

Telescope

An illustration in the top left corner shows several rolled-up documents or maps, with one document partially unrolled to reveal a grid pattern and a small figure or object on it. A telescope is also depicted, positioned diagonally across the documents.

SEPTEMBER ☆ OCTOBER, 1981
Volume XXX; Number 5



GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES

Most of our members will remember the financial difficulties that forced the City of Detroit to close the Dossin Museum in 1975/76. History seemed destined to repeat itself this year, but thanks to city officials and the unions compromising on a new contract, the future remains optimistic. In order to remain in operation, the museum depends on volunteers in all capacities. We would like to thank those who volunteer their time for various Institute projects, especially when it is becoming increasingly difficult to find the time to do so.

As of September 1, 1981 the museum will have a new phone number: 267-6440. If you dial the old number, a recording tape will state the new number.

The history of the U.S. Coast Guard and its predecessors will be in the Special Exhibits Room at the museum. The exhibit will emphasize the centennial of the Belle Isle Lighthouse/Coast Guard Station. Also included is the history of the early Revenue Cutter Service, the Steamboat Inspection Service and the consolidation of the two into the Coast Guard.

MEETING NOTICES

The next entertainment meeting will be held on November 20, 1981. Details will be in the next issue. The next business meeting (which all members are urged to attend) will be held on October 23, 1981. There are no scheduled meetings for December.

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OUR COVER PICTURE. . . The *Daniel J. Morrell* as seen by marine artist Bob McGreevy, upbound in the Detroit River on November 28, 1966. Twelve hours later at 2:00 a.m. on November 29, she was breaking up (see centerfold). Susan McGreevy interviewed Larry Coplin about his diving experiences on the *Morrell* and her story begins on page 122.

THE ORANJE LINE



BY
SKIP GILLHAM

For many years the vessels of the Oranje Line were regular callers on the Great Lakes. To many, they were almost as well known

as some of our lakers. Now it seems, we frequently read of the passing, via casualty or scrap, of another member of the line.

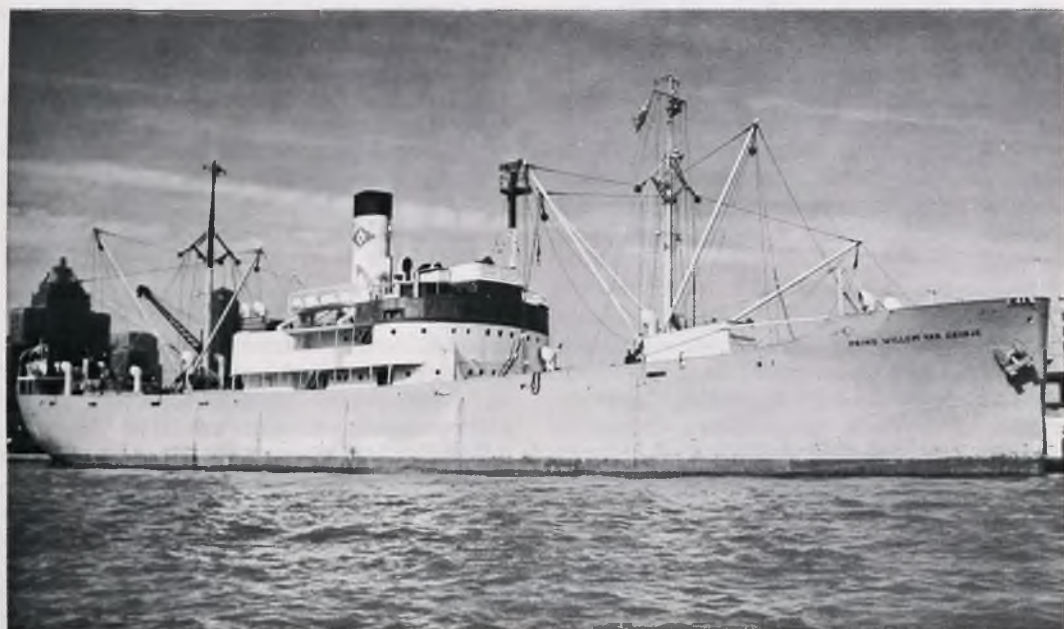
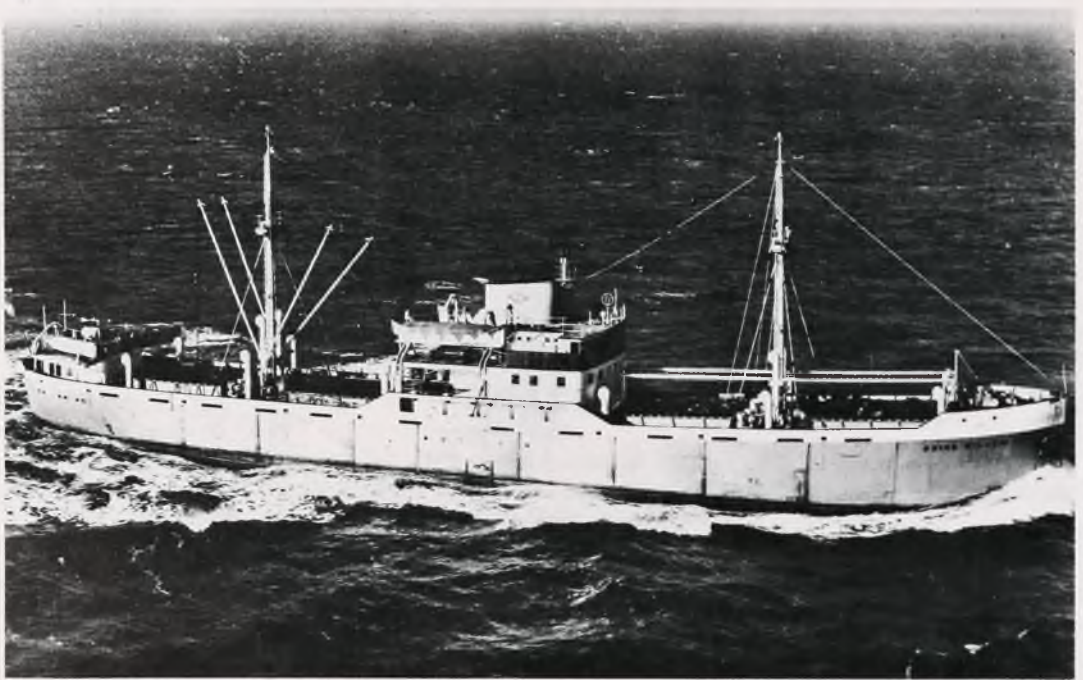


Photo by John Bascum

The PRINS WILLEM VAN ORANJE (I) was one of two new vessels ordered when the Oranje Line expanded their Great Lakes operations in 1937.



Barry Anderson Collection

The PRINS WILLEM IV was originally in the German Navy in 1941, but was returned to the Oranje Line in 1945.

Time is reaping its predictable harvest and before long there will not be any survivors.

Oranje Line was a Dutch flag operation and the official name was "Maatschappij Zeetransport N.V." or Seatransport Company Limited. Operations commenced on July 16, 1937. The first 2 vessels to join the fleet were purchased from the Fjell Line. These were the *Harpefjell (ii)* and *Taborfjell*. They were renamed *Prins Maurits (i)* and *Prins Fredrik Hendrik (i)* respectively. Both had been built in 1936 and Fjell had used them in their general cargo service to the Great Lakes.

The Dutch company had planned a general cargo service on a tramp basis. As their first 2 acquisitions had been built to accommodate trading through the old St. Lawrence canals, they were immediately drawn to this area for potential service. Fjell was the sole firm to offer liner service between Europe and the Great Lakes, so it seemed that there might be sufficient market for another operator. Having ships tailor made for the trade, they decided to try out their new purchases on the Great Lakes routes. As a result, the summer of 1937 saw the first visits from this fleet to our shores.

The venture was successful and 2 new hulls were ordered for 1938. These were named *Prins Willem Van Oranje (i)* and *Prins Willem II (i)*. This allowed a regular service between western Europe and St. John's, Quebec City and Montreal with Toronto, Cleveland, Detroit and Chicago as Great Lakes bases. It was at this time that the operation became known as the Oranje Line.

A fifth vessel, *Prins Willem III (i)* was added in 1939. When she called on the lakes in October 1939, it was reported that she was the first deep sea motor ship to come inland.

Before long Halifax and St. John, N.B. became North American stops during the winter months when ice blocked inland passage. This helped retain business by giving customers year around service.

The line faced opposition for their general cargo service from U.S. east coast ports. Despite this, they flourished and new markets were opened and others expanded. Unfortunately war broke out and changed all this.

With the outbreak of hostilities, there was business as usual for a while, but it couldn't continue. *Prins Willem III (i)* received



Photo by AJ Sagon-King

The PRINS FREDRIK WILLEM was added to the fleet in 1951 as they expanded. She was sold in 1966 and was abandoned by her owners in December, 1977.

considerable publicity at Chicago in July, 1940, when the crew refused to sail. Their homeland had been overrun by the Nazi's and they feared to return.

Oranje began the war with 5 ships in the Great Lakes service. Only 2 survived. *Prins Willem III* was torpedoed in the Mediterranean off Algiers on March 27, 1943. *Prins Fredrik Hendrik (i)* was another victim. She was struck by the Luftwaffe in St. George's Channel on April 8, 1941. The vessel had just recently cleared Cardiff, Wales. The third victim was *Prins Willem II (i)*. The 250-footer succumbed to a torpedo off Cape Farewell in 1941.

This left *Prins Maurits (i)* and *Prins Willem Van Oranje (i)* to form the basis of the post war fleet. They were joined by *Prins Willem IV*. This latter freighter had been on order prior to the war, but delivery was delayed. In November 1941, the ship was towed to Germany and fitted out for the German Navy as *Sperrbrecker No. 179*. She was retaken at Hamburg in July, 1945 and subsequently returned to the Oranje Line.

With peace established Oranje returned to the lakes run. In 1946, they developed a new service with Port Alfred, Quebec City and Montreal as Canadian ports of call. Two larger freighters were built and they were

named *Prins Alexander* and *Prins Johan Willem Friso*. Their measurements were 352' x 46'8" x 19'7". They had close to a 4,000 ton capacity.

Additional vessels were built for the lakes trade. These were *Prins Fredrik Hendrik (ii)* of 1947, *Prins Willem III (ii)* and *Prins Willem V (i)*. The latter two were constructed in 1948. Each was 258 x 42'5" and had a capacity of about 2,725 tons deadweight.

Business was good and the Oranje Line flourished. The grey hulled vessels built up a good reputation for cargo service. Meanwhile investigations showed it would be worthwhile to join the passenger trade. As a result, *Prins Willem Van Oranje (ii)* was built in 1953. She was the fastest ship of this type in the Dutch merchant navy. She carried freight and up to 60 passengers. At 463'5" x 64'4" x 25'10", she was too large for the lakes. As a result, Montreal was the western terminal with Halifax and St. John serving this function in the winter.

The lakes trade continued to grow as well. *Prins Fredrik Willem* was added in 1951, *Prins Willem George Fredrik* in 1954, *Prins Willem II (ii)* and *Prins Casimir* in 1955 and *Prins Willem Van Oranje*, the original ship of this name, became *Prins Phillips Willem (i)* in 1952.

In 1956, Oranje joined her old rival, the Norwegian Fjell Line in a partial merger. The fleets retained separate identities. The routes were set up so as not to overlap and thus provide more efficient service.

As the Seaway was to open in 1959, Oranje Line had 8 ships in the lakes trade and 3 more on the St. Lawrence ready to join them. The 2 old steam canallers, *Prins Maurits (i)* and *Prins Philips Willem (i)* were sold in 1956 and 1958. They passed to Gill Amin Steamship Company Private Limited of India and were renamed *Carl Levers* and *August Levers* respectively. The *Carl Levers* was damaged at Bombay, India on August 7, 1964, when she was caught in a cyclone. The vessel broke loose and grounded on a pilon. Later, on August 24, the ship caught fire and extensive damage resulted. *Auguste Levers* was sold for scrap and broken up about 1966 or 1967.

An 11th ship, the first *Prins Willem V*, became a casualty off Milwaukee on October 14, 1954. She collided with a barge and sank. The question of raising the hull went on for years. As late as July, 1965, the hull was sold to a firm that hoped to raise her and display their line of fire prevention equipment. The venture never materialized.

The passenger trade was augmented in 1959 with the construction of *Prinses Irene*. She was launched at Hardinxveld, Holland on July 12, 1958 and was fitted for Great Lakes duty with the beginning of 1959. She measured 450'6" x 61' x 38'1". An 8,600 brake horsepower, 10 cylinder m.a.n. diesel was installed and gave a service speed of 16.5 knots.

This new vessel could handle up to 115 passengers in one fully air conditioned class. The passengers were accommodated 2 or 3 to a room on 2 decks. Each cabin had private toilet facilities with both or shower. Connecting doors allowed rooms to become suites for 4 or 6 passengers. Most of the beds could be folded into the wall, permitting more cabin space during the day.

In addition, *Prinses Irene* had 5 cargo holds, 4 deep tanks for edible oil and space for refrigerated cargoes.

The opening of the Seaway caused other changes in the fleet. Several of the smaller vessels were lengthened as there was no longer a need for the 258-foot limit. This affected *Prins Casimir*, *Prins Willem II (ii)*, *Prins Willem V (ii)* and *Prins Willem George Fredrik*. They were brought up to 304'10"



The PRINS WILLEM V was built for the lake trade and was lengthened when the Seaway was opened.



Barry Anderson Collection

The passenger trade was augmented in 1969 with the construction of the PRINSES IRENE.

in length and could carry about 3,300 tons of cargo.

Two new units were added in 1961. They were the last ones built for the line. One was the general cargo carrier *Prins Maurits (ii)* launched at Kiel, West Germany. She measured 354'4" x 51'4" x 27'7" and had a capacity of 5,585 deadweight. The other vessel named *Prinses Margriet*, provided a third combination freight and passenger vessel. Her dimensions were almost identical to the *Prinses Irene*.

The passenger service didn't develop as expected and the 3 ships were sold. *Prinses Irene* made 16 inland voyages with the last occurring in 1963. She was sold to a Dutch shipyard in 1964 and resold to Indonesian interests the next year. She was rebuilt as a pilgrim ship to run between Indonesia and Jidda, Saudi Arabia. She has a passenger capacity of 900. Her new name is *Tjut Njak Dhien*. She has apparently been laid up at Jakarta since July 11, 1978.

Prinses Margriet made only six trips to the Great Lakes with her final voyage here in 1964. Later in the season, she was chartered to the Holland America Line and they eventually purchased the ship. In 1969, she moved

to Pacific service for the Nauru Local Government Council of Nauru. They renamed her *Enna G.* in 1970 and she is still in service and was reported visiting San Francisco in July, 1980.

The oldest of the passenger and freight vessels has been scrapped. *Prins Willem Van Oranje* made 20 transits up the Seaway with the final 3 in 1964. She was sold in 1965 to the East German Deutsche Seereederi Rostock and renamed *F. Freiligrath*. For a time in 1974, she sailed as *Freijo* for Imperatur Enterprises Incorporated of Cyprus. They sold her to Universal Honolulu Shipping Corporation of Panama later in the year and she was renamed *Universal Honolulu*. They renamed her *August 8th* in 1976, but service didn't last long. She was laid up at Singapore Roads on October 1, 1976 and stayed until a tug took her out on April 5, 1979. She had been sold to G. Yeun Steel Enterprises Limited and was brought to Kaohsiung, Taiwan. Scrapping began May 2, 1979 and proceeded swiftly.

Gradually the old canallers could no longer compete and they too were sold. Three went to Gilnavi - Socita de Navigazione per Azioni in 1966. They were *Prins Willem III*, which

was renamed *Citta Di Carrara, Prins Fredrik Hendrik (i)* which became *Citta Di Atene* and *Prins Willem IV* which became *Citta Di Beirut*. None returned to the lakes.

Two of these were later acquired by Pronos Shipping in 1977. *Prins Fredrik Hendrik* was thus *Krantor*, while *Prins Willem III* became *Agia Irini*. They spent about a year in this Greek flag operation before resale. *Prins Willem III* moved to the Greek Anaco Maritime S.A. early in 1978 and was soon resold to Marline Shipping and Chartering of Panama. She saw only brief service. Still as *Agia Irini*, she sprung a leak on May 23, 1978, while enroute south of Zakmythos. *Prins Fredrik Hendrik* was sold to Carmenmer Shipping and remained under Greek registry as *Krantor*. She laid up at Piraeus on September 8, 1979 and was recently broken up there for scrap.

Prins Willem IV was apparently resold in 1971 with the intent to rename her *Tremco Sun*. This seems to have fallen through, for the name was unchanged in 1974 when scrapping occurred in Italy.

Prins Fredrik Willem was also sold in 1966 to an Italian firm. They renamed her *Michele Garofano*. The vessel was reported aground on the breakwater at Benghazi, Libya on December 2, 1977 in heavy weather. Damage was extensive and she was abandoned by her owners, Francesco Garofano & Company.

Larger second hand tonnage was purchased to augment the fleet in the sixties. The *Prins Philips Willem (ii)* came over from the Fjell Line in 1966. Built in Goteborg, Sweden in 1950, she had previously sailed as *Havfalk* and *Rudgefjell*. She had made 5 trips up the Seaway in 1964 and 1965 for Fjell. Other additions were *Prinses Anna ex-Schouten*, *Prinses Emilia ex-Roggeveen*, and *Prinses Maria ex-Van Waerwyck*. They made their first appearances in 1967.

It was time to dispose of the stretched canallers. They were sold in 1967. *Prins Casimir* passed to Vlamani Cia Nav. S.A. and was back on the lakes as the Greek flag *Atlantic Klif*. She was sold in 1974 for Lian Huat Shipping Company (Pte.) Limited of Singapore and was renamed *Hong Eng*. On October 9, 1978, a fire broke out in her holds while unloading at Bombay, causing extensive damage. She was repaired however, and continued in service in 1980.

Prins Willem V (ii) went to Verina Shipping Corporation in 1967 as *Mina*. She too came back to the lakes under the Greek flag. Later

in 1969, she became *Gaelic Prince*. In 1970 she resumed the name *Mina* and then became *Marinos* in 1973 for Livadia Shipping Company of Cyprus. She returned to Greek registry in 1973 as *Araxos* of the Banima Shipping Company. Fire caught up with her at Port Elizabeth, South Africa on May 21, 1979. She had been idle there since May 13, 1978. Damage was of major proportions and at last report, she was "for sale".

Another stretched canaller, *Prins Willem II* became *Amaryllis* in 1968, *Gothic Prince* in 1969 and *Xeny* in 1971. She caught fire at sea on December 2, 1975, while travelling from Port Harcourt to Rotterdam. She was abandoned by the crew, but later picked up and towed to Cadiz Roads. There she sank on her side on January 1, 1976.

The last of the quartet of stretched hulls was *Prins Willem George Fredrik*. She was the only one to avoid a fire and lasted long enough to be scrapped. Her name became *Aruana* in 1967 for Aruana Cia Nav. of Panama. She was renamed *Alimos* in 1976 for the Action Steamship Corporation of Greece. The vessel was laid up at Piraeus from June 20, 1978 until July, 1979, when she was towed to Greek shipbreakers at Perama and dismantled.

The 2 old freighters built for the St. Lawrence trade in 1947 and 1948 were sold in the late sixties. *Prins Johan Willem Friso* was purchased by Alco Shipping Corporation in 1968 and renamed *Notis*. In 1973, she was renamed *Vorras* for Vorras Shipping also of Greece. In 1978, the hull was sold to Pakistani shipbreakers and arrived off Gadani Beach on October 24, 1978 to be broken up.

Prins Alexander was sold to Cia Nav. Marminek in 1969 and renamed *Prosperity*. She became *Ioannis* in 1970, *Ioannis B.* in 1974, *Apostolos B.* in 1977 and *Poliagos* in 1980. On December 28, 1980, while on a voyage from Piraeus, she struck a reef off Shadwan Island in the Red Sea and sank. She shares with *Prins Willem IV* the longest service in Oranje colors with 22 years.

The remaining vessels served only briefly. *Prinses Anna* was renamed *Hwa Po* in 1969 for Overseas Shipping Private (Hong Kong) Limited. Under the Somali Republic flag, she sank on April 1, 1972. Her cargo broke loose on a voyage from Nagoya, Japan to Whampoa and caused sufficient damage to send her to the bottom. Twenty of the 36 crew members were lost.

Prinses Maria was sold in 1969 and renamed

Roumania. She continues to sail for the Hellenic Lines under the Greek flag. In August, 1980, she called at St. John, N.B. on a voyage from Alexandria, Egypt.

Prinses Emilia also went to Hellenic Lines in 1969 as *Bougaria*. She was not as fortunate for on July 7, 1970, she sank after a collision with the *Hagen* in dense fog off Cherbourg, France. There were 17 members of the 29 crew lost.

Prins Philips Willem (ii) became *Capetan Giorgis* in 1969 for Glafki Shipping of Greece. She continued to visit the lakes on occasion but has now gone for scrap. Shipbreakers at Kaohsiung, Taiwan claimed this vessel in 1979.

Finally *Prins Maurits (ii)* was sold in 1969 after over 20 visits to the lakes. She was renamed *Varykino Adventurer* for Greek flag interests. The vessel was listed as sold to Italian shipbreakers in 1970 after serious fire damage, but the freighter got a reprieve. Renamed *Tara*, she was repaired and resumed trading for Pansegura Navegacion of Greece.

Oranje brought a total of 24 ships to the Great Lakes. They served well and for the most part avoided major problems. *Prins Willem V (i)*, as mentioned earlier, sank off Milwaukee in 1954. *Prins Alexander* got into

some trouble on June 9, 1963, when she collided with the *Silver Isle* in the St. Lawrence near Kingston.

Since leaving the lakes and passing to other ownership, they have had more than their share of difficulty. Five have been seriously damaged by fire, while counting the war, 11 have been lost at sea via collision, enemy action, stranding or the development of leaks. Seven survived the rigors of deep sea navigation and have gone for scrap.

There are 6 afloat at this writing. The *Prinses Irene* and *Prins Willem V (ii)* are laid up. This leaves the former *Prinses Margriet*, *Prinses Maria*, *Prins Maurits (ii)* and *Prins Casimir* still in service. It is most unlikely that we will see any of them back on the lakes, but they and their running mates are not forgotten. □

Author's Note: Not too many years ago I believed that keeping track of a deep sea ship after it left the lakes was an impossible task, recording the activities of a former fleet a monumental headache. I am indebted to *Marine News*, a monthly publication of the World Ship Society for keeping my records up to date and to two authorities on Seaway Salties, Barry Anderson and George Ayoub. The help of the latter of the two fellow members of the Institute is especially appreciated.



The HONG ENG, ex-PRINS CASIMIR, suffered extensive fire damage in 1978, but was repaired and was still in service as of 1980.

PRESERVING MICHIGAN'S MARINE HISTORY

BY
SUSAN MCGREEVY

Larry Coplin began diving in 1958 and since 1964 has been exploring the remains of shipwrecks in Lakes Huron, Superior and Michigan. He is the president of Shipwreck History Interpretation and Preservation Society (S.H.I.P.S.); a non-profit, tax exempt educational organization set up in 1979 by a group of historians and divers who want to share what they've learned in an effort to preserve our marine heritage.

Mr. Coplin, along with other members of this organization, has been gathering information through visual inspection, photography and drawings of the wreck sites. This information has been assembled by

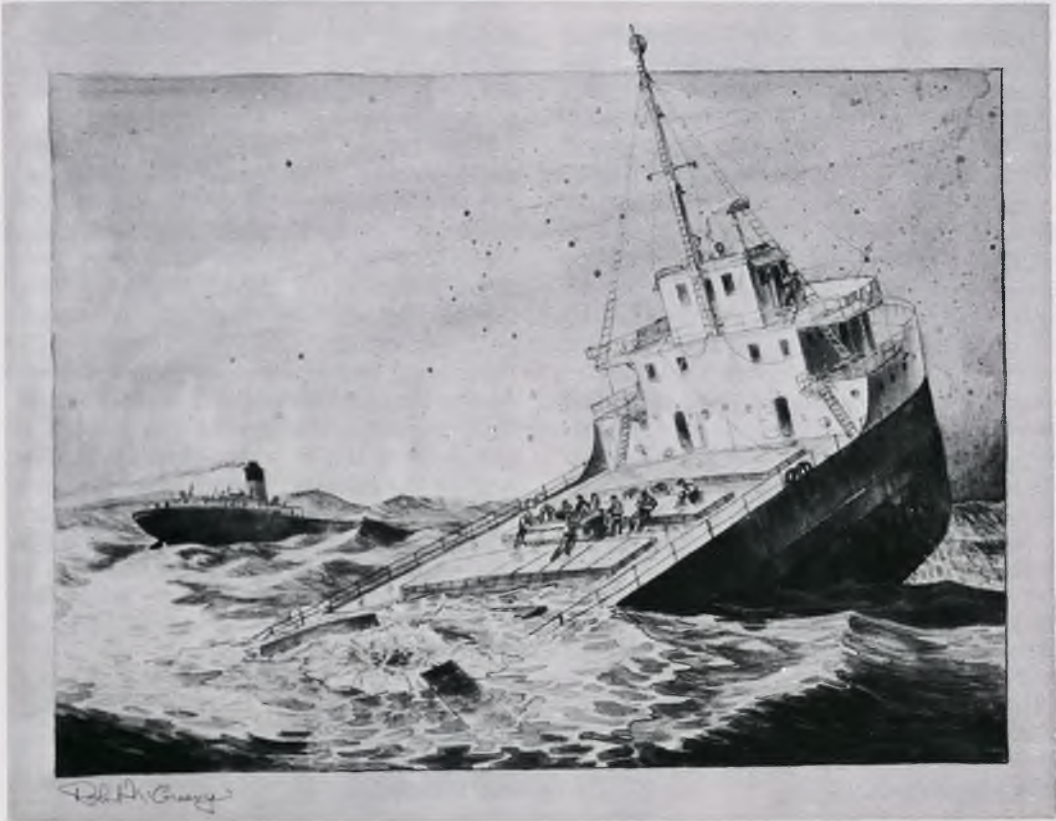
S.H.I.P.S. into displays and programs and is available for presentation to interested groups.

The *Daniel Morrell* was built by the Bay City Shipbuilding Company in 1906 in West Bay City, Michigan. She was one of the standard 600-footers of this period with a gross tonnage of 7,239 tons. She was built for the Cambria Steamship Company and carried their "C" on her masthead, although she was managed by the Bethlehem Steel Corporation.

The *Morrell* was 60 years old when she departed from Buffalo for Taconite Harbor,



The launching of the MORRELL at West Bay City Shipbuilding Company in 1906.



On the bridge, a lone figure watches as the forward crew gathers by the single life raft, awaiting the final plunge into Lake Huron.

Minnesota on the 26th of November, 1966. She was sailing in ballast and had a crew of 29 men. She sailed across Lake Erie and entered the Detroit River on the 27th. Adverse weather was developing, so the *Morrell* anchored near Detroit. The following morning she proceeded with caution, expecting to ride out any heavy weather that might be ahead. She had already survived the 1958 storm that sank the *Carl D. Bradley*.

The *Morrell* entered Lake Huron about 3:00 p.m. on the 28th. By 8:30 that evening she was contending with 8-foot waves and winds that had reached 30 knots. By midnight, she was about 25 miles north of Harbor Beach, Michigan and the waves had built to 20 feet driven by winds that reached almost 60 knots.

Suddenly it happened! The port side broke first and as the fissure wrenched across the deck, power cables snapped and arcing electricity illuminated the entire midship section. Steam roared out of a broken pipe, adding to the noise and confusion. With a loud bang, the starboard hull plating gave way and the

600-foot ship was completely torn in two!

Shock waves ran through both sections as the force of the waves started slamming them together! One of the men sleeping in the crew's quarters was awakened by the noise. Then he heard the general alarm. Half asleep, he grabbed his life-jacket and ran bare-footed out into a passageway. After feeling the bone chilling air, he went back into his room to put more clothes on, but in the darkness could only find a peacoat.

He then joined several others, also in various stages of dress, gathered around the liferaft by the number 3 hatch. They climbed into the raft and waited for the bow to sink beneath them. According to the survivor, as both sections started to sink, the stern continued ramming the bow until both were at right angles to each other.

They clung to the raft as waves crashed across the rapidly sinking vessel. As the ship sank beneath them, a huge wave washed the raft off the deck and into the icy water. It was impossible to hold on! Only 4 regained

the relative safety of the raft.

They watched the forward section and saw someone standing on deck in front of the forward house. The ship continued to settle until the bow was lifted up out of the water and then plunged to the bottom. They looked for the after section, but couldn't see it. A sister ship of the *Morrell*, the *Edward Townsend*, was in the area, as well as other ships, but apparently the electric cables has severed so quickly, that power to the radio was lost. The men in the raft had no way of knowing if a distress call had gone out.

Two of the men died 4 hours after the *Morrell* went down and the third man died about 10 hours later. Finally, the raft drifted onto shore near Harbor Beach, Michigan. The one man still alive was too weak to climb out. It wasn't until 4:00 p.m., November 30, or 36 hours after the ordeal began, that a Coast Guard helicopter spotted the raft. The sole survivor, still wearing only his shorts and a peacoat, was flown to a hospital where he was treated for exposure, minor injuries and frostbitten feet.

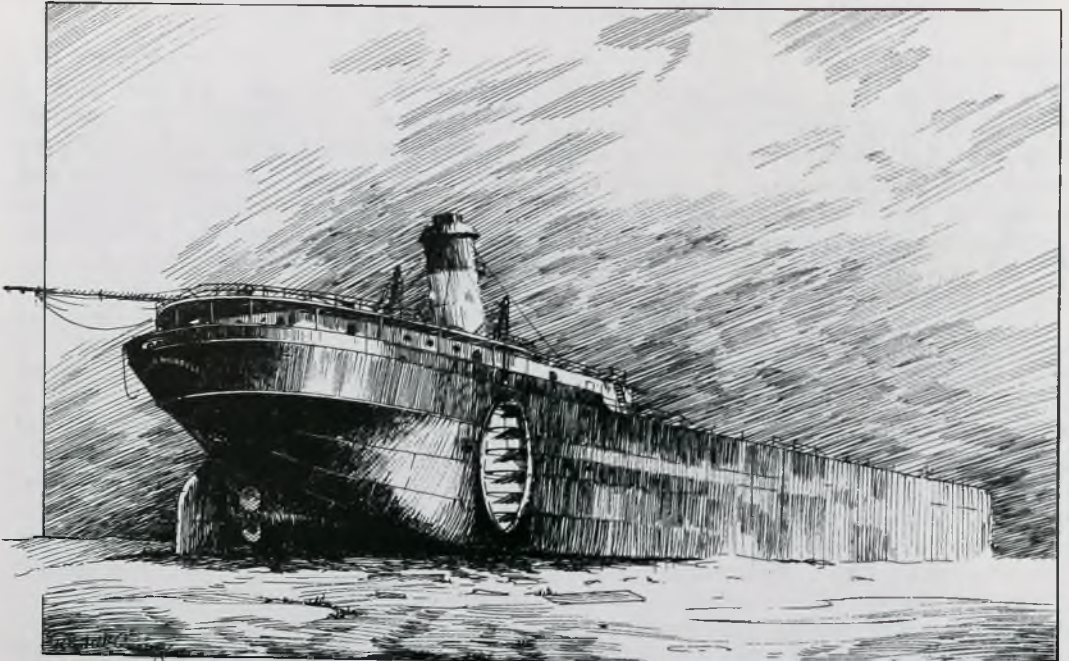
The rescue forces recovered 22 bodies, including the 3 on the raft. Six men were never found and it was presumed they went down with the ship.

The Coast Guard located the stern almost immediately. But the bow remained hidden for the next 13 years. On May 13, 1979 several S.H.I.P.S. members began search operations for the *Morrell*.

After finding the stern, they expanded the search in a northeast direction. After a day of searching without success, the decision was made to make one last sweep before heading in. By now they were right in the middle of the upbound shipping lane, approximately where the *Morrell* should have been on that fatal voyage.

Immense ships passed on either side of them as they concentrated on the sonar screen. Then, as preparations were being made to start the long trip back, they heard a familiar ping on the speaker. Before long, the chart recorder was drawing a tremendous mountain protruding from the lake bottom. An inspection dive would have to be postponed due to rapidly deteriorating sea conditions, so a fix was taken and they returned to Grindstone City, some 20 miles distant.

Two weeks passed before the weather allowed a return trip to identify the find. It was the bow section of the *Morrell* sitting upright and intact, but incredibly 5 miles from the stern!

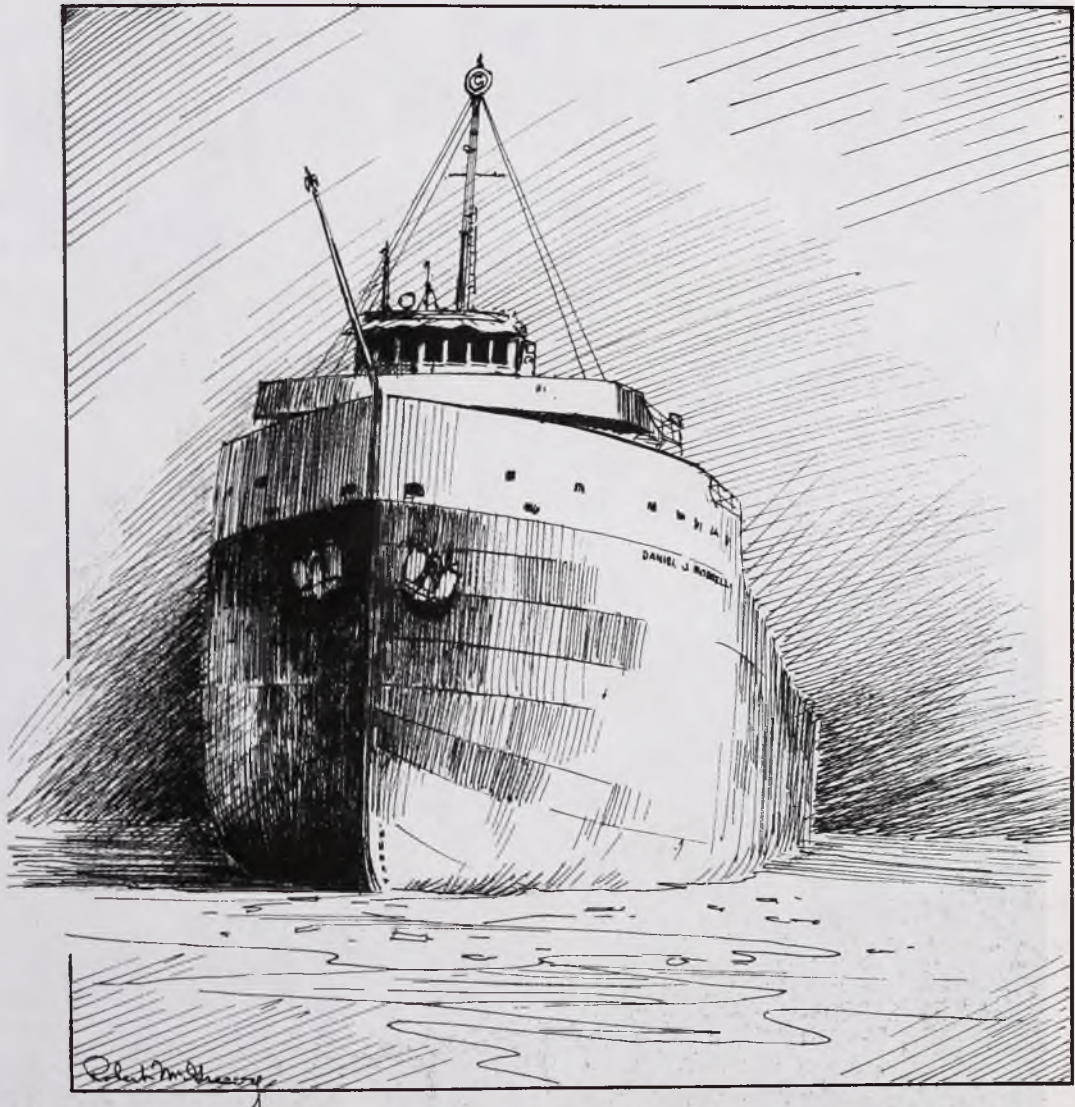


The lifeboats still hang from the davits as the MORRELL lays silently on Lake Huron's floor.

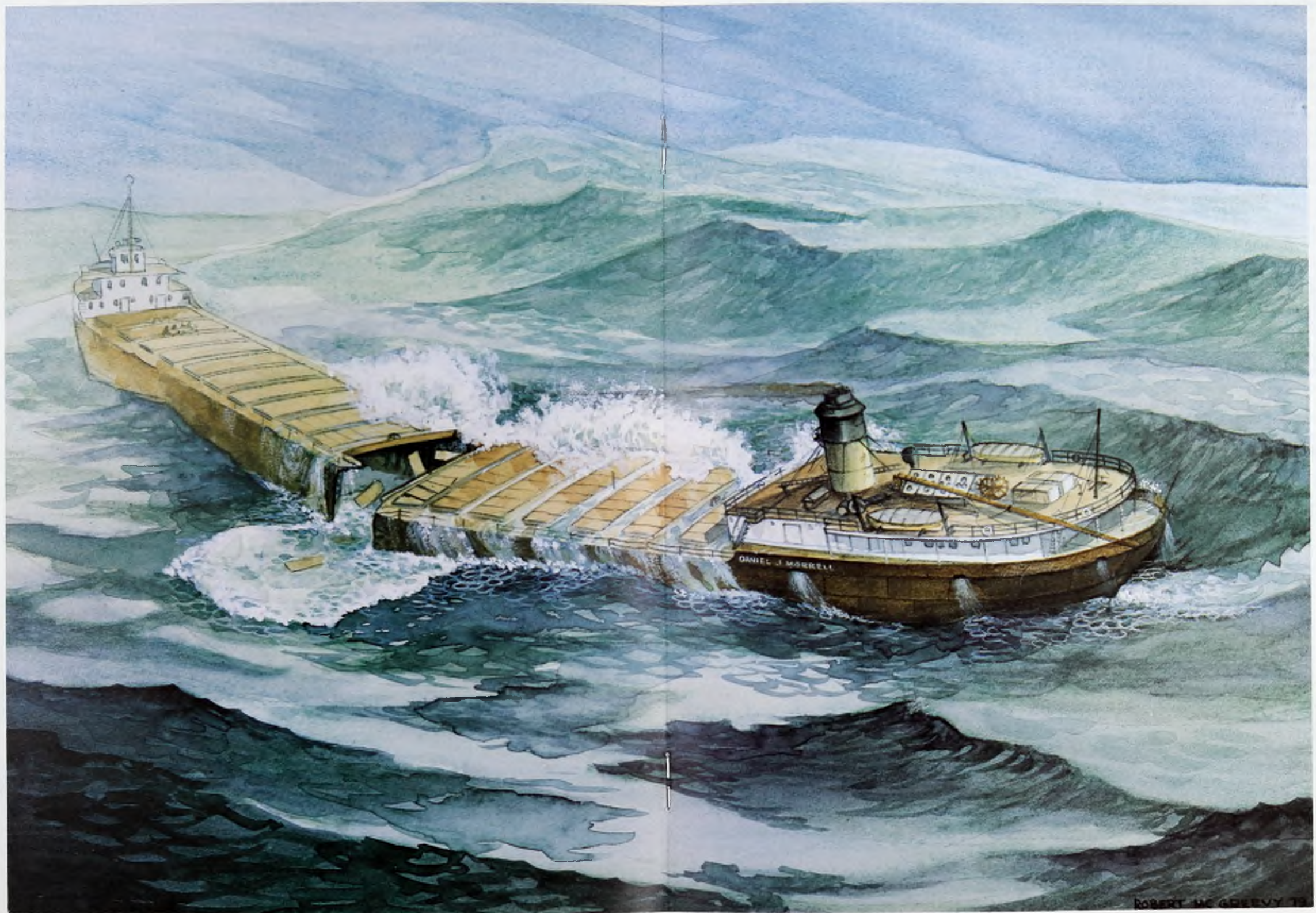
Now for the first time, both sections of the ship could be explored inside and out. It was broken in half at the #11 hold instead of the #8 as was previously thought. The large radar screen originally mounted on the pilot house, had broken off either during the storm or after she sank and landed between the third and fourth cargo hatches. The heavy metal hatch covers are mostly gone. A clock in the bow was stopped at 1:55; one in the stern at 3:28, the first evidence indicating how long the stern section remained afloat.

A commercial fisherman's net was tangled in a railing on the starboard side of the hull, proof that someone had previously stumbled across the wreckage without identifying it. No evidence could be found of the stern ramming into the bow, an apparent contradiction to the survivor's report.

Although none of the 6 unaccounted for crewmen have been found, there is much evidence to indicate a working ship with an active crew. A pair of binoculars lie on the deck and a phone hangs out a window of the



The MORRELL'S bow section sits upright as current members of the Great Lakes fleet follow Lake Huron's 341° track and pass directly over her.



wheelhouse. Two packages of cigarettes sit on a table undisturbed. A wheelbarrow sits by a railing. Dishes are still stacked in racks in the galley.

The stern is sitting in soft silt up to the propeller shaft. The life boats are still hanging from the davits, although the original report stated that at least one had been launched. A Coast Guard buoy rises from the cabins to within 70 feet of the surface, victim of a miscalculation in the weight of chain used to anchor it. The twisted and bent cover on the life jacket storage cabinet is evidence of the struggle that must have taken place during the sinking.

The decision was made to film this wreck for use as a program, however it was 17 months and 300 dives later before the underwater work was completed and all materials turned over to S.H.I.P.S. Months more would be required to assemble all the film, drawings and knowledge collected into a complete program.

Some may have thought that most of the information dealing with the *Daniel J. Morrell* was made available 15 years ago when she sank. Unlike the *Edmund Fitzgerald*, the *Morrell* had a survivor, an eye-witness to the tragedy. But now, by means of art and film, it's possible to see what previously could only be read about. □



After the storm, the EDWARD TOWNSEND was ordered by the Coast Guard to dock at the Soo when they discovered a crack in her midsection.

COURTNEY BURTON CONVERTED

The Columbia Steamship Division of Oglebay Norton Company will change the vessel silhouettes on the Great Lakes horizon this spring with a new look for Columbia's flagship *Courtney Burton*. When the *Burton* rejoined the Columbia fleet at the end of May, she displayed a new cargo unloading boom mounted on her spar deck.

In late August, 1980, she entered the Bay Shipbuilding yards at Sturgeon Bay, Wisconsin to be converted. Considerable work was required to convert the *Burton* from a dockside to a self-unloading vessel. The cargo tank top was cut and lowered at the center of the ship to provide for a conveyor unloading system. Side tanks and hopper gates were installed to provide a funnelling effect to move the

cargo to the unloading conveyor. A conveyor uptake system and a new unloading boom were added along with the required operating machinery. The unloading boom can be swung out of the side of the vessel to discharge cargo over the moving belt precisely where it is required. Great Lakes self-unloading vessels can discharge their cargoes even in those areas where docks are not provided.

She was built in 1953 by the American Shipbuilding Company in Lorain, Ohio. She was christened *Ernest T. Weir* for the National Steel Corporation and remained in their fleet until 1978. She was sold to Oglebay Norton and renamed *Courtney Burton* to honor the Chairman of the Board and a director of Oglebay Norton. □



Photo Courtesy of Columbia Transportation Company

GREAT LAKES & SEAWAY NEWS



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Ted Stromberg

May 1. . .The Canadian freighter *D.C. Everest* was fitted out at Toronto as the *Condarrell* for Johnstone Shipping.

. . .The old Canadian freighter *Lac Des Iles*, now stripped of all cabins, passed down the Seaway under tow of tugs *Daniel McAllister* and *Helen M. McAllister*.

May 2. . .The passenger vessel *City of Wyandotte* has been refitted and renamed *Spirit of Pittsburgh*. She will run as an excursion ship at that port.

May 3. . .The tug *Olive L. Moore* and barge *Buckeye* went aground in the Detroit River near buoy 56D in the Amherstburg Channel. No apparent damage was reported. She freed herself and the barge and continued her voyage.

May 4. . .The old Canadian freighter *Marhill* cleared Toronto in tow of tug *Daniel McAllister*. Her cabins have been stripped and she will join the *Lac Des Iles* as a storage barge in Mexico.

May 5. . .The barge *Peter A.B. Widener* was towed down the Seaway by tugs *Barbara Ann* and *Argue Martin* enroute to Buffalo, New York.

May 7. . .Upper Lake's self-unloader *Ontario Power* snapped a power cable in the Welland Canal, causing the east side of the flight locks to close for a short time.

May 8. . .Columbia's self-unloader *J. Burton Ayers* went aground in the Detroit River near the Renaissance Center parking lot. She was about to dock and unload 12,000 tons of gravel when she lost all power. With the help of 3 tugs from Gaelic Towing Company, she was freed in about 6 hours.

. . .Columbia's new 1,000-foot freighter *Columbia Star* was christened today at Sturgeon, Bay.

May 13. . .The Panamanian vessel *Regent Palm* struck a Welland Canal wall, but continued on her voyage from Bordeaux, France to Thunder Bay, Ontario.

. . .*Condarrell* cleared Toronto on her first trip. She was to load at Port Colborne, Ontario for Chicago, Illinois.

May 14. . .Captain Roy Bedell of the tug *Lauren Castle* was placed on 12 months probation by an administrative law judge of the U.S. Coast Guard. He was found guilty of negligence in the

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The J. BURTON AYERS ran aground in the Detroit River. The tug KINSALE was one of 3 tugs that freed her 6 hours later.

sinking of the *Lauren Castle* on November 5, 1980. He was cited for leaving Kewaunee, Wisconsin with an insufficient number of seaman aboard to aid a vessel, leaving Kewaunee without all crew members carrying Merchant Marine documents and working more than 12 hours on a tug within a 24-hour period.

. . . Jensen Shipping held an open house aboard the *Jensen Star*, ex-French River at Montreal. She was scheduled to resume service shortly.

May 15. . . The self-unloader *Irvin L. Clymer* left Fraser Shipyards at Superior and headed for Duluth to load taconite for Lorain, Ohio.

. . . *Canadian Prospector* cleared Port Weller Dry Dock after hull repairs.

May 16. . . *Irvin L. Clymer* departed from Duluth. The wind was blowing about 35 m.p.h. and waves were about 10-feet. About 3 hours later it was discovered that excessive water was coming in the ballast tanks. Because of the weather, it was decided to return to Duluth for inspection. She was towed the tug *Ohio* and underwent extensive refitting. She had been laid up since 1973 and last September, it was decided to reactivate her.

. . . *Lac Des Iles* and *Marhill* cleared Quebec City for Tampico, Mexico under tow of the Canadian tug *Irving Birch*.

May 17. . . Inspection of the *Irvin L. Clymer* revealed that the water was leaking in through a single loose rivet inside the No. 4 ballast tank. After repairs were completed, she continued her voyage.

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May 18. . .The old bulk carrier *Frank R. Denton* was on the drydock at Superior for replacement of her stern tubes. Some had feared that her career was over.

May 19. . .An attempt to dynamite the 3 hydrofoils at Port Dalhousie, Ontario failed when the charge didn't go off. The craft were idled in a dispute about further service. The police are investigating.

May 20. . .The Cuban vessel *Presidente Allende* cleared Windsor, Ontario with a load of grain. Her homeport is S.A. Habana.

May 21. . .BoCo's new self-unloader *American Republic* departed Bay Shipbuilding on her maiden voyage.

. . .Upper Lake's *James Norris* tied up at the fit out wall at Port Weller Dry Dock. A module containing 2 new cabins and 2 new bathrooms were placed on the starboard side of the stern. Apparently another one is slated for the port side later this year as the accommodations are upgraded.

May 23. . .Hull #67, the future *Canadian Pioneer*, was floated off the Port Weller Dry Docks. the 730-footer will join the Upper Lakes fleet in the fall.



Converted to a floating restaurant, the ex-NORMAC sank at her pier several days after a collision with the ferry TRILLIUM.

THE TANKER GOOD HOPE



Photo by George Ayoub

The GOOD HOPE on August 12, 1962 in the Seaway near Iroquois, Ontario.

by
GEORGE AYOUB

SHIPYARD Mobile, Alabama; Alabama D.D. & S.B. Company (No. 297).
TONNAGES 10,172 gross, 6134 net and 16,613 deadweight.
DIMENSIONS 523.6 (oa) 504 x 68.2 x 39.2
MACHINERY Steam turbine engine 7240 s.h.p. connected to electric motor 6000 s.h.p. and s.c. shaft by General Electric Company, Lynn, Massachusetts 14½-15k.
TYPE T2-SE-A1. Steel, standard tanker steamship.

- 7/1944 Completed for the U.S. War Shipping Administration, Washington, D.C. as *White Bird Canyon* (1944-1948). Registered in Mobile, Alabama US 246014 and placed under the management of American Petroleum Transport Corporation. (a)
1946 Transferred to the U.S. Maritime Commission in Washington. (b)
1948 Sold to the French Government and renamed *Gontreville* (1948-1962).
1949 Sold to Cie. Navales des Petroles, Havre. (c)
1962 Sold to Victor Shipping Corporation, Monrovia, Liberia and renamed *Good Hope* (1962-1964). 10,702 gross tons and 5929 net tons. (d)
1964 Sold to Manor Investment Company, Monrovia and renamed *San Patrick* (1964).
Kobe, Japan: Fitted with new fore and midship sections and converted to a bulk carrier by Mitsubishi Heavy Industries Limited. Gross tonnage increased to 14,494. On December 17 on a voyage from Vancouver to Yokohama, she went aground during a blizzard near Ulak Island in the Aleutians. She broke two and was declared a total loss. The crew of 30 perished. (e)

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 W.S.A. in September, 1946.
(c) Tonnages altered c.1957 to 10,702 gross and 5929 net.
(d) The American Bureau of Shipping Record shows a subsequent transfer to Northern Shipping Agency Inc. (Liberia). This was probably a subsidiary.
(e) Further details of the shipwreck are as follows: A fierce Arctic storm was raging with hurricane-force winds and tremendous seas as her first distress calls were answered by a Japanese ship which couldn't locate the stranded vessel. U.S. Navy and U.S. Coast Guard planes searched for 3 days before the wreck was finally sighted. She was smashed and broken into many pieces by the prolonged storms. A wide search failed to trace any survivors, although a line-gun projectile with its lines leading to the wreck was found ashore on the cliffs and wreckage from a lifeboat was sighted on a nearby island.

A total of 481 T2 tankers were built between 1942 and 1945 as part of an emergency tanker program planned by the U.S. Maritime Commission in 1941. The T2 tankers were based on a standard commercial design already in construction for the private account of the Standard Oil Company of New Jersey.

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. . . Fire damage on Halco's *Montcliffe Hall* has been repaired and she returned to service.

. . . At Goderich, Ontario, the pilothouse of the *D.B. Weldon* has been removed for use as a marine museum. She last sailed as the *Shelter Bay*.

May 25. . . An explosion damaged several bins at the Cargill Elevator in Thunder Bay, Ontario. Cargill doesn't expect grain shipments to be disrupted.

May 26. . . *Montcliffe Hall* cleared Sarnia, Ontario at 8:30 p.m.

May 30. . . The barge *Marlhill*, under tow of Canadian tug *Irving Birch* along with the barge *Lac Des Iles*, sank in the Atlantic Ocean about 145 miles east, south east of Cape Charles, Virginia.

. . . *Suncor Chippewa*, a new Canadian tanker, passed up the Welland Canal. The chemical tanker will operate between Sarnia and Rotterdam.

. . . *Canadian Olympic* is on the drydock at Port Weller.

May 31. . . The British vessel *Amber Pacific* passed Escoumins, Quebec, seaward bound with a load of grain for Tilbury, England.

. . . Columbia's new 1,000-foot self-unloader *Columbia Star* passed upbound at the Soo on her maiden voyage.

June 1. . . *Amber Pacific* had a fire in No. 3 hatch. On advice from Search and Rescue, St. John's, N.F., she went to Sydney, Cape Breton Island for examination.



The IRVING CLYMER at Milwaukee on May 23, 1981 on her second trip since 1973.

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- . . The barge *Lac Des Iles* sank in the Atlantic Ocean about 62 miles off of Cape Henry.
- . . .An American-Canadian review board had recommended an increase in Seaway tolls.
- June 2. . .The ferry *Trillium* was unable to stop while docking at Toronto and rammed the floating restaurant vessel *Normac*. The *Normac* suffered damage below the waterline and began to take in water. Two people were injured and the Toronto Fire Department kept the *Normac* pumped out while a temporary patch was applied.
- . . .*Soo River Trader* resumed service after boiler repairs.
- June 3. . .The tug *Edward E. Gillen* overturned and sank while conducting a towing stress test with the Coast Guard icebreaker *Westwind* in Lake Michigan about 2½ miles off Milwaukee. The 4 crewmen were rescued by the *Westwind* and only suffered mild exposure. The 64-foot tug was built in 1908 and rebuilt in 1953. The Coast Guard is investigating the accident.
- June 4. . .*Columbia Star* passed Port Huron for the first time loaded with taconite.
- . . .The U.S. National Park Service has approved a 2 year pilot program for a passenger ferry operation between Thunder Bay, Ontario and Isle Royale National Park.
- June 5. . .The 1,000 foot *Stewart J. Cort* lost her stern anchor near Nine Mile Point in the St. Mary's River when she anchored due to fog.
- June 6. . .Michigan's Attorney General Frank Kelly has asked the Interstate Commerce Commission to order the C&O Railroad to continue car ferry service from Ludington, Michigan and Manitowoc, Wisconsin while a decision allowing the company to abandon service is appealed. The Ludington-Keweenaw service remains.
- June 7. . .The tug *Morra Moran* towed 2 barges past Port Huron, Michigan. The barges owned by the U.S. Army are 120 feet long and 50 feet high and contain machine shops and living quarters. They are scheduled to dock in New Hampshire.
- . . .Columbia's old self-unloader *J.R. Sensibar* has been sold to the Canadian shipping firm Johnstone Shipping Ltd. of Toronto. She was renamed *Conallison*.
- June 8. . .*Canadian Olympic* was off the drydock at Port Weller.
- June 9. . .*W.M. Edington* was drydocked at Port Weller for survey.
- June 11. . .From Quebec Radio comes a report that the Panamanian vessel *Pampero* on a voyage from Montreal, had collided with the Liberian vessel *Olympic Harmony* in the St. Lawrence River near Cape Sante Traverse, P. Q. Both vessels anchored to estimate damage. The *Olympic Harmony* lost her steering.
- June 12. . .*W.M. Edington* left Port Weller.
- June 13. . .*Pierson Daughters* on Port Weller Dry Docks for hull repairs.
- June 14. . .U.S. Steel's *A.H. Ferbert* went aground in Soo harbor while attempting to turn around and head downbound after being forced to anchor because of fog. After freeing herself, temporary repairs were made to a 10-foot gash in the bow and she continued her voyage to Lorain, Ohio.
- June 15. . .PM's self-unloader *Herbert C. Jackson* delivered a load of stone to the Marblehead Lime plant in the Rouge River. We think that this was her first trip up the Rouge.

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Photo by Skip Gillham

The CON DARRELL in her new colors for Johnstone Shipping at Toronto.

. . .The *Normac* sank at her pier in Toronto as her temporary patch gave way. No one was hurt. She has a starboard list and the main deck containing the galley, bar and main dining room were underwater.

Jun 16. . .A 150-foot section of dock collapsed due to the weight of salt on the south side of the channel in the Kenosha harbor.

Jun 18. . .The *Algoway* suffered a minor grounding near the Drummond Island stone dock in the St. Mary's River. There was no damage to the vessel.

Jun 19. . .The self-unloader *J.R. Sensibar*, now flying the Canadian flag, was towed by the tugs *Barbara Ann* and *Darryl C. Hannah* from Toledo to Windsor. They arrived at the Consolidated Fuel Dock at 7:45 p.m..

Jun 20. . .*Raymond H. Reiss* was cut in two at Ramsey's Bend of the Welland Canal. The stern section and 1½ holds were retained and moved to the second berth while dismantling of the remainder continued.

Jun 24. . .Inland Steel's bulk carrier *L.E. Block* made a rare visit to Conneaut, Ohio when she arrived with a load of ore.

Jun 27. . .*Pierson Daughters* off the drydock at Port Weller.

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. . . After a 23-year absence, the *RMS Segwun* returned to service on the Muskoka Lakes. She was laid up after the 1958 season, but it wasn't until 11 years ago that the restoration process was begun. The Muskoka Lakes are inland from the southern end of Georgian Bay.

Jun 30. . . *J.R. Sensibar* nameboard has been replaced with her new name *Conallison*.

MISCELLANEOUS. . .

. . . Mr. John D. West, President of the Manitowoc Company and Chief Executive Officer of Bay Shipbuilding Corporation, has announced that on June 28, 1981, Mr. George Geiger will succeed Mr. Arthur Zuehlke as President of Bay Shipbuilding Corporation. Under the direction of Mr. Zuehlke, Bay Shipbuilding has become the largest shipyard on the Great Lakes and one of the most efficient and best equipped shipyards in the country. Mr. Zuehlke began working for the Manitowoc Shipbuilding Company in 1940 after graduating from the University of Michigan with a degree in Naval Architecture and Marine Engineering. He became Vice President, Manager-Marine Division in 1965 and President of the newly formed Bay Shipbuilding Corporation in 1972. Although Mr. Zuehlke is retiring after 9 years as President, he will remain on the Board of Directors of the Manitowoc Company. Mr. Geiger has served as Vice President and General Manager since May, 1980. He has been in the shipbuilding and ship repair business for 31 years in various production and managerial positions, including the position of President and General Manager of Erie Marine and established and operated a new shipyard at Erie, Pennsylvania at which the *Stewart J. Cort* was built. The Institute extends their appreciation to Mr. Zuehlke for his assistance given to the Institute and the Dossin Museum. We wish him the best in his



The SEGWUN shown here on July 4, 1981 shortly after she returned to service.

● GREAT LAKES & SEAWAY NEWS



Photo Courtesy of Bay Shipbuilding

Mr. John West (right) announced the retirement of Mr. Arthur Zuehlke (center) from Bay Shipbuilding Corp.. His successor will be Mr. George Gieger (left).

retirement.

. . . Between June 14 and 18, 1981, 6 lake vessels were stranded by high water in the Maumee River at Toledo. Because of high water, they couldn't go under the bridge that crossed the river. The *Soo River Trader* finished loading in the afternoon of June 14th, but couldn't leave until the 18th. The other vessels stranded were C.S.L.'s *T.R. McLagen*, Upper Lake's *Canadian Hunter* and Algoma's *A.S. Glossbrenner*.

. . . The Canadian tanker *Arthur Simard* has returned to service as of May 14.

. . . So far no vessels are scheduled to bring coal to the Trenton Channel Power Plant of the Detroit Edison Company this season.

. . . The self-unloader *St. Clair* has been running to the Monroe Power Plant of Detroit Edison with coal from Toledo.

. . . Three Minneapolis grain firms the Peavy Company, General Mills Inc., International Multi-foods and Mr. George Steinbrenner have purchased control of S&E Shipping Corporation. The new company known as Kinsman Lines Inc. will operate 6 ships. They are the *Alistar Guthrie*, *William McGonagle*, *Merle M. McCurdy*, *C.L. Austin*, *Kinsman Independent* and the *Frank R.*

GREAT LAKES & SEAWAY NEWS ●

Denton.

. . .The U.S. Steel vessels that will not sail in 1981 are the *Thomas W. Lamont*, *William A. Irvin*, *Ralph H. Watson*, *John Hulst*, *Joshua A. Hatfield*, *Horace Johnson*, *Homer D. Williams*, *Eugene Pargeny*, *Eugene P. Thomas*, *B.F. Affleck* and the *August Ziesing*.

. . .The death of Admiral Lyndon Spencer on April 12, 1981 should be noted by those who remember him from 1961 when he was honored here as the Great Lakes Marine Man of the Year. Spencer was the first full-time president of the Lake Carriers Association and served until his retirement in 1962.

. . .The Lake Michigan car ferry *Viking* has received a new coat of paint. She now has an orange and black hull.

. . .Bethlehem Steel's *Arthur B. Homer* didn't fit out this year.

. . .The Annual Tugboat Race was held on the Detroit River on June 27 as part of the International Freedom Festival. The first tug over the finish line and overall winner was the *James Hannah*. In the 1301-2500 horsepower class, *Barbara Ann* finished first and *William Whitney* finished second. In the 751-1300 class, *Kinsale* finished first and the *Paul E.* was second. In the 201-750 class, *G.F. Becker* finished first and the *Goodie II* was second. In the less than 200 horsepower class, *Birmco* finished first and *Dynamite* was second. The best dressed tug in the race was *Joan V.*



Photo by Joan Calder

LAKE WABUSH launched at Collingwood, Ontario on April 28, 1981.

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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