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MEMBERSHIP NOTES ●

When the January issue of *Telescope* was mailed, we received quite a shock at the post office. The bulk mailing fee had gone up from 3.8¢ to 5.6¢ a piece, therefore causing the cost of mailing *Telescope* to rise $\frac{1}{3}$. This only applies to U.S. Members and we are hoping that the Canadian Post Office will not raise their rates. During the next several months, we will be studying the costs that go into producing *Telescope* and make the needed changes. The price of everything has gone up and we want the quality of the magazine to remain the same.

The Dossin Museum will be sponsoring a model ship contest next fall. Those interested in the contest rules should send a self-addressed stamped envelope to the museum.

MEETING NOTICES ●

The guest speaker at the next entertainment meeting will be Mr. F. Jordan Schanbeck. See notice on page 55. The next entertainment meeting is scheduled for May 21, 1982.

Future business meetings (which all members are urged to attend) are scheduled for April 30 and June 25, 1982. All meetings begin at 8:00 p.m. at Dossin Museum.

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OUR COVER PICTURE. . . This photo was taken from the Steamer *Kinsman* Independent of the *Irving S. Olds* during a storm on Lake Huron on August 29, 1981 in late afternoon. Photo by Paul LaMarre, Jr.

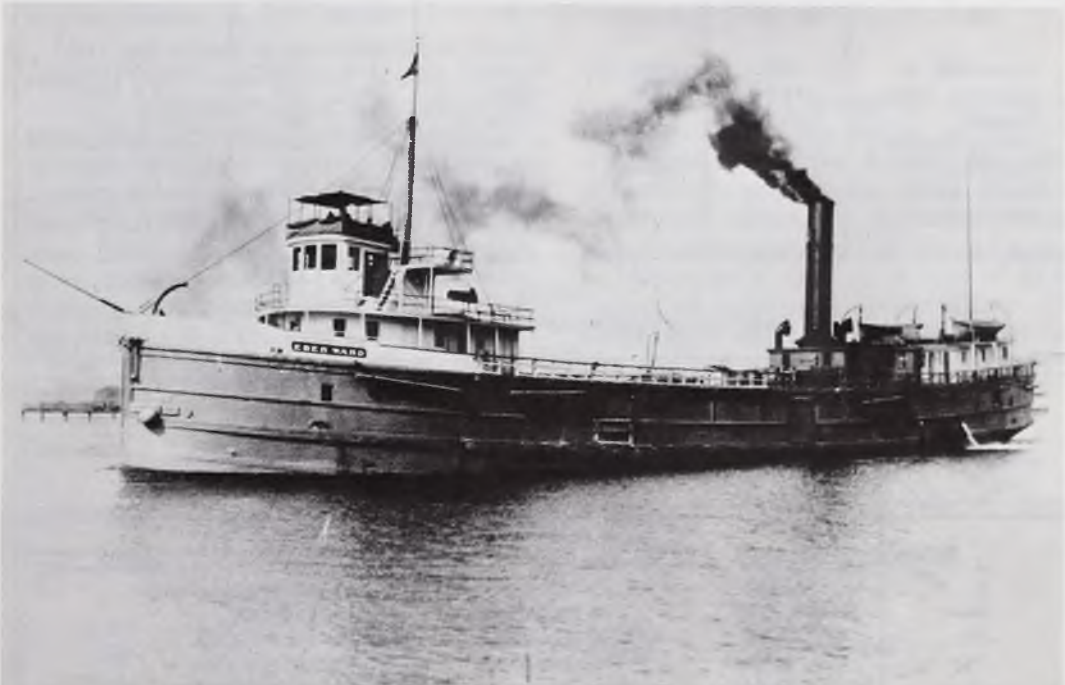
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THE WRECK OF THE EBER WARD

by
DR. CHARLES E. FELTNER

Since 1963, numerous shipwreck hunters with advanced electronic gear have searched in vain for the steamer Eber Ward. Indeed her importance to divers undoubtedly has

arisen from the fact that so many have searched and failed to find her as opposed to any great historical significance attained by this once proud steamer. The elusive Ward finally



This photo taken in 1908 is the most informative of the WARD in terms of construction detail.

succumbed to the hunter on April 22, 1980, when the author, accompanied by his wife and diving buddy, Jeri, and diving friend Paul Horn, found the *Ward* in deep water several miles west of the Mackinac Bridge. The detailed story of how she was found, a textbook example of successful historical research and engineering methodology, will be discussed in another article. In the following sections of the present article, I would like to recount the historical background of the *Ward* and her sinking, along with a description of the wreck as it appears today.

The *Eber Ward* (No. 136001) was built as hull number 43 by F.W. Wheeler & Company² of West Bay City, Michigan,² and was launched from their shipyards in the spring of 1888. She was built of oak and measured 213.2' x 37.0' x 22.2'. Her propulsion system consisted of a fore and aft compound steam engine with 26" and 48" bores,

a 40" stroke, and at 84 rpm it produced 600 horsepower. She was built by the Samuel F. Hodge Company of Detroit,³ and was engine number 155^b in a series of engines built by them as marine propulsion systems. She had one 12'D x 12.5'L Scotch-type boiler (110 psi), which was built by the Lake Erie Boiler Works, Buffalo, New York. Her main steering system was a steam power assisted unit built by Pawling and Harnischfeger Company of Milwaukee, Wisconsin.^c When registered at Detroit District Custom House on July 21, 1888, her tonnage was officially reported as 1343.97 gross and 1037.71 net.⁴

The *Ward* had been built as a package freighter for well-known Michigan maritime industrialist Capt. Eber Ward, owner of Ward's Detroit and Lake Superior Line, and carried his name throughout her lifetime. Of the 7 vessels in the *Ward* fleet of this period, (see Table 1) the *Ward* survived all of her sister ships, each of which met disastrous

TABLE I
Steam Vessels of Ward's Detroit and Lake Superior Line (Circa 1890)

Name	Official Number	Date Built	At	Hull No.	GROSS TONS	Date of Loss
James Fisk, Jr.	75387	1870	Buffalo	N.A.	1095	Nov. 14, 1906
Samuel F. Hodge	115763	1881	Detroit	N.A.	585	Jul. 5, 1896
Osceola	155063	1882	W. Bay City	15	980	Dec. 7, 1906
Wm. H. Stevens	81120	1886	W. Bay City	27	1332	Sep. 8, 1902
Eber Ward	13001	1888	W. Bay City	43	1344	Apr. 20, 1909
John V. Moran	76748	1888	W. Bay City	44	1350	Feb. 14, 1899
John N. Nicol	76876	1889	W. Bay City	46	2126	Dec. 12, 1906

TABLE II
Eber Ward - Record of Custom House Enrollments⁷

Enrollment No.	Date	Custom House District	Owner
7	Jul. 21, 1888	Detroit	Ward's Detroit & Lake Superior Line
8	Jul. 18, 1892	Detroit	Crescent Transportation Co.
66	May 2, 1896	Buffalo Creek	Union Transit Co.
75	May 17, 1904	Buffalo Creek	John J. Boland & Co.
76	May 18, 1904	Buffalo Creek	Columbia Transit Co.
22	Mar. 26, 1907	Huron	Hecla Transportation Co.

endings. She was essentially a duplicate of the *Wm. H. Stevens* and the *John V. Moran*. All of the vessels in Table 1, except for the *James Fisk, Jr.* (a purchased vessel), had been built at Ward's request. Apparently Capt. Ward had a close association with Samuel F. Hodge⁵ of Detroit, inasmuch as he named one of his ships after him and selected Samuel F. Hodge and Company engines for the 6 vessels which were built for him. In later years, Samuel F. Hodge's son, Harry S. Hodge, purchased a number of the original Ward Line vessels, including the *Eber Ward*. Capt. Ward also took a liking to the craftsmanship of shipbuilder Frank Wheeler⁶ of West Bay City, Michigan, as all but 2 of the vessels in Table 1 were built in the yards of F.W. Wheeler & Company. Wheeler hulls and Hodge engines were benchmarks of excellence in the late nineteenth century Great Lakes marine world.

Over her lifetime, the *Ward* was owned by a number of different companies as shown by the list of her enrollments in Table II. On the back side of her last certificate of enrollment, dated March 26, 1907, are notations by the collector of customs which read, "Where surrendered: Port Huron. When surrendered: April 23, 1909. Why surrendered: Total loss, April 19, 1909, cut thru by ice in Straits of Mackinac".

The most attractive and informative photograph of this vessel located to date by the author is shown in figure 1. The date of this photograph, although uncertain, is thought to be in 1908. It is also the best in terms of construction detail (note gangways, mushroom anchor, hurricane deck, yawl boats, etc.). Other photos showing her at Duluth in markings of the Crescent Transportation Company⁸ (1892-1896) and at Buffalo in the markings of the Union Transit Company⁹

(1896-1904) are in existence. Careful examination of these photos show few, if any, significant differences in superstructure arrangement or configuration.

On her maiden voyage, she stopped in the port of Detroit on July 26, 1888, where a *Detroit Free Press* reporter wished her well by writing "It is to be hoped that she will make as gallant a voyage through life as the genial old gentleman for whom she is named"¹⁰ Two days later, on July 28, she arrived in Buffalo where she delivered her first cargo - a load of pig iron that had been picked up in St. Ignace, Michigan.¹¹

Prior to her sinking, the casualty record of the *Ward* was without major incident. On April 29, 1895, she rescued the crew of the steamer *A. Everett* (No. 105919), which was cut through by ice and sank off Point Aux Barques, Lake Huron.¹² She suffered a minor stranding when she went ashore on April 24, 1897, during a heavy fog at Whitefish Point, Lake Superior. She was released without damage.¹³

Equally routine were her repairs. In 1891, she went into drydock at Buffalo for a new propeller¹⁴ and minor repairs were noted in 1899 and 1904 by *Inland Lloyds*.^{15,16} As shown in Table III, her value declined with age, but her insurance ratings were high, indicating she was kept in very good repair.

THE SINKING

As the daylight dawned on the morning of April 20, 1909, the routine and relatively nondescript life of the steamer *Eber Ward* was about to come to an abrupt and tragic end. Several days earlier, she had left Chicago on her maiden voyage of the year and stopped in Milwaukee to pick up a load of 55,000 bushels of corn bound for Port Huron. This cargo, worth about 60 cents per bushel, was

TABLE III
Typical Inland Lloyd's Insurance Valuation and Ratings for the *Eber Ward*

YEAR	VALUATION	RATING	REFERENCE
1893	\$85,000	A1	(17)
1899	\$48,000	A1-½	(15)
1906	\$25,000	A1-½	(16)

insured even though the vessel itself, worth slightly less than \$30,000, carried no insurance.¹⁸ Having made Grays Reef passage with an eastward turn into the Straits of Mackinac at White Shoals, Capt. Timese LeMay of Detroit¹⁹ stood confidently on the bridge of the *Ward* and observed in the far distance what he thought to be a slushy mass of windrow ice dead ahead. At a distance of five to six miles west of Mackinaw City, the *Ward* ran directly into this ice floe and sank within five to ten minutes, carrying 5 crew members to their deaths. It was 9:00 in the morning of a bright, fair-weather day with a light wind blowing from the southeast.

In somewhat more dramatic terms, her loss was reported by the *Detroit News* as follows:²⁰ "Capt. LeMay had stood on the bridge and felt the timbers twist and crackle beneath him as the ice won its battle with the wood; he had seen the water creep toward the deck and he saw 5 of his men sink to death beneath the jagged crust of Lake Michigan."

Inasmuch as considerable controversy developed over the disaster, we first present

the story of Capt. LeMay as he told it to the *Detroit News* the day after the sinking.²⁰ "The ice got us", said the Captain. "I stood on the bridge as we neared that ice floe, never thinking it was anything but slush. From its appearance, we could have taken it at full speed. But, you know, the *Ward* was a wooden steamer, and I didn't want to take any chances, so I signalled for the engineer to check. As we drew nearer, I became even more cautious and stopped the machinery. Closer and closer we floated, not one of us thinking of any possible danger. The strip of ice was only 40 or 50 feet through and I thought we would be in open water again within a few minutes. The came the crash." The Captain stopped talking for a moment. "I was totally unprepared for it and had to grab the bridge rail to keep on my feet. We were loaded and the *Ward* just shoved her nose right into the solid floe. Had we been running light, she might have slid up on the ice, but the grain weighted her down, and it was a test of strength between solid ice and timbers that have done service many years. It must have torn the bow to bits,



The crewmembers from left to right: First Mate A. Gallino, Capt. Timese LeMay, Chief Engineer Frank Baldwin, 2nd Engineer S. Shipman, Deckhand Augustus Palmer, Wheelsman Charles Lester, Steward John Winterhaler and Wheelsman Frank Gutch. Not present was Mrs. Winterhaler, the steward's wife and cook.

because I felt her begin to settle an instant after she stopped quivering from the shock of collision. The bow went down and down, and then the water began to creep up all around the hull.

I can't describe to you how the boys worked. Every man of us fought against the water for dear life. But it was useless. The pumps couldn't begin to handle the flood that was pouring in through the shattered bow. I held out until the last minute before giving up hope that we could pump out the water at least as fast as it was coming in. But man, you couldn't stop it! It's a case of taking to the boats, I said to one of the mates, and laid plans for leaving. We quit work on the pumps and worked for life itself then, for the water line was creeping nearer and nearer the deck every second. I sent the two mates with a part of the crew to the starboard boat and took charge of the others myself. We dropped the boats over the side and piled in. Before dropping into my place, I looked around and saw that the others were over the side already, also that it was a case of mere seconds before the *Ward* would take her last plunge toward the bottom.

Then we cleared. For an instant I felt thankful thinking we were all safe. I saw smoke off to the southwest and knew we could get ashore without much trouble. I turned around and saw the water swish up over the *Ward's* deck. Then she plunged. It was that plunge that cost 5 lives. The crew of the starboard boat had neglected or forgotten to throw their boat crane inboard, and the curved arm of steel caught the gunwhale of their craft, literally jerking it from under them, and leaving the men floundering in the icy waters." The Captain was visibly affected and was silent for a moment.

"We got around as quickly as possible and began picking them up. Some had grabbed the wreckage and others were hanging on to pieces of ice. We were handicapped by the floating pieces of ice, for the *Ward* went down right through it, you know. But we pulled 6 of them into our boat before it was too late. Then I looked around for the others and there was only a bit of wreckage and some dirty ice and water and a few bubbles.

It was mighty hard, I tell you - knowing that those men went down, with us within a few feet of them. But we did our best. Every man worked like sin, and there is more than

one little story of heroism that could be told of incidents that transpired in those few fearful minutes. One of the Rutland boats got us. It was one we had sighted while fighting for our lives. I don't remember her name, but the captain was mighty good to all of us. I don't think there is much chance of getting the bodies of my men who were drowned. You see, it's mighty deep there; one of the deepest places in the Lake, I guess."

Immediately, a former owner and master of the *Eber Ward*, Capt. Arthur Slyfield (Columbia Transit Company, 1904-1907), challenged Capt. LeMay and gave his view of the cause of the sinking to the *Detroit News*.²⁰ "In my opinion, ice did not cause the steamer *Eber Ward* to sink. The boat was built to break ice. I know this, for I was captain of her for three years. There was a bulkhead of 12 inches of solid oak in the bow, which would have withstood any ice. Even had she struck a heavy ice floe and her bow been badly damaged she would have floated for at least one hour. I believe that the boat struck a rock which ripped a hole in her bottom. During the last year I was her master, I put her through 20 miles of ice 11 inches thick."

As soon as the first impact with the ice was felt aboard the *Ward*, First Mate A.P. Gallino of St. Clair, Michigan, ran to the bow and climbed down into the windlass room through a port side hatch to survey the damage through a manhole in the lower forepeak. According to the *Detroit Free Press*,²¹ "He sought to descend by means of a small iron ladder that had always been there. Finding the ladder gone, he first pushed his foot and then his hand through the opening until he encountered a great mass of ice in the bow of the craft."

In his interview with the *Detroit Free Press*, First Mate Gallino refuted Capt. LeMay's story that he had checked the engines as well as Capt. Slyfield's assertion that the *Ward* had struck a rock by stating²¹ "we were going pretty fast when we struck the ice. The force of the blow completely stove in the bow of the boat. The hole it must have ripped in her bow, judging from the crush of ice I found in her hold, must have been a fright. No, it was no rock that struck us, it was ice--good solid ice--and not a field of slush. I do not wonder at the fact that the *Ward* sank so quickly. That ice would have sunk almost any boat in just as brief a space of time as it took the

old craft to go down. I don't want to go through any more experiences of that kind, thank you."

The bow of the *Ward* had been sheathed with iron to protect her from being cut by ice and had one watertight bulkhead in the bow area.²² With this construction, Great Lakes seamen were surprised that the ice had sunk her. Indeed, the *Marine Review* called her sinking "extraordinary" and further noted "that she sank as the result of a collision with a heavy ice floe, though it is probably the first instance on record of a lake steamer having been sunk in a collision of that sort."²³

Capt. H.C. Westcott, United States supervising inspector-general of the Steamboat Inspection Service, ordered the board of inspectors of the local district of Grand Haven, Michigan, to conduct an immediate and thorough investigation of the wreck of the *Ward*. In a terse statement in the *1910 Annual Report*, their findings were,²⁴ "April 20, 1909 - while enroute from Milwaukee to Port Huron, the steamer *Eber Ward* collided with heavy ice in the Straits of Mackinac, and sank. Loss, \$40,000. Five of the crew were drowned. Case was investigated, and Timese LeMay, master, was found guilty of misconduct, negligence, and inattention to his duties, and his license was revoked." Thus ended the controversy over the *Ward's* sinking as well as the career of Capt. Timese LeMay. ^c

Capt. LeMay's misfortune, however, was insignificant compared to that of five crewmen who lost their lives in the wreck of the *Ward*. The dead sailors were Second Mate John Hern, Watchman James Perry, Firemen John Leubrath and Kenny McKay, and an unidentified deckhand. Hern, Perry and Leubrath were all from Bay City, Michigan. Capt. LeMay's daughter, Mrs. William H. Lehman of 124 Pitcher in Detroit, had spent 11 weeks on the *Ward* in the summer of 1908 and knew Watchman Perry and Fireman John Leubrath well.²⁵

As fate would have it, Second Mate John Hern was serving in the place of his son Lester Hern. He mistook a telegram sent to his son as intended for him as left Bay City and went immediately to Chicago to accept the crew position offered in the message. Upon boarding the *Ward*, he discovered his mistake, but agreed to sail from Chicago to Port Huron and then turn the job over to his son.²⁶ Hern had survived the wreck of the schooner *Wend-the-Wave* (No. 26836) when

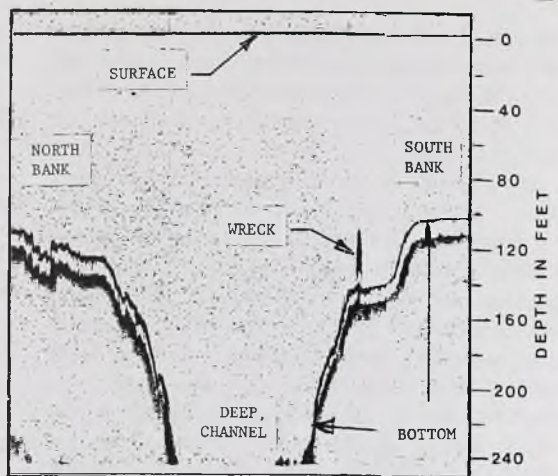


FIGURE 3

Chart recording showing the wreck of the
EBER WARD.

she sank in a collision on Lake Erie, October 6, 1889. Several people died in this disaster, including Hern's sister-in-law.

Mrs. James Perry, wife of the dead watchman, was informed of the wreck while doing some shopping in a Bay City store. She appeared to go stark mad and ran through the streets crying that her husband was dead.²⁰ As evidence of Perry's presence, we found a stylish drinking cup below the stern area while diving on the wreckage of the *Ward*. In gold, Old English letters, it bears the inscription, "James Perry".

The steamer *Bennington* (No. 204994), of the Rutland Transit Company, had picked up the survivors of the *Ward* and brought them to Mackinaw City. About two hours after their arrival, George V. Coffman, a member of a pioneer Mackinaw City family,²⁶ took a picture of the survivors. Not present when the photo was taken was Mrs. John Winterhaler, the steward's wife and ship's cook.

Insamuch as the *Eber Ward* had sunk in broad daylight and good weather with the steamer *Bennington* nearby, her approximate position was reasonably well known. Additionally, her cargo of corn was fair game to salvors who, if they found the wreck, could sell the corn to a starch works. And thus it was that Worden G. Smith, of the American Wrecking and Salvage Company of Milwaukee, located

the wreck of the *Ward* in early June, 1909 in 138 feet of water.²⁷ Plans were laid to use hard hat divers to rig suction pipes in the holds of the *Ward* for the purpose of pumping out the corn cargo. Somewhat earlier (circa 1898), Smith had lost 2 divers on the wreck of the steamer *Pewabic* while trying to salvage her copper cargo.²⁸ This time, operations went well and, with the aid of the 143-foot steam barge *Albert Soper* (No. 105997), 14,000 bushels of corn were recovered and delivered to Milwaukee by Capt. John Claussen, master of the *Soper*. The salvage operation set a depth record for the recovery of grain from a sunken vessel.²⁹ A photograph of the *Soper* anchored on the *Ward* while engaged in the pumping operations, is in existence. 8

The Wreck Today

My wife Jeri, myself, and diving friend Paul Horn, began our search for the *Eber Ward* on April 20, 1980, 71 years to the day after it sank. We found it 3 days later after searching only about 18 hours. It was exactly 138 feet of water just as W.G. Smith had said. The wreck sits on a narrow ledge part way down the bank of the south edge of the deep channel in the middle of the Straits. (See figure). Using normal sonar searching techniques, it would be very difficult to "see" the wreck because of its location on the ledge.

This explains in part why many searchers were never able to locate the wreck.

By September 1, 1980, we had made about 85 dives on the wreck, most of which were spent either filming the wreck or conducting underwater archaeological survey work. Part of the results of this effort are shown in the 3-dimensional scale drawing of the wreck as she lies today. Note that all of the cabin structure is missing which was probably blown off by trapped air during sinking. The wreck sits almost perfectly upright with the bow pointing a few degrees west of south. The hull is virtually intact with the exception of 2 large gashes in the bow where she was punctured by the ice, and the transom which was blown out by air pressure when she sank bow first. Capt. LeMay reported that he saw the stern blow out and it was accompanied by the sound of an explosion.²¹ The punctures in the hull start a few feet aft of the bow on both the port and starboard sides and extend rearward about 15 feet with the average height of 4 feet. The longitudinal character of these punctures and their vertical location in the hull leave no doubt that ice, and not rock, sunk the *Ward*. (Additionally, the minimum water depth within a half mile around the wreck is about 100 feet and there are no reefs or underwater obstructions in

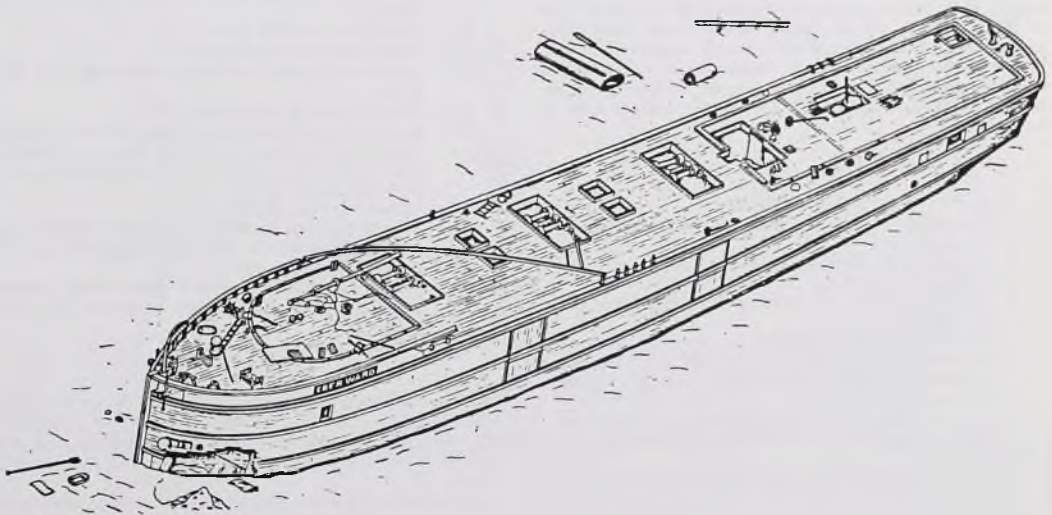


FIGURE 4

Scale Drawing Showing Wreck of the *Eber Ward*
Drawing by David Donovan, Chelsea, Michigan

The longitudinal character of the punctures and their vertical location in the hull leave no doubt that ice sank the WARD.

the area.)

As might be expected, considerable debris is scattered all around the hull on the bottom. Note for example, a 20-foot section of the smokestack lies on the bottom adjacent to the boiler room about 35 feet off the starboard side of the wreck. An oar from the ill-fated starboard lifeboat was found lying next to the smokestack. Another oar and one of the treacherous davits which dragged the lifeboat under were located aft of the stack near the stern within a few feet of the hull. The sight pole or "steering stick" lies on the bottom about 20 feet directly in front of the stem. Most of the deck railing is gone with the exception of that at the bow and a large section connected near the starboard bow which stretches across the middle of the wreck almost to the port midships. We presume the railings were broken away by the grapnel from the *Albert Soper* as she dragged for the wreck during the salvage operations. The walls around the engine room, and bulkheads in

the below deck crew quarters to the rear of the steam engine, have all been blown down and broken apart resulting in appreciable debris in this area. The *Ward* was well equipped to handle the personal hygiene of the crew as we have noted 2 bathtubs, 3 toilets, 5 sinks and at least one "thunder bucket" in the wreckage. Both the capstan cover and engine builder's plate carried the vessel name on them, thus making identification of the wreck certain. We have found no trace of the dead crewmen.

Of the 21 shipwrecks I have dived on in the Straits area, the *Eber Ward* is by far the finest available for scuba diving. At 138 feet, she is also the deepest and care should be exercised when visiting her, especially if your dive plan includes penetration of the wreck. To find the *Ward*, start out at the south tower of the Mackinac Bridge on a course of 275° magnetic. After travelling 4.35 statute miles, you should be at the wreck site. We hope you enjoy our find! □

ACKNOWLEDGEMENT

I wish to thank Jeri Baron Feltner and Paul Horn for their dedicated efforts in vessel research and their unremitting loyalty and faith in the Captain of the *Gemini II*. I am deeply indebted to Dr. Walter Hirthe of the Wisconsin Marine Historical Society for his encouragement and his help in directing me to several sources of information. Special thanks go to Mr. David Donovan for his technical support and especially for his outstanding drawing of the wreck of the *Eber Ward*. The assistance of Messrs. Michael Knes and Mark Coir of the Burton Historical Collection, Detroit Public Library, Mr. Gregory Gregory of the Marine Collection, Milwaukee Public Library, and Dr. Richard Wright and Dr. Donald VanLare of the Great Lakes Archival Center, Bowling Green State University, is gratefully acknowledged. Various discussions with C. Patrick Labadie, Curator, Canal Park Museum in Duluth were also helpful. Mr. Kenneth Hall of the National Archives, Washington, D.C., provided valuable input to the manuscript.

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29. *Milwaukee Sentinel*, June 22, 1909.

- a) The builder has been verified by the author from information on the capstan cover found on the wreckage of the *Ward*.
- b) The engine number and builder have been verified by the author from information on the builder's plate found on the wreckage of the *Ward*.
- c) Verified by the author from information on the steering system builder's plate found on the wreckage of the *Ward*.
- d) We believe that this date is in error in that all other reports and sources of information show the date of loss to be April 20, 1909.
- e) Capt. LeMay was not unfamiliar with shipwrecks. He was master of the steamer *Anna Smith* (No. 105276) when she sank in the Straits of Mackinac on November 27, 1889.
- f) Additional results of our underwater archaeological efforts include a 55 minute underwater film of the wreckage which is available for public showings.

LOST AT SEA

by
SKIP GILLHAM

The loss of a ship on the Great Lakes, though once fairly common, is now, fortunately, most rare. The same cannot be said for the oceans of the world.

Of late a number of deep sea casualties have been former Seaway visitors that were once well known along our freshwater shores. This list is not intended to be a complete one. Rather it is an opportunity to inform readers of the fate of some of these ships that they may remember from years gone by.

Perhaps the best known of these would

be *Prins Alexander* of the old Oranje Line. This 352 foot freighter was built in 1947 for their St. Lawrence trade. When the Seaway opened in 1959, she began to trade to the Great Lakes. Probably over forty such visits occurred until sale in 1969. She was later renamed *Prosperity*, *Ioannis*, *Ioannis B.*, *Apostolos B.* and *Polaigos*. She was lost under the last name on December 28, 1980, when she struck a reef and sank off Shadwan Island in the Red Sea off the Gulf of Suez.

On January 11, 1981 the former Arna



Photo by Barry Anderson

One of the best known saltie on the lakes, the PRINS ALEXANDER was sold in 1969 and ended her career when she struck a reef in December, 1980.

stranded off Shimonseka, Japan and was a total loss. Since 1971 she has sailed as *Iqbal-baksh* for the Pakistan National Shipping Corporation. The 511-footer first visited the Seaway in 1965. She had been built two years earlier at Sunderland, England and flew the Norwegian flag on the lakes.

The *Sol River* had been built in France in 1953 as *Capitaine Rio*. Later as *Parame*, she called inland in the early seventies as *Sol River*. In recent years she has shared Panamanian and Greek registry as *Fong Kuo*, *Eastern State* and *Liza*. On January 10, 1981 she grounded near Combi, Lemos Island on the Mediterranean. Five days later she broke in two and sank taking the lives of 5 crew.

Several ship losses have claimed the entire crew. The Yugoslavian *Dunav* was lost in the Pacific in December, 1980. She was enroute from Hamilton, Ontario to Tsingtao, Republic of China with a crew of 31. The *Antiparos* was on a voyage from Contracoer, via Long Beach, to Osaka when she disappeared on the Pacific with a crew of 35 on January 3, 1981. The former *Manuel Campos* sank off Crete

January 25, 1981 as *Deniz Sonmez*. She carried 34 lives to the bottom.

Another casualty was the heavy lift vessel *Mammoth Scan*. She had encountered difficulties on October 15, 1980 when she heeled over and settled in shallow water when unloading at Abu Dhabi. Later righted, she was refloated and taken under tow. Off Algeria on December 28, 1980, she broke tow but was captured and taken to Malaga Roads. There she rolled over again and sank on January 2, 1981 in a position 36.38N, 04.15W.

The old *Holmside* must have been a victim of the same storm. As *Cabinda* she hit the jetty at Casablanca and sank on December 28. Like *Prins Alexander*, she probably transitted the Seaway close to 40 times from 1960 to 1969 for the Burnett Steamship Company. She had been built at Aberdeen, Scotland in 1959 and was 396 feet long.

If such listings, from time to time, are helpful, we shall endeavour to provide additional "Lost as Sea" features. I wish to thank George Ayoub for his help and acknowledge the valuable assistance of *Marine News* of the World Ship Society. □



Another popular saltie, the *HOLMSIDE* ended her career when she hit the jetty at Casablanca and sank.

GREAT LAKES & SEAWAY NEWS



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A. Mann	J. Micheal	D. McCormick
E. Middleton	K. Strek	M. Smothers
C. Stricker		

Oct. 28. . .Canadian *Pioneer* loaded her first cargo of coal at Conneaut, Ohio for the Nanticoke Power Plant at Nanticoke, Ontario.

Nov. 1. . .The bulk carrier *H.C. Heimbecker* passed Detroit at 1:00 p.m. heading downbound to the scrapyard at Ashtabula, Ohio.

. . .The Canadian freighter *Roland Desgagnes* passed Detroit upbound at 7:10 p.m. Later she went aground in Lake St. Clair between bouys 29 and 30 in dense fog. Tugs have been called for.

Nov. 2. . .American Shipbuilding's Chicago yard was closed today after 83 years of business. Company officials cited the decreasing number of vessels using the Lakes and the inability of the yard to accommodate larger ships.

. . .Gaelic tug *Shannon* passed Detroit upbound for Sarnia to pick up a Canadian Coast Guard inspector and then proceed to the *Roland Desgagnes*. Later: the *Shannon* was forced to tie up at Port Lambton, Ontario because of heavy fog. No vessels are moving in the river because of the fog.

. . .The self-unloader *American Mariner* delivered the last cargo of coal to the Grand Haven Board of Light and Power's Harbor Island facility.

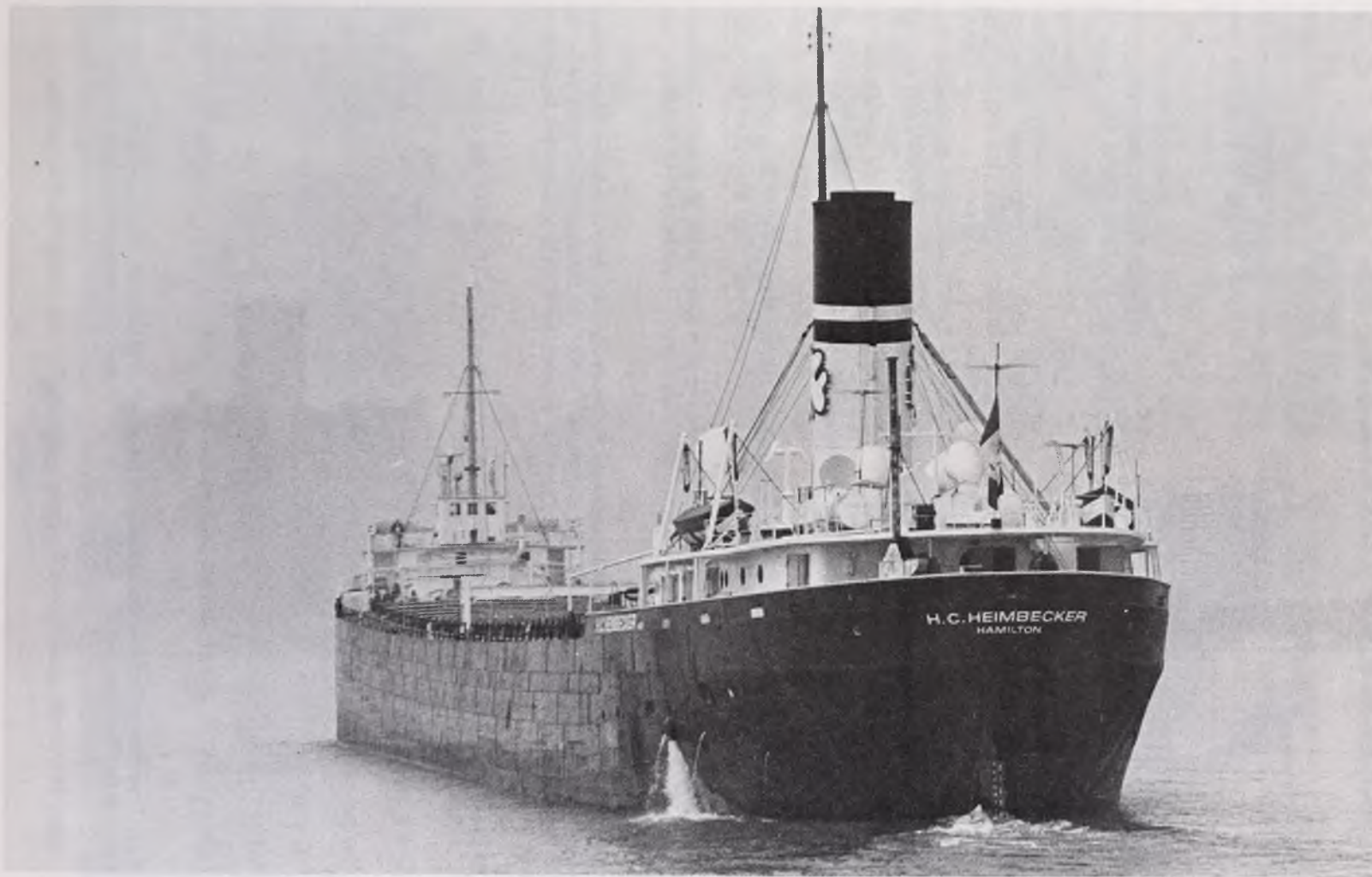
. . .Gaelic tugs *William A. Whitney* and *Kinsale* head upbound for the *Roland Desgagnes*.

. . .The venerable *H.C. Heimbecker* arrived in Astabula where she will be scrapped by Triad Salvage. She was dragged down the shallow Ashtabula River by two Great Lakes Towing tugs, digging up mud on its way. A bulldozer on shore pulled her into her final resting place.

. . .*Roland Desgagnes* was freed at 5:00 p.m. by tugs *Whitney*, *Kinsale* and *Shannon*.

. . .Ford's *Ernest R. Breech* arrived back at the Rouge River Basin, completing her Seaway trip.

Nov. 3. . .Canadian self-unloader *Nordale* struck the corner of the dock in Conneaut while backing into a coal dock. She damaged her rudder and propeller and will be towed to Port Colborne for repairs.



Last farewell to the H.C. HEIMBECKER as she proceeded downbound in the Detroit River on November 1. Photo taken from Gaelic's tug DONEGAL.

Photo by Harry Wolf

GREAT LAKES & SEAWAY NEWS ●



Photo by Harry Wolf

The HEIMBEK CER arrived at Ashtabula on November 2 for scrapping.

-
- . . .Ford's *John Dykstra* arrived back in Dearborn from her Seaway trip.
 - . . .The Spanish freighter *Monte Zalama* has reported taking on water and has docked at Cleveland for survey. She sailed from Duluth on October 30 with a cargo of barley for Spain.
 - . . .Work on the dismantling of the *H.C. Heimbecker* begins.
 - Nov. 4. . .Sizable gains in iron ore and coal shipments in September pushed Great Lakes bulk commodity shipments 8.8 percent higher than a year ago.
 - Nov. 5. . .The *Eastern Shell* made a rare visit to the Canada Salt dock in Windsor, Ontario.
 - . . .The Indian m/v *Ramdas* struck both walls of Lock no. 3 of the Welland Canal, causing some damage to her sides. She was bound for Chicago with containers.
 - Nov. 6. . .The launching of *Hull 222* at Collingwood Shipyards has been postponed.
 - . . .*Monte Zalama* was at Detroit unloading cargo so the leak in no. 2 hold can be repaired.
 - Nov. 7. . .The 1,000 foot tug-barge *Presque Isle* tied at her home dock at Erie Marine Division of Litton Industries after waiting nearly 12 hours to unload at Conneaut due to high winds. She

● GREAT LAKES & SEAWAY NEWS

laid up early because of poor economic conditions.

. . .Tugs *Malcolm* and *Barbara Ann* passed Detroit upbound towing the bulk carrier *Pioneer*. They are headed from the Frog Pond in Toledo to Bay Shipbuilding at Sturgeon Bay.

. . .The Canadian self-unloader *Conallison* fouled her rudder or propeller in a bouy's chain when she departed the Canada Salt Dock. A diver has been called to assess damage.

Nov. 8. . .The *Presque Isle's* tug was separated from the barge for the first time in 3 years.

. . .*Conallison* limped back to the dock under her own power.

. . .The Canadian bulk carrier *Golden Hind* is off the Port Weller Dry Docks.

Nov. 9. . .*Hull 222*, the stern part (600 feet) of a new self-unloader for C.S.L. was launched at Collingwood, Ontario. The rest of the vessel is being built at Thunder Bay, Ontario.

. . .The *Nordale* arrived at Conneaut after completing repairs to load her cargo of coal.

Nov. 10. . .*Conallison* cleared Windsor and headed downbound.

. . .Beginning in 1983, the Canadian Coast Guard will be introducing a new bouy system in Canadian waters. This system has been adopted worldwide by the International Association of Lighthouse Authorities, including both lateral and cardinal bouys.



The hatch covers were the first to go as the scrapping of the HEIMBECKER begins.

GREAT LAKES & SEAWAY NEWS ●



Photo by Peter Latona

Just barely visible are the "portable" semi-trailer generators that were mounted on the stern of the CONALLISON.

Nov. 11. . . *Monte Zalama* departed Detroit.

. . . The arbitration ruling on the fate of 125 former employees of Fraser Shipyard fired on October 17, 1981 in a labor dispute could take several months.

Nov 12. . . *Pioneer* in tow of the tug *Malcolm* arrived at Bay Shipbuilding where she will be converted into a dockside cement holding/transfer ship and have a 5-year inspection.

. . . The Canadian m/v *New York News*, assisted by the tug *Glenada*, cleared Wallaceburg, Ontario with a load of corn to close out the busiest shipping season since 1978.

Nov. 13. . . *Conallison* layed up at Toronto.

Nov. 15. . . *Euro Princess* cleared Goderich with corn.

. . . The self-unloader *Sam Laud* went aground in the west Neebish Channel of the St. Mary's River. Tugs have been called for. She was carrying potash from Duluth to Zilwaukee, Michigan.

Nov. 16. . . The self-unloader *Adam E. Cornelius* arrived at the grounding site of the *Laud* and the *Laud* began to off-load her cargo into the *Cornelius*. As the *Laud* became lighter, the tugs pulled her free. The vessels then proceeded to Detour, Michigan where the cargo was reloaded into the *Laud*.

Nov. 17. . . After inspection the *Sam Laud* departed for Zilwaukee.

THE VICTORY SHIP MORMACPINE



Photo by George Ayrub

This photo of the MORMACPINE was taken in the Seaway on July 30, 1967.

by
GEORGE AYOUB

SHIPYARD Portland, Oregon: Oregon Shipbuilding Corporation (No. 1225).
TONNAGES 7606 gross 4549 net 10, 750 deadweight
DIMENSIONS 455.3 (o.a.) 439.1 x 62.1 x 34.5
MACHINERY 2 steam turbines by General Electric Company, Lynn Mass. 9350 s.h.p. 17k.
TYPE Victory VC2-S-AP3. Steel, standard cargo steamship.

- 3/1945 Completed for the U.S. War Shipping Administration, Washington, D.C. as *Brown Victory* (1945-1947). Registered in Portland, Oregon US 247477. Placed under the management of Alaska Packers Association. (a)
1946 Transferred to the U.S. Maritime Commission. (Operated by Moore-McCormack Lines Inc.) (b)
1947 Sold to Moore-McCormack Lines Inc., New York and renamed *Mormacpine* (1947-1970). (c)
1970 Sold to Taiwan shipbreakers and arrived at Kaoslung on July 18, 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 W.S.A. in September, 1946.
(c) Tonnages changed to 7642 gross, 4599 net c. 1953 and to 7329 gross, 440 net in 1968.

The designated types VC2-S-AP3 differed from the AP2 types (see *Westwind in Telescope* Jan. 1980) only in higher powered turbines. A total of 141 AP3 types were built compared to 272 of the AP2 types.

The dimensions of the the Victory ship *Ogla* (*Telescope*, July 1978) are identical to the figures above. The length 349.1 should be corrected to 439.1.

GREAT LAKES & SEAWAY NEWS ●



Photo by Paul Wiening



Photo by Paul Wiening

*Top: The MAXINE has been sold to the Soo River Company.
Bottom: The HOLLOWAY on one of her last trips. Most fear her career is over.*

● GREAT LAKES & SEAWAY NEWS

Nov. 18. . .Tugs *Malcolm* and *Barbara Ann* towed the bulk carrier *J.F. Vaughn*, ex-*Maxine*, enroute to Toledo for a load of storage grain.

. . .Barge *G.L.M. 507* with a deck cargo of 1,634 tons of pig iron, broke up and sank 12 miles south of Long Point in Lake Erie.

Nov. 20. . .The Polish vessel *Walka Mlodych* went aground north of bouy 46Q in the St. Lawrence River. The grounding was caused by a power failure. No assistance was needed and she later freed herself and headed for Quebec City.

. . .The new Panamanian flag tuna seiner *Chiriqui II* passed downbound by Detroit.

Nov. 21. . .A helicopter search shows no trace of barge *G.M.L. 507*.

Nov. 22. . .*Walka Mlodych* cleared Quebec City for Poland.

. . .The C&O Railroad System is preparing a brochure to send out in search of a buyer for their 29-year old carferry *Spartan*. The company said that she is no longer needed in service, since they are giving up the service across Lake Michigan.

. . .*Chiriqui II* passed down the Welland Canal.

Nov. 23. . .Both sides in the labor dispute at Fraser Shipyards met today in a pre-arbitration



The new tuna seiner CHIRIQUI II.

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meeting with a state mediator.

. . .The Greek container vessel *Cathy* was rechristened *Atlantic Prowess* at Montreal. She's chartered to Atlantic Container Line.

Nov. 25. . .Tugs *Malcolm*, *Stormont* and *Glenevis* towed the *J.F. Vaughn* down the Welland Canal. She will load beans at Toledo.

. . .The Liberian bulk carrier *Gemini Pioneer* on a voyage from Thunder Bay to the United Kingdom, touched bottom on the bank of the Welland Canal. A diver inspected her and said that she damaged her propeller. After inspection, she continued her voyage.

Nov. 26. . .A fall storm forced the *Euro Princess* aground off Sable Island in the Atlantic. She's reported in danger of breaking up and the crew was taken off by helicopter.

Nov. 27. . .*J.F. Vaughn* was towed into Hamilton, Ontario.

. . .Search for the barge *G.L.M. 507* was delayed due to bad weather.



Photo by Barry Anderson

A fall storm forced the EURO PRINCESS aground off Sable Island in the Atlantic.

● GREAT LAKES & SEAWAY NEWS

Nov. 28. . . *Gemini Pioneer* departed from Montreal.

. . . The Panamanian m/v *Golden Star*, on a voyage from Detroit to Barcelona, reported smoke coming from no. 1 hatch, due to overheating. She is about 12 miles west of Escoumins, P.Q. pilot station. She proceeded to Baie Comeau, P.Q..

. . . The British bulk carrier *London Earl* on a voyage from Thunder Bay to Hamburg with grain, went aground in the St. Lawrence River off Pointe aux Tremble, P.Q. Tugs have been called for.

. . . *Euro Princess* was reboarded and salvage efforts begin.

Nov. 29. . . No success in refloating the *London Earl*.

. . . After a 3-year lay-up, the saltie *Samaru* was towed by tugs *Nancy A. Lee* and *John D.* to Port Dover, Ontario where she will be refitted for service.

. . . There are 99 ocean going vessels above the St. Lambert Lock and 66 of them are above Port Weller, Ontario.

. . . Merritt Day was celebrated along the Welland Canal in honor of the 152nd anniversary of the first canal opening. The Canadian bulk carrier *Montrealais* was the first ship of the day and received a special award.

Nov. 30. . . *London Earl* was refloated with the aid of 5 tugs. She proceeded to Montreal for inspection.

. . . The self-unloader *Calcite II* arrived at Ferrysburg, Michigan with a load of limestone for Verplank Coal and Dock. After unloading, heavy weather caused a delay in her departure.

. . . *Euro Princess* was towed into Halifax, N.S. She has a deck crack but will not need major repairs.

Dec. 1. . . *Gatelifter No. 1*, formerly stationed below Lock no. 1 of the Welland Canal, is to be scrapped at Port Maitland, Ontario. She had been towed there earlier in 1981.

. . . The Greek vessel *Hellas in Eternity*, went aground in the St. Lawrence River on the south side near Pointe aux Basile. Later: she freed herself and arrived at Quebec City and departed for Bordeaux later in the day.

Dec. 2. . . *Calcite II* departed Ferrysburg and the weather changed on Lake Michigan.

. . . *London Earl* cleared Montreal for Hamburg.

. . . There are 78 ocean vessels in the St. Lawrence Seaway.

Dec. 3. . . The Greek m/v *Irene Diamond* backed into a little used railway bridge at the upper Beauharnois Lock of the Seaway. She was inside the lock and tied with cables when the captain decided to move her astern. When the order was given to stop engines, they didn't. She continued moving, breaking the cables. The gate operator managed to open the gates in time to let her out. She was enroute from Oshawa to Contrecoeur, P.Q.

Dec. 4. . . *Irene Diamond* was freed by tugs and proceeded to Contrecoeur for inspection.

. . . The self-unloader *J. Burton Ayers* loaded with coal for Hamilton, Ontario, paid a rare visit

GREAT LAKES & SEAWAY NEWS ●

to the Welland Canal.

Dec. 5. . .The self-unloader *Nicolet* with coal from Toledo to Oswawa was another rare visitor to the Welland Canal.

. . .The Canadian Sault Ste. Marie Canal Lock closed today for the 1981 season.

Dec. 6. . .The Canadian ferry *Che-Cheemaun* cleared the drydock at Collingwood and docked in the harbor. She was scheduled to return to Owen Sound on December 21 for winter lay-up.

. . .*J. Burton Ayers* loaded stone at Port Colborne for Cleveland.

. . .Construction of the Peach Island Rear Range Light in Lake St. Clair has been discontinued until spring.

Dec. 7. . .The Indian vessel *Lok Vihar*, the last saltie for 1981, cleared Sarnia for Shanghai, China with a load of polyethylene resin.

. . .Canadian and U.S. authorities are to proceed with the St. Lawrence Seaway toll increases



Photo by Jack Bailey

Capt. John's Restaurant (ex-NORMAC) after being rammed by the ferry TRIL—LIUM on June 2, 1981.

● GREAT LAKES & SEAWAY NEWS

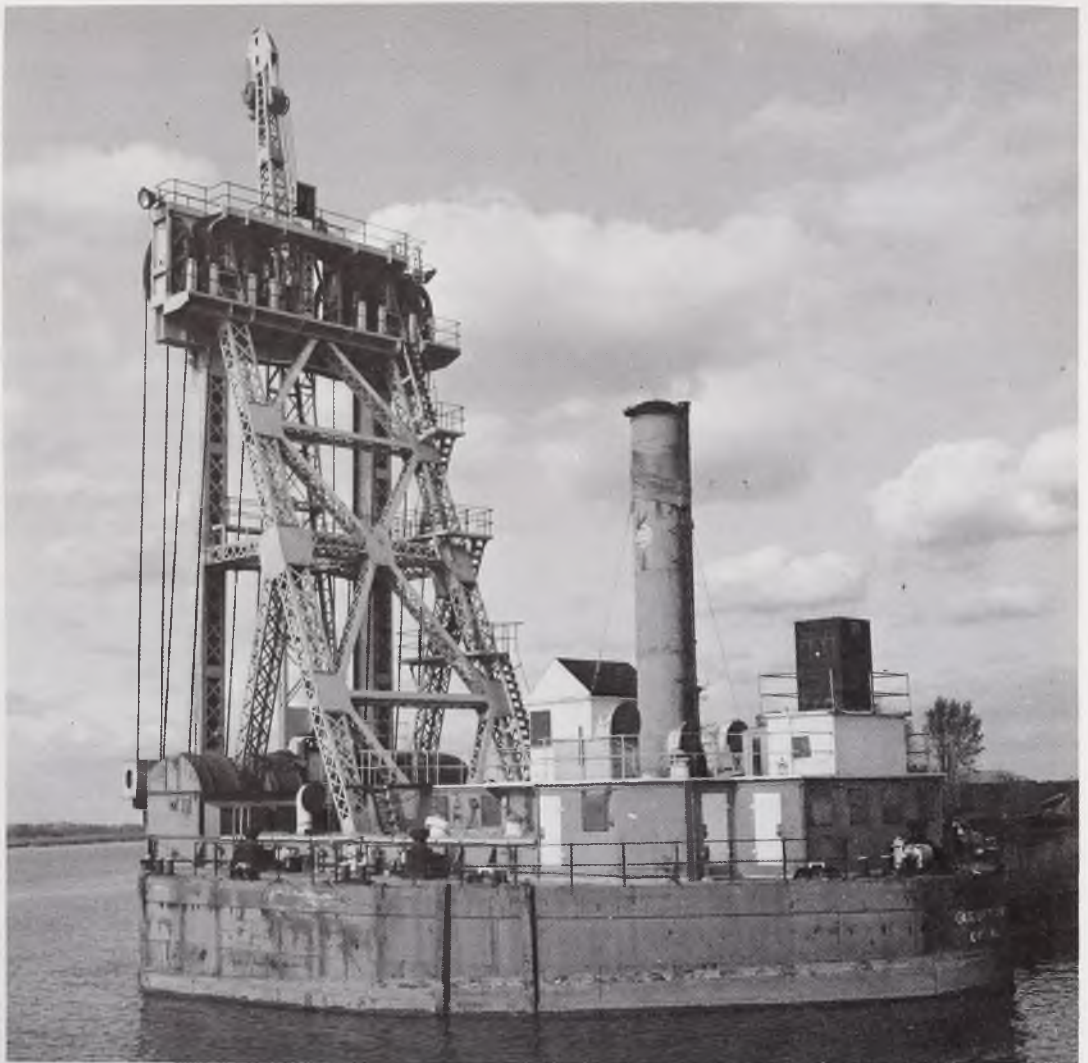


Photo by Barry Andersen

GATELIFTER NO.1 will be scrapped at Port Maitland, Ontario.

amounting to 30% over the next two years, despite warnings that the move could reduce trade.

. . . Nicolet loaded stone at Port Colborne for Cleveland.

Dec. 8. . . The self-unloader *W.W. Holloway* was layed up at Toledo in Frog Pond. Most fear her career is over.

Dec. 9. . . The Canadian vessel *Irving Nordic* paid a rare visit up the Seaway to Clarkson, Ontario.

. . . Paterson's *Labradoc* arrived at Collingwood, Ontario terminals with a cargo of mixed grain from Thunder Bay. She will spend the winter in Collingwood.

Dec. 10. . . The last saltie *Olympic Pioneer* passed down at the Soo.

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. . .The fate of 122 workers who were fired at Fraser Shipyards will be announced in January.

. . .Great Lakes bulk shipments of coal rose sharply in October, 1981 from 1980 levels, increasing to 6.4 million tons from 4.9 million tons.

Dec. 11. . .Cypriot *Sea Pearl* was renamed *Mighty Pearl* at Quebec City, P.Q.

Dec. 13. . .*Stewart J. Cort* passed Detroit headed for winter lay-up at Erie, Penn.

. . .The *Chi-Cheemaun* will spend the winter in Collingwood for further work.

Dec. 14. . .*Pavel Vavlov* was the last saltie down the Welland Canal.

. . .Algoma's self-unloader *E.B. Barber* arrived at Collingwood to enter the drydock for the winter.

Dec. 15. . .There are still 6 ocean-going vessels in the Seaway.

. . .*Jensen Star* cleared Valleyfield, P.Q. and headed down the St. Lawrence River. She has been idle since returning from the Arctic.

. . .The old bulk carrier *William P. Synder Jr.* was rescued from the scrapyard and was towed from Ashtabula to Toledo by the tug *Ohio*. The Cliff's vessels are likely to be refurbished to haul coal and containers thru the Seaway in 1982.

. . .The Singapore flag vessel *Santa Theresa* was the last saltie up the Seaway enroute to Oshawa, Ontario where she will unload salt.

Dec. 16. . .The mailboat *J. W. Westcott* closed for the 1981 season.

. . .In Windsor, the 106 year old iron barge *Huron* sank at the Canadian National Railway slip. The tug *Manco* was working the barge at the time of the sinking.

. . .The *Canadian Leader* was refused transit of the locks in the Seaway and anchored to await orders.

Dec. 17. . .*Santa Theresa* closed the overseas season along the Seaway as she locked down at the Snell Lock.

. . .*Canadian Leader* in transit in the Seaway, headed for Port Cartier, P.Q. for the winter.

. . .Work begun on raising the *Huron*.

Dec. 19. . .*Ralph Misener* was the last laker upbound and the *Montcliffe Hall* was the last down-bound lakers along the Seaway.

Dec. 20. . .The West Neebish Channel of the St. Mary's River has been closed to vessel traffic and all ships are required to alternately use the upbound channel.

Dec. 21. . .Canada Steamship Lines will enter the Newfoundland container trade in 1982 in partnership with Atlantic Freight Lines Ltd. No word on what vessels may be involved if any from the lake fleet.

Dec. 23. . .Paterson's *Montadoc* at Port Weller Dry Docks to repair ice damage suffered in 1978.

● GREAT LAKES & SEAWAY NEWS



Photo by Harry Wolf

A fire broke out on the HUDSON TRANSPORT while she was carrying bunker C oil in the lower St. Lawrence.

Dec. 24. . . Container Marine Terminal will move their operations in Detroit to the Detroit Marine Terminal at the foot of Clark St.

. . . Clare Synder, age 65, died in Fort Meyers, Florida. Mr. Synder was retired marine operations manager for the Ford Motor Company was elected "Mayor of the Waterfront" by the Propeller Club for 1971-1972.

Dec. 25. . . Halco's tanker *Hudson Transport* reported on fire in the St. Lawrence River off Pointe Metis. Motor vessels *Niksic* and *Lady Franklin* are on the scene. Later: *Hudson Transport* now anchored with fire in crews quarters and engine room. The crew was taken off by helicopter. Canadian Coast Guard icebreaker *Montcalm* was standing by. Fourteen crewmen were rescued and 6 are missing. She was on a voyage to the Magdalen Islands in the lower St. Lawrence River with a cargo of Bunker "C" oil. The cargo did not catch fire. The weather at the scene was strong winds and frigid temperatures. (Ed. note-*Hudson Transport* made about 15 trips into the Delray Power Plant of the Detroit Edison Company with bunker "c" oil. I've had dinner and several visits onboard while she was there.)

. . . *Canadian Mariner* suffered minor damage in grounding in the lower St. Mary's River.

Dec. 26. . . Tug *Captain Ioannis S.* is alongside the *Hudson Transport*. She has been boarded and they are fighting the fire with foam. After the fire was contained, she was taken in tow.

Dec. 27. . . *Hudson Transport* was towed into Baie Comeau. Halco has brought the tanker *Gaspe Transport* and will transfer the cargo if possible.

Dec. 28. . . Logistic Navigation offered the *Fort Lennox* to the S.I.U. as a training ship for use in their Morrisburg, Ontario training facility.

Dec. 29. . . Transfer of cargo from the *Hudson Transport* to the *Gaspe Transport* was completed.

Dec. 30. . . The final ship of the season, *John A. France*, passed down at the Soo with grain from Thunder Bay.

. . . The tug *Capt. Ioannis S.* began towing the *Hudson Transport* to Quebec City, P.Q.

 GREAT LAKES & SEAWAY NEWS ●

MISCELLANEOUS. . .

. . . From the Detroit Edison Company comes word that coal delivery hit an all time record in 1981. By the end of the season, 2,862,623 tons of coal had been delivered by ship. This surpasses the old 1980 record of 2,655,791 tons.

. . . *Maxine*, ex-*The International* has been sold by Triad Salvage with approval of the U.S. Maritime Administration to Pierson Steamship Ltd. of Ontario. She will be placed under Canadian registry and has been renamed *J.F. Vaughn*. The *H.C. Hiembecker* was part of the deal between Triad and Pierson.

. . . Halco's tanker *James Transport* in the repair yard at Montreal, completing deferred repairs to port bow damage sustained in the collision with the tanker *Edouard Simard* in Feb., 1981.

. . . U.S. Steel's self-unloader *Irvin L. Clymer* sustained rudder damage at the International Salt Company dock at Cleveland in Sept., 1981. She was towed the same day to the Toledo yard of American Shipbuilding Company by U.S. Steel's *Ender M. Voorhees*. She has since returned to service.

. . . The Bob-Lo Island Company in Detroit has named Doris DeDeckere director of public relations and promotions.

. . . The Bultena Dredge and Dock Company has been changed to Canaonie Offshore.

Renames. . . *Patquies* now *Sarouis* and *Posidon* now *Viki K*.

March Entertainment Meeting . . .

Our speaker on March 26 will be Mr. F. Jordan Schanbeck who will give a slide talk titled "A Scenic Trip Down the St. Lawrence from the Deck of a Freighter."

Mr. Schanbeck graduated from Ferriss State College and is currently employed by the Budd Company. He has been a member of the Institute since 1976 and currently serves as Treasurer. He is also a member of several other marine historical societies.

Be sure to join us on Friday March 26 at 8:00 p.m. for an enjoyable evening on your dream trip through the Seaway. □



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 Ship-builder'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

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Belle Isle, Detroit, MI 48207

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GREAT LAKES MARITIME INSTITUTE

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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 items used.

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



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