



Telescope

NOVEMBER ☆ DECEMBER, 1982
Volume XXXI; Number 6 and Index



GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

It is time to renew for 1983. This notice is the only reminder that you will receive. Again we are asking your assistance in completing the questionnaire on the reverse side. We have included a section for the Annual Dinner. This year the Board of Director's initiated several changes in order to reduce the cost that was underwritten by the Institute. We would appreciate hearing from those interested in attending the dinner, so that we may please the majority.

On Saturday, December 4, DeRoy Hall at the Museum will be the sight of the first Great Lakes Marine Art Show and Sale. A pre-holiday show and sale will be held from 10:00 a.m.-3:00 p.m. If this show is successful, we hope to make it an annual event.

Volunteers are needed for the Dossin Museum booth at the Detroit Boat Show at Cobo Hall. The show will run from February 5-13, 1983. A special opening preview reception will be held on Friday, February 4.

MEETING NOTICES ●

Mr. Jack Goodrich will be our guest speaker at the next entertainment meeting scheduled for November 19, 1982. The next business meeting will be held on January 7, 1983. All meetings begin at 8:00 p.m. at the Dossin Museum.

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Published at Detroit, Michigan by the
GREAT LAKES MARITIME INSTITUTE

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Printed in the United States by
Macomb Printing Specialties.

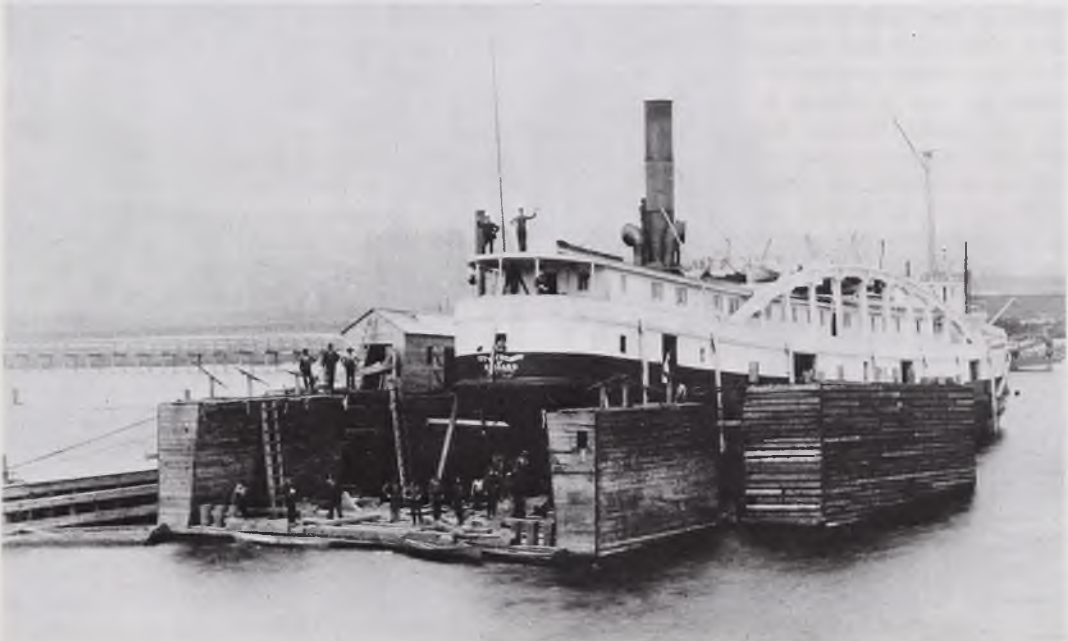
OUR COVER PICTURE. . .Algoma Central's newly christened *ALGOWEST* on her maiden voyage. This 730-footer is seen here passing under the Blue Water Bridge on July 28, 1982. This photo was taken by James Luke.

MILWAUKEE AND EASTERN TRANSIT COMPANY

by
EDWARD MIDDLETON

The Milwaukee and Eastern Transit Company was one of the many short-lived enter-

prises which pepper Lake Michigan marine history. It lasted just three seasons, but is



CITY OF FREMONT undergoing repairs in drydock.

interesting as a matter of record.

This company was organized in 1891 to handle cross-lake traffic for the Cincinnati, Wabash and Michigan railway, between Benton Harbor, Michigan and Milwaukee. The railway was a part of the Big Four and had a terminus in Benton Harbor.

For this service, the company bought the very old *City of Fremont* (1866) from the Anchor Line and the small *City of Marquette* (1890) from the Endress Family of White Fish Point. The two boats arrived at St. Joseph just one day apart in early May of 1891 and after due celebration of the new line, immediately went to work. They used the Gartley House dock at Benton Harbor, the E.A. Graham dock at St. Joseph and their own dock at 31 Erie Street in Milwaukee.

The 1891 season proceeded without a hitch. Business was good and the company was prospering. The only problem seems to have been that the *City of Marquette* was too

small for the amount of traffic. For this reason, the company bought the old steamer *Fountain City* (1857) and started running her opposite the *Fremont*. The *Marquette* was laid up, and the two older boats continued to sail, weather permitting, deep into the winter of 1892.

In March of 1892, the *City of Marquette* was chartered for a short time to Graham & Morton Transportation Company. The latter company had sold their *Puritan* (1877) to the Seymours of Manistee, and since their side-wheeler, *City of Chicago*, was not suitable for early season weather and their new *Chicora* was still under construction at the yards of Detroit Dry Dock Company, the little *City of Marquette* was used to make the early-season tri-weekly trips to Chicago. This arrangement lasted only a short time, however, since the *City of Marquette* was sold to S.W. Champion of Green Bay in late April, and *City of Chicago* took her place on the G&M run to Chicago.



After operating for only one season, it was decided that the **MILWAUKEE** was too small for the amount of traffic.



Edwin Wilcox Collection

FOUNTAIN CITY and CITY OF FREMONT in St. Joseph at the E.A. Graham dock in 1892.

Meanwhile, another development was presaging big trouble for the Milwaukee & Eastern. As long as there was only the Graham and Morton line to consider, there was no conflict, since one company was running to Milwaukee and the other to Chicago. But now a third company appeared on the scene, with plans to run boats from Benton Harbor/St. Joseph to both Chicago and Milwaukee! The first news of this appeared in February of 1892 and announced that the St. Joseph and Lake Michigan Transportation Company would operate four boats, two to Chicago and two to Milwaukee, in connection with the Vandalia Line (Ry.). The two principals of this line were ex-congressman F.W. Wheeler, of Bay City and J.G. Williams of the Vandalia Line, secretary and treasurer of the company. The four boats that they used for this service were the *Lora*, the *Minnie M.*, the *Soo City* and the *Ossifrage*. They used the Bradley dock in Milwaukee and the north side of the river, near Rush Street bridge in Chicago.

There is no indication that this competition even ruffled the feathers of the well established Graham & Morton Line, but for the two smaller companies, it spelled disaster. The Wheeler company lasted a little more than the season of 1892, and the Milwaukee and Eastern

decided to switch to the Chicago-Milwaukee route for the season of 1893, setting up a cut-rate freight route in competition with Goodrich.

The *Chicago Inter-Ocean* of August 4, 1893 announced the results of this bad decision. Milwaukee and Eastern had transferred both their boats to the Wisconsin Marine and Fire Insurance bank to satisfy a loan of about \$45,000 which was secured earlier in the season. The article went on to say that the boats would probably be continued in the Milwaukee-Chicago service by the receiver, until winter, and thus the entire operation gradually came to a shuddering halt.

Fountain City was sold to H.E. Dickinson of Milwaukee, who resold her in 1894 to John Leatham of Sturgeon Bay, Capt. Charles Graves of Green Bay and B.F. Davidson of Chicago. In early May of 1896, she burned beyond repair at Sturgeon Bay.

City of Fremont was sold to Gerald Hurson of Milwaukee and became the first vessel in the new venture of that ex-Goodrich executive. When he was succeeded on the Chicago to Milwaukee route by the Barry brothers, in 1899, the boat was transferred to the Barry line and continued running Chicago-Milwaukee for several more years. Milwaukee and Eastern like the old soldier, just faded away. □

THE WRECK OF THE MARTHA OGDEN

by
RICHARD F. PALMER

At 1 p.m. November 12, 1832, the steamer *Martha Ogden*¹ owned by the Lake Ontario Steamboat Company, sailed from Oswego for Sackets Harbor on one of her last voyages of the season. Although a very staunch vessel, she was no match for the early winter storm that would smash her into kindling wood by the time the day was out.

Rare as it is, a vivid account of the wreck has been left for us by Capt. William Vaughan, her master, in the form of a letter to Samuel Denison, owner and partner in the steamboat company. In his account, dated November 15, 1832 from Henderson, Mexico Bay, Capt. Vaughan recounts how a storm suddenly blew up on the lake, making it impossible to return to Oswego. With the wind in the west and a very heavy sea on, "I was obliged to

do the best I could," he said.

Capt. Vaughan shaped his course north, north by east and north by west as the sea would allow; "the sea breaking so much over me, rendered my engine perfectly useless, as no fire could be kept in the furnaces; I made all sail on her that would stand, for about an hour - but was compelled to take in the foresail in consequence of the wind being so fresh."

He said before this, he found the pumps had choked and all hands, including the passengers commenced bailing with buckets, "but this could not keep her free," the captain said. "The wheel-rope parted about half past 6 p.m. and she drifted considerably to the leeward during the time we were employed in repairing it."²

1. Historians differ as to the date she was built; 1819 or 1825.

2. Account appeared in the *Oswego Free Press*, Nov. 28, 1832.

3. This is said to have been the first lighthouse established on Lake

Ontario in 1820. A light remains there to this day, but is unmanned.

4. This area of the lake is very rocky, accounting for the near impossibility of the anchors doing much more than dragging.

Captain Vaughan made Galloo Island light³ about 7 p.m., bearing north, expecting to make Stony Island passage. But the wind hauled northwest and blew very hard. The sea swept the main deck, fore and aft, and carried away the promenade deck and ladie's cabin. On finding he could not clear Stony Point, and believing the boat would founder if he kept to the lake for being water logged, the captain ran the steamer into 8½ fathoms of water and let go both anchors about 9 p.m.

Capt. Vaughan said "she rode about an hour and a half -- all hands bailing -- when both chains parted within five minutes of each other. I ordered the jib loosed, to clear the point under our lee -- veered her around, got the fore-sail on her and cleared the point, taking in about ten hogsheads of water, the sea making a fair breach over her. She then became perfectly unmanageable, and I gave orders that the passengers should be called on deck. She continued to drift until she struck the rocks in the second bay south of Stony Point. After she struck, the sea made a fair breach over her, which was about 11 p.m.⁴

Shortly after she struck, the *Martha Ogden* started to fill with water, and everyone came on deck. The captain said "the screams of the women and children made the scene truly distressing. My passengers however, rendered all the assistance in their power,

and to their exertions, together with my own and crew, and the help of a Divine Providence, we were all saved."

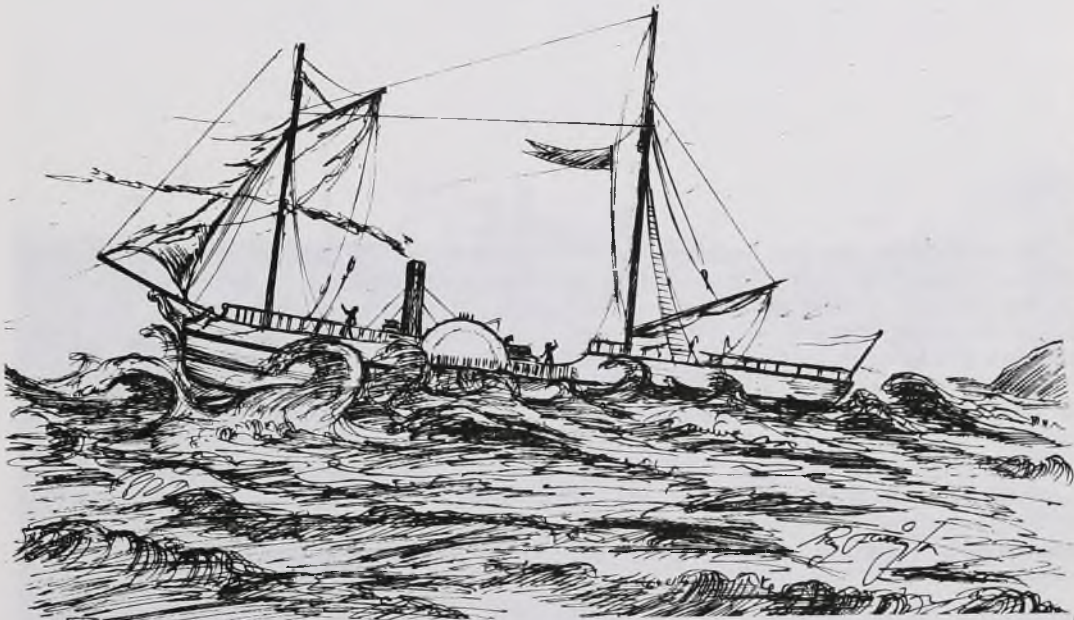
One of the passengers, William Miller of Canada, succeeded in getting ashore for help. A crowd soon gathered on the beach to render assistance.

Captain Vaughan said with the assistance of those ashore, "we got a rope from the boat to a tree on shore, and by that means landed the passengers and crew -- first the children in a basket, the others in a sling."

The vessel soon foundered and sank in Nutting's Bay south of Stony Point. According to local lore, her boilers and engines were later salvaged.

But Mexico Bay had claimed another victim. Captain Vaughan said if the harbors of Salmon River and Sandy Creek, under the lee of Mexico Bay, had been improved agreeable to an act of the last Congress (but was vetoed by the President) "we should undoubtedly have escaped this misfortune." He added "I cannot say too much in favor of the inhabitants near us; they have rendered us all the assistance and comfort in their power; for which I feel truly grateful."

The skeleton of the *Martha Ogden* remains to this day under the surface of the lake at Nutting's Bay and is a popular haunt for divers. □



Sketch of the *MARTHA OGDEN* based on a watercolor by Capt. James Van Cleve,
Great Lakes marine artist and historian.

A VIEW FROM THE SHORE

by
RICHARD H. BUCHANAN

The morning fog was just beginning to lift, but the upbound *Edwin H. Gott* would remain at the Poe Lock's east pier until visibility further improved. The river was still and only a church bell broke the early morning silence. The view observed, and the sound heard, from my hotel balcony would continue for the next hour. However, once the fog was "burned off" this area of the St. Marys River became a virtual lake boat watcher's paradise. Activity at this choke point of the Great Lakes waterway system increased almost beyond my expectations.

Lake boat watching is practiced in a serious vein by a relatively small cadre of people, however it can be extremely interesting and educational to anyone willing to invest

some time. "Watching" is hardly a satisfactory description for it does not do justice to the real purpose of the activity. "Watchers" have a multitude of objectives of which a few are: getting acquainted with the new boats out, changes made to existing ones, new routes plied, and boats bought and sold.

My purpose for writing this article is to offer to the reader who does not have ready access to the waterway, my approach for maximizing boat watching activity. A view from the shore is best accomplished at a "choke point" in shipping. In difference to seeing a few lakers at a distance on open water, choke point viewing involves experiencing many boats, better utilizes the daylight hours, and offers interesting photographic possibili-

ties. Specifically, these points are the St. Marys River, the St. Clair River, the Detroit River, and the Welland Canal. Although points along the St. Lawrence River could fall in this category, they do not contain the concentrated level of shipping experienced at the four points mentioned.

Utilizing a maximum number of daylight hours means being located at an accommodation next to the water. This article is by no means an endorsement for certain accommodations, however, the reader will understand my selections. For instance, the view described in the opening paragraph of this article was from a river view room balcony on the fourth floor of the Holiday Inn at Sault Ste. Marie, Ontario. This location permits views of upbound boats as they turn at Mission Point to head for the Soo Locks. This view allows unobstructed photography of the approach to the American locks, and even better picture taking possibilities of the upbound entry to the Canadian lock. Downbounders are in a clear view also. Of course, observing at the locks proper is a must, with the best location on the American side being the west observation platform adjacent to the MacArthur Lock.

A drive east from the American locks, on Portage Avenue, to Mission Point is a must, for adjacent to the lighthouse is one of the best spots along the entire Great Lakes to photograph boats. The forested background of Sugar Island provides an ideal setting along the St. Marys River to capture boats on film. Beware! Keep a sharp eye out for downbounders rounding the point as your location gives you excellent views of these boats.

Approximately three hundred miles south of the Soo, I observed what at first appeared to be a strange phenomenon from a distance of 4½ miles. The 1000-footer's hull stretched from bank to bank on the St. Clair River, but with no apparent superstructure. A quick examination of a lake survey chart provided the answer. The hull covers the full, visible, width of a gentle "S" curve in the river. My mind was set as ease with the appearance of the *James R. Barker's* immense cabin aft.

My vantage point was from the river side of the St. Clair Inn located in the town of the same name. Request a ground level, river view, accommodation for the edge of the water will be only 40 feet from your room's private



The triple flight locks offer superb picture possibilities when two or more vessels are locking through.

patio. The shipping channel is literally within a few yards of the American shore, however, don't be alarmed at seeing an occasional boat use a channel along the Canadian shore. I saw the *Yankcanuck* and the *Lake Manitoba* choose this route.

As mentioned earlier, upbounders appear at Recors Point, 4½ miles to the south, then temporarily disappear from sight before being resighted. Recors Point is the location of one of Detroit Edison's power plants. This one is serviced by the 1000-footer *Belle River*. During my stay at the Inn, the *Belle River* made it's turnaround in 15 hours. Downbound boats will suddenly come into view from around a bend located one mile upstream. Interestingly, the "watcher" will see from this location the greatest representation of shipping companies compared to any other location mentioned.

Further south is the third of the four choke points, the Detroit River. Here, I recommend obtaining riverfront lodging at the Holiday Inn located literally on the edge of the river in Windsor. Traffic interest is heightened by the tug and barge railroad ferries and the Bob-Lo boats. A word of caution to the photographer is necessary. The setting sun can play havoc as you are looking almost directly into it for upbound traffic. The background for many of your shots will be the skyline of Detroit - this may, or may not, please you. An interesting side trip in this area is to Belle Isle. Once on the island, proceed around it to the upbound (east) side of the Coast Guard station. This is at the point where the island road veers away from the river. Park at roadside and set up your lawn chair at the river's edge. This view gives you a direct shot up the river into Lake St. Clair. Binoculars will be put to good use here. For those who have telephoto lens, be sure to use it, as this location provides an excellent opportunity to shoot two or more boats at one time in the shipping channel.

The final choke point, the Welland Canal, provides an unusual set of opportunities. To maximize your daylight hours of "watching" reserve an upper level room at the Lock 7 Motel which is situated directly across the street from Lock 7 (obviously). Photography from the room balcony is not the best due to telephone poles and wires, however it is suitable. A special feature is that you can enjoy night time viewing of the locking procedure from your balcony. Many fine views of the canal are available from Lock 7 down to, and below, Lock 1. Included in this series

are the triple flight locks which offer superb picture possibilities when two or more boats are "locking up" at one time. A unique advantage of sightings at the Welland Canal is the ability to drive from Lock 7 to Lock 1, just before sunset to view all the boats in the system. Once you have done this you will have seen several hours worth of upbounders. I have arisen early the following morning to see boats I observed the evening before. An added attraction, just above Lock 1 is the Port Weller shipyard which can be seen from the west side of the canal. The long reach from Lock 7, passed Lock 8, and on to Lake Erie can be omitted as the road is not next to the canal and observation points are at a minimum, except at Port Colborne and Lock 8.

Your Welland experience will be heavily accented, almost 100%, by the Canadian fleets. There are two reasons for this. First, most lower seaway ports are in Canada, and secondly, the canal system handles boat lengths up to 730 feet. As a result, Canadian fleet owners will order only up to that length while American fleet owners become more and more enamored with the 1000-footers while scrapping the 600-footers. This is a sad commentary, but nevertheless necessitated by the economies of the larger craft.

A view from the shore (or from your lens) need not be restricted to the shipping season. In February or March, get acquainted with those boats you have read about but never seen. Check the lay-up lists and plan to visit the ports of your choice. For sheer quantity, consider Duluth, Toledo, or Toronto. Remember your camera and a good pair of snow boots.

To top off making your visits enjoyable remember those binoculars and two resource books, *Know Your Ships* by Thomas Manse and *Lake Boats* by Greenwood and Dills. I add an extra dimension by utilizing a hand-held programable scanner. Such a unit can receive transmissions from ten miles away, depending on terrain and atmospheric conditions. This item is invaluable at, or near, locking systems as the boats will periodically report their positions and course. A listing of radio channels comes with the unit, however channel numbers 6, 8, 10, and 16 are used most often. particularly the last one. And finally, for the real dyed-in-the-wool follower, a few NOAA lake survey charts will be very useful.

If I happen to see someone with the paraphernalia mentioned, I'll introduce myself and we can discuss "The one that got away", or the one yet to come. □

NATIONAL MARITIME

HALL OF FAME

The American Merchant Marine Museum opened to the public in May 1979 as a repository and exhibition hall at the McNulty Campus of the U.S. Merchant Marine Academy, Kings Point, N.Y. Last May, the National Maritime Hall of Fame was added as one of its galleries.

The first inductees into the Hall were selected from among 36 people and 36 vessels nominated by maritime history enthusiasts from across the nation. The Selection Committee is comprised of 46 volunteers all connected

in some way with the maritime industry.

"We plan to select four people and four ships each year," said Frank Braynard, Museum curator. "One each will be chosen from among the four principal categories of waterborne commerce: deep sea, coastal, inland waterway and Great Lakes shipping. This formula could change, though, if the Selection Committee should decide, for instance, that one area be given more prominence because of its greater contribution to the maritime field."

No living person can be considered for inclusion in the Hall, and although a candidate's birthplace need not be the United States, his or her maritime contribution must have been made in America. Similarly, a nominated vessel must have passed from the active shipping scene, and its accomplishments achieved under the American flag, although it need not have been built in America.

Anyone can nominate a candidate for the Hall of Fame, as long as supporting material accompanies the nomination. On September 1, the Selection Committee will begin considering the candidates. Their choices will be announced before the end of the year, and the winners will be inducted into the Hall on May 22 of the following year.

Captain Alexander McDougall, designer of the "whaleback" vessel, and the *Walk-in-the-Water*, one of the first Great Lakes steamers, are among the first group of inductees into the Hall of Fame. Besides Capt. McDougall, the other "great people" who are the Hall's first inductees are: Robert Fulton, inventor of the first workable steamboat; Nathaniel Bowditch, father of modern navigation; and Clifford Mallory, operator of coastal shipping and a founder of Mystic Seaport Museum.

In addition to *Walk-in-the-Water*, the

other "great ships" being inducted are: *Clermont*, Fulton's famous steamboat; *Savannah*, the first steam vessel to cross any ocean; and *Priscilla*, an elegant side-wheeler in Atlantic coastal trade.

The Great People

Robert Fulton 1765-1815: A practical inventor, a self-trained engineer, a gifted and persuasive promotor, and a man with great dreams, Robert Fulton is best known for introducing to the world the first workable steamboat - the *Clermont* of 1807. His vessel opened the Hudson River to steam navigation, and he was also responsible for the first steamboats to ply the Ohio and Mississippi Rivers.

Nathaniel Bowditch 1773-1838: Until publication of Nathaniel Bowditch's *American Practical Navigator* in 1802, navigation at sea was mostly a matter of trial-and-error dead reckoning. The use of the sextant was rare. Bowditch, a brilliant mathematician, turned navigation into an art, and all of man's subsequent successes at sea and in space rest on his shoulders. Utterly unsuited for the rigors of the ocean, he nonetheless made several shipboard voyages. He devised a navigation textbook still in use today, and



Left: Clifford Mallory - help found Mystic Seaport Museum in 1929.

Right: Nathaniel Bowditch - devised a navigation textbook that is still in use today.



*Left: Capt. McDougall - designed the whaleback to withstand Great Lakes weather.
Right: Robert Fulton - introduced the first workable steamboat in 1807.*

through subsequent editions, it is still referred to aboard ship simply and a "Bowditch".

Clifford Mallory 1881-1941: A member of a family with a rich seafaring heritage, Clifford Mallory is best known for his services to coastwise shipping, his work in World War I, his leadership in new ship construction and his enthusiasm for America's maritime heritage. During the First World War he served with the Shipping Board's Emergency Fleet Corp. and supervised the conversion of numerous passenger liners into troopships. After the war he formed a company which operated a fleet of oil tankers along the Atlantic coast. He was also involved in establishing the Seatrain Line with the innovative concept of transporting railroad freight cars by sea. In 1929, he helped found Mystic Seaport Museum as the Connecticut town long associated with the Mallory family and many of their maritime interests.

Capt. Alexander McDougall 1845-1923: A native of Scotland, Capt. McDougall emigrated to North America as a child and was apprenticed to an iron and steel maker in Canada, an experience which would benefit him in later life. At the age of 16 he shipped out on the Great Lakes, rising from deckhand to master of the Buffalo to Detroit passenger steamer *Japan* by 1871. He found time to

pursue his hobby of designing ships of steel, and his experience with the violent storms of the Great Lakes prompted him to design a vessel - the whaleback - that could withstand the worst Lakes weather. In 1881 he left sailing to open a shipyard specializing in the whaleback vessel, which soon became known around world.

The Great Ships

Clermont: One of the world's best known ships, the *Clermont*, built in 1807, was actually registered as *North River Steamboat of Clermont*, but is remembered by the latter part of her name. A small boat, only 100 tons, she was the fulfillment of Fulton's dream to bind the nation together by transporting passengers and cargo up river, against the current. While by no means the first steamboat in the world, *Clermont* was the first practical steam-powered craft. Slowly but steadily working her way up the Hudson River in August 1807, *Clermont* revolutionized America's maritime industry almost overnight.

Savannah: It was the first thing American that the British did not sneer at, said our ambassador to Copenhagen in 1819. The event was the historic crossing from Savannah, Georgia to Liverpool, England of the 100-foot steamboat *Savannah*, the first ocean crossing

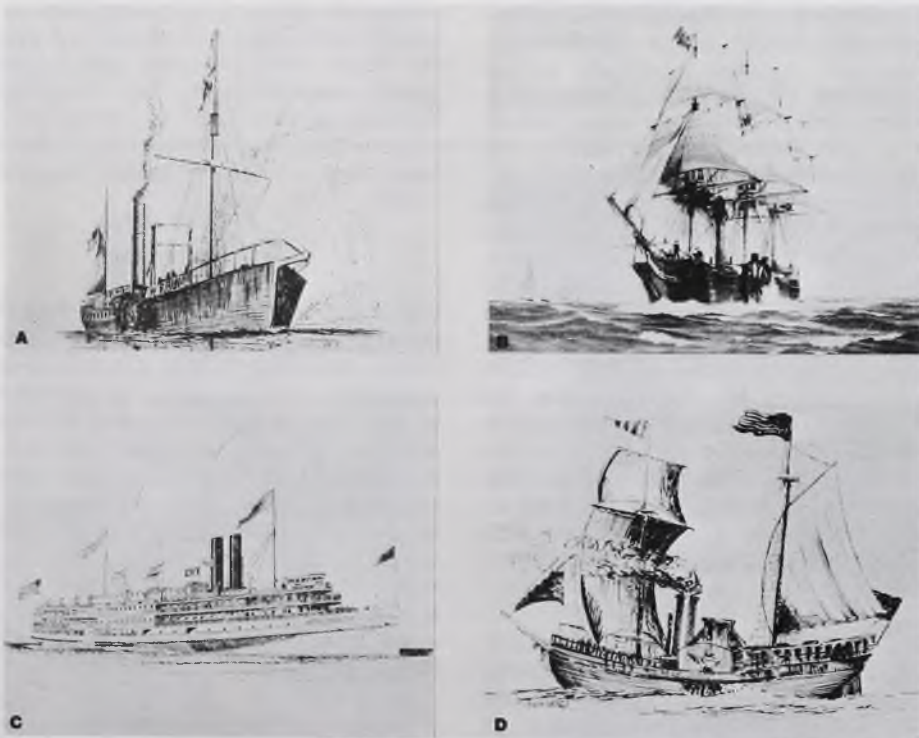
by any steam-powered craft. Actually, this little ship used her 80 horsepower engine for only 105 hours during the 29-day crossing, but during the rest of her trip to St. Petersburg, Russia, the percentage of time under steam increased considerably. The date of the *Savannah's* departure, May 22, is today annually celebrated in the U.S. as National Maritime Day.

Priscilla: "Steamboat royalty" accurately describes the *Priscilla*, one of America's most loved and longest-lived coastal vessels. Operated by the Fall River Line, which provided overnight service between New York and Fall River, Massachusetts with rail connection to Boston, *Priscilla* was the pride of the fleet. Built in 1893 for \$1.5 million, her grand salon was said to be the largest room on any vessel at that time. Although she featured 361 staterooms and 1,500 free berths, passengers often had to reserve their accommodations weeks in advance, basing their summer vacations on her schedule. *Priscilla* fell victim to a prolonged strike which closed the Fall

River Line in 1938.

Walk-in-the-Water: The unusual name of this Lakes steamer is said to have come from an unknown Indian who watched Fulton's *Clermont* move upstream without sails, and uttered: "It walks on water." Built in 1818 near Buffalo, *Walk-in-the-Water* was the first steamboat operating on Lake Erie and the upper Great Lakes. Her figurehead was a bust of Commodore Perry, hero of the Great Lakes in the War of 1812. Great eagles were emblazoned on her large port and starboard paddle boxes. She carried 150 passengers regularly between Buffalo and Detroit, with stops at Erie and Cleveland. Lost in a gale in 1821, her engine was salvaged and used in two later steamers.

This concludes the inductees for 1982. As the selections are made each year *Telescope* will announce the inductees in the same format as you see here. Still in the initial stage of development, the Merchant Marine Museum is open to the public on weekends from 1 p.m. to 4:30 p.m. □



Top left: CLERMONT - first practical steam-powered craft.

Top right: SAVANNAH - first steam-powered craft to cross the Atlantic Ocean.

Bottom left: PRISCILLA - Operated by the Fall River Line from 1893-1938.

Bottom right: WALK-IN-THE-WATER - first steamboat on Lake Erie.

A MOST UNUSUAL LAKE RESCUE, 1857

by
JACQUELINE RABE

It all happened in June of 1857, when one John Steiner of Philadelphia, Pennsylvania, decided to put his aeronautical skills into practice, by ascending into the blue yonder.

The propeller *Mary Stewart* would also play a part in a strange series of events which happened to Mr. Steiner.

On the morning of June 28, 1857, at exactly 11:50 o'clock in the morning, the propeller *Mary Stewart* weighed anchor in the port of Buffalo, New York, under the command of Captain Woolworth; destination, upbound through Lake Erie headed towards Detroit, Michigan. At 2:30 p.m. the log book of the *Mary Stewart* noted a sudden squall which came up from the west-northwest with heavy rains which lasted for about forty minutes. An entry for 5:00 p.m. listed the winds as having shifted to the southwest, and a notation not commonly found in a steamboat's log, or a sailing vessel's log in the 19th century on the Great Lakes: Captain Woolworth noted an object "beating about" in the sky to the south-southwest at about a forty-five degree angle, and that the propeller *Mary Stewart* was heading directly toward it.

John Steiner had decided that day, June 28, to go ballooning, and according to him, he rose about three miles into the air and was drifting along when the winds blew him across the lake over to Canada. At one time he counted 38 sail vessels plying Lake Erie beneath him as he was approaching Long Point, Ontario. Suddenly, he was caught in an air current which altered his course blowing him out and directly down the lake towards Buffalo.

Night was fast approaching and air temperatures were dropping, and Steiner estimated himself as being about two and one half miles above the surface of the lake. Problems of descending to where, were becoming a problem when suddenly he noticed a propeller steaming up Lake Erie, the *Mary Stewart*.

At the same time Steiner saw the *Mary Stewart*, Captain Woolworth noticed the

strange object "beating about", Mr. Steiner and his balloon. Immediately Captain Woolworth ran up the American ensign, and at the same time Steiner waved his smaller American ensign, which he had with him, at the *Mary Stewart*.

On board the balloon, Steiner had an anchor with a thirty foot rope attached which he threw out and he began a rather rapid descent. He was hoping that the crew on the propeller would latch onto his anchor. Steiner struck water 25 miles below Long Point and 3 miles above the *Mary Stewart*, which was upbound. According to Mr. Steiner, his landing was not perfect, he mentioned that he suffered at least 20 bounces of a bone jerking nature before his basket and balloon settled down on the lake.

Captain Woolworth and his crew witnessed the rapid descent of Steiner, and Captain Woolworth realizing Mr. Steiner's predicament immediately lowered a boat to search for the downed balloonist. When the crew members of the *Mary Stewart* arrived at the balloon, they picked up the anchor and pulled the rope to the balloon taut and proceeded to row towards the propeller - but in consequence of the taut rope to the balloon and the wind, the balloon did the towing, taking Mr. Steiner in his basket, and the members from the propeller's boat for a rather wet tow. Steiner realizing what was happening cut the rope and jumped from the basket, and swam to the boat and he was pulled in by the crew members. The crew and Steiner rowed back to the *Mary Stewart* and the fate of the balloon - lost.

Captain Woolworth commented on Mr. Steiner as being a rather dare-devil type astronaut. Mr. Steiner advertised for his lost balloon which was worth \$500, and that if anyone found it they could contact him in Philadelphia.

As to Mr. Steiner being of the reckless type, or dare-devil, one should draw their own conclusion - it was his third balloon that he lost. □

GREAT LAKES & SEAWAY NEWS



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in this issue are:

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Allan Mann
Joan Weber

Jun. 25. . . The Canadian tanker *Imperial Acadia* ran aground outside Port aux Basques, Newfoundland. She has been holed and was spilling diesel oil. She was carrying 1 million gallons.

Jun. 26. . . The cargo of the *Imperial Acadia* was offloaded and she was refloated. She proceeded to Halifax under her own power for repairs.

. . . Shareholders have approved a \$180 million transaction in which the Peavey Company of Minneapolis will become a wholly owned subsidiary of Con Agra Inc., an Omaha based food company. Peavey facilities in Superior, Wisconsin include the flour mill in East End, Globe Elevators and Producers Service.

Jun. 30. . . The ore slump on the Minnesota Iron Range has prompted the Burlington Northern Railroad to stop running its taconite trains between the Range and Allouez ore docks in Superior



The ARMCO returned to Bay Shipbuilding for repairs in her self-unloading equipment.

GREAT LAKES & SEAWAY NEWS ●

for at least 10 weeks.

Jul. 1. . . Newfoundland Steamship merged with Atlantic Freight Lines for form Atlantic Container Express for the Montreal-Newfoundland service. They will use the *Catalina* and *Lady M. Crosbie* to St. John's and *Bonajenture II* to Connerbrook.

. . . Passenger liner *Veracruz I* cleared Montreal.

. . . The Canadian ship *Arctic* loaded her first cargo of the season at Nanisivik in the Arctic.

. . . The Canadian tanker *Maplebranch* has been renamed *Thatoani*. Her Branch Lines replacement *L'Erable No. 1* cleared Davie Shipbuilding on June 17 for trials.

. . . Columbia's *Armco* passed upbound for Bay Shipbuilding to correct a crack in her self-unloading equipment.

Jul. 3. . . *Lena*, ex-*Melusine*, was laid up at El Ferrol, Spain with engine problems. She was enroute to the Lakes, but will be scrapped. She has been a regular visitor to the Lakes since 1962.

. . . The *Wm. A. Whitney* won the International Tugboat Race held on the Detroit River. *Barbara Ann* finished second and the *Shannon* was third.



Photo by Ken Bonnell

Due to the economic decline, the NIAGARA has been retired from service.

● GREAT LAKES & SEAWAY NEWS

. . . At an auction in Toronto, the *Cayuga II* was sold to the Coastal Corp. She was renamed *Wayward Princess* and remained in the excursion trade. *Shiawassi* has been renamed *Torontonian* and *Caledonia* remained idle and unsold.

. . . The first Great Tugboat Race was held on the St. Marys River at Gros Cap, Ontario. Seaway Towing's *Chippewa* won in the 500 hp. class and the Purvis tug *Sheila P.* won in the under 500 hp.

. . . From Ontonagon, Michigan comes a report that the Upper Peninsula Shipbuilding Company has announced that it would close because the State of Michigan has not honored its part of the contract to build a tug and four barges. The State Transportation Department has denied the charge.

. . . The *New York News* arrived at Wallaceburg, Ontario for a load of corn.

. . . U.S. Steel's *Edgar B. Speer* was laid up temporarily in Duluth because of the economic slump. Only 3 U.S. Steel ore vessels are sailing: *Arthur M. Anderson*, *Philip R. Clarke* and the *Edwin H. Gott*.

. . . Halco's bulk carrier *Cartiercliffe Hall* suffered variable pitch propeller mechanism failure while upbound in the Welland Canal. She will go to Conneaut, Ohio to unload her cargo and then head for drydock.

Jul. 4. . . The Panamanian vessel *Gerdt Oldendorff* cleared Green Bay, Wisconsin.

Jul. 5. . . *Gerdt Oldendorff* collided with the Yugoslav vessel *Alka* at Chicago while docking. Minor damage was sustained by both vessels.

. . . *New York News* cleared Wallaceburg, assisted by the *Glenada*.

. . . Bethlehem's *Lewis Wilson Foy* backed into the breakwall at Taconite Harbor, Minnesota and damaged her propeller, shaft, rudder and plates. Repairs estimated at \$2.5 million will be completed at Bay Shipbuilding.

Jul. 6. . . U.S.S. *Wm. C. Lawe* cleared Detroit for Marquette, Michigan.

Jul. 7. . . The U.S. tanker *Amoco Indiana* struck the wall in the Canadian Lock at the Soo and was holed in her side. Several hundred gallons of gasoline spilled and fire crews were brought in to stabilize the situation. She was inspected and after discharging 50% of her cargo, she headed for Mackinaw City. After discharging the rest of her cargo, she headed for repairs at Bay Shipbuilding.

Jul. 8. . . Bob-Lo's passenger vessel *Columbia* celebrated her 80th birthday today.

. . . The Canadian Coast Guard said they will probably redesign its ice-breaker and other vessels. This follows the fire and explosion which disabled the ice-breaker *Louis S. St. Laurent*.

. . . The Canadian vessel *Yankanuck* loaded steel into the Maltese flag vessel *Elli* while the two vessels were anchored in Goulais Bay.

Jul. 9. . . The Panamanian vessel *Golden Breeze* was under going repairs at Bilboa, Spain for damage suffered when she touched bottom at Quebec City on December 14, 1981.

. . . Seaway Towing's tugs *Chippewa* and *Senaca* towed the *Lewis Wilson Foy* down the St. Marys River enroute for Bay Shipbuilding.

GREAT LAKES & SEAWAY NEWS ●

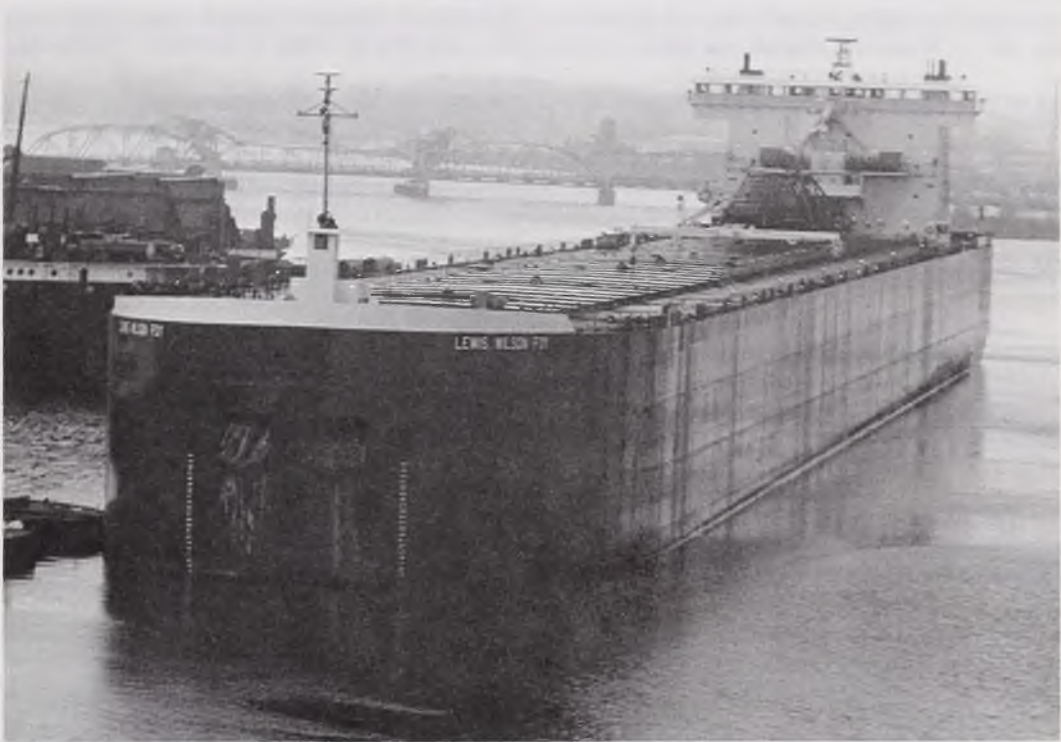


Photo by Clifford Cadreau

The LEWIS WILSON FOY backed into the breakwall and went to Bay Shipbuilding for repairs.

Jul. 10. . .Halco's bulk carrier *Cartiercliffe Hall* arrived at Fraser Shipyard in Superior. She was scheduled for a routine five-year inspection and propeller repairs.

Jul. 11. . .*New York News* arrived back in Wallaceburg for another load of corn. She was assisted by the tug *Glenada*.

Jul. 13. . .Algoma Central's new 730-footer *Algowest* will be christened at Collingwood, Ontario.

Jul. 14. . .Two inactive ore mines, the Stephens and Donora, owned by Jones and Laughlin Steel Corporation, will reopen sometime next year. The mines have been closed since 1975 and were formerly owned by U.S. Steel.

Jul. 15. . .C.S.L.'s newest vessel, *Atlantic Superior* passed down at the Soo on her maiden trip.

Jul. 17. . .The *Hjemkomst* arrived near Marstein Island Lighthouse after crossing the Atlantic Ocean in 34 days. She will arrive at Bergen, Norway on July 20.

. . .The port of Toledo scored a cargo "first" when the Spanish flag vessel *Pontedeume* loaded coal at the Chessie System dock for direct shipment to Sweden.

Jul. 19. . .The tanker *Imperial St. Clair* departed the Port Weller Dry Dock and was replaced by the tanker *Gulf Canada*.

● GREAT LAKES & SEAWAY NEWS

Jul. 21. . .When the *Hjemkomst* returns to the U.S., she will be taken to Hawley, Minnesota.

. . .*Algowest* cleared Collingwood on her maiden voyage, bound for Thunder Bay.

. . .The U.S. Army Corps. of Engineers has recommended construction of a \$170 million lock at the Soo to replace the smaller Sabin and Davis Lock. A public workshop to discuss the report will be held in Sault Ste. Marie, Michigan in August.

Jul. 23. . .C.S.L.'s *Stadacona* arrived in Thunder Bay for lay-up.

. . .Halco's tanker *Hudson Transport* has been sold to Marine Salvage.

. . .John W. Hackett Jr., a Toledo attorney and vice-chairman of the Toledo-Lucas County Port Authority, has been elected to serve as chairman of the port agency's nine-man board of directors. Don McKane was elected vice-chairman and Jerry Baron retired from serving on the active board for 27 years.

. . .The board of the Toledo-Lucas County Port Authority has voted to approve issuing an additional \$9 million in revenue bonds for Seaway Lines, Inc. They will use the bonds to convert the *Cliffs Victory* into a combination bulk and container carrier to be used between Toledo and foreign



ATLANTIC SUPERIOR on her maiden voyage in the Welland Canal on July 2, 1982.

GREAT LAKES & SEAWAY NEWS ●

ports. Last year, Seaway obtained bonding for converting six other lake vessels for container service.

Jul. 25. . . The *Atlantic Heritage* had a short delay in Lock 7 in the Welland Canal, due to an electrical problem in one of the lock gates.

Jul. 26. . . C.S.L.'s *J.W. McGiffin* anchored off St. Simeon in the St. Lawrence River with engine trouble. The tug *Capt. Ioannis S.* responded and the *McGiffin* departed.

Jul. 27. . . Plans to use shunters to speed up traffic through the Welland Canal have been shelved. The shunters are for sale.

Jul. 28. . . *Lakespan Ontario* has been sold to Golden West Shipping Company of Norway, pending the satisfaction of creditors.

. . . The *Hudson Transport* was towed from Montreal to Sorel.

. . . The shutdown of the Minntac mine and plant has been extended indefinitely.

Jul. 29. . . The Coast Guard has brought its Atlantic Strike Force team to Cleveland to combat the stubborn oil leak from the submerged *Canadiana*. The team plans to pump the remaining fuel from her tanks.

. . . *Algowest* passed down the Welland Canal on her maiden voyage.

Aug. 2. . . *Gulf Canada* departed Port Weller Dry Docks.

Aug. 3. . . Upper Lake's *Canadian Mariner* entered Port Weller Dry Docks.

. . . Branch Lines has been sold by Davie Shipbuilding Company Ltd. to Sofate Ltd. and Socomcu Ltd. for \$43 million.

. . . The tanker *Gulf Canada* cleared Port Weller for Clarkson, Ontario to load cargo for Halifax.

Aug. 4. . . Gunboat *Tariq (PPG-523)* passed Detroit.



The HUDSON TRANSPORT has been sold to Marine Salvage.

● GREAT LAKES & SEAWAY NEWS



The HAINS began dredging in the Menominee River.

Aug. 5. . .Christening ceremonies for Amoco's tug/tank barge *Amoco Michigan/Amoco Great Lakes* were held in Sturgeon Bay.

Aug. 6. . .The *L'Erable No. 1* passed upbound in the Welland Canal for the first time.

Aug. 7. . .The new Canadian ice-breaker *Des Groseilliers* was christened at Port Weller.

Aug. 9. . .*Charles R. Huntley* was drydocked at Whitley for plate repairs and the *Isle Royale* was laid up.

. . .*U.S.S. Lawe* passed downbound at Detroit on her way to visit Toledo, Lorain and four other ports on the Lakes before departing for her home station in New Orleans.

. . .From Whitley, Ontario comes a report that the carferry *Prince Edward Island* will be scrapped after she finishes her dredging project in the St. Lawrence.

Aug. 10. . .Quebec and Ontario's bulk carrier *Golden Hind* went aground in the St. Marys River after losing power while making the turn into the Little Rapids Cut. Tugs have been called and she was carrying barley for Owen Sound.

. . .While departing the dock in Duluth, the bow thruster in the *Federal St. Laurent* made a noise that couldn't be traced. An inspection will be made when she reaches Port Marghera.

GREAT LAKES & SEAWAY NEWS ●

. . . *HMCS Annapolis* arrived in Windsor's Dieppe Park on a goodwill and training cruise.

Aug. 11. . . The 87-year old *Mark Twain*, a former Mississippi riverboat, was loaded aboard the *Docklift* at Port Credit. The ship is bound for New York to resume her career as a floating restaurant. She has been in the Toronto suburb for several years.

. . . The Soo River Company has gone into receivership. Six of their ships were still operating. The firm of Peat Marwick are looking for a buyer.

. . . After lightering some cargo, the *Golden Hind* was refloated. She was aided by tugs: *Wilfred Cohen*, *John McLean*, *Rod McLean* and *Chippewa*.

. . . *New York News* went aground on a sandbar off the Ogdensburg (N.Y.) city dock at 12:15 a.m. Two tugs from Simjac Marine, the *Constructor* and the *Queen* refloated her. The *News* then anchored to await inspection.

Aug. 12. . . The new *April T. Beker*, the first tug completely designed and built at Marinette Marine, cleared Marinette for Sturgeon Bay to pick up her barge.

Aug. 13. . . The Canadian grain firm of Parrish and Heimbecker have agreed to purchase the ships in the Soo River fleet pending court approval.

Aug. 14. . . The barge *Erol Beker* departed Bay Shipbuilding with the tug *April T. Beker* and headed for the Atlantic Ocean.

. . . Arnold Transit resumed the Les Chenaux island cruise. Their *Island Queen* participated in



Tugs JOHN McLEAN and WILFRED COHEN working with 2 other tugs to free the GOLDEN HIND.

● GREAT LAKES & SEAWAY NEWS



Photo courtesy of Bay Shipbuilding

The tug APRIL T. BEKER (built at Marinette) and the barge EROL BEKER (built at Bay Shipbuilding) under way to the Atlantic Ocean.

the experimental venture and all reports indicate a success. The Les Chenaux islands are in northern Lake Huron.

Aug. 18. . .The shunters have been sold to H. Orleans Holdings Inc. of Kitmot, British Columbia. They will be rebuilt for use in their marine construction and ferry operations.

. . .The former Pelee Island ferry *Leamington* is reported in service as the Bahamas Island mailboat. She was renamed *Bahamas Daybreak II*. She was built at Erieau, Ontario in 1957 and was lengthened 85 feet in 1962.

. . .The U.S. House passed the Great Lakes Protection Act, which provides up to \$750,000 next year for the National Oceanic and Atmospheric Administration to coordinate the Great Lakes activities of 20 Federal agencies.

Aug. 20. . .*J.F. Vaughan* and *Robert S. Pierson* remain in service, but all other Soo River vessels are currently idled.

Aug. 21. . .The Canadian vessel *Soodoc* encountered ice on a voyage from Montreal to Little Cornwallis Island. Some damage has been reported.

. . .The Canadian m/v *Fort Ramezay* touched bottom while on a voyage from Point au Pic, P.Q. to Fort Chimo, Ungava Bay. She has been holed and proceeded to Rimouski, P.Q. for inspection.

Aug. 23. . .The National Harbors Board of Canada has awarded a contract to McAllister Towing and Salvage Lit. to refloat the *Royal Clipper*. She has been lying on her side in Montreal harbor since she was gutted by fire in December 1977. After refloating, she is likely to be scrapped.

Aug. 24. . .Inspection of the *Fort Ramezay* showed she was holed in her bunker tank. She will be drydocked for repairs at Lauzon, P.Q.

. . .Aug. 25. . .*Robert S. Pierson* has been charged for excessive smoke and pollution at Owen Sound.

GREAT LAKES & SEAWAY NEWS ●



Photo by Skip Gillham



Photo by Peter Kistevich

*Top: ROBERT S. PIERSON in Soo River colors last June.
Bottom: PIERSON DAUGHTERS after the Soo River Company was sold.*

● GREAT LAKES & SEAWAY NEWS

Aug. 25. . .U.S. Steel's *Philip R. Clarke* passed Detroit downbound, the first U.S. Great Lakes Fleet ore carrier to pass the city since it passed upbound on the 21st of July - a period of 35 days. Not counting the fleet's stone carriers, the *Clarke* and the *Gott* on Lake Michigan are the only U.S. Great Lakes Fleet ore carriers currently running.

Aug. 26. . .*James R. Barker* enroute to DeTour Dock for lay-up.

Aug. 27. . .The U.S. Army Corps. of Engineers dredge *Hains* began dredging the Menominee River near Marinette Marine shipyard.

. . .While in drydock, a small fire broke out in the hold of the *Fort Ramezay*. It was quickly put out.

Aug. 28. . .*Fort Ramezay* departed the drydock and headed for Rimouski to reload cargo for Fort Chimo.

Aug. 30. . .Economic conditions in the U.S. auto industry may have caused Erie Sand's m/v *Niagara* to have made her last trip to the Saginaw River. The dredge has spent the last 23 years dredging sand for the auto industry. She was built in Bay City at Wheeler Shipyard in 1897.

Aug. 31. . .*Pierson Daughters, Joan McCullough* and *E.J. Newberry* returned to service.

MISCELLANEOUS. . .

. . .C.S.L. has transferred ownership of the *Atlantic Superior, Nanticoke, Louis R. Desmaris* and *Jean Parisien* to Federal Commerce and Navigation.

. . .Seaway Towing has purchased the tug *Langon C. Hardwick* from Great Lakes Dredge and Dock and renamed her *Wabash*.

. . .Amoco's *Amoco Wisconsin* has been withdrawn from service and most of her crew has been assigned to their new tug/barge.



GREAT LAKES & SEAWAY NEWS ●

. . . The first roll on-roll off vessel to use the port of Cleveland was the West German ship *Project America's*. She loaded 12 Terex coal hauling units for Turkey.

. . . From London comes a report that the derrick boat *Mor* has arrived in Southhampton to lift the sunken *Mary Rose*. It is hoped that the *Rose* will be lifted by the end of September. The *Rose* was sunk by the French in 1545.

Renames of Soo River vessels: *Pierson Daughters* now *Beechglen*, *Joan M. McCullough* now *Birchglen*, *E.J. Newberry* now *Cedarglen*, *Howard F. Andrews* now *Elmglen*, *Judith M. Pierson* now *Fernglen*, *Joseph X. Robert* now *Willowglen*, *Robert S. Pierson* now *Spruceglen*, *Soo River Trader* now *Pineglen*, *J.F. Vaughan* now *Oakglen*.

. . . *Algosea*, which is on a long term charter, has been renamed *Sauniere*.

Saltie Renames: *Erna Witt* now *Blue Trader*, *Transmichigan* now *Yu Qing*, *Transontario* now *Yu Ying*, *Peter* now *Philippe L.D.*

Casualties: *La Loma* was sold for scrap in Pakistan. *Fernleaf* was listed as a compromised total loss. *Ocean Leader* struck an underwater obstruction in the Caribbean and was declared a total loss.

Scrappings: *Pacific Klif* arrived at Gadani Beach in December, 1981. *George Russ* arrived in Bombay in April, 1982.

November Entertainment Meeting. . .

Mr. Jack Goodrich will be our speaker on Friday, November 19, at 8:00 p.m. Mr. Goodrich's career has been devoted to transportation. He has worked for everything transportation wise except a bus company. Collecting timetables mostly of steamship companies is his main hobby.

He travels extensively north of the Rio Grande, but has yet to visit Hawaii, the Northwest Territories and the Province of Newfoundland in Canada. Naturally, he travels by ship whenever possible.

Be sure to mark your calendars for November 19, for "Canadian Holidays".



INDEX, VOLUME XXXI

Prepared by Kathy McGraw, Editor and Mrs. Thelma Savage. Typed by Patricia Evens.

This index provides the reader of *Telescope* with a complete listing of names of ships, persons, institutions, organizations, places and titles appearing in Volume XXXI, 1982.

Page number given are *page numbers only* and to avoid confusion, issue numbers are eliminated. The one exception is reference to a cover picture in which case the listing would appear "Cover-3", which would indicate the cover of issue No. 3-May/June. Numbers with an asterisk [*] indicate a photograph. Names of vessels, newspapers and books appear in *italics*. All other entries appear in regular typeface. There was an error made in indexing the November/December issue. When looking up an item in that issue, please subtract 16 pages from the page number given in the index. □

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