

Telescope

An illustration in the top left corner shows three rolled-up maps or documents, with a telescope resting on top of them. The maps are unrolled at the ends, showing grid lines and some text. The telescope is positioned horizontally across the top of the maps.

JULY ☆ AUGUST, 1983
Volume XXXII; Number 4



GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

The Muskegon Museum of Art will present a major exhibition titled *Great Lakes Marine Paintings of the Nineteenth Century* from June 1 through August 30, 1983. The exhibition features several paintings of Robert Hopkins, Howard Sprague and Seth A. Whipple from the Dossin Museum's collection.

The original ship model blueprints that were printed on linen have deteriorated over the years, so we had them copied on new mylars. The cost involved has forced us to increase the retail prices. The new price list will be available on July 1st.

The Third Annual Marine Flea Market will be held on Saturday, August 27 at Dossin from 10:00 a.m.-3:00 p.m. Dealers should contact the museum for table space.

MEETING NOTICES ●

The Robert E. Lee Annual Dinner will be held on Friday, September 16th at the Detroit Boat Club. At this time we haven't received a confirmation from our guest speaker. Dinner notices will be sent to members living in the tri-county area. Canadians living between Sarnia and Amherstburg will also receive notices. If you live outside this area and are planning to attend the dinner, please send a note to the Institute and you will be included on the mailing list.

Future business meetings are scheduled for August 19th and October 23, 1983. The next entertainment meeting will be held on November 18th. All meetings begin at 8:00 p.m. at Dossin.

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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. . . This photo of the *South American* at Mackinac Island was taken twenty years ago by ship photographer, Harry Wolf. Since she has left the Lakes, numerous efforts have been made to bring her back to Mackinac Island. Charles Truscott visited the *South American* in Camden, N.J. and wrote our lead article concerning her present condition.

IN SEARCH OF THE SOUTH AMERICAN

by
CHARLES TRUSCOTT

Charles Truscott, a life-long resident of Mackinac Island, watched the final departure of the South American in September, 1967.

Today he is working to reactivate the Milwaukee Clipper in Chicago. Readers may contact him at the Clipper Foundation in Chicago.

Last November 4th, a group of steamboat enthusiasts left Holland, Michigan, in the wee hours of the morning to travel to Camden, New Jersey, and visit an old friend, the *South American*. Much has been written about

her since she made her final departure from Detroit on October 16, 1967, and so we decided that it was time to pay our respects to the "old girl".

The trip came about as a result of a con-



Author's Photo

SOUTH AMERICAN at Camden in November, 1982.



Photo by Harry Wolf

Passengers relaxing on their cruise to Mackinac Island.



Author's Photo

The lifeboats rest at various angles, slowly forcing their weight down through the deck.

versation I had with Larry Fuller of Holland in August, 1982. So, when I could afford the time to go out, I contacted Larry, who in turn contacted Tom Poest and Edmund Beauregard, and a foursome was made. We loaded our belongings into my 1977 Oldsmobile and headed to Camden. I had previously contacted the South Jersey Port Corporation and permission was granted for us to get aboard the *South American* and photograph her in her now dilapidated state. Larry Fuller and Tom Poest are both interested in obtaining enough information about both the *North American* and *South American* to write an eventual book about them. Ed Beauregard, of course, was the last Chief Steward on the *South American*, and so for him, it was like going home.

Reaching Philadelphia after dark, we attempted to find the proper exit from the Pennsylvania Turnpike to get us to Camden. In a normal time this could probably be done with very little effort, but we arrived in the middle of a downpour of rain and so, in addition to watching for exit signs, we also had to watch for what seemed to be an immense amount of traffic. Finally, the exit was located (although not the proper one) and we drove through the middle of Philadelphia to the Ben Franklin Bridge leading to Camden. After crossing the bridge, we found our motel and got settling in for the night.

Ten o'clock the next morning found us in the offices of Mr. Joseph Spencer, General Manager of the South Jersey Port Corporation, signing release forms and viewing pictures of the *South American* that had been taken in 1976 when her last master, Joseph Testyon, visited Camden and went aboard the boat. The photographs gave us some indication of what we would find once aboard the *South*. Not a pretty sight, by any means.

Getting back into the car, this time joined by Brock Chalmers of Grand Rapids, Michigan, we all drove down to the Broadway Terminal to see the *South*. Brock had joined the group at my invitation as he and I had worked together for the past two summers on Mackinac Island. Brock was employed as the Boy Scout Coordinator for the Mackinac Island State Park Commission, while I sustained my interest in collecting material on Great Lakes passenger boats by working for the Mackinac Island Carriage Tours, Inc., doing the less glamorous job of unloading carriages at the back of Fort Mackinac.

Reaching "J Ways", the present berth of the *South*, we all felt a wave of emotion as we saw her for the first time, her bow against the dock and a decided list to starboard. She presented an entirely different picture than she had when in active service for the Georgian Bay Line; her paint all peeling and rust streaking her hull, no longer the glistening white liner that we all knew and loved.

Perhaps a brief review of the *South's* history for the past 15 years would be in order at this point. After leaving Detroit, the *South* traveled on a one way "Farewell" cruise to Montreal. She was decommissioned on October 23, 1967 and turned over to her new owners, the Seafarer's International Union. After several days of laying over in Montreal, she was towed to Norfolk, Virginia, by the tug *Sparrows Point*, with a riding crew aboard and firing one boiler. She arrived at Norfolk on November 9, 1967 and was taken to the yard of Colonna's Shipyard. At Colonna's, she was taken out on the marine railway to have her bottom painted. Here, at the same time, her stacks lost their familiar Georgian Bay Line colors and were repainted a blue and white, the colors of the Harry Lundeborg School of Seamanship, which was operated by the union. On November 12, 1967, the *South* was towed to her new home at Piney Point, Maryland, where she was to become a dormitory ship for students at the school. Arriving at Piney Point, she was stripped of everything of value, including her navigational equipment, which was placed aboard the SIU's yacht *Dauntless*. She will be well remembered as the former Dodge yacht *Delphine*. The *South* also lost most of her furnishings at Piney Point, and I've been told that the union just put everything on the dock and let people take whatever they wanted. Unfortunately, the union ran up against the same thing that put the *South American* out of business in the first place, her wooden superstructure. After staying at Piney Point for only a brief time, she was returned to Norfolk, Virginia, returning to Colonna's Shipyard. At this time, or perhaps earlier, her engine and boilers were removed and loaded on a freight train to be sold for scrap. The *South* remained at Colonna's until April 30 1974 when she was towed to Camden, New Jersey to be broken up for scrap by Ships, Inc. During this time, groups from Holland, Duluth and Mackinac Island all tried to purchase her

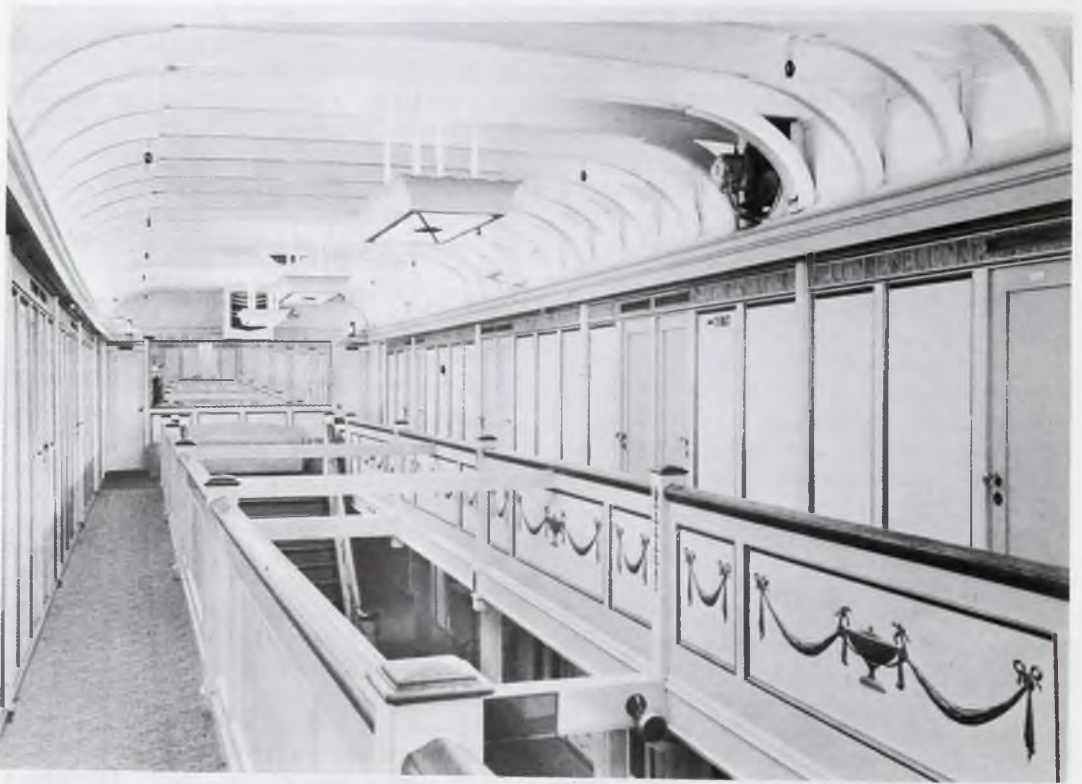


Photo by Harry Wolf

Passengers would gather in the Grand Salon to watch the nightly entertainment.



Author's Photo

The cabins of "A" deck have fallen through to the gallery below on "B" deck.

with intentions of restoring her to her former glory and returning her to the Great Lakes. Intervention by Michigan's Governor William Milliken saved the *South* from being broken up. But economics took a hand and none of the groups were able to raise the funds needed to restore the *South*. One of the interested parties, Bob Carr of Mackinac Island and Benton Harbor, did purchase the *South* in October, 1981, but she still remains at Camden. Today Carr is operating on a shoestring, but still works valiantly to try to raise the funds needed to bring the *South* back to the Lakes and tie her up at the end of the Arnold Dock at Mackinac Island.

Getting our cameras out of the car, we walked down to the *South*. In order to get aboard, it was necessary to climb up a ladder and crawl through a side hatch entering into what was called the "harem". Actually the area in which the maids and waitresses were housed, the "harem" was our first indication of the actual condition of the boat. While looking in one of the cabins where the waitresses would have stayed, I was reminded of something someone once said about the *Milwaukee Clipper*, to the effect that: "When you sailed, it was just like going to jail and being paid for it." I counted no less than 12 bunks in one room.

Walking aft to where some of the bedrooms were located on the main deck, we found that the gold wallpaper put on the *South* in her last few years of service was still in evidence. We then went down to the forward dining room. Here many of the tables were still bolted to the deck and, with a little imagination, it wasn't too hard to picture the room filled with happy travelers and enjoying one of the fine meals that Chief Steward Beauregard's crew used to put out. Now, however, the paint was hanging down in strips from the overheads, and her once glistening woodwork was rotting. There was also a covering of mud on much of the deck with some areas still being damp. At high tide, much of the area beneath the main deck is underwater and this area includes part of the forward dining room. The bottom of the staircase is also rotten, giving added evidence of the extent of the water. We were also told that she has a 12-foot crack in her bottom, near the bow, but this had been repaired with cement. Now she is taking on water through plates aft and fills up at high tide and drains out at low tide.

Going back up to the main deck again, we walked aft through the galley with its ranges still in place, to the area where the boiler and engine room casings once stood. Today the casings are gone, as are the crew's cabins that were located in the area, leaving a vast empty space. Both the boiler and engine room are filled with water, extending almost all the way to the deck, and her deck plates are torn and twisted, especially around the area of the "cook's gangway". At some point, there had been a cable run through some of the portholes to dockside, in a apparent attempt to move the boat sideways, and here her side plates are buckled to a certain extent. We were told that the union planned to put a swimming pool in this area for the students, and it now appears that they got their wish.

Leaving the engine room behind, we walked through the old binnacle bar area, with the bar still intact, and entered the passenger's lobby. In the "good old days" the deck in this area was kept a sparkling white, but now that same white tile is covered with another layer of mud. Not watching where I was walking, I almost bought the farm in this area. Walking over to the grand staircase leading to "C" deck, I stepped in the mud. At the same time someone yelled: "Chuck, look out!", but the warning came too late and I went sliding all the way across the deck to the passenger's gangway on the starboard side. Fortunately, the gangway was closed, saving me from a fall into the Delaware River as my sliding speed was sufficient that I would have gone right over the side. With the list that the *South* now carries, getting back to "solid deck" was no easy matter neither. But, no damage was done, other than a wet foot from water laying on the deck and a blow to my foolish pride which later recovered.

Leaving the passenger's lobby, we walked up the staircase to "C" deck, entering the aft end. Here we discovered that all the carpeting had been left aboard. Once sparkling clean and well-vacumed, now the same carpeting was water-soaked and mildewy. Walking a little aft, while the rest of the group was going forward, I walked through the swinging doors that led to the lounge, bordered on either side by some of the *South's* cabins. In her earliest days, this had been the women's lounge, but in later years the term "women's" was dropped. Here the mirrors on either side of the swinging doors had been broken, and the settees under the mirrors were soaked with



Photo by Harry Wolf

During her career, the deck in the lobby was kept sparkling white.



Author's Photo

The lobby is now covered with a layer of mud. Notice the high-water marks.

water. I stepped inside Cabin 196 and my heel started sinking through the deck, so I stepped back inside the lounge once again. There was a life jacket lying on the springs of one of the bunks in 196 and I picked it up, thinking it might make a nice souvenir, but it fell apart in my hands.

Leaving the lounge, I rejoined the rest of the group, cautiously picking my way along the rows of cabins that had been located on this deck. Doors to the cabins were hanging off their hinges, and every so often I would stop and glance inside the cabins. Walking still further forward, past the rest rooms, and the casing for the engine and boiler rooms, I met our group and we walked up the stairs to "B" deck, entering the forward gallery.

Here in the forward gallery, we discovered probably one of the saddest sights of all. Once an area where passengers could stand around a well-kept railing and look down into "C" deck, decorated with gold bric-a-brac, it now contained the wreckage of several of the staterooms on "A" deck. Over the years, the deck had become waterlogged, finally allowing the staterooms to drop down into the forward gallery. Interestingly enough, the wreckage still gave evidence to the craftsmanship with which the *South* was rebuilt after her disastrous fire on September 9, 1924 at Manitowoc.

Not wanting to venture any further forward within the cabin on "B" deck, we walked out to the starboard side of the *South*, outside, walking forward along the 8½ foot wide promenade that the Georgian Bay Line was always so proud to advertise (nine times around the deck equals one mile). Just before we reached the forward stairway leading to "A" deck, we came upon a life preserver box.

Mr. Spencer flipped back the lid and here were a number of life preservers still in relatively good condition, and we were told that we could take as many as we wanted. Each of us picked one out to bring home with us, taking them back into the "B" deck cabin, and laying them on a sofa that somehow had managed to survive. Then back out on the deck again, where I climbed up to "A" deck to look at the *South's* lifeboats, no longer sitting in a nice, neat row, but at various angles, with their weight slowly forcing their way down through the deck. Feeling brave (or again foolish) I gingerly stepped across the deck and opened the door to one of the "A" deck "deluxe bedrooms" and looked

down just in time to see the "B" deck gallery below me.

Going back down the stairs to "B" deck once again, I walked around the front of the cabin to the bow, looking up at the pilot house. Here the name *South American* was still very evident, painted on the forward section of "A" deck just beneath her pilot house. It wasn't too hard for me to picture throngs of people standing there watching the harbor at Mackinac Island come into view.

I walked down the port side promenade to the stairs leading up to "A" deck and once again went up to the top of the stairs. This time I met Ed Beauregard and Mr. Spencer standing and talking, so I stood for a minute and looked the situation over. Deciding that the deck looked somewhat better to me on this side of the boat, I climbed up the ladder to the port wing of the bridge and looked inside the pilot house, hoping against all odds that there would be something in there to remind us of the fact that this was the nerve center of the boat. There was nothing but an empty room. Here again, the deck was rotted through, and there was no need to go inside. At the after end of the pilot house, the chart table was still in evidence, but its drawers were now lying smashed on the pilot house floor. After taking a picture looking aft, beyond the two smokestacks (which from that angle seemed immense), I went back down the ladder and rejoined Ed and Mr. Spencer. Brock Larry and Tom were off, by this time, looking over other areas of the boat, keeping an eye out for various papergoods such as brochures, Georgian Bay Line stationery, and other items that might have been overlooked by other people visiting the boat. About this time, Mr. Spencer had to go back to his office and we were told to spend as much time as we liked aboard the *South*.

We walked aft on "A" deck, passing the rows of cabins and deluxe bedrooms that were located on the deck, finally reaching the ballroom, perched high on the stern. Surprisingly the deck in the ballroom was still in relatively good condition, and the interior of the ballroom didn't show too much deterioration, with the exception of a number of windows being broken.

Ed and I were joined by Brock, Larry and Tom at this point and we compared notes on the relative condition of the *South American* at this point, and we all agreed that if New Jersey suffered a severe winter, she wouldn't



Photo by Harry Wolf

The ballroom was located high on the stern.



Author's Photo

The interior of the ballroom was still in good condition, except for a few broken windows.

withstand another winter's snow on her decks. But, I'm sure that we're not the first to make that statement, nor will we likely be the last.

Larry, Brock and I climbed the ladder to the top of the ballroom and here again the deck was still relatively solid, as if the Georgian Bay Line had done some work on it just before the *South* was taken out of service. Taking some pictures looking forward, toward the buildings of the old New York Shipbuilding Company, now the property of the South Jersey Port Corporation, we went back down to "A" deck, and did a little more looking around. In one of the doors of the "A" deck staterooms, there was a stateroom key hanging, still in the lock, with its tag (now tattered) swinging in the breeze. Ed removed the key from the door and gave it to Tom for a souvenir of his visit. Both Ed and I already had stateroom keys from the *South* in our collection of memorabilia, and we decided that Tom or Larry should have this one. I had been given my key some years before, while crossing Lake Michigan on the Grand Trunk ferry *Grand Rapids*, by Charlie Bieser of Cleveland and I have kept it in the same condition as when I received it.

After taking a couple of glass doorknobs for keepsakes, we all went back down to "B" deck, picked up the life jackets we had found earlier and prepared to leave. Stepping out on deck once again for a last look, Ed discovered one of the "Lifeboat Station" signs hanging from one of its brackets, so Ed reached up and took it down. We walked over to the port side and discovered two other signs hanging and we also brought these home with us for eventual restoration and to insure that something from the *South* survives, even if her name doesn't appear on them. We made our departure from the *South*, going back down to "C" deck, and walking down the forward staircase to the main deck.

After getting everything off the *South*, we laid the ladder on the dock and loaded our belongings in the car. Not having a bottle of champagne to "toast" the *South American* with, Tom and I raised our bottles of Miller's (which we had left over from the night before) and said: "Here's to you, old girl!" and got into the car. Backing out of the parking lot we had occupied, the air was split by the sound of a 1977 Oldsmobile's horn blowing one last "three long and two short" blasts in a salute to the *South*. A salute that I'm sure she would

have returned if it were only possible.

After going back to the office and picking up the balance of our belongings, we drove across the James Street Bridge, between Camden and Philadelphia, and got one last glimpse of the *South American*, looking even more forlorn than she had when we first saw her. There are probably those who think that a boat is just an inanimate object, something to enjoy on a sunny day in the middle of one of the Great Lakes, but to those of us who knew her well, the *South* was something more. She had a personality all her own, a certain gracefulness that very few boats on the Great Lakes even come close to having, and each of us felt a twinge of remorse for leaving her there in Camden to await her eventual disposition.

Driving back to Holland, we spoke of how fortunate we are living around the Great Lakes. While we may not have the *South American* any longer, we still have two boats on Lake Michigan to serve as reminders of the "good old days" of passenger travel on the Great Lakes. The former *Milwaukee Clipper*, now renamed *SS Clipper*, and operated by the SS Clipper Foundation, is moored at Chicago's Navy Pier. She opens each year as a floating maritime museum, with restaurant and meeting facilities, and is being maintained just the way she was when she operated between Muskegon and Milwaukee on her popular 6 hour cruises. I might add that the Clipper Foundation has memberships available to anyone interested in helping the Foundation and its able general manager, James W. Gillon, save the *Clipper* for future generations. Membership information may be obtained from the SS Clipper Foundation, Navy Pier, Chicago, IL. 60611.

The other passenger steamer on Lake Michigan is the former Canadian Pacific steamer *Keewatin*, now operated by Roland Peterson, as a floating maritime museum at Saugatuck, Michigan. As the *Clipper*, the *Keewatin* is open every summer for inspection and features tours of the ship. She too is maintained much as she was in her former days of glory, and GLMI members would be well advised to visit both the *Clipper* and *Keewatin* the next time they visit the western shore of Lake Michigan.

At Detroit, we still have the *Columbia* and *Ste. Claire*, now registered as National Historical Sites, and still operating their excursions to Bob-Lo Island in the lower

Detroit River. Long a favorite meeting place for Detroit area members, these two still have their original triple expansion steam engines, and it is hoped that 1983 will see them back in service once again.

Finally, at Sandusky, we now have the *G.A. Boeckling*, back at her "old stand" after a number of years as a floating warehouse at Sturgeon Bay, Wisconsin. Still under going restoration, the *Boeckling* may very well be the oldest American registry "side-wheeler" and it is hoped that when the restoration work is completed, she too, will become a success, and steamboat enthusiasts will stand behind her operators in insuring that she also survives for future generations.

Yes, we are fortunate to have these surviving steamers as a reminder of our maritime heritage on the Great Lakes. Perhaps too, Mr. Carr will be successful in locating investors to return the *South American* to the Great Lakes and to Mackinac Island to serve as a museum. But if not, we still have our memories that no one can take away from us. Memories too, that we can tell to our grandchildren and hope that they will retell them to their grandchildren. For this we can be thankful. □

AUTHOR'S NOTES: I would like to take this opportunity to thank, publicly, Mr. Robert L. Pettigrew, executive director of the South Jersey Port Corporation, and Mr. Joseph Spencer, General Manager of the same corporation, for allowing us to visit the *South American* in Camden. Thanks, too, should go to Bob Carr of Mackinac Island, whose enthusiasm for this project to save the *South American* has kept him working against insurmountable odds, and whether he saves her or not, we still owe him a debt of gratitude for his efforts. Finally, to Jim Gillon and the *S.S. Clipper* Foundation; to Rolfe Peterson and *Keewatin*; and to Don Nath (whom I have never met or corresponded with) and his *Boeckling* followers, go my thanks, and I'm sure the thanks of people everywhere, for their collective efforts that the age of travel by steam passenger boat on the Great Lakes doesn't die. It lives again by having the actual steamboats to look at and enjoy. My personal thanks also go out to Larry, Tom and Ed, as without them, I wouldn't have gone to Camden to visit the *South* this last time. While in Holland, Ed gave me one very important item (to me at least) the last list of the Steward's Department personnel for the 1967 season on the *South*. On this list, the second to the last name is Charles H. Truscott, with the notation Bellman, a position I didn't occupy because I "opted" for marriage. Oh, to have it to do over again. □



Photo by Harry Wolf

The dining room awaits passengers for the Captain's Farewell Dinner scheduled for the final night of the cruise.

THE STEAMBARGE CITY OF ROME

by
JACK MESSMER

Jack Messmer has written several articles for Telescope about Lake Erie shipwrecks and their history. Jack received his Bachelors

and Masters degrees from Canisius College and is currently teaching secondary science in the Buffalo Public Schools.

During the late 1800s and early 1900s, vessel mishaps were daily occurrence. Owners

of vessels had come to expect their boats would be involved in an occasional accident.



CITY OF ROME in the early years.



SAMUEL MATHER (i) at the far left and the H. R. NEWCOMB alongside the CITY OF ROME at Conner's Point in Duluth.

McDonald Coll./Dossin Museum

Once in a while a vessel would come along that would seem to have more than its share of problems. One such vessel was the steam-barge *City of Rome*. Over her 33 years, she was involved in numerous mishaps. Here is the history of this hard working steamer.

On May 14, 1881, at the Quayle & Sons Shipyard of Cleveland, a large crowd gathered to witness the launching of the then largest vessel on the Great Lakes. Shortly after 4:00 in the afternoon, Mr. Thomas Quayle cut the ropes, launching the giant steam-barge. She was christened the *City of Rome* (US 125914) by her owner H.J. Winslow, in honor of the city of Rome, Italy.

The steamer, truly a giant of her time, measured 268.2 feet at the keel and 288 feet overall in length. Her beam was 40.2 feet and 21.3 feet in depth of hold. She was 1,908 gross tons and 1,594 net. The motive power for the steam-barge came from 2 compound engines, built at Cleveland by the Cuyahoga Iron Works. These 2 engines measured 60" in diameter for the large cylinder, 32" for the smaller, and each had a stroke of 4 feet. It should also be noted that at sometime in the *Rome's* many years of service, her original engines seemed to have been replaced by a fore and aft compound engine with 22 inch and 46 inch cylinder diameter, with a 48

inch stroke. This engine could develop 500 horsepower, and was built by the Cuyahoga Furnace Company of Cleveland. (Anyone having information concerning this engine and when it was installed, I would certainly appreciate knowing.) Her original engines turned a 12 foot propeller. Steam was provided by 2 boilers measuring 17 feet by 9 feet.

The *City of Rome* carried 4 masts equipped with sails to supplement her machinery should winds be favorable or should her machinery ever fail. The first of these masts was located directly behind the wheelhouse. The second and third masts were located on the main deck and the fourth located between the boiler house and her engines. Just forward of this fourth mast were 2 tall and thin stacks for her boilers. The steamer had cabins forward and aft, with 18 hatches between for quick loading and unloading. The hull was diagonally strapped on the frames, giving her an insurance rating of A1. She carried all the latest improvements such as the Emerson steam windlass.

The steamer had cost her new owners, H.J. and R.K. Winslow and others of Buffalo, \$125,000. Her first master, and also a part owner in the vessel, was Captain B.S. Wolvin. Her chief engineer was William Gregory. The *City of Rome* was immediately put to

work and was chartered to carry coal from Cleveland to Chicago. The *Rome* ran for less than 2 months under the Winslow flag for in June of 1881, the Winslow's chartered her for the remainder of the season to the newly formed Lehigh Valley Transportation Company. This company had just been organized to run between Buffalo and Chicago, in connection with the Lehigh Valley Railroad, taking coal to Chicago and returning to Buffalo with grain. For the use of the steamer for the remainder of the season, the Winslow's were paid \$32,000.

In 1882 it is unlikely that the Lehigh Valley Transportation Company chartered the *City of Rome* for they had had two new vessels built over the winter. They were the *H.E. Packer* and the *Fred Mercur*. It is probable that the *City of Rome* returned to her duties with the Winslow fleet.

In April of 1882, the *Rome* was involved in a series of groundings in and around Detroit. On Wednesday the 26th, she found the bottom at Lighthouse slip. Thursday afternoon she found it again at the Chicago Avenue bridge and a third time that same evening at the North Halstead Street bridge. In all of these cases, she had managed to release herself. But on Saturday, the steamer struck bottom for a fourth time in the draw of the Division Street bridge. Several tugs could not release her. She required lightering before she could be freed. On May 10, 1882, the steamer ran aground just outside the Buffalo lighthouse. Again a lighter had to be brought out to lighter the steambarge off. On Saturday, May 13, Captain A.C. Chapman replaced Captain William Peninay as master of the vessel. Whether this action was an anticipated move or precipitated by the accidents in which the steamer was involved is not known. In all of the above mentioned cases, the cause of the accidents were attributed to something other than Captain Peninay's judgement, such as the need for dredging in and around the city of Detroit, and low water at Buffalo. Although these factors alone seem to vindicate Captain Peninay, another accident of a much more serious consequence occurred that spring at Lime Kiln Crossing. The *City of Rome* had wandered into the towline between the steamer *John B. Lyon* and her consort. The *Rome* in so doing, caused considerable damage to the *Lyon*. With this in mind and the other accidents considered, it may have been the owners' judgement that a change of command

would be prudent.

Less than a month after Captain Chapman had taken command, another accident occurred aboard the *Rome*. On June 6, when on Lake Erie about 15 miles from Long Point, the forward watchman Charles C. How, was lost overboard. For reasons unexplained, the accident was not reported to the first mate, who was on duty at the time, until 15 minutes after it happened. By then it was considered useless to bring the vessel about to search for the watchman.

In mid-July, Captain Frank Perew of Buffalo, libelled the *City of Rome* for damages done to the *Lyon* earlier that year at Lime Kiln Crossing. Captain Perew libelled the *Rome* for \$2,500. The Winslows quickly bonded the steamer and she continued with her duties. (The outcome of this case is unknown. If anyone should have information about it, I would appreciate knowing.)

Eighteen eighty three saw the return of her first master, Captain Wolvin. This did little to change the luck of the *Rome*. Loaded with a cargo of grain, early on Saturday morning May 19th, the steamer plowed her bow into the mud bank near the Adams Street Bridge. The steambarge tried to release herself but could do nothing. Three tugs were sent for but could do nothing in the dark. Later that day, the tugs returned and about 10:00 a.m., they were successful in pulling her free. The steamer did not get very far. When on Lake Huron in a gale on the 24th of May, her engine coupling broke. She was tossed about but suffered no serious damage. The steamer succeeded in limping into Detroit where repairs were effected. The remainder of the season passed without further incident.

In the spring of 1884, the *Rome* was sold to Smith & Davis of Buffalo. In October, 1884, the steambarge went to the Union Drydock at Buffalo for a new propeller. The following year on the evening of September 20, while lying at a Duluth elevator, the steamer caught fire. It started in the forward house, destroying most of the forward cabins before the flames could be extinguished. The damage was estimated at \$2,000. The *Rome* sailed down to Buffalo where her forward cabins were rebuilt. From 1886 through 1888 the *Rome* appears to have operated trouble free. In 1887 Smith & Davis sent the *Rome* to the shipyard for normal repairs such as caulking of seams. At this time she had an iron boiler house installed. These repairs were completed that

her insurance valuation was increased by \$5,000.

Eighteen eighty nine saw the *Rome* change hands for the third time. She was sold to W.M. Egan of Chicago, who continued to run her in the coal and grain trade. That same year the steamer suffered a rash of minor accidents. On May 28th she grounded on Grosse Pointe Shoals in the Detroit River. She required lightering and was released the following day. Apparently she sustained no injuries during this grounding. Again in mid-July the *Rome* while passing up the Blackwell Canal at Buffalo in tow of harbor tugs, struck against the pier of the upper bridges and stove in some planks on her port bow. Again the damage was minor and the damage was repaired in time to load her cargo the following day. At Chicago in mid-October, the *Rome* struck some obstruction, knocking a blade off her propeller. In this particular case, because of the steamers being fitted with a sectional wheel, a diver was able to quickly, and with little expense, repair of the *Rome*'s wheel.

The following season on a coal trip from Buffalo to Milwaukee, the steamer experienced engine problems. These problems were

rectified upon arrival at Milwaukee and she continued without further delays. Later that same year on Sunday November 23, due to low water, she went aground in the draw of the Halstead bridge in Chicago. She was released the following day.

The following season on September 25, 1891, she found the bottom of the Chicago River. This time, she laid for nearly a week, stranded until some 5,000 bushels of grain were lightered from her hold into the schooner *Presto*. Even with this lightering, she still had to be dragged out into the lake by tugs. Again the cause of the grounding was low water. During the winter of 1891-92, some minor repairs were taken in hand aboard the *Rome*. In the spring of 1892, one of these changes brought a rather sarcastic remark from the Buffalo press when the vessel left the shipyard on her first trip of the season. The masts had been reduced to one in number and it had been so shortened as to look like a "belated bean-pole". However, on her return trip to that port in late May, the "bean pole" had been removed and replaced and a second mast added which greatly improved the appearance of the vessel. According to the indignant Captain Long, she had left



J.C. Gilchrist of Cleveland purchased her at a public auction in August, 1899.



CITY OF ROME immediately after grounding in May, 1914.

McDonald Coll. / Dossin Museum

Buffalo so scantily rigged because there were no suitable masts to be found until they arrived in Chicago.

The 1892 season went almost without incident. However, misfortune found the steambarge on August 10 at Buffalo. While entering the Evans Canal, the *Rome's* wash from her propeller created a suction which pulled the canal boat *W.J. Schlaefer, Jr.* from her moorings and damaged the canal boat so that her cargo of wheat had to be quickly unloaded before further damage was done. Even so, nearly 300 bushels of grain were found to be wet.

The spring of 1893 saw the *Rome* involved in a serious stranding. In mid-May, on a voyage from Chicago to Buffalo with grain, she went ashore on the south end of North Manitou Island. The wrecking steamer *Favorite* was sent to her assistance, and after jettisoning some 12,632 bushels of grain, the *Rome* was pulled off. When she was freed, it appeared as though the damage was not too severe for she didn't leak. But a subsequent survey at Buffalo showed her hull to be badly used up. The steamer was placed in drydock on about the 23rd of May and didn't leave until June 28th. During this time, her bottom was nearly replaced and her hull recaulked. The cost of this grounding came to \$13,844. It may appear that the *Rome* was in

drydock a long time for such repairs and she was, for there had been a shortage of bottom planking in Buffalo, slowing repairs. During the remainder of the 1893 season the *Rome* suffered two more groundings. On August 14, while upbound with coal, she went aground below the St. Clair Flats Canal. She was released that same evening after some lightering by the wrecking tugs *Saginaw* and *Wales*. Then again on November 15 she went ashore at Bar Point. She was once again quickly released. In both cases, the steamer suffered no serious damage.

Between 1894 and 1897 the *City of Rome* steered clear of her usual mishaps. In the spring of 1898 the steamer's boilers were replaced by a single Scotch boiler measuring 12½ by 12 feet, and were built by the Drydock Engineering Works of Detroit. The working pressure of the boiler was 130 pounds. This boiler was equipped with the Howden Hot Draft System. With the new boiler her twin smokestacks were replaced by a single stack which changed the silhouette of the steamer considerably. Things went smoothly that season until December. Then on December 14 disaster struck. The *City of Rome* with a large group of steamers became trapped in an ice field off Pt. Pelee Middle Grounds in Lake Erie. The *Rome* along with the steamer *Presley* was carried onto Middle Ground's reef.

This grounding caused the *Presley* to leak badly and break her rudder. The *Rome*, however, completely filled and sank. On December 19th several of the Detroit river ferries succeeded in breaking through the ice and releasing the fleet snarled in the ice. The *Presley* and the *Rome* remained, still fast on Middle Ground's reef. The tugs *Home Rule* and *Waves* were sent to their assistance with steam pumps. First reports from the scene indicated that there was little hope for salvage, but on December 23 both vessels had been released and were under tow to Detroit. Each of the steamers required 3 pumps to keep them afloat. The *City of Rome* was taken to the Detroit Drydock Company's yard where repairs were undertaken.

During the winter and subsequent spring, many of the repairs were taken care of. However, problems arose when the insurance companies holding the major portion of the risk, refused to pay off on the steamer as a total loss. The cost of repairs for damage sustained by the grounding and sinking, and subsequent salvage amounted to approximately \$44,000 or slightly more than half the value of the *Rome*. Based on this fact, Mr. Egan claimed that she was a constructive total loss, and all insurance was collectible.

Two of the insurers argued this point, refusing to pay. Mr. Egan filed suit against these companies for the insurance. Although Mr. Egan eventually was able to collect the insurance from the underwriters, he lost the steamer at Marshall's sale. When Mr. Egan had been unable to make payment on repairs performed by the Detroit Drydock Company, they libeled the steamer and had her sold at auction.

On August 30, 1899, on the Post Office steps in Detroit, the U.S. Marshall sold her to the highest bidder, J.C. Gilchrist of Cleveland, for \$56,040. Although this seems to be a very cheap price for a steamer of the *City of Rome*'s size, it should be noted that the steamer would need at least \$15,000 more in repairs, to be put back in tip top condition. Thus the total cost to Mr. Gilchrist would approach nearly \$71,000 or just \$4,000 less than her original insurance rating of \$75,000, prior to her sinking in 1898. All repairs were completed that season. The repairs were so complete that it was considered by the underwriters to be a complete rebuild.

Although the *City of Rome* was on her fourth owner, it did little to change her luck. On September 11, 1902, the *Rome* was on Lake Superior in a moderate gale. She sprang a



Remains of CITY OF ROME off Ripley, New York.

leak and had to be run ashore in Bete Grise Bay to prevent her from sinking in deep water. She was soon pulled off, repaired and returned to service. In 1905 during a late November gale, the steamer was driven ashore on Middle Island, Lake Erie. She was once again released and towed to Cleveland where repairs were made. November 11, 1909, saw the *City of Rome* ashore 5 miles north of Sheboygan, Wisconsin. The U.S. Lifesaving station at Sheboygan responded to her distress signals. A tug towed the lifesavers to the scene, and they ran lines between the steamer and the tug. After about 1½ hours of pulling the *Rome* was released. She was undamaged by the grounding and she continued on her way.

The *City of Rome* changed hands for the final time in 1913. The Gilchrist Transportation Company had gone into receivership in 1910. In the spring of 1913, the assets of the company were sold to pay the creditors. The *Rome* was sold to James D. Mitchell of Cleveland. Under Mitchell's ownership, she sailed for just a little over one season for in the spring of 1914, the steamer met with fate.

The final blow came to the *City of Rome* on Wednesday May 6, 1914. On Tuesday the 5th, the *Rome* had arrived in Buffalo with oats from Chicago. This was unloaded and the following evening, the steambarge was departing Buffalo harbor at about 6:00. She was headed for Toledo, light, to pick up a cargo of coal which was to be delivered to Milwaukee. She was in command of Captain William Dunn of Cleveland and carried a crew of 15 men.

After traveling nearly 40 miles up the lake, at about 11:00 that night, the first mate, John McNamara discovered the flames in the forward hold of the steamer. The mate alerted the Captain and crew, many of whom had retired for the night. They quickly responded to the call of fire and soon had several hoses playing on the flames. After nearly two hours of fighting the flames, it was obvious that the fire was out of control and gaining rapidly. With the hopelessness of the situation obvious to all, the crew wanted to abandon ship. However, Captain Dunn gave strict orders for the crew to remain at their posts. The Captain ordered the chief engineer, Thomas Cunningham to give him all the speed the engine could deliver. At the same time the wheel was placed hard to port, and a dash was made for the safety of shore. At 2:00 a.m.,

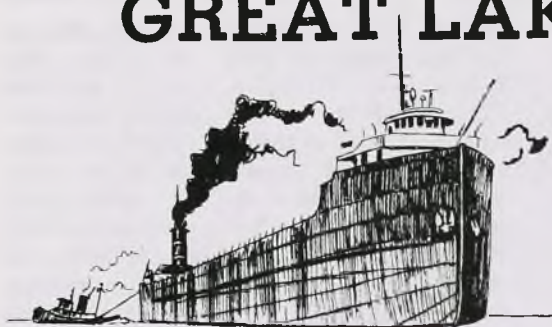
the *City of Rome* ground to a halt offshore near the hamlet of Ripley, New York. The lifeboats were immediately lowered and the crew pulled free of the burning steamer. Had the *Rome* not reached shore for another 5 to 10 minutes, many if not all the crew, would have perished in the burning hulk or drowned in the chilly waters of the lake. The heat from the fire had become so intense that her seams were opening and the steamer was settling quickly. Also the flames had spread so that they had just begun to reach the lifeboats, causing the paint to blister and peel.

Once in the lifeboats and clear of the vessel, the hapless crew were still faced with a difficult situation. It seems that where the steambarge had been run ashore, there was no beach, only a sheer rock cliff with no place to land. The crew, nearly exhausted from their efforts to save the steamer, had no choice but to row east in a heavy surf in search of a suitable place for landing the frail crafts. After rowing nearly 4 miles to a place just west of Barcelona, New York, a beach was spotted where a landing might be made. Waiting till daylight, the 2 lifeboats were skillfully maneuvered through the surf and successfully landed on the beach. Some of those aboard were so exhausted by their ordeal that they had to be assisted out of the lifeboats. It was indeed fortunate that neither of the lifeboats were swamped or overturned in the surf, for in their weakened condition, several of the men would certainly have been lost.

By luck or providence, the shipwrecked crew landed near a farmhouse. The owner took the men in and gave them food and hot coffee. After a short rest, the sailors were sufficiently revived to walk to the nearest train depot and catch a train to Erie. Upon their arrival at Erie, they related the story of their vessel loss and their escape. Although they had lost nearly all their personal belongings, the only injury suffered was by the first mate McNamara, with severe burns to his right hand. At Erie, the crew took a train to Cleveland where they gave a full account of the disaster to the *Rome's* owner, Mr. Mitchell.

Thus ended the career of the *City of Rome*. Although she seemed to have more than her share of problems, she did operate for a long time as far as wooden boats are concerned. This is certainly a tribute to her builders, Quayle & Sons. □

GREAT LAKES & SEAWAY NEWS



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It is with deep sadness that we announce the death of Janet Coe Sanborn on April 11, 1983. Janet became Editor of *Inland Seas* in 1957 and was currently working on the next issue when she passed away. At the Great Lakes Historical Society's Fall Meeting in 1981, she was presented with a plaque recognizing her 25 years as Editor. Her contributions to marine history will be missed and we wish her successor all the best.

Mar. 1. . .The Philippine bulk carrier *Transocean Transport II* arrived in Singapore. She will be drydocked for repairs to her propeller which was damaged when she was transitting the Seaway in November, 1981.

. . .Partial scrapping of the pilothouse and stern sections are underway on the *Northern Venture* at Hamilton, Ontario.

Mar. 5. . .Ronald Kolterman of Strathroy, Ontario drowned while leaving the *Algobay*. He was working as winter ship-keeper and fell into the St. Clair River at the north slip at Point Edward.

Mar. 7. . .The self-unloader *Henry Ford II* opened the 1983 season in the port of Toledo when she arrived to load 14,000 tons of coal for Ford Motor Company.

Mar. 9. . .The Canadian self-unloader *Conallison* is now the property of Marine Salvage.

Mar. 10. . .Wet working conditions have delayed the completion of major construction at the Welland Canal. The Seaway will not open until April 5th.

Mar. 15. . .The Automobile Club of Michigan has bid for the Bob-Lo Island Amusement Park. The tentative bid for the park was accepted by the U.S. Bankruptcy Court. Two hearings will be held on March 28th and April 20th.

Mar. 18. . .C.S.L.'s *Metis* departed winter lay-up at Toronto to load cement at Picton, Ontario.

Mar. 19. . .The *Mormaclynx* arrived in New York, thus completing her first round-trip to South America since leaving the Lakes in November, 1982.

Mar. 20. . .Algoma Central's *Algoway* headed for Goderich, Ontario for her first load of salt.

Mar. 24. . .The Canadian rail ferry *Incan Superior* arrived in Duluth from Thunder Bay, Ontario

GREAT LAKES & SEAWAY NEWS ●

to open the season for the twin ports.

Mar. 25. . .Halco's self-unloader *Frankcliffe Hall* was unloading her winter storage cargo at Halifax, N.S.

Mar. 28. . .A malfunction of the hydraulic valve in the Poe Lock delayed the opening of the Soo. Two Canadian vessels are awaiting transit.

. . .Misener's *Ralph Misener* off the Port Weller Dry Docks.

Mar. 29. . .The first vessel through the Soo Locks was C.S.L.'s *Tarantau* and she was followed by Algoma's *Algoway*. Both ships were upbound.

. . .*Canadian Progress* off Port Weller Dry Docks.

Mar. 30. . .The Canadian self-unloader *Erindale*, idled at Toronto since October, 1981, was towed to Port Weller by the tug *G. W. Rogers*. She will be drydocked in preparation for active service.

. . .Canadian Coast Guard cutter *Griffon* and U.S.C.G. *Neah Bay* pass downbound in the Welland Canal to check ice conditions in the St. Lawrence River.

Mar. 31. . .Arnold Line's ferry *Huron* opened the water route to Mackinac Island.



Photo courtesy of Toledo Blade

HENRY FORD II loading coal in Toledo on April 12, 1983.

● GREAT LAKES & SEAWAY NEWS

Mar. 31. . . Clipper Transportation Lines, based in Welland, Ontario, is trying to purchase the package freighter *Fort Henry* from C.S.L. and operate her on the Lakes as *Clipper Superior*.

. . . C.S.L.'s *Nanticoke* opened the Seaway when she passed downbound with a load of grain.

Apr. 1. . . *Jean Ivan*, the old goelette, has been acquired by the Bernier Museum at L'Islet, P.Q.

. . . Five Gaelic tugs moved the 1,000-foot *George Stinson* from winter lay-up at Ecorse to the Zug Island dock of Great Lakes Steel.

Apr. 2. . . Ford's *William Clay Ford* departed Bay Shipbuilding at Sturgeon Bay and headed for Duluth.

. . . The excursion vessel *Canadiana*, which sank in 1982, rolled over during salvage operations when the pumps failed.

Apr. 3. . . The Canadian tanker *Imperial Bedford* entered Port Weller Dry Docks.

. . . Upper Lake's *Cape Breton Miner* has been sold to Mexican interests and will be renamed *Masahua*.

. . . From Tampico, Mexico comes a report that the Canadian self-unloader *Ontario Power* struck the tanker *Reynosa* during docking maneuvers. Both ships suffered light damage. The winds were blowing at 30-35 knots when the accident occurred.

. . . *Benson Ford* (ex-*John Dykstra*) departed the Ford Basin for Duluth.

Apr. 4. . . The *William Clay Ford* was the first cross-lake vessel to arrive at the twin ports of Duluth-Superior. Capt. Erickson was presented with a ship's bell and plaque by the Seaway Port Authority of Duluth

. . . Ford's *Ernest R. Breech* departed the Ford Basin for Superior on her first grain trip.

. . . *Henry Ford II* was the first ship into Marquette, Michigan. Capt. Gerasimos was presented with a plaque.

. . . The cruise ship *Veracruz I* will return to Montreal for her fourth season beginning with a cruise to New York city of June 18th.

Apr. 5. . . The Norwegian tanker *Lake Anne* and Upper Lake's *Canadian Pioneer* opened the season at the Welland Canal.

. . . National Steel's self-unloader *George Stinson* was the first laker through the Superior entry at the twin ports. She loaded 54,000 tons of taconite for Great Lakes Steel.

. . . C.S.L.'s self-unloader *Frontenac* was damaged when she hit a submerged object at Toledo. After loading her cargo, the *Frontenac* was towed by tugs *Barbara Ann* and *Tug Malcolm* to Thunder Bay for repairs.

. . . U.S. Steel's *George A. Sloan* opened the season at Grand Haven, Michigan.

Apr. 6. . . The Canadian bulk carrier *Elmglen* will be retired. She was towed from Humberstone, Ontario to Toronto by tugs *Glenevis* and *Glenside*.

GREAT LAKES & SEAWAY NEWS ●

. . . *Ontario Power* cleared Tampico for New Orleans.

. . . Cleveland Cliffs' self-unloader *Walter A. Sterling* struck an unknown object in the lower St. Marys River. She was beached and was badly holed in the bow. Ship traffic has been stopped until the channel is cleared.

Apr. 7. . . The *Sterling* discharged 11,000 tons of taconite into the *Henry Ford II*.

. . . Upper lake's *Canadian Progress* opened the season at Conneaut when she loaded coal for Mississauga, Ontario.

. . . Paterson's *Soodoc* anchor hit a submarine cable at Levis, P.Q.

Apr. 8. . . Overseas shipping opened in Toledo when the *Mount Enterprise* of the Philippines arrived to load calcium nitrate.

Apr. 8. . . The *Sterling* was refloated at 12:58 a.m. and proceeded to her original destination to discharge her cargo. She will be repaired at American Shipbuilding in Lorain, Ohio. She was escorted by the tug *Chippewa* of Seaway Towing Company.

. . . The U.S.C.G. completed sweeping operations in the downbound channel in the St. Marys River. They didn't locate the obstruction and opened the channel to traffic.

Apr. 10. . . The Liberian vessel *Grand Faith* was the first overseas vessel to arrive at Duluth.

. . . *Abby*, the former Canadian National auto ferry *Abegweit*, entered the Welland enroute to Chicago. She will dock at the Columbia Yacht Club.

Apr. 12. . . While downbound in the Seaway, C.S.L.'s *Jean Parisien* touched the south shoal bank between bouys A1 and A3 near the entrance of the Seaway at Montreal. She was taking on some water, but was able to proceed to Port Cartier, P.Q.

Apr. 13. . . The mailboat *J. W. Westcott II* opened the 1983 season when she serviced the *Cedar-glen* passing downbound in the Detroit River.

Apr. 14. . . Gale-force winds causing heavy seas and snow halted shipping on Lake Superior. The *Federal Thames* anchored 4 miles offshore from Duluth to wait out the storm. The captain reported winds of 40-55 knots and waves 10-18 feet. The *George Stinson* and *Belle River* which left Duluth earlier have taken shelter in Thunder Bay. Other lakers have anchored in the lee of the Apostle Islands near Bayfield, Wisconsin.

Apr. 15. . . The Indian flag vessel *Vishva Nayak* opened the overseas shipping season at Milwaukee. She came directly from Bombay to Milwaukee.

. . . *Jean Parisien* arrived at Port Cartier for inspection. Repairs will be made at Thunder Bay.

. . . Misener's new bulk carrier *Selkirk Settler* was christened at Govan Shipyard in Scotland.

. . . Govan Shipbuilders launched the *Canadian Marquis (Hull 257)*. She will be delivered to Misener in June.

. . . C.S.L.'s *Whitefish Bay* completed sea trials and then departed Collingwood for Thunder Bay.

● GREAT LAKES & SEAWAY NEWS



Photo by Skip Gilham

TROISDOC in Lock 1 on June 23, 1976.

. . .Troisdock has been sold by Paterson to Transportacion Maritima Peninsular S.A. of Merida, Mexico. She will be renamed *Kapa*.

Apr. 16. . .Erindale cleared Port Weller Dry Docks under tow of tug *Glenevis*. She headed for Hamilton for further work on her engine and boiler.

. . .Algoma's *John B. Aird* left Collingwood for Thunder Bay where the bow section will be added.

. . .*Imperial Bedford* off the Port Weller Dry Docks and tied to the wall for further work.

. . .The Canadian bulk carrier *Canadian Leader* struck the railroad bridge pilings in Toledo. Minor damage was reported to the vessel and bridge.

. . .Cleveland Cliffs' *Edward B. Greene* suffered reduction gear failure off Crisp Point. She managed to anchor near Waiska Bay to await tugs from Sault Ste. Marie.

Apr. 17. . .Tugs *W.J. Ivan Purvis* and *Chippewa* tow the *Greene* to the Soo for repairs.

. . .*Quebecois* and *Canadian Navigator* enter Port Weller Dry Docks for inspection.

Apr. 18. . .Algoma's *Agawa Canyon* struck the Lake Superior & Ishpeming Railroad loading dock at Marquette, destroying nine chutes on the dock and heavily damaging her forward accommodations.

GREAT LAKES & SEAWAY NEWS ●

. . .The Greek bulk carrier *Atlantic Hawk* struck the bridge on the Calumet River in Chicago. Minor damage was reported to the bridge and vessel.

. . .The railferry *Incan Superior* made her 1,000 trip between Superior, Wisconsin and Thunder Bay, Ontario.

. . .The *Red Lion*, a 45 ton replica of a Dutch frigate that sailed in the Baltic Sea about 400 years ago, was launched at Sheboygan, Wisconsin.

Apr. 19. . .An African stowaway on a Panamanian freighter jumped into the St. Clair River under the Blue Water Bridge at Port Huron. The boy was pulled from the river by the crew of the pilot boat *Huron Belle*. He had been a stowaway on the *Yerel* since January and was discovered while the ship was in Russia. The U.S. Immigration officials plan to meet the *Yerel* when she arrives in Green Bay.

Apr. 20. . .While unloading at Zug Island, the *George Stinson* suffered a casting break in the unloading boom. This caused the cylinder to fall through the deck and the boom collapsed on the ship and dock. She will sail as a straight-decker until repairs can be made.

. . .The Canadian self-unloader *Leadale* has been officially sold to Marine Salvage and will be scrapped at Ramey's bend in the Welland Canal.

. . .The U.S. Bankruptcy Court has accepted the tentative bid for Bob-Lo Park by AAA. The park will open on May 28th.



ERINDALE with tugs G.W. ROGERS and JAMES McGRATH inbound at Port Weller on March 30, 1983.

● GREAT LAKES & SEAWAY NEWS



The R.G. SANDERSON will be scrapped at Thunder Bay.

Apr. 21. . .Peterson Builders of Sturgeon Bay have made an offer to buy the carferry *Viking* from the Penn Central Railroad. She has been idle at Frankfort since the ferry shutdown.

. . .The *R.G. Sanderson* was towed out of Goderich by the tug *W.J. Ivan Purvis*. She will be scrapped at Thunder Bay.

Apr. 22. . .The Canadian bulk carrier *Thorold* ran aground south of the Chrysler Shoal in the St. Lawrence River. She was out of the channel and in U.S. waters.

Apr. 23. . .The U.S. freighter *President Harrison* passed up the Welland Canal in tow of tugs *Doris Moran*, *Minnie Selvick* and *John Selvick*. She is headed for Bay Shipbuilding.

Apr. 25. . .After being lightered by the *Mapleheath*, the *Thorold* was pulled free by the tugs *Robinson Bay*, *Salvage Monarch* and *Daniel McAllister*. No damage was reported and she reloaded her cargo and proceeded to Halifax, N.S.

. . .U.S. Steel's *Myron C. Taylor* made a rare visit to the Welland Canal when she unloaded coke at Port Colborne.

Apr. 26. . .C.S.L.'s *J.W. McGiffen* cleared Duluth with a load of coke for Sept Isles, P.Q. Two more loads will follow later in the month aboard the *Nanticoke* and *H.M. Griffith*.

. . .Misener's *Selkirk Settler* sailed from Scotland.

. . .The Panamanian barge *Inagua Tide* arrived at Sarnia from Japan with the heaviest piece of refinery equipment ever shipped through the Seaway. The unloading dock was custom built to allow the 2 large reactors and high-pressure separator to be transferred to the refinery.

Photo by Bill Bruce

GREAT LAKES & SEAWAY NEWS ●

Apr. 27. . . *Willowglen* suffered steering failure in the Welland Cut in the Welland Canal and hit the embankment, blocking traffic.

. . . *Cabot* arrived at Hamilton in tow of tugs *R & L No. 1* and *James McGrath*. She will head to Port Weller to be stripped to repower the *Northern Venture* and *Hilda Marjanne*.

Miscellaneous. . .

Reanmes: *Manchester Mercurio* now *Navy Progress*, *Northern Ice* now *Falcon*, *Patricia U.* now *Gulf Reefer*, *Welsh Voyager* now *London Voyager*, *Imperial Goderich* now *June*, *Weissenburg* now *Nagina Trader* and *City of Worcester* now *Cape Greco*.

Scrappings: *Lago*, formerly the *Montrose* which sank under the Ambassador Bridge in the early 1960s. *Fion* as *Mahopriya* at Bombay. *Tarpon Clipper* as *Felice* at Singapore.

. . . The Great Lakes Shipwreck Historical Society has acquired the Whitefish Point Lighthouse from the U.S. Coast Guard for use as a museum.

. . . Thirty years ago on March 2, 1953, the earliest opening of shipping on the lakes occurred when the freighter *James Watt* steamed into Buffalo harbor.



Photo courtesy of Misener Transportation

SELKIRK SETTLER launched at Govan Shipyard on January 28, 1983.

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 1962 as the Great Lakes Model Ship-builder's Guild. It is incorporated under the laws of the State of Michigan as a not-for-profit corporation and donations to the Institute have been ruled deductible by the Internal Revenue Service. No Institute member is paid for services.

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All members are invited to submit items to the News Section. Those who contribute to this issue are listed in the News Section heading. The Editors must reserve the final decision in selection of items used.

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



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