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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

The Michigan Nautical Time Capsules exhibit opened at the musuem and it has been covered in local newspapers and television. Channel Seven's Erik Smith was onboard the Gaelic tug when the Detroit River Cannon was recovered last July. He has updated the video tape with the history of the cannon and donated the tape to the museum. This tape along with others on shipwrecks will be shown at the museum. A schedule of tapes currently being shown will be posted each week at the museum along with future subjects.

The Institute plans to have their Michigan Nautical Time Capsules book available at the museum by April 1st. The 44-page book will contain reprint articles from *Telescope* on the following shipwrecks: *Fitzgerald, Morrell, Barnum, Ward, Dunderberg,* and *Nielson* and will also contain short stories on other vessels in the exhibit. The cost will be $5.00 and those wishing to order by mail should include $1.00.

It is with deep regret that we announce the death of Edward Middleton last December. Not only did Ed submit articles to *Telescope* magazine, but he contributed to virtually every publication on the Great Lakes. The Marine Historical Society voted him "Great Lakes Historian of the Year" in 1984. The Institute extends their sympathy to his family.

MEETING NOTICES ●

Mr. Barry Lord will be our guest speaker at this month's entertainment meeting scheduled for Friday, March 15, at 8:00 p.m. (See meeting notice on page 56.) The May 17th will be member's slide night. The theme will be nautical disasters.

Future business meetings (all members are invited to attend) are scheduled for April 19 and June 21. Business meetings begin at 7:30 p.m. All meetings are held at the Dossin Museum. Doors at the museum open at 7:00 p.m.

The Belle Isle Bridge is still reduced to two lanes for the remainder of this year. Members should allow more traveling time if there is another special event being held on the island at the Detroit Yacht Club or the Detroit Boat Club.

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OUR COVER PICTURE. . .Dating to 1970, this view of the Calumet River in South Chicago stars Str. *Frank Armstrong* with *Joseph H. Callan* alongside the bow and South Works, U.S. Steel Corporation, as a backdrop. Dravo ore bridges have since been removed, along with much more of the great mill, but this scene represents the Calumet area as Bob Johnson recalls it best. Story begins on the next page. □

Telescope is produced with assistance from the Dossin Great Lakes Museum, an agency of the Historical Department of the City of Detroit.

THE CALUMET

A LITTLE RIVER WITH A BIG JOB

by
BOB JOHNSON

Around the Great Lakes, several rivers of small dimension serve commerce and industry in large fashion. Toledo, Lorain, Conneaut and Buffalo have such streams. The banks of the Cuyahoga at Cleveland bear a great industrial load, and at the south end of Lake Michigan, the Calumet River constitutes a major harbor for the industry which lines its shores. Lying in (and once draining) the shallow basin in which Chicago was constructed, the bifurcated Calumet meanders through some seventy miles of farmland, marshland and moraine until its last seven miles provide the setting for what one writer has termed "the American Ruhr". Millions of tons of steel have been rolled along its banks, and countless tons of grain have been shipped out just as unnumbered tons of hematite and taconite have been shipped in. What follows will contain street and place names incomprehensible to anyone not familiar with the Chicago area; each can be found in one of the accompanying maps.

This little fantasy may help to set the stage for a discussion of the Calumet River. Have you ever wished to be the master of a Great Lakes vessel? If so, a mental time warp back to 1970 may partly fulfill your heart's desire.

You're the captain of the steamer *Owen C. Cash*, bound down Lake Michigan on a blue and gold spring evening. Your destination is a furnace beside the Calumet River where 12,245 tons of taconite will be taken ashore by ore bridges. A smart northeast breeze has

Author's Photo

TOM GIRDLER *at Republic Steel ore dock in 1967 after she was emptied by the only Hulett unloaders ever installed in South Chicago. Note the overhead coke conveyor at left, extending into Interlake's Federal Furnace.*

Wandering through miles of lowland and industrial area, the Calumet Rivers join to form one stream. The northernmost seven miles of which were a concentration of heavy industry and shipping.

been helping you down the lake, and there is just enough seaway to give the boat a little motion. You've been chasing your fleet partner and rival, the *George Spelvin* ever since you cleared DeTour Village in the St. Marys River, but he should be well astern by now.

As you step out on deck on the starboard side you notice Lighted Buoy Red 2 close aboard and make a mental note to tell Joe, your third mate on watch, a bit about hot-dogging. For the moment, you concentrate on the Chicago skyline off the quarter, where the new towers dwarf the buildings of the Thirties. Word is that a 103-story building will soon top all of them.

You trot up the ladder to the texas and are surprised to find the *Spelvin* still 300 yards ahead. At dinner time he was a quarter mile in front, and his old triples are no match for your Uniflow unless the engineer on watch has been playing games. Into the pilot house you stamp, and find the indicator showing 115 RPM instead of the usual 118! Uh-oh! That third assistant engineer, a vacation fill-in borrowed from the *Spelvin* has held back a bit so he won't have to watch so closely and will be able to do his craft work in your well-fitted machine shop. Rats; you're already behind the schedule the office has laid out, and now *Spelvin* will grab your spot at the ore dock, setting you back another ten hours or so!

You check the log and plot without acknowledging Joe's greeting. Almost abeam are the lake-front steel mill and the old lighthouse at the river mouth, where a fixed red lamp glows dully. You remember growing up with the ghostly mooing of the diaphone at that light on wet and foggy mornings. Out on the break wall, north of the Gap, Calumet Harbor light flashes white. The two marks are just about to fall into range. *Spelvin*, uncomfortably ahead of you, is past the Gap.

Hope flickers; How about cutting through the Gap, saving that long run around the south end? Charlie Bakke does it all the time on *The International*, as does Gallagher on the *Nicolet*. So do McSorley on the *Joe Frantz*, the guy on *Point Noire* and who knows how many of those smart salty skippers? Cleveland may raise heaven when the word gets out, but you'll be back on schedule.

"Joe, I'll take her in," you say. "You can put out a security call. We'll be through the breakwall in twenty minutes". The two lights are closing. To the wheelsman you rap out, "Come right to course two-six-zero." "Right to two-six-oh," he responds, and puts his muscle into the business of moving the wheel around, no easy chore in these older steamers. Joe's eyes are popping, but you're calculating to hold this course until Black 9 inside the harbor opens to you. Then you'll be safely between Calumet Bar and the 21-foot spot marked by Red 4, so you'll drop left just enough to boom through the Gap. A look at *Spelvin* makes you imagine there's a profane purple aura around the pilot house. He has to steam three miles, most of it checked down, while you steam two, mostly at full speed. Hard lines, captain, but you put the

fink aboard, didn't you?

Turning now to reality, recognize that the Calumet is just a little river, neither long nor broad. Its recorded history begins with the canoes of Marquette and the Canadian voyagers. The latter may have established the connection known today as "Wolf Lake Ditch" when they dragged their heavy bateaux across the swampy portage between the shallow lake and the main river. Actually two conjoined streams, the Calumet system lies lakeward of a post-glacial line known as "Toleston Beach". A few feet above the nominal level of Lake Michigan, this was for some centuries one of the beaches of "Lake Chicago", which was encompassed by the Valparaiso Moraine. That terminal moraine marks the maximum penetration of the last glacier, and may be seen from the tall buildings of downtown Chicago as a line of hills ringing the low, almost totally-flat Chicago plain.

As the glacier receded, much of its melt found its way to salt water via the Mississippi River. The declevity known as the Calumet Sag, now the site of an artificial waterway, was once a mile-wide torrent. As drainage progressed, shallows intervened and small streams like the Calumet and the Chicago began draining the marshlands into Lake Michigan.

Exploration of the area began in the seventeenth century. Father Marquette used the Calumet in 1673, terming it "The River of Portage". In 1796, when the French were earnestly mapping this part of the world, a definitive name as required. The river as variously termed "Kalamick," "Kalameck" and "Chalameau". The latter, a French word, denotes a small reed, items which grow in profusion along the streams which came to be called "Calumet".

French cartographers titled the smaller, more northerly branch "Petite (little) Chalumeau". There is evidence that this stream once fed Lake Michigan via Powderhorn lake and Wolf Lake, once joined with its almost-vanished neighbor, Lake George. General William Hull, commandant of Fort Wayne, Michigan from 1805 to 1812, reported a river mouth in the northwest corner of Lake County, Indiana Territory; this coincides with the location north of Wolf Lake.* In time, railway-yard construction dammed the Wolf Lake outlet, and the branch found a new course westward to the main stream. Today it rises in a lagoon in Marquette Park, Miller, Indiana and flows westward past marshes, steel mills, refineries, trailer courts and other signs of urban sprawl to a point near the city limits of Chicago.

The southerly stream, "Grand Chalumeau", can be traced west from the fork around a wide bend. It becomes the Chicago city limit for a couple of miles, including the horseshoe bend near Riverdale. Working upstream, one turns again near the town of Blue Island, once really an island in Lake Chicago, and works eastward into "the country". The source is Round Lake, apparently artificial, south of Michigan City, Indiana. The adjacent hamlet, Holmesville, has a crossing with Conrail, a few houses, an abandoned garage, a Girl Scout camp and a cat.

After the French maps were drawn, and at a time not clearly established, usage applied the name "Calumet" and interchanged "Little" and "Grand". North of the fork, the river is called simply "the Calumet". Originally the river emptied into Lake Michigan, but when the Chicago Sanitary and Ship Canal was created, reversing the flow of the Chicago River, the Calumet Sag Channel also reversed the Calumet system. Today a dam and lock north of the fork control diversion of lake water.

Some non-diverting connections exist between Lake Michigan and the rivers. The Indiana Harbor Canal joins the Grand Calumet. Burns Ditch ties to the Little Calumet. Wolf Lake Ditch connects that pond to the main Calumet, a stream which one might expect to be hopelessly polluted. Today, however, it's far from ready to blow up and burn like another river once mentioned in *Telescope*. Salmon, introduced into Lake Michigan as alewife killers after the lampreys had slaughtered the lake trout, enter the Calumet in search of spawning grounds. These are found in Wolf Lake via the Ditch; fishermen "snag" salmon from the highway bridge represented on one map.

South Chicago and the East Side possess a long history. An early landholder was

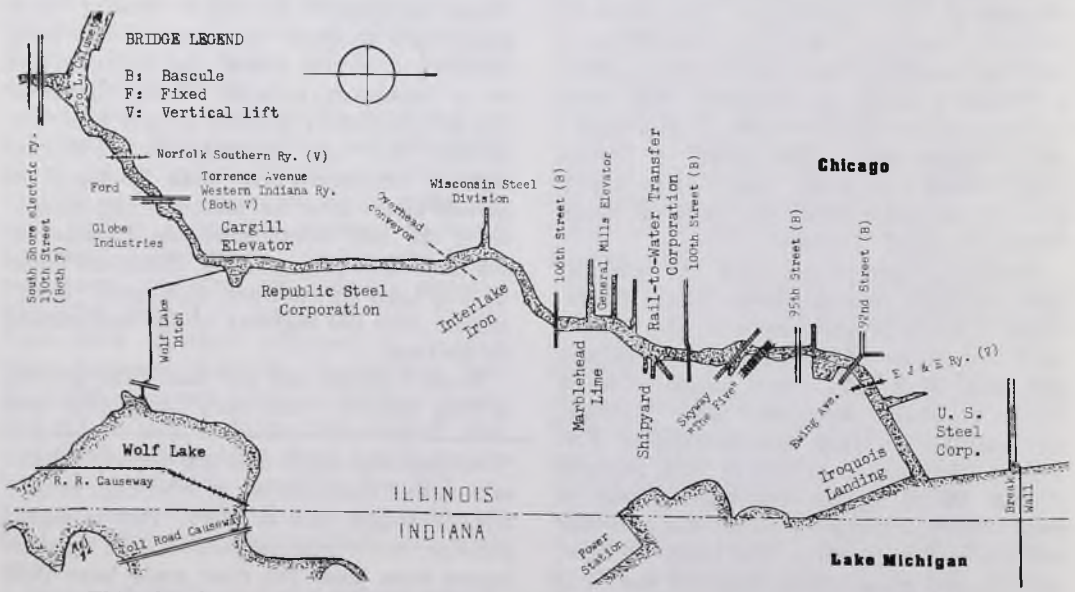
*One authority has it that the Grand Calumet once flowed eastward out of Wolf Lake to feed Lake Michigan east of Gary. This is highly possible; only a hundred yards of sand separate lagoon from lake. The river could have built a sand bar there, and lake current and wind could have converted the bar into a dam, forcing reversal of the stream. □

Andreas von Zirngibl (1797-1855), a veteran of the Battle of Waterloo. He fought against Napoleon in Blucher's force. When Zirngibl took up land on the east side of the present river, there was a sand bar at its mouth, and roughly opposite today's U.S. Steel South Slip, a sharp bend in the river. The actual mouth lay southward, roughly where the present 95th Street would reach the lake if extended. Zirngibl was buried on his land, south of the river and not far from Ewing Avenue, overlooking the "old river" and the lake. Andreas' grave, once marked by a bronze plaque, in 1984 was engulfed in a mound of rusted steel; his resting place had become a scrap yard.

Steel making came to the Calumet in 1882, when Detroit's Captain Eber Ward expanded his North Chicago Rolling Mills Company (near Waukegan) by erecting four blast furnaces, a Bessemer converter and a rolling mill on land and man-made fill at the mouth of the Calumet, north bank. By then the sand bar bend was straightened, and ore schooners could pass directly in to unload cargo. In time a slip was excavated; this ultimately grew into the South Slip. The mill grew, as well. Today its property sprawls a mile and a half north from the river and is ¾ mile deep at its widest point. Much of this is "made" land - landifll created by dumping slag into the lake so that more mill buildings could be erected.*

Mill expansion, improvement and high employment brought about growth in the population and economy of neighboring South Chicago. It was then separated from and independent of the city. It even possessed two street railway companies, serving the concentrated business area around 92nd Street and Commercial Avenue (this is one not shown on either map) just over a half-mile from the river mouth. One company linked South Chicago with the outskirts of Chicago on the north, while the other probed westward to Pullman. Connections across the state line to Hammond and East Chicago were developed. "Going to South Chicago" was an idiom in the language of Southeast-Siders. It implied a trolley or auto journey to the commercial heart of the district, which saw throngs of shoppers each Saturday. A good film could be seen at the Gayety Theater for 25 cents, and right next door was the Gayety ice-cream parlor and candy store. Sundaes and sodas cost 15 cents and were great; the same family still operates the shop and its products are highly rated.

*This sort of land making annoyed my late father. Although anything but a populist, he would say, "Look how much lake frontage they have taken from the people," when he viewed the eastward-jutting mill. □



This sketch indicates the scope of steelmaking activity along the upper Calumet River. Located close to major markets, this river produced a wave of heavy industry which spread to Hammond, Indiana Harbor, E. Chicago, Gary and Burns Harbor.

As the mill grew, it came under fire from early-century "muckrakers" - writers concerned with industrial accidents and the apparent unjustices of the day. One deplored the row of mortuaries along 92nd Street, conveniently near the mill. We neighborhood kids whispered apocryphal horror tales about accidental beheadings and the alleged practice of tapping off a worker's weight in steel if one were ever to fall into a ladle. The workers trooped in, however, from such neighborhoods as "The Bush," which projects a defiant enclave into the west portion of mill property, the nearby 'Kuhschwantz" and low-lying "Frog Hollow" to its north, which flooded each spring. People entered as "cinder snappers" or deckhands, and with time and skill, joined the aristocracy as melters, rollers, and shipmasters. Toughest of the lot originated in The Bush, where surival still demands ready fists.

Success breeds success. Farther south in the river, a smaller mill, Wisconsin Steel Company, founded a self-sufficient specialty plant which coked its own coal, generated by-products, smelted iron, converted steel and rolled beams, plates and shapes. It dared be progressive, and branched into basic-oxygen steel making early in the history of that process. Owned in later years by its largest customer, its ore carriers, *The Harvester* and *The International* were handsome, well found and busy.

Youngstown Sheet and Tube Company established its Iroquois Furnace at the river mouth across from the big mill. The towering blast furnace and auxiliary stoves helped to fix the South Chicago skyline for years. Hot iron from the Iroquois was moved by rail to a steel making plant in Indiana Harbor. During the Kaiser War another, forgotten furnace was built at 95th Street and the Calumet. Its ore bridge is there yet, and the concrete ramp from the ore dock to the blast furnace charging level was only removed in the 1950's, long after the furnace proper was demolished. This one also shipped molten iron by rail. The furnaces of Interlake Iron Corporation continue this practice today; the steel plant is in Riverdale, in the horseshoe bend of the Little Calumet. Valley Mould and Iron Corporation, adjacent to Interlake, manufactures the ingot molds required by its neighbors. Republic Steel Corporation, the passing of whose excellent and beautiful fleet of steamers is widely mourned, grew to maturity just south of Interlake.

Captain Ward's Bessemer converter gave way to more, newer and larger ones, and the North Chicago Rolling Mills became Illinois Steel Company, then Carnegie-Illinois Steel Company)affiliate of U.S. Steel) and finally South Works, U.S. Steel Corporation. Silver-stacked freighters became a common sight in South Chicago, as did the gray vessels of the Bradley Fleet. South Works and its neighbors marked the hours of the day with their many steam whistles. It was easy to find South Chicago; a clergyman said he just followed a pillar of smoke by day and a pillar of fire by night. Rusthued smoke from the Bessemers and their successor open-hearth furnaces provided the day mark. So much residue entered the atmosphere that once, in 1947, the whole Chicago area was blanketed in pink snow!

The spectacular night-time flare of the Bessemers could light up low-flying clouds in a manner that awed a certain four-year old boy who grew up to delight in the sight of an outbound "Tinstacker" in the afternoon sun. Like his neighbors, he learned to listen for the far-away piping of vessels in the river and in the South Works slips. 600-footers were important in those days, and they ran often, usually assisted by tugs ahead and astern. Early radio antennae ran the length of the vessels, from the masts, and had to be unrigged and coiled away when the Wellmans or Huletts were to scoop at the rich ore in the holds.

Gas-pipe steamboat whistles were heard through and beyond the Hitler war, when Calumet steel poured in golden torrents to fuel Allied War machinery. By the 1960's, though, the steam (or air) diaphragm horn was the rule. Some vessels sported fearsome two-note horns which shook houses and woke babies.)On your piano or organ, D below middle C and G flat below the D approximate the notes.) *Robert C. Norton* continued to ring its minor traid in steam, of course. *Frank Armstrong* sounded the usual steam trumpet, but with a gurgling vibrato. The U.S. Engineers' prescribed three-blast signal for bridge opening was usually played as long-short-long and could be a memorable sound.

While the sights, sounds and odors of steel making and ore haulage dominated the Calumet scene, by no means did they constitute the full scope of activity there. In the next issue, further exploration will be made. □

"FROM A SOMEWHAT DOUBTFUL CAUSE":

THE WRECK OF THE

MOTORSHIP MATERIAL SERVICE

by
KENNETH E. JOHNSON

The history of the Great Lakes is replete with stories of shipwrecks which were major news items when they occurred, but slowly faded from the public's mind as time passed. The sinking of the motorship *Material Service* is one such case. The vessel's foundering on July 29, 1936 in Lake Michigan off of Chicago with the loss of fifteen lives was the top story not only in cities around the Great Lakes, but throughout the country. The loss made the front page of the *New York Times*. But the headlines were soon to be taken over by other world events, including the Spanish Civil War, the 1936 elections and the Berlin Olympics. Yet the sinking of the *Material Service* wasn't to be quickly forgotten. Not only did the tragedy take place within sight of the Calumet breakwater and lighthouse, but also the controversy over the cause of the foundering continued long after the bodies were recovered. Indeed, this controversy is remarkably like the one that would occur four decades later in the case of the *Edmund Fitzgerald*.

The story of the motorship *Material Service* begins with the Material Service Corporation of Chicago. The Material Service Corporation, founded in 1919, supplied sand, gravel and other bulk shipments to distributors and customers in the Chicago area. Executives of the company felt that if a material supply firm was to be price competitive and turn a profit, it had to reduce the handling and transportation costs between quarry and customer. Toward this end the Material Service Corporation moved almost all of their large bulk shipments along Chicago's system of natural and man-made waterways, achieving a savings over the more costly land transportation.

In the late 1920's the company was building a large modern gravel plant at Lockport, Illinois, along the Chicago Sanitary and Ship Canal. The Material Service Corporation decided to have a motorship built to serve their Lockport plant. So in 1928 Col. Rufus W. Putman, secretary-treasurer of the Material Service Corporation, entered into a partnership with Leathem D. Smith of Sturgeon Bay, Wisconsin. The partnership would build and operate a vessel under the charter to the Material Service Corporation. Leathem D. Smith was a noted Great Lakes entrepreneur and the originator of the Smith patented tunnel scraper, an early self-unloader system on the Lakes.

The partnership, officially known as the Smith-Putman Navigation Company, decided to build a canal-size motorship with a diesel powerplant. Such a craft was attractive to both shippers and operators alike because of its new inventive design, which featured a low, flat hull, drawing a minimum of water,

little superstructure, and an economical and flexible diesel powerplant. Such a vessel was well suited for both river and canal operations and lake cruising.

In the summer of 1928, the hull of the *Material Service* (named in honor of her charter firm), was laid down at the Sturgeon Bay yard of the L.D. Smith Dock Company. The ship had a quite innovative design. With the public outcry over the bridge openings in downtown Chicago, as well as the low clearances of bridges over the canals, the vessel would have an overall height of only 14'6" either loaded or in ballast. The loaded draft would be 13.9 feet. The bridge superstructure was virtually non-existent; only a rudimentary pilothouse rose from the stern, the area which contained all the crew accommodations. The *Material Service* had a length of 239.7 feet and a beam of 40.1 feet. She had a gross tonnage of 1077 and a net tonnage of 736.

The ship was powered by twin six cylinder, four cycle Winton diesels developing a total of 700 hp. The twin engines were served by twin rudders. One of Smith's self-unloading systems graced the vessel. It was supported by a jack-knife A-frame which could be lowered to the deck. The entire self-unloading apparatus was powered through clutches from the forward end of the port diesel's driveshaft. The ship had eight 30' by 10' compartmentalized hatches serving four holds over a double bottom. Steel plates covered the hatches; in addition tarpaulins could be put over the hatches in case of rough weather.

On May 25, 1929, the *Material Service* entered the Chicago River on her maiden trip to the Lockport gravel plant. For the next seven years the ship led a busy commercial life for the Material Service Corporation, ferrying sand and gravel from Lockport to distribution yards and customer building sites.

But all was not completely well during that period. On the morning of November 30, 1930, an explosion rocked the vessel as she traveled on the Sanitary and Ship Canal toward the Material Service Corporation's 34th Street yard. Shortly past 8:00 a.m., a blast tore

Photo from Wm Lafferty Coll.

MATERIAL SERVICE *fills in the riverfront caissons at the construction of the Merchandise Mart in 1931.*

through the stern section causing $10,000 in damages to the crew's quarters, pilothouse and galley. Seven crewmembers, including Capt. Charles Brown, were hurt. Two crewmembers working in the galley were critically injured and one later died. The *Material Service's* engines and steering gear were also damaged.

Cook County investigators judged the explosion to be a premeditated action involving nitroglycerine or dynamite. As the explosion occurred in federal waters, it was ruled a federal crime. The *Chicago Tribune* stated that the theory in political circles was that the act was committed by business rivals of the Material Service Corporation, on the belief that the company might be favored in contracts for public works with the Democratic control of county and sanitary district governments. Such suspicions were not unfounded. Anton J. Cermak, the president of the Cook County Board (and soon to be mayor of Chicago), was known to favor the Material Service Corporation as chief supplier for county and sanitary district supplies. However, the investigation never reached a definite conclusion regarding the bombing.

The *Material Service's* final voyage came on July 29, 1936. On Wednesday evening, July 28th, she loaded 2000 tons of crushed stone at the Lockport plant. She left the wharf at 5:30 p.m. bound for the Material Service Corporation's yard at 92nd Street and the Calumet River. The *Material Service* left the Chicago River and turned south in Lake Michigan at midnight, encountering a freshening off-shore wind and rising waves.

All proceeded smoothly until shortly after 1:00 a.m. when the ship was just south of the Hyde Park water crib. Joseph Weber, the second engineer, noticed two feet of water in the engine room bilge and that the water level was rising rapidly. He started a three-inch pump, then shortly thereafter started the ship's six-inch bilge pump. Weber went to ask First Mate John M. Johnson to connect the main cargo pump, which was used in conjunction with one of the ship's twin screws. But before he could reach Johnson, the *Material Service* made a sudden and violent lurch to port. The vessel quickly righted herself, but then was swiftly swamped by the heavy seas. Within one minute, the *Material Service* sank in twenty-five feet of water.

The sudden swamping caught the crew below decks; survivors told of torrents of water pouring through the hatchways, frustrating attempts to reach topside. Eleven of the crew of twenty-two got out, but at least four of the men were pulled under by the suction of the sinking ship. Only seven men got out into the heavy seas; Captain Charles Brown wasn't among them. Four of the men were rescued by Coast Guard power launches from the Calumet station; two were picked up by the tug *New Jersey*; the last made his way to the Calumet lighthouse and was pulled to safety. At dawn rescuers could see a grim reminder of the tragedy. A half-mile from the northeast arm of the Calumet breakwater, the erect A-frame and the bow lightstaff of the *Material Service* stood fifteen feet above the waves.

The sudden foundering of the *Material Service* brought forth an immediate investigation. A Board of Inquiry convened on the evening of the 29th, under the auspices of the Justice Department, the Coast Guard, and the Steamboat Inspection Service. The investigation was led by Capt. Edward J. Fitzgerald of the Bureau of Marine Inspection and by Federal Steamboat Inspector, Capt. William Nicholas. As the sinking took place in Indiana waters, the investigation was conducted by that state.

During the investigation and through the testimony of the survivors, four theories were proposed. The first was that the ship's upright A-frame had caused the vessel to become unduly topheavy in the rough seas. Regulations prohibited the A-frame from being raised during moderate seas. This theory was the least credible to the investigators. The second theory was that the *Material Service* had somehow shipped water through the length of her midships unloading tunnel, which caused the lurch to port. This theory was also dismissed.

The third theory was supported by the owners, the Smith-Putman Navigation Company. It held that while traversing the southern edge of the Calumet Shoal, the vessel became caught in a trough between two waves and slammed her hull down on the shoal, rupturing the hull plates. Leathem D. Smith advanced this theory the morning immediately after the sinking. Engineer Weber, one of the survivors, thought along similar lines. When asked by Capt. Fitzgerald why he thought the *Material Service* sank, Weber replied, "I don't see how water could have done it. We might have hit something. But there was no shock."

The fourth theory was the one officially entered and supported by the Board. This was that Capt. Brown, who had had his master's papers for thirty-seven years, was negligent in not ordering tarpaulins fastened over the hatch covers. Lack of covers let water enter the hatches, quickly saturating the cargo and leading to the foundering. It is clear that this was a working assumption of the investigation from the very start. Capt. Leroy Reinberg of the Coast Guard inquiry said on the day of the sinking that his first objective was to determine whether the hatches were open, allowing the heavy seas to pour water into the ship from the top.

Leathem Smith would not accept such talk. He termed the sinking a freak accident, and stated that not enough water could have entered the hatches even without the tarpaulins. He continued to advance the idea that the *Material Service* struck the Calumet Shoal. Smith said, "the backwash and undertow might have caused the port bilge to be caught in trough and hit the bottom of the lake, which is only twenty feet. Then the waves swept over the deck."

But the Board's case of negligence against Capt. Brown found support from among the survivors of the sinking. First Mate Johnson indicated that the Captain may have been at fault by not ordering the hatches over the holds to be covered by tarpaulins. Johnson testified, "It was usual to cover the hatches with tarpaulins in rough weather. But as we came into Lake Michigan from the Chicago River, the weather was calm, the water not rough, and the Capatin told me it wasn't necessary to put on the tarpaulin coverings. The hatches therefore weren't watertight and some water may have reached the cargo and caused the boat to list." Johnson also told the inquiry that during the last ten minutes the seas were getting worse and that the ship was feeling the backwash from the Calumet breakwater. "The water had been breaking over the hatches for about ten minutes before she sank. The boat suddenly listed to port. The captain said: 'Jack, she's going over.' Joseph Change, the assistant engineer, also testified that the hatches were not battened down with tarpaulin covers, and that the water-tight engine room doors were

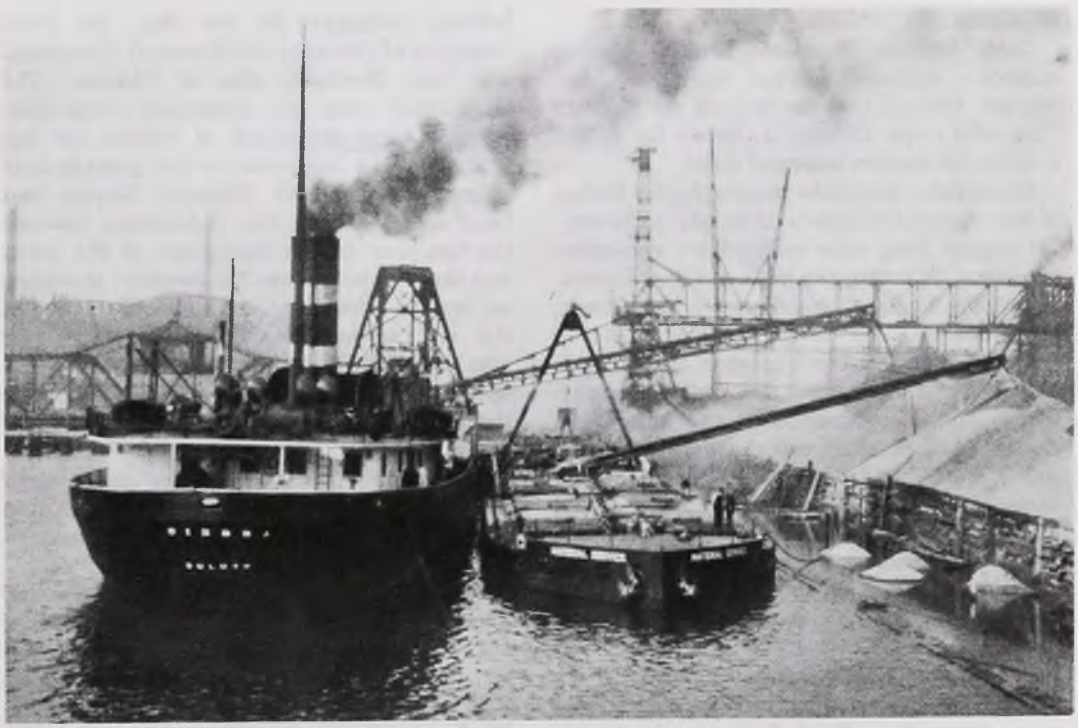


Photo from Wm. Lafferty Coll

MATERIAL SERVICE *and* SIERRA *offloading at Material Service's 92nd Street yard.*

Photo from Wm. Lafferty Coll.

MATERIAL SERVICE *the morning after she sank.*

not closed.

Capt. William Nicholas, Federal Marine Inspector, summed up the findings of the inquiry. He said that the fault of the disaster "lies with Capt. Charles D. Brown for failure to order the hatches battened down."

Meanwhile, the job of recovering the bodies of the *Material Service's* crew was underway. On August first, nine bodies were recovered by divers, including the body of Capt. Brown. Six of the bodies were found in the wreck, three nearby. The divers reported that the *Material Service's* steel hatches on the hold were open, though they couldn't determine if they had been open before the foundering or had opened afterward. Later that month the A-frame and lightstaff were removed from the wreck and a temporary bouy placed above the wreckage.

The controversy over the cause of the tragedy continued to follow Leathem Smith. On April 29, 1937, a suit for the insurance on the *Material Service* was heard. The suit was an attempt to recover the $200,000 insurance on the vessel. The plaintiffs in the case were the Smith-Putman Navigation Company (as owners) and three trustees holding mortgages on the ship; the Trust Company of Chicago, and Harold G. Townsend and Carl Dreutzer, also of Chicago. The defendants were ten insurance companies. Smith-Putman attempted to recover the full amount of the insurance on the grounds that efforts to raise the *Material Service* had been unsuccessful. The defendants claimed the loss was due to negligence of the crew, and that the boat wasn't seaworthy, therefore no monies were due the owners. On May 5th the suit against the insurance companies was dismissed. The court held for the defendants and their claim of negligence on the part of the owners and crew of the *Material Service.*

Unsuccessful attempts to raise the *Material Service* continued into the next decade. In the early 1940's, a Canadian firm gave up salvage efforts as hopeless after two years of effort. In September of 1944, the hulk of the *Material Service* was sold to William Nicholson of Detroit for $3,250. Nicholson, owner of Nicholson Salvage Company, planned to raise the ship or at least try to salvage the engines. Work was begun in the summer of 1945, but this effort was also unsuccessful.

The *Material Service* has not been completely forgotten today. The wreck is a frequent scuba diving site for divers from the Chicago area. Given the proximity of the wreck to the 95th Street dock, and its shallow depth, the *Material Service* is a prime diving location though visibility on the wreck tends to be poor. Yet controversy continues to follow the *Material Service*. In the late 1970's, a group of divers from the Chicago area dynamited the stern of the wreck to prevent entry below decks. Until this action, it was possible to penetrate the wreck, including being able to enter the starboard engine room. The reason given for the blasting was to prevent the possibility of untrained divers getting trapped within the wreckage. However, a number of divers in the midwest, including diving charter boat operators, have decried this action as needless destruction. Certainly this controversy, like that surrounding the original foundering, will continue. □

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The title, "From a Somewhat Doubtful Cause", comes from the Lake Carriers' Report for 1936, pg. 48
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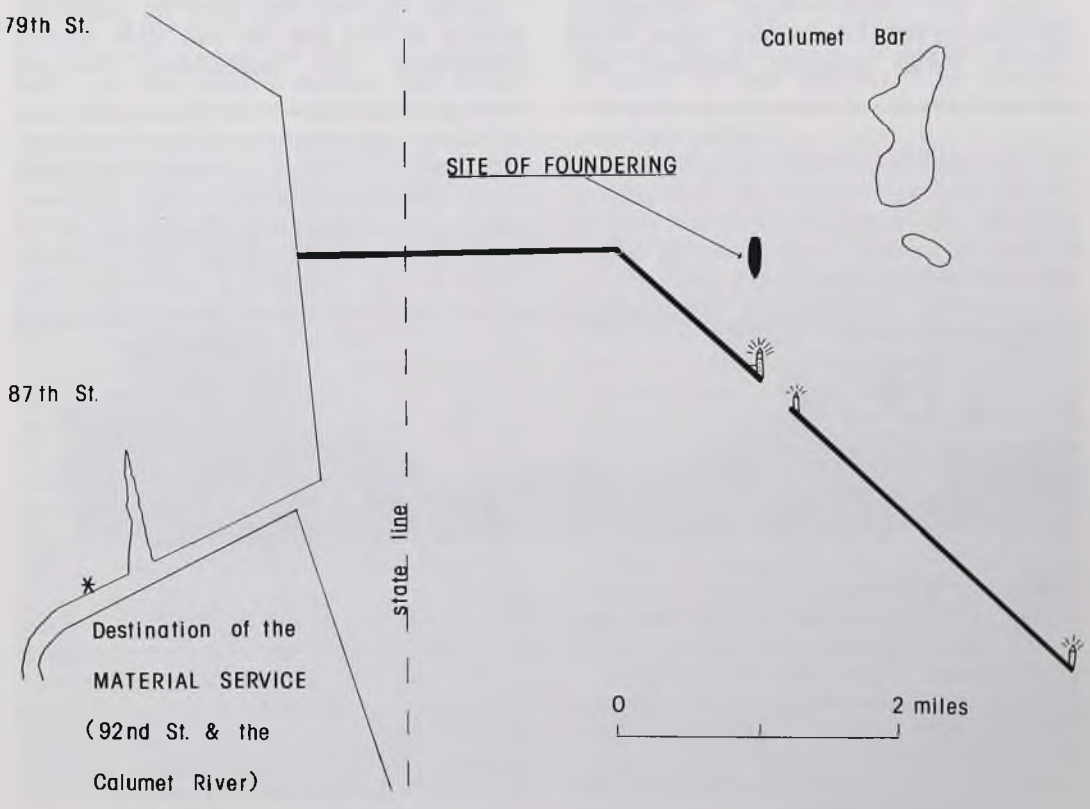
Milwaukee Sentinel April 29, 1937 and May 5, 1937
Milwaukee Sentinel July 30, 1945.
Milwaukee Sentinel September 21, 1944.

Ken Johnson has been scuba diving for over 14 years and has been a scuba instructor with the Professional Association of Diving Instructors since 1980. His particular interests lie in the wrecks of the Great Lakes, and he has dove extensively in Lake Superior (south shore) and Lake Michigan. He has made more than a dozen dives on the *Material Service* and has seen the result of the recent dynamiting. Information on recent diving and related history of the vessel comes from Mr. Bill Blaue of Chicago. □



Map of location of sinking by author, following a similar map in the Chicago Tribune on July 30, 1936.

A VICTORY FROM THE WARS

by
PAUL G. WIENING

War and the rumors of war have led to many interesting and dramatic occurences on the waters of the world. The Great Lakes, as well as the oceans, saw some spectacular changes in vessel design and fleet make-up during wartime.

After the unprecedented shipbuilding operations in the United States during World War II, things generally remained calm after the fighting stopped. The thousands of wartime ships built to transport cargoes of all description during the conflicts were in layup condition throughout the States while buyers were sought. The Great Lakes also began to return to normal.

During the war, the need for additional bottoms to haul iron ore and other needed commodities saw shipbuilding activities

Author's Photo

The CLIFFS VICTORY *in her heyday was kept busy hauling iron ore from the head of the lakes to Lake Erie ports. Here she is below the Blue Water Bridge in June, 1976.*

thrive as never seen before. Maritimers were constructed on the Lakes to supplement many older and obsolete ships to carry the vital cargoes. After the war the old vessels were disposed of. Nobody thought that another war would be so close at hand.

Then came Korea.

Starting with the military actions in the Korean conflict in the late 1940's, it soon became evident that another shipbuilding program was needed on the Great Lakes. The old vessels that served so well during WW II were gone, and there was suddenly another need to increase the carrying capacity of the U.S. fleets. The Office of Defense Mobilization called for the increase of steel production, with the resultant increases in tonnages of ore transportation on the Great Lakes.

In 1950, Cleveland-Cliffs Iron Company took the necessary steps to meet the demand. Since Cliffs had a need to increase their tonnage, an order was placed with the American Shipbuilding Company for a new 647-foot vessel that could carry 20,000 tons. However, because of the need for new vessels in 1950, the shipyards around the lakes were booked solid, and the tentative delivery date of the new Cliffs vessel wasn't scheduled until 1952. This was altogether unsatisfactory to meet the immediate demands needed for the 1951 season. If Cliffs were to add another vessel to the order books of the Great Lakes shipbuilders, that delivery date would not have been until 1953. It definitely was to Cliffs' benefit to look elsewhere if it would be able to increase its fleet by the following season.

Without a doubt another course of action had to be determined quickly. Such a solution came from the United States Maritime Commission which still had many surplus vessel to dispose of.

H.L. Gobeille, Manager of the Marine Department at Cleveland-Cliffs, negotiated with Admiral Cochrane of the Maritime Commission for the purchase of the 454-foot *Notre Dame Victory*. The vessel was one of thousands of such similar craft that had been constructed during the war, but the war was almost over by the time of her completion in 1945. The *Victory* was in a layup berth in Newport, Virginia and had just recently been completely refurbished. Although she was already six years old, she had not changed her appearance much since she first hit the water at the shipyard in Portland, Oregon.

Victory ships were built primarily for ocean duty and therefore had hull configurations designed for coastal waterways. The *Notre Dame Victory* had her bridge and cabins, as well as engines, amidships. This was considerably different than the normal Great Lakes vessel of the era which had her navigational bridge and officers quarters at the bow and with the engines at the stern. At 454-feet, the *Victory* was also considerably shorter than would be desired for the handling of iron ore.

Cliffs had the Victory ship taken to Bethlehem Steel Company's Key Highways shipyard in December, 1950. The problems of the conversion of the ocean craft for use on the Great Lakes were quickly worked out. Although dozens of former Lakers had been converted for use on the oceans, the *Notre Dame Victory's* conversion was perhaps the first of it type.

It was determined that the vessel had to be lengthened 165 feet. Her inside decks had to be removed and watertight side tanks installed to make her capable of carrying iron ore. The ship had to cut into two sections to enable the new midbody to be installed; a ⅜ inch cut was made in the steel until the vessel separated.

When the two sections settled onto the graving dock, the dock was pumped full and the bow section flooded for ballast. The stern section was then floated out of the dock to another berth, where her mechanical apparatus was completely refurbished.

The new midbody, meanwhile, was fabricated at Bethlehem's Sparrows Point shipyard and then towed to the Key Highway's yard upon completion. The new section was floated into the drydock, careful attention was given to aligning it with the former bow. A gap of nine feet was left between the bow and the midbody, which was to be finished off later to adjust for any deviations in the fitting of the two sections. A gap of the same size was allowed when the stern section was later added to the growing vessel.

While all of this major reconstruction surgery was being performed on the hull, other workers at the shipyard were busily engaged in building new cabins and a pilot house on the dock. When the hull was nearing completion, the new cabins were hoisted aboard and bolted down.

By Wednesday, March 21, 1951, although

the vessel was not yet completed, a huge crowd assembled at the shipyard as the mayors of Cleveland and Baltimore, as well as officials of Cleveland-Cliffs, Bethlehem Steel, and U.S. Navy and Maritime Commission prepared to christen the newly converted vessel. Louise Gobeille, wife of the Cliffs official, was the sponsor and proudly christened the new ship *Cliffs Victory*.

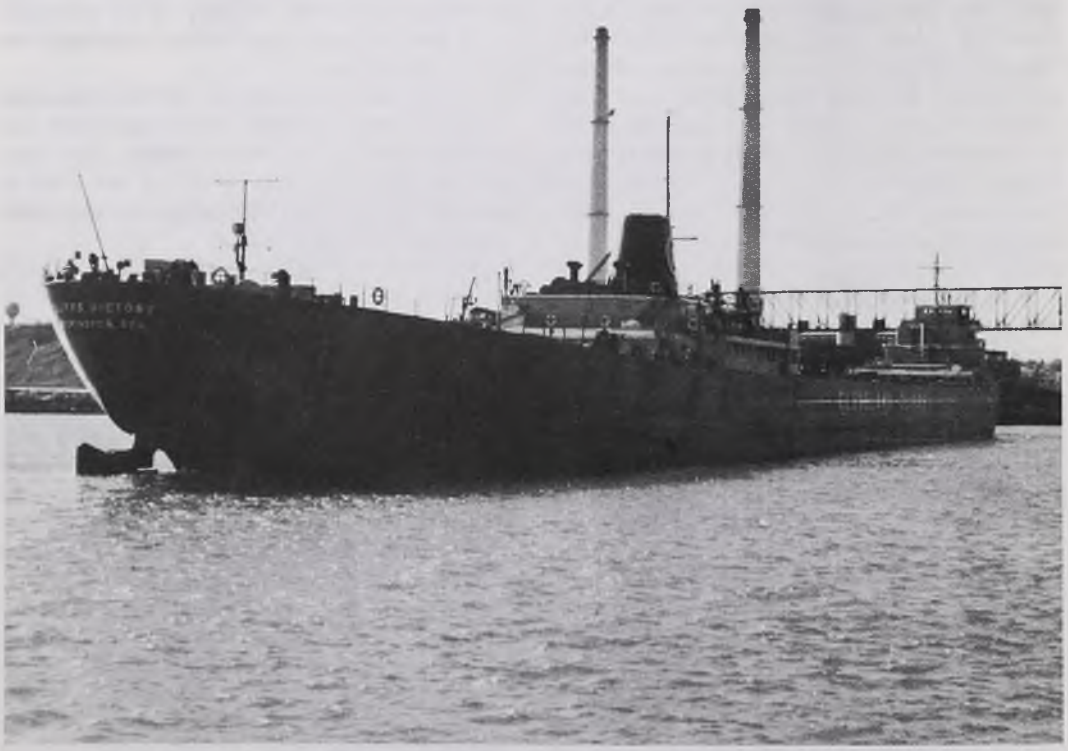
Only a scant four months had passed, and the vessel was nearing completion. After the ceremony, the officials and the spectators witnessed the flooding of the drydock and the floating of the new ship. She drew only eight feet of water as she was towed to a berth for completion of the next segment of the project.

On March 22nd, workers began removing the cabins and deck houses to prepare the ship for her trip to the Great Lakes. Since the ship was too long to enter the Great Lakes via the St. Lawrence River, another route had to be found. The St. Lawrence Seaway had yet to be built, and the only method of getting a ship as large as the *Cliffs Victory* to the Lakes was to go up the shallow and twisting Mississippi River.

On April 2, 1951, a tug began the long journey which would take the *Victory* to New Orleans. She passed Miami Beach on April 11 and arrived at New Orleans on April 16. The new vessel remained at New Orleans for thirty hours to take on new provisions and fresh water.

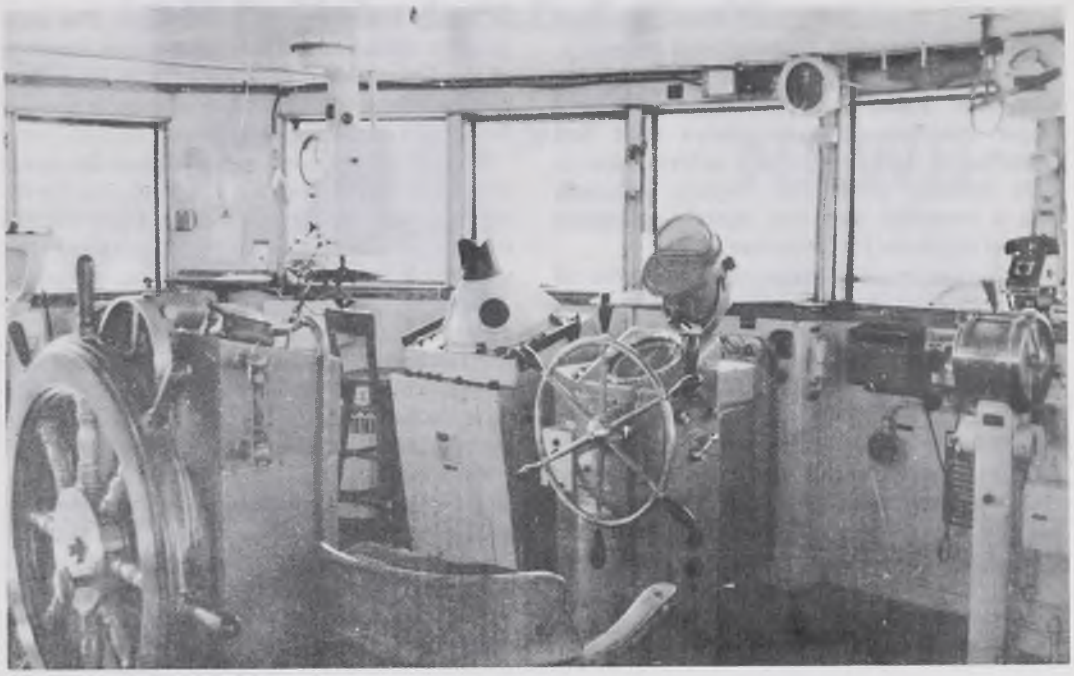
From New Orleans, the vessel had to be transported by Mississippi River towboats to Chicago. Large steel pontoons were welded on her stern to give the ship greater bouyancy, as well as to aid in navigating the shallow waters of the river. After her arrival in Chicago via the Chicago Drainage Canal, work on finishing her for the Great Lakes trade was undertaken at the American Shipbuilding Company yard. She entered service by mid-June, less than a year after the project was first devised.

The *Cliffs Victory* quickly proved to be quite a vessel. Because of her design, she was



Author's Photo

The extra capacity proved beneficial during the 1950's and 60's, but became a detriment in hauling cargoes now in the era of self-unloaders.



Author's Photo

Interior of the VICTORY'S *pilot house. She was built during wartime and her quick conversion to a laker didn't lend itself to elaborate details.*

an immediate spectacle wherever she went. Because of the rush to get her completed, nothing was done to relocate her engines and after cabins. The midships placement of these, and the resultant location of several hatches in one compartment behind them, gave the ship a totally unique look. Her sleek proportions also contributed to a greater than average speed, and made her the fastest vessel in the iron ore trade.

As the *Cliffs Victory* was surpassed by newer tonnage in the Great Lakes fleet in the ensuing years, it was quickly determined that her 620-foot size was no longer adequate for the vessel to remain competitive. In 1956, she again returned to Chicago, where another 96-foot midbody was added, resulting in a total length of 716 feet. She was the longest vessel on the Lakes for a short time. Her length, combined with a relatively narrow beam of only 62 feet, made the ship look even longer than she was. The addition of 96 feet didn't seriously affect the ship's exceptional speed, and she remained one of the fastest ships on the Great Lakes.

The years wore well for the aging Victory ship. She carried the trademark "v" on her bow, a carryover from the war years and a constant reminder of those days when times were not quite as peaceful. Among other firsts, the *Cliffs Victory* entered the Welland Canal on June 30, 1962, with a cargo of iron ore for Hamilton, Ontario. It marked the first time that a Cleveland Cliffs vessel had ventured onto Lake Ontario in over twenty years.

To contribute even greater maneuverability, an Amthrust bowthruster was installed at Lorain, Ohio in 1964. However, as the years passed, the sleek vessel began to show the signs of her age. In 1977, no longer listed among the largest vessels, the *Cliffs Victory* found herself consigned more and more to the coal trade. On October 5, 1977, the *Victory* arrived at Port Washington, Wisconsin with 13,282 tons of coal; the first time in her twenty six year history on the Great Lakes that she carried a cargo of coal. However, coal became a common commodity for her in the next three years. She was confined to lesser routes, usually a coal run from Conneaut, Ohio to Port Washington; then several trips with ore from Escanaba, Michigan to South Chicago. She was kept at slower speeds to conserve fuel and to reduce the vibration that had begun to develop in her aging gearbox.

The *Victory* went into layup at the end

of the 1980 season, at a time when the future looked bleak for most United States operators, and especially Cleveland Cliffs Steamship Company. Faced with the loss of several major contracts, the once-large fleet had dwindled to only one or two active ships in 1981 through 1984. The *Victory*, although still a beautiful and fast vessel, presented several problems for future use.

With the rapidly decreasing tonnages of iron ore shipments on the lakes, the future for most U.S. operators appeared to be in handling the increasing tonnages of coal as well as to get involved more with the hauling of grain. The *Cliffs Victory*, even with her 716-foot length, can only carry about 16,000 tons of coal. Most of the newer, smaller and more efficient diesel-powered self-unloaders can carry more than that at much less expense and at greater versatility. The carrying of grain could be an asset, but because of the compartment located behind the *Victory's* after quarters, the vessel can not be easily trimmed at the elevators. The only possible salvation for this once-proud member of the Great Lakes fleet appears to be a dramatic increase in the number of vessels needed for service on the Great Lakes.

Faced with its aged, yet aesthetically desirable vessel possibly going for scrap, the Cleveland-Cliffs Company offered the *Cliffs Victory* to the city of Toledo in 1984, to allow the vessel to be saved as a marine museum. Although Toledo officials have apparently expressed interest in such projects in the past, it is not known whether the costly transporting of the *Victory* from Chicago to Toledo would be a desirable selling point. No decision has yet been made concerning her fate.

Born of a world war, pressed into miraculously-swift reconstruction because of another war, the *Cliffs Victory* has become the beleagured stepchild of conflict. Although it would be sad to see her depart, let us hope that it doesn't require another war to return her to the shipping lanes. □

Author's Photo

Another view of the unique stern compartment.

GREAT LAKES & SEAWAY NEWS

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D. MCCORMICK	D. POHTO	M. SMOTHERS	M. SNITE

Oct. 1. . .The railway bridge above the MacArthur and Poe Locks at the Soo became stuck halfway up. Navigation was stopped for the larger vessels. The Corps of Engineers opened the Davis Lock for smaller vessels and bridge repairs were begun immediately.

Nov. 1. . .Collingwood Shipyard launched *Hull 225*, a 736-foot self-unloader for C.S.L. She was christened *Hon. Paul Martin*.

. . .C.S.L.'s *St. Lawrence* docks at Detroit to load scrap.

Nov. 2. . .Dredge *Primrose* undergoing repairs at Kingston, Ontario after she was refloated on October 31st.

. . .With repairs completed to the railway bridge, the locks are reopened at the Soo.

. . .The *Erindale* was towed by the *Atomic* and *Elmore M. Misener* to the Hamilton Marine Engineering scrap dock at Port Colborne. She will be broken up by Ken Elliot.

. . .The Canadian tanker *Seaway Trader* was idled at the Eisenhower Lock with engine trouble.

Nov. 4. . .*St. Lawrence* docked at Dock 16 at Port Colborne.

. . .Apparently the former passenger ship *South American* was placed under arrest at Camden, N.J. on October 4th for nonpayment of dockage fees.

. . .The *New York News* touched the north bank on the approach to the Eisenhower Lock in the Seaway. She suffered some damage and was sailing from Detroit to Baie Comeau, P.Q.

Nov. 5. . .The Wedtech Corp. (new owners of UPSCO) have found a buyer for the tugboat and barge that was nearly finished. The name of the buyer hasn't been released.

Nov. 6. . .The Marine Museum of the Great Lakes dedicated the Audrey Rushbrook Memorial Library and Archives at Kingston, Ontario.

Nov. 7. . .The Greek bulk carrier *Silver Leader* struck the Iroquois Lock in the Seaway while headed downbound. She continued on to Montreal for inspection.

. . .*Telesis* was towed from the drydock at Port Colborne by the tugs *Atomic* and *Elmore M. Misener* to a berth above Lock 8.

• GREAT LAKES & SEAWAY NEWS

Photo by Barry Andersen

ST. LAWRENCE *passing downbound in the Welland Canal on November 4, 1984. At the left is the* ERINDALE *at her scrapping berth.*

Nov. 8. . .After inspection and loading bunker, the *Silver Leader* cleared Montreal.

Nov. 10. . .The *New York News* was surveyed at Baie Comeau, P.Q.

. . .The Lake Carriers Association requested the National Oceanic and Atmospheric Administration to set up a separate weather forecasting system for the Great Lakes.

Nov. 11. . .*Jollity*, a deep-sea fortune class vessel, loaded grain on the lakes and topped off at Trois Rivieres, P.Q. for Cyprus. She was chartered by Misener.

Nov. 12. . .*Laketon* loaded grain at Huron, Ohio for Baie Comeau.

. . .U.S. Steel has sold three more bulk carriers for scrap. The *Homer D. Williams, Eugene P. Thomas* and *Eugene W. Pargny* have been bought by Azcon Scrap of Chicago. The *Williams* was towed from Duluth today and probably will be taken to Thunder Bay, Ontario. The *Thomas* was scheduled to depart later this week. The *Pargny* will be towed away next year.

Nov. 13. . .*T.S. Merkur*, a 161-foot Barque was moored at Clayton, N.Y. She is owned by Quicksilver Shipping of Great Yarmouth, England and they will dock the vessel at the port of Rochester at Charlotte for the winter. The Clayton Chamber of Commerce raised $10,000 last fall to lure her master, Capt. D.S. Summerskill to bring the vessel to the community as a tourist attraction. In the spring of 1985, tours will be available from June 15th to September 16th. Prior to lay-up, she visited Clayton and Sackets Harbor. These ports were unsuitable for winter docking, so Charlotte was chosen as the safest berth from Lake Ontario winters.

Nov. 14. . .*St. Lawrence* cleared Quebec City and reportedly is due in Mainland China January 2. She is now registered in the Cayman Islands.

. . .*Elmglen* passed down the Welland Canal for the first time.

Nov. 17. . .*George A. Sloan* unloaded limestone at Brewers City Dock in Holland.

Nov. 20. . .From Kobe, Japan comes a report that the Greek bulk carrier *Shenandoah* has been surveyed for damage sustained when she struck Lock No. 1 in the Welland Canal in November, 1983 and the Snell Lock in December, 1983 and also ice damage sustained in the St. Clair River last April.

. . .Military honors were held today in Calumet, Michigan for retired U.S.C.G. Lt. Commander Russell H. Bergh. He was the first captain of the cutter *Sundew* and also was captain of the cutter *Woodrush*. After retiring in 1954 he served as captain for the John Roen Steamship Company until 1974.

Nov. 21. . .Kinsman's *Kinsman Independant* passed down the Welland Canal with grain for Oswego, N.Y. This is reportedly her first trip to that port.

. . .The St. Lawrence Seaway was closed to traffic after the bridge in Valleyfield, P.Q. jammed in the half-open position. A pin fractured, causing the bridge to tilt and workmen were unable to raise the bridge. Repairs were estimated to take 14 to 16 days. The 25-year old bridge is over the Beauharnois Canal between Lake St. Louis and Lake St. Francis. Eighty-two ocean going vessels are above the bridge.

Nov. 22. . .American Steamship's *Saginaw Bay* was towed from Cleveland by the tugs *Ohio* and *Kansas*. She is now owned by Marine Salvage.

. . .During scrapping of the after-end, a fire broke out on the *Erindale* above Lock 8 in the Welland Canal.

Nov. 23. . .*Saginaw Bay* berthed at Ramey's Bend behind the remains of the *E.G. Grace*.

. . .Seaway authorities announce an extension of the shipping season due to the broken bridge.

Nov. 24. . .Columbia's self-unloader *Joseph A. Frantz* arrived at Fraser Shipyard at Superior, WI.

Nov. 25. . .*Robert Koch* entered drydock at Port Weller. *Huron* was floated to the fitting dock.

. . .P.M.'s self-unloader *William J. DeLancey* unloaded 69,356 tons of western coal at the St. Clair Power Plant of Detroit Edison Co.

Nov. 26. . .A report from St. John's states that the Canadian ferry *Hopedale* was scuttled in Lat 47° 23'30"N, Long 59° 11'00"W at 2:10 p.m. (local time) on June 22, 1984.

Nov. 27. . .The Seaway delay costs mount to $3.5 million as 98 vessels are currently anchored at Valleyfield awaiting bridge repairs.

Nov. 28. . .Grain handlers were laid off at Thunder Bay as a result of the shipping delay.

. . .C.S.L.'s self-unloader *Louis Desmarais* loaded 1,037,068 bushels of corn at the Mid-States Terminal in Toledo. That is a new record for the port of Toledo.

● GREAT LAKES & SEAWAY NEWS

Nov. 29. . .U.S. Steel's 850-foot *Roger Blough* became the largest vessel to transit the Sturgeon Bay Highway Bridge when she was towed by six tugs from the Bay Shipbuilding main yard to the west yard. She was moved to make room for several vessels due for winter work at the main yard.

. . .The annual Merritt Day ceremony along the Welland Canal was cancelled due to the lack of upbound ships.

Nov. 30. . .The bridge at Valleyfield will be closed until December 6. The number of ships delayed rises to 113.

Dec. 1. . .The *Royalton*, chartered by Misener will be returned to Halco next year.

Dec. 3. . .Ship owners have planned to sue the St. Lawrence Seaway Authority for losses caused by the Valleyfield bridge.

Dec. 4. . .Repairs to the Valleyfield Bridge were stopped due to bad weather. 145 vessels are anchored.

Dec. 5. . .The *George A. Sloan* will receive a new Caterpillar diesel engine at Fraser Shipyard this winter. She was powered by a triple-expansion engine.

Dec. 6. . .C.S.L.'s *H.M. Griffith* loaded a record 1,045,000 bushels of corn in Toledo for Port Cartier, P.Q.

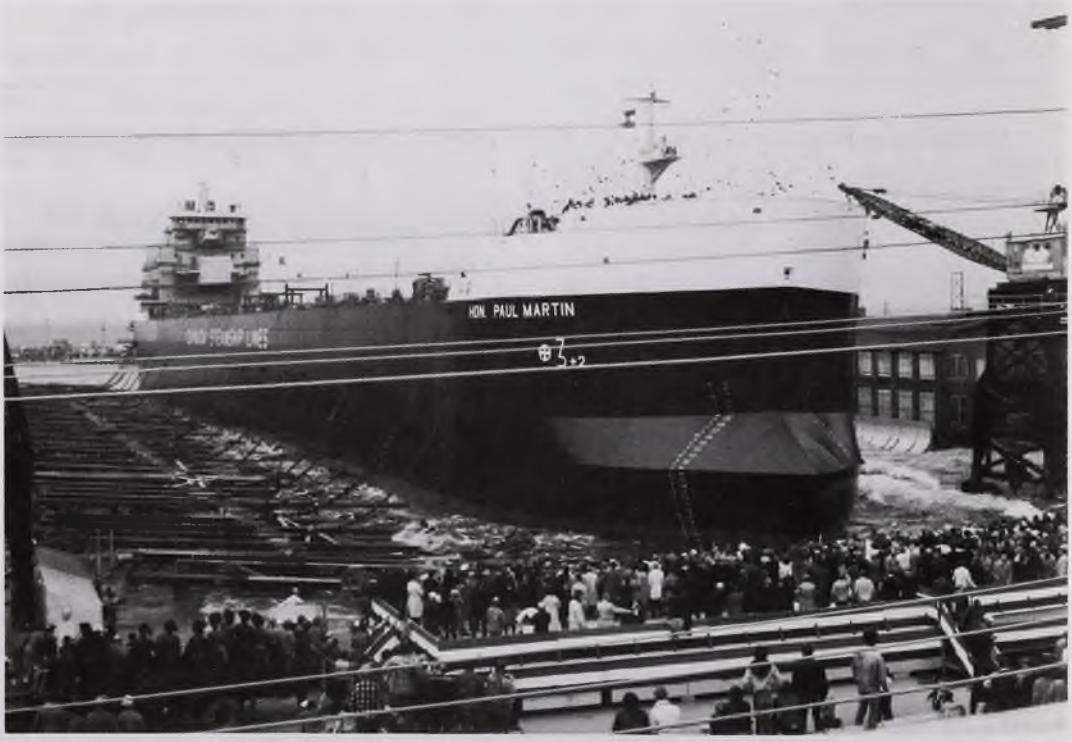

Photo by Barry Andersen

C.S.L.'s HON. PAUL MARTIN *moments after her launch at Collingwood on November 1, 1984.*

Dec. 7. . .The *St. Clair* unloaded the last load of coal for the season at St. Clair.

Dec. 9. . .At 11:13 p.m. the Valleyfield bridge was raised and the U.S.C.G. icebreaker *Mobile Bay* was the first vessel to pass through. Shortly after the bridge was reopened, the master of the *Quedoc*, which was in the Eisenhower Lock, had a severe nose bleed. The first mate, a victim of a recent heart attack was unable to take command. A corporation tug master who also had a master license received permission from the ship's agent to take command and docked the vessel. Capt. Ramsey of the *Quedoc* was taken to the hospital.

Dec. 11. . .Rouge Steel's *WM. Clay Ford* arrived in Duluth to load her last cargo.

. . .There is a chance that the U.S. Navy heavy-cruiser *Newport News* will come to Ogdensburg, N.Y. as permanent display on the waterfront.

. . .Shipments of low-sulfur western coal from the Superior Midwest Energy Terminal in Superior, Wisconsin reached a record 6.7 million tons this year. The 1,000-foot *Belle River* will tie up there for the winter.

. . .The Yugoslav vessel *Beograd* was outbound in the Seaway when she collided with the Belgian vessel *Federal Danube*. The *Danube* was inbound with a cargo of steel and general cargo just below the Beauharnois Lock. The *Beograd* was badly holed and was beached at Buoy A51 outside the channel. The *Federal Danube* wasn't seriously damaged and proceeded to Toronto.

Dec. 12. . .Rouge Steel's *Benson Ford* arrived at Duluth to load her last cargo.

. . .Fog closed the Seaway for the second consecutive day.

. . .The Canadian m/v *Thorold* damaged her windlass while anchored in Gaspe Bay. She slipped her anchor and cable. The owners will send the *J.A.Z. Desgagnes*, which is equipped with a 65-ton crane to assist in salvaging the anchor and cable.

Dec. 13. . .The Icelantic vessel *Arkanes* struck a shoal while inbound near the Thousand Islands area in the St. Lawrence River. She was holed and then anchored one mile above Bartlett Point near Clayton, N.Y.

. . .*Wm. Clay Ford* and *Benson Ford* passed through the Soo Locks on their final trips.

. . .Eighty-five vessels remain in the Seaway system.

. . .*Federal Danube* arrived at Toronto.

. . .*Canadian Enterprise* in Port Weller Dry Docks.

. . .*Laketon* was inbound for Ashtabula with mineral sand.

. . .Already 100 of the 165 vessels that were waiting for the Seaway to reopen have passed through Valleyfield Bridge. Only 7 upbounders and 58 downbounders remain.

. . .*Wm. Clay Ford* passed the Delray Power Plant at 6:15 a.m. and saluted your News Editor for the final time. She will lay-up at the Rouge Basin. The *Benson Ford* passed by later in the day and will also lay-up at the Rouge Basin.

● GREAT LAKES & SEAWAY NEWS

. . .The British vessel *Sea Primrose* experienced a violent shudder when clearing the Iroquois Lock. She was on a loaded voyage from Hamburg to Cleveland and Detroit. She anchored at Prescott for inspection.

. . .Misener's *Canada Marquis* was bound for Russia with grain. She was scheduled to top off at Baie Comeau. The *Selkirk Settler* was scheduled to load at Milwaukee and follow the *Marquis.*

. . .*Saskatchewan Pioneer* will load cement at Clarkson, Ontario for Catskill, N.Y.

Dec. 15. . .The bulk carrier *Joseph H. Thompson,* ex-*Marine Robin* was towed from her Ecorse dock to Marinette, Wisconsin to be converted to a barge.

. . .*Royalton* arrived outside the Port Weller Dry Docks.

Dec. 16. . .Salvors are discharging the cargo from the *Beograd* and are rigging pumps in No. 6 and No. 7 holds.

. . .*Jensen Star* laid up for the winter in Windsor.

Dec. 17. . .The Greek vessel *Asterion* was the first saltie to reach Duluth-Superior since the Seaway reopened.

Photo by John Polacsek

The JOSEPH THOMPSON *passing the Dossin Museum on December 15, 1984.*

. . .The Poe Lock will remain open until January 5, 1985 instead of the normal closing date of December 28.

. . .Port Weller Dry Docks were awarded a $15 million contract to build a new bow for the Canadian vessel *Arctic*.

Dec. 18. . .*Laketon* was laid up at Port Colborne and will undergo bow repairs during the winter.

. . .*Arkanes* was freed and was unloading at Ogdensburg, N.Y. after undergoing temporary repairs.

. . .The *J.L. Mauthe* cleared Duluth. She was last the vessel operating by P.M. this year.

Dec. 19. . .*Elmglen* was tied up at the old Consol Fuel dock in Windsor. She will be moved to the grain elevator in January, 1985.

. . .The Turkish vessel *Anadoluege* was under arrest at Massena, N.Y. with regards to claims of damaged cargo of steel from Venezula to Japan over a year ago. She was currently carrying 28,000 tons of sunflower seeds.

. . .The *Arctic* was upbound at the Soo for Thunder Bay, Ontario for winter work.

. . .The railcar ferry *Incan Superior* made her last trip between Duluth and Thunder Bay.

Dec. 20. . .Scrapping is begun on the stern of the *Erindale* above Lock 8 in the Welland Canal.

. . .*Fort York* and *Fort Henry* are still untouched at Hamilton, Ontario.

. . .C.S.L.'s *Richelieu* brought the last load of iron ore into Conneaut, Ohio.

. . .*Beograd* was still aground and discharging her cargo. They hope to have her refloated before the Seaway closes.

. . .There are still 32 vessels in the Seaway.

Dec. 21. . .Algoma's *Algowest* cleared Duluth-Superior with the largest cargo of wheat loaded in the twin ports. She was headed for Port Cartier with 1,027,057 bushels.

. . .After being tied up at the Semet Solvay Dock on the Detroit River since June 23, 1983, the *John Dykstra, ex-Benson Ford (i)* was towed down the river by Great Lakes tugs to Cleveland.

Dec. 22. . .The *Canadian Olympic* passed down the Welland Canal and after she passed the Port Weller piers, she turned around and entered Lock No. 1 upbound. Upon leaving the lock, the tug *James E. McGrath* assisted her in backing onto the Port Weller Dry Docks next to the *Royalton*.

. . .*Beograd* was refloated with the aid of three tugs. She will be taken to Iron Ore Company of Canada Ltd. Dock at Contrecouer, P.Q. for drydocking.

. . .In the face of a full gale, the tug *Ohio* towed the *Dykstra* into Cleveland and turned her over to the tugs *Iowa* and *Kentucky*. The *Dykstra* was towed to the Ontario Stone No. 4 dock in the old Cuyahoga River for the winter. She was purchased by Sullivan Marine and will be converted into a barge in Gartland Steamship colors. Her owners haven't announced the new name.

● GREAT LAKES & SEAWAY NEWS

Photo by Dale Pohto

The JOHN DYKSTRA *being towed into Cleveland on December 22, 1984.*

. . .The 320-foot Panamanian cargo ship *Cambridge* has been anchored off Erie, PA. because the temperature in her cargo hold was too hot to permit safe navigation through the Seaway. She had loaded scrap metal turnings in Detroit. Erie was picked for anchorage because of the close location of the Coast Guard station and the ability of Erie Marine Terminal to rapidly off-load the cargo in the event of an emergency.

Dec. 23. . .*Sea Primrose* cleared Detroit for Cleveland.

. . .*Federal Calumet* was the last saltie to depart Duluth-Superior.

Dec. 24. . .Kinsman's *Frank R. Denton* is next in line to be scrapped at Ashtabula.

Dec. 25. . .Halco's tanker *Ungava Transport* passed up the Welland Canal and laid up for the winter just below Lock 8.

Dec. 26. . .The U.S.C.G. icebreaker *Katmai Bay* was dispatched to the south end of the St. Marys River to assist the Canadian vessels *Canadian Explorer* and *Mantadoc*. This was the first request for icebreaking this winter.

Dec. 27. . .The Yugoslav vessel *Admiral Purisic* collided with the m/v *Cicero* in Montreal Harbor. No reports of damage available yet.

. . .*Beograd* arrived in Montreal.

GREAT LAKES & SEAWAY NEWS ●

Dec. 28. . .There are only 18 vessels left in the Seaway system.

Dec. 29. . .The Turkish vessel *Ziya S.* had engine trouble, but was still expected to clear the Seaway before closing.

Dec. 30. . .*Ziya S* and the Panamanian-flag vessel *Ladylike* cleared the Seaway thus ending their longest season. More than 160 ships used the Seaway since the bridge was reopened on December 9th.

. . .Algoma's *Algorail* and *John B. Aird* were the first two vessels to lay-up at Sarnia.

. . .The *Arkanes* arrived in Philadelphia, PA.

Dec. 31. . .*Seaway Trader* was the last downbound vessel in the Welland Canal.

MISCELLANEOUS. . .

. . .For the first time since Wallaceburg, Ontario was officially declared a port in 1847 (a total of 137 years), no vessel of substantial tonnage visited this season.

. . .The Duluth, Missabe & Iron Range Railway will modify one of their ore docks in Two Harbors, MN. this winter in an attempt to cut the cost of loading freighters.

. . .*Pioneer,* ex-*Steelton*, ex-*Frank Purnell* has been renamed *C.T.C. 1* by Cement Transit Co.

MARCH ENTERTAINMENT MEETING. . . .

March 15, 1985 will mark the second part of the Nautical Time Capsule's Programs at the Dossin Museum. Mr. Barry Lord, Project Director for the Hamilton-Scourge Society will present a fascinating tale of history, calamity and high technology rescue. Pressed into service during the War of 1812, the *Hamilton* and *Scourge* were anchored in Lake Ontario near the mouth of the Niagara River. As the ship's crew slept on deck, a violent storm rolled across the lake and thrashed the ships. In a few minutes, it was all over. Top heavy with cannon, the *Hamilton* and *Scourge* listed badly and began taking on water. They sank in 300 feet of water and laid perfectly intact with all their artifacts until 1973 when they were located after an intensive search. In May, 1980 title to the two warships passed from the U.S. Navy to the City of Hamilton, Ontario.

Mr. Barry Lord has been involved in the project since the late 1970's and will discuss their interesting story as well as future plans. The meeting begins at 8:00 p.m. and guests are always welcome. □

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. □

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Belle Isle, Detroit, MI. 48207

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