

Telescope



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**GREAT LAKES
MARITIME
INSTITUTE**

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

More observant readers of *Telescope* may have noticed a new name on the back page of our last issue. Kathy McGraw has assumed duties as assistant to the editor, undergoing training in the many involved processes confronted in production of the magazine. Ms. McGraw has been on the staff of Dossin Museum since June, 1978; is a graduate of Wayne State University where she majored in History. She has established herself as a valuable contributor to the Museum's operation. Her deep interest in, and understanding of the Great Lakes subject provides her with a unique fitness for the new duties she now assumes for *Telescope*. We wish her well and look forward to a long association with mutual benefit to the Institute and her.

MEETING NOTICES ●

The January meeting will be held on January 25th, and will feature a program by Harry Wolf, "Ships to Remember, 1937 - 1967". The only way to describe this program is to say that it is an extravaganza featuring some of the finest slides you'll ever see; all set to music! Entertainment meetings are also scheduled for March 28 and May 30.

Business meetings, (*which all members are urged to attend*) are scheduled for the following dates: January 4th; February 29; and April 25. All meetings are at Dossin Museum and all start promptly at 8 PM.

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OUR COVER PICTURE. . . . The *WILLIAM CLAY FORD*, cut in two and spread in order to introduce the new midbody, which rides high awaiting alignment with the rest of the ship at the Fraser Shipyard. The photograph is by Bassen Photography, and was provided by Capt. Don. Erickson, master of the ship. An account of the lengthening appears on Page 3.

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LENGTHENING WILLIAM CLAY FORD

Special
to
Telescope

Flagship of the fleet, the recently-lengthened *William Clay Ford* is the largest and most powerful of Ford Motor Company's five ore carriers.

Built in 1952 at a cost of \$5.3 million, the 767 foot-long workhorse has greater cargo capacity, higher horsepower, and more maneuverability than any other Ford freighter working the Great Lakes.

The ship's 7,000 horsepower steam turbine engine is capable of producing speeds up to 16 miles an hour at full load, 23,900 gross tons at mid-summer draft. The vessel additionally is the only member of the Ford fleet equipped with a stern thruster for added maneuverability in rivers and locks. This feature is especially advantageous in the Rouge river, where the ship must, when leaving the dock, back several hundred feet in a straight line then back around a corner into the old riverbed in order to effect

a "wye" turn to end up headed outbound.

Recent lengthening at Fraser Shipyards in Superior, Wisconsin, added a 120-foot mid-section to increase cargo capacity. Work on the complex project involved cutting the ship in half, water tightening the ends, inserting the mid-section and welding it to the bow and stern. This is a process very familiar to all who follow Great Lakes technology, yet one that never ceases to amaze even the most jaded Lakes-buff.

Built by Great Lakes Engineering Works, River Rouge, the ship was one of the first Lakes carriers built with interior hallways to eliminate entrance to crew quarters from an outside deck. Forward to aft tunnels further eliminate the need for crewmen to walk on deck during foul weather.

On older Great Lakes vessels it was customary for crew members to wear safety belts fastened to lifelines, a precaution against the



Photo by C. F. CASSELL

The WILLIAM CLAY FORD shows every inch of her 120-foot additional length in this striking view, taken as the ship approached the Jefferson Street bridge.

possibility of being washed overboard during heavy seas.

The *William Clay Ford* is equipped with a full range of navigational aids, including radio direction finder, radar, fathometer, gyro compass, gyro pilot and ship-to-shore radio telephones.

The *Clay Ford* won national attention in 1977 when it was cited by the Coast Guard for attempting to rescue possible survivors of the *Edmund Fitzgerald*. A plaque recognizing this heroism was presented to the ship by the Great Lakes Maritime Institute, and it is mounted on the main-deck forward bulkhead as a lasting reminder of the event. An interesting aside in

this connection is that the *William Clay Ford* was Great Lakes Engineering's Hull No. 300, and the *Fitzgerald* was the next ship they built, Hull No. 301, and until she was lengthened the *Clay Ford* was the only ship of that design series unchanged to remain afloat after the loss of the *Fitzgerald*.

Captained by Institute member Donald Erickson, and a crew of 26, the ship hauled 1,096,371 tons of cargo in the 1978 season. The tonnage for the 1979 season was not yet available when this was prepared, but with her added length it is a sure bet she'll better the figure, even allowing for a short-season while she was being altered. □



Like a giant jigsaw puzzle, the three pieces of WILLIAM CLAY FORD were fitted together in an elaborate lengthening process at Fraser Shipyards, Superior, Wisconsin. Floating higher than the bow (foreground) and stern, which were ballasted and watertightened in drydock, is the new 120-foot steel mid-section. A crew of 120 tradesmen — including boilermakers, carpenters, welders, machinists, electricians and crane operators — working three shifts several days in April [1979] welded the ship together and installed a new stern thruster to improve maneuverability. The first Ford vessel to be lengthened, the ship was cut in half, the dock flooded, and the new midsection floated in. The three "pieces" were then welded together, water tested, and painted.

HURT BUT NOT SLAIN

by
ROBERT D. GRAHAM

I am hurt, but I am not slain.

*I'll lay me down and bleed awhile,
And then I'll rise and fight again.*

from "Johnnie Armstrong's Last Goodnight."

The lower St. Lawrence widens dramatically below the mouth of the Saguenay, leading one to imagine that perhaps here it no longer regards itself as a river. In late November of 1951, a violent northeasterly storm struck this broad reach. The tempest assaulted the Gaspé coast, battering it with winds and waves spawned across a fifty-mile fetch. A casualty of this disturbance was the steamer *John H. Price*, which was caught loading at Ste. Anne des Morts, Quebec. When the storm subsided the *Price* lay shattered upon the village strand.

Implicitly, shipwrecks are tragic. They bring destruction and agony, and even when it is feasible, salvage involves bitter toil. Yet the

wreck of the *Price* is a story with a happy ending; the ship survived her catastrophe, was refitted, and served her owners until superannuated.

The *John H. Price* was the first ship ordered by Hall Corporation of Canada when the firm was established in 1927. Her namesake was John Herbert Price, son of Sir William Price and president of Price Brothers, the legendary Quebec-based woodland and newsprint firm. Designed for Canadian service, built by Smith's Dock Company of South Bank-on-Tees, England as Yard Number 831, she differed in no important way from any of the numerous other canallers built for Canadian service during the period. 259 feet overall, 43.4 feet in beam, she was designed to carry pulpwood, grain, and coal on the Great Lakes and St. Lawrence River. In her dimensions, however, lay



Hall Corporation photo

While people ashore watch, the JOHN H. PRICE fights for her life in heavy seas.

her specialty. In common with her colleagues, she was tailored to negotiate the 14-foot locks that prevailed in the canals of the time between Montreal and Port Colborne — the bottleneck that existed prior to completion of the present Welland Canal in 1932, and the 1959 opening of the St. Lawrence Seaway.

No, this *Price* was nothing special on the 1927 scene. Her bridge-forward, engine-aft configuration was the same as her multi-score sisters. Like them, her 800-IHP triple expansion engine provided economy and reliability at the expense of maneuverability and speed.

At her seven to eight-knot pace, the *Price* saw to her obligations in the years that followed her arrival in North American waters. Unspectacular but dependable, she gained repute as "a good carrier" — perhaps the highest accolade given to these prosaic vessels. She sailed in and out of the Depression, in and out of the war years without serious incident.

By 1951, the *Price* was twenty-four years old, her accommodations antiquated alongside those of her younger sisters, but still a sound, viable carrier. On a late-season trip that year, however, her traditional good luck finally deserted her.

Ste. Anne des Monts is a village on the Gaspé Peninsula, approximately opposite modern-day Port Cartier in the lower St. Lawrence. The Ste. Anne River flows into the St. Lawrence there, a prime factor in the village's development as a pulpwood center. A fine wharf had been built by the government, but the port lacks protection from seas that build across the full fifty-mile width of the St. Lawrence Estuary.

The *Price* arrived at Ste. Anne des Monts at 07:00 on 26 November. Pulpwood loading began at 09:15 under a light southeasterly breeze, with the vessel lying portside to the west side of the wharf, bow facing the beach. Loading continued until 17:00, by which time some 600 tons were aboard. ● Also in the harbor that day were two other vessels, the 320-foot Norwegian *Belray* and the tiny Canadian goelette *Prince Mingan*.

The mild weather turned dirty that evening. The wind shifted to the northeast, and by 21:00 was blowing at Force 4, accompanied by snow and rapidly dropping temperatures. By 23:00, the wind had risen to Force 6. ●

The *Price's* master, Capt. Alcide Lefebvre, was aware of the worsening situation. He ordered all available moorings put out and had



Beset by huge waves, the PRICE is hurled out of control toward the rocks. The whistle may be blowing at this moment.

number two double-bottom ballast tank filled. One and three tanks were already full.³

The wind velocity increased. The seas built higher. By 03:00 the next morning waves were breaking over the stern.⁴ Leaving the mooring was out of the question. If lines were cast off, the ship would probably be hurled against the wharf, holed, and sunk. Even if the maneuver somehow succeeded, seas would broach the ship, leaving her broadside off the lee shore. In either case, the outcome would be destruction. The only hope was for the wires to hold until the storm abated.

Through the long night the *Price* leaped and bucked. Capt. Lefebvre and his men anxiously watched the mooring wires slacken and snap taut with each wave. Spray flew everywhere, landing in the zero-Fahrenheit air as insidious ice that made every step an invitation to disaster.

By 04:00, the wind was Force 8. A loud crack signalled the parting of a forward wire. The *Price* was ranging heavily against the wharf, her steel plates grinding against the structure. The Captain rang for half speed astern on the engine to ease the strain on the remaining lines.⁵ Once a wire parted, there was no way to secure a fresh one ashore; ice, wind, waves, and the vessel's frenzied motion ruled out any such notions.

Showing no quarter, the storm gradually asserted its insane will. As the crew watched in helpless horror, the remaining lines parted one by one in the continuing onslaught. At 04:55 the last line was gone.⁶

The *Price* was adrift, unmaneuverable. Waves lifted the stern; the propeller flailed uselessly in the air. Inexorably, she was carried toward the beach, toward the fangs of rock just offshore.

Capt. Lefebvre did the only thing a good shipmaster could have done. He ordered both anchors dropped.⁷

But to no avail. The anchors dragged. Huge seas hit the starboard quarter, hurling the stern around. Broaching out of control, the *Price* charged toward the shore until she impaled herself upon the first of the waiting rocks. All hope of regaining control departed when whipping, dangling stern lines fouled in the vainly-thrashing propeller.⁸ The rudder carried away. The ship was now a hulk, a plaything of the vindictive tempest.

Impossibly, things grew worse. The rising tide released the rocks' grip. Winds and waves swung the ship broadside, drove her higher

onto the reefs.

Now the *Price* bore the storm's full fury.. Each new wave lifted the ship; as each passed she fell shuddering onto the rocks again, her bottom plates tearing to shreds.

Green water mounted the ship, flinging away hatch boards, beating down doors, washing out cabins, leaving tons of ice as it receded. It poured into holds, into the machinery spaces. Boiler fires died.

With a series of loud cracks and groans, tortured steel surrendered. The hull buckled amidships. The *Price* was breaking up.

Their ship lost, Capt. Lefebvre and his men concentrated upon saving themselves. Undoubtedly they recalled other times when ships had been battered to pieces within yards of dry land, of how crewmen had drowned or died of exposure while would-be rescuers stood helplessly. The dark possibility was becoming very real indeed.

A sullen, gray dawn was breaking over the beleaguered village. Local residents were gathering to watch with fascinated horror as the *Price*, often completely obscured by spray, was demolished just beyond their reach. Wet, cold, exhausted, the crewmembers knew that somehow they had to hold out until the storm's fury had diminished.

The Captain mustered the crew in his office at the bow. At about 11:45, however, a massive sea broke down the door, drenching the room. Fleeing the icy waters, the men pulled themselves up the ladder to the wheelhouse — their last possible refuge from the seas.⁹

Jammed together in the tiny wheelhouse, the men huddled shivering until mid-afternoon, when conditions seemed to be improving slightly. Then a group made its way aft to the ship's stern, which lay only about 100 feet from the waveswept wharf. Visible through the snow and spray were clusters of people who stood helplessly watching the drama unfold. Visible too were the dim outlines of the *Belray* and the *Prince Mingan*. Struggling in the outer harbor to avoid the fate of the *Price*, they were tossed mercilessly by giant waves, but somehow they were managing to keep their bows into the wind and were holding their own in the life-and-death contest.

Working on the sea-drenched fantail, the weary, half frozen men worked desperately to shoot a line to the wharf. After nearly forty-five minutes of effort, they succeeded. The shore end was hitched to a truck; a makeshift bos'n's chair rigged. One by one, often obscured by surf, the crew of the *Price* made



Photo: Halco

Stranded, the PRICE is battered. Note the hogging already visible.



Photo: Halco

Low tide after the storm.

their way ashore. Capt. Lefebvre, last to leave, reached safety at 18:45.¹⁰

No lives were lost, no serious injuries sustained, although one man was detained in hospital with what was termed nervous shock. Several of the bone-tired, chilled men broke down and wept in emotional release. Following medical examination and provision of dry clothing, they were taken to a hotel. Meanwhile, Hall Corporation officials in Montreal had been informed of the wreck and were making plans for transportation of the crew and survey of the vessel.

As the storm finally subsided, observers saw that the *Belray* and *Prince Mingan* had survived without serious damage. But the *Price* lay spent, on the beach, a dead ship.

Fair weather's return permitted careful assessment of damages; the underwriters examined the survey and declared the *Price* a constructive total loss. Captain Henri Lamoureux of Hall Corporation commented that "— the ship is high and dry on the rocks and at low tide one can walk right around

the ship."¹¹

Hall president Frank A. Augsbury, Jr. went to Ste. Anne. Following consultations and further examination of the *Price*, it was decided that it might be possible to salvage her. The government had served notice that it required the wreck to be removed, so arrangements were made to re-purchase the wreck from the underwriters, who had gained title after settling the accident claim.

The ship's appearance belied the possibility that she could be repaired. Indeed, she appeared fit only for scrap. Masts bent, badly distorted, her shredded bottom plates were clearly visible at low tide. Her broken hull was entirely tidal. On board, rampaging seas had reached every space, leaving a chaos of devastation.

Nevertheless, a "no cure-no pay" contract was signed with Quebec Salvage and Wrecking to refloat the *Price* and move her to a shipyard for repairs.¹² The nearest suitable facilities were the Davie yards in Lauzon, opposite Quebec City, some 300 miles distant.

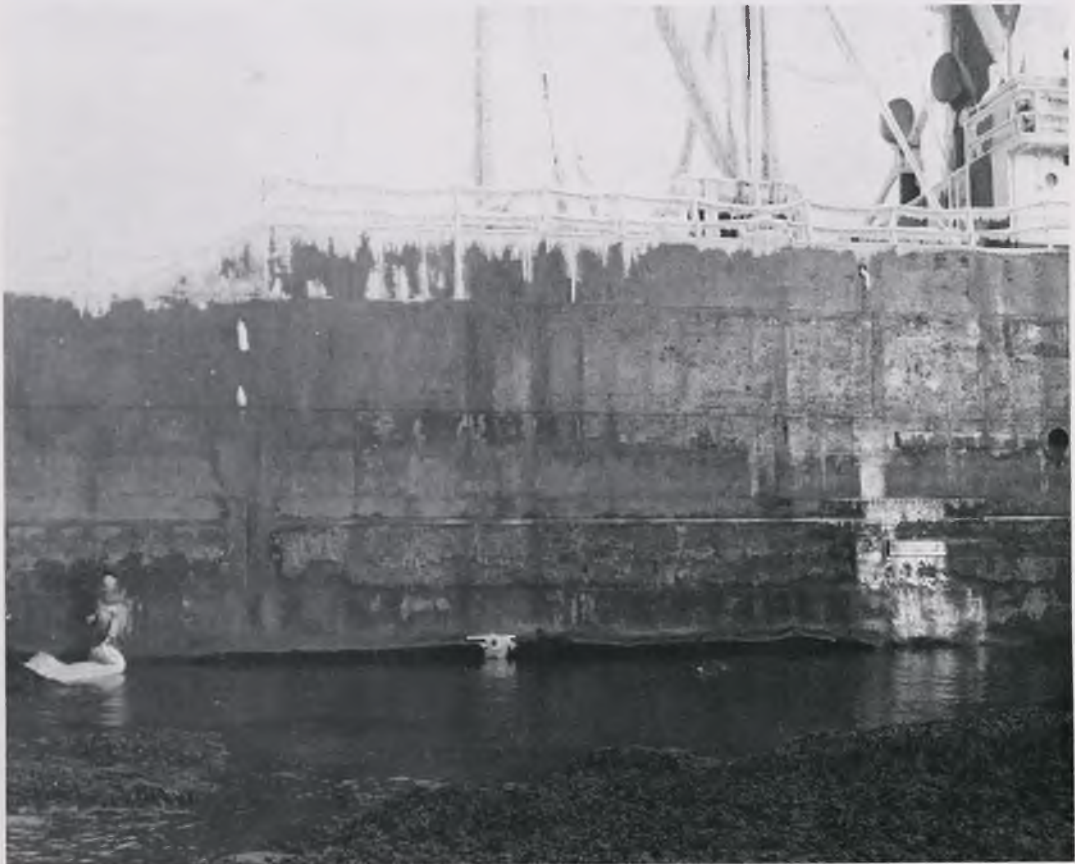


Photo: Haleco

Close-up of the port side shows torn bottom plating.



The master's office, where the crew took refuge until the door was broken down by the waves.



The wheelhouse (left) seen through port doorway, and intolerable weather conditions are evident in the ice on winch, winch cage and mooring line (right).

By now it was mid-December, however. Preliminary work was completed, but further efforts were to be suspended until spring.

In early May a salvage tug, the *Foundation Frances*, docked at Ste. Anne, bringing salvage personnel and equipment. Salvors determined that number two hold was hopeless, but that

with pumps and air pressure other spaces could be dewatered and kept reasonably dry.

At flood tide, 04:00 on 26 May 1952, the *Price* was refloated by *Frances* and shifted to the wharf for further work before attempting towage.¹³ The surveyor's report describes the situation:—



Photo: Halco

Looking aft from bridge, wharf in background. The small vessel in view is possibly the PRINCE MINGAN.

. . . The vessel was moored with her starboard side to the western side of the wharf. The No. 1 Hold was being kept dry by the intermittent use of a 6" pump, No. 2 Hold was tidal and un-pumpable and the engine room, stokehold, and cross bunker were being kept dry by one 8" pump which was pumping about half the time. The forepeak, engine room double bottom, and the after peak tanks were under air pressure. The shell plating on both sides amidships were badly buckled for their full depth. . . It was also recommended that wires be run between the fore deck fairleads and the quarter deck bollards on the port and starboard sides and be tightened by turnbuckle screws, to assist in bracing the vessel fore and aft in way of the buckled shell plating.¹⁴

In addition, work was done to shore up bulkheads and to generally strengthen the *Price* for the tow.

Meanwhile, the weather turned bad again. Anxious hours followed as a moderate swell ranged the vessel alongside the wharf, causing a bow mooring wire to part and the starboard side mooring bollards to carry away. Even worse, some cracks that already existed were seen to be extending. It looked bad, but lines were secured to the masts, and a repeat of the November tragedy was averted.¹⁵

The weather moderated. At 11:20 on 30 May, under fair skies and a favorable forecast, the *Price* sailed for Quebec under tow of the *Rocky River*, accompanied by *Frances*.¹⁶ Leaks had been further reduced, and divers had reported that there was no hanging plates or other projections likely to affect the vessel's progress. On the 31st, with the tow progressing satisfactorily, *Frances* was relieved by the Quebec tug *Manoir* off Father Point. The convoy reached Lauzon without incident, and at 05:40 on 1 June the *Price* entered the inner section of the Champlain Drydock.¹⁷

The *Price* was now in the capable hands of George T. Davie & Sons. Surveyors re-examined the vessel; the resulting repair list filled nine single-spaced typewritten pages.¹⁸

It was an appalling list! Hundreds of shell plates to be replaced or straightened. Tank tops to be replaced. Bulkheads to be replaced and straightened. Frames. Deck plates. Girders. Hatch coamings.¹⁹

Also, all machinery and related equipment needed overhaul, from the main engine and

ancillaries to winches and booms. Accommodations needed total refurbishing. But the work could be done; the *Price* could be back in service within four months.

The cost would be considerable, too — close to \$½ million. But the expense was defrayed by a grant under the Canadian Merchant Vessel Construction Assistance Act. Although the act was intended to cover construction of new vessels, the government agreed to consider repair of the *Price* as "new construction," and funded the repairs.²⁰ Absurd at first glance, the decision does not seem so unreasonable when considered in light of the repairs needed.

The revitalized *Price* emerged from Davie in September sporting plenty of new steel, fresh paint — and a brand new wheelhouse. More than double the size of the old "chicken coop," the new structure provided space for radar and other equipment that could not otherwise have been fitted. As a bonus, it considerably improved the ship's appearance.²¹

Price Redivivus promptly took up her old "beat" and resumed her interrupted tradition of useful, unostentatious service. She did make a little more history, but this time of a happier nature and more consistent with her low-key style.



Stern, showing rudder missing and lines fouling propeller.



Photo courtesy D. C. McCormick

A revitalized JOHN H. PRICE at Lock 19, Cornwall Canal, 29 April 1956. Note the new wheelhouse.

In August, 1954, she took the first cargo of Sept-Iles ore to Republic Steel mill in Buffalo. The first-ever load of "Labrad-ore" to go up the lakes went hours before on LaVerendrye's *Keydon*, but the *Price's* was second. The Master on this occasion was Capt. Sylvio Paiement.

In 1956, she spent much of the season hauling cement from Villeneuve, Quebec to the Cornwall construction site of the Robert H. Saunders Generating Station, ironically a major component of the St. Lawrence Seaway and Power project that would permit deep draught navigation on the river and super-annuate ships line the *Price*!

In 1957 and 1958 the *Price* returned to her pulpwood-grain-coal chores under Captain Lawrence E. McDonald. She was the last of her kind in the Hall fleet, all of her original sisters having been superseded by modern ships of greater carrying capacity. On 30 June 1958, the *Price* moored at Ogdensburg to await the flooding of Lake St. Lawrence, and when traffic resumed several days later, she was in the first group of ships to use the new Seaway locks at Iroquois and Massena.

The opening of the Seaway to deep-draught shipping in 1959 spelled the end of the canaller era. Unable to compete economically, the *Price* was late fitting out in 1959, and although operated through the end of the 1960 season, there was no doubt that her days were numbered. Last master of the *Price* was Capt. Gilbert boucher.

In 1961 she was sold to Ship Repairs and Supplies of Toronto and broken up in that port, more a victim of economics than the infirmities of age.

Save for her one episode of high drama, the *John H. Price* led an unspectacular life. She served her owners dutifully over more than three decades, and otherwise called little attention to herself. But the satisfactory conclusion to that one episode serves to show that even shipwreck stories can end happily. □

The writer gratefully acknowledges the help of the following persons aid in preparing this article: —

Mr. Frank A. Augsbury, Jr., Chairman of the Board of Hall Corporation Shipping Ltd., for his comments and advice.

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Mr. T. Norman Hall, President and Chief Executive Officer of Hall Corporation for loan of photos and documents, and for his comments on the article.

Mr. Daniel C. McCormick, author of *The Wishbone Fleet*, the definitive history of Hall Corporation, for his research help, advice, and encouragement.

FOOTNOTES

1 thru 11 — "Report of survey, SS *John H. Price* Disaster of 27th November 1951." document from archives of Hall Corporation Shipping Ltd., Montreal, Quebec.

12 and 13 — "Chronology of Events, *John H. Price*." Information from archives of Eastern Canada Towing Ltd., Halifax, NS.

14 thru 17 — "*John H. Price*: Report on Conditions and Towage." Board of Trade, Montreal, Quebec, 30 June 1952. Document from archives of Eastern Canada Towing Ltd.

18 thru 20 — Document from Hall Corporation archives.

21 — Aesthetically pleasing, the "Little Davie" wheelhouse was not entirely satisfactory from an ergonomic standpoint. The deck was raised inside, reducing headroom and affecting line-of-sight. Nevertheless, it gave a great space advantage over its predecessor, and an identical structure was fitted to the *Walter B. Reynolds*, sistership of the *Price*, soon afterwards.

“SHORTENED” BY LENGTHENING

by
JACK MESSMER

The first major full gale of the 1887 season struck Lake Erie on Monday, October 3. Beginning shortly after daylight, the winds from the northwest rose to 40 miles per hour within one hour. By 10:00 am the velocity had reached 53 miles per hour with the winds peaking at 60 miles an hour at 2:00 pm. This gale resulted in the loss of the *Charles L. Hutchinson*.

The *Hutchinson* was a wooden schooner-barge, formerly the schooner *Butcher Boy*, built at Cleveland in 1866 by Miller. In 1881 she was rebuilt with 24 feet being added and received her new name honoring the son of the owner. She measured 166.2' x 27.9' x 8.1'. Her gross tonnage was 297 and her net 282. At the time of her loss she was owned by J. T. Hutchinson of Cleveland. She was rated B-1½ and valued at \$7,000, but was uninsured. On her last voyage the *Hutchinson* was loaded with 350,000 feet of lumber shipped by Sanborn & Son of Alpena, Michigan and consigned to Haines & Company of Buffalo. Proceeding in tow of the propeller *Missouri*, along with the barge *Golden Rule*, both similarly loaded, they began the journey to Buffalo. Passing Detroit on Friday, September 30th, the propeller and her consorts headed out on to Lake Erie. When off Rondeau, the *Missouri* broke down and was forced to return to Detroit for repairs. The barges continued to Buffalo under their own sail. While proceeding down

the lake, they were overtaken by the gale. The *Golden Rule* safely reached Buffalo, but the *Hutchinson* was not as fortunate.

The *C. L. Hutchinson*, with Captain Frank Brown in command, and a crew of six, including a female cook, had made fair progress. When struck by the storm, the barge soon began experiencing difficulty. News of the vessel's distress reached Buffalo Monday morning with the arrival of the propeller *Frank L. Vance*. The captain of the propeller reported sighting the barge, and noted that she did not appear to be minding her helm. She had two jib sails set and was wallowing in the trough of the seas. This report resulted in the tug *Magtham* proceeding out to render assistance. After a rough ride through the stormy waters the tug approached the barge. On two separate occasions a line was gotten to the barge, but the line parted on both occasions. The tug returned to the harbor around noon for another line and returned, again, shortly thereafter accompanied by the tug *Fiske*. In the meantime the barge had dropped anchor, about 5 miles up the lake, off Windmill Point, and was attempting to ride out the gale. Since the *Maytham's* first efforts to assist the barge, the winds increased in velocity. The *Hutchinson* had lost a good portion of her deck load and the waves were frequently breaking over her. Aboard the *Fiske* the intensity of the gale made itself evident. The waves, whipped by strong winds,

hit the tug with such force that the windows were broken, sending glass flying in all directions. Captain Doyle, commander of the tug, was cut about the face and hands. Unable to continue, he ordered the tug back to Buffalo. The *Maytham*, however, continued out to the *Hutchinson* arriving at 1:30. With the barge at anchor, Captain Charles Maytham realized that if he was to attempt towing the barge in, he would have to bring her about. He was certain that such action might break the vessel in two. Also, she stood a better chance for weathering the gale if allowed to ride it out at anchor. Informing the barge crew that he would return as soon as the weather subsided, Captain Maytham returned to the safety of the harbor.

Shortly after the tug's departure, the gale reached its greatest intensity, but it was not until about one and a half hours later, at 3:30, that the *Hutchinson* began to break up. First the foremast fell to port, and her hull began to open. About half an hour later, the barge broke in two where she had been lengthened in 1881 and, then, the stern floated from the

bow. With her cargo of lumber stowed in the hold, the two parts of the vessel were sufficiently buoyant to remain afloat. The bow remained at anchor.

Aboard the barge, shortly after the tugs' return to the harbor, the captain and crew thought they heard the vessel cracking. Preparations were made at once to get the yawl ready in case the boat began to break up. At around 4:00 a large breach developed and the vessel broke in half, with her stern slowly drifting away. The entire crew sought safety in the bow of the vessel but were aware that, eventually, this section would sink or break up. The yawl was quickly launched. The transfer from the barge to the yawl was extremely difficult. At one moment the yawl would be on the crest of the sea and, moments later, it would fall off into the trough. To add to this problem, the yawl was designed to accommodate four persons. However, the transfer was accomplished with considerable punishment to those involved. At one point it looked as though a life might be lost, for when Captain Brown attempted the transfer, the



An early photograph of BUTCHER BOY, the schooner which was later lengthened to become the CHARLES L. HUTCHINSON. Unfortunately we know of no photo of the vessel after the change, and if any reader knows of one we would like to see it.



The EDWARD FISKE, one of the tugs that went to the aid of the schooner-barge, but was forced to return to port when overpowering seas broke her pilothouse windows, injuring her captain.

boats were suddenly separated by the action of the waves. He fell into the water, but was quickly pulled aboard the yawl.

The five-mile journey, in the yawl, to Buffalo was accomplished with great difficulty. Unwilling to turn the yawl broadside to the seas for fear it might capsize, Captain Brown ordered that the bow be kept into the seas. With the stern foremost, the yawl slowly drifted toward Buffalo, finally reaching the foot of Main Street at about 9:00 Monday evening. Although thoroughly soaked and near exhaustion, the seven crew members all safely stepped ashore. The arrival of the crew came as a shock to those at the docks. All thought that there was no danger to those aboard the barge and that she was satisfactorily riding out the gale. Surprise quickly gave way to praise for Captain Brown's seamanship. Those along the waterfront were astounded that such a small craft could safely negotiate such wild seas.

Captain Brown started to file a complaint about the Life Saving Service for failing to make an attempt to assist them from the wreck. However, it soon became apparent that the loss of the *Hutchinson* was as much a surprise

to the life savers as it was to those along the waterfront. From shore, even with "glasses," only an occasional glimpse of the barge could be seen, and little could be made out. Captain Brown apparently dropped the complaint, for no further mention was made of the incident.

The crew was taken to the Dexter Hotel by Captain John Johnson, of the Hands Tug Line and had them cared for. Shortly after midnight, the stern of the barge drifted ashore near the foot of Michigan Street. The following morning a large crowd gathered on the beach to examine the wreck. All that remained of the stern was the cabin, mizzen mast, and a tier of the deck load. Lying along the beach and drifting in the lake was the cargo of the *Hutchinson*. Later that day, the bow was seen drifting close to the Buffalo breakwall. What finally happened to the bow is not clear, but it was probably smashed against the breakwall and went to pieces.

So ended the career of the schooner-barge *Charles L. Hutchinson*. Although it can be argued that the barge's life was extended in 1881 by her lengthening, in 1887 it proved to be her demise. □

GREAT LAKES & SEAWAY NEWS



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OTTO STREK **BARRY ANDERSEN**
PERRY HAUGHTON **PAUL G. WIENING**

Sep. 1. . . The Grain Handlers' strike is still on at Duluth Superior.

. . . Shipments of bulk commodities from Great Lakes ports rose 10% in July from a year ago, as increased iron ore and coal shipments more than offset a decline in grain tonnage. July shipments increased more than 23 million tons from 20.9 million the year before.

. . . The *Northern Venture* left Port Weller Drydock and was replaced on the following day by the *J. F. Schoelkopf, Jr.*

Sep. 5. . . The former Canadian Coast Guard vessel *Puffin* is being scrapped at Sorel, PQ.

Sep. 7. . . The *J. F. Schoelkopf Jr.* cleared Port Weller Drydock.



The steamer ROYALTON has gone into Hamilton for an early layup.

● GREAT LAKES AND SEAWAY NEWS

. . .The *Seaway Trader* entered the Welland Canal on her first trip and tied up at Port Colborne, Ontario for repairs. She is the former *Imperial Collingwood*.

. . .The Indian motor vessel *Jalaratna* struck the entrance light at Milwaukee Harbor when she was making an entry. She was holed and will be inspected by divers.

. . .The West German vessel *Paul Schroder* suffered a mechanical breakdown just after leaving the Nicholson Terminal on the Detroit River and was forced to go to anchor close to the North Fighting Island Light.

Sep. 8. . .The bulk carrier *E. G. Grace* has been laid up at Ashtabula, Ohio.

. . .*Paul Schroder* is still anchored in the Detroit River awaiting replacement parts. She has a pilot on board.

. . .CSL's package freighter *Fort York*, while docked at the Morton Terminal, Windsor, Ontario, suffered damage to side hatches when she was slammed into the dock by the wash of an unidentified vessel.

Sep. 9. . .The Liberian motor vessel *Federal St. Laurent* struck the bank in the Welland Canal. She is to be inspected at Toledo for damage. She is on a voyage from Antwerp to Duluth.

Sep. 10. . .*Federal St. Laurent* is at Toledo where inspection revealed some damage to her forepeak and leakage into No. 1 double-bottom tank, port side. She will be further inspected at Duluth after discharge of her remaining cargo.

. . .*Jalaratna* is still at Milwaukee where inspection shows her forepeak holed at the stem approximately 25 feet vertically in the first frame space. She will go to Montreal where a decision is to be made whether to effect temporary repairs for her ocean crossing or drydocking with cargo for permanent repairs.

Sep. 11. . .*Paul Schroder* arrived at Montreal from Detroit. She is bound for Nigeria.

. . .The Canadian bulk carrier *Royalton* ended her season and went into layup at Hamilton, Ont.

Sep. 12. . .The *Joseph S. Young* cleared Quebec City, bound for Italy in tow of the tug *Hanseat*.

. . .Oglebay-Norton Company, Columbia Transportation Division, and Bay Shipbuilding Corporation jointly announced today that a contract has been awarded for construction of a 1,000-foot self-unloader. Delivery date is May, 1981. This is to be the first thousand-footer for Columbia, and the sixth to have been built by Bay Shipbuilding, a wholly owned subsidiary of the Manitowoc Company, Inc., of Manitowoc, Wisconsin.

. . .The Canadian tug *Wilfred Cohen*, downbound at the Soo with the *Cartiercliffe Hall* in tow, was headed for Collingwood, Ontario where the *Cartiercliffe Hall* is to be rebuilt.

. . .The Taiwanese vessel *Ever Honor*, which has been anchored off Cape Breton for about a week without notifying the Canadian Coast Guard, and on entering territorial waters was requested to enter Sydney, NS harbor where she was boarded by officials. She is now at anchor awaiting possible fine by Canadian authorities. *Ever Honor* has been a visitor to the Lakes for a couple of seasons.

. . .The Canadian motor vessel *Labradoc* went aground off Cardinal, Ontario.

GREAT LAKES AND SEAWAY NEWS ●



MASSMAN PHOTO/Museum Collection

Seen here as IMPERIAL COLLINGWOOD, and now renamed SEAWAY TRADER, she recently made her first canal passage with the new name.

Sep. 13. . .The 1,000-foot self-unloader *Indiana Harbor* carried the largest single cargo ever carried on the Great Lakes. She is on a voyage from Two Harbors, MN with 62,653 gross tons.

. . .The *Labradoc* has been refloated with the assistance of the American tug *Robinson Bay*. She proceeds to Cardinal, Ontario, for inspection.

. . .A tentative agreement has been reached today in one of eight strikes that have idled grain operations at Duluth-Superior harbor. No vote will be taken on the agreement until the other elevators have settled.

. . .Algoma Central's new vessel *Algoport*, bound from Goderich to Montreal with salt, made her first run through the Welland Canal.

Sep. 14. . .*Canadian Hunter* went into Port Weller Drydock.

. . .The *Labradoc* has been inspected and found undamaged. After discharge of her cargo at Cardinal, Ontario she will proceed to Chicago.

. . .The Taiwanese vessel *Ever Honor* sailed from North Sydney, NS, bound for Florida.

. . .The City of Milwaukee, Wisconsin and six labor organizations filed suit in Federal Court today to block the C&O Railway from discontinuing Lake Michigan ferry service between Michigan and three Wisconsin cities, including Milwaukee.

Sep. 15. . .The Danish vessel *Kristine Sabye* sank in the Atlantic at position Lat 52° 49'N, Long 35° 05'W after her cargo shifted and punctured her side. The crew abandoned the ship in a liferaft and were picked up by a Russian weather ship within fifteen minutes. They were later transferred to the *Federal Rhine* which was headed for Montreal.

● GREAT LAKES AND SEAWAY NEWS

Sep. 17. . . A vote is expected to be taken today which could end the Duluth-Superior grain strike.

. . . Today marks the anniversary of the fire that burned the Canadian passenger ship *Noronic* at Toronto.

Sep. 18. . . The tug *Olive L. Moore* arrived at Oswego, NY towing the barge *Buckeye*. The *Buckeye* is the U. S. Registry vessel with both a 200-foot self-unloading boom and two cranes for loading. She is in Oswego to pick up 4,500 tons of oil fly ash, bound for Chicago. (The mineral "Valadium" is extracted from the fly ash and is used in the steel-making process.) The *Buckeye* is now owned by Lake Transportation, Mr. Frank Sullivan, president.

. . . The Canadian motor vessel *New York News* went aground in the Detroit River off Bar Point Light, just outside the channel. After four tugs worked unsuccessfully for several hours, the owners were arranging for the cargo of bulk granular pitch to be lightened.

. . . *Jalaratna* is proceeding to Montreal for drydocking where permanent repairs will be made. She has about 9,000 tons of cargo aboard.

Sep. 19. . . From Liverpool comes a report that two main propulsion engines for a new Great Lakes vessel being built at Collingwood, Ont. were put aboard the container vessel *Atlantic Prosper* for a voyage to Montreal, where they will be transferred to rail cars for shipment to Collingwood. Each engine weighs 53 tons and is 19' 6" long by 10' 3" wide and 11' 8" high.

. . . *Federal Rhine* arrives at Montreal.



MASSMAN PHOTO/Museum Collection

The FORT WILLIAM suffered bow damage hitting the Detroit River Light.

GREAT LAKES AND SEAWAY NEWS ●

Sep. 20. . .Further inspection of the *Federal St. Laurent* at Duluth shows heavy damage in No.1 double bottom tank. She will be drydocked at Superior for repairs.

. . .*New York News* was refloated after lightering. The cargo was reloaded and she proceeded on her way.

. . .*Shirley Lykes* arrives at Leghorn, Italy from Alexandria, Egypt.

. . .The last three "Marindus" class freighters have been renamed. The *Marindus Sorel* was renamed *Aristeidis*, the *Marindus Tracy* was renamed *Aristarchos* and the *Marindus Montreal* was renamed *Aristandros*.

Sep. 21. . .*St. Lawrence Navigator* arrives at St. Catherines, Ont. and tied up outside Port Weller Dry Dock.

. . .*Cliffs Victory* is tied up at the Carbide Dock at the Soo where she had to off-load about 700 tons of taconite pellets into a McLeans barge because of being overloaded.

. . .Three grain elevators at Duluth have a settlement with the strikers. The strike will continue until all elevators have settled. Twenty five vessels are anchored in and out of Duluth-Superior harbor awaiting cargo.

Sep. 22. . .The American ocean ship *Shirley Lykes* was involved in a minor collision with the Panamanian motor vessel *Maryn* and a barge in Leghorn harbor. *Shirley Lykes* was able to continue her voyage to Montreal.

Sep. 23. . .*Jalaratna* is in drydock at Montreal. Repairs are expected to be finished by Sept. 30.

. . .The Canadian bulk carrier *Arctic* suffers a severe crankshaft explosion in her main engine at Lat 58° 56' N, Long 26° 00' W of the Atlantic Ocean. The Canadian freighter *Ferbec*, which is nearby, may be able to assist or tow the *Arctic* to eastern Canada.

Sep. 24. . .The crew of the *Arctic* is trying to make repairs. The *Ferbec* is standing by. Winds are gale force and there are severe rolling conditions.

. . .The M/V *Concordia*, a new sightseeing vessel, began service at Montreal, PQ. She will run to October 30, 1979. The vessel is 90-foot, 184-tons, with a capacity of 290 passengers. She is powered by two 342-horsepower Volvo engines and cost \$¼ million.

. . .Firemen in Ashtabula, Ohio, have been fighting a fire on the Norwegian vessel *Brunto* for the past several days. The *Brunto*, which has been tied up at the Penney Docks for the last ten days loading steel turnings which were ignited in one hold. A crane with a magnet has begun to remove some of the 3,000 tons of turnings that had already been loaded, but this is going very slowly. It is planned that the ship should sail to Erie where better equipment is available. She was due to sail for Spain after loading.

. . .The Delray Railroad bridge span which had fallen into the old channel of the Rouge River, has been totally removed from the river bottom.

Sep. 25. . .*Arctic* is under way again heading for St. John's N.F., speed is 6.5 knots. *Ferbec* standing by but will be dismissed when the effect of temporary repairs is apparent.

. . .The grain strike is settled at Duluth with twenty eight ships now waiting for cargo.

THE VICTORY SHIP WESTWIND

Prepared for *Telescope*
by
GEORGE AYOUB



Author's photo of WESTWIND, taken at Iroquois, Ontario, July 4, 1965.

SHIPYARD	Baltimore, Maryland; Bethlehem-Fairfield Shipyard, Inc. (No. 2486)
TONNAGES	7604 gross, 4549 net; 10,750 deadweight.
DIMENSIONS	455.3 (oa) 439.1 x 62.1 x 34.5
MACHINERY	2 steam turbines by Westinghouse Electric Manufacturing Co., Pittsburgh, Penn. 6600 s. h. p. 16k.
TYPE	Victory, VC2-S-AP2. Steel, standard cargo steamship.

7/1945 Completed for the U. S. War Shipping Administration, Washington, D.C. as *Webster Victory*. (1945-1947) Registered Baltimore, Maryland US 248067. Converted to troopship. (a)

1946 Transferred to the U. S. Maritime Commission, Washington, D.C. (b)

1947 Sold to N. V. Koninklijke Rotterdamsche Lloyd, Rotterdam, Netherlands. (c) and renamed *Sarangan* (1947-1963) 7620 g.t.; 4498 net. (d)

1963 Sold to Oceanic Shipping Corporation, Monrovia, Liberia and renamed *Westwind* (1963-1970) 7648 g.t.; 4581 net.

1970 Sold to Taiwan shipbreakers and arrived at Kaohsiung, May 17, 1970. Resold to Great Pacific Industries, Ltd., Panama (for further service) and renamed *Oceana* (1970-1972)

1972 Sold to Chang Yuan Steel Corporation, Taiwan and arrived at Kaohsiung, September 14, 1972 for scrapping.

notes

- (a) In all, 97 Victory ships were converted as troopships, excluding 3 cancellations. According to the American Bureau of Shipping records, the United States Navigation Company is listed as the operators, but it is not known whether this was in a separate capacity as a private company or a government agency for troop transport service.
- (b) Reverted to the U. S. Maritime Commission with the termination of the War Shipping Adm.
- (c) Later restyled as Koninklijke Rotterdamsche Lloyd N. V.
- (d) In Great Lakes service under this name.

GREAT LAKES AND SEAWAY NEWS ●

Sep. 26. . .Repairs are under way on the *Federal St. Laurent* at Superior.

Sep. 28. . .*Artic* now proceeding at nine knots, E.T.A. St. John's is Oct. 2. *Ferbec* has been dismissed.

Sep. 30. . .The American Soybean Association has asked the Canadian government to extend by ten days the closing date on the Seaway.

Oct. 1. . .*Fort William* suffered bow damage striking Detroit River Light in heavy fog.

Oct. 3. . .The Greek vessel *Mount Othrys* arrives in the River Tyne from the Kiel Canal, where she will have a survey on board to examine permanent repairs to her damaged generator which was reported at Duluth in July.

. . .*Jalaratna* clears Montreal P.Q. for Three Rivers, P.Q.

Oct. 4. . .Leaders of U.S. and Canada, who operate the Seaway will meet Oct. 11 to discuss extending the closing of the Seaway to a later date.

. . .The bulk carrier *Canadian Hunter* clears the Port Weller Dry Docks, while the *St. Lawrence Navigator* enters the Port Weller Dry Dock where she will be cut in half so she can be lengthened. The *Thorold* is on the other dry dock.

. . .From Cleveland comes a report that the fire on board the *Brunto* is finally out after discharging all the cargo.

. . .The *Artic* is surveyed at Halifax, N.S. where it was discovered that one piston seized on the main engine, which caused the crankshaft explosion.

Oct. 5. . .Reports indicate that the *C. W. Cadwell* is being rebuilt at Hamilton, Ont. as a crane ship.

. . .*Federal St. Laurent* sails from Duluth.

. . .Repairs have been completed on the motor tanker *Lake Katya* at Quebec City, P.Q.

Oct. 8. . .*Lake Katya* clears Quebec City, P.Q. for Rotterdam.

Oct. 9. . .The bulk carrier *Frank R. Denton* arrives at Oswego, N.Y. with 25,000 bushels of barley from Duluth.

. . .*Mare Placido* went aground in the St. Lawrence River off Prescott, Ont.

Oct. 10. . .For the fifth consecutive year the Port of Toledo has loaded more than 100 million bushels of grain on lake and ocean vessels. This came about when the laker *Frankcliffe Hall* loaded 675,000 bushels of red wheat at Anderson's Terminal.

. . .The self-unloader *John J. Boland* struck the breakwall at Ashtabula, Ohio. She was bound for Green Bay, Wisc. with coal. She has been holed and must unload.

Oct. 15. . .The congestion of vessels waiting to load grain at Duluth should be cleared up by October 21.

● GREAT LAKES AND SEAWAY NEWS

Oct. 16. . .The *Pioneer* and *Indiana Harbor* are both anchored in Soo Harbor. *Indiana Harbor* for repairs to one of her forward ballast tanks which was damaged and the *Pioneer* to load the taconite pellets that were taken off *Cliffs Victory*.

Oct. 18. . .Cleveland Tanker's tanker *Saturn* went aground at the Fighting Island South Light in the upper portion of Ballards Reef of the Detroit River. She has called for tugs.

Oct. 19. . .The tug *John Purvis* arrived at Oswego, N.Y. with a barge loaded with equipment for the Nine Mile nuclear power plant.

. . .The *Saturn* was refloated with aid from tugs *Arkansas* and *Kentucky*. She then proceeded to River Rouge.

. . .The Liberian vessel *Evniki*, while discharging cargo at section 51 at the port of Quebec City, suffered damage to planking of No. 4 hatch plating when the wire of discharging-grab parted. After unloading, she will proceed to Seven Islands to load ore for Baltimore, Md. where permanent repairs will be made.

Oct. 21. . .*Frank R. Denton* returns to Oswego from Duluth with 500,000 bushels of barley for Genesee Brewing Co.

Oct. 22. . .The Canadian bulk carrier *J. N. McWatters* struck the lighthouse foundation at Cleveland harbor main entrance, while departing in ballast. A large section of concrete and steel-piling structure was destroyed. With winter near, repairs might be put off until spring.

. . .The old Canadian bulk carrier *Black River* has been sold to Marine Salvage and arrived at the scrapyards at Ramey's Bend of the Welland Canal.

. . .*Thorold* and the bow section of the *St. Lawrence Navigator* clear Port Weller.

Oct. 23. . .*Marinsal* struck wall approaching Lock No. 2 of the Welland Canal. The shunter was badly damaged and they will go to Port Weller Dry Docks.

Oct. 24. . .The *Mesabi Miner* loaded 38,850 tons of coal at the P&C Dock in Conneaut. The first 1000-foot vessel to load there, she set a tonnage record for that port. She only loaded 38,850 tons because she is going to Port Washington which lacks a deep harbor facility.

. . .C.S.L.'s *Fort Henry* up the Welland Canal on her first trip of the season carrying steel products to Thunder Bay Ont.

. . .C.S.L.'s *Fort William* is idle due to earlier accident and is undergoing repairs.

Oct. 25. . .*Evniki* clears Quebec City, P.Q. for Seven Islands, P.Q.

Oct. 26. . .*Evniki* arrives at Seven Islands, loads and sails for Baltimore, Md.

. . .The Lake Pilot's new pilot boat *Huron Belle* arrives at the Port Huron pilot office after a six day trip from Somerset, Mass. The steel-hulled ship is 50' long, 16' in the beam, with a 600 horsepower diesel engine. The association has two other boats: the *Huron Lady* and *Huron Maid*.

. . .The closing of the Seaway has been extended to midnight of December 18.

. . .*Marinsal* and stern shunter leave Port Weller Dry Docks and moored below Lock No. 1.

GREAT LAKES AND SEAWAY NEWS ●



Photo by PAUL WIENING

The MESABI MINER is shown here entering Port Washington, Wisconsin, for the first time, carrying a record load for that port.

Oct. 28. . .The Canadian bulk carrier *Pierson Independent* went aground deliberately in the St. Lawrence River after striking a shoal in the 500' wide Brockville Narrows, six miles west of Brockville, Ontario. She was bound for Trois Riviere with grain and was taking on water.

Oct. 30. . .The Greek bulk motor vessel *Evee*, which sailed from Montreal for Cleveland, developed a stern-gland seal leak and went to anchor.

. . .*Pierson Independent* will be lightered. Lightering vessels *E. J. Newberry* and *Mapleheath* will be brought alongside.

Oct. 31. . .*Evee* is now bound for a Quebec dry dock for repairs.

. . .*Pierson Independent* is refloated after removal of 2,200 tons of yellow corn. She has extensive damage and water level being maintained by two pumps. She will proceed to Trois Riviers to discharge cargo and then go to Port Weller for repairs.

. . .The five month strike by grain handlers and maintenance workers at the port of Montreal has been settled.

. . .U.S. Coast Guard's new vessel *Mobile Bay* upbound the Welland Canal on her first trip into the Lakes.

● GREAT LAKES AND SEAWAY NEWS

MISCELLANEOUS...

. . .The Yugoslavian ship *Makarska* while on a voyage from Chicago to Rijeka collided during a rainstorm with the West German container vessel *Sydney Express* at Lat. 36° 46'N, Long. 01° 56'W on July 29, 1979. Passengers and crew were rescued by the *Sydney Express* and three persons are missing. The *Makarska* drifted, capsized and sank at Lat. 36° 38'N, Long. 01° 56'W on July 31, 1979. The *Sydney Express* sustained bow damage.

. . .The Sugar Line has sold the *Sugar Crystal* and the *Sugar Producer* to Greek interests. Both were visitors to the Lakes.

. . .From Montreal comes a report that the National Harbors Board has given notice to the owners to remove their sunken vessel *Royal Clipper* from Montreal harbor. The board also has requested that the Canadian Ministry of Transport declare the vessel a wreck so they can remove it in case the owners do not. The *Royal Clipper* sank December 6, 1977.

. . .The old World War II Liberty ship *Jeremiah O'Brien* has been saved from the scrap heap by the U.S. Department of the Interior. The Department has allocated \$436,532 to refurbish the ship and to make it the centerpiece of a maritime museum as part of the Golden Gate National Recreation Area in San Francisco. The *O'Brien* was completed by the New England Shipbuilding Co. at South Portland, Maine on June 30, 1943. She has been laid up in Suisun Bay with other ships of the reserve fleet. The ship was named after a Maine farmer who took to the sea during the Revolution and engineered the seizure of two British warships. She will be fired up on October 6 and will steam under its own power to a San Francisco drydock for restoration.

. . .Bob-Lo's *City of Wyandotte* was sold in 1978 and is now operating in Norfolk Harbor as the *Spirit of Norfolk*. She is operated by Cruise International of Norfolk, Virginia.

. . .Bay Shipbuilding Corp. has signed a contract with Turecamo Coastal & Harbor Towing



The EMSTEIN, best remembered for the collision shown here, is bound for scrap.

GREAT LAKES AND SEAWAY NEWS ●

Corp. of Staten Island, N. Y. to build a tank barge 396' long, 72' in the beam with a side depth of 25' 10" amidships. It will be hull #725 and have a carrying capacity of 103,500 barrels. Delivery date is August 1980.

. . .The tanker *Stolt Rhino* has been renamed *Rhino* by the Rhino Shipping Corp. of Greece. She was a Seaway visitor in June of 1977.

. . .The British vessel *Silverclyde* and *Silvertweed* have been transferred from Silver Shipping (Jersey) Ltd. to Argo Shipping (Jersey) Ltd. They were lake visitors in 1978.

. . .Halco's *Gaspe Transport* and New England Petroleum's *Nepco 142* have been regular visitors to Oswego, N.Y. this season, transporting oil to Niagra Mohawk's Power Plant. Oil is brought from Venezuela to Montreal and then pumped aboard *Nepco 142* and *Gaspe Transport*.

. . .Another regular visitor to Oswego this season has been C.S.L.'s *English River* commuting between Picton, Ont. and Oswego with cement for Northeast Cement Co.

. . .*Messina II* formally the *Monica Smith* was reported lost on July 5, 1979 at 37° 19' N by 03° 04' E enroute from Cartagena to Port Said.

. . .*Marigo M.F.* aground in Alexandria on January 9, 1979. She was freed but considered beyond economical repair and sold to Spanish shipbreakers.

. . .Capt. John Vondron was lifted off the *Roger Blough* via helicopter in Lake Michigan and flown to Evanston Hospital in Evanston, Illinois where he is in serious condition in the coronary unit.

. . .A nuclear reactor for a new unit at the Douglas Point, Ont. generating station was towed by Port Huron on October 18, 1979. The 700 ton reactor is 44' high and 26' wide.

SCRAPPINGS. . .*Pram*, ex *James E. Ferris*, reportedly arrived in Santander, Spain on April 1, 1979. . .*Aliakmon Power* formally the *Irish Ash* arrived at Ulsan, South Korea in July, 1979. . . *August 8th* formally the *Prins Willem Van Oranje* arrived at Kaohsiung on April 30, 1979. . . *National Steel Taree* formally the *Graigfelen* arrived at Kaohsiung on May 5, 1979. Known on the Lakes as the *Ionic Breeze*. . .*Char Hua* formally *Kasugason Maru* arrived at Kaohsiung in July 1979. . .*Auctoritas* arrived at Spezia, Italy on May 15, 1979. . .*Prassa* formally known as the *Skrim* and *Birkhall* has been sold to South Korean shipbreakers. She arrived in Pusan on February 24, 1979. . .*Emsstein* best remembered for her collision with the *Olympic Pearl* off St. Clair, Michigan on October 6, 1966, was sold to Pakistan for scrapping at Gadani Beach in 1978 as the *Violetta*. . .*Char Tai* formally the *Las Minas* arrived Kaohsiung, Taiwan on January 7, 1979. . . *Kronas I* formally the *Dan Fodio* at Gadani Beach in October 1978. . .*Vorras* formally the *Prins Johan Willem Frisco* at Gadani Beach in late 1978.

RENAMES. . .*Nancy Michaels* now *Ventura Star*. . .*Nordfarer* now *Sultan*. . .*Indiana* now *Thessus*. . .*Innstein* now *St. Anna*. . .*Shamron* now *Alalbarakah*.

In our last issue we ran an unidentified schooner photo on Page 153. From member Arlie M. Montney comes the following: The schooner was the Lettie May, built at Fort Howard (Green Bay), Wisconsin in 1874 by Simeon Vaughn. She was 29 tons and measured 49' x 14' 7". In 1892 she was rebuilt, lengthened out to 68.6' and given a third mast. The photo, showing the schooner before she was rebuilt, is from an old daguerrotype, taken about 1880 in Ellison Bay or Sister Bay, Door County, Wisconsin at which time she was owned by Albert Kalmbach who was also her skipper. Telescope appreciates the information. □

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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Belle Isle, Detroit, MI 48207

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