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DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

## MEMBERSHIP NOTES

Welcome back for the year 1979, and we are glad you decided to stay with us in spite of the increased costs. The inexorable pressures of inflation continue to gnaw at us, and it was only that fact that made us raise the rates. It was most painful, we know, for our Canadian friends, but between the discount on Canadian money and the increased postal rates there was really no choice but to go up as much as we did. The irony in all this is that the government keeps telling us that it wants to cut inflation. . .yet it is the *government's* post office that has contributed most to it in this instance.

On the brighter side, we do feel that the product we're getting to you is much better this year than it was at the beginning of last year, and from all we've heard you agree. We will try to keep up the standard, and we'll need you to help us do it. Remember, the articles we publish come from you, the readers. Keep these fine articles coming in, and we'll keep giving them an attractive format in which to present them. Together, we'll make it. □

## MEETING NOTICES

Membership meetings are scheduled for the following dates. All meetings are held at the Dossin Museum, and all are at 8 pm on the dates given; January 26, March 30 and May 18, 1979.

Business meetings (*to which all members are invited*) will be held at the Dossin Museum on the following dates: January 5, February 23 and April 27, 1979. □

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## A Special Notice. . .

In past years we sent you a windshield emblem each year when you renewed. This year we didn't. However, they are still available, and all you need do is ask. . .but you MUST ASK. So, if you want an emblem for your windshield, send a stamped, self-addressed envelope with your request and we'll return your emblem in your envelope. No charge. □

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OUR COVER PICTURE. . .One of the new breed of lake freighters, the subject of an article on Page 3, is the *JOSEPH L. BLOCK*. Although she has the same unattractive lines as others of her type, the paint scheme of Inland Steel does much for the looks of this ship. The photo is by Richard Nicholls. □

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# GETTING TO KNOW AN UGLY DUCKLING

by
PAUL G. WIENING


Photo by the Author

At first it was a real shock — the successor company to the shipyard that had long turned out beautifully graceful masterpieces of style and design, the likes of *Edward L. Ryerson* and *Adam E. Cornelius,* appeared to have completely forsaken all efforts at building grace into ships.

That was the first impression to many shipwatchers at the first glance of the *Charles E. Wilson* — the first of the "ugly ducklings" from the Bay Shipbuilding Company in 1973.

Vaguely resembling not much more than a flat-top barge with a house at the rear, the *Wilson* and several others of her ilk that were erected in Sturgeon Bay, however, were — if nothing else — *practical.* Encompassing the

latest trends in modern shipbuilding, the new series of vessels from Bayship incorporated the latest techniques of ship design and function.

Utilizing a basic design that could be expanded to many different hull sizes, the shipyard quickly prospered, and the *Wilson* was followed by a wide variety of sizes of the same basic design. The first customer was the American Steamship Company, and they became a virtual floating catalog for the shipyard, with no two vessels of the first five they purchased being the same design.

The shipyard quickly acquired orders for more of their products as government subsidies became available, and the need for new ships grew critical. Until the sudden boom in shipbuilding of the 70s there had been only two new U.S. ore carriers constructed in a decade. The *Roger Blough* and *Stewart J. Cort* were the last super-carriers built to the traditional lines of Great Lakes ships — having the pilot house foreward and the machinery aft. (Some may question how traditional is the *Cort*, being a sort of barge with a factory at one end and a tenement at the other. . .Ed.)

Recently the eighth "ugly duckling" was christened and put into operation, with number nine quickly taking shape right behind her. The *Buffalo*, a utilitarian-looking self-unloader is 630 feet in length, and a virtual duplicate of her sister, the *Sam Laud*. Both are owned by American Steamship Co.

The universal configuration of the new style of Great Lakes ship being produced in Sturgeon Bay has been very successful. In the short years since the yard began seeking orders for their ships in 1972, the company, and the city, have reaped the profits. From whence came this sudden boom?

In 1968, the Manitowoc Shipbuilding Company acquired the first of several properties in Sturgeon Bay. The Sturgeon Bay Shipbuilding & Drydock Company's facilities were purchased first. In 1970 the additional real estate of the nearby Christy Corporation was acquired and together it operated as the Bay Shipbuilding Company, a division of the Manitowoc Company. The two yards covered 36 acres.

The biggest decision was made in the spring of 1972, when the Manitowoc Shipbuilding Company moved all of their facilities to the larger property at Sturgeon Bay. The Manitowoc firm had been in that city for 70 years, and built many of the Great Lakes carferries, as well as a flotilla of submarines during the war years.

Immediately plans were laid to build a huge new drydock that could accomodate the modern thousand-foot lakers. Sales began on the ships that would eventually lead up to the first 1,000-foot Bayship vessel, which would be delivered in 1977.

Starting with 250 employees in 1971, Bayship presently employs 1,800 persons. It is the largest, and one of the most modern of shipbuilding and repair facilities on the Great Lakes. Not including an assortment of various barges and derrick boats, the following is a list of the vessels produced at the new shipyard since 1971:

| | | | | |
|---|---|---|---|---|
| *Eyrabakki* | Passenger Boat | 87' | Washington Id. Ferry | 1971 |
| *Charles E. Wilson* | Self Unloader | 680' | American SS Co. | 1973 |
| *H. Lee White* | Self Unloader | 704' | American SS Co. | 1974 |
| *Sam Laud* | Self Unloader | 630' | American SS Co. | 1975 |
| *St. Clair* | Self Unloader | 770' | American SS Co. | 1976 |
| *Joseph L. Block* | Self Unloader | 728' | Inland Steel | 1976 |
| *Belle River* | Self Unloader | 1,000' | American SS Co. | 1977 |
| *Lewis Wilson Foy* | Self Unloader | 1,000' | Bethlehem Steel | 1978 |
| *Buffalo* | Self Unloader | 630' | American SS Co. | 1979 |
| *Edwin H. Gott* | Self Unloader | 1,000' | U. S. Steel | 1978* |
| *Hull Number 719* | Self Unloader | 1,000' | American SS Co. | 1979* |
| *Hull Number 722* | Self Unloader | 630' | Oglebay Norton | 1979* |
| *Hull Number 723* | Self Unloader | 728' | American SS Co. | 1980* |

*abuilding

The "ugly ducklings" are apparently here to stay, and they are increasing in numbers on the Lakes, as is apparent in the above list. Since they won't be going away, the old time ship watcher needs to get acquainted with them.

Perhaps these vessels are being viewed with some of the same distain given the first whalebacks in the 1890s. In fact, some of the new configurations are about the same. The whaleback had all cabins mounted aft — and were also a radical design.

The Bayship products are not that radical, however. On the ocean the style of aft-mounted cabins has been practiced for many decades. Canadian shipbuilders and American Shipbuilding's products also resemble the Sturgeon Bay products. As far as comfort goes, the module design of the cabins is convenient for what used to be termed "front-end crew." Going to the galley is simply a matter of going up or down a few floors. . .instead of walking hundreds of feet through a gale.

On August 6, 1978, Bay Shipbuilding opened its doors to the public to get an inside look at their products, and the facilities. The high spot of the open house was the opportunity to tour the new *Buffalo*, as well as to get an up-close look at the new *Edwin H. Gott*, which was a long way from completion for U.S. Steel.

Although esthetically it is doubtful that the *Buffalo* and her sisters will ever replace the style and grace of the *Edward L. Ryerson*, the ship does present herself well. Perhaps not as luxuriously fitted as bigger ships, the *Buffalo* features comfortable, if not spacious, living quarters for the officers and crew. A large galley and adequate dining room are equipped with the latest appliances.

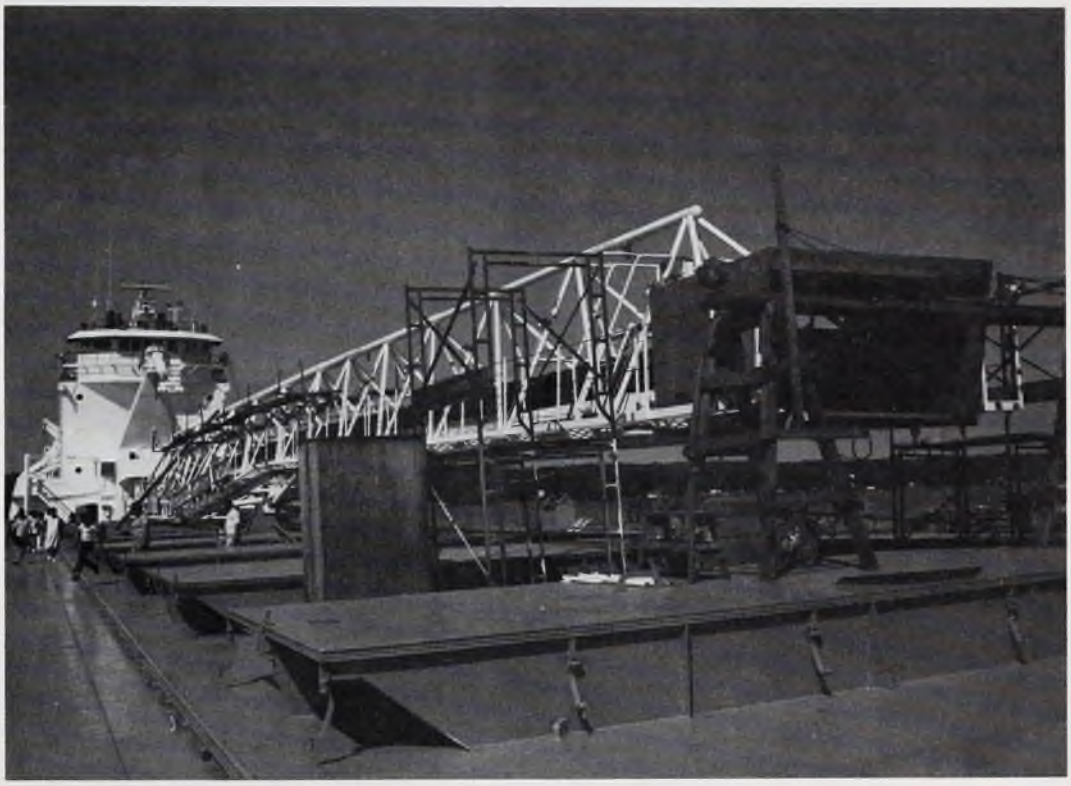


Photo by the Author

*Deck view of the* BUFFALO *shows the hatch arrangement, pilot house, and the construction details of the unloading boom.*

Photo by the Author

*View from* BUFFALO's *pilot house shows vessel' impressive length.*

Below the rear deck is the engine room. Compact design allows the two main propulsion diesels to be snuggled in a clean and modern engine room. On a deck above the engines are located the electric generators and the main electrical panels. As one tours the various rooms in the five-storey rear deckhouse one is impressed with the compactness and utility of design. . .much as modern house-trailers obtain the most living space from a limited area.

It's a hefty climb from the engine room to the pilot house, located five floors above the main deck. . .and roughly seven floors above the engine room floor. Spartan in appearance, the modern pilot house is equipped with virtual wall-to-wall equipment needed for modern Great Lakes navigation.

At the captain's position at the center window are various gauges for the automatic operation of a modern motor vessel. A large panel to the left contains the push-button controls for the bow and stern thrusters. The main radar screen in a little farther to the left. At the right are other gauges for the gyro and other operations on the vessel.

The captain's view from the center window is

Photo by the Author

*Pilot house of the* BUFFALO *is a symphony of modern functional design, placing all operating controls within easy reach of the master.*

somewhat restricted by the top of the hoist structure for the unloading boom. Far forward is the rounded bow, and one can only wonder how good the visibility is in foggy or hazy weather.

From the wheelsman's traditional position, a platform slightly elevated in the center of the pilot house, one can read an array of other gauges above the pilot house windows. Read-outs include rudder angles, headings and course. The wheelsman's vision forward is slightly better.

In an adjoining room to the rear of the pilot house is an office for charts, and two radio-telephones. A traditional radio and intercom setup is located at a large chart table. A modern direct-dial Lorain telephone is mounted on the rear wall, with push buttons, just like a regular telephone, to select the various frequencies of the VHF system for direct dialing. In addition to being able to direct-dial from the ship, shipping companies can call the ship directly — a relatively new innovation. At the rear of the pilot house is an "Observation" deck - and its a long way down to the water when the ship is light.

Walking forward from the cabins, the deck is relatively clear and uncluttered. The 250-foot tubular boom extends forward from the cabins, and is cradled in a chock near the front. All of the elevator equipment for the unloading mechanism is housed in a central portion of the cabins, conserving deck space.

At the bow, in lieu of traditional spars, is a small lookout cabin which can be used to aid navigation. Not much bigger than an outhouse, the lookout can climb a vertical ladder, enter a trap door and have a 180° view in front of the ship. Digital readouts for draft and ballast are mounted in cabinets on the foredeck.

The tour was pleasant, on a warm sunny summer day in Sturgeon Bay. An added treat was a chance to view the *Stewart J. Cort,* which was in drydock, and the *Clipper,* which almost returned to service last year.

The *Buffalo* entered service late in September as part of the ever-growing new fleet of self-unloaders. Regardless of how practical she and her "ugly duckling" sisters are — and, even though I've gotten to know one a bit better — its doubtful their practicality will *ever* outweigh the esthetics of the traditional Great Lakes steamer. But, there aren't many of the traditionals left anymore. □

# GUEST EDITORIAL

## Bureaucrats note:
## That Blue Stuff is the Great Lakes

by
CASEY BUKRO

*[Casey Bukro is The Tribune's environment editor.]*

Editor's Note: The following item appeared in the *Chicago Tribune*, and *Telescope* reprints it here with permission of the *Chicago Tribune*. We are indebted to member Robert E. Johnson for bringing it to our attention; and, to Mr. Bukro for saying, so much better than we could, what needed so much to *be* said.

One of Washington's top environment officials happened to see a shimmering blue ocean from a downtown skyscraper while visiting Chicago.

"What's all that water out there?" the federal official asked, and was told it was Lake Michigan.

The tale reflects the ignorance and the indifference toward the Great Lakes that prevails in Washington today.

"There is still the sentiment that the Great Lakes are just little puddles across the northern border of the country," says Dr. Edith Tebo, director of the U.S. Environmental Protection Agency's Great Lakes program. Her own agency is infected with it.

"I've been told by people in Washington that Great Lakes pollution is just a regional problem," she says. "It's frightening when you realize that 95% of the fresh surface water in the United States is in the Great Lakes, and it's a fifth of the fresh water in the world."

The lack of appreciation for the Great Lakes as a national resource is nowhere more apparent than the somnambulant pace with which the federal government is moving to adopt a renewed Great Lakes treaty with Canada.

An agreement signed in 1972 has been updated after negotiations between the two countries, taking into account needs to strengthen or add certain areas of pollution control. The Canadians have signified readiness to adopt the new pact.

But here in the United States, officials appear to be engaged in a sleight-of-hand show. EPA and State Department officials, for example, held a public hearing in Chicago last May [1978] on the treaty, but refused to show a copy of the 60-page document.

Even now, only "leaked" copies can be found. It is an affront to a country that prides itself on working out in the open, and makes a sham of so-called public participation.

Washington observers say the secrecy and hesitation can be traced to one provision in the treaty — Article II. In essence, it says the U.S. and Canada must provide the necessary funds to carry out the clean waters agreement.

Both the Office of Management and Budget and the EPA are reportedly trying to get Article II deleted, though it appeared in the first treaty. In fact, the new treaty is almost identical to the first.

"Without Article II, all you have is a statement of principles," said a Washington source. "All you have is rhetoric."

Attempts have been made to get OMB to release the text of the new treaty, and to get the White House to swing its weight behind protecting the Great Lakes. Congress already has made it clear that it favors funding Great Lakes pollution control and research.

Here's the rub: The new treaty calls for expanded Great Lakes research and pollution abatement.

Dr. Tebo said it was expected that the treaty would be signed in July, but the haggling over Article II goes on.

"OMB appears to be worried that we might be obligating funds for several years in the future, not recognizing we already signed the agreement in 1972. That remains in effect until another is signed or until Canada or the U.S. give a 12-month notice to end the treaty."

The nub of the problem, she says, is: "You have people working on the budget in Washington, and each person is concerned with protecting his own turf. There is no one there representing the Great Lakes program, so it's an easy object to reduce and reach agreement on. No one is defending the Great Lakes."

This is the second time this year that the Washington budget-cutters have tried to shortchange the Great Lakes. Someone should tell those budget-cutters why so much of America's industrial and agricultural development happens to border the Great Lakes. It rests on a foundation of clean and plentiful water.

# OF RABBITS AND BULK FREIGHTERS

by
GORDON PRITCHARD BUGBEE

All photos from the McDonald Collection, Dossin Museum

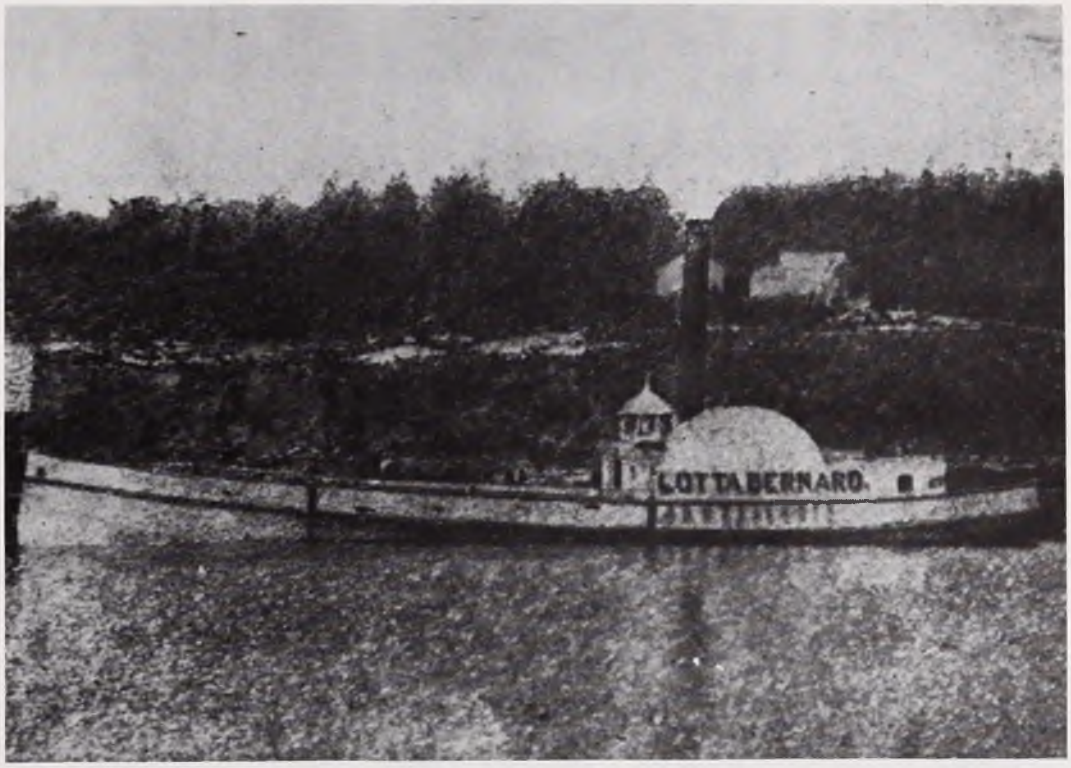
All but one of the new thousand-foot lake freighters have forsaken the century-old traditional silhouette of the ore carrier. Gone is the texas cabin from the forecastle and, usually, so is the forecastle, itself. Instead, the new ships have their cabins and machinery placed all the way aft. But for modern materials and for a thousand-fold increase in payload, the new lakers have revived the pattern of the little "rabbits" which came from shipyards along the St. Clair River a hundred and ten years ago. The rabbits were the first successful bulk freight steamers on the Great Lakes, and history has now come full circle.

In the beginning, of course, lake bulk freighters were all sailing ships. They borrowed steam power only in the form of tugs that assisted them through the river systems and in harbors. Until Civil War years, such lake schooners were rarely bigger than a modern tug, and they carried grain or lumber or iron ore more or less interchangeably.

Larger sailing vessels became common in the 1860s, and by the early 1870s they were often carrying their fore-and-aft sails on three masts. Dredging of the St. Clair Flats to about half of the present channel depth helped to make the bigger craft possible, along with improvements in harbors, docks and drydocks. Schooners also became more specialized in design. Lumber carriers adopted broad hulls with flat bottoms so they could trade at shallow-river mill towns like Saginaw. Grain carriers had higher hulls tapering to narrow bottoms to minimize the amount of grain that might be damaged by bilge water. Finer lines gave grain carriers speed. The bark *Summer Cloud* ran from Chicago to Buffalo inside of four days' passage in the fall of 1865. But lumber carriers could safely stack a higher deck cargo than grain carriers.

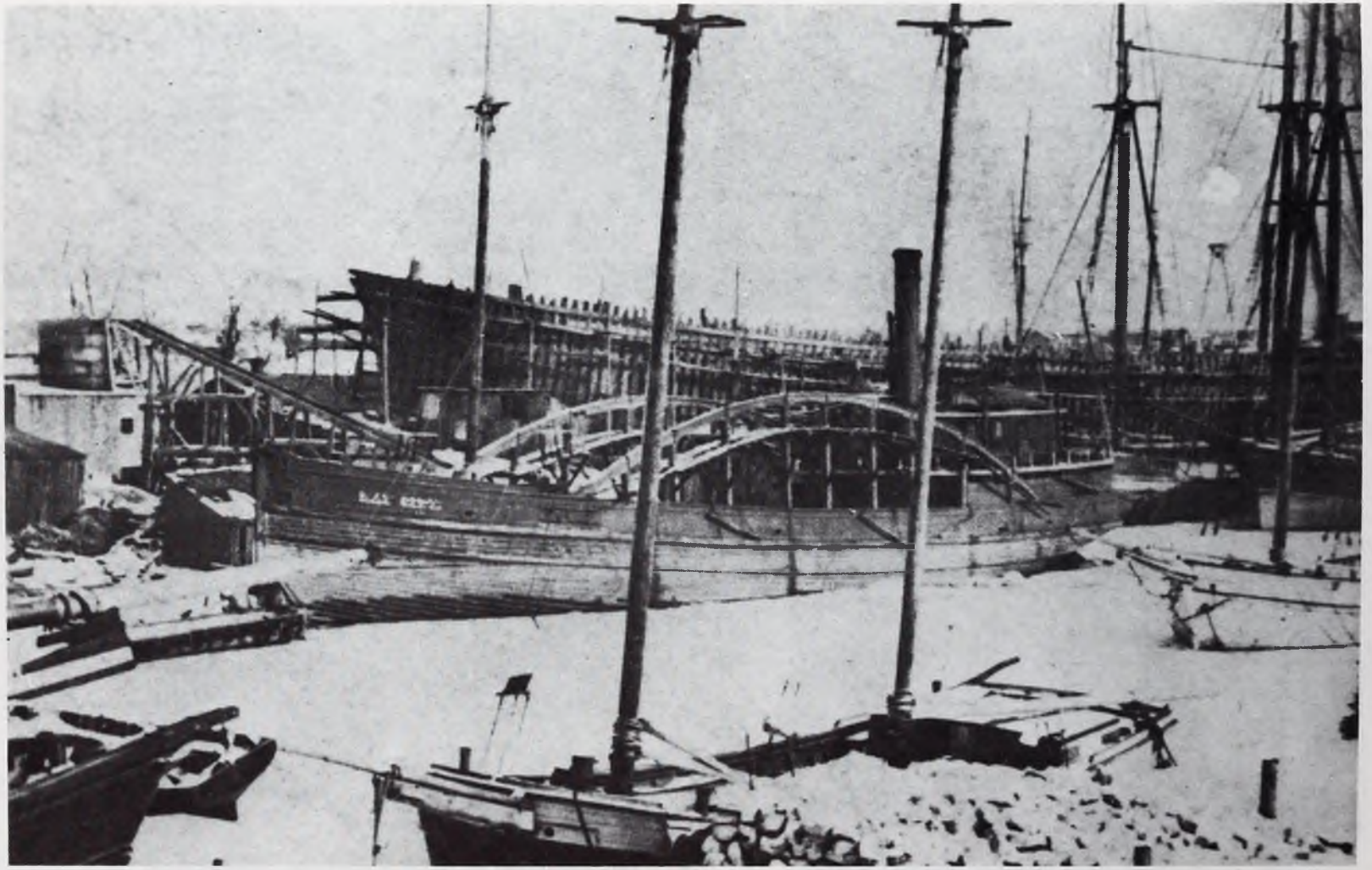
Early steamers also carried freight in addition to their passengers. At first they were all sidewheelers, but the steamer *Vandalia* introduced propellers to the lakes in 1842. These early steamers were divided horizontally by decks, where "package freight" could be put aboard through side gangways and stacked in place. Passenger cabins usually occupied the top deck. Such steamers were ill suited to bulk cargoes which could more easily be dropped from above into the box-like hold of a schooner. Grain was about the only bulk cargo that was frequently carried by the early package freight steamers. However, other bulk cargoes were often mixed in with other freight. Typical is the mixed cargo brought down from Lake Superior by the Hanna steamer *Northern Light* in August of 1869: 275 packages of fish, four tons of fresh fish, three tons of "miscellaneous" cargo, 65 tons of copper, 219 tons of iron ore and 139 tons of pig iron from the furnaces at Marquette.

Iron ore did not begin moving down from Lake




LOTTA BERNARD *was built at Port Clinton, Ohio in 1869, which was a little late for the paddlewheel "golliwogs." Until 1872 she was chartered to Northwestern Transportation Company, and is shown here with their black stack with white top. She served in the wood trade, an anomaly in this large fleet of passenger and package freight propellers.*


*Although built in the "rabbit" profile,* P. H. BIRCKHEAD *of 1870 was originally a decked ship with side ports as shown in an early view. The schooner* COMMODORE *is beside her in the canal lock, with the schooner* C. B. JONES *beyond.*



*This old harbor view shows the* BAY CITY *of 1867, one of the early "rabbits" built at Marine City. The high hogging arches she bears were later removed.*

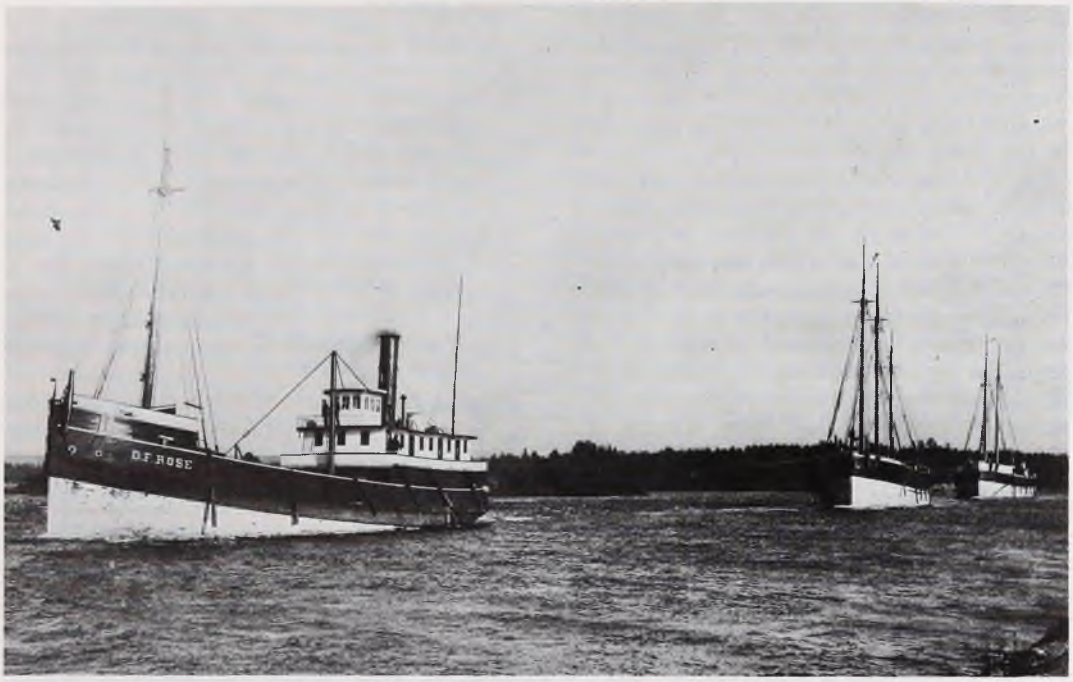
Superior in much quantity until the Soo Canal opened in 1855. Not until the late 1880s did iron ore replace grain as the most important cargo of lake ships. The largest of modern lake freighters could bring down in a single season all the iron ore carried on the lakes in 1869.

The first lake steamer designed exclusively as an ore carrier was launched in 1863 in Jacob Wolverton's shipyard at Newport (as the St. Clair River town of Marine City was then known). This was *S. Clement*, which could carry 600 gross tons of iron ore from Marquette to Eber Brock Ward's iron mills at Wyandotte on the lower Detroit River and at Chicago. *S. Clement* was a 163-foot sidewheel steamship built in the ocean fashion, with no cabins on deck and only the paddle boxes projecting from the hull. But a sidewheeler makes a poor bulk cargo ship. When it is deeply laden, its paddle wheels use too much power in merely thrashing the water. And the paddle boxes obstruct loading and unloading at docks. After six years, *S. Clement* had her engine removed at Detroit and she became a barge in late 1869.

The earliest successful experiments in applying steam power to bulk cargo traffic came in the lumber trade. After the Civil War, Michigan led the other states in logging of timber. In July, 1861, the tug *Reindeer* picked up a great raft of floating timber at Saugeen on Lake Huron for delivery to Port Colborne on Lake Erie. Rafting of logs had long been practiced on Lake Champlain and the St. Lawrence River, but it was new to the Upper Lakes. Before long, towing of timber rafts became common. Pulpwood rafts could still be seen on Lake Superior in recent years.

The same tug *Reindeer* that pioneered in log rafting had already demonstrated another way of moving lumber down the lakes. In May of 1860, she set a record by bringing down a tow of eight lumber laden barges past Detroit. Several tows of ten barges were recorded several years later. Rather than sail these barges across the open lake with separate crews, the barges were now towed all the way from Saginaw to their

*This later view of* P. H. BIRCKHEAD *shows the vessel converted to a bulk-freighter with a pilot house now on a raised forecastle. Beyond is her tow, the schooner-barge* CHARLES A. BURTON.




*The trim painting scheme of the wooden vessel in this 1901 photograph conceals their age. The rabbit* D. F. ROSE, *built at Marine City in 1868, is shown towing the schooner barges* BOSCOBEL *of 1876 and* MARINE CITY *of 1866.*


*Even after larger bulk freighters of the new fashion had appeared, rabbits continued to be built for the lumber trade.* RHODA STEWART *was built at Algonac with high hogging arches obstructing her cargo deck.*

Lake Erie destinations. Barges for these tows were commonly converted from older steamers, such as the big sidewheelers retired in the Depression of 1857. The largest of these was the 335-foot sidewheeler *St. Lawrence* of 1853, from the Buffalo and Sandusky line. Another was the *Empire* of 1844, the first thousand-ton steamer in United States registry. Cut down as a barge, *St. Lawrence* could carry 1,500,000 board feet of lumber, which amounted to nearly half the size of the biggest rafts of timber. These converted hulls were old as wooden hulls go, and autumn gales claimed many of them, but the attrition was considered a normal risk of the business.

The first steam-powered bulk freighters in any quantity were small sidewheelers called "pollywogs" that came out in the middle 1860s. Unlike the steamship *S. Clement*, they were low-freeboard craft for relatively sheltered waters. Typical was *Lotta Bernard* of 1869, with a clear foredeck and with cabins, engine and paddle boxes located all the way aft. Pollywogs were used to carry lumber and other cargoes in the shallows of the Saginaw River, the St. Clair Flats, the Thames out of Chatham, and the Maumee River. The pollywogs included *Twilight* and *Milan*, built 1864 at Algonac, Michigan, and at Milan, Ohio, respectively; *Minnie*, built 1865 at Saginaw; *Mackinaw*, built 1866 at Detroit; and *Dominion*, built 1867 at Wallaceburg. Other earlier vessels were adapted for the trade. The steam scow *Union Express* was built in 1856 to exchange empty railroad cars between the railroads at Detroit and Windsor (which was not the same as a regular car ferry). Before long she was taking lumber cargoes down across Lake St. Clair to Detroit from Chatham and Wallaceburg. The Ward family salvaged the bottom of their burnt Lake Superior steamer *E. K. Collins* in 1857 to create the steam scow *Ark*, using the engine of the sidewheel steamer *Chief Justice Robinson*. *Ark* carried pig iron around the Detroit area for the Wards' iron rolling mills at Wyandotte.

The St. Clair River region had produced nearly all of Michigan's lumber for a time in the 1840s. The building of wooden ships had prospered along the river since then. Indeed, the Ward family owed its initial fortune to earnings from a large fleet of their wooden sidewheel passenger steamers built at their home town of Newport in the late 1840s and early 1850s. In 1864, Newport shipbuilders provided the Wards with a new steam scow named *Wave*, built to carry railroad iron in the river at Chicago for their rolling mills there. Instead of sidewheels, *Wave* had screw propulsion, using an engine taken from the river steamer *Belle*. The same newspapers that reported the launching of *Wave* in 1864 added that construction of another steam scow was commencing at Newport. The latter may have been the 150-ton screw freight steamer *Trader*, which came out in 1865.

1865 was the year that Newport was rechristened "Marine City." The change of name was auspicious. The shipyards along the Belle River there were laying keels for a new class of bulk freight steamers for the open lakes. The first of these may well have been *Trader*, which is known

*The pioneer of steam-powered ore carriers,* **R. J. HACKETT**, *was hardly graceful, and old timers probably groused about her newfangled boxy lines as much as ship fans do about the new thousand-footers today.*

*Originally a barge consort to* R. J. HACKETT, *the* FOREST CITY *soon became a steamer closely resembling the* HACKETT. *In this view with the* WILLIAM McGREGOR *in tow,* FOREST CITY *retains much of her original rigging, and the arch-like stiffening of her hull is quite apparent.*


*a raked bow betrays the bark origins of* WILLIAM T. GRAVES, *which was made over as a bulk freight steamer in the grain trade in 1870, the same season that the* HACKETT *came out.*

to have carried lumber out of Saginaw. Three others appeared at Marine City in the spring of 1866, and were a bit larger than *Trader*: The 278-ton *George W. Bissell*, the 235-ton *East Saginaw* and the 212-ton *Salina*. The *Detroit Free Press* described the new class of ships on May 17, 1866: "They have a regular schooner hull with main deck and bulwarks, and only a small cabin aft, above which the wheelhouse is located. An engine and screw wheel of the regular steam propeller style is introduced in its proper place, and a single mast forward, with fore-and-aft sail, completes the propelling power." The new craft were typically about 150 feet long and carried upwards of 180,000 board feet of lumber in a well deck. It was not long before the new ships became known as "steam barges."

J. L. Kelsey, the builder of the *Bissell*, had experimented with a lumber-carrying steam barge nearly twenty years before. This was the 237-ton screw steamer *Petrel*, which he built at Port Huron in 1848 with a hull 119 feet long. But freight rates for lumber simply didn't outpace the operating costs of *Petrel's* steam engine. After but a few trips, *Petrel* began running "in a different trade" until she was stranded at Ashtabula in October, 1850. Possibly, another predecessor to the new steam barges was Oliver Newberry's old steamer *Illinois* of 1838; records say that Stupinski converted her to a "screw steam barge" in 1863.

The season of 1867 was a big year for building the new steam barges. Perhaps as many as seventeen were built all around the lakes. The St. Clair River shipyards contributed their share. From Marine City came the 372-ton *Bay City* and the 280-ton *J. S. Estabrook*. Port Huron contributed the 261-ton *Henry Howard* and the 411-ton *City of Port Huron*. From Algonac came the 236-ton *St. Clair* and the 263-ton *Sanilac*. Other ships which may have been similar were *B. W. Jenness* from Detroit, *Arizona* from Mt. Clemens and *Huron City* from Sandusky, Ohio. To carry lumber to Chicago from Lake Michigan ports, Michigan shipyards built *Boscobel* at Peshtigo and *New Era* at Eastmanville.

*Bay City* and *East Saginaw* served the Cleveland and Saginaw Freight Line, each ship making one trip a week between those ports. *East Saginaw* was bold enough to challenge *Huron City* to a trial of speed downbound in Lake Huron in June, 1868; the papers said she reached the St. Clair River about an hour ahead of her rival. Old photographs show that *Bay City* and some other early steam barges were built with "hogging arches" to strengthen the thirteen-foot depth of her wooden hull. The arches and the uprights supporting them must have interfered greatly with the handling of her cargo. *Bay City* burned at her namesake port in April, 1871, and was scuttled to save the hull. Her hogging arches may have been removed in the rebuilding. She was good for another twenty years, finally burning in the Rouge River on June 12, 1892. *East Saginaw* had a shorter career, having been lost off Sand Beach in Lake Huron on September 24, 1883.

It was not long before the steam barges had their own tows of barge consorts, two or three at a time. *Salina* was reported passing downbound at Detroit with two lumber barges in tow as early as November 19, 1867. This profitably increased the payload of lumber that a single steam engine could be responsible for conveying from Saginaw to the Lake Erie ports. Meanwhile, the number of steam barges for the lumber trade continued to grow, but at a slower pace for three seasons after 1868. One of the new steam barges of 1868 was built to carry coal (with lumber probably carried downbound opposite this upbound cargo). This heralded the adaptation of steam barges for other bulk cargoes. The new craft was *Oakland*, built at Erie, Pennsylvania, with a capacity of six hundred tons of coal. The hull of *Oakland* grew out of the bottom of the old propeller *Missouri*, which originally came out as a sidewheeler in the Reed fleet at Erie in 1840.

Typical of the new firms organized to employ steam barges in the lumber trade to Ohio from Saginaw was the Northwestern Transportation Company, established in the spring of 1869 by Captain Robert J. Hackett and others. The fleet started service with the tow barges *Waurecan* and *St. Clair*, the tugs *Constitution* and *Zouave* and the 159-foot steam barge *Colin Campbell*, fresh from the shipyard of Linn and Craig at Gibraltar, near the mouth of the Detroit River.

In the spring of 1869, the newspapers reported that at Cleveland, "E. M. Peck has on the stocks the hull of a new propeller, but in case he does not sell it soon, will turn it into a steam barge." Construction of the new ship proceeded slowly over the summer, and launching did not take place until November 16, 1869. The new ship was christened *R. J. Hackett*. She now belonged to the Northwestern Transportation Company, which had grown to embrace a large fleet. The *Hackett* was destined to revolutionize lake shipping. Her hull was 225 feet in overall length, much longer than those of other steam barges then in service. Unlike the others, the *Hackett* had her pilot house up forward, inaugurating the silhouette of cabins flanking the cargo hold that prevailed for Great Lakes ore carriers for a century to come. For the *Hackett* was an ore carrier primarily, with a hull painted in ore-colored paint. So as not to trust her engine alone, the *Hackett* carried fore-and-aft sails on two

*Shipowners were not slow to profit by the example of* R. J. HACKETT, *and steam barges in the ore trade were soon plentiful. The ore steamer* J. S. FAY *was built at Cleveland in 1871 for Alva Bradley, whose large fleet of schooners had served the ore trade since the 1850s. Aft of the* FAY *in this canal view is her consort, the schooner* D. P. RHODES, *which was also built for Bradley in 1871.*

masts.

The *Hackett* spent her first season carrying iron ore from Escanaba to Lake Erie ports. On her first trip in May, 1870, she brought down 1,013 tons of iron ore while drawing twelve feet nine inches of water aft. In the same month, the slightly larger tow barge *Forest City* was launched at Cleveland by Captain Peck to serve as a consort to the *Hackett*. Before the month of May was out, the pair passed down for Erie carrying 2,180 tons of ore between them. In 1872 *Forest City* received an engine of her own, and she became an ore carrier resembling the *Hackett*.

The *Hackett* was not the only bulk freight steamer of 1870 to show the new profile of pilot house forward and machinery aft. Over the winter of 1869-70, O. L. Nims rebuilt his 207-foot bark *William T. Graves* as a steam barge with steeple compound engines. The *Graves* was in the grain trade between Chicago and Buffalo. In August, 1867, she had left Chicago with 50,300 bushels of corn, which was then the largest cargo brought out of Chicago by a sailing vessel. Now her owner boasted that giving space to an engine, boilers and fuel would only take away three thousand bushels from her payload, since he proposed to save weight for more cargo by removing her spars and rigging. Old photographs show the steam barge *Graves* with two masts nonetheless, rigged fore-and-aft. The *Graves* was much prettier than the squarish-looking *Hackett*. Her pilot house up forward was one of the fashionable octagonal "bird cage" pilot houses, each face of which had a Palladian window.

The *Hackett* and the *Graves* were the first of a new breed of larger bulk freighters which began to appear quickly in the early seventies. These ships preempted the term, "steam barge," and the likes of *Bay City* and *East Saginaw* soon became known instead, condescendingly, as "rabbits." Except for the whaleback steamers of the early nineties, with only a "turret" on the foredeck, the lake bulk freighters generally imitated the design of the *Hackett*. Even the new "lumber hookers" were turned out in the same fashion. Now, after a century, the strains of the stemwinder rabbits have reappeared in the breed once again.

# THE LIBERTY SHIP HAICHIAO

Prepared for *Telescope*
by
GEORGE AYOUB

*Author's photo of* HAICHIAO, *taken at Iroquois, Ontario, July 18, 1965.*

| | |
|---|---|
| SHIPYARD | Portland, Oregon; Oregon Shipbuilding Corp. (No. 713) |
| TONNAGES | 7176 gross, 4380 net, 10,865 deadweight |
| DIMENSIONS | 441.6 (oa) 422.8 x 57 x 34.8 |
| MACHINERY | Triple expansion engines; 3-cylinders, 24½", 37", 70" x 48". 2,500 i.h.p. built by Iron Fireman Manufacturing Co., Portland, Oregon. 11k. |
| TYPE | Liberty, EC2-S-C1. Steel, standard cargo steamship. |

| | |
|---|---|
| 6/1943 | Completed for the U. S. War Shipping Administration, Washington, D.C., as *Nicholas J. Sinnott* (1943-1947). Registered, Portland, Oregon. US243762. Placed under the management of Jas. Griffiths & Sons, Inc. *a* |
| 1946 | Transferred to the U.S. Maritime Commission, Washington, D.C. *b* |
| 1947 | Sold to China Merchants Steam Nav. Co., Ltd., Shanghai, China. Renamed *Haichiao* (1947-1966). 7228 g.t.-4466 n.t. *c* . . .and |
| *1950* | Transferred to Taiwan by the same owners. *d* |
| 1966 | Sold to Ha Fa Iron Works for about $4230,000 and delivered at Kaohsiung, Taiwan, August 4, 1966 and scrapped same month. |

*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 termination of the War Shipping Administration.
*c* Listed as *Hai Chaio* in the ship registers.
*d* Registered at Kaohsiung, and re-registered at Keelung, c1951.

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

# GREAT LAKES & SEAWAY NEWS

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Sep. 1. . .The Canadian bulk-carrier *Scott Misener,* upbound in the Welland Canal, struck the bank above bridge #10.

Sep. 2. . .The ore-carrier *George M. Humphrey* is tied up at the government dock at Sarnia, Ontario, for repairs to plates that were damaged in the McArthur Lock at the Soo when strong winds caught the ship while locking through.

. . .The Bob-Lo steamer *Ste Claire* suffered steering problems, near the foot of West Grand Boulevard, in the Detroit River, when a pin sheared in the steering mechanism. She went to anchor while the emergency steering gear was hooked up. When this had been completed, the ship returned to her Detroit dock where repairs were made. She had about 700 passengers on board at the time of the mishap.

Sep. 3. . .The Yugoslav motor-vessel *Bikovo* suffered minor engine trouble in mid-Atlantic on a voyage from the Mediterraean to Montreal. Repairs made, the voyage continued.

. . .The *Auctoritas* came into the Rouge River to deliver a load of coke to the Ford plant.

. . .*Gulf Banker* departed Detroit on her first trip to South America.

Sep. 5. . .The Canadian self-unloader *Algosoo* has cleared Port Weller Dry Dock.

. . .Port Weller Dry Dock has appealed to the Ontario government for a $30 million subsidy to help in building a new shipbuilding and ship repair facility near Nanticoke, Ontario, on Lake Erie. Port Weller is a division of Upper Lakes Shipping, Ltd., of Toronto, which won a major share of an Ontario Hydro contract to haul coal from Thunder Bay, Ontario, to their Nanticoke power plant.

Sep. 6. . .Upper Lakes' bulk-carrier *R. Bruce Angus* has entered the Port Weller drydock.

Sep. 8. . .The salt water vessel *Penman* delivered a load of coke into the Ford plant on the Rouge River. Such movements, once somewhat rare, are now becoming fairly commonplace.

. . .The *Gemini,* is upbound in the Welland Canal on her maiden voyage for Cleveland Tankers. She was built as *Hull No. 745* by the Gulfport Shipbuilding Company, of Port Arthur, Texas. The 429′ x 65′ tanker was loaded with #6 furnace oil, taken on a Houston for Detroit.

## GREAT LAKES & SEAWAY NEWS ●


MASSMAN Photo/Dossin Museum

*The Bob-Lo steamer* STE. CLAIRE, *which suffered a breakdown in the lower Detroit River, while fully loaded with excursionists. The breakdown did not result in any serious difficulty.*

Sep. 11. . .The former *Jean Richard,* a goelette, is now at Hull, Quebec as the *Ville De Vanier,* and may see service in the excursion trade.

Sep. 12. . .The bulk-carrier *Charles M. White*, at Port Washington, Wisconsin, was caught by a bad sou'easter storm. She was blown around while trying to turn and leave the harbor, causing considerable damage to the Wisconsin Electric Power Company docks. She then laid in at the dock to await more favorable weather.

Sep. 13. . .The Liberian motor vessel *Federal St. Clair* cleared Antwerp for Toronto and Chicago.

Sep. 15. . .The *Federal St. Clair* has suffered engine trouble in her main engine but will continue her voyage to Chicago, where she will be surveyed.

. . .The Greek bulk carrier *Virginia M.*, on a loaded voyage from Duluth to Algiers, went aground on the south shore of the St. Lawrence River, after leaving the bunkering berth at Section 101, Montreal. Master called for assistance and a tug came but could not pull the vessel free. Two more tugs came, but still weren't able to pull her free. She is to be lightered before further effort is made to free her.

. . .The *Cape Transport*, stripped to the deck, has moved from Soders Point to Clayton, N.Y. She

## ● GREAT LAKES & SEAWAY NEWS

is supposed to be bound for barge service, but was denied permission to use the New York State Barge Canal.

Sep. 16. . .Cleveland Cliffs' bulk carrier *Cliffs Victory* delivered over 15,000 tons of coal to Port Washington, Wisconsin. This is only the fourth time she has carried coal.

. . .*R. Bruce Angus* has cleared the Port Weller drydock.

Sep. 16. . .*Virginia M.* [ex-*Gloxinia*], is refloated after being lightered of approximately 484 tons of grain into *P.S. Barge No. 1.* She was aided by four tugs, then proceeded to anchor where the cargo is to be reloaded.

. . .From Cleveland, Ohio, a report that Construction Aggregates' barge *GLC 166* was refloated today and has been beached for repairs.

Sep. 17. . .The *Virginia M* has resumed her voyage.

Sep. 18. . .The Greek motor bulk-carrier *Thermopylae,* outbound the Seaway, passed Montreal. She is loaded with grain for China.

Sep. 19. . .Mr. James A. Farrell, chairman and co-founder of the Farrell Lines of New York has died, victim of a heart attack at age 77 years. Farrell Lines ships have been regular Seaway users for a number of years.

. . .The British vessel *Upavey Grange* went aground in the St. Clair River. Loaded, and down-


Photo by SKIP GILLHAM

*The familiar* CAPE TRANSPORT *has now been reduced to a barge. This view was taken in the last days of her Lakes career.*

## GREAT LAKES & SEAWAY NEWS ●

bound, she was attempting to make a turn to go to the Imperial Oil Company dock in Sarnia for fuel when she went aground. She was freed about six hours later with assistance from two tugs; Malcom Marine's *Barbara Ann* and the *Glenada*, owned by Sandrin Brothers, Ltd., of Sarnia. The ship is loaded with sunflower seeds from Duluth, for Europe.

. . .*Canadian Progress* has entered Port Weller drydock for survey.

. . .Tthe Greek bulk-carrier *Atlantic Champion* unloaded coke at the Ford Rouge River dock.

Sep. 20. . .*Leon Fraser*'s lost rudder has been found! It was located by a Malcom Marine diver, just south of the Bluewater Bridge, on the Canadian side of the St. Clair River. The *Fraser* lost the rudder on June 7th. When raised to the surface, it was found that a casting which holds the rudder in place had broken, permitting it to drop off. "*Marine Spill,*" official bulletin of the Coast Guard Marine Safety Office, Detroit, commended the master and crew of the *Fraser* for their action at the time of the mishap, saying; "A case in point [good safety practice] is the June 7 1978 incident involving the SS *Leon Fraser* upbound in the St. Clair River. As the *Fraser* made her final approach to the Bluewater Bridge, she suffered more than a steering casualty; complete loss of the rudder!

Facing a current of 4-6 mph, Master Robert Petrovski and his crew maintained course and way with the use of their bow thruster. The *Fraser* moved some 2 miles out into Lake Huron clear of shipping channels, successfully avoiding damage or interrupting traffic.

With continued heads-up operation, the navigation safety record of the lakes will remain a standard for the world." *Telescope* agrees, and we add our compliments to Capt. Petrovski.

. . .The British bulk carrier *Ixia* has had a minor collision with the Canadian bulk carrier *Helen Evans* while in transit of the St. Lawrence Seaway. No damage was reported. The *Ixia* is bound for Duluth. from Kiel.

Sep. 21. . .From Kiel, Germany comes a report that the Liberian bulk carrier *Olympic Pearl,* Leningrad, Russia for the Great Lakes, while mooring at the bunkering station at Brunsbuttel, damaged a shore derrick and lamp on the dock. She was undamaged and continued her voyage.

Sep. 22. . .Paul Normandeau, president of the St. Lawrence Seaway Authority, said the Authority will spend $250.000 this year to celebrate the 150th anniversary of the Welland Canal. The money will be spent on park improvements along canal lands.

Sep. 23. . .The new *Buffalo* cleared Sturgeon Bay to load at Escanaba, Michigan for her maiden voyage. [See page 3 of this issue.]

Sep. 24. . .The Indian motor vessel *Jalakirti* reported to Cardinal, Ontario Radio that she has suffered a fire in her engine room and has gone to anchor in Lake St. Francis of the Seaway to inspect the damage. Later reports indicated that damage was slight, no one was injured, and the vessel has continued on her journey. The ship arrived in Toronto the next day.

Sep. 27. . .The Greek vessel *Thermopylar*'s captain reported to the U.S. Coast guard in New York, that three persons on board were suffering from fumigation poisoning. He has requested assistance.

. . .*Jalakirta* sailed from Toronto for Port Alfred.

Sep. 28. . .A U.S. Air Force helicopter has reached the *Thermopylae* at 02:30, about 350 miles east of Montauk Point, Long Island, New York. The master's 22-month-old daughter, her sister and the captain's wife were air lifted to 'children's Hospital in Boston, Mass, where the 22-month-old girl was pronounced dead on arrival. Thirteen other people on the ship have been stricken ill. The other daughter is listed in stable condition, in the Boston hospital, from what doctors describe as "phosphine poisoning." The master of the *Thermopylae* has aborted his voyage and is headed

## ● GREAT LAKES & SEAWAY NEWS

for New York. (The ship's agent at Montreal reports that all grain going to China must be fumigated.]

Sep. 29. . .The *Thermopylae* arrived in New York where she is to meet a U.S. Coast Guard cutter, the *Dallas*, which has a medical staff on board. It is believed that fumigation gasses entered the living quarters in some manner.

. . .The self-unloader *G. A. Tomlinson* struck a dock at BASF-Wyandotte north storage pile on the lower Detroit River. The ship sustained a hole in her bow at the 22-foot mark. Repairs were made and the ship returned to service.

. . .The *Ixia* was inspected at Duluth for damage done in collision with the *Helen Evans*. Damage was slight, and the ship cleared Duluth for Montreal without further delay.

. . .American Ship Building Company is still on strike with no sign of progress toward settling.

Oct. 1. . .*Canadian Progress* has left the Port Weller drydock.

Oct. 2. . .The *Thermopylae* has been ordered to remain at anchor at Ambrose Light until the source of the phosphine gas has been determined and sealed.

. . .*Walter A. Sterling* of the Cleveland Cliffs fleet has departed Toledo, Ohio on her first trip as a self-unloader.

Oct. 3. . .The Canadian self-unloader *Cape Bretton Miner* went on the drydock at Port Weller.

. . .Demolition of the motor bulk-carrier *Emmanuel C.* has started at the yard of Brownsville Steel and Salvage Co., in Brownsville, Texas.

Oct. 4. . .Permanent repairs are being made on the *Biokavo* at Montreal.

. . .The Greek vessel *Agean Nymph,* Montreal for Constanza with a cargo of barley, damaged the dock installations at Section 29, Quebec City when departing the harbor.

. . .Canadian shipowners have urged the Canadian government to intervene in the three week-old strike by 130 yard and trainmen at Thunder Bay, Ontario. The strike is against the CNRy.

Oct. 5. . .Upper Lakes' *Canadian Transport(i),* idle at Tampa, Florida for over a year, has been sold to Spanish shipbreakers and will depart for Spain under tow of the tug *Jason.* She last operated on the St. Lawrence River in 1976.

. . .The strike has ended at the Canadian Lakehead.

. . .*Alkaios,* Greek, sailed from Glasgow for Hamilton, Ontario.

Oct. 6. . .*Ixia* arrived at Montreal.

Oct. 7. . .*Alkaios* put back to Glasgow because her cargo has shifted.

. . .The British vessel *Laurentic* is at Valleyfield, Quebec, with damage to No. 8 main engine crosshead bearing. She will continue on to Kenosha, Wisconsin, where owners are air-freighting a replacement.

Oct. 8. . .Paterson's *Lawrendoc* is fitting out at Cardinal, Ontario. She has been idle since May, 1976.

## GREAT LAKES & SEAWAY NEWS ●

Photo by BARRY ANDERSEN

*The* CHARLES C. WEST *is slated for the scrapper's torch.*

. . .The old Reiss self-unloader *Charles C. West* has been towed to Buffalo, New York, and apparently will be scrapped there. She has been idle since 1975.

. . .*Ixia* has departed Quebec City for Leningrad, Russia.

Oct. 9. . .*Federal St. Clair* was surveyed at Toledo, the survey revealing that possible repair may require removal of her engines. Owners will have this work done in a European yard.

. . .A ceremony marking the delivery of the suction hopper dredge *Youpwe* to the Office National des Ports du Camerous held at Davie Shipbuilding yard in Lauzon, Quebec. She will leave shortly for the Cameroun where she will be formally named and begin service to maintain and expand port facilities for the expanding nation.

The motorship *City of Dundee,* built in 1961 in Dundee, has been sold by Ellerman Lines, Ltd., London, to Greek interests. She visited the Great Lakes in September and October of 1978.

Oct. 10. . .The American built carrier *Paul L. Tietjen,* which laid up in July, 1977, has been sold to Triad Salvage, Inc., and has been towed out of Toledo.

. . .The 1,000-foot self-unloader *George M. Stinson* is undergoing sea trials off Cleveland.

## ● GREAT LAKES & SEAWAY NEWS

Photo by FRANK CREVIER

*Carrying an unusual deck load of parts for the new grain facility at Windsor, Ontario, the* PIERSON DAUGHTERS *experienced a breakdown on October 17 and required tugs to get her to her destination.*

Oct. 11. . .*Federal St. Clair* has departed Toledo for Hamburg, Germany.

. . .The Greek motor-ship *Strymon* Toledo for Port Cartier and Holland, with a grain cargo, collided with the icebreaker *Vanier* in the St. Lawrence River. She has some hull damage, but repair will be made afloat at Montreal.

. . .The *Paul L. Tietjen* arrived at Ashtabula, Ohio, for scrapping.

Oct. 12. . .The *Biokavo* has cleared Montreal for Chicago.

. . .From Chittagong comes a report that the British vessel *Gulf Reliance* suffered damage when she was struck by the Liberian vessel *Federal Bulker*. The *Federal Bulker* is on a voyage from Quebec to Chalna.

. . .With repairs completed, the *Strymon* has cleared Montreal for Port Cartier.

. . .*Cape Bretton Miner* has cleared Port Weller Drydock.

. . .*Lawrendoc* sailed from Cardinal, for Collingwood, Ontario, for survey and refit.

Oct. 13. . .Upper Lakes' *St. Lawrence Prospector* on the Port Weller Drydock for repairs to a small hull crack.

## GREAT LAKES & SEAWAY NEWS ●

. . .Manchester Liners will introduce two new vessels on their Montreal to Liverpool/Manchester run. They will replace the *Manchester Challenge* and *Manchester Courage,* which are to be sold.

Oct. 14. . .The *George M. Stinson* passed Detroit on her maiden voyage.

. . .The *St. Lawrence Prospector* has cleared Port Weller Drydocks.

Oct. 15. . .The Canadian bulk carrier *Pic River* passed down at Sault Ste. Marie on what is said to be her last trip. She is bound for Toronto.

. . .*Lawrendoc* arrived at Collingwood.

. . .The tanker *Stoldt Crown* radioed that the Belgian flag vessel *Hasselt,* Duluth for the Continent with a grain load, is on fire at position lat. 51° 16'N, long. 54° 07'W. *Stoldt Crown* is on the way to assist.

. . .More on *Hasselt.* . .Two crew members of the vessel were killed when fire swept through the crew's quarters. Another crewman suffered head injuries and was flown by helicopter to Gander, Nfld, to a hospital. On the following day (October 16) the *Hasselt* was reported proceeding to St. John's, Nfld., assisted by the tug *Irving Birch.*

. . .About 800 marine engineers and deck officers have gone on strike, paralysing Canada's inland shipping fleet. Canadian Lake Cariers' Association has said that they might lay up their 122 ships for the winter if the strike is not settled very soon.

Oct. 17. . .The *George G. Henderson,* Canadian bulk-carrier, has gone on the Port Weller Drydock.

. . .*Pierson Daughters* is anchored above Port Huron. A broken gear box disabled the vessel's propeller shaft.

. . .The tug *Barbara Ann* took the *Pierson Daughters* in tow and started the trip to Windsor, Ontario where the ships unusual deck cargo is to be unloaded. The ship was carrying silo parts for a new grain facility being built at Windsor.

Oct. 19. . .After unloading her deck cargo, *Pierson Daughters* was taken to the Consul Coal Dock where her gear box is to be repaired.

. . .The Canadian tanker *Maplebranch* went aground on the rocky bottom off of St. Anthony, Nfld. The ship is on a laden voyage from St. Romuald, Quebec to Hawkes Bay, Nfld. She was able to refloat herself later in the day. Repairs will be made at Lauzon, Quebec.

Oct. 20. . .Deck officers on Canadian lake vessels have agreed to terms of a settlement, but the engineers remain out, unsatisfied by the terms reached.

. . .*Hasselt* and *Irving Birch* arrived at Holyrood where *Hasselt* is anchored. Temporary repairs are being made, after which the vessel is expected to sail from Holyrood in about seven days time under her own power. She will be bound for Rotterdam where her cargo will be discharged and then will go on to Antwerp for whatever permanent repair may be needed.

Oct. 20. . .The Liberian registered *Flying Eagle* stopped off at the Port Huron Seaway Terminal on her way to Rotterdam. The stop was to load 3,000 tons of cull beans.

. . .*Atlantic Champion* is on drydock at Bilboa, Spain to have repairs made on damage suffered when she struck the Beauharnois Lock, St. Lawrence Seaway, May 26, 1978.

## ● GREAT LAKES & SEAWAY NEWS

Oct. 15. . .The U.S. Coast Guard cutter *Sundew* is welcomed back to Charlevoix, Michigan, after a 15-month refit on the East Coast.

. . .P.M.'s self-unloader, *Herbert C. Jackson,* loaded with 14,500 tons of coal, went aground on a sandbar just off the breakwater in Sheboygan, Wisconsin. She freed herself later in the day.

Oct. 23. . .The Canadian Parliament has ordered 375 marine engineers back to their ships. The legislation enacted to effect the order calls for binding arbitration and took effect at 10:37 am today. The government is certain the engineers will obey the order.

. . .*Pic River* is unloading at Toronto.

Oct. 24. . .The British vessel *Simonburn* reported that she struck the pier while going alongside at Riviere du Loup, Quebec. Temporary repairs were made, but the ship is to be surveyed at Long Beach, California. Her estimated time of arrival there is November 13.

. . .The Port of Churchill has closed the season with the siailing of the motor vessel *Skymons.* Ice is the reason for the closing.

. . .With temporary repairs completed, the *Hasselt* cleared Holyrood for Rotterdam. Estimated arrival time there is November 2.

Oct. 25. . .Davie Shipbuilding, Limited, of Quebec, will bid on contracts for massive $200 million icebreaker-tankers which may be used in the early 1980s to carry liquified natural gas south from the Canadian Arctic.

Oct. 27. . .The *Pic River* has been sold to United Metals for scrapping. She is at the Strathearne Slip at Hamilton, Ontario.

. . .*Leadale* has loaded scrap at Hamilton and will clear the lakes under tow before too long.

Oct. 28. . .*George G. Henderson* has left Port Weller Drydock, sporting the name "*PIERSON,*" in large letters, along her side.

. . .The Finnish motor vessel *Pamela,* in the area of Buoy 92S, St. Lawrence River, on a trip from Toledo to Rostock, reported that she suffered a generator failure on her #2 generator, but is asking permission to continue her outbound voyage.

. . .*Canadian Transport*(ii), the new self-unloader being built at Port Weller, Ontario, for Upper Lakes, has been floated from the building berth to the drydock for installation of engines.

. . .From Suez Radio comes a report that fire broke out on board the Indian vessel *State of Mysore,* on a voyage from Detroit to Calcutta. The fire was quickly extinguished. The ship was about three miles from Suez when the mishap occurred, and is headed back to that port for repairs.

Oct. 28. . .The Liberian vessel *Agelos Protastatia,* inbound for the Great Lakes, anchored at Quebec City because of engine trouble. Repairs will take about two hours.

Oct. 29. . .*Canadian Transport* has been towed to the fitout berth, alongside the Port Weller drydock facility.

Oct. 31. . .The Grand Trunk Railroad carferry *City of Milwaukee* made her last run between Muskegon, Michigan and Milwaukee, Wisconsin. After Coast Guard inspections, she will go north to handle Ann Arbor Railroad's run between Elberta, Michigan and Kewaunee, Wisconsin, while A.A.'s ferry *Viking* is at Sturgeon Bay for hull inspection.

## GREAT LAKES & SEAWAY NEWS

*MISCELLANEOUS . . .*

. . .*Kinsman Voyager* arriver at Passajes, Spain from Bilboa on July 15th.

. . .The former Poseidon Line freighter *Transamerica* arrived at Gadani Beach on March 9, 1978, as the *Aristotles*. She will be scrapped.

. . .On October 17, the Canadian bulk carrier *Arctic*, while on a loaded voyage from Nanisvik, Strathcona Sound, to Antwerp, struck a submerged object. She was holed and proceeded to go on to Marmorilik, Greenland. She departed there on October 22, at reduced speed, with a Canadian icebreaker escort, bound for en east coast Canadian post. She arrived at Quebec City on October 31, where more than 12,000 tons of cargo will be discharged ashore to bring the ship up to seaway draft. Thereafter she will proceed to yard at Port Weller from drydocking and repairs. After the completion of repairs she will return to Quebec City and reload the cargo.

. . .Railcar ferry *Geroges Alexander Lebel* links the communities of Baie Comeau and Matane. Service to Port Cartier and Sept. Iles is expected by 1979 or 1980.

. . .Ludington, Michigan carferry *City of Midland* will lay up Saturday and Sunday; *Badger* will lay up Monday and Tuesday. Two-boat service will be offered only Wednesday through Friday

. . .The *Spartan* is tied up, freshly painted, waiting Coast Guard inspection.

# AN UP-DATE REPORT

by
FREDERIC E. WEBER

In May, 1978, a U.S. flag ship, the *Yellowstone,* came into the Great Lakes for a load of grain. She cleared the Welland Canal, downbound on May 27 for Algeria. On June 12th, while in heavy fog in the Atlantic, southeast of Gibraltar she was struck by the Algerian vessel *Ibn Batouta.* The *Yellowstone* was hit at the engine room, and in spite of attempts by the Royal Navy to save her she sank 77 miles southeast of Gibraltar, June 13, 1978, in position 53° 44″N; 03° 44″W.

The *Yellowstone* was a C-4 type ship that was built during World War II. In fact, she was near completion when V-J Day occurred. She left the Kaiser Company's Richmond, California yard in late October, 1945, as the *Marine Perch,* a troopship for the U.S. Army, operated by the Grace Lines, Inc. She sailed from San Francisco early in November for Tacloban, Leyte Island, Philippines and returned to San Francisco on Christmas Day, 1945. She next left the Golden Gate city for the Atlantic with a load of Italian prisoners headed for Naples, Italy. She returned to New York with troops on February 23, 1946. Following her release by the Army, the *Marine Perch* next voyaged to Bremerhaven, LeHarve and Southampton under jurisdiction of the War Shipping Administration.

After the War Shipping Administration was finished with her she went into the reserve fleet until 1965, when the U.S. Department of Commerce sold her to Rio Grande Transport, Incorporated, a U.S. carrier. It was they who renamed her *Yellowstone* snd reconverted her into a freighter. Until her sinking she had remained with this same firm.

As the *Marine Perch* her dimensions and vital statistics were:

| | |
|---|---|
| Length overall; 523′ | Speed (knots); 17 |
| Beam; 72′ 0″ | Raduis (miles); 12,000 |
| Draft; 29′ 0″ | Passengers; 3,485 |
| Gross tons; 12,410 | Cargo (cu. ft.); 53,000 |

Propulsion; Turbine

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