Telescope

JULY ☆ AUGUST, 1979
Volume XXVIII; Number 4

GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

A couple things are worthy of note at this mid-point of 1979. You may note that this is the second consecutive issue containing 32 pages instead of the usual 28. This is by no means a complete departure from the norm, but it does reflect the fact that members have been sending in good articles, and more of them. At the moment we are well fixed for material, but this does not mean that you should back off. Please send them along . . . it is mighty nice to be able to prepare an issue for the July date on April 10 (which is when this is being written.) There have been numerous months when we were within a week of the deadline and didn't have a lead article in hand. Usually something turned up — sometimes not, and that would be when your Editor would have to write something quickly! We also want to note the recent contributions of Board member and officer, Dave McDonald, who has brought the institute back into the ship-plan business. This issue contains the latest in this effort; the outboard profiles of the "Maritime" class ships, featured in the excellent lead-article by Al Jackman. All this points up the fact that the Institute is *your* organization. *You* make it go; and *without you* there wouldn't *be* an Institute. □

MEETING NOTICES ●

There is no Institute meeting in the month of July. September is the month for the Annual Dinner meeting at the Detroit Boat Club, held on September 14th. This dinner requires special reservations, and informational details are mailed to members in the Detroit-metro area. Members outside this area wishing to atend should send a stamped, self-addressed, envelope requesting the details. The November meeting will be held on November 30, at 8:00 pm at the Dossin Museum.
Business meetings, *(which all members are urged to attend)* are scheduled for August 24 (early to avoid Labor Day weekend), October 26, and January 4, 1980. All are at 8:00 pm at Dossin. □

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Published at Detroit, Michigan, by the
GREAT LAKES MARITIME INSTITUTE

Printed in the United States by
Macomb Printing Specialties

OUR COVER PICTURE . . . The lower Detroit River, on a lovely June day, was the setting for this view of the *Ashland*. She appears to be "leaving the scene," and considering the new shipbuilding being done, this may well be the case. The ship is featured in the lead-article on page 95, and the photo was taken by Bob Lee in June, 1973. □

Telescope Magazine is produced with assistance from Dossin Great Lakes Museum an agency of the Historical Department of the City of Detroit.

COALS FOR THE FIRES OF OSWEGO

by
Richard F. Palmer

One of the more interesting shipping operations in recent times on Lake Ontario was the transfer of coal between Sodus Point and Niagara Mohawk Power Corporation's electrical generating plant in Oswego, New York.

Between 1941 and about 1959, the American Steamship Company's self unloader *Fontana* made daily trips during the navigation season on the 28-mile stretch between Sodus Point and Oswego.

Because of a quirk in the coal shipping tarriff, the power company found it cheaper to have bituminous coal shipped from Pennsylvania to Sodus Point, via the Pennsylvania Railroad, thence transferred to ships for the balance of the journey. This arrangement lasted until 1963 when unit trains commenced operating directly to the plant via the Erie-Lackawanna Railroad.

To many of us who grew up near Oswego, the *Fontana* was an old friend and her crew, commanded by Captain William Hayes, were a friendly lot. And once in a while, if one could get permission, he could get a ride.

It was quite a thrill for a young teenager to watch the operation of loading and unloading coal. At Sodus, the Pennsylvania Railroad operated a 400-foot trestle that was built in 1926. It replaced a smaller structure that had

Niagara Mohawk Power Co.

A peaceful summer day in the early 1950s finds the FONTANA *being loaded at Sodus Point, New York, on the Pensylvania Railroad.*

The JOSEPH S. SCOBELL *arrives in Oswego with the first boatload of coal from Sodus Point on July 9, 1940. Work on the dock had not yet been completed, and coal was unloaded onto a temporary conveyor belt.*

Niagara Mohawk Power Co.

Niagara Mohawk Power Co.

It is April, 1950, and already FONTANA *is on her seemingly endless vigil furnishing coal for Niagara Mohawk's steam station in Oswego, New York.*

been there for many years. Sodus was able to accomodate the larger ships as the harbor was dredged to a 20-foot depth. For many years, Sodus Point was far more important for transshipment of soft coal than any other port on the U.S. side of Lake Ontario.

In 1940, Niagara-Hudson, predecessor of Niagara-Mohawk, put its steam station at Oswego into operation. Erie Sand & Gravel's *Joseph S. Scobell* handled the coal shipments that year and the *Fontana* took over the next season. During the intervening years, other ships of the Boland & Cornelius fleet occasionally spelled the *Fontana*. Although they did resemble her, the *Fontana* seemed to have a personality all her own — something that can be appreciated by ship-watchers.

It took about 18 hours to make the trip, with an average load of 4,500 tons of coal. The *Fontana* normally stockpiled about two million tons during a typical season. However, it would be all she could do to keep up, since the Oswego station could consume nearly 4,000 tons a day generating electricity. Niagara Mohawk had the reputation of having one of the largest coal piles in the country. At one time it was nearly 125 feet high.

One of the older ships on the Great Lakes, the *Fontana* was launched in 1904, as the *R. W. England*. She was renamed *Frank Seither* in 1919, and *Fontana* in 1923. She was built by the Great Lakes Engineering Works in Ecorse, Michigan. She was powered by a triple expansion steam engine (18", 32", and 54" x 40") originally built by Samuel Hodge & Company in 1888 for the *Helena*. This was the second second-hand engine for the *Fontana*. The first, also built by Hodge, came from the old *V. H. Ketchum* and remained with the ship from 1904 to 1920 when replaced by the second one. It was a quadruple expansion engine (18", 28", 36" and 36" x 30"). The *Fontana* was converted to a self-unloader in 1924, at Sturgeon Bay, Wisconsin, by L. D. Smith. In later years she carried a crew of 37.

One of the unusual aspects of this operation was that the ship was never out of sight or very far from port. Running light, she could make the trip from Oswego to Sodus in 3½ hours. Meeting Niagara Mohawk's yearly quota of over a million tons was a challenge, and it was an unusual day when *Fontana* wasn't on the horizon with her familiar wisp of smoke.

After *Fontana* was sold to Marine Salvage, Ltd., in 1960, *John J. Boland* took over. The operation continued until 1963, when unit trains took over. In 1972, the plant was converted to oil.

Times have changed. The mammouth coal pile has been replaced by huge oil storage tanks and the steam station is twice the size it used to be. An occasional tanker visits the dock long since vacated by the *Fontana* and her likes. Although the old "lakers" have long-since gone to the breakers, they aren't soon forgotten.

Footnote: The days of coal transport on Lake Ontario came to an end several years ago. Major coal shipments started in Oswego and Fair Haven in the 1870s, and later spread to Sodus Point and Rochester (Charlotte). The Lackawanna Railroad operated its facility in Oswego from 1882 to 1963. On the other side of the harbor, the New York, Ontario and Western Railway operated from 1890 to 1937. The Lehigh Valley maintained facilities at Fair Haven from 1871 to 1936. Pennsylvania Railroad operations at Sodus date back to the 1800s, and were discontinued in 1967.Last to go was the Baltimore & Ohio facility at Rochester, in 1970. □

BY DEFINITION: TASHMOO

by
JAMES CLARY

In researching the history of the White Star Line excursion steamer *Tashmoo* for my "Maritime History in Art" Collection, I came across many interesting theories on the derivation of this unusual name. The most common story told in connection with *Tashmoo* was the legendary Indian prince of this name who stood as the epitome of strength and courage. The Iroquois princesses Owana and Wauketa, believed to be the lovers of Tashmoo, served as a romantic facet of the myth. Many other ideas on the name led in the direction of a super-athlete, long distance runner, and even one obscene meaning too risque to write about. I couldn't verify any derivation of the name, other than the 'fact' that it supposedly came from "Tashmoo Park."

Taking the advice of the Great Lakes Indian expert, William J. Kubiac, I went to Walpole Island in an attempt to track down the legend, even though, according to Kubiac, there was a good chance that Tashmoo was not Ojibway to begin with.

Starting at the Council Office on the island, I was directed to several of the elder inhabitants who, in turn, directed me to others. None of them ever heard the word "Tashmoo." Back at the Council Office the clerk was kind enough to telephone many others who, because of the muddy roads, couldn't be reached. Nothing.

Spending the better part of the day and coming up with not one scrap of information, I turned for home thinking that the theory about the "Indian Prince" at least *sounded* good. But on the way to the bridge I spotted a small building with the sign, "Indian Language Center" on it. Elated at the possibilities this presented, I sprang into the office only to find that they had already been called by the ladies at the Council Office and could be of no help. I pleaded for any assistance they could render and asked if they had an Ojibway dictionary. Finally, in seeing that I was deeply sincere in this project, the lady sat me down and handed me the book: "A Manual for Missionaries & Others Employed among the Ojibway Indians."

Using every word possible from other sources, we tried to match any sensible combination for a definition. Strong, apollo, strength, big, muscular runner, swimmer . . . all led nowhere. Seeing that I was defininitely on the wrong track, I asked the lady to find a word *similar* to what Tashmoo would sound like in Ojibway. To my amazement, I was told that the first one or two letters of every Ojibway word is not pronounced. After reading aloud many words from different parts of the book the lady said the word *"Aunwashemo"* (pronounced *New Weshemo)* which means to rest! I jumped up and screamed, "that's it!!!" (She thought I was crazy.) I knew I had found the lost meaning of *Tashmoo.* Pronounced quickly, *"New Weshemo"* sounds exactly like *Tashmoo.* In other sources I had read that the Indians on Walpole Island welcomed Indians from other nations to stop and rest during their journey between the lakes, and that Tashmoo Park was billed in old advertisements as a "resting place." After a very long but interesting search in which historians took part, I realized the true meaning of *Tashmoo* was rediscovered.

(Editor's Note - Mr. Clary may (or may not) be onto something here. We take no sides, but other readers are welcome to comment.)

THE GREAT LAKES MARITIME CLASS BULK CARRIER

by
J. ALBIN JACKMAN

In 1941 the United States Maritime Commis- contracted for the design and construction of a "class" of Great Lakes bulk carrier. This group of sixteen boats has been nicknamed the "Maritimers" since their delivery in 1943. Many boatwatchers consider these ships to be among the best looking on the Great Lakes.

The American Ship Building Company and the Great Lakes Engineering Works had begun construction of the new vessels which the Ptttsburgh Steamship Company, a subsidiary of the United States Steel Corporation, had ordered in for delivery in 1942. There was a total of five large straight-deck bulk carriers being built during 1941. The five "Super-Dupers" were the largest and most powerful freighters built for the Great Lakes service when they were delivered. Following the completion of this contract the shipyards were anticipating small government contracts and repair work as their future source of income.

The United States Maritime Commission had surveyed the Great Lakes bulk carrier fleet during 1940-41 and found it inadequate to meet the anticipated needs for waterborne transportation in the approaching global unrest. After months of negotiation with the steamship companies and their representatives, the United States Maritime Commission (USMC) ordered sixteen bulk carriers to be built by American Ship Building Company and Great Lakes Engineering Works. In October, 1941 six vessels were placed under contract with Amship and the G.L.E.W was awarded a contract for ten vessels. Amship had agreed to build their vessels at a cost of $1,972,000 per vessel while the Great Lakes Engineering contract specified a delivered price of $2,200,000 each. The vessels were to be delivered by mid-1943.

The new ships were to conform to the lines of the general Great Lakes straight-deck bulk carrier. The design limitations were set by the

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The JOHN T. HUTCHINSON, *was built by the American Shipbuilting Company, at Cleveland, and was the last Great Lakes freighter built there.*

Author's Coll.

The STEELTON *[iv], formerly the* FRANK PURNELL *[i], and now* HULL No. 3.

existing conditions at iron ore, grain, coal, stone and other bulk commodity docks. In addition the ship designers had to consider lock dimensions at the Soo, as well as the existing conditions in connecting channels and harbors.

The criteria set, the overall design was developed for a vessel 620-feet in overall length, 595-feet in length between perpendiculars, with a beam of 60-feet and a 35-foot moulded depth. The length exceeded the average length of the Great Lakes fleet, but the beam was the same as the so-called "standard boats." The depth followed the pattern set by the most recent additions to the Pittsburgh Fleet. These "Maritime" vessels were considered to be very large ships when compared to the average vessel sailing in 1943.

The horsepower limitations were governed not only by the availability of powerplants and boilers but also availability of fuel and the unwillingness of the future shipowners to accept any radical departure form their then-current fleet equipment. It was decided that the vessels would have 2,500 horsepower reciprocating steam engines with coal-fired, stoker-fed, water tube boilers. The coal bunkers would have a capacity of about 475-tons of stoker coal, which was readily available around the lakes.

The two shipbuilders developed similar vessel designs. These were designated by the U.S.M.C. for classification purposes as follows:

The American Ship Building Company design;
L6-S-A1
and the Great Lakes Engineering Works design;
L6-S-B1

These designations can be translated as follows:

L — Great Lakes Vessel
6 — 600 to 699 feet long overall
S — Steam propelled
A — Particular design
1 — Number of the sub-design.

(The sub-design number would be changed with significant design modifications.)

The Great Lakes Engineering Works took the basic hull design of the "super-dupers" and modified it to meet the new requirements. Their hulls were built with the traditional elliptical stern and the standard triple-expansion reciprocatine engine.

The Amship design incorporated the revolutionary full modified-cruiser stern. They also utilized the Lentz-Poppet compound engine for

which they were the sole licensee in the United States.

These two ship designs appear almost identical to the casual ship-watcher until the sterns are compared and then the difference is quite evident. The accompanying line drawings clearly show the difference in the outboard profile. There are other minor design differences, even among the vessels built by the same firm, but these variances are not readily apparent.

These bulk carriers have been faithfully transporting cargoes since 1943. The sixteen vessels began to follow the nautical courses up and down the Great Lakes, adding their capacity to the strained capabilities of the American and Canadian fleets. During World War II there was a mutual assistance agreement between all of the Lakes' fleets, with the blessings of both governments, to effectively move all of the needed raw materials for the war effort.

The new vessels were laid down under the U.S.M.C.'s ownership and the names that were originally assigned after construction had begun were the government agency's choice. These original names were changed after a company had made contractual arrangements for the purchase of the new vessel. The original names were derived from the names of iron ore ranges in the Lake Superior region.

The U.S. Maritime Commission had been prepared to set up a government owned corporation to operate the vessels when they were delivered, but later made arrangements with the ship owners to trade in "obsolete" tonnage for the new vessels. The difference in price would be made up in cash.

The owners would continue to operate the older boats under a bare boat charter arrangement until the end of the war or until their capacities were no longer needed. The operators

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The launching of the BELLE ISLE *which became the* CHAMPLAIN *before delivery.*

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The RICHARD J. REISS *[i], later the* SUPERIOR *[iii], one of twi vessels traded in for the new ships. She was scrapped at Hamilton in 1948.*

began to request an end to the charters in August, 1944. The vessels began to move into the lay-up fleet, which was established at Erie, Pennsylvania, in October, 1944.

The first of the new vessels to be delivered was the *Thomas Wilson* which was built by the American Ship Building Company at Lorain, Ohio. It was appropriate that this was the first vessel to enter the commercial fleet. Alexander T. Wood, who was the President of Wilson Transit Company, was the President of the Lake Carriers Association and had served as one of the principal negotiators who actively sought the government program. The *Thomas Wilson* was the first contracted vessel and was delivered onMay 13, 1943. She still proudly carries that name today.

The first vessel delivered by the Great Lakes Engineering Works was the *Richard J. Reiss* which had been laid down as the *Adirondak* and later renamed on May 10. She was delivered to Reiss Steamship Company on May 25, 1943.

Both Amship and GLEW used building ways at yards other than their principal shipyards. The American Ship Building Company used the Cleveland, Ohio facility that had been the location of the Globe Iron Works on the Old River bed of the Cuyahoga River. The *Charles M. Schwab* had been the largest vessel built there. There had been no large bulk carriers built in Cleveland since the *Schwab* was delivered in 1923. The *Belle Isle*, which was delivered as the *Champlain*, became the largest vessel launched at Cleveland. She was later followed by the *John T. Hutchinson*, which became the last Great Lakes bulk carrier to be built in Cleveland. Four of the Maritime vessels were built in the shipyard at Lorain. Following the *Thomas Wilson* out of the yard was the *Sewell Avery* (launched as *Lancashire*), the *J. Burton Ayers* and the *E. G. Grace*.

Great Lakes Engineering Works had additional building berths at Ashtabula, Ohio besides those at the main plant located at River Rouge, Michigan. The first of the new freighters to be delivered from Ashtabula was the *Frank Armstrong* which had been launched as the *Pilot Knob* [i]. She was followed by the *Clarence B. Randall* [i], the *J. H. Hillman, Jr.* and the *Steelton* [iii] which had been launched as the *Mesabi*. During this period the main plant was building the *Richard J. Reiss*, the *Lake Angeline* (which was delivered as *Cadillac)*, the *George A. Sloan*, *Frank Purnell [i]*, the *Robert C. Stanley*, and the *Pilot Knob* [ii] which sailed as the *Lehigh* [iii].

This massive delivery of sixteen large bulk carriers began in May and ended on Armistice Day in 1943. There had not been a concentrated delivery of vessels since World War I and this was only the effort of two companies using four yards.

The individual historic briefs of these "Maritimers" provide an interesting glance at the last thirty-six years of Great Lakes shipping.

Appendix I lists with descriptions these "Maritime"vessels in order of their delivery. Appendix II lists them according to the fleets that owned them on December 31, 1978.

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Seen above are (top) MUNISING *which was one of the trade-in ships; (center) the* ROBERT C. STANLEY, *and (bottom) the* E. G. GRACE, *showing the "cruiser" stern. For a comparison with the "elliptical" stern, see the* STEELTON *on page 107.*

In Appendix II the older boats that were traded in are listed by their respective fleets. Most of these vessels were scrapped by the Steel Corporation of Canada at Hamilton, Ontario between 1946 and 1950. Others were dismantled at Buffalo, N.Y. Six of the thirty-six vessels survived and were operated until 1955 when they were scrapped at Lackawanna, New York.

The first major modifications that occurred in the class happened in 1964 when the *John T. Hutchinson* and the *Richard J. Reiss* were converted to self-unloaders. These were later followed by *George A. Sloan* in 1966 and the *Steelton* [iii] which was traded and renamed *Frank Purnell* [ii] in 1966. The *J. H. Hillman, Jr.* was converted in 1974 and came out as the *Crispin Oglebay* [ii] and the *J. Burton Ayers* was converted the following year.

The first vessels to change ownership were the *Ayres* and the *Hillman, Jr.* when the Great Lakes Steamship Company, Inc., was disolved in 1957. They were purchased by the Northwestern Mutual Life Insurance Company (which also owned the *Edmund Fitzgerald*) and were bare boat chartered to the Wilson Marine Transit Company along with *Joseph S. Wood* (ex-*Richard M. Marshall)* The *J. H. Hillman, Jr.*, was later sub-chartered to the Columbia Transportation Company for about six years, returning to Wilson when they re-purchased the *Ayers* and *Hillman* outright. These are the two most-owned vessels as they were later sold with the *Thomas Wilson* to Kinsman Marine Transit Company, then to Oglebay Norton Company. Oglebay Norton, which did not participate in the original program today owns more of the Maritime vessels than any other company ever has. The most that were allocated to any one company was three, Pittsburgh Steamship Company and Interlake Steamship Co. Oglebay Norton owns five, the *Ashland,* (ex-*Clarence B. Randall*), *Thomas Wilson, J. Burton Ayers, Robert C. Norton* (ex-a/*Steelton* [iii], b/*Frank Purnell* [ii]) and *Crispin Oglebay* [ii] (ex-*J. H. Hillman, Jr.)*

Many of the Maritimers are still with their original fleets. The *Frank Armstrong* which is now sailing as the *Samuel Mather* [vii] and the *E. G. Grace* are still in the Interlake Steamship Company fleet. The *Frank Purnell* [i] had been traded to Bethlehem for the *Steelton* [iii] when they decided to convert a vessel to a self-unloader. The *Sewell Avery* and the *Robert C. Stanley* are still in the Pittsburgh fleet though it is now the United States Steel Corporation-Great Lakes Fleet. The *George A. Sloan* was transferred to the Bradley Line when she was converted to a self-unloader. The *Cadillac* and *Champlain* are still sailing in the Cleveland-Cliffs Steamship Company. The *Lehigh* is still in the Bethlehem Transportation Corporation fleet but with the

Author's Coll.

Another of the trade-in vessels, the CHACORNAC.

addition of two 1,000-footers may be following the *Steelton* [iv] out of the fleet. The *Steelton* was sold in 1978 to Medusa Portland Cement Company and may be converted to a self-unloading cement carrier; she is now carrying on her bow the name *"Hull 3."*

The Buckeye Steamship Company, which owned the *John T. Hutchinson*, was disolved in 1963 and the American Steamship Company of Buffalo, New York purchased her for conversion to a self-unloader. The *Richard J. Reiss* was owned and later converted to a self-unloader by the Reiss Steamship Company. She later was sold and brought into the fleet of Boland & Cornelius. Both of these vessels were given similar conversions to self-unloaders, and that system has remained unique to them. They are both presently sailing in the same fleet.

The *Clarence B. Randall* was owned by the Pioneer Steamship Company and was sold on dissolution to the Columbia Steamship division of Oglebay Norton in 1962. At that time she was renamed *Ashland*.

The first of these vessels to be repowered was the *Frank Armstrong* in 1960 when a 5-cylinder Skinner Uniflow was installed. The *Richard J. Reiss* became the first of the class to receive a diesel engine in 1976 when a 20-cylinder General Motors unit was installed. In both instances these conversions resulted in increased horsepower.

In 1979 these "Maritimers" are thirty-six years old. In comparison to their ocean-going counterparts which were built during the war years by the U.S.M.C., they are still going strong. The salt water vessels have, for the most part, been retired or sold for foreign trade. Many have been rebuilt but, even at that, their useful days are fast coming to an end. The Great Lakes "Maritimers" are just catching their second wind. The war time engines are beginning to wear out and will probably be replaced with modern, economical diesels because the replacement parts for the reciprocating engines must be hand-machined as the original manufacturers are either out of business or are no longer producing the parts. Most of the "Maritimers" have had their boilers converted to automated oil-firing in recent years.

It will be interesting to see how these vessels fare in the future as more and more 1,000-foot, self unloading, bulk carriers begin to follow the courses over the Great Lakes. □

APPENDIX I — THE "MARITIMERS" IN THE ORDER OF THEIR DELIVERY.

1 — *THOMAS WILSON* [iv] 243357 AmShip 826 Lorain, Ohio.
620′ x 60′ x 35′ 8758 gross tons 6472 net tons 17472 tons capacity.

1942,	May 2	Keel laid for the U.S. Maritime Commission, Hull No. 565
	Nov 14	Launched
1943,	May 13	Delivered to Wilson Transit Company
1957,		Corporate name changed to Wilson Marine Transit Company.
1967,		Corporate ownership changed to Ingalls Shipbuilding Corporation, Pascagoula, Mississippi. (Wilson Transit Co., Managers.
1968,		Corporate ownership changed to Litton Systems, Inc., (Wilson Transit Company, Managers.)
1972,		Fleet sold to Kinsman Marine Transit Compamy. (Subsidiary of the American Ship Building Company.)
1974,		Sold to Oglebay Norton Company and bare boat chartered back to Kinsman Marine Transit Company for remainder of the year.
1975,		Placed in lay-up at Toldeo, Ohio.
1977,		Converted to automated oil-fired boilers and returned to service.

2 — *RICHARD J. REISS* [ii] 243406 G.L.E.W. 290 River Rouge, Michigan
620′6″ x 60′ x 35′ 9057 gross tons 6793 net tons 15100 tons capacity.

1942,	Mar 9	Keel laid for U.S. Maritime Commission, Hull No. 579.
	Sep 9	Launched as *Adirondak*
1943,	May 10	Renamed *Richard J. Reiss*
	May 25	Delivered to Reiss Steamship Company.
	May 28	Rechristened at Sheboygan, Wisconsin.
1965,		Converted to a self-unloader by Manitowoc Shipbuilding Company at Manitowoc, Wisconsin.
1970,		Reiss Steamship Company was sold to Oswego Shipping Corporation and managed by Boland & Cornelius.
1972,		Oswego Shipping was sold to General American Transportation and

APPENDIX I — Continued . . .

management continued under Boland & Cornelius.
1974, Corporate name changed to G.A.T.X. Corporation.
1976, Repowered with a 20-cylinder General Motors Diesel, by Defoe Shipbuilding Co., at Bay City, Michigan.

3 — *SEWELL AVERY* 243488 AmShip 827 Lorain, Ohio
620′ x 60′ x 35′ 8758 gross tons 6472 net tons 17632 tons capacity.
1942, May 29 Keel laid for U.S. Maritime Commission, Hull No. 566.
Nov 28 Launched as *Lancashire*
1943, May 18 Renamed *Sewell Avery*.
May 26 Delivered to Pittsburgh Steamship Company.
1952 Fleet ownership was changed to the United States Steel Corporation.
1973 Converted to automated oil-fired boilers.

4 — *FRANK ARMSTRONG* 243425 G.L.E.W. 522 Ashtabula, Ohio
620′6″ x 60′ x 35′ 9057 gross tons 6793 net tons 15900 tons capacity.
1942, Feb 2 Keel laid for U.S. Maritime Commission, Hull No. 582.
Oct 17 Launched as *Pilot Knob* [i].
1943, May 18 Rechristened *Frank Armstrong*.
Jun 3 Delivered to Interlake Steamship Company.
1960, Repowered with a 4,400 h.p., 5-cylinder, Skinner Uniflow engine.
1967, Corporation owned by Diamond-Shamrock Company.
1973, Corporation owned by Moore-McCormick Resources, Inc.
1976, renamed b/*Samuel Mather* [vii].

5 — *CADILLAC* [iv] 243423 G.L.E.W. 291 River Rouge, Michigan.
620′6″ x 60′ x 35′ 9057 gross tons 6793 net tons 16600 tons capacity.
1942, Apr 16 Keel laid for U.S. Maritime Commission, Hull No. 580.
Oct 31 Launched as the *Lake Angeline*.
1943, Renamed *Cadillac* [iv].
Jun 15 Delivered to Cleveland Cliffs Iron Company.
1969, Converted to automated oil-fired boilers

6 — *CHAMPLAIN* [ii] 243613 AmShip 1009 Cleveland, Ohio.
620′ x 60′ x 35′ 8758 gross tons 6470 net tons 17472 tons capacity.
1942, Jun 8 Keel laid for U.S. Maritime Commission, Hull No. 569.
Nov 15 Launched as *Belle Isle*.
1943, Renamed *Champlain*.
Jun 13 Sold to Cleveland Cliffs Iron Company.
Jul ?? Delivered to Cleveland Cliffs Iron Company.
1970, Converted to oil-fired automated boilers.

7 — *CLARENCE B. RANDALL* [i] 243412 G.L.E.W. 523 Ashtabula, Ohio.
620′6″ x 60′ x 35′ 9057 gross tons 6793 net tons 17472 tons capacity.
1942, Mar 16 Keel laid for U.S. Maritime Commission, Hull No. 583.
Dec 19 Launched.
1943, Jul 19 Delivered to Pioneer Steamship Company (Hutchinson & Company, Managers).
1962 Sold to Columbia Transportation Company.
Renamed b/*Ashland*.
1972 Corporate ownership changed to Oglebay Norton Company.

8 — *GEORGE A. SLOAN* 243410 G.L.E.W. 293 River Rouge, Michigan.
620′6″ x 60′ x 35′ 9057 gross tons 6793 net tons 17226 tons capacity
1942, May 28 Keel laid for U.S. Maritime Commission, Hull No. 581.
Dec 23 Launched as *Hill Annex*.
1943 Renamed *George A. Sloan*.

APPENDIX I — Continued . . .

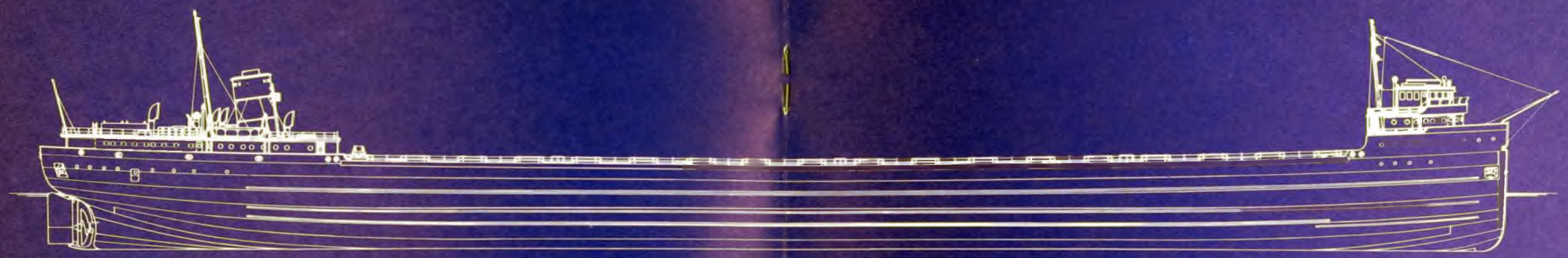
Jul 22 Delivered to Pittsburgh Steamship Company.
1952 Corporate name changed to United States Steel Corporation.
1967 Transferred to Bradley Line and converted to a self-unloader by Fraser Shipyards, Inc., at Superior, Wisconsin.

9 — *JOHN T. HUTCHINSON* [ii] 243685 AmShip 1010 Cleveland, Ohio.
620′ x 60′ x 35′ 8758 gross tons 6472 net tons 17472 tons capacity.
1942, Nov 19 Keel laid for U.S. Maritime Commission, Hull No. 573.
1943, May 1 Launched.
Jul 28 Delivered to Buckeye Steamship Company. (Managed by Hutchinson & Company)
1963, Sold to American Steamship Company (Boland & Cornelius)
Converted to a self-unloader by Fraser-Nelson Shipbuilding & Drydock Company at Superior, Wisconsin.
1968, Corporation sold to Oswego Shipping Company, managed by Boland & Cornelius.
1972, Corporation sold to General American Transportation Company, Managed by Boland & Cornelius.
1974, Corporate name changed to G.A.T.X.

10 — *J. BURTON AYERS* 243772 AmShip 828 Lorain, Ohio
620′ x 60′ x 35′ 8758 gross tons 6472 net tons 17472 tons capacity.
1942, Nov 20 Keel laid for U.S. Maritime Commission, Hull No. 567.
1943, May 15 Launched.
Aug 19 Delivered to Great Lakes Steamship Company, Inc.
1957, Sold to Northwestern Mutual Life Insurance Company of Milwaukee, Wisconsin and bare boat chartered to Wilson Marine Transit Co.
1966, Sold to Wilson Marine Transit Company.
1967, Corporation sold to Ingalls Shipbuilding Company of Pascagoula, Mississippi. (Wilson Marine Transit, Managers.)
1968, Corporate name changed to Litton Systems, Inc. (Wilson Marine Transit Company.)
1972, Sold to Kinsman Marine Transit Company (Subsidiary of The American Ship Building Company)
1974, Sold to Oglebay-Norton Company.
Converted to a self-unloader by American Ship Building Company at Toledo, Ohio.
1975, Converted to automated oil-fired boilers.

11 — *FRANK PURNELL* [i] 243587 G.L.E.W. 293 River Rouge, Michigan.
620′6″″ x 60′ x 35′ 9057 gross tons 6793 net tons 17472 tons capacity
1942, Sep 24 Keel laid for U.S. Maritime Commission, Hull No. 589.
1943, May 8 Launched as *McIntyre*.
Renamed *Frank Purnell*.
Aug 28 Delivered to Interlake Steamship Company.
1966, Traded to Bethlehem Transportation Corporation for *Steelton [iii]*.
Renamed *Steelton* [iv].
1974, Aug 25 Rammed Bridge No. 12 on the Welland Canal, knocking it into the canal, blocking it for 12 days. Repaired for $1 million and returned to service. (See *Telescope*, Nov/Dec, 1974; pages 172-3.)
1978, Jul 12 Sold to Medusa Portland Cement Company, renamed (unofficially) *Hull No. 3*. Awaiting conversion to self-unloading cement carrier.

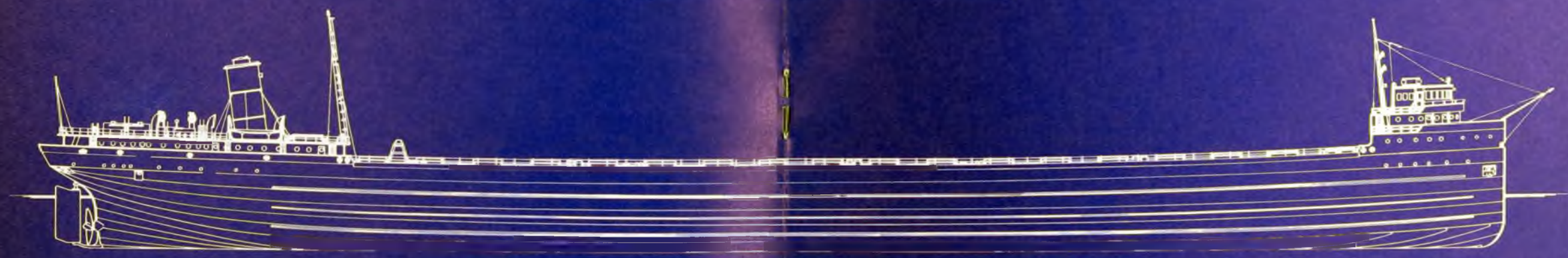
12 — *ROBERT C. STANLEY* 243843 G.L.E.W. 294 River Rouge, Michigan.
620′6″ x 60′ x 35′ 9057 gross tons 6793 net tons 17304 tons capacity
1942, Nov 4 Keel laid for U.S. Maritime Commission, Hull No. 585.
1943, Jun 19 Launched



L6-S-AI

THE GREAT LAKES
MARITIME CLASS
BULK CARRIERS
THE GREAT LAKES MARITIME INSTITUTE
DOSSIN GREAT LAKES MUSEUM
DETROIT, MICHIGAN

FROM U.S. MARITIME COMMISSION PLANS - D.A. MCDONALD



L6-S-BI
GREAT LAKES ENGINEERING WORKS

APPENDIX I — Continued . . .

	Sep 30	Delivered to Pittsburgh Steamship Company.
1952,		Corporate name changed to United States Steel Corporation.
1974,		Converted to automated oil-fired boilers

13 — *E. G. GRACE* 243830 AmShip 829 Lorain, Ohio.
620′ x 60′ x 35′ 8758 gross tons 6472 net tons 17472 tons capacity

1942,	Dec 5	Keel laid for U.S. Maritime Commission as *Lincolnshire*, Hull
1943,	Jul 17	No. 568.
	Sep 2	Launched as E. G. Grace.
1967,		Delivered to Interlake Steamship Company.
1973,		Corporation owned by Diamond Shamrock Company.
1975,		Corporation owned by Moore-McCormick Resources, Inc.
		Main engine was disabled and has been inactive.

14 — *J. H. HILLMAN, JR.* 243911 G.L.E.W. 524 Ashtabula, Ohio.
620′6″ x 60′ x 35′ 9057 gross tons 6793 net tons 17472 tons capacity

1942,	Oct 22	Keel laid for U.S. Maritime Commission, Hull No. 587.
1943,	Jul 3	Launched.
	Sep 27	Delivered to the Great Lakes Steamship Company, Inc.
1957,		Sold to Northwestern Mutual Life Insurance Company of Milwaukee, Wisconsin and bare boat chartered to Wilson Marine Transit Co.
1960,		Sub-chartered to Columbia Transportation Company, again bare boat charter arrangements.
1966,		Returned to Wilson Marine Transit Company Sold to Wilson Marine Transit Company.
1967,		Corporation sold to Ingalls Shipbuilding Company of Pascagoula, Mississippi (Wilson Marine Transit Company, Managers.)
1968,		Corporate name changed to Litton Systems, Inc. (Wilson Marine Transit Company, Managers.)
1972,		Sold to Oglebay-Norton Company.
1974,		Converted to a self-unloader by the American Ship Building Company at Toledo, Ohio. Converted to automated oil-fired boilers at the same time. Renamed /*Crispin Oglebay* [ii]

15 — *LEHIGH* [iv] 244505 G.L.E.W. 295 River Rouge, Michigan.
620′6″ x 60′ x 35′ 9057 gross tons 6793 net tons 17472 tons capacity.

1942,	Dec 29	Keel laid for U.S. Maritime Commission, Hull No. 586.
1943,	Jul 24	Launched as *Mesabi*. Renamed *Lehigh* [iv].
	Nov 1	Delivered to Bethlehem Transportation Corporation.
1974,		Converted to automated oil-fired boilers.

16 — *STEELTON* [iii] 244507 G.L.E.W. 525 Ashtabula, Ohio.
620′6″ x 60′ x 35′ 9057 gross tons 6793 net tons 17472 tons capacity.

1942,	Sep 24	Keel laid for U.S. Maritime Commission, Hull No. 588.
1943,	May 8	Launched as *Pilot Knob* [ii].
	Oct	Renamed *Steelton* [iii].
	Nov 11	Delivered to Bethlehem Transportation Corporation.
1965,		Traded to the Interlake Steamship Company for the *Frank Purnell* [i]. Converted to a self-unloader by the American Ship Building Company at Toledo, Ohio. Renamed c/*Frank Purnell* [ii].
1967,		Corporation owned by the Diamond-Shamrock Company.
1970,		Sold to Columbia Transportation Company.
1972,		Corporate name changed to Oglebay-Norton Company.
1976,		Renamed d/*Robert C. Norton* [ii].

APPENDIX II — THE OWNERS OF THE MARITIME CLASS BULK CARRIERS.

ORIGINAL OWNERS

Bethlehem Transportation Corporation — *Lehigh* [iii], *Steelton* [iii], later *Frank Purnell* and *Robert C. Norton* [ii].
Buckeye Steamship Company (Hutchinson & Company, Managers) — *John T. Hutchinson.*
Cleveland Cliffs Steamship Company — *Cadillac* [iii], *Champlain* [iii].
Great Lakes Steamship Company, Inc. — *J. Burton Ayers, J. H. Hillman, Jr.*, later *Crispin Oglebay* [ii].
Interlake Steamship Company (Pickands, Mather & Company, Managers) — *Frank Armstrong*, later *Samuel Mather* [vii], *E. G. Grace, Frank Purnell* [i] later *Steelton* [iv].
Pioneer Steamship Company (Hutchinson & Company, Managers) — *Clarence B. Randall* [i] later *Ashland.*
Pittsburgh Steamship Company (later United States Steel Corporation) — *Sewell Avery, George A. Sloan, Robert C. Stanley.*
Reiss Steamship Company — *Richard J. Reiss* [ii].
Wilson Transit Company (later Wilson Marine Transit Company) — *Thomas Wilson* [iv].

INTERMEDIATE OWNERS

Northwestern Mutual Life Insurance Company, bare boat chartered to Wilson Marine Transit Company — *J. Burton Ayers, J. H. Hillman, Jr.*;Sub-chartered to Columbia Transportation Company — *J. H. Hillman, Jr.*
Wilson Marine Transit Company as owners (later Ingalls Shipbuilding, Inc., and Litton Systems, Inc — *Thomas Wilson* [iv], *J. Burton Ayers, J. H. Hillman, Jr.*
Kinsman Marine Transit Company — *J. Burton Ayers, J. H. Hillman, Jr., Thomas Wilson* [iv].

PRESENT OWNERS OF THE "MARITIMERS."

Bethlehem Transportation Company — *Lehigh* [iii].
Cleveland-Cliffs Steamship Company — *Cadillac* [iv], *Champlain* [iii].
Interlake Steamship Company, (Division of Moore-McCormick Resources, Inc.) — *E. G. Grace, Samuel Mather* [vii] (ex-*Frank Armstrong*).
G. A. T. X. Corporation (American Steamship Company) —*John T. Hutchinson.*
Reiss Steamship Company — *Richard J. Reiss* [ii].
Medusa Portland Cement Company — *Steelton* [iv] (ex-*Frank Purnell* [i]).
Oglebay Norton Company — *Ashland* (ex-*Clarence B. Randall* [i]), *J. Burton Ayers, Robert . Norton* [ii] (ex-*Steelton* [ii] and *Frank Purnell* [ii]), *Crispin Oglebay* [ii] (ex-*J. H. Hillman, Jr.*), *Thomas Wilson* [iv].
United States Steel Corporation (Bradley Line) — *George A. Sloan*, (Pittsburgh Steamship Division) — *Sewell Avery, Robert C. Stanley.*

Author's Coll.

STEELTON *[iii], later the* FRANK PURNELL *and* ROBERT C. NORTON.

APPENDIX III — GENERAL INFORMATION ABOUT TRADED-IN VESSELS.

Name	Length overall	Beam	Depth	Gross tons	Net tons	Capacity at a 20′ Draught	Year built
Bethlehem Transportation Corporation							
Cornwall	*524′*	*54′*	*30′*	6215	4947	9400	1907
Johnstown	*545′*	*55′*	*31′*	6524	5101	9500	1905
Saucon	*569′*	*56′*	*31′*	6996	5511	10500	1906
Buckeye Steamship Company							
Alexander McDougall	*433′*	*50′*	*28′*	3586	2855	6300	1898
Mariposa	*348′*	*45′*	*24′6″*	2898	1763	4000	1892
Maritana	*348′*	*45′*	*24′6″*	2914	1770	3900	1892
Cleveland-Cliffs Steamship Company							
Chacornac	*400′*	*50′*	*28′*	3586	2855	7056	1902
Colonel	*376′*	*50′2″*	*28′*	3597	2992	6160	1901
Munising	*400′*	*50′*	*28′*	3838	2970	7056	1902
Negaunee	*400′*	*50′*	*28′*	3644	2828	7056	1902
yosemite	*376′*	*50′2″*	*28′*	3554	2719	6160	1901
Great Lakes Steamship Company, Inc.							
George B. Leonard	*400′*	*50′*	*28′*	4037	2844	6300	1903
William Nottingham	*400′*	*50′*	*28′*	4234	3070	6300	1902
B. Lyman Smith	*400′*	*50′*	*28′*	4271	3017	6300	1903
Monroe C. Smith	*400′*	*50′*	*28′*	4281	3016	6300	1903
Wilbert L. Smith	*400′*	*50′*	*28′*	4319	3039	6300	1903
Interlake Steamship Company							
Cetus	*436′*	*50′*	*28′*	4390	2952	6900	1903
Corvus	*436′*	*50′*	*28′*	4551	3451	6900	1903
Cygnus	*436′*	*50′*	*28′*	4725	3393	6900	1903
Pegasus	*436′*	*50′*	*28′*	4776	3352	6900	1902
Saturn	*436′*	*50′*	*28′*	4626	3061	6900	1901
Taurus	*436′*	*50′*	*28′*	4470	3143	6900	1903
Vega	*436′*	*50′*	*28′*	4382	3205	6900	1905
Pittsburgh Steamship Company							
Clarence A. Black	*434′*	*50′*	*28′*	4150	2555	6650	1898
Robert Fulton	*434′*	*45′6″*	*28′*	3801	2680	5800	1896
Pentecost Mitchell	*434′*	*50′*	*28′*	4044	2917	6600	1903
Queen City	*425′*	*48′*	*28′*	3785	2574	6100	1896
Rensselaer	*474′*	*50′*	*28′6″*	4472	3411	7000	1900
Herman C. Strom	*434′*	*50′*	*28′*	4111	3005	6700	1903
Zenith City	*400′*	*48′*	*28′*	3581	2435	5600	1895
Pioneer Steamship Company							
Amazon	*390′*	*46′2″*	*26′*	3702	2680	6380	1897
S. B. Coolidge	*396′*	*48′*	*26′*	3695	2818		1897
Reiss Steamship Company							
Superior	*450′*	*50′*	*28′*	4503	3526		1901
Alex B. Uhrig	*378′*	*45′*	*27′*	3257	2011		1893
Wilson Transit Company							
Kickapoo	*440′*	*50′*	*28′*	4318	3091	6800	1900
A. W. Osborne	*420′*	*48′*	*28′*	3826	2630	6300	1897

THE LIBERTY SHIP FORWARD

Prepared for *Telescope*
by
GEORGE AYOUB

Author's photo of FORWARD *taken at Iroquois (Ontario) lock, 7/12/66.*

SHIPYARD	Los Angeles, California; California Shipbuilding Corporation (No. 299).
TONNAGES	7207 gross tons; 4360 net tons; 10,865 deadweight.
DIMENSIONS	441.6' (oa); 422.8' x 57' x 34.8'.
MACHINERY	Triple expansion engines, three cylinders, 24½" - 37" - 70" x 48"; 2,500 i.h.p by Joshua Hendy Iron Works, Sunnyvale, California. 11k.
TYPE	Liberty, EC2-S-C1, Steel, standard cargo steamship.

5/1944	Completed for the U.S. War Shipping Administration, Washington, DC, as *Robert L. Haig* (1944-1947). Registered, Los Angeles, California, US 245285. Placed under management of Alaska Steamship Company. *a*
1946	Transferred to the U.S. Maritime Commission, Washington, DC. *b*
1947	Sold to Rheofano Maritime Co., Ltd., Piraeus, Greece (N.G. Livanos, Mgr.) and renamed *Pinios* (1947-1964).
1950	Sold to Athina Maritime Co. Ltd., Piraeus. *c*
1964	Sold to Acme Financing, Ltd., Piraeus, and renamed *Atlantic Master* (1964-1965); 7264 gross tons; 4410 net tons.
1965	Sold to Mic Carriers, Inc., Monrovia, Liberia and renamed *Forward* (1965-1968); 7218 gross tons; 4422 net tons.
1966	Sold to Oriental Union Marine Corporation, Monrovia.
1968	Sold to Venus Maritime Corporation, Monrovia.
1968	Sold to Tiawan shipbreakers for $143,000 and arrived at Kaohsiung, March 27, 1968, for scrapping.

NOTES

a During wartime, merchant ships were operated for the U.S. Government by private companies, generally on a cost-plus basis.
b Reverted to the U.S. Maritime Commission with the termination of the War Shipping Administration.
c Tonnage figures changed to 7264 gross tons, 4410 net tons during final year.

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

GREAT LAKES & SEAWAY NEWS

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Mar. 1. . .Lake Erie, once labeled a "dead sea" because of contamination, is showing healthy and steadily improving signs of improvement, according to research by U. S. Federal scientists.

. . .Ford's self-unloader *HENRY FORD II* sailed from the Rouge River basin at the Dearborn Ford plant on her first trip of the season, only to encounted and become stuck in ice a few miles downriver in the Livingstone Channel. Ford had the Gaelic Towing Company tug *WILLIAM A. WHITNEY* to assist the ship.

Mar. 2. . .After some hard ice breaking by the *WHITNEY*, the *HENRY FORD II* arrived at Toledo. She will load coal for the Rouge Plant.

. . .Christian F. Beukema, vice president for raw materials and shipping for U. S. Steel, told about the trip his vessels made last week in Lake Superior. The icebreaker *MACKINAW* and the ore carriers *EDWIN H. GOTT, CASON J. CALLAWAY, PHILIP R. CLARKE* and *JOHN G. MUNSON*, all in convoy, made history when they were the first ships ever to sail a completely frozen Lake Superior. All 400 miles of the route was frozen solid except for a few minor open water leads. The convoy had fairly easy going as far as Isle Royale, but from that point to Two Harbors, there was solid blue ice 12 to 16 inches thich and covered with a foot of insulating snow which made the ice harder. The trip took four days.

Mar. 13. . .As reported in our last issue, Quebec & Ontario Transportation Company has renamed four of the vessels acquired from Hindman. The changes are; *Parker Evans* to *MARL HILL: George Hindman* to *MELDRUM BAY: Blanche Hindman* to *LAK STE. ANNE: Martha Hindman* to *LAC DES ILES*, and it is confirmed that *HELEN EVANS* will not sail for the present and that she may well be done for.

Mar. 17. . .Upper Lakes' *CANADIAN CENTURY* is off the drydock at Port Weller and C.S.L.'s *ENGLISH RIVER* went on the drydock.

Mar. 19. . .Government and industry representatives will meet in Milwaukee, Wisconsin, on June 20, 21, and 22 to evaluate the direction of programs and priorities of a five year project to improve on the Great Lakes and St. Lawrence Seaway system.

A CORRECTION. . .

In our last issue, May/Jun, 1979, on page 75, the third paragraph read; "In early November, 0f 1883 —" should have read: "November of 1898." We regret the error and hasten to add that it was *not* the fault of the author.

GREAT LAKES & SEAWAY NEWS

Photo by SCOTT McLELLAN

Photo by PAUL G. WIENING

Among the recent renames, the *George Hindman* is now known as the *Meldrum Bay*, and *Lac Des Iles* (below) is the former *Martha Hindman*.

● GREAT LAKES & SEAWAY NEWS

Mar. 27. . .Jack Lisee, 82, died today at River District Hospital in St. Clair, Michigan. Mr. Lisee was the last surviving member of Gar Wood's racing days, and had heen a part of the designer and building team that created Wood's famous *"Miss America"* series of racers.

Mar. 22. . .Clinton Barry dies today in Ohio. He had been office manager, then secretary of the Buckeye Steamship Company, and was one of the founders of the Great Lakes Historical Society Museum at Vermilion, Ohio.

Mar. 28. . .The self-unloader *CANADIAN CENTURY* opened the Welland Canal navigation season when she sailed upbound. This is the third year the *Century* has had the honor of a first passage, out of the past five seasons.

Photo by SCOTT McLELLAN

. . .*SHELTER BAY* has been renamed *SHELTER B.* (This proceedure is fairly common in Canada. Legal implications of vessel sales require a change of name, which is to be very temporary at best, so the easiest way is to paint over the last name, or all but the initial of the last name, then register that which remains as the "new name."

Mar. 30. . .The Liberian bulk carrier *GRAND JUSTICE* is encountering heavy ice in the Gulf of St. Lawrence. She is on a loaded passage from Tampa, Florida to Hamilton, Ontario.

Mar. 31. . .*CANADIAN PROSPECTOR* is christened at Saint John Ship Building and Dry Dock for Upper Lakes Shipping Company.

Apr. 1. . .The 1979 shipping season officially opened at the Soo today. This is a mere calendar formality in that the "first" vessel through the locks was the Canadian ship, *BAIE COMEAU II* out of Toronto, which locked through upbound today at 11:00 AM. The "last" ship of the 1978

GREAT LAKES & SEAWAY NEWS

season was also a Canadian, the *JEAN PARISIEN*, out of Montreal, which locked through at 8:25 AM on March 31, 1979.

. . .Sarnia Radio reports that the *BUFFALO* is broken down in Lake St. Clair just below Lake St. Clair Light.

Apr. 2. . .*CANADIAN PROGRESS* is the first vessel downbound in the Seaway.

. . .The new *CANADIAN TRANSPORT* is on sea trials on Lake Ontario.

Apr. 3. . .The Dteroit Edison Company has asked the U.S. Army Corps of Engineers to deepen the harbor channel near their power plant at Harbopr Beach, Michigan, on Lake Huron. The deepening is necessary because ships now carrying coal to the plant can't bring in full loads because on shallow water, and this is uneconomical.

. . .Canada is preparing to commemorate a significant, but unsung, episode in its history — the opening of the Welland Ship Canal.

This year is the 150th anniversary of the waterway's inauguration which opened up the prarie to Atlantic and transatlantic commerce.

And at the same time Canadians will be honoring Willaim Hamilton Merritt who, in pushing ahead with the canal project, opened up the northern half of the continent 50 years before the railway crossed it.

For the first vessels to use the canal, the journey was an arduous three days' long and involved navigation of 40 wooden locks.

Since then three larger Welland Canals have been built to link Lakes Erie and Ontario, making transit easier and quicker.

The present (and fourth) 25-mile waterway carried some 70 million tons of cargo last year. It has a series of locks raising and lowering very much larger ships than those of 1829 through the 325-foot difference in levels between the two lakes.

Immediately following the start of navigation this spring one of the first major shipping events was the naming of a 730-foot bulk carrier at Port Weller Dry Dock. This is the largest Canadian shipbuilding drydock on the Great Lakes and is located at one end of the present canal. Built for Upper Lakes Shipping the vessel will have a capacity of 30,000 tons of coal or ore.

For Canadians this year's Welland celebrations have political significance, too. As the precursor of the Canadian Pacific Railroad the canal was an important step towards the aim of unifying the country. It was not until the ocean-to-ocean railway arrived in 1885 that Canada finally achieved continent-wide direct transport. Merritt's achievement earned him the accolade of "father of Canadian transport."

He was born in Bedford, New York, in 1793 and moved to Upper Canada three years later with his United Empire Loyalist family. They settled at what is now St. Catherines on the Twelve Mile Creek — eventually a vital part of the first Welland Canal. Merritt was just 31 when the first turf was cut on November 29, 1824. (By a strange irony he died 38 years later aboard a ship transiting the locks of the Cornwall Canal, forerunner of what is now the St. Lawrence Seaway.

In building the canal he had to overcome the natural barrier on the Niagara Falls, blocking transport between the great inland seas stretching from Newfoundland almost to the edge of the prarie.

The St. Lawrence/Great Lakes Basin, it must be remembered, is as long as the Atlantic is wide and St. John's, Newfoundland is less than halfway between Liverpool and Thunder Bay.

How to bring the prarie to the ocean? Merritt's answer was a marine stairway around Niagara. He raised his own funds without government help and tackled the 326-foot Niagara Escarpment with a pickaxe, shovel, human and mule muscle.

His pioneering marine stairway has been replaced three times since then, but the vital artery of commerce between east and west remains.

After this achievement, Merritt went on to build the first suspension bridge over the Niagara River linking Canada and the U.S., the first railway in the Niagara Peninsula and to promote the St. Lawrence and Soo Canals, to form a waterway stretching halfway across the country.

● GREAT LAKES & SEAWAY NEWS

Photo by BARRY ANDERSEN

Scene at the christening of the new *Canadian Transport*, April 8, 1979.

Apr. 4. . .Commencing the second week of April, and continuing until about mid-August, Dunbar and Sullivan Dredging Company will be engaged in dredging operations in the Rouge River, at Detroit.

. . .The *PUHOS*, bound for Toledo, has entered the Welland Canal.

Apr. 5. . .The *ENGLISH RIVER* has come off the drydock at Port Weller.

Apr. 5. . .Michigan's Governor, William Milliklen, has announced he will not support an all-year-round shipping season on the Great Lakes. He said more environmental, economic and engineering studies are needed to assure the soundness of extended shipping.

. . .The Canadian Coast Guard icebreaker *PIERRE RADISSON* arrived at Thunder Bay, Ontario, from Quebec City. She will help local icebreaker *ALEXANDER HENRY* break up area ice.

. . .The Finnish vessel *PUHOS* is the first ocean ship to arrive in Toledo. After discharging 18,000 tons of dry fertilizer, loaded at Holland, she will load grain for overseas delivery.

. . .There is a severe storm blowing on Lake Erie and winds are reaching 40 to 50 knots.

Apr. 6. . .The British motor vessel *SILVERTWEED* is being repaired at Palermo, Sicily for damage received in the Welland Canal, November 13, 1974; at Liverpool, England, June 5, 1976; at Portneuf, St. Lawrence River, November 1, 1978; a grounding in the St. Mary's river, November 30, 1978; contact while at Duluth, December 5, 1978; and contact with a dredger, quay wall, and another small vessel at Lisbon, February 10, 1979! [Exclamation point ours.]

GREAT LAKES & SEAWAY NEWS

Photo by SCOTT McLELLAN

. . .The Canadian vessel *LABRADOC* is making water in cargo holds, and is listing badly in Lake Erie, about 20 miles N.W. of Ashtabula, Ohio. Attempts are being made to remove the crew and take the ship in tow when seas moderate. She is on a voyage from Huron, Ohio to Cardinal, Ontario with a load of corn. It is believer the cargo has shifted.

. . .Only the Master and four crew remain aboard the *LABRADOC*. The others were taken off by helicopters. When she started to take water on through hatch covers the decision was made to evacuate most of the crew. Winds are reaching about 60 miles per hour.

. . .(Later) The master and four remaining crew members of the *LABRADOC* have been hoisted off the vessel, now abandoned and still drifting.

. . .Captain D. E. Erickson and Chief Engineer A. Bottrell, along with the first assistant engineer, arrived at Fraser Shipyard to prepare the *WILLIAM CLAY FORD* for her lengthening.

Apr. 7. . .*LABRADOC* is still afloat but with a 30° port list. As soon as the weather settles down she is to be towed to Point Pelee, Ontario where the water will be pumped out.

. . .The new vessel *CANADIAN TRANSPORT* was christened at the Port Weller Dry Dock by Catherine Davis, daughter of the Premier of Ontario, William Davis.

. . .The Canadian bulk carrier *LAWRENCECLIFFE HALL* is stuck in ice at the mouth of the Welland Canal.

. . .The *LABRADOC* is taken under tow by the Canadian tugs *ATOMIC* and *GLENBROOK* and are headed for Point Pelee and Kingsville, Ontario.

Apr. 8. . .The Canadian vessel *AGAWA CANYON* became stuck in ice in the St. Mary's River.
. . .Huron Cement's *E. M. FORD* is beset in ice in the Straits of Mackinac. The Coast Guard vessel *KATMI BAY* is on the way to assist her.

The ill-starred *LABRADOC* went aground near Pelee Island, in Lake Erie, after parting her tow-line. Blizzard conditions are preventing boarding at this time.

● GREAT LAKES & SEAWAY NEWS

Photo by BARRY ANDERSEN

New to the scene this year, the *Howard F. Andrews,* former *George G. Henderson.* If anyone should ask, we like the "Pierson" along the side, but not as much as we did "Soo River Company", and why not carry that stripe the length of the hull?

. . .Columbia Transportation Company's *MIDDLETOWN* came to Port Colborne, Ontario under tow of Great Lakes tugs *OHIO* and *SOUTH CAROLINA.* She has no steering, and is headed for Port Weller Dry Dock because there is no drydock available on Lake Erie due to strikes.

. . .The *THORSCAPE* is the first salty to arrive in Toronto in 1979.

. . .The Canadian Soo River Company has renamed their *George G. Henderson* as *HOWARD F. ANDREWS,* and she passed up the Welland Canal on her first trip.

Apr. 9. . .The *AGAWA CANYON* has been released and has moved on to Drummond Island to load cargo.

. . .Heated water is put into the *WILLIAM CLAY FORD* ballast tanks in an attempt to melt ice.

. . .A violent storm and heavy snow has closed the Welland Canal.

Apr. 10. . .The *MIDDLETOWN* arrived at Port Weller Dry Dock.

. . .*LABRADOC* is refloated at 9:45 P.M. and is taken to Pigeon Bay, Ontario for inspection.

Apr. 11. . .The Liberian vessel *WEST RIVER* is battling ice condidions of Isle Royale Light in Lake Superior. The Canadian icebreaker *PIERRE RADISSON* is heading for her from Thunder Bay, Ontario to help break ice. The *WEST RIVER* is headed for Duluth.

. . .The Canadian self-unloader *BROOKDALE* is anchored off Port Weller with mechanical problems.

. . .The British vessel *RUBENS* was surveyed at St. Mazaire, France, for damage sustained when she touched bottom on a voyage from Duluth to Kingston, Jamaica on December 8, 1978.

GREAT LAKES & SEAWAY NEWS

Apr. 12. . .The *AGAWA CANYON* opened Goderich, Ontario when she put in at that port to load salt for Thunder Bay, Ontario.
. . .Agence Maritimi, Inc. is now known as Logistic Navigation, Inc.

. . .The French ship *EGLANTINE* is the first ocean vessel to visit Detroit in 1979.

Apr. 13. . .The *GRAND JUSTICE* arrived at Hamilton, Ontario where she will be surveyed and repaired.

. . .The Canadian bulk carrier *MAPLECLIFFE HALL* grounded on the south side of the St. Lawrence Piver, just above the St. Laurent, Ile d'Orleans hydro towers. Three tugs stand by, ready to assist with the arrival of high tide.

Apr. 14. . .The *LABRADOC* is at Windsor, Ontario, unloading.

Apr. 15. . .With the Canadian icebreaker *PIERRE RADISSON* and the U. S. Coast Guard cutter *MESQUITE* leading the way, the *WEST RIVER* arrived at Duluth/Superior. She will load 12,000 tons of durum wheat for Algeria. Capt. Morgan Howell piloted the trip.

Apr. 16. . .The Detroit River Post Office (Zip Code 48222) opened the 1979 season when the *J. W. WESTCOTT II* made her first mail delivery to the *MYRON C. TAYLOR* at 8:56 A.M.

. . .The Belgian vessel *HASSELT* anchored off Pointe au Pic with engine trouble due to a defective fuel pump. Repairs are expected to take two or three hours. The ship in on a voyage from Antwerp to Hamilton, Ontario.

. . .Blue collar workers at the Port of Montreal have walked off their jobs to protest against lagging contract talks. Three grain ships are in port awaiting loading and unloading.

. . .At Port Colborne, Ontario, work has begun on stripping the interior of the *GEORGE M. STEINBRENNER* in preparation for scrapping. The pilothouse is to be used as a viewing stand at Lock 8, Welland Canal.

. . .*WILLIAM CLAY FORD* has gone into drydock for lengthening.

. . .*MIDDLETOWN* leaves Port Weller Dry Dock and headed for Silver Bay, Minnesota.

. . .The Greek freighter *STROFADES* is surveyed in Duluth for damage suffered on a voyage, in ballast, through Lakes Erie and Superior on April 14-15. Temporary repairs will be made before her return voyage begins.

Apr. 18. . .While loading grain at Duluth the bulk carrier *ALASTAIR GUTHRIE* began to settle to the bottom when a plug in her sea chest failed, flooding the engine room.

. . .*LABRADOC* cleared Windsor, Ontario to head for the Port Weller Dry Dock.

Apr. 19. . .*HASSELT* arrived at Hamilton, Ontario.

. . .The *ALASTAIR GUTHRIE* is pumped out, and the Coast Guard begins an investigation to learn the cause of her accident. Her grain cargo was undamaged.

. . .Ice conditions on Lake Superior are still tot conducive to efficient lakes' vessel movements.

. . .The *WILLIAM CLAY FORD* has been cut in two, the stern is taken out of drydock, a new section is placed in position, then the stern replaced. With the three parts of the ship thus in their appropriate position, the tricky job of aligning and joining them will now begin.

● GREAT LAKES & SEAWAY NEWS

. . .*LABRADOC* entered the drydock, joined by the *ROBERT KOCH.*

Apr. 20. . .The new *CANADIAN TRANSPORT* left on her maiden voyage.

Apr. 23. . .The Canadian vessel *ONTADOC* is the first arrival to use the Canadian locks at the Soo this year. The facility is now operated by Parks Canada.

. . .The bow of the *WILLIAM CLAY FORD* has joind the new section.

Apr. 24. . .Davie Shipbuilding has been scrapping the *HERON B. (ex-Heron Bay)*, at Lauzon.

. . .Report from Goderich, Ontario indicates that the *SHELTER B.* (the former *Shelter Bay*) is to become the *D. B. WELDON* (ii).

Apr. 26. . .Marine Industries has placed three of their rejected ships with Nedlloyd Bulk B.U. The latter will provide commercial and operational management. Their service is uncertain but we may see them on the lakes to load grain.

. . .The icebreaker *MACKINAW* broke ice in the Portage Canal. This canal spans the bottom of Michigan's Keweenaw Peninsula.

Apr. 27. . .And now the stern of the *CLAY FORD* has joined the Bow and new midbody.

Apr. 28. . .*ROBERT KOCH* left the Port Weller drydock and the *LABRADOC* remains to be joined by the *PRESQUE ISLE.* The *BLACK RIVER* is running again.

Apr. 30. . .The Isle Royale National Park ferry *RANGER III,* will not make her first trip until May 14 due to the ice conditions on Lake Superior and around the Island.

MISCELLANEOUS

. . .The old tanker *BAFFIN TRANSPORT* arrived at Tuxpan, Mexico on December 19, 1978 for scrapping.

. . .The tug *JASON* and tow *CANADIAN TRANSPORT* arrived at Barcelona, Spain on November 15, 1978. The *TRANSPORT* will be scrapped there.

. . .The old laker *KINSMAN VOYAGER* finally arrived at Santander, Spain, August 29, 1978 for demolition by Recuperaciones Submarines S.A.

. . .The tanker *LAKE TRANSPORT* was broken up by Union Pipe and Machinery Ltd., at Sorel, Quebec in October, 1978.

. . .The bow of the Canadian tanker *EDOUARD SIMARD* is being cut up at Sorel, Quebec.

. . .The tanker *GOLDEN SABLE,* (ex-*Imperial Cornwall,* ex-*Acadialite*), has been sold by Louisville General Enterprises to Steel Factors, Ltd.

. . .The passenger ship *AMERICA* has been renamed *ITALIS* and will cruise the Mediterranean.

. . .The salt watewr vessel and early Seaway visitor *SOLIDARITY,* (ex-*POSEIDON,*) has been sold to Greek shipbreakers in December 1978. She has been laid up at Piraeus since March 1, 1978.

. . .Columbia has renamed the *ERNEST T. WEIR,* and she is now known as the *COURTNEY BURTON,* flagship of the fleet.

GREAT LAKES & SEAWAY NEWS

Photo by PAUL G. WIENING

The long-familiar name of *Ernest T. Weir* is lost to the lakes now that Columbia has renamed her *Courtney Burton*.

. . .*BENFRI,* (ex-*Andwi),* a motor bulk carrier has been sold by Molena Beta, Inc., Liberia, to Banda Shipping Corp., Panama. She has been renamed *NORWEGIAL SEA.* She was a lake visitor in 1977.

. . The 1978 lake visitor *ATLANTIC HERITAGE* has been transferred from Liberian to Greek registry by Heritage Shipping Co., Ltd.

. . .*ZAMOSC,* a motor vessel owned by Polish Ocean Lines of Poland, was beached off Terneuzen January 20, 1970, in a position 51° 22′ N., 03° 46′ E. after being in a collision with the *JINEI MARU* during a voyage from Montreal to Antwerp. After being beached she heeled over onto her side and settled in the sand. She visited the lakes in 1976.

. . .In 1977 the Moore-McCormack Lines, Inc., of New York sold their ships *MORMACBAY,* and *MORMACLAKE* to the U.S. Department of Commerce. Both ships have been renamed. The ships were built specifically for Moore-McCormack's lakes operations.

. . .Oceanic Operations Corporation, of Oyster Bay, NY report their vessel *WITSHOAL II* broke in two while at anchor on February 8, 1979 and is apparently a total loss. She was on a voyage from Ocean Cay to Georgetown, Guyana. She was the old *FRANK J. HUMPHREY* when she sailed the lakes.

. . .Ten years ago, April 16, 1969 one of the longest stretches of fog ever, tied up shipping in the St. Mary's River for more that 40 hours. Many ships elected to anchor when the fog hit, rather than risk venturing any further.

. . .Twenty years ago: In April of 1959 the St. Lawrence Seaway opened, after five years work by 15,000 persons. Seventy ships followed the Canadian icebreaker *d'IBERVILLE* through the first canals, westbound, and 19 Canadian ships moved eastward from Ogdensburg, NY toward Montreal, PQ.

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. □

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DOSSIN GREAT LAKES MUSEUM
BELLE ISLE
DETROIT, MICHIGAN 48207

Award of Merit
THE AMERICAN ASSOCIATION FOR STATE AND LOCAL HISTORY
1940

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