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GREAT LAKES
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DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

In March the Dossin Museum was fortunate to obtain the interior woodwork from Cleveland-Cliffs *William P. Snyder*, which was laid up in Toledo. The ship was built at Great Lakes Engineering Works in River Rouge, Michigan and the items removed from the ship will be part of an exhibit at the museum in 1987 on the history of that shipyard. The G.L.M.I. would like to thank Cleveland-Cliffs Steamship Company for making this opportunity possible and also the volunteers from the G.L.M.I. and the International Shipmasters Association that worked on the *Snyder*.

The Gold Cup hydroplane races will be held on the Detroit River on Sunday, June 29th. The museum will have an exhibit: "The Gold Cup - Symbol of Achievement" beginning June 25th.

The 24-hour bike race will be held on Belle Isle on the weekend of May 17-18. The museum will be closed both days because the race will pass in front of the museum.

MEETING NOTICES ●

The next entertainment meeting will be held on Friday, May 16 at 8:00 p.m. at the museum. The entertainment will be movies from the museum collection which includes *The Western Coal Connection* and *The Long Ships Passing*. We will also try to borrow new films on Great Lakes shipping.

The next Board of Directors meeting (which all members are invited to attend) will be held on Friday, June 20 at 7:30 p.m. The election of G.L.M.I. officers will be held at this meeting. There are no meetings scheduled for July.

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OUR COVER PICTURE . . . For thirty years the *Cliffs Victory* was easily recognizable sailing on the Great Lakes. This photo of her was taken as she was at full speed, upbound on Lake Huron before she was lengthened a second time. This photo is from the collection of William Luke and his farewell story to the *Cliffs Victory* begins on page 69. □

A VERY DURABLE CLASS

by
GARY S. DEWAR

The Merritt brothers discovered iron ore on the Mesabi Range in Minnesota in 1890, and the Mountain Iron Mine shipped its first ore, 4,245 tons in 1892. The total of Lake Superior district shipments that year was 9,072,241 tons. The next year ten mines on the Mesabi shipped 613,620 tons. By 1905 the Mesabi had surpassed each of the older Lake Superior ranges in cumulative shipments, and had shipped just less than one-third of all ore shipped from the district since its beginning in 1854. During the 1905 season it accounted for 58.7% of the 34,353,456 tons shipped from Lake Superior. Its phenomenal growth revolutionized the American steel industry and Great Lakes shipping with it.

At the end of 1891 there were fifty-eight

steel, iron and composite steamers and barges engaged in the ore trade on the Lakes. The largest was the *E.C. Pope*, 332 feet long and carrying 4,100 tons of ore. By the close of 1905, the number had grown to 305, and the first half-dozen 600-foot carriers were on order.

As the number of ore carriers built each year increased dramatically around the turn of the century, the major Lakes shipbuilders developed several standard classes of ships to meet the needs of various operators. This trend was most marked between 1905 and 1908, when an average of thirty-four bulkers were launched each year. The most numerous of those classes were the thirty-four steamers built to dimensions of 524 by 54 by 30 feet, from 1905 through 1916, all but four by American Ship Building Company and its sub-



The MICHIGAN was the first of the trio to leave the Cliffs fleet in 1964.

sidaries; and the two dozen 600 by 58 by 32-foot carriers, three-quarters built by American Ship Building. There were variations to almost every class, vessels built twelve or twenty-four feet longer, or two or four feet wider, or a foot or more or less deep, to match the buyer's requirements. Obviously, not every operator could afford, or would need the very large ships being built for the fleets of the major steel and ore producers.

Among the classed were two very similar in dimensions and carrying capacities, among the largest of the day, but eclipsed by the 600-footers being built at the same time. One was a group of eleven built by the American Ship Building yards from 1905 to 1908, to dimensions of 552 by 56 by 31 feet. Another group of ten, 550 by 56 by 31 feet, was built by Great Lakes Engineering Works from 1906 through 1908, and constituted that builder's most important effort at a standardized class of carrier.

George Ashley Tomlinson of Duluth ordered the first of the latter group in 1905. She was launched late that year as the *Frank C. Ball*, and sailed at the start of the 1906 season under the ownership of Tomlinson's Globe Steamship Company. The Tomlinson companies moved their operating offices to Cleveland in 1917.

Tomlinson sold the *Ball* in 1930 to the Senisbar Transportation Company of Chicago, an affiliate of Construction Aggregates Corporation. They renamed her *J.R. Senisbar* and had her converted to a self-unloading sand dredge by American Ship Building in Lorain. At the same time, they repowered her with a turbo-electric propulsion (an electric generator driven by a steam turbine), and installed new boilers. In 1935 the owners transferred the ship to another affiliated firm, the Midwest Vessel Corporation, and had her converted to a conventional self-unloader by the Manitowoc Shipbuilding Company in 1941.

The Columbia Transportation Company of Cleveland managed by Oglebay Norton and Company, bought the *Senisbar* in 1943, and operated her in their varied trades for thirty-seven years. The owners reorganized on October 31, 1957 as Oglebay Norton Company, Columbia Transportation Division. In 1960 they had the veteran ship rebuilt extensively and repowered again with a 3,200 horsepower diesel engine. The following winter they sent her to American Ship Build-

ing's South Chicago yard to be lengthened by sixty feet, and fitted with a bow thruster, one of the first two installed on lake freighters.

Oglebay Norton retired the well-worn *Senisbar* early in the 1980 season, and laid her up in the 'Frog Pond' at Toledo. Few ships leave that mooring except for a final trip to the scrapyards, but in the spring of 1981, Canadian buyers reprieved the familiar *Senisbar*. Johnstone Shipping, Ltd. of Toronto, an affiliate of Ship Repair and Supply Ltd., recently had obtained a three year contract, jointly with Westdale Shipping Ltd., to float coal from Lake Erie ports to Quebec City for transshipment to European users. They bought the *Senisbar*, registered her in Canada as *Conallison* and began to operate her in the Seaway coal trade. In the fall they chartered her to Dale Transports Ltd., Mississauga, Ontario, managed by Westdale Shipping, to operate in the same service, substituting for a damaged vessel. By the end of the year, however, the two companies found their coal contract cancelled because of a declining market for export coal and the problems caused by using old, inefficient ships to deliver the cargoes. The *Conallison's* owners laid her up at Toronto and this time she never ran again. The owners went into bankruptcy in 1982, and the next year a Canadian Federal Court ordered their vessels sold. Marine Salvage Ltd. of Port Colborne bought the *Conallison* and had her towed to their scrapyards on the Welland Canal that November. They resold her the following summer to Spanish shipbreakers, Desguaces Vige, and she arrived in tow at Aviles, Spain on September 17, 1984 to be cut up.

Jones and Laughlin Steel Company ordered two steamers of the same dimensions in 1905 for their Interstate Steamship Company. They were launched on December 31, 1905 and April 7, 1906 as the *B.F. Jones* and *James Laughlin*, respectively. They went into service during 1906, managed for their owners by William H. Becker of Cleveland. In August, 1922, after the death of Mr. Becker, Interstate assumed the management of its own fleet and moved its offices from Cleveland to Ashtabula. In December of that year, the parent firm reorganized as the Jones and Laughlin Steel Corporation.

Both ships were rebuilt in the 1930's and given new, larger, rather boxy pilothouses. New water tube boilers were installed in the *Jones* in 1945 and in the *Laughlin* in 1950.

The parent J&L Corporation absorbed the Interstate Steamship Company in 1950. Early in 1953, they awarded an ore floating contract to the Wilson Transit Company of Cleveland, and in March of that year, Wilson purchased the four J&L freighters.

The end came suddenly for the *B.F. Jones* on August 21, 1955. Upbound light in the St. Marys River in dense fog, she collided with the downbound *Cason J. Calloway*, heavily loaded with ore, just above Lime Island near DeTour. She was towed to a Superior, Wisconsin shipyard and found to be so badly damaged to the extent of about \$600,000 that she was declared a constructive total loss and laid up. The owners sold her in September to Duluth Iron and Metal Company. They resold her the next year to Knudson Shipbuilding and Dry Dock Company, Inc., who dismantled her at their yard in Superior. But parts of her survived for some time. Her pilothouse, Texas deck and hatch covers were fitted on the steamer *Sparkman D. Foster* and her stack on the *Lyman C. Smith*. A good part of her hull was made into a crane equipped lighter named *SSC-1*.

The *James Laughlin* carried on in Wilson colors through their reorganization at the start of 1957 as the Wilson Marine Transit Company, and into the 1964 season. That October, Wilson sold her to the Hindman Transportation Company, Ltd. of Owen Sound, Ontario, who placed her in Canadian registry as the *Helen Evans*. They operated her through the 1977 season, when they ended their operations. The entire Hindman fleet was sold in March, 1978 to the Quebec and Ontario Transportation Company, Ltd., but the *Helen Evans* was finished as an operating vessel. Her new owners sold her that fall to Strathearne Terminals Ltd. of Hamilton, Ontario for scrapping, but they leased her in November to Victory Soya Mills Ltd. of Toronto for soybean storage. Soon after she had been loaded with a storage cargo, she took a list which increased progressively so that by mid-December, the cargo had to be unloaded. Tugs took her to Hamilton at year's end. The next fall, Strathearne resold her to Columbian shipbreakers, and she arrived in Mamonal Columbia on October 30, in tandem with the *Thornhill*, another member of the same class.

The Shenango Furnace Company of Pittsburgh ordered the next of the group, a steamer identical to the *Jones* and *Laughlin*, and Shenango's first vessel. She came out in 1906

as the *William P. Snyder*, owned by the Shenango Steamship Company, Cleveland, and managed by W.B. Davock and Company. Shenango established their own vessel operating office in Cleveland in 1909, and thereafter the *Snyder* and the *Wilpen* of 1907, although still under the ownership of the Shenango Steamship Company, were operated by the Shenango Steamship and Transportation Company, which owned the firm's three later ships. The *Snyder* received new water tube boilers in 1924.

Shenango sold the *Snyder* in 1926 to the Stewart Furnace Company, Cleveland, a consolidation of the former H.H. Brown and Company fleet. They renamed her *Elton Hoyt 2nd* and operated her for three years before selling her in 1929 to the Youngstown Steamship Company of Cleveland, managed by Pickands Mather and Company for the Youngstown Sheet and Tube Company. It was at this time that Cyrus Eaton was trying to gain control of Youngstown Sheet and Tube and merge it with Republic Steel Corporation to realize his dream of a Midwest Steel Corporation to rival the 'Steel Trust'. In opposition, Bethlehem Steel Corporation and Youngstown decided to merge. Pickands Mather had large financial interests in both of the last two companies, and in the course of the intense proxy battle that ensued over Youngstown's stock, Pickands Mather principal shipping operation, the Interlake Steamship Company, absorbed the Youngstown vessels at the close of the 1929 season.

Interlake had the *Hoyt* repowered in 1950 with a 3,000 horsepower uniflow engine, and renamed her *Alex D. Chisholm* in 1952 when they took delivery of a new steamer named *Elton Hoyt 2nd*.

The *Chisholm* last ran for Pickands Mather in 1962, but after three years in ordinary, another firm found use for her. The cement Transit Company of Cleveland, a subsidiary of the Medusa Portland Cement Company, bought the vessel early in 1966, and had her converted during the next year to a self-unloading bulk cement carrier by Manitowoc Shipbuilding, Inc. at Manitowoc. She entered the Lake Michigan cement trade in 1967 as the *Medusa Challenger* and continues in her second career after nineteen seasons, a success despite what sometimes have seemed like unending troubles with the bridges on the Chicago and Calumet Rivers. Meanwhile, her parent firm reorganized itself in March,



The Wilson Transit Company sold the JAMES LAUGHLIN in 1964 to the Hindman Transportation Company Ltd.

1972 as the Medusa Corporation, and in 1978 and 1979, the Crane Company of New York city acquired a 96% interest.

The next of the class were three steamers built to the order of the Cleveland-Cliffs Iron Company; The *Michigan*, *Ishpeming* and *J.H. Sheadle*. They also came out in 1906, and mostly sailed for their original owners for sixty years. Only the *Sheadle* was away briefly, sailing for four seasons as the *F.A. Bailey* in the short-lived Forest City Steamship Company of Cleveland. Cliffs repossessed her at the end of the 1927 season, and renamed her *LaSalle* in 1930.

The *Sheadle* probably was the only steamer to survive in the open waters of Lake Huron in the "Great Storm" of November, 1913 without foundering or stranding. The report of her captain, S.A. Lyons, to the owners of his handling of the ship during the gale has been published rather widely. (In the violent *Mataafa* storm of November 17-29, 1905 on Lake Superior, when at least 15 barges and steamers were wrecked or stranded. Cleveland-Cliffs *Angeline* was overdue down-

bound at the Soo and reported lost. Two days later she appeared there, coated with ice and low in the water, but safe. Her master thought it better policy to keep to open water during the height of the storm, than to seek shelter and go to anchor. He was Capt. S.A. Lyons.)

The *Michigan* alone received new boilers in 1941, but spent her entire career with her original reciprocating engine. The *Ishpeming* and *LaSalle* on the other hand, both repowered in 1951 with 3,000 horsepower steam turbine sets and new water tube boilers.

The *Michigan* was the first of the trio to leave the Cliffs fleet. They sold her in May, 1964 to Cherokee Ltd., a Bahamian affiliate of Sutcliffe Shipping Ltd. of Montreal. This did not mean a departure from the lakes. During this period Canadian operators found it necessary because of restrictions on the age of foreign bottoms eligible for Canadian registry, to place such older tonnage under ownership of companies organized in various British dependencies. Commonwealth ships were permitted to operate in Canadian coastal trade, including that of the Lakes and Seaway,

equally with domestic vessels.

Cherokee Ltd. chartered the *Michigan* in April, 1965 to the Hall Corporation of Canada, Montreal and sold her in August, 1966 to Providence Shipping Ltd., a Bahamian affiliate of the Algoma Central Railway of Sault Ste. Marie, Ontario, who renamed her *Goudreau*. She lasted only a short while for her latest owners. They sold her for scrap early in 1969, to Steel Factors Ltd. of Montreal, and that firm resold her to Recuperaciones Submarines SA. She crossed the Atlantic that summer in tow, to be cut up at Santander, Spain where she arrived on the 27th of June.

Cliffs sold both the *Ishpeming* and *LaSalle* early in 1969 to Upper Lakes Shipping Ltd. of Toronto, who placed them in Canadian registry as *Thornhill* and *Meaford*.

The *Thornhill* grounded twice in the St. Marys River during the winter of 1975-76, and when she was drydocked for her routine survey the next June, inspectors found her bottom too badly damaged to allow economical repair. Her sailing days over, she was sold to United Metals Ltd. for scrap and taken to Hamilton. After laying at Strathearne

Terminals for a year and a half, she found brief further utility as a storage hulk for Victory Mills at Toronto. By 1980 though, even that was over and at the end of the summer, she was towed in tandem with the *Helen Evans*, the former *James Laughlin* to Mamonal, Columbia to be scrapped. They arrived there on October 30th.

The *Meaford* sailed on for Upper Lakes through the 1978 season. A crew started to fit her out the next spring, but found her boilers to need major work, and she remained at her Toronto berth. Robert Pierson's Soo River Company, Ltd. bought her, renamed her *Pierson Independent*, and put her back into service in mid-August. She had constant mechanical problems, and ended with a disastrous trip through the Seaway in the fall. She strayed from the St. Lawrence channel near Brockville, Ontario, struck a shoal and had to be beached because she was taking water. After lightering, pumping out and some temporary repairs, she made it as far as the Snell Lock, where the corn cargo in one of her holds caught fire. She finally made her destination, Trois-Rivieres, under tow, but there water was found to have entered her



The Interlake Steamship Company repowered the ELTON HOYT 2nd and renamed her ALEX D. CHISHOLM in 1950.

hold and ruined what cargo had been spared by the fire. She went under her own power to Montreal to unload the spoiled corn, then to the drydock at Port Weller. Inspection confirmed what must have been apparent already - the veteran was finished. She arrived at Hamilton in mid-November, and in the spring was on her way under tow to the shipbreakers in Santander. Surprisingly, in her condition, she made it on June 11th.

During the winter of 1906-7, the Frontier Steamship Company, a unit of the Mills fleet of North Tonawanda, New York, ordered a single steamer of the same dimensions and design. She was launched on October 19, 1907 as the *Josiah G. Munro*. A while later, the same owners decided to order two more identical carriers. These, the *James Corrigan* and *Daniel B. Meacham*, were in service by mid-season in 1908. The three were managed for their owners by H.A. Farrell of Cleveland.

Amid the major reordering and consolidation that took place in the lake fleets in 1915 and 1916, the Mills interest closed out their vessel operations. They sold their remaining vessels in January, 1916 to the Johnstown Steamship Company of Cleveland, managed by M.A. Hanna and Company. This was one of several operating companies of the lakes, some managed by the Hanna firm and others by Herbert Oakes, which were subsidiaries of the Cambria Steel Company of Johnstown, Pennsylvania. Cambria Steel was in its turn a subsidiary of the Midvale Steel and Ordnance Company of Bethlehem, Pennsylvania. The new owners named the *Munro*, *Corrigan* and *Meacham*, respectively, *Effingham B. Morris*, *Arthur E. Newbold* and *Edwin E. Slick*, and operated them without change through the 1924 season.

In the mid-1920's, in one of the periodic and far-reaching consolidations characteristic of the steel industry, the Bethlehem Steel Corporation was putting together its group of companies. They acquired Midvale Steel and Ordnance in 1923, and with it, of course, Cambria Steel and all its scattered shipping operations. (The ownership transactions of companies associated with Bethlehem Steel never has been simple.) Bethlehem organized the Bethlehem Steamship Company in 1924, and during the next winter gathered into it all the vessels owned by Cambria affiliates. They assumed outright title to some, and took over the management of others. Those of the Johnstown company were in the first group,

so in 1925 the *Morris* (Ex-*Munro*), the *Newbold* (ex-*Corrigan*) and the *Slick* (ex-*Meacham*) came out of their winter berths as *Lebanon*, *Maryland* and *Lackawanna* in the new fleet, by now restyled Bethlehem Transportation Corporation. Herbert K. Oakes, who managed some of the Cambria ships, was vice president and manager until 1935.

In 1936 Bethlehem Steel Corporation assumed ownership of the vessels actually owned by Bethlehem Transportation, transferred it in 1942 to another subsidiary company the Iron Mines Company of Venezuela, and by 1949 to yet another, the Gasparillo Dock Company. Through it all, Bethlehem Transportation continued to operate the fleet.

The *Maryland* was driven by a gale onto rocks and then ashore near Marquette on Lake Superior on September 12, 1953. Coast Guard cutters and a wrecking tug released her in less than a week, but the insurance underwriters declared her a constructive total loss. The Buckeye Steamship Company bought her in November, had her repaired at a cost of over a million dollars, and put her back into service the following May as the *Henry LaLiberte*. Buckeye Steamship was owned privately by John T. Hutchinson and his family, and managed by Hutchinson and Company until that firm was dissolved in 1962.

This ownership involved the *LaLiberte* in another complex series of transactions. In October, 1967, *George M. Steinbrenner III* president of the Kinsman Transit Company, gained control of the American Ship Building Company. That firm bought the Buckeye Steamship Company in February, 1968. In June of the same year, they also purchased Kinsman Marine, and organized Lake Shipping, Inc. as a subsidiary. Buckeye Steamship was merged into Lake Shipping in August, 1969, and the latter was absorbed into Kinsman Marine in October, 1970.

The Steinbrenner interests sold the *LaLiberte* to Marine Salvage for scrap in November, 1973, before she could get caught up in the further convolutions of that fleet. Her complicated ownership history ended with her sale to Spanish shipbreakers, and in the spring of 1974, she was towed across the Atlantic to Santander, which she reached on May 8th.

At the end of her career, the *Lackawanna* found herself again in company with the *LaLiberte*. Buckeye Steamship bought her from Bethlehem before the start of the 1966 season,

and she passed into Lake Shipping in 1969. They sold her early in 1970 to Marine Salvage for scrapping. However, as with others of her class, there was still some use for the veteran hull. Canadian Dock and Dredge Ltd. bought her from the breakers and used her, with two other retired lakers, as a temporary breakwater during the dredging of a ship channel and harbor for the big new Ontario Hydro generating plant at Nanticoke, Ontario.

The new harbor had been completed by 1974, and Marine Salvage bought back the three old hulls. In August of that year, the *Lackawanna* was on her way behind the deep sea tug to the cutters in Europe.

The *Lebanon* finished out her service in the Bethlehem fleet. They sold her in 1955 to James River Transports, Inc. of Norfolk, Virginia, to be traded in to the U.S. Maritime Administration under the Ship Exchange Act. MarAd took title in 1967 and promptly resold her to Marine Salvage in August. She, too, made the Atlantic crossing to be cut up at Santander, arriving on November 9th of that year.

These ten freighters provide a microcosm of the Great Lakes fleet during their lives. They declined from modern, nearly maximum-sized carriers, through middle age and relatively moderate size to over-aged and undersized. Efforts to keep them economically competitive, saw then repowered with just about every type of propulsion known to the Lakes: steam turbine, uniflow, diesel and turbo-electric. They were reboilered, lengthened, converted and diverted to other trades. They served for twenty-three different operators, including seven Canadian firms. They had accidents, both minor and serious; at least one was once abandoned, but was salvaged to sail another twenty years, while one left the scene relatively early because of severe collision damage. One challenged the "Great Storm" and won, and another still sails after eighty seasons. They were handsome ships, and familiar favorites of boat watchers for three quarters of a century. All told, they proved a most successful, versatile and durable group, among the best of many fine vessels to come from their builders' yards.

Vessel Characteristics

All the vessels in this class had the same dimensions of 550 feet in length overall;

538' 4½" between perpendiculars, 56' molded beam and 31'1" molded depth. Registered dimensions were 530.0 x 56.2 x 32.0. Registered tonnages varied over a narrow range, and are given below for individual ships. Each had a carrying capacity of about 10,200 long tons on 21-foot draft. Each had 31 hatches on 24-foot centers (except the last three, which had 32 hatches), and three cargo compartments, although the distribution of hatches varied slightly. All had arch construction, transverse framing, side tanks and double bottoms. Original propulsion was a triple expansion engine of 23", 37" and 63" diameter of cylinders by 42" stroke, developing 1,700 horsepower (1,800 for the last three), with steam furnished by two single-end Scotch boilers.

Frank C. Ball US 202770: Hull No. 14. 6909 grt; 5459 nrt. As a self-unloader: 7179 GRT; 537.8 x 56.2 x 31.0. After rebuilds in 1960 and 1961: 8028 GRT; 5165 NRT. 597.8 x 56.2 x 27.0 Capacity 11,300 tons. As *Conallision* C 800597: 8926 GRT; 6401 NRT. 599.0 x 56.0 x 27.0.

B.F. Jones US 202839 and *James Laughlin* US 203056: Hulls No. 15 and 16. 6939 GRT; 5492 NRT. After rebuilds in 1930's: 6491 GRT; 5744 NRT. 538.4 x 56.2 x 27.3. *Helen Evans* C 306343: 7534 GRT; 5150 NRT.

William P. Snyder US 202859: Hull No. 17. 6939 GRT; 5492 NRT. After repowering 1950: 6969 GRT; 5386 NRT. As cement carrier: 6967 GRT; 5386 NRT.

Michigan US 203206: Hull No. 20. 6924 GRT; 5476 NRT. As *Goudreau* C 326399: 7767 GRT; 5416 NRT. 530.0 x 56.2 x 32.0.

Ishpeming US 203364: Hull No. 21. 6924 GRT; 5476 NRT. After repowering 1951: 7015 GRT; 5592 NRT. 538.4 x 56.2 x 27.3 As *Thornhill* C 325785: 7516 GRT; 5351 NRT. 530.0 x 56.2 x 32.0.

J.H. Sheadle US 203628: Hull No. 22 6924 GRT 5476 NRT. After repowering 1951: 7238 GRT; 6181 NRT. 530.0 x 56.2 x 26.7. As *Meaford* C 325783: 7616 GRT; 5429 NRT. 530.0 x 56.2 x 32.0.

Josiah G. Munro US 204720, *James Corrigan* US 205285 and *Daniel B. Meacham* US 205349: Hulls No. 33, 42, 43. 6971 GRT; 5482 NRT. □

1985 SHIP MODEL CONTEST

Twenty-nine ship models were entered in the G.L.M.I.'s shipbuilding contest held at the Dossin Museum on the weekend of October 19th and 20th. The model judged Best in Show and also Best in Show-Great Lakes was the sailing vessel *Griffon* by William

Commercial Power

- 1st - *International* by Irv. Scholz
- 2nd - *Andrew David* by Steve Sirotnyak
- 3rd - *J. Medill* by William Daniels

Commercial Sail

- 1st - *Griffon* by William Ballenger
- 2nd - *Edward Hawk* by Houghton Smith, Jr.
- 3rd - *Dos Amigos* by Peter Baker

Other models entered in the contest included:

- Buffalo* by Robert May
- K. Lynn* and *Full Size* by William Daniels
- Michael S.* and *Amy E.* by Steve Sirotnyak
- U.S.C.G. Utility* and *Bluenose* by Milan Scholz

Ballenger of Deerfield, Illinois. The 1986 ship model contest will be held on the weekend of October 18-19 at the Dossin Museum. Those wishing to be placed on the mailing list for entry forms, should send a self-addressed envelope to the museum.

Robert Jr. by Robert Burns
Robert S. Pierson and *Cliffs Victory* by Daniel Dobat

Wyandotte by Dale Nagele

Vega by Eli Shapiro

Schooner by William Ross

John McKeon by Tom Magusin

HMS Detroit by Eric Merner

Bluenose by James O'Shea

Galley by Michael Larson

P. Mandich by William Beckley

Golden Hind and *Lynx* by Quentin Sickels

Swift by Dean Masouredis

Ships Boat by Charles Parker, Jr.

Wasa by Otto Schindler



The Best in Show was the GRIFFON by William Ballenger.



*Top: Carferry INTERNATIONAL by Irv Scholz.
Bottom: ANDREW DAVID by Steve Sirotnyak.*

Photo by Dave McDonald

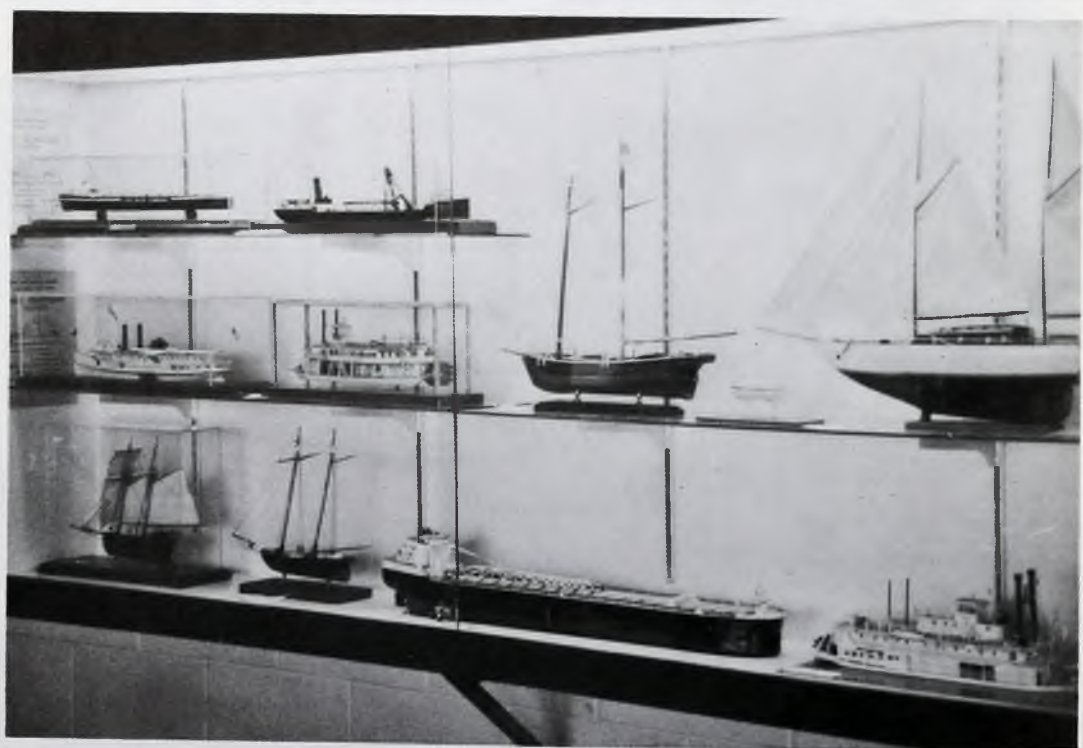


Photo by Dave McDonald

*Top: The EDWARD HAWK by Houghton Smith Jr.
Bottom: Smaller models in DeRoy Hall cases.*

A FAREWELL TO CLIFFS VICTORY

by
WILLIAM LUKE

For any devotee of the Great Lakes marine scene over the past thirty-five years, there was one commercial vessel that became immediately recognizable by her silhouette; the Cleveland-Cliffs Steamship Company's steamer *Cliffs Victory*. Her life on our Inland Seas ended this past December when she left our shores for Taiwan where she will be dismantled. Her departure during the end of the 1985 season was also noteworthy in that it marked an end of a period that saw a record number of Great Lakes vessels moved to the shipbreakers here on the Lakes and overseas, some of those boats compara-

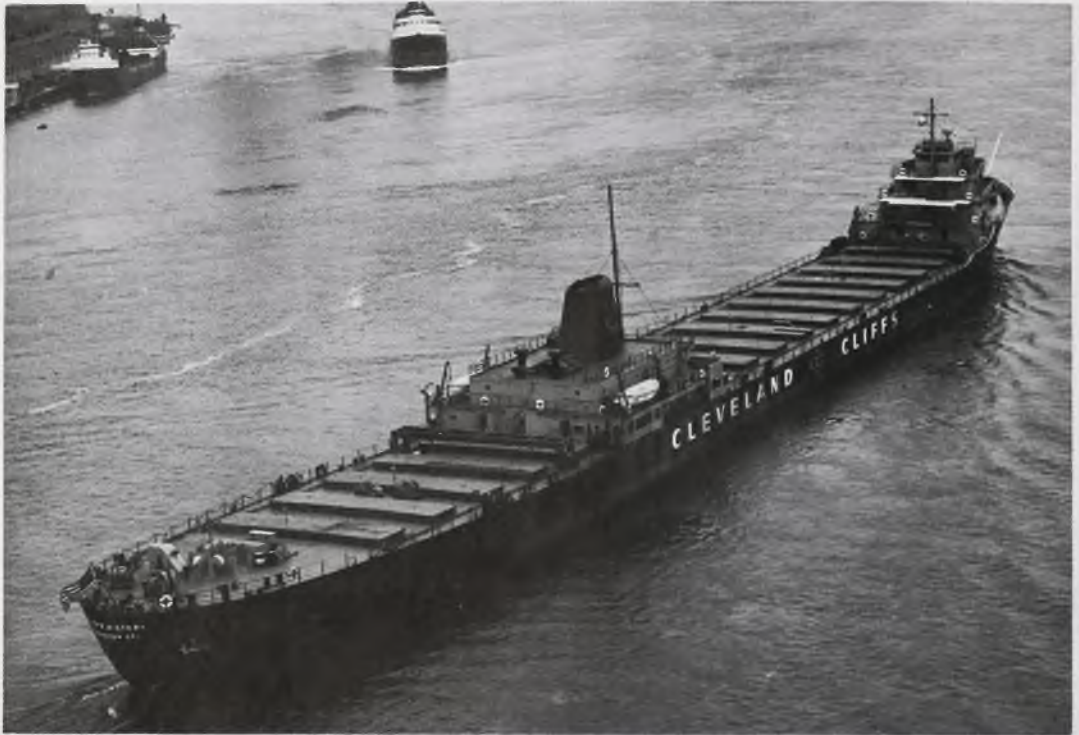
tively new by fresh water standards.

Our acquaintance with the *Cliffs Victory* began during the 1951 season. With the Great Lakes shipyards brimming with orders for new tonnage, the Cleveland-Cliffs' management looked to the nation's reserve fleet of retired ships and chose the *Notre Dame Victory*, then idle in the James River near Newport News, Virginia for conversion to the Great Lakes iron ore trade. She had been built by the Oregon Shipbuilding Corporation at Portland, Oregon in 1945 as *Hull 1229* for the Maritime Commission, one of the 531 Victory-class cargo and transport vessels



In May, 1951 the tug LOUISIANA towed the CLIFFS VICTORY into Chicago.





The CLIFFS VICTORY downbound at the Blue Water Bridge with the JOHN A. KLING coming upbound.

Claude Lockwood photo/Dossain Museum

constructed during the war effort. Following the war's end, she was operated for a time as a unit of the Moore-McCormick fleet with service in the Amazon River. Of further interest is the fact that she was the only Victory-class steamer ever to see regular Great Lakes service, while a number of other World War II class hulls did so, notably T-2's and C-4's.

The 455-foot *Notre Dame Victory* was converted for her lakes duty at Bethlehem Steel's Key Highway yard at Baltimore, Maryland during the 1951 season, with her lengthening to 620 feet overall, erection of new forward houses, modification of her mid-ship's cabin and cargo holds and installation of hatch covers and two hatch cranes. Rechristened *Cliffs Victory*, she departed Baltimore on April 2nd under tow to begin her 3,000-mile voyage to the Lakes. Her deckhouses and stack were disassembled and lashed to her deck for the transit. Two 120-foot long pontoons were fitted to her stern to provide additional buoyancy for shallow spots on the Mississippi River. Added depth, too, was required to move the vessel under certain bridges

enroute. Her historic river passage was the first in a number of such trips taken by vessels transferred from salt water to our Great Lakes.

Reassembled at American Ship Building Company's South Chicago yard, the *Cliffs Victory* departed there on June 4th for her initial iron ore cargo, loaded at Escanaba for Cleveland delivery. Her early years deemed a success, she was again lengthened during the winter of 1956-57 at Amship's Lorain, Ohio yard by 96 feet to 716-feet overall, this second stretch having little effect on her notable speed which made her an "item" in lakes' circles. Her 8,500 hp. steam turbine, coupled with her fine forward lines, made her a real speedster. A "boat-buff" friend, who rode her on several occasions, has remarked more than once that in good water at near full throttle, she actually had the feel of a "lope", or a canter. For any observer of her speed, especially in open water, she was really special, with that fine bow cutting through the fresh waters.

Her active service ended at the conclusion of the 1981 season, when she was laid up in

the Calumet River at South Chicago, not far from where she was made fit for her Cliffs' role. From that point forward, her operation was deemed too costly. Then there were rumors of her possible use as a grain storage barge, that role never materializing, perhaps thankfully. Next word was that she was to go to the Orient for scrap, leaving Chicago in mid-October, sold to the Chinese. She was renamed *Savic*, utilizing the *S* from *Cliffs* and *VIC* from *Victory*. She was to take on a 15,000 ton scrap cargo at Detroit, but fate was to intervene. The advent of boiler problems and the collapse of Lock 7's west wall, delayed her Chicago departure until December 17th. On the following day, beset with further difficulties in ballasting, a cold wheelhouse, insufficient fuel to get to Sarnia and two anxious pilots, she dropped hook off Milwaukee to "regroup". She was subsequently brought into the harbor there for bunkers and crew instruction of the ballast system. The Detroit stop was scrubbed for lack of time to clear the Seaway. *Savic* was downbound at Detroit on December 23rd on her dash for salt water, her transit of Lake Huron done in "good speed" according to one her pilots put off at Detroit. She was held at Port Colborne for redocumentation proceedings, clearing Lock 1 in the Welland Canal on Christmas night. By the 27th, she was

east of St. Lambert at Montreal and placed on the hook at Point aux Trembles anchorage to await a spot to load scrap cargo in that area. She remained in that area for the entire winter season, being moved occasionally from one berth (Shed #52) to Berth #37 in mid-March. Shortly thereafter there was talk that she might not take on her scrap cargo there, but be moved possibly to the Tampa area to load. Then there was talk that the underwriters were insistent that she be reinforced by the placement of rails in her cargo hold. One thing appears to be certain - her costs of movement from Chicago to Taiwan have assumedly mounted. They may have increased beyond the point that her trip to the East is feasible.

Along with a group of Great Lakes "Boat Nuts", I was priveleged to witness *Savic's* last passage in the Detroit River from the deck of a tugboat, whose owner happily shares our love and fascination of these mammoth lake craft. As we met her near the lower end of Belle Isle, the mood of our group suddenly sobered, becoming almost like a funeral. It was our own individual salute to a particularly memorable Great Lakes boat, a vessel whose place in our minds and hearts will never be replaced. □

William Luke has had a life long interest in Great Lakes history, having served as narrator for marine activities along the St. Clair and Detroit Rivers. As a marine historian, he has been a guest speaker at most of the marine societies along the lakes. □



SAVIC departing the Cote Ste. Catharine Lock on December 27, 1985.

DE—SHIPWRECKING ON LAKE ONTARIO

by
RICHARD F. PALMER

The Tall Ship *Ciudad de Inca*, which came to the Great Lakes two years ago, has had more than her share of troubles, both above and below the surface. After spending two weeks in ten feet of water in Kingston, Ontario, the vessel finally popped to the surface on January 10, 1986.

About fourteen salvage workers used flotation bags to raise the 128-year old square rigger, which was covered with oil when she surfaced. The log books and navigation and electrical equipment were ruined, according to Nick Dutton, a representative of the British owners. Other than that, the vessel appeared to be in good condition.

The vessel, which has more or less found a home in Kingston until a legal battle is settled, sank during a heavy snowstorm on Friday, December 27, 1985. The ship was previously moored at the Marine Museum dock, but had to find new dockage after the museum obtained a ship for display purposes.

Exactly what caused the vessel to sink was not known, but it was speculated it was caused by a faulty valve. Until it was raised, the *Inca* listed at a 35-degree angle, leaning

against a narrow concrete pier that juts into the shallow water of Portsmouth Olympic Harbor.

The job of raising her went to Kingsdive Ltd., and Steve Alford, crew chief, and his men spent many hours under the freezing surface surveying the damage and how to raise her. *Inca* had been winterized at the time she sank.

Owner Mark Litchfield of Maidston, Kent, England said "The problem has been it's difficult to try to run the ship from 3,000 miles away at arm's length." Litchfield said he had planned to have the brig winter with other Tall Ships in the Caribbean, but was afraid it would be impounded by U.S. authorities in a continuing legal problem yet unresolved.

Litchfield and his partners in the China Clipper Society purchased the ship as a hull in 1980 and restored it. The 1858 vintage vessel is valued at about \$300,000 and since her prolonged stay in Kingston has become quite a tourist attraction. During the winter of 1984-85 the crew stayed aboard the *Inca*, but at the time of the sinking, she was not being manned.



The bowsprit of the CIUDAD DE INCA rises above the waters of Portsmouth Olympic Harbor in Kingston, Ontario on January 10, 1986, as successful efforts to refloat the tall ship were carried out. Flotation bags and large pumps were used to raise the ship.

The owners have been embroiled in a full-scale public inquiry over the June 3, 1984 sinking of the *Marques*, a sister ship, off the coast of Bermuda. The ship and the 18-member crew were lost during the Tall Ships race from Bermuda to Halifax.

A civil suit filed in Miami claimed the owners of the *Marques* were negligent. Litchfield has called the charges nonsense and hopes the cloud over the *Inca* will be lifted after the British inquiry. But as long as the civil suit was still pending, Litchfield was worried the *Inca* could be served a writ of foreign attachment if she entered U.S. waters. It would then be placed in U.C. custody and could be sold to pay any damages awarded to families of the dead crew members of the *Marques*.

Inca came to Quebec and the Great Lakes during the Lake Ontario Tall Ships Extravaganza in the summer of 1984, but has since more or less been a ship without a home. She has been Kingston's guest for the past two winters and has sailed the harbors of Lake Ontario on the Canadian side during the spring and summer.

Much preparation went into bringing the *Inca* back to the surface. "You have to go in from the top," Alford said. "What you're doing is turning it into something that will hold air. We have to seal everything up that we can." To do that, divers spent hours in the 34-degree water below the surface.

The divers used rags, towels and plastic bags filled with long underwear and T-shirts

to try to seal all the places on the ship where water could seep in. They sealed the portholes, nailed shut the hatches and searched for cracks in the hull.

Another vessel, meanwhile, the cement carrier *Robert Koch* ran aground in mid-December, 1985 at Oswego, New York with a cargo of cement. The cargo was declared a total loss, but some 4,000 gallons of fuel oil were pumped off by the tug *R&L No. 2*. No salvage efforts were made due to the extreme winter conditions on the lake. Officials of St. Lawrence Cement Company, her owners, indicated the vessel would probably be scrapped.

The *Koch* came to the lakes in 1977 and was converted to a barge in 1984 to save labor costs. She was primarily in the cement trade between Toronto and other Canadian ports, and Oswego.

The last ship of the 1985 season in Oswego was the self-unloader *Agawa Canyon* owned by Algoma Central Railway, with 26,000 tons of potash. She became caught in a storm and anchored off Point Petre for four days, weathering out 30 knot winds from the southwest before she could proceed to Oswego. She was wintering in Hamilton, Ontario, as by the time she got to Oswego, the Welland Canal had closed. □

Richard Palmer is a journalist for the Syracuse *Herald-Journal*. He has written several articles for *Telescope* on marine history in Oswego, New York and Lake Ontario. □



Photo by R.D. White

Up she comes! After sitting submerged in ten feet of water at Kingston for more than two weeks, she began to surface on January 10, 1986. Salvage efforts were hampered by bad weather and ice.

GREAT LAKES & SEAWAY NEWS



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Dec. 7. . .The *Lakeshell* arrived at the McMaster Dock in Sault Ste. Marie, Ontario under tow by tugs *W.J. Ivan Purvis* and *Chippewa*. She developed engine trouble while upbound in Lake Huron. Her cargo was offloaded into the *Eastern Shell* on December 9th for delivery to Thunder Bay.

Dec. 21. . .The *MacArthur* Lock closed for the season.

Dec. 28. . .The *Imperial Bedford* arrived in Halifax escorted by the tug *Point Carroll*. She suffered possible hull damage while off Corner Brook around December 24th. Repairs will be carried out in Halifax and were expected to be completed by January 17th.

Dec. 29. . .The newly acquired Purvis tug *Avenger IV* arrived at Sault Ste. Marie, Ontario from Gravesend, England. The tug departed England on October 30, 1985 and encountered severe weather with winds at force 10 and seas running as high as 40 feet. Engine repairs were made at Leixoes, Portugal. The *Avenger* was delayed at Ponto Delgada, Azores for several days because of bad weather. She arrived in Burmuda on December 9 and departed on December 10 for Canada and arrived in Quebec City on December 19. The tug departed Quebec City on December 21 and became stuck in the ice 40 miles from Windsor on December 26. She was assisted by the *Bristol Bay* and arrived in Sarnia on December 27. She departed the next day and encountered bad weather on Lake Huron. She arrived at midnight at DeTour on December 29th and assisted the *Algowood* which was stuck in the ice. The total time for her trip was two months. She is 120 feet long and is reported to be the most powerful Canadian tug on the lakes.

Jan. 1. . .The m/v *Atlantic Heritage* arrived in Montreal and became the first ocean vessel of the year into the port. Capt. Ioannis Bolias was presented with a gold-tipped cane in keeping with a tradition which began in 1840. The *Canadian Sailings* for January 20th indicated that the first foreign vessel to arrive in Quebec City was the Liberian *Nilam* with 475,000 barrels of oil. No date was given for her arrival.

. . .The last upbound vessel at the Soo was the *Algoport* and the last vessel downbound was the *John B. Aird*.

. . .Shipping through Duluth-Superior lagged behind last year's pace during November. Shipments in November fell 30.4 percent below levels of November, 1984.

GREAT LAKES & SEAWAY NEWS ●



Photo by Don Dube

The COASTAL CANADA suffered boiler damage enroute to Seven Islands and repairs will be done in Charleston.

Jan. 2. . .The cement carrier *Robert Koch* remained aground off Oswego, New York. She ran aground on December 17, 1985 while being pushed by the tug *R&L No. 1*.

. . .The American locks closed at the Soo.

. . .Fire broke out in the engine room of the Canadian ice breaker *Louis St. Laurent* which was tied up at Dartmouth, N.S. The fire was extinguished by the crew and local fire department. The extent of damage was unknown.

. . .There was a substantial drop in traffic on the St. Lawrence Seaway which was blamed on lower U.S. and Canadian grain exports and reduced iron ore imports. The 1985 tonnage was between 40 and 41 million tons which was a decline of 23 percent from 1984 figures.

Jan. 4. . .The American Iron and Steel Institute reports that foreign steel imports climbed sharply in November. Steel imports in November amounted to 1.7 million tons which represented 23.5 percent of the U.S. market. Trade agreements negotiated by the Reagan administration in 1985 limits steel imports to 20.3 percent of the U.S. market.

Jan. 5. . .The *Chemical Transport* was brought into Buffalo by the *Neah Bay*. She was holed after grounding in the Black River Channel.

● GREAT LAKES & SEAWAY NEWS

. . .The tug *Barbara Andre* and the barge *Canonie 40* were having problems in the Niagara River at Buffalo.

Jan. 6. . .The Finnish tanker *Kiisla* departed Sarnia for Chicago. (See page 54 of March *Telescope*.) This was one of several trips planned for her this winter which has been chartered by Sun Oil. It is reported that she can make 12 knots in ice 3 to 4 feet thick.

. . .The St. Lawrence Seaway Authority announced a 15 percent increase in tolls for the Welland Canal in 1986. Tolls on the Montreal-Lake Ontario section will remain the same.

Jan. 7. . .Halco's *Frankcliffe Hall* was assisted by the tug *Cathy McAllister* to tie up at the lower wall of the St. Lambert Lock for the winter.

. . .The *Arctic Viking* returned to service after being laid up in Montreal since October, 1985.

. . .Remodelling work on the Duluth Aerial Bridge continued as workers began installing new lifting machinery and cables. The work is halfway done on the \$5.3 million project and is expected to be completed by August, 1986.

Jan. 10. . .The tanker *Kiisla* arrived back in Sarnia and tied up at the Imperial Oil Dock.

. . .The Toledo-Lucas County Port Authority announced that Toledo exported nearly 91 million bushels of corn, soybeans and wheat to Canadian and overseas destinations during the 1985 shipping season.

. . .The sailing ship *Ciudad De Inca* was raised in Kingston by the use of air bags and pumps. Preliminary reports indicate no structural damage, however there was damage to the machinery.

Jan. 11. . .The new ferry *Joseph Savard* arrived to begin operating between Ile aux Coudres and St. Joseph de la Rive on the north shore of the St. Lawrence River.

Jan. 13. . .The *Savic* left Pointe aux Trembles anchorage in Montreal and proceeded to a bunkering dock. Later she returned to her dock.

Jan. 14. . .A Liberian tanker was forced to anchor off the Contrecoeur Dock because of engine trouble probably caused by ice entering the intakes. Last year she was struck by missiles during the Iran-Iraq war and was set afire.

Jan. 16. . .Members of the Seafarers International Union picketed the tanker *Kiisla* at the Shell Canada dock at Corunna, Ontario. The union was protesting the use of an all Finnish crew. They state that Canadian vessels with Canadian crews can do the same work.

Jan. 22. . .LTV Inc., Bar Division announced plans for an early shutdown of a blast furnace and basic oxygen process shop in South Chicago. This planned closing would leave only one blast furnace operating in South Chicago at Interlake's Federal Furnace plant. Inbound ore vessel movements in the Calumet River will be halved.

Jan. 24. . .Repairs to the *Stadacona* were completed at Thunder Bay. She grounded off Stoneport, Michigan in November, 1985 and suffered extensive damage.

Jan. 25. . .The Japanese bulk carrier *Oriental King* arrived at the port of Becanour where she unloaded a cargo of alimina for the Becancour smelter. This was the first shipment of alumina

GREAT LAKES & SEAWAY NEWS ●



Duluth News Tribune & Herald photo

The grounding of the SOCRATES became a tourist attraction in Duluth both day and night.

for this smelter. The cargo was loaded in Australia.

Jan. 27. . . A late spurt in shipping failed to improve a slump in the 1985 shipping season. December cargoes totaled 8.2 million tons which was nearly double for December, 1984. However, the Lake Carriers Association stated that the December, 1984 figures were the among the lowest on record.

. . . The *Savic* once again left the anchorage to a berth and awaited further orders.

Jan. 28. . . The *Coastal Canada* suffered boiler damage while enroute from Port Arthur to the Seven Islands. She arrived at Charleston on January 30 when the damage to both boilers was discovered. Repairs will be carried out in Charleston.

Jan. 30 . . . A Cheboygan firm has been hired to compare costs of service amenities needed to permanently moor the *Chief Wawatam* at eight proposed locations in St. Ignace and Mackinaw City. She has been laid up for a year and a half at Mackinaw City.

. . . The ice breaker *John Cabot* arrived at Montreal and entered the drydock at Versatile Vickers. It is believed that this was her first trip up the St. Lawrence since she was built at that shipyard in 1965.

Jan. 31. . . The bulk carrier *Jessie Stove* arrived at Sept. Iles from Ireland. The Irish pilot boarded her to pilot through the Shannon Estuary in southwestern Ireland. He was unable to transfer to the pilot boat because of high seas and was forced to remain aboard until she arrived in Canada.

● GREAT LAKES & SEAWAY NEWS

Feb. 1. . .The Port Authority of Duluth reported that shipments through Duluth and Superior were the worst in 27 years. A total of 25.7 million metric tons of cargo were shipped through the ports in 1985. This was a 21 percent drop from 1984.

Feb. 4. . . The bulk carrier *Leona* encountered ice on a voyage from Baltimore to Three Rivers. She suffered propeller damage in the Gulf of St. Lawrence and anchored at Three Rivers to be inspected by divers.

Feb. 5. . .A local group of community leaders in Erie, PA. raised sufficient funds to save the *Niagara* from scrapping. (See page 55 in March *Telescope*.) She will be towed from Marine Salvage at Port Colborne to Erie when the weather permits. She was launched as a bulk freighter on May 28, 1897 at Bay City, Michigan. She was converted to a suction dredge for sand and gravel in 1926-7.

. . .Mr. Robert Fraser died at his home in Superior, Wisconsin. He was the former owner of the Fraser Shipyard.

Feb. 6. . .The name *Edward Cornwallis* has been painted on the stern of the new Canadian Coast Guard ship under construction at Sorel. The other Coast Guard ship still bears that name is still based at Dartmouth.



Photo by Michael Douglas

The SOCRATES ashore as seen from the Duluth Aerial Bridge.

GREAT LAKES & SEAWAY NEWS ●



Duluth News Tribune & Herald photo

On November 18, 1985, the 584-foot Liberian freighter *Socrates* was blown ashore in shallow water 150 feet off Park Point in Duluth. She remained stuck in the sand until four tugs finally pulled her free on November 24th. She departed Duluth on December 6th after undergoing minor repairs.



Duluth News Tribune & Herald photo

● GREAT LAKES & SEAWAY NEWS

. . .The *Federal Elbe* departed Montreal. She spent over a month in Montreal which is unusual long time for a vessel owned by Federal Commerce and Navigation.

. . .*Canmar Ambassador* arrived in Montreal for the first time under this name. She was known as the *CP Ambassador* and her last sailing under that name was from Montreal on January 14.

Feb. 7. . .The *Irving Arctic* arrived in Montreal. Only a few tankers owned by Irving have arrived in Montreal so far this winter. This is in sharp contrast to past winters when they were so common.

. . .In 1903 the *Erie L. Hackley* sank in a storm in Green Bay, Wisconsin. In 1981 divers raised the ship and discovered the remains of two crewmen. They were placed in wooden coffins and remained there because no relatives could be found and no one was willing to pay burial costs. A story in the *Green Bay Gazette* prompted the Bayside Cemetary Association to provide a grave site and perpetual care for them.

Feb. 10. . .The *Gaspe Transport* went back into service after being laid up in Montreal. Her berth was taken by the *James Transport*.

. . .The *Lac Ste. Anne* has been stripped to the deck and her engine room has been cleaned out. The last of the *E.G. Grace* will soon be gone. Both vessels were being scrapped at Port Colborne.

Feb. 12. . .*Coastal Canada* sailed from Charleston for Moncton. She suffered boiler problems while enroute from Port Arthur to the Seven Islands.

Feb. 15. . .The *Kiisla* arrived at the Canadian Soo with fuel oil for Texaco and Sunoco. She was expected to make the second trip within a week.

Feb. 20. . .The ice breaker *John Cabot* was under going extensive repairs after encountering heavy weather while on a passage from Cork to St. John's, N.F.

. . .The *Atlantic Superior* drydocked at Lauzon, Quebec for 5-year survey and for extensive repairs to damage sustained when she struck the dock entrance dolphins at Breman. On September 5 while downbound in the St. Lawrence Seaway, her propeller was damaged while departing the St. Lambert Lock.

Feb. 26. . .The *Ashley Lykes* was drydocked at Galveston, Texas for survey to possible damage sustained when she struck the banks in the Welland Canal on October 23, 1984 and when she struck bridge pilings in Green Bay on November 17, 1985.

Feb. 27. . .A \$6 million order for a revolutionary hovercraft for use in the lower St. Lawrence River was placed with the British Hovercraft Corp. by the Canadian Coast Guard. The craft will be used for a variety of Coast Guard activities which include aids to navigation, search and rescue and ice breaking. Delivery will be in March of 1987 and she will replace the *Voyager* air cushion vehicle currently in service, but nearing the end of its useful life.

Miscellaneous. . . .

As of March 2nd, the *Savic* was still in Montreal waiting for a cargo.

. . .On March 7th, the *Algosoo* suffered a major fire in her unloading machinery. Damage was quite extensive and repair estimates are not known at this time.

GREAT LAKES & SEAWAY NEWS ●

Seaway Salties Sold For Scrap:

From *Marine News*: Sept. 1985 - *Cherry Bunga* in lakes as a) *Manchester Progress* and b) *Manchester Concept*. Sold Spanish shipbreakers and arrived San Esteban de Pravia on May 31, 1985. *Flabelina Maria B* in lakes as a) *Johann Christian Schulte* delivered Gadini Beach, Pakistan on April 23, 1985. *Georgios* in lakes as c) *Avax* arrived Port Alang, India about May 11, 1985.

Kretan Spirit in lakes as a) *Constance Bowater* arrived Mamonal, Columbia on April 14, 1985. *Krishnaraja* in lakes as b) *Eftychia* scrapped at Calcutta, India beginning July, 1985.

Mount Pleasant also in lakes as a) *Jagona* and b) *Silvercorn* arrived Huangpu, Mainland China on June 28, 1985. *New Hero* in lakes as a) *Magdalena Reith* arrived Shanghai on December 28, 1984. *New Hyde* in lakes as a) *Edwin Reith* arrived Shanghai on January 15, 1985. *Victory Goddess* in lakes as a) *Goh Shu Maru* arrived at Kaohsiung, Taiwan on March 12, 1982.

From *Marine News* October, 1985 - *Aldora* arrived Savona, Italy on August 12, 1985. *Bulker* in lakes as a) *Norse Lady* arrived Mainland Chinese port by April 1, 1985. *Catalina I* in lakes as b) *Steely Carrier* arrived Gadini Beach on April 17, 1985. *Eleni* in lakes as a) *Salmela* arrived Gadini Beach on April 21, 1985. *Glafki* arrived Valencia, Spain on April 13, 1985 tow from Piraeus. *Ocean Angel* in lakes as a) *Gertrud Ten Doornkaat* arrived Gadini Beach about July 22, 1985. *Paros* in lakes as a) *Pacific Ocean* arrived Gadini Beach on May 12, 1985. *Vishva Kalyan* arrived Port Alang, India on May 9, 1985.

Monty Python arrived Dalian on November 3, 1985 for scrapping. *Saint Nektarios* arrived Shanghai on December 28, 1985 for scrapping. She made one trip on the lakes in 1984 as *Artadi*. *Maratha Envoy* arrived Inchon on January 14, 1986 for scrapping. *Zabat Unc.*, Spanish registry has been sold for scrap. She was a common sight in the St. Lawrence Seaway for several years. Her sister ship *Zabat Dos* has been renamed *Willy* by her new owners. One of the last liberty ships which was still afloat, but laid up at Piraeus since 1971, was sold for scrap last year at Split, Yugoslavia. The *Georgios F. Andreadis* was in Montreal in 1964. The Finnish *Baldero* which has made a few trips in the Seaway has been sold and renamed *Forest Bay*.

CORRECTION: In the January issue of *Telescope*, the photo of the *Leon Falk, Jr.* was taken by Bill Bruce and the photo of the *Furia* was taken by Skip Gillham.



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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