



Telescope

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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

The St. Lawrence Seaway Exhibit will open on August 4th. All Institute members in the Detroit area will receive an invitation to attend the special reception being held that night at the Museum. At this time, we are planning to have a guest speaker from the St. Lawrence Seaway Authority.

The Marine Flea Market will be held on August 14th at the Museum. Those interested in renting a table should send a self-addressed envelope to the Museum for details.

MEETING NOTICES ●

The Robert E. Lee Annual Dinner will be held on September 14th at the Detroit Boat Club. At this time, we haven't confirmed a guest speaker for the dinner. Those living within the Detroit area (480____, 481____, 482____, Canada: Sarnia to Amherstburg) will receive details for the dinner in mid-August. Those living outside this area, should send a self-addressed envelope to the Institute for details.

The business and entertainment meetings are scheduled for the 3rd Friday of each month. Business meetings are scheduled for August 20 and October 15. The November entertainment meeting will be held on the 19th. All meetings are at 8 p.m. at the Museum.

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OUR COVER PICTURE. . . On March 8, the *Henry Ford II* opened the 1982 season when she departed for Toledo to load coal. She was escorted by the Coast Guard's *Bristol Bay* and Gaelic Tug's *Wm. A. Whitney* from Detroit to Toledo. Shown here in Lake Erie, the *Whitney* is cutting a channel through 30 inches of ice.

THE HENRY FORD II OPENS 1982 SEASON

by
JAMES D. CLARKSON

The 1982 Great Lakes shipping season began on March 8 when the first ship out, the *Henry Ford II* commanded by Capt. Mike Gerasmos, sailed for the C&O dock in Toledo from her winter berth on the Rouge River. Facing ice estimated up to three feet thick, she was preceded by the Gaelic Tugboat's icebreaker *William A. Whitney* and the Coast Guard icebreaker *Bristol Bay*. Normally a twenty-four hour round trip, this time it took fifteen hours to clear a path through the ice.

With the *Bristol Bay* cutting the initial channel, the *Whitney* captained by Bruce Butler, broke a second, parallel channel about one hundred yards to the side. Their combined

efforts provided enough width for the *Ford* to follow. At times, conditions proved too much for even the *Whitney's* 2000 hp. Fairfax-Morris opposed piston engine (originally built in 1943 for the Coast Guard icebreaker *Southwind*) and her 88" propeller. During one backing maneuver, required to get enough forward momentum to break through, a two-foot thick block of ice jammed the rudder and caused the 7/8" port steel steering cable to snap. The *Whitney's* engineer and assistant engineer Walter White and Charlie Newell had replaced it within two hours and the battle with the ice continued. It was to require a battering nine hours between the Detroit River Light and the Toledo Light. □



Author's Photo

Two-foot thick ice is laboriously smashed and pushed aside by the WHITNEY as she follows the BRISTOL BAY's lead.



The HENRY FORD II clears the Rouge River Basin on March 8 to open the season.



Author's Photo

The HENRY FORD II, temporarily ice-bound, waits for the WHITNEY to move ahead and clear the channel.



Author's Photo



Author's Photo

*Top: It was in open water like this that a block of ice snapped the steering cable.
Bottom: Capt. Butler and Gaelic Tug owner Bill Hoey inspect the damage.*



Author's Photo

Engineer Walter White and assistant engineer Charlie Newell make a quick running repair on the 2000 hp Fairfax engine.

BRITISH NAVAL VESSELS ON THE UPPER GREAT LAKES 1761-1796

by
BRIAN LEIGH DUNNIGAN

During the last third of the eighteenth century, the British maintained control over the land immediately surrounding the four Upper Great Lakes. Although seriously challenged during the Pontiac Uprising (1763-1764), the American War for Independence (1775-1783) and the western campaigns of the American Federal Army (1790-1794), this hold was never broken by force of arms. The military posts from which the British controlled the Upper Great Lakes were often inadequately garrisoned, but the defenders had several advantages in their favor. Perhaps the most important of these was the well organized fleet of small sailing vessels maintained on the Lakes.

The Great Lakes had been recognized as a natural transportation route since prehistoric times. Until the 1760's, however, only one sailing vessel larger than a canoe or bateau, LaSalle's ill-fated *Griffon* of 1679, had been built on the Upper Lakes. With the British occupation came the first regular use of sailing vessels. They served the King well. Detroit was kept from Pontiac largely because of the sloop *Michigan* and the schooner *Huron* which the Indians were unable to prevent from supplying and reinforcing the beleaguered post. During the War for Independence,

the vessels were used to support British and Indian participants in the conflict south of Lakes Erie and Michigan. They also transported troops and kept the post supplied. The anxious letters of commanders at Detroit and Michilimackinac attest to their dependence on these little vessels. The government vessels also carried cargoes of furs and trade goods for the merchants and, in the 1790's, maintained contact between the British and the Indian tribes opposing the United States Army in Ohio.

Most naval activity took place on Lake Erie. This was due chiefly to its proximity to the western war and its importance as a supply route to Detroit. Lake Huron saw primarily traffic between Detroit and the Straits of Mackinac. After 1779 there was some regular movement on Lake Michigan, mostly raiding or foraging expeditions sent out from Michilimackinac.

Although the first sailing vessels on the Upper Great Lakes were constructed at Navy Island in the upper Niagara River, Detroit became the principal naval base after 1770. With few exceptions, the later vessels were built, repaired, refitted and laid up there. Before 1770, winter layup was usually in Burnt Ship Creek on Grand Island, just across the

Niagara River from Navy Island.

Control of the vessels was exercised by the Naval Department under the Commander in Chief of British forces in Canada. The major North American lakes were divided into three districts: Lake Champlain, Lake Ontario and the Upper Lakes. Each district had its "Commanding Naval Officer". The Upper Lakes were, for many years, the responsibility of Capt. Alexander Grant, formerly an officer of the 77th Regiment of Foot, who had begun sailing vessels on Lake Champlain during the French and Indian War. In overall command was the titular "Commodore of all the Lakes", usually a British admiral serving in the Atlantic. A "Commissioner" directed ship-building and the issuing of stores. John Schank (inventor of the centerboard) filled this post during the War for Independence and served as Senior Captain of the Department from his station at Quebec. Schank was, in effect, the naval commander of the Great Lakes at this time. A "Controller" was responsible for hiring artificers and examining naval stores. The Naval Department also had a Paymaster. In addition, each of the districts had its own small staff, including a surgeon.

Officers commanding vessels on the Upper Lakes did not come from the Royal Navy. Most were former soldiers or traders with sailing experience on the ocean or the Lakes. Regular crews were maintained and sometimes supplemented by soldiers. Troops were only occasionally carried for duty as marines.

The vessels themselves were small by modern standards. Many would be dwarfed by modern Great Lakes sailing yachts. Nearly all were gaff-rigged sloops or schooners. Only one brig and one snow served on the Upper Lakes during the War for Independence. A pair of snows were in use during the 1790's. Snows had two masts and were generally similar in appearance to brigs. The chief difference was that the "driver", or fore and aft sail set on the mainmast of a brig, was set on a small third mast close behind the mainmast of a snow. This allowed a square mainsail to be set on the mainmast.

The reason for the predominance of sloops and schooners is fairly obvious. The confined area of the Lakes and the small crew available made fore and aft rigs more desirable than square rigs due to their handiness and small crew demands. Several gunboats (heavily armed open scows) were also built for service in rivers and sheltered waters during this period.

The Naval Department vessels generally had no design characteristics unique to the Great Lakes. The centerboard invented by Schank was still too radical for general use. The naval vessels on the Great Lakes were very similar to their salt water counterparts, the small trading sloops and schooners of the Atlantic coast.

Nearly every vessel was armed at one time or another. Since there were no enemy naval vessels on the Upper Lakes, their armament was usually very light. Plans were prepared for equipping and manning the vessels to war strength (presumably to fight other ships), however. The vessels were to receive extra weapons from the naval yard at Detroit and take on soldiers as marines. Such contingency plans were never employed, however, and the primary role of the British vessels on the Upper Great Lakes remained transport of troops, supplies and Indian goods.

The armament that was provided was very light. Four-pounder and one and one half-pounder carriage guns were the heaviest weapons mounted on the sailing vessels until the 1790's when six-pounders came into regular use. Some of the gunboats carried twelve and six-pounders. Carronades were expected for the larger vessels in 1783, but seem never to have arrived. One half-pounder swivel guns were in almost universal use. Small arms for the crews included blunderbusses, muskets, musketoons, pistols, "broad-swords" and "spears" or pikes. Few accounts, however, agree on the numbers of each type of weapon carried by individual vessels. Equipment probably changed constantly.

With their small fleet of sailing vessels, the British easily maintained naval control of the Upper Great Lakes throughout the last forty years of the eighteenth century. They thus guarded their lines of communication to the far interior, kept their forces and Indian allies supplied and forwarded the movement of trade goods and furs, even in the most crucial years of the American Revolution. Though never tested in action against other ships, the vessels of the Naval Department contributed many times their value to the British defense of the West.

Vessels of the Naval Department

The following compilation gives details on each of the British vessels active on the Upper Great Lakes between 1761 and 1796. Not included are a number of small merchant

craft constructed in the late 1780's. Several small, privately owned vessels active on northern Lake Huron during the War for Independence are listed, however, because they saw extensive government service. Though not owned by the Naval Department, they were often employed by the British commandant of Michilimackinac.

Many sources conflict as to details, so this author has occasionally made decisions as to what he feels is most probably the correct information. Armament and crew size changed constantly, so what seems to have been the normal complement of men and guns is given. Intended wartime armament and crew (which were never realized, but which give an idea of the capability of each vessel) is presented separately when known. The list of vessels is divided into three chronological periods based on construction and service. Vessels are listed alphabetically within these periods. Dimensions are given in the following order: tonnage, length, beam, draft, depth of hold and length of keel.

PRE-REVOLUTION

1761-1768

Name: *Boston*

Rig: Schooner

Armament: 8 guns

History: Built at Navy Island in 1763. Burned accidentally while in winter layup in Burnt Ship Creek, Grand Island, N.Y., October 2, 1768.

Name: *Charlotte (or Royal Charlotte)*

Rig: Sloop

Armament: 10 guns

History: Built at Navy Island in 1763. Blown ashore on Lake Erie in October, 1768, and raised in March, 1769. Dismantled at Detroit in June, 1772. Named for the consort of King George III.

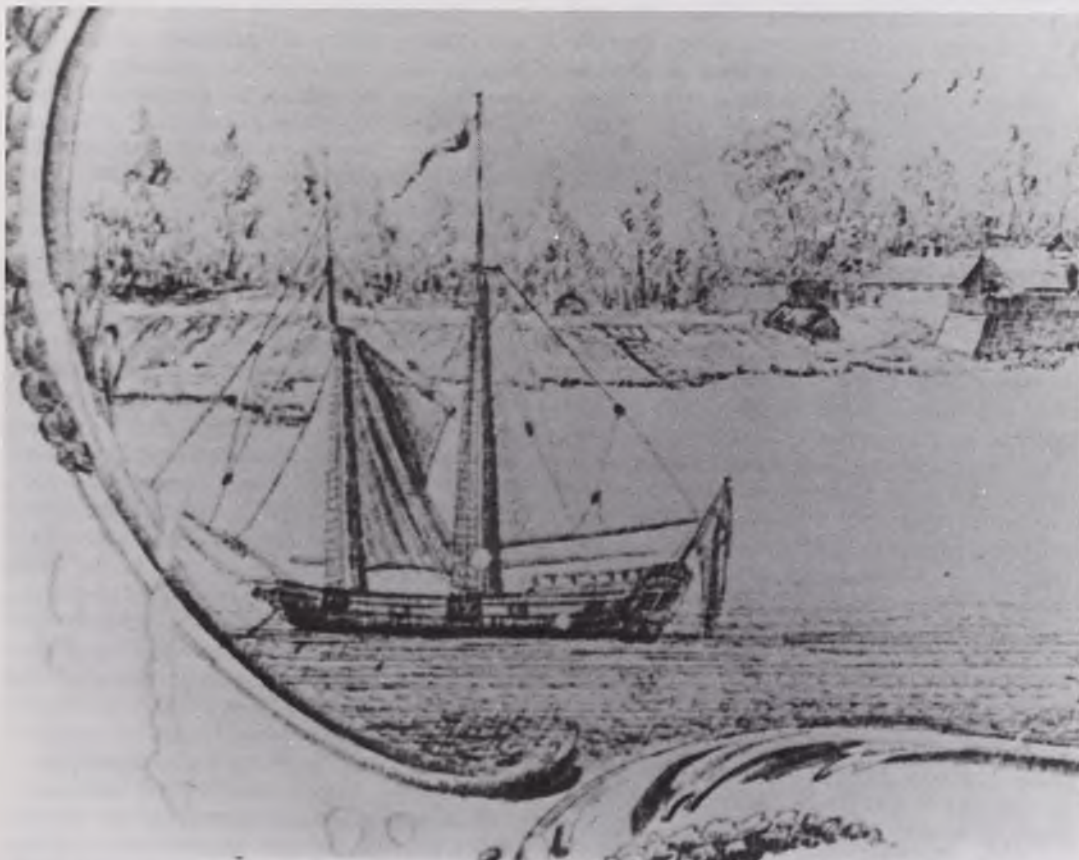
Name: *Huron (renamed Gladwin)*

Rig: Schooner

Dimensions: 80 tons, 7' draft

Armament: 6-8 guns

History: Built at Navy Island in 1761. Saw



Henry DeBerniere sketched this schooner off Fort Erie in 1773. This vessel is probably the brand-new DUNMORE or the larger GAGE.

action against Pontiac's Indians at Detroit in 1763. This vessel appears to have been renamed in 1763 in honor of Major Henry Gladwin. Dismantled at Detroit in June, 1772.

Name: *Michigan*

Rig: Sloop

Armament: 8 guns

Crew: 6-7 men

History: Built at Navy Island in 1761-1762. Saw action against Pontiac's Indians at Detroit in 1763. Driven onto the south shore of Lake Erie and wrecked, August 28, 1763.

Name: *Victory*

Rig: Schooner

Armament: 6 guns

History: Built at Navy Island in 1763. Burned accidentally while in winter layup in Burnt Ship Creek, Grand Island, N.Y. or at Navy Island, November 30, 1766.

REVOLUTION

1768-1783

Name: *Adventure*

Rig: Sloop

Dimensions: 34 tons; 44.6' x 13' x 4' x 5.4'

Armament: 2 swivels, 6 muskets

Crew: 6-8 men

War Compl.: 6 swivels, 21 muskets, 12 pistols, 20 spears, 25 men, 10 soldiers.

History: Built at Detroit in 1776. In service through 1783 and listed as laid up in January, 1784. Final disposition unknown.

Name: *Angelica*

Rig: Sloop

Dimensions: 66 tons; 52' x 17.6' x 7.6' x 8.3'

Armament: 4 swivels, 7 muskets

Crew: 6-7 men

War Compl.: 6 four-pounders, 10 swivels, 21 muskets, 12 pistols, 20 spears, 30 men, 12 soldiers.

History: Built at Detroit in 1771. Ran ashore on Long Point, Lake Erie on May 20, 1779. Refloated. Badly damaged while in winter layup at Mackinac Island, December, 1780. Wrecked on Lake Erie, on October 16, 1783.

Name: *Archangel (or Archange)*

Rig: Sloop

Dimensions: 26 tons

Armament: Apparently unarmed

Crew: 6 men

History: Built in Detroit in 1774. Originally the property of John Askin and owned by

J.B. Barthe in 1778. Not the property of the Naval Department and employed mostly around Michilimackinac, often in government service. Named for the daughter of John Askin. Final disposition unknown.

Name: *Chippewa*

Rig: Sloop

Armament: 4 swivels

History: Built at the Pine River (north of Detroit) in 1769. Wrecked at Presqu' Isle, Lake Erie in November, 1775.

Name: *DePeyster (or Captain DePeyster)*

Rig: Schooner

Dimensions: 8-9 tons

Armament: Probably unarmed

History: Built by 1775, possibly by John Askin at Michilimackinac. Owned by J.B. Barthe in 1781. Not the property of the Naval Department. Used mostly around Michilimackinac, often in the employ of the government. Named for Captain Arent S. DePeyster, commandant of Michilimackinac, 1774-1779. Final disposition unknown.

Name: *Dunmore (or Earl of Dunmore)*

Rig: Schooner

Dimensions: 106 tons; 60' x 20' x 8' x 7.1'

Length of keel: 50'

Armament: 4 swivels, 14 muskets

Crew: 14-20 men

War Compl.: 10 four-pounders, 4 swivels, 30 muskets, 20 pistols, 40 spears, 60 men, 10 soldiers.

1790's Compl.: 4 six-pounders, 22 men in normal service. 8 six-pounders, 32 men in war service.

History: Built at Detroit in 1772. In constant service through the 1780's and at least as late as 1796. Named for the last Royal Governor of Virginia.

Name: *Faith*

Rig: Schooner. Also equipped with 20 oars in 1779 as an experiment.

Dimensions: 61 tons; 56' x 15.6' x 6' x 6.4'

Armament: 4 swivels

Crew: 6-7 men

War Compl.: 10 guns (probably 6 swivels and 4 four-pounders, 47 muskets, 30 pistols, 48 men, 10 soldiers.

History: Built at Detroit in 1774. Wrecked on Long Point, Lake Erie on October 13, 1783.

Name: *Felicity*

Rig: Sloop



View of Detroit in 1796 shows either the CHIPPEWA or the OTTAWA at dock.

Dimensions: 55 tons; 57.6' x 16' x 6' x 6'
 Armament: 4 swivels, 6 muskets

Crew: 5-6 men

War Compl.: 8 swivels, 21 muskets, 12 pistols, 20 spears, 31 men, 12 soldiers.

1790's: 2 guns (probably four-pounders), 11 men for normal service, 4 guns, 16 men for war service.

History: Built at Detroit in 1774. Used on an expedition to Milwaukee in 1779 and to transport part of the Hess expedition to Lake Michigan in 1780. Helped transfer the post of Michilimackinac to Mackinac Island. Cast ashore in Presqu' Isle Bay, Lake Erie in December, 1783. Refloated, repaired and in constant service through the 1780's. Used by the British to support the Indians in northern Ohio during the 1790's. Finally employed as a floating powder magazine during the British withdrawal from Detroit in 1796.

Name: *Gage* (or *General Gage*)

Rig: Schooner until 1780. Brig thereafter.

Dimension: 154 tons; 70'9" x 22' x 10' x 8'. Length of keel: 62'.

Armament: 12-16 four-pounders, 25 muskets
 Crew: 27-29 men

War Compl.: 16 four-pounders, 50 muskets, 50 pistols, 105 men, 15 soldiers.

History: Built at Detroit in 1772-1773 as a schooner. Ran ashore at Pointe Aux Pins,

Lake Erie and got off after jettisoning six guns. Mainmast broken while being hove down in June, 1780. Thoroughly repaired at that time and probalby ririgged. Listed as a brig after 1779. Lost mainmast in a violent Lake Erie storm in August, 1782. Last used in 1787. Largest vessel on the Upper Lakes and could not cross the bar into Huron. Named for General Thomas Gage.

Name: *Hope*

Rig: Schooner

Dimensions: 81 tons; 54.4' x 18' x 7.4' x 6.8'
 Length of keel: 47'.

Armament: 4 swivels, 9 muskets

Crew: 6-11 men

War Compl.: 6 four-pounders, 29 muskets, 20 pistols, 40 spears, 61 men, 12 soldiers.

History: Built at Detroit in 1771 as a private vessel. Taken into the King's service on August 25, 1775. Wrecked at Presuq' Isle, Lake Erie on October 21, 1783.

Name: *Mackinac*

Rig: Sloop

Dimensions: 16-17 tons

Armament: Probably unarmed

Crew: 3 men

History: Private vessel employed in the Mackinac area in 1780 and 1781. Owned by J.B. Barthe. In use on Lake Erie as late as 1786. Final disposition unknown.

Name: *Nonsuch*

Rig: Schooner

Dimensions: 18 tons

History: Private vessel employed in the Mackinac area in 1782. Probably the property of J.B. Barthe. Final disposition unknown.

Name: *Rebecca*

Rig: Snow

Dimensions: 136 tons

Armament: 14 carronades intended

Crew: 15 men

War Compl.: 14 carronades, 35 men, 20 soldiers

History: Built at Detroit in 1782-83. Launched in March, 1783. In service through 1789. Final disposition unknown. Named for the wife of Major Arent S. DePeyster, commandant of Detroit, 1779-1784.

Name: *Tawas*

History: Private vessel employed in the Mackinac area in 1781. Probably a very small

sloop or schooner. Final disposition unknown.

Name: *Welcome*

Rig: Sloop

Dimensions: 45 tons; length of keel: 47'

Armament: 2 swivels, 2 blunderbusses

Crew: 6-8 men

History: Built by John Askin at Michilimackinac in 1775. Taken into the King's service in 1778 and purchased in 1779. Transported Lt. Thomas Bennett's expedition to Fort St. Joseph (near Niles, Michigan) in August, 1779. Helped move the post of Michilimackinac to Mackinac Island. Badly damaged while in winter layup at Mackinac Island in December, 1780. Listed as unrepairable in March, 1781. In service during 1781 but leaked badly. Listed in one source as lost with all her spare stores in 1781. Actually condemned at Mackinac late in 1781. She may have been damaged in another storm or succumbed to her damage of December, 1780. Seems to have still been afloat at Mackinac in January, 1782, though listed



Probably painted between 1780 and 1784, it shows a Naval Department sloop and two schooners in great detail. Fort Niagara is in the background.

as condemned.

Name: *Wyandott*
 Rig: Sloop
 Dimensions: 47 tons: 44' x 15.6' x 6' x 6'.
 Length of keel: 37'.
 Armament: 4 swivels, 6 muskets.
 Crew: 5-10 men
 War Compl.: 6 swivels, 21 muskets, 12 pistols, 20 spears, 26 men, 10 soldiers.
 History: Built at Detroit in 1778. Launched by January, 1779. Feared lost in March, 1780, but discovered hauled out of the water for the winter 60 miles up the east shore of Lake Huron in May, 1780. Refloated. In service through 1789. Final disposition unknown.

Name: Gunboat (no name)
 Armament: 1 gun, 4 swivels
 Crew: 11 men
 History: Active in 1782-83. Probably propelled by oars with an auxiliary sail.

POST-REVOLUTION 1784-1796

Name: *Chippewa* (II) (ex-*Tebicas*)
 Rig: Snow
 Dimensions: 100 tons
 Armament: 6 iron six-pounders
 Crew: 22 men
 War Compl.: 12 iron six-pounders, 72 men
 History: Probably constructed at Detroit. In service by 1792. Used constantly through 1796 to support British forces on the Maumee River.

Name: *Francis*
 Rig: Sloop
 Dimensions: 47' x 19' x 7'
 Armament: Seems to have been unarmed
 History: Laid down at Detroit in December, 1794. In service during 1795-96.

Name: *Maria*
 Rig: Schooner
 History: Built at Detroit. Put into service in October, 1795. Used primarily by the British Indian Department. Mr. Eddy of Detroit pointedly dubbed her with the name "Indian Feeder". Colonel McKee of the Indian Department wished to call her the "Shawanese". The vessel was probably very small.

Name: *Ottawa*
 Rig: Snow

Dimension: 100 tons
 Armament: 6 iron six-pounders
 Crew: 22 men
 War Compl.: 12 iron six-pounders, 72 men
 History: Sister ship to *Chippewa* (II). Probably constructed at Detroit. In service by 1792. Sunk while being hove down at Detroit in October, 1793. Raised and in service through 1796 on the same duties as her sister ship. Listed as a schooner in 1794, though this may be an error.

Name: Gunboats (no names)
 History: As early as 1791 there were at least two gunboats on Lake Erie. They were found to be particularly useful on the Maumee River. The vessels transitted regularly from Detroit to the Maumee with supplies. In 1794 they were stationed at Turtle Island at the mouth of the Maumee. An unfinished gunboat at Detroit in 1795 had dimensions of 38'10" x 14' x 4'. Armament to complete two gunboats in 1794 was one brass twelve-pounder and one brass six-pounder. The gunboats were probably open, flat-bottomed scows with a heavy gun mounted in the bow. Oars and an auxiliary sail were used for propulsion. □

SOURCES

Due to the nature of the above compilation footnotes are impractical. Information on the British vessels on the Great Lakes is scattered. The best sources are listed below. The author would like to express his thanks to the helpful staffs of the William L. Clements Library, the Public Archives of Canada and the Burton Historical Collections of the Detroit Public Library. Thanks are also due Mr. John Harriman of Ann Arbor.

Documents

William L. Clements Library, The Papers of General Thomas Gage.
 Detroit Public Library, Burton Historical Collections, Logbook of His Majesty's Armed Sloop *Welcome*. *Michigan Pioneer and Historical Collections*. 40 volumes Lansing, 1877-1929.
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 Qualife, Milo M. "The Royal Navy of the Upper Lakes," *Burton Historical Collection Leaflet*, II, #5, May 1924, 49-64.
 Russel, Nelson Vance. *The British Regime in Michigan and the Old Northwest, 1760-1796*. Northfield, Minn., 1939, 161-184. (Chapter VII, "Transportation and Naval Defense"). □

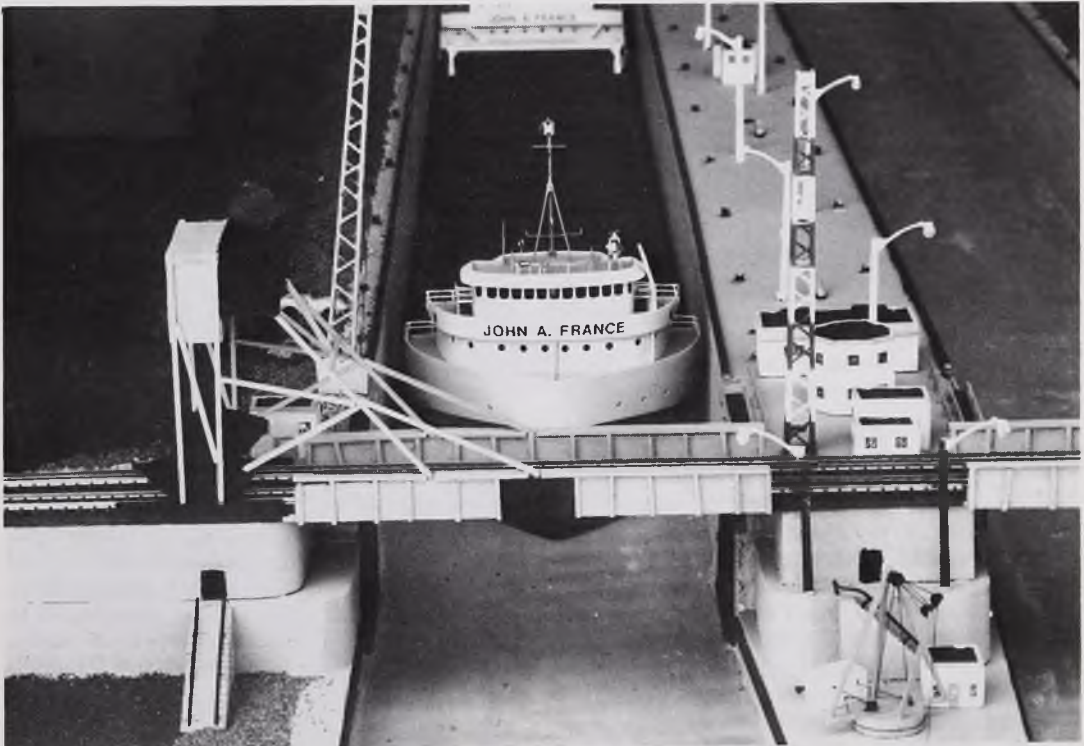
ST. LAWRENCE SEAWAY

EXHIBIT TO OPEN

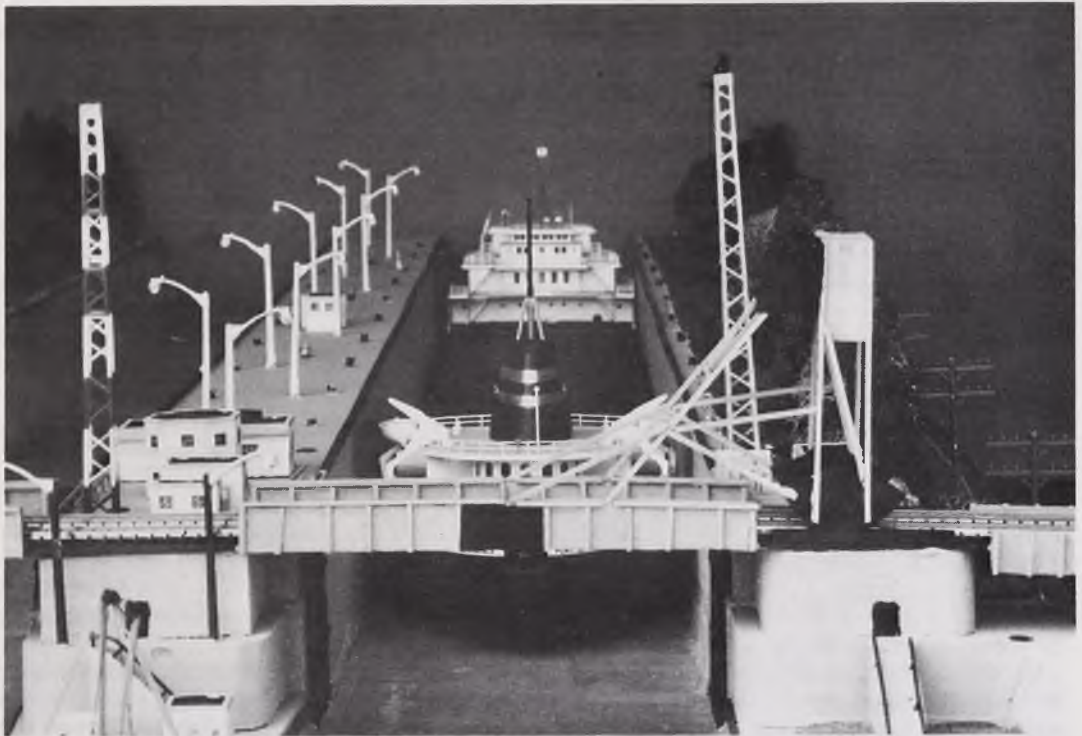
by
JOHN POLACSEK

A new exhibit entitled "The St. Lawrence Seaway - Highway to the Great Lakes" will open at the Dossin Great Lakes Museum on August 4, 1982. This exhibit will look at

the history of lake and ocean transportation which use this waterway to the American and Canadian heartland. Highlighting the exhibit will be a very special model of the Welland



Bow view of Misener's JOHN A. FRANCE in Lock 4 of the canal model.



Stern view of the JOHN A. FRANCE in the canal model.

Photo by Dave McDonald

Canal which has been commissioned by the Great Lakes Maritime Institute.

The model will be an integral part of the ongoing exhibit program of the Museum, and developed from a proposal which was presented by GLMI member Bruce Lang of Grand Rapids, Michigan. After discussing the project, it was agreed that the GLMI would provide the necessary materials, and Mr. Lang would volunteer to build the model. The model portrays the most interesting portion of the Welland Canal - the "Flight Locks" - along with the interconnecting waterway. The completed model will be two feet wide and thirty feet long, being built in a 1/16 inch scale.

The project was supervised by John Polacsek, curator of the Museum, and Mr. Lang. After the scope of the project was outlined, personal contact was made with the authorities at the Welland Canal to secure the necessary research materials. In an effort to make the model as detailed as possible, photographic and blueprint materials were secured through the assistance of The St. Lawrence Canal Authority, St. Catharines, Ontario.

The model of the canal was built in sections

in Grand Rapids, and when each section was completed it was transported to the Museum for storage. The skills of Mr. Lang, and the artistic talents of his wife, Bobbie Lang have created a truly detailed model. Many long hours were spent in creating this instructive exhibit. The model not only shows the way that vessels are moved up to the level of the lakes, but includes a fascinating live action section where the workings of the Welland Canal are on display.

There are both static and active sections in the model which begins at Lock 3 where the public observation deck is located. In this static portion, a waterline model will be placed in the lock. Following the waterway to the next small lock, there is a small tug and barge with a sign noting that for the purpose of scale a portion of the waterway had been deleted. As the model gains height, a pair of double locks appear with one side being static and the other active. A waterline model can be positioned in the static lock, while a full hulled model will be positioned in the active lock. The active lock will consist of a plexiglass side wall with water cycling four times an hour, actually

raising and lowering the model.

It was decided that the model of the canal would not be complete without boats in it. The models are representative of those vessels which are at the present time using the canal. The following Canadian Companies graciously provided vessel plans for the project: Canada Steamship Lines, Montreal, Quebec; Carryore Limited, St. Catharines, Ontario; Misener Transportation Limited, St. Catharines, Ontario; Port Weller Drydock Company, St. Catharines, Ontario; Quebec and Ontario Transportation, St. Catharines, Ontario; St. Lawrence Seaway Authority, Port Weller Ontario; Soo River Company, Mississauga, Ontario; and Upper Lakes Shipping Limited, St. Catharines, Ontario.

Using these drawings members of the GLMI volunteered to construct vessels for the Welland Canal model. At this time the following 1/16 inch scale models are under construction: *John A. France* of the Misener Transportation Limited by David McDonald; *Lake Nipigon* of the Carryore Limited by Gary Yakubowski; *Outarde* of the Quebec and Ontario Transportation Company Limited by Karl Kuttruff; and *Tug Welland* of the

St. Lawrence Seaway Authority by Tom Ryan.

The St. Lawrence Seaway Exhibit will open to the public on August 4, 1982, focusing on the Seaway and the vessels which have passed through it onto the lakes. The works of the great photographer Mr. Harry Wolf of Detroit will be included as he has spent many years documenting Great Lakes boats on film. The model of the Welland Canal will not be uncovered until a private reception sponsored by the GLMI will be held on the night of August 4th. A special program is being planned, and the gathering will have the first public viewing of the model that night.

Many thanks are necessary for without the assistance of the Great Lakes Maritime Institute, Mr. and Mrs. Bruce Lang, The St. Lawrence Seaway Authority, The Canadian Steamship Companies, the model builders, and others, the project would never have been possible. This exhibit will enhance the Dossin Museum's exhibit program and provide the educational resource to explain dramatically how the saltie's actually get onto the Great Lakes. □



Close up view of the railroad bridge at Lock 4.

GREAT LAKES & SEAWAY NEWS



Those who have contributed to the news section in this issue are:

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Wm. Howell	Cyril Hudson	Paul Jagenow
Will Keller	Alan Mann	Jim Micheal
Dan McCormick	Karl Streck	Ted Stromberg
		Mark Sweeney

Mar. 6. . .An explosion and fire rocked the Canadian Coast Guard icebreaker *Louis S. St.-Laurent*. She was in the Cabot Strait about 30 km off Sydney, N.S. The explosion began in the engine room and quickly spread to the bridge. It took about three hours to bring it under control. Several crewmen were injured. She was breaking ice at the time of the explosion and later was towed back to Sydney.

Mar. 8. . .Ford's self-unloader *Henry Ford II* cleared the Ford Basin in the Rouge River and headed for Toledo on her first trip.

. . .Johnstone Shipping of Canada filed a suit against Cast Shipping Group for \$1.8 million in alleged breach of contract over the transportation of coal to Quebec City, P.Q.

Mar. 9. . .The *Louis S. St.-Laurent* will be towed to her base at Dartmouth, N.S. later this week.

Mar. 10. . .*Henry Ford II* returned with her first load of coal for the Rouge Steel Company.

Mar. 13. . .*Louis S. St.-Laurent* arrived at Halifax under tow of tugs *Point Valiant* and *Point Carroll*.

Mar. 15. . .The Canadian tug *Glenada* of Sarnia, Ontario began ice breaking operations in the Thames River at Lighthouse Cove in order to ease the possibilities of floods in the Chatham area.

Mar. 16. . .The governors of seven Great Lakes states will meet June 11 at Mackinac Island to review policies designed to protect the future of the Great Lakes.

. . .The Viking ship *Hjemkomst* will sail from Duluth for Norway on May 7th.

Mar. 17. . .Malcolm Marine's tug *Barbara Ann* arrived in Wallaceburg, Ontario to break ice in the Chenal Ecarte (Snye River) and the Sydenham River. This is the first time an American based tug has been hired for this type of work in the area.

. . .The Canadian tug *Marvin P.* of Lambton Marine (Port Lambton, Ontario) continued breaking ice in the Sydenham River tributaries that weren't reached by the *Barbara Ann*.

. . .The Canadian tanker *Lakeshell* on a voyage from Montreal for Seven Islands with No. 6 oil (bunker C), struck an ice-floe in the St. Lawrence River near Three Rivers, P.Q. She suffered a

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crack in her hull and one of the tanks was leaking oil. After discharging her cargo at Seven Islands, she returned to Montreal for repairs.

. . .The Cyprus vessel *Adventure* was at Three Rivers with ice damage to her propeller. Five blades were bent backwards by the heavy ice in Lake St. Pierre in the St. Lawrence River. She was on a voyage from Quebec City to Montreal.

Mar. 18. . .The St. Lawrence Seaway will open on April 5th if ice conditions allow.

Mar. 19. . .The *Adventure* cleared Three Rivers under tow of tugs *Captain Ioannis S.* and *Salvage Monarch* and escorted by Canadian Coast Guard icebreaker *Norman McLeod Rogers*. She is headed for Quebec City for repairs.

Mar. 22. . .The Canadian tanker *Texaco Warrior* departed Government Dock at Sarnia with assistance of a tug and headed downriver to the Imperial Oil Dock for fuel.

. . .At Hamilton, Ontario the engine was being removed from the *C.W. Cadwell* and she will be used as a derrick barge in the future.

Mar. 24. . .The self-unloader *Richard J. Reiss* arrived at Great Lakes Steel Dock on the Detroit River with the first load of coal.

. . .The old bulk carrier *Pioneer* has been renamed *C.T.C. No. 1* for her new role as a cement storage vessel and unloading facility at Chicago.

Mar. 25. . .The cement carrier *S.T. Crapo* departed winter quarters at Nicholson's on the Detroit



Photo by Ted Carson/Museum Collection

The LAKESHELL struck an ice-floe and sustained a crack in her hull and was leaking oil from one of her tanks.

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River and headed for Alpena, Michigan.

Mar. 26. . .Amoco Oil Company has filed a lawsuit against the Cement Division of National Gypsum Company. The suit alleges that when the *E. M. Ford* sank at her berth in Milwaukee in December, 1979, the entrance to a terminal on Jones Island was blocked and therefore Amoco couldn't store their oil products. The sinking resulted in \$150,000 additional expenses to transfer their cargo from the *Amoco Illinois* into another storage tank.

. . .National Gypsum is seeking a \$4.5 million judgement against the City of Milwaukee for damages to the *E.M. Ford*. The suit alleges that port officials were negligent in assigning her to a slip on the east side of Jones Island where the north and northeast winds caused unsafe conditions.

. . .The Canadian Coast Guard icebreaker *D'Iberville* will be retired having completing 29 years of service.

Mar. 28. . .*S.T. Crapo* arrived in Detroit with a load of cement.

Mar. 29. . .The U.S. Coast Guard tug-icebreaker *Neah Bay* passed down the Welland Canal to aid in icebreaking along the Seaway.

Mar. 30. . .The Canadian passenger vessel *Cayuga II* has been purchased by Coastal Corp. of Toronto. They plan to refit and return her to service about the first of May.

. . .The tanker *Amoco Wisconsin* is beset by ice near Major Shoal about a mile from the Mackinac Bridge. The U.S.C.G. icebreaking tug *Biscayne Bay* has gone to free her.

. . .U.S.C.G. icebreaker *Katmi Bay* was at DeTour, Michigan helping to keep the Drummond Island ferry in service.

. . .Icebreaker *Mackinaw* was in Whitefish Bay making a channel through the ice.

. . .The icebreaker *Mackinaw* was in Whitefish Bay making a channel through the ice.

Apr. 1. . .Fewer lake vessels will operate this season because of the recession. American Steamship will operate 13 of 19 ships; Columiba will operate 8 of 17; Inland Steel will operate 3 of 6; Bethlehem will operate 4 out of 7; U.S. Steel will operate 12 out of 25 and Ford will operate all 4 of their ships. Cleveland Cliffs and Interlake have not reported their operations for 1982. If business improves, more vessels will be brought out into service.

. . .*Emerald, ex-Lachinedoc*, has been reported sunk in the Arabian Gulf.

Apr. 3. . .*Artic Tide, ex-Tundraland*, has been surveyed after last summer's accident in the Arctic and was declared a total loss.

Apr. 5. . .The self-unloader *Canadian Transport* arrived at Conneaut, Ohio where she loaded coal for the power plant at Nanticoke, Ontario.

. . .The St. Lawrence Seaway officially opened at 8:00 a.m.

. . .The Liberian tanker *Stolt Castle* was the first ship in the Seaway upbound with chemical products from Rotterdam.

. . .Algoma's self-unloader *Algobay* opened the Welland Canal when she passed upbound for Windsor to load salt.

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Photo by Paul Wiesing/Museum Collection

The PRINDOC has been sold and renamed HANKEY.

. . .The self-unloader *Frankcliffe Hall* departed her winter dock at the old Consol Fuel Dock in Windsor for her first trip of the season.

. . .Algoma's *Algoosoo* was the first downbound ship in the Welland Canal.

. . .*Lawrencecliffe Hall* was the first ship down the Seaway in the Iroquois Lock.

Apr. 7. . .Layoff notices effective June 11 were sent to 16 employees at the Soo Locks and transfer offers to 8 other employees were also sent out.

Apr. 8. . .Paterson's *Prindoc* has been sold to Sea Trading Ltd. and renamed *Hankey* while in Montreal. She was registered in Georgetown, Cayman Islands.

. . .U.S. Steel's *Benjamin F. Fairless* entered the St. Mary's River upbound for Duluth. The *Mackinaw* was escorting her.

. . .The *Richard Reiss*, on a loaded voyage from Toledo to Charlevoix with coal, was holed by ice near Mackinac Island. She was taking on little water and docked at Rogers City, Michigan where her cargo will be discharged and repairs made.

Apr. 9. . .*Stolt Castle* was the first ocean-going ship to dock in Detroit for the 1982 season.

Halco's bulk carrier *Steelcliffe Hall* touched bottom in the St. Lawrence River. She was on a loaded voyage from Prescott, Ontario to Port Cartier, P.Q. She will be surveyed at Port Cartier.

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. . . *Benjamin F. Fairless* passed upbound at the Soo.

Apr. 10. . . *Richard Reiss* arrived at the Great Lakes Steel Dock on the Detroit River.

. . . *Hankey* cleared Montreal for Hamilton. She is to load bagged cement in Hamilton, fertilizer at Valleyfield, P.Q. and wood pulp at Cacouna before departing for Guatemala.

. . . Michigan Interstate Railway Company has agreed to operate the carferries on Lake Michigan from Frankfort to Kewaunee. They closed operations on April 6, but a federal judge stated that they didn't give adequate notice to shippers when they closed.

. . . A steering committee will review and make recommendations on the ferry service across the Straits of Mackinac. The State of Michigan Transportation Commission beset by money problems, has tentatively decided to end subsidies for the *Chief Wawatam* at the end of May.

. . . *Stolt Castle* was the first salt water vessel into Sarnia.

Apr. 12. . . The Canadian bulk carrier *Golden Hind* was the first vessel into Thunder Bay, Ontario for the 1982 season.

. . . *Fairless* arrived at Duluth, opening the 1982 season. She battled ice in Whitefish Bay for 2 days before she broke free into Lake Superior. The *Fairless* docked at Capital Elevator 6 in Duluth to load grain.



The BENJAMIN F. FAIRLESS, shown here near Sugar Island during the summer, was the first ship into Duluth harbor in 1982.

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. . . *Richard Reiss* discharges her cargo into the *Detroit Edison* at Nicholson's Dock in Ecorse, Michigan. When finished, she departed for American Shipbuilding Yard in Lorain for repairs.

. . . Ice conditions on Lake Erie continue to plague navigation. Among the vessels currently stuck are *King Nestor*, *Canadian Pioneer*, and *Lake Nipigon*.

Apr. 13 . . . *Steelcliffe Hall* arrived at Port Cartier, P.Q.

. . . *Fairless* cleared Duluth for Buffalo, N.Y.

. . . The Canadian tanker *LeCedre I*, ex-*Arthur Simard* began her 1982 season. She had briefly sailed as *Cedre I* in a wholesale renaming of the Branch Lines Fleet.

Apr. 14 . . . *Detroit Edison* cleared Ecorse for Charlevoix.

. . . J.W. Westcott Company opened for its 109th shipping season. The mailboat *J.W. Westcott II* made her first delivery to the m/v *Paul Thayer* at 7:05 a.m.

. . . The salt water m/v *Dimitris L.F.* was the first ocean vessel in the port of Duluth.

. . . The Yugoslav m/v *Alka*, from Detroit to Chicago in ballast, became stranded in the Straits of Mackinac.

. . . Upper Lake's self-unloader *Canadian Pioneer* went aground at Bouy 68D in the Amherstburg Channel of the Detroit River. Some Damage was reported to the bow and water was leaking into the bow thruster room. The grounding was caused by a power failure. She was partially loaded with grain and was scheduled to load grain in Windsor.

Apr. 15 . . . *Canadian Pioneer* still aground and will have to be lightered. The bulk carrier *E.J. Newberry* served as the lighter.

. . . *Steelcliffe Hall* has been surveyed and cleared Port Cartier.

. . . *Alka* freed herself with no apparent damage.

Apr. 16 . . . *Canadian Pioneer*, after lightering her cargo and with assistance of Gaelic tugs, was freed. She proceeded to Windsor's United Company Elevator for inspection.

. . . Two British adventurers have been stranded in the Arctic due to the failure of their supply aircraft. They are circumnavigating the world via the poles. They are to be picked by on May 9th by *Benjamin Bowring* which is the former lakes visitor *Martin Karlsen*.

Apr. 17 . . . The m/v *Scan Crusader* was the first ship into the port of Erie for the 1982 season. She will unload pig iron at the Codan Terminal.

. . . The first vessel to leave winter layup at Ashtabula was the *Herbert C. Jackson*. She went from Ashtabula to Conneaut where she loaded coal for Taconite Harbor, Minnesota.

. . . Halco's tanker *Chemical Transport* went aground near Granstadt Island in the St. Lawrence River. There was damage to the forward pump room and to one of the cargo tanks. The cause was believed to have been a channel marker that had been pushed out of position by wind and ice. After being refloated, she proceeded to Prescott, Ontario for inspection.

Apr. 18 . . . *Chemical Transport* was inspected at Prescott by the Coast Guard and will not depart until she is off-loaded.

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Launching of HULL 728, the largest known self-unloading phosphate barge in the world. Measuring 610-feet, the ocean service barge will have a capacity of 42,000 DWT tons. The barge is being built for Beker Shipping Company of Greenwich, Connecticut.

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Apr. 19. . .Despite earlier fears to the contrary, *Judith M. Pierson* and *Soo River Trader* were fitting out at Toronto.

. . .The British bulk carrier *Nosira Linn* officially opened the port of Toledo for the 1982 overseas season. She discharged 17,000 metric tons of urea.

. . .C.S.L.'s new vessel *Atlantic Superior* moved from the Collingwood Shipyard fit-out berth to the elevator wharf. She was awaiting tugs from the Soo to tow her to Thunder Bay for her bow.

Apr. 20. . .The first "Great Detroit Riverboat Race" between Bob-Lo's *Columbia* and *Ste. Claire* will take place on May 29th. The purpose of the 15 mile race is to raise funds for the Detroit Police Athletic League.

. . .*Chemical Transport* began transferring her cargo into Halco's *James Transport*. She will proceed to Montreal for tank cleaning and then to drydock at Sorel, P.Q.

Apr. 21. . .Lakespan Ontario has suspended operations across Lake Ontario. The service was growing but failed to meet expectations.



Photo Courtesy of Bay Shipbuilding Corp.

On March 15, the keel was laid for the 414-foot self-unloading tank barge at Bay Shipbuilding. A screw tug measuring 115 x 34 x 16 feet will provide the propulsion for the barge and will also be built by Bay Shipbuilding. Delivery date is scheduled for August, 1982.

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Photo by Barry Anderson

. . . Moore-McCormick's ocean vessel *Mormaclynx* passed upbound in the Welland Canal. She headed for Toledo to be lengthened and rebuilt for containers and liquid cargoes. The current deck gear will be replaced by cranes.

Apr. 22. . . Ice conditions on Lake Erie remain terrible.

. . . While at Toledo unloading, the *Nosira Linn*, discovered that 450 square feet of shell plating, about 20 frames and 40 brackets had been damaged while transitting the Seaway. Permanent have been deferred.

Apr. 23. . . The carferry *Chi-Cheemaun* began her 1982 season.

. . . Canadian bulk carrier *J.F. Vaughn* was towed to Port Weller for drydocking.

Apr. 24. . . Paterson's *Ontadoc* opened the season at Collingwood. She was 8 hours late arriving due to heavy ice.

. . . One of the nation's longest environmental lawsuits has concluded with a \$1.84 million settlement. Under the agreement Reserve Mining Company will pay the cost of filtering drinking water for the four communities affected by asbestos tailings dumped into Lake Superior for nearly 25 years from its taconite iron ore mine. Reserve stopped its discharge into the lake on May, 1980 by federal court order. Since then the wastes have gone into an artificial basin, six square miles wide, on land seven miles from Silver Bay.

Apr. 25. . . The Marinette Corp. of Marinette, Wisconsin has won a major contract for the construction for a research vessel measuring 300 x 54 x 28 for Shell Offshore Inc. Delivery date was set for December, 1983 at Galveston, Texas.

Apr. 26. . . The Greek m/v *Salamis* cleared Ashtabula for Muskegon.

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. . .The Canadian Coast Guard icebreaker *Radisson* joined the ice battle on Lake Erie near Port Colborne.

. . .The Ontario Government announced it will not proceed with a plan to help C.S.L. to revive the package freight service on the Lakes.

Apr. 27. . .*William Clay Ford* departs from the Rouge Basin on her first trip to Duluth.

Apr. 28. . .Algoma's new vessel *Algowest*, (*Hull 226*), was launched at Collingwood at 11:31 a.m.

. . .*Salamis* went aground one mile outside of Muskegon. Later: with tug assistance, she was refloated and entered port for inspection.

. . .*Chemical Transport* was surveyed in drydock at Sorel, P.Q.

. . .Michigan Interstate Railway Company halted its carferry service on Lake Michigan from Frankfort, Michigan.

. . .C.S.L.'s self-unloader *Hochelaga*, idle at Cardinal, Ontario since the end of the 1981 season, has been towed to Kingston, Ontario by C.S.L.

Apr. 30. . .Only a small part of the stern of the *Raymond Reiss* remains at the Marine Salvage yard at Port Colborne.

. . .The Greek vessels *Orion* and *Aegis Bravery* loaded corn at Goderich, Ontario for Russia. They arrived on April 28, having been held up by ice in the Welland Canal.

. . .Algoma's self-unloader *E.B. Barber* cleared Collingwood and headed for Goderich to load salt.

MISCELLANEOUS. . .

. . .On July 1st, the Bessemer and Lake Erie Railroad will assume ownership of the Pittsburgh and Conneaut Dock Company. It is rumored that the name will be changed to Pittsburgh and Conneaut Stevedoring Company.

. . .The barge *Oceanport* has encountered difficulties on the ocean. She suffered ice damage on a voyage from Brayton Point to Baltimore and grounded in Hampton Roads on April 6th.

Seaway Salties Renames. . .*Pra River* now *Notos*, *Danila* now *Jay Gouri*, *Marie* now *Charm*, *Delpic Sky* now *Danila*, *Archangelos* now *Lenio Ch*, *Topdalsfjord* now *Jin Xian Quian*, *Buchenstein* now *Saudi Rose*, *Burgenstein* now *Saudi Palm*, *Bonita* now *Maria S.*, *Docklifter 2* now *Happy Mammoth*, *Stove Caledonia* now *Adelfa*, *Werretal* now *Morning Twilight*, *Fossum* now *Danielle*, and *Ranella* now *Bellina*.

Seaway Scrappings. . .*White River* arrived at Aviles, Spain on December 3, 1981. *Tindefjell* as *Skyrian Wave* arrived at Bombay on December 10, 1981. *Prins Fredrik Hendrik* as *Krantor* with work completed in Piraeus in November, 1981. *Prinses Maria* as *Roumania* at Karachi. *Monreale* arrived at Spezia on October 30, 1981. *Helen Evans* was scrapped at Cartagena, Columbia with work beginning on July 14, 1981.

Seaway Casualties. . .*Deerwood ex-Sebastiano* suffered a boiler explosion on January 3, 1982 near Algiers and probably will not be repaired. At the time of the accident, her name was *Sirlad*.

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