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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

On Saturday, December 6th from 10-3 p.m., the 5th Annual Marine Flea Market will be held in DeRoy Hall at the museum. Space for last year's event was sold out and the same is expected for this year. Some of the items to be sold by dealers include lithographs, original artwork, postcards, books, magazines, calendars and Great Lakes memorabilia.

Several new books have come out in time for Christmas. Skip Gillham has written *Ships Along the Seaway-Volume Four*. The format is almost the same as the previous volumes, but several chapters have been eliminated due to such vessels no longer operating on the lakes (for example canallers, crane ships and rail car ferries have limited service). Most of ships featured in this book were sailing in 1985 and a chapter has been added to update the reader on vessels featured in previous volumes. This book costs \$9.95 and can be ordered through the museum or Stonehouse Publications in St. Catharines, Ontario. Skip Gillham has also co-authored a book with Don Revell titled *The Welland Canal - A Visitor's Guide*. This 24-page book tells the history of the Welland Canal and show maps of the previous routes. Other chapters include the different ships that travel the canal and short histories of the Canadian fleets. The last two chapters deal with the maintenance of the canal and the companies operating along the canal. This book costs \$6.95 and is available at the museum or from Vanwell Publishing Ltd.

MEETING NOTICES ●

Mr. William Carey will present slides of long forgotten Great Lakes vessels on Friday, November 21st at 8:00 p.m. Mr. Carey, a retired Chief Engineer of Great Lakes and ocean-going vessels, will show vessels that sailed on the lakes in the 1940's and 1950's. Those members attending last January's slide night will remember Mr. Carey's slides of the *Bartelme*.

There are no meetings in December. In the September issue of *Telescope*, Mr. Greg Rudnick was listed as a speaker for January, 1987. Due to the uncertainty of the weather, he will speak at a later date. The Board of Directors will have a meeting on *THURSDAY*, January 8th at 7:30. Beginning in February, the Board Meetings will be on the *THIRD THURSDAY* of the month.

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OUR COVER PICTURE . . . Following the pattern set by her fleet sisters, the *Leon Falk, Jr.* and the *Paul H. Carnahan*, the *George M. Humphrey* (built in 1954), sailed under her own power down the Seaway to be scrapped overseas. This photo was taken by Bill Hoey as the *Susan Hoey* towed the *Humphrey* from the dock in Ecorse on August 13, 1986. □

DR. RICHARD J. WRIGHT

April 19, 1935 - September 17, 1986



It is with deep regret that we report the passing of Rick Wright, Great Lakes Historian, and Director of the Institute for Great Lakes Research at Bowling Green, Ohio. He not only had the opportunity to sail the lakes as a coal passer and fireman, but he also documented and photographed a great number of lake boats and salties. Rick was an aggressive historian who knew no boundaries when it came to preserving the heritage of the Great Lakes. His charm and good nature could open doors, some after many years of correspondence or visits, both in the marine industry and among boat buffs. He was tireless in his attempts to locate, photograph, acquire, buy, or receive a donation that would be earmarked for a public repository. He saved for posterity many pieces of Great Lakes history that might otherwise have been lost forever.

Fifteen years ago he began to publish *Lake Log Chips*, a newsletter that kept the marine community and boat buffs informed as to the present state of activity of the Great Lakes. The newsletter and news recorded maritime history as his "spies" faithfully sent in newspaper clippings and news. Both he

and his newsletter were well known around the lakes.

On one of his "foraging expeditions" we turned down Fish House Lane, a small dirt road near Little Suamico on Lake Michigan in the hopes of photographing a couple of fish tugs. There were a couple of tugs tied to the dock, and Rick asked the two men there for permission to photograph them. The conversation eventually got around to where Rick was from, and as it turned out, they were members of his 'fan club' being regular *Chips* subscribers. Rick's only comment was that he was surprised that they did not recognize him when he first drove up!

So that the work of the Institute for Great Lakes Research can go forward according to Dr. Wright's plans and wishes, The Richard J. Wright Memorial Fund has been set up in the Bowling Green State University Foundation. Tax-deductible donations, marked for the Richard J. Wright Memorial Fund and made payable to the B.G.S.U. Foundation, may be sent to the Foundation, Bowling Green State University, Bowling Green, Ohio 43403. Unless otherwise requested, contributors will be acknowledged in *Lake Log Chips*.

DEEP SEA CASUALTIES

by
SKIP GILLHAM

This "Deep Sea Casualties" report is the fifth prepared for *Telescope* that traces the misfortunes of Seaway Salties that once called on the Great Lakes. Unlike earlier articles, this one covers an eighteen month period and includes reports from the World Ship Society publication *Marine News* from January 1985 to June 1986.

All of the vessels whose stories that follow have been, by best account, visitors to the Great Lakes. Their travels far from our fresh-water seas have not always been smooth. Fire, storms, groundings, war and collisions have all caused damage and usually dealt a mortal blow. A brief description of their fate follows.

Fire continues to take a heavy toll and, as the vessels are usually beyond the aid of shore based help, the blazes are very destructive.

On January 2, 1985, the *Aliveri Hope*, which also came up the Seaway as *Atlantic Hope*, caught fire off the coast of Venezuela. The blaze started in the crew accommodation area and did considerable damage. The ship was later abandoned, but eventually towed to Bridgetown, Barbados.

Aliveri Hope was owned by Aliveri Cia Na. Ltd. of Liberia. The fire ravaged hull was

resold to Columbian shipbreakers and arrived at Mamonal, Columbia on October 14, 1985, and was broken up.

Glafki, which had been laid up at Eleusis Bay, Greece, since June 21, 1983, caught fire January 20, 1985. The Liberian registered freighter was formerly owned by the Vox Steamship Company S.A., but had been sold for scrap.

Later in the month *Kally*, sailing as c) *San Dimitris*, caught fire in the wheelhouse area while lying at Damman, Saudi Arabia. It had recently arrived from Bangkok, Thailand. The ship was owned by Virkyn Navigation Corp. and registered in Greece. It was resold to Pakistani shipbreakers and scrapping began at Gadani Beach on March 20, 1985.

The May 1985 issue of *Marine News* reported the loss of *Tepora* which made seven visits to the lakes as a) *Letitia*. The ship caught fire 450 miles south of New Orleans and was abandoned. Owned by Weser de Inversiones S.A. of Honduras, the vessel was taken in tow, but later sank in position 24.17N, 89.01 W.

The *Skradn*, a Seaway trader as *Baltic Wasa*, caught fire on December 3, 1985. The vessel was at Augusta, Italy, traveling between Trogir, Yugoslavia and Dakar, Senegal. The ship was total loss and sold to Bro-



Photo by George Ayoub



Photo by George Ayoub

*Top: LETTIA in the St. Lawrence Seaway on June 12, 1966.
Bottom: PANAGIOTAS S. at Iroquois, Ontario on October 22, 1974.*

dospas and arrived at Split, Yugoslavia on December 28, 1985 for scrap.

Adel Weert Wiards, which may be best remembered on the lakes for having graced the cover of the 1971 edition of Tom Manse's *Know Your Ships*, was a fire victim early in 1986. The vessel was sailing as c)*Elim Magid* and under Libyan registry. Trading between Antwerp, Belgium and Tripoli, Libya, the ship was berthed at Portland, England when hit by two explosions and a fire. She was towed into the harbor and beached.

Some victims of earlier fires went for scrap in this period. *Genie*, which caught fire at Seychelles, was towed to Karachi, Pakistan, arriving on February 1, 1985 for breaking.

Catharine Sartori, a victim as g)*Dinie S.* on November 11, 1980, at Palermo, was arrested April 15, 1981. The ship was sold for scrap to Cusimano & Co. and work began in May, 1985.

Panagiotis S., owned by Siora Mila Shipping Co. Ltd., suffered extensive fire damage July 18, 1984, enroute from Antwerp to Calcutta, India. The vessel arrived at Djbouti and eventually was towed at Sharjah. *Panagiotis S.* was reported sold to International Shipping Agencies Ltd. and registered in the

United Arab Emirates, as *Otis*. Resold for scrap, it arrived at Gadani Beach on June 13, 1985, but struck the *Aegean Spirit* inbound and apparently broke in two. The later vessel made the beach and scrapping soon got underway.

Donatelli Parodi, which made one trip up the Seaway in 1965, was sold at auction on January 26, 1986. The vessel had caught fire April 21, 1981, while 60 miles east of Crete. Named f)*Marika L.* at the time, the ship was traveling between Varna, Bulgaria, and Karachi, Pakistan. The hull was towed to Eleusis, Greece, and there she partially sank. Formerly owned by Toplou Maritime Ltd. of Panama, the vessel was sold for scrap to Hellas Ltd.

An engine room fire on December 29, 1982, damaged the *Gongola* which was a lakes visitor as *Vestfalck*. The vessel was south of Crete in position 34.40N, 27.00E, and was towed to Piraeus, Greece. Damaged beyond economical repair, the former lakes caller was sold for scrap at Perama, Greece. Work began in February, 1985.

Groundings have also claimed a number of victims among the many ships to call through the Seaway. The Greek vessel *Evangelistria*



MONTE ZALAMA at Port Weller on October 21, 1978.

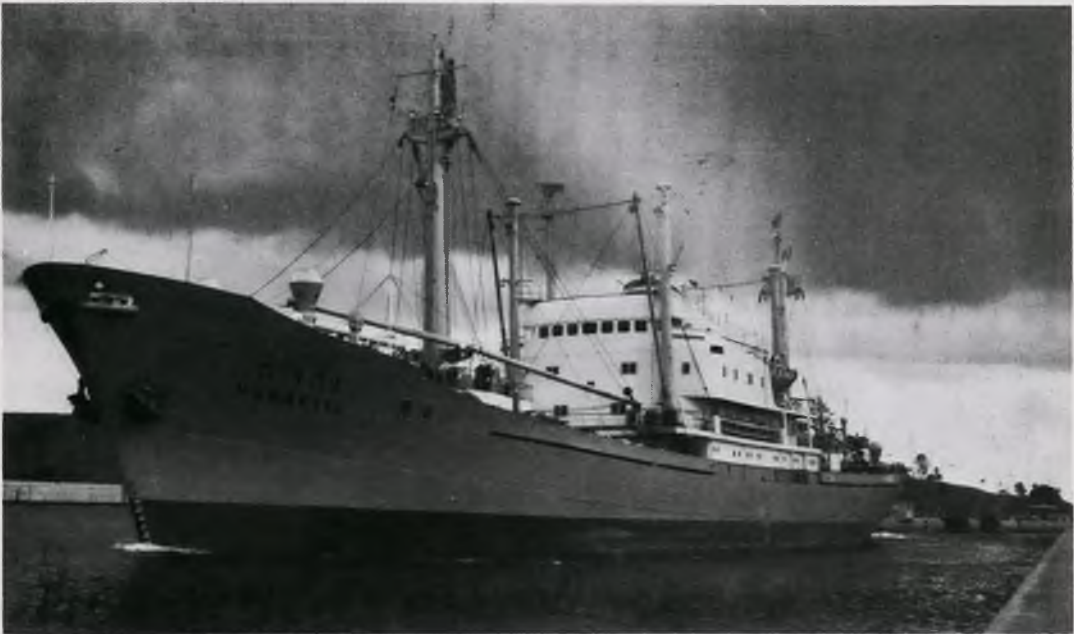


Photo by George Aynab

NAHARIYA in the St. Lawrence Seaway on September 26, 1965.

of Lorepolen Shipping ran aground on Hatter Reef January 24, 1985, off Denmark in position 55.43N, 10.54E. The vessel was enroute to Frederica, Denmark and was refloated on January 28th.

Bonny Carrier, recalled by some as the Seaway visitor *Nestos*, ran aground January 2, 1985 off Spain. The ship broke loose while under tow from West Africa for Spain and was likely headed for demolition. The accident was listed as a total loss for the ship and it was later dismantled by Trasumar and the pieces taken to Ferrol, Spain.

Monty Python, known along the Seaway as the Spanish flag *Monte Zalama*, ran aground in the St. Lawrence July 12, 1985. The ship had been idle at Santander, Spain, since November 2, 1982, and was sold to the Flying Circus Shipping Co. of Malta. It had loaded scrap on the lakes and was taking more at Montreal when the lines parted and she grounded. She was lightered by *P.S. Barge No. 1*, the former *Edwin T. Douglass*, and refloated July 18. Vessel and cargo were on a one way voyage and that ended at Dalian, People's Republic of China, November 3, 1985.

Fotini D.E., a lakes caller for Efotini Cia Nav. S.A. of Greece, found bottom July 23, 1985, in the Caribbean, while bound for the U.S. Gulf Coast. Efforts to release the vessel

were unsuccessful and it was abandoned July 31.

Kapodistriais, another regular lakes visitor, hit Thunderbolt Reef off Cape Recife, July 29, 1985. The ship had cleared Port Elizabeth, South Africa for Canada and had to be abandoned as a constructive total loss. The Panamanian registered freighter had earlier sailed under the Greek flag.

The next month *Nawabshah*, a vessel from Pakistan that had been built in 1981, sank after a grounding. Her only Seaway voyage occurred October 26, 1984, when it headed upbound for Oshawa. The vessel grounded off Rondo Island August 23, 1985, and then sank in the Indian Ocean in position 06.03N, 95.10E while enroute from Karachi to Yokohama, Japan.

On November 11, 1985, *Luana*, a Seaway trader as *Maxi Porr*, ran aground off Port Sudan. Owned by Vantra Navigation Co. Ltd. of Panama, the vessel had arrived from Naples on October 25. It was refloated November 20 but listed as a CTL.

Atlantic Prosperity, built in 1970, and sailing for Maritime Hope S.A. of Panama, stranded January 29, 1986, near the north entrance of the Bosphorus. (41.09N, 29.04E). The ship was inbound for the Black Sea from Montreal and Sorel and was refloated on

February 7 with little damage.

Jimmy was blown aground in severe weather during the night of January 14-15, 1986. Owned by Ekali Shipping of Greece, the ship was off Honfleur, France, and could not be released until January 30. Damage was major and the vessel was sold for scrap. It was towed to Santander, Spain, and arrived for scrapping March 22.

The former Israeli visitor *Nahariya* sank December 20, 1985, after grounding on Darian Rock off the island of Trinidad. Her name, the sixth to be used, was *Guaicamacuto* and she was owned by Maritima Venezuelana del Pacifico of Venezuela.

Collisions also caused some casualties. *Mont Louis*, which sank August 25, 1984, and covered in the September-October 1985 report, was raised from the English Channel September 29, 1985, and towed to Zbrugge. Scrapping seems the only possible fate.

Regent Tampopo had a collision August 4, 1985, with the *Ming Universe* while enroute to Chicago from Kisarazu, Japan. The accident occurred on the Pacific in position 39.58N, 154.14W and the ship's engineroom flooded. She was towed to Los Angeles and arrived October 22, 1985 where it was classed CTL.

Kemel II, a Turkish freighter, was anchored at Tulcea Roads on October 19, 1985, when

it was struck by the *Teleorman*. *Kemel II* suffered extensive damage and had to be beached. It eventually arrived at Braila, Romania, on October 31 for examination. *Jalagodavari* made considerable news along the Seaway when it struck the St. Louis de Gonzague Bridge near Valleyfield, Quebec, November 29, 1985. The vessel grounded on the debris and was refloated December 5 after blocking the Seaway. The Indian freighter built in 1979, was enroute from Toronto to Montreal and considerable litigation has followed.

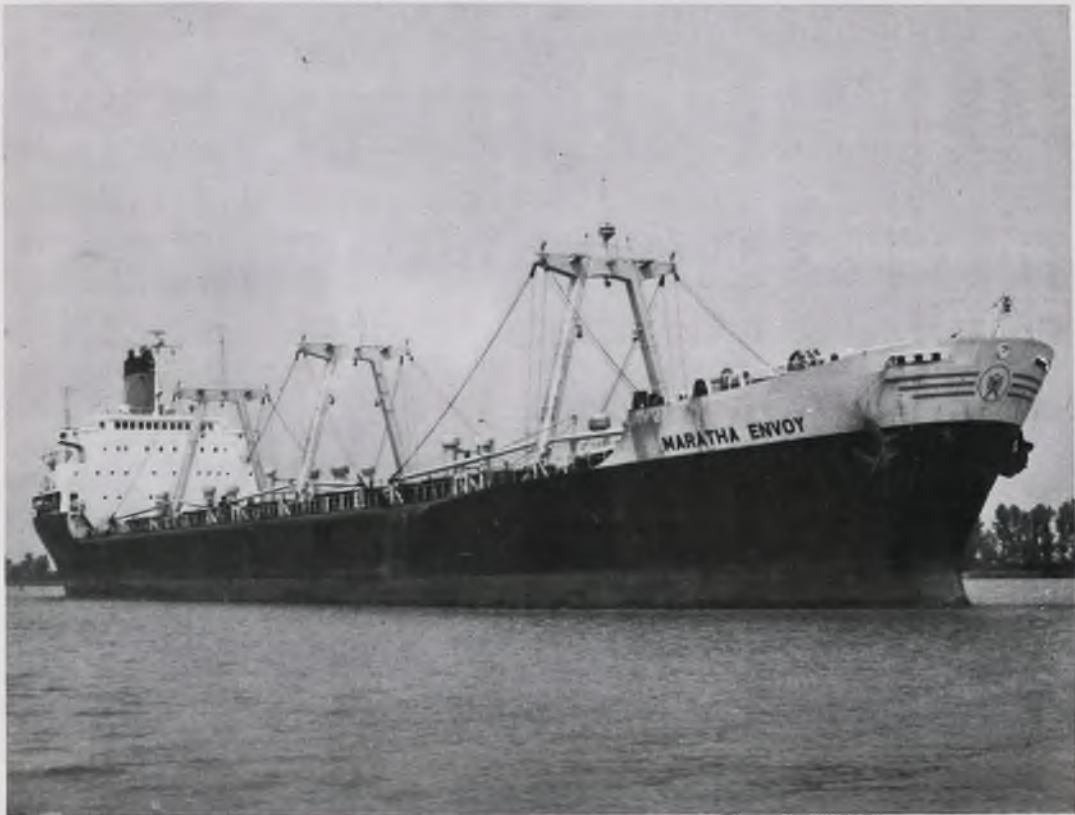
Among those lost at sea was *Tanfory*. It was a Seaway visitor as *Yemelos* and *Medstar*. The ship was abandoned March 4, 1985, off Trincomalee, Sri Lanka, when it flooded during a voyage to Bangladesh. Owned by Ever Fortune Marine Inc. of Panama, the vessel is presumed sunk.

Luchana broke in two and sank six miles northwest of Aviles, Spain, January 15, 1986. The ship was inbound at the time and three lives were lost.

Martha Envoy arrived at Busan, South Korea, January 28, 1986. It was damaged by heavy weather from December 18 to January 13 while traveling from Durban, South Africa to Inchon, South Korea. The ship was immediately sold to South Korean



YEMELOS in the St. Lawrence Seaway on November 25, 1973.



Author's Coll.

MARATHA ENVOY above Lock 2 on July 31, 1977.

shipbreakers.

Angela Smits was abandoned with a severe list February 26, 1986. The Dutch flag freighter was last seen semi-submerged in position 47.38N, 07.36W and is presumed sunk.

Finally, war continues to inflict casualties on lives, property and former Seaway salties. *Topaz Express* was struck by an Iraqi missile January 7, 1985, 90 miles south of Kharg Island. The ship visited the Seaway as *Zoodohos* and has since been sold by Petrarch Shipping Corporation to Indian shipbreakers.

Cape Gwadar, built in 1973, made her only Seaway transit in 1984. It, too, was a victim of an Iraqi missile. The damage occurred March 26, 1985, and an engineroom fire resulted. The ship was towed to Bahrain and then sold for scrap. It arrived at Gadani Beach, Pakistan, May 18, 1985, and breaking was undertaken by Habib Maritime Ltd.

Oriental Champion, known on the lakes as *Priam*, was attacked by a craft October 18, 1985, and hit by a missile while 60 miles north

of Bahrain. Inbound from Kobe, Japan, the ship was towed to Bahrain October 20 and soon sold for scrap. The vessel cleared there December 11, 1985 for Kaosiung, Taiwan and breaking up.

Finally the Panamanian flag *Good Wind*, a Seaway caller as *David Marquess of Milford Haven* and the first ship inbound for the 1973 Seaway season, was hit by a missile on September 12, 1984. The vessel was bound for Iran, but caught fire and damaged beyond economical repair. It, too, had been sold for scrap and she arrived at Gadani Beach on November 14, 1985.

Three fellow members of the GLMI must share credit for helping research this article. Their memory for former Seaway visitors never ceases to amaze me. I am most grateful for the help of George Ayoub, Barry Andersen and Rene Beauchamp, who regularly draw attention to the names of our former Seaway Salties that have become Deep Sea Casualties. □

“SUCCESS” ON THE LAKES

by
RICHARD F. PALMER

A half mile off Port Clinton, Ohio, in Lake Erie, lie the waterlogged remains of the old convict ship *Success* which burned to the water's edge there on July 4, 1946. For many years, particularly during times of low water, the old teakwood hull was visible to anyone driving along Perry Street.

The story of the barkentine *Success* which spent some twenty-seven years visiting ports along the east coast, Great Lakes and Mississippi River, is actually more fiction than fact. But to many older folk, this ship was the chief waterfront attraction many years ago. For weeks and sometimes months at a time the ship would tie up at a given port to collect the tourist dollars . . . what few there were in those days.

On board was a rather lurid collection of ancient forms of punishment and torture. The owners claimed the *Success* was the oldest merchant vessel afloat, having been built in 1790. In actuality, she was built in 1840 at Moulmein, Burma, and by 1849 was carrying

immigrants to Australia. She was abandoned there in 1851 after her crew joined the Australian Gold Rush.

In the 1870s she was sold, and fitted up as a convict ship for exhibition, and towed to Sydney, Australia. She was scuttled in Kerosene Bay in 1885, but was raised ten years later and sailed to England, where she was exhibited until 1912. That year, an American bought her and fitted her out for a trans-Atlantic voyage. Ironically, she was enroute the same time the *Titantic* went down. She arrived in Boston on July 18, 1912, after a 96-day voyage.

The vessel ultimately went to New York, where it went on display. She was visited by thousands of people, being berthed at the foot of West 79th Street. Subsequently, in 1915, she was sailed to the Pacific Coast to participate in the World's Fair in San Francisco. She returned to the East Coast in the 1920s, and then was taken to the Great Lakes. It was a major attraction at the World's Fair in



Author's Coll.

Hundreds line up along the east side of the Oswego River in August, 1928, to tour the SUCCESS with its lurid displays of horror that prevailed on prison ships in the early days. Equally curious, however, is the old coal barge to the right, overshadowed by the jib of the SUCCESS.

Chicago in 1933.

Thousands were impressed with the massive ship with its brass guns and artifacts obviously dating to a period before the vessel was actually built. *Success* was 135 feet long, had a 29-foot beam and registered at 589 tons. Her sides were 2 feet, 6 inches thick at the bilge, and her keelson was a solid teak piece of tremendous thickness. She was impressive with her square cut stern and quarter gallery.

Ultimately, *Success* was purchased by Walter Kolbe, who brought her to Port Clinton. However, she didn't fit the Portage River dock and was towed to the east side of town. She is believed to have been set afire by vandals.

Attempts have been unsuccessful to trace her itinerary while on the Lakes. However, it is known that she was visiting ports on Lake Ontario between June and September, 1928, as photos exist of her there at the time.

Over the years, numerous relics from the *Success* have been salvaged from the wreck off Port Clinton by skin divers. Some have made their way back to England and are part

of the collection of the National Maritime Museum.

From the records available, it appears that the *Success* was one of the biggest hoaxes of this century, but as P.T. Barnum once said, "there's a sucker born every minute." The *Success* is surrounded by myth and legend created by the owners to attract the crowds.

What follows is a hand-out given to visitors on the *Success* at Charlotte and Oswego, New York during the summer of 1928. She was docked at Oswego from August 2 to August 26, 1928. On August 12, a record 9,858 persons lined up to see the ship, which had received wide publicity for several weeks previous to her arrival.

One of the many groups to pass through were twenty-two inmates from Auburn prison, temporarily working on a road camp a few miles away. The *Oswego Palladium Times* reporter wrote on August 17th: "No audience ever listened with more rapt attention than these men, according to Lecturer Harry Griener, who has conducted thousands of

people through the three decks of the ship. One of the men was a "lifer", others were 'doing a bit' that ranged from a year to 15. Some had already spent years in prison." One prisoner said, "Auburn is a playhouse compared to this!"

A BRIEF HISTORY OF THE CONVICT SHIP *SUCCESS*

Wealthy Americans spend millions annually in Europe visiting old prison castles and their dungeons. Today, a car fare brings you to the anchorage of the most notorious floating prison the world has ever known.

Built at Moulmein, in British India, a century ago, the old Convict Ship *Success* is by many years the oldest ship afloat today, and is the only remaining survivor of Australia's prison ships. "Ocean Hells" they were called, and well did they deserve the name.

Massively built throughout of solid Burmese teak, a wood that for resistance to decay has no equal in the world, the *Success* was launched as an armed East India merchantman with brass guns bristling from her sides and fitted handsomely for the reception aboard of princes, nabobs and the wealthy traders of the Orient. Her tonnage is 589, and she is 135 feet long, with 30 foot beam. Her solid sides are 2 feet 6 inches thick at the

bilge, and her keelson is a solid bulk of tremendous thickness, with sister keelsons little less massive.

Broken only by an occasional conflict with a pirate craft, the *Success* had an honored life until she was used by the government of Australia to confine the unfortunate wretches who at that time were sentenced to from seven years to the term of natural life for offenses that would now be considered trivial and petty, warranting at most but a small fine.

The *Success* is today unchanged after all the years, nothing being omitted but her human freight and their suffering from the cruelties and barbarities perpetrated upon them.

Cells, strong and gloomy, were constructed on the 'tween and lower decks, and in there were confined the unfortunates who experienced to the full the punishment consequent upon the crime. The lower deck was devoted to the worst type of convicts, and only prisoners of the better class were confined in the 'tween deck cells. "Refractory" prisoners were immured throughout the long days and nights in dungeons in the dark depths of the lower deck and were never allowed ashore on any pretext. Their only exercise and opportunity of enjoying a breath of fresh air was restricted to one hour in



The SUCCESS coming into Detroit at the foot of Woodward.



SUCCESS lies abandoned at Sandusky, Ohio.

Dossin Museum Coll.

twenty-four, when they were marched from stem to stern upon the upper deck.

As they paced the deck during this hour of comparative relaxation it was no uncommon event for the prisoners to make bold dashes for freedom or death. They scarcely expected to get beyond the cordon of buoys, but they were reduced to such a state of desperation that they preferred a watery grave to the treatment received aboard this "ocean hell". When a "rusher" was overtaken in such an attempt, he was invariably punished by having a heavy ball of iron, weighing 72 pounds, attached to his belt by a chain. One of these "punishment balls" is still preserved aboard the *Success*. Leg chains are aboard varying from 7 pounds to 56 pounds in weight.

The corner cells on either side of the lower deck are the dreaded "Black Holes" in which prisoners were punished by solitary confinement lasting from one to a hundred days. These small and tapering torture chambers

measure only two feet eight inches across. The doors fit as tight as valves and close with a "swish" excluding all air except what can filter through the perforated iron plate which was placed over the bars above the door, in order to make the hole as dark and oppressive as possible. A stout iron ring is fastened about knee high in the shelving back of the cell and through this ring the right hand of the prisoner was passed, and then handcuffed to the left wrist. He was thus prevented from standing upright or lying down, and was obliged to stoop or lean against the shelving side of the vessel as it rolled to and fro on the restless waters of the bay. Starved, beaten and abused as they were, the wonder is that so many of even those unfortunates were able to endure punishment as they did.

Constant application of the "cat", punishment in the "black hole" and other punishments were the instruments relied upon for producing a reform.

AUSTRALIANS DEMAND INVESTIGATION

In 1857 the disclosures that had been made of the brutal and inhuman treatment meted out to prisoners created a fierce outcry in Australia, amounting almost to revolt against the Government and resulted in the abandonment of the hulk system. For some years later the *Success* was used as a woman's prison, then she became successively a reformatory ship and ammunition store, and later all the prison hulks were ordered to be sold on the express condition that they be broken up, and their associations lost to the recollection of the people of Australia. By a clerical error, however, that condition did not appear upon the terms of sale of the *Success*. Hence she remains the only British convict ship afloat on the seven seas. In 1885 the old ship was scuttled and sunk in Sydney harbor. She remained under water for five years and was then raised to be exhibited. Her visitors have numbered over 20,000,000 people.

CROSSED ATLANTIC UNDER OWN SAILS

In 1912 she attempted what was perhaps the greatest feat in all her remarkable career - to make the passage across the Atlantic under how own sail, unaccompanied by a tug or steamer. The shipping world was aghast when the voyage was projected. Impossible, said every man who ever sailed the seas in ships, that this century and a quarter old hulk could brave the spring hurricanes of the Atlantic Ocean. But a gallant crew of adventurous souls hoisted sail and took her out of Glasson Dock, near the port of Liverpool, on the very day that the ill-fated *Titanic* left the port of Southampton. For 96 days she battled bravely, her staunch old hull defying the crashing gales and mountainous seas, and at length made port in Boston Harbor with a crew worn out and half starved. but bravely triumphant.

Your opportunity to visit her is now, for when she sails from here, she will never return. □



The ship's figurehead appears in good condition as the rest of the ship slowly falls in disrepair.

A LAKE ERIE MYSTERY . . .

THAT LOAD OF BLACK WALNUT

by
C.E. STEIN

Whenever the sunken treasures of the Great Lakes are mentioned, invariably the barque *New Brunswick* and her cargo of black walnut timbers enter the discussion. Down through the years the *New Brunswick* has become the elusive and legendary treasure ship of Lake Erie.

The *New Brunswick* was a barque-rigged three-masted sailing ship built and owned by Henry Eberts of Chatham, Ontario. Primarily remembered as the black walnut treasure ship, another facet of the *New Brunswick*'s career, unknown to many, gives her yet another claim to fame. In May of 1847, with a cargo of 18,000 bushels of wheat, she cleared the Great Lakes, via the St. Lawrence River, for Liverpool. This shipment, made from Chicago, was the first direct shipment of grain made to Europe in a Great Lakes vessel.

The sturdy barque survived that ocean voyage, returned, and sailed for another ten years in lake trade. Then, what the Atlantic couldn't do to her, Lake Erie did!

Wednesday morning, August 25, 1858, with Captain Angus McTavish in command, the *New Brunswick* was towed down the Thames River and given a good offing in Lake St. Clair. On this, her last voyage, she carried a cargo of black walnut timber in her hold. On deck, high above her rail, timbers of exceptional length were wedged and chained. The cargo was owned by the mercantile firm of W & W Eberts of Chatham, Ontario, and was consigned into Towawanda, New York, on the Niagara River. Both vessel and cargo were uninsured.

The following day, Thursday, August 26, around noon, the *New Brunswick* entered Lake Erie and was propelled by an increasing south-southwest breeze across the open reaches of the western end of the lake. Winds of gale force struck the heavily laden barque when she cleared the Pelee Passage and sailed away from the protective lee afforded by Pelee Island.

The rudder stocks of sailing ships were attached to the stern post by pintles and gudgeons. During the evening, in the stress of severe weather, the pintle of the *New Brunswick* unshipped, the gudgeon parted, or both. Whatever happened, the rudder exerted no purchase, allowing the barque to swing broadside in the trough of the waves and broach. The chains binding the deck load were fastened to the chainplates and when the ship went over on her side, the full weight of the deck load fell on the lee shrouds. The chainplates of the main rigging, anchoring the shrouds, tore loose, taking three planks off the sheer of the vessel with them. Water poured into the hold and the barque, on her beam ends, was blown toward the Canadian shoreline.

An 1858 news story in the Chatham paper relates: "So fearful was the gale that all management of the vessel was lost, and after weathering the sea for some time she foundered.

"As might be imagined, the position of the entire crew was most perilous. With no apparent means of saving themselves at hand, the faint hope of preserving their lives seemed groundless. Upon a foundered vessel, in the midst of a tremendous storm of wind and rain, at midnight, and five miles from land, hope of reaching the shore in safety might well be banished from the stoutest heart. And little wonder was it that five of the persons comprising the crew found a watery grave ere daylight dawned."

As the *New Brunswick* settled to the lake bottom, the crew clambered up the ratlines of the mizzen mast. When her keel settled to the lake bottom, Captain McTavish estimated from the length of mast still above the waves, that she went down in forty feet of water. Even so, the height of the coamers and flying spray forced the crew above the crosstrees.

Daylight found five of her crew still alive: Archibald MacMillen, Everleigh Thomas, and Duncan Turner had lost their hold during

the night and slipped into the lake. The lifeless body of Jimmy Ridell, still lashed to the stays, swayed with the roll of the mast.

Using the only tools available, Captain McTavish persevered with his penknife and freed the gaff of the mizzen sail, and a yard from one of the square sails of the main mast which was bumping into the mizzen rigging. Lashed together, these long wooden spars provided bouyancy for the survivors. Using this contrivance as a raft, they paddled with their hands and feet as best they could in the direction of the clay banks, shining white in the morning sunlight against the northern horizon, five miles east of Wheatley.

For five hours they torturously propelled their cranky craft. Isaac Campbell, the ship's cook, became delirious and slipped from his spraddled position. Just minutes later, a towboat pulled alongside the raft and its occupants. Under direction of Robert Shanks, a farmer from the Romney Township shoreline, they lifted the four survivors into the dubious safety of their own precarious boat. Capt. McTavish, the mate Joe Daroe, and two deckhands, Duncan MacVicar and John Banks, were taken ashore alive.

Controversial news stories regarding the sinking of the *New Brunswick* and the rescue of her crew continued to appear in the Chatham press for some weeks. Captain McTavish when he arrived back in Chatham on Saturday, August 28, wrote a letter to the press praising the Shanks family and damning the Dawson and Edwards families; the first for its part in the rescue, and the later for their lack of participation in it. Caleb Coatsworth, one of the prominent men of Romney Township, took up the defense of the Dawsons and Edwards. In part he wrote: "The wreck cannot now, nor could it then, be seen larger than a man's hat."

Further letters, pro and con, appeared until the following letter from Tom Story of Blenheim, Ontario, put an end to the dispute and provided a graphic, first-hand account of the rescue: "I was on my way to Gosfield on the morning after that fearful storm, and when I reached Edward's Tavern, in the Township of Romney, I was told part of a wreck could be seen out on the lake. Being a sailor myself, I felt for those who might be on the lake the previous night. I therefore hurried down to the lake, from the bank of which I could make out something like the masts of a vessel on the water.

The first man I met was James Shanks who asked me if my name was Story, and if I was not a sailor. I said yes. Well then, said he, can we make this old rowboat carry us out to the wreck? I said yes, if we put a piece of plank in her stern and caulk her with clay, we can risk it with an extra hand to bail.

We did so, and the first man who jumped in her was James Shanks; then Richard Brian, Robert Shanks, and Henry Dawson. We pulled for the wreck under the direction of James Shanks. Arriving at the wreck, I found one man lashed to the mast, stiff with cold. We cast our eyes around to see if we could see any living thing near the wreck, but could see none.

James Shanks, however, stuck to it that he could see, and he did see, something like a man on a raft. We pulled near the raft and to our, and their great joy, it proved to be Captain McTavish and part of his crew. He knew my voice and called out and said: "Tom, you are doing well. Now we'll soon be all right."

We got them aboard and headed for the shore, which we reached about 2 o'clock P.M., and took all hands to Mr. Shanks' house where they were kindly treated, for which the poor fellows were really thankful.

For several decades the *New Brunswick* lay unmolested and apparently forgotten out in Lake Erie. The first recorded effort to mount a salvage effort was in 1910. In that year Newton Eberts, senior survivor of the owners, contracted with an experienced diver, Jack Browne, of Milwaukee, to bring up the timber. Browne failed to show up. Fred Malott, a one-time keeper of the Pelee Passage Middle Ground Lighthouse was then hired to dive. In his turn, he failed to locate the wreck. No further efforts are known to have been made by the Eberts family, though they have not relinquished their rights.

A diminutive, most unlikely looking salvager next appeared on the scene. She was a mere slip of a woman, four feet, four inches tall, Miss Margaret Campbell Goodman of New York City. She had, however, already staked her claim to fame in the salvage game. She has recently startled the mariners around the lakes by salvaging valuable copper from the passenger steamer *Pewabic*, sunk in Lake Huron following a collision with the *Meteor* on August 9, 1865, off Thunder Bay. The *Pewabic* rested in 185 feet of water, and hundreds had tried, but failed to find and salvage her cargo of copper.

Miss Goodman had directed the *Pewabic* operation from start to finish. She had first directed the dragging for the location, then she donned a diving suit to personally inspect the ship from stem to stern before any operations were begun. Her diving apparatus merits special mention here, as it had been devised under her personal direction to withstand the tremendous 136 pound p.s.i. pressure at depths down to 360 feet.

Early in 1923 Miss Goodman announced that on May 2, she would begin operations to salvage the black walnut cargo of the *New Brunswick*. She was to be backed by a syndicate of Toledo men, comprised of M.H. Gasser, President of the Gasser Coffee Co., Wm. C. Carr, Vice President of the Second National Bank; H.C. Collins, Vice President of the Citizens Security and Trust Co., Dr. John Newton, L.W. Sullivan of the Sullivan Boat Co., and Ollie Skeldon of the Skeldon Salvage and Dredge Co.

The *New Brunswick* proved more elusive than the *Pewabic*. Miss Goodman did not locate the *New Brunswick*.

In 1934, a 77-year old basket manufacturer, Hickory Joe Ley of Leamington, Ontario, hired an airplane to carry him over the waters of the lake in an effort to spot the sunken hull from the air. In 1939, when he was 82, he made another more serious effort to locate the ship.

Interviewed at his home in Leamington in August, 1939, he said: "I have hired Dexter and Herbert Goodison of Goodison Fisheries, Erie Beach. We will work out of Erieau with their two tugs. The two fish tugs will scour the lake bottom by means of a dragging system. A steel cable, one thousand feet long will be stretched between the two boats and then dragged along the lake bed. By this system several square miles of water can be covered in one day.

When and if the boat is found, a salvage tug and barge owned by Captain Earl MacQueen of Amherstburg will be brought into use to complete the salvage operation.

We are going to find it, never fear. I know exactly where the boat is and it's because I have benefitted from the mistakes made in hunting it before. That black walnut cargo is as good as on the shore right now so I've a feeling that we will have it there within a month's time. Some people say that the walnut on the boat is only worth about \$250,000, but I know exactly what was contained on the boat,

and there's 110,000 cubic feet of logs there. I estimate it's worth at least \$1 million. Why, there are walnut logs chained to her deck, so big they couldn't be put in her hold. They'll be worth a fortune alone.

I first got the idea of raising the boat about fifty years ago when a man living near Wheatley told me about it. I was working in that vicinity, and he had a pair of gloves covered with canvas. He told me that the canvas had come from the *New Brunswick*. He said he had skated out to the boat during the winter, while the masts were still above the water and cut away part of the canvas of the sail. I decided to raise the boat then, but never got around to it until about ten years ago when I began to need the money.

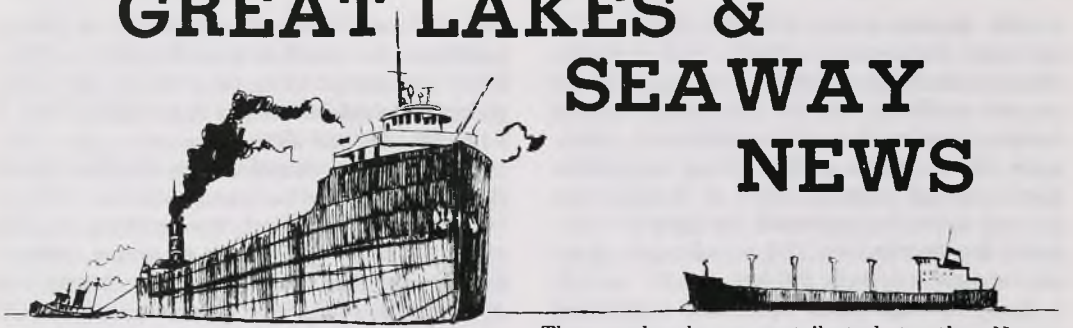
Those dragging operations actually did take place. At that time this writer sailed the *Valhalla*. One August morning, with Ted Williams for crew, downbound for Erieau, we noted two tugs huddled close on our course and I clearly remember running alongside the *Beverly R.*, skippered by Herb Goodison. He told me that their cable had parted . . . that each tug had thrown over a buoy, that each tug had hauled in and measured the broken length of cable, and that now they were ready to run back the length of the leg of the triangle to the point of the V and buoy that spot in case they had snagged and broken their cable on the *New Brunswick*.

Again, for almost three decades, silence shrouded any further activities, if, indeed, there were any. It was rumored that a second cable was ordered, but the second World War had begun.

The Goodison's didn't talk. They did, however, soon sold out of their longtime family fishing operations on Lake Erie and retire to Florida.

Almost thirty years later, in 1967, another and possibly the last bit of authentic information to come forth was heard from Frank Bailey, a former elected official of Wheatley, and a commercial fisherman. Bailey claims to have actually seen three squared, black walnut timbers hauled up alongside the Goodison Fishery at Erieau Beach. Somehow he had acquired the information that a windrow of such timbers, found criss-crossed on the bottom of Lake Erie, like a snake fence, had been recovered, but that no semblance of a ship, nor even a mound of sand, raised to indicate a covered hulk of the *New Brunswick*, had been discovered. □

GREAT LAKES & SEAWAY NEWS



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. . .The *Wolverine* came down heavily on her rudder while backing out of the slip at Marquette. Damage was extensive and the tug *Chippewa* was dispatched from the Soo and towed her to Superior. She had unloaded coal in Marquette.

Jun. 21. . .A severe thunderstorm swept through Duluth-Superior and the *Joshua A. Hatfield* was blown across the harbor from the Azcon Corp. and went aground on Minnesota Point. At the Hallett Dock No. 5 in west Duluth, the *Enders M. Voorhees*, *A.H. Ferbert* and the *Irving S. Olds* pulled the bollards out of the dock and went across St. Louis Bay and grounded still chained together. They were towed back to the dock the next day. At Fraser Shipyard the *Harry Coulby* and the *John Sherwin* were blown across their slip, pulling an anchor that was buried ten feet deep through a pier. None of the vessels involved sustained much damage.

Jun. 23. . . The *Wolverine* arrived at Fraser Shipyard. The *Philip R. Clarke* was pulled out of drydock before her 5-year inspection was completed and the *Wolverine* was pulled in.

Jul. 1. . . The Lake Carriers Association reported that vessel cargoes were running behind last year's figures. Many lake freighters remain laid-up due to the lack of cargoes. Shipments through May totaled 22.8 million tons which was about 4.1 million ton less than 1985. Only 49 out of 88 bulk freighters were in service in May. Cargoes of iron ore were down 13 percent, coal was down 15 percent and grain was down 22 percent from 1985.

. . .Shippers from Duluth to Montreal are battling a new Federal inspection fee of \$397.00 being charged by the U.S. Customs Service. The fee was intended to pay the cost of inspecting vessels when they arrived in a U.S. port after loading in another country. The problem is that the law doesn't discriminate between ocean and Great Lakes freighters that make dozens a trips between Canadian and U.S. ports.

Jul 8. . . The *Wolverine* departed Fraser Shipyard after completing rudder repairs. The *Philip Clarke* was moved back into the slip to complete her 5-year inspection.

. . . The *Hudson Transport* was towed from Ramey's Bend to the Law Dock for removal of her engines.

Jul. 8. . . The *Algorail* made three stops in the Saginaw River to unload. A compartment was unloaded at the Midland Dock, another at the Saginaw Paving dock and the remaining compartment was unloaded at the Wirt Stone dock.

GREAT LAKES & SEAWAY NEWS ●

Jul. 11. . .Capt. Lillian Kluka brought the *Ontadoc* into Goderich harbor. She began sailing in 1974 and worked her way up through the officer ranks to become the first female captain on a bulk carrier. She will work as a relief captain on the Paterson vessels while the regular captains are on vacation.

. . .The *Detroit Edison* being towed by the *Salvage Monarch* and the *Helen M. McAllister* and the *Glenside* cleared the Welland Canal.

. . .Stiff winds and high water helped two tugs free the *Hatfield* and she was towed back to the Azcon dock for scrapping. The rising water from a northeast storm floated her free before dredging was begun.

Jul. 12. . .The new Canadian Coast Guard vessel *Edward Cornwallis* was christened at Sorel.

. . .The *John Dykstra*, ex-*Benson Ford (i)* arrived at Ramey's Bend under tow of tugs *Glenbrook* and *Argue Martin*. Her forward cabins were cut off in Cleveland and moved to Put-in-Bay by barge. The cabins will serve as a summer home for the Sullivan family, who purchased the vessel in 1982.

. . .The Coast Guard icebreaker *Mackinaw* passed down the Welland Canal for Toronto.

. . .The *Joseph F. Frantz* arrived in Toledo for temporary lay-up.



The tug SALVAGE MONARCH towing the DETROIT EDISON out of the Welland Canal for scrapping overseas on July 11, 1986.

● GREAT LAKES & SEAWAY NEWS

. . .The *Algolake* loaded a record 30,902 tons of coal at Thunder Bay for Nanticoke, Ontario.

Jul. 15. . . Upper Lake's *Wheat King* cleared Toronto under tow for Lauzon. She had been laid-up at Toronto since December, 1981.

. . . C.S.L.'s *Manitoulin* went aground in Sandusky after losing power. She was freed later that night and inspected and allowed to proceed to Port Colborne for repairs. She holed herself in the starboard ballast tank after loading 26,200 tons of coal for Montreal.

Jul. 16. . .The *Detroit Edison* and the *Sharon* cleared Quebec City under tow of the tug *Prudent* for Brownsville, Texas for scrapping.

. . .The *Island Transport* made an unusual visit to the LTV Steel dock in Cleveland.

Jul. 17. . .The *Kinsman Independent* is reportedly fitting out in Duluth.

. . . The LTV Corp. filed for Chapter 11 bankruptcy in Federal Court. Heavy losses in steel and oil were the reasons given for filing for reorganization under federal laws. The filing covered LTV Corp. and their 65 subsidiaries which include LTV Steel, Erie Mining in Hoyt Lakes, the McKinley Mine and one-half of Reserve Mining in Silver Bay and Babbitt. The filing caused uncertainty in the future operations of the three mines. The Erie and Reserve mine low-grade ore and process it into iron ore pellets. The McKinley mine is the last active natural ore mine in Minnesota.

Jul. 19. . .The *Beechglen* went aground in heavy fog a few miles below the Snell Lock. She reportedly holed herself in the bow while downbound for Trois Rivieres.

. . .Another U.S. Steel vessel made her first trip into Goderich. The *Cason J. Callaway* arrived from Lorain to load salt for Duluth.

Jul. 20. . . The *Wheat King* anchored off Grass Island while the four tugs that were towing her went to free the *Beechglen*, a short distance away. The lighter *P.S. Barge No. 1* was also at the scene.

. . .Surplus grain was becoming a problem in Duluth-Superior. Good harvests combined with poor sales have left elevators with an oversupply. There is an estimated 39 million bushels of government owned grain stored in the Twin Ports elevators which have a total capacity of 74 million bushels. Grain shipments in the Twin Ports are running about the same as in 1985 which was considered a poor year.

Jul. 21. . . The *Beechglen* was refloated after lightering part of her cargo and anchored off St. Zotique, a few miles above the Valleyfield Bridge.

Jul. 22. . .Paterson's *Quedoc* has been resold to shipbreakers in Brownsville, TX.

. . .The *Elton Hoyt II* arrived at Fairport, Ohio for the first time to unload stone.

. . .The *Kinsman Independent* was moved from her lay-up berth at the Capital Elevator 4 to the loading spouts at Capital Elevator 6. The next day she loaded bunker coal at the Hallett Dock in Duluth and departed on the 25th on her first trip of the season.

. . . Reserve Mining Co. suspended operations at the Silver Bay processing plant and the Babbitt Mine due to the LTV bankruptcy filing.

GREAT LAKES & SEAWAY NEWS ●

. . . In an effort to compete with Canada, American maritime industries have asked Congress to give a 100 percent tax break to help an estimated 1,800 American sailors who work on lake vessels. Such a break would enable vessel owners to lower their labor costs.

Jul. 23. . . The *Beechglen* arrived in Montreal and anchored for inspection. Later that day she departed for Trois Rivieres to unload her cargo.

. . . Rene Beauchamp reported that while in Vancouver he observed the *Canadian Challenger* in drydock. She is the former *Hutchcliffe Hall* that was sold in 1972 to a dredging consortium and renamed *Ile Aux Coudres*. In 1977 she was sold to Sceptre Dredging and was towed to the west coast in 1984 and given her present name.

Jul. 24. . . Reserve Mining Company, which once employed over 3,000 people in northeastern Minnesota, has extended its layoffs to all but nineteen employees.

. . . The *Meldrum Bay* cleared Toronto under tow of tugs *Stormont*, *Argue Martin*, *Glenside* and *Glenevis* for Lauzon.

. . . The *Robert Koch* was refloated by McAllister Towing and Salvage. They purchased the wreck with the intention of salvaging the good parts of the cement carrier for their own use. The *Koch* is reportedly sold to a shipbreaking yard at Contrecoeur. After she was refloated, she was towed to Kingston and departed the next day for Sorel.

. . . A report from Toronto by the Environmental officials stated that nearly half of the Canadian factories discharging toxic substances into the Great Lakes failed to comply with pollution limits in 1984. The pollutants came from a range of industries located near the Lakes.

Jul. 25. . . The *Northern Shell*, which had been idle at Montreal since April 1st, went back into service.

Jul. 26. . . The *Robert Koch* transitted the St. Lambert Lock and arrived in Sorel the next day. She was drydocked at Marine Industries and her salvagable parts were removed.

. . . In the wake of the LTV Corp. bankruptcy filing, there is a question of how Reserve Mining will maintain their waste disposal system. The Minnesota Pollution Control Agency was concerned that Reserve's uncertain future will affect the \$370 million system, especially the Milepost 7 basin at Silver Bay. The basin is filled with asbestos fibers in water that could threaten Lake Superior.

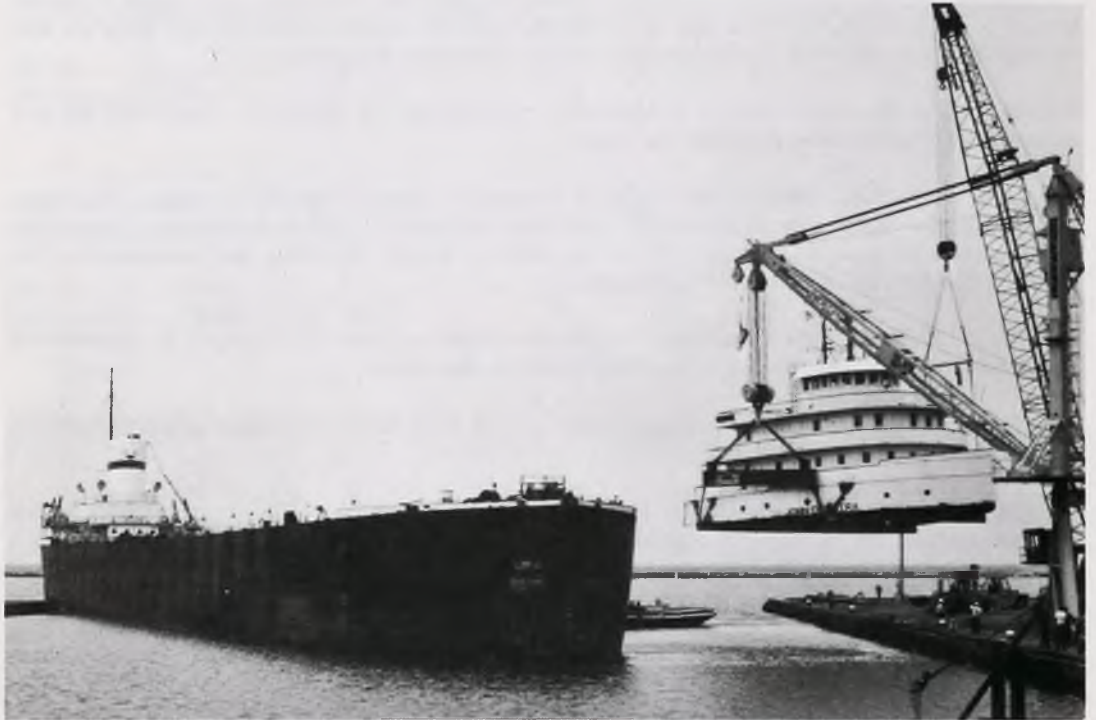
Jul. 28. . . Moore-McCormick Resources, Inc., which sold off their liner business to United States Line several years ago, is now abandoning all of their shipping business. The company announced that they were terminating their Great Lakes and ocean transportation business. The Interlake Steamship Company, which operates ten bulk carriers is their major operator on the lakes. Cutback in the steel industry are blamed for their decision.

Aug. 1. . . The *Maplecliffe Hall*, which was laid up in Montreal was opened for guided tours.

. . . Due to the strike against USX, (U.S. Steel) the *Edgar B. Speer* was laid-up at the Cargill Elevator in Duluth. The *Arthur M. Anderson* was laid-up at Sturgeon Bay. The *Edwin H. Gott* was laid-up in Milwaukee. The *Cason J. Callway* laid-up next to the *Clarke* the next day. The Bradley fleet continued to operate as they are not affected by the strike.

Jul. 2. . . The *Columbia Star* loaded a record cargo of 70,001 gross tons of pellets at Escanaba for Indiana Harbor.

● GREAT LAKES & SEAWAY NEWS



The forward cabins were cut off the JOHN DYKSTRA ex-BENSON FORD (i), at Cleveland and taken to South Bass Island for use as a summer cottage.

Aug. 2. . . Capt. Salvatore Silvestri drowned when he jumped overboard from the Toronto cruise ship *Southern Star II* in an attempt to rescue a passenger. The passenger was later rescued.

Aug. 4. . .The *Indiana Harbor* departed lay-up at Lackawanna, N.Y. and resumed service.

Aug. 5. . .The *Joseph I. Block* entered Fraser Shipyard for her five-year inspection.

. . .The *Beechglen* was in drydock at Port Weller for repairs.

Aug. 6. . .The outbound *Wm. J. Delancey* and the inbound *Murray Bay* passed within 30 feet of each other off the outer end of the Duluth Ship Canal. The off-lake wind blew the *Murray Bay* closer to the *Delancey*, but both vessels remained under control and were in radio contact with each other.

Aug. 7. . . The *Joseph H. Frantz* departed Toledo from temporary lay-up.

Aug. 8. . . The *Soodoc* was surveyed while afloat in Montreal for damage sustained while operating in the ice on July 24-5.

Aug. 9. . . Capt. John Malcolm passed away. He was a past president of the Corporation of Professional Great Lakes Pilots.

. . .The *Charles E. Wilson* departed her lay-up berth in Toledo and resumed service.

GREAT LAKES & SEAWAY NEWS ●

. . . The *William Clay Ford* loaded natural iron ore in Duluth for delivery to Cleveland.

. . . The *H.M.C.S. Skeena* departed Versatile Vickers in Montreal for Halifax under tow of the tug *H.M.C.S. Glenbrook*. With this departure, the shipyard was empty. Our Montreal source reported that he can't remember when the shipyard was empty.

Aug. 12. . . The *Calcite II* made four stops in the Saginaw River to unload stone. Her last stop was above the C&O Bridge and it was first time that a lake boat had been that far up the river.

Aug. 13. . . The *Indiana Harbor* loaded a record cargo of 55,047 tons of coal in Toledo for the Upper Peninsula Power Company in Marquette. The record cargo required 640 rail cars. The previous record was set by the *Presque Isle* two weeks earlier when she loaded 44,397 tons of coal. Toledo has the largest coal loading facility on the lakes with an average of 12 million tons in the past decade.

. . . The *George M. Humphrey* cleared Ecorse, Michigan for the St. Lawrence under her own power. She had been idle since December, 1983.

. . . Repairs to the *Algosoo* were reported to be on schedule and were expected to be completed by September 30. She suffered severe damage during a fire on March 7th while laid up at Port Colborne.

Aug. 15. . . The *Birchglen*, which had been idle in Toronto since June was towed to Hamilton.



JOSEPH L. BLOCK in drydock at Fraser Shipyard on August 15, 1986.

● GREAT LAKES & SEAWAY NEWS



Photo by Cyril Hudson

SALVAGE MONARCH and HELEN MCALLISTER towing the SHARON out of the Welland Canal on June 20, 1986 for overseas scrapping.

Aug. 16. . . The *August Ziesing* passed down the St. Clair River on her way to Ramey's Bend. Tugs assisting were the *Ohio* and *Nebraska*.

. . . The *Joseph L. Block* departed Fraser Shipyard for Two Harbors.

. . . The *Indiana Harbor* tied up at the Duluth Port Terminal for repairs to her bow thruster. She departed the next day for Taconite Harbor.

Aug. 17. . . The excursion vessel *Vista Queen* struck the Duluth Aerial Bridge and six passengers were reported injured. The vessel was waiting for the bridge to open when it was pulled into the bridge by a strong current. There was slight damage to the vessel, but none to the bridge.

. . . *Myron C. Taylor* arrived in Duluth to unload salt at the Cutler Salt Dock.

. . . The *August Ziesing* stopped at Long Point Bay where the tugs turned her over to the Canadian tugs *Vac* and *Elmore M. Misener*. She arrived at Port Colborne the next day and will be scrapped in the outer harbor.

Aug. 18. . . *Canadian Sailings* reported that in early June the *Canada Marquis* unloaded a record cargo of grain at Halifax. This was the largest single shipment of western Canadian grain to be unloaded in the maritimes. She unloaded 12,000 tons which is equivalent to 150 rail cars.

Aug. 20. . . The *Indiana Harbor* went aground on Fawn Island near Marine City. She lost power for steering and grounded on the east side of the channel. She was freed the next day after her cargo was lightered into the *St. Clair*. She was also assisted by tugs *Malcolm*, *Barbara Ann* and *Nebraska*.

GREAT LAKES & SEAWAY NEWS ●



Photo by Bill Hoey

SUSAN HOEY turning the BENSON FORD (ii) into the slip at Nicholson's on August 28, 1986.

. . . The ex-William Clay Ford (i) was towed from the Ford Basin to the Detroit Marine Terminals Dock by Gaelic tugs. The following day her pilothouse and chart room were cut off and stored at Detroit Marine Terminals until they can be taken to the Dossin Museum.

. . . International Marine Salvage has purchased the B.F. Affleck and the William P. Snyder Jr. for scrapping. (Ed. note: If I'm not mistaken, Institute Board member Dick Kruse sailed on her in his younger days.)

. . .The American Republic arrived in Duluth and entered the Fraser Shipyard for a 5-year inspection.

. . . Two Wisconsin firms have been awarded contracts to build three mine counter-measure ships for the U.S. Navy. Peterson Builders of Sturgeon Bay was awarded a \$97.1 million contract to build two of the ships. Marinette Marine will build the third ship for \$52 million. The three ships are "state of the art" mine counter-measure vessels and all will be wooden hulls. The companies are currently building similar vessels under contracts awarded in 1983 and 1984.

. . . An accident off Whiskey Island in upper Lake Michigan left one man dead and two missing. The Yugoslavian freighter *Jablanica*, bound for Duluth, either collided with or swamped the 32-foot fishing vessel *Razal Bros.* which sank almost immediately. One crewman from the fishing vessel was picked up by a lifeboat from the *Jablanica*, but he could not be revived. The captain of the freighter claimed that the fishing vessel ignored radio and horn signals. The Coast Guard boarded the freighter at the Soo and interviewed crewmembers. The freighter was allowed to continue to Duluth.

● GREAT LAKES & SEAWAY NEWS

Aug. 21. . . The *W.W. Holloway* arrived in Port Colborne under tow of the *Salvage Monarch*.

. . . The captain of the *Vista Queen*, that struck the Duluth Aerial Bridge, has been charged with negligence by the U.S. Coast Guard.

. . . The *William Clay Ford* made rare trip into Superior to unload salt at the old Reiss Coal Dock.

Aug. 22. . . The *Paul H. Carnahan* passed down the Welland Canal under her own power for scrapping.

. . . The *Robert Koch* departed Sorel for Contrecoeur to unload her cargo of cement.

. . . The *Philip D. Block* passed down the Welland Canal under tow of tugs *Salvage Monarch*, *Stormont* and *Glenevis*.

. . . After 103 years of operation, the Canadian Shipbuilding and Engineering Ltd. of Collingwood, Ontario announced that they will cease operations. The shipyard has produced 214 ships over the years including corvettes and mine sweepers during WW II. The last ship built was the Canadian Coast Guard ice breaker *Sir Wilfred Laurier*.

. . . Port Weller Drydocks and Canadian Shipbuilding and Engineering will merge. The Canadian Shipbuilding and Engineering's yard in Thunder Bay will remain open.

Aug. 23. . . At Port Colborne, a welder's spark started a fire on the *August Ziesing*.

Aug. 25. . . The Canadian Government announced that they will provide several million dollars to help upgrade the shipbuilding yards in Thunder Bay and Port Weller.



Photo by Ron Beaupre

**SALVAGE MONARCH and HELEN MCALLISTER towing the W.W. HOLLOWAY
Iroquois Lock on August 31, 1986.**

GREAT LAKES & SEAWAY NEWS ●

Aug. 26. . . The *Herbert Gaucher* arrived at Montreal with her funnel repainted in Sofati-Soconav colors. She has blue funnel with a black top and a white base with a white stylized "S" on the blue midsection.

Aug. 26. . . The *Fred R. White Jr.* arrived in Washburn, Wisconsin and unloaded 16,460 tons of calcite onto the old Reiss Coal dock. The last time a vessel entered here was in 1979.

Aug. 28. . . The ex-*Benson Ford (ii)*, ex-*John Dykstra (i)* was towed by Gaelic tugs from the Ford basin to the Nicholson Yard at Ecorse, MI. and tied up next to the *Wm. Clay Ford (i)*. Their final scrapping place is unknown at this time.

Aug. 28. . . The *Montrealais* which had been laid up in Montreal since 1985, entered service and departed for Sept Iles.

Aug. 29. . . The *W.W. Holloway* cleared Port Colborne and passed down the Welland Canal the next day under tow of tugs *Salvage Monarch* and *Glenbrooke*.

Aug. 30. . . The *American Republic* left the drydock at Fraser Shipyard, but remained in the yard for additional repairs.

. . . The crews of the pilot boats at Les Escoumins went on strike and pilots were boarding ships off Rimouski using the *Rigolet* to ferry them out to the ships.

. . . The St. Lawrence Seaway Development Corp. and the Seaway Authority of Canada announced the closing of the 1986 navigation season will be midnight December 17.

MISCELLANEOUS. . .

. . . The *Wilfred Sykes* became the largest vessel to unload in Holland when she unloaded a cargo of slag on May 24th.

. . . *Hull 735*, the first 710-foot containership in the 3-ship series, was floated out of Bay Shipbuilding's 1158-foot graving dock and berthed at one of their outfitting piers. Also the after end of *Hull 736*, including machinery space, was floated forward to its erection completion position in the graving dock on May 31st. Several days later the keel was laid for *Hull 737*, in the after end of Bay's graving dock. Hull erection began immediately on the after end of *Hull 737*, the final ship in the series. When she is ready to be floated out and moved to an outfitting pier, three large intermediate gate sections will be installed to isolate *Hull 737* from the flooding waters of Sturgeon Bay. After pumping out the graving dock, the three gates will be removed and erection of *Hull 737* will be completed in its present location. Presently under contract, in addition to the three 710-foot ship being built for Sea Land Service, are two, 6000-cubic yard, hydro-dump barges being built for the Great Lakes Dredge & Dock. Co.

. . . The *Bluebird* from Rouge Steel Company reported the following retirements from their vessels on July 1, 1986. Capt. Don Erickson on the *Wm. Clay Ford* retired after 38 years with the company, Capt. Jim VanBuskirk, captain of the *Ernest R. Breech* with 31 years, Capt. Ted Cogswell, captain of the *Benson Ford* with 24 years, and Reed Clark, Chief Engineer on the *Wm. Clay Ford* with 26 years. On December 31, 1985, Capt. Mike Gerasimos retired from the *Wm. Clay Ford* with 33 years. Also retiring were Engineers Warren Benson and Joe Hrabec. The new officers are Capt. Dave Olson on the *Wm. Clay Ford*, Pat Owens on the *Benson Ford*, Capt. Dick Hambly on the *Henry Ford II* and Capt. Mark Gainey on the *Ernest R. Breech*. The Chief Engineers are Steve Fraizer on the *Wm. Clay Ford*, Art Peterson on the *Benson Ford*, Jim Boyd on the *Henry Ford II* and Allen Graves on the *Ernest R. Breech*.

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Prepared by Kathy McGraw and F. Jordan Schanbeck. Typed by Ernestine Rainey.

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