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**GREAT LAKES
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DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

In the past few months, Harvey Nissley, William Herbert, Tom Ryan and Ted McCutcheon have volunteered their skills to repair the ship models in the museum's collection. Most of the repairs consisted of replacing small parts such as anchors, cannons, ladders and vents. The models were also inspected for cracks and other signs of deterioration since they are displayed in glass cases. We are pleased to report that most of our models remain in excellent condition and because of the modern techniques used in today's model fittings, it should be another ten years before repairs will have to be made again.

Due to mechanical problems with the Compugraphic machine, this issue is later than usual. Rather than wait for new parts, we decided to send this issue to the printer with a couple of imperfect pages and have our members receive Telescope by June 1st.

MEETING NOTICES ●

The next entertainment meeting will be held on May 20, 1983. (See meeting notice on page 83.) The Executive Board of Directors will be elected at the next business meeting on June 17, 1983. All meetings begin at 8:00 p.m. at Dossin.

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OUR COVER PICTURE. . . The Soo River Company fleet was considered one of the most photogenic while they sailed on the Lakes. When they were sold to Parrish and Heimbecker, the "Soo River Company" letters were painted over and the shamrocks were removed from the stacks. The *Robert S. Pierson* was renamed *Spruceglen*. Mike Nicholls photographed her waiting for the MacArthur Lock at the Soo on November 4, 1982.

GOING INTO DRY DOCK

by
VICTORIA L. BREHM

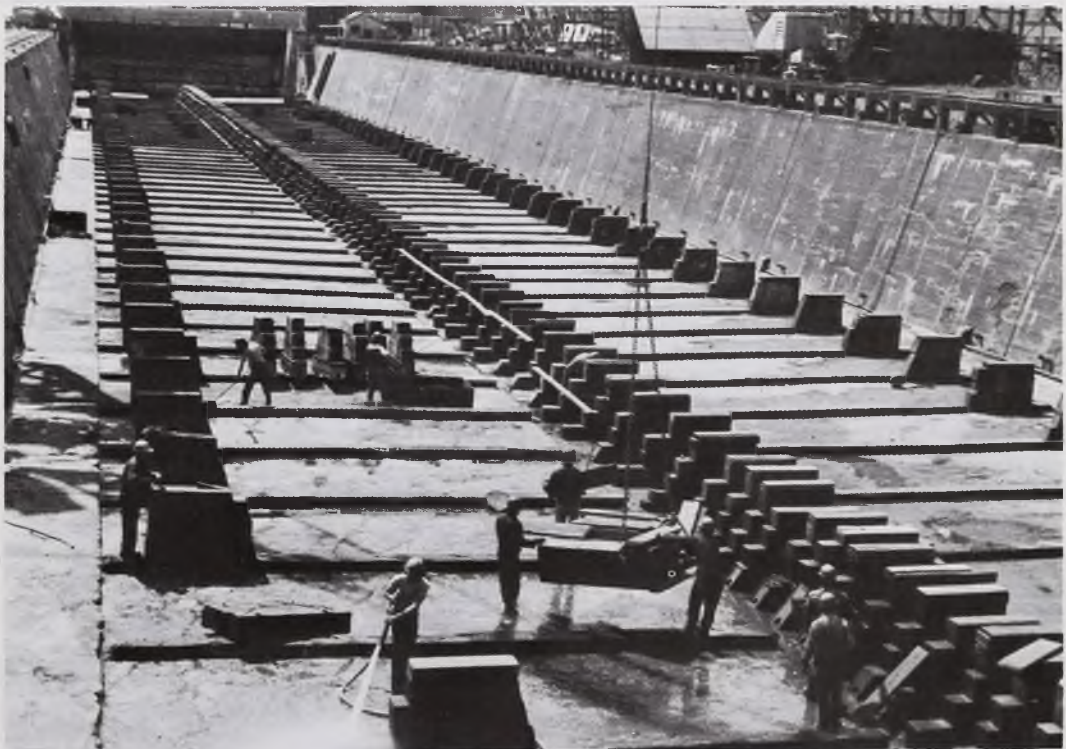
Victoria Brehm was raised near Tustin, Michigan and graduated from the University of Michigan. She now resides in Washington, D.C. and is currently writing a novel set

on a Great Lakes bulk carrier. This article was written in the summer of 1982 while she was a guest of Algoma Central Marine on the Algosoo. □

To her, it may feel like a trip to the dentist: a filling here, a bridge there, a little polishing. Unceremoniously beached in the drafty operating room of the Port Arthur Shipyard dry dock, ensnared in rigging and cranes and crawled over by an army of shipwrights,

welders, electricians, and laborers, the m/v *Algosoo* is earning her Canadian Steamship Inspection certification. Once completed, the 730-foot Algoma Central Marine ship will be judged safe to sail for five more years.

This is a lengthy trip in her log, two weeks,



All photos by author

Workers reset the blocks in the empty dock in preparation for the ALGOSOO.

beginning at sunset when the wind and water are calm so three tugs can maneuver her easily into the dock. Shipyard carpenters have reset three rows of blocks to cradle her stern first; her squarish conformation and the shape of the dock won't allow a regular fit. She must come to rest precisely on the blocks and there can be no differential settlement of the ground beneath them under her weight or her keel will break. Thus, the dock is built on bedrock and the process of settling her there is a critical one.

All hands help to turn the flood gates, filling the dock with 8,600,000 gallons of water before the front gate can be pumped dry and floated away into the harbor. Half an hour after the valves are opened, the tugs pull the *Algoso* partway into the dock and heavy metal hawsers from the ship are tied to bollards on the dock walls. The ship's winches draw the hawsers tight, inching her a little farther into the dock. Linemen drag the hawsers to another set of bollards farther along the dock, the winches draw the cables tight again, and slowly she moves a few feet more into the dock, bollard by bollard.

After the gate to the harbor is replaced,



Tugs maneuvering the ALGOSO towards drydock.



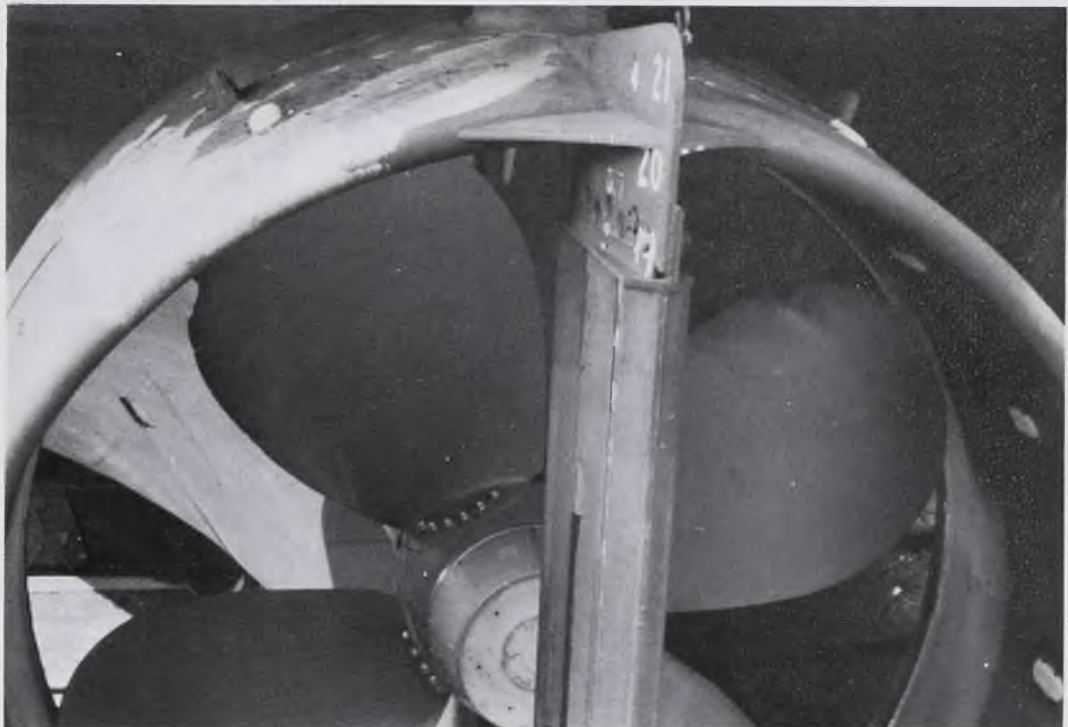
The ALGOSO being winched into the dock after the tugs no longer have room to maneuver her.

the master shipwright begins the delicate process of settling her on the blocks. With her bow wedged against the gate in front, he attaches hawsers from winches on the dock to the stem of the *Algosoo's* Kort nozzle. For three and a half hours while the dock is being pumped dry, he tightens or slackens the hawsers so that the center line of the aft end of the ship aligns with the center line of dock and thus with the center of the blocks. An expert, he settles her keel within six inches of the exact center of the four-foot wide blocks. At midnight, she has come safely to rest.

By eight the next morning she is a great beached whale; stinking of algae. The ship's captain and chief engineer have already been underneath her and through the bilges, accompanying the shore engineer for Algoma Central, the Lloyds of London and North American Marine. Chalk marks begin to appear on her sides, noting those places where the inspection spotted damage to the framing. There the steel plating must be cut away, the framing (rib) sections repaired, and the steel replaced. The welding begins as soon as scaffolding can be erected and continues around the clock.



In drydock, the bow thruster is clearly visible.



The Kort nozzle, damaged propeller blades and rudder.

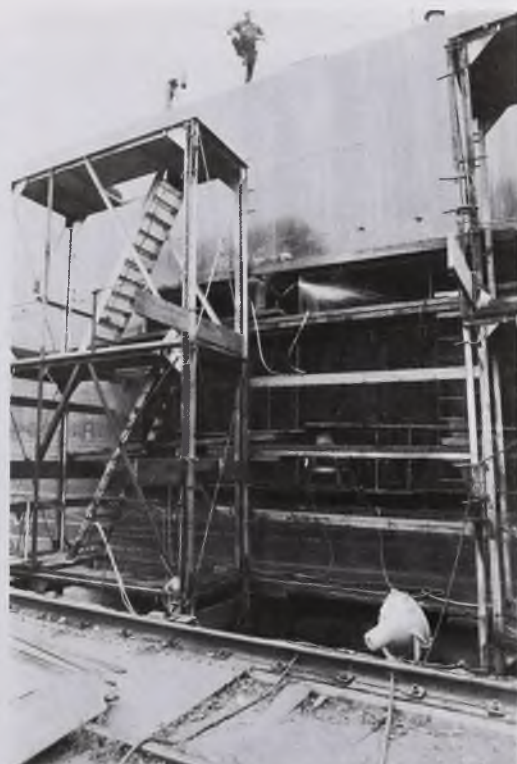
But the major damage this drydocking reveals is injury to the *Algosoo's* propeller. Innovative engineering that has not worked here. The Kort nozzle is designed to channel the flow and force of water through the propeller, thereby increasing its speed and efficiency. Unfortunately, when a Kort nozzle is mounted behind a square-hipped ship like the *Algosoo*, what usually results is increased vibration. Vibration that several months before in the Maumee River, shook the rudder loose until it tangled in the prop with predictable results. Now three chipped blades must be replaced. The shipyard will cast new ones of aluminum bronze and attach another rudder of wider and stronger design.

The rest of the dry dock time is spent fulfilling the requirements for five-year certification. Draft marks and load lines are checked recut, and repainted. The anchor chain is ranged, that is, let completely out of the chain locker and painted different colors to indicate the different depths. The tail shaft is taken from the bearing and frame to be inspected for wear. All overboard valves, or seacocks, must be repacked and resealed; the seagrids must be dropped and the seabays

cleaned. A megger test will be run on the electrical system, checking the resistance to be certain it is low enough to maintain a current.

If no unforeseen problems develop (major hull damage, worn tail shaft bearings, or 600 tons of mud that has to be cleaned from the bilges), then the yard crew will have time to work on the "wish lists". The chief cook would like her dishwasher repaired; the captain would like a rudder-direction indicator installed in the front window where he can check it without having to walk half-way across the wheelhouse. He would also, he adds wistfully, like a new chair. The old one is leaking stuffing and slants so alarmingly to starboard, he has to prop his feet on the control console to keep from sliding out.

And the bill for this? Your dentist never dreamed such a figure. Drydocking is a major expense in a company's budget, even without any significant repairs. When the *Algosoo* pulls out of the dock into Thunder Bay, the bill that goes back to Algoma Central Marine is a hefty one: over a half million dollars. And that does not include the captain's new chair. □



*Left: Workmen stand over shaft as a crane lowers the new blade.
Right: Welder repairs damaged frames in the port side.*

THE BRITA BOATS

BY
SKIP GILLHAM

Skip Gillham graduated from the University of Toronto and McMaster University. He has been a correspondent for Telescope since 1965 and has authored several weekly columns

in the St. Catharines Standard, Port Huron Times and also contributes to a variety of publications including historical, corporate and newspapers. □

Starting a shipping fleet during the depression of the thirties was a risky enter-

prise. After all, other firms were going under and shipbuilding was almost non-existent.



Photo courtesy of Great Lakes Graphics

The first B-A vessel was the BRITAMOIL, launched in May, 1931.

It was hardly a time to undertake such an adventure.

Yet, some made it work. Perhaps the best example is today's Upper Lakes Shipping which began in 1931 with the purchase of the derelict steamer *Sarnian*. Another Canadian company that succeeded in these trying times was the British-American Oil Company.

B-A's entrance into the lake shipping trade began in 1931 and coincided with the opening of their Montreal East refinery. Four canal-sized ships were constructed in 1931-32 to transport crude from Montreal to the old Toronto refinery. They were also to distribute finished products to the company terminals around the Great Lakes. Gordon Smith was appointed as Marine Manager at the time and he remained in this position until retirement in 1967.

All four new tankers were ordered from the Furness Shipbuilding Company of Haverston Hill-on-Tees, England. The design followed a pattern that had previously been used for the construction of *John Irwin (i)*, *Windsolite* and *Simcolite*.

The ships were 258.2 feet in length, 43.2 feet at the beam and 17.9 feet in depth. Their capacity was in the 21,500 barrel range. A 900 horsepower triple expansion engine with cylinders of 17-28-46 and a 36 inch stroke gave a speed of about 9 knots. Two scotch boilers were oil-fired.

The first B-A vessel was *Britamoil* (C157039) hull 199. Her keel was laid February 10, 1931 and she was launched May 14. *Britamoil* cleared the yard for the Great Lakes on June 4.

Britamolene (C1577343) followed as hull 200. Her keel was also laid February 10 and she was launched May 19. She left for Canada June 10, but it did not go as easily. *Britamolene* ran out of freshwater enroute and the crew had to use bilgewater in the boilers.

Construction of *Britamlube* (C157353), hull 212, began December 18, 1931 and she was launched May 22.

Finally *Britamoco* (C157359), designated hull 209, was sent into the water May 14, 1932. She cleared for the lakes June 3.

The final member of the quintette, *Britamette* (C162235), was purchased by B-A in 1932. She had been built by J. Harker Ltd. of Knottingly, England the previous year. Her early duty was on the North Sea under the name of *John George*.

The smallest of the group, *Britamette* was only 139 feet long, 29 feet at the beam and 9 feet in depth. She had a listed capacity of 2,200 barrels.

The little *Britamette* crossed the Atlantic on her own power but her duties on this side were to be different from her fleet mates. She was to carry petroleum products from Montreal to Hull, Quebec, via the Ottawa River. *Britamette* also ran between Clarkson



Before joining B-A, the BRITAMETTE worked in the North Sea.



Photo by Dan McCormick

BRITAMOCO at Cornwall in May, 1955.



University of Detroit Collection

The BRITAMLUBE was renamed BAY TRANSPORT (i) by Halco and operated through the 1963 season.



Photo by Antonio Scrimali

In 1963, the ISLAND TRANSPORT, ex-BRITAMOIL, was sold overseas and renamed ELBA.

and Belleville and out of Toronto and Montreal to small ports on Lake Ontario and the St. Lawrence.

The Ottawa River service was the backbone of her work and it continued until the rates were changed by the railroads leaving the water service in an uncompetitive position.

The early years for the "Brita" boats were generally uneventful. They started work early in the navigation season and finished late. Their Masters earned several "Top Hats" as first ships of the season over the years.

In an arrangement motivated by capital gains laws, the vessels were sold to Gayport Shipping in 1946. The ships continued to be operated for B-A under charter and were essentially part of B-A operations.

Their work changed little. They wandered all over the lakes and St. Lawrence, but their duties remained concentrated around Toronto and Montreal. During these years all but *Britamette* received a new pilothouse.

Britamlube avoided a serious dock fire at Sillery, Quebec in the late forties. Alert crewmen spotted gasoline leaking from a dock tank and the ship was quickly pulled out into the river.

Britamette was the first to be sold. She passed to Canadian Husky Oil Ltd. in 1956 and was renamed *Husky 120*. The small one

sailed to the Canadian Lakehead and put in several years there as a bunkering vessel. In 1968 she was sold to K.S.F. Marine and taken to Sault Ste. Marie, but did not see service.

Sold to Harry Gamble in 1972, *Husky 120* left the Soo on her own power August 20 and proceeded to Gamble's yard at Port Dover. She has been there ever since.

For a while there were rumors of conversion to a floating septic tank that would pump off waste from operating vessels. If there was any fact to these plans, they failed to materialize. Chances of any return to service at this date are remote, yet she has not been scrapped.

The four "Brita" sisterships continued to work for Gayport until sale to the Hall Corporation on July 1, 1959. All were renamed and saw varying lengths of service.

Britamoil was renamed *Island Transport (i)* and operated only briefly. She apparently laid up on December 17, 1960 and stayed put. In 1963 D'Alesio and Castaldi of Livorno, Italy, purchased the ship and had her refitted by Port Weller Drydocks. Renamed *Elba*, she cleared May 9 and headed back across the Atlantic.

Elba saw duty along the coast of Italy where her shallow draft was well suited for the work. She was apparently resold several

times and eventually served as a bunkering ship at LaSpezia. *Elba* went for scrap in 1981 and work on dismantling the old hull began at LaSpezia on January 27 of that year.

Britamlube was renamed *Bay Transport (i)* by Halco and operated through the 1963 season. She joined *Elba* overseas, sailing for Italy on June 1, 1964. Renamed *Capraia*, she was refitted to enable unloading via bow, stern and sides.

On August 13, 1974, *Capraia* lost her propeller off Giglio Island on the Mediterranean. The tug *Costante Neri* came to the rescue and brought her into Livorno the next day.

It is known that the propeller from the old *Cardinal (a. Windsolite b. Imperial Windsor)* which was headed for scrap, was removed and shipped overseas at that time. It is a safe bet that it was installed on *Capraia*. At last report this ship was still at work.

A third member of the fleet also headed for duty on the Mediterranean. Saltwater service was not new for *Britamoco* had previously spent the winter of 1953-54 operating on the Caribbean between Aruba, Netherland-Antilles, and Cartagena, Columbia.

This ship had been renamed *Gulf Transport* when she joined Halco in 1959. Later, on June 3, 1964, this became the first Canadian merchant ship to hoist the new, but still unofficial, Canadian flag. □

Gulf Transport passed down the Welland Canal for the last time on October 24, 1970 and cleared Quebec City for Italy November 6. She was apparently renamed *Nonna Valeria* enroute and saw coastal duty around Italy for several listed owners.

Although she was the last of the four sisters to leave the lakes, *Nonna Valeria* was the first to be scrapped. Work on dismantling the hull began at LaSpezia, Italy on January 30, 1974.

The final unit, *Britamolene*, headed south. She had served Hall interests as *Wave Transport* until August, 1963. At that time she was sold to Florence Nav. S.A. of Panama and renamed *Florence B.*

She left the lakes August 29, 1963, for new work on the Gulf of Mexico and the Caribbean. In the fall of 1966, this ship moved to Western Shipping Company, Inc., also of Panama and became *Captain Theo*. New duties included runs between Bahamas and Panama.

Finally in 1973 this vessel was renamed *Rio Daule* for Transportes Maritimos y Fluviales S.A. and gained Ecuadorian registry. Since then I have lost track of her travels but have not seen any record of her loss or scrapping.

The step of faith of B—A Oil during the depression has indeed been justified for the five "Brita" boats not only served them but succeeding owners well. □



GULF TRANSPORT, ex-BRITAMOCO, near Morrisburg in June, 1963.

THE STEAMER GOODTIME 1924-1941

by
DAVID W. FRANCIS

David Francis is Vice-President of an Akron, Ohio advertising agency. He graduated from Baldwin-Wallace College and attended gradu-

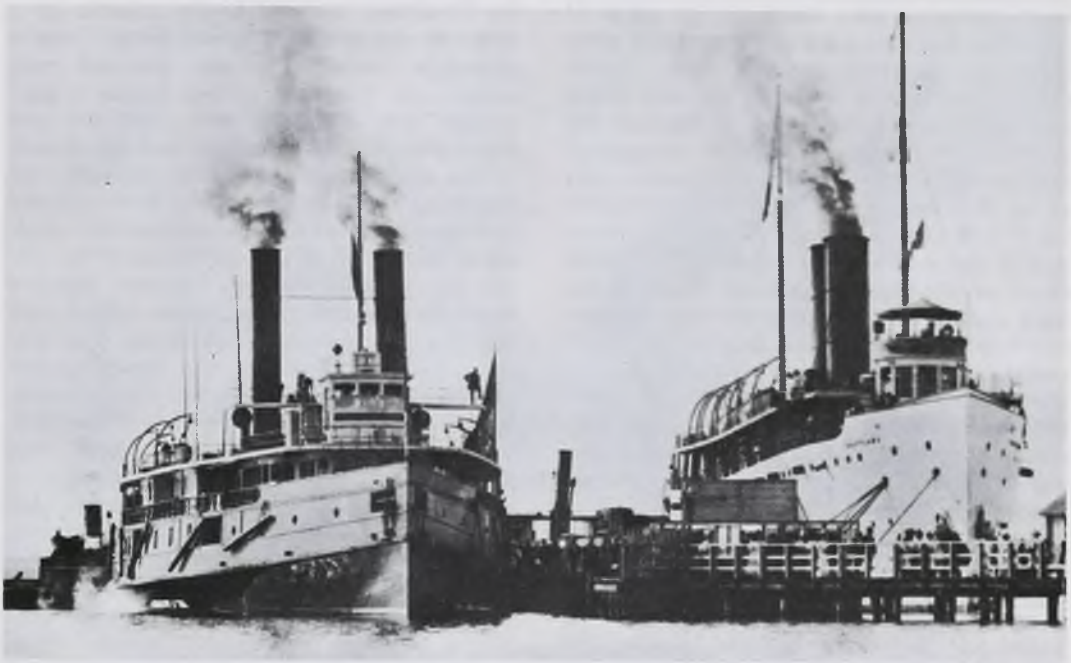
ate school at Memphis State University. He has written about two dozen articles dealing with 19th and 20th century American history. □

During the years between 1890 and the late 1920s, when passenger trade was at its zenith on the Great Lakes, every major port city seemed to adopt one of the home-port steamships as its sentimental favorite. In most cases these popular steamers were summertime excursion ships which sailed to resorts and amusement parks, offered daytime

lake rides or provided romantic moonlight cruises. Among these "favorite" vessels could certainly be listed Chicago's *Christopher Columbus*, Detroit's *Tashmoo*, Toledo's second *Greyhound*, Buffalo's *Canadiana*, Sandusky's *Chippewa* and Toronto's *Cayuga*. At Cleveland, where the Cleveland & Buffalo Transit Company made its home and where



Built in 1889, the CITY OF DETROIT II maintained a dependable service record that was carried over to the C & B Line.



MCDONALD COLLECTION/Doasin Museum

The STATE OF OHIO and EASTLAND at Cedar Point in 1911.

the steamers of the great Detroit & Cleveland Navigation Company called regularly, the residents developed a long-lasting affection for the C & B Line's *Goodtime*.

Like so many Great Lakes passenger ships, the *Goodtime* embarked on her long and dependable career in another city and with another name on her stern. She began as the *City of Detroit II*, one of the D & C Line's magnificent fleet of well-kept passenger vessels. Built at Detroit in 1889, she was 286'6" x 70'3" and was designed at 1919 gross tons. Her assignments on the D & C Line were fairly routine and her service record was most dependable. However, the coming of the huge *City of Detroit III* and her own advancing age left the *City of Detroit II* with a decreasingly useful existence. Had the C & B Line not developed an unexpected need for a vessel of her size in 1924, she undoubtedly would have been consigned to the ship breakers during the 1920's.

The C & B Line's need for a steamer with spacious decks and reasonable speed stemmed from the growth of the summer resort at Sandusky's Cedar Point, and the great annual influx of Clevelanders to this resort between mid-June and Labor Day. Originally a small local picnic spot, the sandy peninsula of Cedar Point became a summer spa of national acclaim after 1897, when the aggressive

George A. Boeckling became President and General Manager. Under Boeckling's spirited leadership, Cedar Point grew into a multi-million dollar resort unequalled on the Great Lakes and in many ways, rivalling Atlantic City and Coney Island. Included in Boeckling's plans were not only theatres, restaurants and midway attractions, but also a series of hotels. In 1901, he opened the modest White House Hotel, followed in 1905 by the one thousand room Hotel Breakers, and in 1915 the bayside Cedars. As a result of this growth, hundreds of thousands of people flocked to Cedar Point each summer. Factory workers, clerks, millionaires, authors and even opera stars made Cedar Point a regular summer retreat. Despite this popularity, there was no direct transportation link between major cities and Cedar Point. Once resort visitors reached Sandusky by train or inter-urban car, they boarded a Cedar Point steamer for the brief trip across Sandusky Bay. By 1907, it was obvious to both Boeckling and a number of Cleveland businessmen that the demand for transportation from Cleveland to Cedar Point would profitably sustain a passenger steamship route. As a result, the new Lake Shore Navigation Company (later Eastland Navigation Company) purchased the sleek steamer *Eastland*, while Boeckling built a large pier at the resort capable of

accommodating lake steamers. In June of 1907, the first Cleveland to Cedar Point route was initiated. Although the route proved popular, the cost of operating the twin screw *Eastland* resulted in limited profits and the Eastland Navigation Company announced that service would be discontinued as the close of the 1913 season. This was an ideal time for the C & B Line to assume this summer route and to also add a stop at the popular island resort of Put-in-Bay. Although these routes were served by other steamers from Detroit and Toledo, the C & B Line, like the *Eastland's* owners was granted exclusive rights for the Cleveland-Cedar Point service. Between 1914 and 1924, the resort service was efficiently handled by C & B's Cleveland-Buffalo nightboat, the *City of Erie*. During certain years the line also employed the *State of Ohio*, when that veteran vessel was not sailing from Toledo. On holidays, it was often necessary for the line to assign an additional vessel to the route due to the tremendous crowds bound for Cedar Point and the islands. The July 4th crowd at Cedar Point in 1925, for example, exceeded 50,000. On such days the *City of Buffalo*, another regular nightboat, was placed on the resort run. Despite the fact that the *City of Erie* and the *City of Buffalo* were needed to run opposite the huge *Seabee* on the Buffalo route, such a daytime summer schedule might have continued indefinitely. However, a tragic fire reduced the C & B fleet and created the demand for another steamer. On May 20, 1924, while being fitted out for the coming season, the *State of Ohio* burned at Cleveland's East 9th Street Pier. Despite heroic efforts by Captain Ralph Spurrier, the vessel's watchman, John Lee died in the blaze that consumed the ship. Insured for \$70,000, the hulk was sold for salvage and the line temporarily leased the aging, but fast *Frank E. Kirby* to handle the 1924 passenger trade from Toledo.

Following the fire, C & B officials began a search for a vessel to replace the *State of Ohio* and to be used exclusively on the profitable Cleveland to Cedar Point and Put-in-Bay route. Not surprisingly, they turned to the D & C Line, with whom they had maintained an outstanding record of co-operation and friendship. At Detroit, they found the *City of Detroit II*, for which the D & C Line had no extended operating plans. This vessel was quickly purchased for \$475,000, most of which came from the *State of Ohio's* insurance claim. When the C & B Line took possession of the *City of Detroit II*, soon to be renamed

the *Goodtime*, she was hardly suitable for a daytime excursion run. Indeed, as an overnight passenger vessel, she was crowded with staterooms. The new owners began a conversion that ultimately cost \$285,000 and drastically altered the function and appearance of the steamer. While at the shipyard, the *Goodtime's* side-by-side stacks were removed and were replaced with a more modern single stack. Nearly all of the staterooms were torn out and replaced with two massive, polished dance floors, comfortable parlors, refreshment facilities and spacious deck areas. Her machinery was unaltered, as was her distinctive and decidedly old fashioned wheelhouse. In a major departure from C & B tradition, which called for hulls to be painted dark green, the *Goodtime* emerged painted a sprightly white. All of these changes gave the *Goodtime* a maximum passenger capacity of 3500, although in later years this number was reduced to 2200. Even though the ship was seldom to operate out of sight of Lake Erie's southern shore, the rebuilt vessel featured modern safety precautions. In addition to six watertight bulkheads and a standard number of lifeboats, call letters WCP were assigned to the *Goodtime's* 500 watt spark (quenched gap) wireless transmitter. As Ralph Falkman, the ship's wireless operator in 1926, recalled, the type of service in which the *Goodtime* was employed demanded very little of a wireless operator's time. Nevertheless, the equipment was available whenever communication was necessary.

When the rebuilding of the *Goodtime* was completed in the spring of 1925, the C & B Line appointed officers and hired a crew, many of whom had sailed on the *State of Ohio*. The command of the *Goodtime* was given to Captain Ralph Spurrier, the veteran master of the *State of Ohio* and future captain of the *Erie Isle*. Spurrier was a particularly fortunate choice, for he was an exceptionally competent, considerate of his crew and totally devoted to the passenger's comfort and safety. Always neatly attired in a C & B uniform and smoking a cigar, Spurrier was once described by an officer of the Steamboat Inspection Service as the best sidewheel steamboat master on the Great Lakes. His concern for his passengers is best revealed by a 1926 incident that has been related by wireless operator Falkman. On the way to Cedar Point a "floater" or body, was noticed in the water. Understanding that nothing could be done for the victim, and that stopping the ship to retrieve a body would certainly upset the



In a major departure from C&B tradition, which called for a dark green hull, the GOODTIME emerged painted white.

MCDONALD COLLECTION/Downin Museum

passengers. Spurrier elected to continue on course and notify the Coast Guard of the body's location.

The duties of chief engineer were assigned to Alex Greb, another respected steamship veteran. In an era of great engineers, Greb was remembered as a highly capable officer who exercised absolute authority in the engine room. Both Spurrier and Greb stayed with the *Goodtime* throughout her career, although assistant engineers and deck officers sometimes changed with each new season. Best remembered among the crew members for their popularity with the passengers were Boatswain Bob Holaday and a deck watchman recalled only as "Mose".

With her crew and her design modified for the resort route, the *Goodtime* was ready for her premier season. Moonlight cruises were introduced on June 13, 1925, with an 8:45 p.m. departure and a return to East 9th Street Pier at 11:15 p.m. The cost of the evening cruises was 50¢ per person, with an additional 25¢ charged on weekends. On June 14th, the Cedar Point and Put-in-Bay service was initiated, with round-trip tickets available for \$1.35 (\$1.75 on Sundays and holidays). The resort bound steamer cleared her Cleveland pier each morning at 8:30, stopping first at the Cedar Point pier, laying over at Put-in-Bay in the early afternoon and returning to Cedar Point to take on passengers

for the 4:30 p.m. sailing for Cleveland. Her arrival in Cleveland barely gave the crew time to unload resort passengers and pick up new passengers for the evening cruise.

The trip to Cedar Point, except in the worst weather, was a most pleasant experience. In addition to dancing and entertainment, passengers could stroll the spacious, stable decks or enjoy breakfast, lunch or dinner in the dining room. For those who enjoyed watching other ships, the trip was of special joy. In addition to numerous freighters and work boats, when the *Goodtime* neared Cedar Point, she was likely to encounter the *Put-in-Bay* arriving from Detroit, the *City of Toledo* carrying excursionists from her namesake or the smaller *Lakeside III*, inbound from nearby Lakeside. Further east on Sandusky Bay, the passengers could always catch a glimpse of Cedar Point's *G.A. Boeckling* making her regular trips from Sandusky to the resort's bay dock. Those who stayed on-board for the trip to Put-in-Bay were also likely to see the *Greyhound* steaming from Toledo, the *Chippewa* from Sandusky or the *Erie Isle* from Port Clinton. Throughout the 1920s, the passenger business was brisk and the resort docks, both at Cedar Point and Put-in-Bay, were crowded with steamers of all sizes.

The safety record that the *Goodtime* was able to establish on the resort run was a tri-

bute to her designer, the eminent Frank E. Kirby, and to the capability of her crew. She seldom missed a sailing and was never involved in a serious grounding or accident. Contrarily, the *Eastland*, maintaining an almost identical schedule in the earlier years had experienced a number of groundings and machinery failures. In the *Goodtime's* fourteen years of service for the C & B Line only once, in 1937, was the ship prevented from sailing for a few days when an engine bearing burned out. This was a remarkable record for a vessel that averaged 174 round-trip sailings per season, and operated in congested harbors and in the sometimes shallow waters near the tip of Cedar Point.

Passenger business for both the *Goodtime* and her sisters remained excellent throughout the 1920s. On holidays and Sundays, passengers were sometimes turned away when ticket sales reached her legal capacity. To meet the demands of the summer holidays, other C & B liners were often needed to augment the *Goodtime's* service. On July 4, 1926 for example, the *Goodtime* carried only Cedar Point passengers, while the *City of Erie* handled the Put-in-Bay crowd and the *City of Buffalo* offered lake cruises. On other occasions, the huge *Seeandbee* was used for daylight lake cruises out of Cleveland. Again in 1928, the *City of Buffalo* was required to assist on the Cedar Point route and in 1931, the C & B Line was forced to charter the *City of Holland* for several trips to the resort.

Despite the prosperity of the 1920s, the *Goodtime's* clientele began to dwindle after 1930. The advent of the Great Depression decreased crowds and the line was forced to reduce ticket prices by 20% in 1932. At no time during the 1930s did ticket prices approach those originally charged in 1925. Additional pressure was placed on the line's young and aggressive general passenger agent, William Wingate, to book group outings for both the resort and for moonlight cruises. Another factor that led to the decline of the *Goodtime's* route was the death of George A. Boeckling on July 24, 1931. He had been singularly responsible for the growth and success of Cedar Point. Without him the resort was left rudderless in the midst of a financial depression and the officers of the G.A. Boeckling Company were barely able to maintain the resort in the condition in which they found it. By the mid-1930s, Cedar Point began a disintegration and loss of patronage that was not reversed until the late 1950s. As the depressed decade of the 1930s pro-

ceeded, the C & B Line found it increasingly difficult to earn a profit and new efforts were instituted to entice passengers. A recreation director was assigned to the *Goodtime* to entertain the children, while Mickey Katz and His Goodtime Kittens Orchestra were engaged for adult dancing. The line's advertising billed the *Goodtime* as "Cleveland's Own Showboat" and featured such productions as the "Showboat Review" and the "Broadway Revue" on both the Cedar Point trip and the moonlight cruises. Indeed, by the middle of the 1936 season, passenger bookings on the Great Lakes seemed to have recoiled from the effects of the Depression. For the owners of the *Goodtime*, the future appeared brighter.

Perhaps because of her beamy appearance, the *Goodtime* had always given the proper impression of safety and stability. To no one's surprise, when she was drydocked for her five year inspection at the American Shipbuilding's Lorain yard in 1936, it was found that her hull was in good condition. Despite this good report, the vessel's old engine developed a harmless "clank" that made many passengers uneasy. In better times, the demanding C & B Line would certainly have made repairs. In the depths of a depression, however, the line authorized only those repairs that were necessary for safe operation. The ship's paint, formerly maintained a pristine white, was not renewed as often as was desirable and her appearance began to suffer. Although still safe, seaworthy and dependable, the *Goodtime's* appearance was reflecting both her age and the financial straits of her owners.

The up-turn of the passenger business was short-lived and in 1937 the Cleveland & Buffalo Transit Company was unable to service its debts and filed for re-organization under the provisions of the Bankruptcy Act. The *Goodtime* continued to operate, but the 1937 season was bleak as competition developed from the Great Lakes Exposition on Cleveland's lakeshore and from Herman Pirchner's stationary showboat, a converted carferry. At the same time, Cedar Point's business continued its slow decline. In 1938, lake ride ticket rates were again lowered, vaudeville acts and dancing were continued and a new Saturday night "Club Cruise" was advertised in a final effort to entice passengers.

Despite all efforts, however, the resources and capital of the C & B Line continued to decline. On March 20, 1938, the *City of Buffalo* was destroyed by fire at her Cleveland dock. During that season, the line lost \$192,162.

At the advice of consultants, all operations of the *Goodtime* and the *City of Erie* were suspended. Following her last trip to Cedar Point in September of 1938, the *Goodtime* was layed-up. Efforts to sell the aged *Goodtime* to other steamboat operators proved fruitless and the idle vessel was sold for salvage for a mere \$4900 on May 6, 1940, almost a year after C & B stockholders voted in favor of liquidating the company's assets. In 1941, the *Goodtime* was moved to Erie by her new owners, Leo L. Omelian and Carl J. Guerrein. She remained on the Erie waterfront only briefly, being scrapped later in 1941 by the Steel Company of Canada, Ltd. at Hamilton, Ontario.

After 1938, the Cleveland to Cedar Point route was continued by a number of other vessels, including several D & C ships. By

the early 1950s, however, the automobile, a changing resort trade and the final decline of passenger steamships brought the resort service to an end. Cedar Point's lake pier fell into disrepair and its surviving pilings were removed during the 1960s.

Although the Cedar Point route lasted from 1907 until the early 1950s, the *Goodtime* spent more years on that run than any other Cleveland-based ship. During her fourteen active years under the C & B pennant, she made 1214 round trips to Cedar Point and Put-in-Bay, sailed 1220 moonlight cruises, made three trips to Sandusky without stopping at Cedar Point, and even called once at Port Stanley. Perhaps more importantly, she made thousands of friends and provided a wealth of memories that have not diminished even forty years after her demise. □

Vessel Data

Official Number: 126546
 Original Dimensions: 286'6" x 70'8" x 14'
 Dimensions as altered in 1893: 286'6" x 40'8" x 14'
 Tonnage: 1919 gross; 1454 net
 Designer: Frank E. Kirby
 Builder: Detroit Dry Dock Company, Wyandotte, MI.
 Hull Number: 88
 Launched: September 26, 1888
 Engine: Vertical Beam. Built by W. & A. Fletcher & Company, Hoboken, New Jersey. Cylinders and Stroke: 44-68 x 96. 2000 indicated horsepower.

Boilers: Four 12' x 11'3" Scotch boilers built by Lake Erie Boiler Works, Buffalo, N.Y.

For Further Reading

Francis, David W., "The Eastland Navigation Company, 1907-1914," *Inland Seas*, XXXIV (1978).
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 Frohman, Charles E., *Put-in-Bay* (Columbus: The Ohio Historical Society, 1971).
 Zillmer, A. T., "History of the Cleveland & Buffalo Transit Company", *Inland Seas*, II (1946).



The GOODTIME being dismantled at Hamilton in 1941.

MARINE GALLERY



MCDONALD COLLECTION/Dosain Museum

BARKHAMSTEAD towing the barge MAIDA.



MCDONALD COLLECTION/Dosain Museum

CONNECTICUT towing the CLIFFORD HOOD in 1950.



MCDONALD COLLECTION/Doerin Museum

GLADIATOR built in 1871 at Port Huron.



MCDONALD COLLECTION/Doerin Museum

BUTTERCUP towing the barges LAKE FOLCROFT and LAKE PLEASANT.



MCDONALD COLLECTION/Dossin Museum

PETER REISS *towing the WAUKEGAN.*



MCDONALD COLLECTION/Dossin Museum

RACEY *towing the ALGOCEN in Owen Sound in March, 1946.*

GREAT LAKES & SEAWAY NEWS



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11400 Balfour Road, Detroit, Michigan 48224

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

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Kevin Griffin
William Hoey
James Jeffery
Tom Leinweber

Neil Bauman
Corps of Engineers
Mike Gerasimos
Patrick Hart
Cyril Hudson
James Klinger
Karl Streck
Dan McCormick

Dec. 24. . .The Panamanian vessel *Tukavila Chief* caught fire near Sydney, N.S. and was towed into Sydney the following day. On December 14 she departed Montreal.

Dec. 31. . .The Norwegian vessel *Thorswave* is for sale. She departed Montreal for the last time under the house flag of A/S Thor Dahl.

Jan. 1. . .The Swiss bulk carrier *Sofati Continent* opened the 1983 season in Montreal. Her master was given a gold-headed cane.

Jan. 3. . .*Golden Endeavour* opened the 1983 season at Quebec City, P.Q.

Jan. 11. . .From Montreal comes a report that the machinery and shaft has been removed from the Canadian tanker *Yvon Simard*. The hull remains unsold.

Jan. 17. . .*Sofati Canada* arrived in Montreal. She was the second vessel to be given that name by her new charter, Sofati Container Line, Ltd. The first one made two trips in October and November and was renamed *Neptune Dolphin* last December.



The NORTHERN VENTURE will have her engine converted at Port Weller.

Photo by Rev. Pete Van der Linden

● GREAT LAKES & SEAWAY NEWS



Domain Museum Collection

The HILDA MARJANNE will also have her engine converted at Port Weller.

Jan. 19. . .The American tug *Barbara Andrie* arrived with barge *Canonie 40* at the Delray Power Plant. She loaded 36,000 barrels of No. 6 oil for Chicago.

. . .Paul J. Misener, President of Misener Shipping Agency, announced the appointment of Glenn W. Lewis as Executive Vice President. Mr. Lewis will be based in Montreal.

Jan. 20. . .The tug/barge *Erol Beker/April Beker* went aground in heavy weather. The tug was standing by and will attempt to retrieve the barge when the weather clears. The tug/barge was on voyage from Tampa, Florida to Mississippi with a load of phosphates.

Jan. 21. . .The *Barbara Andrie* and barge *Canonie 40* departed the Delray Power Plant.

Jan. 22. . .The English Ministry of Defence has chartered the Canadian owned *Lakespan Ontario*. She will be used by the Royal Fleet Auxiliary in the Falklands Islands area as the temporary replacement for the Bluff Cove casualties *Sir Galahad* and *Sir Tristram*.

Jan. 23. . .The new Rules of the Road become effective on March 1 for the Great Lakes. All vessels 39 feet or longer are required to have a copy of *Navigation Rules: International-Inland* on board.

Jan. 23. . .C.S.L.'s *Atlantic Superior* departed Montreal for Halifax to unload storage cargo.

GREAT LAKES & SEAWAY NEWS ●

Jan. 24. . .The barge *Erol Bekker* was refloated after jettisoning 15,000 tons of phosphate rock. The remainder of the cargo will be unloaded in Mississippi. She will be drydocked in New Orleans.

Jan. 26. . .Hall Corporation announced an internal reorganization involving both the financial and management areas. Mr. Frank Augsburg, Jr. resigned as Chairman and Chief Executive Officer to devote more time to his U.S. interests.

. . .Upper Lakes Shipping plans to purchase the idle package freighters *Chimo* and *Cabot*.

Jan. 27. . .Tug *Barbara Andrie* and barge *Canonie 40* returned to Delray for another load of oil.

Jan. 28. . .The Canadian Federal Government has approved an expenditure of \$850,000 for major improvements to the harbor in Sarnia, Ontario.

Jan. 29. . .*Barbara Andrie* and *Canonie 40* departed the Delray Power Plant.

Jan. 31. . .*Chimo* and *Cabot* were purchased by Upper Lakes Shipping to repower the *Northern Venture* and *Hilda Marjanne*. The work is being done at Port Weller Dry Dock.

Feb. 1. . .After repairing her stern tube bearing at Baltimore, the *Mormaclynx* departed for Brazil.

. . .*Trans-St. Laurent* has been sold to Roger Rioux, owner of Traverse Trois Pistoles-Escoumains Ltd.

Feb. 2. . .*Atlantic Superior* laid up at Sydney, N.S.

. . .A fire broke out in the machinery shop on the *John G. Munson*. She was in winter lay-up in Milwaukee. Three persons were sent to the hospital.

. . .Capt. James Daleski, master of the cement carrier *J.A.W. Iglehart* was elected president of the newly formed Northeast Michigan Lodge No. 19 of the International Shipmasters Association. The first meeting was held in Alpena, Michigan.

Feb. 4. . .The Canadian tanker *Arctic Trader* will have a new bow-thruster installed during winter lay-up in Sarnia.

Feb. 5. . .At the Grand Lodge Convention of the International Shipmasters Association, Captian William Hoey of Gaelic Tugboat Company was installed as Grand President. Capt. Delmar Webster was elected First Vice President and Captain Victor Anderson was elected Second Vice President. Captain Kurth Grainger was elected Grand Secretary/Treasurer. Other officers elected were Fr. Raymond Marshall-Grand Chaplin, Phil Knetchel-Warden and Bob Tilley-Sentinal.

Feb. 6. . .The American freighter *Ashley Lykes* was surveyed for damage in Houston, Texas. On three separate occasions in 1982, she struck the lock walls in the Seaway. Repairs will be made in Galveston, Texas.

. . .American Shipbuilding has closed its yard in Toledo because it wasn't able to accommodate the larger vessels currently being built.

Feb. 7. . .Quebec Radio reports that the Canadian tanker *Northern Shell* contacted a crane at section 107 in Quebec City harbor. Only the railing on the vessel was damaged.

Feb. 8. . .The Panamanian vessel *Eaglescliffe*, ex-*Eaglescliffe Hall* developed a crack in the

● GREAT LAKES & SEAWAY NEWS



Capt. William Hoey (left) with Capt. Shirel Ferson at the Grand Lodge Convention of the I.S.M.A.

starboard hold in the Gulf of Mexico. She was headed for Galveston, Texas with 3,500 tons of grain.

Feb. 9. . . At 5:53 a.m. the *Eaglescliffe* sank two miles off Galveston. All 16 crew members and one dog were rescued. Only her bridge and boat decks remain above water.

Feb. 11. . . The Canadian tug *Robert H.* struck a submerged object near the Cap-de la Madeleine wharf in Montreal harbor. The Canadian tug *Omni Richelieu* will tow the *Robert H.* to Sorel for repairs to her propeller.

. . . The Federal Court of Canada ruled that the tanker *Texaco Chief* was responsible for \$10,843 in damage to the government wharf in Chatham, N.B. in January, 1977.

Feb. 14. . . Repairs to the *J.N. McWatters* have been deferred by her owners. She struck a dock in Montreal last December.

. . . The Pointe Betsie Light on Lake Michigan will be automated by April. This was the last manned lighthouse in Michigan.

. . . Repairs to the damage suffered by the Yugoslav vessel *Banija* have been completed. She collided with the *Canadian Hunter* in the Seaway on April 17, 1981.

Feb. 18. . . Three persons died when a fire and explosion broke out on C.S.L.'s *Richelieu* at the Port Arthur Shipyard in Thunder Bay. The fire began during welding operations and was confined to a limited area.

. . . John MacIver, age 83, died in Detroit. He was a Chief Engineer for the Pioneer Steamship Company when he retired in 1966. His sailed on the lakes for 41 years.

GREAT LAKES & SEAWAY NEWS ●

Feb. 21. . .The tug *Robert H.* entered drydock at Sorel, P.Q.

. . .Shell of Canada will shift fleet duties for 1983. The *Arctic Trader* will be stationed at Montreal in bunkering capacity as the *Rivershell*. The *Bayshell* will move from Montreal to Hamilton and the tanker barge *S.M.T.B. No. 7* moves from Hamilton to Nanticoke, Ontario.

. . .*Mormaclynx* arrived at Rio de Janerio, Brazil.

Feb. 23. . .C.S.L.'s *Quetico* began reconversion to a straight-decker at Collingwood. She will be renamed *Whitefish Bay*.

. . .C.S.L.'s *Fort William* will not be out until late summer. She is being converted for the cement trade.

. . .The Seaway Development Corporation announced that the Seaway will not open before April 1st. Major repairs are still continuing at the Welland Canal.

Feb. 25. . .The hull of the excursion vessel *Canadiana* became bouyant for a brief time and then sank with a heavy starboard list. She sank last year in the Cuyahoga River in Cleveland.

. . .The Liberian tanker *Suncor Chippewa* has lost all power in her main engine and was beset in ice off Seven Islands in the St. Lawrence River. The Canadian tug *Point Sept-Iles* was standing by and will tow her into Seven Islands harbor. In early March she will be towed to Quebec City for repairs.



Photo by George Ayoub

The EAGLESCLIFFE HALL in the Seaway on October 11, 1966.

● GREAT LAKES & SEAWAY NEWS



When the *QUETICO* departs Collingwood Shipyard, she will return to her original name of *WHITEFISH BAY*.

Feb. 27. . .The tug *Point Sept-Iles* will probably tow the *Suncor Chippewa* this evening. They will be escorted by the Canadian Coast Guard icebreaker *Pierre Radisson*. The operation should be completed in two days, however ice conditions may hamper operations.

Feb. 28. . .*Mormaclynx* cleared Buenos Aires for Philadelphia, Pennsylvania.

Miscellaneous. . .

. . . American Steamship Company will only operate their motor vessels this year.

. . . The English firm of W.H. Allen of Bedford has received the contract from Canada Steamship Lines for nine auxiliary diesel engines to be delivered to Collingwood.

. . . The Friends of the *Boeckling* have received a cash donation from IBM to be used in restoration of the vessel. (I remember riding the *Boeckling* from Sandusky to Cedar Point in 1939 when she transferred passengers from the *Put-in-Bay*. Ed. note.)

. . . The U.S. Line's passenger ship *America*, known as *West Point* during WW II, has been renamed *Noga* and is now owned by Intercommerce Corporation S.A. of Panama.

. . . The tanker *Stolt Viking*, ex-*Stolt Tiger* has been sold by Dundee Shipping, Monrovia to Greek interests. She was renamed *Viking*.

GREAT LAKES & SEAWAY NEWS ●

. . . *Westcliffe*, ex-*Westcliffe Hall* has been sold by Cayman Shipping to Durman of Panama. There was no reported name change.

Scrappings. . .

. . . *Clarita Scroder* as *Luzon* arrived at Gadani Beach on September 22, 1982.

. . . *Carl Julius* idled since December, 1978, was broken up at Savona, Italy as the *Mach Avell*.

. . . *Florian* at Gadani Beach as the *Maldiva Loyalty*. She arrived on October 5, 1982.

Renames. . . *J.J. Oberdorf* now *Sally*. She was built on the Great Lakes. *King Leonidis* now *Fen Sheng*. *Manchester Vanguard* now *Wihar I*. *Carpathia* now *Star Trex*. *Bengazi* now *Al Fary*. *Leabolt* now *Ionian Island*.

MAY ENTERTAINMENT MEETING. . .

Everyone is invited to bring 10-15 of their best slides taken at the Soo Locks or in the St. Marys River to be shown at the May 20th entertainment meeting. The older the slides the better and we will have slide carousels available before the meeting. Mark your calendars for member's choice on May 20th at 8:00 p.m. in DeRoy Hall.



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

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