

# Telescope

An illustration in the top left corner shows three rolled-up documents or maps, with a telescope resting on top of them. The documents are white with red grid lines and some text, and the telescope is a simple line drawing.

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GREAT LAKES  
MARITIME  
INSTITUTE

DOSSIN GREAT LAKES MUSEUM  
Belle Isle, Detroit, Michigan 48207

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## MEMBERSHIP NOTES ●

In February Maurice Jackson retired from the Dossin Museum. Besides doing the everyday jobs required to keep the museum operating smoothly, he handled the Telescope subscriptions and made sure that it was mailed properly. He was given a life membership by the Institute for his nineteen years of service. He will be missed at the museum and we wish him the best in retirement.

During the cold weather in December, a pipe broke in the museum. The museum's collections weren't damaged, but alot of mail got wet. If you wrote us and didn't receive a reply, please write again.

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## MEETING NOTICES ●

The speaker for the March 16th entertainment meeting will be from American Steamship Company. The speaker will discuss the history of the fleet and also present a view on the company's future.

The May 18th entertainment meeting will be member's slide night. Everyone is invited to bring fifteen of their best slides taken from anywhere on the Great Lakes.

Future business meetings are scheduled for April 20 (Good Friday) and June 15th. All meetings begin at 8 p.m. at the Dossin Museum.

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*OUR COVER PHOTO.* . . The *Viking*, festively painted in bright orange and black, looked anything but doomed on a crisp, cold March day on her arrival in Kewaunee, Wisconsin. The colorful paint scheme was applied after a drydock visit in 1981. The last days of the Ann Arbor Railroad carferries is the subject of our lead story by Paul Wiening.

# ONE LAST RIDE

## WITH ANNIE

by  
PAUL G. WIENING

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It was Easter Sunday. As I was finishing my meal of ham and potatoes, the whistle blew and I looked out the window at the sand dune that was slowly beginning to move past. Hurriedly I finished the meal, told my wife I'd be back in a minute and left. Michele understood.

Stepping through the door, I felt the steel deck beneath my feet throbbing as the ship pulled herself slowly away from the dock. I watched as the Michigan sand dunes retreated toward the horizon while a stiff, cold April breeze tried to blow my hat off. Taking a few last pictures, I retraced by steps to the hot coffee

that was still waiting for me in the galley.

Dinner hour was over, but the chalkboard still listed the meal selections: excellent and tender ham, baked potatoes, homemade split pea soup, and on and on. Passengers and crew ate together and ate extremely well on the carferry *Viking* on Easter Sunday, 1982.

Captain Bruce Jewell, with whom I had ridden several times before, had extended a dinner table welcome to visit him in the wheel house. An invitation like that was one that I was never able to refuse. Perhaps sensing or unwittingly knowing, that the end was near. I wanted to devour the sights, smell

and sounds of this grand old lady of the lakes as she pounded her way to Kewaunee, Wisconsin.

Lake Michigan carferries had fascinated me since I was a young boy. The thought that an entire train could be loaded onto a ship was somehow mind-boggling. Around Lake Michigan, the carferry was ubiquitous and usually taken for granted by most locals. Me too, I must admit! For a time, I didn't bother photographing them; there were "too many" it seemed, and they would "always be around". With their regular schedules, carferries were as ubiquitous as Parcel Post delivery trucks.

Remorsefully, I recall those thoughts; those halcyon days when the carferry was omnipresent and I was foolishly optimistic. Gone now except in memory.

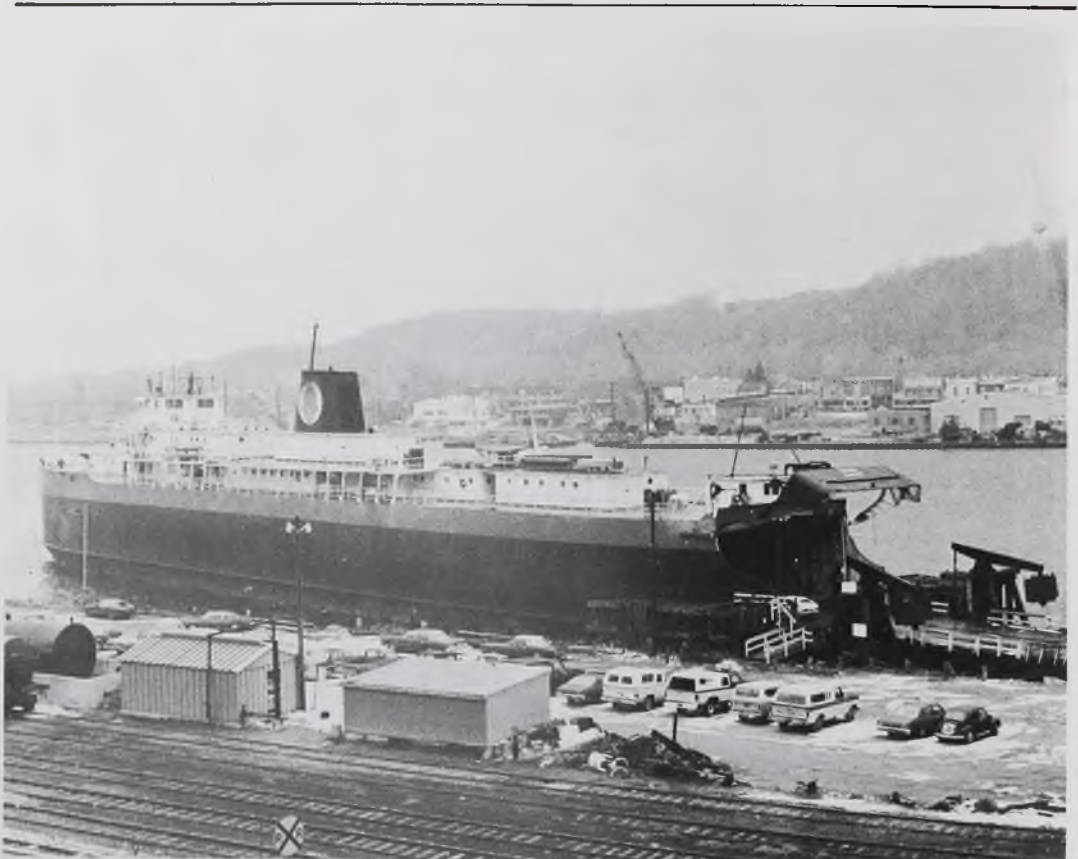
The *Viking* had nearly a full load of rail cars that day. She had loaded at Dock No. 1 in Frankfort (actually Elberta) Michigan, shortly after her sister ship, the *Arthur K.*

*Atkinson* had departed Dock No. 2.

All seemed normal enough. The Ann Arbor, under the slogan "Let's get Annie off her fanny" had appeared to be staying alive in the carferry business. To the outside world, at least, they seemed to even be making some headway. Both the *Viking* and *Atkinson* were operating daily in revenue crossings between Wisconsin and Michigan. Easter Sunday found both boats loading while the third vessel, the *City of Milwaukee*, looked on from dry layup.

Storm clouds were beginning to ripple the waters, however. State of Michigan subsidies, under which the Ann Arbor carferries had been running for several years, were running out. Disputes arose between the Michigan Interstate Transportation Company and the State over length of extensions and amounts of subsidies. And it was all coming to a head. Annie really was not doing well as it appeared, unfortunately.

Much needed repairs to the *Viking* had been



Author's Photo

*Easter Sunday, 1982, fresh snow on the ground as the VIKING prepares to load her train in Elberta, Michigan.*



Author's Photo

*Carferry stories of old, a hot cup of coffee and camaraderie abound in the wheelhouse during an April crossing.*

delayed. Suppliers were nervous over the carferry line possibly defaulting as the subsidies lapsed.

The Green Bay & Western Railroad, Annie's Wisconsin connection, took over management of the boats for a time in a final attempt to keep the fleet afloat. That was the final chapter. The State of Michigan, apparently unwilling to channel its subsidies to a Wisconsin Corporation, failed to renew the subsidy.

All three boats were tied to the dock in Frankfort by the end of April, perhaps never to sail again.

Happily, all of this gloom was still in the future on Easter Sunday. In the wheelhouse, we chatted about carferries, Lake Michigan and the nation's economy - none of which were in good condition at the time. Tales of carferry days of old filled the air as I topped off my coffee cup from the bottomless pot.

My pregnant wife, long accustomed to such "boat talk", yawned and selected to nap in the lounge while I talked, listened and touched the wooden and brass pilot house

fittings. She missed her last opportunity to view the world from an Ann Arbor wheelhouse.

From the creaking quiet of the bridge to the deafening din of the engine room was next on my schedule of the day's activities: tracing steps I had taken several times before; retaking photos I had captured previously. It always seemed different somehow.

The smell of grease and oil in a loudly clanging diesel engine room is almost, but not quite as good as the smells of a steamer. I talked and touched; walked and listened. I enjoyed thoroughly the ability to experience the growls of the massive motive power up close.

Engine room crews differ from front end crews in their patter, generally slanted more toward the mechanical aspects of carferries. Also included in the talk was the state of the economy and the condition of the Lake that day. (Some things remain the same, regardless of where you happen to be at the time!) Talk, noise, a cranky generator that flew apart

earlier in the week, checking the condition of the railroad cars on the car deck, and it was back to the spar deck and my still-sleeping wife.

The dollhouse-like structure of the Kewaunee, Wisconsin lighthouse was just barely visible in the distance as we played a hand of gin rummy. Dealing cards in time with the click of the gyro repeater, the final hour of our journey home whizzed by.

At the front dock was the *Arthur K. Atkinson*, Captain Larry Ryker in command, as the *Viking* slipped silently into the Kewaunee harbor. The mid-afternoon sun glistened off the *AKA* (as she was known to the crew) as her two Nordberg diesels kicked in. She gave one sonorous blast of her horn as the *Viking* passed and then quickly departed.

I didn't know then, as I watched her majestically slide out of the harbor and deadhead back to Frankfort, that I would never see her sail again. Perhaps that's why she looked so especially good that day.

At the railings of the stern pilothouse, I mused on what it was like to back one of these monsters into the dock. Great Lakes carferries dock themselves by backing into an apron on the dock, which fits the boat and dock together precisely to allow the railroad cars to be removed easily. Another perfect landing as the *Viking* quietly tied up.

In the distance the horns of the inbound Green Bay & Western freight train from Green Bay could be heard as the train timed its arrival to coincide with that of the ferry. From somewhere below the sound of an automobile with a noisy muffler broke my trance. I watched as my loudly roaring Chevette was driven off of the ship, across the apron and into the parking lot.

Packing my cameras away, Michele and I agreed that we would ride the *Annie* again come July, as we would head to the Soo for a summer vacation. A final tour around the deck; a heartfelt farewell to our friend, Captain Jewell, and a somber walk to the car.



*With full pilot house control, the engine room telegraphs read 'finished with engines', even though the diesels are roaring full speed ahead outside of the engine control station.*



*Top: The VIKING can be totally controlled from this after-pilot house during docking maneuvers. Bottom: The ARTHUR K. ATKINSON waits at her dock in Kewaunee as the VIKING passes inbound.*

Driving away, I had that feeling, that special empty feeling you get when you graduate from high school or move to a new house or city. Unexplainably hollow!

The road from the docks makes a wide curve to the north of Kewaunee, then doubles back into town. Pausing only long enough for a last look at the *Viking* at the dock, we headed our car toward home. After all, it was Easter Sunday, and we would be back on the *Annie* in only three months, wouldn't we?

Convinced that the Ann Arbor would once again prevail in the face of adversity, there was no doubt in our minds that the carferries would still sail from Frankfort through the summer. I had had enough of the *Viking* that day to last most people a lifetime. At least enough to last me for three months.

**Scenario:**

April, 1982 - negotiations with the State of Michigan break down. All three Ann Arbor carferries are tied, side-by-side, at the dock

in Elberta for an "indefinite" period.

July, 1982 - after a ride on Chessie's *Badger*, Michele and I visit the resting place of Annie's boats, still tied to the dock. The once-bustling carferry docks are dormant and deserted, much like a western ghost town.

November, 1982 - Muskegon County announces plans to subsidize the *Viking* on passenger-only service between Muskegon and Milwaukee. A glimmer of hope at last! April, 1983 - costs to put the *Viking* in crosslake service are prohibitive, and Muskegon County backs out. She is sold to Peterson Builders in Sturgeon Bay, Wisconsin for use as a floating dormitory.

May 11, 1983 - the *Viking* arrives in Sturgeon Bay at the end of a towing hawser, future uncertain.

The final axe fell. Memories now drift back to Easter Sunday, 1982. Perhaps I didn't get quite enough of the *Viking* that day, after all. Farewell old friends! Goodbye Annie! □



*In July, 1982, all three of the Ann Arbor carferries sit side-by-side at Frankfort.*



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# FIRST STEAMBOAT ON THE GREAT LAKES

by  
RICHARD F. PALMER

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The guns of the War of 1812 had hardly grown cold when a group of enterprising Sackets Harbor businessmen decided to build what appears to have been the first steamboat on the Great Lakes. Steam navigation had proved itself on the Hudson River and waters, and it was thought it could be as successful on the lakes.

On January 2, 1816, an agreement was signed with the heirs of Robert Fulton, inventor of the *Clermont*, the first successful steamboat in the United States, and efforts were made to secure a charter to incorporate the Lake Ontario Steamboat Company. However, the New York State legislature adjourned before acting upon the charter. Legal complications arose over the legality of the agreement which was monopolistic.

But the project moved ahead. On August 16, 1816, Erie Lusher of Ogdensburg, Major General Jacob Brown, Messrs. Hooker & Crane, Elisha Camp and Jacob Warring, all of Sackets Harbor, and Charles Smyth of Albany, became partners in the enterprise.

Construction of a steamboat commenced at Sackets Harbor that summer, after the model of the *Sea Horse*, then running on Long Island Sound. The new vessel was to be 110 feet long, 24 feet beam and 8 foot depth, measuring 237 tons.

The ship's carpenter was Ashel Roberts. The steamer was equipped with a low pressure cross-head beam engine built at the J.P. Allair Works in New York City. The boilers were said to have been 17 feet long and 3½ feet in diameter. The engine cylinder was 20 inches in diameter, and had a 3-foot stroke. The paddlewheels were 11 feet, 4 inches across, and the engine was rated at 21 horsepower. The rigging consisted of 3 fore-and-aft gaff sails.

The vessel was completed during the spring of 1817.

Meanwhile, the Canadian steamboat *Frontenac* was launched at the village of Ernesttown on September 7, 1816. She was a much larger vessel (170 feet long, 700 tons). The editor of the *Kingston Gazette* noted: "A steamboat was lately launched at Sackets Harbor. The opposite sides of the lake, which not long ago vied with each other in building ships of war, seem now to be equally emulous of commercial property."

The *Ontario* went into operation in April, 1817 while the *Frontenac* did not make her first voyage to the head of Lake Ontario until June 5, 1817. The exact day the *Ontario* made her maiden voyage has not yet been determined, although she was enrolled at Sackets Harbor on April 11, 1817. On April 22, 1817, the newspaper in Sackets Harbor reported on the first trip of the *Ontario* with passengers. "The steam boat *Ontario* on Wednesday last, left this port for the first time, in order to try the force of her machinery. A number of gentlemen, ambitious to be among the first that ever navigated the waters of Lake Ontario in a steam boat, embarked on board. She started from the wharf, accompanied by an excellent band of music, greeted by the huzzas from the people on the adjacent shores and the U.S. brig *Jones*. The novelty of the spectacle had drawn together a large crowd of spectators, whose curiosity was amply satisfied by the rate of speed exhibited, full equal in the opinion of many to any of the North River Boats. The accommodations on board are excellent, as pains or expense were spared in her construction or equipments. The facility with which the lake can now be navigated, will add new inducements to its commerce: that of the river St. Lawrence. Travelers whose curiosity may lead them to nature's grandest scene, the Niagara Falls, will be convinced hereafter to pursue the route to Sackets Harbor and thence proceed in the

steam boat." From New York to Niagara in the steam boats and stages, this route will be performed in five days, a much shorter period than the average passages that were formerly made from New York to Albany. Such is the revolution that steamboats have effected in travelling within a few years. We wish much encouragement and success to the projectors of so useful an undertaking."

It is said there was much fanfare upon her arrival at Oswego. School was let out and there was a big celebration. Bells pealed and cannons roared. On the morning of the second day of her first trip, she left Oswego and reached Genesee River that evening. The next morning she proceeded up the lake but enroute ran into a nor'easter. A local newspaper ran a small article on the storm. "The steamboat *Ontario* arrived at Genesee River on Friday last from Sackets Harbor on her first trip to Niagara. In passing out of the mouth of the river, she had one of her wheels broken, being near the point in a heavy sea."

Like all previously built steamers, her shaft on which the wheels revolved was confined to the boxes in which they ran by their own weight. The action of the waves soon lifted the shaft which tore the wheel coverings to pieces and heavily damaged the paddle-wheels. Captain Francis Mallaby, an old Navy man, hoisted sail and immediately brought her about and returned to Sackets Harbor. The shafts were secured by proper bolting of the boxes and bearings under the outer end of the shafts.

The steamer attempted to make weekly trips between Ogdensburg and Lewiston. However, she rarely exceeded seven miles per hour. On July 1, 1817, the owners advertised that finding the 600-mile trip impossible to perform in that time, extended it to 10 days. The fare was \$15 between the two ports.

In 1820 or 1821, the *Ontario* when under the command of Erie Lusher, went aground on the bar at Oswego and remained there several days before she was pulled off and repaired.

Jesse Smith of Smithville, south of Sackets Harbor, owned her in 1824. Luther Wright, later a prominent Oswego banker, was captain and clerk, with Judge Hawkins of Henderson as sailing master. That fall Smith sold her to L. and S. Denison of Sackets Harbor and Enos Stone and Elisha Ely of Rochester, who were her last owners.

Captain James Van Cleve, an old-time Lake Ontario tar, said the *Ontario* was not only the first steamboat on the Great Lakes, but the first built on water subject to a swell or waves. He said once the problem was rectified with a few modifications, steamboats proved themselves very adaptable to navigation on lakes and oceans as well as waterways.

One day in 1826, while coming up the St. Lawrence River among the Thousand Islands in a fog, the *Ontario* ran onto a shoal. "Her speed not being very great, she was soon got off without damage, except the loss of an anchor. Captain William Vaughn, USN was in command," Van Cleve noted.

The steamer was laid up at Hanford's Landing at Genesee River in the fall of 1828 and during the following winter the square engine from the steamer *Martha Ogden* was transferred to the *Ontario*. Van Cleve said this was done to give her more power. A high pressure engine was put into the *Ogden*. Although done at great expense, the experiment met with little success.

One day in 1829, the *Ontario* was anchored 25 miles below Niagara, riding out a storm. After holding on through the night, she began to drag anchor and to avoid going ashore the crew slipped the anchor and chain in about four fathoms of water.

Signal bells for working the engines were not yet used in those days. A man or boy was placed near the engine to pass verbal orders from the captain to the engineer. At times when the boat did not come readily up to a wharf, some wag among the crew would sing out, "Give her a stroke sideways!"

The existence of most of the early steamboats on Lake Ontario was of relatively short duration. As improvements were made, they rapidly became obsolete and worn out. A good schooner could make better time than the slow-moving *Ontario* which was finally dismantled at Oswego in 1832. □

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Anthony Slosek, Oswego County Historian.

# OCEANS, FORTS AND PARKS: VISITORS TO THE GREAT LAKES

by  
SKIP GILLHAM

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Little has been written about the deep sea visitors to our freshwater lakes. For many shipwatchers these "salties" are only a nuisance that must be tolerated. I must con-

cess that I used to fit ocean going craft into that category.

Of late I have modified my stance to some degree with the study of individual fleets

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Photo by George Ayaub

*The CABAHAWK in the Seaway on June 26, 1966.*

and particular types of ships. I guess it helps me when I can fit these ships into categories and I hope others find this of assistance.

The large scale construction of Liberty ships for emergency wartime use is well known fact. On a future occasion I hope to present a list of the Liberties that came into the Great Lakes. The purpose of this article is to examine a lesser known series of World War II ships, the "*Oceans, Forts and Parks*". They are similar to the Liberties and they too, made a valuable contribution to the Allied cause.

Simply put, the *Oceans* were a class of vessel constructed in the United States on behalf of the British government. The *Forts* were built in Canadian yards for British and American interests, while the *Parks* were Canadian built and operated for the Government of Canada by the Park Steamship Company.

The most common of this class measured 441.5 feet in overall length and 57 feet at the beam. They were built to haul a payload of 10,000 dwt. There were several design modifications to these ships, but all followed the basic British "North Sands" pattern. For our purposes, we will zero in on the 65

*Oceans, Forts and Parks* that eventually traded into the Great Lakes as well as the six canal-sized tankers built for Park for service on the lakes and coastal runs.

The establishment of this shipbuilding program was due to the high number of losses among the British merchant marine in the early stages of the war. The Luftwaffe and U-boats reaped a huge harvest. British government officials sought to augment the fleet, but yards in the U.K. were working at capacity. A group thus came to North America in the fall of 1940. Contracts were signed initially giving work to a pair of United States yards and three Canadian shipyards. This was later expanded to include others.

Meanwhile the Canadian government recognized the sorry state of its own merchant navy and authorized the establishment of a government corporation. This was called the Wartime Merchant Shipping Ltd. Its duty was to co-ordinate the construction of a Canadian merchant fleet and they set about the task with dispatch.

The basic plans evolved from the British model. One major variation was that the *Ocean*



The ELMBRANCH above Lock 2 on July 10, 1975.



Photo by Alex Duncan

*The CEDAR HILL made nine trips inland.*

class vessels were welded, while the *Forts* and *Parks* were about 90% riveted.

The *Ocean* class vessels were built at Richmond, California and Portland, Maine. Thirty were constructed at each site. They were fitted with reciprocating steam engines and three coal-fired Scotch boilers. Their service speed was designed to achieve eleven knots.

Only four of this class came to the Great Lakes and each made but one trip as best I can determine. They are as follows: *African Baron*, (a)*Ocean Stranger*, *Confidenza* (a) *Vigour*, *Deep River* (a) *Ocean Vision* and *Sincere Trader*, (a)*Ocean Glory*.

The early *Forts* were built for British interests. Then according to the Hyde Park Declaration, a later contract called for delivery of ninety of these ships to the United States. These were then bareboat chartered to Britain.

There were 187 *Forts* launched and thirty three of them came through the Seaway. An additional thirty eight ships were launched with *Fort* names, but received *Park* names when transferred to the Canadian fleet. Four of these also came up to the lakes.

A second type evolved among the *Forts*. These were the "Victory" type. They burned oil fuel rather than coal. Two water tube boilers were installed. Some minor external

differences also resulted. A still later variation allowed for either coal or oil burning. These were called the "Canadian" type. It is noted that engines and spare parts for all of these vessels were interchangeable with the U.S. built Liberty ships.

The *Forts* are as follows with the number of trips in brackets.

*African Duke* (1), (a)*Fort Grouard*  
*Agios Demitris* (1), (a)*Fort Biloh*  
*Alison* (2), (a)*Fort Connolly*  
*Andora* (1), (a)*Fort Wayne*  
*Ardea* (2), (a)*Fort Alexandria*  
*Beech Hill* (4), (a)*Fort Richelieu*  
*Bodoro* (1), (a)*Fort Dauphin*  
*Corfu Island* (1), (a)*Fort Saleesh*  
*Denmark Hill* (8), (a)*Fort Mattagami*  
*Dorion* (2), (a)*Fort Perrot*  
*Elm Hill* (10), (a)*Fort La Prairie*  
*Everest* (1), (a)*Fort Romaine*  
*Falcon* (1), (a)*Fort Caribou*  
*Federal Voyager* (2), (a)*Fort Edmonton*  
*Kally* (1), (a)*Fort Panmure*  
*Lagos Ontario* (1), (a)*Fort Wrangell*  
*Maple Hill* (16), (a)*Fort Vercheres*  
*Mulberry Hill* (1), (a)*Fort Brunswick*  
*Muswell Hill* (5), (a)*Fort Wellington*  
*Oak Hill* (7), (a)*Fort Michipicoten*  
*Olympos* (4), (a)*Fort Assiniboine*

*Pine Hill* (9), (a)*Fort Henley*  
*Punta Amica* (1), (a)*Fort Fork*  
*Rio Alto* (1), (a)*Fort Sturgeon*  
*Seacrow* (1), (a)*Fort Crevecoeur*  
*Simeto* (1), (a)*Fort Green Lake*  
*Streathem Hill* (3), (a)*Fort Mingan*  
*Sudbury Hill* (5), (a)*Fort St. Regis*  
*Tulse Hill* (3), (a)*Fort Moose*  
*Union Metropole* (1), (a)*Fort Nakasley*

The *Forts* which were later given *Park* names were:

*African Count* (2), (a)*Fort Daer*, (b)*Whiterock Park*  
*Fir Hill* (1), (a)*Fort Beauharnois* (i), (b)*Whiteshell Park*  
*Marcos* (1), (a)*Fort Esperance*, (b)*Green Gables Park*  
*Patagonia* (2), (a)*Fort Beaver Lake*, (b)*Westview Park*.

Two *Forts* came to the lakes under a pair of names. They were *Hawk* (i), (c)*Cabahawk* (2) (a)*Fort Chesterfield* and *Theoskepasti* (2), (e)*Marietta T.* (2), (a)*Fort Colville*.

There were 114 *Park* class freighters of 10,000 dwt. and twenty three of these ships ventured to the inland seas. An additional forty three vessels of 4,700 dwt. were built

with *Park* names. They had dimensions of 328 x 46.5 feet. These latter vessels were of the Scandinavian standard type. Only one, the *Caribbean Trader*, (a)*Lansdowne Park* came up the Seaway.

The *Parks* trading inland were:

*Aegean Sun* (1), (a)*Alexandra Park*  
*Amaryllis* (1), (a)*Cromwell Park*  
*Bendita* (1), (a)*Seacliff Park*  
*Canuk Trader* (1), (a)*Kawartha Park*  
*Cape Rion* (3), (a)*Mount Orford Park*  
*Cedar Hill* (9), (a)*Dentonia Park*  
*Federal Pioneer* (16), (a)*Outremont Park*  
*Fulda* (2), (a)*Parkdale Park*  
*Harrier* (1), (a)*Riverdale Park*  
*Lord Tweedsmuir* (3), (a)*Tweedsmuir Park*  
*Malden Hill* (5), (a)*Stanley Park*  
*Mar Cheto* (1), (a)*Kootenay Park* (ii), (b)*Mohawk Park* (ii)  
*Maria Lemos* (1), (a)*Richmond Park*  
*Natale* (1), (a)*Crystal Park*  
*Northern Star* (1), (a)*Nemiskan Park*  
*Pioneer* (1), (a)*Mohawk Park* (iii)  
*Point Aconi* (4), (a)*Tuxedo Park*  
*Stella* (5), (a)*Dundurn Park*  
*Woldingham Hill* (14), (a)*High Park*

There were thirteen tankers of 10,000 dwt.



When the Seaway opened in 1959, the **FEDERAL PIONEER** became a regular visitor to the lakes with sixteen trips.



Photo by John Clarkson

*In December, 1963 the CORFU ISLAND went aground and was abandoned as a total loss.*

One was of North Sands design while a dozen had Victory hulls. After the war, most were converted to dry cargo ships. Two examples, both Victory hulls, visited the Great Lakes. Each made a single trip. They were *Antonios D.S.*, a) *Brentwood Bay Park* and *Patapsco River*, a) *Moose Mountain Park*. This latter vessel as d) *Patria* came ashore on June 20, 1954, at Santa Rosa Island in California. She was listed as a total loss, but she was later salvaged and rebuilt. Her end came at scrapyards in Hirao, Japan in 1963.

Six canal-sized tankers (259 x 44) were built. Three were launched at each of Collingwood and Sorel shipyards. Most became familiar to shipwatchers throughout the lakes in later years. Included were four tankers that later joined the Branch Lines. They were *Elmbranch*, a) *Norwood Park*; *Firbranch* a) *Millican Park*; *Poplarbranch*, a) *Springbank Park* and *Sprucebranch* a) *Otterburn Park*.

Another, the *Nipwan Park* was blown apart by a torpedo on January 4, 1945, off Halifax. She somehow survived the explosion but two lives were lost. This tanker later sailed as b) *Iringlake*, but went aground in the Bay of Chaleur near Bathurst, N.B. in 1963. I do not believe that she was ever salvaged.

The only survivor on the lakes today of these

small tankers is *Fuel Marketer* (ii), a) *Eglinton Park*, b) *John Irwin* (ii), c) *White Rose II*, d) *White Rose*. She served Canadian Oil and Shell interests for many years and is currently at Toronto as a school for commercial divers.

A separate category must be included for the maintenance and repair ships built under this program at the end of the war. They followed the same design and sixteen were built. The only one to enter the lakes was *Zinnia*. She had been launched at the Burrard Drydock yard as a) *Portland Bill*. Originally an armed maintenance ship, she was rebuilt for merchant duty in 1951.

The dry cargo ships had carried war materials for their respective governments. At the end of hostilities the ships were sold to private concerns and soon flew a variety of flags.

When the Seaway opened in 1959, the 10,000 tonners started to come inland to exchange cargoes. They brought steel or general freight to the lakes and usually left with scrap or grain. For a time they were regulars among us with *Maple Hill* and *Federal Pioneer* the leaders at sixteen transits each. Just when we were getting used to them, they were gone. Twenty years of hard labor was about the maximum for most and they ended their

days at scrapyards in Taiwan, Italy, Spain, Canada, United States and elsewhere.

Some *Oceans*, *Forts* and *Parks* were less fortunate. Indeed a few were war losses or casualties in later years. Among those that frequented the lakes, there were some that fell on hard times.

In May, 1959 the *Andora*, outbound with grain, ran aground on a ledge near the Cornwall-Massena Bridge. She remained there three weeks. On December 20, 1963, the *Corfu Island* went aground in the Gulf of St. Lawrence. Her engine broke down in bad weather and the vessel was abandoned as a total loss.

Earlier in 1963 the *Caribbean Trader* went aground. The ship was enroute to Tampa when she piled on Alacran Reef, 68 miles north of Progreso, Mexico. She was also a write-off.

Perhaps the most notoriety was achieved by the *Amaryllis*. Her photo was in many North American newspapers when she came ashore on September 7, 1965, in Hurricane Betsy. The vessel beached 1.5 miles north of the Palm Beach Inlet on the Florida coast. She was on a voyage between Manchester and Baton Rouge.

I believe that a few *Oceans*, *Forts* and *Parks* still survive under the flag of Cuba

and the Peoples Republic of China. None of this type have been on the Great Lakes since 1967 and we shall not see their likes again.

*Addendum:* A recent report from George Ayoub indicates that three additional names should be included in this list. These are *Celeste*, a) *Wentworth Park* which made one trip in 1960 and returned in 1967 as the e) *Azar*. Also *Senator Hagelstein* a) *Crescent Park* made two transits of the Seaway in 1960. Both of these ships, like the previously mentioned *Caribbean Trader*, were of the 315.5 foot 4,700 dwt. class of dry cargo ships. □

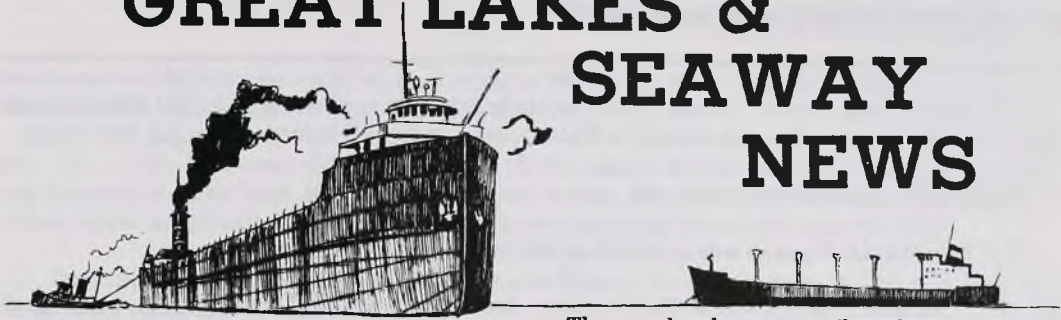
*Author's Note:* Two sources of information have been invaluable in preparing this article. The book *Oceans, Forts and Parks* by L.A. Sawyer and W.H. Mitchell and the "Seaway Salties" compiled by George Ayoub that used to appear in *Telescope* have been the chief resource materials. The author is indebted to the diligent effort by George Ayoub and his encouragement to see this project through to print. My original story was based on his *Seaway Salties* lists in back issues of *Telescope*. In addition George proofread my draft and added considerable information to make this record as accurate as possible. George deserves the thanks of us all.



The AMARYLLIS was beached during Hurricane Betsy in September, 1965.



# GREAT LAKES & SEAWAY NEWS



Editor: **FREDERIC E. WEBER**  
11400 Balfour Road, Detroit, Michigan 48224

Seaway News Editor: **SKIP GILLHAM**

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

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C. HUDSON	K. STREK	R. LADUE
T. LEINWEBER		E. SANDS
M. SMOTHERS		R. WEBB

Oct. 30. . .Interlake's self-unloader *James R. Barker* returned to service after being idle since August, 1982.

Oct. 31. . .*Seaway Trader* anchored in the St. Lawrence River near the Iroquois Lock with engine trouble.

Nov. 1. . .Columbia's self-unloader *Sylvania* was towed from Toledo to Triad Salvage in Ash-tabula, Ohio for scrapping.

. . .The Greek vessel *Paulina C.* struck the ship arrester and lock gates of the Lower Beauharnois. All navigation was stopped while the extensive damage was repaired.

. . .The *James R. Barker* entered Fraser Shipyard in Superior for minor rudder damage. She was expected to return to service within two weeks.

Nov. 2. . .*Canadian Explorer* departed Port Weller Dry Docks on her maiden voyage. This blend of the former *Cabot* and *Northern Venture* headed upbound.

. . .With repairs completed to the lock gates, the Seaway was opened again. The *Paulina C.* went to Montreal for repairs to her bulbous bow.

Nov. 3. . .*Seaway Trader* passed downbound through the Iroquois Lock enroute to the Prescott Elevator for engine repairs.

. . .The U.S. and Canadian governments announced that there won't be an increase in Seaway tolls during the 1984 season.

Nov. 4. . .Paterson's *Mantadoc* arrived at the P&C ore dock in Conneaut, Ohio with about 15,000 tons of Carol Lake, P.Q. pellets. She was the first vessel to use the unloaders at the dock since June of 1982.

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● GREAT LAKES & SEAWAY NEWS

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. . .The British bulk carrier *Martha Envoy* went aground for a short time in the Beauharnois Channel in the Seaway. She was enroute to Baie Comeau to top-off before continuing her voyage.

. . .*Paulina C.* at Baie Comeau to top-off.

. . .C.S.L.'s *Atlantic Superior* was undergoing tailshaft repairs at Quebec City.

Nov. 6. . .The new research vessel *Shell America*, built by Marinette Marine, passed downbound at Detroit enroute to Houston, Texas.

Nov. 7. . .*Hilda Marjanne's* bow section was towed to Port Weller by tugs *G.R. Rogers* and *Bagotville*.

. . .*Canadian Transport* on the deep dock at Port Weller Dry Docks.

Nov. 8. . .*Paulina C.* cleared Baie Comeau for Russia.

. . .*Atlantic Superior* was drydocked at Lauzon, P.Q.

. . .From Washington, D.C. comes a report that the Canadian government has notified the U.S. State Department in a formal document of its "concerns and serious reservations" about the current proposal to extend the shipping season to twelve months.

Nov. 10. . .Upper Lake's *Canadian Ambassador* loaded four giant wooden fenders at Port Weller for the Beauharnois Lock. They will be used to repair the damage caused by the *Paulina C.*

Nov. 12. . .The Muskegon County Administration announced that cross-lake service between

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Photo by George Ayoub

*The PAULINA C. in the Seaway on July 25, 1976.*

## GREAT LAKES &amp; SEAWAY NEWS ●

Muskegon and Milwaukee could begin as early as 1985. They plan to spend \$2 million for a Canadian ferry that has been operating in British Columbia.

Nov. 14. . .The U.S. coast Guard has called off the search for the so-called vessel *Gypsy* that was believed to have been torn apart in 14-foot waves, nine miles off Chicago. They said the distress call was probably a hoax, but that it will cost the taxpayers an estimated \$44,450.

. . .The new Canadian bulk carrier *Saskatchewan Pioneer* loaded grain in Duluth and departed for Le Havre, France.

Nov. 15. . .The Liberian bulk carrier *Anboto* requested a survey for damage caused by heavy weather in the North Atlantic.

. . .The bow section of the *Chimo* was towed up the Welland Canal by tugs *Glenside* and *Stormont*. They are enroute to Port Maitland, Ontario.

Nov. 16. . .The tug *Barbara Ann* arrived in Duluth to tow the *John Hulst* to Thunder Bay for scrapping. Local tugs *Dakota* and *Rhode Island* will assist her in moving other U.S. Steel vessels to reach the *Hulst*.

. . .*Canadian Explorer* tied up in the Welland Canal for repairs.

Nov. 17. . .*Chimo's* bow arrived at Port Maitland after a delay due to bad weather.

. . .Halco's self-unloader *Frankcliffe Hall* was an unusual visitor to Toronto when she loaded a cargo of salt.

. . .The self-unloader *Erindale* loaded coal at Toronto for delivery to Lakeview. She had been laid up, but was reactivated to move coal.

Nov. 18. . .From Houghton, Michigan comes a report that the Portage Lake Lift Bridge froze for seventeen minutes, forcing the *Merle M. McCurdy* to tie up at the Copper Range dock.

. . .A new bill authorizing the construction of a second major lock at the Soo was introduced in Congress. The bill was sent to the Commerce Committee for further action.

Nov. 22. . .At daylight, the tugs *Barbara Ann* and *Louisiana* towed the *Hulst* from Duluth. She will be scrapped by Western Metals in Thunder Bay.

Nov. 23. . .The *Hulst* arrived in Thunder Bay and the tugs immediately began to return to Duluth to tow the *Horace Johnson* to Thunder Bay for scrapping before winter sets in.

. . .Burlington Northern Railroad has signed an 18-year contract to carry coal from Decker, Montana to Superior for shipment to the Detroit Edison plants.

. . .While in port, crewmen discovered the main crank shaft fractured on the *Henry Ford II*. She was immediately laid up for the season and will be repaired during the winter.

. . .The Canadian self-unloader *Conallison* arrived at Ramey's Bend in the Welland Canal in tow of tugs *Stormont* and *Glenevis*. She had been idle in Toronto since 1981 and will be scrapped by Marine Salvage after the *Leadale* is finished.

Nov. 26. . .The Canadian operators of the *Caribbean Trailer* reported a profitable season with the growth of traffic in the transport trailer trade. The vessel operated between the old C.S.L.

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● GREAT LAKES & SEAWAY NEWS

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Photo Courtesy of Port Weller Dry Docks

*Because of heavy ice, the JAMES NORRIS required the assistance of two tugs.*

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dock in Windsor and Thunder Bay.

Nov. 27. . .As the 1,000-foot *Indiana Harbor* was leaving the Poe Lock, she was hit by the *Anangel Spirit*. The *Spirit* glanced off the pier while entering the MacArthur Lock downbound. The vessels collided at the bow, causing an 8-foot gash, measuring 4 inches across in the *Indiana Harbor*, while the *Spirit* sustained an 8-foot dent. Temporary repairs were made to the *Indiana Harbor* at the Soo and permanent repairs will be made at Sturgeon Bay. The *Spirit* continued her voyage.

. . .The Indian vessel *Jalatapi* suffered some damage when she brushed the dock at Milwaukee. High winds caused the vessel to hit the dock while loading.

. . .The closing date for the Seaway is December 15th. There are 102 salties in the system, with 81 of them above the Welland Canal.

Nov. 28. . .The old excursion vessel *Canadiana* is still idle at Ashtabula. No work date has been set.

. . .A fire in a stateroom aboard the Finnish vessel *Finnarctis* was put out by the Superior Fire Department. Damage was estimated at \$1,300. She was loading grain at the Continental Elevator.

. . .*Selkirk Settler* loading grain at Duluth for Cyprus.

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 GREAT LAKES & SEAWAY NEWS ●
 

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Nov. 29. . Today was Merritt Day along the Welland Canal. C.S.L.'s *Richelieu* was honored in special ceremonies sponsored by the Welland Canal Foundation.

Nov. 29. . Some members of the International Association of Great Lakes Pilots asked the U.S. and Canadian governments to extend the shipping season about six weeks and eliminate the Seaway tolls.

Dec. 1. . U.S. Steel's self-unloader *Myron C. Taylor* made an unusual transit in the Welland Canal to Hamilton, Ontario with sand.

. . . While docking at Valleyfield, P.Q., the *James Norris* struck the concrete dock. Minor damage was reported.

Dec. 2. . The tug portion of the 1,000-foot *Presque Isle* was in drydock at Port Weller.

Dec. 5. . *Anangel Spirit* arrived and departed from Baie Comeau for Cyprus.

. . . There are still 86 salties vessels in the Seaway. Forty-five of them are above the Welland.

. . . *Ho Ming No. 5* has been abandoned in the Atlantic. On November 22nd, she loaded at Port Alfred, P.Q. Her cargo of wood had shifted and her crew of twenty was airlifted by helicopter. The Canadian tug *Irving Maple* was on its way to the vessel. The winds were clocked at 40 knots.

Dec. 6. . C.S.L.'s self-unloader *Jean Parisien* collided with Upper Lake's *Montrealias* while docking at Section 26, Quebec City. Minor damage was reported by both vessels.

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Photo by Greg Rudnick

*The CANADIANA being towed out of Cleveland in June, 1983.*

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● GREAT LAKES & SEAWAY NEWS

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Photo by Milton Brown

*The SYLVANIA will be scrapped at Ashtabula, Ohio.*

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. . . *Jalatapi* arrived at Montreal from Milwaukee.

. . . U.S. Steel's self-unloader *Edwin H. Gott* closed the season at Conneaut, Ohio.

. . . The 52-year old carferry *City of Milwaukee* was turned over to the city of Frankfort by the State of Michigan for one dollar. She will be converted to a marine tourist exhibit.

Dec 7. . . The crew of the *Ho Ming No. 5* arrived at St. John's. She was still afloat and had apparently been taken for salvage by the tug/supply *Arctic Shiko*.

. . . The Peruvian vessel *Unisol* went aground in the Gulf of St. Lawrence near the town of Chandler, P.Q. The crew was evacuated by a Canadian Armed Forces helicopter. She had loaded newspaper in Chandler and went aground when her mooring lines broke in heavy weather with 16-foot waves and 60 m.p.h. winds. She broke in half at No. 3 hatch.

. . . The Canadian tanker *Irving Eskimo* was leaking oil from her No. 1 tank off Sept.-Isles in the St. Lawrence. This occurred in the same storm as the *Unisol*. She was enroute from Quebec City.

Dec. 10. . . James Kidd, one of the most respected Great Lakes historians died at his home in Toronto. He grew up in Toronto and began photographing ships in 1930. He was one of the leaders in founding the Toronto Marine Historical Society and was currently serving as Treasurer.

. . . The British vessel *Hopeclipper* suffered damage due to heavy weather. She was on a voyage from Amsterdam to Quebec City.

Dec.11. . . *Hopeclipper* departed Quebec City for Baie Comeau.

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GREAT LAKES & SEAWAY NEWS ●

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. . . *Irving Eskimo* arrived at Pointe Noire, Quebec.

Dec. 12. . . *Caribbean Trailer* was arrested at Port Colborne while passing outbound for an unpaid food bill.

Dec. 13. . . Dome Petroleum of Canada has put Davie Shipbuilding up for sale.

. . . *Caribbean Trailer* was released and continued her voyage.

Dec. 14. . . *Hopeclipper* arrived at the shipyard at Lauzon for repairs.

Dec. 14. . . The *William Clay Ford* made an unusual trip to load coal in Toledo and then returned to the Ford Basin for winter lay-up.

Dec. 15. . . *Jalatapi* sailed from Montreal for Port Said.

. . . Due to heavy weather, the *Hopeclipper* was moved to a lay-up berth in the St. Charles River in Quebec City.

Dec. 16. . . *Ria Luna* was the last saltie to leave Buffalo.

. . . The Canadian vessel *Arctic* arrived at Port Weller Dry Dock for winter work.



Photo by Bert Carens

*The controversial CARIBBEAN TRAILER reported a profitable first season.*

● GREAT LAKES & SEAWAY NEWS

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. . .The bow of the *Hilda Marjanne* has been shifted to the building berth as it is to be joined to the stern of the *Chimo*.

. . .Quebec and Ontario Transportation Company announced that they will cease operations of their Great Lakes fleet at the end of the 1983 season. The toll structure in the Seaway which favors large vessels was the reason given for the closing. The fleet had operated since 1914.

Dec. 17. . .Today was the closing date for the Seaway with a number of vessels still transitting.

. . .The tanker *Imperial Sarnia* tied up below Lock No. 1 in the Welland Canal for the winter. Some work will be done at Port Weller.

Dec. 18. . .Halco's *Steelcliffe Hall* was the last vessel downbound in the Seaway while Algoma's *A.S. Glossbrenner* was the final vessel upbound.

Dec. 20. . .*Ho Ming No. 5* was at Seabase wharf at St. John's, N.F. The crew was back onboard and the engine was back in service.

. . .The tug/barge *Amoco Great Lakes* was at Dollar Bay unloading gasoline. She had to break 5 to 8 inches of ice over the Kewennaw Waterway to reach Dollar Bay.

. . .U.S. Steel's self-unloader *Philip R. Clarke* collided with the Shell Canada Ltd. dock at Corunna Ontario when she was coming in to fuel up. Heavy damage was reported to the dock and some damage to the *Clarke*.

Dec. 21. . .Several mini docks at Sarnia, Ontari will enable more ships to lay-up ther for the season. The harbormaster said they expected 10 ships to use the docks.

Dec. 22. . .Upper Lake's *Canadian Progress* closed the coal season at Conneaut.

. . .P.M.'s *Elton Hoyt II* suffered a crack in her deck during a storm in Lake Huron. She anchored in the Detroit River for minor repairs and then was escorted to Ashtabula by Gaelic tugs.

. . .The West Neebish Channel of the St. Marys River was closed to navigation.

. . .*A.S. Glossbrenner* passed upbound at the Soo enroute to winter lay-up at Thunder Bay.

Dec. 23. . .*Hopeclipper* cleared Quebec City for Baie Comeau.

. . .After a steel plate was put on the hole, the *Clarke* cleared Sarnia, Ontario.

. . .Marinette Marine has been awarded a contract to build a mine sweeper counter measure vessel for the U.S. Navy.

Dec. 24. . .The pilot boat *Ciscoe* flipped over in Lake Erie while enroute to her winter berth in Port Dover, Ontario. The two crewmen were rescued.

. . .The *Irvin L. Clymer* and *Calcite II* delivered their cargo at Alpena and then headed to Rogers City, Michigan.

. . .The Mackinac Island ferries made their last trip to the island for the winter.

Dec. 25. . .Record cold temperatures in the lower lakes had caused eight vessels to become ice-bound in the Livingston Channel and western Lake Erie. The U.S.C.G. icebreaker Neah Bay



## GREAT LAKES &amp; SEAWAY NEWS ●



Photo by Michel Richard

*The ROYALTON in the ice at St. Catharines on December 11, 1983.*

from Cleveland, tugs *Barbara Ann* and *Wicklów* are working to free the trapped vessels.

. . .The self-unloader *Erindale* loaded stone at Port Colborne and tied up for the winter.

. . .C.S.L.'s *Black Bay* was the last vessel to make a complete transit of the Welland Canal.

Dec. 26. . .The *Calcite II* and the *Irvyn L. Clymer* finally reach Rogers City after encountering ice in Lake Huron.

. . .The *Charles E. Wilson* closed the port of Rogers City when she loaded stone.

. . .Ice has damaged Lock No. 2 in the Welland Canal.

. . .Tugs *Lac Como* and *Lac Erie* assisted the *James Norris* during her final downbound passage.

. . .Because of ice in the Welland Canal, the tanker *Saturn* was forced to turn back at Thorold. She will have to unload at another port. Her cargo was destined for a Lake Ontario port.

Dec. 27. . .*Hopeclipper* cleared Baie Comeau for Amsterdam.

. . .U.S. Steel's *Edwin H. Gott* went aground in the Neebish Channel. The tug *Chippewa* was sent to assist the *Gott*. After discharging some of her cargo into the *Roger M. Kyes*, the *Gott* was freed and continued her trip to Gary, Indiana. After unloading, she will head for Sturgeon Bay.

. . .The *Neah Bay* freed the *E.B. Barber* from ice. She was the last of eight vessels trapped.

● GREAT LAKES & SEAWAY NEWS

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. . .The self-unloader *Buffalo* closed the port of Conneaut, Ohio.

. . .*James Norris* finally reached Lake Ontario.

. . .At Port Colborne, ships are being forced into unexpected winter lay-up berths. The *Senneville* was icebound in the harbor and required the assistance from the Canadian icebreaker *Griffon*.

Dec. 28. . .The tug at the Upper Peninsula Shipbuilding yard in Ontonagon, Michigan was sinking when a broken valve spilled 31,000 gallons of water into her stern.

. . .*Algocen* was the final vessel to require assistance in the ice at Port Colborne.

Dec. 29. . .The 1,000-footer *Burns Harbor* was finally docked at Perry Shipbuilding Dock in Erie after being trapped in the ice in western Lake Erie since December 24th.

. . .C.S.L.'s *Baie St. Paul* arrived at Port Colborne and she was apparently was the last vessel of the season in that port.

Dec. 30. . .The U.S. Interstate Commerce Commission has given final approval to the Michigan-Wisconsin Transportation Company to operate a ferry between Ludington, Michigan and Kewaunee, Wisconsin.

. . .Traffic at the Duluth Aerial Bridge was stopped when the 1,000-foot *Edgar B. Speer* became trapped in the ice under the bridge. The cutter *Sundew* freed her.

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Photo by Paul Wiening

*Due to the ice in Lake Huron, it took the IRVIN L. CLYMER two days to travel from Alpena to Rogers City.*

## GREAT LAKES &amp; SEAWAY NEWS ●

## MISCELLANEOUS. . .

. . . On October 23, 1983, the Great Lakes Towing tug *Arkansas* collided with the Gaelic tug *Newcastle* in the Maumee River during a rainstorm. The *Newcastle* was holed below the water-line and crew members used mattresses to cover the hole.

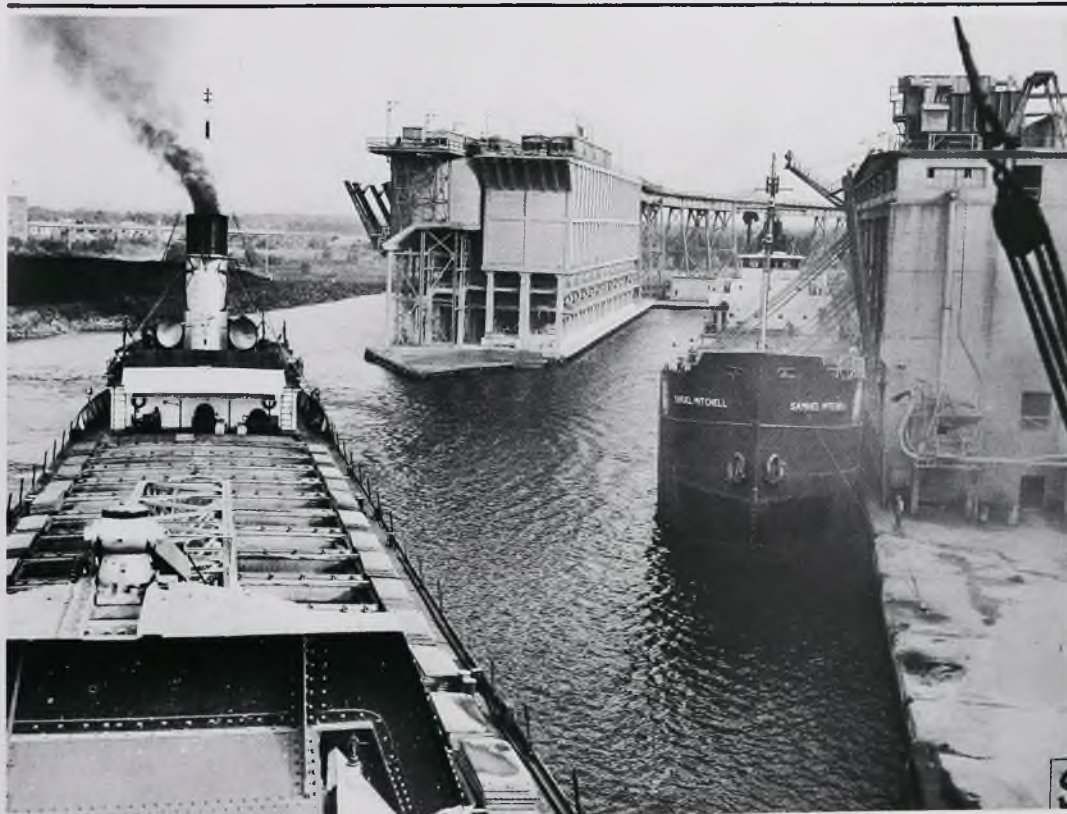
. . . Selvick Marine has purchased the U.S.E.C. tug *Judson* and renamed her *Sharon Selvick*.

. . . Misener Transportation has bare-boat chartered the bulk carrier *Lake Nipigon* from Nipigon Transportation.

. . . The ex-Quebec and Ontario freighter *Black River*, which was operating under Panamanian registry as the *Tuxpancliffe* has been abandoned by her owners at Houston, Texas and was auctioned off in order to satisfy creditors.

Saltie Scrappings: *City of Worchester* at Bangladesh in August as *Cape Creco*. *Deganya* at Mainland China as *Deutschland Express* in June. *Har Tabor* at Bangladesh in August as *Eastern Emerald*. *King Aegeus* at Gadani Beach in May as *Nikos A*. *New Horizon* at Gadani Beach in June as *Orient Horizon*. *Point Revere* in Karachi. *River Sea* in Turkey as *Trepsa*. *Jalagomati* at Bombay. *Nordglimt* at Karachi at *Maldiva Navigator*.

. . . Twenty-five years ago a change in the corporate name of the Knudsen Shipbuilding and Dry Dock Company was announced. It will now be known as Fraser-Nelson Shipbuilding and Dry Dock Company.



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

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