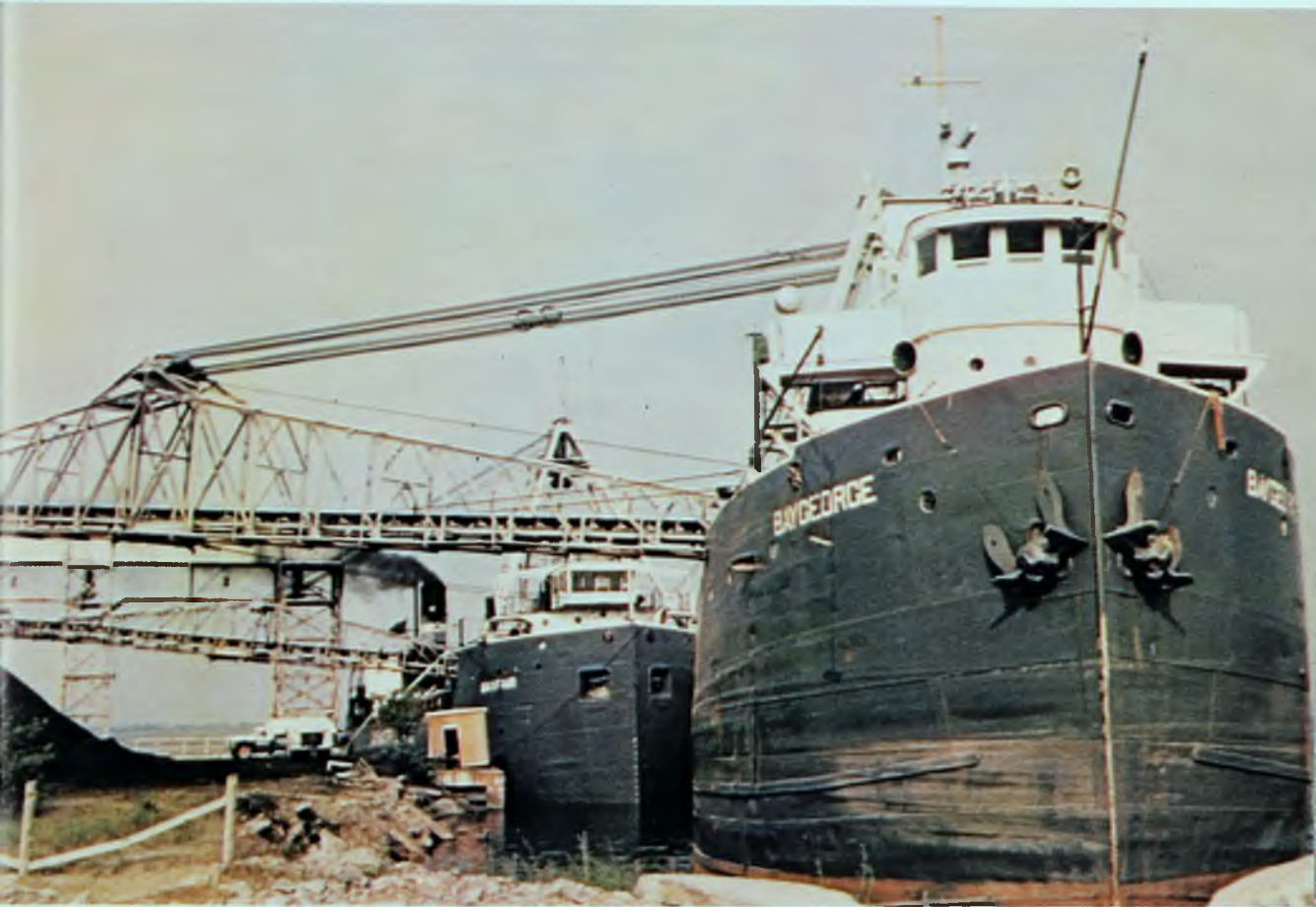




Telescope

MAY ☆ JUNE, 1981
Volume XXX; Number 3



**GREAT LAKES
MARITIME
INSTITUTE**

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

As most of you know, Mr. Robert Lee underwent another operation for cancer in February. We are happy to report that he is recovering remarkably well and we look forward to seeing him along the waterfront soon.

The exhibition of paintings by long-time Institute member Bill Moss, has now been installed in the Special Exhibit Room of the Museum. This excellent exhibition of paintings of subjects from the halcyon days of the passenger ship, was originally scheduled for installation in January, but another show was given priority and the Moss exhibit was set back to April 1, 1981. We are sure you will want to see this show because it is exceptional.

MEETING NOTICES ●

This month's entertainment meeting will be the member's slides of ships on the Detroit River. (See meeting notice on page 83.) There will not be an entertainment meeting in July.

The next business meetings are scheduled for June 26, 1981 and August 28, 1981. All meetings begin at 8:00 p.m. at the Dossin Museum.

CONTENTS ●

Membership notes, meeting notices, etc.		58
Oswego's Coal Docks	by Richard Palmer	59
Servant Becomes Master: The Wreck of the <i>Colonial</i>	by Jack Messmer	67
Great Lakes & Seaway News	Edited by Frederic Weber	73
C1-B Ship: <i>Flying Independent</i>	by George Ayoub	77
May meeting notice		83



Published at Detroit, Michigan by the
GREAT LAKES MARITIME INSTITUTE

All rights reserved.

Printed in the United States by
Macomb Printing Specialties.

OUR COVER PICTURE. . . The coal docks of Oswego, New York are the subject of this month's lead article by Richard Palmer. The *Bayfair* and the *Baygeorge* of Bayswater Shipping Limited, were just two of the many ships to load coal at Oswego. This photo was taken at Point Anne, Ontario on June 25, 1966 and is from the Museum collection.

OSWEGO'S COAL DOCKS

by
RICHARD F. PALMER



On December 7, 1963, the canal *Valley Camp* left the Erie-Lackawanna Railroad coal dock in Oswego, New York with 3,800 tons of soft coal, bound for Hamilton, Ontario. Except for a brief mention in the local newspaper, its departure went almost unnoticed. However, it brought to an end a colorful and important chapter in the port's history.

Since the early 1880's, coal had been one of the most important commodities exported from Oswego. The major purveyor of both anthracite and bituminous coal to Canada here was the Delaware, Lackawanna & Western Railroad (later the Erie-Lackawanna), which maintained a large trestle and later a more modern coal dumper near the present Coast Guard station. On the east side of the river, adjacent to the present Oswego Port Authority dock, the New York, Ontario & Western Railroad maintained and operated two coal trestles, one of which was owned by the Delaware & Hudson Coal Company.

Coal shipping from Oswego dates back to the early 1870's, in the days of shallow-draft schooners and wooden hulls. The Lackawanna

Railroad was able to maintain the coal business until 1963, while the O & W operations ceased in the late 1930's when the hard coal business dwindled. The D & H trestle disappeared during World War II.

Today, with the exception of photographs and memories, all vestiges of this once-thriving business have disappeared from Oswego's waterfront. Yet, in a 90-year period, millions of tons passed through Oswego enroute to Canada and northern New York. Many other hundreds of tons of coal lie at the bottom of Lake Ontario; cargoes of schooners, barges and freighters that foundered many years ago.

The Lackawanna's first coal trestle was adjacent to the west side of the river, in back of the present-day State Armory. However, a miscalculation of the draft capability of the channel for ships quickly made the trestle useable only during times of high water. Therefore, the vessels could not take on a full cargo. They then had to move to what was later the O & W dock. On the south tip there was a small island connected to the mainland by a bridge, over which coal was drawn by

horse and wagon. There it was dumped and loaded into wheelbarrows which were wheeled up ramps and dumped into ships.

J. Leo Finn, in his *Old Shipping Days in Oswego*, said the railroad company moved its operations to the lake front at the foot of West Fourth Street. The tracks to this trestle crossed Bridge Street and down Water Street. This caused much discussion between the City Fathers and the railroad company and demands by the city that the tracks be removed fell on deaf ears. According to Finn, the passing of coal trains caused lengthy delays at the busy Bridge Street crossing. "On the night of April 6, 1904, Mayor James E. Mansfield and members of the Common Council went to Water Street with the necessary tools and removed these tracks. Police were placed on guard to insure that the tracks remained up. Lackawanna officials shortly afterward entered upon a contract under which tracks were relocated to go under the lower bridge."

Construction of the dock and trestle on the lake front was begun on April 6, 1882 by Solomon Griffin and 30 bridge builders of the railroad company. The wharf was 1,000 feet long and 100 feet wide with trestle and pockets

for storage and shipment on both east and west sides. The west side operation was discontinued after a few years. The dock was completed and opened in May, 1883 and the last shipment of coal at the trestle on the river was shipped on May 28, 1883. This trestle continued in operation until the end of the 1934 navigation season and was replaced by what many local residents remember as the "coal shaker".

The foreman of this facility was the late Simon Michalski of Oswego and later, Ray Nettles. Among the other workers at the shaker were George Derousie and his brother Joe, Pete Pauly, Norman Dasans, John Renski and Martin Van Buren.

In the earlier years, the only coal dumped at Oswego was anthracite, but with the passing of years and the modes of fuel usage, the switch was made to soft coal. However, there was some hard coal being shipped out of Oswego until the facility was abandoned. The high point of coal shipping in Oswego was in 1956, when a record 1,180,422 tons of soft coal was loaded into ships. The biggest year for anthracite since 1929 was in 1949, with 206,420 tons.

The Lackawanna facility was of the "Con-



This photo taken in the 1890's shows the D&H coal dock on the left and the O&W Railroad dock on the right.

veyor type". The cars were moved over a huge mechanical hopper into which the coal was dumped. It then moved onto a conveyor and was carried up and into the holds of the self-unloader type vessels.

Originally the operation was conducted by the Lackawanna Coal Company, but in 1931, was taken over by the railroad company proper. The railroads had been forced to disenfranchise themselves from their subsidiary coal companies because they allegedly practiced monopolistic business tactics in the old days.

The coal dumper was capable of handling 450 tons of anthracite per hour and 600 tons of soft coal. It was not unusual for the facility to be loading one ship with one to three others waiting their turn. Although the dumper was not the fastest on the lake, its prime advantage was that with the conveyor, there was less degradation (breakage) of the coal as it dropped from the cars into the hoppers and moved over the conveyors and spilled into the holds of the steamers. The dumper worked an average of 8½ months a year, from about April 10 until December 10. By that time the harbors of the Great Lakes were becoming ice-bound for winter.

The ships were booked into Oswego on three or four days notice, the booking being handled by the Ore and Coal Exchange in Buffalo. This was a cooperative organization of the railroads and the lake shippers to expedite the handling of these commodities. At one time, as many as 60 ships a month were loaded at Oswego and sometimes higher in the summer and fall. It took an average of 4 to 6 hours to load a ship, depending on its size. Each ship was loaded with between 2,500 and 4,000 tons and sometimes larger.

During an average season, 27 men were normally employed on the dumper, including an engineer and a foreman. This did not include the train and engine crews, who for years worked around the clock to bring the coal from the yards off West Utica Street.

In later years, residents in the neighborhood complained about the night operation because of the noise. After the hopper doors of the cars were opened, men pounded on the sides of the cars with large wooden-headed mallets to loosen coal. Before the "slicer" began its work, men prodded holes into the coal with long steel poles to loosen it. Then the "slicer", like a huge steel hand and weighing 3½ tons, slid into the coal and pushed it into



Sailing ships wait to load at the DL&W Railroad dock before 1900.

the hopper below. In later years, there was a mechanical device that shook the cars, which made the loud noise, much to the annoyance of the neighbors.

The ships that frequented the DL & W dock were primarily of the "canaller type", having been built to pass through the old locks on the St. Lawrence River prior to the coming of the Seaway. These included the *Coalfax*, *Collier*, *Coalhaven*, *Valley Camp*, *Bayfax* and other small vessels constructed in the 1920's or before.

The *Coalfax* was owned by the Hall Corporation of Canada Limited and was scrapped in 1965. Her capacity was 2,600 tons. The *Valley Camp* owned by the Valley Camp Coal Company Limited of Toronto was sold in 1965 to Reoch Transports Limited and renamed *Valleydale*. Her capacity was 3,800 tons. The ship was built in Scotland around 1928. The *Coalhaven* was renamed *Bayfair* in 1962 and sold to Bayswater Shipping Limited. She was scrapped in 1968. This old vessel was probably one of the most frequent visitors to Oswego. Her original owner was Canada Steamship Lines. Occasionally, larger coal-haulers loaded at Oswego. These included the *Stadacona* of the Canada Steamship Lines which carried 11,000 tons.

Oswego's other coal business, although not directly related to the port facilities, came with the construction of Niagara-Mohawk (then Niagara-Hudson) Corporation's electrical generating plant. For many years, this was coal-fired and the *Fontana* transported coal from Sodus Point to the facility in Oswego. Due to a quirk in the tariffs, it was cheaper to ship coal from Pennsylvania to Sodus Point, New York by rail, then by ship to Oswego. (See *Telescope*, Vol. XXVIII: No. 4, pages 91-93.) This operation continued until 1963, when unit coal trains were established by the DL & W and New York Central to run directly from the coal fields to Oswego. The steam station was converted to oil in 1972. Interestingly, the power company still uses both rail and water transportation to get its oil supply.

The Delaware & Hudson Canal Company constructed its coal dock on the east side of the Oswego River in 1882. On January 1 of that year, the D & H and the New York, Ontario & Western entered into an agreement, whereby the D & H Railroad would transport anthracite from its Pennsylvania mines to Sidney, New York and there turn it over to the O & W for shipment to Oswego.

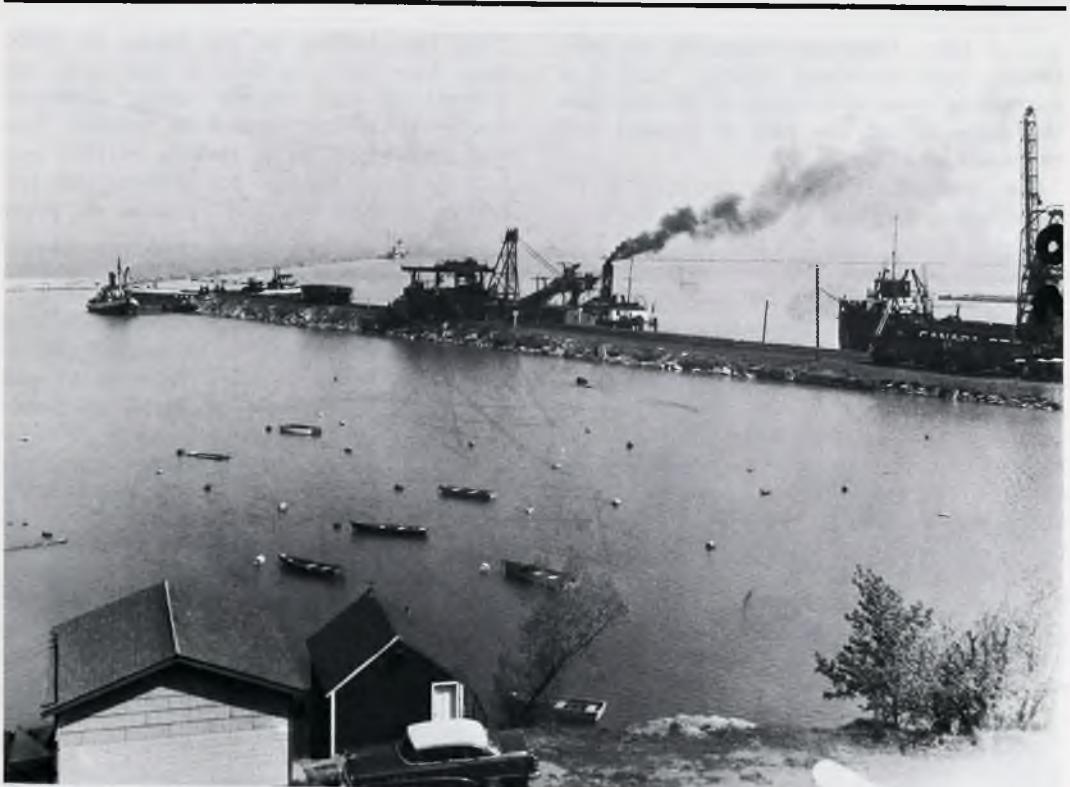
In those days, vast amounts of anthracite coal were shipped to Canada as that country had not yet developed its own coal resources. During the first year of the O & W's operation, it hauled 79,157 tons of coal to Oswego; 85,488 tons the second year and 100,466 tons the third year. Most of this was dumped directly into the holds of schooners and barges for transhipment.

The D & H trestle was maintained and operated by the O & W on a pro-rated basis. For many years, this was the railroad's main source of revenue, as the line passed through a relatively sparsely populated area of New York state. The line had been built as the New York & Oswego Midland and was opened from Oswego to Norwich in 1869. For various reasons, the Midland was a financial disaster and soon fell into bankruptcy. Its chief promoter had been DeWitt C. Littlejohn, one of Oswego's most prominent entrepreneurs and also coincidentally, had an interest in several schooners plying the lumber trade.

Tonnage shipped from Oswego continued to increase until mid-1886, when it fell off appreciably because of a rate war. Trunk line railroads such as the New York Central were offering attractive through rates to Buffalo, which were significantly cheaper than lake rates.

An official report of the O & W stated: ". . . it is only reasonable to suppose that a further reduction in this traffic will take place. The larger vessels now operating between Buffalo and Chicago cannot reach Oswego on account of the locks in the Welland Canal and the tolls on the Welland also place Oswego at a disadvantage as compared with Buffalo". However, the report stated it was expected that the contract for transporting coal for the D & H would be renewed upon the same terms as before. Under this contract, one half of the selling price of coal at Oswego, after deducting commissions, was pro-rated on a mileage basis.

Coal shipments to Oswego continued to decrease. For the year ending September 30, 1887, the total coal shipped was 77,644 tons, a decrease of 10,656 tons or 12.17% over the previous year. The annual report for that year said: "As our freight rates on this coal vary with the price of coal, we have benefitted in a small way by the higher prices which prevailed during the greater portion of the year." The officers said they feared business would continue to fall off unless the Welland Canal was enlarged and a cessation or reduc-



The COLLIER of C.S.L. and the BAYFAX at the DL&W coal dock in 1955.



Another view prior to WW I shows the two trestles from the west side of Oswego Harbor.

tion of tolls. Canadian shipments to Lake Ontario ports increased slightly, "and if a commercial treaty is established, this business will increase and the port of Oswego will be greatly benefitted".

The 1888 annual report of the NYO & W stated a dispute claim in relation to the sale of a large amount of coal in 1885 by the D & H at Oswego that had been settled during the year, "and as our rates on coal carried to Oswego depend upon the selling price, this settlement has caused a loss to the company in coal revenue of \$4,500, which has been taken out of the revenue of the present year".

Finally, the decision was made by the NYO & W to construct its own facilities near the D & H trestle. A new trestle, 480 feet long constructed of timber like the D & H trestle, was completed in 1891.

The channel was also dredged so that boats drawing 14 feet of water could load and discharge cargoes at Oswego harbor. These improvements enabled the O & W to dispose of 89,888 tons of coal at Oswego during the fiscal year ending June 30, 1892, in addition to 79,315 tons delivered to the D & H Company.

The growing importance of lake and rail freight traffic led the railroad company to erect temporary freight sheds at Oswego and to enter into arrangements with one of the shipping lines to interchange freight traffic.

The annual report for 1892 gives some interesting insight into the transportation business: "The usual disadvantages attending the establishment of new freight routes have not been avoided in this instance; but the most serious obstacle encountered has been the usual and complete demoralization of through freight rates by the all-rail, as well as lake and rail lines, conditions over which your Company has had no control whatever. Notwithstanding these conditions, your Officers fully believe that with the removal of Welland Canal tolls or through the construction of a canal around the Niagra escarpment by the U.S. Government, your Company will be able, ultimately, to successfully compete with other lake and rail lines for some portion of the enormous tonnage of the Great Lakes.

"In 1891, between April 1st and November 30th, 45.6% of the entire west bound tonnage, between New York and Chicago, was transported by the lake and rail lines.

"Recent Census Bureau Reports show that in 1886, there were 21 propellers of over

1,500 tons burden on the Lakes. In 1890, there were 110 propellers of this class, the tonnage of such vessels having increased even more rapidly than their number. The total tonnage of the 21 vessels, in 1886 was 34,868 tons, while the total tonnage of 110 vessels in 1890 was 188,390 tons. In other words, the percentage of increase in the number of vessels was 423%, while the percentage of increase in tonnage was 440.29%.

"The total value of this vessel class rose from \$2,645,000 in 1886 to \$15,000,092 in 1890. The entire tonnage received at and shipped from all ports on the Great Lakes in 1889 approximated the enormous total of 51,203,106 tons. The port of Buffalo, reached by several lines of railway, varying in distance from tide-water, from 409 to 449 miles, received 4,046,144 tons from lake vessels in 1889, while its lake shipments amounted to 2,683,993 tons. During the same year, the total number of tons moved in and out of all Lake Ontario ports was 1,256,947 tons, a comparatively small proportion of the aggregate tonnage of the five Great Lakes.

"The construction of an American ship canal or the removal of Welland Canal tolls, would throw open the entire coast line on the southern side of Lake Ontario, nearly 200 miles in extent and affording several excellent harbors within a rail distance of from 324 to 380 miles from New York harbor. The low cost of water transportation, in connection with a comparatively short rail haul, would enable your Company to utilize its wharves and terminal properties at Cornwall and Oswego to the best advantage and while affording shippers reasonable rates of freight, a large and profitable business could doubtless be secured, in connection with a steamboat line under its own control, between Oswego and other ports of the Great Lakes. Having in mind future possibilities, through the increasing importance of the great tonnage through the Lakes--between the seaboard and the West and Northwest--the Officers and Directors of your Company have devoted much time and attention to the proper development of terminal facilities at Cornwall and Oswego."

During the fiscal year ending June 30, 1893, the coal business at Oswego increased 30% over the previous year. The falling off in ore shipments and other lake business made it possible for the O & W to secure vessels enough at Oswego to handle west-bound coal shipments. However, the company was still hoping that the tolls would be lifted



AUTHOR'S COLLECTION

Bayswater Shipping's BAYANNA takes on a load of coal at the DL&W dock about 1955.

from the Welland Canal. It maintained that such a move would allow it to take advantage of the short haul between the lakes and tide water.

The following year, arrangements were made at Oswego to participate in the eastbound lake and rail business, chiefly for the purpose of securing additional vessels for westbound coal shipments. However, the continued depressed state of lake and rail rates was such that the program was not implemented.

With a slight expenditure, a small transfer was put in, which would allow the O&W to load cars at the Oswego Elevator and transfer them on floats to its tracks on the east side of the river.

Coal hauled that year for the D & H from Sidney to Oswego for lake shipment was 96,348 tons, an increase of 8,233 tons or 9.3% over the previous year.

The coal business in 1895 was "greatly demoralized" because output far exceeded demand. Coal prices reached their lowest figure in 9 years. Oswego shipments fell off significantly. The coal business continued

to fluctuate over the next several years.

The 1897 annual report said: "Judging of the future from past experience, the only logical conclusion is that after all merchantile and manufacturing interests have returned to normal conditions, possibly not until 1898 or 1899, anthracite shipments will pass the high water mark of 1895. Much has been said by those who take a pessimistic view of the trade about the falling off in demand for domestic sizes, indicating not only the practice or rigid household economy, but the substitution of gas and bituminous coal.

"However, a large part of the illuminating gas is now made from anthracite and the ruinously low prices which have beggared the bituminous producing and transportation interests cannot long prevail and it is quite probable that the falling off in anthracite consumption from these causes is more than offset by the increase in population of cities and towns where most of it is consumed."

The anthracite market situation continued to be depressed as the 20th century came into being, however. It wasn't until 1901

that things began to pick up again, after a severe economic lull. The coal business remained fairly stable and showed marked improvement through the early 1900's.

After 1908, anthracite coal shipments from the D & H and O & W docks began to show a marked decline. After 1906, D & H shipments were no longer recorded in the NYO & W's annual reports; apparently reflecting a decrease in this business.

Perhaps another contributing factor to the decline in use of the D & H dock was the coming of larger vessels. In earlier times, the 12 foot draft was sufficient to accommodate the 4 masted schooners and small steam freighters.

By 1913, use of the 500 foot long D & H trestle had been practically discontinued and what business remained was re-routed over the O & W dock. The newer trestle was capable of accommodating ships of 15 foot draft. It had a daily average shipping capacity of 3,000 tons, although it was not uncommon to handle 5,000 tons a day in prosperous times. The capacity of the D & H trestle, meanwhile, was 2,000 tons daily.

During World War I, the D & H trestle was removed and the wharf was no longer used, except for the winter mooring of vessels. The trestle was gone by 1918.

The NYO & W trestle continued in use until the mid 1930's. As far as can be ascertained at this time, the trestle was not used after 1936, as it was not in operation in 1937. The *Oswego Palladium* of May 13, 1938 reported that NYO & W coal would be shipped via the Lackawanna that season. By mid-1938, the trestle was in the process of being demolished.

The railroad company viewed the coal situation for what it was and concluded it could no longer depend on coal traffic. It would have to transform into a general merchandise-carrying road.

In an effort to increase the volume of this traffic, some \$300,000 was expended in building dock, storage and terminal facilities at Oswego. Unfortunately, negotiations with the Canadian Pacific and Canadian National Railways regarding the establishment of a car ferry connecting Oswego with Canadian ports fell through.

Canadian bound merchandise traffic continued to move via water from New York into Connecticut and thence north on other railroads. However, the new Oswego terminal facilities received a fair amount of business. After the demise of the New York, Ontario & Western in 1957, the property was sold to the Port Authority. □



The STADACONA was one of the largest ships to load at Oswego. Many of the large ships needed tugs to maneuver them in and out of port.

SERVANT BECOMES MASTER: THE WRECK OF THE COLONIAL

by
JACK MESSMER

Fire aboard ship is a paradox. It is a useful servant, providing energy to move machinery. It can also be a frightening force which endangers the vessel's very existence. Aboard the steamer *Colonial*, fire had been a faithful servant for 40 years, but on a calm, moonless morning in 1925, the servant became master and destroyed the *Colonial*.

The *Colonial* (US 157173) was an iron passenger steamer constructed in 1885. She was originally built as the *Darius Cole* by the Globe Shipbuilding Company of Cleveland for Darius Cole of Detroit, at a cost of \$100,000. Her hull dimensions were 201.4 feet in length at the keel, 214 feet overall, 32.5 feet in width, 51 feet over the paddle boxes and 9.4 feet in depth. The hull was partitioned off into five watertight collision bulkheads. In addition to this safety feature, the vessel's boiler and engine room were enclosed with heavy iron. These two features made her a "safe" ship from accidental sinking through collision and fire. The cabins and upperworks were constructed of wood. Her propulsion came from a walking beam condensing engine with a 46½ inch cylinder, with a 10 foot stroke. This engine was originally built in 1848 by James Murphy of New York for the steamer *Arrow*. In 1864, the *Arrow* was dismantled and her engine was placed

in the steamer *George L. Dunlap*. In 1882, the *Dunlap* was abandoned and eventually dismantled. Her engine was sometime thereafter purchased by Globe. In 1885, Globe rebuilt the engine and placed it in the *Darius Cole*. Steam for the engine was provided by a single firebox boiler of 13½ by 17 feet. The vessel was 538 gross, 402 net tons.

The hull of the *Darius Cole* was launched on July 15, 1885. In September, the steamer was taken to Detroit where the work on her cabins was completed. Finally on November 10, the *Cole* made her trial run to Star Island and then back to Detroit. Satisfied with her performance, the vessel was laid up for the winter.

Having received her documentation on May 8, 1886, the *Darius Cole* made her maiden voyage from Port Huron to Detroit on May 10. This route would prove to be the steamer's mainstay for the next 14 years.

For reasons unknown, on July 3, 1886, the *Cole's* enrollment was changed to read ownership by both Darius Cole and the Globe Shipbuilding Company. On May 18, 1889, the steamer became property of the Darius Cole Transportation Company, with Darius Cole as president. At this point, Cole still had part ownership and not until June of 1894 was Globe's interest in the ship bought

out.

On October 10, 1899, the *Darius Cole* was sold to H. W. Williams Transportation Lines of South Haven, Michigan. The contract agreement between the Cole and Williams companies contained a clause stating that the *Cole* could run at 18 miles per hour. At the beginning of the 1900 season, the steamer was placed on a cross lake run from South Haven to Milwaukee. She was intended to make this trip in 5 hours, but never managed to do better than 7 or 8 hours. Because of this, Mr. Williams decided to test the vessel for speed. Early in September of that year, a speed trial was held and the *Darius Cole* could move no faster than 14¾ miles per hour. With that, the Williams Transportation Company filed suit against the Cole Transportation Company. In their suit, Williams Transportation Company wanted the return of the \$75,000 which they paid outright for the vessel, cancellation of the remaining debt (approximately \$50,000) and payment for damages incurred.

In March of 1901, the case was settled in favor of the Williams Transportation Company. The Cole Transportation Company was ordered to take back the *Darius Cole*, return the \$75,000 cancel the remaining debt and pay damages. She was returned, but her ownership was now held by Adelbert R. Lee. It would seem that the *Cole* did not operate during the 1901 season, or if she did, it was strictly on an occasional charter. The following year found the *Cole* at Buffalo under charter to the Crystal Beach Company. She was to run between Buffalo and Crystal Beach Amusement Park, at Crystal Beach, Ontario. Her arrival at Buffalo was greatly applauded by the papers which stated that she was the "best excursion boat seen here in recent years". Although she arrived early in June, the steamer did not begin service until June 15th. This delay occurred because the *Cole* was in a desperate need of painting and general cleanup work. Her nearly 2 years of idleness had detracted greatly from the beauty of the vessel. This work completed, the steamer made her first trip on the new service a huge success. Under the command of Captain W. E. Comer, the vessel's 4 round trips that day carried a large number of passengers. On her 8:00 trip, she carried 1,600 passengers. This success was somewhat overshadowed when several weeks later, the ship's crew walked out on strike. The strike concerned working conditions aboard the *Cole* and the Crystal Beach Company quickly agreed to the demands of the

crew. Apparently Captain Comer was in disagreement concerning the crew's demands and the wish of the company to fulfill those demands. Because of these problems, Captain Comer resigned his commission and Captain Hugh Philips was sent by Mr. Lee to replace him. The *Cole* continued on this run for the remainder of the season.

In October, the *Cole* returned to Detroit, where she underwent extensive repairs that winter. In 1903, the steamer did not return to Buffalo. Since Mr. Lee was president of the Cole Transportation Company, it is likely that she ran in conjunction with the line boats. In June of 1906, ownership of the steamer was returned to the Darius Cole Transportation Company. At this time her name was changed to *Huron* and she was given a new run on the Georgian Bay.

On March 26, 1917, the *Huron* changed hands becoming property of the Interlake Auto Transportation Company of Toledo. Here she remained for two seasons and on April 26, 1919 the *Huron*, once again, returned to the Cole Transportation Company.

Finally in 1921, the *Huron* was sold to the Western Reserve Navigation Company of Mentor, Ohio. They took her to Cleveland where she underwent extensive rebuilding. Along with changes in the cabins and main deck, her shaft was lowered and she was given feathering wheels. Her name was changed to *Colonial* and she was placed on a cross lake run between Erie, Pennsylvania and Port Dover, Ontario. On occasion, she would make special excursion runs. It was while on her way to Dunkirk, New York for a Labor Day excursion, that the *Colonial* met her demise.

On the evening of August 31, 1925, the *Colonial* had arrived back at Erie to disembark 800 passengers which she had taken aboard earlier that day for a moonlight excursion. After the departure of her passengers and taking on of supplies, the steamer was underway for Dunkirk at 11:30 p.m. With Captain Robert Parsons in command and a crew of 31, the vessel was to pick up another group of excursionists at Dunkirk on Tuesday morning, for a trip to Crystal Beach, Ontario.

After clearing Erie Harbor and with the weather calm, Captain Parsons retired to his cabin. The ship was placed in command of the first mate, David Robinson. The steamer had been underway for nearly two hours when the wheelsman, Stanely Litinski thought he smelled smoke. At this point, the *Colonial*

was opposite Barcelona, New York and the time was 1:55 a.m.. Litinski called to the forward lookout to check and see if anything was burning. The watchman stationed on the upper deck immediately noticed smoke coming from the port bow, apparently from the lower deck. He called to Robinson and Litinski, who ran down to the lower deck. What they found there were the life preservers, which were stored overhead, forward of the main cabins, all ablaze and falling upon the deck.

The mate immediately rushed to sound the fire alarm. Litinski returned to the pilot house and turned the wheel hard to starboard in hopes of running the vessel ashore. He then rang the engine room and in the confusion of bells from the pilot house and those signalling the fire alarm, the engineer shut the engines down. The watchman, who originally spotted the fire, attempted to get the fire hose, but was driven away by fire and smoke. Captain Parsons was awakened and rushed to the pilot house where he quickly assessed the situation. He ordered the crew to fire stations. Unfortunately, as most of the crew had retired for the night, the sudden alarm caught them off guard and there was chaos for several minutes. Order was quickly restored and efforts began to fight the fire.

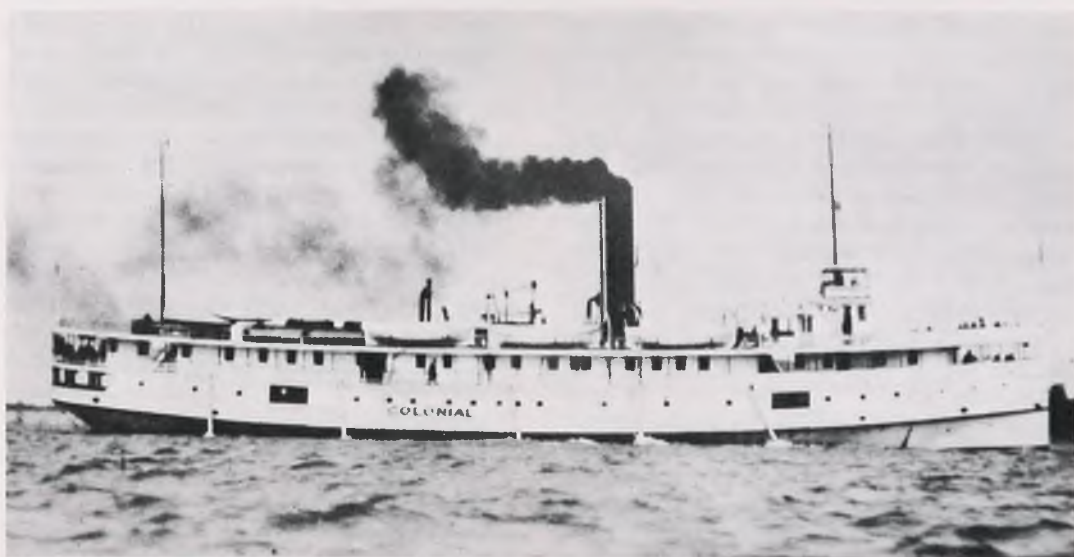
However, this delay gave the flames such a head start that the battle was nearly over before the crew could begin. The oiler, who had been sent to operate the fire pumps, was unable to get them started. He was driven away by the dense smoke. With no water, the *Colonial's* fate was sealed.

With no hope of fighting the fire, the mate assembled some of the crew in an effort to lower the lifeboats and rafts from the vessels upper works. But, while attempting to clear the boats, the fire sweeping through the lower cabins erupted through the skylight, forcing these men to abandon their efforts. The crew then assembled on the main deck aft. Captain Parsons ordered the distribution of the remaining life preservers. As the fire continued its ominous approach, the order to abandon ship was given. Captain Parsons was preparing to jump when he noticed Elizabeth Hunter, maid and the only female member of the crew, standing by the rail immobilized by fear. He approached her and ordered her to jump, but his command was ignored. At that he grabbed a plank, to which he tied Ms. Hunter and threw her overboard. He quickly followed.

Ashore the blazing vessel was observed by the watchman at the West Portland Power



As the HURON she left the lower lakes to travel in Georgian Bay.



The COLONIAL shown here at Port Dover, underwent extensive rebuilding in her cabins and main deck.

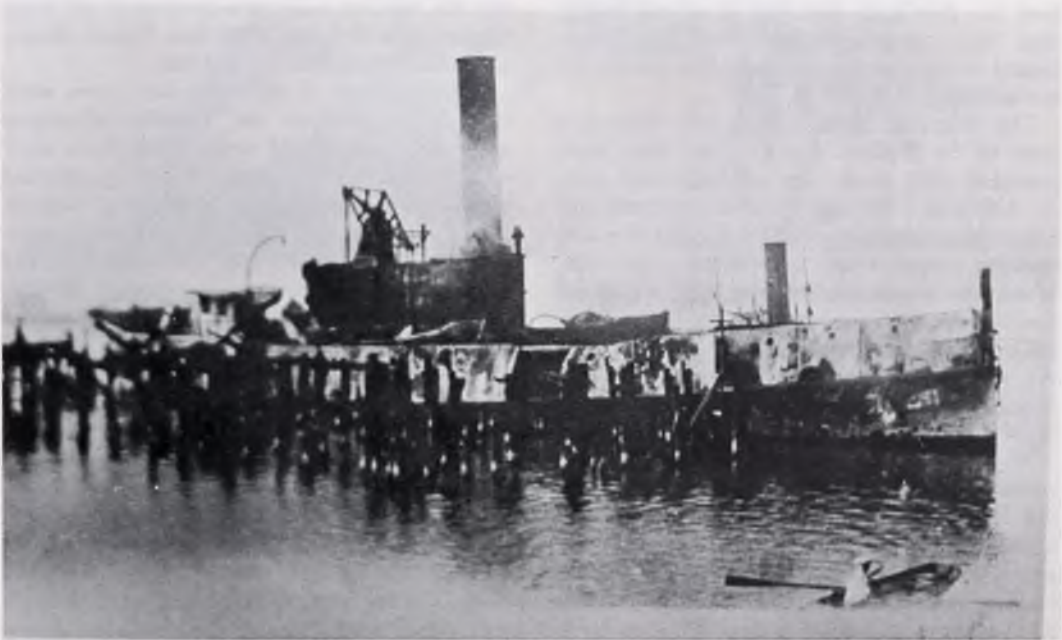
House. He notified the telephone operator at Westfield, New York who in turn, sent word of the fire to Barcelona and Dunkirk.

At Barcelona, Henry Monroe, a local fisherman called to his son, Harry, to come to the beach. Whether the elder Monroe had been alerted by the Westfield operator or whether he had just been down by the shore and noticed the burning vessel out on the lake is not clear. At any rate, in the excitement and horror of the moment, he could not say anything, but could only gesture to his son. Harry and his father rushed down to the dock arousing several of their fellow fishermen. In the motor fish tug *Robert B.*, Henry and Harry left Barcelona harbor for the burning vessel. Two fellow fishermen, John Gottscalk in the *Ruth J.* and Frank Olson in the *Fred Driscol*, rushed for the blazing ship. They left the dock at 2:15 and covered the 3 miles as fast as their vessels would go. By the time that the 3 tugs arrived at the scene, the Coast Guard rum chaser CG-123 had also arrived. The CG-123 had been at Dunkirk, when at 2:30 a.m., the Dunkirk police informed Captain John Judge of a vessel on fire off Barcelona. The cutter's lines were cast off and she made for the distressed vessel. Arriving at the scene at 3:15, the cutter's crew found the vessel to be completely engulfed in flames from stem to stern. Captain Judge concluded that if any member of the steamer's crew was still aboard, they would certainly

be dead. Hearing calls for help, Captain Judge turned his attention to those struggling in the water. The order to turn on the search light and prepare to lower a dingy were given. As these orders were being undertaken, the first of the fish tugs, the *Robert B.* arrived.

As the *Robert B.* approached the burning hulk, she passed several of the *Colonial's* crew. Since they were floating on pieces of wood, the Monroes felt that these individuals would be safe and that the tugs coming up behind them, could pick them up. Henry could see others, closer to the burning steamer, struggling in the water, who were in greater need of assistance. While picking up the survivors, Harry thought he heard voices coming from inside the vessel. He felt pity for those who were trapped in the inferno, for there was no means of escape. The *Robert B.* circled the *Colonial* and much to Harry's surprise and relief, saw three men hanging from the vessel's rudder and rudder chain. It had been these men that he heard and assumed were trapped on the steamer. After picking up the 3 men, the *Robert B.* continued to circle around picking up 14 in all.

By this time, the *Ruth J.* and the *Fred Driscol* had arrived. These two boats picked up 13 more crew members. Two additional crew members were picked up by the dingy of the CG-123 and were transferred to the *Driscol*. All but 3 of the *Colonial's* crew were accounted for and the search for these con-



Great Lakes Historical Society Collection



Great Lakes Historical Society Collection

*Two views of the COLONIAL after the fire in which 3 crew members were killed.
Three men were rescued after hanging onto the vessel's rudder and rudder chain.*

tinued. At 5:30 a.m., the CG-2332 from the Erie Lifesaving Station arrived. It was decided that the fish tugs with the survivors would take their charges to Barcelona. The Coast Guard vessels would continue the search for the missing.

The fish tug captains took the *Colonial's* crew to the Walkers Hotel, where they were provided with food, dry clothing and rest. At 6:00 a.m., the tug *Columbia* arrived and attempts to pass a tow chain aboard the still burning vessel were undertaken. The hull, which was constructed of iron, had prevented the vessel from sinking. After several attempts, the tug secured the *Colonial* and began the tow to Dunkirk. Shortly after the tugs departed, the search for the missing was discontinued by the Coast Guard boats.

When the tug arrived at Dunkirk, the fire department was summoned to extinguish the remaining fire. The *Colonial* was pulled into the dock and tied up. The remains of the steamer drew much attention, as large groups of local residents went down to examine the charred remains.

As for the steamer's 3 missing crewmen, two bodies were recovered on Tuesday. Second engineer Thomas McGurn's body was recovered by fish tugs, close to the sight of the disastrous fire. Earl Duncan's body

washed ashore near Westfield at 1:00 p.m. He was a cook aboard the *Colonial*. On Friday, the 4th, the last body was recovered off Point Gratiot by a fish tug. This was Robert Brian, a wheelsman aboard the steamer.

The survivors of the *Colonial's* crew were brought to Dunkirk on Tuesday afternoon after they had rested sufficiently from their ordeal earlier that day. When questioned about the probable cause of the fire, Captain Parsons stated that the fire may have been the result of spontaneous combustion in the vessel's paint locker. A government investigation was held by Todd and Nolan of the Steamboat Inspection Service. Their findings concluded that the fire had been accidental. The cause was given as a misplaced cigar or cigarette among the life preservers stored forward. Captain Parsons was cleared of any charges concerning the incident.

The remains of the *Colonial* were sold as scrap for \$500 that same year. For some reason, the vessel laid untouched at the Eagle Street pier in Dunkirk until a gale in April of 1929. During the gale, the vessel broke loose from her moorings and was driven ashore. There she layed until a Buffalo group scrapped the hull as she layed on the beach.

By the flame of the scrapper's torch, the *Colonial* was no more. □



When the DARIUS COLE was built, she was considered a "safe ship" because her boiler and engine room were enclosed with heavy iron.

GREAT LAKES & SEAWAY NEWS



Editor: FREDERIC E. WEBER
11400 Balfour Road, Detroit, Michigan 48224

Seaway News Editor: SKIP GILLHAM

Members who contributed to the news in
this issue are:

BARRY ANDERSON
KEN BORG
BILL HOEY
DAVID JAGENOW
ROBERT LEE
SEAN STEELE

KARL STREK

RICHARD ARMSTRONG
SKIP GILLHAM
CYRIL HUDSON
C. PATRICK LABADIE
EMORY MASSMAN
TED STROMBERG

Jan. 2. . .Icebreaker *Mackinaw* docked at Windsor, Ontario after freeing several ships trapped in the ice jam in the St. Clair River.

. . .*Atlantic Prosper* was the last ship into Montreal harbor for the 1981 season.

Jan. 3. . .The Japanese Maritime Safety Agency has called off its search for the Yugoslav vessel *Dunav*. She was last heard from on December 28, 1980, reporting engine trouble. It is believed that she went down in the Pacific Ocean about 650 miles east of Japan with all hands.

Jan. 4. . .Coal shipments out of Quebec City will continue to expand. The 105,000 ton *Cast Skua* was expected to load soon.

. . .The Canadian tanker *Northern Shell* will be lengthened 87 feet this winter at Montreal by Canadian Vickers.

Jan. 5. . .*Cap de Lile* has been sold Panamanian. Her registry was closed on November 21, 1980. The former pulpwood carrier was built by Davie Shipbuilding in 1947 as the *Sautauriski*.

. . .The Canadian self-unloader *Algoport* laid up at the Algoma Steel Company dock at the Canadian Soo, after bringing the last cargo of the year from Marquette, Michigan.

. . .After being broken free of Lake Erie ice by the icebreaker *Mackinaw*, Cleveland Tanker's *Gemini* passed the Delray Power Plant at 4:30 p.m., upbound.

. . .Halco's tanker *Ungava Transport* anchored a mile off Collingwood, Ontario because of blizzard conditions. If the winds and visibility improve, she will enter the Collingwood Drydock for a 5 year inspection.

Jan. 7. . .A record 22,397,940 tons of cargo moved through the Canadian port of Thunder Bay in 1,470 vessels during the 1980 shipping season.

. . .For the first time in 20 years, a new grain contact settlement has been reached for Duluth-Superior harbor prior to expiration date of the previous agreement.

Jan. 9. . .From Montreal comes a report stating that demolition of the steam hopper barge *Ile d'Orleans* by Rivement Limited of St. Hyacinthe, P.Q. has now been completed. The demolition started in 1979.

GREAT LAKES & SEAWAY NEWS ●



Photo by F. Jordan Schanbeck

JOHN A. KLING has been sold to Westdale Shipping Limited and will be renamed LEADALE.



Dossin Museum Collection

SIR JAMES DUNN returned to service to finish the season after damage was repaired from grounding in August, 1980.

● GREAT LAKES & SEAWAY NEWS

Jan. 10. . .Total lake shipments of grain from the port of Duluth-Superior to overseas, Canadian and domestic destinations increased from 251,227,000 in 1979 to 264,799,000 bushels in 1980.

Jan. 12. . .The self-unloader *John A. Kling*, wintering at Toronto, Ontario, will be renamed *Leadale*. The *D.C. Everest* will be renamed *Condarrell*.

. . .Repairs are being made on the *Marjorie Lykes* of the Lykes Lines at Galveston, Texas. She sustained damages when she struck a Seaway lock wall on May 28, 1980 and when she struck a dock wall in Montreal on October 25, 1980, while on a voyage from the Lakes to the Red Sea.

Jan. 13. . .Hanna Mining Company of Hibbing, Minnesota said they will close its Groveland iron mine in Michigan of January 31 indefinitely. They will also close an iron pellet plant they manage at Sept-Iles, P.Q. and a mine in Schefferville, P.Q. indefinitely.

. . .From Montreal comes a report that C.S.L.'s *Sir James Dunn* returned to service until the end of the season and then laid up for the winter at Midland, Ontario.

. . .The U.S. Coast Guard icebreaker *Mackinaw*, which has been helping cut paths through the ice in the St. Clair River and western Lake Erie for the last few weeks, will return to her home port of Cheboygan, Michigan, now that shipping has halted for the winter. She is scheduled for a major overhaul in late April and will undergo a 2.5 million renovation of the crew's living quarters to accommodate women.

. . .P.M.'s 1,000 footer *James Barker* was in drydock at Sturgeon Bay, Wisconsin where bottom damage and propeller damage were being repaired.



Photo by Richard Bogdan

Icebreaker MACKINAW works to free the ALGOBAY in the St. Clair River.

GREAT LAKES & SEAWAY NEWS ●

Jan. 14. . . Walls of ice have locked 33 vessels in ports along the St. Lawrence River. Ice accumulation, which reached 40 feet high in some places, has trapped 15 ocean-going and domestic vessels in the port of Montreal. Another 18 vessels are anchored between Montreal and Baie Comeau, Quebec.

Jan. 16. . . The Canadian bulk carrier *Lac Ste. Anne* received the boilers from the *Brookdale*. The work was being done at Port Colborne, Ontario.

. . . Algoma Central's *Algosea* has been chartered for 15 years to Soquem Incorporated. They plan to use her on a salt run from the Magdalen Islands for Soquem.

Jan. 18. . . Ships are moving again on the St. Lawrence River.

Jan. 21. . . The Liberian bulk carrier *Atlantic Seatrade* was damaged by tugs while she was leaving Port Cartier, P.Q. in ballast. Temporary repairs will be made at Seven Islands.

Jan. 22. . . Serious cracks have developed in the hull of the *Atlantic Seatrade*. She proceeded to Quebec City for drydocking under escort of an icebreaker and a tug.

. . . A report from Florida stated that the tug *John Roen V* sank at Port Everglades, Florida on January 21, 1981 at 4:30 a.m. Some crewmen were injured escaping, but no one drowned. The *Roen V* and barge *Maitland* left Holland, Michigan in mid-December, 1980, bound for Mexico. The *Maitland* was loaded with scrap iron. They were at Quebec City around Christmas when registry was changed to the Honduran flag. On the way out, the *Maitland* iced up and developed a list and the *Roen V* stopped in the Straits of Canso so the condition could be corrected. It was



Photo by Skip Gilham

LAC STE. ANNE at Port Colborne where she will receive new boilers.

FLYING INDEPENDENT



FLYING INDEPENDENT in the Seaway on August 8, 1964.

Prepared for *Telescope*
by
GEORGE AYOUB

SHIPYARD Wilmington, California; Consolidated Steel Corporation. Hull No. 358.
TONNAGES 6711 gross, 3931 net and 7815 deadweight.
DIMENSIONS 417.9 (oa). 396.5 x 60.1 x 25.8.
MACHINERY 2 steam turbines geared to sc. shaft by Joshua Henry Iron Works in Sunnyvale, California
4400 s.h.p. 14 k.
TYPE C1-B. Steel, standard cargo steamship.

- 1944 Completed for the U.S. War Shipping Administration, Washington, D.C. as *Cape Domingo* (1944-1947). Registered Los Angeles, California US 245131. Placed under the management of the International Freighting Corporation. (a)
1946 Transferred to the U.S. Maritime Commission, Washington. (b)
1947 Sold to Isbrandtsen Company Inc., New York and renamed *Flying Independent* (1947-1965).
1962 Transferred to American Export Lines Inc., New York. (c)
1963 Trade name American Export-Isbrandtsen Lines Inc., New York.
1965 Sold to Sperling Steamship and Trading Corporation, New York and renamed *Harbor Hills* (1965-1968).
1968 Sold to the Jui Cheng Company through Jacq. & Sons and arrived at Kaohsiung, Taiwan on August 23 for scrapping.

Notes

- (a) During wartime, merchant ships were operated for the U.S. Government by private companies, generally on a cost-plus basis.
- (b) Reverted to the U.S. Maritime Commission with the termination of the War Shipping Administration in September, 1946.
- (c) American Export Lines took control of the Isbrandtsen Company Inc. on June 1, 1962, which became a division, thereof.

The C1-type vessels were the smallest of the three original types designed by the U.S. Maritime Commission. They were intended to be efficient and economical on routes that did not call for fast ships. The original design included accommodation for eight passengers. There were originally four types of C1 ships. The C1-A version was a shelter deck type and the C1-B type was a full scantling design. Both steamships and motorships were built. Measurements differed slightly.

 ● GREAT LAKES & SEAWAY NEWS



Dossain Museum Collection

decided that the *Roen V* was too light for the job, so a heavier tug was brought in and the *Roen V* went ahead to Florida. Under tow again, the *Maitland* started to list again and between Yarmouth, Nova Scotia and Rockland, Maine, she rolled over. An attempt was made to tow the *Maitland* "bottom up", but she sank about January 10, 1981. The *Roen V* towed the old lake barge *Hilda* from Florida to Mexico and then returned to Port Everglades. The *John Roen V*, and the barges *Maitland* and *Hilda* were part of the old Roen fleet that sailed the Lakes for a number of years.

Jan. 26. . . *Atlantic Seatrade* departed from Baie Comeau, P.Q. under her own power, but was escorted by the Canadian icebreaker *D'Iberville* and tugs *Capt. Ioannis* and *Robert B.*. Estimated arrival for Quebec City was around noon on January 27 and she will enter drydock on January 28.

Jan. 30. . . Repairs to damage suffered by the *Maplecliffe Hall* when she grounded in the Detroit River on December 8, 1978, have been completed at Thunder Bay, Ontario.

Feb. 2. . . The Canadian tanker *Arthur Simard* touched bottom in the St. Lawrence River, just below Three Rivers, P.Q.. She has been holed in three tanks and returned to Three Rivers. She was on a voyage from Montreal to Seven Islands. Later: the *Arthur Simard* has discharged her cargo into shore tanks and into Halco's tanker *Chemical Transport* at Three Rivers. The *Simard* headed for Montreal for drydocking.

. . . Halco's tanker *James Transport* collided with the Canadian Tanker *Eduard Simard* in the St. Lawrence River. Both vessels have been damaged. Repairs on *James Transport* will be done at Halifax, where she will be drydocked about March 16. *Eduard Simard* will be repaired in Mon-

GREAT LAKES & SEAWAY NEWS ●

treal.

Feb. 4. . .Total cargo tonnage at the port of Montreal during 1980 reached an all-time record of 25 million tons. This was an increase of 24% from 1979.

Feb. 6. . .The old Canadian tanker, now a tank barge *Liquilassie*, rammed into the Gandy Bridge in Tampa Bay, Florida. She was being pushed by the Canadian tug *Tusker*. The impact severely damaged one of the bridge's pilings. The bridge has been closed to all traffic, rerouting motorists to the Howard Frankland Bridge, a 14 mile detour. The *Liquilassie* is owned by L.B. Tanker, Incorporated of Windsor, Ontario. The *Tusker* is owned by McAsphalt Industries Limited of Toronto, Ontario.

Feb. 9. . .The Canadian vessel *Terra Nova*, ex *Sir John Crosbie*, suffered an explosion and a small fire in her engine room. There were no injuries and she will have to be towed into port. Her position was Latitude 52° 09' N and Longitude 52° 17' W.

. . .From Montreal comes a report stating the Canadian vessel *Chesley A. Crosbie*, which was laid up for the winter with no cargo, was found with her engine room flooded.

Feb. 10. . .The old laker *Raymond H. Reiss* will be scrapped at Port Colborne, Ontario by Marine Salvage. Work was begun on stripping the hull.

Feb. 11. . .*Chesley A. Crosbie* has been pumped out and repairs begun.

Feb. 12. . .Bob-Lo Island Amusement Park has been sold to a group of Detroit investors, although the new owners want to remain anonymous until the deal is finalized in March or April.

Feb. 16. . .Owners of the cement carrier *S. T. Crapo* have cancelled her trip to Detroit because of icy conditions on Lake Huron.



MCDONALD COLL./Dossin Museum

LIQUILASSIE rammed a Florida bridge and motorists were forced to use a 14 mile detour.

● GREAT LAKES & SEAWAY NEWS



Photo by Skip Gillham

The scrapping process has begun on the RAYMOND REISS by Marine Salvage.

. . . Eugene "Shine" Sundstrom age 69, died today at Sault Ste. Marie. Mr. Sundstrom wrote a marine column *3 Long 2 Short* for the Soo Evening News for many years.

Feb. 17. . . *Atlantic Seatrade* in drydock at Quebec City.

Feb. 18. . . The American vessel *Jeff Davis* on a voyage from New Orleans and Montreal for Russia with general cargo had a fire in her No. 6 hold. She was in the St. Lawrence River, outbound and headed for Seven Islands Bay for inspection and control of fire.

Feb. 19. . . With fire under control *Jeff Davis* will return to Quebec City where No. 6 cargo will be discharged. Upon completion of discharging, her structure will be examined for damage.

Feb. 21. . . The Greek vessel *Cast Beaver* on a voyage from Sorel to Antwerp, went aground in Lake St. Pierre in the St. Lawrence River. Ice pushed her out of the channel and she became fully grounded. Canadian Coast Guard won't send tugs until ice clears.

. . . The Coast Guard icebreaker *Neah Bay* was dispatched from Cleveland, Ohio to Monroe, Michigan, where she attempted to break up the ice jam in the Raisin River. The ice jam is causing flooding along the river.

GREAT LAKES & SEAWAY NEWS ●

Feb. 24. . . *Cast Beaver* was still aground between bouys 512 and 516. Tugs were standing by at Sorel, P.Q., but can't leave because of ice.

Feb. 25. . . If weather permits, the St. Lawrence Seaway will open between March 15 and April 1.

. . . With the Quebec Fire Department standing by, the cargo was removed from No. 6 hold of the *Jeff Davis* at Quebec City.

. . . *Cast Beaver* was refloated with aid of 2 tugs. She proceeded to Quebec City for inspection.

. . . Halco's bulk carrier *Montcliffe Hall* suffered fire damage to her bridge and wheel house. She was at Sarnia, Ontario and was starting to fit out for the 1981 season. Damage is estimated at 1 million dollars.

Feb. 26. . . *Cast Beaver* arrived at Quebec City. Later: after inspection, she cleared Quebec City and headed for sea.

MISCELLANEOUS. . .

. . . The old lakers *Eugene J. Buffington* and *J. P. Morgan, Jr.* left Quebec City, P.Q. on October 4 1980 towed by the tug *Hirtenturm* and arrived at Balboa, Spain on October 22, 1980.

. . . The old self-unloader *J. F. Schoellkopf* was resold by Marine Salvage to C. N. Santa Maria. She was towed from Quebec City, P.Q. on June 27, 1980 and arrived in La Spezia, Spain in July, 1980. Demolition started on July 29, 1980.



Photo by James Michael

NEAH BAY sent to break the ice jam in the Raisin River to prevent flooding.

 ● GREAT LAKES & SEAWAY NEWS

. . . *Marinsal* sold by Marine Salvage to C. N. Santa Maria and arrived in tow at La Spezia, Spain on June 25, 1980. Demolition started on July 2, 1980.

. . . *Royalton* was resold by Marine Salvage to Italian Breakers.

. . . Interlake's new vessel, the 1,013.5 foot self-unloader, has been named *William J. De Lancey*. He is Chairman and Chief Executive of Republic Steel Corporation.

. . . *Royal Clipper* still remains sunk in Montreal.

. . . The self-unloader *Saginaw Bay* struck the Sixth Street Bridge at Marinette, Wisconsin on September 25, 1980.

. . . The old American passenger vessel *Independence* is once again under the U.S. flag as the *Oceanic Independence*. She now cruises the Hawaiian Islands.

. . . From London comes a report that archaeologists have decided not to delay raising the wreck of King Henry VIII's battleship *Mary Rose* from the seabed off Portsmouth, England. The *Mary Rose* capsized and sank in 1545.

CASUALTIES. . .

. . . *Hermion* an early Seaway visitor went aground near Nakhodka, U.S.S.R.. She was on a voyage from Vietnam to Cuba on September 17, 1980 as the *Aedlion Wind*. She was released on October 8.

. . . *Polydora* cleared Marina di Carrara, Italy on the night of October 3, 1980. Although under arrest, fire broke out on October 4 in the engine room. She was abandoned by crew and taken in tow. She sank off Sardinia on October 6, 1980 as the *Georgios B.*

. . . *Silvaplane* went aground and was abandoned on October 28, 1980, 125 miles southwest of Pyongyang, North Korea as the *Hwa Po*.

. . . *Manchester Commerce* was shelled and gutted by fire at Khovramshabr in October, 1980 as *Yang Chun* of the Peoples Republic of China.

. . . 25 years ago on January 22, 1956, the huge 350 pound bell of the old passenger whaleback *Christopher Columbus* had won its way to northern Rhodesia, Africa. It became part of the trappings returned there with Rev. and Mrs. A. B. Habben and will be used to call people to worship. It was salvaged when the whaleback was scrapped in Manitowoc.

. . . *Helen Evans* and *Thornhill* arrived at Mamonal, Columbia on October 30, 1980.

. . . The lakers *Thomas F. Patton*, *Tom M. Girdler* and *Charles M. White* have arrived off Sadain Beach, Pakistan for scrapping.

. . . The old car ferry *Pere Marquette 21* sank on November 12, 1980 in the Caribbean as *Consolidator* during hurricane Jean off Honduras.

SCRAPPINGS. . .

. . . *Manchester Explorer* at Perama on September, 1980 as the *Emilia*. She had been laid up since February, 1974.

. . . *Erland*, *Erholm* and *Otis* at Gadani Beach on August 25, 1980 as the *Dinitra K.*

GREAT LAKES & SEAWAY NEWS ●

NAME CHANGES. . .

. . .The barge *Maitland* renamed *Trio Trado* and the tug *John Roen V* renamed *Trio Bravo* when their flag was changed.

. . .*Laurentic* sold by Shaw Savill & Albion Company Limited to National Integrity Cia. Naviera S.A., Greece has been renamed *Spartan Reefer*.

. . .*Zealandic* sold by Shaw Savill & Albion Company Limited to Electra Shipping Company, Greece has been renamed *Port Launay*.

. . .*Beaveroak* now *Atalanta*, *Asmidiske* now *Hong Qi 301*, *Christian Russ* now *Maldive Novel*, *Indiana* now *Zeo II*, *Polarglimt* now *Well Trader*, *Rutenfjell (ii)* now *Tania P*.



May Meeting Notice. . .

The May 29th meeting will be a new experience. This is a trial program to see if it will be popular. Everyone is invited to bring 10 slides that were taken on the Detroit

River. The older the better, but recent slides will also be appreciated. We will have slide carousels available before the meeting. We are looking forward to seeing slides from all our photographers. This should be an enjoyable evening for all.



Treloar Photo/Dossin Museum

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

Telescope® , the Institute's journal, is published six times per year and covers Great Lakes topics. The Editor welcomes the opportunity to review manuscripts for publication, sent to:

GREAT LAKES MARITIME INSTITUTE
Dossin Great Lakes Museum
Belle Isle, Detroit, MI 48207

The organization makes no payment for such material, and the Editor cannot be responsible for statements by the authors of articles published.

All communication with the Institute should go to the Coordinating Director, addressed as above.

Institute membership is available by calendar year in these forms:

- REGULAR MEMBER \$7.00 Annually
- CANADIAN & FOREIGN \$8.50 Annually
- SUSTAINING \$10.00 Annually
- LIFE MEMBERSHIP \$200.00 Complete

Subscription to Telescope® is a benefit of membership. Single copies of Telescope® are priced at \$1.25 each, and current year publication is limited to sale to members only.

GREAT LAKES MARITIME INSTITUTE

DOSSIN GREAT LAKES MUSEUM
BELLE ISLE
DETROIT, MICHIGAN 48207

DIRECTORS

(TERMS EXPIRE IN 1981)

HARRY J. WOLF	HARRY C. ARCHER
ROBERT I. SCHELLIG, JR.	F. JORDAN SCHANBECK
HARRY J. WALSH	DAVID A. McDONALD

(TERMS EXPIRE IN 1982)

RICHARD J. KRUSE	THOMAS P. ROCKWELL
RICHARD A. BOGDAN	KARL A. STREK
WILLIAM A. CAREY	J. ALBIN JACKMAN

(TERMS EXPIRE IN 1983)

GORDAN P. BUGBEE	KARL KUTTRUFF
DONALD F. RICHARDS	ROBERT E. LEE
PAUL C. LaMARRE, JR.	WALTER CARPUS

OFFICERS

President: KARL A. STREK
Honorary President: REV. EDWARD J. DOWLING, S.J.
Vice President: DAVID A. McDONALD
Secretary: THOMAS P. ROCKWELL
Treasurer: ROBERT E. LEE

Coordinating Director: KATHY McGRAW
DOSSIN MUSEUM
BELLE ISLE
DETROIT, MI 48207
(313) 824-3157

TELESCOPE STAFF

Telescope Editor: KATHY McGRAW
Editorial Advisor: ROBERT E. LEE
Photo Technician: HARRY J. WOLF
Special Art: KARL KUTTRUFF
Seaway News Editor: SKIP GILLHAM

News Editor: FREDERIC E. WEBER
11400 BALFOUR
DETROIT, MI 48224

All members are invited to submit items to the News Section. Those who contribute to this issue are listed in the News Section heading. The Editors must reserve the final decision in selection of item used.

Please direct ALL NEWS MATERIAL to the NEWS EDITOR — ALL OTHER CORRESPONDENCE to the COORDINATING DIRECTOR.



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