



Telescope

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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

The G.L.M.I. will host the 4th Annual Marine Art Sale and Marine Flea Market at the museum on Saturday, December 1, 1984 from 10-3 p.m. Interested dealers should contact the museum for details.

The museum will be open the following day, December 2nd and then we will close until the second week in January. During this time, the museum exhibits will be moved around to accommodate the Michigan Time Capsules exhibit. This exhibit will feature examples of nautical architecture found on the bottom of Michigan waters. The most recent addition is the six foot cannon that fell into the Detroit River when the British abandoned Detroit during the War of 1812. The Detroit Harbormaster divers found the cannon 300 feet from Cobo Hall. The Gaelic Tugboat Company sent a tug to assist the divers in recovering the cannon. The Institute extends their appreciation to the divers and tugboat crew for helping the museum.

It is with deep regret that we announce the death of Richard Van Collie in April. A long time Institute member, he came from a family of sailors. His father and uncles were crewmen on the *Delphine* and Richard served on the *Morgantheas*. He retired from the U.S. Naval Reserve after thirty four years of service. The Institute extends their sympathy to his wife and son.

MEETING NOTICES ●

The Robert E. Lee Dinner will be held on Friday, October 5, 1984 on the *Lansdowne* on the Detroit River. Mr. Harry Wolf will be our guest speaker. (See notice on page 139.)

The next business meeting (which all members are invited to attend) will be held on Friday, October 19th. The next entertainment meeting will be held on Friday, November 16th.

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OUR COVER PICTURE. . . The sharp ocean prow of the *Middletown* is even more striking at dusk, as the vessel uses her new self-unloading mechanism to discharge coal at Port Washington, Wisconsin in May, 1983. Paul Wiening has written this month's lead article on the *Middletown's* career from the stormy days of World War II as a tanker to her conversion to a self-unloader in the fall of 1981.

A FAR CRY FROM

WARTIME GRAY

by
PAUL G. WIENING

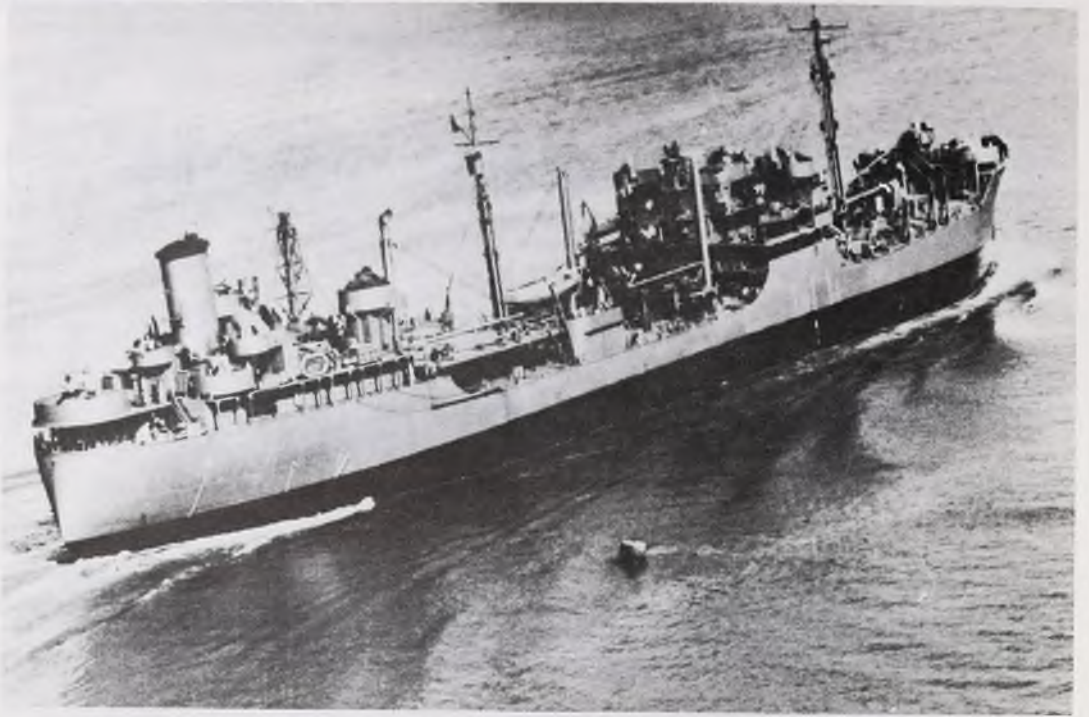
It was a hot, sultry August evening as the *Middletown* silently slid into the harbor. On this particular evening, the cream and red steamer carried a full cargo of 18,647 tons of coal which was wet and steaming in the cargo hold.

Formerly a straight deck bulk freighter, the *Middletown's* conversion to a self-unloader in 1982 prepared her for a season of stone and coal business in 1983. Her schedule for the summer consisted primarily of coal from Conneaut, Ohio to Port Washington, Wisconsin and stone from Stoneport, Michigan to Huron and Fairport, Ohio. There were

other cargoes and other trips to be sure, but her life was relegated to the pleasant routine that many of the sailors on board appreciated.

This serene life belies the early history of this vessel, which was anything but routine.

She was built in considerably less idyllic times, being ordered during the height of World War II from the Bethlehem Steel Company shipyard at Sparrows Point, Maryland. Originally the U.S. Maritime Commission ordered her as the standard type "T3-S-A1" tanker *Marquette*. However, she was never registered under that name and after her launching on October 31, 1942, she com-



The T-3 tanker hardly resembles the ultimate product of many rebuilds when seen shortly after being commissioned in this photo from the U.S. Archives.



She operated for a short time (1961-1962) for the Pioneer Steamship Company.

missioned as the *Neshanic*. She was an auxiliary oiler for the United States Navy and was given the number AO-71

The *Neshanic* was 488 feet long, 68 feet wide and almost 37 feet deep as she entered service in April, 1943 for the Navy. She departed Norfolk, Virginia in the company of four destroyers and three others heading for Aruba, NWI to take on her first cargo. On that first voyage, the escorts of the *Neshanic* encountered at least three enemy submarines, and one of them was believed sunk by the escort ships. The *Neshanic* herself did not see any real action yet.

In late 1943 the *Neshanic* was in the area of the Fiji Islands in the Pacific and was used to fuel the naval fleet that was involved in the invasion of the Gilbert Islands. During the operation, none of the fuel tankers were directly involved in any air attacks; however, there were several enemy bombers that were shot down during the invasion.

In early 1944 the *Neshanic* was used to fuel the naval fleet at sea during the first days of the invasion of the Marshall Islands. Before 1944 was over, the vessel saw heavy action in the Pacific including famous battle zones such as Kwajalein, Iwo Jima, Saipan, Guam,

Okinawa and the Marianas. The tanker was involved against Japan in July and August, 1945. In all, the *Neshanic* was awarded nine service stars for her participation in the Asiatic and Pacific war zones. Her captain during much of this time was A.C. Allen.

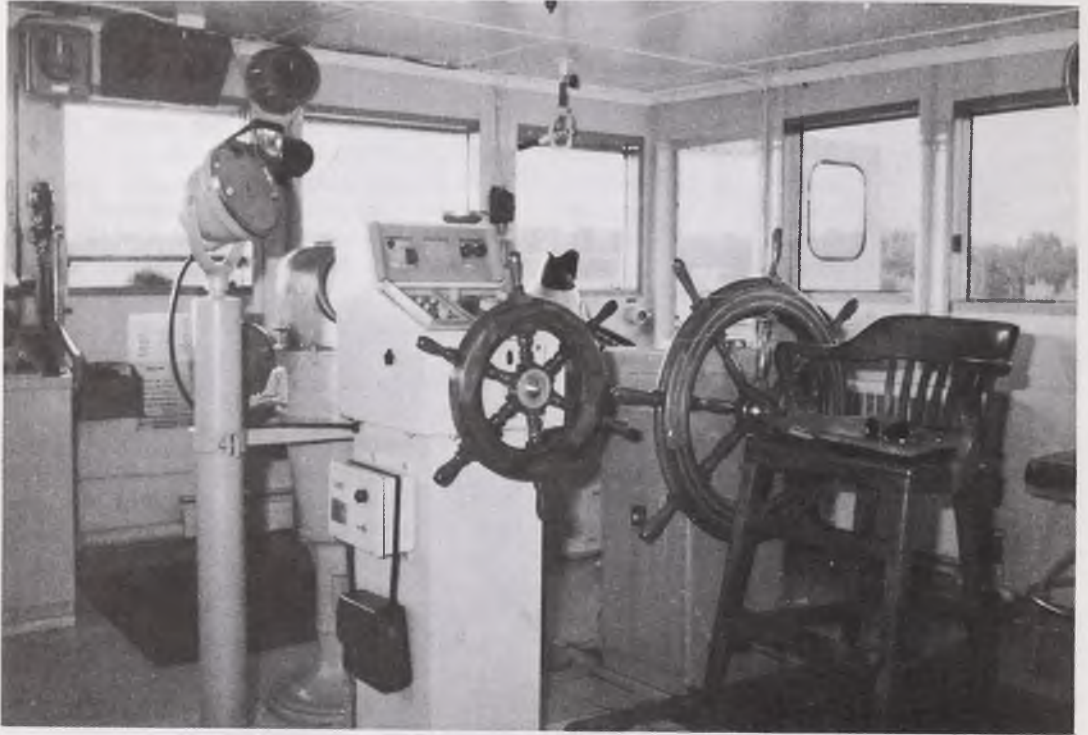
On Sunday afternoon, June 18, 1944, the *Neshanic* was refueling a destroyer escort near Saipan when five Japanese planes were spotted. The *Neshanic* was equipped with several guns; but despite evasive action and heavy gunfire, the tanker was bombed by one of the planes. The enemy bombers would continually glide in just above the mast of the ships and drop their bombs and pull up. All battle stations on the *Neshanic* were manned, but despite a tremendous anti-aircraft barrage, the *Neshanic* was hit. It was believed that the ship's gunner did manage to shoot down the plane that had bombed her.

After dark in choppy seas, the *Neshanic*, although struck, was still afloat and in relatively good condition. She sustained some wounds, such as bent plates, which she still retains today. The *Neshanic* tied up alongside another T-3 sistership, the *Saranac* which had been damaged severely in the attack.



Author's Photo

MIDDLETOWN upbound in the Amherstburg Channel in June, 1980.



Author's Photo

The lack of ornate fittings in the pilot house gives mute testimony to the fact that the ship was built during wartime conflict where such luxuries were not required.

The sick bay on the *Saranac* had been demolished, and fourteen of her most seriously wounded were taken aboard the *Neshanic* and cared for by her ship's doctor. She then proceeded to Eniwetok where her injured and those from the *Saranac* were put ashore. She spent three weeks in the harbor undergoing repairs.

At the conclusion of the war, the *Neshanic* was decommissioned on December 19, 1945. She was removed from the Navy Register on January 8, 1946 and turned over to the Maritime Administration for disposition on June 28, 1946.

In 1947 she was sold to the Gulf Oil Company of Philadelphia and put into service as the tanker *Gulfoil*. Like many other wartime T-2 and T-3 tankers, the *Gulfoil* remained in service on the oceans of the world for Gulf until an accident ended her career in a spectacular manner.

In the early morning fog, the *Gulfoil* collided with the tanker *S.E. Graham* on August 7, 1958 just outside of Newport, Rhode Island. The *Graham* was carrying a cargo of over five million gallons of gasoline at the time, and

exploded immediately. The spectacular fire that resulted killed fifteen of the *Gulfoil's* crewmen. A total of seventeen persons were killed and 36 others injured in the accident. She burned for over five hours before finally being brought under control. Both ships were declared to be total losses and the *Gulfoil* was beached nearby.

The hulk of the *Gulfoil* was taken to the Maryland Shipbuilding & Dry Dock Company at Baltimore, where it was determined that she was virtually unrepairable as a tanker. Her journey to the Great Lakes then began at Baltimore, as the shipyard had a new midbody constructed at the Verholme United Shipyards in Rotterdam, Holland. This midbody was towed to Baltimore, where it was attached to the former bow and stern sections in 1961. The vessel was then given new dimensions of 730 feet long, 75 feet wide and 36 feet deep. She was rechristened *Pioneer Challenger* and was delivered to the Pioneer Steamship Company.

The *Pioneer Challenger* departed the Baltimore shipyard on July 1, 1961 bound for Seven Islands, Quebec and passed Detroit

upbound on July 16, 1961 on her maiden voyage. On July 30th, a few weeks later, the *Pioneer Challenger* struck something off of Buffalo, New York and suffered severe bottom damage. She was taken to Fraser-Nelson Shipyards in Superior, Wisconsin for repairs.

As Hutchinson & Company, the operators of the Pioneer Steamship Company entered their phase out procedures in 1962, the *Pioneer Challenger* was among the vessels to be quickly disposed of. She was sold to the Columbia Transportation Company and renamed *Middletown* for the iron ore trade.

Her wartime boilers and engines were modernized during the winter of 1972-73 as automated equipment was installed. On December 6, 1978 divers inspected her rudder stock and found it to be broken. She was taken to Lorain for repairs and layup for the winter.

She was laid up early in the fall of 1981 at Sturgeon Bay, where she was to undergo conversion to a self-unloader. She was equipped with the shipyard's loop-type conveyor system which actually envelopes the cargo between two belts as it takes it from the cargo hold to the unloading boom. Coal is usually

unloaded in about six hours, while taconite requires only three and a half hours.

While she was at the yard for her conversion, the original wartime DC electrical equipment was totally replaced. All motors, generators, and most of the wiring was removed and replaced with AC equipment. The *Middletown* retained her oil-fired steam turbine which can still propel her at speeds of 17 to 18 mph when light.

Considering all that she had been through in her 40 years, the *Middletown* still presents a striking picture, especially with her sharp tanker prow and sleek profile. Few remnants of her wartime years remain: a steering wheel in the steering gear quarters, a few tanker turrets, and a dented plate or two, but her wartime activities and service stars she earned remain as a tribute to her service, and the men who sailed her in those troubled times. □

Author's note: A special thank you for assistance in preparation of this article is given to Norbert Beauchamp, longtime Engineer on the Middletown, who shared his well-documented accounts of the vessel's wartime activities with us.



Although her engine room remains little changed since being built, the subsequent modernization still leaves the original turbines and boilers intact.

DEEP SEA CASUALTIES

by
SKIP GILLHAM

Once again the deep sea shipping lanes claimed a number of former visitors to the Great Lakes. Some were lost via collision, some to the elements, some to fire while others grounded and suffered damage that ended their careers. Even a few fell victim to the Iran-Iraq war. We hope that you will find this information of interest, especially if you recall seeing these ships on our inland seas.

This report is based on initial data appearing in *Marine News*, the monthly publication of the World Ship Society. Our thanks to fellow members Barry Andersen and George Ayoub, who helped identify these former Seaway callers and assisted with the details

of their sailing lives.

Fire claimed several of these ships. On December 24, 1982, *Tukwila Chief*, which had recently unloaded animal feed at Hamilton, was only hours out of Souris, P.E.I. with a load of potatoes. A blaze erupted in the engine room and soon destroyed the entire after end including accommodations, galley and pilothouse. The Canadian Coast Guard picked up several survivors while three were rescued by the occasional lakes caller *Imperial St. Clair*. One life was lost.

This vessel had first called on the Great Lakes in 1962, a year after her construction. The name at the time was *Esther Charlotte*

Schulte and she operated on charter to the Hamburg-Chicago Line. The 308-foot freighter was under Panamanian registry at the time of her destruction and the hull was towed to Sydney, Nova Scotia. There part of the cargo was salvaged, but the rest was left to rot. On September 20, 1983, *Tukwila Chief* cleared Sydney under tow and was taken to deeper waters in the Atlantic and scuttled.

Another Panamanian freighter, *Kimoliaki Pistis*, fell victim on January 18, 1983. Her fire also broke out aft and she was in position 36.32N, 17.40 E. This put her in the Mediterranean south of Italy. She was out of Recife, Brazil, enroute to a Black Sea port and had to be abandoned by her crew. She was later taken in tow and arrived at Piraeus, Greece on January 27th.

Ydra, a well known lakes caller as (a)*Manchester Port* and (b)*Biokovo*, had previously suffered fire damage in 1980. Just east of Bizerta, Tunisia on January 21, 1983, tragedy struck again in the form of a fire and grounding. The Greek flag vessel was safely abandoned, but this time her career may be over.

Genie, which had been laid up at Seychelles since November 22, 1981 was hit by fire December 8, 1982, after an oil pipe burst. The machinery area was badly damaged



Photo by M.B. MacKey

TUKWILA CHIEF at Sydney, N.S.
on January 28, 1983.

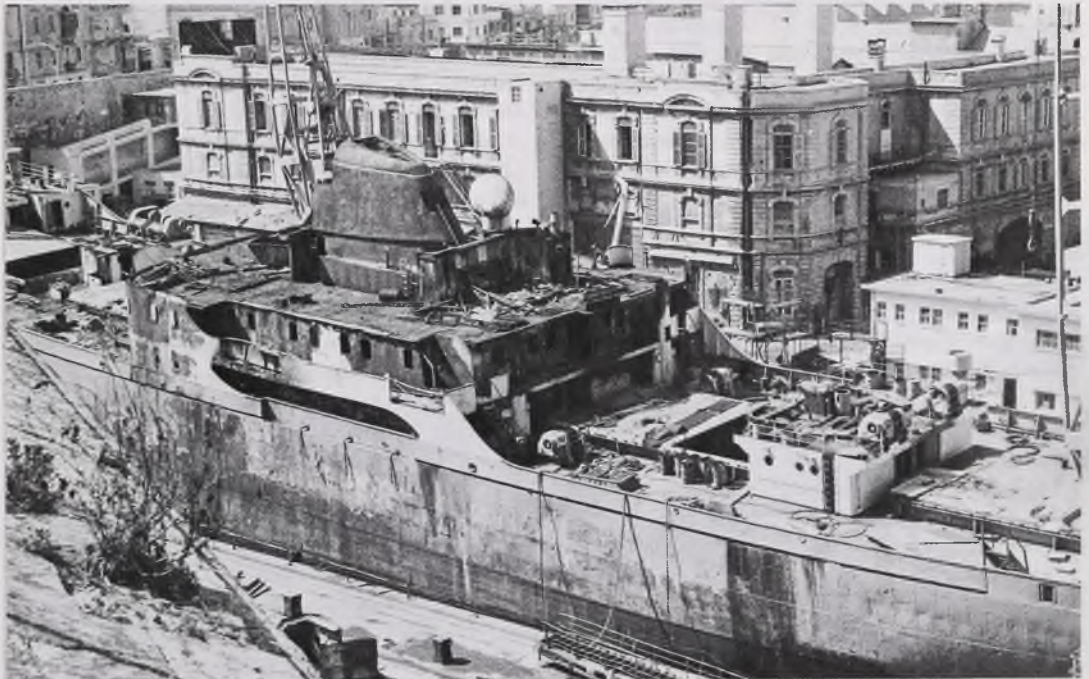


Photo by Michael Caesar

CLEO C. in Malta in July, 1983 being scrapped.

and considering the inactive status and age of the Liberian registered freighter, there seems little prospect of repair.

Cleo C., the former *Marie Skou*, burned March 4, 1983 while south of Sicily. This blaze also erupted in the engine room and gutted the midships section. Towed to Valetta, Malta on March 9, *Cleo C.* was later sold to the Malta Drydock Company and broken up.

Nine days later at Bandar Abbas, Iran, another engine room fire struck a former Seaway caller. This time the victim was *Ferngrove*. She was currently operating under the flag of Cyprus as (c)*Nihon* of Ayios Simeon Shipping Company Limited. The vessel, built in 1965, was declared a total loss.

On July 4, 1983, the *Samos Sun* of Fontana Shipping Inc. was gutted amidships while at Port au Spain, Trinidad. Officials ordered her clear of the dock area and she was towed away and beached. Unfortunately *Samos Sun* heeled over on her side and has been declared a total loss. The vessel was familiar around the Great Lakes under her first name of *Lake Eyre*. Built in 1961, she visited the Seaway under the Swedish flag for a number of years.

Bad luck struck *Balstad* on July 13 when lying at Singapore Roads for bunkers. The

vessel was enroute from Thailand to Tunisia for the Pasture Navigation Corporation of Panamanian registry. Fire caused damage beyond economical repair and the vessel headed instead for Kaohsiung, Taiwan, and the shipbreakers yard. She arrived on September 29, 1983. On the lakes this ship had been known as *Klavida*.

Another Panamanian freighter, *Ergina I*, a Seaway saltie known as *Byzantion*, burned September 12, 1983 in the eastern Mediterranean. She was gutted aft and abandoned. She had gone aground earlier in the month and moved from one problem to another.

Groundings, though not always fatal, are usually damaging. An older ship, well travelled and ripped open by rocks, usually succumbs and if freed, goes to the scrapyard. Several fit this category for the 1983 season.

The Scindia Steam Navigation Company has many ships around the world and each year several visit the Great Lakes. *Jalajaya*, a frequent lakes caller, went aground at Los Angeles on January 28, 1983. Her anchor dragged during a storm, but she was salvaged.

Another former Scindia ship was not as fortunate. *Jalazad*, operating as (b)*Jyoti Vinod*, was scuttled off Tema, Ghana in September,



SANTONA at the Iroquois Lock on September 13, 1964.



Photo by George Ayoub

BELMONA at Iroquois Lock on June 4, 1967.

1983. The ship had arrived there in a deteriorated condition in 1981 and was apparently abandoned by the owner. After two years at the dock port, officials had her towed to sea and sunk.

The former *Mirenchu*, a victim of a grounding accident on the Berbice River in Guyana on June 28, 1981, was declared a constructive total loss in 1983. This freighter as (c)*Acmi*, had been idle at San Pedro de Marcois, Dominican Republic since shortly after the accident.

Netanya, a frequent visitor to the Seaway in the 1960's for the Zim Israel Line, went aground off Cuba on December 22, 1982. This general cargo carrier was named (c)*Krois* of Seagoose Incorporated and flew the Greek flag when she went on the bottom off Diamond Point. Outbound from Havana, Cuba for Luanda, Angola, the ship was refloated two days later, but had severe damage and was declared a total loss.

Another former regular Seaway trader to run aground was *Santona*. This one time member of the Donaldson Line began coming to the Great Lakes in 1959, the year the vessel had been built. Since 1974, she has sailed as (b)*Maldiva Trader* and on January 9, 1983, ran aground on North Jumna Shoal in the Red Sea off Sudan. Refloated, the vessel was examined at Karachi, Pakistan and sent off to Gadani Beach for scrapping.

The former Ghanaian freighter *Pra River*, was considered a total loss after a grounding on July 27, 1983. The vessel was sailing as (c)*Mayon II* when she found the bottom off Africa while enroute from Las Palmas to Nigeria. The ship was abandoned.

On December 7, 1983 the Peruvian flag *Unisol*, perhaps the first Peruvian ship to visit the Great Lakes, went aground on Dupuis Island off Chandler, Quebec and broke in two. The vessel had been loading and sought to ride out the storm at a safe anchorage. Fortunately the crew was rescued when she broke up.

Several vessels went to the bottom. The lakes caller *Belmona* went down December 26, 1982, south of Taiwan. Her holds flooded in a storm and only one sailor survived. She was known as *Rhodian Sailor* at the time of her loss.

Pollux sank ten miles east of the Bombay Floating Light on January 7, 1983. The vessel, sailing at the time as the Singapore registered *Cherry Chantek*, had hit the wreck of another vessel and this caused sufficient damage to sink her.

On February 5, 1983, *Solano* sank off the breakwall at Matarina, Peru. The ship was now known as the Greek flag *Santo Evan* and had suffered an engine room fire on January 31 and moved to the anchorage

only to go down.

Lost under similar circumstances was the former *Cool Girl*. She had caught fire at Las Palmas as (d)*Skyfrost* and was taken in tow only to sink 30 miles out to sea on August 4, 1983. The crew got off safely.

Regent Marigold was lost April 1, 1983 as (d)*Lexington*. The ship's hull fractured 200 miles northwest of Penang while bound for Bangladesh.

An early *S.D. 14, Syrie*, was abandoned in sinking condition June 10, 1983. The vessel was named *Athena* at the time and had been taking water some 650 miles out in the Pacific. A month later *Athena* was spotted still afloat having moved considerably from the position of abandonment. It has not been seen since and is presumed sunk. The vessel was enroute from Port Alfred, Quebec, when she went down.

On November 6, 1983 *Eva Maria C.* sank 200 miles northeast of Aden in the Red Sea. The vessel was bound for Bandar Abbas, Iran, and developed leaks as (b)*Lagada Beach*.

Finally the former *Moshill* received mortal wounds on November 20, 1983 off Palawan

Island, Philippines in a grounding accident. It was released but sank in shallow water about five miles northeast of Tarumpitao. At the time of her demise, she was named (c)*Brailee* of Panamanian Fritz Steamship Corporation.

At least three ships that had visited the Great Lakes fell victim in the Iraq-Iran conflict. The *Apj Priti*, an Indian freighter was seriously damaged by an Iraqi aircraft rocket attack on May 31, 1983, while in convoy.

Antigoni sank off Bandar Khomeini, Iran when hit by what was believed to be an Exocet missile while inbound from Japan.

The third casualty was *Iapetos*, a vessel well known on the lakes under a trio of names. Originally *Jarosa*, it also called inland as (b)*Ivory Star* and (c)*Turicum*. She was reported damaged off Iran on December 8, 1983 by machine gun fire and then in March, 1984, caught fire after being hit by a rocket.

The length of this list, which we cannot claim to be complete, gives a sharp reminder of the perils of the sea and how misfortune has hit those ships that once called on our beautiful Great Lakes. □



EVA—MARIA C in Welland Canal on August 14, 1976.

THE INDOMITABLE SURVIVOR

by
PETER D. RISTEVICH

For eight decades the people of Detroit have been blessed with the pleasure of trips on the *Columbia* and *Ste. Claire*. Our friends in Buffalo once shared a similar experience, but now there is a void, as their boat is no longer part of the scenario. I write of our dear friend the *Canadiana*, who now seems to survive as if directed by a will of her own.

The *Canadiana* (US 207479) was designed by the incomparable naval architect Frank E. Kirby and was the fine product of the craftsmen at the Buffalo Dry Dock Company. As *Hull 215*, she was launched on March 5, 1910 and began ferrying passengers to the island amusement park at Crystal Beach, Ontario later that same year.

She was accompanied on the run by her almost identical sister *Americana*. The *Americana* was part of *R.M.S. Queen Mary's* welcoming flotilla on her maiden voyage in 1936. The *Americana* was eventually sold off lakes, and ran on salt water until meeting the scrapper's torch at Baltimore, Maryland in 1952.

By 1958 the Crystal Beach service had ended, and the *Canadiana* found herself carrying passengers from Toledo to the Bob-Lo Park in Amherstburg, Ontario. It was here at age seven that I first saw the *Canadiana*

making her way to the island. I was never afforded the pleasure of riding on her, but my affinity for her was there, just the same.

She was on the Bob-Lo run until approximately 1959. She was due to sail again in 1960 with a name change to *Pleasurama*, but for economic reasons, these plans never developed. In 1959 she suffered an eighteen inch gash caused by ice and nearly sunk in the Maumee River. I lost track of her until 1966, when I found her at Buffalo while enroute to Niagara Falls with my parents.

Again I lost sight of her until August of 1980 when I made a photographic journey to Cleveland, Ohio. I had forgotten that she was moored at Collision Bend, waiting to be converted to a floating restaurant. As I walked down the narrow roadway to see her, my eyes began to water. Surely this faithful servant deserved a better fate than to be lying idle at the mercy of Ohio's sometimes tempestuous elements. It dawned on me that she was the last survivor of her class and should be preserved future generations. I recorded her condition on film, but regrettably was unable to board her. She became a "pet project" of mine, almost an obsession.

In 1981 I made a similar pilgrimage to



Author's Photo



Author's Photo

*Top: The CANADIANA beached in Ashtabula in June, 1984.
Bottom: View of damage done to portside during salvage operations.*

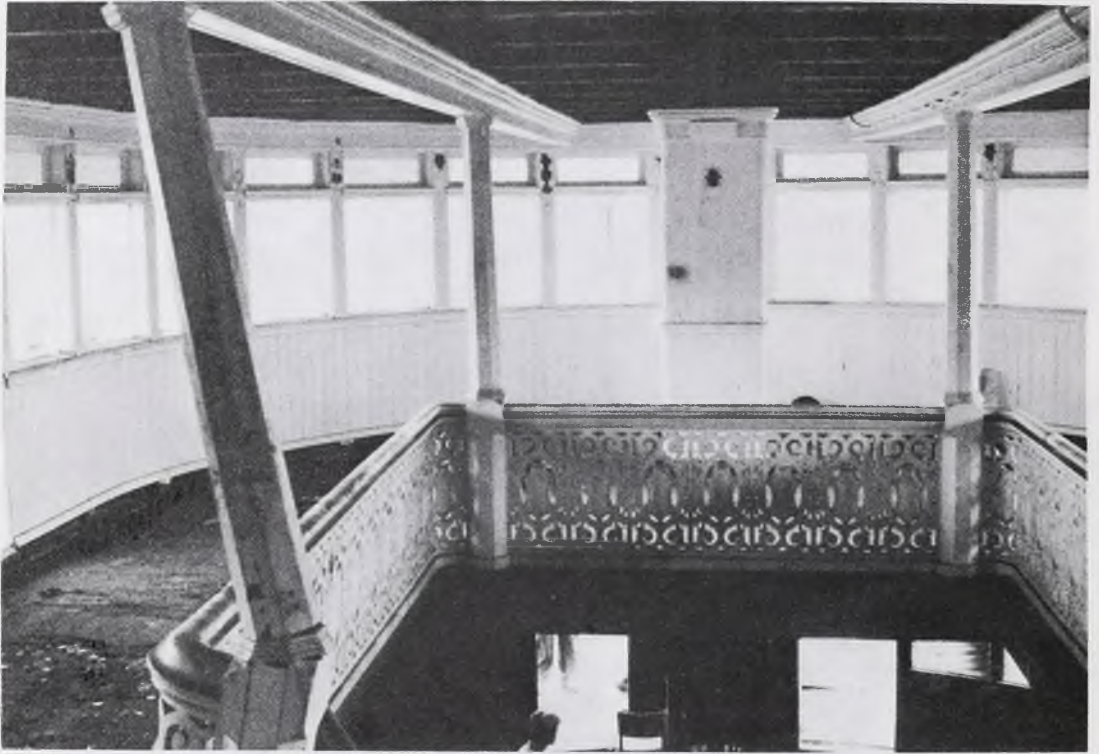


Author's Photo



Author's Photo

*Top: Looking aft on the ballroom deck which was covered with mud.
Bottom: The bandstand remains silent.*

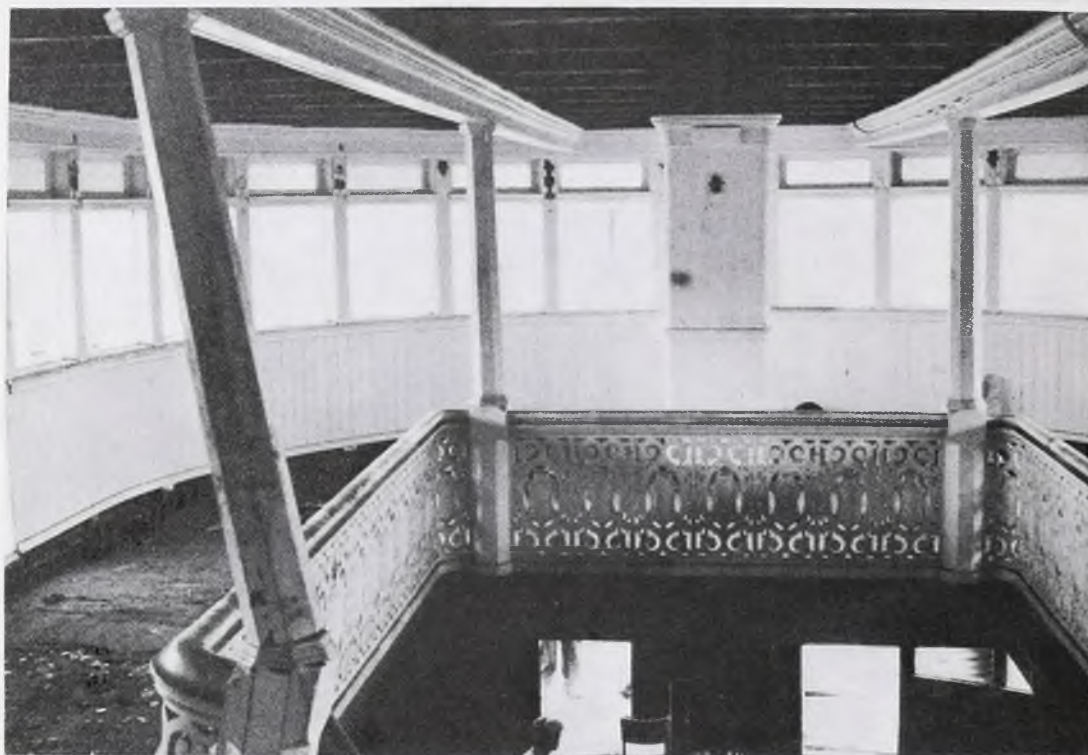


Author's Photo



Author's Photo

*Top: The third deck aft of the main staircase. Note the good condition of the wood.
Bottom: Looking forward from the pilot house on the boat deck.*



Author's Photo



Author's Photo

*Top: The third deck aft of the main staircase. Note the good condition of the wood.
Bottom: Looking forward from the pilot house on the boat deck.*

GREAT LAKES & SEAWAY NEWS



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T. SECHEN	K. STREK	T. STROMBERG
		A. SYKES

Apr. 26. . .The *St. Clair* tied up in Ashland, Wisconsin to wait for the ice to clear out of the St. Clair River.

May 1. . .The ice has finally cleared out of the St. Clair River. It will be a couple of days before shipping returns to normal.

. . .P.M.'s *Charles M. Beeghly* was taken to Fraser Shipyards in Superior, Wisconsin for repairs.

. . .The Cheboygan-based tug *Northwestern* sunk in 90 feet of water while towing a barge from Mackinac Island to St. Ignace. Her crew was rescued by the ferry *Huron*. The tug is owned by Ryba Marine Construction of Cheboygan and the company is investigating salvage operations.

. . .While upbound in Lake Superior in rough weather, the Canadian bulk carrier *Silver Isle* developed cracks in her deck.

. . .The Canadian freighter *Hopedale* has sunk at Port Aux Basques, NFLD. after an engine room fire.

May 2. . .The tugs *Glenevis* and *Glenside* towed the *Elmglen* out of Toronto enroute to Port Maitland.



ST. CLAIR laid up at Ashland, Wisconsin on April 26, 1984 because of the ice jam.

Photo by Terry Sechen

GREAT LAKES & SEAWAY NEWS ●



Photo by Barry Andersen

KEYSTONE STATE, *ex-PRESIDENT HARRISON* downbound at Port Colborne on April 27, 1984.

. . . *Arctic* in the Port Weller Dry Docks.

. . . The Canadian Coast Guard vessel *D'Iberville* arrived at Sorel on April 16 under tow for lay-up.

May 3. . . *Elmglen* arrived at Port Maitland.

. . . Halco's *Lawrencecliffe Hall* departed Montreal to begin her season.

. . . The State of Michigan has offered to sell the partially completed tug and barge at UPSCO to Superior Shipbuilding.

. . . The Charlevoix-Beaver Island mail boat *Ossian* has been sold to the Isle Royale Transit Company in Houghton, Michigan. She will operate between Houghton, Isle Royale and Fort William, Ontario.

. . . The U.S.C.G. has cleared the captain of the *Charles M. Beeghly* in the grounding of April 27 at Superior Wisconsin.

. . . Inland Steel of Chicago has given a contract to the National Coal Board of England to supply 175,000 tons of coke to the Inland plant. They also have an option to buy 250,000 in 1985.

● GREAT LAKES & SEAWAY NEWS

. . .The saltie *Duteaus* was surveyed in Burns Harbor, Indiana for damage caused when she grounded in the St. Clair River during the ice jam. She departed for Milwaukee, Wisconsin.

May 4. . .*St. Clair* departed Ashland for the lower lakes.

. . .The Canadian tanker *James Transport* was idle and undergoing an extensive refit.

May 5. . .*Duteaus* cleared Milwaukee for Montreal.

. . .The U.S.C.G. icebreaker *Mobile Bay* was scheduled to depart its home port of Sturgeon Bay for the island of Grenada. She will be used for search and rescue operations and return to the lakes in mid-November.

May 6. . .The *Canadian Ranger* passed upbound in the Welland Canal on her maiden voyage to load a cargo of coal.

May 7. . .Columbia's self-unloader *Fred R. White* arrived at Bay Shipbuilding for a 5-year inspection.

. . .Another competitive bid for UPSCO has been submitted in Bankruptcy Court in Marquette, Michigan.

May 9. . .*Canadian Ranger* was downbound in the Welland Canal with a cargo of coal for Hamilton, Ontario.

. . .While at anchor in the St. Lawrence River, the Philippine m/v *Saint Vincent* was struck by the Canadian tanker *Rivershell*.

May 10. . .ULS International and Port Weller Dry Docks are bidding for Ferguson Industries Shipyard in Picton, N.S.

. . .*Wittransport II*, ex-*Cape Transport* was towed from Kingston to Deseronto.

May 11. . .The tug *R&L No. 1* will tow the cement carrier *Robert Koch* as a barge this season.

May 14. . .*Charles M. Beeghly* returned to service.

. . .The whaleback tanker *S.S. Meteor* will be inducted into the National Maritime Hall of Fame at Kings Point, New York on May 19th. The whaleback is moored at Superior, Wisconsin.

. . .The captain and crew of the saltie *Garifalia*, a Seaway visitor in 1983, have been charged with forcing eleven stowaways to abandon ship in the shark infested waters off Somalia, Africa.

May 15. . .From Montreal comes a report that the tanker *Yvon Simard* was still at the Omnimar Dock in the Richelieu River and is up for sale.

. . .The scrapping of the *Leadale* will be completed this month.

. . .The *Thorold* passed down the Welland Canal for Quebec City. She will replace the *Sauniere* on the salt run from Magdalen Islands to Montreal for several weeks.

May 16th. . .The Collingwood Shipyard has signed a 30 million contract to build a 730-foot bulk carrier for N.M. Paterson and Sons Ltd. of Thunder Bay. Completion date was set for June, 1985.

GREAT LAKES & SEAWAY NEWS ●

May 17. . .P.M.'s bulk carrier *E.G. Grace* arrived at Ramey's Bend in the Welland Canal in tow of tugs *Glenside* and *Glenevis*.

. . .The U.S. Navy destroyer *U.S.S. Edson (DD946)* will visit the upper lakes again this summer.

. . .Cleveland-Cliffs self-unloader *Edward B. Greene* delivered a load of ore to the Ford plant. The *Greene* and the *Sterling* are scheduled for several trips up the Rouge River this season. Canada Steamship Lines will also deliver ore into the Ford plant in exchange for the *Benson Ford* delivering ore to Hamilton, Ontario.

. . .The Newman Transportation Company will operate the *Jenson Star* between Toledo, Windsor and Thunder Bay. The *Star* is the former package freighter *French River*.

May 18. . .The *Canadian Progress* is on the Port Weller Dry Docks and the *Arctic* returned to the fit out wall.

May 19. . .*Canadian Progress* off the dry docks.

. . .The *Carrianna Peony* was renamed *Sea Peony* while upbound in the Welland Canal.

. . .The Weldtech Corporation, a New York based contractor, has surfaced as the bidder for the Upper Peninsula Shipbuilding Co.

May 20. . .The saltie *Aegis Hispanic* suffered an engine breakdown near the Eisenhower Lock and halted traffic for three hours.



Photo by Barry Andersen

Tugs GLENEVIS and GLENSIDE tow the GRACE inbound at Port Colborne on May 17, 1984.

● GREAT LAKES & SEAWAY NEWS



Photo by Barry Andersen

JENSEN STAR upbound out of Lock 3 on April 24, 1984.

May 22. . .Today is National Maritime Day to commemorate the transatlantic voyage of the *Savannah* in 1819. The Congress designated May 22nd in a joint resolution passed in May, 1933.

. . .*Benson Ford* departed the Ford Basin on her first trip to load ore for Hamilton, Ontario.

May 24. . .Kinsman Line's Inc. announced that the *Alistair Guthrie* will be used as a barge for several trips. She was towed from Cleveland by the "G" tug *Ohio*. She was brought out to assist the fleet in delivering grain to Buffalo.

May 25. . .The Turkish vessel *Cemre 1* arrived in Chicago from Spain and will be surveyed for possible damage sustained when she struck the approach wall in Lock 8 in the Welland Canal.

May 27. . .*Contoy*, ex-*Lawrendoc* passed downbound in the Welland Canal after being refitted at Collingwood. She is now registered in Progresso, Mexico.

May 29. . .The Panamanian registered saltie *Union Pioneer* loaded 17,500 short tons of soybeans in Toledo on her maiden voyage. She was built at the Hitachi Shipyard in Hiroshima, Japan. She will top-off with grain at Baie Comeau before sailing to Tokyo.

. . .Newfoundland Steamship's *Catalina* has been laid up at Montreal.

May 30. . .*Stephen B. Roman* went aground while entering Rochester, N.Y. Tugs have been called for.

GREAT LAKES & SEAWAY NEWS ●



Photo by Skip Gillham

CONTOY at Port Colborne on May 27, 1984.

. . .Lakeshore Contractors of Muskegon have recovered the helicopter that crashed in Lake Michigan in September, 1983.

. . .Port Aux Basques radio reported that the Panamanian vessel *Ho Ming No. 3* collided with the Italian bulk carrier *Corona Australe* in the Cabot Strait off Cape Breton in dense fog. The *Ho Ming* was on a voyage to Europe and headed for Cape Breton for a survey. The *Corona* was on a voyage for Chicago and headed for Montreal.

. . .The self-unloader *John J. Boland* passed down the Welland Canal with a load of salt.

. . .Kinsman's bulk carrier *Wm. A. McGonagle* passed down the Welland Canal with barley for Oswego, N.Y.

May 31. . .*Stephen Roman* freed by three tugs at 4:00 a.m.

. . .C.S.L.'s package freighter *Fort York* was towed from Elevator Bay in Kingston, Ontario by the tug *Glenevis*. They are bound for the scrapyards at Hamilton.

. . .The Philippine vessel *Valor* struck the approach wall of the Cote Ste. Catharine Lock. She proceeded to Montreal for a survey of damage.

June 1. . .*Arctic* returned to service.

. . . *Fort York* arrived at United Metals Dock in Hamilton. She had been idle at Kingston since 1980.

● GREAT LAKES & SEAWAY NEWS



Photo by Don Dube

SILVERDALE was towed from her lay-up berth at Windsor into the coal dock in Windsor for scrapping.

. . . *Ho Ming No. 3* was surveyed at Sydney, N.S.

. . . The National Park Service vessel *Ranger III* began her 1984 season to Isle Royale.

Jun. 2. . . Windsor Detroit Barge Lines tugs towed the self-unloader *Silverdale* to the Confederation Coal Dock in Windsor to be scrapped. She is best remembered as the *Gleneagles* for Canada Steamship Lines.

Jun. 3. . . Damage to the *Ho Ming No. 3* will require drydocking. She will proceed to Halifax for repairs and will be escorted by a tug.

. . . *Corona Australe* arrived at Montreal to be drydocked for repairs.

Jun. 4. . . *Yvon Simard* was being cut up at Sorel.

. . . The tug *Glenevis* returned to Kingston to tow the *Fort Henry* to Hamilton.

Jun. 5. . . *Fort Henry* arrived at the United Metals dock in Hamilton in tow of tugs *Glenevis* and *Glenside*.

Jun. 6. . . *Valor* arrived at the lay-by berth in Quebec City. She was expected to be drydocked at Lauzon on June 7th.

. . . One of the pigs used at the Soo to distract seagulls, fell into the power house intake and drowned.

GREAT LAKES & SEAWAY NEWS ●

Jun. 7. . .The *Lawrencecliffe Hall* lost power and went aground on Ironside Island in the St. Lawrence River.

Jun. 10. . .*Fred R. White, Jr.* delivered the first coal shipment of the season to Ashland, Wi.

. . .The new cruise ship *Caribbean Prince* passed upbound in the Welland Canal.

Jun. 11. . .*Valor* drydocked for rudder repairs.

Jun. 12. . .Ford's self-unloader *Henry Ford II* laid up temporarily at the Ford Basin for generator repairs.

Jun. 12. . .*Wm. Clay Ford* drydocked at Bay Shipbuilding for 5-year inspection.

Jun. 14. . .Lykes Brothers Steamship has turned 13 ships into the Ready Reserve Force. One of them was the *Gulf Banker*, a Seaway visitor.

Jun. 16. . .The 88-year old steam tug *Edna G.* was sold to Two Harbors, Minnesota for one dollar by the Duluth Missabe and Iron Range Railway.

Jun. 17. . .The *Caribbean Prince* departed Wyandotte, Michigan on her 12-day cruise to Owen Sound, Ontario.



Photo by Wendell Wilke

WM. CLAY FORD drydocked next to the **ROGER BLOUGH** at Bay Shipbuilding for a 5-year inspection.

● GREAT LAKES & SEAWAY NEWS



Photo by Harry Wolf

CARIBBEAN PRINCE departing Wyandotte on her maiden voyage on the lakes on June 17, 1984.

Jun. 18. . . The first ocean-going barge shipment ever to use the port of Cleveland was handled recently at the Cleveland-Cuyahoga Port Authority. The shipment of 6.5 million dollars worth of Trex Corp. heavy duty off-highway construction equipment was destined for Portete, Columbia.

Jun. 20. . . The *Gibraltar* was launched at the Twin City Dry Dock at Sault Ste. Marie, Michigan. The *Gibraltar* and the *Tecumseh* will carry passengers to Bob-Lo Island.

. . . Reserve Mining Company has received a permit to discharge treated water into a northshore stream into Lake Superior. The Minnesota Pollution Control Agency issued the permit.

Jun. 21. . . The *Caribbean Prince* arrived at the Soo, marking the half-way point on her 12 day cruise.

. . . The Bankruptcy Court in Marquette, Michigan said the sale of UPSCO to Superior Shipbuilding should be approved as submitted to the court.

Jun 24. . . C.S.L.'s self-unloader *Atlantic Superior* suffered an explosion in the forecastle while anchored at Port Hawkesbury. She was loaded with coal. One crew member suffered major burns in the explosion and methane flash fire. The fire was extinguished before it spread any further.

Jun. 25. . . Canada issued a 32¢ stamp commemorating the opening of the Seaway 25 years ago. The ceremony was held in Cornwall, Ontario.

. . . The U.S. Environmental Protection Agency vessel *Roger R. Simons* returned to the Eisenhower Lock at Ogdensburg for the 25th anniversary of the Seaway. The *Simons* was the former U.S.C.G. *Maple* which took part in the opening ceremonies in 1959.

GREAT LAKES & SEAWAY NEWS ●

Jun. 26. . .The Canadian vessel *Thorold* was unable to stop when entering Lock 1 in the Welland Canal. She snapped the arrester cable and hit the lock gate. The canal was shut down for minor repairs to the gate. The *Thorold* had extensive bow damage.

Jun 28. . .*Imperial St. Clair* was off the Port Weller Dry Dock to be replaced by the *English River*.

. . .The U.S. House of Representatives approved a new 1,000-foot lock for the Soo.

. . .The Canadian tanker *Coastal Canada*, ex-*Gulf Canada* was upbound in Lake Ontario for Clarkson, Ontario.

Curator Robert E. Lee Dinner

The *Lansdowne* will be the scene of a gala "Gathering at the River" on Friday, October 5, 1984 when the Great Lakes Maritime Institute will host their annual dinner beginning at 6:00 p.m.

After dinner entertainment will feature noted marine photographer Harry Wolf's sound-slide program titled "Ships to Remember Part III, 1974-1979".

Mr. Wolf's multi-image presentation dramatically portrays magnificent views of bulk carriers, self-unloaders, lakers, barges, and passenger vessels that have departed the Lakes during the last six years of the seventies. Interspersed with the departed vessels are splendid shore scenes, the saga of the *South American* as seen at Camden, N.J., historical marine recollections, selected golden oldies converted to non-transportation use and surprises all set to music.

Mr. Wolf, an Institute board member since 1963, is a photographer of unusual talent. As ship's photographer aboard the *North* and *South American*, he enjoyed an unusual opportunity to be in the place where beauty abounds. Including his more recent ship and shore travels, he has seen the Great Lakes from Quebec to Duluth. Wolf's photographic artistry is in evidence throughout the show.

Mark your calendars for Friday, October 5th for this delightful dinner program. Dinner notices will be sent to members in the metro-Detroit area the second week of September. □



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.

Telescope[®], the Institute's journal, is published six times per year and covers Great Lakes topics. The Editor welcomes the opportunity to review manuscripts for publication, sent to:

GREAT LAKES MARITIME INSTITUTE

Dossin Great Lakes Museum
Belle Isle, Detroit, MI. 48207

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