

Telescope

An illustration in the top left corner shows three rolled-up maps or documents, with a telescope resting on top of them. The maps are unrolled at the ends, showing a grid pattern and some markings.

MARCH ☆ APRIL, 1987
Volume XXXVI: Number 2



GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

There are several new books that were not listed on our book list. *A Short Guide to the Shipwrecks of Thunder Bay* by Fred Stonehouse details wrecks in the Alpena Underwater Preserve. Vessels covered range from wooden schooners to steel freighters. *Shipwrecks of Thunder Bay* costs \$6.95 and is available at the Dossin Museum. *Wrecks & Rescues of the Great Lakes* by James Barry has been reprinted in paperback for \$17.95. Mr. Barry presents a photographic history of wrecks from the turn of the century to the *Edmund Fitzgerald* and *Photinia*. *Speed Boat Kings* by J. Lee Barrett details the history of powerboat racing on the Detroit River during the Gar Wood era. The famous 1931 Harmsworth Regatta, which pitted Gar Wood against Kaye Don from England is covered and historians still debate whether Gar Wood drew Kaye Don over the starting line and disqualified him. This book is available for \$15.00 from the Historical Society of Michigan, 2117 Washtenaw, Ann Arbor, MI. 48104.

MEETING NOTICES ●

Mr. Jeff Dwor of Marine Salvage in Port Colborne, Ontario will be our guest speaker on Friday, March 20 at 8:00 p.m. at the Dossin Museum. Mr. Greg Rudnick will speak on Cleveland-Cliffs Steamship Company on Friday, May 15, 1987.

The next Board of Directors meeting will be held on *Thursday*, April 16 at 7:30 p.m. at the Dossin Museum. All members are invited to attend Board of Directors meeting.

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Published at Detroit, Michigan by the
GREAT LAKES MARITIME INSTITUTE

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Printed in the United States by
Macomb Printing Specialties.

OUR COVER PICTURE . . . The *Seaway Queen* was built at Port Weller in 1959 and was a regular traveler on the lakes until the Canadian fleets were forced to idle many ships due to a drop in grain shipments. This fall the *Seaway Queen* returned to service along with many of her Canadian sisters as the grain cargoes increased. This photo was taken on November 11, 1986 by Terry Sechen as she loaded grain at the Cargill B1 Elevator in Duluth harbor. □

**GREAT LAKES
ENGINEERING WORKS
EXHIBIT**



Photo by John Polasek

THE "YELLOW" KID AND HER KID SISTERS

by
GARY DEWAR
Part II

The *Matthew Andrews (i)* was built at the Cleveland yard from the same plans as the *D.R. Hanna* for the Kinsman Transit Company of Cleveland. That firm was owned by Minch-Steinbrenner family interests, and was managed by Henry Steinbrenner until 1929; by his widow, Sophia Minch Steinbrenner, until 1933; by their son, George M. until 1939, and in turn by his son, Henry G., until 1963.

George M. Steinbrenner III became co-manager with his father in 1957, and when the elder made plans to retire, a new company was organized, the Kinsman Marine Transit Company, with the son as president. Kinsman Transit sold its five vessels to the new concern on June 24, 1965.

George M. Steinbrenner III gained effective control of the American Shipbuilding Company



The PAUL L. TIETJEN was the flagship for Kinsman Lines until her retirement in 1977.

in October, 1967, and in June of the next year that company purchased Kinsman Marine. In August of 1975, the vessels of the Kinsman fleet were sold to the S&E Shipping Corporation, whose principals had been associated with Steinbrenner interests, and which was managed by a new entity, Kinsman Lines, Inc. Inc.

The *Andrews* was one of the casualties of the 1913 "Great Storm". She was downbound with ore on Lake Huron, and her captain elected to go to anchor rather than try to enter Lake Huron Cut of the St. Clair River, or further challenge the open lake. Unluckily, he took his bearings on the lightship, which had been driven two miles off its position, and his steamer stranded on Corsica Shoal, where the lightship should have been. There were no lives lost, however, and the ship was salvaged, and was back in service for the 1914 season.

She served her entire life for her first owners in their several manifestations. They renamed her *Harry L. Findlay* in 1933 and *Paul L. Tietjen* in 1965, and repowered her in 1954 with a 3,000-horsepower uniflow engine and two water tube boilers. Through it all, Kinsman thought enough of her to designate her as their flagship until her retirement.

That final lay-up came in July, 1977. The *Tietjen* laid idle at Lorain during all of 1975 and most of 1976. Early in the fall of that year, she was fired up and put back in service, and came out again the next spring, under a temporary extension of her certificate. In July, though, overdue for inspection and not worth the trouble, she went to the Toledo "Frog Pond". Her owners sold her in October to Triad Salvage, Inc., who scrapped her at Ashtabula over the winter and spring.

At about the time the *Riddle* and *Henry A. Hawgood* were being finished, the *Hawgood's* ordered a virtual duplicate. She was launched at West Superior on December 22, 1906, as the *Sheldon Parks*. She was owned by the Milwaukee Steamship Company, but from the time of her sale in 1911 to Speddy's Commonwealth Steamship Company, her career precisely matched that of the *Riddle*. She was named *Edward A. Uhrig* in 1915 and *David M. Weir* in 1930, both by Hanna, and *Norman W. Foy* in 1955 by Browning.

On the abandonment in 1960 of the Browning-Chung King container experiment, the *Foy* too was retired. She wasn't sold for scrapping until 1964, but then the parallel

resumed. Marine Salvage bought her and resold her to A.R.D.E.M., and she arrived in tow at Savona, Italy on June 4, 1964.

The next members of the class to appear were the other three variants. The first was the *Jay C. Morse*, built to the same length and depth, but two feet greater in beam (or two feet narrower than the *Samuel Mather*). She was launched at Cleveland in 1907 for Pickands-Mather's Mesaba Steamship Company, and went into the Interlake fleet in 1913.

The *Morse* was given new boilers in 1942. As with the *Pathfinder*, the former *Mather*, her cargo spaces and spar deck, and her forward houses, were rebuilt during the 1950's.

With the *Pathfinder*, she was laid up at the Lakehead in the fall of 1960. P-M sold her early in 1965 to Comet Enterprises Ltd. of Hamilton, Bermuda, who placed her in Canadian registry as *Shelter Bay (ii)*. Comet Enterprises was a subsidiary of the Quebec and Ontario Transportation Company Ltd. of Montreal, and Q&O was a joint subsidiary of the Ontario Paper Company Ltd., Thorold, Ontario, and its affiliated Quebec North Shore Paper Company Ltd. (The latter was formed because Quebec provincial authorities resented a firm styled after a rival province doing business in their domain.) The two paper companies, in their turn, are subsidiaries of The Tribune Company, Chicago, publishers of the *Chicago Tribune*.

Quebec and Ontario had the *Shelter Bay* reboilered again late in 1966, using two boilers removed from the retired steamer *Bayton*, and which originally had been in the Royal Canadian Navy corvette *Dundas*.

During the 1977 and 1978 she had recurring and serious problems with her third-hand boilers. When Q&O bought the five ships of the Hindman fleet in the spring of 1978, they no longer needed the *Shelter Bay*. They laid her up at Quebec City that November, and soon sold her to Goderich Elevators Ltd. of Goderich, Ontario.

The new owners had her towed to Goderich in December, to be used as a grain storage hull. They renamed her *Shelter B*. in the spring apparently an unofficial change, and in August of 1979, changed her name on the Canadian register to *D.B. Weldon (ii)*.

Goderich Elevators removed the *Weldon's* pilothouse in 1981, and donated it to the city of Goderich for use as a marine museum. They sold her in the spring of 1983 to Western Metals Corporation, and she was broken up



Photo by George Ayoub

The SHELTER BAY (ii) was sold for grain storage after Q&O purchased five ships from Hindman.

at Thunder Bay by that concern and its successor, Shearmet Recycling.

The *Wolvin* interests ordered two steamers of 552 by 56 by 30 feet, which were built in 1907 at the West Superior yard. The *H.P. Bope* was launched on August 24th for the Acme Steamship Company, and the *Ward Ames* late in the year for the Standard Steamship Company.

(The overall lengths of the two usually are listed as 550 feet for the *Bope* and 560 for the *Ames*, but these are an obvious discrepancy. They had identical lengths between perpendiculars, and keel and registered lengths. Also, the first two lengths were identical to those of the 552-footers built by the company's other yards. The overall length of a bulk carrier built in that era usually was twenty feet more than its keel length. Since this pair was registered at 540 feet, this would account for the 560 feet attributed to the *Ames*. However, it was an anomaly of vessels admeasured at Superior around that time that,

instead of the usual practice of the registered lengths being equivalent to the keel lengths, they often approximated, or even exceeded, the lengths between perpendiculars. The *Sheldon Parks*, built at the same yard, also was registered at 540 feet.)

Both operating companies were managed by Pickands Mather, and both vessels were under A.T. Kinney's operation in 1912. Interlake Steamship bought the pair in 1913, and renamed them in 1916. The *H.P. Bope* was rechristened *E.A.S. Clarke (ii)*, and the *Ward Ames* became the *C.H. McCullough, Jr.*

Interlake had the *McCullough* fitted with new water tube boilers in 1950. Over the winter of 1952-53 they had the *Clarke* reboilered, her entire cargo hold and spar deck rebuilt, and her after cabins replaced by AmShip at Buffalo. They sent the *McCullough* to the same yard the next year for a similar rebuild, and for repowering with a 2,000 horsepower unaflow engine.

Kinsman Marine bought the *Clarke* in the spring of 1970 and renamed her the *Kinsman Voyager*. They operated her regularly for only one year, and sporadically thereafter. They sold her to Marine Salvage late in 1974, after an idle year and a half. The next spring she was towed from Toledo by the *Salvage Monarch*, the grim reaper of the lakes. She and her fleet mate, the *James E. Ferris*, were sold for use as storage hulks at Hamburg, West Germany, and crossed the Atlantic in tandem tow early that summer. Three years later, the *Voyager* was sold again, to Spanish breakers, and was towed into Santander on August 29, 1978.

Interlake had the blades removed from the *McCullough's* propeller in 1969, and operated her for two seasons as a barge. They sold her at the end of 1970 to the Cement Transit Company of Cleveland, shipping arm of the Medusa Portland Cement Company.

Medusa bought the steamer with a view to her eventual conversion to a self-unloading bulk cement carrier, as a running mate for their *Medusa Challenger*. Meanwhile, they operated her as a steamer in the ore trade. At the close of the 1974 season, they laid her up at Milwaukee with storage grain, and she remained there until early 1978. She was drydocked then, but inspection showed that her condition no longer justified the expense of repairs and conversion. Her owners bought another carrier as a replacement, but held on to the *McCullough* for another two years. Finally, in March of 1980, they sold her to Western Metals. She sailed under her own power (odd, for a one-time barge, laid up for five years!) to Thunder Bay, and was cut up there.

The *J.J. Sullivan* was built at Cleveland in 1907 for the Superior Steamship Company of Cleveland, and was very like the *Hanna* and the *Andrews*. In only her second year, she joined the *Hanna* in Hutchinson's Pioneer Steamship Company, and remained there for fifty-four years. She received a 2,400-horsepower uniflow engine in 1954.

Pioneer Steamship Liquidated voluntarily in 1962, and sold the *Sullivan* in June to the Inland Steel Company of Chicago, who renamed her *Clarence B. Randall (ii)* three months later. Inland operated her for fourteen years, but retired her in the summer of 1976, when they took delivery of a large new carrier. They sold her that November to Afram Brothers Company, Milwaukee scrap dealers, and she lay for three years at their

Jones Island dock. The American Seaway Grain Company, an affiliate of Seaway Towing, Inc. of Duluth, and of North American Towing Company of Chicago, bought the partly-stripped hull in 1980, to be used for grain storage at the Cargill elevator in Milwaukee. Thus reprieved, and renamed *Wannamingo* at the end of 1981, she is one of the two vessels of this class still afloat.

The Hawgoods ordered the last three members of the class. Two were built at the South Chicago yard, the *Salt Lake City* and the *William A. Hawgood*. The first went into service for the Holmes Steamship Company during the late summer of 1907, and the latter was launched on October 19th for the Atlas Steamship Company. (Ownership of the *Salt Lake City* was transferred in 1909 to the Acme Transit Company.) The third was ordered early in 1908 by Atlas Steamship, and was built that year at West Bay City as the *W.R. Woodford*. All three fell victims to the Hawgood's problems of 1911. The *Salt Lake City* was sold in February, 1912, to G.A. Tomlinson's Continental Steamship Company of Duluth, and renamed *Chester A. Congdon*.

On November 6, 1918, the *Congdon* was outbound from Fort William with a cargo of wheat. After sheltering from a strong gale, she lost her course in fog and ran onto the Canoe Rocks off Isle Royale. Salvors removed part of her grain cargo, but another storm two days later interrupted them and broke the steamer's back.

The owners abandoned the vessel as a constructive total loss, and the underwriters sold the wreck to James Playfair of Midland, Ontario. When his salvage crews arrived in the spring, they found her entirely broken in two, resting on opposite sides of the reef in over a hundred feet of water. Today, her remains are a protected archeological site of the Isle Royale National Park.

Hanna's Calumet Transportation Company bought the *William A. Hawgood* late in 1911, and renamed her *R.L. Agassiz*. With her near sisters, the former *J.Q. Riddle* and *Sheldon Parks*, who joined her later, she was transferred in 1930 to Producers Steamship and in 1936 to National Steel. She was renamed *Carle C. Conway* in 1936.

Unlike the other pair, she stayed in the Hanna fleet through the 1950s, but her usefulness ended early in the next decade. She was sold in August, 1963 for scrapping at Port Arthur, Ontario, by Western Iron and



Pioneer liquidated in 1962 and the SULLIVAN was sold to Inland Steel and renamed CLARENCE B. RANDALL (ii).

Peter Worden/Dossin Museum Coll.

Metal Company, Ltd. The cut-up steel from her hull was shipped to Japan in July of 1964.

The *Woodford* also left the Hawgood operation at the end of 1911, going to the Inland Steel Company, whose vessels were managed by Hutchinson and Company through 1956. She was owned until the early 1940s by the subsidiary Inland Steamship Company. These owners renamed her *N.F. Leopold* in 1912 and *E.J. Block* in 1943. She was rebuilt at Lorain in 1946 and equipped with a 2,800 horsepower diesel-electric power plant. At that time the first regular, non-experimental commercial radar set on the Great Lakes was fitted in her. The *E.J. Block* has been laid up since the summer of 1984, and was in limited operation for some time before then.

The *William C. Agnew*, built in 1911 for Mitchell's Buffalo Steamship Company, had the same dimensions as the *Jay C. Morse*,

except that her overall length was listed as 557 feet. With the *Hugh Kennedy*, she passed into the American Steamship Company in 1922, where she was renamed *George F. Rand (i)* in 1926, and *Ben W. Calvin* in 1954. She was converted to a self-unloader at Lorain in 1936, and was dismantled at Valencia, Spain in 1974.

These steamers were an unusually handsome group, particularly those with the low forecastles, which accentuated the marked sheer of the hulls. Those built for Wolvin had pilothouses and small masters' cabins mounted in tandem on the forecastle decks. The others had their pilothouses atop larger, T-shaped Texas houses. (On most if not all of these, for a time around the first World War, the open bridge above the pilothouse was enclosed to form an upper wheelhouse. The *Agnew* carried this configuration to the end, badly disfigured by her bridge wing "ears" as a self-unloader.) The combination in the

Hawgood steamers of the sunken forecastle and the more modern cabin arrangement placed them among the best-proportioned freighters ever built on the lakes.

This class consisted of very modern, medium-large ore carriers for their time, and proved a successful design, giving long and reliable service. The *Wolvin* not only was the specific prototype for this group, but the model for nearly all large lake carriers built over the next half century.

Each of these ships had one deck; arch construction; transverse framing; double bottom, and three watertight bulkheads. About half had hopper side tanks, and the others straight, or vertical, side tanks. The *Wolvin* had 33 hatches, later reduced to 32, and an undivided hold. All others had 32 each, except the *Agnew*, which had only 30. All had telescoping steel hatch covers, and each had three cargo compartments.

The four steamers built for *Wolvin's* interests were powered by quadruple-expansion engines, with cylinders of 18½, 28½, 43½, and 66 inches diameter, with a 42-inch stroke, developing 2,000 indicated horsepower at 85 revolutions per minute, fed by two coal-fired water tube boilers. (This was a combination pioneered by *Wolvin* in the 1890s.) The others had triple-expansion engines, 23½, 38, 63 by 42 inches, giving 1,760 ihp at 83 rpm, and two single-end Scotch boilers (The *Agnew* had three).

The standard dimensions for the class were 552'0" length overall; 539'9-¾" length between perpendiculars; 532'0" keel length; 56'0" molded beam, and 21'0" molded depth. Registered dimensions were 532.0 x 56.0 x 31.0 feet. Registered tonnages covered a sizeable range. Most had a capacity of about 10,200 long tons at twenty-one-foot draft. Variable information and variations from the standards are given below for each vessel. *Augustus B. Wolvin* (US 200833). Lorain hull No. 330. 547'9¾" length between perpendiculars. Registered dimensions, 540.0 x 56.0 x 32.0. 6585 gross tons; 5311 net tons. Capacity 10,500 long tons. After rebuilds, 1938 and c.1946: 7043 GRT; 6474 NRT. Canadian (C 326401): 8316 GRT; 5395 NRT; 11,000 deadweight tons at 22'2½" draft.

James C. Wallace (US 201821). Lorain Hull No. 334. 6684 GRT; 5403 NRT.

Samuel Mather (US 203407). Detroit S.B. Co. Hull No. 165. 550'0" LOA. 60'0" molded

beam. 530.0 x 60.2 x 32.2. 6751 GRT; 5408 NRT. Capacity 10,500. As *Goderich* (C 206336) 7907 GRT; 5608 NRT; 11,300 DWT at 21' 3¾" draft.

J.Q. Riddle (US 203377). Lorain Hull No. 344. 6832 GRT; 5376 NRT.

Henry A. Hawgood (US 203582). Cleveland Hull No. 435. 6839 GRT; 5389 NRT. As self-unloader: 7213 GRT; 5680 NRT. As m/v: 7166 GRT; 5111 NRT; 10,900 DWT at 21'2½' draft. Capacity 10,800 short tons.

D.R. Hanna (US 203676). Lorain Hull No. 346. 7023 GRT; 5491 NRT.

Hugh Kennedy (US 203906). Lorain Hull No. 349. 7064 GRT; 5500 NRT. As self-unloader: 531.2 x 56.2 x 27.2. 7301 GRT; 6099 NRT. Capacity 10,100 short tons.

Sheldon Parks (US 203927). Superior S.B. Co. Hull No. 516. 540.0 x 56.0 x 31.0. 6611 GRT 5049 NRT.

Matthew Andrews (US 203907). Cleveland Hull No. 437. 7014 GRT; 5497 NRT. After rebuild, 1954: 7038 GRT; 5509 NRT.

Jay C. Morse (US 204429). Cleveland Hull No. 438. 58'0" molded beam. 532.0 x 58.0 x 31.0. 6649 GRT; 5087 NRT. After rebuild in 1950s: 6885 GRT; 5325 NRT. As *Shelter Bay* (C 217146): 7774 GRT; 5473 NRT; 10,740 DWT at 21'8¾" draft.

H.P. Bope (US 204664). Superior S.B. Co. Hull No. 519. 540.0 x 56.0 x 30.0. 5750 GRT; 4422 NRT. After rebuild, 1953: 6220 GRT; 4559 NRT.

Ward Ames (US 204499). Superior S.B. Co. Hull No. 518. 540.0 x 56.0 x 30.0. 5750 GRT; 4422 NRT. After rebuild, 1954: 540.0 x 56.0 x 26.2. 5939 GRT; 4740 NRT.

J.J. Sullivan (US 204624). Cleveland Hull No. 439. 7077 GRT; 5541 NRT. After rebuild in 1950s: 539.8 x 56.0 x 27.5. 7176 GRT; 5739 NRT *Salt Lake City* (US 204256). Chicago S.B. Co. Hull No. 74. 532.0 x 56.2 x 26.5. 6530 GRT; 4843 NRT.

William A. Hawgood (US 204701). Chicago S.B. Co. Hull No. 75. 532.0 x 56.2 x 31.0. 6530 GRT; 4910 NRT.

W.R. Woodford (US 205250). West Bay City S.B. Co. Hull No. 626. 532.0 x 56.0 x 27.3. 6929 GRT; 5245 NRT. After rebuild, 1946: 539.1 x 56.3 x 27.0. 6933 GRT; 5590 NRT.

William C. Agnew (US 08396). Lorain Hull No. 388. 557'0" LOA. 58'0" molded beam. 532.0 x 58.0 x 31.0. 6533 GRT; 4985 NRT. As self-unloader; 538.3 x 58.2 x 27.3. 7510 GRT; 6350 NRT. Capacity 10,400 short tons. □

SESQUICENTENNIAL

TWO CONTINENT CANOE EXPEDITION

As part of Michigan's 150th anniversary celebration, two intrepid explorers, Verlen and Valerie Kruger will be paddling the waterways of the Americas. The husband/wife team began in June, 1986 on the Mackenzie River in the Arctic, and will spend two years working their way south to Cape Horn at the tip of Chile, expecting to finish there in February, 1989.

On December 11, 1986, the pair landed at the Dossin Great Lakes Museum, mile 5,114 of their 21,248 mile journey, where a crowd of more than 100 people greeted them. A formal presentation was given to the capacity crowd in DeRoy Hall, and both canoes and a small

exhibit were available to the public for the next few days. On December 14th, the Krugers continued their journey, and experienced their first encounter with ice which was floating down the Detroit River. They were led through the ice by a friendly Canadian "War Canoe" and continued their journey with a landing in Windsor, Ontario, and then south to the Ohio and Mississippi River system. We wish them success in their sesquicentennial venture. If you would like to follow the experience of the Krugers, send \$25.00 for their newsletter to: TCCE Newsletter
140 S. First Ave.
Alpena, MI. 49707

□



Verlen and Valerie Kruger leaving Belle Isle on December 14, 1986.

1986 MODEL SHIPBUILDING CONTEST

Thirty-three models were entered in the shipbuilding contest held at the Dossin Museum on October 18-19, 1986. This year's contest will be held over two weekends,

October 16th through October 25th. Deadline for entry forms will be October 1st. Members wishing to be on the mailing list for entry forms can contact the museum.

Power

- 1st - *Wolverine* by Philip Tobin
- 2nd - *Seguin* by O.F. Reeder
- 3rd - *Huron Brave* by Milan Scholz

Sail

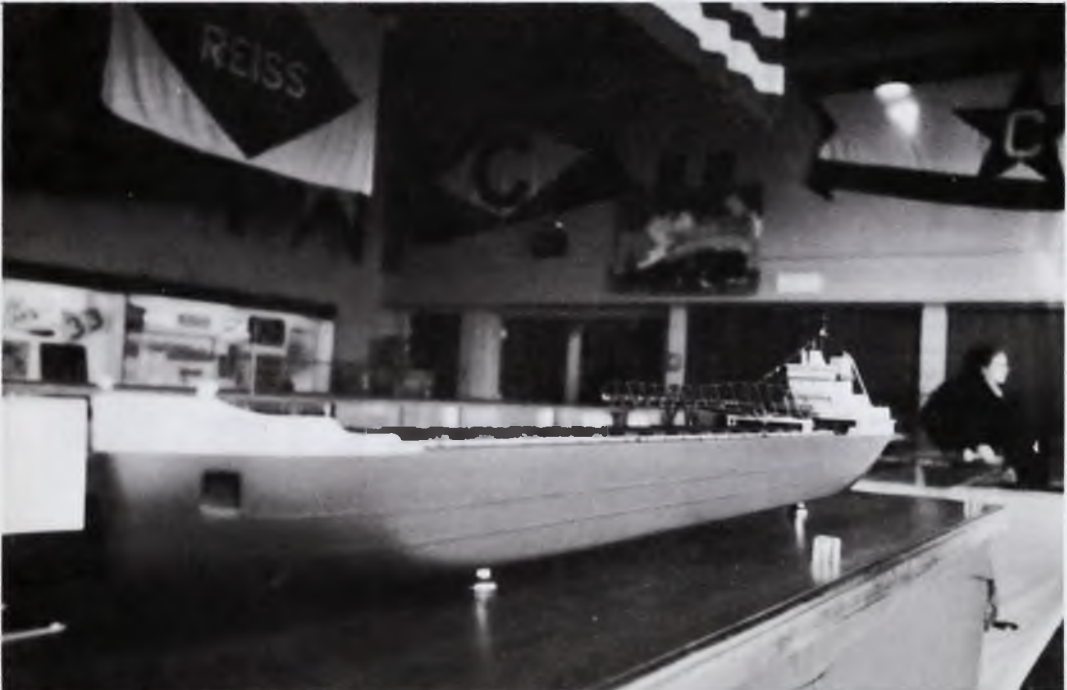
- 1st-*Revenue Cutter* by Peter Baker
- 2nd-*Harvey* by Richard Podolski
- 3rd-*Edith Todd* by Charles Parker, Jr.

Pleasure

- 1st - *Melinda* by Dale Kitterman
- 2nd - *America* by William Rector
- 3rd - *AuSable River Boat* by John Libcke

Other Entries

- Spanish Galleon* by James Gaye Jr.
- Bon Homme Richard* and *Leon* by Donald Ede
- Muscongus Bay Lobster Smack* by George Haberer
- U.S.C.G. Boat* by Milan Scholz
- USS Constitution* by Peter Sofian
- USS Michigan* by William Krell
- Missouri* by Robert Fuerneisen
- Fanny* and *Eagle* by Michael Guzzo
- Wilfred Sykes* by Herman Chapman
- Dallas* and *HMS Beagle* by John Kress
- J. V. Lutts* and *Anne Martin* by Irv Schulz
- Huron Brave* and *Scottish Maid* by Clayton Pinkos
- Wilfred Sykes* by James Smith



Best in Show - Great Lakes was the WOLVERINE by Philip Tobin.

GREAT LAKES MARITIME INSTITUTE
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BOOK LIST

*Indicates paperback editions	
*Lakers of World War I by Fr. Dowling, S.J.	\$2.00
*Lake Superior Land Lights by Splake	3.00
*Pigboat: Story of Whalebacks by Lydecker	2.50
*Passages: Great Lakes Ship Photographs by Wiening	4.95
*Great Lakes Ladies: Great Lakes Ship Photographs by Wiening	4.95
*Michigan Nautical Time Capsules Exhibit Book	5.00
*Edmund Fitzgerald 1957-1975 by Lee	5.00
*Isle Royale Shipwrecks by Stonehouse	6.95
*Lake Superior Shipwreck Coast by Stonehouse	6.95
*Munising Shipwrecks by Stonehouse	6.95
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*Gales of November: Sinking of the Fitzgerald by Hemming	8.95
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*Ships Along the Seaway - Vol. IV by Gillham	9.95
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*Great Lakes History Bibliography Sources by Feltner	9.95
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*Seaway by LesStrang	8.50
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Shipwrecks of the Lakes by Bowen	9.50
Honorable Peter White by Williams	14.75
Seaway by LesStrang	19.95
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Namesakes 1910-1919 by Greenwood	26.75
Namesakes 1920-1929 by Greenwood	23.00
Namesakes 1930-1955 by Greenwood	20.25
Namesakes 1956-1980 by Greenwood	24.75
Namesakes of the 80's Vol. II by Greenwood	23.00
Ladies of the Lakes by Clary	24.95
Great Lakes Ships We Remember Vol. I by Mar. Hist. Soc. of Detroit	26.75
Great Lakes Ships We Remember Vol. II by Mar. Hist. Soc. of Detroit	34.75
Northern Lights: Lighthouses of the Upper Lakes by Hyde	27.95
When Eastern Michigan Rode the Rails by Henning & Schramm	35.95

SHIP MUGS - white ceramic mug with black ink sketch of the following vessels:
 U.S.C.G. Bramble, U.S.C.G. Mackinaw, Adam Cornelius, Detroit Edison, Roger Blough,
 Rogers City, J.A.W. Iglehart, Paul Townsend, Wm. Clay Ford (1953), Henry Ford II,
 Ernest R. Breech, Cliffs Victory, Edmund Fitzgerald, Stewart J. Cort, Yankcanuck, Lightship
 Huron, James R. Barker, J.W. Westcott, Edward L. Ryerson . . . each \$6.00
 1987 Freighter calendar with pen and ink sketches 7.50
 1987 Great Lakes lighthouse calendar by Leo Kuschel 5.95
 Dossin Great Lakes Museum belt buckle 5.00
 Dossin Great Lakes Museum patch 3.00
 Great Lakes Maritime Institute member's patch 3.00
 Great Lakes Maritime Institute member's pin 2.50
 Freighter tie pin 5.00
 Magnets - white background with ink sketch of a tug, freighter or hydroplane each 1.00
 Pewter belt buckle celebrating 100th anniversary of the Soo Locks . . 8.00
 Small pewter buckle for one-inch belts 5.00
 Pewter key ring 4.50
 Detroit & Cleveland Navigation Company stock certificates 2.00
 Great Lakes Wreck Charts - Midwest Explorer's League wreck chart for each Great
 Lake give location and depth data. Lake Superior, Lake Michigan, Lake Ontario, Lake
 Huron and Georgian Bay, Lake Erie with Detroit River, Lake St. Clair and
 St. Clair River each 6.00
 Back issues of Telescope In stock: 1976 - March, July, 1977 - March, May,
 November, 1978 - January, March, July, September, 1979 - January, March, May,
 1980 - November, 1981 - May, 1982 - January, May, September, November,
 1983 - January, March, May, September, November, 1984 - 1985 - 1986 - all available.

ARTWORK

PAUL LAMARRE, JR. - Color Lithographs
 Tug Shannon \$25.00
 Tug Edna G. \$50.00
 Benson Ford & Wm. Clay Ford \$50.00
 Kinsman Enterprise & Kinsman Independent \$50.00
 Sylvania \$50.00
 Edmund Fitzgerald \$60.00
 G.A. Tomlinson & Grosse Ile Light \$60.00
 Miss Budweiser Challenging Atlas Van Lines \$60.00

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Fisherman Stake Boat (1884 3/4 inch)	3.00
Sykes, Wilfred (1951 Inland Steel Corp. 1/16 inch)	4.00
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*No outboard profile available.

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Members ordering \$10.00 or more can deduct 10% from the total. Please include \$2.50 for UPS postage and handling. Those wishing ship model blueprints to be mailed in a tube should include an \$5.00 for postage and handling. Make your check or money order (payable in U.S. funds) to the Great Lakes Maritime Institute and mail to Dossin Great Lakes Museum, 100 Strand on Belle Isle, Detroit, MI. 48207. □

GREAT LAKES & SEAWAY NEWS



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Nov. 1. . . The *Scott Misener* cleared the Port Weller Dry Docks and underwent sea trials and then proceeded upbound.

Nov. 2. . . The Singapore flag bulk carrier *Stove Trader* arrived at Contrecoeur. It's believed that she was the largest or one of the largest ships to dock there (59,960 gross tons). She had been flying the Swedish flag a few weeks before.

. . . The wreck of a small barge or dredge that had capsized off Sainte Petronville, Ile d'Orleans, was removed by the salvage barge *Haltren No. 1* and the tug *Tanac V. 222* and the St. John's fireboat which was owned by Marinex, Inc. of Cap de la Madeline.

Nov. 3. . . The tug *Thunder Cape* arrived in Duluth to tow the *B.F. Affleck* from the Azcon Scrap Dock to Port Colborne. Bad weather delayed the tow for several days. On November 6th, a storm swept across Duluth and the *Affleck* was blown across the main shipping channel and went aground on Minnesota Point. She was refloated and towed back to the Azcon Dock. *Thunder Cape* and the *Affleck* left Duluth the same day and when they were passing through the Ship Canal, the *Affleck* was fish-tailing. The tug *Vermont* assisted *Thunder Cape* through the harbor.

Nov. 4. . . The *Federal Polaris* arrived in Montreal from Toledo after spending a month there for repairs sustained when she collided with the *Cvijeta Zuzoric* on Sept. 27th in the St. Clair River. She cleared Toledo on November 1st and arrived in Amsterdam on November 15th.

. . . *Texaco Chief* went back into service after being laid-up at Lauzon for nearly a month. She will operate under her new name, *A.G. Farquharson* on the east coast.

. . . Institute member George Haynes was a mate on the tug *Superior* when the Corps of Engineers' dredges *Hains* and *Hoffman* were towed from Cleveland to Quebec City. On November 4th, the tug *Ohio* towed the *Hains* and the *Superior* towed the *Hoffman* from Cleveland. They passed through the Welland Canal on November 5th, assisted by the tugs *Stormont* and *Argue Martin*. On November 7th, the two tows passed through the Seaway and stopped in Ogdensburg, N.Y. The dredge *Hoffman* was left at Ogdensburg and the two tugs cleared the same day with the *Hains* for Quebec City and arrived on November 9th. When they returned to Ogdensburg, they were delayed because the *Scott Misener* went aground at Buoy 77D below

● GREAT LAKES & SEAWAY NEWS

Cornwall. Both the *Superior* and *Ohio* assisted three other tugs in refloating the *Misener*. Both tugs cleared Ogdensburg on November 12th with the *Hoffman*. They arrived in Quebec City on November 14th. A U.S. Navy tug will tow both dredges to Norfolk, Virginia where they will be stripped and made environmentally safe for sinking.

Nov. 7. . . Tugs *Tusker* and *Glenada* arrived at Port Colborne with the *Peter A.B. Widener* and passed through the next day.

. . . The *Stella Desgagnes* arrived at Wallaceburg, Ontario to load grain at the St. Clair Grain Elevators. She departed the next day with 250,000 bushels of corn for Collingwood Elevators. She was escorted by the Gaelic tug *Bantry Bay*.

Nov. 8. . . The tug *Thunder Cape* suffered engine problems off the Keweenaw Peninsula in Lake Superior while towing the *Affleck*. The *Affleck* was cut adrift when the tug lost power. A 44-foot Coast Guard boat from Portage went to aid the ships. Winds were gusting at 40 to 60 miles an hour and seas were running at 15 to 20 feet. The Coast Guard was unable to help the tug, but removed the two crewmen from the *Affleck*. The tanker *Eastern Shell* was near the scene and began towing the *Thunder Cape* to Thunder Bay. The Canadian tug *Peninsula* relieved the *Eastern Shell* and towed the *Thunder Cape* into Thunder Bay. The 1,000-footer *Belle River* shielded the tug from the 20-foot waves. The Canadian tug *Avenger IV* was dispatched and was able to get a tow line on the *Affleck* and proceeded to the Soo. The tow was escorted by the *U.S.C.G. Mackinaw* and arrived at the Soo on November 10th.

Nov. 10. . . Upper Lake's *Seaway Queen* arrived in Duluth for a load of grain for the first time since 1981. She loaded at Cargill B1 Elevator in Duluth and departed on November 11th.

Nov. 10. . . A Canadian company, Enerchem Transport has purchased six of Halco's fourteen vessels. They are the *Doan Transport*, *Gaspé Transport*, *Chemical Transport*, *Industrial Transport*, *James Transport* and *Island Transport*. They will be renamed *Enerchem Catalyst*, *Enerchem Advance*, *Enerchem Fusion*, *Enerchem Refiner*, *Enerchem Travailler* and *Enerchem Laker* respectively. The same interests will manage the remaining eight bulk carriers until a buyer is found.

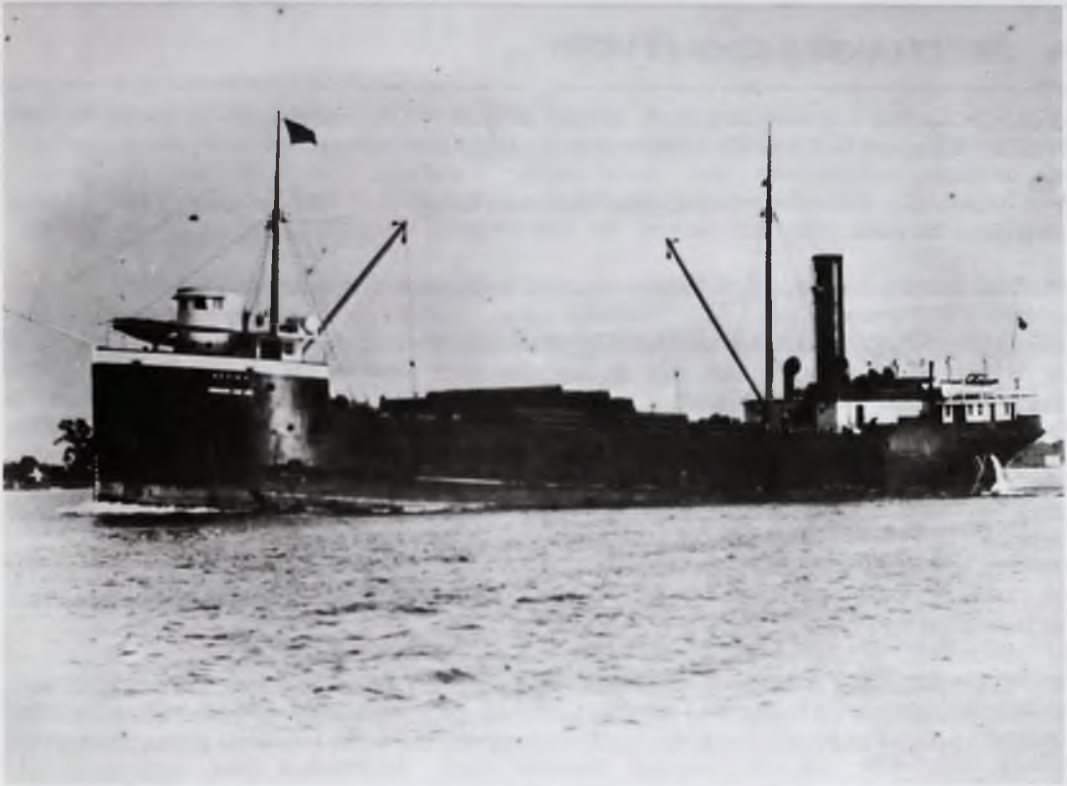
Nov. 11. . . The *Scott Misener* ran aground at Buoy 77D, east of Cornwall in the Seaway. She was loaded with wheat for Sorel from Thunder Bay and was refloated the next day by tugs *Tusker*, *Glenada*, *Salvage Monarch*, *Superior* and *Ohio*. (See November 4th.) After a preliminary inspection, she proceeded to Sorel to unload and be inspected by divers.

. . . The lockout at the port of Quebec entered its ninth week.

. . . The *Texaco Brave* which had been at Lauzon since October 29th resumed service as *Le Brave* and went to St. Romuald to load for Montreal.

. . . The *Wm. Clay Ford (i)* and *Benson Ford (ii)* were sold to Marine Salvage at Port Colborne. They were towed from the Ford Basin to Ecorse last August.

. . . Lloyds of London reported that C.S.L.'s *Atlantic Superior's* cargoes of 80,000 to 100,000 tons of coal are to be delivered to Rotterdam and off-loaded into the *Superior*. She will then deliver the cargo to a power station at Sines, Portugal.



Dosain Museum Collection



Peter Worden/Dosain Museum

Top: Divers discovered the Canadian freighter REGINA. Hopefully some more questions about the Storm of 1913 will be answered. Bottom: Halco has sold their tankers to Enerchem Transport.

● GREAT LAKES & SEAWAY NEWS

Nov. 13. . . The U.S. Navy tug *Grasp* arrived in Quebec City and cleared on November 16th with the *Hains* and *Hoffman*. The *Grasp* was built on the Great Lakes last year.

. . . Paterson's *Labradoc* entered the Seaway, bound for Thunder Bay with a large aircraft on her deck.

Nov. 14. . . The *Savic* (ex-*Cliffs Victory*) was seen at Honolulu with containers on board.

Nov. 15. . . The *Sparrows Point* unloaded 6,743 net tons of calcium flux pellets at the Hallett Dock in Duluth. It is believed that this is the first time such a cargo has been unloaded here. The flux will be used at Inland Steel's Minorca Mine as the plant is being converted to produce flux pellets.

Nov. 16. . . C.S.L.'s *Stadacona* loaded taconite pellets at the Burlington Northern dock in Superior for delivery at the Soo. This is the first visit for her since resuming service.

Nov. 17. . . The *Peter A.B. Widener* passed down the St. Lambert Lock and arrived at Lauzon the next day.

. . . The 1,000-footer *William J. DeLancey* went aground while departing Duluth with coal. Her cargo was to be off-loaded into the *Charles M. Beeghly*, but a surge of water raised the water level three inches and freed her. No one could explain why the water level rose at that time of day.

. . . The scrapping of the cement carrier *Robert Koch* began at Contrecoeur, but not at the shipbreaking yard. By the end of the month, only a section of her pilothouse has been torn down. Scrapping of the *Fort Severn* at the shipbreaking yard continues with only the stern section left. It is believed that the *Koch* will be taking to the yard when the *Fort Severn* is finished.

. . . Divers located the wreck of the Canadian freighter *Regina* which disappeared in the Storm of 1913 with all hands. The loss of the *Regina* and *Charles S. Price* has long been a mystery on the lakes because the Price's crew were found wearing life preservers from the *Regina*. Divers report a large hole in the side of the *Regina's* hull and her chadburn was found in the "stop" position. There is a four-foot gash at or near the keel. It is hoped that the ship's log can be found to solve the mystery.

. . . One of the heaviest cargoes to be shipped on the lakes was unloaded at Duluth. The Dutch ship *Mirabella* arrived from Japan with five steel tanks which weigh from 400 to 750 tons each. The tanks called reactors were bound for Regina, Saskatchewan. A special mobile crane was assembled to unload the tanks and they will be transported by a one-of-a-kind railroad car.

Nov. 18. . . Lloyd's of London reported that the *Philip D. Block* has been sold to Brazilian shipbreakers for scrapping.

. . . Canada Steamship Lines has purchased the Panamanian bulk carrier *Pacific Peace* and renamed her *Atlantic Huron*.

Nov. 19. . . The tug *El Gato Grande* arrived in Buffalo, N.Y. with a large lifting barge (*NPR 251*) to assist in removing a barge that has been pinned against the Peace Bridge since August 17th.

GREAT LAKES & SEAWAY NEWS ●

Nov. 20. . . The *Frankcliffe Hall* was tied up against the upbound approach wall at the St. Lambert Lock when she was struck by the downbound Yugoslavian *Solta*. She suffered damage to her bow and starboard plates when she was pushed against the wall. There was also considerable damage to two double crew cabins. The *Solta* also suffered bow damage. Permanent repairs will be carried out after the season closes.

. . . Cleveland-Cliffs has agreed to purchase Pickands-Mather & Company, managing agent for the Erie Mining in Hoyt Lakes and operator and part owner of Hibbing Tacontie. Pickands-Mather will no longer manage the Interlake Steamship Company. The shipping company will manage itself.

Nov. 21. . . A judge has dismissed two charges of negligent homicide that had been filed against Capt. Seman Franko, who was accused in the death of two fishermen in Lake Michigan on August 20, 1986. The judge ruled that statements made by the captain to the U.S. Coast Guard were inadmissible as evidence.

Nov. 24. . . Crewmen walked off the *Coastal Canada* at Nanicoke. They are certified by the S.I.U., but they don't have a contract.

. . . The Polish tug *Jantar* cleared Lauzon with the *Wheat King* for Rotterdam for scrapping. While leaving Pier 76 at Versatile Davie, Inc. shipyard, she caused damage to shore cranes and the pier. The *Jantar* and the *Wheat King* were arrested at Escoumins pilot station. The tow was ordered to proceed to the Bay of Sept-Iles for inspection and instructions. They cleared Sept-Iles on the 29th and Halifax on December 3rd.

Nov. 25. . . The *B.F. Affleck* arrived at Port Colborne under tow of tug *Thunder Cape* and was laid-up the next day in the old canal north of Port Colborne.

. . . The last vessel to be built at the Collingwood Shipyard, the Coast Guard *Sir Wilfred Laurier*, cleared for Quebec where she will be stationed. She passed downbound in the Welland Canal on the 27th and arrived at Quebec on the 29th.

. . . The *Stella Desgagnes* arrived at the Hazzard Grain Terminal at Wallaceburg to load 200,000 bushels of corn. She departed the next day for Cardinal, Ontario. The tug *Michael D. Misener* escorted her out to Lake St. Clair.

Nov. 27. . . The passenger vessel *Bonavista*, which was taken out of service after the arrival of new *Northern Ranger* at St. John's, Newfoundland, arrived at Quebec. She will winter there.

Nov. 28. . . It was announced by Canadian Transport Minister John Crosbie that the Welland Canal will undergo a seven year rehabilitation project estimated to be about 175 million dollars. The canal which opened in 1932 has not undergone a major overhaul. The project was expected to create 400 to 500 jobs this winter and double that number in each of the following six years.

. . . Contract talks with workers at the Port Weller Dry Docks were broken off and the workers were locked out.

Nov. 29. . . The *Coastal Canada* arrived in Sarnia for winter lay-up. Pickets were immediately set up protesting unsafe working conditions aboard her as well as non-receipt of back pay by some crew members.



Photo by Skip Gilham

BENSON FORD (ii), arriving at Ramey's Bend alongside the JOHN DYKSTRA, ex-BENSON FORD (i).

Nov. 30. . . Tugs *Glenada* and *Tusker* arrived at Port Colborne with the *Benson Ford* (ii), ex-*John Dykstra*. She was placed at Ramey's Bend next to the partially scrapped *Benson Ford* (i).

. . . Vandals damaged the Homer Bridge across the Welland Canal, but it is still operable and traffic continues.

Dec. 1. . . The hull of the *Hudson Transport* was moved from the Law Dock at Port Colborne to Ramey's Bend behind the *John Dykstra* (ii). The *Transport's* engines were removed at the Law Dock.

Dec. 2. . . The *Golden Hind* has been sold to Netherland Antilles for scrapping in Columbia.

. . . The salvage barge that was assisting in removing the barge that was pinned against the Peace Bridge, broke loose and was pinned against the same bridge. It was freed the next day and returned to free *Barge No. 45*.

Dec. 3. . . The *Presque Isle* arrived in Calcite after loading 20,000 tons of dolomite at Cedarville. She loaded 36,000 tons of limestone at Calcite and cleared the next day with a cargo of 56,000 tons of stone. Her destination was not given.

. . . Canadian bulk carriers were having an end-of-the-year bonanza. Almost the entire fleet was in operation to carry a backlog of grain due to the five week lock-out of grain handlers at Thunder Bay.

GREAT LAKES & SEAWAY NEWS ●

Dec. 5. . . The *Charles Wilson* unloaded 8,878 net tons of coal onto the Reiss Coal Dock in Ashland. The *American Mariner* anchored off the dock to wait for the *Wilson*. The last time two lakers were in Ashland at the same time was in 1976. At that time the *Adam E. Cornelius* waited for the *Wolverine*.

Dec. 6. . . The *Charles Wilson* cleared Ashland for Ontonagon to unload the remainder of her cargo, but was delayed until daybreak because the lighted buoys were removed. The *American Mariner* was the tenth and last vessel of the season in Ashland. Nine vessels delivered coal and one delivered salt.

. . . The *Stella Desgagnes* arrived at Hazzard's Grain Terminal in Wallaceburg to load 205,000 bushels of corn for Cardinal, Ontario.

. . . Pickets were removed from the tanker *Coastal Canada* as an agreement was reached with the Sandrin Brothers of Sarnia.

. . . Marine Iron and Shipbuilding Company in Duluth has filed for bankruptcy. The 106-year old firm began as the Marine Ironworks in 1880 and was incorporated as Marine Iron and Shipbuilding in 1918. The company started building steel vessels in 1923 and constructed over 30 vessel for the Navy and Coast Guard during WW II. The Coast Guard cutter *Sundew*, now stationed in Duluth was built at this yard.

Dec. 7. . . The *U.S.C.G. Bramble* arrived in Montreal from the lakes and cleared the next day for Florida.

Dec. 8. . . The *Maplecliffe Hall* made contact with the approach wall at Beauharnois Lock #4. Temporary repairs were made and she was allowed to remain in service until the end of the season. Permanent repairs will be made while in winter lay-up. Drydocking will not be required.

. . . The Panamanian flag *Fitnes* arrived in Montreal from Toledo. She was the former Norwegian *Falknes* and was renamed while in Toledo.

. . . The Polish bulk carrier *Ziemia Olsztynska* went aground off Carleton Island near Cape Vincent, N.Y. with a load of grain from Duluth. She was refloated three days later when part of her cargo was lightered by the salvage barge *Mapleheath*. She will be inspected in Montreal.

. . . Tugs *Tusker* and *Glenada* arrived at Port Maitland with the *Wm. Clay Ford (i)* after several stormy days on Lake Erie. She is owned by Marine Salvage.

Dec. 9. . . National Gypsum Company announced the closing of their cement plant in Alpena, Michigan, idling about 450 employees. The French Company, LaFarge Corp. may purchase the plant and they have until December 31st to exercise its purchase option. LaFarge has already purchased National Gypsum's six cement carriers.

. . . The *Arthur B. Homer* arrived at Port Colborne under tow of tug *Thunder Cape* after anchoring in Lake Erie for several days.

. . . The Finnish tanker *Kiisla* arrived in Montreal and cleared for the lakes the next day. She will be in service on the lakes as she was last winter. Her stack markings have been changed.

● GREAT LAKES & SEAWAY NEWS



Photo by Skip Gilham

ARTHUR B. HOMER at Port Colborne on December 12, 1986.

Dec. 10. . . The Indian freighter *Jalagodavari* struck the approach wall of the upper Beauharnois Lock while downbound from Duluth. She suffered damage to her starboard quarter and temporary repairs were made in Montreal. She is the same ship that struck the Valleyfield Bridge in November, 1985.

. . . *Wheat King* cleared Halifax for Rotterdam.

Dec. 11. . . The tug *Smit-Lloyd 109* towed the *Paul H. Carnahan* and *George M. Humphrey* into Kaohsiung, Taiwan.

. . . The St. Lawrence Seaway Authority advised that the Seaway will run on a day to day basis after the official closing date of December 17th. As of 2400 hours on December 11th, there were 55 ocean vessels remaining in the system with 36 above Port Weller.

. . . The *Cartiercliffe Hall* suffered an engineroom fire while downbound in the Welland Canal. The cause and estimated damage were not given.

. . . The *Saskatchewan Pioneer* arrived in Duluth to load grain for Limassol, Cyprus. She cleared on December 13th.

. . . A gale on Lake Michigan prevented the Greek vessel *Kalliop L.* from entering Holland. The next day she was assisted by tugs *Muskegon* and *John Purves* into the Padnose Scrap Dock. She will load half of her cargo here and the other half in Muskegon.

GREAT LAKES & SEAWAY NEWS ●

Dec. 12. . . The Liberian flag *Federal Rhine* cleared Montreal for Toronto and Detroit where she will be laid-up for the winter. It is believed that she is the largest deep sea vessel to be voluntarily laid-up at a Great Lakes port.

Dec. 13. . . The *USS Algol* cleared Versatile Davie at Lauzon and underwent sea trials off Escoumins before heading south.

. . . Imperial Oil's tanker *Imperial Sarnia* cleared Sarnia for Hamilton. She has been sold to Provmar Fuels in Hamilton to be used to store fuel. She was built in 1948 at Collingwood and was powered by a triple expansion engine. With this sale, an era comes to an end. Imperial Oil Company no longer has tankers in service on the lakes. They still maintain a fleet of tankers on the east and west coasts.

Dec. 14. . . The small Maltese flag vessel *Safir* cleared Montreal for Port Hawesbury, Nova Scotia. She had been in Montreal since last April. In May she was arrested and then offered for sale and was sold in December.

. . . The *Salvage Monarch* arrived at Contrecoeur to move the *Robert Koch* to Dock No. 2 to unload her cargo of cement. Scrapping operations were continuing to lighten her as much as possible. She will then be towed into the man-made ditch where scrapping operations will continue.

Dec. 15. . . The *Belle River* loaded the last cargo of western coal for the season at the Superior Midwestern Energy Terminal in Superior. In 1986, SMET loaded 8,180,870 short tons of western coal into 143 vessels. In 1985 they loaded 6,990,885 short tons into 133 vessels.



SOLTA of Split, Yugoslavia, downbound at Mariatown on April 15, 1986.

● GREAT LAKES & SEAWAY NEWS

. . . The *Ferbec* arrived in Montreal from Sorel for winter lay-up. She was the largest ship to winter there with a gross tonnage of 34,000 tons.

. . . The *Canadian Ambassador* cleared Quebec City for Sorel where she arrived the same day. This was to be her last trip under that name.

Dec. 16. . . The *Sewall Avery* has been sold to A.B. McLean Ltd. of Sault Ste. Marie, Ontario. The *Avery* will be registered in Canada and be used as a submerged bulkhead for a dock development at the Canadian Soo.

. . . A 44-year old Italian crew member of the Liberian tanker *Chippewa* was pronounced dead at the Sarnia hospital early this morning after he was overcome by fumes when cleaning a tank. Several crewmembers donned breathing apparatus and removed the seaman from the tank. Sarnia police were investigating the possibility that safety regulations were broken. The *Chippewa* cleared Sarnia on December 17th for Rotterdam and on December 20th, Sarnia police officers arrived in Montreal with warrants to arrest 3 crewmen. The first mate was charged with criminal negligence and the other two crewmen were arrested on witness warrants and will not be charged. The three were returned to Sarnia on December 21st. All three were released on bonds. A preliminary hearing has been scheduled for May 13, 1987 and the three were expected to be present.

Dec. 17. . . The Canadian icebreaker *John A. MacDonald* was up in the Seaway for Port Weller to undergo a major refit.

. . . The *Middletown* unloaded a stone cargo in Duluth. This is the first time that she had unloaded such a cargo in Duluth. After unloading, she went to Fraser Shipyard for her 5-year inspection.

. . . The *S.T. Crapo* arrived in Duluth-Superior on a rare visit. After unloading part of her cargo in Superior, she backed all the way to Duluth to unload the remainder.

Dec. 19. . . Misener's *John A. France* arrived in Duluth for winter lay-up at the St. Lawrence Cement Dock with a cargo of cement for winter storage.

. . . *Barge No. 45* was finally removed from the Peace Bridge in the Niagara River.

. . . The saltie *River Maie* cleared Montreal, but was unable to leave Canadian waters for overseas. As of December 30th, she was still in Canadian waters. Her is her tale of frustration. On October 25th she docked at Halifax to unload steel wire and departed for Becancour on October 31st. From there she went to the Lanoraie anchorage for a berth in Montreal. She waited 3 weeks for a berth and it took another 3 weeks to load her. Late on December 19th, she had to anchor off Ile Blanche near Tadoussac because her fresh water tank was leaking badly and caused extensive damage in the engineroom. On December 21st the icebreaker *Des Groseilliers* came alongside to deliver equipment for emergency repairs. She left for Cacouna for further repairs and was still there on December 30th.

Dec. 20 . . . The *Ambassador* (former *Canadian Ambassador*) cleared Sorel for Savannah. She was flying the Vanvatu flag and is registered at Port Vila. Her funnel markings are the same as the one carried by the *Wheat King* when she was owned by Island Shipping, a subsidiary of Upper Lakes Shipping. However, the *Wheat King* was under the Canadian flag at that time.

GREAT LAKES & SEAWAY NEWS ●

Dec. 21. . . A fire aboard the *Nanticoke* while she was docked at Port Colborne was quickly extinguished by an alert crew. The fire originated in the conveyor system and a seized bearing was the probable cause.

. . .The *Belle River* arrived in Superior to load taconite pellets at the Burlington Northern ore dock. This is the first time she has loaded ore pellets in Duluth-Superior. She cleared on December 23rd.

Dec. 22. . . The Philippine flag *President Quezon* was the last saltie down the Welland Canal.

Dec. 23. . . In Montreal the *Industrial Transport* was renamed *Enerchem Refiner* and cleared for Sorel the next day. Upon her arrival in Sorel, she tied up at the ship repair yard at Omnimar Ltd. Despite the fact that her new name was painted everywhere on the ship, she was still considered to be the *Industrial Transport* at the pilot office. When she cleared Montreal, she was painted in her new colors. The word "Enerchem" is painted in large letters on her hull and her stack was painted (from top to bottom) black, blue and yellow.

. . .The *Kalli* (Ex-*Akalli Seri*, ex-*Thornhill*, ex-*Ontario Power*) has been sold to Taiwanese shipbreakers.

. . .The *Mazahua* (ex-*Cape Breton Miner*, ex-*Conveyor*) has been sold to Taiwanese shipbreakers.

. . .The ex-*Doan Transport* left the oil dock in Montreal under tow for the Versatile Vickers drydock. At that time she hadn't been renamed. She was apparently renamed at Versatile Vickers and she was towed to the oil dock as the *Enerchem Catalyst*.

Dec. 24. . . The railferry *Incan Superior* departed Duluth on her last trip of the season.

. . . The *President Quezon* was the last saltie to clear the Seaway. The American flag tug *El Gato Grande* with the crane-barge *NRP 251* from Buffalo cleared the Seaway. They had been in Buffalo to salvage the *Barge No. 45*.

. . .The *Quebecois* was the last laker upbound in the Welland Canal and the *Maplecliffe Hall* was the last laker downbound in the canal the next day.

Dec. 25. . .The new Canadian Coast Guard icebreaker *Sir Wilfred Laurier*, which arrived at Quebec on Nov. 29th, went into service for the first time to clear ice in Cacouna. For the Coast Guard and other sailors, Christmas was just another working day.

. . . *Roger M. Kyes* arrived in Duluth with limestone for the Cutler Stone Dock. She cleared light for Taconite Harbor the next day.

Dec. 26. . . The Welland Canal closed with the passage of the *Griffon*, upbound for Midland, Ontario. It is unusual for the canal to close before the Seaway, but the closing was due to the million dollar work project that will begin this winter.

. . . Tugs *Thunder Cape* and *Glenbrook* towed the *Benson Ford (ii)*, ex-*John Dykstra* to Thorold.

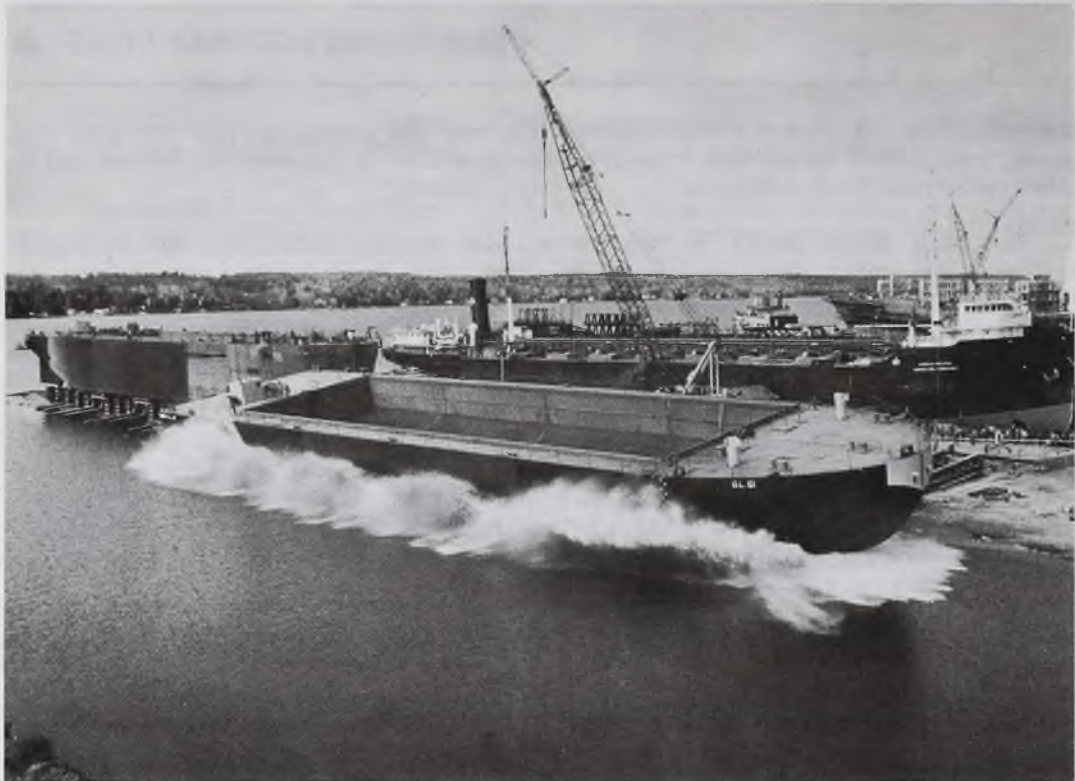


Photo courtesy of Bay Shipbuilding Corp.

*Great Lakes Dredge & Dock Company's barge launched at Bay Shipbuilding.
Note AMOCO INDIANA in background.*

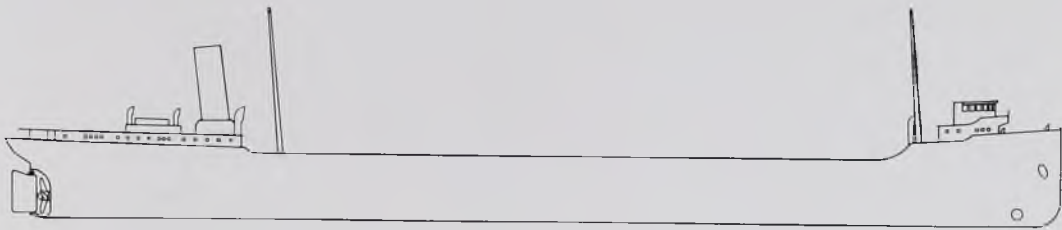
Dec. 27. . .With the downbound passage of the *Maplecliffe Hall*, the Seaway closed.

. . .The *Enerchem Catalyst*, ex-*Doan Transport*, departed Versatile Vickers drydock and was towed back to Montreal to an oil dock to load. She cleared on December 30th for the east coast.

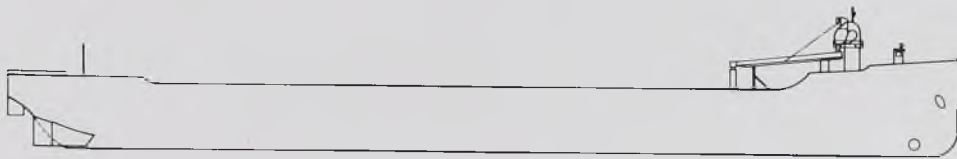
Bay Shipbuilding in Sturgeon Bay, Wisconsin, recently launched two hydro-dump barges being built for the Great Lakes Dredge & Dock Company. Both barges were scheduled for delivery in November, 1986. Great Lakes Dredge & Dock Company ordered the barges for use in conjunction with their dredge *Chicago*, the world's largest combination clamshell/dipper dredge. This new equipment will give the company a single continuous dredging operation with an unprecedented dredging capacity.

The keel laying took place on May 12, 1986 for *Hulls 738* and *739*. These hydro-dump barges, the largest to ever be constructed, were each capable of carrying 6,000 cubic yards of material. Each barge measures 277 x 63 6" x 27 3". They have longitudinally divided hulls, hinged at each end near the deck. Hydraulic cylinders located above the light draft water line are used to control the opening and closing operation. Material can be discharged in seconds of the opening or the barge can be stopped at any desired position to regulate the rate of material discharge. The ends of the hull are raked to obtain improved towing speeds and to reduce the yaw characteristics of the barges, without loss of cargo carrying capacity.

A machinery compartment located at the aft end, below deck, has a diesel engine installed to power the hydraulics needed to operate the barge. Hydraulic controls for manual operation will be housed in a control house located over the machinery compartment. The barge can also be operated by a radio transmitter located on the towing tug which allows the barge to be operated unmanned.



S/S AMOCO INDIANA
(BEFORE CONVERSION)



CEMENT TRANSIT COMPANY CEMENT BARGE
(AFTER CONVERSION)

Photo courtesy of Bay Shipbuilding Corp.

Bay Shipbuilding of Sturgeon Bay, Wisconsin announced the signing of a contract with Cement Transit Company of Cleveland, Ohio, for the shortening and conversion of the oil tanker *Amoco Indiana* to a Great Lakes self-unloading cement notch barge. Conversion of the vessel will start immediately, with a summer, 1987 delivery scheduled. The shortening of the vessel will consist of eliminating the aftermost 45 feet of the vessel, which presently houses the steam engine, boilers, propeller, shafting, rudder, steering engine and aft deckhouse with crew accommodations. This area of the vessel will be re-configured as a tug pushing notch.

The cement self-unloader conversion will consist of removing the existing large cargo expansion trunks, portions of existing cargo hold bulkheads and center line bulkhead. The forward deckhouse will also be removed and cement unloading boom installed above deck. New internal structure will be added to support the cement self-unloading equipment and systems which include cargo conveyor, a bucket elevator, machinery and tunnel space ventilation system, and a centralized unloading control system. The present electric plant will be converted from DC to AC with the installation of new diesel generators and switchboards.

The *Amoco Indiana* was built by Manitowoc Shipbuilding, Inc. of Manitowoc, Wisconsin in 1937 as *Red Crown*. She was renamed *Amoco Indiana* in 1962 and was retired from service in 1982.

Vessels sold for scrap: *Catalina* arrived at Busan, Korea on August 10th. There was an unconfirmed report that she will arrive at a Chinese port for scrapping instead of Korea. *Seaway Visitors* has been sold for scrap. The Liberian *Agelos Seraphim* was sold to Indonesian shipbreakers under the name *Zileena*. The Norwegian *Minerva* was sold to Indian shipbreakers under the name *Macca*. The West German *Trans Atlantic* (built 1965) was sold to shipbreakers under the name *Franz*. She had the distinction of having been the first ship built in Japan for German owners.

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.

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