



# Telescope

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**GREAT LAKES  
MARITIME  
INSTITUTE**

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

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## MEMBERSHIP NOTES

This summer promises to be a banner season for Belle Isle when the community commemorates the Island's Centennial. A number of civic events are planned, and Dossin Museum will have a special exhibit. Unfortunately, though, some of the "civic events" close off part of the Island and, even more unfortunate, it will be the part of the Island we occupy. It seems that each year there is one or more "special" days, or foot race, or bicycle race. . .or something. . .when the south side of the Island has to be closed, and access to the Dossin Museum is denied! We've complained, but evidently not enough others have because the powers that be continue to do it. There are much better places than Belle Isle to hold these traffic-crushing events, and we hope that one of the Centennial Birthday presents given the Island will be an end to this mis-use of a lovely facility. It is high time we stop denying 100,000 people use of Belle Isle so a thousand or less can ride around all day in a circle

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## MEETING NOTICES

The next membership meeting is scheduled for May 18, at 8:00 pm, at the Dossin Museum. There is no meeting in July. The next general membership activity will be the Annual Diner, at the Detroit Boat Club on September 14. Details of this meeting are mailed to Detroit area members, but not to those assumed too distant to attend. If you live out of the Detroit-metro area and want details, send a self-addressed stamped envelope to us and we'll see that you get them.

Business meetings are scheduled at Dossin Museum, at 8:00 pm, on the following dates: June 29 (Election of officers), August 24, and October 30, 1979.

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*OUR COVER PICTURE.* . . In case you might have forgotten (now that we're into summer) it gets cold in winter. This photo was taken by Capt. Bill Hoey, in December, 1978 on the *WILLIAM CLAY FORD* while the ship was anchored in Whitefish Bay to wait out bad weather and severe winds. She was Duluth-bound.

# THE SINKING OF THE PROPELLER WOCOKEN

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by  
JACK MESSMER

On October 13, 14 and 15, 1893 a severe northwest gale struck the Great Lakes with winds in excess of fifty-five miles per hour. There was a heavy loss of ships and lives. Two of the most important disasters, not only in value, but in loss of lives, were the *Dean Richmond* and the *Wocoken*. Much has been written about the *Richmond*, but very little has been recorded concerning the *Wocoken*.

The *Wocoken* (80778) was a stean-driven propellor of 1,400 gross tons. She was built by T. Laule and Sons, of Cleveland, in 1880 for the Winslow Line. Her dimensions were 256.6' in length, 37.2' in beam, with a draft of 18.5'. The *Wocoken* was capable of 1,200 hp. <sup>1</sup> At the time of her sinking, she was owned by John Mitchell and Company, of Cleveland. <sup>2</sup>

The *Wocoken* began her fateful last journey much like any other run up the lakes. She had gone to Ashtabula, arriving on Tuesday, October 10. <sup>3</sup> She was loaded with 1,800 tons of coal consigned for W. L. Scott Company of Milwaukee. <sup>4</sup> Before heading up the lakes, the *Wocoken* reported to Erie to pick up her consort schooner, *Joseph Paige*, also loaded with coal for the same port. The *Wocoken* reached Erie on

Friday, October 13, and departed the same day with the *Paige* in tow. <sup>5</sup> At departure, the *Wocoken* had aboard Captain Albert Meswald, his wife Sarah, Captain John Mitchell, part owner of the *Wocoken*, Harry Olson and a crew of fourteen. <sup>6</sup>

Leaving Erie at noon, the *Wocoken* headed into the lake with a moderate wind from the nor'east. Unknown to Captain Meswald, a storm which had been brewing for three days was heading directly across the path of the steamer. About 3:00 pm the winds began veering, and by 9:00 pm they had become steady from the northwest and freshening. By 3:00 am Saturday, October 14, the wind velocity had reached gale force, with gusts in excess of 55 miles per hour. <sup>7</sup> At this time the *Wocoken* was in mid-lake, off Rondeau.

The *Wocoken* continued her course, full speed ahead westerly. However, the gale had blown up such tremendous seas that the steamer could not make progress against the waves. For nearly eight hours the *Wocoken* labored, trying to make progress against the gale, but instead of making headway, the vessel had actually lost ground by nearly five miles. <sup>8</sup> Not only had the *Wocoken* lost in her attempt to make headway against Lake

Erie, but she was losing a much more important battle. The waves crashing over the *Wocoken* were having a devastating effect upon the vessel. Her hatch covers had been loosened by the repeated pounding and they were beginning to admit water. At 10:00 am Saturday, realizing the *Wocoken* was in very real danger of sinking if her present course was continued, Captain Meswald gave orders to bring her and the *Paige* about. It was believed that if the vessel could be brought about safely, this would lessen the strain on the steamer and shelter could be found behind Long Point.<sup>9</sup>

Even this tactic did little to alleviate the beating the *Wocoken* was taking. With the additional strain of the tow, the steamer was slow in recovering, thus she was frequently buried by massive walls of water. At about 12:00 pm, the situation on board the *Wocoken* was sufficiently grave that Captain Meswald ordered the *Joseph Paige* to be cut loose.<sup>10</sup> The signal that the line was being dropped was given. However, Captain Meswald's decision was too late to save the vessel. Soon after releasing the *Paige*, the hatch covers of the *Wocoken* were torn off, one-by-one, from their fastenings by the onrushing seas. Before the *Paige* had gotten far from the steamer, Captain Bullock and the crew heard the *Wocoken* blowing distress signals.<sup>11</sup> Unfortunately for the members of the *Wocoken* crew, the schooner was in no better situation than the steamer. The *Wocoken* crew worked feverishly at the pumps to keep the vessel afloat. Captain Meswald gave orders to head the *Wocoken* for the shore in a last desperate hope to beach the vessel.<sup>12</sup> This effort proved futile, for water accumulated in the hold and put out the fires in her boilers.<sup>13</sup>

With her fires out the *Wocoken* drifted, settling lower into the water. When it became apparent, at around 10:00 pm Saturday that the vessel would not survive, preparations were made to launch the steamer's lifeboats. While working to lower the boats a series of tremendous waves struck the *Wocoken*. Captain Meswald, his wife and twelve others were swept off into the tormented lake. The three remaining crew members, Jay P. Sapp, J. A. Rice and Robert Crowding, had earlier taken to the rigging and watched the horrifying sight below. A fourth crewman, William Eacho, had also sought shelter in the rigging, but during the onslaught of the waves had lost his grip and had been engulfed by the merciless waters of Lake Erie.<sup>14</sup> Within a few minutes the *Wocoken* sank.

Aboard the schooner *Joseph Paige*, Captain Bullock, hearing the signal that the vessel was being let go, ordered sails set. The crew managed to raise about twenty feet of the foresail, and were successful in hauling the schooner to the south.<sup>15</sup> Even the *Paige* had suffered, according to Captain

Bullock. "The waves were running over us, carrying away everything that was loose."<sup>16</sup> After going a mile or so to the south to clear the Point, the vessel was squared away down the lake. The crew worked frantically in their attempt to bring the schooner under the shelter of Long Point. The foresail was soon in ribbons, and with great difficulty the mainsail was raised part of the way. After much effort, the *Joseph Paige* rounded Long Point, and her anchors were dropped. However, the problems of the *Paige* were not yet over. The gale had done considerable damage to the schooner and water. . . some four feet of it. . . was already in her hold.<sup>17</sup> The crew, although tired from their ordeal, had to man pumps in order to keep their vessel afloat.

For Sapp, Rice and Crowding, in the rigging of the *Wocoken*, the chances of survival looked slim, indeed. They spent Saturday night till about mid-day Sunday on their precarious perch. On Sunday, the lifesaving crew from the Port Rowan station began rescue operations. After successfully launching their lifeboat through the surf, the Port Rowan lifesavers labored for four hours before succeeding in bringing the three *Wocoken* survivors safely ashore.<sup>18</sup>

Relief for the *Joseph Paige* arrived on Tuesday, October 17, when the tug *Scott*, after assisting in the release of the steamer *Whittaker*, ashore at Long Point, took the schooner in tow at Erie.<sup>19</sup> By the time the *Paige* reached port on Tuesday afternoon she had five feet of water in her hold. Work was immediately begun to repair the vessel.

Word of the *Wocoken*'s loss had preceded the *paige* when on Monday fishing tug *F. W. Bacon* returned from the lake. While fishing ten miles off Long Point, the *Bacon* came across two yawl boats, one of them floating upside down and stoved in. Shortly thereafter they came across two floating bodies. The life preservers of the two men were stamped with the name "*Wocoken*." Quickly the tug headed back to Erie and reported their find. Coroner Russel was notified and had the bodies removed to Riblet's mortuary. The identity of the bodies was established as William Eacho, the wheelsman, of Madison, Ohio, and Henry Crantz, watchman, of Marine City, Michigan, from papers in their clothing<sup>20</sup>. This, along with wreckage from another tug, confirmed the *Wocoken*'s loss. Shortly thereafter, word reached Erie by telegraph that three had survived and were at Port Rowan.

The remaining owners and relatives of the crew were notified of the *Wocoken*'s demise. They soon began arriving in Erie in hopes of reclaiming their loved one's bodies. Philip Morris, part owner of the steamer, assured all that the bodies would be found and given

proper burial. After making arrangements for the remains of Eacho and Crantz, Morris contacted the tug *Norma*, to search for the missing crew. On Wednesday, October 18, at 3:00 am, the tug set out with Philip Morris on board, headed for Long Point. The *Norma* returned that evening with no bodies, but her captain, John Maher, reported that they had found the sunken hull of the steamer. She had gone down one and a half miles from shore near Clear Creek in eight fathoms. He also noted that Philip Morris and the three survivors had stayed on the Canadian shore to continue the search for bodies<sup>21</sup>.

At Buffalo, a third body was brought in on Wednesday by the steamer *Milwaukee*. According to the captain of *Milwaukee*, the body of Mathew Hasker, second engineer, of Marine City, had been floating off Windmill Point.<sup>22</sup> News of this find was wired to Erie where the search continued.

On Thursday, October 19, Capt Alfred Meswald, another part owned and brother of the *Wocoken*'s master set out on the fishing tug *Bacon* from Erie to continue the search. There was nothing seen that day, but on Friday at about 9:00 am, the body of deckhand Wilhelm Hoeck of Marine City was found floating in a life jacket. In the afternoon at about 3:30 the *Bacon* came across the steamer *New Orleans* which had found a body in mid-lake. It proved to be Captain Albert Meswald. That night the tug returned to Erie and the bodies were sent to Marine City for burial<sup>23</sup>.

Returning from the Canadian shore, Philip Morris and the survivors joined the search from the tug *Cascade* of Buffalo.

On Saturday morning, a week after the loss of the *Wocoken* the tugs *Bacon*, *Norma* and *Jean* began the search again off Long Point. The tug *Norma* picked up the body of Harry Olson, a little boy from Milwaukee who had run away from home and was being brought back on board the *Wocoken*. The tug *Jean* picked up the body of the chief engineer, Michael Hinkelman, of Cleveland. That night the three tugs returned.<sup>24</sup>

Back aboard the *Joseph Paige*, repairs were made and, on Sunday, October 22 the tug *Kennedy* arrived from Long Point with the schooner's anchor, hawser, and sails lost in her ordeal.<sup>25</sup> By Monday captain Bullock felt that *Paige* was ready to sail again. He brought several captains aboard the schooner to certify, for insurance purposes, that she was indeed seaworthy once more. With their certification, the *Paige* was to be taken by the steamer *W. H. Gratwick* to Milwaukee that night.<sup>26</sup> However, the *Joseph Paige* was again delayed.

When the *Gratwick* showed to pick up the schooner, two of her crew "jumped" ship to a yawl which had rowed out to the schooner. Apparently these two did not believe the *Paige* to be seaworthy enough to entrust *their* lives a *second* time. The fact that the remaining crew refused to sail without a full quota of men tends to confirm this suspicion. The *Gratwick* thus sailed, leaving the schooner behind, and it wasn't until Tuesday that the *Paige* left Erie towed by the steamer *John Mitchell* and she finally succeeded in reaching her original destination.

Again on Sunday and Monday, tugs left Erie to search for bodies. On Monday evening it was decided that further search on the lake would prove useless, and the search was then abandoned. One more possibility existed for recovery of bodies. The tug *Grover*, with a diver, was sent to the remains of the *Wocoken*. It was hoped that the hull might contain some bodies of the missing. However, upon his return the diver reported there was nothing left of the steamer but her bottom. This section could not possibly conceal any of her victims.<sup>27</sup> With that, all further efforts were given up.

Those bodies that remained unlocated were;

Mrs. Sarah Meswald, wife of the master  
Capt. John Mitchell, part owner of *Wocoken*  
Capt. David Jones, first mate  
George Smith, fireman  
John Hinkelman, fireman and brother of  
the chief engineer  
Charles Minark, steward  
Edmund Eldridge, watchman  
Michael Kenney, deckhand, and  
Eddie Graham, second cook.

The *Wocoken* was considered a \$75,000 loss.<sup>28</sup> However, she never gained the notoriety of the *Dean Richmond*. Around the *Dean Richmond*, stories of riches and gold carried to the bottom kept her story alive. On the other hand, with a cargo of coal, the *Wocoken* quickly became obscure. Values do differ. □

1. Merchant Vessels of the U.S.; 1892-93.

2. Buffalo Morning Express, October 17, 1893.

3. Buffalo Daily Courier, October 11, 1893.

4. Buffalo Daily Courier, October 17, 1893 and Erie Dispatch, same date

5. Erie Daily Times, October 17, 1893.

6. Erie Dispatch, October 17, 1893.

7. Erie Daily Times, October 18, 1893.

8. Buffalo Commercial Advertiser, October 18, 1893.

9, 10 and 11, Erie Daily Times, October 18, 1893; 12, 13 and 14, same for October 19, 1893.

15, 16 and 17, Erie Daily Times, October 18, 1893.

18, Ibid, October 19, 1893; 19, Ibid, October 18, 1893.

20, Erie Dispatch, October 17, 1893.

21, Ibid.

22, Buffalo Evening News, October 19, 1893.

23-26, Erie Daily times, October 21-25, 1893.

27, Buffalo Morning Express, November 1, 1893.

28, Weather Bureau Reports of wrecks which occurred on the Great Lakes 1885-1893.

# FITZGERALD - THE LAST WORD ?



From the *Federal Register*  
Vol. 43, No. 62 — Thursday, March 30, 1978  
Submitted to *Telescope* by  
DAVID A. McDONALD

## SAFETY RECOMMENDATIONS —

*Marine: M-78-10 through 15.* — On November 10, 1975, the Great Lakes bulk cargo vessel SS *Edmund Fitzgerald*, with 29 crewmen and fully loaded with taconite pellets, sank in eastern Lake Superior approximately 17 miles from the entrance to Whitefish Bay, Mich. As a result of its investigation the Safety Board made recommendations to the U.S. Coast Guard and to the American Bureau of Shipping.

To the U.S. Coast Guard —

Insure that all hatch covers, hatch coamings, and vents are in good repair and are capable of being made weathertight at the annual inspections of all bulk cargo vessels before the spring shipping season and at inspections before the winter load line season. (M-78-10)

Use the ship-rider program by Coast Guard Marine Inspectors and hatch cover inspections at cargo loading facilities to prevent sailings of any vessel found lacking in weathertight integrity. (M-78-11)

Report the number of hatch cover inspections made of Great Lakes bulk cargo vessels and sailings prevented or restricted over the next 2 years so that an accurate accounting can be made of the problem in reassessing minimum freeboard requirements. (M-78-12)

Investigate, together with the American Bureau of Shipping, the effects that the deeper drafts permitted under the 1969, 1971, and 1973

amendments to the Great Lakes Load Line regulations, have had on the structural strength of Great Lakes bulk cargo vessels. Note any damage or bottom plating wear over the next 2 years caused by the "groundings" of these vessels during the loading, unloading, or navigation in restricted-depth waterways. Evaluate the effect this damage and wear might have on the structural strength of these vessels in a seaway, and jointly report the findings. (M-78-13)

To the American Bureau of Shipping —

Insure that the closures on the freeboard deck of all Great Lakes bulk cargo vessels are capable of being made weathertight in accordance with the annual safety requirements of 46 CFR 42.09-40. (M-78-14)

Investigate, together with the U.S. Coast Guard, the effects that the deeper drafts permitted under the 1969, 1971, and 1973 amendments to the Great Lakes Load Line Regulations have had on the structural strength of Great Lakes bulk cargo vessels. Note any damage or bottom plating caused by the "grounding" of these vessels during loading, unloading, or navigation in restricted-depth waterways. Evaluate the effect this damage and wear might have on the structural strength of these vessels in a seaway, and jointly report the findings. (M-78-15)

Each of the above recommendations is designated "Class II," Priority Action. □

# THE FIRST PURITAN

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by  
EDWARD N. MIDDLETON

At the beginning of 1887, the firm of Graham & Morton, of Benton Harbor, were facing their fourteenth season in the steamboat business. The fleet, at the time, consisted of two boats, only one of which was a passenger carrier. This was *Lora*, a fine and fairly new steamer of 616 gross tons, which had been built for the company in 1882 by Jacob H. Randall. Though not noted for her speed, she was doing a fine job for the company on their route between Benton Harbor and Chicago. But the passenger trade was growing rapidly, and steps had already been taken to supplement her services with a new and faster boat.

The company's only other vessel was the *Berrien*, (a-*Skylark*), of 1864, which had come under Graham & Morton ownership when Henry W. Williams, her most recent previous owner, had joined the firm in 1880. Mr. Williams had since left the company and had taken with him, assumedly as at least part payment for his interest in the G&M firm, the fire-damaged *City of St. Joseph*, of 1883. During the winter of 1884-5, he had her completely rebuilt and she came out again as the steambarge *S. K. Martin*.

The story of the *Berrien*, nee *Skylark*, a chapter in itself, is probably as complicated as any in all Great Lakes history. Let it suffice to say that at this point in time, although recently classed as a schooner, she had been considerably rebuilt and had a new engine installed and was once again sailing as a steambarge. Graham & Morton were using her in the lumber trade and, during the season, she was doubling as a fruit carrier be-

tween the cornucopia that is Berrien County, Michigan, and Chicago.

As the year opened, plans for a new steamer had not only been drawn, but work on the hull had been started in December and was well under way. Ground had been cleared and work started at Allmendinger's ways, at a point midway between St. Joseph and Benton Harbor, on the south side of the ship canal. Once again, as in the case of the *Lora*, all work, including sub-contracts, was under supervision of master-carpenter Jacob Randall.

By the end of January, all her frames were in position and the carpenters were busy fitting in the deadwood timbers and the foundation for her machinery. Three carloads of planking had been received from Fairmount, Indiana, and that phase of the work was expected to begin soon. Meanwhile, her boiler was under construction in Chicago, and her engine in Detroit.

On March 24th Mr. J. H. Graham was in Chicago and closed the sale of the steambarge *Berrien* to S. B. Barker & Co., lumber dealers, thus leaving Graham & Morton, for the time being, with but one boat, the *Lora*, which was in the process of being repainted and fitted out for the coming season. Refitting completed, she made her first trip to Chicago the night of Wednesday, April 6th, and went on her regular schedule.

On April 20th, Captain Charles McIntosh arrived in Benton Harbor to assume command of the *Lora*, thus releasing Captain Ed Stines to take charge of the new boat. Captain McIntosh

had previously sailed with the Goodrich company, having had command of their steamer *Sheboygan*, and had the previous season the *Greyhound* out of Detroit.

At about the same time a Mr. William Wills, of Detroit, a representative of Messrs. Hodge and Company, arrived to take charge of the setting up of the engines for the new steamer, the boiler having already arrived and been set in place.

The following Monday, April 25th, contractor W. H. Richards, with a force of carpenters, began work on the cabins and superstructure. The hull being nearly completed, painters were already at work on it.

On May 15th, Mr. Graham closed a contract with A. H. Andrews Furniture Company of Chicago for furnishings of the upper cabin, or grand saloon. This was to be fitted up in Pullman style, the cabin being divided into sixteen sections containing 32 double seats, each of which could be made up into a berth and stateroom when required for night trips. [This same arrangement was made years later on the *Milwaukee Clipper*.]

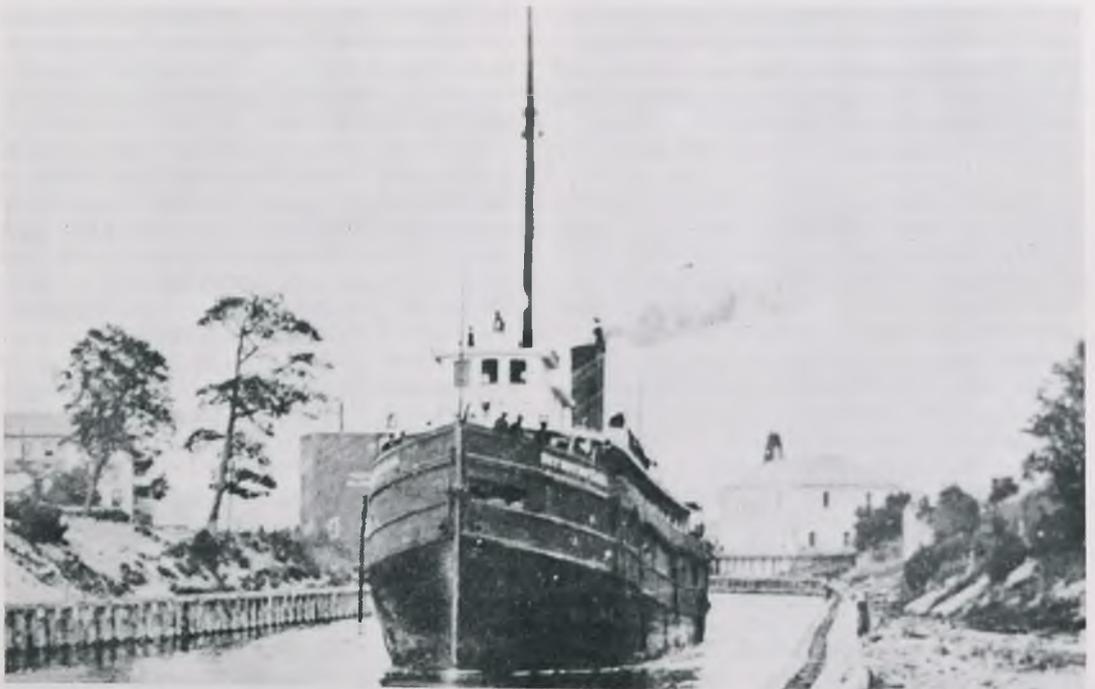
As time for the launching grew near, excitement grew, not only in Benton Harbor and St. Joseph, but in all the surrounding area. From LaPorte and Grand Rapids and all intermediate points, excursions were arranged on the West Michigan Railroad. The Wabash Railway set up a special excursion train from far away as Indian-

apolis. Graham & Morton announced a special excursion of the *Lora*, first to view the launching and later going out on Lake Michigan for an hours ride. The harbor ferry *Belle* was scheduled to make regular trips to and from the dock on the north side of the canal in the vicinity of the launching site. The river steamer *May Graham* was to bring spectators down from points along the St. Joseph river, and was expected to arrive about noon.

The big event was scheduled for Wednesday, May 25th, at 2 o'clock, and so it happened. To give a better picture of the event, let me quote from the Benton Harbor *Daily Palladium* for May 25, 1887:—

"The launching of the new steamer took place at the appointed hour and nearly on time this afternoon, the props being knocked out and the last rope cut, on signal from Master Builder Randall, at 2:18. There were present, at a fair estimate, five thousand people who filled every available place of observation in the vicinity. From the decks of the *Lora*, the *Belle*, the adjacent buildings and the lumber piles and even from the windows and roofs of distant houses, factories and business blocks, crowds watched the sudden movement of the big boat as she glided swiftly and gracefully into the water, amid the cheers of the multitude, the waving of flags, banners and handkerchiefs, the screams of whistles and the music of bands.

"As the boat left the ways, Captain Ed Stines



Library of Congress photo shows *Puritan* heading into Charlevoix Harbor.

unfurled the colors, the name *Puritan* being in large white letters on a bright red background.

"As the boat reached the bottom of the ways, she went over on her side, the water rushing into her cabin windows, but righted immediately. She was then found to be aground, so that she did not make the expected swing off across the canal. She was subsequently towed afloat, and is now lying, trim and intact, at the side of the canal."

Dimensions of the *Puritan* were: Keel 165'; overall 175'; depth 13'; keel to top of pilot house 36'. The engine, by Hodge & Co., of Detroit, was a fore-and-aft compound of 700 nominal horsepower, 22" x 42" x 30" stroke. Average speed, 150 rpm, top 165 rpm. The boiler was 8½' x 16', designed for 125 lbs ordinary working pressure.

Work on the finishing, decorating and furnishing of the boat proceeded where she lay in the canal, and then, on July 2nd, she was towed along to the Graham & Morton dock at Benton Harbor and, from seven to nine o'clock in the morning, was opened to public inspection. Several hundred people took advantage of the opportunity to see her, and the general verdict was one of admiration and praise.

At nine o'clock her whistle sounded departure and she steamed out into the basin where she turned, assisted by the *Belle*, and started for St. Joseph. After a stop of an hour there, she left at twenty minutes to eleven on her first trip to Chicago, and in half an hour was out of sight, reaching the Chicago pier in three hours and 55 minutes.

It is very notable that on her first return trip "some of the passengers became alarmed before the boat left Chicago, when the steamer, owing to its big load and insufficient ballast — which has since been made amply good — listed over to one side," thus reported the Benton Harbor *Daily Palladium* on July 5.

The truth is that the *Puritan*, having been designed for speed, was very narrow for her length, having been built with a beam of only 23-feet, and she was tender as the result. During her first season, this was corrected by additional ballast of thirty tons of sand and forty tons of pig iron, but this was a temporary measure, so that she could finish out the season without interruption.

During her early trips she averaged four hours between piers, or about fifteen miles an hour, but it was anticipated that she would make much better time once the machinery was worn in. (By contrast, the *Lola* was taking slightly over five hours to make the same trip.)

Apparently her speed did not improve during the summer, but the extra ballasting seems to have done its job. In mid-October she crossed from Chicago in 4½ hours, in a sea from which

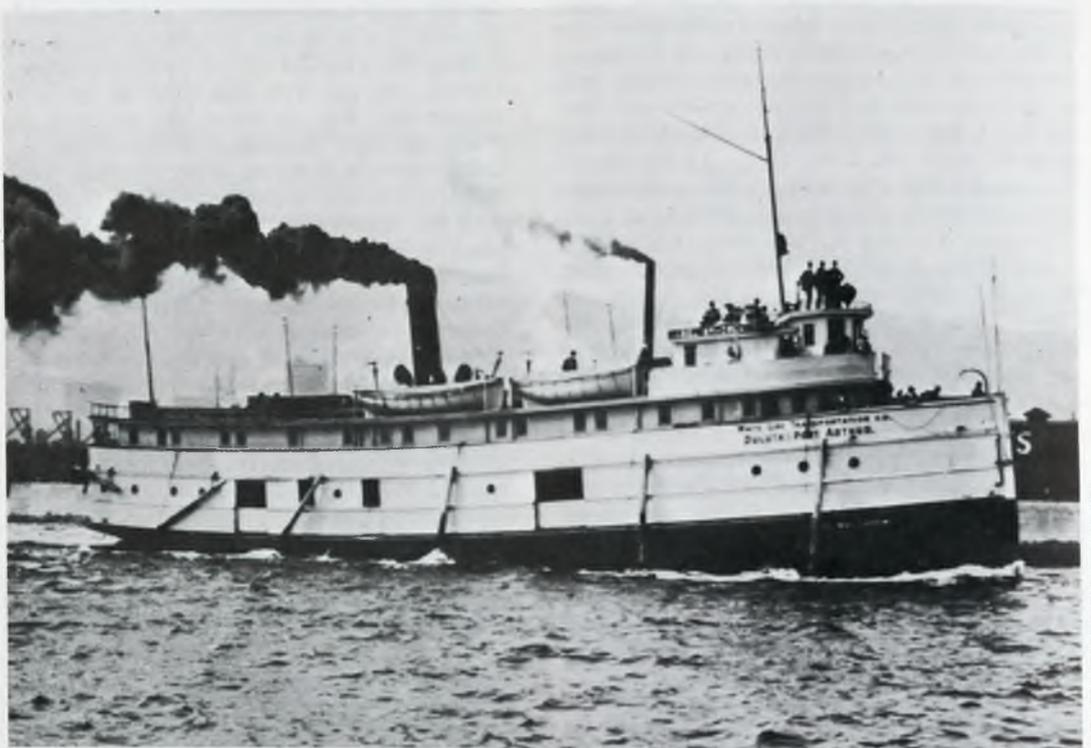
several large boats retreated and put back to Chicago. She made her last trip of the season October 16th, but did not lay up for the winter. Instead, the pig iron and sand ballast were removed and she was towed into the canal slip above the G&M warehouse at Benton Harbor, and, under the direction of her builder, Jacob Randall, she was canted and work started on what was known as a "bustling." New ribs and planking were first installed on one side of the boat, and when this was finished she was careened in the opposite direction and the operation repeated on the other side. In effect, she was given a double hull and her width was increased by 5' - 6" on either side, giving her a beam of 34 feet. Only two certificates of enrollment were ever issued to the *Puritan*, and both give her registered breadth as 23 feet, since this measurement was made inside the hull and the inside didn't change.

Other changes and improvements were made at the same time. The pilot house was moved higher, and rooms for the mates and wheelmen were constructed back of it, above the upper cabin. Fifteen more staterooms were added, making a total of forty, in addition to the Pullman sleeping sections in the upper cabin. Electric lights, the first on Lake Michigan, were installed throughout the boat, and the lower cabins were equipped with ventilating blowers. The work took all winter and well into the following spring to complete, and cost in the neighborhood of \$10,000 — an enormous sum in those days. All the cabin work was supervised by Mr. Randall while the boat was lying in the canal at the J. M. Allmendinger yard.

In the spring of 1888, some cosmetic work was also done on the *Lora*. Her spar and sail were removed; her engine was "decorated" and she received a new paint job, with the lower hull being painted black. This was surprising, in view of the fact that the *Puritan*, at least in her first year, had a green hull as was generally true of all the Graham & Morton boats in later years.

*Lora* was out in 1888 by April 9th, but work on the *Puritan* was still in progress and she didn't get out until May 26th. The increase in her beam seems not to have hampered her speed. On June 12th she made the trip to Chicago, pier to pier, in four hours flat.

The season drew on without major event, but in early October the papers made a series of announcements which must have shaken the G&M management. The Detroit & Cleveland Steam Navigation Company (D&C) of Detroit, anticipating the entry into service of their new *City of Detroit* No. 2 in 1889, had a choice of either disposing of the surplus *City of Detroit* No. 1 or seeking a new route for the older boat.



MCDONALD COLL/DOSSIN Museum

*Mabel Bradshaw* was built in 1889 for Holland/Chicago service.

They chose the latter course and decided to run her between St. Joe and Chicago, promoting and exploiting the growing summer resort traffic for the obvious profits it offered. Accordingly, in October of 1888 they purchased nine acres of property along the south bank of the St. Joseph river, just west of the highway bridge, and announced elaborate plans for the construction of docks, coal storage facilities, a large warehouse, waiting rooms, a baggage room and even a restaurant. Not only were plans for the route to Chicago announced, but there was also talk of their putting on another boat for Milwaukee, in the event of the construction of a proposed new railroad from South Bend. At the Chicago end, the D&C had made arrangements to use the docking facilities of the Lake Michigan & Lake Superior Transportation Company, on the north side of the river at the Rush Street Bridge. The *Chicago Tribune* anticipated trouble here, since the *City of Detroit*, with a beam of sixty-five feet would completely shut off the north draw of the bridge to other vessels for several hours each day, thus causing endless traffic jams on the Chicago river.

To use the words of the late, great Sherlock Holmes, "the game was afoot" in Benton Harbor and St. Joe, the winter and spring of 1888-89. Not only were the D&C docking facilities

under construction, but another new boat was under construction at the Allmendinger yard. This was a new passenger boat for the account of Mr. Hugh Bradshaw of Chicago, and Captain Thomas J. Waters, of Muskegon. The contract for the hull was let to master carpenter E. W. Heath, of Saugatuck, and the intent of the owners was to run her between Holland and Chicago. When launched in the spring of 1889, she was christened *Mabel Bradshaw*.

Meanwhile, plans were being made and the financing arranged for a mammoth \$150,000 summer hotel to be erected on the beach immediately north of the St. Joseph piers. The principal in this project was John Oliver Plank, hotelman of Detroit, and in later years a key figure in the construction of the Grand Hotel at Mackinac Island. The Cincinnati, Wabash & Michigan Railroad Company donated fourteen acres of property and also bought stock in the hotel company, as did the D&C as well, to the tune of \$13,000. Construction was started in the latter part of March and completed in 70 days, no doubt giving the local citizens plenty to talk about. "On June 24, 1889," said the *St. Joseph Saturday Herald*, "quite a party of Benton Harbor ladies came over from that village on the ferry *Belle* and inspected our Plank's Tavern."

The navigation season of 1889 proceeded

without fanfare, in spite of the arrival of the *City of Detroit* on the scene. A great deal of interest developed in the relative speed of the two boats, and the *Puritan* seems to have behaved exceedingly well. On the evening of July 4th, on the trip to Chicago, there was a brush between *Puritan* and *City of Detroit*. The latter started out first, but *Puritan* was first to arrive in Chicago, her time from pier to pier being three hours and thirty-two minutes. Her crew immediately attached a U. S. flag to the handle of a broom and hoisted it above the pilot house. In this "race" the *Puritan* averaged 18.3 miles and the *City of Detroit* 17.6 miles-per-hour.

On another occasion the tables were reversed. On July 19th a large crowd turned out to watch the two boats come in from Chicago. This time, *City of Detroit* lead by eight to ten minutes with a time pier to pier of 3 hours - 45 minutes.

All summer long, the rivalry aroused keen interest, and the bustling of the *Puritan* seems to have been a huge success.

On August 31, the *St. Joseph Saturday Herald* reported;— "The *Puritan* was the only boat that crossed the lakes through the heavy sea on Wednesday. A great crowd of people lined the park and docks to see her cut the big waves, which she rode finely."

Suddenly, and almost without warning, the rivalry came to an end. On Labor Day, the *City of Detroit* took aboard all the *St. Joseph* office furniture, equipment and records, along with agent Borgman and his wife, and made her last trip across to Chicago. She left Chicago at 11:30 the same night and returned to Detroit.

Francis Duncan, in his *Story of the D&C (Inland Seas, Spring, 1953)* said that no records or correspondence had been found to indicate why the Lake Michigan experiment was not continued for more than a single season. But it is a fact that the company's net profit for the operation was very small, and their hopes for its success were without doubt overly optimistic. (The following year, the *City of Detroit* was renamed *City of the Straits*, and ran excursions between Cleveland and Put-in-Bay.)

In spite of apparent failure of the venture, there is strong evidence that the Graham & Morton people had been impressed by it and inclined to take a page from the D&C book. Scarcely had the invader disappeared over the horizon for the last time when G&M ordered a new, big steel paddlewheel steamer from the F. W. Wheeler yard at West Bay City. The new boat was to be a radical departure from anything ever before in the G&M fleet. 223 feet in length, she was to cost between \$220,000 and \$240,000, a truly magnificent addition to the fleet.

This move put the old, faithful *Lora* on the

surplus list, and as soon as her season was done she was sold to John Morrow and others, of Cleveland and Detroit. On November 4th, a Monday night, she left for Chicago for the last time, and from there proceeded to her new home port of Bay City, Michigan, where her replacement was under construction. *Puritan*, meanwhile, finished out the month alone, and laid up for the winter in late November.

Construction continued on the new steamer at Bay City during the winter. It was thought at first that she would be ready for launching by the end of February, but the great event finally took place on the 18th of March, when the elegant new *City of Chicago* finally slid down the ways. The citizens of Bay City gave Congressman Wheeler a big banquet to celebrate the first steel steamer launched there. Her hull was painted black to the guards, with white upperworks, and she was expected to make 17 miles an hour, carrying 1,200 excursionists, or a lesser number of overnight passengers in her 70 state rooms.

No plans were made to provide a temporary running mate for the *Puritan* during the early part of the season of 1890, with the *City of Chicago* being so close to completion. On the evening of April 9th, *Puritan* made her first trip of the season and settled down to normal routine until the night of May 30th, when the line came close to being left with no boat at all. That night, when the *Puritan* was about an hour out from *St. Joseph*, on her way to Chicago, Capt. Stines, who was conversing with some men near the foot of the main stairway, thought he smelled smoke nearby. The source was discovered to be the clerk's office, which clerk Young and an assistant had left a few minutes before to go forward, up the stairs, for lunch and coffee. Young was quickly but quietly notified and returned to open the office, and he and Captain Stines and steward Ed Weaver set about putting out the blaze, at first by trying to smother it with blankets and finally using a hose. A kerosene lamp had either tipped over or exploded to cause the blaze, which might well have destroyed the boat if it had not been discovered so quickly. As it was, very few of the crew or the 46 passengers on board knew of the incident until the boat reached Chicago.

At 3:30 in the afternoon of June 2nd, 1890, the long-awaited *City of Chicago* arrived off *St. Joseph*, after a run of 36 hours from the Wheeler yards at West Bay City. She had averaged 15 miles an hour on the trip, but had made a run of nearly 18 miles an hour between South Haven and *St. Joseph*. The tug *Payne*, chartered for the occasion, steamed out of the harbor to greet her, loaded with the welcoming committee, members

of the press and Swan and Bowman's Band. The welcoming committee transferred to the steamer about two miles out and she then entered St. Joseph Harbor "amid the screaming of tug and factory whistles, the booming of cannon, lively music from the band, and cheers from the great crowd of people who lined the dock and the brow of Lake Front Park."

Nor was the excitement over when all the celebrating was finished. By the third week in June, it became apparent that a bumper crop of strawberries would overtax the capacity of both boats, and it finally became necessary for Graham & Morton to charter the propeller *Charles McVea*, of Saugatuck for a time to help carry the freight and allow the other two boats to get back onto their regular schedules.

With the rapid growth of the freight volume between Benton Harbor/St. Joseph and Chicago, and the increase in both the excursion passenger and summer resort business, things were not to remain static for long. At the end of August it was announced by Captain Thomas Waters, principal owner of the propeller *Mable Bradshaw*, that she would be put on a direct route between Benton Harbor and Chicago, and she promptly arrived on the scene and made her first trip on the first of September. Graham & Morton made plans to raze their old warehouse at the foot of Wabash avenue in Chicago and build a new one. In early October the *City of Chicago* went back to the Wheeler yard to "undergo some changes for the better,"

and it fell the lot of Captain Stines to keep *Puritan* on the lake later than the usual season on account of the immense amount of freight transferred by the Chicago and West Michigan Railroad at St. Joseph.

The *Puritan* opened the season of 1891 by going hard aground on the bar at the mouth of the Paw Paw river, on March 31. It took three tugs to release her, and she finally got off the next morning, ready for a busy season. The *City of Chicago* had been undergoing some drastic changes and would not be back to help her for a few more weeks. The work included pulling her out of the water, cutting her in two and adding fourteen feet to her length. She also has her lines filled out for a considerable distance forward and aft, to give her about a foot less draft and enable her to carry an additional 500 passengers. All this was not completed until the end of April, which meant that the *Puritan* was kept busy, going it alone.

In May, a new boat line appeared on the scene at St. Joseph and Benton Harbor. This was the "Milwaukee and Eastern Transit Company, operating two boats, the old *City of Freemont* (1866) and the smaller *City of Marquette* (1890) between St. Joseph and Milwaukee. These boats were equipped to carry a few passengers, but were essentially in the freight business.

The *City of Chicago*, rebuilt and overhauled, arrived home May 2nd and went to the head of the Benton Harbor slip, where a large force



McDONALD Coll./DOSSIN Museum

The old *City of Freemont* was mainly used for freight when she went in service for Milwaukee & Eastern Transit.



McDONALD Coll./DOSSIN Museum

**Cole's Arundell is seen here with markings of Flint & Pere Marquette and Michigan Central Railways. She was used to replace *Puritan* in 1892.**

of men were set to work getting her in order for the season. By the 23rd she was ready for business and went on her regular schedule of daily round trips along with the *Puritan*. The *Mable Bradshaw* was again running to Chicago as an independent, but even the three boats were not enough to handle the freight when the berry season came along in June, and it was necessary for Graham & Morton to charter the *Pilgrim*(1888) from Saugatuck to help carry the load.

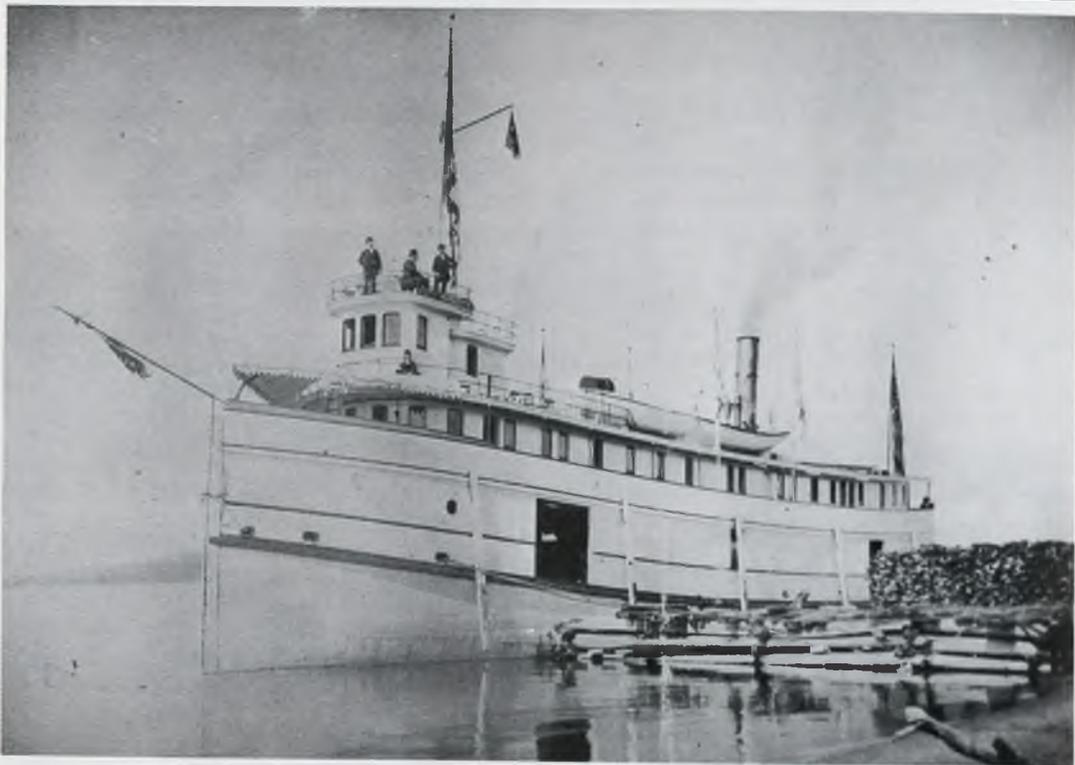
Passenger business was heavy too, the July 4th weekend proving almost too much to handle. On Sunday, July 5th, when the *Puritan* had taken aboard her full quota of 500 passengers at St. Joseph, 300 more people were still crowding around the gangways and trying to force their way on board. To quote the *Chicago Inter-Ocean*, "The gangways were finally closed and Capt. Stines made a quick dash to clear the dock before the attack was renewed. When under good headway and fully ten feet from the pier, an athletic young fellow took a running jump and caught the fender hanging from the steamer's side — Six hundred belated passengers were brought over later on the *Pilgrim* and *City of Chicago*. Fully 5,000 Chicago people spent the 4th and Sunday in St. Joseph and Benton Harbor."

Later in July, G&M, in connection with the Chicago and West Michigan railway made a special summer rate between Chicago and

Detroit which undercut the all-rail route and encouraged more trans-lake passenger traffic. Success so stimulated G&M president John Graham that he issued a challenge to Goodrich people to race their new *Virginia*, reputedly the fastest boat on the lake. The challenge was not accepted.

On September 4, 1891 President Graham and ex-Congressman and shipbuilder, Frank W. Wheeler held a prolonged meeting in a room at Chicago's Auditorium Hotel. The subject of their discussion was a contract for construction of still another new boat for the Graham & Morton Line. Only the ghosts of the past know what happened during or after that conversation to change the course of history, but as things turned out, the new boat was built, not by Frank Wheeler, but by the Detroit Dry Dock Company, the contract being signed in late December. Not only did Mr. Wheeler not get the contract, but he soon took steps to organize a rival steamship company, the St. Joseph and Lake Michigan Transportation Company, which under the popular name, "The Vandalia Line" was to compete with the Graham & Morton line during all of the following season of 1892! Strangely enough, the signing of the contract with Detroit Dry Dock and the announcement of the formation of the new rival company came just a few days apart.

A summary of the season of 1891 made in late



McDONALD Coll./DOSSIN Museum

The *City of Marquette* was chartered by Graham & Morton in 1892.

October showed that *Puritan* and *City of Chicago* had, between them, carried about 112,000 passengers, nearly 40% more than ever before. The *Puritan* was laid up for a well-deserved rest in October, but was brought back out late in the month, and it finally became necessary for G&M to charter the steambarge *Myrtle M. Ross* (1890) in early November to help with the large amount of freight that accumulated. The whole line shut down, however, at the end of November.

If people the people of St. Joseph and Benton Harbor were expecting a G&M line of three boats for the season of 1892, these hopes were soon dashed. On February 20, of the new year, it was announced that their beloved *Puritan* had been sold to the Seymour brothers of Manistee, to run between Chicago and Harbor Springs.

In March, G&M chartered *City of Marquette* (1890) from Milwaukee & Eastern to open the season for them, and on April 14th the *Puritan* bade goodbye to the only route she had ever known, and went to Chicago to take up her new route for the Seymours. Her replacement until the new *Chicora* could be delivered later in the summer was to be Captain Darius Cole's *Arundell* (1878).

To put the operation of the Seymour Brothers into perspective we must remember that they, along with P. J. Klein, of Milwaukee, had been

the organizers of the Northern Michigan Line, starting with the ex-N. T. Co. propeller *Champlain* (1870) in 1881, and adding another ex-N. T. boat, the *Lawrence* (1868) to the line two years later. In 1886, however, the Seymours had sold their interest to Mr. Klein and to Simon S. Burke of Glen Haven, Michigan. In 1887, the Seymours had ordered a new boat, the *Petoskey*, from the Burger & Burger yard at Manitowoc, and had started running her between Chicago and Mackinac in the spring of 1888.

In July of 1891, the Seymours purchased the small *Skater* (1890) to act as a local ferry between Petoskey and Bay View. In the early months of 1892 they had become formally organized as "The Seymour Transportation Company" and had moved their offices from Manistee to Chicago, at 432-448 Illinois Street.

The *Puritan* lost no time at all getting started on her new route, arriving in Manistee April 16th. on her maiden voyage from Chicago. The principal stops between Chicago and Mackinac were Ludington, Manistee, Frankfort, Traverse City, Charlevoix, Petoskey, Harbor Springs and St. Ignace. These were the advertised ports of call, but there is also evidence that they touched at times at South Manitou, at such Grand Traverse Bay ports as Northport, Old Mission and Elk Rapids, and at St. James, Beaver Island.

The routes of the two boats differed in that *Puritan* went all the way to Mackinac, whereas the *Petoskey* terminated at Petoskey, and it is likely that *Puritan* did not make the stops in Grand Traverse Bay. Both boats regularly made two trips each week.

The routes covered by the two boats of the rival Northern Michigan Transportation Company, the *Lawrence* and the *City of Charlevoix* were similar, but differed in detail. These boats also made two trips a week from Chicago, stopping at Milwaukee, Traverse City, Charlevoix, Petoskey and Harbor Springs. The *City of Charlevoix* terminated her run at Mackinac, but the *Lawrence* went on through the Straits to Cheboygan.

On March 20, about a month after the *Puritan* had started on her new run, the *Lawrence*, of the Northern Michigan Line, got into a small scrape. At three in the morning, bound north from Chicago, she ran aground on Racine Reef. The tugs *Edward Gillen* and *T. T. Mitford* soon had her off, but with a badly damaged shoe, and she proceeded to Milwaukee to go into drydock.

The day before, the *Puritan* was having a more pleasant adventure, farther north, in the Straits of Mackinac. Bound light from Mackinac to Petoskey, she was breasted by the big package freighter *Chemung* (1888), of the Union Steamboat Company (Erie fleet) carrying 1,500 tons from Buffalo to Chicago. Here was a tempting situation, the *Puritan* was famous as a "clipper," while the *Chemung* and her sister *Owego* were generally conceded to be among the finest and fastest on the lakes. To quote the Chicago *Inter-Ocean*: - "Both vessels immediately put on a full head of steam, and a race to the shanks (Waugashance light) was begun. The recognized sailing qualities of the *Puritan* had inspired Captain Robinson (*Chemung*) with a desire to see what was in his vessel in the way of speed. For the first five miles of the eighteen mile race, it is said, the vessels ran pretty even [sic]. Encouraged by the time he was making, Captain Robinson ordered the engines worked to their fullest capacity. Mr. Windmuller says the *Puritan* resorted to the same tactics and one of the swiftest boat races was on that ever took place on the lakes. The *Chemung's* machinery worked excellently, and slowly she began to pass her rival. Both boats were doing their best, and the gaining speed of the *Chemung* was continued for a half hour longer. When the shanks were reached, Mr. Windmuller says, the *Chemung* had distanced the *Puritan* two miles."

Shades of Tom Swift!

*Puritan* remained on this same northern route for the two seasons of 1892-93, running Chicago to Mackinac in the summer, laying up at Manistee in the winter. This was a time when a whole new

generation of passenger steamers was beginning to appear on Lake Michigan, starting with the crack Goodrich liner *Virginia* in 1891 and followed by the *Christopher Columbus* and the *Manitou*, in the World's Fair year, 1893. The trend established by these fine new boats was to continue and ultimately to result in pushing the smaller wooden passenger steamers of the earlier years onto secondary routes.

The *Manitou*, one of the finest and most beautiful passenger steamers ever to sail the Great Lakes, was launched May 20, 1893 at the South Chicago yard of the Chicago Shipbuilding Co. A "passenger only" boat, she was built for Lake Michigan and Lake Superior Transportation Company, and her route was to be between Chicago, Harbor Springs, Mackinac Island and Sault Ste. Marie, making two trips per week.

The summer resorts at Bay View, Wequeton and Harbor Point were already established at this time, and it was a matter of chagrin to the people of Petoskey that the dock owned and controlled by the Seymour Brothers was not of a size and depth to accommodate the *Manitou*, making it necessary for her to land at nearby Harbor Springs and to transfer passengers and baggage to Bay View, Petoskey and Charlevoix by connecting ferries. The refusal of the Seymours to extend their dock to accommodate the *Manitou*, in spite of repeated requests by the Lake Michigan and Lake Superior Transportation Company, did nothing to increase their popularity around the shores of Little Traverse Bay.

To what extent the incursion of the *Manitou* influenced the actions of its older rivals is a matter for speculation. At any rate, we do know that, early in 1894, Seymour Transportation merged with Northern Michigan Transportation Co.

Under this arrangement, titles to *City of Charlevoix* and *Petoskey* were transferred to Northern Michigan Transportation Company, whereas *Lawrence* remained under personal ownership of Burke and Klein, and *Puritan* remained under ownership of the Seymour brothers.

As early as March 10, 1894, the Milwaukee papers announced plans of the newly merged companies. *Petoskey* was to run from Chicago to Manistee, Petoskey and Mackinac. *City of Charlevoix* was to run between Milwaukee and Mackinac, touching at Sheboygan and Manitowoc. The steamers *Puritan* and *Lawrence* were to form a daily line between Milwaukee, Ludington, Manistee and Frankfort, a route which excited some comment, having for some years been the almost exclusive territory of the Flint & Pere Marquette.

By May 11, there had been some changes made in these plans. *Lawrence* did not touch at Ludington, nor did *Puritan*. Their first stop was Manistee. The *City of Charlevoix* and *Petoskey*

were both running from Chicago to Mackinac and did touch at Ludington. By this announcement, interference with the traffic of the Flint & Pere Marquette between Milwaukee and Ludington was avoided.

Just a few days later, on May 14th, the *Milwaukee Evening Wisconsin* announced that the new route was a failure, early in the season. The steamer *Puritan* had been laid up at Manitowish for want of business, while the *Lawrence* was continuing on the route, making tri-weekly trips.

The *Puritan* was not allowed to lay idle for long, however. The Seymours formed a new company, the "Chicago, St. Joseph & Benton Harbor Transportation Company," and sent the *Puritan* down south to resume the same run she had begun under Graham & Morton ownership, seven years previously. On June 3 she went back on the St. Joe/Chicago run, docking at the Bradshaw dock and at "Wallace's."

Things had changed a bit in St. Joseph and Benton Harbor since the *Puritan* had departed for the north in the spring of 1892. Wheeler's "Vandalia Line" had lasted just one season and was gone. A half interest in the steamer *Mable Bradshaw* had just been sold to C. T. Hills, of Muskegon, and it was announced that she would

go on the Chicago/Holland route. The Lake Michigan and Lake Superior Transportation Company were running boats into St. Joseph and Benton Harbor, with flour from Duluth for the Big Four Railroad. The Milwaukee & Eastern Transit Company had abandoned the route between St. Joseph and Milwaukee, and this route had been taken over by Graham & Morton, using the steamer *R. C. Reid*, which they had bought in November, 1893. *City of Chicago* and *Chicora* were holding down the regular Graham & Morton schedule between Benton Harbor/St. Joseph and Chicago in grand style.

Apparently, the *Puritan* resumed this run with a flourish, too, because on June 23rd the *St. Joseph Saturday Herald* reprinted a *Chicago Telegram* article stating:—

"Negotiations are under way between the Northern Michigan Line and the owners of the passenger steamer *Frank E. Kirby* to bring that boat from Detroit to run between Chicago and St. Joseph this season in connection with the steamer *Puritan*. It is stated that the *Kirby* would probably be secured, but in case the negotiations were not successful, the steamer *City of Toledo* would be brought over here."

Nothing ever came of all this, however, and *Puritan* never did have a running mate during



MCDONALD COLL/DOSSIN MUSEUM

The *Chicora* (above) shared a run with *City of Chicago* when used on the Benton Harbor/Chicago run.

the rest of her short career. However, she did cause considerable excitement in St. Joe, in mid-August when, entering the harbor, she struck the local ferry *Richmond*, sinking the *Richmond* quickly, though without loss of life. It was thought that if the *Richmond* had not been in the way, the *Puritan* would have struck the *City of Chicago* at her dock. The ferry belonged to Graham & Morton, who promptly attached the *Puritan* on a claim of \$800. damages.

On September 21st, the *Puritan* broke her drive shaft while on the way over from Chicago. As she was nearing St. Joseph at the time, a tug went out and brought her into port. The steamer *Lawrence*, apparently none too busy, came down and filled in for her while she was being repaired.

On October 31st, *Puritan* concluded a "successful season," and went home to winter at Manistee.

Graham & Morton at first announced plans to use the *Chicora* and the *R. C. Reid* on the winter route to Milwaukee, but later thought better of this. They laid up *Chicora* and chartered the *Petoskey* from Northern Michigan Transportation Company to run opposite the *Reid*.

At the end of December the *Reid* was laid up, supposedly on a temporary basis, but by the end of the next week, or early in January of 1895, Graham & Morton had signed a contract with Edward Heath to lengthen and rebuild her in the Allmendinger yard at Benton Harbor. This left the chartered *Petoskey* running alone on the Milwaukee route for the rest of the winter. Or such was the intention, but by mid-January there was such a build-up of freight in Milwaukee that *Petoskey* was unable to handle it and shippers appealed to Graham & Morton for another boat to reduce the load. With reluctance and considerable difficulty, the crew of the *Chicora* was rounded up and the boat made ready to sail. She departed St. Joseph on the morning of January 19th and headed for Milwaukee. There she loaded thirty carloads of flour for the Big Four railroad and eight carloads for the Vandalia, and began her return trip at 5:45 am, January 21st. As has been recounted many, many times, the *Chicora* never made it. She encountered a sudden and unexpected winter storm out on the lake, and was lost with all hands, uninsured.

All through the rest of the winter the *Petoskey* ran alone, under ice conditions that more than hampered her movements. Meanwhile, the Graham & Morton people were casting about for a suitable replacement for the *Chicora*, but without success. Their ad in Beeson's Directory for 1895 named the "Elegant new steamers *City of Chicago* and *Pinto*," the latter evidently being a name pulled out of a hat to indicate that a second but unknown boat was indeed planned

for the route.

By mid-March, painting work began on the *City of Chicago*, in spite of the bitter cold weather and, at the Allmendinger's yard work progressed on the *Reid*, which was expected to be ready for service by the first of May. In early April, the *Lawrence* came on the line to replace *Petoskey*, and the latter was returned to the Northern Michigan Line.

The *Puritan* was expected to arrive to begin her season by the fifth of April, but as late as the thirteenth she was still fast in the harbor at Manistee, and did not arrive until the 25th.

Two days later the rebuild of the *Reid* was completed and she was launched as *City of Louisville*. Originally planned for the Milwaukee run, she was used by force of circumstance as a running mate for the *City of Chicago* on the Chicago run, although she and the *Lawrence* were used more or less interchangeably on the two routes. The *City of Louisville*, though now a respectable boat, was both small and slow, at best a poor substitute for the *Chicora*, but the best that Graham & Morton could offer, under the circumstances.

Since the season of 1895 was destined to be the last of the little *Puritan*'s brief career, one could hope that it would be a quiet and peaceful one, but such was not to be the case. Shortly after six o'clock in the evening of May 14th, during a heavy northwest gale, she thrilled gathering watchers on shore at St. Joseph by her repeated attempts to enter harbor in the heavy seas. Twice she was thrown like a nutshell to the southward of the piers and nearly struck the bar, but managed at the last moment to turn and to buck the seas for another try. On the third attempt, she just managed to enter, striking the north pier a glancing blow. A little further down the channel she struck the river bar, managed to get off easily, but was swung into the current. Here the wind took her and blew her over against the south pier with a heavy jolt, sending the many watchers on the pier scurrying for shore. She then continued on up the river to the Vandalia dock where she landed while a crowd of several hundred gathered.

Captain Peter McGuigan admitted to reporters that "this was one of the tightest places I was ever caught in."

Evidently this narrow scrape resulted in no great damage to the *Puritan*. On May 24th, on her arrival from Chicago, the U.S. Steamboat inspectors made their annual check and found her boilers and hull in first class condition, passing her without reserve.

Early in the morning of June 13th, the *Puritan* was passing down the Chicago river, in dense fog. She met a tug and signalled her asking if she had a tow. Receiving a negative response,

she made the turn to go into her slip, but met the barge *City of Toledo*, which the tug had in tow. The barge struck the *Puritan's* bow, bending her stem and tearing off some of her bow plates. She made one more trip to Benton Harbor in this condition, and then went into drydock in Chicago for repairs.

All went well until September third when she had another scrape in the Chicago river. This time she collided with a large stone scow near the Rush Street bridge, breaking several of her planks, just above the waterline. A canvas was nailed over the damaged part of the hull and she proceeded on her journey to Benton Harbor. More repairs in drydock at Chicago. At the same time, a new wheel was installed that was expected to reduce her cross-lake time by about forty minutes.

On Saturday and Sunday, September 28 & 29, a heavy gale struck Lake Michigan. It started Saturday morning with a westerly wind and continued from that direction until three o'clock Sunday morning, when it shifted to the nor'west. Old seamen pronounced it one of the worst windstorms they had seen on the lake in September for years.

In the midst of this, the *Puritan* departed Chicago early Sunday morning, and before she had gone ten miles the passengers were begging Captain McGuigan to put back. The captain proceeded toward St. Joseph, however, in spite of the tremendous buffeting. He got within five miles of St. Joseph, but was finally forced to turn back, one wave throwing its force over the hurricane deck while he was making his turn. He finally arrived back in Chicago at 4 o'clock after ten hours of punishment. The *Tribune* reported passengers coming down the gangway were "—about as seasick a looking lot of passengers a one could see in many-a-day," and one passenger reported that this was his worst experience in twenty-five years of crossing the lake.

The *Puritan* made her regular trips on the following Monday and Tuesday, but at 8 o'clock on Tuesday night, while he was busy making out freight bills at his desk in the Benton Harbor dock office, Superintendent Charles K. Farmer was suddenly informed by one of the steamer's officers that she was to be immediately withdrawn from service. "Dropping his pen, he left his desk and going aboard the steamer he tried to get an explanation of this sudden turn of affairs but was unable to obtain any satisfaction. All he could learn was that the *Puritan* had been ordered to quit the route and be ready to leave Chicago this afternoon for Manistee," was how the act was reported in the October 2, 1895 issue of the Benton Harbor *Daily Palladium*. Accordingly, she loaded her regular freight, plus the coal the company had in stock and

such office furniture as belonged to the line, and departed for Chicago at three o'clock in the morning.

As can be imagined, this sudden and entirely unsuspected move caused rumors to fly at both Benton Harbor and St. Joseph. The *Puritan* would never be back. The route didn't pay, and the boat was losing money. Parties who had heavy claims against the steamer were censoring Captain McGuigan's recent foolhardy attempt to cross the lake in a heavy storm. The *Puritan* was heavily mortgaged to Capt. Cartier, a wealthy vessel owner of Manistee. She had been called out of commission by order of the government steamboat inspectors, who had some time ago ordered repairs made on the vessel, which was in bad condition in several respects (hard to imagine in view of her passing inspection the previous May and two subsequent drydockings for repairs). She had been "bought off" by the opposition line.

Local manager C. K. Farmer, who had gone over to Chicago with the *Puritan* on her last trip, to consult with Seymour officials, told a *Palladium* reporter that he would soon issue a statement that would be an "eye-opener."

Meanwhile, the *Puritan* arrived in Manistee on October 3rd, apparently in beautiful shape. The editor of the *Manistee Daily News* pronounced her a "hummer" and berated the "highly colored newspaper accounts" maligning her.

Manager Farmer's eye-opening statement never appeared in the papers of Benton Harbor and St. Joseph. In its place there was an article signed "Seymour Transportation Company" which categorically denied all the previous rumors and simply stated that through a misunderstanding between the management the boat was ordered to Manistee October 1 instead of November 1, as decided several days previous. This sounds so limp that one cannot escape the feeling that an intriguing mystery remains forever unsolved.

At any rate, the *Puritan* was prepared for winter layup, moored to a slab dock in Stokoe and Nelson's slip in Lake Manistee.

At 3:30 Tuesday afternoon, December 31st, 1895, a fire was discovered in the forward part of the boat by the watchman. He had been working below decks for several days repairing leaks around the stern bearings, caused by the breaking-away of the ice. To help keep himself warm, he had been keeping a fire in part of the range in the cook's galley, and it was here that the fire started. By the time the watchman discovered it, the whole forward section was in flames which quickly spread and burned all night. The Manistee fire department responded quickly, but the nearest hydrant was on top of a

nearby hill, and more than 1,500 feet of hose was needed to provide a single stream, so that about all that could be done was to make an effort to protect the docks and the lumber piles. After fourteen hours and 500,000 gallons of water, the hull sank at her moorings.

All the furnishings had been left aboard when she was tied up, and were valued at about \$12,000.

In early November of 1883, salvager James Reid (father of the famous Tom Reid) and his crew were in Manistee with the tug *Protector* and the barges *Salvor* and *McDougal*. Negotiations were begun to raise the remains of the *Puritan*, and in order to make a preliminary survey, Jim Reid put on a heavy diving suit and went down to investigate. He found the burned-out hull laying in sixty feet of water, resting on her side in about twelve feet of mud. Mr. Reid crawled through a small burned hole in the side of the wreck and found that the iron sheeting, which lined the boiler room, had fallen into the boilers and engines, completely covering them. The bottom timbers of the boat were in good condition.

I have not been able to discover any further information on the negotiations between James Reid and the Seymour brothers, but the end

result was that the *Puritan* was not raised, and the salvage crew soon departed Manistee on other business.

In the early 1950s, a crew of the Bultema Dock and Dredge Company, who now own the former Sands dock in Manistee, were dredging slabs in that vicinity, the clamshell resting on the old submerged slab dock, slipped off into deep water. When it came up, it held a piece of large copper pipe and a brass ring that were thought to come from the stack and the engine of the *Puritan*. The dock lies in an easterly direction as an extension from Murkey Road, south limits of Manistee. The stern of the *Puritan* is believed to lie about 100' east of the shore, the boat having been backed in, facing east, and on the north side of the dock. Evidently she lies there to this day.

May she rest in peace! □

REFERENCES: *Chicago Tribune*, *Chicago Daily Inter-Ocean*, *Milwaukee Evening Wisconsin*, *St. Joseph Saturday Herald*, *Benton Harbor Daily Palladium*, *Muskegon Chronicle*, *Manistee Times-Sentinel*, *Manistee Daily News*, *Manistee Advocate*, and *Petoskey Record*.

ACKNOWLEDGEMENTS: Many thanks for help to John H. Bultema, Gordon M. Potter, Pat Labadie, Steve Harold (Manistee County Historical Museum), Kenneth R. Hall (National Archives), Mrs. Janet R. Bean (Chicago Public Library), Mrs. Ruth Revels (Milwaukee Public Library), Richard J. Hathaway (Michigan State Library) and Mr. and Mrs. Harry Wanty. Especial thanks to the staff of the library, University of Missouri, Kansas City, who made the research possible, so far away from the Great Lakes. □



The old *Puritan* at Stokoe & Nelson Mill, Manistee, Michigan where she shares the water with a large float of logs awaiting the mill.

# AN ODE TO THE NEW BREED

Verse and Drawings  
by  
WILLIAM HEWIG III

*A comment from the Editor: It was a gloomy day in early March . . . the sun couldn't make its way through the overcast sky, it was cold, and a bit clammy; what snow remained was a dirty mess, and the world wasn't really a very pretty place. We felt like the day. We're sure you know the feeling! Then the mail came, and one of the things*

*it contained was the following bit of verse. We laughed right out loud as we read it, and then we saw the "architectural renderings" of various applications of the new ship's designs . . . well, now you can see why we felt the overpowering need to share them. Here they are, and we hope you'll see the humor we saw in them, and that they'll do for your day what they did for ours.*

Here she comes — *I think.*

I used to know my lake boats well  
But this New Breed is hard to tell.

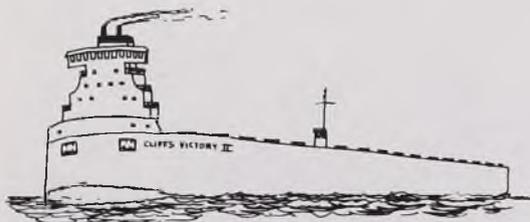
Is it bow or stern — tug or barge?  
Its hard to say, the thing's so large!

But here she comes — *I think.*

That's her bow — *they say.*

I know it's round, but times have changed  
The whole darned ship's been re-arranged:

Propeller forward; A-frame aft;  
It's a doggon, new-fangled, mixed-up craft!  
And that's her bow — *They say.*



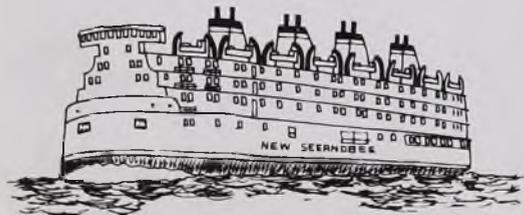
"BOW-WINDER"

This must be her stern — *I guess.*

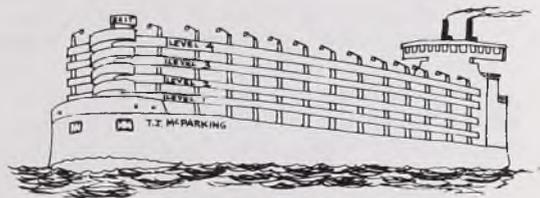
Counter sterns, cruiser sterns, belong to the past  
Nowadays they make 'em square and flat;

And the only certain way of knowing  
Is that it's on the end of the boat that's going!

Yes, that's her stern — *I guess.*



PASSENGER BOAT



AUTOMOBILE CARRIER

That's her bridge — *I'm told.*

Mounted up there on ten decks or more  
Or wait — is it a hotel on the opposite shore?

Just where is her bridge? Now I'm confused —  
There's nothing up forward but a telephone booth!

But she does have a bridge somewhere — *I'm told.*



CRANE BOAT

Well, that's the New Breed, I'm afraid —

A self-unloading, pre-fabricated, modular trunk;  
I think the man that designed her was drunk.

How long will it take these builders to learn

That a self-respecting ship *needs* a bow and a stern?

With today's style so bland, and design so frugal —

Come back — all is forgiven — Capt. Alex McDougall!

William Hewig III  
22 February, 1979

# GREAT LAKES & SEAWAY NEWS



Editor: FREDERIC E. WEBER  
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— A NOTE OF SPECIAL INTEREST FROM THE SEAWAY EDITOR —

This summer there are to be a series of celebrations at Seaway and Welland Canal points, planned to commemorate 20 years of the St. Lawrence Seaway, and a century-and-a-half for the Welland Canal. Ship enthusiasts are invited to attend all of these functions, and a special address has been established for those wishing details. Write to:—

BOX 1829 - 1979  
St. Catharines, Ontario  
CANADA L2R 7K1

Jan. 1. . . *Yuta Bondarouskaya* is the first vessel into Montreal for 1979.

. . . The goelette *LeLibertaire* (ex-*Orleans*) remains on the bottom at Quebec City. She sank there on December 28, 1978.

. . . The first of a new class of U.S. Coast Guard icebreaking tug, the 140-foot *Katmai Bay*, No. 101, arrived in Detroit for a final check before attacking frozen shipping routes. A sister ship, the *Bristol Bay*, is scheduled to be based in Detroit next April. *Katmai Bay* is named after an Alaskan Peninsula location.

Jan. 4. . . The Canadian vessel *Nordale* is the last ship to tie up at Toronto. She has been hauling stone on Lake Ontario.

Jan. 5. . . Ford Motor Company's bulk carrier *William Clay Ford* cleared the Ford basin at the Rouge plant, for the last time as a 647-foot ship. She headed for Fraser's Shipyard, at Superior, Wisconsin, where she is to be lengthened 120-feet, and equipped with a stern thruster. Only P. M.'s *J. L. Mauthe* will remain from the original class of eight 647-footers built in the 1950s. The others were *Cason J. Callaway*, *Philip R. Clarke*, *Arthur M. Anderson*, *Armco*, *Reserve*, and *Edward B. Greene*.

Jan. 6. . . The Canadian ore carrier *Ferbec* went to anchor about 1.3 miles above St. Jean, Orleans Island, in the St. Lawrence River, with suction trouble. When the difficulty has been corrected she is to proceed to Seven Islands.

Jan. 7. . . *William Clay Ford* arrived at Superior harbor and went to anchor for the night.

. . . The Finnish motor vessel *Walki* ran aground at Lanoraie anchorage, east of Montreal. Two tugs from Montreal and one from Quebec City are on their way to aid.

## ● GREAT LAKES & SEAWAY NEWS

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Jan. 8. . . The survey on the *Charles M. Beeghly* shows heavy bottom damage involving nearly the full length of No. 1 port tank. Repairs will very likely be carried out at Frazer's yard at Superior.

. . . With the aid of two tugs and a Coast Guard cutter to break ice, the *William Clay Ford* moved into the Fraser Shipyard. She will go into drydock some time in March for lengthening work.

Jan. 9. . . Ford Motor's *Benson Ford* became stuck in ice in the Livingstone Channel of the lower Detroit River. She was downbound, headed for Toledo to load coal for the Rouge plant.

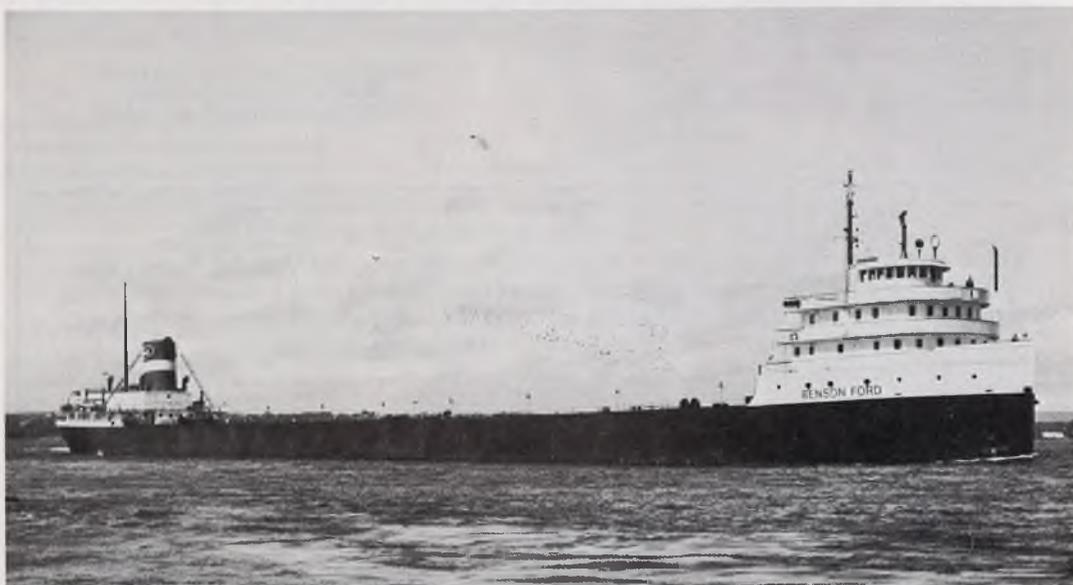


Photo by THOMAS MANSE

The *Benson Ford*, seen here in the St. Mary's River.

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. . . U.S. Steel's *Roger Blough*, downbound loaded, came to a stop at 2:30 pm, in back of the Delray Power Plant, on the Detroit River. At 6:30 pm, she moved downstream about ¼-mile.

. . . The 1000-foot *Mesabe Miner*, upbound, became icebound in western Lake Erie.

. . . An upbound convoy of four vessels was halted by heavy ice in the St. Mary's River. The ships are; the 1000-foot *James R. Barker*, Ford's *John Dykstra*, and two unidentified vessels. The Coast Guard ice breaker *Mackinaw* has been sent to free them.

Jan. 10. . . The Arctic icebreaker *Westwind* is being sent to the Detroit River to help ships beset in the unusually heavy ice. The *Benson Ford* is still stuck in Livingstone Channel.

. . . The dredger *Three Brothers* sank off Manistee, Michigan, in Lake Michigan, while in tow of the tug *American Viking* on a voyage from Frankfort to Muskegon, Michigan. Her owners, Bultema Dock and Dredge Company, will undertake her salvage in March or April.

Jan. 11. . . The *Arthur M. Anderson* joined the *Blough* and a Cleveland Cliffs vessel in the ice on the Detroit River, back of the Delray Power Plant.

. . . The *Benson Ford* is pulled up the Livingstone Channel, stern-first. She returned to the Ford Basin for winter lay-up.

. . . The Coast Guard moved the *Roger Blough* into the Livingstone Channel in hope of using her power to break the ice jam, but she, too, became stuck.

GREAT LAKES & SEAWAY NEWS ●



Photo by PAUL C. WIENING

. . . From Thunder Bay, Ontario, comes a report that Paterson's *Prindoc*, which grounded on December 13, 1978 on a voyage from Montreal to Detroit, has been laid up for the winter at Collingwood, Ontario where she is to be drydocked for inspection, by April, before commencing the 1979 season.

Jan. 13. . . The Coast Guard's cutter *Acacia* and tug *Arundel* became stuck in floating ice off Rock Island, in Lake Michigan, just off Wisconsin's Door Peninsula. As the 110-foot *Arundel* was trying to cut through a ridge of ice she became stuck. Wind drove the ice over her stern and the decision to abandon ship came when she began listing as a result of ice pressure. The 20 men linked together with ropes, climbed off the *Arundel* and walked across the ice, about 300 yards, to the safety of the *Acacia*. the wind was blowing at about 45 miles-per-hour at the time.

. . . The icebreaker *Westwind* and tug *Kaw*, working in tandem, freed the vessels in the Detroit River. The U.S. Steel vessel headed for Conneaut, Ohio, to unload.

. . . The new *Katmai Bay* freed the *Mesabe Miner* which returned to Ashtabula, Ohio, for the winter.

Jan. 14. . . The *Acacia* freed herself at about 4:00 am and took the *Arundel* in tow. There is still a danger of being blown into shoals near Washington Island, and to offset this they wedged themselves against the ice until the *Mackinaw* arrived to escort them out.

Jan. 16. . . The *Algoway*, beset by ice in Goderich, Ontario, was freed by the tug *Barbara Ann*.

Jan. 18. . . Hall's *Doan Transport*, downbound from Thunder Bay, Ontario, became stuck in ice on Lake Superior.

● GREAT LAKES & SEAWAY NEWS



Photo by FRANK CREVIER

The U.S.C.G. Cutter *Acacia* is no stranger to ice waters.

Jan. 19. . . *Sea Castle* is being refitted at Sturgeon Bay, Wisconsin. She will resume barge service in the Lake Michigan cement trade.

. . . *Doan Transport* has successfully freed herself.

Jan. 20. . . The bulk carrier *Paterson* cleared Port Weller Dry Docks.

. . . The *Seaway Queen* entered Port Weller Dry Dock.

Jan. 22. . . The Ernst Russ Line, of West Germany, will discontinue regular service to the Great Lakes this year.

. . . The Coast Guard cutter *Sundew* broke through the ice of Lake Michigan from Charlevoix to Beaver Island in order to bring heating oil to the island.

Jan. 23. . . The *Arundel* left Bay Shipbuilding yard after spending days there for inspection and repairs, the result of mishaps with the ice.

Jan. 24. . . After less than a day's trials, the *Arundel* was returned to Bay Shipyard for more work.

. . . The U.S. Coast Guard tug *Kaw* went to the aid of the new, 1000 foot, *George A. Stinson*, north of Port Huron. After freeing the *Stinson*, *Kaw* headed for Saginaw Bay to aid the tanker *Gemini*.

Jan. 25. . . The Coast Guard's 110-foot *Naugatuck* lost her propeller in the St. Mary's River near DeTour, Michigan. Corps of Engineers divers recovered it, and the *Mackinaw* took the vessel in tow bound for Sturgeon Bay, Wisconsin.

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GREAT LAKES & SEAWAY NEWS ●

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. . . The Coast Guard tug *Raritan* has been dispatched to the Soo to replace the *Naugatuck*.

Jan. 26. . . The *Arundel* has returned to service.



. . . The *Pic R* (former *Pic River*) is now stern-first at the United Metals berth in Hamilton, Ont. The remains of the *Congor* have been cut up.

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Jan. 27. . . The tanker *Imperial Collingwood* has been sold to Flitamar, S.A., the same firm that bought the old *Imperial London*.

Jan. 28. . . Chase International, a new fleet on the Lakes-Europe run last season, is having some financial difficulties and may fold.

Jan. 30. . . From St. Catherines, Ontario a report states that repairs are being made on the *George M. Carl* at Toronto. The Canadian bulk carrier sustained damage when she hit a buoy some time back, but the damage was light enough to permit postponement of repair until now.

. . . The Lake Carriers Association reported today that the total shipments of bulk commodities on the Great Lakes rose 51 % in December, 1978 over December, 1977.

Jan. 31. . . U. S. Steel's *Arthur M. Anderson* hit the stern of the icebreaker *Westwind*. The *Westwind* was breaking a path through ice, for the *Anderson*, near Ashtabula, Ohio. When the *Westwind* came upon an ice pressure ridge she came to a sudden stop and the *Anderson* found it impossible to stop in time. Damage to the *Westwind* involved some main deck buckling and a couple of minor holes above the waterline. The *Anderson* suffered a holed bow and some main deck buckling. She went on to port and into winter layup, and the *Westwind* returned to service after some minor repair work.

# THE LIBERTY SHIP EVER LIFE

Prepared for *Telescope*  
by  
GEORGE AYOUB



Author's photo of *Ever Life*, at Iroquois, Ontario, on July 4th., 1965.

SHIPYARD Baltimore, Maryland; Bethlehem-Fairfield Shipyard, Incorporated (No.2399)  
TONNAGES 7210 Gross tons, 4275 Net tons; 10,865 deadweight.  
DIMENSIONS 441.6' (oa); 442.8' x 57' x 34.8.  
MACHINERY Triple expansion engines, 3-cylinders, 24 1/2" x 37" and 70" x 48", 2,500 I.H.P., by  
Worthington Pump and Machinery Corporation, Harrison, New Jersey. 11k.  
TYPE Liberty, Ec2-S-C1. Standard cargo steamship.

8/1944 Completed for the U.S. War Shipping Administration, Washington, D.C. as *S. M. Shoemaker* (1944-1949). Registered, Baltimore, Maryland. US 246553. Placed under management of Marine Transport Line, Inc. *a*  
1946 Transferred to the U.S. Maritime Commission, Washington *(b)*. Management changed to Marine Operating Co. *(c)*.  
1949 Sold to Shipenter Lines, Inc., New York, and renamed *Taddei* (1949-1955). 7219 gross tons, 4417 net. *(d)*.  
1955 Transferred to Monrovia, Liberia, by the same owners, and renamed *Villa Marion* (1955-1963) *(e)*  
1963 Sold to First Navigation Corp., SA, Monrovia, and renamed *Ever Life* (1963-1967). *(f)*  
1967 Sold to Taiwan shipbreakers, and arrived at Koahsiung, March 3, 1967. Scrapped in June.

## NOTES

- (a)* During wartime the 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)* Operated during first season only
- (d)* Tonnage figures altered c1953.
- (e)* In Great Lakes service under this name.
- (f)* Listed as *Everlife* in the ship registers.

GREAT LAKES & SEAWAY NEWS ●



Photo by Cdr. A. B. HARRIS

*Federal St. Clair* is no stranger to difficulty. Detroiters remember her going aground in the upper Detroit River on her first trip into the lakes.

Feb. 5. . .Repairs are being made on the Liberian motor vessel *Federal St. Clair* at Lisbon, Portugal, correcting damage she suffered on a voyage between Antwerp and the Lakes, in September, 1978. She arrived in Lisbon, January 30. She had been a Lake visitor on a regular basis since entering service.

Feb. 6. . .Workers of the American Shipbuilding Company at Chicago and Toledo have reached an agreement, subject to confirmation. If accepted, these yards will reopen soon. The Lorain yard workers have not accepted the settlement to the strike which began on August 15, 1978.

. . .The damage which the self-unloader *H. Lee White* experienced when she touched the bottom on June 26, 1974, has finally been repaired at Fraser Shipyard in Superior.

Feb. 7. . .Mr. Edward Forkel, acting managing director in the Illinois Office of International Affairs, reports that the Port of Chicago plans to increase its container-handling capacity to 60,000 tons per year by the early 1990s. A new container crane and a \$10 million development of the Iroquois Landing Lakefront Terminals are planned.

Feb. 8. . .The American Bureau of Shipping classified the self unloading bulk carriers *Lewis Wilson Foy*, for Bethlehem Steel Corporation, Wilmington, Delaware, and the *Buffalo* for Lawrence

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● GREAT LAKES & SEAWAY NEWS

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Steamships Co., Buffalo, N. Y.

Feb. 10. . .*Seaway Queen* cleared the Port Weller Drydock.

Feb. 11. . .The *Canadian Century* has entered Port Weller.

Feb. 12. . .Cleveland Tankers' *Gemini* encountered heavy ice on a voyage from Chicago to Bay City, Michigan, causing some damage to the shell plating on port and starboard sides.

Feb. 13. . .The *Westwind* brought vital supplies to the *Roger Blough*, which has been stranded in ice off Conneaut, Ohio, for the past six days.

Feb. 15. . .C.S.L. ordered an "Algobay-type" self-unloader from the Collingwood shipyard at an estimated \$34 million cost.

. . .The *Westwind* broke the *Roger Blough* free and escorted her into harbor. When unloaded she will head for Two Harbors, Minnesota.

Feb. 20. . .*Roger Bloughs* is upbound in the Detroit River.

Feb. 20. . .Two carferries are stuck in ice off Frankfort, Michigan.

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Photo by SKIP CILLHAM

Feb. 22. . .The old Canadian self-unloader *Ferndale*, laid up at Toronto since December, has been sold to Marine Salvage Company.

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..The Coast Guard broke loose the two car ferries trapped off Frankfort. Ice was reported to be 19 feet thick in spots.

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GREAT LAKES & SEAWAY NEWS ●

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Feb. 23. . .The *Gemini* is now in lay-up at Ecorse, Michigan where she will undergo shell plate damage repairs.

. . .The St. Lawrence Seaway Authority reported that ice conditions in the Seaway are normal for this time of year, and unless unusually cold temperatures prevail during the rest of February and March, an April 2nd. opening appears likely.

Feb. 23. . .*Federal St. Clair* has sailed from Lisbon for Lorient, France.

**MISCELLANEOUS.** . .The tug *Maryann* (a- *S. M. Dean*; b- *David McAllister*) has been renamed *Gregg MacAllister* (in 1977) by MacAllister Brothers, Inc. She sailed the Toledo/Detroit coal run from 1949 to 1969, and Capt. Shirel Ferson, an Institute member, sailed her from 1949 to 1968 as her master.

. . .The passenger ship *America* arrived in Piraeus, Greece, September 20, 1978.

. . .U. S. Steel has sold the following vessels out of the fleet: *James A. Ferrell* (laid up since 1971); *Percival Roberts, Jr.* (laid up since 1971); *Richard Trimble* (laid up since 1974); *William B. Schiller* (laid up since 1974) and *William F. Palmer*, to Hyman-Michaels Company, of Duluth, Minnesota, reportedly for scrapping.

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DOSSIN MUSEUM Collections

*Tassos K.* (see Page 87) was *Phyllis Bowater*, in Lake service when this view was taken at Detroit in 1961. She's been sold and renamed.

● GREAT LAKES & SEAWAY NEWS



Photo by PAUL G. WIENING



Photo by PAUL G. WIENING

*Parker Evans* (bottom view) is renamed, as is *Martha Hindman* (top view), but the *Helen Evans* appears finished, at least for now.

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GREAT LAKES & SEAWAY NEWS ●

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. . . The motor-tanker *North Lord* has been sold by Priam Cia Nav. S.A., Greece, to Hierros Arcles S. A. for scrap, in 1978. She had been laid up at Chalkis since February 11, 1975. She visited the Lakes in the 1960s, and was one of the few vessels of her size to go down the North Channel of the St. Clair River by mistake. (She did not complete that transit!)

. . . *Charlotte* (ex-*Phyllis Bowater*) has been sold by Eldeco Cia. Nav S.A. to Massitos Shipping co. S.A., both of Greece. She has been renamed *Tassos K*. She visited the Lakes as the *Phyllis Bowater*, carrying paper for Canadian interests when owned by Bowater Paper Company.

. . . The motor tanker *Stolt Castle* has been sold by Carmel Transport Corporation to Stolt Castle, Inc., both of Liberia. She visited the system coming into Montreal, in 1978.

. . . The *E. R. Montreal* (ex-*Reinhart Lorenz Russ*), motor bulk carrier, has been renamed *Cast Porpoise* by Partm. s. Reinhart Lorenz Russ, West Germany. She was in the Seaway system to Montreal in 1978.

. . . On October 5, 1978, *Paul Bunyon*, Yard No. 9412, 2,600 gross tons, a motor RO/RO cargo vessel, was launched by Peterson Builders, Inc., of Sturgeon Bay, Wisconsin, for American Heavy Lift Steamship Co.

. . . A report from London states that work will begin on April 2nd to raise and preserve King Henry VIII's warship *Mary Rose*, which capsized and sank in the Solent in the year 1545. The work will be carried out by a full-time team of 16 archeologists, draughtsmen, surveyers, photographers and 30 experienced diving volunteers.

. . . The self-unloader *Joseph Young*, which was tied up most of 1978, was supposed to be sold to Erie Sand & Gravel, but is now reportedly going to Buffalo for scrapping.

. . . *Richard J. Reiss* will be going to the shipyards for a five year inspection and repair to her bow. The repair work is necessitated by ice-inflicted damage.

. . . From Toledo, a report states that the *Buckeye*, which laid up early, has been sold to Canadian scrappers. At the Lakefront Ore Dock, Cleveland Cliffs' *Walter A. Sterling* is having air conditioning installed in all her quarters. At Lakefront # 2, Columbia's *Crispin Oglebay* is having new boilers installed on her port side, and ice damage is being repaired on her bow.

. . . Reports of some name changes: *Parker Evans* is now the *Marl Hill*; *George Hindman* has become *Meldrum Bay*; *Blanche Hindman* is to be known as *Lac Ste. Anne*, and the *Martha Hindman* is to become the *Lac Des Isles*. All are in the Quebec & Ontario Paper Company fleet. The *Helen Evans*, according to the same source, will not sail.

. . . The Canadian vessel *Franquelin*, Thunder Bay for Halifax with a cargo of wheat and barley, stranded off Montreal, September 25, 1978 and was subsequently refloated with tug assistance after approximately 500 tons of cargo were off-loaded into a barge.

. . . From Houston, Texas comes a report that the old Canadian canaller *Eaglescliffe Hall*, now under the British flag as the *Eaglescliffe*, went aground while entering Aransas Pass. U. S. Coast Guard are reportedly attempting to secure the vessel and pump out flooded compartments. This took place on February 19, 1979.

. . . Federal Commerce Navigation, Ltd., have sold their ships, the *Benfri*, *Lorfri* and *Nanfri* to The People's Republic of China. These salties have been regular lake visitors over the past few years.

. . . Two former Seaway salties have gone to scrap; the *Crystal Bell* and the *Northern Eagle*. □

The Great Lakes Maritime Institute, Inc., promotes interest in the Great Lakes; preserves items related to their history; encourages building of scale models of lake ships, and furthers programs of the Dossin Great Lakes Museum, repository of the Institute's holdings. The Institute was organized in 1952 as the Great Lakes Model Shipbuilder's Guild. It is incorporated under the laws of the State of Michigan as a not-for-profit corporation and donations to the Institute have been ruled deductible by the Internal Revenue Service. No Institute member is paid for services.

Telescope®, the Institute's journal, is published six times per year and covers Great Lakes topics.

The Editor welcomes the opportunity to review manuscripts for publication, sent to:

GREAT LAKES MARITIME INSTITUTE

Dossin Great Lakes Museum  
Belle Isle, Detroit, MI 48207

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# GREAT LAKES MARITIME INSTITUTE

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