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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

In early July, Detroit was the host city for a meeting of the Steamboat Historical Society of America, with delegates attending from all over the country. We think we did a fair job of showing them a good time. That "we" is editorial, because there were a whole lot of folks who went out of their way to be certain that everything went just right and — thanks to that effort — everything did. But the purpose in mentioning it here is to point up the fact that Detroit does have a great deal to offer to steamboat fans. The *Columbia* and *Ste. Claire*, for instance, are the last two steamboats running regular excursion service anywhere in the country. The delegates enjoyed these. The Dossin Museum had the group out for dinner and presented an outstanding program by Harry Wolf. We intend to use this same program for our membership sometime soon, and when we do you'll want to see it! Our visitors took trips on the motor yacht *Helene*, last of the graceful DeFoe-built steel yachts dating back before World War II. Captain Graham, an Institute member, did yeoman service in seeing that all were made to feel welcome as cherished guests.

Unfortunately we do have to report one sour note. The group took a trip on the *Duc d'Orleans*, a former St. Lawrence River excursion boat operating out of Sarnia. It is a nice little boat, you certainly couldn't beat the trip up the Snye to Wallaceburg for its beauty, and Al Mann made the trip one of interest with an excellent commentary. But, the operation of the vessel might be called a grand example of the rip-off. You don't mind paying a fair price for a dinner which, under the circumstances, wasn't bad. But then to learn that if you wanted a cup of coffee to go with it you had to go below to the "galley" (which wouldn't be a good dunnage room in most boats) and pay 50¢ for it — pay in American money at 15% premium; not be given the premium, then get change for your ten dollar bill in Canadian currency. . . well, sir, *that* was a bit much! So, we believe in advertising a good thing. We must say there was nothing wrong with the boat, *but*, if you make a trip on her *take a basket lunch along, don't spend a dime extra, and avoid contributing to piracy.* That, we think, would be a good thing. R.E.L. □

MEETING NOTICES ●

As usual, the September meeting will be the Annual Diner at the Detroit Boat Club on the 14th, and you have certainly missed the boat if you didn't reserve already. The November meeting HAS BEEN RESCHEDULED and will be held on December 7 so we may present Mr. David MacKenzie's performance of "William Hamilton Merritt." More detail on this may be found on page 128 of this issue, and we commend this unusual program to you. Remember, December 7 is the date of the "November" meeting. The time is 8:00 pm at the Dossin Museum.

Business meetings, (*which all members are urged to attend*) are scheduled October 26, 1979 and January 4, 1980. All are at 8:00 pm at the Dossin Museum. □

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OUR COVER PICTURE. . . There isn't a story to go with this photo, so don't look for one. Your Editor simply liked it and used it. Subjects are the *BUCKEYE* and *W. W. HOLLOWAY* photographed at Port Washington, Wisconsin, on June 21, 1976. The picture was taken by Paul G. Wiening. □

WE NEARLY LOST THE LABRADOC!

by
SKIP GILLHAM

Note: Readers will find two articles in this issue by Skip Gillham. Ordinarily we would not use a single author twice in the same issue, but in this case we had the Marine Salvage article already typeset well in advance when the *Labradoc* mishap occurred. We felt that the timeliness of the article warranted it being run as soon as possible and included it here. We offer this, not as an apology but by way of explanation to contributors who may be waiting to see their offerings in print. □

A severe storm on Friday, April 6 almost claimed the N. M. Paterson & sons freighter *Labradoc* (ii) (C323012). The crew had to be airlifted to safety during the day and when darkness fell over Lake Erie that evening few ever expected to see the ship again.

The drama began shortly after 3:00 am. The vessel had recently cleared Huron, Ohio with her first cargo of the season. A total of 160,000 bushels of corn had been loaded for the trip to the Canada Starch plant at Cardinal, Ontario.

The vessel was 18 miles northwest of Ashtabula as winds of 50 - 60 m.p.h. churned up the lake creating 15 to 20 foot waves. This caused the cargo to shift. *Labradoc* listed heavily to port and distress calls were immediately sent out by Captain Ray Chambers.

The U. S. Coast Guard dispatched a helicopter from Detroit and a 44-foot rescue boat from Ashtabula. Both iced up and were forced to return to safety. Four of the rescue boat's crew required hospital treatment for exposure. The Canadian icebreaker *Griffon* was sent from her Port Colborne mooring but wind-blown ice jammed the mouth of the Welland Canal and she too was forced back to port.

The first ship to reach the scene was Upper

Lakes' *Canadian Mariner*. She arrived during the mid-morning and stood by. Later, the U. S. Coast Guard vessel *Mariposa* arrived from Cleveland.

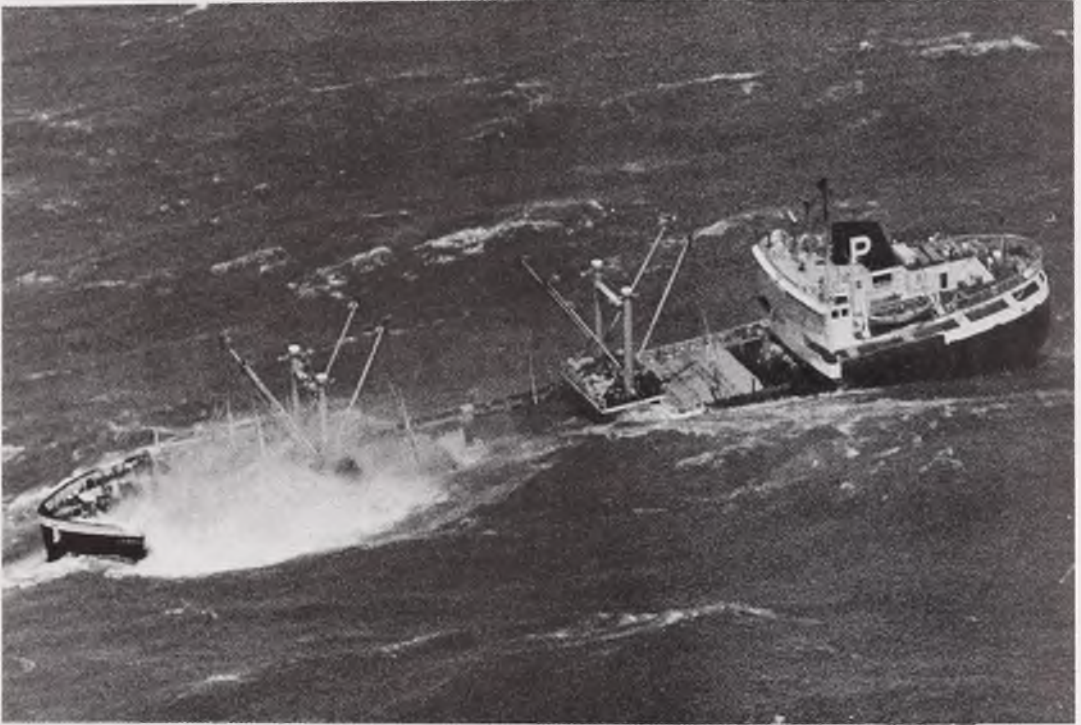
Labradoc's situation worsened as the day progressed. The list was about 30° and her decks were awash. Headway was impossible. At about 11:00 am three rescue helicopters plucked fifteen crew members, one at a time, from the ship. The Captain, Chief Engineer and three volunteers elected to remain aboard in an effort to save the stricken ship. By mid-afternoon this seemed hopeless and they too were flown to safety.

The story was considered to be almost over for *Labradoc*. Her sinking was only a matter of time. Newspaper accounts treated this as a foregone conclusion.

Labradoc would not be considered a likely candidate for the problems she encountered. She was relatively new — built in 1966 by Davie Shipbuilding at Lauzon, Quebec (hull 656) she was designed to sail lakes, coastal and deep sea runs. Indeed, she had considerable saltwater experience, all without incident.

Her history shows a trip from Newfoundland to Spain in 1968 with "concentrates." A return trip saw steel loaded at Caen, France for delivery to Montreal, Cleveland and Chicago. In 1970 she carried newsprint from Quebec City to London and returned from Huelva, Spain with ore for Wilmington, Delaware. Later that year she ran south with Trois Rivières or Dalhousie, New Brunswick with newsprint for U. S. east coast ports, San Juan or Kingston, Jamaica.

On other occasions she has carried titanium



The crew removed, they expected *LABRADO* to sink, but she didn't. This dramatic Coast Guard photo was taken by PA3 Dave Laird from a rescue helicopter.

slag from Sorel to Tampico, Mexico, returning with fluorspar to Port Alfred, Quebec. She served well and only came into the lakes for regular service in recent years.

Miraculously the storm subsided earlier than expected and when the dawn broke over Lake Erie the *Labradoc* remained afloat! Now the task of getting her to safety remained. Paterson hired the McQueen tug *Atomic* to try to assist. She arrived early in the morning along with the Erieau-based *Glenbrook*. They got a line aboard the crippled freighter about 9:15 am and set out for Pelee Point and shelter. The list had stabilized at 25° but progress across the lake was slow.

On Sunday, April 8, the crewless *Labradoc*, bobbing along at the end of a towline, and drawing more water than usual, ran aground near Pelee Island. Later in the day she was pulled free but this was shortlived. The towline broke in rough seas and the *Labradoc* drifted about 3/4 of a mile before finding bottom a second time. Another storm buffeted the area but as the vessel had more protection she was not in any danger.

Some crewmembers were able to reboard *Labradoc* on Monday, April 9 and the barge *T. F. Newman* arrived to lighten the vessel with

operations beginning on Tuesday. This allowed the freighter to regain an even keel. She floated free late Tuesday and then went to anchor.

Labradoc proceeded to Windsor and tied up at the Morton Terminal, arriving on Saturday, April 14. As corn was discharged on the dock, trucks tried valiantly to keep the pace by hauling it away. Once unloaded, *Labradoc* was checked out and declared fit to proceed to Port Weller Drydock for survey and repair. She arrived at the yard on Thursday, April 19 and went on the shelf in tandem with the cement carrier *Robert Koch*.

Survey has revealed considerable grounding damage on the port side of the outer shell of the vessel. Tank tops and cargo holds remain intact. In addition there was heavy water damage to the accommodations. It was estimated that the vessel would be drydocked for three weeks to replace the damaged steel. Another three weeks might be needed at the fit-out well to complete the repairs to the crew quarters. No dollar estimate of the damage was available.

By the time this reaches our readers the *Labradoc* will have returned to service and be well through the 1979 season. She is a sturdy craft and she cheated Lake Erie of a victim that had been conceded by all but the most optimistic. □

SATELLITE NAVIGATION ON THE GREAT LAKES

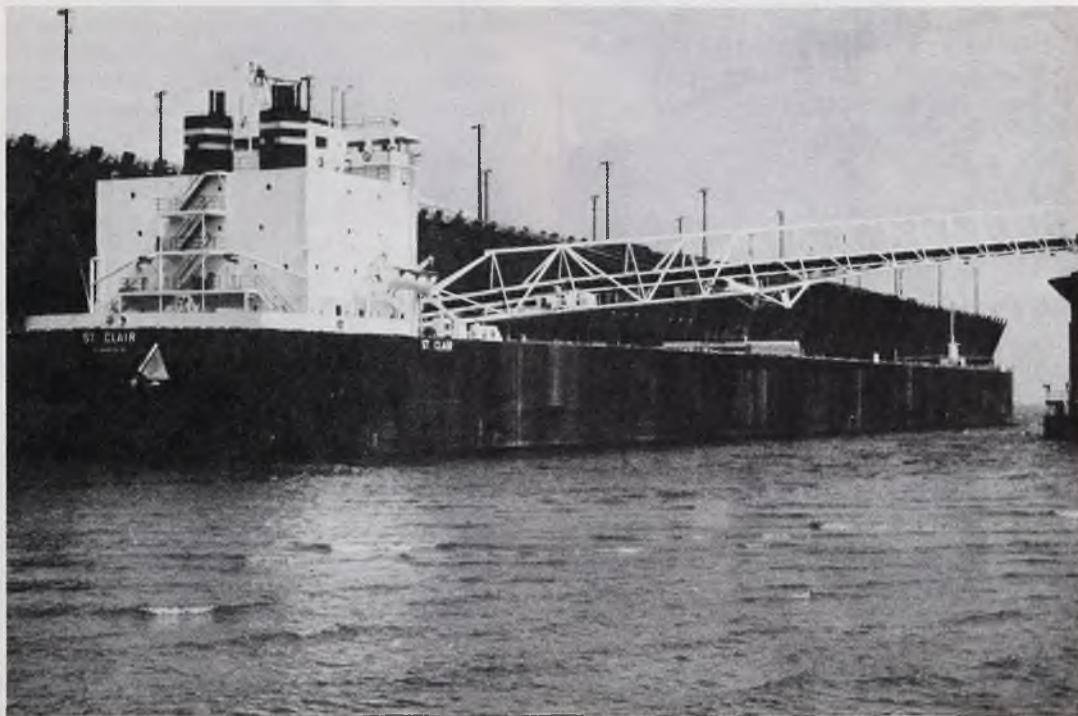
by
CLIFFORD CADREAU
Wheelsman, M/V *St. Clair*

The Motor Vessel *St. Clair*, a 770-foot commercial coal carrier, owned and operated by the American Steamship Company of Buffalo, New York, (Boland & Cornelius) is the only Great Lakes ship with Diginav and Digiplot systems. This system, an onboard computer satellite navigation system is made by Iotron Corporation.

The Diginav system picks up transmitted signals from one of six navigation satellites that circle the globe in one of six different orbits. It receives and decodes the signal and provides a continuous accurate ship's position day and night, under any and all weather conditions. During the ten to fifteen minutes the Diginav is receiving the satellite signal, the satellite will travel from 2,000 to 3,000 nautical

miles. The Diginav receives the satellite signal and fixes the ship's position, relative to the path being followed by the satellite overhead. The precise accuracy of the Diginav can fix the ship's position to within 350' of the ship's actual charted position. It continuously keeps track of Greenwich Mean Time to the nearest second and automatically corrects itself with each satellite fix received. The computer uses all this information to tell the ship's navigator the course to steer from point to point, and the time it will take to get there, and gives a continuous readout of the vessel speed to within .1 knot.

The Digiplot, when used with the ship radar, provides a collision avoidance system sufficiently sophisticated in its circuitry that it automatically



AUTHOR'S PHOTO

plots radar data and provides a chart-like pictorial display as an aid to ship maneuvering. Running off the ship's radars and gyro compass it picks up ships or targets up to fifteen miles and gives a digital readout of the course and speed of those ships. It will automatically sound an alarm if a ship or hazard comes too close and it can track up to 40 targets at one time.

The Diginav and Digiplot are used only as an aid to navigational safety. The overall safety of the ship lies in the hands of the captain. a



AUTHOR'S PHOTO

Navigational readout from Digiplot Navigation System.



AUTHOR'S PHOTO

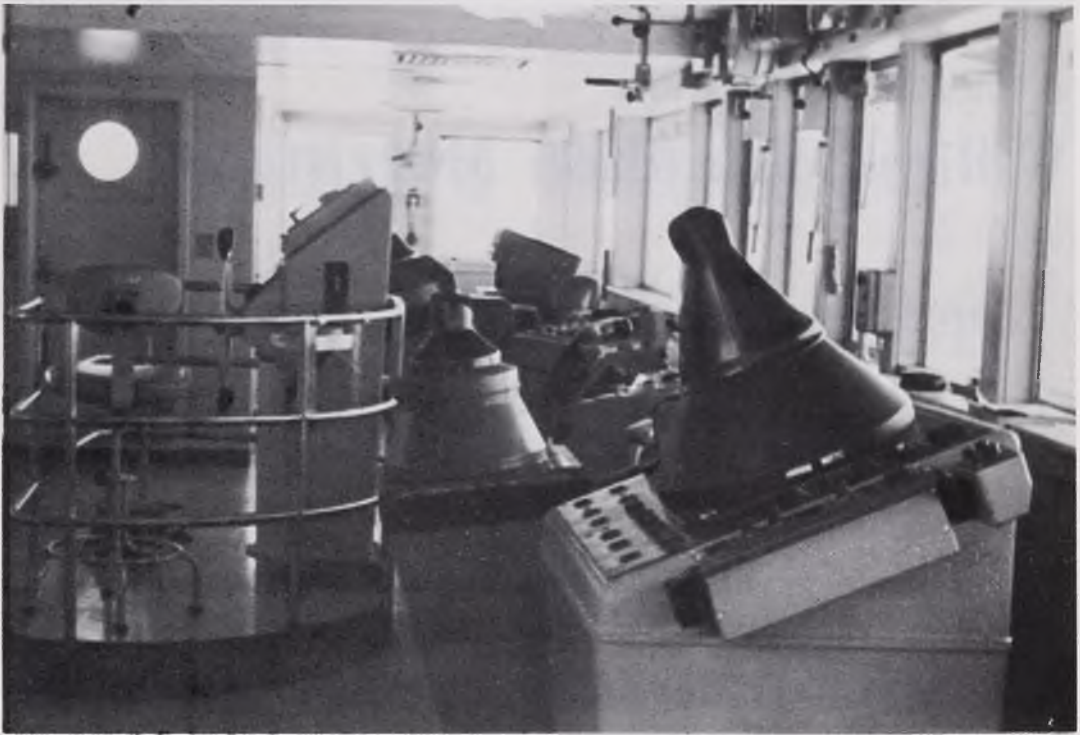
Diginav on-board computer system.

ship, in many ways, resembles a football team because only by all members pulling together can it operate safely. Any successful sports team must have a good coach of manager, and on our ship it is the Captain. A good captain has to have the ability to pilot his ship safely, and as well be a weatherman, and admiralty lawyer, knowledge of marlinspike seamanship, a fire-fighter, and how to understand and handle his men. I look to our captain for this leadership.

Additional technical facts, demonstrating the sophisticated makeup of this equipment may be found in the Digiplot and Diginav operation manual. We present a capsule outline of this information here for those readers interested in the more technical aspects of the system.

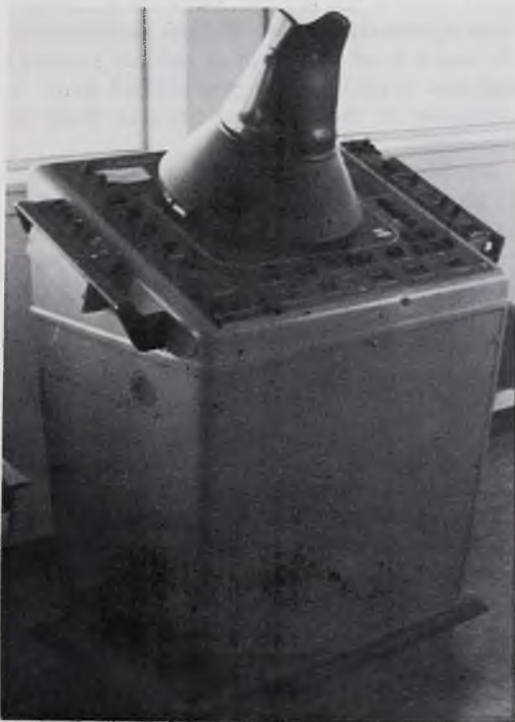
Satellite navigation is provided as the primary world-wide radio navigation autopositioning option. The Diginav system uses an integrally mounted receiver to receive and decode transmitted signals from the satellite of the Navy navigation satellite system. Diginav provides the operation continuous, accurate ship position information day and night, world wide and under all weather conditions. The satellites continuously transmit exact position and time data from orbits that bring them within range of any point on earth, from one to four times in every two hour period.

The Navy Navigation Satellite System (NNSS) has six satellites that circle earth in 107 minute polar orbits at an altitude of 600 nautical miles. The orbits trace a pattern like the sections of an orange, wide at the equator and converging



AUTHOR'S PHOTO

Digiplot and Radar in pilot house of the M/V ST. CLAIR.



AUTHOR'S PHOTO

Digiplot Collision Avoidance System.

at the poles.

The satellites circle the earth from pole to pole, but their orbits do not rotate with it. Consequently, a representation of the six orbits suggest a stationary spherical "birdcage," inside which the earth turns on its axis. Thus, every point on the earth's surface passes under each of the six orbits within position-fixing range approximately two times every 24 hours. The average interval between successive satellite passes over a particular point is greatest, 120 minutes, at the equator, and minimal at the poles. At 45° north or south, successive passes occur approximately every fifty minutes. Each satellite continuously transmits its position in two-minute messages, beginning precisely on the stroke of each even minute.

During the ten to fifteen minutes a shipboard receiver can be expected to get optimum reception on each pass, the satellite will travel from 2000 to 3000 nautical miles, signalling its position in from five to seven precisely timed transmissions on an extremely stable frequency.

By measuring the Doppler frequency shift in the received signals as the satellite approaches, passes and recedes, the position of the receiver relative to the satellites path can be fixed with great precision. □

St. Catharines Actor/Playwright

William Hamilton Merritt

re-born

for Anniversary Celebrations

Reprinted from the
first copy of
THE WELLAND CANAL INTELLIGENCER

More than a century after his death, William Hamilton Merritt has returned to the Welland Canal area to preside over the celebrations commemorating the 150th anniversary of the opening of his "ditch."

Mr. Merritt, a man whose vision and determination quickened the pace of development of the North American Continent in the nineteenth century, is being portrayed by St. Catharines [Ontario] actor/playwright David MacKenzie. At 32, MacKenzie is the same age as Merritt at the time construction of the Canal commenced in 1824.

"It is a massive assignment to become another person in every way you can," MacKenzie said. He became interested in Merritt during the writing of "Way To Go" in 1974, a play about the history of transportation in the Niagara Peninsula. "When writing a play you have to understand their thoughts and concepts, using their sets of values," Mr. MacKenzie commented, "you have to understand the human aspect of history, because that is what makes the history, and in particular William Hamilton Merritt, so exciting."

"I don't just talk about facts and figures relating to the canal. I expect to field questions about Merritt's personal life and his attitudes. I want to reveal what gave him the drive to make his vision of a canal a reality."

Merritt's accomplishments were remarkable, but he always retained his love of canals and water transportation. His career included

planning a canal to link Montreal with the St. Lawrence and designing the first suspension bridge across the Niagara River. As a parliamentarian he served as a cabinet minister in the government of the era and drafted a reciprocal trade agreement between Canada and the U.S. He was a great proponent of railroad projects, and also formed the Niagara District Bank, a forerunner of the Canadian Imperial Bank of Commerce.

Mr. MacKenzie has many busy months ahead as Mr. Merritt as he serves as the travelling ambassador for the 150th Anniversary celebrations. His visits will take him to major ports other communities in Canada and the United States, including Detroit, where he will address the Great Lakes Maritime Institute at the Dossin Museum on December 7th.

David MacKenzie's latest play is a rollicking comedy, "Don't Tell 'em You're Irish," of the lives of the Irish navvies on the First Welland Canal. This play was premiered in August.

Mr. MacKenzie finds the writing of the play gave him a different view of Merritt, the man, as seen through the eyes of the workers hired to manually build his dream.

"I'm looking forward to this entire year with a great amount of fascination and excitement," said Mr. Merritt, er — Mr. MacKenzie, er — Mr. Merritt???

The meeting of November 30th has been re-scheduled on December 7 to accommodate "Mr. Merritt's" schedule.

MARINE SALVAGE

YOUR BEST MARKET FOR OBSOLETE SHIPS



by
SKIP GILLHAM

During the past thirty years there is probably no other firm on the Great Lakes that has handled more ships than the Port Colborne-based Marine Salvage. They are best known to lake shipping buffs for their scrapyards at Ramey's Bend, just north of Lock 8 at Port Colborne. There, many of us, camera in hand, have had the opportunity to record the last days of some of our favorites. Marine Salvage, however, is more than just a company that cuts up ships along the Welland Canal.

The firm is an outgrowth of the Dwor Metal Company. It was lead by Richard E. Dwor who expanded the scrap metal business that had been started by his father. After World War II, R. E. Dwor, realizing that one of the best sources of scrap was obsolete ships, organized Marine Salvage to deal with this aspect of the business. The slip at Ramey's Bend has been used to

dismantle some thirty-four vessels. Their business office and storage facility is located on the east side of the canal south of Bridge 23.

The number of ships scrapped by Marine Salvage makes up only a small percentage of those they handle. Many have been sold to overseas shipbreakers and have made the long voyage behind a tug to scrapyards in Scotland, Germany, Belgium, Spain, Italy and Turkey. Others have been sold for dismantling at a variety of Great Lakes ports on both sides of the Border. A few ships have gained a reprieve and re-entered service for Canadian operators such as Hindman Transportation, Westdale Shipping, Quebec & Ontario Transportation and Canada Steamship Lines.

Despite having owned several hundred ships, Marine Salvage has only been involved in the operation of one vessel. That was during the



Photo by SKIP GILLHAM

PORTADOC, WYANDOTTE (i) and GEORGE H. INGALLS on the scrap line at Ramey's Bend in June, 1967.

mid-60s when the *G. G. Post* resumed service. The ship had been idle at Sturgeon Bay from 1961 to 1965 when her owners, the Columbia Transportation Company, established a Canadian subsidiary called Silloc Enterprises to bring the *Post* back into service. After refurbishing at Port Weller Drydocks she entered the scrap trade under Marine Salvage management. The arrangement continued into 1966 when she was chartered to Upper Lakes Shipping. It was not until 1971, after three years of inactivity, that the *G. G. Post* was purchased by Marine Salvage. A year later she was resold and towed to Turkey.

It is as a merchant of obsolete ships that Marine Salvage has done a good deal of their business. Ship steel, long considered an excellent source of scrap in the steel-making process, is sold to various consuming mills. During the 60s some was loaded aboard the lakers as cargo for the transatlantic voyage. Most, however, has gone to mills on the Great Lakes.

Items retrieved from ships is an integral part of the business. Parts are retained and stored when ships are cut up and these are sold to vessel operators as replacement parts. Antique shops, restaurants wishing to establish a marine decor and individual ship enthusiasts are also outlets for shipping gear.

A ship's wheel is probably the most popular item and there is a waiting list for these when they become available. Clocks and bells are in high demand but in many cases have disappeared before the vessel reaches the scrapyard. Other items sought by purchasers include running lights, port lights, telegraphs, anchors, rope, blocks, oars, ring buoys and engine gauges.

During the 60s and again in the 70s the price of scrap was high and numerous vessels were cut up here and abroad. In the past three years towing and labor costs have increased while the price of scrap on the world markets has fallen. As a result few ships have been scrapped of late. A number of old laker remain tied up as owners await an increase in the price that these ships can bring. This will not occur until the demand and the prices for scrap increases.

Mr. Richard E. Dwor died on May 15, 1979 after a long illness, and the many who knew him through both business and personal contacts lost a good and valued friend. In addition to his business interests he lent his time and efforts to civic projects. He was involved in the affairs of the Port Colborne General Hospital, the Heart Fund and served as the first chairman of the Niagara District Health Council. He also helped the Port Colborne Historical Society by making

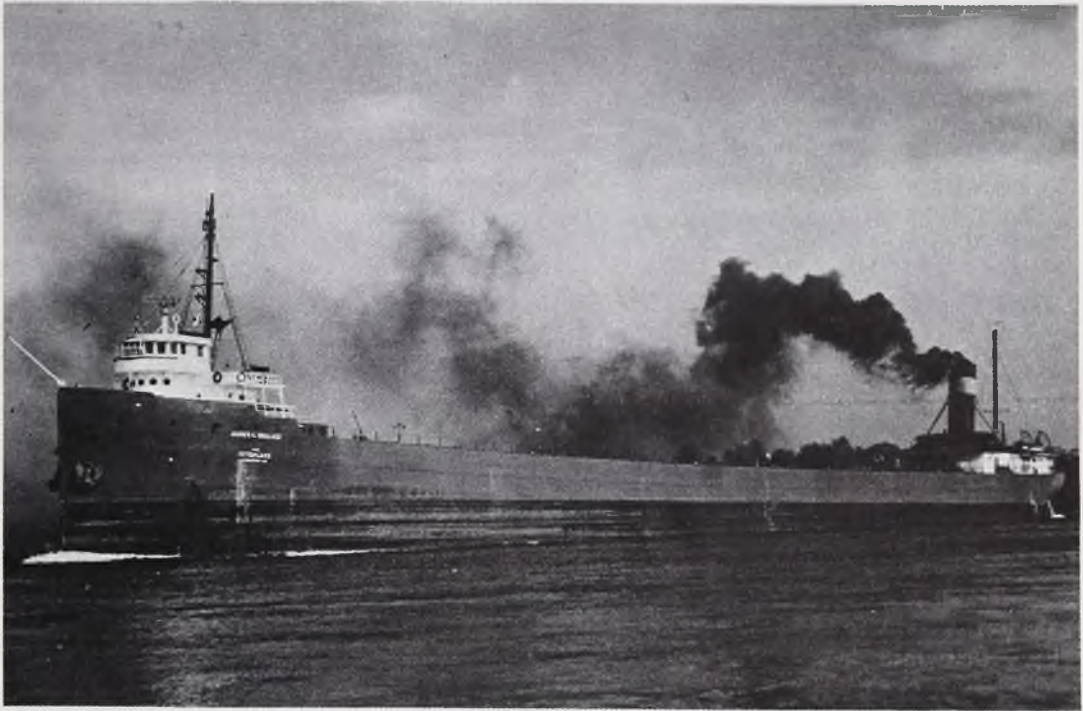


Photo by J. H. BASCOM

Interlake's *JAMES C. WALLACE* while she was still in service.

available the pilot house of the former tug *Yvon Dupre, Jr.* This is on display on the Museum grounds.

Mr. Dwor was nearing retirement at the time of his death but his son, Jeff, who is an Institute member, has been working in the business for several years and is well fitted to assume full responsibility.

The vessels owned by Mr. R. E. Dwor and associated companies are listed below under the following categories:

- 1 – Vessels scrapped at Ramey's Bend.
- 2 – Lake vessels towed overseas for scrap.
- 3 – Lake vessels resold and scrapped on the lakes system.
- 4 – Vessels resold for service.
- 5 – Lakers lost enroute final disposition.
- 6 – Fate pending.
- 7 – Non lakers: –
 - a) Disposition known.
 - b) Full details lacking.

1) – SCRAPPED AT RAMEY'S BEND.

VESSEL	ARRIVAL DATE	SCRAPPED
<i>Port Arthur</i> (Corvette)		1946-47
<i>Dundas</i> (Corvette)		1946-47
<i>Ontario No. 1</i>	Jul 9, 1950	1950
<i>J. G. Irwin</i>	May, 1959	1959

<i>George M. Carl</i> (I)	1959	1959
<i>H. L. Wyatt</i>	1959	1960
<i>C. A. Ansell</i>	1959	1960
<i>Clayton</i>	1959	1960
<i>Acton</i>	1961	1961
<i>Cletus Schneider</i>	Aug 16, 1962	1962
<i>Pam Schneider</i>	Nov 16, 1962	1962-63
<i>Penobscot</i>	Nov 16, 1962	1963
<i>Andrew S. Upson</i>	May 28, 1964	1964
<i>T. J. McCarthy</i>	Jun 28, 1966	1966
<i>George H. Ingalls</i>	Jun 28, 1966	1967
<i>Wyandotte</i> (I)	Sep 23, 1966	1967
<i>Constitution</i>	Oct 3, 1967	1967-68
<i>Delcote</i>	Jun 15, 1968	1968-69
<i>Swederope</i> (II)	Jun 15, 1968	1969
<i>Maida</i>	Nov 15, 1969	1970
<i>Trident Star</i>	May 12, 1970	1970
<i>Joseph S. Scobell</i>	Sep 11, 1970	1971
<i>Aft</i>	Sep 15, 1970	1970
<i>W. E. Fitzgerald</i>	Oct 21, 1971	1971-72
<i>Thorold</i> (III)	Dec 10, 1971	1972
<i>Yvon Dupre, Jr.</i>	Sep 4, 1972	1974
<i>Alpena</i>	Sep 6, 1972	1973
<i>Peter Reiss</i>	Jun 8, 1973	1973-74
<i>Leland</i> (dredge)	Fall, 1974	1974
<i>Nordrill</i>	Oct 8, 1974	1974-75
<i>Texaco Brave</i> (I)	Apr 8, 1975	1975
<i>Hennepin</i>	Apr 30, 1975	1975-76
<i>Charles Dick</i>	Sep 10, 1975	1976-77
<i>Jacques Gravel</i>	Nov 24, 1977	1977-78



Photo by JOHN N. BASCOM

The *J. CLARE MILLER*, seen here in Lake Nicolet, August 16, 1969.



Photo by JOHN N. BASCOM

The *HENRY LaLIBERTE*, also in Lake Nicolet, August 9th., 1972.

2) — TOWED OVERSEAS FOR SCRAPPING.

VESSEL	OVERSEAS PORT	ARRIVAL DATE			
<i>Calumet</i>	Troon, Scot.	Sep 3, 60	<i>A. E. Nettleton</i>	Santander	Jul 5, 73
<i>Sweden</i>	Genoa	Dec 13, 60	<i>John P. Riess</i>	Castellon	Jul 19, 73
<i>William F. Stiffel</i>	Savona	Dec 27, 60	<i>City of Saginaw 31</i>	Castellon	Jul 19, 73
<i>Harry R. Jones</i>	Troon	Jan 6, 61	<i>Otto M. Reiss (II)</i>	Castellon	Sep 20, 73
<i>J. F. Durston</i>	Hamburg	Jul 14, 61	<i>Uhlmann Brothers (II)</i>	Castellon	Sep 20, 73
<i>Robert N. Joynt</i>	Genoa	Jul 14, 61	<i>J. Clare Miller</i>	Santander	Sep 21, 73
<i>Price McKinney</i>	Hamburg	Jul 17, 61	<i>Wiltranco</i>	Santander	Sep 21, 73
<i>William A. Paine</i>	Genoa	Oct 4, 61	<i>Huron</i>	Santander	Oct 20, 73
<i>John C. Hay</i>	Genoa	Oct 5, 61	<i>Wyandotte (II)</i>	Santander	Oct 20, 73
<i>Joseph Sellwood</i>	Genoa	Jul 1, 62	<i>City of Munising</i>	Genoa	Nov, 73
<i>James C. Wallace</i>	Genoa	Aug 5, 62	<i>Edward H. Anderson</i>	Genoa	Nov, 73
<i>J. P. Wells</i>	Genoa	Sep 11, 62	<i>Henry LaLiberte</i>	Santander	May 8, 74
<i>Sparkman D. Foster</i>	Genoa	Oct 18, 63	<i>Joe S. Morrow</i>	Santander	May 8, 74
<i>James E. Davidson</i>	Genoa	, 63	<i>Ben W. Calvin</i>	Valencia	May 8, 74
<i>Norman W. Foy</i>	Savona	Jun 4, 64	<i>Jack Wirt</i>	Valencia	May 8, 74
<i>David Z. Norton</i>	Genoa	Jun 4, 64	<i>Outarde (II)</i>	Cleared Quebec City	Apr 29, 74
<i>W. G. Pollock</i>	Genoa	Nov 19, 64	<i>Crispin Oglebay (I)</i>	Santander	Jun 14, 74
<i>Michael G. Browning</i>	Genoa	Nov 20, 64	<i>Bethlehem</i>	Santander	Jun 14, 74
<i>J. J. H. Brown</i>	Genoa	Jul 19, 65	<i>James Davidson</i>	Santander	Jul 21, 74
<i>James E. McAlpine</i>	Genoa	Jul 19, 65	<i>Kinsman Independent</i>	Santander	Jul 21, 74
<i>Mataafa</i>	Hamburg	Jul 19, 65	<i>City of Green Bay</i>	Castellon	Aug 1, 74
<i>L. S. Wescoat</i>	Hamburg	Jul 19, 65	<i>Rocket</i>	Castellon	Aug 1, 74
<i>Richelleu (I)</i>	Antwerp	Jun 9, 66	<i>Kinsman Venture</i>	Cleared Quebec City	Aug 3, 74
<i>Tadoussac (I)*</i>	Antwerp	Jun 9, 66	<i>Lackawanna</i>	Cleared Quebec City	Aug 3, 74
*Resold by scrapper—Renamed <i>St. Lawrence (II)</i>			<i>Sprucebranch</i>	Virgo	Fall, 74
<i>St. Lawrence (I)</i>	Antwerp	Jul 15, 66	<i>Col. James Pickands</i>	Cleared Quebec City	Nov 15, 74
<i>Saskadoc</i>	Santander	Sep 24, 67	<i>James E. Ferris</i>	Hamburg (storage)	Jul 1, 75
<i>Augustus B. Wolvin</i>	Santander	Sep 24, 67	<i>Kinsman Voyager</i>	Hamburg (storage)	Jul 1, 75
<i>Makawell</i>	LaSpezia	Nov 5, 67	Resold 1978, towed to Bilbao, then Pasajes		
<i>Lebanon</i>	Santander	Nov 9, 67			
<i>Powell Stackhouse</i>	Santander	Nov 9, 67			
<i>Soodoc (I)</i>	LaSpezia	Jun 17, 68			
<i>R. O. Petman</i>	LaSpezia	Jun 17, 68			
<i>Leonard C. Hanna</i>	LaSpezia	Aug 1, 68			
<i>Windoc</i>	LaSpezia	Aug 1, 68			
<i>Everetton</i>	Bilboa	Sep 23, 68			
<i>Charles E. Dunlap</i>	Bilboa	Sep 23, 68			
<i>Dolomite</i>	Santander	Oct 28, 68			
<i>Midland Prince</i>	Puerto de Santa Maria	Jun, 69			
<i>C. A. Bennett</i>	Puerto de Santa Maria	Jun, 69			
<i>Ben E. Tate</i>	Bilboa	Jul 12, 69			
<i>Donnacona (II)</i>	Bilboa	Jul 12, 69			
<i>Sprucedale</i>	LaSpezia	Aug 14, 69			
<i>Humberdoc</i>	Bilboa	Sep 6, 69			
<i>Howard Hindman (II)</i>	bilboa	Sep 6, 69			
<i>Parkdale (II)</i>	Cartagena	Jun 8, 70			
<i>Portadoc (III)</i>	Vado	Jul 1, 70			
<i>Nixon Berry</i>	Vado	Jul 1, 70			
<i>Mathewston</i>	Vado	Jul, 70			
<i>Martian (II)</i>	Vado	Jul, 70			
<i>Ontadoc (I)</i>	Izmiri	Oct, 72			
<i>G. G. Post</i>	Izmiri	Oct, 72			
<i>B. F. Jones (II)</i>	Castellon	May 19, 73			
<i>Edward S. Kendrick</i>	Castellon	May 19, 73			
<i>Henry G. Dalton</i>	Vado	Jun 16, 73			
<i>R. E. Webster</i>	Santander	Jul 5, 73			

3) — RESOLD AND SCRAPPED ON LAKES.

a) At Hamilton, Ontario, by Steelco

Noronic — arrived under tow Oct 29, 1949
Huronic — arrived under own power, Dec, 1949
Rapids Prince — arrived under tow, 1951
Carl W. Meyers — arrived under tow, 1959
Cuyler Adams — arrived under tow Oct, 1960.
Fontana — arrived under tow Nov 6, 1960.
E. G. Mathiott (II) — arrived in tow Nov 8, 1960.
J. S. Walton — arrived under tow Sep 30, 1961.
Kingdoc (I) — arrived own power, Dec 15, 1961.
Fred L. Hewett — arrived under tow, June, 1962.
Eners R. Johnson — arrived in tow, Aug, 1962.
George Stephenson — arrived Jul 12, 1963.
Ball Brothers — arrived own power, Sep, 1963.
Edmund P. Smith — arr. own power Nov 1963.
Sierra — arrived in tow, Jun, 1964.
Fort Willdoc — arr. own power, Dec 4, 1964.
Sir Wm Fairbairn — arr. in tow Sep 26, 1964.
D. A. Mahoney — arr. in tow, Sep 28, 1964.
L. D. Browning — arr. in tow, Aug, 1965.
Angeline — arr in tow Nov 25, 1965.
Troisdoc — arr. Hamilton '65, scrapped 1966.
Soreldoc — ditto.
Vandoc — arrived under tow Jul 1, 1966.
Wm. H. Wolf — arrived under tow Oct 27, 1967.
(was last vessel scrapped by Steelco)

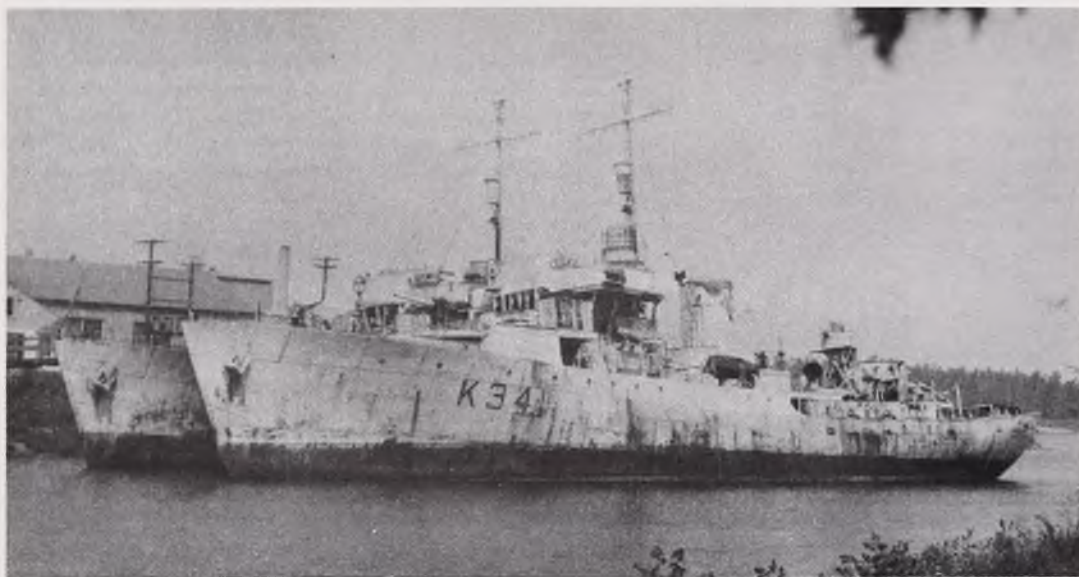


Photo by TED JONES

The *PORT ARTHUR* and the *DUNDAS*, looking very un-military and sad.

b) At Hamilton by United Metals.

- Valleydale* — arr. own power Nov 17, 1966.
- Robert J. Paisley* (II) — arr. in tow May 15, 1969.
- Bayquinte* — arrived in tow, Nov, 1969.
- Grand Haven* — arrived in tow Nov 29, 1969.

c) At Deseronto, Ontario.

- Cardinal* — arrived about 1961.
- Brampton* — ditto.
- Paul Manion* — ditto.
- R. H. Marshall* — ditto.

d) At Port Dalhousie, Ontario.

- Frank Wilkinson* — scrapped, 1961.
- F. W. Moore* — scrapped, 1969.
- Trenton* — scrapped, 1963.

e) At Superior, Wisconsin (all resold).

- John S. Manuel* — resold Fraser-Nelson Jul, 1961
- John Stanton* — ditto.
- George Hindman* (III) — ditto, then sold to Hyman-Michaels, 1967

f) At Ashtabula, Ohio

- George W. Mead* — arrived, Jun, 1965
- Mitchfibre* — arrived 1966

g) Scrapped, Miscellaneous Locations.

- Quebec* — hull resold 1950 after fire — scrapped on the StLawrence River.
- Steel Products* — ran aground near Point Albino, Oct 26, 1961, resold to Harry Gamble for scrapping on spot following winter.

4) — VESSELS RESOLD FOR SERVICE.

- 1947
- S. H. Robbins* — Resold Canada Steamship Lines and renamed c-*Burlington* in 1948.
- William E. Connelly* — Resold Mohawk Navigation, later *Martian* (III) of C. S. L.
- 1958
- Imperial Kingston* — Stripped to deck, resold to A. B. McLean & Sons and renamed *Charles W. Johnson* in 1959.
- 1959
- Quedoc* (I) — Resold to Holden Sand & Gravel and renamed c-*H. S. & G. No 1* as a barge.
- Miss Kingston* — Sightseeing vessel resold.
- 1961
- A. A. Augustus* — Resold to Hindman Transportation and renamed *Howard Hindman*.
- 1962
- Lawrendoc*, *Cartierdoc* and *H. J. McManus* stripped to the deck and resold to Chembarge, Ltd., and renamed *Chembarge A*, *Chembarge No. 2*, *Chembarge No 3*, and *Chembarge No 4* respectively.
- Baird Tewksbury* — Resold to Hindman and renamed *George Hindman* (III).
- Robert J. Paisley* — Resold to Algonquin Corporation and chartered to Halco.

1963 —

Donald B. Gilles — Resold Reoch and renamed c-*Cloverdale* (II).

Harvey H. Brown — Resold Hindman and renamed c-*Parker Evans*.

1964 —

Amasa Stone — Resold Medusa Portland Cement and used as a dock at Charlevoix, Mich.

1965 —

Merton E. Farr — Resold Scott Misener Steamship and renamed b-*Nixon Berry* in 1966.

1966 —

Pillsbury — Chartered Great Lakes Dredge and Dock and used as breakwall at Burns Harbor. Was later cut up there.

Bayton — Chartered to Great Lakes Dredge & Dock and used as a breakwall at Burns Harbor. Was later raised, apparently broke back and was subsequently scrapped.

1967 —

Keewatin — Resold to Roland Peterson and towed to Douglas, Michigan June 27, and converted into a museum.

Algotsteel — Resold Great Lakes Dredge & Dock and sunk as a breakwall at Burns Harbor, Indiana.

1970 —

Kinsman Venture and *Lackawanna* sold to Canadian Dredge & Dock and sunk as breakwall at Nanticoke, Ontario.

1971 —

Henry R. Platt, Jr. (II) — Stripped to deck and resold to Steelco and sunk at Hamilton as dock facing.

1974 —

Jacques Gravel — Resold Underwater Gas Developers but lay idle at Port Colborne until repurchased.

1975 —

Robert Hobson — Resold Quebec & Ontario Transportation and renamed b-*Outarde* (III).

George Seedhouse — Resold Bay Shipbuilding Co., and used as a warehouse at Sturgeon Bay, Wis.

1978 —

Imperial London — Resold for service in West Indies and renamed b-*Tegucigalpa*.

Peter Robertson (II) — Chartered to St. Lawrence Seaway Authority as test vessel in "shunter" experiment and renamed d-*Marinsal*.

5) — LOST IN ROUTE TO FINAL DISPOSITION.

W. Wayne Hancock - lost in Atlantic, Dec. 8, 1962.

Fayette Brown — Aground Anticosti Island, Dec 5, '64.

Edward Y. Townsend — Lost in Atlantic, Oct 7, 1968.

King Coal — Lost Lake Erie Sept. 14, 1970.

United States Gypsum 9II — Lost in the Atlantic, May 21, 1973.

Buckeye Monitor — Lost in Atlantic, Dec. 16, 1973.

6) — DISPOSITION PENDING.

Avondale (II) — Purchased 1976 and towed into Ramey's Bend, Dec. 28, 1978.

George M. Steimbrenner (II) — Purchased 1978 and arrived Ramey's Bend Aug. 25, 1978.

Ferndale (II) — Purchased Feb, 1979, while laid up at Toronto.

7-a) — NON-LAKERS: Disposition known.

HMCS *Calgary* - corvette, purchased in 1945 and scrapped in Spain.

HMCS *Prescott* — Corvette, purchased in 1945 and scrapped in Spain.

HMCS *LaMalable* — Corvette, purchased in 1945 and scrapped in Scotland.

HMCS *Rimouski* — Corvette, purchased in 1945 and scrapped Dec., 1950 at Hamilton.

HMCS *Orillia* — Corvette, purchased in 1945 and scrapped Jan., 1951 at Hamilton.

HMCS *Metapedia* — Corvette, purchased in 1945 and scrapped Dec., 1950 at Hamilton.

HMCS *Quinte* — Purchased in 1946 and scrapped in Scotland.

HMCS *Resolute* — Purchased in 1964 and scrapped in Spain.

HMCS *Nootka* — Purchased 1964 and scrapped in Spain.

HMCS *Cayuga* — Purchased in 1964 and scrapped in Scotland.

HMS *Mull of Galway* — Escort minesweeper, purchased in 1965 and scrapped in Hamburg.

HMS *Duncansby Head* — Purchased in 1965 and scrapped in Spain.

HMCS *Swansea* — Purchased in 1966 and scrapped in Spain.

HMCS *New Waterford* — Purchased in 1966 and scrapped in Scotland.

Orient Trader — Towed from lakes to Valencia, Spain in 1966.

Fosming (a-John Mason) — Liberty, purchased from Four Seas Maritime Corp in damaged condition and resold to Spanish shipbreakers, arriving in Valencia March 3, 1966.

Sea Serpent 8591/42 — Sold to U.S. Department of Commerce January, 1970 and resold to Italian shipbreakers, arriving LaSpezia under tow on June 11, 1970.

Charles Bullfinch — Liberty, acquired March, 1970 and resold for scrapping at Vado, Italy, June '71.

Baffin Bay — Arrived Valencia, Spain September, 1973 for scrapping.

HMCS *Fort Francis* — Minesweeper, resold for scrap to Spanish shipbreakers, 1974.

7b) — NON-LAKERS: Details lacking.

HMCS *Micmac* — Purchased 1964 and scrapped in Europe prior to 1966.

Trans Erie — Scrapped in Italy.

C. D. Howe — Ice strengthened supply ship, scrapped in Spain about 1974.

Texaco Montana — Scrapped in Spain prior to 1966.

Callalie — Scrapped in Italy prior to 1966.

Marnic — Scrapped in Italy prior to 1966.

Marine Transoil — Scrapped in Scotland prior to 1966.

Virginia Trader — Scrapped in Europe prior to 1966.

Fort Sandusky — Ammunition ship, scrapped in Spain.

Fort Rosalie — Ammunition ship, scrapped in Spain.

Fort Langley — Stores issuing ship, scrapped in Spain.

Author's Note — There comes a time when all your leads reach dead ends and it is time to go to print. After sifting through many sources for several years, I would like to think that all of the above is totally accurate. With so many details such hope is probably unrealistic. What has been accomplished could not be done without help. I want to acknowledge the patience and co-operation of Richard and Jeff Dwor and the research assistance of George Ayoub. Ivan S. Brookes, Duff Brace, Al Sykes and John H. Bascom also helped by clarifying details. □

GREAT LAKES & SEAWAY NEWS



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The editors welcome all contributions of news items from members.

It with a deep sense of sadness that we report the death, on May 8, 1979, of Russell W. Parkinson, Jr. Russ was a life member of the Institute, and a member of the Board of Directors, as well as an officer in our sister organization, the Marine Historical Society of Detroit. He was a close friend to many of our members, a willing contributor to the well being of every activity in which he participated, and these were many. The Board and Officers of the Institute extend their deep and sincere sympathy to his family. He will be greatly missed.

Apr. 20. . . The Greek motor tanker *Lake Katya*, Toronto to Montreal with a cargo of toluene and xylene, struck the Debro Wharf when clearing Toronto. Rudder and propeller damage showed up on Lake Ontario and the vessel went to anchor to await an inspection.

Apr. 22. . . *Lake Katya* was towed from Cape Vincent to Montreal.

Apr. 23. . . U. S. Steel's 1,000-foot *Edwin H. Gott*, downbound from Two Harbors, Minnesota, stopped at the Soo to take on supplies. It was a routine procedure until the ship dropped her anchor — and lost it, along with 300 feet of chain.

Apr. 25. . . *Lake Katya* arrived at Montreal under tow. her cargo will be discharged there.

Apr. 27. . . The Liberian motor vessel bulk carrier *Jaguar* struck a small iceberg in the eastern approaches to the Strait of Belle Isle on the Gulf of St. Lawrence. She sustained heavy bow damage in the unusual encounter.

. . . Columbia's bulk carrier *Ashland* had engine trouble while entering the Rouge River from the Detroit River. As a result, she drifted into the *Richard J. Reiss*, which was stationary in the Zug Island south bay in the Short Cut canal.

Apr. 30. . . The Korean vessel *Dae Dang*, inbound from Lake Michigan, struck the north break-wall of the Holland Channel causing extensive damage to the breakwall and the vessel. She was headed for the Louis Padnos Iron & Metals Company dock in Holland to load scrap.

. . . The self-unloader *Roger M. Kyes* grounded on Hennepin Point in the Trenton Channel of the Detroit River. She was later freed with assistance from a Great Lakes Towing Company tug. She was headed for Toledo after discharging cargo at McLouth Steel in Trenton, Michigan.

GREAT LAKES & SEAWAY NEWS ●

May 1. . . Pickands-Mather's bulk carrier *John Sherwin* is undergoing repair to damage which resulted from going aground last December. The work is being done at Bay Shipbuilding's Sturgeon Bay, Wisconsin yard.

May 2. . . Halco's tanker, *Chemical Transport* went aground near Spruce Island in Georgian Bar, about 8½ miles from Parry Sound, Ontario.

. . . The Liberian vessel *Grand Justice*, outbound for Venezuela with a grain cargo, lost all electric power and when to anchor near buoy K156 in the St. Lawrence River. Repairs were made in about half an hour and she resumed her seaward passage.

May 3. . . Quebec & Ontario Transportation Company vessel *Thorold* lost power when leaving Lock 2, Welland Canal. She dropped her anchor and went aground, blocking the Canal. The tug *James E. McGrath*, of Port Weller, went to her aid. There was no damage to the vessel as a result of the grounding and the incident caused the canal no damage except delay.

. . . A tug barge system will replace rail ferry service operations across Lake Michigan between Franfort and Kewaunee. Michigan's Governor, William G. Milliken, said the system could be in operation by October 1st.

. . . Repairs to the *Labradoc*, so far, have included renewal of 25 shell plates and sundry damage the extent of which is still being determined at the Port Weller Drydock, where the work is being done.

May 4. . . *Chemical Transport* is freed.



Photo by PAUL G. WIENING

Yet another newcomer on the lakes is the *FRED R. WHITE, JR.*, seen here at Port Washington, Wisconsin, June 9, 1979.

● GREAT LAKES & SEAWAY NEWS



Photo by SKIP GILLHAM

The *INLAND TRANSPORT* in bad shape at Port Dover as she looked in May, 1979.

May 5. . . At Port Dover, Ontario, the *Husky 120* and *Island Transport*, a pair of long-idled tankers, remain untouched and in sad need of repair at the Gamble Shipyard.

. . . Canadian bulker *Royalton* has resumed service after a year of idleness at Hamilton, Ontario.

. . . *Lake Katya* cleared Montreal for Quebec City, under tow. She will undergo repairs at Quebec City.

. . . The Liberian bulk carrier *Ogden Importer*, Duluth for Russia with a cargo of corn, went aground about 1 mile east of Bayfield Island, at the western end of the St. Lawrence Seaway. She appeared to be fully aground for her entire length.

. . . The Greek motor vessel *Hellenic Star* went to anchor at Pointe a la Martiniere, four miles east of Québec City, to change a fuel injector. After completing repairs she headed for sea.

. . . Detroit's new fireboat, the motor vessel *Curtis Randolph*, arrived at Detroit.

. . . The largest single shipment of hardwood logs in the Port of Toledo was set today when the *British Wasa* finished loading nearly 4,500 tons of oak, walnut and ash logs for delivery to a number of European veneer mills.

May 6. . . *Hochelega* made an unusual visit to the Dofasco Docks at Hamilton, Ontario. This year the Canada Steamship Lines' self-unloader is under charter to Dale Transports.

GREAT LAKES & SEAWAY NEWS ●

... *Lake Katya* arrived at Quebec City under tow of four tugs. After discharging more cargo she is to go on the drydock at Lauzon.

May 7. . . *Algoport*, a 678-foot self-unloader for Algoma Central Railway was launched at Collingwood Ontario. She will cost Algoma Central about \$30 million.

May 8. . . After being lightered of some of her cargo yesterday, the *Ogden Importer* was re-floated today. She went to anchor to await diver inspection for bottom damage.

... Mrs. Ingrid Wells has become the first woman to be named head of a Great Lakes port authority. Mrs. Wells officially took office as president of the Seaway Port Authority of Duluth. She was first appointed to the Authority in May, 1976, by the Duluth City Council.

May 9. . . After inspection, the *Ogden Importer* left the anchorage and headed for Montreal for further examination.

... *Ashland*, outbound, contacted the north entry pier at Duluth. She was holed, and required tug assistance to return to Duluth Port Terminal for inspection and repairs.

... *Jaguar* is drydocked so the ice damage can be repaired. The report came from Montreal.

May 10. . . The Bob-Lo Company, of Detroit, has been sold by the Browning family to investors from Kentucky and Minnesota. This sale includes the steamers *Columbia* and *Ste. Claire* and the island in the Canadian waters of the lower Detroit River. Bob-Lo is starting its 81st season and



Photo by BARRY ANDERSEN

The *CANADIAN PROSPECTOR* made her maiden trip through the Welland last May.

● GREAT LAKES & SEAWAY NEWS

has been owned by the Browning family since 1949.

May 11. . . The Polish vessel *Ziemia Krakowska* was held up at Port Colborne because of being overloaded, resulting in too great a draft for canal passage.

. . . U. S. Steel's former bulker *William A. McGonagle* locked down at the Soo on her maiden trip for Kinsman.

. . . The *Dae Dang* arrived in Quebec City.

. . . The Yugoslav vessel *Dienav*, inbound from Antwerp, touched bottom approaching the Beauharnois Locks of the Seaway. She went to anchor in Lake St. Louis for inspection, which revealed three cracks on the starboard side of her bulbous bow.

May 12. . . More rudder damage was found on *Ogden Importer*, and necessary repairs are being made at Montreal.

. . . With repairs completed, the *Ogden Importer* cleared Montreal for Baie Comeau.

. . . With her flooded forepeak placed under compressed air to satisfy the St. Lawrence Seaway draft regulations, the *Dienav* proceeded to Toledo where she is to undergo additional inspections.



She was launched in 1910 as the *WILLIAM P. PALMER*, kept the name throughout her whole career, and is now stripped, in the process of being scrapped.

May 14. . . Scrappers have been busy at Duluth/Superior. Only part of the *Harry L. Allen* now remains; *Percival Roberts J.* is stripped to the main deck, the stern section of *Richard Trimble* is gone and the *William P. Palmer* has been stripped.

GREAT LAKES & SEAWAY NEWS ●

May 15. . .Richard E. Dwor, president of Marine Salvage Co., Ltd., died at Port Colborne after a long illness. (See an associated item elsewhere in this issue).

. . .*Hochelaga* is idled by mechanical problems.

. . .*Ranger III* left Houghton, Michigan with sixteen maintenance men aboard. This is her first trip of the season to Isle Royale National Park in Lake Superior.

. . .A tug strike started at Quebec City yesterday.

May 16. . .*Canadian Prospector*, loaded with ore, is upbound in the Welland Canal on her maiden voyage.

May 17. . .The Greek vessel *Julia L.* is drydocked in Sasebo, Japan where permanent repairs will be made to the damage which occurred in her grounding in the Lakes, November 19, 1978.

. . .The tug strike has ended at Quebec City.

. . .The Seaway Terminal at Port Huron, Michigan purchased the *Kinsman Enterprise* from Kinsman Marine Transit. She will be used as a storage hull.

May 18. . .Scrapping of the old self-unloader *Charles C. West* is well advanced at Buffalo, NY. (She was one of a few twin screw freighters on the lakes in her day).



The *K. A. POWELL*, the former *ELMDALE*, was once the *STANDARD PORTLAND CEMENT*, as shown here. She is now a storage ship.

THE LIBERTY SHIP UNION TRANSPORT

Prepared for *Telescope*
by
GEORGE AYOUB



Author's photo of *UNION TRANSPORT* as she appeared in the Seaway on May 23, 1965

SHIPYARD Portland, Maine; New England Shipbuilding Corp. (No. 3093)
TONNAGES 7176 gross tons, 4380 net tons, 10,865 deadweight
DIMENSIONS 441.6 (oa) 442.8' x 57' x 34.8'
MACHINERY Triple expansion engines, 3 cylinders, 24½", 37", 70" x 48" — 2,500 I.H.P. by Worthington Pump and Machinery Corp., Harrison, New Jersey. 11k.
TYPE Liberty, EC2-S-C1, Steel, standard cargo steamship.

1-1945 Completed for the U. S. War Shipping Administration, Washington, DC, as *Alfred E. Smith* (1945-1949). Registered Portland, Maine, (US 247151). Placed under management of Moore McCormick Lines, Inc. (a)
1946 Transferred to the U.S. Maritime Commission, Washington, and operated by Lykes Brothers Steamship Co., Inc. (b)
1949 Sold to Eagle Ocean Transport Corporation, New York, and renamed *Mother M. L.* (1949-1955. 7211 g.t.; 4427 n.t.) (c)
1955 Sold to Altamara Compania Naviera S. A., Monrovia, Liberia and renamed *Captain Lyras* (1955-1957)
1957 Sold to Hanover Steamship Corporation, Monrovia, Liberia and renamed *Ocean Chief* (1957-1963)
1963 Sold to China Union Lines Ltd., Keelung, Taiwan and renamed *Union Transport* (1963-1970)
1970 Sold to Taiwan shipbreakers and arrived at Kaohsiung prior to January 8, 1970 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 altered c. 1952.

GREAT LAKES & SEAWAY NEWS ●

May 21. . .*Labradoc* leaves the Port Weller Drydock and is moved to the fitout wall. The tug *Presque Isle* has moved to the wall below Lock 1.

May 22. . .The storage vessel *K. A. Powell ex-Elmdale*, is towed out of Goderich, Ontario, by the Canadian tug *W. J. Ivan Purvis*. They are headed for Thunder Bay, Ontario, where the *Powell* will be scrapped.

. . .*Jaguar* left the drydock after repairs have been completed.

May 23. . .*Algosea* enters the Port Weller Dry Docks.

. . .Grain handlers, elevator operators and maintenance men have gone on strike at Montreal. Grain and petroleum cargos are affected.

May 24. . .The Italian vessel *Cocledue*, Great Lakes for Spain, went to anchor in Quebec City anchorage to repair her cooling system. After repairs were made she headed for the sea.

May 25. . .The tug *Presque Isle* resumed service, heading up the Welland Canal to rejoin the barge portion of the unit.

May 25. . .The self unloader *Sylvania* went aground in the Trenton Channel of the Detroit River while loaded with coal destined to the Detroit Edison Trenton Plant. Tug assistance obviously would be required and a request went out for aid.

May 26. . .*Sylvania* was refloated with the aid of six tugs.

. . .The Yugoslav bulk carrier *Nin*, which had been anchored in the Ojibway anchorage of the Detroit River, drifted aground onto the Canadian shore. Two Great Lakes Towing Company tugs set her free.

May 27. . .Ford Motor Company's *William Clay Ford* went on sea trials in Lake Superior after being lengthened to 762 feet.

May 29. . .Paterson's *Labradoc* returned to service after her extensive repairs.

May 30. . .The tug *Irving Birch* is due at Quebec City to pick up the *Leadale*. Their destination is unknown, but it is believed to be in the south.

. . .Interlake's bulk carrier *Charles M. Beeghly* is in drydock at Fraser's yard in Superior, undergoing repair to the damage she suffered in her accidental sinking on December 27, 1978.

Jun. 1. . .The Coast Line has purchased two more container vessels for their trade from Canada to Europe. They are to become the *Coast Gull* and the *Coast Tern*.

. . .*Lake Katya* repairs are in progress.

Jun. 3. . .*William Clay Ford* loads at Duluth and heads for Dearborn, Michigan.

. . .U. S. Steel's *Thomas W. Lamont* passed Detroit, upbound, at 1:05 am.

. . .The *Nin* sailed from Detroit headed for Bangkok.

Jun. 4. . .The old tanker *Liquilassie*, now cut down to a barge, passed down the Welland Canal, headed for Toronto, being pushed by the tug *Barbada Ann*.

● GREAT LAKES & SEAWAY NEWS

. . .Dredging operations are taking place on the south side of the St. Clair River Cut-off Channel. The dredge *John Holden* is engaged in the operation.

. . .A contract agreement between the Canadian Lake Carriers Association and the Seafarers International Union has been signed. The contract covers two years.

Jun. 5. . .The *William Clay Ford* arrived at the Ford Basin on the Rouge River. Captain Erickson said that he took the trip up the Rouge "very slow" this being her first trip up the channel as a 767-footer. No difficulties were encountered.

. . .Halco's bulk carrier *Cartiercliffe Hall* is on fire in Lake Superior, off Copper Harbor, Michigan. The blaze is in the after end. It started at about 3:50 am, and her crew abandoned her between 4:20 and 4:30 am. She is loaded with 993,000 bushels of No. 3 yellow corn, which she loaded in Duluth for Port Cartier, Quebec.

. . .U. S. Steel's *Thomas W. Lamont* reported by radio to U. S. Coast Guard at 4:52 that a vessel was afire, and immediately headed in the direction of the fire. U. S. Coast Guard cutter *Mesquite* was on the way with fire fighting equipment.

. . .The *Lamont* took on 17 of the 19 survivors, lifting four burn victims aboard on stretchers. C. S. L.'s *Louis R. Desmaris* took the remaining two survivors on board. Six crewmen are still unaccounted for.

. . .U. S. Coast Guard helicopters transferred the survivors from the ships to Copper Harbor, and the burned crewmen were taken directly to the University of Michigan burn center at Ann Arbor, Michigan (near Detroit).

. . .Canadian Coast Guard cutter *Griffon* arrived alongside the *Cartiercliffe Hall* to aid with the fire fighting. The *Mesquite* had the fire under control except for some hot spots. Her after end is a charred, burned-out ruin.

. . .Four dead crewmen have been located, while two remain missing.

. . .The Canadian tug *Peninsula* took the *Cartiercliffe Hall* in tow and headed for Thunder Bay, Ontario.

Jun. 6. . .The Liberian *Federal Schelde*, Duluth for Gibraltar via Quebec City, struck an abutment at Caughnawaga on the St. Lawrence River. She will undergo further inspections at Quebec.

. . .The new U. S. Coast Guard tug-icebreaker *Bristol Bay* passed up the Welland Canal enroute to assignment at Detroit.

. . .*Cartiercliffe Hall* arrived at Thunder Bay and was berthed at Keefer Lakehead Terminal. She will be inspected and surveyed there.

Jun. 7. . .The last two bodies of the missing crewmen have been found. U. S. Coast Guard will conduct a hearing into the cause of the fire, at Duluth.

Jun. 8. . .The cargo in the *Cartiercliffe Hall* is undamaged and will be transferred to another ship.

. . .*Federal Schelde* was inspected at Quebec City. Some damage was found and repairs will be made at Quebec.

GREAT LAKES & SEAWAY NEWS ●

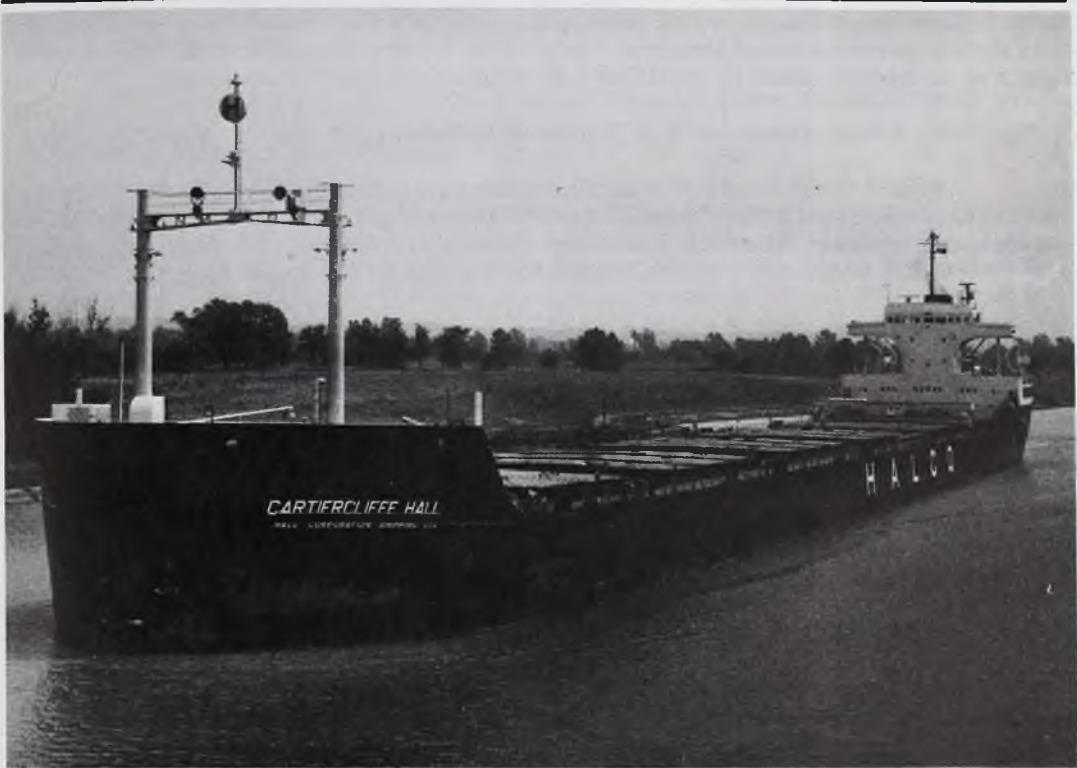


Photo by SKIP GILLHAM

The *CARTIERCLIFFE HALL* was the victim of a devastating fire in Lake Superior. She is seen here as she looked in the Welland Canal on May 13, 1979.

. . .Ontario's Huron County Pioneer Museum has been offered the pilot house from the bulk carrier *Shelter Bay*. Money is needed to move it, causing some politicians to waver.

. . .The British motorvessel *Saltergate*, Chicago for Manchester, England, with a cargo of bentonite, has fractured her starboard side in the Welland Canal.

Jun. 9. . .*Saltergate* arrived in Montreal and sailed later in the day after inspections. She is bound for Manchester, England.

Jun. 10. . .*Federal Schelde* cleared Quebec City for Italy.

Jun. 11. . .*Cartiercliffe Hall* was surveyed and it was revealed that the heat of the fire had melted some steel. The after-end will have to be renewed.

. . .Quebec Radio reported that the Liberian motor bulker *Sealane* is unable to heave up anchor at Point au Pic anchorage in the St. Lawrence River. Arrival at Quebec City was delayed 24 hours.

Jun. 13. . .At the annual meeting of the Propeller Club, Port of Detroit, held at Harsens Island, today, it was announced that Telescope Editor, Bob Lee had been selected "Mayor of the Detroit River" for 1979-80 season. This appointment is considered the club's highest honor and it is awarded for "outstanding contribution to the Merchant Marine industry." The first such award was to the late Oliver A. Dustin and other honorees have included Paul H. Townsend, Capt. Frank Becker, T. J. McCarthy, and Sparkman D. Foster. Lee is the 23rd recipient of the title.

● GREAT LAKES & SEAWAY NEWS

Jun. 15. . .U. S. Coast Guard's *Bristol Bay* tied up at the new Hart Plaza in downtown Detroit where she is to be commissioned tomorrow. Later in the evening the people at the Plaza and the vessel were serenaded by the U. S. Coast Guard Band from New London, Connecticut.

. . .The *Shelter B* has been renamed *D. B. Weldon (ii)* at Goderich, Ontario.

Jun. 16. . .The U. S. Coast Guard icebreaker *Bristol Bay* was commissioned into the United States Coast Guard by the Guard's Vice Admiral Robert H. Scarborough. This is the first Coast Guard vessel to be commissioned at Detroit. She is to be stationed with Group Detroit with headquarters at the foot of MtElliott Avenue. The Coast Guard Band serenaded during the ceremony.

Jun. 18. . .The Canadian bulk carrier *Golden Hind*, downbound, went aground in the St. Lawrence River, 30 miles above Quebec City. She was holed. The buoy and supply vessel *Simon Fraser* and two tugs were proceeding to assist. Later, the ship was beached.

Jun. 19. . .The *Golden Hind* was refloated today with assistance from two tugs which then took her to Quebec City for cargo discharge and survey.

. . .Huron Cement's carrier *Lewis G. Harriman* passed downbound through the Welland Canal for the first time bearing that name. She was formerly the *Boardman*.

Jun. 21. . .The Yugoslav motor bulk carrier *Danilovgrad* went aground in the Amherstburg Channel of the lower Detroit River. She was bound for Chicago with general cargo.

Jun. 22. . .*Danilovgrad* was freed and proceeded to the Detroit Marine Terminal dock for survey. No damage was found.

. . .*Algosea* cleared Port Weller Dry Dock.

. . .The Canadian vessel *Avondale* has been sold overseas for scrapping and the tugs *G. W. Rogers* and *Cathy McAllister* took her from Ramey's Bend headed downbound through the Welland Canal.

Jun. 23. . .*Danilovgrad* cleared Detroit for Chicago.

Jun. 24. . .The Greek vessel *Ermis* went aground abeam Section 2, south side of channel at Three Rivers in the St. Lawrence River.

. . .The *Blue Water Belle* is down the Welland Canal for Toronto in tow of the tugs *Argue Martin* and *Lac Manitoba*.

Jun. 25. . .The *Ermis* was refloated with the aid of three tugs and two pilot cutters. Upon inspection no damage was found but she lost her starboard anchor. She later departed for Genoa.

. . .With her cargo discharged, the *Golden Hind* cleared Quebec City for Port Weller where she was to be drydocked.

Jun. 26. . .From London, England, a report that the Taiwan-flag vessel *Ever Honor*, bound from Chicago for Tilbury with grain, lost her port anchor and 45 feet of chain in the Southend Anchorage.

. . .U. S. Steel's 1000-foot self-unloader *Edwin H. Gott* is classified by the American Bureau of Shipping,

GREAT LAKES & SEAWAY NEWS ●

. . .Twenty years ago this date, the St. Lawrence Seaway was officially opened by Queen Elizabeth II and Dwight Eisenhower.

. . .*Cartiercliffe Hall's* cargo of corn is being transferred to the bulker *Beavercliffe Hall*.

Jun. 27. . .*Golden Hind* arrived at Port Weller.

Jun. 30. . .The Annual International Tug Boat Race was held on the Detroit River as part of the Detroit/Windsor Freedom Festival. Winners and their classes were; Over 1300 hp; *James A. Hannah* 1st and *Barbara Ann* 2nd.; 751 to 1299 hp, *Maryland* 1st and *Kinsale* 2nd.; 201 to 750 hp, *G. F. Becker* 1st and *Neptune III* 2nd.; under 200 hp, *Goodie III* 1st and *Birmco* 2nd. A special award for the "best dressed" tug went to the *Paul E.* The Institute's Bob Lee was the race starter.

MISCELLANEOUS . . .

. . .From Erie, Pennsylvania; *Hull No. 3*, the former bulk carrier *Steelton* is now in service for Cleveland Cliffs as the *Pioneer*. (Shipwatchers have had a rare treat seeing this vessel with a red hull and white wheelhouse, sporting a Cliffs stack.

. . .The goelette *Geores Herbert* has sunk in the Gulf of Mexico while loaded with stone.

. . .The former training vessel *Allegheny* has been repaired and returned to service as the tug *Malcom*. *Allegheny* capsized in January, 1976 (see *Telescope*, Jul/Aug, 1978, p. 111). She was raised and repaired by Malcom Marine of St. Clair, Michigan.

. . .Sometime in May the self-unloader *G. A. Tomlinson* was in collision with a scow at Cleveland. She was damaged and repairs were made by G. & W. Welding, of Cleveland.



Photo by PAUL G. WIENING

The newly-named *PIONEER* presents some unusual photo possibilities with her "red ore" hull and a Cliffs stack.

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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