from the boiler room casing aft to approximately 100 feet from the bow. Forward of this area there was to have been a pinball arcade extending to the crew's quarters forward. Much of the material for the planned Beer Garden was already on board, but had not been installed. Then we journeyed aft where I viewed the *Clipper's* galley and crew's quarters, trying to visualize what this would have been like when the boat was in full operation. I did not attempt to view either the engine room or boiler room due to the fact that there was no electrical power on the *Clipper*, other than for emergency lights, and I was a little leery of going down into the rooms without lighting.

From the main deck we went up to the Cabin Deck, entering in the main lounge. In the main lounge there was to have been a small bar installed on the port side, aft, against the forward bulkhead of the cafeteria. While this bar appears on the planned deck arrangement for *Clipper* I could see no indication that any work had been started for the conversion of the area. Also in the main lounge were rolls of carpeting that were to have been installed in various parts of the boat, including the main lounge itself.

Then we went into the cafeteria which was virtually unchanged from the *Clipper's* earlier days. Following this we walked forward, past the staterooms, where I took a couple of pictures of Stateroom #28, the last stateroom that my ex-wife, Eva, and I had occupied on *Clipper* when we made our crossing in 1970. Then, into the Club Lounge, where still another bar had been begun, but still uncompleted. I have been told that this was to be a 'piano

bar" with access to the Club Lounge deck forward.

After viewing the cabin deck, and taking pictures every step of the way, I was taken up to the sports deck, looking very much as it did during *Clipper's* days with the Wisconsin and Michigan Steamship Company. During this time I visited all of the *Clipper's* familiar lounges, including the Cocktail Lounge. In the Cocktail Lounge I was amazed to find that the grand piano and the Hammond organ had both been left aboard the vessel. Needless to say, while it's a small item, both will have to be replaced if *Clipper* ever sees service again. But, I took the time to sit down and play the piano for a couple of minutes (and I thought that my piano on Mackinac was bad).

Then we went up to the pilot house of *Clipper* and it was here that I let my imagination run and pictured the "old girl" out in the middle of Lake Michigan once again, or even better, cruising the Great Lakes from Buffalo to Duluth. Also, while on this deck, I climbed above the pilot house and took a couple of pictures of one of the items left from her early days on the Great Lakes, the *Juniata* bell.

By this time, I had covered all the areas on *Clipper* that I was interested in seeing (also because of the fact that I was frozen and it was getting close to lunch time), I bid *Clipper* a fond farewell, at least for the time being. Then, after taking a couple of pictures of the exterior of the boat, I returned to Bob Rotundo's office, and then went out for lunch at one of Sturgeon Bay's fine restaurants.

At lunch we were joined by Wendell Wilke and Robert Spude, son of Lloyd Spude who had had a long career with the Sturgeon Bay Shipbuilding and Drydock Company and later with Bay Shipbuilding Company. Naturally the talk was filled with information about *Clipper*, as well as other boats that have sailed the lakes.

Following lunch we returned to Bayship where I was able to visit with Mr. Robert Fischer and Mr. Bob Madson, both of Bayship. Mr. Madson had worked for Manitowoc Shipbuilding Company at the time that *Juniata* had been taken into the yards for conversion to *Milwaukee Clipper*, and was able to give me information that I did not previously have about the reconstruction work that was done to



A relic of earlier service when the *Juniata* ran in concert with the *Tionesta* and the *Octorara*. The bell of the latter still survives in the Dossin Museum.



her. All in all, a very enjoyable time was spent, and the time flew by all too quickly. It was time to leave Bayship, so I bid my farewells, vowing to return someday if for no more than a friendly visit.

That evening Bob Rotundo and I went out to dinner and were joined by Mr. Eli Rantanen, chief engineer on the new *Lewis Wilson Foy*. During dinner I learned that Mr. Rantanen and I had a mutual friend in Cleveland, and again the talk of steamboats flowed. But, all good things must come to an end, and so did my visit to Sturgeon Bay.

The next morning the courtesy car picked me up at the motel and drove me to Green Bay where I was scheduled to catch the bus back to St. Ignace. But during the drive back to Green Bay I decided to call the Chessie System in Ludington and see what the schedule was for boats leaving Milwaukee. I learned there was a boat out of there about 12:45 for the Michigan shore. I had just 15 minutes to get the bus for Milwaukee, which I did.

On arrival at Milwaukee I took a taxi out to Jones Island where the *Badger* had just

completed loading and I bought a ticket and went aboard. The weather was beautiful and there was but one other passenger on the boat, so it was almost like having my own private yacht. The trip across the lake was uneventful until we reached Ludington where we encountered some drift ice, but nothing severe enough to stop *Badger*. However, I did avail myself of the chance to tell the other passenger (who had never made a crossing in winter) that there was a chance that we might get stuck in the ice and so be marooned. This was not to be the case, and we reached Ludington with no trouble at all.

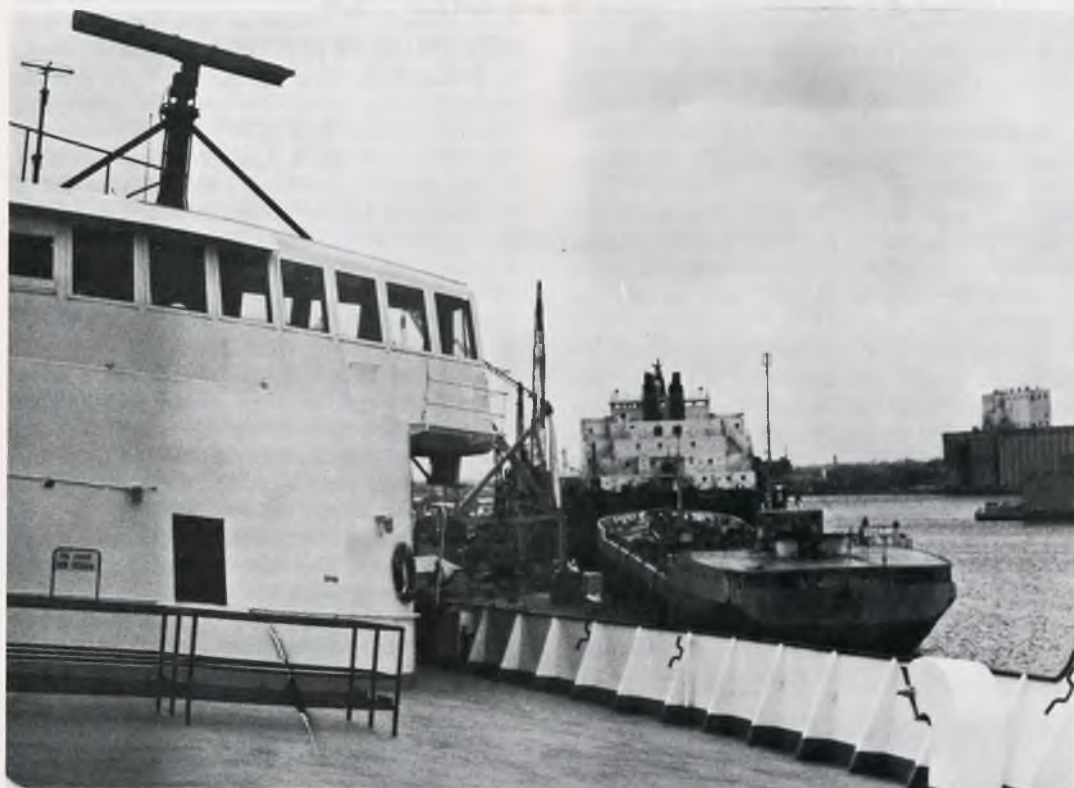
After arrival at Ludington, which was about 8:00 PM, I got a motel room and stayed there overnight, as I learned that *Spartan* was going out the next day. I had a friend on board and decided I would like to see him before I returned to Mackinac.

Next morning I went down to the C&O docks and waited for Bob May to arrive. After he arrived, and got his car unloaded, we went aboard *Spartan* and had coffee and had a bite to eat (proving to me that steamboat food is



Author's Photo

The *Straits of Mackinac* is in retirement at Sturgeon Bay. Her condition would leave one believing that any future use is extremely doubtful.



*Badger, Jupiter and Mesabe Miner*, all in Milwaukee where this view was taken on March 21, 1978, by the author.

still the best in the world). Then I decided that I would make a crossing with Bob on *Spartan*, thinking that I would catch a bus back from Milwaukee to St. Ignace.

The trip back to Milwaukee was filled with talk of *Clipper* as Bob had sailed aboard her for several years before she was retired. As a matter of fact Bob and I are still figuring on collaborating on a book about *Clipper* one of these days. During the trip across I was also able to visit the pilot house on *Spartan*, as well as the engine and boiler rooms; something that I had long wanted to do. Unfortunately, I had run out of film, so I wasn't able to take any pictures at any of these places. By the time visiting was done, or at least as time permitted, the Milwaukee skyline was in sight, so we went up on deck to watch the arrival and docking. True to form, I decided to go back across again, as there were still things that Bob and I could talk about, so when we docked I went down, bought still another ticket, and got on the boat again.

So, back to Ludington again, and the trip back was also filled with talk of steamboats, as I was able to visit with some of the crew of

*Spartan* and pick up bits of information that I didn't have about the C&O boats. All too soon the crossing came to an end. I said my farewells in Ludington and headed for St. Ignace, — this time reaching my destination — a little more tired, and a lot poorer than when I left, but immensely more happy.

As this is being written [April, 1978] *Clipper* is still tied up at Sturgeon Bay. In a recent letter from Mr. Gillon he advises me that efforts to find a backer for the *Clipper* have been unsuccessful, but that he still has hopes, even though slim. It is hoped that he will be successful in finding such a backer and that the beloved *Clipper* can return to doing what she was meant to do. . . take throngs of happy people out into Lake Michigan. But today, what will happen is anyone's guess.

Author's note: I would like to thank Mr. Robert Rotundo, Mr. Wendell Wilke, Mr. Arthur Zuehlke, Mr. Francis Kolbeck and Mr. Robert Fischer, all of Bay Shipbuilding Company for the great courtesy and assistance furnished to me during my time at Bayship, and to Bob May and crewmembers of the Str. *Spartan* for the courtesy extended to me during my crossing of Lake Michigan. This could not have been written without their collective help, and I owe them an immense debt of gratitude. Thanks also to Mr. James Gillon of Great Lakes Transit Company for providing me with a copy of the deck arrangement of *Clipper* under the proposed service. □



# GREAT LAKES & SEAWAY NEWS



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Jun. 23. . .The ICC has ruled in favor of the Grand Trunk Railway in their bid to abandon ferry service between Muskegon, Michigan and Milwaukee, Wisconsin. The last trip is scheduled to be run on July 2nd.

Jun. 27. . .The strike against the Iron Ore Company of Canada, at Seven Islands and Schefferville is continuing.

. . .The self unloader *W. W. Holloway* is now laid up at Chicago awaiting repairs at the American Ship Building Company yard there. The ship hit the new bridge in South Chicago.

Jul. 1. . .U.S. Steel's *Eugene W. Pargny* is now back in service after repairs to her auxiliary boiler, damaged in fitout.

. . .The second Annual Freedom Festival Tugboat Race on the Detroit River, between Old Fort Wayne and Dieppe Park in Windsor, Ontario, is won by the tug *Barbara Ann* of St. Clair, Michigan.

Jul. 3. . .The *Cunard Chieftan*, a motor bulk carrier, built in 1973, has been sold by Cunard Steamship Company, Ltd., London, to Panamanian interests for a price in excess of \$4.6 million. She was in the Lakes in June, 1978.

Jul. 5. . .Huron Cement's carrier *Lewis W. Harriman* cleared Duluth for Alpena after being idle for two years. She has been converted to burn oil.

. . .*Nicolas Pateras* has been refloated with assistance from two tugs. She is loaded and on a voyage from Thunder Bay, Ontario to Antwerp.

. . .Bethlehem Steel's new 1,000-footer, the *Lewis Wilson Foy*, passed Detroit upbound on her first trip.

. . .The specially-equipped tanker, *Commandant Henri* arrived in Montreal with 580,000 gallons of wine.

Jul. 6. . .Collingwood Shipyards, Collingwood, Ontario, plans to build a drydock capable of handling vessels of 1,000 feet, but they need \$12 million in government assistance to do so. So far the Canadian government has turned a deaf ear to the requests.

. . .While docking at Montreal, the Greek bulk carrier *Atlantic Horizon's* bow contacted the Canadian tanker *Ungava Transport*, causing only slight damage. The *Horizon* is on a trip from

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MASSMAN PHOTO

A conflict with a new South Chicago bridge damaged the *W. W. Holloway*.



Photo by PETER B. WORDEN

The *Eugene W. Pargny* is back after repairs to her auxiliary boiler.



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GREAT LAKES & SEAWAY NEWS ●

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Photo by SKIP GILLHAM

The *Lewis G. Harriman* is back at work after a long term idleness. She is seen here on the Welland Canal, bound for Oswego, N. Y., in August, 1975.

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Toledo, Ohio.

. . .According to a report received from London, England, Fraser Shipyards Inc., of Superior, Wisconsin, is on strike.

Jul. 7. . .Canada Cement's *Cementkarrier* is being stripped to the hull at Toronto.

. . .The *Atlantic Horizon* has departed Montreal for Baie Comeau.

. . .The Greek motor vessel *Hellenic Splendor* grounded in the St. Lawrence River, 30 miles above Quebec City. Attempts to refloat will await high water.

. . .As of today there are no port dealys in the Great Lakes.

. . .Grand Trunk Railway has announced they will continue ferrying cars until the company received an official document of abandonment.

. . .The *Photinia* was refloated today with the assistance of five tugs. She is to be towed to Sturgeon Bay, Wisconsin, where she will be repaired. The Coast Guard are sending vessels to monitor the ship's progress. Her new owners, Selvic Marine Towing, of Sturgeon Bay, and Midwest Marine, of Mount Prospect, Illinois, began efforts to refloat her on June 28.

Jul. 8. . .A special pollution control vessel has been stationed at Alexandria Bay, New York.

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. . .*Photinia* has arrived at Sturgeon Bay, where she will be maintained afloat until she can be drydocked, later this month.

Jul. 9. . .The *Saguenay* has cleared Port Weller Drydock and has been replaced by Upper Lakes' bulk carrier *James Norris*. The *Norris* suffered bottom damage when she hit a shoal at Kingston, Ontario in late June.

. . .The self-unloader *Adam E. Cornelius* departed Muskegon, Michigan after repairs to a broken reduction gear were completed. On May 25th, she broke down in Lake Muskegon and was towed to the Mart Dock in Muskegon by Bultema's tug *American Viking*.

. . .The demolition of the Canadian vessel *Cabot Strait* has begun at Brownscille, Texas, by Consolidated Andy, Inc.

Jul. 10. . .The Brotherhood of Railway and Airline Clerks have struck the Norfolk & Western Railway, completely shutting down the N&W Detroit River ferry operations.

Jul. 11. . .*Nicolas Peteras* arrived at Quebec City and departed later in the day for Antwerp.

Jul. 12. . .The *Peter Robertson*, now chartered to the St. Lawrence Seaway Authority, has been renamed *Marinsal*. She is idle at Thorold, Ontario and will be used as a test ship in the shunter project experiments.

Jul. 13. . .Bultema Dredge & Dock yard on Muskegon Lake is full of life with their recent acqui-

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Photo by SKIP GILLHAM

The *Marinsal*, ex-*Peter Robertson*, will be used in a research project on the Welland Canal. She is seen here at Thorold, Ontario, in July, 1978.



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tion of the former Eder Barge and Towing tugs, *John Roen V*, *John Purvis* and, today, the barge *Maitland*, ex-carferry, was moved to the site after about a week at the Mart Dock. This is a home-coming for the *Maitland*, for she ferried automobiles between Muskegon and Milwaukee during the late 1930s and, ironically, she loaded at the site that is now the Bultema yard.

. . .The advance crew arrived at Port Colborne to fit out *Imperial London* for her trip south. Her sale has finally been completed.

. . .Bethlehem Steel Corporation has sold their bulk carrier *Steelton* to Medusa Cement. The ship is to be converted to a cement-carrier.

Jul. 15. . .After having discharged some cargo the *Hellenic Splendor* (Montreal for Greece) was refloated with assistance from the tugs *Helen McAllister* and *Cathy McAllister*. She was taken to the Batiscan anchorage where the cargo will be reloaded.

Jul. 17. . .The ferry *Osborne Castle* is a new visitor to the St. Lawrence River. She is now owned by Traverse Trois Pistoles and will enter cross-river service as the *Le Gobelet D'Argent II*.

Jul. 18. . .Masters and chief engineers employed on the tugs operated by Eastern Canada Towing, Ltd., will go on strike July 20th., unless the company agrees to changes in working hours. Eastern Canada tugs operate in the Halifax, Seven Islands and Baie Comeau area.

Jul. 19. . .The Canadian tug *Wilfred M. Cohen* and *G.L.B. Barge #3* delivered more broken molds (scrap iron) to the Ford Rouge Plant from Algoma Steel at the Canadian Soo.

. . .*Hellenic Splendor* has resumed her voyage.

. . .The *Marathon*, ex-*Idrija*, sailed from Piraeus, Greece for Savona. As the *Idrija* she sailed the lakes until her accident.

Jul. 20. . .The strike at the Iron Ore Company of Canada, at Labrador City, Seven Islands and Schefferville, has been settled.

Jul. 21. . .Hall Corporation Shipping, Ltd., Montreal, joined with Canadian National Marine and RSU, Ltd., of the Netherlands, in a bid to acquire the Hawker-Sidderley Shipyard at Halifax.

. . .The U.S. Army, Corps of Engineers, proposes to build two dams, one in the Detroit River and the other in the St. Clair River, as part of a plan to bring year-around shipping to the Great Lakes. Benefits to the area are expected to outweigh the estimated \$47.7 million costs.

. . .From Sturgeon Bay, Wisconsin, a report that the *Photinia* will be scrapped. A survey in drydock revealed an estimated \$2.8 million in damages. The ship has large punctures in the stern and is dented from stem to stern. With the City Council's approval, she will be towed to City Dock where she will be dismantled.

Jul. 24. . .The Brotherhood that is on strike at Norfolk & Western Railroad gave permission for the N&W tug *F. A. Johnson* to be moved from the Detroit dock to Nicholson's dock at Ecorse, Michigan. There maintenance will be done, including new hull plating on her port side. The other N&W tug, *R. G. Cassidy*, remains at the Detroit dock.

Jul. 25. . .The Canadian ice-breaking freighter *Arctic* arrived at Nanisivik, in the far north. She had to battle ice up to 3 feet.

Jul. 26. . .The Liberian vessel *Sachsenhausen* unloading at Thorold, Ontario, was sold by Intermarine, Ltd., SA to a Greek concern. The Taiwanese crew will be replaced, but they are claiming they are owed back pay.

● GREAT LAKES & SEAWAY NEWS

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Photo by SKIP GILLHAM

With repair costs exceeding the value of the vessel, *Photinia* is slated for scrap. This photo of her was at Welland Canal on May 19, 1969.

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Jul. 27. . .The CSL package freighter *Fort Henry* laid up at Kingston.

. . .The Canadian bulk carrier *Senneville* suffered a mechanical breakdown in Lock 4, Welland Canal. An electrical malfunction caused the trouble.

Jul. 28. . .The *James Norris* has cleared the Port Weller Drydock following survey and repair.

. . .The Canadian government has agreed to lend \$40 million to Global Marine, Inc., to help finance the purchase by the company of two drilling rigs from Davie Shipyard, Ltd., of Levis, PQ.

Jul. 29. . .The bulk freighter *Fotini* is the first vessel to arrive at the Port of Churchill. She was held up a day because of ice conditions in the area.

. . .The strike is over at Eastern Canada Towing Co.

. . .The *D. C. Everest*, owned by American Can of Canada, Ltd., is downbound in the Welland Canal with pulpwood for Cornwall, Ontario. This is an unusual trip for this vessel.

. . .In what seems like an error, the *Sachsenhausen* has been renamed *Maount Athos*. The Taiwanese crew received over \$4,000 in back pay before they headed home. A greek crew arrived



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to replace them.

Jul. 30. . .The Liberian motor bulk-carrier *Federal Schelde* struck bottom in the St. Marys River at the entrance to Lake Huron. She was downbound on a partially loaded passage to Port Cartier. She went to anchor at the DeTour 2 anchorage. She has been holed forward, is drawing 30 feet of water forward, and awaits Coast Guard inspection.

Jul. 30. . .The small tanker *Lake Transport*, idle since the summer of 1974, at Sorel, Quebec, is being scrapped there.

Aug. 1. . .An ecology group is opposed to a U.S. Corps of Engineers' plan to build dams on the Detroit and St. Clair Rivers to extend the shipping season. Mr. T. Washington, executive director of the Michigan United Conservation Clubs, said the dams would damage sport fishing, as well as hamper sailing.

. . .The Canadian bulk-carrier *George M Carl* struck a pier at Thunder Bay, Ontario. She damaged her rudder, as a result of which she has put in at Sturgeon Bay, Wisconsin for repairs.

. . .There are six grain vessels loading at the Port of Duluth/Superior; two are waiting to load and 17 are expected to arrive by August 3.

. . .*Federal Schelde* is anchored off DeTour, Michigan. Her pumps are controlling the leakage into her forepeak, deep tank and #1 double-bottom tank with difficulty. Divers are making temporary repairs.

Aug. 2. . .Lykes Brothers Steamships will expand lakes service to South American ports when their vessel *Gulf Banker* loads for Puerto Cabello, Venezuela and Santa Marta, Columbia.

. . .Divers have succeeded in stopping the leakage on *Federal Schelde*.

Aug. 3. . .The sale of the seven Branch Lines fleet of vessels of Canada has been announced. Davie Shipbuilding has purchased the fleet from Marine Industries and they will continue to operate as a separate entity.

. . .A crewman on board the Canadian bulker *Helen Evans* was killed in an accident at Port Cartier, Quebec.

Aug. 4. . .The *Federal Schelde* departed the DeTour anchorage, enroute to Quebec City area, at reduced speeds.

. . .The U.S. Coast Guard cutter *Bramble* received a new captain today when Lt. Cdr. Charles S. Park III, USCG, took command from Cdr. Clifford E. Banner, USCG. Park comes from the Office of Search and Rescue at Coast Guard Headquarters, Washington, DC. Banner will serve as Chief of the Auxiliary Affairs Branch of the Boating Safety Division at Ninth District headquarters in Cleveland.

Aug. 5. . .While shifting from the Sun Oil Dock in Sarnia, Ontario, down to the Shell Oil Dock, the Canadian *Texaco Warrior* went aground. She freed herself in about a half hour by pumping part of the cargo from one tank to another.

Aug. 6. . .After returning from Europe, the Canadian ice-breaking bulk carrier *Arctic* will be used in service to Strathcona, North Baffin Island, to load cargoes of zinc or lead concentrates. She will also carry grain from the Port of Churchill, on Hudson's Bay, to ports in Europe.

. . .Ocean-going outbound vessels are anchoring up to six hours in Lake Huron, just north of the St. Clair River, waiting for pilots. Pilots guided 56 ships past Port Huron, Michigan, in three

## ● GREAT LAKES & SEAWAY NEWS

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days last week.

Aug. 7. . . The U.S. Federal Engineers are studying a proposal to rebuild Great Lakes shipping channels to permit giant ships to use them. Plans call for construction of larger locks at the Soo, and deepening the shipping channels. Ships could be 1,200 feet long with a beam of 130 feet, sailing in channels 32-feet deep.

. . . The Seaway says that upbound ships entering the Great Lakes and wishing to return down-bound would be accepted for transit at the Welland Canal up to midnight, December 6. Down-bound ships would be accepted for transit at Crossover Island up to midnight, December 15; upbound vessels would be accepted for transit at Cap St. Michel up to midnight December 15.

. . . The Pakistani vessel *Moenjodaro* arrived in Montreal, completing a passage from Karachi.

Aug. 8. . . Three U.S. Navy destroyers will be operating on the Great Lakes during the period from August 11 to September 11.

Aug. 9. . . The *Moenjodaro* is reported at Montreal with engine trouble.

Aug. 10. . . The Logistic Corporation has purchased March Shipping, Ltd., an agency heavily involved in booking salt water visitors into Canadian ports.

. . . *Federal Schelde* has arrived at Quebec City and is expected to drydock August 12.

Aug. 11. . . When the Canadian trailing section dredger *Ile Aux Courdes* left dry dock at Sorel, following completion of repairs, she sank. The main suction valve and pump clean-out box cover were left open, causing the sinking. A diver was used to close the valve and she was raised.

Aug. 12. . . The tug *Robert H.* towed the tanker *Willowbranch* from Sorel, Quebec. She last operated in 1975. Destination is not reported.

Aug. 14. . . *Federal Schelde* is drydocked at Quebec City and repair is underway.

. . . *Frobisher Transport, ex-Axel Heiberg; ex-Olav Syd*, a tanker, has been sold by the Hall Corporation Shipping, Ltd., to Shell Canadian Tankers [1964], Ltd., both of Canada. They have renamed the vessel *Northern Shell*.

Aug. 15. . . *Willowbranch* is now at Toronto, Ontario.

. . . *Maplecliff Hall* is aground off Montreal east.

Aug. 16. . . Upper Lakes' *St. Lawrence Prospector* will be converted to a 730-foot laker this winter at St. John's, Newfoundland. Only her stern section will be retained. She is currently on a voyage from the lakes to Cyprus with grain.

. . . High winds troubled the Welland Canal. The *Panto Krator's* stern went out of control above Lock #1, delaying traffic until it could be brought in. The *Fotine* experienced problems in Lock #7, resulting in a delay of 2½ hours.

Aug. 17. . . The bulker *Maplecliff Hall* was released after being lightered by *P.S. Barge No. 1*.

Aug. 18. . . American Shipbuilding Company shipyards at Lorain and Toledo, Ohio, and at Chicago, Illinois have been closed by a strike.

. . . Fraser Shipyards, Inc., Superior, Wisconsin remains closed by strike action, begun July 1.



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. . .The *George M. Carl* has returned to service following repair.

. . .The Yugoslav motor vessel *Marke Marulic*, on a partly loaded trip from Thunder Bay, Ontario to Algeria, went aground at the entrance to the Neebish Cut in the St. Marys River. Four tugs were engaged to help float her. She is loaded with rapseed.

Aug. 19. . .Tugs have been unsuccessful in refloating the *Marko Marulic*, and it will be necessary to lighter the vessel.

. . .Hanna's new 1,000-foot self-unloader, *George A. Stinson* was towed by six Great Lakes Towing Company tugs which brought the vessel to the Ecorse [Michigan] dock of Great Lakes Steel Company.

Aug. 19. . .The *George A. Stinson* was moved again today, tugs this time bringing her to the downtown-Detroit dock at the Ford Auditorium, in the Civic Center, where the ship is to be on display for participants of a christening ceremony on August 21st.

. . .The 1,000-foot *Belle River* passed Detroit, the first time she has been across Lake St. Clair. She is loaded and downbound.

. . .The collection of newly-built, but unclaimed vessels from the Marine Industries now includes ~~*Marindus Trois Rivières*~~ and *Marindus Rimouski*. a total of six await buyers.

. . .The passenger liner *Kungsholm* cleared Montreal on the final leg of her last voyage under that name. She has been sold to the English P&O Line and will be refitter for cruise service from Australia. She is the longest passenger liner ever to call at Montreal.

Aug. 20. . .Canada Cement's carrier *Cementkarrier* arrived at Trois Rivières, Quebec, in tow of the tug *Robert H.* She is now owned by the Three Rivers Boatman, Ltd., and is to be converted into a salvage barge.

Aug. 21. . .The *George A. Stinson* is christened at Detroit by Betty Stinson, wife of George A. Stinson, board chairman of National Steel Corporation, at 11:28 AM. The *Stinson* was the first major vessel christened at Detroit since Bethlehem's *Arthur B. Homer* was launched in 1959. Her skipper is Capt. George V. Chamberlain. Later in the day, six "G" tugs took her, stern-first, back downriver to Ecorse where she was placed in the Nicholson slip for completion of work that had been delayed by the shipyard strike. During the trip down, she was passed by the upbound 1,000 foot *Belle River*.

. . .*Marko Marulic* commences discharging her cargo into barges.

Aug. 22. . .Even with repair work incomplete, the *Moenjadaro* sailed from Montreal for Baie Comeau and Leghorn. Repairs are to be completed on the voyage to Baie Comeau.

. . .*Marko Marulic* is refloated and is now at anchorage reloading cargo.

Aug. 23. . .Reloading completed, and an examination by divers revealing no leakage, the *Marulic* has continued her journey.

Aug. 25. . .As the Greek bulk carrier *Alkyonis* was leaving Baie Comeau for Japan, she brushed the Liberian vessel *Aegean Neptune*, which was lying at anchor off Baie Comeau. Damage to both vessels appeared slight.

. . .The U.S. Navy destroyers scheduled to visit the Lakes are the USS *William C. Lowe*, USS *Davis* and USS *Robert A. Owens*. They will visit at the ports of Oswego, Ogdensburg and Buffalo, NY,

## ● GREAT LAKES & SEAWAY NEWS

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Erie, Pennsylvania, Cleveland, Ashtabula and Toledo, Ohio, and Detroit, Michigan, plus several Canadian ports.

Aug. 25. . . A deadlock has developed in negotiations aimed at attaining a new two-year contract between the Canadian Lake Carriers Association and the Canadian Marine Officers' Union.

. . . The Canadian tug *Wilfred M. Cohen* and *Princess No. 1* towed the American bulk-carrier, *George M. Steinbrenner* into the scrapyard at Ramey's Bend at Port Colborne, Ontario.

. . . The Canadian vessel *Leadale* is now in Hamilton, Ontario, having been towed there from Toronto in the past week.

Aug. 26. . . Repairs being made on the *Federal Schelde* have been completed.

. . . Vandals set fire to the forward cabins of *Avondale*, causing serious damage. She has been idle at the old canal bank since November, 1975.

. . . *Ontario Power* left the Port Weller Dry Dock and was replaced by the *Day Peckinpaugh*.

Aug. 28. . . *Day Peckinpaugh* is off the dry dock at Port Weller.

. . . *Marco Marulic* arrived at Montreal.

. . . The salty *Marathon* arrived in the Ford turning basin in the Rouge River, at Detroit, with a load of coke. Also there this season with coke were the *Atlantic Champion* on July 21st., and the *Parthenon* on August 5th.; an unusual amount of salty traffic for the Rouge River.

Aug. 29. . . Algoma Central's *Algosoo* went on the drydock at Port Weller with a leak in the tail shaft area.

Aug. 31. . . *Marco Marulic* has cleared Montreal, bound for Algiers.

### MISCELLANEOUS

. . . Ex-USCG icebreaker *Edisto* is still for sale by Boston Metals Company, of Baltimore, MD.

. . . Canadian registrations have been closed for the following vessels: *Conrad Marie*, *Baffin Transport*, *Notre Dame Des Meres*, *George Herbert* and *L'Etoile De L'Ile*.

. . . The *Ageos Nicolaos*, better known from the pre and early seaway days as the *Borgholm*, suffered minor fire damage, 60 miles north of Bohrain, May 22 and has been declared a total loss.

. . . The *Agia Irini*, better known on the lakes as *Prins Willem III*, sank May 23, enroute Piraeus to Genoa.

. . . The former *Orient Explorer*, idled since a fire on January 7, 1977, has gone for scrap at Kaohsiung, Taiwan.

### FOLLOW UP.

. . . On August 9, a U.S. Federal Judge, in an action to satisfy creditors, authorized the sale of the cruise ship *America* at public auction on August 28, at New York City. On that date, *America*, ex-*West Point*, ex-*Australis*, was sold to her former owners, Candris Lines, for \$1 million. Candris had sold her to Venture Cruises for \$5 million, just five months previously. Candris' plans for the were undisclosed. On September 6, the *America* cleared New York City for Piraeus, Greece.



# INDEX: VOLUME XXVII

Prepared by ROBERT E. LEE, *Telescope* Editor  
assisted by MRS. THELMA SAVAGE

This index provides the reader of *Telescope* with a complete listing of names of ships, persons, institutions, organizations, places, and titles appearing in Volume XXVII, 1978.

Page numbers in this volume are consecutive and the entire volume is treated as a single entity. Numbers given are *page numbers only* and, to avoid confusion, issue numbers are eliminated. The one exception is reference to a cover picture in which case the listing would appear "Cover-3" which would indicate the cover of issue No. 3 — May/June. Numbers with an asterisk [\*] indicate a photograph. Names of vessels appear in *italics* with all other entries appearing in regular typeface. □

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