

# Telescope

An illustration in the top left corner shows several rolled-up documents or maps, one of which is partially unrolled to reveal a grid pattern and a small figure or object. A telescope is also depicted, positioned diagonally across the documents.

NOVEMBER ☆ DECEMBER, 1983  
Volume XXXII; Number 6 and Index



GREAT LAKES  
MARITIME  
INSTITUTE

DOSSIN GREAT LAKES MUSEUM  
Belle Isle, Detroit, Michigan 48207

## MEMBERSHIP NOTES ●

Attached to this issue is the *renewal form* for 1984. This is the *only notice* that you will receive, so please complete the form today.

In our last issue, we incorrectly typed *Princess* instead of *Canadian Empress* on several photo captions. We regret the errors and hope that our members will support the cruise ship.

The watercolor of the *Emma Nielsen* was loaned to *Telescope* by Edward and Susan Lovely. The *Emma Nielsen* is one of several shipwrecks photographed by Undersea Research Associates. Partners Dave Trotter, Scott Gegesky and Ken Maurer specialize in bottom topography, shipwreck survey, underwater photography and program presentations on Great Lakes history. Programs are available on eight shipwrecks, including the 600-foot *Daniel Morrell*. Interested groups should contact Undersea Research Associates, P.O. Box 1281, Dearborn, MI. 48121.

The second annual Marine Art Show and Sale will be held at the museum on Saturday, December 3, 1983 from 10-3 p.m. Dealers should contact the museum at 267-6440.

## MEETING NOTICES ●

The Institute will present *Movie Night* at this month's entertainment meeting on November 18th at 8:00 p.m. Films from the museum's collection include *Long Ships Passing*, *Western Coal Project*, *Soo Locks*, *Trip on the Wm. Clay Ford*, *Our Fourth Seacost* and several *Wonder Cruises* on the *North* and *South American*.

The next business meeting will be held on January 6, 1984 and the entertainment meeting will be held on January 28, 1984. All meetings begin at 8:00 p.m. at the museum.

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**OUR COVER PICTURE.** . . A familiar sight on the Detroit River, the *William Clay Ford* celebrated her thirtieth season this year. This photo was taken from the mailboat *J.W. Westcott II* while the *Clay* was checked-down in the river waiting for the *Henry Ford II* to come out of the Rouge River.

# THE WILLIAM CLAY FORD TURNS THIRTY

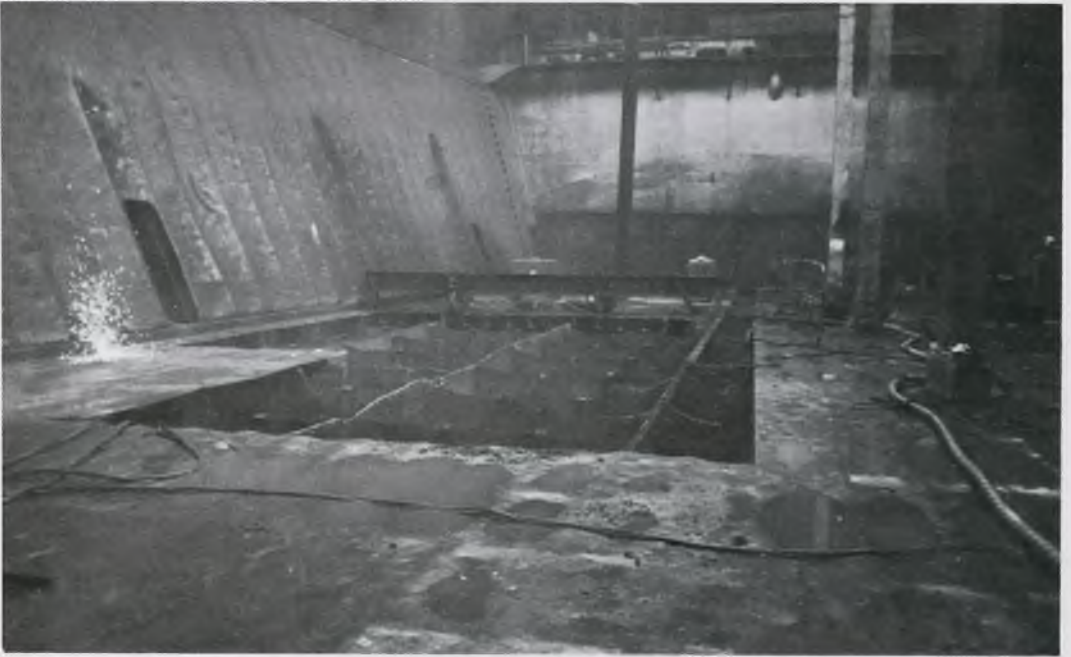
by  
KATHY McGRAW  
Editor of *Telescope*

“Security, security, security, the *William Clay Ford* WE 8890 will be departing Bay Shipbuilding, turning on right wheel and heading into Green Bay.” After repeating his security call, Capt. Don Erickson rang the ship's chadburn to slow ahead, and the



*The launching of the WILLIAM CLAY FORD at Great Lakes Engineering Works on May 5, 1953.*





*After twenty-nine years of constant pounding, the cargo holds were torn out at Bay Shipbuilding.*

*William Clay Ford* crept out of the dock on April 2, 1983 to begin her thirtieth season for Ford Motor Company. The unloading rigs at the Rouge Plant had scraped her cargo holds for twenty-nine years, and during winter lay-up her tank tops were replaced.

On January 24, 1951, Ford Motor Company announced that Great Lakes Engineering Works in River Rouge had been given the contract to build a similar vessel to the *J.L. Mauthe* (Hull 298) and the *Reserve* (Hull 299) already under construction at their yard. The keel for *Hull 300* was laid on April 10, 1952, and she was launched May 5, 1953. The ship was christened by Mrs. William Clay Ford in honor of her husband, the third grandson of Henry Ford.

The *Clay* was the eighth and final vessel built in a class that was to represent a larger version of the "super" ore carriers. Shortly after the completion of the "super" *Ender M. Voorhees* in 1942, preliminary work was begun on the new vessel class. All eight vessels: *Arthur M. Anderson*, *Cason J. Callaway* and *Philip R. Clarke* (U.S. Steel), *Armco* and *Reserve* (Columbia Transportation), *J.L. Mauthe* (Pickands-Mather) and the *Edward B. Greene* (Cleveland-Cliffs) measured 647 x

70 x 36 and had a cargo capacity of 19,000 gross tons. The vessels were modern in every sense. The latest navigational equipment included a radio direction finder, radar, gyro compass and a ship-to-shore radiophone. Interior hallways in the bow and stern allowed the crew to enter their quarters from the inside. Also fore and aft tunnels on both sides, extending the length of the ship, eliminated the need for the crew to walk outside on deck during severe weather as was custom on older vessels because space was limited.

When the *Clay* embarked on sea trials on August 1, 1953, she became the largest vessel in the fleet and also the first steam turbine operated by Ford. Because the *Benson Ford* and *Henry Ford II* were diesels, a new engine room crew was trained to operate the 7,000 horsepower steam turbine. On board during sea trials was Clare Snider, who later became the Marine Manager at Ford in 1958. In *A History of Marine Operations 1917-1975* he recalled the trials: "Many important guests were aboard and the serious business of testing the equipment and machinery aboard the ship began. . . We departed the shipyard, heading upstream and Capt. Pearce had to make a very important decision im-

mediately. The ship had to make a 180° turn in the Detroit River and proceed downstream to Lake Erie, and there were doubts that the ship could make this turn. . . When the ship cleared the dock and a hard right rudder with full power was applied, the ship made the turn with ease to the relief of the crew, and proceeded towards Lake Erie where the tests were to be held.

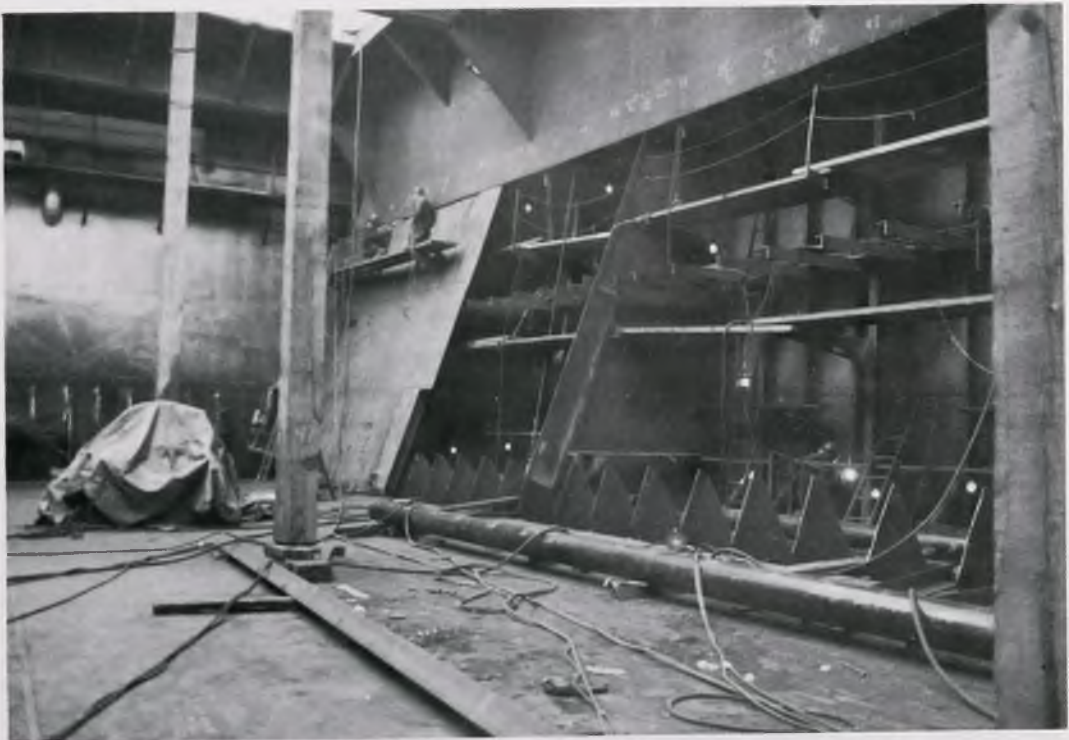
"The trial run took 14¾ hours, and the ship passed all of the tests satisfactorily and was delivered to the Ford Motor Company at 1:15 p.m. on August 5, 1953. She departed the shipyard at 3:20 p.m. on that day, bound for Superior, Wisconsin for ore. The next challenge was to get the ship up the Rouge River inasmuch as a ship that large had never been up to the Rouge Plant. The River with its six bridges, all on turns and the 21-foot depth at low water datum, presented many problems for the Master. Because of the greater maneuverability of these newer ships that included more horsepower (the *Benson* and *Henry Ford II* are listed at 3,000 hp. *editor's note*) and the large rudders, the passage up the Rouge was uneventful and has

never caused any real problems since."

Capt. John Pearce (*Captain of the Fleet*) was transferred from the *Henry Ford II*, a vessel on which he had been skipper since 1926, to the newly christened *Clay*. He retired in 1955, and Capt. Bernard Olsen was given command of the *Clay*.

In the 1950s the *Clay* sailed on schedule during the spring and summer months, but as the cold weather set in, delays often occurred in the late months of the season. During the summer the larger ore docks could load twenty vessels in one day; but when the ore froze, only a couple of vessels loaded each day. In November, 1959, the cold temperatures froze the ore. When the *Clay* arrived in Marquette, she was the fifth in line to load; and she departed four days later.

In the early 1960s, the addition of bow thrusters greatly increased the maneuverability of vessels. Before her bow thruster was installed, two tugs were required to tow the *Clay* from the dock and turn her in the basin near the Dix Street Bridge. After she passed through, one tug was released and the other tug remained with her until she passed through



Workers installing new side tanks.





Work completed in number two cargo hold, which measures twelve feet shorter than a football field.

Courtesy of Bay Shipbuilding

the Jefferson Street Bridge. In September, 1963, she entered Fraser Shipyards in Superior for a 800 horsepower bow thruster during winter lay-up.

In May, 1965, Capt. Olsen retired, and Capt. Sven Fagerstrom on the *Ernest R. Breech* was scheduled to transfer to the *Clay*. However, since he planned to retire in the fall, he refused the promotion and allowed Capt. Erickson to assume command. In 1966 Al Bottrell became Chief Engineer on the *Clay*, and this team has remained intact ever since.

On her first trip of the season in April, 1977, the *Clay* encountered ice floes in the St. Marys River from DeTour to the Soo. As she cleared the locks and fought her way around Pt. Louise, the crew spotted at least a dozen ships icebound in Whitefish Bay. When the ballast was pumped out of the forward tanks, the bow was raised and crushed the ice beneath it. As she moved past the icebound ships, the crew overheard comments on the radio concerning the icebreaking ability of the *Clay*. Most of the conversation was ignored until someone stated: "I'll bet a fifth of whiskey he won't make it through." Capt. Erickson picked up the mike and ac-

cepted the bet. After offering Chief Bottrell half of the bottle, they 'let all of the horses out of the barn'. The *Clay* broke through the ice and reached the open water of Lake Superior four hours later. Again Capt. Erickson picked up the mike and asked: "Who bet the fifth of whiskey?" The radio remained silent and till this day, the Captain and Chief are still waiting for their whiskey.

In November only a few tourists stand on the observation platforms at the Soo Locks. Summer cottages along the St. Marys River are closed up for the winter and fewer boat whistles are heard. On one such quiet November day in 1971, the *Clay* was turning into the Moon Island Cut when a bull moose appeared on the bank of Moon Island. As the moose began crossing the River to Neebish Island, she was in a collision course with the *Clay*. The ship's chadburn rang "stop" in mid-channel, and the Captain ran below to get his camera. When he returned, the moose was only forty feet from the ship. As the moose crossed the river, Captain Erickson snapped ten pictures and promised copies for the crew. However, in the excitement, he forgot to remove the lens cap, so the moose episode is pictured only in the minds of the crew.

In the mid-1970s the steel industry was expanding, and several companies made preparations to lengthen their vessels. The Marine Division at Ford made the decision to lengthen the *Clay* to 767 feet, and she entered Fraser Shipyard in January, 1979. In April the new 120-foot midsection was aligned between the bow and stern sections, increasing cargo capacity to 26,000 gross tons in midsummer. (See *Telescope* Jan./Feb., 1980.) While she was in the shipyard, a stern thruster was installed to enhance maneuverability in the Rouge River.

After completing sea trials in late May, she loaded ore and headed for the Rouge Plant. On her first trip on June 5th in the early morning hours, Bob Schikora arranged a reception on the Dix Street Bridge. As the *Clay* approached, Bob fired the signal cannon that he had borrowed from the motor yacht *Helene*, to welcome the *Clay* back to Detroit. Today, four years after being lengthened, she navigates the narrow Rouge with little more effort than she did when she was shorter.

A five day round-trip to Duluth ends at the Rouge Plant where she is unloaded in ten hours. The unloading rigs use specially de-

signed "mop-up" buckets to reach the last few tons of ore. However, after twenty-nine years of constant pounding, the tank tops had worn thin. Last November after the USCG icebreaker *Mackinaw* departed Bay Shipbuilding, the *Clay*, unassisted, backed into the slip. During the winter, the three cargo holds, measuring 150', 288' and 144 respectively, were torn out and replaced.

Last April, the *Clay* departed Sturgeon Bay and headed for the familiar loading docks in Duluth. She celebrated her thirtieth birthday by being the first trans-lake vessel to enter Duluth, an accomplishment that she has done several times during her career. As she slowly worked through the ice floes in the harbor, the television crews were filming the vessel and watching the time as the deadline for the 6:00 p.m. news neared. The ship docked too late for the crew to appear on television, but one standing on shore heard the *Clay's* arrival as she blew 3-Long and 2-Short salutes to friends along the shore. □

The Author gratefully acknowledges the following people for their contributions in this article: Capt. Don Erickson and the crew of the *Wm. Clay Ford*, Capt. Sven Fagerstrom, Robert Fischer of Bay Shipbuilding Corp. and the J. W. Westcott Company.



Photo by Howard Mackey Evening Telegram

The CLAY working through the ice floes as she opened the 1983 season at Duluth.



# SAILING THE ST. LAWRENCE

by  
F. JORDAN SCHANBECK

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*F. Jordan Schanbeck received his Bachelor's degree in Business Administration from Ferris State College and is currently employed by the Budd Company. He has been on the*

*Board of Directors of the Institute since 1979 and has served as Treasurer for the past two years. He is also associated with several other marine organizations.*

I have been fortunate in as I have had several trips down the St. Lawrence River in recent years. My first trip was through the

courtesy of Upper Lakes Shipping, Ltd. aboard their 730-foot bulk carrier *Quebecois* to Port Cartier, P.Q. My second trip was aboard

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*Instead of anchoring for a few hours, the SILVER ISLE was forced to wait five days before docking at Port Cartier.*



Meisner Transportation's 730-foot bulk carrier *Silver Isle* down to Baie Comeau, P.Q. and then to Point Noire, P.Q. for a return load of taconite ore.

As is the custom with most of the Canadian fleets, we boarded both ships as they passed through the Welland Canal. We boarded while they were in Lock 8, waiting for the Welland Traffic Control to give them clearance to proceed through the canal. On both trips, we had an hours time to get settled before we started down the canal in the early evening.

It normally takes between ten and twelve hours to transit the twenty-six miles in the canal. This included passing through Lock 8, which is the control lock with an average lift of only four feet and is the longest lock in the world at 1,380 feet. Locks 1 to 7 have identical lifts of 46½ feet, with Locks 4, 5 and 6 being the twin locks to facilitate traffic flow in both directions. Vessels in the canal are lowered a total of 326 feet.

Since we passed through the canal during the night, we didn't sleep until we cleared the Port Weller piers early the next morning.

We spent the better part of the day crossing Lake Ontario, during which time we were given a tour of the ship and met the officers and crew.

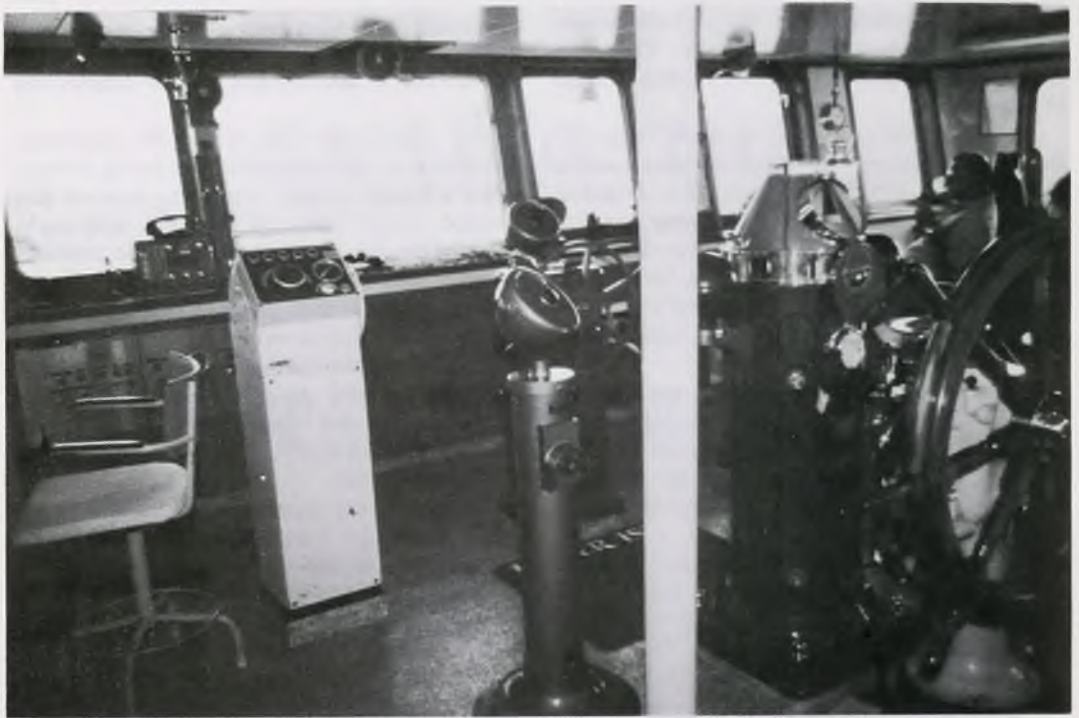
The upper stretches of the St. Lawrence River were in sight as dinner was being served. After a hearty dinner, I took my camera and headed out on deck as the first sixty-eight miles of the river contain some of the prettiest scenery known as the Thousand Islands. Among some of the beautiful homes in the Islands were movie actress Mary Pickford's and the restaurant entrepreneur Howard Johnson. Several of the homes built early in the century are now referred to as Singers Castle and Boldt Castle, with tours being given through the latter.

Darkness was approaching as we were coming into the Iroquois Lock, which is the control lock as the far western end of the St. Lawrence Seaway locks and has a lift of only one foot. The next two locks are about forty-five miles below the Iroquois Lock and are the only American locks in the entire Seaway system, with the exception of the Soo Locks.



Author's Photo

*The SENNEVILLE waits for the JOHN DYKSTRA to leave the St. Lambert Lock.*



Author's Photo

*Pilothouse on the SILVER ISLE.*

The first American lock is the Dwight D. Eisenhower which lowers you thirty-eight feet to the level of the Willey Dondero Canal. You follow this canal about ten miles to the second American lock, the Bertrand H. Snell Lock, which lowered us another 45 feet. About five miles below the Snell Lock, vessels again cross into Canadian waters.

The next seventy miles are spent traveling down the river and across Lake St. Francis, arriving at the upper Beauharnois Lock around 6 a.m. the next morning. We had to wait to transit this lock and then entered to be lowered forty-one feet. From this lock to the lower Beauharnois Lock, we travelled about a mile through a short canal and were lowered another forty-one feet.

Once cleared of the lock, it takes approximately an hour and a half to cross Lake St. Louis and into the canal bypassing the Lachine Rapids near Montreal. Following this canal about 7½ miles to the Cote St. Catherine Lock, vessels are lowered another thirty feet. About eight miles further down the canal, you come to the last lock in the Seaway, the St. Lambert Lock which lowered us another fifteen feet. While in this lock, the first of our three required river pilots boarded for the

river section between Montreal and Les Escoumins, P.Q.

After clearing the lock, we passed the site of the 1967 Montreal Exposition and shortly thereafter enter the Montreal port area. Here we saw our first large vessels tied up at the piers and others anchored, waiting for an opening. Many of these ships are able to travel up the St. Lawrence River only as far as Montreal as their size prohibits them from using the Seaway Locks.

The remainder of the day was spent traveling down the river. At Trois Rivières, P.Q., our second pilot came aboard. We picked up our last pilot as we passed Quebec late that night. Prior to our third pilot's departure, he advised us to start watching for whales and porpoises as we approached the Saguenay River since he had seen some on his previous trip.

He was right as we did sight the first of many whales in this area. We also saw the porpoises and they presented quite a show swimming alongside for about an hour. We watched for more whales in this area since vessels pass down the river quite a ways from shore.

My first trip down the St. Lawrence was in late May and we had pleasantly warm, sunny weather. This first trip took us to Port Cartier



to unload grain and then to Sept Isles, P.Q. for a return load of taconite are destined for the Hamilton steel mills.

We remained anchored for about thirty hours, during which time we were taught how to jig for cod. I was pleasantly surprised when I caught one on only my fourth pull. Over the next few hours, we caught a good number of fish.

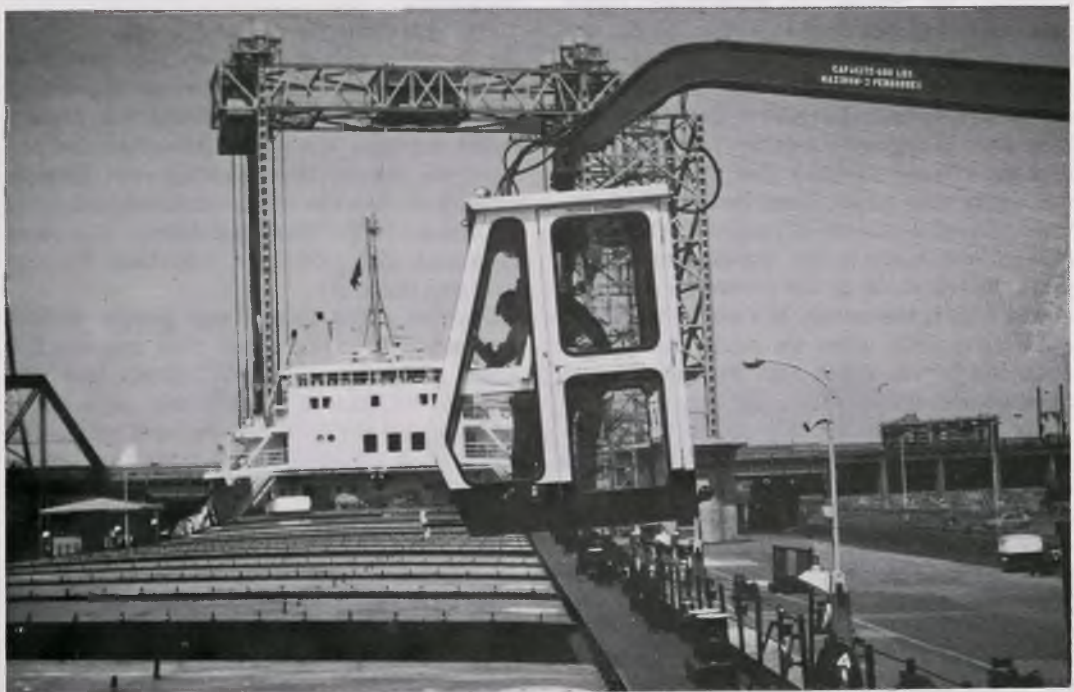
In talking to the captain of the *Silver Isle* on my second trip down the river, I told how much I had enjoyed the fishing on my previous trip. I jokingly inquired if we could anchor again, so I could do a little fishing. As we were approaching Baie Comeau, we were informed that we would have to anchor for several hours for the thick fog to lift and then proceed to dock. I was pleased to hear this and immediately borrowed an extra jigging outfit from a crew member and had a line in the water within minutes of anchoring. Unfortunately, the fishing was not as good as before and instead of anchoring for several hours, we ended up spending five days in the anchorage. We continued to fish and watched for regular visits from the whales and a couple of seals.

Once at the unloading docks, you are allowed to go ashore as unloading takes about eighteen

hours. On our first trip, the captain of the *Quebecois* made arrangements for us to be given a tour of Port Cartier. On the way into town, we passed several waterfalls and a wrecked saltie that had been blown aground several years ago and abandoned. The town was small, but nice. Since we didn't speak French, we encountered a few problems when buying souvenirs for our kids. Instead of eating in town, we returned to the ship for dinner.

On my second trip, we again went ashore at Baie Comeau. It had been foggy and rainy while we anchored for five days, but the sun appeared just prior to the ship docking. We were told it was only a mile into town and decided to walk and enjoy the bright sun. What we weren't told was that it was only a mile as the crow flies and our short walk into town turned into a four mile hike, all uphill. Upon reaching Baie Comeau, we met several of the ship's crew for refreshments to recoup from our long hike. Needless to say, we took a cab back to the ship for dinner.

We departed the following morning in a light rain, heading downriver for our return loads of taconite. My trip in the *Quebecois* was uneventful, but my trip on the *Silver Isle* will not be forgotten.



*The first of three river pilots arriving on the QUEBECOIS at the St. Lambert Lock.*



Author's Photo

*Tugs assist the QUEBECOIS in Port Cartier.*

Shortly after leaving the shelter of Baie Comeau, we started to experience rough weather which continued to worsen as the day went by. By 9 p.m. that evening, we were rolling to the point where one had to brace themselves against the walls in the hallways to keep from losing one's footing. The seas were running fifteen to twenty feet with the wind exceeding sixty knots. Later that evening, we were advised to remove all loose items from the tops of our desks in our staterooms and to place the television in the passenger's lounge on the floor in the corner. We would be rolling quite extensively when we made the turn to enter the bay in which both Point Noire and Sept. Isles were located.

We indeed started rolling in excess of 20° each way when we made the turn. Upon entering the bay, the seas calmed although it remained quite windy. The harbor pilot had a rough time boarding as the seas were still running five to ten feet. We docked within the hour and started loading immediately. The dock crew advised the captain that they would load as long as the weather stayed the same, but would stop when the weather changed as they feared the loading chutes might blow over in a high wind. Luckily the weather

continued to get better and loading was completed.

On both trips, we began our return trip in the morning and the trip up the river was really enjoyed as everything we passed during the night on our downbound trip was passed in the daylight. We passed Montreal and entered the Seaway the following day. Passing through all the locks with a minimum of delays, we arrived in the Thousand Islands just prior to sunset and sailed out into Lake Ontario later that evening.

Our last night aboard was picture perfect with sundown in the upper river and the full moon glistening off Lake Ontario like diamonds. We entered the Welland piers about mid-morning the following day and unlike our downbound trips, proceeded into an empty lock. The afternoon passed quickly as we proceeded through the remaining locks.

We felt a little sad in having to depart the ship, but had hope that we might again be honored with another trip in the future. As we were loading our luggage into the car, I turned towards the ship and gave the the captain and crew a final wave goodbye which was acknowledged by the captain with 3 long and 2 short blasts by the ship's whistle. □



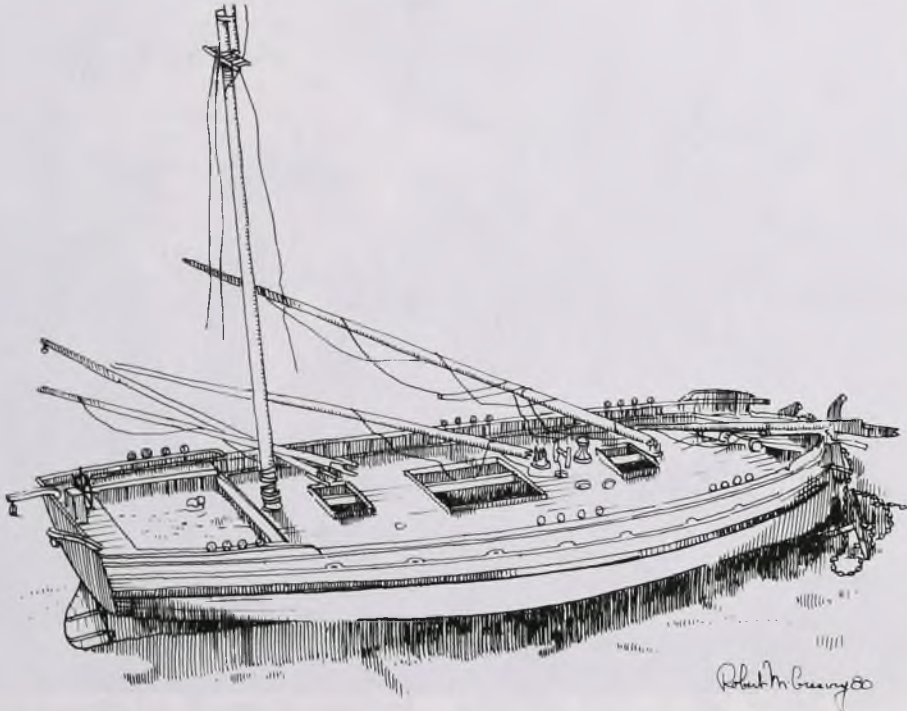
# THE NIELSEN EXPERIENCE

by  
DAVID TROTTER in collaboration with  
WALTER and MARY HIRTHE

The Manitowoc, Wisconsin shipyard of Hanson and Scove gave birth to the two masted schooner *Emma L. Nielsen* during the winter of 1882-1883. She was built for Capt. Paul Nielsen of Manitowoc and named after his wife. Her original dimensions were small in comparison to schooners which sailed the Lakes in later days. At 62.37 gross tons, she was only 74.7 feet in length, 20.6 feet in beam and 6.2 feet in draft. On April 2, 1883, she was given enrollment number 55 issued at the port of Milwaukee, Wisconsin and assigned the official registration number

135665. This number was to play a significant part in her history almost 100 years later.

The *Nielsen* sailed the lakes for 28 years from the time of her enrollment in Milwaukee: a career which was not without incident in the fierce weather which develops in the fall of the year in the Lakes. There were at least six major accidents with the schooner in her lifetime. Barely eight months had passed in her maiden year before she met her first disaster. On November 15, 1883, while bound for Ludington, Michigan from Milwaukee with a cargo of hay and flour, the *Nielsen* was



*The NIELSEN as she appears today on the bottom of Lake Huron.*

stranded in a gale a quarter of a mile southwest of Muskegon, Michigan. Capt. Nielsen and two crewmen were rescued from the rigging with their clothing frozen stiff to their bodies. The loss in this disaster was declared to be \$1500 with repairs to the ship constituting \$1200 of the total. The cost forced Capt. Nielsen to sell part interest in the ship to finance the work although he remained as master of the schooner.

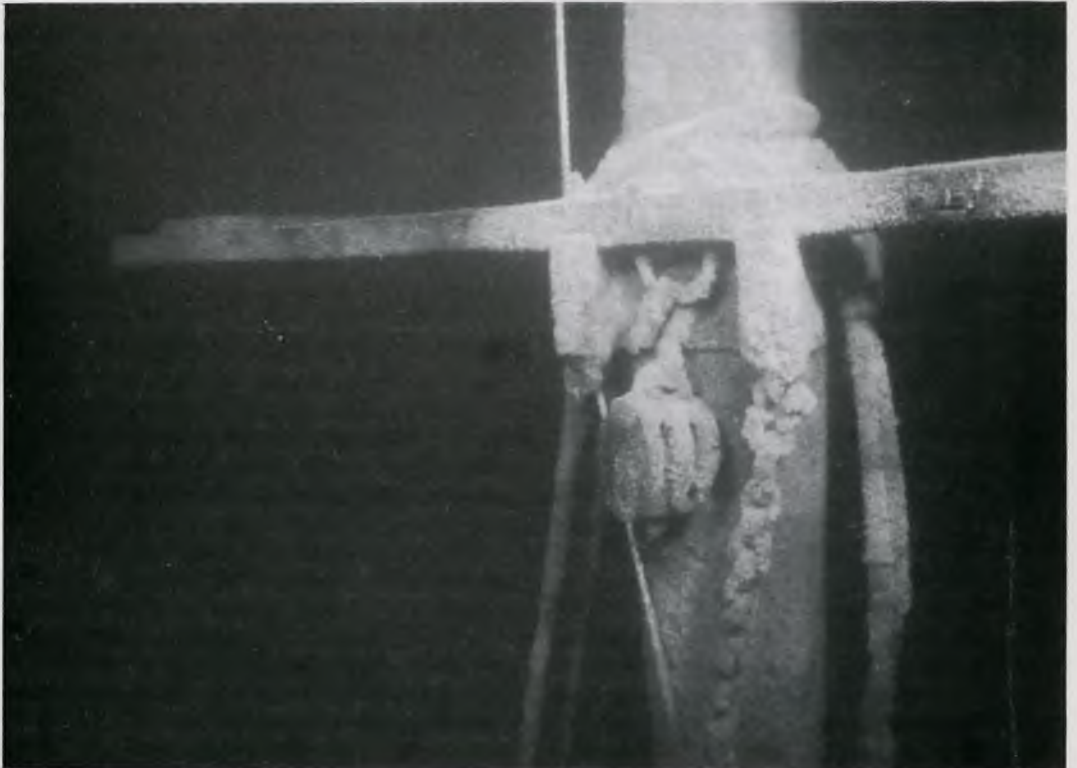
The next decade of operation was without major incident. In the winter of 1889-1890, the *Nielsen* was lengthened to 98.2 feet and a third mast was added to handle the increase from 62 to 90 gross tons. At the same time, Capt. Nielsen and a one-third partner, William Drake regained ownership of the schooner.

Five years after being rebuilt, the *Nielsen* encountered storm damage in the Sturgeon Bay Ship Canal. As she ran from a gale, she picked up a tow outside the canal. In the process of landing, the bolts that held the bobstays to the bow sprit broke from the strain. The minor damage was quickly repaired.

On July 3, 1903 Capt. Nielsen sold his wife's

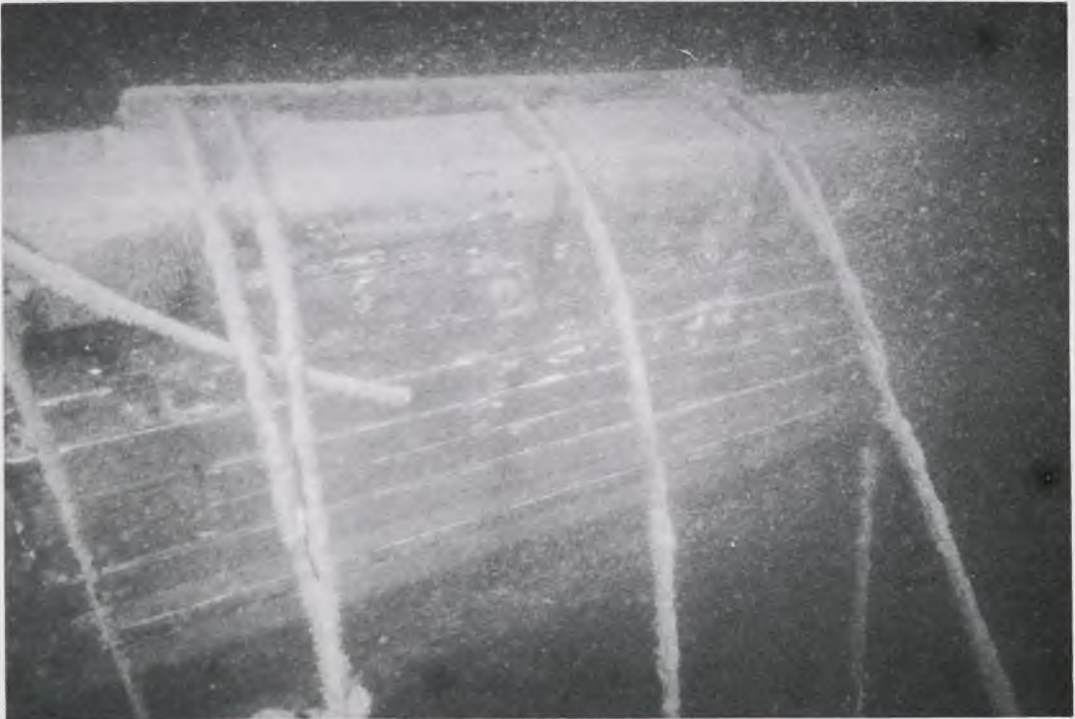
namesake to three equal partners, D. Ferris, L. Reeon and H. Reeon. Navigation in Lake Huron proved to be difficult for Capt. Ferris and the *Nielsen* over the next three years. The schooner stranded on a reef two miles southeast of the Middle Island life saving station on June 12, 1904. On being refloated, no damage was found and the schooner proceeded with her cargo of cedar posts. In successive years, the *Nielsen* ran aground twice more in the same area. On October 20, 1905 she dragged anchors in a northwest gale and stranded on a point sixteen miles northwest of the Middle Island Station. After jettisoning part of her cargo of cedar posts, she was refloated and taken to drydock for repairs. In the same storm the 245 foot, four masted schooner *Minnedosa* and her crew of eight were lost. The following year, on October 24, 1906, the *Nielsen* again dragged anchors in a southeast gale and stranded on a sandbar six miles northwest of the Middle Island Station.

On June 17, 1908, enrollment number 30, issued at Port Huron indicates that Capt.



*The NIELSEN lies virtually intact with the wire rigging and dead eyes still in place.*





Author's Photo

*The rigging hangs like fingers over the railing.*

Ferris sold his one-third share to A. J. Young of the same city. The *Nielsen* sailed in relative obscurity for the next three years. However, on June 26, 1911, the *Emma L. Nielsen* encountered her sixth major accident in 28 years. It was to be her last. The schooner left Port Huron upbound and light on Sunday, June 25, 1911 with Capt. William Young in command. As she sailed north, she encountered dense fog off the "Thumb" area in Michigan. At the same time, the 286-foot steel steamer *Wyandotte* was downbound from Alpena to Wyandotte, Michigan with a cargo of limestone. Neither Captain was aware of the other ships proximity. Shortly after 3 a.m., Monday morning on June 26, the starboard bow of the *Wyandotte* fatally collided with the port bow of the *Nielsen*. The *Nielsen* began shipping water rapidly and the crew of five barely escaped in the yawl as the schooner disappeared beneath the surface of Lake Huron. The *Wyandotte* picked up the survivors and continued on her course to Port Huron where she disembarked the *Nielsen's* crew. After a short layover to inspect the ship for damage, the *Wyandotte* continued on to her port about 8 o'clock Monday evening.

In early spring, in the Great Lakes, the ritual of the wreckhunter normally begins. With a ship mounted sonar unit, the water column must be free of a thermocline as the water has to be an even temperature throughout for accurate sonar return. On a particular cold morning in April, 1980, Dave Trotter and a friend slipped out of a still sleeping, fishing village off Pointe aux Barques, Michigan in search of the *Nielsen*. The air was crisp, the heater was lit, and the coffee steamed out of the mugs as the small boat headed for the freighter lanes where so many shipping tragedies have occurred. While searching the chart recorder was to soon show a small anomaly, ten feet off the bottom of Lake Huron.

It was not until weeks later that the weather permitted investigation of the target. On a beautiful calm morning in late May, the grappling hook played out and came up hard on the object on the bottom. Dave Trotter slid excitedly beneath the surface, and rapidly down the bright yellow line to the mysterious object below. The long trip through the twilight blue-green world ended abruptly at the grappling hook. It was lodged solidly into the outside railing of what appeared to be a

wooden schooner: a virgin shipwreck, the dream of a Great Lakes wreck diver.

This was the first of dozens of dives over a two year period that slowly revealed the beauty of this little schooner. During one of the survey dives, a sequence of arabic numerals were uncovered, carved into the forward deck beams of both hatches. A request went out to Walter Hirthe for information. His research revealed that the numerals, official number 135665 and tonnage, were assigned to the schooner *Emma L. Nielsen*. This was the first lost schooner that, in modern times, was positively identified by the official number system.

Today the *Nielsen* lies on the floor of Lake Huron with a slight list to her port side. She is virtually intact, except for the damaged bow section. Wire rigging, dead eyes and belaying pins are still in place. Mast booms are resting across the port side rail, extending out into the darkness of the lake. The mizzenmast is still stepped into the keel, and strings of wire rigging hang off the mast like long fingers. The top section of the two step mast is still in place, rising some 75 feet above the deck.

The bowsprit was pushed back in the collision and lies on the deck. The large wooden stock anchor now rests off the starboard side of the bow on the floor of Lake Huron. Both the foremast and mainmast snapped at the base and lay on the port side of the deck. The position of the anchor and the broken masts are likely the result of the *Nielsen's* collision with the bottom, and not the surface accident with the *Wyandotte*. This observation is additionally supported by the fact that the bowsprit lies underneath the foremast, and that a schooner would typically settle bow first, permitting the anchor to slide off on bottom impact. The empty davits from which the yawl was launched still face outward off the stern, a remembrance of the crew's necessary rapid departure.

Seventy years after her sudden death, the mizzenmast gently sways in the current. The wheel is still in place at the helm and galley crockery can be found in the remains of her cabin. The *Nielsen* remains an intact time capsule of the late 1800's Lakes schooners. Resting quietly on the gloom on the floor of Huron, she is still a virgin shipwreck that continues to be part of Great Lakes lore. □



*The wheel is still in place at the helm.*



# GREAT LAKES & SEAWAY NEWS



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

Editor: FREDERIC E. WEBER

11400 Balfour Road, Detroit, Michigan 48224

Seaway News Editor: SKIP GILLHAM

B. ANDERSEN  
CORPS. OF ENG.  
R. FALKNER  
T. HOLDEN  
J. KLINGER  
K. MCVEIGH  
T. SECHEN

R. BARDEN  
B. COZENS  
J. GOODRICH  
C. KEENAN  
R. LADUE  
M. RICHARD

K. BORG  
D. ERICKSON  
A. HARRIS  
W. KELLER  
A. MANN  
F. SCHANBECK  
K. STREK

It is with deep regret that I must report the death of Capt. Horace Beaton on August 20, 1983 in Toronto. Capt. Beaton was interred at the Hillcrest Cemetery, not far from where he was born in Tara on March 1, 1903. Horace had left Tara in April, 1919 to begin his sailing career which spanned 46 years. The first two seasons he was aboard the Canadian Transport's *Lambton*, working on the deck and then in the wheelhouse. Early in 1921 he went to work in Manitoba where he stayed for two years. This venture may have saved his life, as it coincided with the disappearance of the *Lambton* on Lake Superior in April, 1922.

Returning to the Lakes in 1923, Capt. Beaton began working his way up through the ranks on Canada Steamship Lines steamers, becoming Captain on the *Huronic* in 1940. He was appointed Master of the *Hamonie* in 1942. When the *Hamonie* burned on July 17, 1945, Capt. Beaton's heroic efforts saved the lives of the entire compliment of passengers and crew. He continued his career with C.S.L. until the closing of the navigating season in 1967.

After retiring in Port Elgin, Capt. Beaton and his son, Charles worked together to record the events of his life. The end result was *From the Wheelhouse*. Those of us who knew Capt. Beaton were indeed privileged to have done so, and we shall miss him. We extend our deepest sympathy to his wife, Marjorie and Charles and their daughter, Mrs. Joan Sweeney.

Ronald F. Beaupre  
Port Elgin, Ontario

Jul. 1. . .The carferry *City of Midland 41* began service between Milwaukee and Ludington for the Michigan-Wisconsin Transportation Company.

. . .The bow of the *Cabot* is at Port Maitland, Ontario.

. . .Upper Lake's *Canadian Transport* was at Sarnia, Ontario for engine repair.

. . .Lightning blacked out Bob-Lo Amusement Park for 1½ hours. The 3,800 customers were without rides, refreshments or restroom facilities until power was restored.

. . .Halco's bulk carrier *Frankcliffe Hall* struck the MacArthur Lock at the Soo. She will be surveyed for damage at Port Weller Dry Dock.

Jul. 3. . .*Frankcliffe Hall* was repaired at Port Weller and drydocking wasn't required.

. . .*Stephen B. Roman*, ex-*Fort William* passed down the Welland Canal on her maiden voyage for Lake Ontario Cement.





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● GREAT LAKES & SEAWAY NEWS

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Photo by A. Sagon-King

*The bow of the CABOT being towed by tug R&L NO. 1 to Port Maitland in June.*

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. . . Pickands-Mather's 1,000-footer *Mesabi Miner* arrived at DeTour Dock Company to join the *James R. Barker*. She will be tied up only temporarily.

. . . The Great Tugboat Race on the St. Marys River at the Soo was won by the U.S. Coast Guard's icebreaking tug *Katmai Bay*.

Jul. 4. . . *Stephen B. Roman* was at Toronto for final preparations. She departed Collingwood Shipyard early due to labor problems.

Jul. 6. . . The self-unloader *Canadian Ambassador*, the newest addition to Upper Lakes Shipping, was headed for Conneaut, Ohio to load her first cargo.

Jul. 7. . . The passenger vessel *Miss Buffalo II* will run between Buffalo and Crystal Beach, Ontario once a week to relive the old days of the passenger vessel *Canadiana*.

Jul. 8. . . The U.S. Coast Guard icebreaker *Mackinaw* arrived at Menominee, Michigan at part of the port's centennial celebration.

. . . The carferry *Badger* has passed inspection by the U.S. Coast Guard and was placed back in service between Milwaukee and Ludington.

. . . The Canadian vessel *J.A.Z. Desgagnes* was surveyed at Pointe au Pic, P.Q. on April 14, 1983 for rudder problems.

. . . The saltie *Federal Danube* in at Fraser Shipyard for repairs to her stern tube.

Jul. 10. . . Mr. John McGoff of Williamston, Michigan may buy the Upper Peninsula Shipbuilding Company's Ontonagon shipyard.

## GREAT LAKES &amp; SEAWAY NEWS ●

. . .The first vessel into Ashland, Wisconsin in 1983 was U.S. Steel's *Myron C. Taylor* with a cargo of limestone.

Jul. 11. . .Misener Transportation's newest bulk carrier *Canadian Marquis* sailed from Scotland for Canada.

Jul. 12. . .*Maid of the Mist II*, a tourist vessel at Niagara Falls, has been sold to the Ontario Division of the United Penecostal Church. She will be rebuilt at Brockville, Ontario for use as a missionary ship in Brazil and renamed *Refuge II*.

Jul. 13. . .The Marinette Marine Corp. has been awarded a \$12 million contract by the Naval Sea Systems Command for construction of five torpedo weapon retrievers. The TWR vessels will measure 120 x 25 x 12 and will displace about 213 tons. They will house 18 persons and be powered by 2,000 hp. twin screws.

Jul. 14. . .A strike has delayed the launching of C.S.L.'s new straight decker at Collingwood.

Jul. 16. . .The Canadian motor vessel *Mathilda Desgagnes* reported from western Lake Erie that her starboard engine crankshaft and block broke down. She will proceed to Chicago and Green Bay to discharge her cargo, using one engine. She then will proceed to a Canadian port for repairs.

. . .Paterson's *Lawrendoc* was fitted out for the first time this year and was bound for Thunder Bay to load grain for Newfoundland.

Jul. 18. . .The Panamanian vessel *Caribbean Trailer* arrived at the old C.S.L. dock on the Detroit River in Windsor. She will carry trucks and other cargo from Windsor to Thunder Bay.

Jul. 20. . .The Canadian m/v *New York News* arrived at Wallaceburg, Ontario to open the 1983 season.

. . .U.S. Steel's self-unloader *Philip R. Clarke* unloaded coke at Port Colborne and reportedly she was the largest ship ever to dock there.

. . .Quebec and Ontario's *Chicago Tribune* struck the pier at the Soo, causing minor damage to her bow. Repairs were made at the Soo.

. . .P.M.'s self-unloader *William J. DeLancey* unloaded a record cargo of 60,868 tons of ore at Lorain, Ohio.

Jul. 21. . .After loading 200,000 bushels of wheat, the *New York Times* departed Wallaceburg, assisted by the tug *Argue Martin*. At least seven more grain loads are to be shipped out of Wallaceburg this season. The million and one-half bushels of wheat will be a record season.

. . .The Canadian Coast Guard in Quebec has received a report from the Canadian m/v *Mesange* that she sustained ice damage to her hull plating. She is on a trip from Montreal to Arctic, Quebec with a crew of forty-four. Repairs were underway.

. . .The tug *Olive L. Moore* and barge *Buckeye* loaded iron ore at Port Colborne.

Jul. 22. . .Tenders called by Peate-Markwick on the sale of the *Congor* are due.

Jul. 23. . .*Algocen* replaced the *Senator of Canada* in the Port Weller Dry Dock.



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● GREAT LAKES & SEAWAY NEWS

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Photo by George Sherman

CANADIAN AMBASSADOR on her maiden trip in Lock 5 in the Welland Canal.

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. . . Canadian Marquis inbound at Port Weller.

. . . The Canadian tanker *Seaway Trader* ran aground north of bouy M138 in the St. Lawrence River. She freed herself.

. . . While upbound in the Seaway above Cote Ste.-Catherines, the *Federal Pioneer* suffered turbocharge problems and had to shut off her engine. She went to anchor in the channel and waited for two tugs. She was taken back to Cote Ste.-Catherines for repairs.

Jul. 24. . . Repairs have been completed to the propeller of the American vessel *Ashley Lykes* at New Orleans. The damage took place at Green Bay and St. Lawrence Seaway Locks in 1982.

. . . At 2:00 a.m. while upbound in the Rouge River, the self-unloader *Roger M. Kyes* radio mast struck the I-75 Freeway Bridge over the Rouge River. The mast was bent over 40°, wrecking the radar antenna. She continued up to the Detroit Lime Company's dock and discharged her cargo of limestone. After unloading at 6:00 p.m., she departed the dock stern first with tugs *Shannon* and *Wicklow* assisting. When they reached the I-75 bridge, it was discovered that the mast, although bent over, wouldn't clear the bridge, but instead would pierce the I-beam that supports the roadway. The tugs and *Kyes* returned to the Detroit Lime Dock.

Jul. 25. . . The *Federal Pioneer* cleared Cote Ste.-Catharines after repairs were completed.

. . . The saltie *Ruben Boskovic* struck the wall of Lock 4 in the Welland Canal and closed down the upbound section for one hour. She departed with no visible damage.

. . . A crew from Nicholson's removed the mast from the *Kyes*. She proceed to the Ford Basin to turn around and headed downstream bow first. After entering the Detroit River, she headed for Toledo to load coal. She will return to Nicholson's for a new mast.

## GREAT LAKES &amp; SEAWAY NEWS ●

Jul. 25. . . C.S.L.'s cement carrier *English River* laid-up temporarily at Toronto.

Jul. 27. . . A fire at Marinette Marine Corp. created a lot of smoke, but caused little damage to the new research vessel *Shell America*. She is one of the most advanced seismographic research vessels ever built in the U.S. and the largest built at Marinette. She is scheduled to be finished in December.

Jul. 28. . . *Caribbean Trailer* cleared the Windsor dock carrying trucks for Thunder Bay.

Jul. 29. . . The tug *Chippewa* cleared the Soo with the old salvage tug *Favorite*. They proceeded to DeTour where the *Favorite* will be scrapped. The Great Lakes Towing Company retired her in the mid-1950's and donated her to Le Sault de Ste. Marie Historic Sites, Inc. She will be scrapped because of her poor condition and the lack of funds for restoration.

Jul. 29. . . The *Caribbean Trailer* is the center of controversy because the S.I.U. wants to place her in Canadian registry and have a Canadian crew aboard. Jesen Shipping owners have complained to the Canadian Government for allowing it to be chartered by a Canadian firm when so many Canadian ships are laid up. The owners would like to have a law similar to the Jones Act in the U.S.

Aug. 1. . . A two story house was placed on a barge and towed by the tug *Barbara Ann* from Port Huron to Lexington on Lake Huron. Owner Mike Ziegler said it was \$1,500 cheaper to move the house by water since overland utility cables would have to be moved. The house was built in 1910.

. . . C.S.L.'s cement carrier *Metis* has been laid up at Kingston, Ontario.

Aug. 2. . . Westdale's self-unloader *Erindale* made a rare appearance at the Soo when she passed upbound for Thunder Bay.



Photo by H. G. Weiss

While upbound in the Rouge River, the KYES' radio mast struck the I-75 bridge.



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● GREAT LAKES & SEAWAY NEWS

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Photo by Ron Beaupre

*Tugs ROBINSON BAY, CATHY MCALLISTER, HELEN N. MCALLISTER and LEONARD work to free the SENNEVILLE.*

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. . .The St. Laurant class destroyer *H.M.C.S. Ottawa* passed upbound at the Soo on a goodwill tour.

. . .The Canadian bulk carrier *Senneville* went aground in the St. Lawrence River off Cornwall Island. She has a cargo of grain for Port Cartier. Tugs have been called.

Aug. 4. . .The self-unloader *John T. Hutchinson* was towed from Cleveland to Toledo by Great Lakes tug *Ohio*.

. . .*Senneville* will have to be lightered.

Aug. 5. . .The barge *Mapleheath* lightering the *Senneville* of 1,640 tons of grain. With the aid of tugs, she was refloated and proceeded to anchor at Grass Island for inspection that day. Later the *Mapleheath* reloaded 680 tons into the *Senneville* to bring her to proper Seaway draft.

. . .Fire erupted on the *Nordale* as she is being scrapped at Port Colborne.

. . .The Canadian self-unloader *Silverdale* idle thus far, was refitted and cleared Toronto for service.

Aug. 6. . .Ford's *Ernest R. Breech* entered dry dock at Bay Shipbuilding for her five-year inspection.

. . .*Senneville* cleared the anchorage for Montreal.

Aug. 7. . .*Senneville* arrived at Montreal to unload and further inspection.

## GREAT LAKES &amp; SEAWAY NEWS ●

Aug. 9. . . *Cedarglen* was temporarily laid up at Toronto.

. . . *Bernier*, named by M.I.L. in a ceremony at Sorel, P.Q. The seismic research vessel is the first of its kind to be built in Canada. The 72 meter ship is owned by Petro Canada and will be used in undersea exploration on Canada's east coast.

. . . Ford's bulk carriers *Benson Ford* and *Wm. Clay Ford* are laid up at the Rouge Plant.

. . . From Marquette, Michigan comes a report that a Federal bankruptcy judge has ruled that the idle Upper Peninsula Shipyard can be put up for sale by a Chicago firm.

. . . C.S.L.'s self-unloader *Louis Desmarias* arrived at the Soo with 30,000 tons of coal for Algoma Steel from Toledo. She later went to Goulais Bay to offload about 9,000 tons into C.S.L.'s *Tarantau*.

Aug. 10. . . *English River* returned to service.

Aug. 11. . . Mr. N.M. Paterson, a Canadian Senator died in Ottawa at the age of 100. He was the founder of Paterson Steamship Lines of Thunder Bay, Ontario.

. . . Repairs to the *Federal Danube* are nearing completion at Fraser Shipyard.

Aug. 12. . . The owners of the *Senneville* will send her to Port Weller for bottom repairs.

Aug. 14. . . The Liberian vessel *Grand Faith* hit the power line above the Conrail Bridge while being towed up the Maumee River in Toledo. She was passing through the bridge when the mast struck the cables. Because the cables fell into the river, the Coast Guard closed the river. It took about 48 hours to repair the damage.

. . . *Ashley Lykes* sailed from New Orleans.

Aug. 16. . . Upper Lake's bulk carrier *Montrealais* passed down the Welland Canal with 360 twenty-foot T.E.V. containers on her deck. The containers were loaded in Detroit for Montreal. She was also carrying grain for Trois Riveres, P.Q.

Aug. 17. . . The Panamanian vessel *Passat* struck the bridge at Green Bay, damaging the two derricks on her deck.

Aug. 18. . . The bulk carrier *Scott Misener* laid up at Hamilton. Misener has chartered Halco's *Ottercliffe Hall* for 1½ years and will rename her *Royalton*.

Aug. 19. . . Paterson's *Vandoc* passed Detroit, upbound with four 18-ton cylinders for delivery at Duluth.

. . . Upper Lake's *Canadian Ambassador* loaded a cargo of coke at Zug Island on the Detroit River.

Aug. 20. . . From Norway comes a report that the Viking ship *Hjemkomst* will leave for the U.S. next week aboard the Norwegian freighter *Brunto*.

. . . The Canadian barge *H.B.C. 1000* reported grounded off Eastmain, P.Q. during gale. Owners will begin refloating operations on August 24.

. . . The steam yacht *Cangorda*, a resident of the Rochester, N.Y. waterfront since 1959, has been sold. She is to be towed to Gloucester, MA. for restoration.



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● GREAT LAKES & SEAWAY NEWS

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Photo by George Ayrault

*OTTERCLIFFE HALL has been chartered by Misener Transportation and will be renamed ROYALTON.*

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Aug. 23. . .The Canadian vessel *Mesange* was surveyed at Montreal for ice damage suffered in July. Temporary repairs will be made if needed.

. . .U.S. Steel reports that its dolomite quarry operation at Cedarville will be suspended indefinitely at the end of September.

. . .The motor barge *Point Counterpoint II* passed by the Delray Power Plant on the Detroit River upbound. She is especially designed to be used by orchestras so they can perform at waterfront communities. She was headed for Rogers City, Michigan.

Aug. 24. . .U.S. Steel's *Calcite II* passed down the Welland Canal with salt for Oshawa, Ontario. It is believed to be her first trip to Lake Ontario.

Aug. 25. . .Plans to extend the shipping season on the Lakes has again been strongly opposed by environmental groups.

Aug. 28. . .*Cedarglen* resumed service.

. . .The Lake Carrier's Association also opposes extending the shipping season.

Aug. 30. . .*Mesange* arrived at Quebec City and departed later that day for the Arctic.

. . .U.S. Steel's *Philip R. Clarke* was raising her anchor in Duluth when it caught a auto. The auto contained a man and a woman, who had been missing since August, 1978.

MISCELLANEOUS. . .

. . .Cleveland-Cliffs have sold the *Wm. P. Snyder, Jr.*, *Willis Boyer*, *Cadillac* and *Champlain* to American Bulk Shipping on the west coast. They have chartered them to Seaway Lines of Chicago.

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 GREAT LAKES & SEAWAY NEWS ●
 

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. . . The 74-year old Peche Island light was installed at Marine City's waterworks park. The Michigan National Bank bought the light last year when it was removed from Lake St. Clair.

*John J. Boland* has been sold by American Steamship to Clemens Ship Inc. and renamed *Boland*.

. . . *Lakespan Ontario* has been renamed *Sir Lomorak* by the British.

. . . *L'Erable No. 1* has been sold by Davie Shipbuilding to Bay Maritime, S.A. Panama and has been renamed *Tlalvani* in 1982.

. . . Carferry *Madison* sold by Bultema Dock & Dredge to Canonie Offshore in 1982. Tug *Muskegon* sold by Bultema Marine Transportation to Canonie in 1982.

Saltie scrappings: *Havelland* at Gadani Beach as *Daniels* in February. *Stolt Orator* as *Eleni M.* at Izmir, Turkey in March. *Helga Witt* as *Grytla* at Vigo, Spain in January. *Jaladharna* at Calcutta, India in December, 1982. *Santona* as *Maldive Trader* at Gadani Beach in April. *Easthampton* as *Merrimac* at Chittagong in December, 1982.

*Grecian Isles* as *New Endeavor* at Gadani Beach in February. *Antonake* as *Nicole 1* at Karachi in April. *Brynje* as *Panagis C.* at Chittagong in March. *Carchester* as *Shobha* at Gadani Beach in February. *Erich Schroder* as *Vulcan A.S.* at Koahsiung in April.

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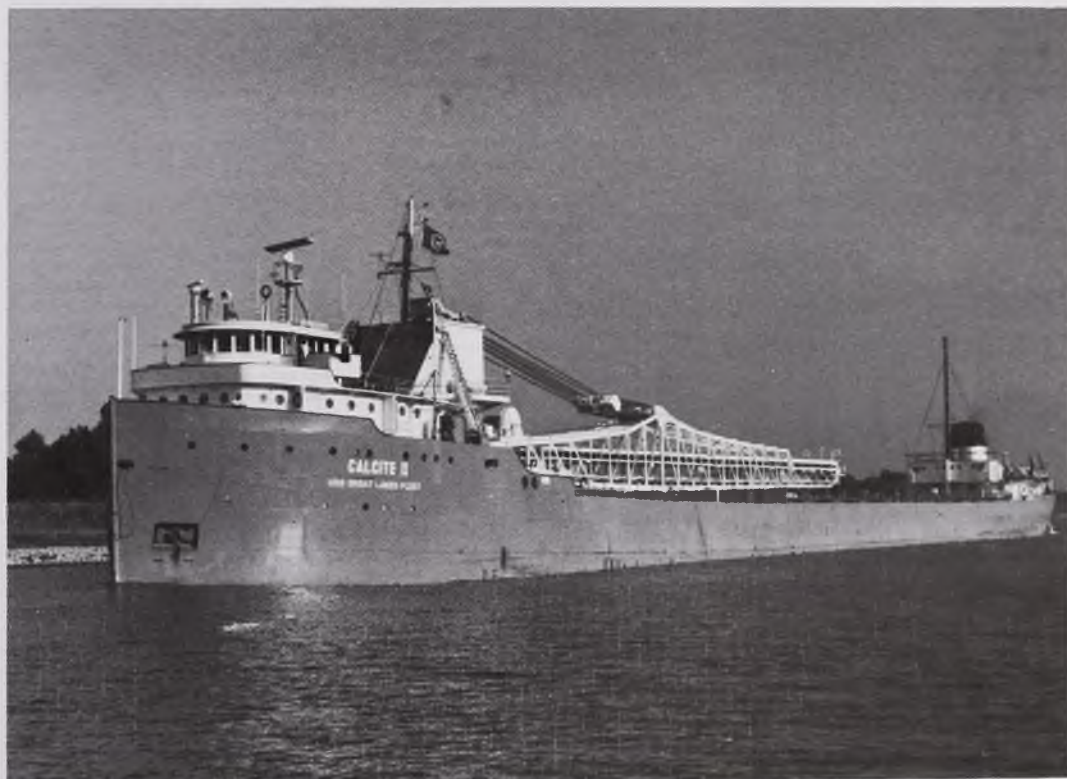


Photo by Don Dube

*CALCITE II* downbound in the Welland Canal at Port Robinson on August 24, 1983.



# INDEX, VOLUME XXXII

Prepared by Kathy McGraw, Editor and F. Jordan Schanbeck. Typed by Patricia Evens.

This index provides the reader of *Telescope* with a complete listing of names of ships, persons, institutions, organizations, places and titles appearing in Volume XXXII, 1983.

Page numbers given are *page numbers only* and to avoid confusion, issue numbers are eliminated. The one exception is reference to a cover picture in which case the listing would appear "Cover-3", which would indicate the cover of issue No. 3 May/June. Numbers with an asterisk [\*] indicate a photograph. Names of vessels, newspapers and books appear in *italics*. All other entries appear in regular typeface. □

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*Seaway News Editor:* SKIP GILLHAM

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