



Telescope

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**GREAT LAKES
MARITIME
INSTITUTE**

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

The Dossin Museum will sponsor a Marine Flea Market on Saturday, December 7, 1985 from 10-3 p.m. at the museum. Those interested in table space should contact the museum at 267-6440.

Beginning in January, 1986, your *Telescope* will be mailed by our printer by second class postage in a sealed envelope. By sending *Telescope* in a sealed envelope, we can save \$400.00 because your 1986 membership card will be sent with your January issue, instead of being mailed individually at first class rates. Renewals and changes of address' should still be sent to the Coordinating Director at the museum's address.

MEETING NOTICES ●

Dr. Richard Wright, Director of the Center for Great Lakes Research at Bowling Green University will present "Gales of November" at the entertainment on Friday, November 15 at 8:00. The entertainment meeting scheduled for Friday, January 17, 1986 will be member's slide night. All members are invited to bring 15 slides and the museum will provide the slide carousels.

There are no meetings scheduled for December. The next Board of Directors meeting will be on Friday, January 3, 1986 at 7:30 p.m. Members wishing to serve on the Board of Directors should attend this meeting as the election committee will begin preparations for the 1986 election. The election ballot will be finalized at the February Board meeting.

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OUR COVER PICTURE . . . Both the American and Canadian shipping companies have retired a number of old-time favorites that were built before 1940 and sent them to the scrapyards. The *Henry Ford II*, which was built in 1924, is one of the few old-timers still operating on the lakes. This photo by Art Cortis was taken as she was bound for Toledo to load coal in March, 1979. □

THE DAVID DOWS REVISITED



by
KENNETH DICKSON
Part II

The 1882 season found her in the same grain-coal trade between Buffalo and Chicago. While unloading grain at the Watson Elevator in Buffalo, she was rammed by the schooner *C.B. Benson*. Although the *Benson* was being towed by the tug *Oneida* at the time, considerable damage was visited upon the *Dows*. The jib-boom of the *Benson* ran between the *Dow's* mizzen rigging and mast, and the *Dow's* topmast was torn down. This accident occurred on May 25th and it was not until June 1st, that she was repaired and ready to go. Business conditions were not favorable and the firm of Carrington & Casey refused to let its ships *W.T. Graves*, *G.W. Adams*, and the *David Dows* load coal for Chicago until

the freight rate of 85 cents per ton improved.

The 1882 shipping season passed without further difficulty and it was probably the best season the *Dows* ever had. The *Dows* made a record run from Buffalo to Turtle Island Light, entrance to Maumee Bay in Toledo, in 18 hours, thus fulfilling the shipbuilder's promise that the *Dows* would make the Lake Erie passage in daylight. Captain Skeldon also boasted that the *Dows* made 14 round trips between Buffalo and Toledo in thirteen weeks. Her gross freight in that time amounted to the unheard of sum of \$20,000.

Various writers have suggested that the *Dows* was involved in a collision with the schooner *Richard Mott* somewhere between

the Beaver and Fox Islands of Lake Michigan. As a result of the collision, four men were to have died in the accident. Not to cast doubt upon the previous writers, but I believe the accident never occurred. The *Dows* generated quite a bit of copy for the newspapers of the day, and an event of such magnitude would have surely been reported. In reviewing the newspaper accounts of the time period, I could find no mention of the collision. Not satisfied with the results of my search, I enlisted the aid of the Marine Historical Collection of the Milwaukee Public Library. According to their sources no mention of such a collision was found. The Library further checked with Mr. Walter Hirthe, the curator of the Wisconsin Marine Historical Society and could find no mention of such a collision. Further search and inquiry was made with the *Milwaukee Sentinel* index from 1880 to 1890 and the United States Lifesaving Service Logs from 1881 to 1887 and still no mention of such a collision. The Institute for Great Lakes Research in Bowling Green could find no record of such a collision. How such misinformation becomes so widely reported and quoted is beyond belief.

However, a common thread running through

all of the material is that the season of 1883 saw the *Dows* reduced to a tow barge. It was stated that the masts were removed and the *Dows* towed through the Lakes. This is further substantiated by Captain John Thurston who reported seeing her discarded yards on Carrington & Casey's wharf in Toledo. It was at this point in her career that Captain Skeldon left the *Dows* for another command.

The next mention of the *Dows* was in 1885 as a part of the Wilson Fleet. Her primary purpose was taking coal from Lake Erie ports to Duluth and returning with iron ore from Two Harbors. The *Dows* once again found the bottom at the Lime Kiln Crossing, and in doing so was the cause of an international incident. The *Dows* while in tow of the propeller *George Spencer* ran up on the rocks that were the result of ongoing dredging of the channel. It was stated that she was on the rocks 18 inches, 100 feet on the Canadian side of the channel. According to Canadian Law, only Canadian tugs could free the *Dows* from her grounding. As the American tugs *A.J. Smith*, *Stranger* and *Shanghraun* arrived at the scene so did the Collector of Canadian Customs. The problem was finally resolved by a decision from the Minister of Customs in



The DAVID DOWS with the tug WINSLOW as depicted by marine artist Thomas Chilvers.

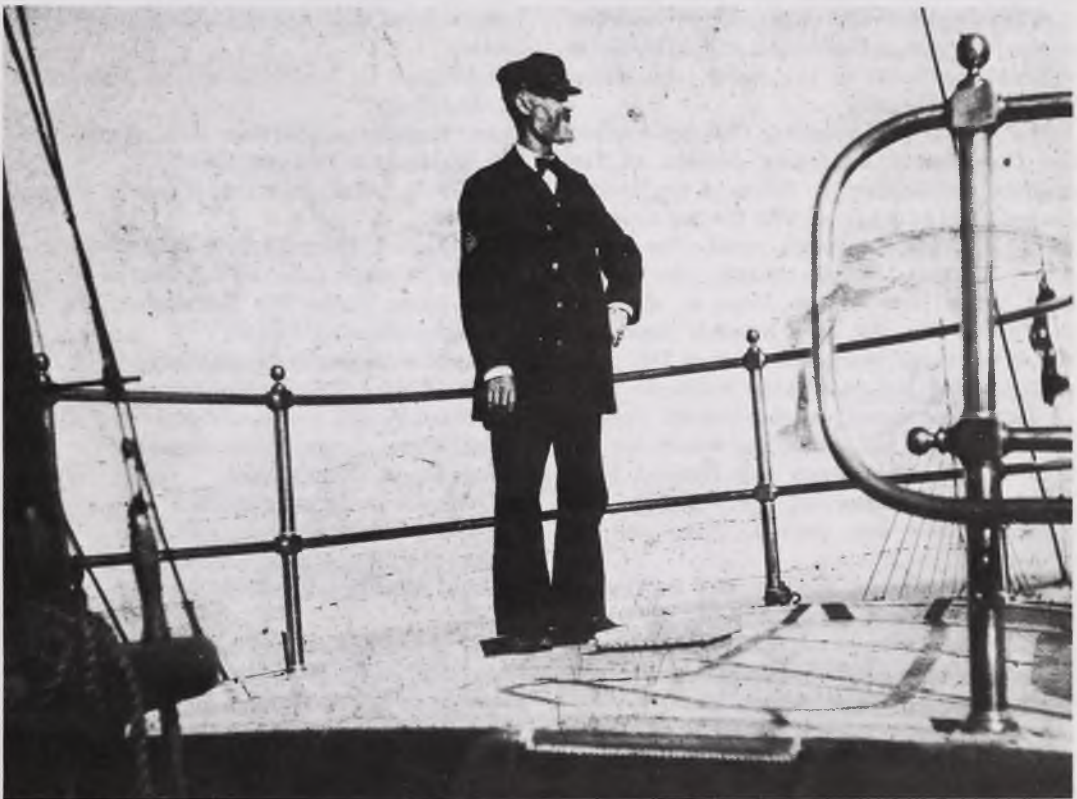
Ottawa. In the meantime the Canadian tug *International* and several lighters arrived and under the direction of the Collector of Customs, the *Dows* was pulled 100 feet back into the channel. Thus the incident at Amherstburg, Ontario was officially closed.

The *Dows* stayed with the *Spencer* during the entire season of 1885, and while passing through Sault Ste. Marie, the *Dows* sheared from the tow line and struck the moored *City of Montreal*, causing considerable damage to the ship and wharf.

September of 1887 found her in a storm tossed Lake Superior in the tow of the propeller *C. Tower, Jr.* At the height of the storm, Captain Murphy fearing for the safety of his own vessel, was forced to cut the *Dows* loose. The *Dows*, light, was heading for Two Harbors for a cargo of iron ore. A newspaper account of the day reports that the *Dows* broke her tow line and was adrift. Either way, Captain Destt and his crew on nine men were on their own. The *Detroit Free Press* carried the

story on September 10, 1887 which discounted the early reports that the *Dows* had foundered. It stated “. . .neither Captain Wilson nor the owner Carrington & Casey were at all concerned by the report that she was lost . . . according to Captain Wilson the fact that the *Dows* was light further refutes the factor of foundering, she would be at least 15 feet out of the water.” Captain Wilson was indeed correct as the *Dows* sailed into Marquette Harbor early the next morning. The *Dows* arrived with all her masts standing and not the worse for the wear. Captain Destt stated, “we cast off the towing cable, set shortened sail and proceeded.” He further stated the capabilities of the *Dows*, “After coming through this sort of weather, I would not be afraid to ride the *Dows* over Niagara.”

The Thanksgiving Day Storm of 1889 proved to be the final undoing of the *David Dows*. As the storm increased in intensity, the entire Great Lakes felt its fury. The lighthouse at Marquette was swept away along with



Captain Skeldon was in command of the DAVID DOWS from her launching until she was cut down to a barge.

parts of the breakwall. The entrance to the Cleveland Harbor was blocked by the steamer *Tokio* which was aground, and the steam barge *Calumet* went on the beach at Chicago. The Student Lifesaving Crew of Northwestern University rescued the 18 crew members of the *Calumet* under extremely hazardous conditions. It was in this storm that the *Dows* and *Adams*, while being towed by the *Aurora*, passed Point AuSable. Captain Roach of the *Dows* sensing something amiss, ordered the holds checked for water. His worst fears were confirmed. The pumps were started at once, but they could not check the inrush of water. It was decided that if the *Dows* came to anchor, it would ease the strain on her hull and the pumps would be able to keep her afloat. After a hasty exchange of signals, the master of the *Aurora* cast the barges adrift and ordered them to come to anchor. Throughout the day and into the night, the donkey engine kept providing the power for the pumps and the seas which found their way into the holds of the *Dows* were kept in check. Sometime during the night, the engine malfunctioned and by the time the crew had revived the engine, the pumps had frozen solid. The *Dows* was settling lower in the water, the stress on her hull increasing.

The *Aurora* after reaching Chicago notified the Government Lifesaving Service of the disaster, and Captain St. Peters of the Service started towards the *Dows* with the tug *Crowell*. Before Captain St. Peters could offer assistance, Captain Roach ordered the badly frost bitten crew of the *Dows* to abandon ship and as the last crew member departed, she rolled on her beam ends, and at 2:30 p.m. settled to the bottom of Lake Michigan. Still a lady, she rested on the bottom upright with her masts still above the water. At the time of her sinking, she was rated A-1 by Lloyds and was insured for \$60,000. The comment from her owners, "She can be raised."

The underwriters, Crosby and McDonald of Chicago, spent nearly \$30,000 in trying to raise the *Dows* before the winter ice set in, but all they succeeded in doing was salvaging about 1,400 tons of coal.

J. Willis Morse tried his hand at salvaging the *Dows* in April of 1890. He reported that the *Dows* was on a rocky bottom and that her keel was twisted to pieces. They decided that the best method of raising the *Dows* was to place huge chains under the hull in several

locations. This solution failed when it was discovered that sand was packed in and around the hull in depths up to 15 feet.

At the insistence of David Vance, who held the insurance on the cargo, Captain Thomas Johnson, Dunham's wrecking master, put on a diver's suit and made a thorough examination of the *Dows*. He found that the forward 75 feet was broken clean of the hull, the decks were all gone, and the butts amidships had parted 4 or 5 inches. Captain Johnson's report ended the career of the *Dows* as he advised against any effort to get more of her coal or try to recover her. The wrecking crews then removed whatever could be salvaged.

Captain Johnson further stated that if the cargo would have been left in the hold through the winter, the *Dows* would have held together in good shape and a successful salvage would have been possible in the spring.

Thus the career of the *David Dows* ended before her full expectations could have been fully realized. □

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THE FOUR WELLAND CANALS

by
JACQUELINE RABE

One hundred and fifty years ago a major engineering feat in the annals of navigation became a reality: the opening of the Welland Canal. Constructed to overcome the obstruction in navigation caused by the Niagara Falls, the channel of water communication was now open between Lakes Erie and Ontario. The date was November 27, 1829.

Reportedly William Hamilton Merritt conceived the idea of the canal during the War of 1812, while serving as an officer in a Canadian militia unit at Niagara. In 1818

Mr. Merritt decided to put to use his idea which he had always kept foremost in his active mind, which ultimately resulted in one of the most gigantic and important works in North America. A scarcity of water for his mill supply kept occurring and was always uncertain in warm weather. He believed that the problem on 12 Mile Creek could be rectified by having a link with the Chippewa (Welland) River. With Mr. Keefer, Mr. DeCew and others, he embarked on a preliminary survey in 1818. Mr. Merritt also obtained an appropriation of £2,000 from the



The first Welland Canal consisted of 40 locks, allowing vessels of 100 feet in length to use it.

Legislature to hire a government engineer to survey a practical route, who subsequently surveyed an impracticable route; the monies being expended on this survey the work had to stop.

Not to be undaunted, Mr. Merritt in 1823, raised funds for another survey. Mr. Hiram Tibbitts Esq. was hired and made the survey of the country between the Chippewa River and the rivers running into Lake Ontario. A report was made and the Welland Canal Company was formed by Mr. Merritt, installing George Keefer as president. Mr. Merritt was financial agent with £40,000 company capital.

The first shovel of sod was turned for the canal on November 30, 1824, by George Keefer, witnessed by the Directors and about 200 people, near the head of one of the tributaries of 12 Mile Creek at Allanburg. The original design of construction was to connect the canal with the meandering 12 Mile Creek which ran to Port Dalhousie and Captain Dick's Creek, to the Chippewa River, a tributary of the Niagara River, and enter that river 2½ miles above the falls and sail out to Lake Erie, a distance of 16 miles. This route was used until June of 1833, by which time the canal had been extended from Port Robinson to Gravelly Bay, a distance of 11 miles. The Grand River was adopted for the feeder channel when the extension was made to Port Colborne, owing to difficulties at the Deep Cut and the Chippewa, in consequence of the peculiar geological formation of that part of the ridge situated near Port Robinson, through which the canal passed. This part was found to consist of clay upon quick sand, and which after great expense and labor had been incurred, caved in and destroyed the work. The first feeder for the canal was dug from Dunnville to Port Robinson at which place extra water was needed to raise the vessels and lock them into the Chippewa River. Vessels did use the Dunnville feeder to proceed to Lake Erie, entering at Port Maitland and Dunnville, if their draft didn't exceed four feet. When the extension was completed to Gravelly Bay, vessels no longer had to battle the swift currents at the turn into the Niagara River at the village of Chippewa.

Mr. Merritt's planned opening of the canal on November 27, 1829, was almost dashed until the following spring because of a severe winter storm which set in earlier that month.

Not to be usurped by nature, Mr. Merritt pushed forward with his plans. The schooner *R.H. Broughton* of Youngstown, New York, arrived at Port Dalhousie on the 26th to be locked up and was joined the following day by the Canadian schooner *Ann and Jane* of York (Toronto), Upper Canada (Ontario), at which place both waited for the appointed time.

The flag bedecked vessels entered the canal at Port Dalhousie with the *Ann and Jane* in the lead, and proceeded up the arduous ascent of the escarpment amidst cheers of jubilation from the crowds of well wishers who lined the banks of the route. In places several inches of ice had to be cut in order for the schooners to be able to ascend through the tiny locks.

The schooners locked into the Chippewa River at Port Robinson and proceeded to the upper reaches of the Niagara, made the turn out to Lake Erie and sailed across to Black Rock Harbor, arriving there on December 2 much to the surprise of the citizens of that place and Buffalo. The *Anne and Jane* and *R.H. Broughton* were saluted by the steamboat *Henry Clay* of the Lake Erie Line and cheered by the inhabitants. On board the Canadian schooner was William Hamilton Merritt, projector of the canal.

The forty locks of the first canal were constructed of wood, 110 feet long, 22 feet wide and 8 foot draft, allowing vessels of 100 feet in length and 20 foot beam with cargoes up to 16 tons to pass. Boats were towed through the canal by horses and usually traversed the course in a day.

In 1842 the Provincial Government bought out the Welland Canal Company which had run into financial straits and embarked on renovations and construction of the second Welland Canal.

The second canal was an improvement on the first and virtually followed the same natural watercourses and route as its predecessor. The wooden works on the first canal constantly needed repair, even to the point where bulging walls had to be placed back in position. Locks decayed and gave way, the canal itself had become very inefficient for the accommodation of the increased lake traffic. It was decided to make extensive improvements and build more to the character of a new canal. The improvements were undertaken between 1842 and 1850, resulting in vessels of 140 feet, carrying cargoes not exceeding 50 tons to navigate the second

Welland Canal.

The wooden locks of the first canal were replaced by 27 substantial locks of cut stone being 150 feet x 26½ feet x 10 feet. A feeder channel was also dug to Lake Erie, a work of enormous labor and expense owing to much of the cut having been down through solid rock. This feeder was constructed because its supply of water being from Lake Erie was not markedly affected by fluctuating water levels. The construction of the second canal was L750,000 as compared to construction costs of L450,000 and L250,000 for repairs and improvements on the first canal.

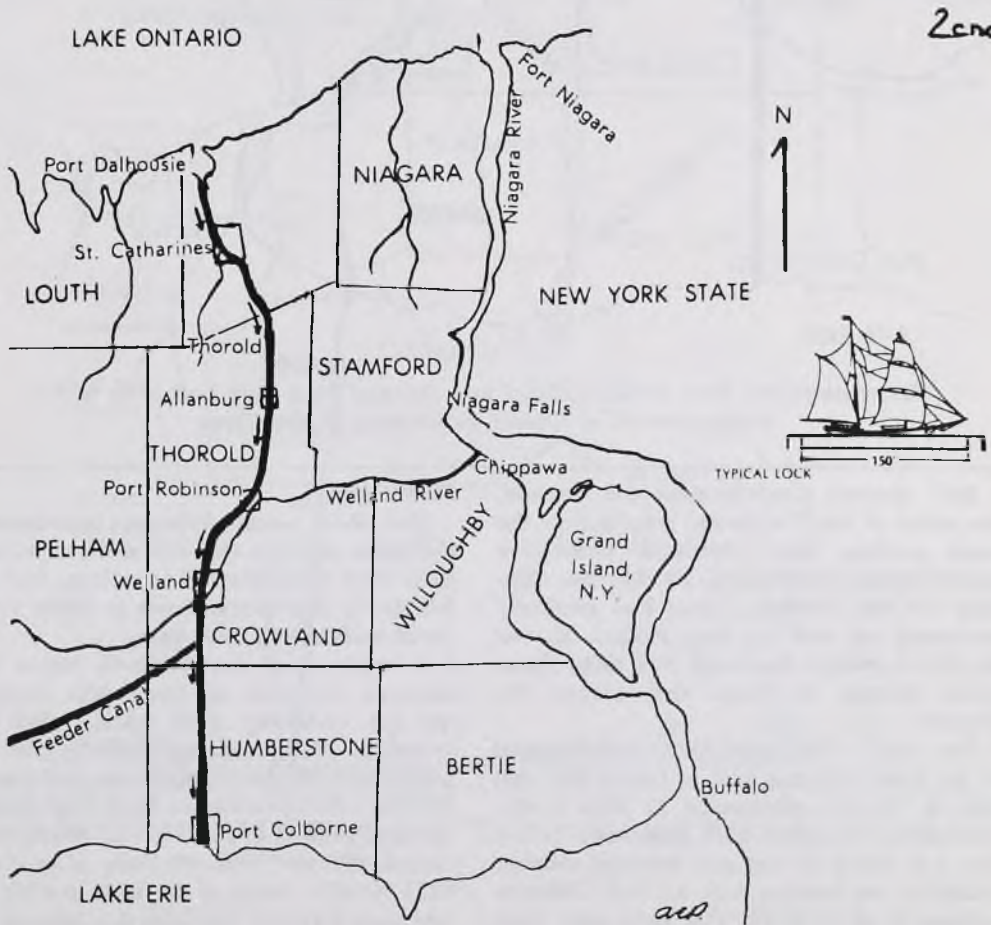
The first lock of the second canal at Port Dalhousie which had a 10 foot fall was 200 feet x 45 feet, as was the next lock below St. Catharines which had an 8 foot fall. This accommodated vessels up to about 180 feet

to proceed up to St. Catharines where they could transfer cargoes to smaller vessels to be transported to destinations along the canal or Lake Erie.

There were three locks in St. Catharines, each having a 12½ foot fall. Between St. Catharines and Thorold, including that place, there were 20 locks, 5 each having a 14 foot fall and the remainder each having a 12½ foot fall. The lock at Allanburg had an 18 foot fall. These locks were all 150 feet x 26½ feet x 9 foot draft, increased to a 10 foot draft in 1853.

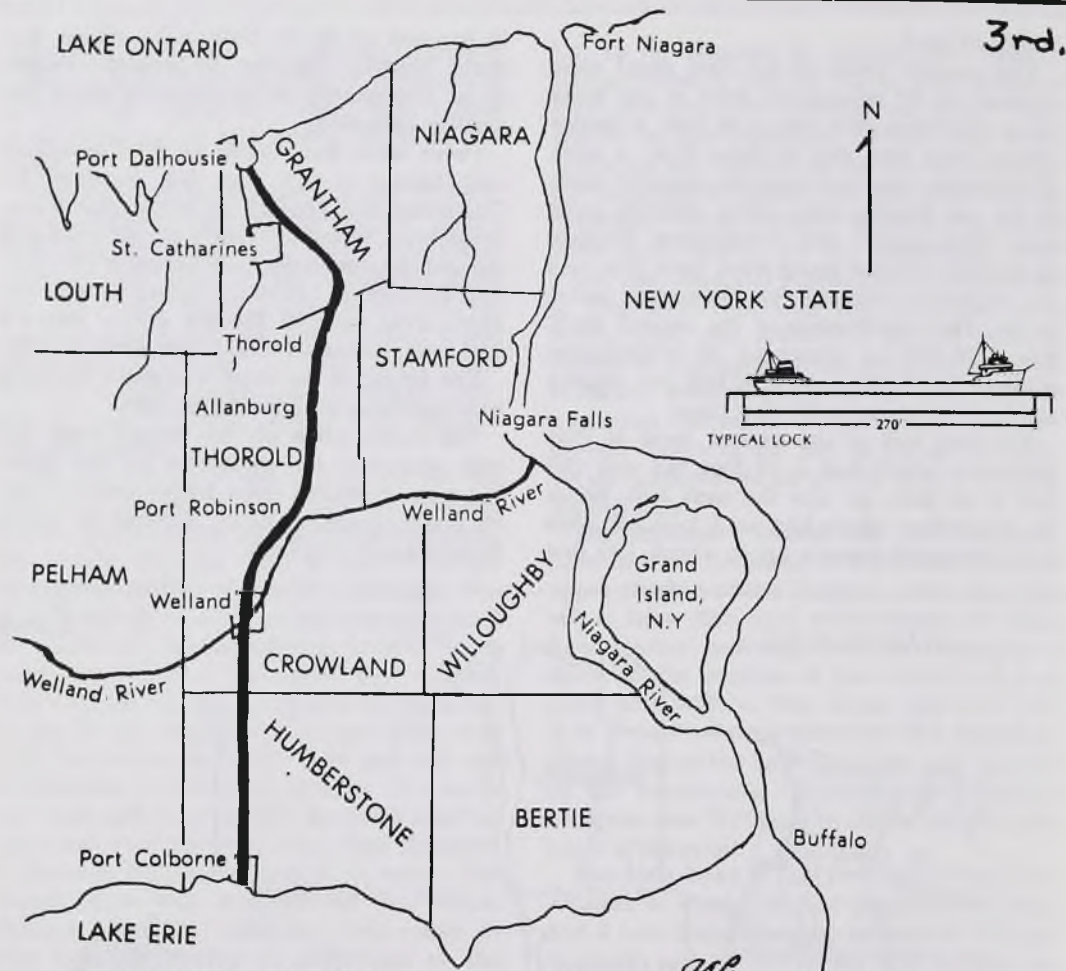
The length of the canal was about 26 miles and the Grand River feeder 22 miles.

The construction of the second canal not only increased the commerce on the lakes, but also provided more hydro power along its length resulting in an increase in manufacturing and grist mills.



2nd.

The second Welland Canal allowed vessels up to 140 feet in length and the original 40 locks were replaced with 27 locks made of cut stone.



The route of the third Welland Canal was changed from Port Dalhousie to run on the east side of Thorold, eliminating 12 Mile Creek.

1867 marked Confederation for Canada, the union of the Provinces, resulting in the canal passing from Provincial jurisdiction to the Federal Government. By this time shipping via the Welland Canal had markedly increased, as well as ship design. It was decided to realign the canal to a more direct route, enlarge the locks and deepen the channel.

The route of the third canal was changed at the Port Dalhousie end to run to the east side of Thorold, eliminating 12 Mile Creek. The locks of cut stone were lengthened to 270 feet x 45 feet x 12 feet and the total number including the holding lock at Port Colborne reduced from 27 to 26. The locks were later deepened to 14 feet. The construction and renovations on the new canal began in 1881 and were completed in 1887. Total cost was

\$33,000,000.

The third canal followed approximately the same route as the first and second canal from Port Colborne to Allanburg, but then left the 12 Mile Creek course to follow a more direct route to Port Dalhousie.

A larger canal was realized before 1900, although the work on the fourth canal did not get underway until 1913, which was halted in 1916, resumed in 1919 and completed in 1932. Lock length was increased to 820 feet x 80 feet x 30 foot draft. Lock numbers dropped from 26 to 8 and the cut stone was replaced by reinforced concrete at a cost of \$132,000,000. Seven of the locks are lift locks and Lock 8 at Port Colborne is a holding lock.

The fourth canal basically followed the course of the third canal from Port Colborne to Thorold, at which place the 10 Mile Creek

valley was followed to Lake Ontario at Port Weller where an artificial harbor was created.

Tolls collected on principal articles through the canal in the year 1841 - £20,210. 19 s. 9 d.; 1842 - £23,946. 19s. 6d. Down trade through the canal in 1842 - 304,983 tons; 1844 - 327,570 tons. Tolls for vessels using the canal 1841-1844 - steamboats and schooners under 50 ton burden 10 shillings; 50-250 tons burden 15 shillings. These figures do not include freight. Lock throughs in 1840 - 1,863 schooners, 700 scows and steamboats. 1841 - 1,915 schooners, 872 scows and steamboats.

Mr. Merritt, Welland County entrepreneur, was born at Bedford, New York in 1793, and at age three, moved with his family to the Niagara Peninsula where they settled on a

200 acre farm on 12 Mile Creek. Over the years he owned a flour mill, lumber mill, salt factory, distillery and ashery. William Hamilton Merritt died on July 5, 1862, at age 69 - projector of the Welland Canal. □

Credits

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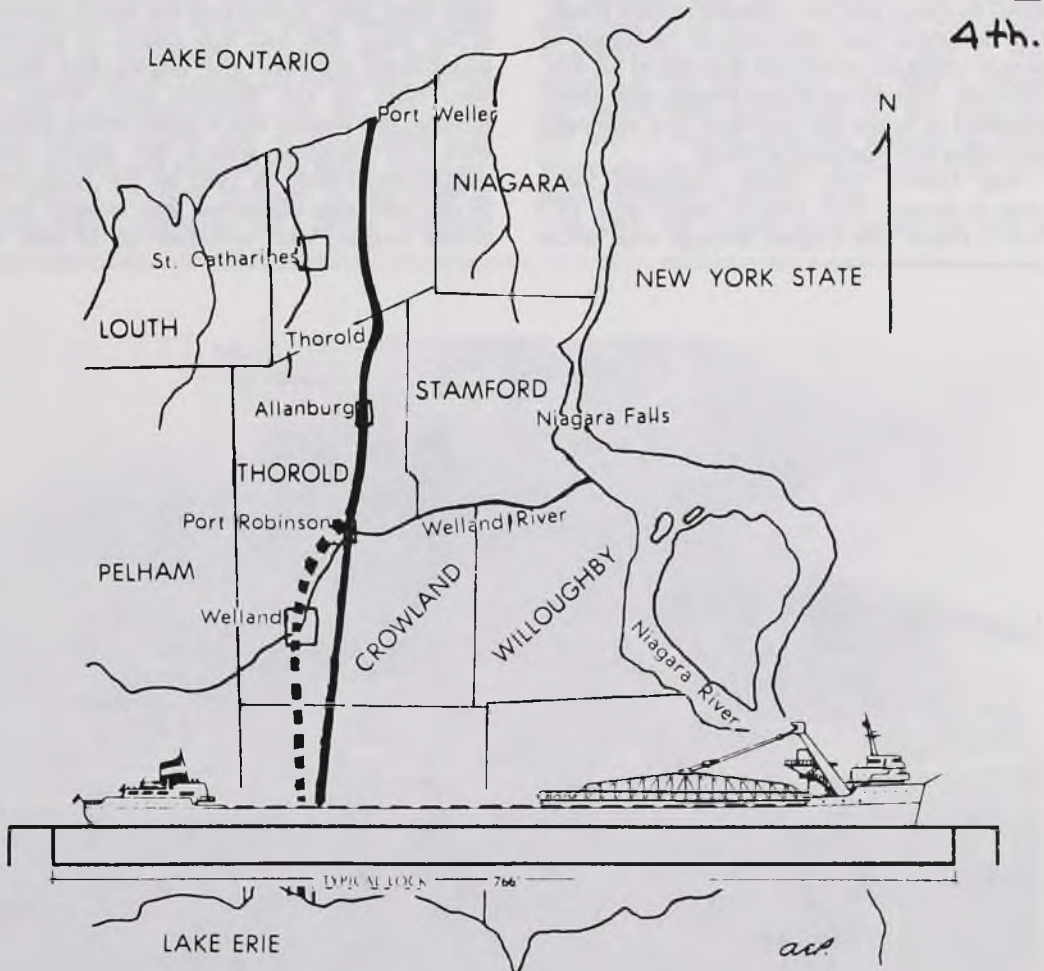
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Maps from the Welland Canal: Jean and Allan Pritchard, 1975.

L signifies English pounds and is equal to approximately \$5.00.



The fourth Welland Canal consisted of 8 locks and the cut stone was replaced by concrete.

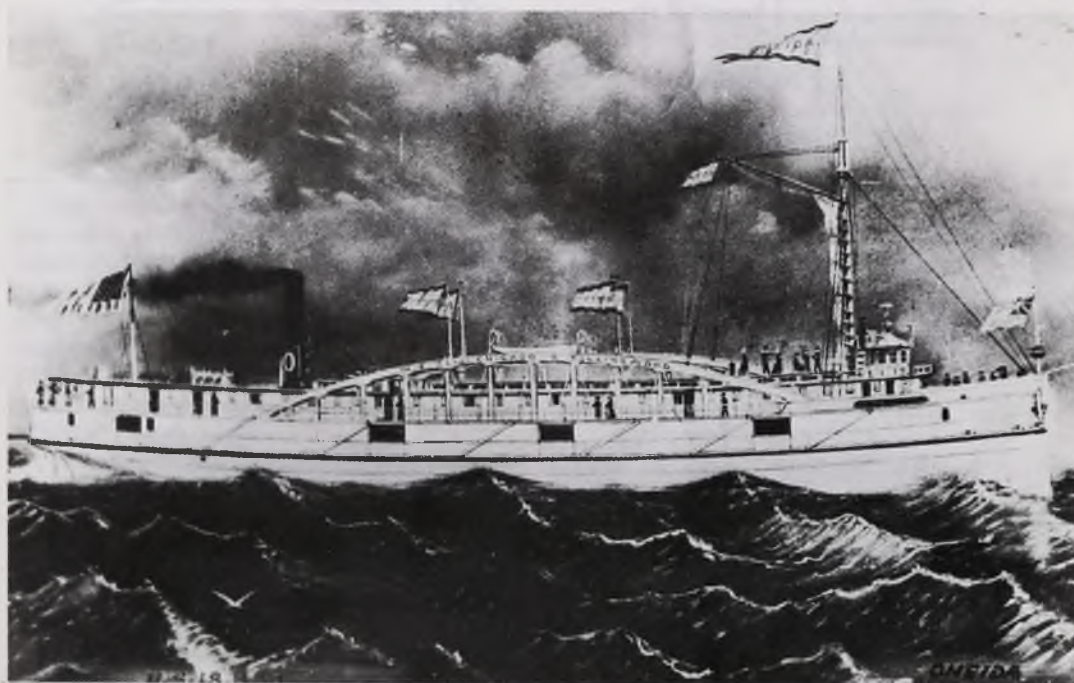
THE WRECK OF THE ONEIDA

by
JACK MESSMER

In 1861 construction was begun on a vessel by master builder William Crosthwaite at the Kilderhouse shipyard in Buffalo. The vessel was to be a wooden passenger/package freight propeller built for Mr. Rufus G. Palmer and others of Buffalo. In the spring of 1862, on Saturday, April 26th at 4:30, the *Oneida* slid down the ways into her element at Erie Basin. Her launching was witnessed by hundreds of people lining the shore and in crafts of all descriptions. According to the papers and those gathered to watch the spectacle, her sideways launching was executed perfectly.

The *Oneida* (US 18888) measured 220.3 feet in length, 31.1 feet in width and 13.3 feet in depth. Her original tonnage was 787.26

She had two decks with staterooms running nearly the entire length of her upper deck. She had a single mast directly behind the octagonal pilot house. This mast carried a gaff rigged sail, which could be used to augment her power in favorable winds. Access to her lower deck was through four gang ways on each side. Like so many of the larger vessels of her time, she had hull arches to provide longitudinal support. Her engine and boiler were built by the Shepard Iron Works of Buffalo. Her engine was a direct acting engine with a 36" cylinder with a 36" stroke. This engine was rebuilt in 1865 by the King Iron Works and was converted into steeple compound engine, with cylinders of 20 and 40



ONEIDA depicted by unknown marine artist after 1883.

inches in diameter. This alteration was performed as the result of tests on both the *Oneida* and the *Idaho* which clearly showed the economy and the greater speed produced by this improved engine. The boiler dimensions are unknown at this time.

The *Oneida* began her first year of operation in the Peoples Line running in connection with the Erie Railroad between Buffalo and Chicago-Milwaukee. The 1863 season began with the *Oneida* continuing on her route from the year before, but in September, she was sold to the Western Transportation Company. Although she changed owners, her route from Buffalo to Chicago-Milwaukee remained the same. She would remain on this route until 1882. During this time, the *Oneida* was involved in a number of accidents. On May 30, 1864 while entering Milwaukee, she ran into the Spring Street Bridge, doing considerable damage to the bridge, although she was not much injured. It seems the attendant at the bridge had fallen asleep and had not heard the vessel's whistle and failed to raise it in time. In 1886 she suffered two minor accidents. On May 6, she ran aground in the river at Milwaukee, opposite the D&M Railroad

dock. The *Oneida* suffered no damage due to this grounding, but she was unable to be released for over six hours. On June 28, she ran aground in the Milwaukee River while passing the Menominee Bridge. She again, suffered no damage. April of 1868 found the *Oneida* once more in an argument with a bridge, and once more at Milwaukee. On the 25th, she struck the Walker's Point Bridge when the tender didn't turn it quickly enough. This time both the bridge and vessel suffered considerable damage. Again the blame was placed on the tender. Probably the most serious mishap which occurred to the vessel up to this time, happened in May of 1868. The steamer went ashore near Cedar Point. Her captain had apparently mistaken the Cedar Point Light for the Point Pelee Light. As a heavy sea was running, the *Oneida* was scuttled to prevent her from pounding. The wrecking tug *Magnet* was sent to the scene and on May 20th, she had pumped the vessel out, pulled her off and was on her way to Detroit with the steamer in tow. When the *Oneida* arrived in Detroit, she was placed in the drydock for repairs.

In 1869 the *Oneida* once again ran into a



ONEIDA after she was rebuilt in 1892.

little trouble. While at Detroit on June 5th, she slammed into the S.B. Grummond dock. She had been attempting to come alongside the dock when for some unexplained reason she struck it. Considerable damage was done to the dock, and part of the *Oneida's* cutwater was carried away. Temporary repairs were made to the steamer and she continued on her way. Later that same year, in October, she grounded in the Buffalo River opposite the Board of Trade room. She was able to release herself after about 30 minutes. She sustained no damage in the grounding.

Not until July 12, 1871, did the *Oneida* again run into trouble. The steamer, loaded with 25,000 bushels of corn and 500 barrels of flour, from Chicago to Buffalo, ran aground in a fog, at the head of Peach Island in Lake St. Clair. Unable to free herself, her captain took to her yawl boat and came to Detroit for help. The steamer *Mackinaw* was secured, and after lightering a portion of her cargo of flour, she was pulled free. All of these mishaps apparently weakened the hull of the vessel, for during the winter layup in 1871, she made a visit to one of the shipyards, and new hull arches were installed by 1872. The *Oneida* ran into only one minor mishap in 1872 when she ran aground on Bois Blanc Island in the the Detroit River during fog. She was released the following day without serious injury.

The route of the *Oneida* didn't vary much during her years in the Western Transportation Company. However, on at least one occasion, she ventured off her normal course. In late June of 1877, the steamer *Keweenaw* of the Ward Lake Superior Line became disabled. For one trip the *Oneida* took her place running from Buffalo to Duluth with stops at intermediate ports.

Over the years that the steamer was owned by the Western Transportation Company, she had been well maintained. Most work had been performed during winter layups. Exceptions to this occurred in early September of 1878. The *Oneida* was temporarily taken out of commission and drydocked at Mills & Companies for general repairs. In August of 1881 the vessel was once again removed from service. She was drydocked at Mills & Company again, this time for correction of problems with her stern bearing. With this repaired, she returned to her regular route.

The spring of 1882 saw the end of the *Oneida's* career with the Western Trans-

portation Company. In March a deal was consummated by which Captain Charles McInnis of Buffalo, purchased the steamer for \$32,500. Captain McInnis either chartered her to or became part of the loose association known as the New England Transportation, for she was placed in that line on the Chicago and Collingwood run, opposite the propeller *St. Paul*, which was also owned by Captain McInnis. The *Oneida* continued to carry both passengers and package freight on her new run. When the 1882 season had drawn to a close, the vessel was taken to Collingwood for layup. There on the evening of December 7th, the vessel caught fire. The fire was discovered by Purser Mackay, who along with Captain McInnis, his wife and a maid, were aboard making final preparations for the winter. According to Mr. Mackay, he had been asleep in his cabin, and was awakened by the sound of crackling timbers. He opened his door to find the aft part of the steamer completely engulfed in flames. Alerting the others, they were all able to reach the safety of the dock. Before abandoning the vessel, Captain McInnis had thought to go below and let water into the hold, thus scuttling the vessel, and preventing her from becoming a total loss.

The fire destroyed nearly all the cabins on the upper deck. All the vessels furniture was destroyed, for it had all been placed in her cabins for the winter. The personal belongings of the four were also lost. Sometime after the fire, the steamer was raised and in June of 1883, hull repairs were completed at Collingwood. With structural repairs completed, she was able to proceed to Chicago where she would begin her route for the 1883 season. Captain McInnis intended to have the steamer run between Chicago and Ogdensburg, along with the propeller *Pacific*.

Although the *Oneida* was once again operating, much work still needed to be done to her upper works. On her way down she stopped at Detroit for further work. So as not to lose additional time, carpenters were hired on, so that repairs to the cabins could be made aboard the steamer as she traveled between her ports of call. The rebuilt cabins were larger than the original and would accommodate 130 passengers.

By the end of the season, just as things seem to be returning to normal, disaster struck again. On October 30th, when near Clayton, N.Y. in the St. Lawrence River, she sunk.

Under the command of Captain McInnis, bound from Chicago to Ogdensburg, loaded with 25,000 bushels of corn and a deckload of merchandise, she struck a rock, knocking a large hole in her starboard bottom. It was obvious that she would soon fill, so her captain made a run for the shore. Unfortunately the boat struck on a second rock which caused the steamer to settle rapidly. The vessel sank on her side with the bow in ten feet of water and her stern in 77 feet. Although the steamer looked to be in a bad way, assistance was sent for. The wrecking steamer *Conqueror* arrived, but was unable to do much in raising the *Oneida*. The *Conqueror*, while attempting to work on the sunken vessel, struck the same rock, which sank the *Oneida*, and was herself sunk. By November 5th, Captain George McLeod, representative for the insurance underwriters, sent a message to Smith & David Company stating that the steamer could not be raised. However, part of her deckload of merchandise could be saved. The insurance on the steamer was \$30,000, but according to Captain McInnis, with the repairs made that spring, after the fire, she was worth \$45,000. Early in the spring of 1884, L&W.B. Dimick purchased the steamer from Captain McInnis as she lie for about \$3,500. It's not clear whether the vessel was purchased before the exmanination of Captain Young or after, but it fairly safe to say that Captain McInnis was happy to unload her after two consecutive serious accidents.

In March, wreckers Baker & Young were sent by the Dimick's to check the *Oneida*. The account of Captain Hibbard Young as recounted in the newspaper shows the difficulty of the job in raising the steamer. "I arrived at the spot on March 10th. The snow lay five or six feet deep all about her, and a hole had to be cut through thirty inches of ice to let me down to inspect her. This occupied three days. A careful survey assured me that I could raise her and I was at once set to work. She lay on her side, so that a small portion of her deck forward was out of water while her stern was in seventy-seven feet of water, thus tilting her at a sharp angle in two directions. The work in her was to make a tight box of her, when, by pumping the water out of her, she would rise to the surface. The hatchways and other openings in the decks were first covered with canvas and battened down with boards. The task was around the engine and boiler. I built a coffer dam about

the engine thus enclosed it. The water was kept from flowing down past the boiler by a close system of bridging, truss style with sticks often eight inches thick thrown against the boiler. These were covered with canvas. To keep the deck up, I put in seventeen stanchions in the hold. I next built a big boom to keep back the ice, and then five stone abutments under water nine feet high to hold up the stern of the boat. I then got her cable out and fastened them to the rock on shore. To keep her from rolling, I drilled into the rock at her port bow and attached one of her cables to a bolt fixed in the rock. From her forefoot aft for thirty-five feet, her keel was all smashed and broomed up. This had to be smoothed off and the canvas fastened over the holes. On her starboard side amidships, I put on canvas about thirty-five feet long and five feet wide. But before I could get to the spot, I had to spend several days quarrying away the rock. On her starboard bow she was broken so that I had to canvas her twenty-seven feet to a width of about six feet, and again on her port side, she had been strained so that it took sixty-five feet of canvas six or seven feet wide, besides a considerable caulking outside of this. This swathing her in canvas was done not only under water, but in a current running five miles an hour, so that I could hardly stand up in it. The pumps used were three of the Heald & Morris make capable of throwing 28,000 gallons per minute. They were set up on the part of the deck forward that was out of water and worked through the forward hatchway. The amount of work I did under water may be estimated by the fact that I drove seven kegs of spikes and five of nails."

Although there is no time reference given for many of the activities of diver Young, it should be noted that several attempts were made to raise her. The first was attempted on the 17th of June. Although they succeeded in raising her off the bottom, she careened over and settled into her old position. This is probably what necessitated Youngs' having to drill into rocks to fasten a bolt, from which to secure a cable. Finally in late June, on about the 27th, the wreckers floated the steamer. The raising of the *Oneida* was considered quite a feat, due to the depth of the water and that part of her keel and bottom had been carried away. By late July the vessel had been towed to Buffalo for repairs. She was placed in drydocked at the

Union Drydock Company. There she was thoroughly renewed. She was refastened amidship, many decayed timbers were replaced, she was recaulked all over, her passenger accommodations were rebuilt and her engine and boiler were completely overhauled. The repairs to the *Oneida* were completed in mid-August. The cost for the repairs amounted to \$10,000, and upon inspection, she was given a rating of A2. Originally it was the Dimick Brothers intention to sell the steamer, but when no buyers were forthcoming, they decided to operate her themselves. They re-registered the steamer on August 23 at Buffalo. At this time, they had no route in which to engage the vessel and Dimick's were considering laying her up. However, by the end of August negotiations were underway to return her to the Chicago to Ogdensburg route. These talks being successful, allowed the *Oneida* to complete the season on her old run. She was laid up in Chicago in late November, but shortly after laying up she was chartered for the winter season.

The *Oneida* was chartered to the Detroit, Grand Haven and Milwaukee Railroad to operate across Lake Michigan. She was chartered to take the place of the steamer *Michigan* which was undergoing repairs. To say that it was an eventful undertaking would be putting it mildly. On a trip from Milwaukee to Grand Haven, in January, 1885, the propeller became imprisoned in an ice flow. The steamer had nearly reached her destination, getting to within three miles of Grand Haven when she became trapped in the ice for the next twenty one days. The log of the vessel, kept by her first mate, James W. Martin, which appeared in the *Milwaukee Sentinel*, gives an idea of the movement of the vessel while trapped in the ice.

Jan. 21 - Ice field drifted north. (Vessel trapped in the ice at this time.)

Jan. 22 - The *Oneida* 7 miles north of Grand Haven. I went ashore with 10 men and oars and boards, the men remaining. (The men part of a crew of 27 were left ashore to help conserve food supplies.)

Jan. 23 - The *Oneida* drifted to off Muskegon. I made an unsuccessful attempt to reach her over the ice. During the day the *Oneida* drifted 12 miles north of Muskegon.

Jan. 24 - *Oneida* off Stoney Creek, 8 miles north of Whitehall, where she remained for 5 days.

Jan. 30 - *Oneida* moved down the lake and a

mile nearer to shore.

Jan. 31 - *Oneida* drifted to 3 miles north of Little Point au Sable.

Feb. 2 - *Oneida* drifted to off Little Point au Sable.

Feb. 3 - I made 2 unsuccessful attempts to get ashore. *Oneida* again 3 miles north of Little Point au Sable.

Feb. 4 - *Oneida* midway between Little Point au Sable and Pentwater.

Feb. 5 - With northeast wind drifted lakeward and south'ard until 10 miles off Stoney Creek.

Feb. 6 - *Oneida* drifted lakeward and to the north'ard. Heavy snowstorm and weather very cold.

Feb. 7 - Crew of the *Oneida* sighted by the *F. & P.M. No. 2*.

Despite the fact that the *F. & P.M. No. 2* had sighted the *Oneida*, there was little the steamer's master could do to help the entrapped vessel. Captain Duddleson of the *F. & P.M. No. 2* tried for several hours to reach the *Oneida*, but was forced to give up. He did get within one mile of her and picked up the first mate, who had been sent over the ice by the captain to get assistance.

The following day the *City of Ludington* hove in sight of the *Oneida*. The *Ludington's* captain was able to get within one mile of the *Oneida*, but could not reach her. He had his crew lay provisions on the ice for the *Oneida* and her crew, which they succeeded in procuring. The following day the winds increased to gale force and the *Oneida* was freed from her icy prison, and succeeded in reaching Grand Haven late that night. Upon the *Oneida's* arrival, the vessel was unloaded and freight for Milwaukee put aboard. While this was in progress, the captain and crew were informed of the loss of the *Michigan*, which the *Oneida* had been chartered to replace and which had been sent out to search for the *Oneida*. While searching for the her, the *Michigan* had become trapped in an ice floe and was crushed and sank.

After completion of loading, the *Oneida* once again prepared to depart Grand Haven, but could not get out of the harbor. Ice had once again closed the harbor and the steamer had to wait three days to begin her return trip. On the return leg of the voyage, the vessel was caught in another ice run. While in the flow the steamer's rudder stock was broken by the ice and the rudder sank to the lake bottom. Unable to free herself, the *Oneida* drifted with the ice for three days. Finally

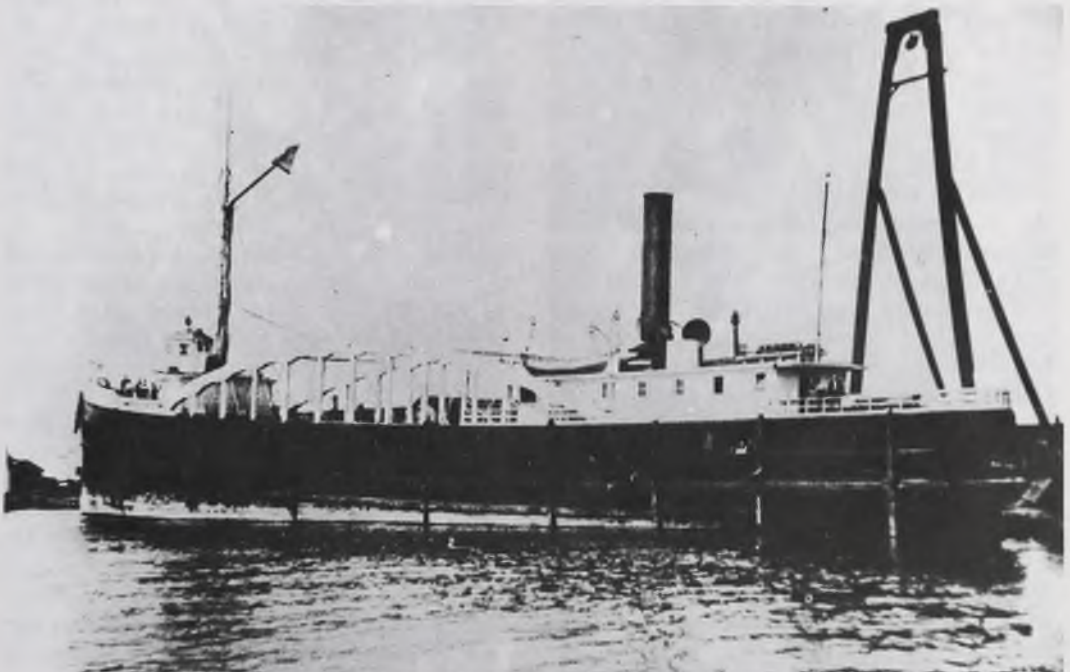
two tugs from Milwaukee reached the steamer and towed her into harbor. The vessel had spent nearly six weeks making the round trip.

On March 16, she was sent to the Wolf & Davidson shipyard. There she received a new rudder, for the old one had been carried away by the ice. She also required repairs to her hull abreast of the engine room, as a result of her imprisonment in the ice. After these repairs were made, she once again returned to service. She would make four more trips which were uneventful.

By the end of June the steamer was withdrawn from the Milwaukee and Grand Haven run. She was laid up at Milwaukee by Mr. Dimick. Negotiations had been underway since April for chartering her for the 1885 season, but nothing had materialized. She lay at Milwaukee until September 1 when she was chartered by Captain Eber Ward to run on the Buffalo and Green Bay run in place of the steamer *Keweenaw*. The *Keweenaw* was in such poor condition that Captain Ward felt the need to replace her. (This was the last that the *Keweenaw* was to run as a steamer, for she remained idle until 1887 when her machinery was removed and her hull reduced

to a lumber barge.) On the *Oneida's* first run since laying up, she picked up 800 tons of pig lead at Elk Rapids, destined for Buffalo. Upon her arrival at Buffalo she was to begin operation on the run for which she had been chartered. This was delayed for a day or so for upon reaching Buffalo, she had to go to the shipyard to be caulked. The long layup through the hot summer months had caused some shrinkage in her timbers and she sprung several leaks. In addition to this she was libeled by second engineer for \$700 in wages. Mr. Dimick immediately bonded the vessel, so that no delay was encountered due to the libel. The steamer ran only a trip or two on her chartered service for on about September 20, she was temporarily reassigned to the Duluth to Buffalo run, in place of the steamer *St. Paul*, which had been damaged while repairs were being effected in drydock. She didn't return to the Green Bay run until October 23. In her absence the *Nashua* carried on in the Green Bay route.

During the winter of 1885-86, the *Oneida* didn't operate. Dimick offered her for sale, but there was no takers. Captain Ward also expressed no interest in renewing his charter.



ONEIDA with her mast aft of the pilot house to augment her power in fair winds.

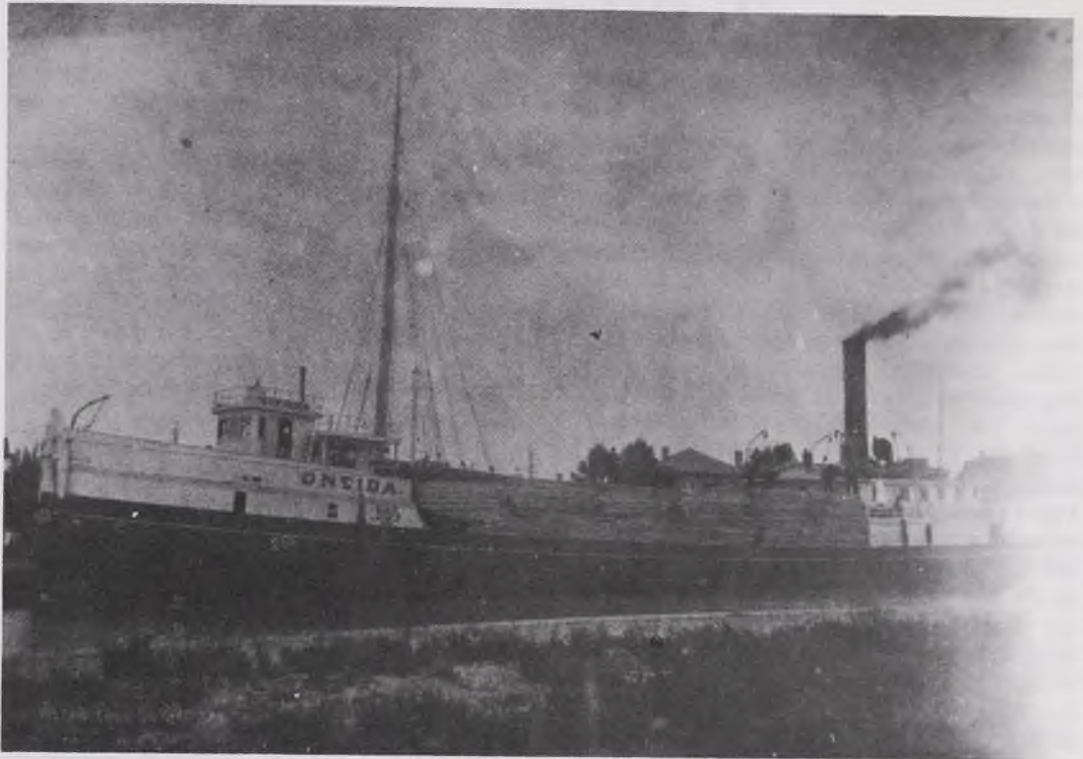
In April of 1886 the Ogdensburg Railroad Company chartered the *Oneida*, the *Pacific* and the *John Pridgeon, Jr.* to run out of Ogdensburg to Toronto and Chicago. It had originally been the intention of the railroad to run the *Oneida* and *Pacific* between Toronto and Ogdensburg, but the *Oneida* spent at least some of her time running between Chicago and Ogdensburg. On one of these trips, bound for Toledo on July 16, the *Oneida* grounded on Niagara Reef. It took three tugs four hours to release her. Although leaking somewhat, she continued on her way to Toledo. After unloading she proceeded to Detroit, where she was examined to determine the extent of the damages. The survey showed no serious damage, so she continued on to Chicago. Later that season her boiler was examined by the U.S. Steamboat Inspectors while in Ogdensburg. The boiler was condemned. A temporary permit was issued to allow her to sail to Buffalo, where the King Iron Works made the necessary repairs to pass inspection.

In April of 1887 Mr. Dimick sold the *Oneida* to J.S. Maxwell of St. Paul, Minnesota for \$25,000. Mr. Maxwell sent the steamer to the shipyard where she was rebuilt. (The *Oneida* may have been rebuilt at Bay City by Davidson, as he had several dealings with Mr. Maxwell, as well as ending up with the *Oneida* the next year, probably as collection on the repairs and the purchase of the *Carney*.) In order to allow the vessel to carry a large deckload of lumber, most of her upper deck cabins were removed, leaving only sufficient cabins for her crew's quarters. These changes reduced her tonnage to 888 gross, and 746 net. Mr. Maxwell placed her in the lumber trade between Michigan and Wisconsin ports and Chicago. At the same time Mr. Maxwell also purchased the old barge *R.J. Carney* from Captain James Davidson to serve as consort to the steamer. The purchase of the *Oneida* once again proved to be a bad venture for the new owner. On June 18, she sank at Bayfield. The circumstances behind the sinking are contradictory. What is clear is that the *Oneida* was improperly loaded. She had most of the dry timbers loaded into her hold, while much of the wet lumber was placed on deck. To make matters worse, additional lumber was added on top of this to trim the vessel. As she backed away from the dock to begin her voyage to Washburn, to pick up her consort, she began to list badly. The list allowed

water to enter through her deadlights which had been left open, and before she could return to the dock, she filled and settled to the bottom. Wrecking operations were begun almost immediately. Tugs under the direction of Captain Inman of Duluth, along with pumps, proceeded to Bayfield. The lumber cargo was lightered, but the raising of the steamer proceeded slowly. She was raised on about June 30, and quickly repaired and returned to service. The accident was rather costly, for the insurance company holding the policy on the vessel refused to accept any claims as the sinking was the result of carelessness. Captain Sam Thorton, master at the time of her sinking, quit shortly after she was raised, when her owner refused to discharge the chief engineer for failing to follow the captain's orders, which Captain Thorton claimed precipitated the sinking. Later that season, while under the command of Captain McAuley, the *Oneida* rammed the Lake Street Bridge in Chicago on August 8. According to Captain McAuley, he tried to signal the engineer to stop, but the bell cord broke and before anything could be done, the accident happened.

Eighteen eighty seven being such a disastrous year, it was not surprising to find Mr. Maxwell was unable to make payments on the vessel in 1888, as agreed at the time of the sale. John Maxwell attempted to renegotiate the mortgage, allowing him more time to meet the payment. Evidently, Mr. Maxwell thought that this had been accomplished, but the heirs of Lorenzo Dimick, obviously didn't agree with him, for they advertised the sale of the *Oneida* in June of 1888. On Saturday, July 21, she was sold in Chigao at Mortgagee's sale to William B. Dimick, son of the former owner for \$14,000. This action opened up a whole new set of law suits stemming from Loranzo Dimick's leaving the country when sentenced for defrauding the Thames & Mersey Insurance Company. The insurance company had the *Oneida* libeled, in an attempt to regain part of their award issued in 1886. The legal fight continued over the vessel, but apparently a bond was issued so that the vessel might be disposed of, while the legal suits were pursued in the courts. Early in September of that year, the steamer was sold to a syndicate of Bay City men headed by Captain James Davidson.

On September 20, she was enrolled at



Author's Collection

Like so many of the larger vessels of her time, the ONEIDA had hull arches to provide longitudinal support.

Port Huron. She immediately loaded grain at Chicago which she delivered at Port Huron. Captain Davidson had the vessel brought to his West Bay City shipyard where necessary repairs were undertaken. The steamer was to remain in the lumber trade and would now tow the barge *Crosthwaite*. On the first of October the *Oneida* and her consort were caught out on Lake Huron in a heavy gale. Although neither vessel suffered serious injury, the steamer had to stop at Mackinac on the 3rd for repairs to her machinery, which undoubtedly was shaken up in the storm. After making the repairs, she cleared, but only got as far as Bar Point, Lake Erie when she and the *Crosthwaite* grounded on the 4th. The wrecking tug *Saginaw* was sent to her assistance and released her the following morning.

With the beginning of the 1889 season, the *Oneida* was chartered to carry lumber from Deer Park on Lake Superior to Michigan City, Indiana. She was to tow the barges *Zach Chandler* and *J.C. King*. In preparation for her new duties, Captain Davidson saw fit to have the vessel caulked, and several other repairs made. These were performed at the

Union Drydock Company at Buffalo. This was the last time the *Oneida* was to enter Buffalo until the termination of her charter in mid-November. On November 15 she arrived at Buffalo to pick up machinery from Riter Brothers, boiler makers, which Captain Davidson was planning on using in vessel construction over the upcoming winter.

The 1889 season found the *Oneida* once again chartered to haul lumber from Deer Park to Michigan City. During September of that season, on the 29th, she was clearing Deer Park loaded with lumber. When heading out for the open lake, she struck on a sandbar. Her grounding was due to overloading. At any rate she was unable to free herself, and the lifesavers of the Muskallonge Station launched their surfboat to see if they could provide assistance. The 16 man crew of the *Oneida* and the lifesavers proceeded to lighten some 35,000 feet of lumber before the steamer floated free. After nearly 12 hours of work, she was able to continue on her way.

The following season she continued to haul lumber. She apparently had no mishaps that season. In spite of her good fortune,

the same could not be said for one of her tow barges. The barge *W.L. Peck* foundered on Lake Erie on October 5, while in tow of the *Oneida*. The *Oneida* and her tows, the *Peck* and the *Harold* were upbound when they were overtaken by a gale. The *Peck* sprang a leak and sank. Her entire crew was rescued by the *Oneida*. At the end of the season she laid up for the winter at Buffalo. Sometime during the winter her seacock had burst, due to ice. As the warm weather set in, in late March, 1892, the water entered the vessel through the seacock and she sunk. The steamer lie sunk in 9 feet of water until April 9th, when steam pumps were sent from Bay City to pump her out. She was easily raised and eventually taken to the Union Drydock where she underwent extensive recaulking and repairs. By May 7, the repairs were completed and the *Oneida* was once again about her business. It would appear that she didn't remain active long, for at some time in July or August, Captain Davidson brought the steamer into his shipyard at Bay City, where he thoroughly rebuilt her. At this time he cut her down from two decks to a single deck. He also removed her familiar hull arches. After this rebuilding, she had the appearance of the typical lake lumber hooker. Again her tonnage was reduced. She was now 719 gross and 569 net tons. This work was completed by mid-October and she re-entered the lumber trade. However, in a storm on the 28th and 29th of October on Lake Erie, the *Oneida* and her consort lost a part of their deckloads.

Eighteen ninety three was a rough season on vessel owners. There was a general depression throughout the lakes, and many vessels were layed up within a month or so after fitting out in the spring. The *Oneida* was one of the few vessel that was kept running. She continued to haul lumber from Lakes Michigan and Superior ports down to Lake Erie ports. on Sunday, August 20, she cleared Buffalo, light, for Bay City. Her crew consisted of Captain Thomas Black, 13 crewmen, a woman and her child. When supposedly in mid-lake off Dunkirk, the vessel was discovered to be on fire. Smoke and flames were seen issueing from the steamer's hold. According to the protest filed by Captain Black, the crew fought the blaze for over an hour, pumping water and steam into the hold. Seeing that nothing could be done to stem the blaze, the boat

was headed for shore. When about two or three miles out, the fire drove the crew off the steamer, forcing them to launch the small yawl boat. All members of the crew safely landed near North East Pennsylvania. As for the steamer, she drifted ashore ablaze near McCord's Point. Within a short time, the steamer was completely burned to the water's edge. When the burned out hulk was examined by Captain James J. Rardon, a representative of the underwriters, he stated "he never saw a more complete wreck in all his experiences as wrecking master. The fire burned even the keelson, and there is practically nothing left."

Within days of the steamer's loss, subtle insinuations began to appear in the press concerning the nature of the fire that destroyed the *Oneida*. These were prompted by the fact that the *Oneida* was the only boat owned by James Davidson that carried insurance. As a matter of fact, his "Big Four" (the *City of Paris*, *City of Berlin*, *City of London* and the *City of Glasgow*), carried no insurance and were only a year or so old at this time. The insurance on the burned steamer was \$27,000. Probably the most blatant accusation appears in the following statement taken from the *Buffalo Daily Courier* of August 22, 1893.

Chicago, August 21 - The heavy losses by fire on lake vessels this season will beyond a doubt result in an increase of fire insurance rates hereafter. For a number of years, fire insurance has been one percent a year on nearly all classes of boats, only the smallest steamers and tugs being charged a higher figure. Last spring the underwriters experienced much difficulty in getting the companies to take their risks.

The loss of the steamer *Oneida* on Lake Erie brought this fact out very strongly. While hard times, which have wiped out the profits of the vessels entirely, tend to increase the fire loss, underwriters say they don't think the moral hazzard is increased in any such proportion in floating property as on land. Nevertheless owners are likely to become careless in making repairs, which might tend to lesson the liability by fire. The losses from fire thus far this season considerably exceed those from a like cause in any previous season.

These articles tend to indicate that the fire which destroyed the *Oneida* may have been deliberate. At any rate, the *Oneida*'s long and troubled career had drawn to an end. □

GREAT LAKES & SEAWAY NEWS



Editor: Donald Richards
21101 Violet
St. Clair Shores, MI. 48082

Seaway News Editor: Skip Gillham

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

BARRY ANDERSEN
CORP OF ENGINEERS
WILLIAM COZENS
JAMES KLINGER
WES OLESZEWSKI
ONTARIO EDITORIAL BUREAU

BILL BRUCE
BERT COZENS
JEFF DWOR
DAN MCCORMICK
FRED WEBER

Jun. 8. . .Interlake's *Herbert C. Jackson* arrived Saginaw River to Crow Island. She was towed stern first by the tug *Kellers* to the Airport Turning Basin in order to turn.

Jun. 14. . .M.A. Hanna Company announced the closing of the Butler Taconite Iron Ore Mining and Pelletizing project near Nashwauk, Minnesota. The shutdown will begin on June 28, 1985.

Jun. 15. . .*Mesabi Miner* arrived Saginaw River with coal for Consumers Power's Essexville Plant. The *Mesabi Miner* was the first 1000-footer into the Saginaw River.

Jun. 19. . .In Menominee, Michigan Mr. Frank Hoffman was charged with arson in the burning of the 139-year old schooner *Alvin Clark*. The extent of damage to the *Clark* is unknown at this time. The *Clark* was built in 1846 and foundered with three crewmen during a squall in June, 1864 near Green Bay. She was raised in 1969 and towed to Menominee harbor to be a tourist attraction. Financial problems were given as the reason for burning the ship.

Jun. 28. . .The Seaway Port Authority of Duluth reported that shipments through the Twin Ports were up over last year's level. Iron ore and coal shipments were up, but grain shipments have fallen. The reporting period was from April 12 through May 31, 1985.



HERBERT C. JACKSON being towed out of the Saginaw River.

● GREAT LAKES & SEAWAY NEWS

. . .National Gypsum Company is planning on bringing out the *E.M. Ford* from lay-up in mid-August if the market for cement continues to improve. The *Ford* was built in 1898 and is the oldest bulk carrier on the lakes.

Jul. 1. . .Gulf Canada has sold their vessels *Gulf Gatineau* and *Gulf MacKenzie*. They have been renamed *J.C. Phillips* and *L. Rochette* respectively.

Jul. 3. . .*Pontiac* and *Johnstown* arrived in St. Esteban de Pravia, Spain on June 23 for scrapping.

Jul. 6. . .*E.B. Barber* cleared Toronto under tow of tugs *Salvage Monarch* and *Helen M. McAllister*.

. . .The bulk carrier *Wolverine* lost her steering gear and ran aground at bouy 29D in the lower Detroit River. She was freed by the Gaelic tugs *Wicklow*, *Shannon* and *Bantry Bay*. No damage was reported.

Jul. 7. . .*Saginaw Bay* cleared Ramey's Bend under tow of tugs *Glenevis*, *Argue Martin* and *Princess No. 1*.

Jul. 9. . .*Saginaw Bay* delayed passing down Seaway due to high winds - tow remains the same.

Jul. 12. . .In Montreal the m/v *New York News* was inspected for damages to a hatch while unloading at Chicago on June 5.

. . .Columbia's 1000-footer *Columbia Star* delivered 64,068 gross tons of taconite pellets to Toledo's Torco dock. This is the largest shipment of iron ore unloaded in Toledo and also the largest shipment through the Soo Locks. She loaded ore at Silver Bay, Minnesota.

. . .The Toledo-Lucas County Port Authority's president, Mr. John McWilliam announced that Mr. Charles Minshall has been named Director of Economic Development for the Port Authority.

. . .In Hamilton, Ontario the *Menihok Lake* is being readied for overseas scrapping.

Jul. 15. . .Tugs *Prescotont* and *Glenada* tow the *Gordon C. Leitch* and *R. Bruce Angus* from Toronto for scrapping overseas.

. . .Tug *Koral* cleared Quebec City with *E.B. Barber* and *Saginaw Bay*.

. . .*Sea Peony* inspected for damage at Antwerp after striking the wall of the Iroquois Lock on May 22. On May 23, she landed heavily on the entrance to Lock 3 and suffered additional damage. She was on a loaded voyage from Philadelphia to Cleveland.

Jul. 16. . .The m/v *Franquelin* arrived in Wallaceburg. Last season no calls were made to this port for the first time since Wallaceburg was declared a port.

Jul. 17. . .The *Franquelin* departed Wallaceburg after loading 200,000 bushels of Kent County grin at the Maple Leaf Mills. She was escorted by the tug *Shannon*.

. . .*Fort York* was towed from Hamilton by the tugs *Argue Martin* and *Lac Como*.

Jul. 18. . .*Fort York* picketed by the S.I.U. at Port Weller due to planned service as an unmanned barge.

GREAT LAKES & SEAWAY NEWS ●

. . . At Silver Bay, Minnesota the Reserve Mining Company has been granted permission to begin testing a filtration plant to determine if it will lower asbestos fibers into water that will be discharged into the Beaver River which empties into Lake Superior. The tailing basin is dangerously full and is a potential threat to the city of Beaver Bay. Reserve Mining has agreed to pump the discharge back into the tailing basin during the first two weeks of testing.

. . . *Monty Python* was refloated after lightering approximately 2,000 tons of cargo. She grounded near Montreal and salvors discharged cargo from #4 hold into the *P.S. Barge #1*. Assisting were the tugs *Donald P.*, *Leonard W.* and *Pointe Sept-Isles*. She proceeded to Montreal for inspection.

Jul. 19. . . *Consumers Power* on the drydock at Port Weller with the *Imperial Bedford* at the fit-out wall.

. . . *Fort York* cleared the Welland canal.

. . . Inspection of the *Monty Python* completed with no underwater damage. She proceeded to Lanoraie to reload lightered cargo.

Jul. 20. . . The research vessel *Seward Johnson* will begin the first human exploration of Lake Superior next week. She will depart with scientists from the Soo to research the lake bottom. Four groups of scientists will study fish life, water quality, lake-bottom geology and shipwrecks. The \$500,000 expedition is being sponsored by the National Oceanic and Atmospheric Administration. Phase one includes a search for lost gill nests to determine if they threaten underwater life. Also to be studied are lamprey larvae, sediment samplings and measurements of toxic chemical in the lake bottom. Phase two will begin on August 22 off the Keweenaw Peninsula and phase three will begin on August 12 near Isle Royale.

Jul. 21. . . The *Fort York* towed by the tugs *Prescotont* and *Argue Martin* arrived at the old Consol Coal Dock in Windsor, Ontario at 3:15 p.m. and departed at 8:30 p.m.

Jul. 22. . . Shipments of iron ore through the Twin Ports continues at a slightly faster pace than the 1984 season. However, the total volume of ore moved through the Great Lakes from U.S. and Canadian ports is down.

Jul. 23. . . The icebreaker *Mackinaw* will arrive in Duluth this week for public tours. This is the first time that she has visited the Twin Ports since 1979.

. . . The *Seward Johnson* left the Soo and the scientists made their first dive in the manned-submarine into Lake Superior. Three separate dives to depths of 55 feet, 134 feet and 250 feet were made between 9:00 a.m. and 3:20 p.m. Poor visibility prevented the crew from finding fishing gear, but they did find numerous beverage cans, bottles and poles believed to have been used with the gill nets.

Jul. 24. . . *Consumers Power* off the Port Weller Drydocks and was replaced by the *Agawa Canyon* and *Princess No. 1. Canadian Navigator* also at drydock.

. . . Total waterborne tonnage in the Twin Ports for the period ending June 30 has fallen below the totals for the same period of a year ago. Leading the decline was a drop in grain shipments. Shipments of low sulphur western coal also fell behind last years totals for the same period. Shipments of taconite pellets and iron ore remain above the total for the same period.

Jul. 25. . . A severe decline in grain shipments continued throughout the Great Lakes ports. Grain exports through Duluth-Superior are 13 million bushels behind last year's shipments. Domestic shipments are 3.5 million bushels behind last year.

● GREAT LAKES & SEAWAY NEWS



Photo Courtesy of Bay Shipbuilding Corp.

Keel laying ceremonies at Bay Shipbuilding for the first of three container ships being built for Sea-Wind Corporation.

. . .Thunder Bay's grain shipments trail last year's shipments by 2.5 million bushels. Port officials expect a 30 to 40 percent drop in shipments by the end of the year. Thunder Bay usually handles two or three grain ships a day, but this year the port is averaging only one a day.

. . .The Toledo-Lucas County Port Authority Board of Directors approved a 5-year lease agreement with Merce Industries, Inc., a Toledo ship repair firm, as operators of the Port Authority's shipyard which was formerly owned by American Shipbuilding Company.

. . .An electrical problem at Lock 7 delayed traffic in the Welland Canal for several hours.

. . .*Gordon C. Leitch* was down the Seaway in tow of tugs *Glenada*, *Robert H.* and *Irving Cedar*.

Jul. 27. . .*Monty Python* departed Montreal for Port Everglades.

. . .Exploration began of Canadian waters to study the sea lamprey. Scientists are concentrating on a ridge near Batchewan Bay. The lamprey project is designed to discover how many larvae are drifting from streams into deeper water where they escape chemicals used to control their numbers.

. . .Reserve Mining has begun discharge treated wastewater from its tailing basin into the Beaver River. Release of the water is to prevent the tailing basin from overflowing. Their permit allows a maximum of 1 million fibers per liter. Tests indicate that the water being discharged contain from 220,000 to 500,000 fibers per liter.

GREAT LAKES & SEAWAY NEWS ●

Jul. 29. . .Reiss Lime Company of Canada, Ltd., co-owned by Dennison Mines Ltd. and the Reiss Coal Company announced plans for the construction of a \$13 million slag cement project with facilities at Spragge in the Blind River area and at Sault Ste. Marie, Ontario.

. . .The dredge *Dodge Island* struck a submerged log near bouy #23/24 in Saginaw Bay and lost the starboard rudder.

Jul. 31. . .Scientists dove to the deepest part of Lake Superior and found a flat, sandy bottom almost devoid of life. David Long from Michigan State University, described the dive as spectacular. It has long been thought that the deepest part of the Lake was 1,333 feet, however, instruments on the submarine and on the *Seward Johnson* found no point deeper than 1,319 feet. The dive took place about forty miles from Munising.

Aug. 2. . .*Fort York* towed by tugs arrived downbound and tied up at the Canada Salt Docks.

Aug. 3. . .C.S.L.'s *Nanticoke* struck the approach wall to Canso Lock, N.S. Temporary repairs being carried out at Port Mulgrave to enable vessel to proceed to Halifax to discharge cargo. Permanent repairs will be made at Halifax and will include seven shell plates.

. . .Iron ore shipments on the lakes are lagging behind last year's shipments and the downturn was blamed on a glut of imported steel. The Lake Carriers Association reported that Great Lakes freighters carried 7.2 million tons in June which is a 21 percent decrease from June of last year.

Aug. 5. . .*Fort York* departed Windsor in tow of tug *Prescotont* and went upbound.

. . .Scientists have vacuumed sediments from the floor of Lake Superior from an area that they believe may act as the waters cleaning mechanism. The samples will be frozen for later examination at Michigan State University. It will be at least 8 months before researchers determine the contents of the sediments. Also studied and photographed were trout spawning beds.

Aug. 6. . .*Nanticoke* arrived from Port Mulgrave.

. . . The *Vandoc* grounded near St. Zotique in the St. Lawrence Seaway. She was reported to be outside the channel when she grounded.

Aug. 7. . .*Vandoc* was refloated without assistance and proceeded to Burns Harbor to discharge iron ore that she loaded at Quebec. She will be inspected at Thunder Bay.

. . .Cleveland-Cliffs Iron Company announced the closing of the Empire Mine at Palmer for six weeks. The closing reflects a reduced market for iron ore pellets. About 1,300 employees will be affected.

Aug. 9. . .An electronic technician aboard the *Seward Johnson* was injured in a crane accident. The *Johnson* returned to Copper Harbor and Larry Burton was taken by ambulance to the hospital. He was treated for injuries and returned to the *Johnson* the following day.

. . .The *E.B. Barber* and *Saginaw Bay* arrived in Vigo, Spain under tow for scrapping.

Aug. 11. . .The U.S. Corps of Engineers have awarded a \$10 million contract for improvements to the Port of Duluth. Johnson Brothers Corporation of Litchfield, Minnesota have been awarded the contract to conduct major renovations to the north and south piers and the ship canal in Duluth.

Aug. 13. . .The Port Weller Dry Docks have signed an agreement with CN Marine in conjunc-

● GREAT LAKES & SEAWAY NEWS



Photo by Don Dube

OUTARDE being towed inbound in Port Weller piers by tugs ATOMIC and P.J. MURER.

tion with ULS International, Inc. of Toronto for the construction of a 130 passenger and cargo ferry. The ferry is to serve year round in the coastal waters of the eastern seaboard. The ferry will have a length of 72 meters, width of 15.6 meters and a displacement of 2,275 tons.

. . .Port Weller Dry Dock is fabricating and will fit a new bow section to the m/v *Arctic*. She was built at Port Weller Dry Docks.

. . .The m/v *Federal Lakes* was surveyed at Hamburg for damage which resulted when the bow thruster failed and she struck the St. Catherines Lock on May 14.

Aug. 14. . .Keel laying ceremonies were held at Bay Shipbuilding for the first of three 710-foot container ships to be built for Sea-Land Service, Inc. They will be used by Sea-Land Service in the Pacific-northwest to Alaska trade.

. . .The Coast Guard is searching for the source of an oil slick that contaminated 24 miles of Lake Superior beaches. The clean up along a 60-miles stretch of the southern shores of Whitefish Bay was completed by the North Contracting Company of Sault Ste. Marie. The federal government will pay between \$20,000 and \$25,000 for the clean up. Some speculated that the slick was from the sunken freighter *Edmund Fitzgerald*.

Aug. 15. . .The *Menihek Lake* cleared Hamilton under own power for Quebec City and will be towed overseas for scrap in Spain.

GREAT LAKES & SEAWAY NEWS ●

Aug. 16. . .The *Outarde* passed upbound in the Welland Canal under tow of tugs *B.J. Murer*, *Atomic* and *James E. McGrath* for Port Colborne.

. . .Scientists and researchers used a remote controlled submarine with a television to explore the wreck of the *Algoma* off Isle Royale. High seas and winds along with masts, booms and other wreckage has led researchers to abandon plans to explore the wreck in the manned submarine. Safety of the crew was the prime concern.

Aug. 17. . .*Leon Falk, Jr.* passed down the Welland Canal under own power for Quebec City and she will be towed overseas for scrap.

. . .*Menihok Lake* arrives Quebec City.

Aug. 18. . .*Chi Cheemaun* ran aground while clearing South Baymouth in fog.

Aug. 19. . .At Grand Marais, Michigan the first exploration of the depths of Lake Superior ended today with two dives. The *Sea-Link II* made two dives to study lake trout spawning beds and to photograph and take samples in a deep trench. The morning dive took the sub over an underwater shoal between 140 and 200 feet below the surface. The shoal proved to be a fertile trout spawning area. The afternoon dive explored a 900 foot trench off Grand Marais.

. . .One other dive will be made today to recover instruments left in Whitefish Bay to measure the movement of chemicals on the bottom of the lake.

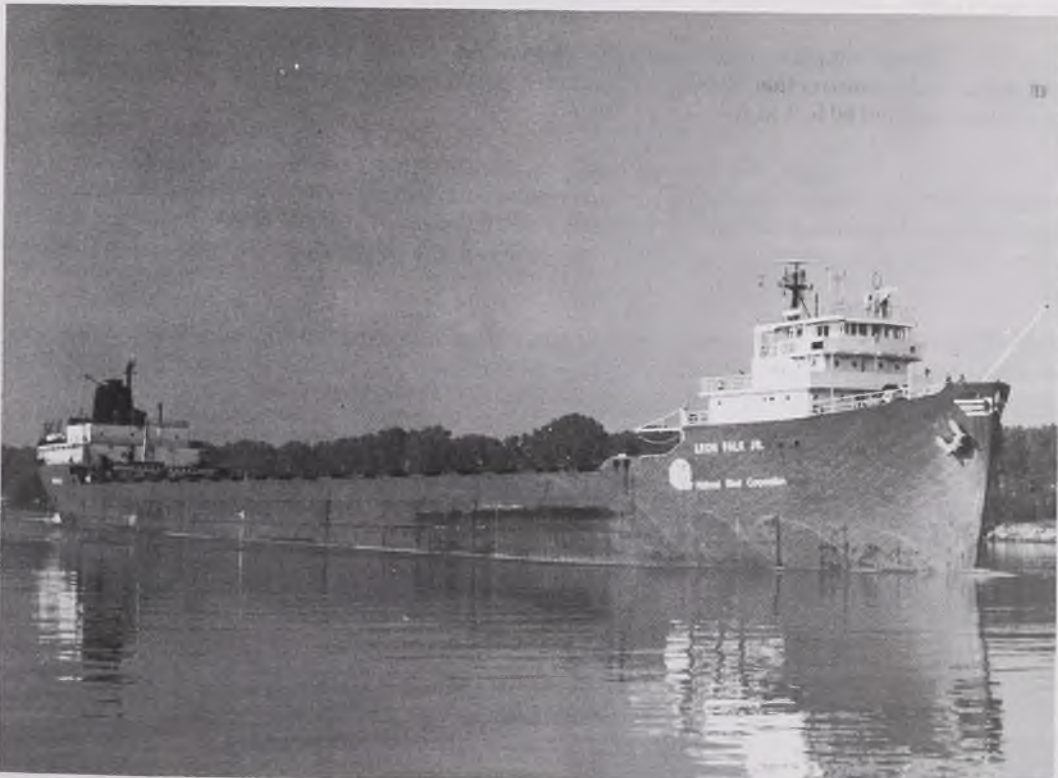


Photo by Don Dube

LEON FALK, JR. being towed outbound at Port Weller piers.

● GREAT LAKES & SEAWAY NEWS

. . . *Leon Falk, Jr.* arrived in Quebec City.

. . . *Chi-Cheemaun* released from the rocks.

Aug. 20. . . The *Seward Johnson* arrived at the Soo after a month long underwater exploration of Lake Superior. Scientists called the exploration "a resounding success" and hope that future explorations will be made next summer.

Aug. 22. . . It has been reported that the *Federal Lakes* struck the Snell Lock while on a voyage from Bremerhaven to Toledo. Damage is unknown and the vessel proceeded unassisted and arrived in Toledo on August 21.

. . . *Chi-Cheemaun* returned to service after repairs at Collingwood.

. . . Asbestos filtered water from the Reserve Mining Company's tailing basin has begun to flow into the Beaver River. It may take "many years" before water levels in the basin reach normal depths.

Aug. 24. . . The decline in grain shipments at two Superior grain elevators have caused the layoff of employees. About 20 hourly employees at the Harvest States Cooperative and 9 employees at Archer Daniels Midland Elevator were laid off.

Aug. 25. . . The *Mela* ran aground at bouy #D4 approximately 40 miles above Quebec due to the loss of power. She was refloated with assistance of two tugs and her own power.

Aug. 27. . . Merce Industries, Inc. have signed a contract with St. Marys Holdings, Inc., a Detroit company, for the construction of a new self-unloading bulk cement carrying barge. The barge will be 360 feet long and 60 feet wide.

. . . At Bad Axe, Michigan, the Huron County and the National Park Service has hired a private research vessel to locate shipwrecks in Lake Huron for Michigan's newest underwater park. The Michigan Department of Natural Resources designated the area off shore from Port Austin as the state's fourth underwater preserve. It is believed that about 64 shipwrecks are in the preserve.

Aug. 28. . . The *Mela* was inspected by divers and serious damage was discovered. She was taking on water, but it was being contained by pumps. About 7,456 tons of cargo was off loaded at Con-trecoeur. She proceeded to Hamilton and then to Detroit to discharge the remaining cargo.

. . . The Duluth Port Authority voted to purchase the former American Hoist and Derrick building for \$1.5 million. The purchase is expected to boost the Authority's income and allow expansion of an import zone at the terminal.

Aug. 31. . . The International Joint Commission has authorized an increase in the water flowing out of Lake Superior to the lower lakes in an attempt to stem the rise of Lake Superior levels. The decision was prompted by recent heavy rains.

MISCELLANEOUS. . . The U.S. Coast Guard cutter *Campbell* (WHEC 32) was used as a target and was sunk by gun fire off Hawaii. (Editor's note: Is this the last of the maximum size Coast Guard cutters that saw so much service in the North Atlantic during WW II?)

. . . A new Coast Guard cutter *Campbell* (WMEC 909) is on order from the Robert E. Derecktor Corp. at Middeltown, Rhode Island.

GREAT LAKES & SEAWAY NEWS ●

Marine News Correction: the *Eugene P. Thomas* and *Homer D. Williams* have been sold to Shear-met Recycling for scrapping in Thunder Bay, Ontario.

. . . The tug *John A. Downs* which was built in Superior at the Fraser Shipyards under the name of *Francis A. Small*, sank in Long Island Sound after a collision with the barge that she was towing. No date of the collision was given. The *Small* was built for the purpose of powering the barge *Wilranco I*, ex-*Horace W. Wilkinson*.

. . . Canada Steamship Lines has asked shipyards in Japan and South Korea for quotes for up to four lake-style self-unloaders. This is the first time that C.S.L. has gone to the Far-East for new vessels. The ships will exceed lake limits and will be used in coastal and international routes. Delivery is expected in mid-1987.

. . . C.S.L. has won two contract for "topping off" cargoes in a bid to offset slow grain and iron ore business on the Great Lakes. In the first contract, 5 self-unloaders will load 25,000 tons of coal at Conneaut, Ohio and will off load into a single "Cape-Size" cargo vessel at Seven Islands.

. . . In a joint venture, C.S.L. (30,000 tons) and Navios (90,000 tons) will make up a single cargo of coal at Canso, Nova Scotia for the Japanese Utility N.K.K.

. . . C.S.L. is exploring the use of small vessels for off-loading into larger vessels for the long sea voyage and the off-loading the larger ship into smaller ships for the continental voyages. C.S.L.'s *Atlantic Superior* has been in Europe for two months this summer to carry 100,000 tons of U.S. coal to Rotterdam and for shipments of 30,000 tons to Portugal.

November 15th Meeting . . .

Dr. Richard Wright, Director for the Center for Great Lakes Research at Bowling Green, Ohio, will be our guest speaker on Friday, November 15th at 8:00 p.m. He will present "Gales of November" to recount the numerous storms that struck the lakes in 1905, 1913 and 1940. These storms created havoc on the lakes for both young and old vessels, stranding some, while others sank with all hands.

Dr. Wright has had a lifelong interest in Great Lakes shipping dating from his early summers spent at Conneaut, Ohio. He is the author of *Freshwater Whales*, the history of the American Shipbuilding Company. He has contributed many articles to *Telescope* as well as other journals of Great Lakes history. Please join us for an interesting program on November 15th at 8:00 p.m.



INDEX - VOLUME XXXIV - 1985

Prepared by Kathy McGraw and F. Jordan Schanbeck. Typed by Joyce Lockhart.

This index provides the reader of *Telescope* with a complete listing of names of ships, persons, institutions, places and titles appearing in Volume XXXIV, 1985.

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

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TELESCOPE STAFF

Telescope Editor: KATHY MCGRAW

Seaway News Editor: SKIP GILLHAM

News Editor:

DONALD RICHARDS
21101 VIOLET

ST. CLAIR SHORES, MI. 48082

Curator of Dossin Museum: JOHN POLACSEK

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