



# Telescope

JANUARY ☆ FEBRUARY, 1985  
Volume XXXIV; Number 1



**GREAT LAKES  
MARITIME  
INSTITUTE**

DOSSIN GREAT LAKES MUSEUM  
Belle Isle, Detroit, Michigan 48207

with a freshening northeast wind. Distress signals were sounded and fortunately, these brought aid in the form of the Life Saving crew of Station No. 11 and the steamer *W.H. Stevens*. Both would-be rescue parties arrived at the same time and it was decided to let the *Stevens* take the two boats in tow to the Soo. Shortly after reaching the Sault Ste. Marie River, the winds on Lake Superior began blowing gale force. Had not the *Stevens* arrived when she did, both the *Sheldon* and the *Bradley*, might have ended their days on the beach as wrecks. (The *Alva Bradley* had just been released from the beach at Shot Point, just east of Marquette a few days or so before, after she had stranded there during a gale on October 23. The *Sheldon* had been ordered by her owner to pick up the *Bradley*, also owned by the Bradley Transportation Company and bring her to Cleveland for repairs.) It would appear that the *Stevens* brought both vessels down the lakes where they underwent necessary repairs. Engine problems again occurred while upbound on Lake Erie in mid-October of 1889. The steamer was able to reach Detroit under her own power, but was delayed for a day with repairs.

While operating in the Bradley Fleet, the *Sheldon* carried a variety of cargoes. One of her mainstays on downbound trips was grain, particularly late in the season. On one of these trips to Buffalo in 1891, the steamer was involved in a serious accident which occurred all too frequently in congested Buffalo Creek. While lying near the Sturges elevator, waiting to unload a cargo of grain, the vessel was struck by the steamer *Gault*, on November 24. The *Gault* was in tow, headed up the river. When attempting to pass the *Sheldon*, she struck a heavy blow to the *Sheldon's* stern. A large hole was cut into the *Sheldon*, but as the damage was mostly above water, she was in no immediate danger of sinking. A canvas sheet was placed over the hole to prevent leaking until her cargo could be unloaded. Rough estimates of the damage was placed at \$500 to the vessel with no damage to her cargo. Due to the lateness of the season, it was decided to lay the steamer up at Buffalo and have repairs performed there.

In 1892 at the end of May or the first of June, the *Sarah E. Sheldon* suffered her third engine breakdown. This time she was in the confines of the Detroit River, near Southeast Bend with her consort, when her machinery became disabled. All of the vessels were able to

safely come to anchor. It is not known at this time whether this breakdown required docking or whether her engineer was able to make satisfactory repairs so that she could continue on her voyage. Early in 1893, the *Sheldon*, while downbound with grain for Kingston, Ontario, stranded on the rocks in the Sault Ste. Marie River. On May 23, after about four days on the rocks, she was released with the aid of a diver and a steam pump. The vessel sustained considerable damage, requiring repairs to some thirty feet of her keel, a new fore foot and a number of planks forward.

In March of 1894 the *Sarah E. Sheldon* underwent another rebuild. She was reduced once again to a single deck, with a single mast. In addition to this, her cabins on the stern were largely changed. The work was completed in May and she was enrolled at Cleveland on the 10th, with a gross tonnage of 693 and a net of 517. These changes were undertaken because the steamer had begun to run in the lumber trade with considerable regularity. Her new profile allowed her to carry quite a bit more lumber. Later that same year engine problems returned to once again plague the vessel. On September 12, the steamer broke down while off Cheboygan, Michigan. She was forced to drop her consorts, *Ely* and the *Neguane*, and limp into Cheboygan harbor for repairs. After turning her consorts loose, the *Neguane* was able to come to anchor, but the *Ely* was driven ashore at Detour. Apparently, the *Ely* was not seriously damaged, for both she and the *Sheldon* were repaired and back in operation by late September. No sooner had the steamer and her barges returned to work, when they were mauled in a storm on October 1 and 2. The *Sheldon* had been downbound with the *Ely* and *Neguane* in tow with lumber, from Duluth to Chicago. When off Keweenaw Point, on the first, the vessels were overtaken by a gale. The steamer's rudder was unshipped causing the vessels to wallow about in the waves. Temporary repairs were made to the rudder which allowed the boat to be maneuvered behind Keweenaw Point. Once behind the point, further repairs were made to the rudder. All the vessels suffered damages in the storm. The *Ely* and *Neguane* both lost their deckloads, and the *Sheldon* sprung several leaks, although none were serious. In addition, waves broke down her engine room door, creating havoc below in her engine room.

## MEMBERSHIP NOTES ●

The Michigan Nautical Time Capsules exhibit will open on Wednesday, January 16 at the museum. This exhibit will trace the history of shipwrecks in Michigan waters through the use of photos, drawings, models, videotapes and artifacts. A special preview showing will be held for Institute members and their guests on Sunday, January 13 from 1-3:00 p.m. (not on Saturday, January 12 as stated in the November *Telescope*.)

The Dossin Museum will have an exhibit at the Michigan Boat Show at Cobo Hall in downtown Detroit from February 2-10. Those interested in volunteering should contact the museum for a sign-up sheet.

John Greenwood of Freshwater Press has written the seventh book in the *Namesakes* series. *Namesakes 1920-1929* covers 371 vessels that operated on the lakes during a transitional period in industrial America. The book sells for \$22.00 plus \$2.50 in postage.

Members often ask the museum for information on other Great Lakes newsletters that are available and their subscription price. We would like to publish such a list in the May issue of *Telescope*. Any Great Lakes organization is invited to send us their information and we will print about five lines for each publication. The deadline is March 1st. Hopefully this will become an annual event with updates published each year.

## MEETING NOTICES ●

Mr. Luke Clyburn will speak on the wreck of the *Emperor* at this month's entertainment meeting on January 18. (See notice on page 27.) Mr. Gary Lord will speak on the shipwrecks *Hamilton* and *Scourge* at the March 15 meeting. Entertainment meetings begin at 8:00 p.m. at the museum.

Future business meetings (which all members are invited to attend) will be held on February 15, April 19 and June 21. Business meetings begin at 7:30 p.m.

The Blessing of the Fleet will be held at Mariners' Church in Detroit on Sunday, March 10 at 11:00 a.m. Visitors should park in the Ford Auditorium underground parking lot on Jefferson Avenue.

## CONTENTS ●

Membership notes, meeting notice, etc.		2
Three Editions of the <i>New York News</i>	by Skip Gillham	3
Wreck of the <i>Sarah E. Sheldon</i>	by Jack Messmer	9
1984 Model Contest		16
Great Lakes & Seaway News	Edited by Frederic Weber	18
January Entertainment Meeting Notice		27

Published at Detroit, Michigan by the  
GREAT LAKES MARITIME INSTITUTE

©All rights reserved.

Printed in the United States by  
Macomb Printing Specialties.

**OUR COVER PICTURE.** . . Cleveland Cliffs operated a fleet of ships on the Great Lakes since 1869. The number of ships sailing each year reflected the ups and downs in our nation's economy. Boat watchers have seen only the *Edward B. Greene* and the *Walter A. Sterling* sailing in recent years. Last fall, Rouge Steel Company purchased the *Greene* and the *Sterling* and they will appear in Rouge Steel colors this spring. This photo of the *Edward B. Greene* was taken by Bill Hoey in 1982 while she was in the Detroit River. □

---

# THREE EDITIONS OF THE NEW YORK NEWS

by  
SKIP GILLHAM

---

Over the years the Quebec and Ontario Transportation Company has recycled the names of many of the ships in their fleet. Three have been called the *New York News*.

Q & O traces its roots to the Ontario Transportation and Pulp Company. It had been incorporated as a wholly owned subsidiary

of the Ontario Paper Company on January 22, 1914. In 1933 the name was changed to the Quebec and Ontario Transportation Company to recognize the involvement of both of these Canadian provinces in the company's fortunes.

The parent company of Ontario Paper,

---

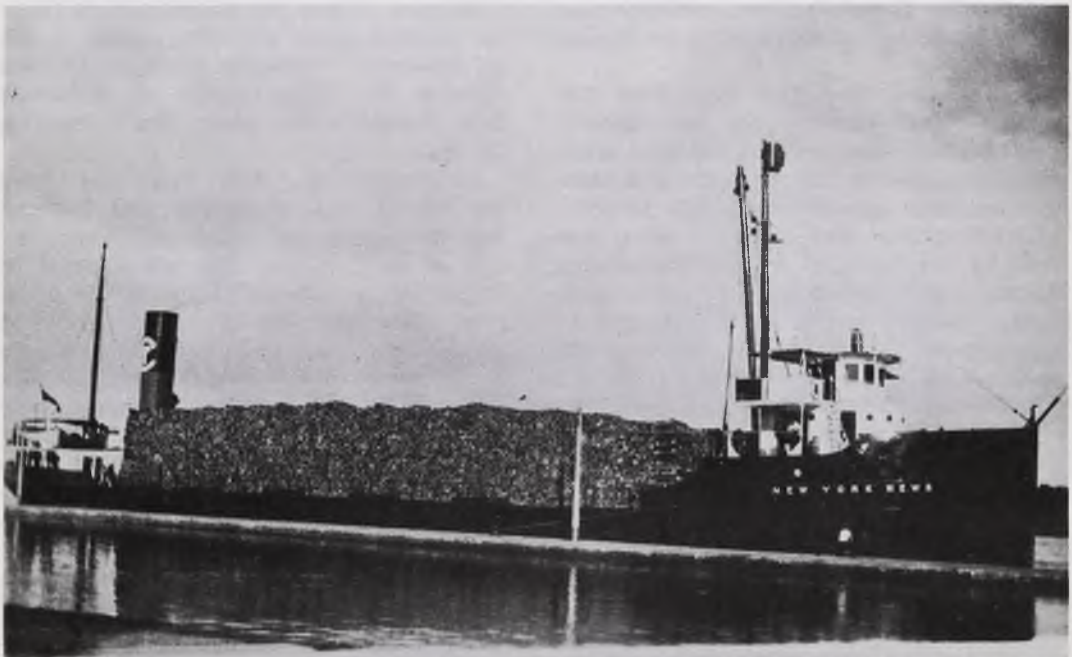


Photo by Jim Roberts

*The NEW YORK NEWS (i) could carry one thousand cords of wood to the Q&O plant in Thorold.*

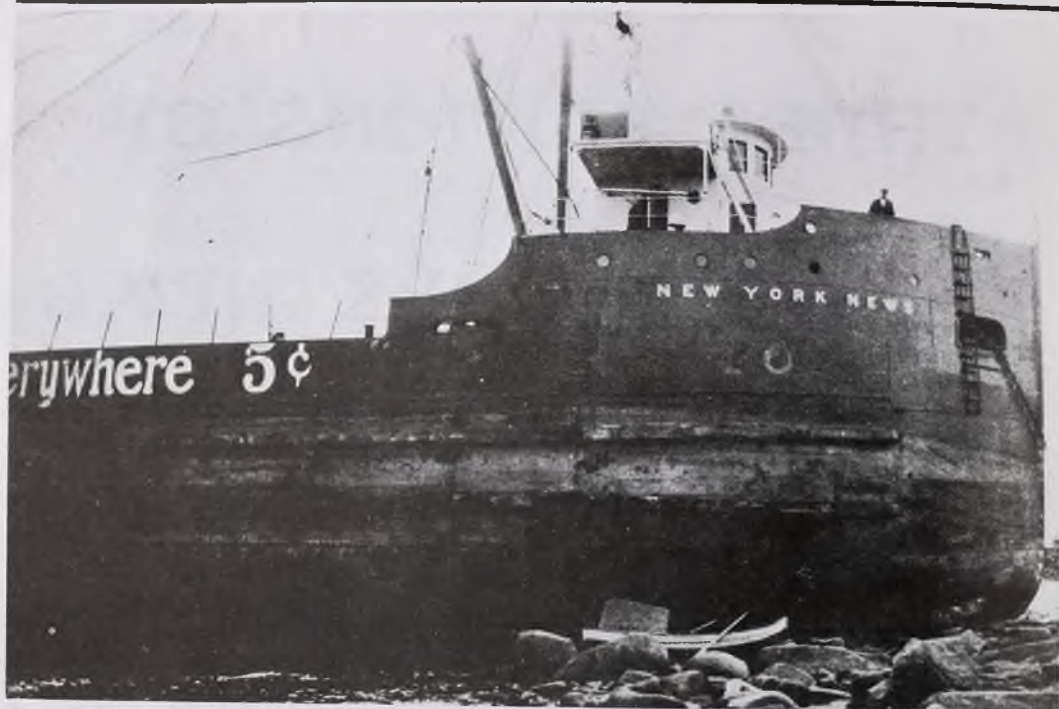


Photo by Jim Roberts

The NEW YORK NEWS (i) went aground during a storm in the Gulf of St. Lawrence in October, 1926.

and thus Q & O, is the Tribune Company, publishers of the *Chicago Tribune*. They also own the *New York Daily News*, one of the most widely circulated newspapers in the United States.

It is after the *New York Daily News* that the three bulk carriers have been named. Two have been scrapped, but the third sailed the Great Lakes in 1983 maintaining a name that originally appeared on a ship in 1922.

The first *New York News* (C146581) was built by the North of Ireland Shipbuilding Company of Londonderry, Northern Ireland, along with a sistership *Chicago Tribune* (i). They were the first new ships built for the fleet and their first steel hulled vessels.

*New York News* was Hull 101 and after completion and trials, the vessel crossed the Atlantic for inland service. Prices were different in those days and the cost of constructing this 257 foot long, 43 foot beam vessel was reported at \$65,000.

*New York News* soon went to work for the Ontario Transportation and Pulp Company. Her main duties were to bring pulpwood from the St. Lawrence to the Ontario Paper Company dock at Thorold, Ontario, about midway through the Welland Canal. *New York News*

could handle a little over a thousand cords of wood per voyage into the lakes and about 2,600 tons of coal for the downbound run. On occasion grain was also carried to the St. Lawrence. Additional duties after 1930 included the transportation of newsprint from Thorold to the parent firm's docks at Chicago.

On October 26, 1926, *New York News* was caught in a wild storm that battered Eastern Canada and more particularly the Gulf of St. Lawrence. She was moored at Shelter Bay to take on pulpwood, but broke loose in the high seas. A wild ride followed and the ship was driven aground along the rocky shore. No radio communications were available and for a time the ship was reported as lost.

When the storm subsided, *New York News* was located and eventually pulled from her perch. She proceeded to Lauzon, Quebec for repairs at the Davie Shipyard.

Corporate reorganization in 1933 saw several fleet members renamed. *New York News* (i) became *Shelter Bay* (i) and continued in similar trades.

During the Second World War, she saw some duty on salt water along the east coast.

*Shelter Bay* continued to serve Q & O well until sold to N.M. Paterson & Sons in 1958.

This vessel spent her final years as *Labradoc* (i). She sailed only two more seasons before laying up at Kingston in the fall of 1959.

Only one more voyage remained and in August, 1961 *Labradoc* was towed to Port Dalhousie, west of the Lake Ontario entrance to the Welland Canal. There, like many of the pre-Seaway canallers, she was cut up for scrap.

The second *New York News* (C148126) was also the product of an overseas shipyard. She was built by Swan, Hunter and Wigham Richardson at Wallsend, England in 1925 for the International Waterways Navigation Company Ltd. They named her *Belvoir* (i).

Statistically she differed little from other such canallers. She was 261 feet in overall length, 43.8 feet at the beam and 22.9 feet in depth. Tonnage was registered at 2,310 gross and 1,672 net. A triple expansion engine measuring 17-28-46x36 and two scotch boilers of 13'6" x 10'6" spanned her entire career.

In June, 1933 this ship was purchased by Q & O for \$95,000. She was classified for service along the Atlantic coast and this is precisely why she was attractive to Q & O.

The company's previous attempts to ship newsprint to New York City by water utilized the New York State Barge Canal. It proved to be most unsatisfactory and a new method was sought.

Renamed *New York News* (ii) for her duties, the ship operated from Thorold to New York via the St. Lawrence. She handled 2,400 tons of newsprint on the route and it achieved considerable savings to the company. She was also able to pick up pulpwood at a Gulf of St. Lawrence port for the trip back to Thorold.

As a result of her success, the railways changed their rate structure after the 1934 season and this allowed the *New York News* to be put to work on other lakes and St. Lawrence trades.

In 1942, with war raging in Europe and Asia, ships were at a premium. *New York*



*The NEW YORK NEWS was renamed SHELTER BAY in 1933 and continued in similar trades.*



Photo Courtesy of Quebec & Ontario Trans

*The NEW YORK NEWS (ii) drydocked at Montreal.*



While loading salt, the NEW YORK NEWS (iii) buckled and settled to the bottom.

Photo by Rev. Carl Hall

*News* was requisitioned by the Canadian Government and operated by the United States Maritime Commission from August, 1942 into 1943.

Her first job was to carry supplies to the base at Goose Bay, Labrador. While on convoy through the Gulf of St. Lawrence, during a later mission, she had an extremely close call. The vessel ahead was hit by a torpedo and sunk.

Later the *New York News* went south to haul coal out of Norfolk, Virginia to Boston, Massachusetts.

Back on the lakes after the war, the *New York News* performed capably and provided good service. On December 13, 1948, she had a spot of trouble hitting a shoal in the St. Lawrence Narrows. She was beached as a safety precaution and then, after temporary repairs, was refloated and taken to Kingston. There she was readied for the 1949 season.

*New York News* (ii) sailed the Great Lakes until 1962. She was downbound in the Welland Canal for the last time on November 29 of that year and laid up at Montreal. Sold to Buckport Shipping, she resumed trading briefly in 1963 as *Buckport*. Service was of

limited duration and the ship was laid up and eventually scrapped at Montreal in 1965.

This brings us to perhaps the final edition of the *New York News* for with Q & O's announced plans to leave the shipping business, it seems unlikely we will see the name on additional vessels.

The third *New York News* (C198025) was built by Port Weller Drydocks of St. Catharines Ontario in 1956 as *Tecumseh*. She too had canal dimensions, but differed from the other ships of this name as the pilothouse and all accommodations were located aft. In addition, she was diesel powered rather than steam.

*Tecumseh* was operated by Beaconfield Steamships and served the canal trade with emphasis on ore, coal and grain. It is noted that in July, 1958 this vessel was the last upbound passage through the Cornwall Canal before the closing of that section of the waterway.

With the Seaway a reality in 1959, *Tecumseh* joined the ranks of canallers who had lost their competitive edge. Most canallers did not survive and went for scrap. *Tecumseh* went instead to Canadian Vickers at Montreal and there was lengthened by 90 feet and



deepened by 5 feet, 6 inches. This increased her carrying capacity to 5,900 deadweight.

Ownership of *Tecumseh* and her sistership *Belvoir* (ii) and *Griffon* was transferred to Mohawk Navigation in 1963. She served them until a sale to Q & O in 1967. It was at this time she assumed the name of *New York News*.

The first season under her new name was anything but uneventful. On July 9 she suffered light damage in a collision off Escoumins with the deep sea vessel *Nordglimt*. Interestingly this latter vessel was reported as going for scrap as Karachi, Pakistan in the fall of 1983.

A much more serious incident occurred on July 18 when *New York News* was at Pugwash, Nova Scotia to load salt. Loading operations did not go smoothly for while the cargo was coming aboard the hull buckled in the middle forming a "V". All crew members scrambled to safety as the ship settled on the bottom. Refloated, she was patched sufficiently to be taken to Halifax for repairs.

During the last fifteen years, *New York News* (iii) has carried varieties of grain to such ports as Collingwood, Owen Sound, Goderich, Hamilton and Toronto. Pig iron out of Sorel, Quebec had been hauled to Lake Erie ports, pitch from Detroit headed east to Baie Comeau while wheat has been taken from Wallaceburg.

On occasion *New York News* has stayed in the east to haul zinc concentrate from Newfoundland to Valleyfield, Quebec. Although she has carried some newsprint, none has been handled lately.

Only some minor problems marred her recent performance. On September 18, 1979, she grounded off the mouth of the Detroit River and was not freed until the 20th. Then on August 11, 1982, she spent ten hours on a sandbar off Ogdensburg, New York. Tugs helped pull the ship free on both occasions.

For most of the past sixty years the name *New York News* has traveled the Great Lakes, but as this is written, it remains to be seen if we have seen the last edition of the *New York News*. □



*The NEW YORK NEWS* (iii) below Lock 3 in August, 1970.

---

# WRECK OF THE SARAH SHELDON

by  
JACK MESSMER

---

The *Sarah E. Sheldon* (US 115083) was a wooden steam-driven propeller built in 1872. She was constructed of oak by E.M. Peck at Black River, Ohio (now Lorain), for S. Sheldon and others of Cleveland. The *Sheldon* measured 184.1 feet in length, 32.4 feet in width and 13.8 feet in depth. She carried three masts and had one deck. Her tonnage was listed as 640 gross tons. Propulsion came from a steeple compound engine, with cylinder measurements of 20 inches by 40 inches with a 30 inch stroke. Steam was provided by two fire box boilers, measuring 16 feet in length and 6 feet, 3 inches in diameter. Both engine and boilers were built by the Cuyahoga Furnace Company of Cleveland in 1872.

The *Sheldon* began operation late in 1872, not being enrolled until October 5 at Cleveland. It is assumed that Sheldon operated her in the bulk trade between the upper lakes and Lake Erie. The steamer didn't remain under Sheldon's ownership for long. In April of 1873 the vessel was sold to Lucy A. Russell of

Cleveland. In July of 1876, Ms. Russell sent the steamer to the Globe Shipbuilding Company of Cleveland to have a second deck built onto the steamer. This work was completed in September of that year and cost \$1,400. The second deck resulted in a change of tonnage to 907 gross tons and 740 net.

During most of the career of the *Sheldon*, she towed a schooner/barge. By the early 1870's it was fairly common practice for steamers to tow one or more barges. This practice produced financial benefits for both vessels. With this in mind, Ms. Russell purchased the schooner *Samuel P. Ely* in the spring of 1874 as a consort for the *Sheldon*. These two vessels were to stay together for quite some time, generating excellent profits. However, on one occasion the consort system proved to be a disaster. On about October 6, 1880, the *Sheldon* grounded in the Sault River at Topsail Island. The actual grounding did little to damage the steamer, but unfortunately her consort, the *Ely* collided with her. The collision resulted when the

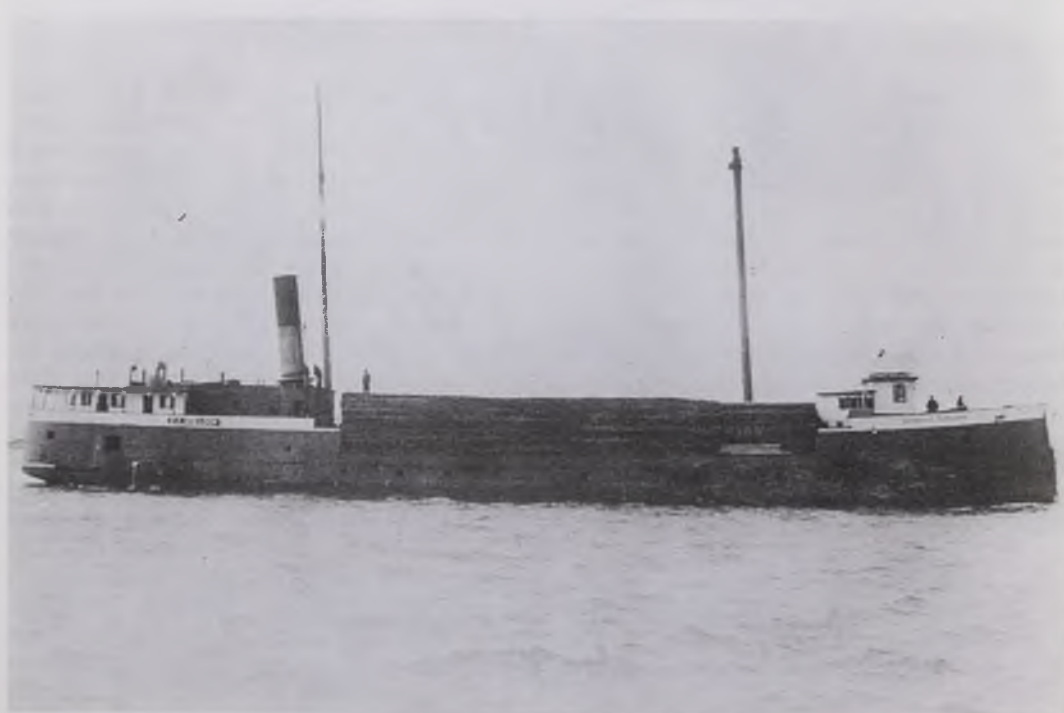
*Sarah E. Sheldon's* bow swung out into the river after stranding. The schooner, trying to avoid a collision with the steamer's stern, and possibly grounding herself, attempted to go around the vessel. The *Ely* ran into the steamer, cutting a hole to the water's edge. The damage to the *Ely* was minimal, but the *Sheldon* suffered considerable damage. After being released, the steamer was taken to Cleveland where repairs amounted to nearly \$2,000. Other than this accident and a trip to the Globe Drydock in July of 1883 for regular repairs, the steamer seems to have been quite trouble free under Ms. Russell's ownership.

In April of 1884 Ms. Russell sold the *Sarah Sheldon* as well as the *S.P. Ely* to M.A. Bradley and others, and the Bradley Transportation Company. While operating in the Bradley fleet, the *Sheldon* continued to tow the *Ely*, but in addition also towed the schooner *Negu- anne*. In the spring of 1885 the steamer had a new smoke stack installed.

In 1886 the *Sarah E. Sheldon* was nearly destroyed by fire at Cleveland. The steamer had been lying in the Cuyahoga River near the Main Street Bridge on the morning of September 16. The lookout at the Life Saving

Station saw fire aboard the steamer at about 1:30 a.m. He sounded the alarm and the lifesavers loaded their craft with fire equipment. They proceeded to the steamer arriving at 1:45, and began playing a stream aboard the burning vessel. This did little to impede the spread of the flames. Just when it looked as though the steamer would be lost, the city of Cleveland firefighters arrived and added several more lines of water to the fight. At approximately 3:00 a.m. the fire had been extinguished. The vessel had been badly burned. The fire which was believed to have started in the engine room, had done nearly \$5,000 damage. Repairs were performed at Cleveland.

After the fire aboard the *Sheldon*, the boat seemed to be plagued with engine troubles. It is very likely that the fire which nearly destroyed her the year before, had fatigued the metal of her engine resulting in the periodic breakdowns. The first of these breakdowns occurred on November 13, 1887. The steamer was downbound from Marquette, with the wrecked schooner *Alva Bradley* in tow. The *Sheldon's* engine gave out when the holding down bolts in the main journal broke. The two vessels laid off Sable Point, Lake Superior,



*The SHELDON with the NEGUANEE in tow.*

with a freshening northeast wind. Distress signals were sounded and fortunately, these brought aid in the form of the Life Saving crew of Station No. 11 and the steamer *W.H. Stevens*. Both would-be rescue parties arrived at the same time and it was decided to let the *Stevens* take the two boats in tow to the Soo. Shortly after reaching the Sault Ste. Marie River, the winds on Lake Superior began blowing gale force. Had not the *Stevens* arrived when she did, both the *Sheldon* and the *Bradley*, might have ended their days on the beach as wrecks. (The *Alva Bradley* had just been released from the beach at Shot Point, just east of Marquette a few days or so before, after she had stranded there during a gale on October 23. The *Sheldon* had been ordered by her owner to pick up the *Bradley*, also owned by the Bradley Transportation Company and bring her to Cleveland for repairs.) It would appear that the *Stevens* brought both vessels down the lakes where they underwent necessary repairs. Engine problems again occurred while upbound on Lake Erie in mid-October of 1889. The steamer was able to reach Detroit under her own power, but was delayed for a day with repairs.

While operating in the Bradley Fleet, the *Sheldon* carried a variety of cargoes. One of her mainstays on downbound trips was grain, particularly late in the season. On one of these trips to Buffalo in 1891, the steamer was involved in a serious accident which occurred all too frequently in congested Buffalo Creek. While lying near the Sturges elevator, waiting to unload a cargo of grain, the vessel was struck by the steamer *Gault*, on November 24. The *Gault* was in tow, headed up the river. When attempting to pass the *Sheldon*, she struck a heavy blow to the *Sheldon's* stern. A large hole was cut into the *Sheldon*, but as the damage was mostly above water, she was in no immediate danger of sinking. A canvas sheet was placed over the hole to prevent leaking until her cargo could be unloaded. Rough estimates of the damage was placed at \$500 to the vessel with no damage to her cargo. Due to the lateness of the season, it was decided to lay the steamer up at Buffalo and have repairs performed there.

In 1892 at the end of May or the first of June, the *Sarah E. Sheldon* suffered her third engine breakdown. This time she was in the confines of the Detroit River, near Southeast Bend with her consort, when her machinery became disabled. All of the vessels were able to

safely come to anchor. It is not known at this time whether this breakdown required docking or whether her engineer was able to make satisfactory repairs so that she could continue on her voyage. Early in 1893, the *Sheldon*, while downbound with grain for Kingston, Ontario, stranded on the rocks in the Sault Ste. Marie River. On May 23, after about four days on the rocks, she was released with the aid of a diver and a steam pump. The vessel sustained considerable damage, requiring repairs to some thirty feet of her keel, a new fore foot and a number of planks forward.

In March of 1894 the *Sarah E. Sheldon* underwent another rebuild. She was reduced once again to a single deck, with a single mast. In addition to this, her cabins on the stern were largely changed. The work was completed in May and she was enrolled at Cleveland on the 10th, with a gross tonnage of 693 and a net of 517. These changes were undertaken because the steamer had begun to run in the lumber trade with considerable regularity. Her new profile allowed her to carry quite a bit more lumber. Later that same year engine problems returned to once again plague the vessel. On September 12, the steamer broke down while off Cheboygan, Michigan. She was forced to drop her consorts, *Ely* and the *Neguane*, and limp into Cheboygan harbor for repairs. After turning her consorts loose, the *Neguane* was able to come to anchor, but the *Ely* was driven ashore at Detour. Apparently, the *Ely* was not seriously damaged, for both she and the *Sheldon* were repaired and back in operation by late September. No sooner had the steamer and her barges returned to work, when they were mauled in a storm on October 1 and 2. The *Sheldon* had been downbound with the *Ely* and *Neguane* in tow with lumber, from Duluth to Chicago. When off Keweenaw Point, on the first, the vessels were overtaken by a gale. The steamer's rudder was unshipped causing the vessels to wallow about in the waves. Temporary repairs were made to the rudder which allowed the boat to be maneuvered behind Keweenaw Point. Once behind the point, further repairs were made to the rudder. All the vessels suffered damages in the storm. The *Ely* and *Neguane* both lost their deckloads, and the *Sheldon* sprung several leaks, although none were serious. In addition, waves broke down her engine room door, creating havoc below in her engine room.

All three vessels limped into Marquette where they were completely repaired, and on their way to Chicago by October 5. As if things had not been bad enough this year, on November 7, the *Sheldon* once again broke down when her machinery became disabled. She was forced to return to Port Huron where repairs were made.

After a rough year in 1894 things began to run smoothly in 1895 and it does not appear that the *Sheldon* had any problems. Even in 1896, when on November 29, the steamer grounded at Point Aux Pines near Sault Ste. Marie can it be said that she had any real difficulty. She was pulled off by a tug that same day with no serious damage. Unlike the previous two years, 1897 saw a rash of minor accidents. The first occurred on September 15. She was headed down the Niagara River for Tonawanda with iron ore, with her consort in tow. When off Riverside Park, about three miles from Buffalo harbor, she grounded. Tugs were sent to release her, but were unable for 36 hours. When she was finally released, it was ascertained that her hull had suffered no damage. The following month, on October 6, the *Sheldon* ran aground near Fighting Island in the Detroit River, while downbound for Toledo. The cause of the grounding was attributed to the captain

mistaking the lights of the government steamer *Haze* for the range light. At any rate the steamer was out forward nearly two feet and had to be lightered before the tug *Schenck* could pull her free. This required two days. Still later that same month, on the 24th, the *Sheldon* was struck by the steamer *Bosco-bell* which was entering Toledo with two barges in tow. The collision resulted in the breaking of the *Sheldon's* stanchion and rail. Eighteen ninety eight did not seem to be much better for on July 10, the steamer and her consort *Neguane*, went ashore at North Summer Island at the foot of Lake Michigan. Early reports from the sight of the beaching sounded rather grim, but the vessels were released and soon back in operation. From this time until some five years later, the *Sarah E. Sheldon* ran with no further accidents.

In 1903 the *Sarah E. Sheldon* was now 31 years old. By wooden boat standards, she was quite old. Her advanced age and general condition was reflected in her insurance valuation which was now a mere \$16,000 and she was rated as A2. However, this did not prevent the Bradley Transportation Company from keeping the steamer active. While at Buffalo, on July 13, 1903 the steamer was headed for the Buffalo, Rochester & Pittsburg dock to load coal. The Michigan



The SHELDON at Marquette in 1884.

Street bridge, which had been struck a few days before by a passing vessel, and had supposedly been just repaired, was struck by the *Sheldon* when she attempted to pass through. The steamers mainmast struck the bridge. Her mast broke nearly at the deck and fell down onto the smokestack, which broke in several places. Fortunately no one was injured, and while the steamer sat loading coal at the dock, her smokestack was repaired. Repairs to her mast were supposedly postponed till the end of the season.

In 1904 the *Sarah E. Sheldon* got off to a slow start. Her owners had intended to get her out early, but due to a strike by the Masters and Pilots against the Lake Carrier's Association, she remained at her winter quarters at Buffalo until June 22. This year was not much different than previous years, hauling coal upbound and primarily lumber or ore down. It also proved to be a trouble free year.

Nineteen hundred and five would prove to be the year of her undoing. The steamer's trouble began on September 17. While on Lake Huron with the schooner *Neguane* in tow, the vessels were overtaken by an early fall storm. Captain James Garant, who was master of the steamer, mistook a light shore and ran the steamer and the schooner aground on the Kenosha reef. Distress signals were sounded which brought the Thunder Bay Island Lifesavers to the stranded vessels. As the vessels were in no immediate danger from the storm where they laid, Captain Garant decided to go ashore with the lifesaving crew and call for a tug. When the tug arrived, the lifesaving crew accompanied them, and with their assistance, sufficient coal was lightered from the *Sheldon* and the *Neguane*, to release them. Both vessels were released within 24 hours of the tug's arrival. Although at the time of the mishap, it was said that there was no damage to either vessel, future events would prove this to be untrue.

On Thursday, October 19, the *Sarah E. Sheldon* laid up at Cleveland loading coal for Sarnia, Ontario. By evening the last car of coal had been loaded aboard the steamer, and Captain Garant had ordered the crew to batten down the hatches as he intended to make sail before midnight. It turned out that Captain Garant was a superstitious man. He appears to have believed the adage "that nothing should start on Friday, if anything good was to come of it". The steamer

cleared shortly before midnight from Cleveland. Her course was set for Huron, Ohio where the *Neguane* laid waiting for the *Sheldon* to take her to Sarnia.

Most of Thursday, the weather had been windy. That evening as the vessel was receiving the last of her load, the winds had begun to diminish. Captain Garant felt that this was the end of the heavy weather. Had he realized that this was the calm before the storm, it is very likely he would have overlooked his superstition and waited out the night at Cleveland. The *Sheldon* had proceeded up the lake to a point midway between Rocky River and Avon Point, when the winds began to stiffen from the southwest. The winds were accompanied by a heavy downpour. At this time Captain Garant made the decision to proceed to Huron rather than to turn around and return to Cleveland. The engineer was ordered to give the boat full speed, and the wheelsman ordered to bring her closer to the lee shore. At 5:00 a.m., the chief engineer reported to the captain that the vessel was leaking "worse than usual" and that all five of her pumps were operating at maximum capacity. (The engineer's statement indicates that the steamer was leaking all of the time. This was probably due to her grounding in Lake Huron the previous month.) Realizing the danger, Captain Garant decided that the vessel would never make Huron. The vessel's course was once again altered, this time for Lorain. After about an hour, another message was received by the captain from the chief engineer. The captain was informed that the water was gaining rapidly, and the pumps were unable to keep up. Water was sloshing around in the boiler room and would occasionally dampen the fires under the boiler resulting in a loss of pressure and a corresponding loss in power.

Seeing that the situation was desperate. Captain Garant ordered still yet another course change. This time the steamer was headed for the closest shore. Within fifteen minutes of the execution of the order, the steamer struck bottom, off Lake Breeze, six miles east of Lorain. The steamer grounded on an offshore sandbar, more than 1,000 feet from the beach. After initially striking, the unrelenting seas picked the boat up and threw her forward a few more yards. This resulted in the steamers bow being buried into the sand and mud, affectively anchoring her forward half. The waves continued to

pound the vessel mercilessly and her stern, which was still floating was twisted and wrenched. This action resulted in the vessel showing signs of breaking in two. Water began to enter from everywhere. The water below decks put out her fires, leaving the vessel completely helpless.

Captain Garant concluded that his boat would not last much longer. He gave orders to abandon the vessel. Before leaving his station in the pilot house, he tied down the whistle cord so that it might continue to blow, in hopes of alerting someone to their situation. He also ordered one of the crew to hoist a red table cloth on the steamer's mast with the flag, so that this to might attract attention. Upon leaving the pilot house, the captain saw that the first mate and the other crewmen were attempting to lower the yawl boat on the windward side of the steamer. Captain Garant ordered the yawl drawn back aboard and launched under the lee of the bow. As the men attempted to carry this out, a wave caught the yawl and tore it from the hold of the men and capsized it. Wheelsman John Fox and Henry Johnson were in the yawl at the time. (There are conflicting reports concerning the name of the second man aboard the yawl with Fox, some papers state that it was Charles Evans the first mate.) The upside down yawl

with its two unwilling passengers was swept out into the lake by the raging seas.

With no means at hand for reaching safety, the crew took refuge on the mast. The waves continued to pound the steamer mercilessly throughout the early morning hours. The whistle which had been sounding its desperate plea, slowly became silent, as the steam in the boiler was exhausted. The men trapped aboard the vessel must have surely felt that their lives were nearly at an end. As fear and despair crept into their thoughts, a ray of hope appeared on the horizon.

The shrill sound of the *Sheldon's* whistle had done its job. Residents along the shore were awakened by the whistle and alerted to the disaster. A telephone call had been placed to the docks at Lorain and one of the Lifesaving Stations at Cleveland. The tug *Kunkle Bros.*, under the command of Captain McRae, was immediately dispatched to the scene. The Lifesaving crew also set out for the steamer, leaving Cleveland around 7:30 a.m. in tow of the tug *Frank W.*

The *Kunkle Bros.* from Lorain was the first of the rescuers to arrive. As the tug approached the wrecked boat, Captain Garant signalled Captain McRae that two of his men had been carried out into the lake. Captain Garant felt that they still had a good chance of being



*After a fire in 1886, her engines suffered periodic breakdowns.*

alive as they both had on lifebelts, and had managed to regain hold of the yawl. Captain McRae complied with this request and set back out into the lake. After nearly two hours of searching, they returned, having been unable to locate the men.

While the *Kunkle Bros.* was out searching for the crewmen, a number of large waves lifted the *Sheldon* off the sandbar and carried her further into shore. The vessel once again settled to the bottom, but she had been turned 180° and was considerably closer to shore. Upon returning to the steamer, Captain McRae brought his tug in close to the wrecked steamer and shouted for the crew of the *Sheldon* to jump to the tug as it passed their vessel. Five of the men succeeded in jumping aboard the tug on several passes. However, while maneuvering about the wreck, the tug struck bottom. The change in the steamer's position, closer to shore and just inside the sandbar, had forced the tug to operate in shallower waters than was safe. Fearing damage to the tug and apparent reluctance of the remaining men to leave the steamer, Captain McRae decided to return to Lorain.

Although the wind velocity diminished throughout the morning, Captain Garant and the remaining crew were faced with a perilous situation. The sand on which the vessel laid began to shift, resulting in the steamer sinking deeper in the sand. The end result being that the deck of the *Sheldon* was now below water. Captain Garant had the men rip off planking and cabin doors. With these they could build a makeshift raft, and hopefully reach shore. Just as their efforts were being readied for launching, smoke was spotted from an approaching vessel. Silently the men watched as the vessel drew near. When it became apparent that the vessel was a tug with a lifeboat in tow, the men began to cheer.

The tug was the *Frank W.* with the Cleveland Lifesaving crew in tow. The two vessels had battled for six hours through treacherous seas to aid the stranded steamer's crew. Arriving at 1:30 p.m., the situation was examined, and it was decided that the water around the wreck would be shallow for the tug. The lifeboat would have to be used to make any rescue attempt. The line from the tug was let go and the small craft was rowed toward the wreck. When some distance from the stranded steamer, the lifeboat's anchor was dropped and a line paid out in an effort

to get closer to the wreck. This scheme did not work for the anchor refused to hold in the rough seas, and the lifeboat could not be safely held off the *Sheldon*. The lifesavers rowed back out to the tug, which had been standing by, and a long line was passed from her to the lifeboat. Again the lifeboat dropped back as the line was paid out. The tug acted as an anchor. When the lifeboat came close to the steamer, a line was tossed from the wreck. Held by these two lines, rescue operations began. One man was brought aboard the lifeboat, but before a second could attempt to get aboard, a huge wave lifted the lifeboat, throwing it at the wreck. Had it not been for the quick action of the tug captain, who pulled the lifeboat away from the steamer, the small craft would have smashed down on the submerged deck of the wrecked vessel. Although quick action saved the lifeboat from complete destruction, it could not prevent the lifeboat's gunwales and rudder from being smashed. This setback didn't deter Captain Motley and his lifesaving crew. They prepared to make a third approach. The *Frank W.* changed her position so that when the lifeboat drifted down on the wreck, she came in under the lee of the *Sheldon*. From this position, all of the men were removed from the wreck. With the lifeboat in tow, the *Frank W.* proceeded to Lorain where the steamer's crew were taken care of.

The *Sarah E. Sheldon* had gone pieces by Saturday evening. All that remained above the water was her boiler and machinery. The machinery was sold to John Stanton, a diver, for \$50.00, who probably salvaged it sometime later. The two sailors who had been swept out into the lake had perished. The body of wheelsman Fox was picked up by a fishtug, ten miles west of Lorain on Sunday. The body was found floating, bouyed by his life preserver. The body of the second man was not found. Apparently the body must have slipped from the life preserver and sank.

An investigation was held into the loss of the *Sarah E. Sheldon* by the Steamboat Inspection Service. After listening to the testimony of the captain and crew, Inspector Stone concluded that the steamer was in a poor state of condition and was "more or less unseaworthy". Whether any action was taken against Captain Garant or the Bradley Transportation Company is unknown. Thus ended the 33-year career of the *Sarah E. Sheldon*. □



---

# 1984 MODEL CONTEST

---

Twenty two models were entered in the shipbuilding contest sponsored by the Institute. They were on display at the museum from September 29-October 27. The model judges Best in Show was *Cecilie* by Peter Baker. the model judges Best In Show-Great Lakes was the *Henry Steinbrenner* by Dale Nagele. The 1985 shipbuilding contest will be held on a weekend in the fall instead of displaying the models for an entire month. The entrants will still have to fill out an entry form and the Institute should have the rules available by the first of June. Those interested in entering this year's contest should send a self-addressed, stamped envelope to the museum and the entry forms will be mailed as soon as they are available.

#### Commercial Power

1st -*Fort Wayne* by Dennis Constable  
2nd-*Henry Steinbrenner* by Dale Nagele  
3rd-*Eugene Thomas* by Milan Scholz

#### Commercial Sail

1st-*Cecilie* by Peter Baker  
2nd-*Pinnacle* by Michael Isabel  
3rd-*J. T. Wing* by Robert Pollack

#### Military Vessels

1st-*Hartford* by Milan Scholz  
2nd-*Fair American* by John Cadreau  
3rd-*Prince de Neufchatel* by Gregg Rudick

#### Work Boats

1st-*Eileen* by Emery Barta  
2nd-*East Jordan* by Douglas Cass

#### Operating Models

1st-*Cinquer* by Skip Temple  
2nd-*Jennifer Lynn* by Douglas Cass

Other models entered in the contest included:

*Mackinaw* by John Cadreau  
*Virginia* by Denny Lis  
*Phantom* by Thomas Magusin  
*Wilfred Sykes* by James Bauer  
*Republican* by Charles Parker, Jr.  
*Niagara, Onoko* and *David Dows* by William Krell

The Institute also extends their appreciation to the judges: John Ensminger, Bob Irwin, Karl Kuttruff, Cliff Morrison and Irv Schulz □



Photo by David McDonald

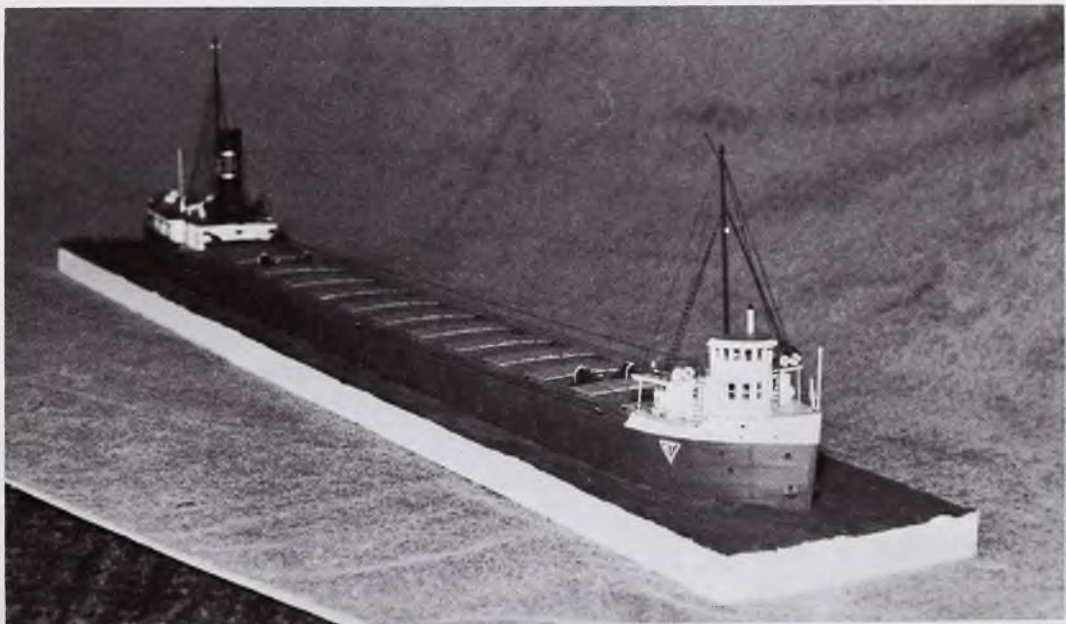


Photo by David McDonald

*Top: Best in Show was the CECLIE by Peter Baker.  
Bottom: Best in Show-Great Lakes was the HENRY STEINBRENNER by Dale Nagele.*

# GREAT LAKES & SEAWAY NEWS



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

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

*Seaway News Editor:* SKIP GILLHAM

B. ANDERSEN  
J. BEARMAN  
CORPS OF ENG.  
J. GOODRICH  
W. KELLER  
A. SCHELLING

K. BORG  
D. ERICKSON  
A. HUTSON  
J. KLINGER  
J. WIER

R. BARDEN  
B. BRUCE  
D. GILLHAM  
R. HUTSON  
T. SECHEN  
T. WILSON

Aug. 18. . .The tug *Pointe Sept-Iles* has refloated the sailing vessel *Calida* and towed her to Seven Islands, P.Q.

Aug. 25. . .Kinsman's *Merle M. McCurdy* was brought out of lay-up and departed Lorain for Duluth.

. . .*Coastal Canada* (ex-*Gulf Canada*) passed upbound in the Welland Canal for Nanticoke.

Aug. 27. . .C.S.L.'s self-unloader *Nanticoke* arrived at Quebec City with 26,000 tons of grain.

Aug. 28. . .U.S. Steel's 1,000-footer *Edwin H. Gott* tied up at the abandoned Cargill Elevator in Duluth for a temporary lay-up and repairs to one of her engines.



*The rail car ferry CHIEF WAWATAM has been retired from service across the Straits of Mackinac.*

Photo by Charles Keenan

GREAT LAKES & SEAWAY NEWS ●



Photo by Don Dube

COASTAL CANADA in the Welland Canal in new colors.

Aug. 29. . .While discharging her grain cargo, a fire broke out in the transfer space of the conveyor belt system on the *Nanticoke*. It took one and a half hours to extinguish the fire. She suffered damage to her conveyor system and heavy smoke damage to the crew's quarters.

Aug. 31. . .*Charles E. Wilson* entered Fraser Shipyard at Superior, Wisconsin to repair minor damage and returned to service the next day.

Sep. 9. . .*Empire Sandy* passed upbound in the Welland Canal as part of Niagara College's Continuing Education Program. She was the former tug *Chris M.*

Sep. 13. . .*Nanticoke* cleared Quebec City for Thunder Bay, Ontario for repairs.

Sep. 15. . .The American vessel *Shirley Lykes* went aground in the St. Lawrence River near Iroquois, Ontario. She freed herself about ninety minutes later.

Sep. 17. . .The tug *Ohio* arrived in Buffalo, N.Y. with the *Canadiana*. Restoration plans are still incomplete.

. . .Halco's self-unloader *Frankcliffe Hall* unloaded corn at Canada Starch in Port Colborne.

. . .*Conallison* and *George M. Carl* arrived at Aviles, Spain under tow of tug *Koral*.

Sep. 18. . .*Edwin H. Gott* returned to service.

---

● GREAT LAKES & SEAWAY NEWS

---

. . . The Liberian vessel *Seatransport* struck the Eisenhower Lock in the St. Lawrence Seaway. She was on a loaded voyage from Duluth to Cartagena, Columbia and will be inspected at Montreal while bunkering.

. . . The Canadian pulpwood carrier *J.A.Z. Desgagnes* was surveyed in Montreal for ice damage suffered on a voyage from Quebec City to Hudson Bay ports.

. . . The Russian vessel *Bratstoo* collided with a Soviet submarine at Lat. 35° 55' N, Long. 05° 00' W. An engine room explosion followed and most of her crew was taken off. She had loaded wheat in Port Cartier and was returning to Russia.

Sep. 20. . . Tug *Koral* cleared Aviles, Spain for Gdynia, Poland.

. . . From Kalamazoo, MI. comes a report that Robert Fischl, former vice-president of UPSCO has been convicted of defrauding the State of Michigan by accepting some \$230,000 in kickbacks from a manufacturer for buying tuboat engines at an inflated price.

. . . Loren Carlson was honored in Duluth by the National Safety Council, Minnesota Safety Council and Reserve Mining Co. for whom he works. Carlson is credited with saving William Bosley, a crewman on the *William J. Delancey* last April. The *Delancey* was moored at Reserve's Silver Bay dock when Bosley fell from the ladder into the water. Carlson tied a rope around himself and was lowered into the water and grabbed Bosley who was unconscious. With the help of Peter Bedard, another *Delancey* crewmember, Bosley was saved and treated for hypothermia and exposure.



*The EDWIN H. GOTT tied up at the Cargill Elevator in Duluth for a short lay-up.*

## GREAT LAKES &amp; SEAWAY NEWS ●

Sep. 21. . . *Bratstoo* was towed into Algeciras, Spain. Her engine room was flooded and her cargo will be unloaded and transhipped.

Sep. 23. . . C.S.L.'s bulk carrier *St. Lawrence* was fitted out at Thunder Bay, Ontario.

Sep. 24. . . *Janet D. Misener*, the Port Weller Pilot Boat, suffered fire damage in her engine room. She tied up below Lock 1 in the Welland Canal.

. . . The Liberian vessel *Xenia* was in drydock at Sasebo, Japan for repairs to damage suffered when she struck the lock wall in the Welland Canal in August, 1983 and striking the pier in Duluth in August, 1983.

Sep. 25. . . *Canadiana* was beached in the mud at Buffalo, N.Y.

Sep. 26. . . The Canadian bulk carrier *Lake Wabush* departed her layup berth at Sarnia and went to the Government Dock to load grain.

. . . American Steamship's *Roger M. Kyes* returned to service.

. . . Dredge *Primrose*, idled at Kingston, Ontario since about 1967, went aground and was half submerged in the harbor. She was leaving enroute to Oshawa, Ontario for dismantling when she grounded. An oil boom surrounded the vessel, but some "bunker C" has escaped.

Sep. 27. . . The Canadian bulk carrier *Pineglen* cleared Toronto in tow of tugs *Glenevis* and *Glenside*, enroute for scrapping at Port Maitland, Ontario.

. . . Royal yacht *Brittania* passed upbound in the Seaway.

Sep. 28. . . C.S.L.'s *St. Lawrence* has been sold for scrap in the Far East.

Sep. 29. . . *Pineglen* arrived at Port Maitland.

. . . The Philippine m/v *Transocean Pearl* loaded 3,500 metric tons of Minnesota taconite for West Germany. U.S. Steel is sending the ore to Korf Engineering in Kehe, West Germany to be tested in a 14 day test of direct smelting process for iron ore. U.S. Steel will also send coal from West Virginia for the test.

Sep. 30. . . The rail ferry *Chief Wawatam* was retired from service across the Straits of Mackinac.

Oct. 2. . . As Halco's bulk carrier *Steelcliffe Hall* was approaching the Cargill grain elevator in Duluth, her engine began to lose power. Her chief engineer, William King began to inspect the engine and as he moved alongside it, the fumes inside the crankcase exploded, opening a pressure door and dousing him with flames. After the blast, three crewmen carried King from the room. An assistant engineer returned to the smoke-filled engine room, sealed it off and flooded it with carbon dioxide to extinguish any possible fires. Mr. King was taken to shore by the Coast Guard and was hospitalized.

. . . Former UPSCO president Charles Kerkman goes on trial today in Kalamazoo. He is charged with defrauding the State of Michigan.

. . . *Pineglen* will be renamed *Neglen* and then scrapped.

---

● GREAT LAKES & SEAWAY NEWS

---

Oct. 4. . .While the Greek vessel *Sifnos* was bunkering at Montreal, a valve malfunctioned, allowing about 25 tons of "bunker c" fuel oil to overflow its tanks and spill into the river. About 5 tons of oil collected between *Sifnos* and the dock as well as between other vessels and their docks in Montreal harbor. About 20 tons reached the Boucherville Islands which serve as a resting place for bird migrations. The Canadian Government has detained the *Sifnos*.

Oct. 5. . .Paterson's bulk carrier *Paterson*, idled at Thunder Bay will be scrapped at Shearment.

Oct. 6. . .When the owners of the *Sifnos* agreed to assume the liability for the oil clean-up expenses, she was given the green light to sail.

. . .Cleveland-Cliffs bulk carrier *Pontiac* arrived at Marine Salvage at Port Colborne under tow of tugs *Barbara Ann* and *Tug Malcolm*.

Oct. 8. . .A seaman working in the engine room of the *Steelcliff Hall* was hit by a falling 2 by 10-foot long plank in the back of his head. He was taken to a Duluth hospital and released a short time later.

Oct. 10. . .The Greek m/v *Anangel Dilligence* was surveyed at anchor at Pointe aux Trembles, P.Q. in respect to damage which occurred when she broke away from her dock at Mont Louis,

---



*The PATERSON which was built in 1953 will be scrapped.*

## GREAT LAKES &amp; SEAWAY NEWS ●



Dossin Museum Collection

*Cleveland-Cliffs' PONTIAC will be scrapped at Port Colborne.*

P.Q. during bad weather. She was blown across the harbor and grounded. She was refloated on October 7 with the assistance of tug *Capt. Ioannis S.* After inspection, she will proceed to Detroit to load.

Oct. 12. . .The U.S. Congress voted down the proposal for a new 1,000-foot lock at the Soo.

. . .An underwater park is being planned for the Michigan Thumb area. Restrictions would be applied against shipwreck divers removing articles from the ships. The park is being planned by the Michigan Department of Natural Resources.

Oct. 13. . .The saltie *Federal Maas* called Seaway Welland for help with a stowaway. An adult raccoon was believed to have boarded the vessel in Toronto.

Oct. 14. . .About 11:40 p.m., the Greek m/v *Amilla* went aground in the St. Marys River near Point aux Pines. After reporting the grounding to Soo Coast Guard, the pilot Harry A. Barteldt, Jr. collapsed. Efforts to revive him failed and he was pronounced dead at the hospital. The *Amilla* freed herself without damage by shifting ballast.

Oct. 15. . .Misener's bulk carrier *John O. McKellar* has been sold to Parish & Heimbecker Shipping and will be renamed *Elmglen (ii)*.



---

● GREAT LAKES & SEAWAY NEWS

---

Oct. 16. . .C.S.L. Is looking for cargoes for their self-unloaders in Europe and Southeast Asia.

. . .C.S.L.'s bulk carrier *Frontenac* collided with the tug *Lyden* in Lake Erie off Point Pelee, Ontario. Both vessels were damaged. The *Lyden* was towing three scows at the time.

Pelee, Ontario. Both vessels were damaged. The *Lyden* was towing three scows at the time.

Oct. 17. . .The ferry *Sugar Islander* is receiving a new engine at the Soo.

Oct. 19. . .From New Orleans comes a report that the tug *Five Brothers* towing the barge *Thoroughbred Topper* cleared the port at 10:00 p.m. for Port Elizabeth. The next morning at 11:30 a.m. the tug began settling by the stern. The crew abandoned the tug and went to the barge. The tug sank at Lat 28° 26' 30"N, Long. 89° 06' 42"W in about 530 fathoms of water. The barge radioed for help and at 7:00 p.m. the tug *Gulf Raven* arrived and took the barge in tow for New Orleans. The barge *Thoroughbred Topper* was completed at Bay Shipbuilding in 1984.

Oct. 21. . .Algoma's *Algowood* went aground at Bouy 17 in Lake St. Clair when her engine shut down. She refloated herself.

. . .A plaque was unveiled at the Iroquois Lock in the Seaway to honor the 25th anniversary of the Seaway. The plaque was a joint venture of the St. Lawrence Seaway Authority and the Ministry of Citizenship and Culture.

---



Photo by Skip Gillham

*Misener's JOHN O. MCKELLAR was sold to Parrish & Heimbecker and will be renamed ELMGLEN (ii).*

## GREAT LAKES &amp; SEAWAY NEWS ●



Photo by Jim Bearman

*The THOROUGHbred TOPPER downbound at Port Huron on August 25, 1984.*

Oct. 22. . .C.S.L.'s *St. Lawrence* cleared Thunder Bay and arrived in Milwaukee on October 24.

Oct. 25. . .The cost cleaning up the oil spill in Montreal harbor was \$350,000.

Oct. 26. . .Great Lakes Towing Company returned to the Soo with the arrival of their tugs *Michigan* and *Maine*. They started in 1899 and left in 1960. The tugs will be located at the Carbide dock.

. . .Duluth's Aerial Lift Bridge will receive a \$3.6 million face lift beginning in 1985.

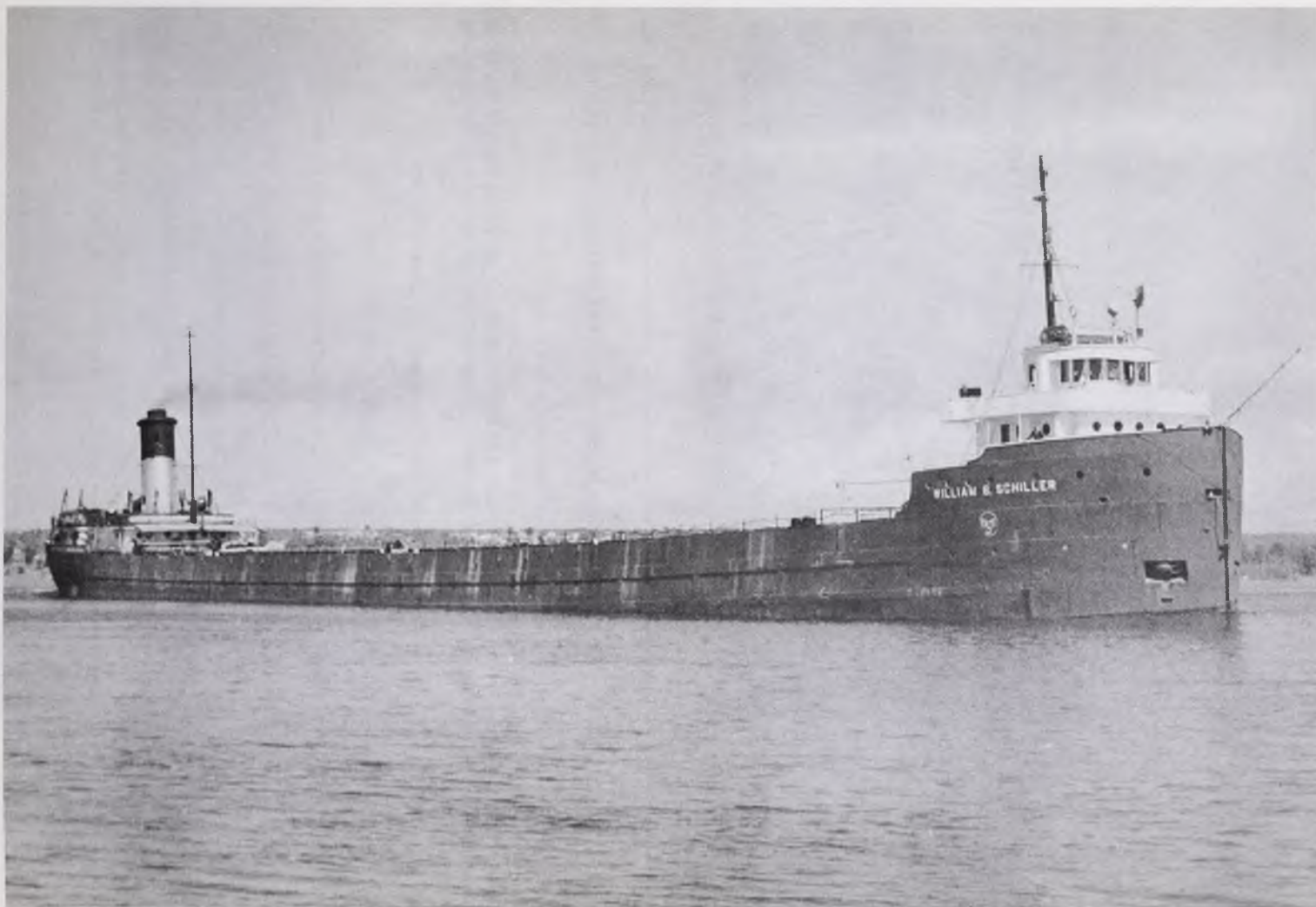
Oct. 28. . .*St. Lawrence* cleared Milwaukee enroute to Detroit to load scrap.

Oct. 29. . .The *St. Lawrence* Seaway tolls have been frozen for the second straight year.

Oct. 30. . .Rouge Steel has purchased Cleveland-Cliffs' two self-unloaders. The *Edward B. Greene* and the *Walter A. Sterling* arrived at Fraser Shipyard for inspection and will be repainted there. The *Sterling* will be renamed the *William Clay Ford* and the *Greene* will be renamed the *Benson Ford*. (News Editor's note: I will miss seeing the *Clay* pass by the Delray Power Plant. Having been a crew member on her, I can say that she was a good ship to sail on.)

Oct. 31. . .The lift bridge over the Soo Canal became stuck 10 to 15 degrees out of the horizontal position, causing the bridge to stop. The Poe and MacArthur Locks were closed and smaller vessels used the Davis Lock.

. . .*Elmglen (ii)* cleared Owen Sound for Thunder Bay on her first trip for P&H.



*The WILLIAM B. SCHILLER will finally be scrapped at Hyman-Michaels yard.*

---

**GREAT LAKES & SEAWAY NEWS** ●

---

**Miscellaneous. . .**

. . .U.S. Steel has sold their bulk carriers *B.F. Affleck*, *August Ziesing* and *Joshua A. Hatfield* to Hyman-Michaels Scrap Company in Duluth.

. . .The old U.S. Steel vessel *William B. Schiller*, which has been at the Hyman-Michaels yard for several years is finally being scrapped.

On August 4, Inland Steel's *E.J. Block* went into dry layup at the Indiana Harbor Works.

On August 15th Huron Cement's *J.B. Ford* returned to service.

. . .The m/v *Unisol* which grounded and broke up off the Gaspé Peninsula on December 7, 1983 has been declared a constructive loss.

. . .The icebreaker *D'Iberville* has been sold by the Canadian Government to Offshore Petroleum, Ltd. in the Cayman Islands and has been renamed *Phillip O'Hara*.

---

**January Entertainment Meeting. . .**

Mr. Luke Clyburn will be our guest speaker at this month's entertainment meeting scheduled for January 18 at 8:00 p.m. He will show the film *Angels of the Sea* on the wreck of the Canadian freighter *Emperor* which sank off Isle Royale on June 4, 1947. This film was shown on public television in January, 1984.

Mr. Clyburn, an expert diver with varied experiences, has been active in the Sea Cadet program for several years, providing the opportunity for young men and women to obtain first hand experience in shiphandling and shipboard engineering.

Set Friday, January 18 aside for an interesting evening. Come early and see the new shipwreck exhibit. Institute members can be proud of their contribution to this project.



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 non-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 articles for publication, send to: GREAT LAKES MARITIME INSTITUTE

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

The organization makes no payment for such material and the Editors cannot be responsible for statements by the authors of articles published. All communication with the Institute should go to the Coordinating Director, addressed as above.

Institute membership is available by calendar year in these forms:

REGULAR MEMBER \$10.00 Annually  
CANADIAN & FOREIGN \$12.00 Annually  
SUSTAINING \$15.00 Annually  
LIFE MEMBERSHIP \$200.00 Complete

Subscription to Telescope© is a benefit of membership. Single copies of Telescope© are priced at \$1.25 each, and current year publication is limited to sale to members only.

# GREAT LAKES MARITIME INSTITUTE

DOSSIN GREAT LAKES MUSEUM

BELLE ISLE

DETROIT, MICHIGAN 48207

## DIRECTORS

(TERMS EXPIRE IN 1985)

RICHARD KRUSE THOMAS ROCKWELL  
RICHARD BOGDAN KARL STREK  
WILLIAM CAREY J. ALBIN JACKMAN

(TERMS EXPIRE IN 1986)

DONALD RICHARDS THOMAS RYAN  
WALTER CARPUS JACQUELINE RABE  
ROGER HEWLETT CHARLES MCCUTCHEON

(TERMS EXPIRE IN 1987)

HARRY WOLF F. JORDAN SCHANBECK  
DAVID MCDONALD CHRISTOPHER KLEIN  
JOHN POLACSEK ERICH RABE

## OFFICERS

President: DAVID MCDONALD

Honorary President: REV. EDWARD J. DOWLING, S.J.

Vice President: J. ALBIN JACKMAN

Secretary: THOMAS ROCKWELL

Treasurer: F. JORDAN SCHANBECK

Coordinating Director:

KATHY MCGRAW  
DOSSIN MUSEUM  
BELLE ISLE  
DETROIT, MI. 48207

(313) 267-6440

## TELESCOPE STAFF

Telescope Editor: KATHY MCGRAW

Editorial Advisor: DONALD RICHARDS

Seaway News Editor: SKIP GILLHAM

News Editor:

FREDERIC WEBER  
11400 BALFOUR  
DETROIT, MI. 48224

Curator of Dossin Museum: JOHN POLACSEK

All members are invited to submit items to the News Section. Those who contributed to this issue are listed in the News Section heading. The Editors must reserve the final decision of selection of items used. Please direct ALL NEWS MATERIAL to the NEWS EDITOR. ALL OTHER CORRESPONDENCE to the COORDINATING DIRECTOR.



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