

An illustration of three rolled-up documents or maps, one of which is partially unrolled to show a grid pattern and a small figure. A telescope is positioned horizontally across the top of the documents.

Telescope

NOVEMBER ☆ DECEMBER, 1979
Volume XXVIII; Number 6, and Index



GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

Another year is about to be put behind us, and we feel it is a year of which we may be justly proud. In spite of increased costs (*and they have increased!*) we are holding the line on the cost of membership dues; and in spite of last year's increase the membership numbers have held up and, better than that, at the midpoint of 1979 we were actually 41 members higher than at the midpoint of 1978.

But these gains do cost us, and the largest factors in these cost rises can be found in postage rates. That is why what follows is important to you. . .and to us. Years ago, in order to cut some of the costs we stopped mailing out statements for dues. We figured that with everybody expiring at year's end. . .and with *most* of our members being adults, it shouldn't be necessary to remind members of something they wanted to do. We were wrong! So, we conceived the idea of using a false-cover on the December issue as a renewal form. That worked pretty well, but we still got letters in June and July chastising us, saying, "you never sent me a bill." We couldn't see how a person could open *Telescope* and not see the cover, but... "Well," we thought, "perhaps they looked at the *back* of the magazine," and that was blank. So, we put duplicate notices on the front and back covers, and we said, "This is your renewal notice, no other billing will be sent." That helped, but can you believe we still get told that "you never sent a bill"? So, all we can say at this point is, **IT IS TIME TO RENEW. PLEASE DO IT, AND PLEASE DO IT NOW!** You'll save yourself, and us, money by being prompt.

Again, we wish we could extend the saving to our Canadian friends, but there is no way we can. At least we accept your Canadian checks, and that is more than some American organizations do.

Finally, a personal note: Thanks for all the good wishes and fine cooperation we've had from the members during the past year. Season's greetings and best wishes to you for a good year.

MEETING NOTICES ●

CHANGE OF DATE — As previously announced, the meeting originally scheduled to be held on November 30th has been rescheduled for December 7th. This was done to permit us to bring you a very special program, "William Hamilton Merritt," speaking on the Welland Canal. Full details were given in our last issue. The following entertainment meeting will be held on January 25, and details of that program will be presented in the next issue. Business meetings are scheduled for January 4, and February 29, 1980. All meetings are at Dossin Museum at 8:00 pm.

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OUR COVER PICTURE. . . The rigors of winter don't chill the spirit of the men who must face ice and tormenting wind. A jaunty Christmas tree graces the top of Gaelic Tugboat's *WM. A. WHITNEY* as she cuts ice around *HENRY FORD II* making the winter coal run from Toledo to Detroit. This watercolor painting was specially created for *Telescope* by marine artist Paul C. LaMarre, Jr., and the editor expresses the appreciation of all the membership.

Seasons Greetings

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SUNKEN SCHOONER MAY HOLD SECRETS

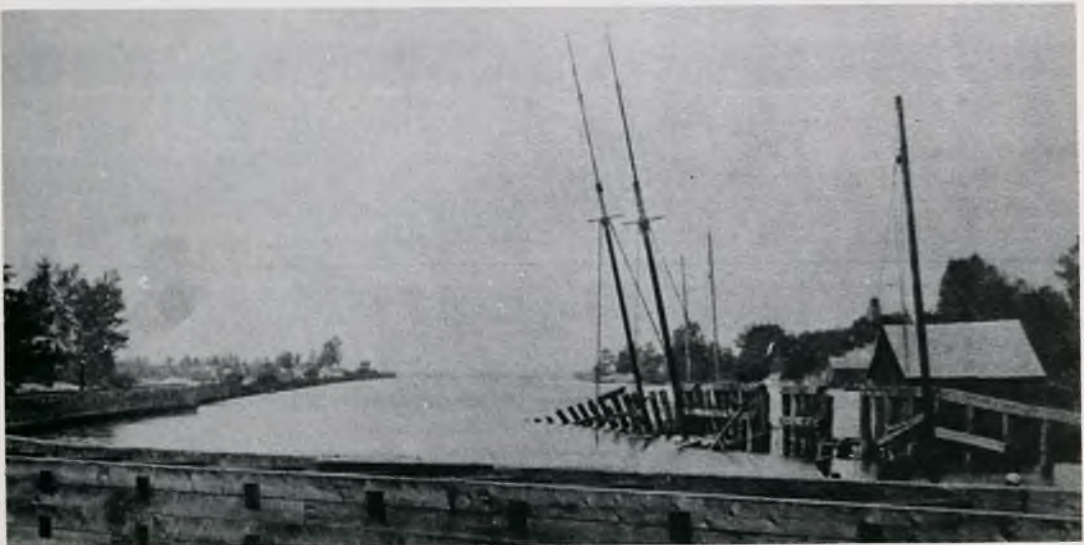
by
CARL A. NORBERG
and
WAYNE D. WEED

Author's note: This article appeared in the Holland Sentinel, and it is reprinted here with our appreciation to them for permission to use it.

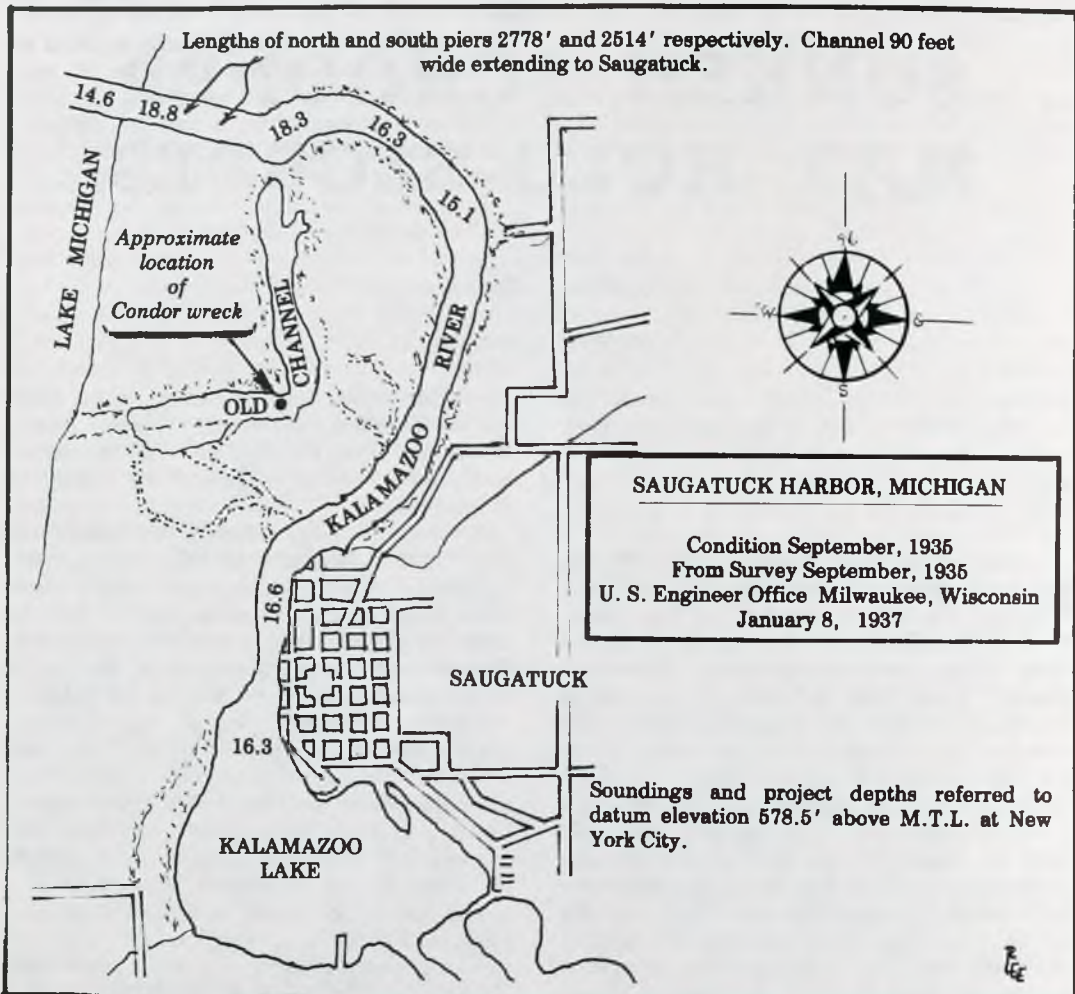
Resting on the sandy bottom of the Kalamazoo River in its old channel close to Lake Michigan lies the sturdy hull of the 30-ton schooner *Condor*, once a familiar visitor to the ports along the Michigan and Wisconsin shores. From 1871 to 1904 she carried a multitude of trade goods below decks about the size of a 40-foot truck trailer you see barreling down the modern highways today. In those early days almost impenetrable wagon trails made transport all but hopeless. Railroads were far apart, but the free waters of Lake Michigan provided the perfect pathway for the two-masted schooner *Condor*. Not only did she fill her cargo space with any goods that could be obtained, but she often carried a ponderous deck load of lumber, shingles,

peach baskets or the like, adding a bit more income for mama and the kids at home. Mostly, she was a family boat, sailed by her owner and crewed by one or two of the family of neighbors.

When built at the Olson-Roth shipyards at Sheboygan, Wisconsin in 1871, the *Condor* probably cost \$2,000.00 which might have been equal to about two thousands days of common labor or sailor's pay, the going rate. Passing from one family to another, she finally found herself moored to a dock in the Kalamazoo River at Fishtown, near the buried village of Singapore, on April 1, 1904. She was about to make her first trip of the season when an avalanche of ice floes swept down stream and beached her hull. Old age was upon her anyway, and her owner, Benson A. Ingraham of South Haven, Michigan abandoned the vessel and a deck load of cordwood which, incidentally, provided needy souls with fire wood for several seasons. It would seem that Captain Ben Randall of South Haven bought



The dying schooner CONDOR, awash in the Kalamazoo River before she slipped below the surface in 1906.



her on April 8, 1904 from either the insurance or Ingraham with the intention of making repairs, but she never sailed again.

On March 13, 1905, she was officially abandoned on the Custom House records at Grand Haven. She still rests in exactly the same spot today.

Almost forgotten when this channel became isolated and commerce sailed in and out of the new cut to Lake Michigan beginning in 1907, the *Condor* slipped into history as she hopelessly defied the elements. Needy fishermen helped themselves to bits of rigging and fittings until she finally sank to the bottom in fourteen feet of water.

It is not probable that divers have reached her for many years, thus, her condition is in some doubt. Yachtsmen from Jackson Park Yacht Club in Chicago in 1938 assisted a local diver, William Green of Saugatuck, who devised his own helmet and succeeded in sawing off the ship's wheel and anchor chain. The wheel and a brass lantern is now on

exhibition at the Netherlands Museum in Holland, Michigan, while the anchor and chain were presented to Mr. & Mrs. George Quick of Saugatuck. Another diver of the period, Bob Tomayer, now owner of the Wavecrest Nursery, on the lakeshore south of Douglas, Michigan went down in 1939 and found her in excellent condition. Since then the old schooner has been comparatively at peace in her riverbed home, due largely to isolation that resulted from this segment of the river, locally known as the Old Harbor, became almost completely surrounded by private property. Only one spot, four hundred feet of shoreline, owned by the City of Saugatuck, affords a legal entry. Passage on the waters of the old channel, however, isn't restricted.

Thirty three seasons under sail on Lake Michigan by her hardy owners and their crew saw the *Condor* enduring the weather as it came, from early April to early December. Cold and stormy seas called for stout hearts, courageous souls, (and even tougher bodies).

A tiny cabin could allow one man to rest below out of the weather, fully clad in oilskins and sea boots, while another one or two might be blasted by snow, freezing rain or numbing cold, working the ship. In more favorable months the decks might be piled high with extra cargo. Meals would be unfit for humans leading to the hope for better things ashore. When the ship became old and her tired hull began to "work" in a seaway, remaining afloat required weary, back-breaking pumping for days on end. At trip's end there was cargo to load or unload, repairs to make, a little bit of rest. . . and then off again upon the lake's pathways — sometimes pleasant, often blowing, cold and rough. Being only 58 feet long, with tops'ls that required going aloft in any weather, a long jib boom forward that needed a fearless sailor to claw down heads'ls while plunging beneath the icy seas, she was a ship hard on her crew. However, her small size was easier on the pocketbook of the master, as in most cases she could successfully enter

harbors without a tug, and usually awaited a fair breeze upon departing. However, it was all hands for fair in tight quarters. On rare occasions she was given a line by friendly Life Saving crews (now the Coast Guard) who made a report in the operations log book.

Those reports of the Life Saving Service and tattered newspaper clippings have preserved a few of the tragic events that marked the checkered life of the schooner *Condor*.

On May 14, 1883, in a nasty sea with a pea-soup fog, at night, sailing with only two tired seamen aboard, she was driven hard ashore six miles north of Sheboygan, laden with Michigan lumber for Manitowoc, Wisconsin. Heavy surf boarded her and threatened to break up the vessel and drown the crew, when the Sheboygan Life Saving Station's surfmen took off her exhausted men. The tug *Kitty Smoke*, which accompanied the rescuers, was unable to release her from the greedy clutches of the breakers. Days later, however, salvagers floated the vessel and cargo, allowing the



The schooner CONDOR closely resembled this unnamed schooner in type and rig.

Condor to continue her trip in a week's time.

During the most violent storm to sweep Lake Michigan in 1895, a screaming gale on the 29th of September sent even the largest steamers to a port or sheltered anchorage. The *Condor* was unreported and given up for lost with all hands. When the tempest eased, she appeared off Milwaukee with her cargo of Grand Haven apples and proudly sailed into the harbor!

But tragic losses were much more likely aboard the *Condor*, as on October 22, 1881 when a man was washed overboard from the forward deck dousing wildly slatting sails during a fall storm. She was loaded with a cargo of lumber from Ludington, Michigan headed for Racine, Wisconsin at the time. A loss like this, which occurred twelve miles off Milwaukee, was not unusual in sailing days.

In her later years she was frequently waterlogged when the pump was unable to keep her free of water. On one such fix on a trip from Michigan to Wisconsin with shingles, she signalled and obtained a tug from Muskegon, but being half full of water she lay over to the point of losing her entire deck load. Already on the way, the Life Saving crew boarded her, assisted the short handed crew to furl sails, shift deck cargo and pump the bilges while making safe harbor. She was bound from Ludington to Benton Harbor with lumber under Capt. Boomslinter. This was in 1898, when her value was considered to be \$500.00 and that of the cargo \$300.00. . .still a family fortune.

The long tandem piers so typical of west Michigan ports frequently made it impossible for an agile craft like the *Condor* to enter against a head wind. At midnight, on October 12, 1889, she luffed into the opening of one such channel intending to get a line on the pier, but heavy swells threatened to smash her against the structure. Again, alert Life Savers sped to the scene to heave her a line and towed her into quiet water. Probably no tug was available because, in the later days of sail, tugs were impossible to obtain at any moment. This kind of assistance to small vessels the size of the *Condor* by the surfmen was common.

Another risky maneuver performed by our schooner without help of a tug was working into one of the innumerable single piers extending out into Lake Michigan at places like Pier Cove and Glen. It was necessary to let go an anchor well off shore and then pay out all the chain and hauser aboard to reach the pier to discharge baskets and take on lumber, cordwood or fruit in a season. A sudden change in the weather often made it necessary to haul out to the

anchor and in very bad weather get under way for the open lake to await improved conditions.

On June 29, 1901 in a summer sou'west squall, the schooner attempted to enter Holland harbor when she fouled some piling off the pierhead and carried away all forward rigging and very nearly took the sticks out of her. Once again the Life Saving Service was ready with instant help. By then the vessel was worth but \$300.00 and the loss was \$80.00. Still, it was a tidy sum for a family. On that trip she carried \$800.00 worth of peach baskets for Glenn Piers, under Capt. Albrow according to the report. Then another entry; wallowing into White Lake channel in a tremendous sea and losing part of her deck load of shingles, leaking badly, the LifeSavers pulled alongside with welcomed assistance. Two hundred bundles of shingles on the beach were returned to the vessel by the surfmen.

In her lifespan, between 1871 and 1904, twenty-two different people are listed as owners of the *Condor*, singly or in halves or quarters. She was an indispensable source of livelihood for the men and families at the shipyard where she was built. Her owners, their crews, and perhaps a hundred wives and children over the years, depended upon her meager income as the difference between food on the table and hunger. An offspring of the seafaring Ludwig family of Ludington, her owner in 1900, Daniel Ludwig, became one of the world's wealthy shipowners today.

Her home port was listed variously as; Sheboygan, Racine, Muskegon, Chicago, Grand Haven, Ludington, and her last four owners from South Haven. As if a part of the Great Lakes melting pot, her owners bore names originating in Scandinavia, British Isles, France, Germany and Holland, all seeking the freedom of opportunity that made America great

*Around the beach the sea gulls scream
Their dismal notes forlorn.
They're chanting forth a requiem,
A saddened funeral song.*

*They skim along the waters blue,
And then aloft they soar
In memory of the sailing men
Who man their craft no more.*

(Author unknown)

. . .But hold on! Who knows but the likeness of the schooner *Condor* may again spread her wings to the winds of Lake Michigan, which cost nothing, if we become an oil-less world!

ONE OF MANY: THE C. W. ELPHICKE



Great Lakes Historical Society

by
JOHN MESSMER

In years past, the shipping season on the Great Lakes had always ended with a list of losses. Some years vessel owners and sailors were lucky — few ships and lives were lost. Other seasons the opposite was true. Particularly feared by the Great Lakes' mariners were the fall gales which yearly lashed the lakes with their fury. The year 1913 was to prove one of the most severe in both the loss of vessels and men. The gale season arrived with its first major "blow" on October 19th. Packing winds up to 60 miles an hour, she claimed her first victim of the gale season, the *C. W. Elphicke*.

The *C. W. Elphicke* (126568) was a wooden steam-driven propeller of 2,058 gross tons, 1,702 net. She measured 273 feet in length, 42 feet in beam, and drafted 20.4 feet. The ship was built in 1889 by John Craig and Sons at Trenton, Michigan, for the Gilchrist Transportation Company. At the time of her loss she was owned by Kinney Transportation Company of Cleveland, Ohio.

The *C. W. Elphicke*, under the command of Captain Alonzo B. Comins, loaded 106,000 bushels of Canadian grain at Port William, Ontario. The steamer, with a crew of 18, began the long trek to Buffalo on Tuesday,



Great Lakes Historical Society



Walter and Teddy Remick Collection

October 14th. Proceeding down Lake Superior and Lake Huron, the *Elphicke* had an uneventful journey. However, navigating through the Detroit River on Sunday, October 19th, the steamer struck a submerged object. After a quick inspection, Captain Comins felt there was no need for concern. There appeared to be little damage. Continuing down the river, the *Elphicke* reached Lake Erie early Monday morning. Leaving the shelter of the Detroit River behind, the vessel found the waves moderate, with winds freshening. The storm brewing on the lakes this day was certainly not one of the fiercest experienced by lake mariners. As the *Elphicke* proceeded farther east, the winds reached gale force and the waves had increased in magnitude. It was soon observed that water was entering the hold of the vessel. Little concern was given to

this, for Comins felt that the pumps could handle it. However, the water continued to gain, and upon closer inspection of the vessel, a large hole was discovered on the starboard side. The obstruction hit in the Detroit River had caused a large breach. Again, the captain decided that with vigorous working of the bilge pumps the ship could safely reach Long Point where temporary repairs could be made. Continuing east, the *Elphicke* was punished severely by the angry waters. The entire crew, working constantly could not keep up with the inrushing water. Unknown to the crew, the seams nearly 200 feet from the hole back, had opened several inches. This allowed great quantities of water to enter, and thus sealed the fate of the freighter. Slowly, the vessel began settling lower into the lake.

Captain Comins, throughout Monday night,

encouraged all to keep up their efforts. He still felt they could reach safety behind Long Point. Although all worked throughout the night, the steamer continued filling. At daylight, within a mile of the Point, and safety, it became obvious to their captain that the ship would sink very soon. Rather than allow her to sink in deep water he gave orders to beach the *Elphicke*. Ordering the vessel to port, they had proceeded a short distance before stranding, 2000 feet from shore.

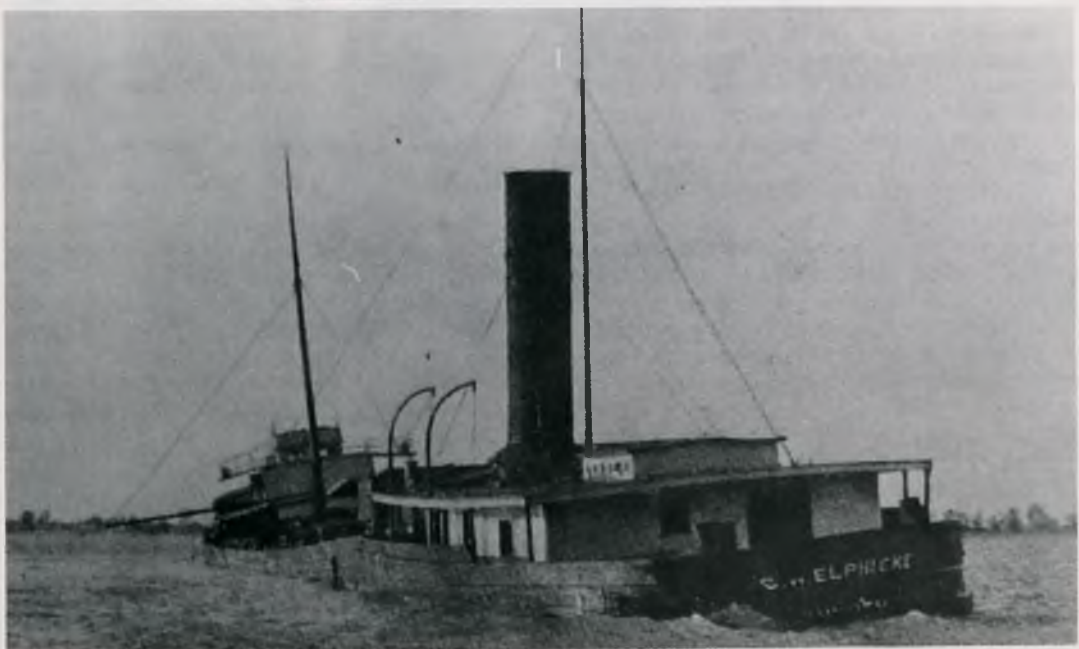
The *Elphicke* lay in the surf, on the southern shore, a mile west of the Long Point Lighthouse. The captain and crew began making preparations to abandon ship. A yawl was lowered and had just cleared the freighter when it was suddenly capsized by a large wave. Although tossed into the turbulent waters, all of the men on board the yawl were pulled safely back aboard the *Elphicke*. By this time, the Long Point lifesaving crew arrived at the scene. Working hard, they had managed to navigate through the surf and reach the beached vessel, and with their assistance a second yawl was launched. Seven of the mariners reached shore safely in the yawl after battling the breakers for nearly an hour. The eleven remaining sailors were taken aboard the surfboat, and all reached safety.

After recovering somewhat from the ordeal, Captain Comins went on to Simcoe, a small town some 30 miles from the Point. There, he

telephoned Brown & Company, the Buffalo agent for the Kinney Line. He informed them of the vessel's disposition and of the crew's safety. Brown & Company, in turn, wired the Kinney people who immediately sent Harry Farrow to Long Point, via Buffalo, to inspect the freighter. Captain Comins, in his original communication, reported that the vessel "will not be a total loss, unless heavy winds from the southwest should set in." By the time Harry Farrow and Captain Drake, representing the underwriters, reached the wreck the boat had broken in two. The bottom was up, the spar deck beams were broken, the stanchions had been pushed up, and the starboard side, for a distance of forty feet, had separated from the deck until there was an opening of nearly two feet. On Thursday, October 23rd, the *Elphicke* was officially abandoned. The loss of both vessel and cargo amounted to \$125,000.

Arriving at Buffalo by rail, on Wednesday the 22nd, Captain Comins and crew obtained lodging at the Moeller House. The following day an official investigation into the loss of the *C. W. Elphicke* was begun by the U. S. Steamboat Inspection Service. Inspectors Pope and Nolan conducted the hearings and concluded that no blame could be attached to the officers for the freighter's loss.

So, the gale season of 1913 began, claiming the *Elphicke* as the first victim. She was to be the first of many that year! □



Another view of the ELPHICKE clearly shows her broken back.

THE MOTOR VESSEL MATERIAL SERVICE



by
WILLIAM LAFFERTY

The 1920s was a period of unprecedented prosperity for the Chicago region as well as for the nation; spurred by this prosperity, commercial construction burgeoned in metropolitan Chicago, and as the local construction industry flourished those hundred or so local firms supplying the industry with its basic raw materials of sand, gravel, and concrete, found themselves in intense competition with one another. One such firm was the Material Service Corporation. Henry Crown, the chief executive of the Material Service organization founded in 1919 by his two brothers, had early in the decade realized that, basically, the costs involved in quarrying gravel were relatively uniform throughout the trade, and that if a material supply firm were to be truly price competitive the competitive edge lay in reducing the handling and transportation costs involved in moving the material between the quarry and distributor and between distributor and customer. For Material Service to accomplish this cost advantage, the Crown brothers exploited the natural geography of the Chicago region by developing strategically

located pit quarries throughout Cook County and, especially, by moving all of the firm's large bulk shipments along Chicago's several natural and man-made waterways, thus achieving substantial savings over more costly land transportation.

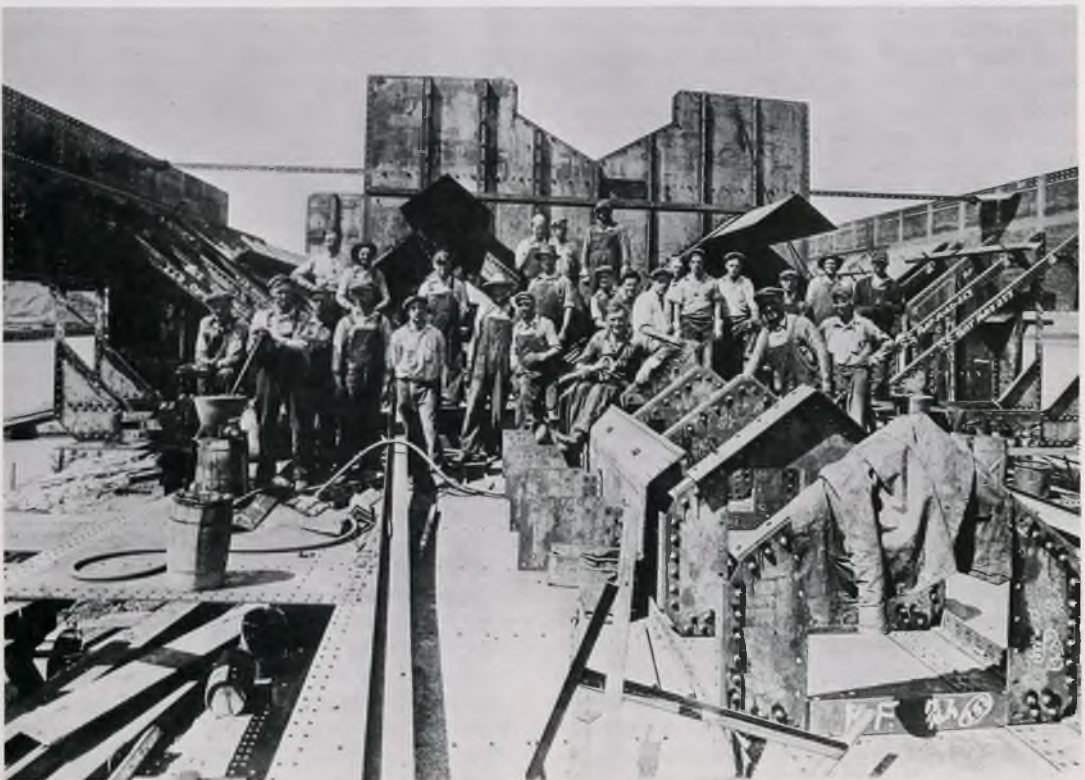
By the late 1920s Material Service operated supply yards at Halstead Street on the North Branch of the Chicago River, 34th Street on the South Branch, Lawndale Avenue on the Chicago Sanitary and Ship Canal, and off Ewing Avenue at 92nd Street and the Calumet River. To service these yards and to supply customers, the Crowns operated a large fleet of trucks as well as the venerable steam tug *Sol R. Crown*, named for Henry Crown's brother, and also hired outside commercial marine craft. Material Service chartered, throughout the 1920s and 1930s, a number of sandsuckers such as the *Oakwood*, *Rockwood*, and *H. Dahlke*, to provide the various yards with lake-bed and torpedo sand from the Calumet and Indian shoals.

In 1929 the Materials Service Corporation

was in the midst of constructing a huge, ultra-modern gravel plant at Lockport, Illinois, along the Chicago Sanitary and Ship Canal. The new plant would be capable of moving crushed rock at the rate of 500 tons per hour over a 42-inch belt by gravity from a quarry less than a mile from the canal to a canal-front unloading station; at Material Service's four waterside supply yards, special abutments were built whereby bulk building material could be stockpiled over specially-constructed chutes that would, by gravity, load waiting trucks. The quarry site was specifically selected to utilize the newly-improved Drainage Canal; realizing that the new facility's output would heavily tax the firm's *Sol R. Crown* and its several contract carriers, Colonel Rufus W. Putnam, secretary treasurer of Material Service and the former district engineer of the U. S. Army Corps of Engineers (as well as director of the Chicago Regional Port District), in 1928 entered into a partnership with Leathem D. Smith of Sturgeon Bay, Wisconsin, a noted Great Lakes entrepreneur and originator of the Smith patented tunnel scraper, an early successful self-unloading system on the lakes. The purpose of the

partnership was to form a company to build and operate, under charter to the Material Service Corporation, a vessel to serve the corporation's new Lockport plant and to provide the firm with an efficient, flexible counterpart to the *Sol R. Crown*. The basic agreement was that Putnam and Smith would form the Leathem Smith-Putnam Navigation Company which would build and operate a canal-type, self-unloading motorship; a guaranteed ten-year charter contract served to back the partnership's initial capitalization, a \$175,000 mortgage against the future vessel secured from the Chicago Trust Company on June 1, 1928.

The probable efficacy of the partnership was obvious; Putnam was not only an executive of the chartering firm but his expertise in all matters of waterway engineering and management was renowned throughout the country. Smith not only had the physical resources to construct the new craft at his L. D. Smith Dock Company yard, but he also had the innovative engineering skill, developed through his conversion of a dozen straight-deck lakers to self-unloaders using his patented system, that complimented the *Crown's* reputation as being



Late summer, 1928; the employees of the L. D. Smith Dock Company pose for a group portrait inside the hull of the MATERIAL SERVICE. The aft bulkhead, unloading tunnel, side slopes and top of the bottom tanks are visible.

innovative in material handling and transportation. Additionally, Smith, through his partnership with Cletus Schneider of Cleveland was actively engaged in the Great Lakes gravel trade, operating, among other craft, the *Andaste*, lost off Grand Haven, Michigan during the Smith-Putnam partnership's first full year of activity.

The partnership's decision to build a canal-size motorship, considering the times, was understandable. As the result of technological advancements in shipbuilding, naval architecture, and marine engineering, realized during the first World War, the aggressiveness of Diesel engine manufacturers in bringing the diesel powerplant to the lakes and rivers, and the general favorable economic context for marine transportation engendered by the prosperous 1920s, the canal-size motorship represented a veritable "craze" in 1928. Earlier in the decade had seen the landmark construction of the five diesel-engined Interwaterways Lines Incorporated canal boats at McDougall-Duluth Shipbuilding; in 1924 Standard Vacuum Oil had built at Chester, Pennsylvania a series of ten *Amsterdam Socony*-type motor tankers, each with two six-cylinder McIntosh & Seymour Diesels, built to traverse the New York State Barge Canal and the Great Lakes; Minnesota-Atlantic Transit operated the canal-size motorships *Twin Cities* and *Twin Ports*; such craft were attractive to shippers and operators alike in that their innovative designs (low, flat hulls, drawing a minimum of water; abbreviated superstructure; and economical, flexible diesel powerplants) suited the vessels for a variety of services, ranging from river and canal operation to coastwise cruising. Putnam and Smith realized that such a vessel would be ideally suited for both the constricted channels of Chicago's rivers and canals as well as for operation on Lake Michigan.

In the summer of 1928 hull number 253 was laid down at the Sturgeon Bay yard of the L. D. Smith Dock Company. Putnam and Smith, in conjunction with R. A. Stearn, the yard's naval architect, designed an innovative motorship. In view of the increasing public outcry over bridge openings in downtown Chicago and the low clearances of bridges across the Drainage Canal and Cal-Sag Channel, it was decided that the vessel (to be named *Material Service* in honor of the chartering firm) would have an overall height above the waterline of only 14 feet six inches either fully loaded or in ballast, giving her a loaded draft of 13 feet. The powerplant would consist of twin 6-cylinder, single acting, 4-cycle, Winston Diesels devel-

oping a total 700 bhp, with each cylinder being of a 14-inch diameter and a 16-inch stroke. The vessel would be a self-unloader, using the Smith patented tunnel scraper system consisting of two 4-yard scrapers delivering to an inclined conveyor and ultimately a 90-foot boom conveyor. The self-unloading boom would be supported by a jack-knife A-frame which could be lowered across the deck to provide maximum clearance beneath bridges; the entire self-unloading apparatus would be powered through clutches from the forward end of the port diesel's drive-shaft. Originally, the *Material Service* was equipped with a 15-inch sand dredging pump and flue, driven from the forward end of the starboard diesel, allowing it to load 1500 cubic yards of lake sand when pumping in Lake Michigan. However, as the State of Indiana continually escalated its price for Lake Michigan sand, in the early 1930s, it became less feasible for the *Material Service* to augment the firm's chartered sand suckers; the dredging equipment was removed soon after the boat entered service. Her 240' hull consisted of eight 30' x 10' compartmentalized hatches serving four holds over a double bottom; each hatch was divided into five semi-hoppers. Her twin engines were served by twin rudders and (a prescient indication of modern practice) her engines could be directly controlled from the pilothouse. Because of the critical nature of bridge clearances, superstructure on the *Material Service* was virtually non-existent. Only a most rudimentary pilothouse protruded from the after-island that contained all of the vessel's crew accommodations, and her forepeak contained centrifugal pumps capable of removing 800 tons of ballast from the top tanks and side tanks during loading.

Work continued on the *Material Service* throughout 1928 and into 1929. In early March, 1929, a party of Chicagoans journeyed to Sturgeon Bay by rail, fighting blizzards along the way, to take part in the vessel's launching. Late in the morning of Wednesday March 6, Mesdames Leathem D. Smith and Irving Crown jointly christened the *Material Service*.

However, even after the chocks had been knocked out from beneath her hull the ship hung fast on the ways. Because of snow and ice on the ways the *Material Service* was not afloat until later that afternoon, at which time a bevy of newspaper and newsreel cameramen recorded her entrance into Sturgeon Bay.

The *Material Service* was fitted out and completed throughout the spring of 1929. Her official certificate, assigning her the number



Author's Collection

An "official portrait" of the MATERIAL SERVICE, 1929. She is shown just east of the Sanitary and Ship Canal terminus with the Cal-Sag Channel, "Sag Junction." Note the excess gravel above her open hatches indicating, one presumes, that she's bound for 92nd Street by canal only. On her starboard side, just alongside her retracted A-frame, can be seen her short-lived sand dredging flue.

228371, was awarded April 15, 1929. Late that spring, Captain C. A. Holt in command, the vessel embarked on her maiden voyage from Sturgeon Bay to Chicago. On May 25, the *Material Service* entered the Chicago River on her initial trip to the Lockport gravel plant. For almost the next eight years the craft led a busy and profitable commercial life, ferrying 2,500 tons of sand or gravel at a time from the Lockport quarry to the company distribution yards, providing various construction material or landfill at-site for numerous building projects along the local waterways. On occasion, the ship might make a wild trip up the lake to Grand Haven, Milwaukee or St. Joseph. During most of the *Material Service's* tenure with Leathem Smith-Putnam Navigation company, the *Sol R. Crown* was relegated to towing the Universal Atlas Cement Company barge *No. 51*, primarily between Buffington Harbor and Milwaukee. Also, in 1935, the Leathem Smith-Putnam Navigation Company operated the former New York State Barge Canal steam tug *Schuyler*, on the Illinois River, to Commonwealth Edison's metropolitan Chicago generating plants on the

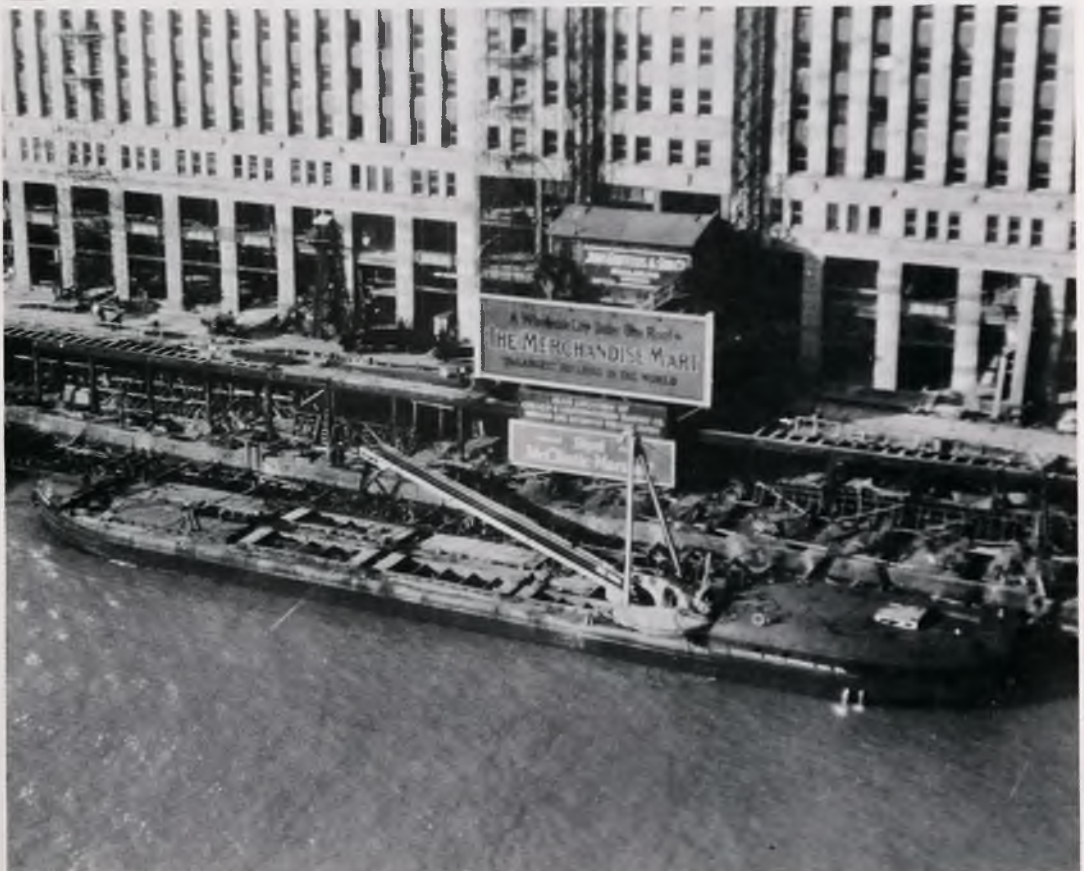
Drainage Canal and Chicago River. She was sold the following year to a New Orleans interest and renamed *Clara*. The *Material Service's* activity generally coincided with that of both the construction industry building season and the lakes' shipping season, her active period being between March and December. During the winter she was laid up at *Material Service's* Lockport marine center and in the spring underwent inspection and fit-out at Lemont Shipbuilding Company or at American Shipbuilding Company's South Chicago plant.

Although her existence may have seemed mundane, barely eighteen months after she had entered service the *Material Service* made the local headlines when, during the morning of November 30, 1930 an explosion rocked the boat as she passed Summit, Illinois on the Sanitary and Ship Canal, headed for the company's 34th Street yard. The vessel had left the Lockport plant that morning. Shortly past 8:00 am, the blast tore through her after section causing \$10,000 damage to the crew's quarters, pilothouse and galley. Seven of the crew, including her master, Captain Charles

Brown, were injured. Two crew members, working in the galley at the time, were critically injured. All of the casualties were transported by ambulance to Berwyn Hospital, where one of the critically injured died several days later. The main engines and steering gear of the *Material Service* had been damaged in the explosion, forcing the craft to heave-to alongside the canal wall just above Summit while the injured were removed and the remainder of the crew made emergency repairs.

An hour later, Captain Brown, despite his injuries, guided the *Material Service* to her dock at 34th Street and Racine. Commenting that day to the *Chicago Tribune* about the blast, Rufus Putnam stated, "There is no question that the explosive was planted by someone seeking revenge, but I don't know by whom. We are in competition with on one and I cannot imagine any trade motives behind it. We have at various times discharged members of the crew. It might have been one of them." However, district federal steamboat

inspector Captain Peter Larson, after interrogating fourteen members of the crew, was unconvinced by Putnam's comments. The explosion, judged a premeditated action involving nitroglycerine or dynamite by Cook County investigators, occurred in federal waters, and it was ruled a federal crime. The Chicago Association of Commerce dispatched its crack investigative unit "The Secret Six" (formed to help ameliorate Chicago's "gangland" image) to delve into the bombing. The next day's *Tribune* stated, "The theory expressed in political circles was that, if the vessel had been bombed, the act may have been inspired by rivals in an out-and-out commercial war in the belief that the Material Service Company [sic] might be favored in contracts to be let for public works now that the Democrats have taken control of the county and sanitary district governments." The suspicions of the *Tribune* were hardly speculative: it was "common knowledge" among the Chicago construction firms that Anton J.



Here the MATERIAL SERVICE fills riverfront caissons at the construction of the Merchandise Mart in 1931. The structure was developed by her charterers, the Crown brothers of the Material Service Corporation.



Author's Collection

The MATERIAL SERVICE off-loads with the SIERRA at Material Service's 92nd Street yard, the destination she failed to make that July night in 1936. The SIERRA shared Leathem Smith's yard during the winter of MATERIAL SERVICE's completion, being converted to a self-unloader using Smith's scraper system.

Cermak, powerful president of the Cook County Board, for whatever reasons, favored Material Service as chief supplier for county and sanitary district building supplies. Also, at the time it was rumored that Chicago's material supply firms, with the sole exception of Material Service, had entered into a trade cartel to guarantee each member's continued earnings despite the effects of the just-evolving Depression. With its alleged connection with Cermak (who was soon to be elected mayor of Chicago, and who wielded enormous political power both locally and nationally before his murder in Miami in 1933), Material Service Corporation could see no advantage in entering the cartel, and thus drew the enmity of the cartel members. However, typical of Chicago politics, some would contend, the investigation never reached a definite conclusion concerning the fatal bombing on the *Material Service*.

The *Material Service*'s most renowned and, unfortunately, tragic notoriety began during the early evening of Wednesday, July 29, 1936. The vessel had finished loading 2,000 tons of crushed stone at the Lockport plant late in the afternoon and left the company wharf at 5:30 pm. Her destination was the Material Service yard at 92nd Street and the Calumet

River. Because of the extreme narrowness of the Cal-Sag Channel, the *Material Service*, as it often did, set a course along the Sanitary and Ship Canal, the Chicago River, and south down Chicago's lakefront to the Calumet River. This route, deemed by Chicago mariners as the safest between Lockport and South Chicago, especially after dark, avoided the narrow Cal-Sag, where only three passing places in its 30-mile length made the eventuality of meeting an oncoming vessel or tow worth the extra time of taking the lakefront route.

The *Material Service* left the mouth of the Chicago River at midnight. After clearing the southerly breakwater amid a freshening off-shore breeze, she set upon a course headed for the Calumet Harbor light. As the craft went southward the seas became increasingly heavy. Around 1:00 am, while she was just south of the Hyde Park water crib, the assistant engineer on duty found the vessel to be taking on and unusually heavy amount of water in her bilges, and a three inch pump was put into operation. Seeing that the lone pump was making little headway against the rising water, the engineer started the vessel's six-inch pump several minutes later. Just as the assistant was about to rouse the sleeping chief engineer and ask about using the boat's

main cargo pump to help empty the flooding bilge, the *Material Service* made a sudden, shuddering lurch to port. In a matter of seconds, the vessel righted herself but then was swamped by heavy seas. Minutes later she settled to the bottom in 25 feet of water. In those several minutes between the boat's initial lurch and its quick foundering, panic gripped the crew as they tried to scramble out of the vessel's afterhouse to the topdeck. In recounting details of the disaster afterwards, survivors told how torrents of water poured through the hatchways, thoroughly frustrating attempts to reach the deck. Half of the crew of 22 gained the main deck, but the severe suction created as the craft foundered pulled at least four crewmembers to the Lake's bottom. Seven of the crew flailed about the rough surface of the lake, grasping at jetsam emerging from the sunken vessel. Several, including the second and third engineers, clung to the cover torn from the *Material Service's* one, unlaunched, lifeboat; others found safety on wooden planks ripped from the interior of the pilothouse. Meanwhile, A. E. Pierce, keeper of the Calumet Harbor light, witnessed the plight of the

ship, alerted by a flare set off from her deck just before her plunge. He immediately contacted the Calumet Coast Guard station which dispatched two power launches to the scene. Twenty minutes after the *Material Service* had settled to the bottom, four survivors had been plucked from the water by the Coast Guard. The Dunham Towing and Wrecking tug *New Jersey*, dispatched from her berth between Ewing Avenue and 95th Street, took aboard two survivors, and a third managed to make his way near the Calumet Light-house, from which he was thrown a preserver and hauled to safety. The survivors were transferred to the Coast Guard cutter *Rush*, from which they were taken by Eastside police to South Chicago and Marine Hospitals.

The dawn revealed a grim sight. A half mile beyond the north-easterly arm of the breakwall, amid still rough seas, the erect A-frame of the self-unloading boom and the bow lightstaff of the *Material Service* stood fifteen feet above the waves, stark markers for the graves of fifteen of her crew.

A board of inquiry convened later that morning under the combined auspices of the Justice Department, Coast Guard, and Steam-



The MATERIAL SERVICE as she appeared at dawn following her loss. In the distance can be seen the Calumet breakwall, Calumet Park, and to the south the State-Line generating plant.

boat Inspection Service. For the next several days, the board questioned the survivors, Leathem Smith, Rufus Putnam, and others connected with the *Material Service*, concerning the disaster. From this testimony four theories emerged as to why the sinking happened. First (and least credible to the investigators) was the vessel's A-frame (prohibited by regulation from being raised during moderate seas) caused the vessel to become unduly topheavy in the rough seas. A second theory was that the craft had somehow shipped water throughout the length of her amidships unloading tunnel, the tunnel that contained her "scraper-type" unloading gear. A third theory, supported by the vessel's owners, was that *Material Service*, while traversing the southern edge of the Calumet Shoal, became caught in a trough between two seas, causing her hull to be slammed down on the shoal, rupturing her hull plates.

However, a fourth theory was officially entered and supported by the Board of Inquiry, in a decision reminiscent of the *Edmund Fitzgerald* controversy, federal steamboat inspector Capt. William Nichols ruled that Capt. Charles D. Brown (a veteran of the Standard Oil Great Lakes fleet, and former master of the local sandboat *Gilbert*) was negligent in not ordering tarpaulins fastened over *Material Service*'s hatch covers. It was the Board's contention that the lack of tarps let the seas enter the hatches, quickly saturating the vessel's cargo, directly contributing to her foundering.

While the inquiry convened, the Coast Guard scoured southwestern Lake Michigan for the bodies of missing crew. On August 2nd, four bodies were recovered within ¾ mile of the wreck, including that of Captain Brown. The previous day Great Lakes Dredge & Dock Company sent divers out on the motorlaunch *Mayflower* to search the wreck itself for bodies. What they found was mute, grisly testimony to the suddenness with which the boat had sunk; some men still in their bunks, and others heaped together at the foot of the ladder that led to the main gangway. Five were found still inside the crews' quarters, and still other bodies floated to the surface while the divers investigated the wreck. Eventually all of the bodies were deposited at Emmerling's, a Hammond funeral home, pending an inquest by Indiana authorities who maintained legal jurisdiction over the waters where the *Material Service* sank.

The town of Sturgeon Bay, Wisconsin, where the ship had been built, and from where Leathem Smith had hired many of the vessel's crew, was particularly hit by the vessel's loss.

Four of those lost, and two survivors, were from that city. The first survivor of the wreck to be rescued by the Coast Guard, Elton Washburn, from Sturgeon Bay was, unfortunately, destined to drown with Leathem Smith's daughter, and a companion, when Smith's sloop *Half Moon* sank in Green Bay ten years later.

To compensate for the loss of *Material Service* within their operations, Material Service Corporation engaged the well-known river firm of Warner Towing, out of Memphis, to shuttle gravel barges among the corporation's docks. The protruding A-frame and lightstaff of the hulk were removed in the late summer of 1936 and a temporary buoy placed above the wreck. There were, reportedly, several attempts to salvage *Material Service*, including one purported attempt by the famous Capt. Tom Reid in February, 1937, but all such tries proved futile. Eventually, a permanent spar buoy was placed above the wreck and the location entered into Corps of Engineers' charts as a hazard to navigation.

Today, the Material Service Corporation maintains a large fleet of modern diesel towboats and barges in the Chicago area, but because of labor and logistical considerations a craft like *Material Service* was never seen around Chicago again. However, the *Material Service* is not forgotten, for with the increasing enjoyment of scuba-diving in the late 1950s and early '60s, the accessible hulk of the ship became a favorite haunt of divers. Also, her hull provides a perfect sanctuary for fish. . . leading one area fisherman to contend that fishing for perch and Coho off the Calumet Light is enhanced by the wreck's presence. It is ironic that what was such a resolutely work-a-day craft should now, as she sits on the bottom of Lake Michigan, serve the recreational pursuits of Chicagoans.

And, as a result of the legal morass involving her owners, underwriters, mortgage holders, and their respective lawyers, the mortgages against the *Material Service* were never discharged and, subsequently, her official documents never surrendered to the Maritime Commission. The final irony is that despite she sits a rusted, scavenger hulk in 30 feet of water off the Calumet Shoal, the *Material Service* is nevertheless recognized as an extant officially documented vessel by the Federal Government. □

(The author wishes to thank Mr. Clifford H. Spude of Sturgeon Bay, Wisconsin, and especially RADM Arnold Sobel of the Material Service Corporation for their kind assistance in the preparation of this article.)

GREAT LAKES & SEAWAY NEWS



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THE EDITORS WELCOME ALL CONTRIBUTIONS OF NEWS ITEMS
FROM MEMBERS.

Jul. 1. . . A report from Lorain, Ohio states that Boilermakers Local 358 has ratified a 50-month contract with the American Shipbuilding Co., ending a strike by the boilermakers and six smaller unions against the Lorain Yard. The strike began August 15, 1978. It will take about six weeks before the yard is back into full production.

Jul. 2. . . The *Golden Hind* entered Port Weller Dry Dock.

Jul. 3. . . The old laker, *Henry Steinbrenner* arrived at Ashtabula, Ohio to be scrapped.

. . . The *Beavercliffe Hall* passed Detroit downbound loaded with a grain cargo off the fire-gutted *Cartiercliffe Hall*.

The *Golden Hind* has undergone a survey at Port Weller.

Jul. 4. . . The *Paul Bunyon*, a heavy-lift vessel built at the Peterson Yard, Sturgeon Bay, Wisconsin, passed down the Welland Canal bound for Hamilton, Ontario where she will load cargo for Puerto Rico.

. . . A passenger suffered a heart attack aboard the Bob-Lo steamer *Columbia* while on the annual Independence Day cruise to Port Huron, Michigan. An emergency stop was made at the Detroit Edison Company's St. Clair Power Plant dock on the St. Clair River, where the victim was removed and transported to the nearby River District Hospital.

. . . The survey revealed that *Golden Hind* has suffered damage to 57 shell plates, along with other sundry damage which will require repairs.

Jul. 6. . . The U.S. Coast Guard's former icebreaking tug *Naugatuck* left the Soo in tow of the USCG vessel *Bristol Bay*, bound for Cheboygan, Michigan.

In our last issue, the article dealing with Marine Salvage Company contained omissions and errors as follows:

• P. 133 — "Eners" should read *Ernest R. Johnson*. • *D. A. Mahoney* should read *D. A. Maloney*. • P. 134 — *F. W. Moore* was scrapped in 1962, and not in 1969. • Section 4; *Thordoc* was omitted between *Lawrendoc* and *Cartierdoc*, but was referred to below as *Chembarge No. 2*. • P. 135 — "*Cloverdale*" should read *Grovedale* (top left, 1963). Sorry, our only excuse might be that it was a long and complicated list and a typesetter's nightmare. □

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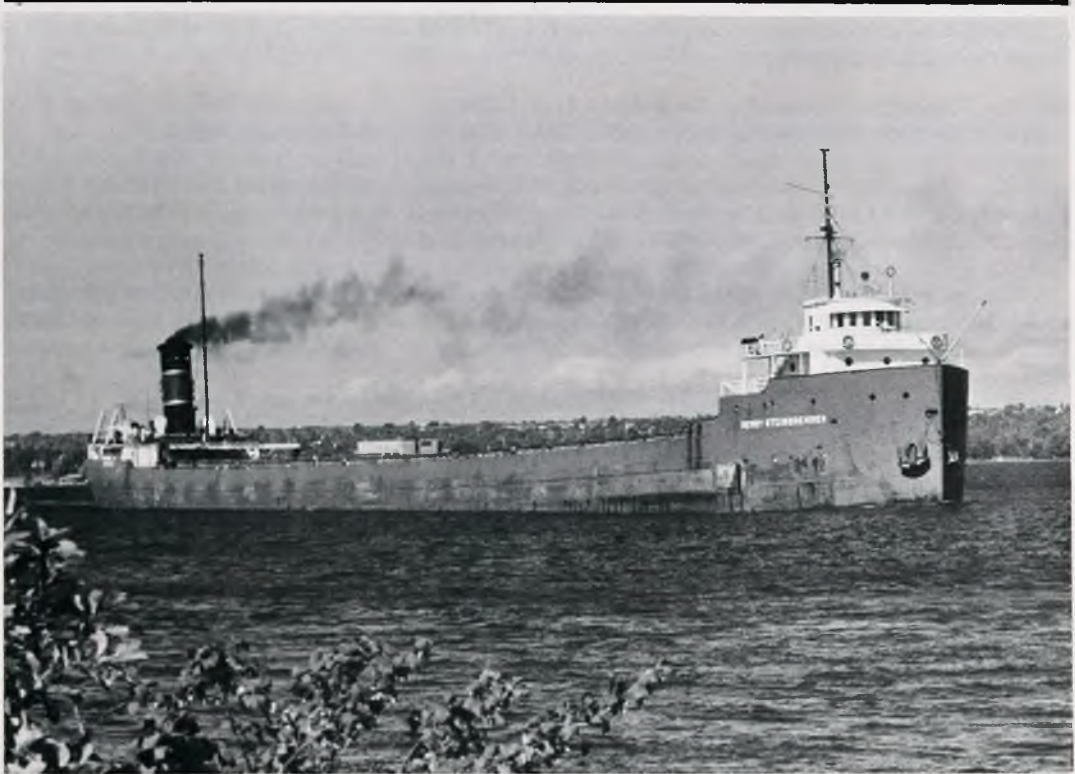


Photo by SCOTT McLELLAN

The venerable HENRY STEINBRENNER is headed for the scrapper's torch and was recently towed to Ashtabula, Ohio.

. . .The Polish tug *Jantor* cleared Quebec City towing two old Canadian lakers, the *Avondale* and *Leadale*. They are headed for overseas scrapping.

Jul. 7. . .The St. Lawrence Seaway Development Corporation of the U.S., and the Seaway Authority of Canada have announced that vessels have until December 15th to report for final transit this year at designated points along the Seaway. The two agencies said vessels that have not reported by midnight, December 15th, will be allowed to transit the locks only if operating conditions permit and if they pay surcharges for being late. The range of the surcharges will be between \$20,000 and \$80,000 Canadian.

Jul. 8. . .A tour boat, loaded with 55 people flipped over at "Man and His World" in Montreal. The pontoon craft, styled as a paddlewheeler, claimed three lives in the mishap.

. . .Local 101, International Longshoremen's Association, in Chicago, went out on a jurisdictional strike over disputes concerning the new grain elevator at Burns Harbor, Indiana. As a result, no ships are loading at Chicago and Milwaukee.

Jul. 10. . .Work at Toronto continues on conversion of the former tanker *Fuel Marketer* to use as a diving school. The vessel is owned by Forand Marine and Construction Co.

. . .A report from Honolulu indicates that the British vessel *Ixia*, a Stag Line ship on a voyage to Montreal, touched Weipa sandbank on departure, but no apparent problem resulted. Divers in Honolulu will inspect the vessel's bottom. She has visited the Lakes for a number of years.

. . .A strike begins at Marine Industries Ltd. shipyard at Sorel, P.Q.

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. . .The Greek vessel *Ermis*, which lost an anchor at Three Rivers, P.Q., arrived at Genoa, Italy where she will undergo a survey.

Jul 11. . .American Steamship Company's new 1,000 ft. self-unloader *Indiana Harbor* was christened by Mrs. Frederick G. Jaicks, wife of Inland Steel's Chairman of the Board.

Jul. 12. . .Disabled by mechanical problems, the *Bibon* was towed down the Welland Canal by the tugs *South Carolina*, *Maryland*, *Superior* and *Lenny B*. Her grain cargo will be transferred onto a sistership at Montreal, after which she will be repaired at Sorel, P.Q.

. . .The British vessel *Sugar Producer* struck a lock wall on her voyage from Tees, England to Burns Harbor, Indiana. There is forepeak leakage. She will complete her voyage to Burns Harbor, and with no return cargo available will proceed to Montreal in ballast where repairs will be made.

Jul. 13. . .The *Kwasind*, Toronto harbor launch for the Royal Canadian Yacht Club has been moved to a new facility at the foot of Parliament Street.

. . .The Greek vessel *Mount Othrys* is at Duluth, Minnesota with a damaged generator. She is bound for Riga and Kiel where the damage will be repaired.

. . .A strike begins at Marine Industries Limited shipyard at Sorel, P.Q.

. . .The Liberian container vessel *Moira* clears Quebec City for Montreal.

Jul. 14. . .The Canadian Coast Guard ship *Detector* has been sold and will be drydocked at L'islet sur Mer. The 1915-built vessel will be on permanent display.

Jul. 15. . .The 1917-built concrete hulled, *Concretia* has been raised from the mud in Kingston Harbor, Ontario, and will be converted into a three masted barquentine by 1981.

Jul. 17. . .The Canadian bulk carrier *Hilda Marjanne* went aground between buoys 49-0 and 51-0 above Pointe au Platon in front of Portneuf, Quebec on the south shore of the St. Lawrence River.

Jul. 19. . .After being lightered, *Hilda Marjanne* was refloated and went to anchor at Portneuf. She later went to Quebec City, assisted by four tugs, and docked at Section 26.

. . .The strike is over at Marine Industries, but the yard will stay closed until July 30 because of vacations.

. . .All grain elevators at Superior, Wisconsin are down and no ships are loading.

Jul. 20. . .The ocean vessel *Nicolaos Peteras* hit a fender boom in the McArthur Lock at the Soo. The lock was put out of commission for a few hours.

Jul. 22. . .The salty *Magic Sun*, downbound at the Soo, hit the Canadian Pacific Railroad lift bridge, putting it out of service.

Jul. 22. . .The Canadian tanker *Texaco Chief* reported a fire in the exhaust manifold of her starboard engine, but it was brought under immediate control. The ship was in ballast and had gone to anchor at Pointe des Ormes on the St. Lawrence River.

. . .The *Sugar Producer* sailed from Indiana Harbor bound for Port Colborne, Ontario.

Jul. 22. . .Robert M. Adams, 56, died at his Birmingham, Michigan home following a short illness. He had served on the Detroit-Wayne County Port Commission, as Chairman, was a

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member of Shipmasters' Lodge No. 7, and a past president of the Propeller Club, Port of Detroit. He has been a long-time Institute member, and was very helpful the the Dossin Museum in its earlier days.

Jul. 23. . .At 4:00 AM, Columbia's self-unloader *J. R. Sensibar* went aground at buoy No. 4, Wyandotte South Channel of the Detroit River, near Hennepin Point. With aid from the tugs *Kentucky* and *Arkansas*, she was refloated at 5:10 AM.

. . . Bob-Lo's passenger vessel *Ste. Claire* went aground at 6:45 P.M. in the Detroit River, north of Fighting Island South Light on the Canadian side of the channel. Tugs were requested at 7:15. The tugs *Kentucky* and *Arkansas* responded, freed her at 9:00 PM, and towed her back to Detroit. It was reported that she lost steering when a pin broke. The U.S. Coast Guard tied the vessel up for two days inspection and repairs.

Jul. 24. . .*Sir Denys Lowson* has been sold by Algoma Central Railway to N. M. Paterson & Sons. She was delivered to them at Thunder Bay, Ontario, and has been renamed *Vandoc*.

. . . Officials of the State of Michigan will recommend to the six member State Transportation Commission that the Straits of Mackinac railway ferry *Chief Wawatam* be converted to an oil burner, instead of coal. [Editor's personal comment unfit to print.]

Jul. 25. . .The *C. W. Cadwell*, Idle at Toronto since the early seventies, was towed to Hamilton, Ontario, by the tug *Stormont*. Purpose of the move is undetermined.

. . . The English Sugar Line is going to sell their six vessels. Two of these ships, *Sugar Crystal* and *Sugar Producer* have been visitors to the Lakes.

Jul. 26. . .The Canadian bulk carrier *Canadian Hunter* went to anchor in the St. Lawrence River at Pointe des Ormes with engine trouble.

. . .*Sugar Producer* arrived at Montreal.

Jul. 27. . .With repairs completed, the *Canadian Hunter* arrived at Three Rivers, PQ.

. . .The *Sugar Produced* departed Montreal for Contrecoeur.

. . .The Trans-Superior sailboat race started at Sault Ste. Marie, Michigan.

Jul. 29. . .The *G. R. Moir*, a lakes-built tug, passed down the Welland Canal, Atlantic-bound.

. . .Canada Steamship Lines' bulker, *Rimouski*, left Quebec City for Lauzon Shipyard. She had rudder problems and was assisted in the move by tugs.

. . .The *Bilban* has arrived at Montreal.

. . .A report from Paradise, Michigan indicated that the U.S. Navy expects to salvage the wreck-age of the early Great Lakes steamship *Indiana*. The wooden-hulled vessel sank in Lake Superior, off Crisp Point during a fierce storm in 1858. The Smithsonian Institution, which is cooperating in the salvage, said the vessel has one of the earliest surviving marine steam plants on a commercial American vessel. It predates, by 40 years, all known Great Lakes steam systems. The salvaged equipment will be displayed at the Smithsonian.

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Jul. 30. . .The cruise ship *Royal Clipper* remains on the bottom at Montreal. Litigation over ownership and responsibility is delaying her salvage.

. . .The *Ranger* is the first boat to arrive at Duluth in the trans-Superior sailboat race.

. . .The diving team and marine salvage experts arrive at the site of the *Indiana*. Crisp Point is located in the remote southeast corner of Lake Superior about 12 hours from Marquette, Michigan.

Jul. 31. . .The 1,000 ft. *Belle River* rams the guard span of the Poe Lock at the Soo. The lock was out of service for about 15 hours.

. . .The British vessel *Port Alberni City* went aground off Sorel, P.Q. at 1:30 A.M.. Two tugs from Montreal assisted a local tug and she was refloated at 1:20 P.M. and proceeded to Becancour, P.Q. for diver inspection.

Aug. 1. . .The U.S. Coast Guard 110 ft. icebreaking tug *Ojibway* bound for the U.S. east coast for refit, passed down the Welland Canal on her final trip from the Lakes.

. . .The U.S. Navy is sending two of their ships on a month long Great Lakes cruise. They are the *U.S.S. Oliver H. Perry (FFG-7)* and the *U.S.S. Fairfax County (LST 1193)*. The cruise will begin at Montreal, P.Q. on August 11 and end at Quebec City, P.Q. September 19. They will visit all the Great Lakes, stopping at various ports where the public may visit them.



Photo by CARMEN PARIS

Landing Ship Tank 1193, U.S.S. FAIRFAX COUNTY, entering the Poe Lock at the Soo on August 30, 1979. She is on a goodwill tour.

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. . . *Vandoc* passed down the Welland Canal on her first trip for Paterson & Sons Co.

. . . Inspection of the *Port Alber City* is carried out at Becancour, P.Q., which shows no major damage. She continued her voyage to Bandar Abbas, P.Q.

Aug. 2. . . *Port Alber City* passed Escoumins, P.Q. headed for the sea.



Photo by SCOTT McLELLAN

Aug. 3. . . *Ferndale* and *Avondale* safely crossed the Atlantic and arrived at a Spanish port.

. . . A new contract has been signed at Chicago and all grain elevators there are working. Duluth and Superior elevators are still on strike.

Aug. 4. . . Today the U.S. Coast Guard celebrated its 189th birthday.

Aug. 5. . . The Canadian tanker *Imperial Collingwood* has been sold to Metro Marine Transport and renamed *Seaway Trader*. An earlier report of her sale to Fletmor, South America fell through. The tanker *Tegucigalpa*, ex *Imperial London* remains at Port Colborne, Ontario.

Aug. 6. . . The Ericsson screw propeller has been raised from the wreck of the *Indiana*.

Aug. 7. . . The Canadian Goelette *St. Francis* sinks at her pier at Sorel, P.Q.

Aug. 8. . . The 1,800-pound, 18½-foot tall engine has been raised from the sunken *Indiana*. Other parts raised were the boiler, rudder, steering quadrant and throttle mechanism. All pieces will be taken to the Smithsonian Institution in Washington, D. C.

Aug. 9. . . The Panamanian hydrofoil, *Princess of the Lakes* has come to the Lakes.

Aug. 10. . . The Canadian bulk carrier *Meaford*, idle all year at Toronto, has been sold to the Soo River Company.

. . . The *Hilda Marjanne* has cleared Montreal after repairs had been completed.

. . . From Flushing, England comes the report that Canadian bulk carrier *Arctic* and the British tanker *Anco Stone* were in collision in Flushing Roads. Both vessels sustained light damage and were proceeding to Antwerp. The *Arctic* was on a trip from Nanisivic mines, Strathcona Sound, Canada to Antwerp with a load of bulk lead and concentrates.

● GREAT LAKES & SEAWAY NEWS

. . .The British vessel *Laurentic* contacted the Indian vessel *Jalarajan*, which was docked, while she was in process of docking at Kenosha, Wisconsin. Both vessels sustained superficial damage.

. . .Scrapping of the old bulk carrier *Henry Steinbrenner* has begun at Ashtabula, Ohio.

Aug. 11. . .The Museum of Arts and History, at Port Huron, Michigan received a nameboard from the pilothouse of the sunken *Daniel J. Morrell*. The missing section of the ship was found by divers in May.

. . .*Jalarjan* cleared Kenosha for Green Bay, Wisconsin.

. . .The Swedish motor vessel *Carl Gorthan* went to anchor in the St. Lawrence River near buoy 64Q with engine trouble. Repairs effected, she continued her journey to Hamburg, ETA 11 days.

Aug. 12. . .Today marks the 300th year since the French explorer Robert Cavalier de LaSalle named the lake above the Strait of Detroit, St. Clair. LaSalle, who was the captain of the *Griffon*, named the lake after St. Clair (1193-1253) whose feast day it was.

. . .*Arctic* sails for Canada.

. . .*Arthur Grotzger*, the third vessel for the Polish Ocean Lines was launched by Marine Industries Ltd. at Sorel, P.Q.

Aug. 13. . .The *Meaford* has been renamed the *Pieson Independent*.

Aug. 14. . .The self-unloader *Joseph S. Young*, idle at Toledo since December 21, 1977, has been sold to Marine Salvage and they have resold her for scrapping in Mexico.

. . .Frank Hoffman finally awarded ownership of the old sailing vessel *Alvin Clark* in legal proceedings.

Aug. 15. . .*Golden Hind* clears the Port Weller Dry Docks.

. . .The *Secola* returns to service

. . .Scrapping of the *Willowbranch* resumed after having been put aside for some time.

Aug. 16. . .The port of Montreal has traditionally received most of its road salt from Windsor and Goderich, but now has called for tenders for supply from a new source. Soquem, a Quebec provincial mining company, has a plant on the Magdolen Islands.

Aug. 17. . .Miller stevedores in Duluth are still on strike.

. . .Workers at Sarnia, Ontario are strengthening the hull of the *Seaway Trader* to permit coastal service.

. . .*Bluewater Belle* had her first excursion at Toronto, Ontario.

. . .Scrapping of the *William P. Palmer* is underway at Duluth, Minnesota with after cabins gone.

Aug. 18. . .*Laurentic* sails from Kenosha, Wisconsin for France.

. . .The Canadian bulk carrier *Royalton* is being repaired at the Welland, Ontario dock.

. . .*Hull 65*, to become *Canadian Enterprise*, floated to the fit out wall at the Port Weller Dry Dock.

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. . .*Pierson Independent* cleared Toronto on her first trip for the Soo River Company.

Aug. 19. . .*Joseph S. Young* arrived at Port Colborne, Ontario under tow of tugs *Stormont* and *Argue Martin*. She will be sealed for towing to Mexico.

. . .In Lake St. Clair, a 53-foot motor yacht was hit by a taconite pellet shot from the Canadian self-unloader *Tarantou*. Flying glass from the windshield just missed the owner's wife. The U.S. Coast Guard and the vessel's captain were notified and the U.S. Coast Guard will board the vessel when she reaches the Soo for investigation.

. . .The Canadian bulk carrier *Thorold* passed up the Welland Canal carrying a 2 seater 1947 Firefly plane. The plane was unloaded at Thorold, Ontario for delivery to the Canadian War Plane Heritage Foundation in Hamilton, Ontario.

Aug. 20. . .*Tarantau* arrived at the Soo and four Canadian seamen were arrested by U.S. Custom Officials. They will be held in the Chippewa County Jail until they are transferred to Detroit. They have been charged with malicious destruction of occupied property under a Federal warrant.

. . .*Pierson Independent* arrived at Port Weller and is tied up below Lock No. 1 for repairs.

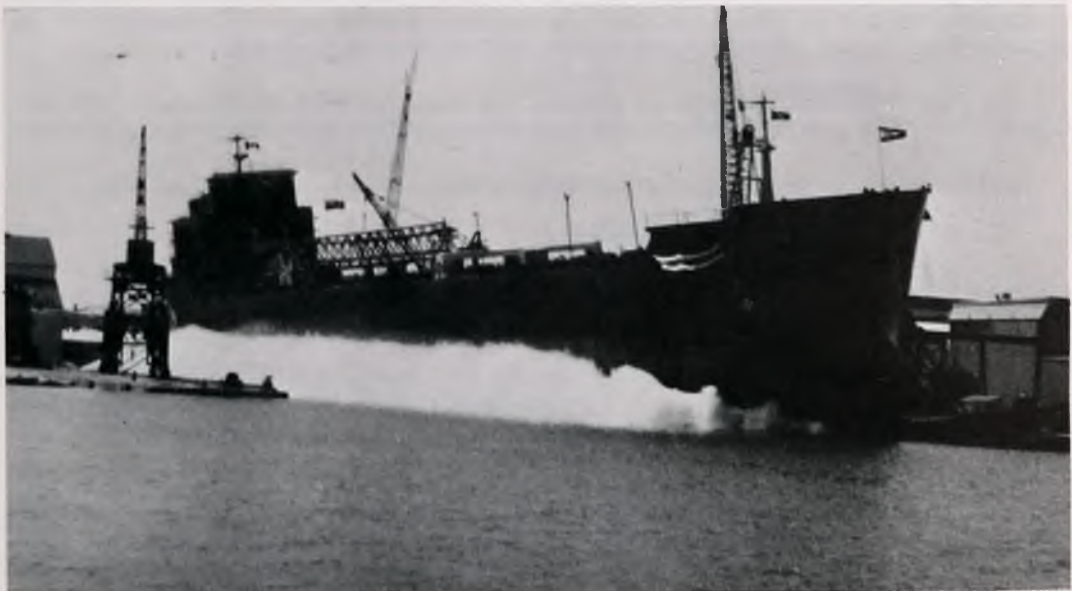
Aug. 21. . .The Canadian ore carrier *Northern Venture* on the Port Weller Dry Dock.

Aug. 22. . .*Pierson Independent* underway again bound for Chicago, Illinois.

Aug. 23. . .*Royalton* clears Welland dock after repairs.

Aug. 24. . .The four Canadian seamen from the *Tarantau* are brought to Detroit by U.S. Marshals.

. . .A small boat crossed in front of the carferry *City of Milwaukee*, causing her to run into the breakwall at Elberta, Michigan on Lake Michigan. No injuries were reported.



Algoma Central's ALGOPORT, shown here being launched, has now entered service for the company.

● GREAT LAKES & SEAWAY NEWS

Aug. 26. . .Gaelic Tugboat Company's tug *Kinsale* rescued 3 people from the water of Lake Erie. They were in the water nearly 11 hours after their boat sank about 10 miles out from the breakwall. The *Kinsale* was enroute from Cleveland, Ohio to Buffalo, New York with an oil barge.

. . .Upper Lakes Shipping's 730-ft. *Quebecois* went aground in a mud bank near the entrance to Lake St. Clair near Grosse Pointe Park, Michigan. An electronic malfunction knocked out her power steering. With the malfunction repaired and assistance of two Gaelic tugs, she was freed after nine hours. The *Quebecois* is headed for Thunder Bay, Ontario.

Aug. 27. . .Federal charges have been dropped against the four Canadian seamen from the *Tarantau* after they promised to make restitution to the owner of the pleasure craft *Westwind*.

Aug. 28. . .Port Huron, Michigan got an unexpected look at the two U.S. Navy ships when they anchored because of heavy fog.

. . .Canadian Steamship Line's self-unloader *H. M. Griffith* was struck by a guard boom as she entered Lock 8 of the Welland Canal. Damage to the vessel was minor, but damage to the guard boom was extensive, closing the lock for about three hours.

Aug. 29. . .The U.S.S. *Fairfax County* tied up at the Carbide Dock at Sault Ste. Marie, Michigan for a visit.

Aug. 30. . .Algoma's new vessel *Algoport* begins trails from Collingwood Shipyard.

Aug. 31. . .*Algoport* loads her first cargo at Badgeley Island for Midland, Ontario.

MISCELLANEOUS. . .

. . .On June 24, 1979, the small community of Copper Harbor, Michigan held Maritime Memorial Services for those who lost their lives in Lake Superior. Jack Eberhart, of Copper Harbor, tolled the bell of the steamer *Columbia*, which was deserted off the Keweenaw Peninsula in 1921, as the names of those lost on the *Cartiercliffe Hall* were read along with the name of Captain Don Kilpela of the *Isle Royal Queen*. The services were held at the Chapel of Our Lady of the Pines.

. . .The *Pioneer*, ex *Frank Purnell*, ex *Steelton*, has been chartered by Cleveland-Cliffs from Cement Transit Company, a subsidiary of Medusa Cement of Cleveland, Ohio for the 1979 season.

. . .Salvage operations to raise the suction dredger *Three Brothers* commenced on May 15, and it should be raised by mid-July.

. . .On June 15, 1979 the U.S. Coast Guard's 110-ft. icebreaking tug, *Naugatuck*, was decommissioned at the Sault Ste. Marie, Michigan Coast Guard Base. Later she will be towed to Cheboyan, Michigan where she will be sold at public auction. She was based at the Soo for many years.

. . .Kinsman has purchased the bulk carrier *August Ziesing* from U.S. Steel.

. . .The 1,000-foot *Belle River* was transferred by American Steamship Company to the Armstrong Steamship Company in 1978.

. . .*Ferbec*, ex-*Fugaku Maru* was transferred by Canada Steamship Lines (1975) Ltd., to Power Corporation of Canada, Ltd. in 1978.

. . .*Roland Desgagnes*, ex-*Northcliffe Hall*, ex-*Frankcliffe Hall*, was sold by Les Chargues Unis Inc., to Rail and Water Terminal (Quebec) Inc., both of Canada, in 1978.

GREAT LAKES & SEAWAY NEWS ●

. . . *Fort Chambley* was transferred from Devon, Ltd., Bermuda, to the Power Corporation of Canada, Ltd., in 1978.

. . . The 730-foot self-unloader *Jean Parisien* was transferred by Canada Steamship Lines (1975) Ltd., to the Power Corporation of Canada, Ltd., in 1978.

. . . *Eastern Enterprise*, ex-*City of Wellington*, has been sold by Mulroy Bay Shipping Company, Ltd., Singapore to Taiwan Shipbreakers, arriving at Kaosuing, Taiwan February 13, 1979. She was a Lakes visitor as the *City of Wellington*.

. . . Bay Shipbuilding Corporation has filed a \$100 million trade libel suit against the U. S. Steel Corporation in U.S. Federal Court in Milwaukee, Wisconsin. The suit revolves around the 1,000-foot *Edwin Gott* which was built by Bay for U. S. Steel. The yard says that an employee of U. S. Steel caused to be published in the *Duluth News-Tribune* two statements which reflected badly on the shipbuilding firm. The yard is also asking \$1,635,829 it contends is owed on the *Gott*.

. . . Capt. John Small of Cheboygan received a renewal of his license on July 13. Captain Small is 105 years old and received his first license in 1899. He sailed on U. S. Steel boats until 1938 when he retired. After that he continued to sail until he was 90.

. . . A report from London states that on August 18, 1979 the passenger ship *World Discoverer*, inbound, had an engine failure just below the Tower Bridge over the Thames and came to a stop at the south abutment. She remained there for 90 minutes until tugs could pull her free. She cruised on the Great Lakes and Seaway in 1975.



Photo by GEORGE AYOUB

. . . Halco has announced a contract with Port Arthur Shipbuilding Company for work on the *Frankcliffe Hall*. The hull will be strengthened for winter sailing, self-unloading gear, a trunk deck, and an automated engine room will be installed.

INDEX, VOLUME XXVIII

Prepared by ROBERT E. LEE, Editor, KATHY McGRAW, Assistant Editor.
and MRS. THELMA SAVAGE

This index provides the reader of *Telescope* with a complete listing of names of ships, persons, institutions, organizations, places, and titles appearing in Volume XXVIII, 1979.

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

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