



# Telescope

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Volume XXXIII; Number 6 and Index



GREAT LAKES  
MARITIME  
INSTITUTE

DOSSIN GREAT LAKES MUSEUM  
Belle Isle, Detroit, Michigan 48207

## MEMBERSHIP NOTES ●

The museum will sponsor a Marine Flea Market on Saturday, December 1st from 10-3 p.m. Those interested in table space should contact the museum 267-6440.

The museum will be closed from December 3rd to January 16, 1985. During this time the shipwreck exhibit will be installed in the Robert E. Lee Hall. A reception for the exhibit opening will be held on Saturday, January 12th. Invitations will be sent to members living in the metropolitan Detroit area, Windsor and Toledo.

Institute member Robert Johnson informs us that Eric Hirsimaki wrote a five-part series on the Great Lakes ore docks for *Mainline Modeler*. The upper lakes loading docks and the lower lakes unloading docks are covered. A entire chapter is devoted to the Hulett unloaders. Quite a few vessels appear in the articles, but they aren't identified. The five issues are the November and December - 1983 and the May, June and July issues - 1984. The cost for each copy is \$2.75 and can be ordered from Mainline Modeler, 5115 Monticello Dr., Edmonds, Washington 98020.

## MEETING NOTICES ●

Mr. David Bull of Misener Transportation will be our guest speaker at the November 16th meeting. See notice on page 167.

Mr. Luke Clyburn will show the film *Angels of the Sea* on the wreck of *Emperor* at the January 18 meeting. Both meetings begin at 8:00 p.m. The next business meeting is scheduled for January 4 at 7:30 p.m. All members are invited to attend business meetings.

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GREAT LAKES MARITIME INSTITUTE

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**OUR COVER PICTURE.** . . Canada Steamship Line's *Prairie Harvest*, measuring 736'6", was the largest vessel ever built at Collingwood Shipyards. This photo by Gretchen Driftmyer was taken at Mission Point on August 10, 1984. The clouds were spectacular and produced a double rainbow an hour later. □

# INDIANA HARBOR

## MEETS

# FAIRPORT HARBOR

BY  
CHRISTINE ROHN HILSTON

---

*Christine has been an Institute member for fourteen years and this is her second contribution to Telescope. She worked in the Marine Engineering Department of the Interlake Steamship Company and met her husband on*

*the steamer RESERVE thirteen years ago. Now that they are raising a family to be boat watchers, the Great Lakes remains their chief hobby.*

Following construction at Bay Shipbuilding Corporation and christening at Sturgeon Bay, Wisconsin in 1979, the m/v *Indiana Harbor* began fulfilling her designed duty: transporting raw materials to the Inland Steel Company plant in East Chicago, Indiana through the port of Indiana Harbor. At 1000' x 105' x 56', this self-unloader was intended to carry iron ore pellets and coal. Maximum capacity at a 34' draft is 78,850 long tons of ore or 71,300 net tons of coal. With draft restrictions in ports and connecting channels, her ordinary maximum load is 61,000 tons.

Little did anyone think that five years later, on May 20, 1984, the m/v *Indiana Harbor* would gain fame as the first thousand foot vessel to call at Fairport Harbor, Ohio, a Lake Erie port some 300 miles by land from the ship's namesake port, and the length of two and a half lakes away by water.

Like the *Indiana Harbor*, many maximum size vessels were intended for specific trade patterns. With the recent economic slowdown, it has been necessary for vessel operators

to occasionally dispatch their boats to places that are outside those boats' normal trade routes. The trend toward larger vessels which can be operated at decreased cost per ton of cargo has idled many of the smaller ships which in years past called at ports that were "off the beaten path" of the larger ships. Consequently, to keep fleets moving, operators have assigned somewhat unusual loads to vessels such as the *Indiana Harbor*.

The *Indiana Harbor*, however, was not a total stranger to Lake Erie, having already made a handful of trips to Ashtabula, Ohio in 1984. On this particular trip to Fairport, she carried nearly 45,000 tons of limestone to be delivered to the R.W. Sidley, Inc. dock just outside the mouth of the Grand River on its west side.

The port of Fairport Harbor on the Grand River today receives stone and sand and ship's salt. Over the last couple years, some chrome ore has also been received at Fairport.

In years gone by, Fairport Harbor flourished

in other port-centered activities. Fairport's original lighthouse was erected in 1825. Thereafter the shipbuilding industry grew as approximately forty sailing vessels were built and launched between 1826 and 1900. By 1877 Fairport became a coal loading port; at that time 200 tons of coal per day was loaded into boats. The iron ore trade arrived in 1879 when twelve railroad cars of ore moved from the port to Youngstown. In 1891 with the completion of an elevator and warehouse, grain and general cargo were added to the list of commodities handled through the harbor. Eventually dock operations were expanded to include ore unloading machinery: McMyler cranes and Brown hoists. And in 1892 a Bartlett coal dumping machine was put into operation, billed as the "finest coal rig on the lakes".

Time and changing economies took their toll on the port commerce of Fairport, however. The grain trade subsided. The iron ore docks ceased operation at the end of the 1946 navigation season and the rigs were dismantled the following year. The coal dumping machine was retired at the end of the 1964 navigation season and later was destroyed by fire. Today's port facilities include Morton Salt Company

and several stone and sand docks, including Republic Steel Lime, Union Sand, Osborne Materials Company and R.W. Sidley, Inc.

Recreational boating is also big business on the lower reaches of the Grand River today. Several marinas and boat clubs line the banks just above the commercial docks.

The evening of Sunday, May 20, 1984 brought some patchy fog that grew thicker as the hours lengthened. Yet a large crowd had assembled along the Fairport waterfront by 11 p.m. to watch the *Indiana Harbor* enter port. Prior to the arrival of the *Indiana Harbor*, the largest ship to call at Fairport was another American Steamship Company self-unloader the m/v *St. Clair* (770' x 92' x 52', built in 1976).

In the dense fog, the onlookers could catch only glimpses of her shadowy form, defined by her lights that occasionally twinkled through the fog. The *Indiana Harbor* entered the harbor stern first and tied up portside at the Sidley dock.

When the fog lifted Monday morning, the *Indiana Harbor's* crew finally got an opportunity to see the dock and the port. Morning also brought onlookers to the waterfront



The INDIANA HARBOR'S maximum cargo capacity at 34' draft is 78,850 long tons of iron ore.



Author's Photo

*The INDIANA HARBOR unloading at the R.W. Sidley stone dock on the Grand River at Fairport on May 21, 1984.*

to see this leviathan, many for the second time. Some had come to watch the vessel depart. Allowing time for shifting, her entire cargo of various size stone should have been on the dock in five or six hours. Should have, that is.

The *Indiana Harbor's* self-unloading system consists of a loop belt arrangement. Cargo is held between the inner and outer loop belts on its way from the tunnel belt beneath the cargo holds to the boom belt.

The cargo in compartments 1, 4, and 6 was unloaded easily and smoothly. However, the nearly 6000 tons of  $\frac{1}{2}$ " stone in compartment 2 and over 15,000 tons of  $1\frac{1}{2}$ " stone in compartments 3 and 5 were extremely wet, which created a problem of major proportions. When the saturated cargo entered the loop belt, apparently the great amount of moisture forced the inner belt over to the starboard side. This happened every time unloading was attempted. Rubbing along the edge of the belt was beginning to cause it to fray. Water from the cargo had been draining through the gates since the *Indiana Harbor* took on the load of limestone at Stoneport, Michigan (Presque Isle). But the fine dust and smaller particles among the cargo migrated with the water to the bottom of the compartments to form

"mud" which impeded the draining of water.

All day long a stream of onlookers came to the banks of the Grand River to see the steel giant. Some brought fishing gear, some brought cameras. They came by water as well as by land. Pleasure craft glided alongside the towering *Indiana Harbor*.

It is not often that there are two boats in Fairport simultaneously. But prior to the *Indiana Harbor's* arrival the question arose whether the maximum size vessel would be blocking the entire channel. Fears to that effect proved unfounded as there was plenty of room for another vessel (although not another one 105' wide) to enter the channel and pass the *Indiana Harbor*. The small (150' x 29' x 11'3") sandsucker *F.M. Osborne* did call at Fairport at her parent company's dock that day.

The *Indiana Harbor* herself was not tight against the dock on her port side. The boarding ladder trailed down her side to the only means of access, a rowboat. With only five spiles on the dock, she also gained the distinction at one point of being the first thousand-footer to tie up to a tree in Fairport.

During the course of the day, calls were exchanged frequently with American Steam-



Author's Photo

*The cargo of stone in compartment numbers 2, 3 and 5 were wet, causing the unloading belt to slip.*

ship's headquarters in Buffalo as well as their Cleveland office. Late afternoon brought several more attempts to solve the unloading problem. The gates were cracked open as much as possible without letting any stone through in order to drain water faster. For a while there was optimism that the vessel might be able to depart Fairport by midnight. That was a necessity if she was to reach Ashtabula on time to load coal. Normally a delay would present no problem outside the lost time itself. However, the Conrail coal facility in Ashtabula was scheduled to close for repairs for a period of 48 hours beginning at 7 a.m. on Tuesday, May 22nd.

Unfortunately, unloading was still hampered by the wet cargo, and the inner loop belt continued to slip sideways. After 6 p.m. Monday, attempts at unloading were halted, and to be resumed on Tuesday morning. Ashtabula's timetable would not be met.

Still the boatwatchers gathered in greater numbers now that the business day was over. Many had come for a second time.

At first unloading went no better on Tuesday morning; the loop belt still slid to the starboard side. To improve the situation, the

unloading machinery was run without cargo in the system until the belts were completely dry. The inner loop belt was moved to the port side before another attempt at unloading was made. The vessel's crew found they could unload for about ten minutes, where upon the system would have to be shut down and the loop belt readjusted before starting up again.

To a frustrated, weary crew, it must have been a great relief when the wettest stone from the bottom of the holds was finally unloaded. Once they reached the drier portion, unloading again became the smooth operation it was designed to be.

By 8 p.m. Tuesday, May 22, 1984, the *Indiana Harbor* slipped out of the Grand River and was on her way again. She had spent nearly 45 hours in Fairport Harbor. Her departure caused much less stir on shore than had her arrival.

If personalities can be ascribed to ships, I'll bet the *Indiana Harbor* won't forget her first visit to Fairport Harbor. And I'll bet she's still much more comfortable in the more familiar waters of Lake Michigan and her namesake port. □

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# ANN ARBOR NO. 6

## ARTHUR K. ATKINSON

by  
STEVE ELVE

---

*Institute member Steve Elve has written RAILS ACROSS THE WATER: THE STORY OF THE ANN ARBOR CAR FERRIES. This 128 page book details the history of the fleet's*

*nine ferries. This article on the Atkinson is from the book. It can be purchased from the museum for \$5.95.*

It was the year 1916. The war in Europe was not two years old and still raging with no end in sight. It would be another year before the United States sent troops overseas, al-

though U.S. factories were in full production, supplying the Allies.

Back in Frankfort, the Ann Arbor Railroad felt the strain on it's ships and crews

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*The ANN ARBOR NO. 6 could carry twenty six rail cars on her four decks.*

as the need steadily increased to haul freight across the lake.

As a result of this heavy traffic, the railroad leased the carferry *Maitland No. 1* from the Toronto, Hamilton & Buffalo Navigation Co.

She carried freight out of Frankfort for the next four months, easing some of the back logged traffic. Then the lease ended, and she again resumed her duties on Lake Erie.

The Ann Arbor once again stood in need of a vessel. They quickly made inquiries through channels and learned the the T.H.&B. had a sister to the *Maitland No. 1* already being built to supplement it's only other ferry. The Ann Arbor inquired about the possible purchase of the vessel, and to their delight a purchase agreement was worked out. The railroad became owners of the new carferry.

Along the Detroit River, at the Great Lakes Engineering Works, the new steamer was taking shape. She had a length of 338 feet and a beam of 56 feet. The yard workers had installed two triple expansion engines that had a combined output of 2,500 horsepower. She could make fourteen miles per hour when underway. The ferry's car deck could handle a load of 26 rail cars on four tracks.

When she left the yard, the steamer's name was changed to *Ann Arbor No. 6*, in keeping with the company's policy of giving their vessels numbers instead of names.

The month of January, 1917 was a fore-shadow of a winter that would prove to be one of the worst on record for ice buildup on the lakes. The temperatures would continually be below freezing, making conditions extremely difficult for the fleet.

With the *No. 6* completed and ready for service in January, the railroad decided to send down a crew and provisions for the ferry for the trip home. Although conditions were very poor for such a trip, the *No. 6* was desperately needed to ease the load on the other boats.

The *Ann Arbor No. 6* left Ecorse on the 15th of January, 1917 under the command of Capt. A.L. Larson. As they feared, the going was extremely difficult, and for the next two weeks the steamer and crew battled ice and winter storms. It wasn't until the first day of February that the *No. 6* reached the safety of Frankfort. She was welcomed home by the people of Frankfort and Elberta.

And so the *Ann Arbor No. 6* became a part of the fleet during one of it's roughest winters

for fighting ice. If one were to check the records, he would find that Lake Michigan has only been frozen across a handful of times. One of those was during the "big freeze" of 1917.

For the *No. 6.*, the month of February, 1917 began with a constant reminder that the elements of nature still held the upper hand. The struggle with ice cost the steamer 33 broken propeller blades before the season ended.

On one of these trips she became trapped in a windrow of ice while returning from Kewaunee. She couldn't move forward or back, so she was still stuck two hours later when the *Ann Arbor No. 5* came into sight. The *No. 5*, a fine winter boat, tried to work in around the *No. 6*, but became stuck fast herself.

The situation remained unchanged for the next twelve hours. Then the wind direction changed and relieved the pressure of the ice. The *No. 3* arrived on the scene and aided by the wind change, broke her two sisters out.

The steamers continued to Frankfort, with the *No. 5* in the lead, followed by the *No. 6* and the *No. 3*. When they arrived outside of the harbor, they once again became trapped in the ice. This time all three were stuck, but close enough that some crew members could venture across the frozen, jagged peaks of the ice to warmth of a roaring fire and loved ones.

For almost a week, a steady stream of traffic went back and forth from land to the steamers. The townspeople, of course, came out to watch daily and some brought their cameras.

The vessel crews tried everything in the book to break free from the ice. They used ice saws, spuds, and rocking the steamer with water ballast. As a last resort, a charge of dynamite was set off. It did some damage to the *No. 5*, but it didn't free the ships. Finally the wind shifted, and the pressure on the boats was eased off. The *Ann Arbor No. 4* was able to get through the ice and break out her three trapped sisters.

For years to come, you could go into Collins Drug Store in Frankfort and purchase a series of picture postcards depicting the harbor entrance and the trapped fleet.

During the early fall of 1979, the *Door County Advocate* carried a front page story about an interesting salvage attempt on a wreck that involved the *Ann Arbor No. 6*.

It seems that a group of divers went down to explore the wreck of the steamer *Lakeland*,



which had been lost off the Sturgeon Bay Canal. While going through the wreck, they came upon a brand new 1924 Rollins auto in near excellent condition in her cargo hold. In the following weeks, a plan was worked out and a salvage attempt was made with only partial success. They retrieved only the chassis of the Rollins.

This story brought to mind the part of the *Ann Arbor No. 6* played during the sinking of the *Lakeland*.

On the evening of December 2, 1924, the *Lakeland* dropped anchor in the Sturgeon Bay Canal to wait out a fall storm. She was on the last leg of her trip from Detroit to Chicago, carrying new automobiles. She remained safely in the canal until she weighed anchor the next morning. Out in the lake, it was discovered a short time later that the *Lakeland* was taking on water at an alarming rate. The captain immediately changed course and headed back for the canal, but it was too late and the steamer began to settle by the stern.

The *Ann Arbor No. 6* was on a run to Menominee by way of the canal and sighted the sinking ship about dawn. The *No. 6* made full steam ahead for the *Lakeland*, arriving just after the crew had abandoned the steamer and were in the lifeboats. The *No. 6* picked up the crew and stood by.

Shortly after, the *Lakeland* slid down by the stern into the lake. The trapped air blew off her hatches and cabins as she disappeared into more than 200 feet of water. When the Coast Guard ship arrived, the crew was transferred from the *No. 6* and she continued on to her destination.

*Arthur K. Atkinson*

In the mid-fifties the Ann Arbor Railroad took a good hard look at their fleet. The boats consisted of the *Ann Arbor No. 3*, *No. 5*, *No. 6*, *No. 7* and *Wabash*. The latter had been built in 1927 and was the newest boat. The conclusion was that the company needed a modern ferry to supplement their aging boats.

In 1952 and 1953 the C&O Railroad had again updated their fleet with the addition of the *Spartan* and the *Badger*. Both were close to 400 feet long and capable of carrying 34 freight cars. The carferry's engines could make speeds of up to 18 miles per hour on a lake crossing.

The building of the new ship was thoroughly studied by the Ann Arbor Railroad, and the findings were a disappointment. The cost was so high that it would be absolutely foolhardy to pursue the project further.

The decision was then made to remodel one of their present ships. After much debate



*On her maiden voyage, she became trapped in the ice near Marine City, Michigan on January 17, 1917.*



*The ARTHUR K. ATKINSON breaking ice for the WABASH.*

the *Ann Arbor No. 6* was chosen as the railroad's candidate for rebuilding. The Manitowoc Shipbuilding Company was awarded the contract and the *No. 6* was removed from her run and sent to the yard in June, 1958. There she was cut in two, forward of the stacks, and an additional 34 feet of cargo space was added. This gave her a total length of 372 feet. The deck was also raised two feet to handle the new tri-level railcars. She had her old power plant removed and replaced with new diesel engines capable of 2,750 horsepower.

The overall appearance of the old *No. 6* was changed completely. A new pilot house was added and the crew's quarters were placed on the spar deck. The steamer's twin smokestacks gave way to a larger, more modern stack.

When she left the yard, she carried a new name on her bow and stern: *Arthur K. Atkinson*. She was named after the president of the Wabash Railroad.

The modernized motor vessel was acclaimed as one of the fastest carferries on the lakes,

and she was considered to have to most pleasing lines of any.

The *Atkinson* encountered her first major mishap after remodeling during the month of July, 1959. She was on the Frankfort-to-Kewaunee crossing when she encountered a heavy fog. She continued on, taking extra precautionary measures because of the reduced visibility. The crossing remained uneventful until just outside of Kewaunee.

The big ferry's speed was checked down as she closed the distance toward the harbor. The fog still hung like a heavy blanket over the lake. Suddenly a stationary crib light appeared out of the shroud and she crashed bow-on into it. At impact, her two bow anchors became dislodged and landed on the concrete crib. She was immediately inspected for damage and found to have smashed in a large section of her bow. The damage was above the waterline and no water was leaking in, so she proceeded into Kewaunee and unloaded her freight cargo. About 7:30 that evening, the *Atkinson* left the harbor and headed down the lake to Manitowoc, where she entered the

### Manitowoc Shipyard.

Because business was brisk, the railroad quickly pressed into service their two "lay up" boats, the *Ann Arbor No. 3* and the *Ann Arbor No. 5*, to replace the *Atkinson*.

Two weeks later, after having a twelve foot section of her bow repaired with a \$25,000 price tag on it, the *Atkinson* was released from the yard and resumed her lake crossings.

The many lift bridges on the Chicago River in Chicago are well known for the delays they cause to ships and traffic. They always seem to malfunction at the most inopportune times. Though on a much smaller scale, the city of Manitowoc's lift bridges too have had their problems. On November 10, 1969 the *Atkinson* encountered one of these bridges.

The ferry had maneuvered out of the Soo Line slip and into the Manitowoc River, where she slowly proceeded until the Tenth Street bridge loomed right ahead. The *Atkinson* phoned the bridge tender when departing to inform him of her passage. The leaves of the bridge slowly ascended and reached their peak, and the *Atkinson* then began to proceed by. About halfway through, the south leaf of

the bridge suddenly came crashing down onto the starboard side of the motor vessel. The *No. 1* and *No. 3* lifeboats were hit and badly smashed, and some of the davits and railings were carried away. Fortunately, all of the crew members escaped without injury.

The *Atkinson* continued through and was later docked. The next day a barge and derrick from the Manitowoc Shipyard was hired to remove all the damaged equipment that still laid across the top of the carferry. In the following weeks, the *Atkinson* was repaired and continued her service.

The *Atkinson* operated until August of 1973 when the ferry broke her port crankshaft. Because of the high cost of repair, she remained tied up in Betsie Lake until the fall of 1979, when repair work began. The job was completed during the summer of 1980, and in August she was rechristened and returned to service. This was short-lived however, because of the *Ann Arbor* shutdown in the spring of 1982. The *Atkinson* now remains tied up with her two sisters in Betsie Lake with a bleak future ahead. □



The ARTHUR K. ATKINSON departing for another trip across Lake Michigan.

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# OUTARDE SINKS AT CLAYTON

by  
RICHARD F. PALMER

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The *Outarde* (148087) owned by Quebec & Ontario Transportation Ltd. was built as the *Brulin* by Palmer's Shipbuilding & Iron Company in 1924 in England. She measured 261' x 43' x 25' and carried 1576 net tons. This British steamer was registered in Canada in 1933 and renamed *Outarde* in 1939. She was sold for off-lakes use in 1960 and renamed *Buckler*. She was running light up the St. Lawrence, bound for Thorold after unloading wheat at Prescott on November 30, 1945.

Capt. William Redfearn of Cobourg, Ontario was heading toward the Consaul-Hall Coal Company fuel dock around midnight. The vessel apparently veered off course and struck the west end of the coal dock. It was believed a strong east wind blew the vessel off course.

The collision tore a three-foot hole in the bow and she sank in fifteen feet of water. By morning she was listing at 30° and slowly went down.

The vessel sinking became a legal issue as to insurance as the mishap occurred the night the navigation season closed. Also at Clayton, all ships and even pleasure craft always docked heading upstream. Capt. Redfearn docked the ship headed downstream. At the time, everyone said Redfearn was drunk.

A pumper from the local fire department was called in to keep her pumped out, but that operation was like trying to pump the river dry.

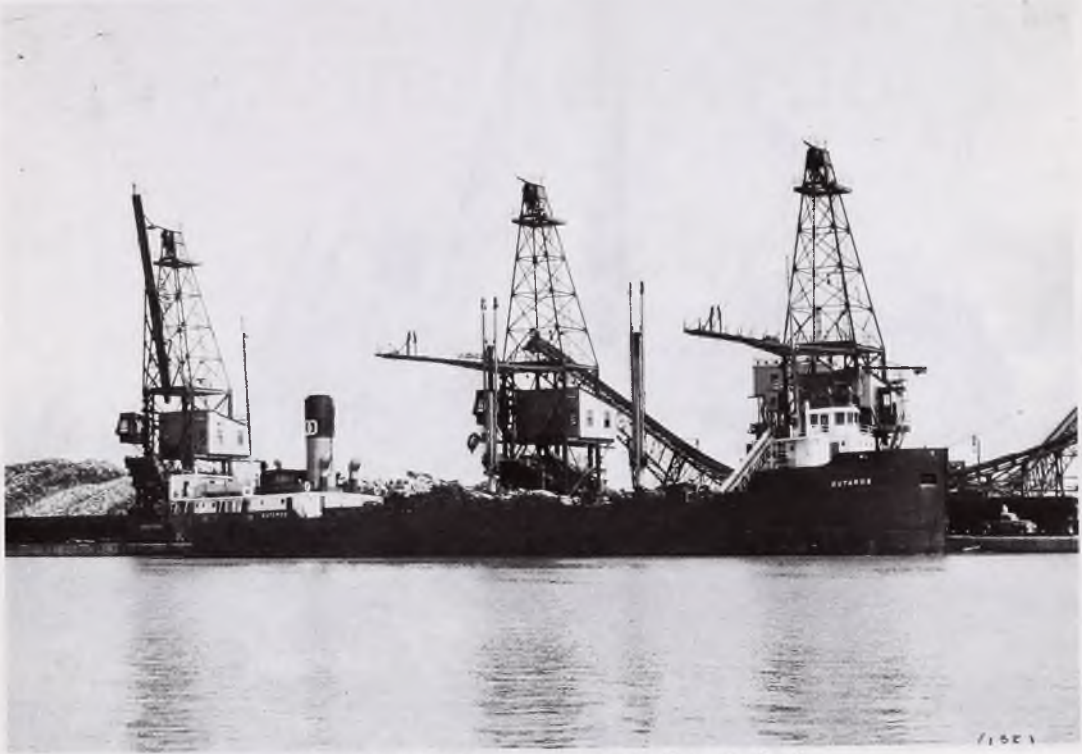
Les Corbin, a Clayton photographer said, "I waited to get the wave breaking on the dock because I thought it would make a better photo. The captain used this photo to save his license. I think this was his second sinking, and I got about \$5.00 for the photos!"

A cofferdam was constructed around the ship, which took most of the winter, by Pike Salvage Company, Ltd. of Kingston, Ontario. On March 17, 1946, the ship was raised, but settled back down again, a little further down the river.

Corbin said, "The coaling dock people were perturbed to say the least, because it was blocking their pumping business . . ."

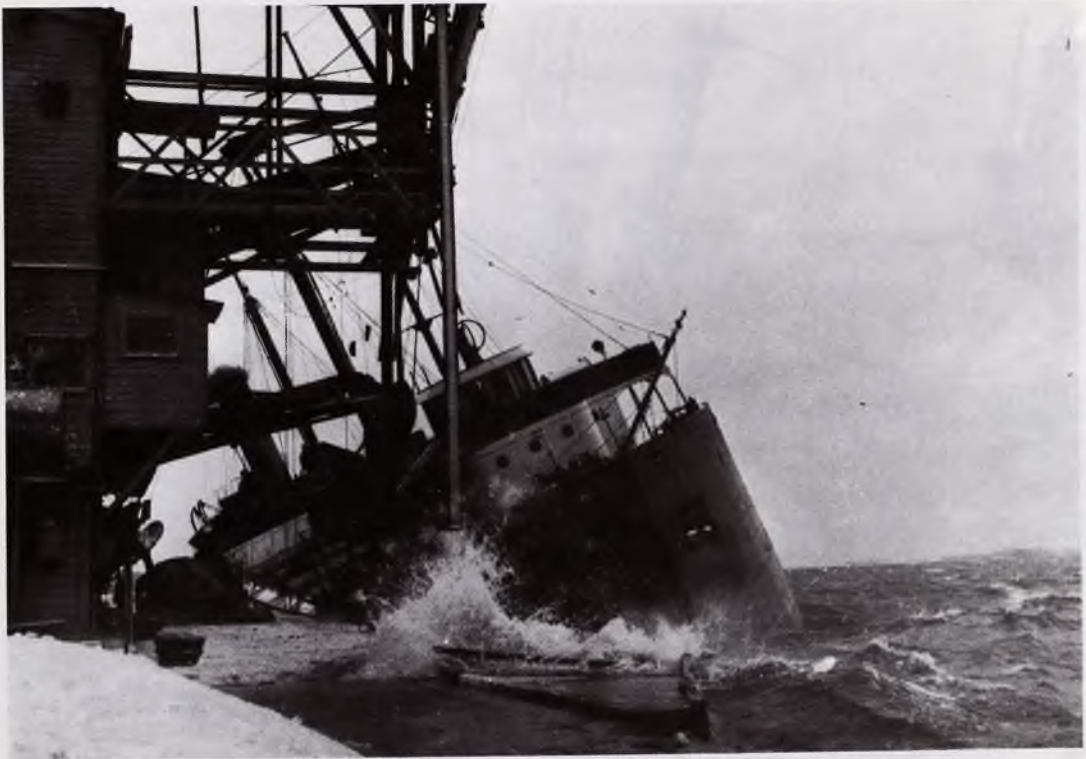
However, she was raised again a month later, and on April 17th, the day the 1946 navigation season opened, she was raised and towed to Kingston for repairs. Corbin recalled the operation "provided winter entertainment for the locals."

What follows is an interesting series of photos taken at Clayton by photographer Les Corbin, showing the salvage operation and how it progressed through the winter.



McDonald Collection/Dossin Museum

*The OUTARDE was originally built in England.*



Les Corbin Photos

*A strong wind forced the OUTARDE to strike the coal dock.*



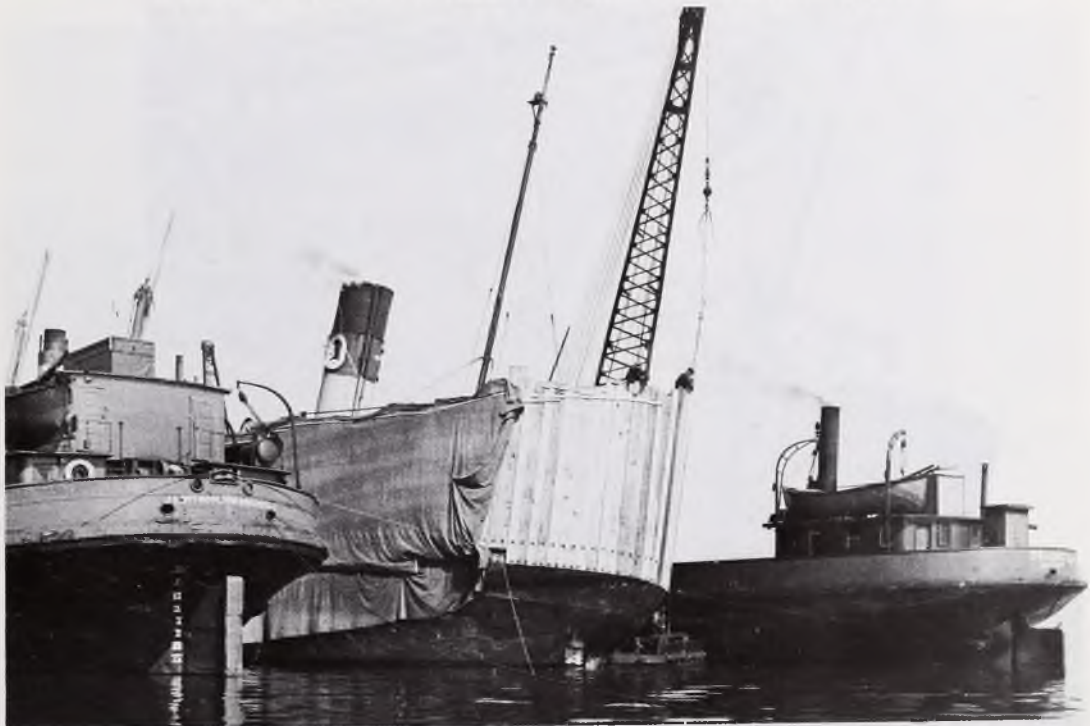
*The dredge LONDONDERRY works alongside the OUTARDE on December 27.*



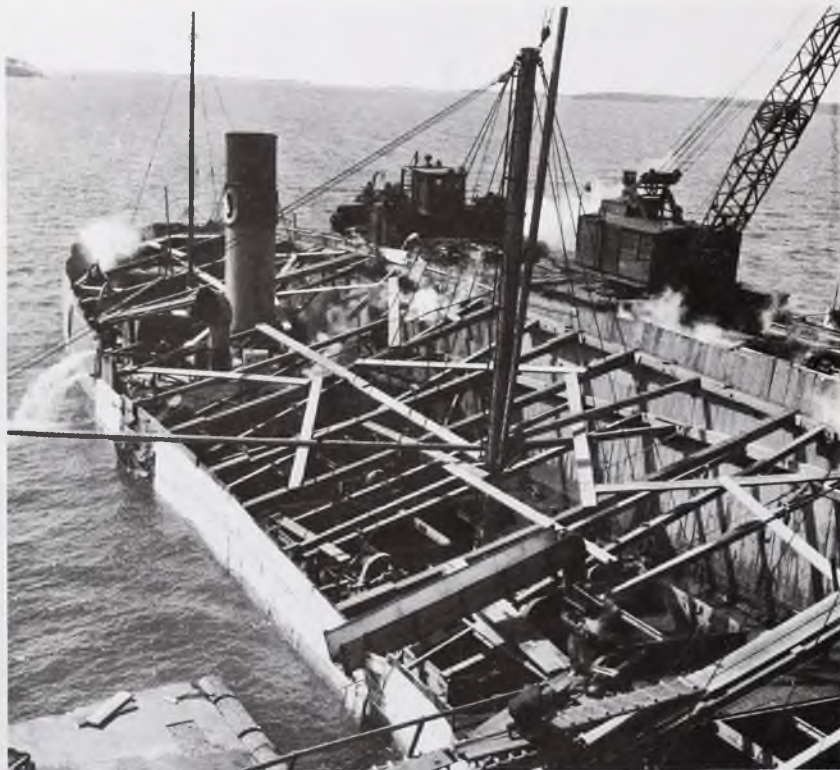
*Pump is lowered into the cargo hold on March 12.*



*The OUTARDE was raised on March 17, but settled back down again.*



*The LONDONDERRY and COBOURG are anchored alongside while the cofferdam is erected.*



*Framework across the deck of the OUTARDE to hold the cofferdam in place on April 17.*

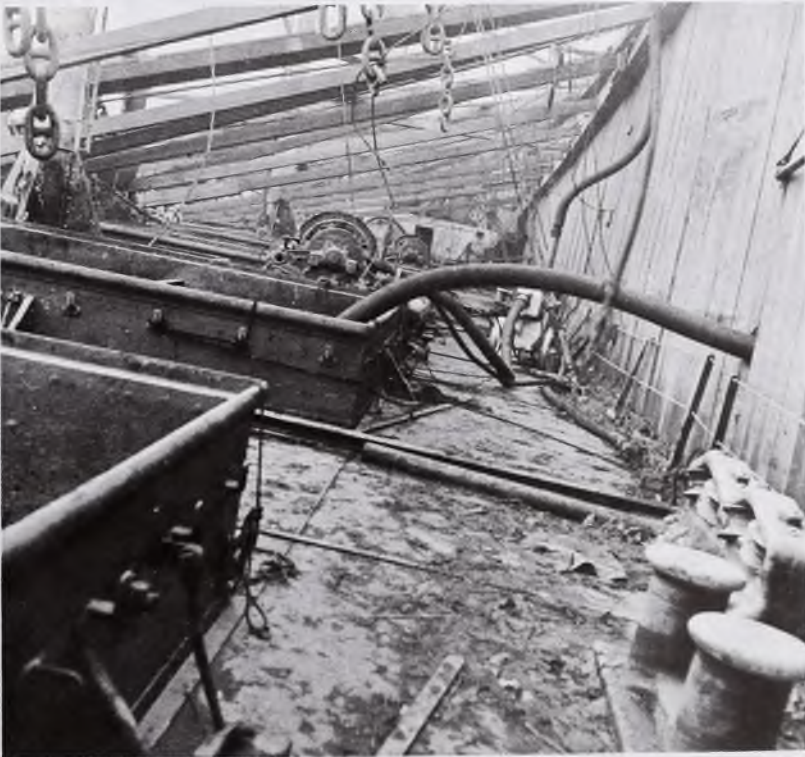


*Lines are secured tightly as the OUTARDE is pumped out on April 19.*





*View of the partially raised OUTARDE on April 20.*



*Water is pumped out of the cargo hold through the cofferdam on April 20.*

# GREAT LAKES & SEAWAY NEWS



Those who have contributed to the News Section in this issue are:

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Jul. 1. . .The self-unloader *Nicolet* went aground while approaching Waukegon Harbor about 4:30 a.m. She was freed about 11:30 p.m. with the aid of tugs *G.W. Falcon* and *J.G. II* of Falcon Marine and the Selvick tugs *Wm. C. Selvick* and *Bonnie G. Selvick* from Milwaukee. The *Nicolet* was bound for the National Gypsum Company dock.

Jul. 2. . .The Liberian m/v *Main Ore* suffered major damage when she departed Port Cartier, P.Q. The bulkheads between No. 4 and No. 5 holes burst. She will return to Quebec City for repairs.

. . .U.S. Steel's self-unloader *Irvin L. Clymer* unloaded salt at the Consumer's Dock at St. Joseph, Michigan. The barge *Buckeye* was waiting to come into the dock also.

Jul. 4. . .The self-unloader *Arthur M. Anderson* arrived at Ashland, Wisconsin with 15,336 tons of coal.

Jul. 5. . .*English River* off Port Weller Dry Docks and the *Canadian Pioneer* entered dry dock.



The BELLE River loaded a record cargo of 69,214 tons of coal at Superior, WI.



Photo by Paul Lamarre

*The RICHARD REISS departs after receiving the cargo from the ROGER M. KYES.*

● GREAT LAKES & SEAWAY NEWS

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Jul. 8. . .Bob-Lo's new ferry boat *Gibraltar* was delivered by the Twin City Drydock Company at Sault Ste. Marie, Michigan.

. . .Ford's self-unloader *Henry Ford II* drydocked at Bay Shipbuilding for her 5-year inspection and minor repairs.

Jul. 9. . .C.S.L.'s *Atlantic Superior* cleared Halifax for New Orleans, La.

Jul. 10. . .The Indian m/v *Jalatopi* loaded 2,200 tons of cargo at Superior, Wisconsin for shipment to India under the food for Peace program administered by the U.S. Dept. of Agriculture. This was the first shipment from the Great Lakes this year and included 3,600 50-pound bags of powered milk.

. . .From Duluth comes a report that the Spanish m/v *Lorena*, which was scheduled to load 3,000 tons of popple for Eygpt for use as matchsticks, will now load 6,500 tons of corn for Leeds, Scotland. No reason was given for the change.

Jul. 11. . .Bob-Lo's second ferry boat *Tecumseh* was launched at the Soo.

. . .American Steamship's *St. Clair* left Fraser Shipyards in Superior, Wisconsin after two days of minor repairs. A leak was discovered in the fuel line between the fuel tanks and the ballast tanks.

. . .*Canadian Pioneer* departed Port Weller Dry Docks.

Jul. 13. . .The ex-Great Lakes Towing tugs *Polk*, *Pasco*, *Pinellas* and *Hillsboro* passed down-bound in the Welland Canal.

. . .Durocher Dock & Dredge, Inc. of Cheboygan, MI. was awarded a one million dollar contract to dredge sections of the Duluth-Superior harbor. The contract was given by the Corps of Eng.

. . .Ford's *Wm. Clay Ford* carried 26,000 tons of iron ore to the Rouge Plant. This was the largest load of ore ever carried on a Ford ship.

. . .Word from Halifax stated that the grain cargo on the *Ho Ming No. 3* has been cleared out from her double bottom tanks by the shipyard workers.

. . .The Panamanian vessel *Union Pioneer* struck a concrete dolphin in Kobe, Japan. Only minor damage was reported. She was carrying 27,380 tons of soybeans that were loaded in Toledo and Baie Comeau, P.Q.

Jul. 19. . .The U.S. Corps of Engineers opened bids for dredging the shoal area in Waukegon.

Jul. 20. . .The Canadian tanker *Metro Star* reported excessive engine vibrations while enroute from north ports on the St. Lawrence River to Montreal. She will stop at Quebec City for inspection.

. . .U.S. Steel has temporarily laid up the *George A. Sloan* and sent the *Philip R. Clarke* to Fraser Shipyards to add two interior walls in her hold. This will allow her to carry other cargoes besides iron ore. She is expected to return to service this season.

. . .*Algoma's Algoport* in Port Weller Dry Docks.

Jul. 21. . .With temporary repairs completed, the *Main Ore* departed Quebec City for Rotterdam.

GREAT LAKES & SEAWAY NEWS ●



Photo by Harry Wolf

*Opening day ceremonies on the STAR OF DETROIT.*

Jul 23. . .The Canadian rough-pulpwood carrier *J.A.Z. Desgagnes* reported ice damage and will be surveyed at Great Whale.

. . .The tall ship *Providence* passed up the Welland Canal for Dunkirk, N.Y.

Jul. 24. . .A survey of the *Metro Star* found cracks on the propeller hub and blades. Repairs will be made there.

. . .P.M.'s self-unloader *Herbert C. Jackson* towed a 20-foot cabin cruiser for 30 miles off Waukegon, Ill. The cruiser had been drifting for a day and a half before the *Jackson* found her. The cruiser was enroute from Warren Dimes, MI. to Chicago.

Jul. 25. . .Detroit's newest restaurant vessel, the *Star of Detroit* arrived today.

. . .Tentative plans are being made to connect Great Lakes ports with Europe. The American Transport Lines, a division of the newly formed American Transport Inc. of Chicago will operate two small Danish-flag which they chartered from Mercandia of Copenhagen. A.T.L. was also chartering two Danish-flag vessels for services between Thunder Bay, Ontario and the ports of Chicago and Toledo. Service is expected to begin in mid-August.

Jul. 26. . .The Canadian ferry *Radisson*, which suffered ice damage in February has returned to Riviere du Loup and St. Simeon, P.Q. for summer traffic. She will return to Quebec City in the fall.

Jul. 26. . .*Chicago Tribune* went aground in Middle Neebish Channel and freed herself by pumping the ballast tanks.

● GREAT LAKES & SEAWAY NEWS

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Jul. 26. . .As the saltie *Timur Swallow* was departing the grain dock in Sarnia, Ontario with the aid of the tug *Barbara Ann*, she lost control and struck the sea wall in Port Huron and caused considerable damage. She almost collided with the Cleveland tanker *Jupiter*, but the *Jupiter* avoided the saltie and burned-up her clutch in the process. The Coast Guard will investigate.

Jul. 27. . .Great Lakes Towing will bring three refurbished tugs to Duluth. The *Arkansas, Illinois* and *New Jersey* will join the *Rhode Island* and *Louisiana*. The *Vermont* and *North Dakota* will be sent to Cleveland for refurbishing.

. . .After a brief stay at Two Harbors, the *U.S.S. Edson* arrived at Duluth. The only other stop in Lake Superior was at Houghton, Mi. where she had to use the north entry of the Keweenaw waterway because her spars were too tall to pass under the Portage Lake lift bridge. She was launched in 1958 and is the only remaining Navy destroyer armed with only guns.

Jul 29. . .U.S. Steel's *Irvin L. Clymer* returned up the Welland Canal to load stone at Port Colborne.

Jul. 30. . .The barge *Buckeye* made an unusual trip to the Ford Basin.

. . .The centennial of Minnesota's first shipment of iron ore was celebrated at Two Harbors. The first train load of raw iron ore pulled into this port about 11:00 p.m. on July 31, 1884 by the Duluth and Iron Range Railway which later became the Duluth, Missabe and Iron Range Railway.

Jul. 31. . .Superior Shipbuilding Company's plans to buy the Upper Peninsula Shipyard has fallen through when they were unable to raise the \$5.2 million to buy it. The Wedtech Corp. of

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Photo by Terry Sechen

ARTHUR M. ANDERSON unloading at Ashland, Wisconsin.

## GREAT LAKES &amp; SEAWAY NEWS ●



Photo by D. Pohio

*Kinsman's C.L. AUSTIN was towed to Triad Salvage in Astabula, Ohio to be scrapped.*

New York will now be free to purchase the shipyard for \$4.7 million.

. . .The *Ashley Lykes* was the first American ocean ship to visit Duluth in two years. She loaded 4,142 metric tons of government aid cargo for the Middle East and was bound for Egypt and Morocco.

. . .Kinsman's *C.L. Austin* was towed by the tug *Ohio* to Triad Salvage in Ashtabula for scrap.

Aug. 3. . .Kinsman's *Alistair Guthrie*, minus her propeller, was towed upbound at the Soo by the tug *Ohio*.

Aug. 5. . .C.S.L.'s *Baie St. Paul* went aground in the Detroit River above Fighting Island south light at 6:30 a.m. She was pulled free by the Gaelic tugs *Wicklów* and *Bantry Bay*.

. . .The Canadian pulpwood carrier *Jacques Desgagnes* suffered ice damage while enroute from St. George River to Aupaluk, P.Q. She will be inspected at the her next port.

Aug. 6. . .The Menominee City Council in Michigan was asked to apply for federal funds so developers could purchase the *South American*. She would be a floating hotel and restaurant in the harbor.

. . .The Liberian vessel *Federal Schelde* struck the approach wall of the St. Lambert Lock in the St. Lawrence Seaway. She will be inspected in Montreal for damage.

Aug. 7. . .Repairs to the *Metro Star* are under way at Iberville, Quebec.

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**● GREAT LAKES & SEAWAY NEWS**

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Aug. 9. . .American Steamship's 1,000-footer *Belle River* passed through the Soo with a record cargo of 69,214 tons of coal for the St. Clair Power Plant.

. . .*Conallison*, ex-*J.R. Senisbar* departed Ramey's Bend in the Welland Canal under tow of tugs *Glenevis* and *Glenside*. She will be scrapped overseas in Spain.

Aug. 10. . .Halco's *Doan Transport* enroute to Freeport, Texas and the *James Transport* will soon leave for the Canadian Arctic.

. . .After repairs were completed, the *Ho Ming No. 3* departed Halifax for Ireland.

. . .The Bob-Lo boat *Columbia* was bumped by a pleasure craft about 10:30 p.m. The Coast Guard was unable to locate the craft after a five hour search in the Detroit River near Peche Island. The *Columbia* wasn't damaged.

Aug. 12. . .The new barge *Thoroughbred Topper* passed upbound at the Soo with the tug *Five Brothers*. She will load grain in Duluth.

. . .Mr. George Young, a crewmember of the *Thorold* died today when he fell between the ship and the wall near Lock 3 in the Welland Canal.

Aug. 14. . .The U.S. Bankruptcy Court approved the sale of UPSCO to the Wedtech Corporation.

. . .The mayor of Goderich, Ontario announced a \$17 million facelift to the harbor.

Aug. 15. . .The three-masted schooner *Calida* was reported aground on Anticosti Island in the St. Lawrence River.

. . .*Henry Ford II* returned to service after her 5-year inspection.

Aug. 16. . .The *Sauniere*, ex-*Algosea*, arrived at Zug Island with a load of Quebec ore. After unloading she will load coke there.

Aug. 17. . .The tug *Pointe Sept. Iles* departed Seven Islands, P.Q. to assist the *Calida*.

. . .Marinette Marine in Wisconsin has been awarded a multi-year contract from the U.S. Navy that could total \$79 million if all options are exercised. In 1984 they will build six wooden-hulled yard patrol boats, measuring 108 feet long and they will be used for training. In 1985 eight more will be built and eight more in 1986 if the option is used.

. . .The *Mathilda Desgagnes* was surveyed at Montreal in respect to ice damage suffered in July while enroute from Quebec City to Akulivik, Quebec.

. . .Interlake's self-unloader *Charles M. Beeghly* paid a rare visit to Muskegon to unload 30,000 of coal at the Consumer's Power Dock.

Aug. 18. . .Misener's *George M. Carl* was towed from Toronto by tugs *Glenevis* and *Glenside*. down the Seaway.

Aug. 19. . .Huron Cement's *J.B. Ford* delivered her first cargo to St. Joseph, Michigan and departed to Waukegon, Il.

Aug. 20. . .The Canadian Coast Guard vessel *Verendrye* entered drydock at Port Colborne.



## GREAT LAKES &amp; SEAWAY NEWS ●



Photo by W. MacKenzie

*Four tugs working to free the ROGER M. KYES in the Trenton Channel.*

Aug. 21. . . *Canadian Prospector* cleared Port Weller Dry Docks and the *Canadian Hunter* entered.

. . . Algoma Steel's *Yankcanuck* went aground in the St. Clair River in the cut-off channel about 6:00 a.m. She freed herself at 4:15 p.m. No damage was reported.

. . . The Canadian m/v *Federal Pioneer* was inspected for bow thruster damage sustained at Fort Chimo on August 12.

Aug. 23. . . The self-unloader *Roger M. Kyes* went aground in the Trenton Channel of the Detroit River. She was loaded and enroute to the McLouth Steel plant in Trenton.

Aug. 24. . . The anchor lost by the *John G. Munson* earlier this season at Lorain, Ohio, has been recovered and reinstalled.

. . . The *Roger M. Kyes* will have to be lightered and the *Richard J. Reiss* arrived to take the cargo. Five tugs are also at the scene.

. . . *HMCS Huron* arrived at Port Weller Dry Dock for refit.

Aug. 25. . . The tug *Koral* towed the *Conallison* and the *George M. Carl* from Quebec City for scrapping in Spain.

Aug. 26. . . After being lightered and with the aid of tugs, the *Kyes* was pulled free. She will go to Bay Shipbuilding for repairs.

● GREAT LAKES & SEAWAY NEWS

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Aug. 27. . .Ford's bulk carrier *Benson Ford* returned to the Ford Basin after six weeks of carrying ore to Hamilton, Ontario.

. . .*George A. Sloan* arrived at Canada Starch in Port Colborne with corn from Milwaukee.

Aug. 28. . .*Thoroughbred Topper*, measuring 78 feet wide, passed down through the 80 foot wide locks in the Welland Canal. She was pushed by the *Five Brothers* and was enroute to the Dominican Republic.

. . .*Jacques Desgagnes* in drydock at Lauzon, P.Q. for repairs.

Aug 29. . .*Canadian Hunter* off drydocks.

Aug. 31. . .*George A. Sloan* departed Port Colborne after loading stone.

Yesterdays. . .

May 13, 1954: President Eisenhower signed the St. Lawrence Seaway bill.

May 6, 1954: The U.S. House voted 248-151 to authorize the building of the Seaway with Canada.

May 4, 1959: Two ocean vessels completed an entire voyage of the St. Lawrence Seaway when they entered Duluth-Superior harbor. The *Herold* stopped at Globe Elevator and the *Larrenha* stopped briefly in Duluth and then loaded grain at the Peavy Elevator in Superior.

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*Tugs GLENEVIS and GLENSIDE tow the CONALLISON downbound in the Welland Canal enroute to Spain via Quebec City.*

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GREAT LAKES & SEAWAY NEWS ●

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New Books. . .

*Superior Land Lights* by T. Kilgore Splake contains photographs and descriptions of twenty lighthouses along the southern shore of Lake Superior. The price is \$3.00 plus 75¢ postage and is available at the museum. *Side Launch* by Robert Woodcock explains the unique engineering techniques and equipment required in side launching seaway-size ships at Collingwood, Ontario. This event known as "Canada's Spectacular Avalanche of Steel" attracts thousands of visitors annually. The book is available at the museum for \$11.95 plus \$2.00 postage. *Roen Steamship Company, The Way It Was 1909-1976* was written by Captain Roen's associate John H. Purves. This book traces the history of one of the unique fleets that operated on the lakes and is a fine addition to your Great Lakes library. Send \$7.00 (includes postage) to the Door County Maritime Museum, 6427 Green Bay Road, Sturgeon Bay, WI. 54235. The St. Catharines *Standard* is offering a set of four color prints depicting vessels that used the four Welland Canals. The vessel prints are schooner *York*, steamers *Asia* and *Mindemoya* and Misener's *Canada Marquis*. Send \$8.86 U.S. funds or \$11.83 Canadian funds to The Standard Canal Prints, 17 Queen Street, St. Catharines, Ontario Canada L2R 5G5.

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Mr. David Bull, editor of Misener's *Spearpole* will be our guest speaker on November 16. Before the meeting, members can watch a video cassette on the christening and launching of the *Selkirk Settler* and *Canada Marquis* in Scotland last year. Mr. Bull will show a film taken aboard the *Canada Marquis* last spring and several scenes were taken of the ice jam in the St. Clair River. Please join us for a look into the future of Great Lakes shipping.



An artist's impression of the 33,000 tonne deadweight bulk carriers ordered from Govan Shipbuilders, Glasgow, part of British Shipbuilders, by Misener Transportation of Ontario, and Pioneer Shipping Ltd., of Manitoba. The vessels are of an advanced flexible design developed by Govan Shipbuilders, enabling them to be used either for Canadian Great Lakes operation or world-wide deep-sea trading.

# INDEX - VOLUME XXXIII

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

This index provides the reader of *Telescope* with a complete listing of names of ships, persons, institutions, organizations, places and titles appearing in Volume XXXIII, 1984.

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

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