

# Telescope



MAY ☆ JUNE, 1987  
Volume XXXVI Number 3



GREAT LAKES  
MARITIME  
INSTITUTE

DOSSIN GREAT LAKES MUSEUM  
Belle Isle, Detroit, Michigan 48207

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**MEMBERSHIP NOTES** ●

In the last issue of *Telescope*, the paperback edition of *Seaway* by LesStrang was listed for \$8.50. Unfortunately this book is now out of print and only the hardcover edition is available. As new items become available, we will print it in Membership Notes and then publish an annual list of items available to Institute members.

The Curator Robert E. Lee Dinner will be held on Friday, September 18th on the *Lansdowne* in Detroit. Mr. Clayton Evens will speak on the historic yacht *Helene*. Notices will be sent to all members with the July issue of *Telescope*.

In conjunction with Belle Isle Days, the Dossin Museum will hold an art fair on Saturday, June 6th from 10-3 p.m. at the museum. Many local artists will display pen and ink sketches, watercolors and lithographs. This show will contain only marine artists and is not to be confused with the Marine Flea Market held on Saturday, December 5, 1987 at the Museum.

The lithograph *City of the Straits* has been included as the centerfold in this issue. We have eliminated the steamer *Put-in-Bay* in order to enlarge the lithograph for the centerfold.

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**MEETING NOTICES** ●

Mr. Greg Rudnick will speak on the Cleveland-Cliffs fleet on Friday, May 15th at 8:00 p.m. at the museum. There will not be an entertainment meeting in July. The next Board of Directors meetings (which all members are invited to attend) will be held on Thursday June 18th and Thursday, August 20th at 7:30 p.m. at the museum.

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Published at Detroit, Michigan by the  
GREAT LAKES MARITIME INSTITUTE

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Printed in these United States by  
Macomb Printing Specialties.

**OUR COVER PICTURE.** . . On sunny days as she passed by on the rivers, the Erie Sand Steamship colors of the *Consumers Power* were easily spotted on this classic freighter. This photo was taken by Pete Latona when the *Consumers Power* was discharging stone in Fairport Harbor, Ohio in 1984. □

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# THE CONSUMERS POWER

## A GREAT LAKES ANACHRONISM

by  
PAUL G. WIENING

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Time was when ships built for Great Lakes service could be expected to perform their duties for fifty, sixty years or more. In the not-too-distant past, steamers built around the turn of the century, the heyday for shipping and shipbuilding on the Lakes, lasted for six or seven decades. This was, of course, when iron ore and coal shipments ruled supreme. It was an era when iron ships and iron men were building gigantic, modern steel complexes that were the envy of the world.

It was also a time when smokestack industry dominated all shipping requirements of the Lakes, a time when it seemed that there were

"never enough" ship bottoms available to haul the ore, stone and coal. A time when ships, had to be kept in service, regardless of the upkeep, repairs or cost and new ships seemed to always be "on order".

Times have changed of course. No longer is there a shortage of ships, quite the contrary in fact. No longer is iron ore, coal and stone so desperately in need. No longer are the American and Canadian steelmaking complexes the envy of the world. We've come to a time when smokestack industry has given way to high-technology as the mainstay of American industry. Steel mills, strapped by lower priced imported steel competition,



Author's Photo

*Upbound in the Amherstburg Channel, the CONSUMERS POWER steamed past Bob-Lo Island in August, 1986.*



*During the height of WW II, the HUMPHREY collided in the fog with the D.M. CLEMSON in the Straits of Mackinac and sank in seventy feet of water.*

McDonald Coll./Doanin Museum

government legislation and costly pollution abatement requirements, are struggling to remain profitable, let alone in existence. Some of the proudest names in steel have been losing the battle.

It was an era when grain production in the field and export sales of that same grain dictated the economics and ship movements on a far greater scale than before. Older ships, if they are powered by steam, are considered to be too costly to operate, and thus, expendable. Suddenly the seemingly "new" steamers of the 1950s and 1960s are no longer competitive and are considered to be obsolete, even those with maximum Seaway dimensions or larger. The recent migration of former lakers to scrapyards here and abroad during the past few seasons lends mute and solemn testimony to that fact.

The lack of new production requirements in the smokestack sector of the economy in both the USA and Canada has resulted in the near demise of the shipbuilding industry on the

Great Lakes. As a result of Federal shipbuilding subsidies in the late 1960s and 1970s, the few remaining yards in Canada and the USA were suddenly busy with short-lived prosperity. They were all busy building the new breed of "expendable" lake ship, all equipped with modern diesel engines with an inherently lower operating cost. These diesel powered giants rapidly modernized the fleets as the shipping companies quickly took advantage of the governmental monies and upgraded their fleets. Never mind the fact that the pseudo prosperity under the subsidies was resulting in products that would be a "throw away" commodity. With the passing of the steamers, also came the passing of an era where older vessels were upgraded with new power plants or other improvements.

The future seems to hold little promise that today's new vessels will be similarly improved when their power plants need replacement. On the contrary, the future seems bleak for the new vessel technology of today, and a life



McDonald Coll./Doossin Museum

*The Roen salvage barge HILDA assisted the HUMPHREY as she was lifted from the bottom of the Straits.*

expectancy of less than three decades seems to be the plan for tomorrow.

The 1980s arrived with the cracking sounds of an uncontrolled and overinflated economy sagging and breaking under the strain of too many years of inflation and governmental meddling with the free enterprise system. Something had to give, and it did! Governmental subsidies were (for the most part) gone, as were most of the reasons for building the new ships. The Canadians continued to build ships, but for combined usage on the oceans as well as the lakes. The Americans, with no subsidies to help the financially strapped steel mills as well as the shipbuilding industry, could not afford new ships, nor could they justify them.

As many fleets went out of business entirely, it was not uncommon to see scores of lake ships laying idle at their dock. The 600-footers, long the mainstay of the Great Lakes fleet, virtually vanished overnight. The "Maritimers" and "Supers", products of the troubled (albeit busy) '40s became obsolete. And to put things even more sharply into perspective, the ships of the 1950s and 1960s were also no longer required and were suddenly disappearing in the scrapyards, in spite of the fact that they

were only 25 to 30 years old.

Steam definitely taboo now, and fewer steamers sail the shipping lanes each year. Even a 15-year old, 858-foot, diesel powered, self-unloading ore boat has been excess baggage for several seasons, as are possibly some of the 1000-foot long behemoths that were built in the 1970s as the "salvation" of iron ore business on the Lakes.

Could it be that the Great Lakes odyssey is nearing an end? Where are all the ships that once passed under the Ambassador Bridge at Detroit in ten of fifteen minute intervals? Where is the magnificent fleet that was written about in encyclopedias for generations? What happened to the tremendous traffic at the Soo, which once was the busiest waterway in the world?

I sat in my car, near the shadow of the Ambassador Bridge at Windsor, gloomily pondering the fate of the Great Lakes. It was a dreary and rainy late August morning in 1985. A day which, perhaps, saw more ships laid-up than were in operation, and I had been waiting for several hours to see at least one ship pass. But, nothing!

I had begun my return drive to my motel at Amherstburg, suffering the disappointment of a dismal boat-watching morning, and



*Top: The HUMPHREY was raised from the bottom in September, 1944.  
Bottom: Tug JOHN ROEN III towed the HUMPHREY to the shipyard for repairs  
after the "impossible" salvage was completed.*



Dossin Museum Coll.

*She sailed at the CAPTAIN JOHN ROEN in 1944-45 and was sold to American Steamship in 1947.*

developing all of these pessimistic observations about the current state of the Great Lakes shipping industry. But then suddenly my entire outlook snapped back to reality and the gloom rolled away as a ship rounded a bend in the river and into my view. An anachronism in a day and age of "throw away" steamers, the *Consumers Power* was steaming up the Amherstburg Channel.

The bright green self-unloader was a perfect contradiction to all of the convoluted hypotheses I had been formulating in my mind. She was not new; she was not fast; she was not big; she was not diesel powered; she was not modern; she was not carrying Canadian grain; she was not flying the houseflag of a big and diverse fleet; and she was not ugly! Just seeing the likes of a real "old time" steamboat made my mood improve 1000 percent. Even the sun began to burn away the morning's fog as she quietly slipped past me.

The *Consumers Power*, operating under charter by the Erie Sand Steamship Company for five years, is owned by the American Steamship Company of Buffalo. She has been with that fleet since 1947. In a day and age where a ship measuring less than 730 feet is virtually obsolete, this 1927 product of the

American Shipbuilding Company carries a lot of history with her wherever she goes.

Nearly sixty years old, she is among the oldest vessels still sailing regularly. She was built as the bulk freighter *George M. Humphrey* (i) for the Kinsman Transit Company. At 605 feet, she is also one of the shortest vessels still operating in the 1980s for an American fleet.

Her tragic accident is often told. In 1943 during the height of the second World War, the *Humphrey* was carrying 13,992 tons of iron ore through the Straits of Mackinac when she collided with the *D.M. Clemson* on June 15th. Mortally wounded, the *Humphrey* sank quickly, thus becoming the first total loss of a 600-foot vessel in Great Lakes history. She lay in heavy traffic territory, a menace to navigation, and for all intents and purposes, she was a complete loss. If it were not for the fact that she was a hazard to navigation, she surely would have remained in her watery grave.

Times were very different on the Great Lakes during those hectic days of the war years. The salvage rights to the ship were given to Capt. John Roen of Sturgeon Bay, with a time limit established on removing the hulk. Roen spent



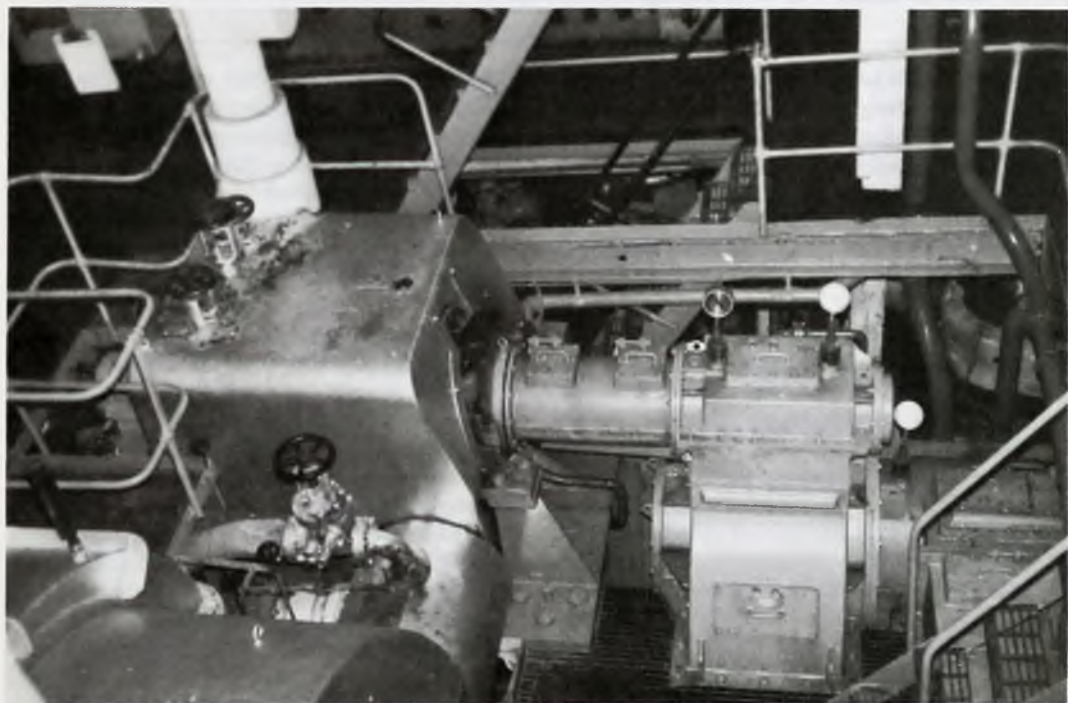
Author's Photo



Photo by Peter Latona

*Top: Unloading coal at Milwaukee in 1970, she had to be positioned such that the drawbridge could be closed over the top of her. Bottom: Although totally rebuilt after her accident, the pilot house still retains many old features, such as a large wooden wheel.*





*Top: Steam winches, telescoping hatches and a large A-frame typify the style of shipbuilding apparent in her design. Photo taken aboard in Fairport Harbor in 1984. Bottom: The steam power behind her, modern steam turbines and reduction gears were added in the 1950's.*



*A pretty sight from either end, the stern area poses a pretty picture in green and orange as she departs Fairport in 1984.*

Photo by Peter Latona

the winter of 1943-44 planning various ways of raising and salvaging her. Even considering the amount of advance planning, it was still a million dollar gamble, with the ultimate success definitely against all odds.

Although the story of her salvage from the bottom of the lake has been told many times, the fact remains that her subsequent raising and repair was one of the most remarkable achievements of the era, and quite probably of any era. It is unlikely that such a salvage attempt would be made today, unless a wreck was in a totally undesirable location.

Roen spent considerable funds in getting the ship back into shape once the "impossible" task of her salvage was complete. She sailed as the *Captain John Roen* for two seasons for the Captain's Roen Transportation Company under charter to Interstate Steamship Company (Jones & Laughlin) in 1945, and the Buckeye Steamship Company in 1946. After she appeared in most of the major ports in the lakes during that two-year span to show off the remarkable Phoenix-like resurrection of the vessel, Roen finally sold her to American Steamship Company in 1947. In 1948 she was converted to a self-unloader and renamed

*Adam E. Cornelius (ii)*. She retained that name until a newer, more modern ship received that name in 1958, whereupon she was rechristened *Consumers Power*. Along the way she was also repowered.

And yet she was in 1985, still sailing, albeit perhaps, for only a short while longer. (Ironically, in the meantime, the "new" *Adam Cornelius (iii)* had become one of the oldest boats in American's modern fleet, and now sees only limited service as the "spare boat.")

As I put my camera away, I saw a young lady in the park at Amherstburg, watching the ship go by with a "ho-hum" look on her face. Perhaps the *Consumers Power* was just another ship to her. Perhaps she had seen it hundreds of times before as she carried stone past this very spot. Or, perhaps she just didn't care. It didn't matter that I was excited about seeing the ship again. It probably would not have meant anything to her if I would have told her about the interesting history of this old steamer that somehow seemed so delightfully out of place in the 1980s. Despite the gloomy outlook that had been festering in my consciousness just a few hours before, it had definitely made my day! □

## FROM OUT OF OBSCURITY

### THE SMALL PORTS OF

## LAKE ONTARIO - HENDERSON HARBOR

by  
RICHARD PALMER

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In the days when the coasting trade was an important segment of the maritime commerce on Lake Ontario, Henderson Harbor was a small, but important port and harbor of refuge from storms. Today, the water is still a very important part of life here, not for schooners and steamboats, but for yachts and other pleasure craft. It is one of the most popular summer resorts on the eastern

shore of the lake.

To visit the place, one would hardly realize that some thirty ships were built here between the War of 1812 and 1880. At one time it was a bustling commercial center and there was a large amount of buying and selling of grain, lumber, and other products. Trade not only existed between this and other U.S. ports, but with

Canada as well.

Both during and immediately after the War of 1812, several commercial schooners were built here, principally for the coasting trade on the lake, and down the St. Lawrence River. Most of the early shipbuilding occurred at Stoney Creek near the harbor, which today is choked with cattails growing from bank to bank where the mill dam once stood. Over the fairway that held fifteen feet of water when ships slid into the stream on the north bank, motor boats venture with care, lest weeds foul the propellers or they become mired in mud. But there were no marshes along the banks then.

The earliest record of a vessel being built here was the sloop *Industry* of 40 tons, by Captain William Warner, who came to Henderson Harbor from Galloo Island. His second vessel was named the *Henderson* that same year, of equal size. A year later, he built the schooner *Lilly* of 50 tons. The schooner *Sachem* of 73 tons was built for Captain Daniel Reed in 1816, followed by the schooner *Comet* of 50 tons in 1817. That year, Captain Warner died and his son, Captain John S. Warner started sailing. He followed sailing on the lake and St. Lawrence River for forty-four years. In 1850 he purchased a dwelling and remodeled it into the fashionable Frontier House which became one of the best hostleries of the day.

Vessel launchings, as in other lake ports, were always a festive occasion. The *Jefferson County Journal*, published in nearby Adams, New York, commented on Thursday, September 26, 1872:

"Henderson. - The boat launch took place last Saturday as advertised. A large crowd was present to witness the scene; the time had been set at 2 o'clock, and at the exact time the word was given by L.M. Reed, the master builder. When the word was given, the blow was struck, and the slender cord which held the boat on land was severed, and the beautiful schooner *Florence Seaton* glided swiftly down the ways into the water. The rudder it seems had not been properly stayed, and when the vessel struck the water, it was under such headway as to nearly upset the rudder and caused some damage to it."

Historians locally claim that Henderson Harbor was first called Hungry Bay, and

later Naples, for its similarity to the Italian bay of Naples (if not stretching the imagination as bit). In its most prosperous times, the community had eight stores, three blacksmith shops, two tailors, a harness shop, two grist mills, a saw and shingle mill, a wagon, sash, door and blind factory, a furniture store, undertaker, two millinery shops, a barbershop, two billiard rooms, an American Express Company office, and numerous offices of doctors, lawyers and a dentist.

In later years, Henderson Harbor's reputation as a resort overshadowed its actual importance as a shipbuilding and boatbuilding center. The *Gazetteer* of Jefferson County, New York in 1890 noted that:

"It is quite a noted summer resort and numerous fine cottages dot the pleasant shores of the bay. Its hotels and cottages for summer borders include the Brooklyn House, Edgewater Cottage, Frontier House, Gill House, Lakeside Hotel, Paradise Park Hotel, Snowshoe Hotel and the Bay View House."

More than a dozen lake captains called Henderson Harbor home, and in 1884 these included Leslie, Washington and William Boyce, Charles Eggleston, William Gilbert, Charles Howard, O.B. Joiner, B. Penny, Walker Stevens, R.D. Warner, Edward and William White.

Many of the old captains hailing from Henderson Harbor sailed all over the lakes in schooners and steamers. Captain Burton Penny was born March 28, 1828 and at the age of fifteen, shipped aboard the schooner *Dexter* with his brother, F.J. He worked on sailing vessels until 1851, and then went aboard steamers for ten years. In 1861 he became master of the passenger steamer *Buffalo* and for another fifteen years was master of the steamer *Idaho*. When he retired in 1883, he could boast that he never lost or damaged a vessel he sailed or mastered.

James M. White, born on April 17, 1819, commenced sailing on the lakes when he was eleven years old, and shipped aboard many well known sailing craft of the day, including the *Neptune*, *O.V. Brainard*, *Daniel Webster*, *Lucy Auchard*, *Volunteer*, *Leonard Seaton*, *C.G. Mixer*, *Dashing Wave*, *Algonac*, *Trade Wind*, *Jennie White* and *Mohegan*, some of which he built.

Best known of Henderson's seafaring families were the Gilbert's. Patriarch of the

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# SESQUICENTENNIAL LITHOGRAPH

## 'DETROIT, MICHIGAN -

## CITY OF THE STRAITS'

As part of Michigan's 150th birthday, the Great Lakes artist, Mr. William Moss has produced a limited edition lithograph entitled *Detroit, Michigan - The City of the Straits*. This Sesquicentennial project captures the essence of the city's heritage as the busy docks and impressive skyline are depicted as they were in the late 1940's. Although the name of Detroit has become a familiar word in every corner of the globe, its name is derived from the fact that the city is located on a natural waterway of the Great Lakes.

This classical view of the *City of the Straits* presents a skyline with a number of architectural examples minutely detailed so that every window can be clearly seen. The excursion steamer *Columbia* is shown headed downstream to Bob-Lo Island, while the graceful steamer *Put-in-Bay* prepares for a trip to Port Huron. At the Detroit & Cleveland Navigation Company's dock, the overnight boat *City of Cleveland III* awaits both passengers and freight before starting on her daily trip across Lake Erie to Cleveland.

The original acrylic painting from which the

limited edition was made took several years to research and complete. Mr. Moss has since moved to Nashville, Tennessee, and still has a keen interest in Detroit and the maritime heritage of the Great Lakes. The Sesquicentennial lithographs are 40 inches wide and 24 inches high, and sell for \$400.00 plus \$16.00 sales tax. Those wishing to order by mail should include \$4.00 for UPS postage.

Arrangements have been made with the G.L.M.I. to promote the project, with half of the proceeds of each sale earmarked for the exclusive use of the Dossin Great Lakes Museum. It is Mr. Moss's wish that the Dossin Museum's projects which promote the preservation of our Great Lakes heritage benefit from his labors. These prints are on consignment from the artist therefore the usual ten percent discount given to G.L.M.I. members will not be honored for this project.

The lithographs are available at the Dossin Museum, 100 Strand on Belle Isle, Detroit, Michigan 48207. □



DETROIT, MICHIGAN - THE CITY OF THE STRAITS



1976  
March July



1977  
March May Nov.



1978  
Jan. Mar. Jul. Sept.



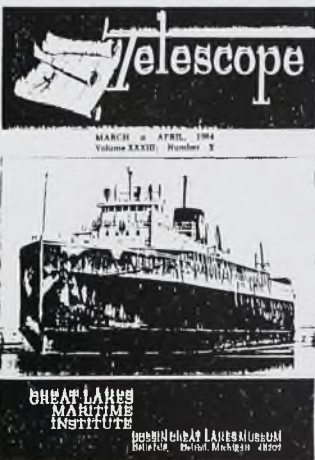
1979  
Jan. Mar. May



1982  
Jan. May Sept. Nov.



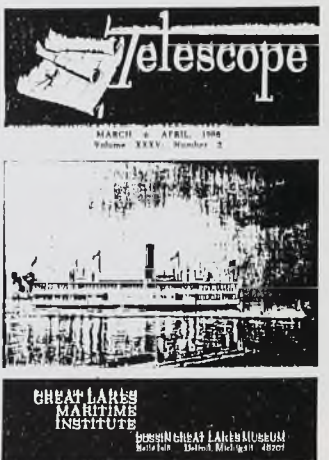
1983  
Jan. Mar. May  
Sept. Nov.



1984 All Issues



1985 All Issues



1986 All Issues



The last Two masted  
Schooner to sail from  
Henderson Harbor

Author's Collection

*The last two-masted schooner to sail from Henderson Harbor was the SEA FOAM.*



## TELESCOPE

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family here was Peter Gilbert, who was born on Long Island in 1794, and orphaned at an early age, came to nearby Ellisburg. At first he lived near the mouth of Sandy Creek where it empties into Lake Ontario, and here learned the ship carpenter's trade. He had eight children by his first wife.

A son, William was born in 1827, and at the age of thirteen shipped on the schooner *William L. Marcy* as a cook. Later he piloted the steam barge *Thomas Jefferson* and built the schooner *Billow* of 140 tons in 1865. He and a partner purchased the sloop *McLellan* and operated it on the lake for four years. In 1872, Gilbert purchased the schooner *Union* which he operated for four years. The schooner *William Gilbert* was built by him in 1879. Bill Gilbert followed the lake trade for more than 45 years and is said to have never lost a man in a wreck.

Ships Built at Henderson Harbor - including White's Bay, Six Town Point and Stoney Creek.

Sloop *Industry* 40 tons 1813  
 Capt. Gurner, Master.  
 Schooner *Henderson* 40 tons 1813  
 Capt. W.W. Warner, Master.  
 Schooner *Lilly* 50 tons 1814  
 Capt. Warner, Master.  
 Schooner *Appelona* 37 tons 1814  
 45' x15' x5'3" Capt. Masters, Master.  
 Schooner *Teazer* 40 tons 1814  
 Capt. Kinney, Master.  
 Schooner *Comet* 50 tons 1817  
 Capt. Warner, Master.  
 Schooner *Sachem* 73 tons 1816  
 Capt. Daniel Reed, Master.  
 Schooner *Olive Branch* 20 tons 1816  
 53' 10" x11' 10" x3' 5" Capt. Judson N. Pond,  
 Master.  
 Schooner *Three Brothers* 30 tons 1816  
 Capt. Gill, Master. Lost between Pultneyville  
 and Oswego in November, 1833.  
 Schooner *Swallow* 40 tons 1818  
 Capt. Leslie, Master.  
 Schooner *Frances Matilda* 25 tons 1818  
 Capt. Johnson, Master.  
*Lady I. Robbins* 22 tons 1832  
 Capt. H.R. Warner, Master.  
 Schooner *W.J. Pardee* 65 tons 1835  
 65' x16' 3" x6' 9" Capt. H.R. Warner, Master.  
 Schooner *William Wallace* 40 tons 1836  
 Capt. Gill, Master (Gill of Galloo Island?)  
 Schooner *John Marshall* 108 tons 1844

Capt. J.L. Warner, Master. Wrecked in  
 Mexico Bay on October 18, 1844.  
 Canal boat *Horne* 57 tons 1847.  
 Schooner *Virginia* 160 tons 1850.  
 Schooner *Trade Winds* 250 tons 1853  
 Capt. White, Master.  
 Schooner *Northern Ocean* 150 tons 1855  
 Capt. White, Master.  
 Schooner *Revolving Light* 120 tons 1856  
 99' x22' x9' 6" Capt. Worthington Boice,  
 Master. Built by L. Reed.  
 Schooner *Lillian* 20 tons 1859  
 Built by Reed.  
 Schooner *Lucy Orchard* 160 tons 1860  
 Capt. White, Master.  
 Schooner *Volunteer* 230 tons 1861  
 115' x23' 3" x9' 4" Capt. Washington, Master.  
 Schooner *C.G. Mixer* 400 tons 1867  
 Capt. White, Master. Lost on Lake Michigan  
 in 1894.  
 Schooner *S.B. Hungerford* 267 tons 1868  
 Built at Stoney Creek, Capt. White, Master  
 Went ashore at Port Maitland in 1874, 3 lives  
 lost.  
 Schooner *Phoenix* 206 tons 1868  
 Capt. Reed, Master. Built by Reed. Cut down  
 to tow barge in 1896. Renamed *J.S. Williams*.  
 Schooner *Billow* 85 tons 1863  
 Capt. William Gilbert, Master. Built by Mason  
 Hanna.  
 Schooner *Imogene* 49 tons 1863  
 Capt. Ripson (Port Ontario), Master. Built by  
 B. Morgan.  
 Schooner *North Star* 40 tons 1864  
 Capt. Winegar, Master.  
 Schooner *L. Seaton* 300 tons 1872  
 Capt. White, Master.  
 Schooner *J.F. Wade* 273 tons 1873  
 Capt. Seaton, Master. Built by Reed.  
 Foundered 1883 at Long Point, Lake Erie  
 with seven lives lost.  
 Schooner *Jenny White* 246 tons 1874  
 Capt. White, Master. Retired 1894.  
 Brig *Detroit* 150 tons 1844  
 Capt. Eggleston, Master.  
 Propeller *George A. Bagley* 30 tons 1880  
 Capt. W. Seven, Master.  
 Steam barge *Good Hit* 88 tons 1880  
 95' 5" x17' 7" x8'. Luther Reed, owner.

Sources: Capt. James Van Cleve - *Reminiscences of Early Sailing Ships and Steamboats on Lake Ontario* 1877, page 141 (Oswego copy); enrollments for District of Sackets Harbor, National Archives; various shipping registers. □

# GREAT LAKES & SEAWAY NEWS



Editor: Donald Richards  
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Seaway News Editor: Skip Gillham

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

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R. BEAUCHAMP  
D. COMTOIS  
C. HUDSON

R. BARDEN  
B. BRUCE  
CORP OF ENGINEERS  
W. KELLER

Dec. 21. . . The self-unloader *Charles E. Wilson* was forced to stop in the Saginaw Bay because of heavy ice. She carried a cargo of stone for the Wirt Stone Dock on the Saginaw River. The Coast Guard icebreaker *Mackinaw* was expected to arrive early the next day to clear a path for the *Wilson* to enter the river.

Dec. 24. . . The Seaway Port Authority of Duluth reported that grain shipments were up about 20 percent and general cargo shipments were about twenty-five percent higher than 1985. Final figures will be available later this winter. On the negative side, iron ore shipments were down about ten percent.

Dec. 29. . . The last vessel to depart Thunder Bay was the *H. Lee White* and the port closed the following day with the arrival of the *Algoway* with salt.

Dec. 31. . . Cleveland-Cliffs Inc. announced that they have completed the purchase of Pickands-Mather & Co. The purchase doesn't include the Interlake Steamship Company. Interlake has been for sale since July, 1986.

. . . Sometime in December the *Marine Coaster* was scuttled off Newfoundland. She was owned by Puddister Trading and had been out of service since 1977. She visited the Seaway under the names *Eva* and *Eva Marie*. She was built in Scotland in 1902.

Jan. 1. . . The Soviet container ship *Nadezhda Obukhova* was the first ship to arrive in Montreal. Capt. Viktor Zibrov was presented with the traditional gold-headed cane. She arrived with 765 containers from England. The Cyprus-registered *Calanda IV* arrived an hour later. She had won the honor in 1983 as the *Sofati Continent*.

. . . The first ship into *Quebec* was the tanker *Bonny* which docked at St. Romuald. Capt. Veli-Matti Lehtonen was presented with a gold-headed cane. She delivered 635,000 barrels of crude oil to the Ultramar Refinery.

. . . The first ship into Trois-Rivieres was the Soviet bulk carrier *Kapitan Vavilov*. She had been scheduled to load at Montreal.

. . . The *Canadian Pioneer* cleared Sept-Iles for Bremen, West Germany. Two days before, Misener's *Canada Marquis* cleared Baie Comeau for northern Europe.



Photo by Don Corntois

*Hard rains caused the JOSEPH H. FRANTZ to become wedged in the Independence Bridge in Bay City, Michigan from September 24-25, 1986.*

. . . The *Enerchem Catalyst* (ex-*Doan Transport*) was enroute from Montreal to Rotterdam. The *Enerchem Refiner*, (ex-*Industrial Transport*) entered service last month.

Jan. 2. . . The ferry *Trans-St.-Laurent* departed Riviere du Loup on the Gaspé coast on her second-last regular run of the season for St. Simeon on the north shore. She carried about 100 passengers and the trip usually takes about 75 minutes. She arrived 20 hours later at St. Joseph de la Rive, about 70 kilometers upstream from St. Simeon. High winds and blowing snow caused the overnight ordeal.

Jan. 5. . . Misener's *Selkirk Settler* cleared Halifax for the U.S.A.. No information was given for her destination.

. . . The tug/barge *Oliver L. Moore/Buckeye* arrived in Green Bay and unloaded 3,000 tons of coal. This is believed to be the latest arrival of a freighter into this port. After unloading she departed for winter lay-up in Menominee, Michigan.

Jan. 6. . . The *Safir* arrived in Sept-Iles with rudder problems. She was destined for Sorel.

. . . The container ship *Escoumins*, (ex-*Douce France III*) arrived in Montreal. She was registered in Panama and has the capacity of 442 containers. She is owned by ABC Maritime of Switzerland and is named in honor of the pilot station at Escoumins.

Jan. 8. . . The *Maplecliffe Hall* and *Beavercliffe Hall* arrived for winter lay-up in Montreal. The next day the *Steelcliffe Hall* departed Quebec for winter lay-up in Montreal. They had been in shuttle service between Quebec and the ports of Baie Comeau and Port Cartier with grain because of the long strike at Quebec.

Jan. 13. . . The *Safir* was towed from Sept.-Iles to the shipyard at Les Mechins by the *Pointe Sept. Iles* for repairs to her rudder. She was still there at the end of January. The shipyard was owned by Verreault Navigation, Inc. and has been run by three women since 1983. The *Safir* is registered at Valletta, not Malta as reported in the June Seaway News.

. . . With the departure of the *Khudozhnik Pakhomov*, there were no Soviet vessels in the port of Montreal, the first time in several months.

. . . Tugs *Glenada* and *Tusker* cleared Sarnia for Milwaukee. On the 19th, they passed downbound at Sarnia with the *Clarence B. Randall* for scrapping at Windsor. She was minus her stack, after cabins and engine.

Jan. 14. . . The ill-fated *River Maje* cleared Cacouna, Quebec for Nigeria. She had spent nearly three months in Canadian ports. (See December 19th news.)

Jan. 15. . . Harold Lawson was named permanent area engineer by the Corps of Engineers at Sault Ste. Marie. He had been acting area engineer since March, 1986.

. . . The *Enerchem Fusion* (ex-*Chemical Transport*) cleared Sarnia for the Soo.

Jan. 16. . . Capt. John Wellington purchased the tug *Chippewa* from Seaway Towing and will form Wellington Towing Inc. at the Soo. A second tug will be purchased in the future.

. . . The *Enerchem Travailler* (ex-*James Transport*) cleared Sorel for Bic Anchorage to wait for the tanker *Obo Venture* which will offload a partial cargo for Montreal. She had arrived in



Photo by Robert Paeko/Dossein Museum

*The icebreaker MACKINAW was sent in the Saginaw River to break ice.*

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Sorel under her old name on December 22nd, and was renamed a few days later.

Jan. 17. . . The *Sevilla Wave* arrived in Montreal from Trois-Rivieres where she was unable to secure a cargo. She arrived at Contrecoeur on her maiden voyage on December 27th and went to Trois-Rivieres, arriving early this month. She cleared Montreal on the 27th for overseas and it wasn't known in the report if she secured a cargo.

Jan. 21. . .The Interlake Steamship Company has been purchased by Mr. James R. Barker, an executive of the parent company. He will step down as chief executive of Moore McCormick Resources as part of the purchase agreement.

. . . It has been announced that shipping in the port of Superior during 1986 increased sixteen percent over last year. Iron ore shipments from the Allouez Burlington Northern Dock rose eight percent over last year, but trailed 1984 shipments by twenty-two percent. The Midwest Energy Terminal shipments of coal rose seventeen percent. Grain and seed shipments rose sixty-three percent over 1985, but trailed 1984 by twenty-nine percent. The volume of 3.4 million metric tons of grain shipped in 1984 exceeded the 1986 shipments by one million tons. General cargo handled by the Meehan Seaway Service, Ltd. rose by thirty-four percent over 1985 shipments.

Jan. 23. . . The tanker *Coastal Canada* arrived in Montreal from Sorel. She had been idled at Sorel since December 24, 1986.

. . .The *Sir William Alexander* was relaunched at Sorel and was taken to the fit-out dock. (See December 20, 1986 news.)

Jan. 24. . . The Finnish tanker *Kiisla* arrived in Sarnia from Chicago. She had cleared Sarnia on the 19th and returned on this date. She cleared on the 27th for Chicago after loading at Shell Oil and Imperial Oil.

. . . Cyril Hudson reported that the *Enerchem Fusion* arrived at the Government Dock in Sarnia after clearing the Imperial Oil Dock there. Her stack was repainted in the new colors, but the "E" had not been painted on as yet. The large "Enerchem" name has not been painted on her hull.

Jan. 26. . . Cutting on the after cabins of the *Arthur B. Homer* has begun at Port Colborne.

. . . The two ferries that operate between Quebec and Levis, the *Lomer Gouin* and *Alphonse Desjardines* were pushed by ice and currents downriver abreast of Versatile Davie Shipyard at Lauzon. A 15-minute trip turned into a 3-hour event. The ferries were freed by an icebreaker from Quebec.

Jan. 27. . . The Canadian owned, British flag vessel *Brant Point* arrived in Montreal on July 15, 1986 and her name was changed to *Branton* a few days later. She loaded a cargo of hundreds of oil drums and was scheduled to depart about August 2nd, but her departure was delayed until August 16th. She arrived at Corinto, Nicaragua on September 24th and was placed under arrest because the owners were unable to pay for the cargo to be unloaded. She is owned by Klaraka Lines, Ltd. and Ungava Navigation Ltd. of Montreal are her managers. There were several Canadian crew members aboard her. On January 30th, an official statement from Ungava Navigation stated that she would be able to leave in February.

Jan. 31. . . The *Lucien Paquin* arrived in Montreal from Quebec where improvements were reported to have been made to her loading equipment.

. . .Marine Industries became the official owners of Versatile Davie at Lauzon and Versatile Vickers in Montreal. The only other shipyard in the province of Quebec is at Les Mechins.

Feb. 3. . . *Lucien Paquin* cleared Montreal for St. Johns, Newfoundland on charter to Atlantic Container, Inc. For the first time since 1984, there will be two vessels on the Montreal-St. Johns run. The other vessel is *Cicero*, owned by ACE.

Feb. 5. . . The province of Ontario announced plans for a new \$10 million ferry to run to Pelee Island. It will accomodate 400 passengers and at least 25 vehicles. Delivery is set for fall, 1988.

Feb. 9. . . The Canadian Coast Guard ship *Sir William Alexander* left Sorel for sea trials. She was launched on October 19th and went into drydock on December 20, 1986. She was relaunched on January 23, 1987.

Feb. 10. . . The Singapore-flag container ship *Nordbay* became icebound off Anticosti Island on her first trip on the St. Lawrence River, enroute to Montreal.

Feb. 13. . . Twenty-two of the twenty-eight crewmen were saved from the Turkish-flag *Bora Isle*, which was foundering off the coast of Nova Scotia. They were rescued by the West German freighter *Colombo*. The *Bora Isle* made a trip on the lakes in 1981 as the *Caroline S*. She was a sister ship to the *Baie Commeau II*, which was owned by Quebec and Ontario Transportation from 1977 to 1983.

Feb. 20. . . USX (formerly U.S. Steel) has placed the *Benjamin Fairless*, *Irving Olds*, *Enders M. Voorhees*, *A.H. Ferbert*, *T.W. Robinson* and *Rogers City* for sale.

. . . Interlake Steamship has disenrolled the *John Sherwin* from membership in the Lake Carriers Association. She is presently being used for grain storage in Duluth.





Photo by Don Dube

*The CLARENCE B. RANDALL at the scrapyard in Windsor on January 24, 1987.*

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Feb. 22. . . The Duluth Port Terminal needs almost \$8 million for improvements if they are to compete with the other lake ports over the next fifteen years. A study was conducted by an independant consulting firm from Portland, Oregon and improvements included replacing two aging cranes and other equipment that was installed when the terminal was opened in 1959.

Feb. 24. . . The Liberian-flag *Southern Friendship* arrived in Montreal and entered the yard of Mount Royal/Walsh, Inc. shiprepairing where several plates were replaced. She is on charter to Armada Lines for their service between Canada and W. Africa.

. . .The U.S. Coast Guard reported that the Filipino fishing vessel *Balsa 24* was sinking 100 nautical miles off Newfoundland. The crew had abandoned the sinking vessel. It is believed that she is a small bulk carrier of 3724 gross tons, not a fishing vessel as reported. This speculation was based on two other ships *Balsa 21* and *Balsa 23* that have made Seaway visits.

Feb. 25. . . About twenty Canadian maritime industrial and government officials will be taking part in a joint Canadian-U.S. trade mission to northern Europe during March 1-12th to promote expanded use of the St. Lawrence/Great Lakes system. The delegation will be joined by twenty-two members from the U.S. The trade mission will visit Norway, Denmark, W. Germany, Belgium and England.

Feb. 26. . . The *President Quezon* which arrived in Montreal a few days ago, was renamed *Federal St. Clair* and her registry was changed to Liberian. The *Quezon* was the last saltie to clear Thunder Bay and the Seaway for the 1986 season.

. . . The NOAA announced that water levels on the Great Lakes will remain near record levels. Lakefront cities including Chicago, Milwaukee, Cleveland, Toledo and Buffalo will be threatened by flooding.

Feb. 27. . . The Canadian-flag bulk oil carrier *Arctic* arrived in Montreal for the first time carrying petroleum products to the Montreal East Refinery.

. . .The *Sir William Alexander* arrived back in Sorel after extensive sea trials.

Feb. 28. . . The *Polstar* which made at least one trip in the Seaway and was a regular caller in Montreal and arrived there for the first time in Saguenay Shipping colors.

Miscellaneous. . . .

Algoma Central Railway renames: *Carol Lake - Algocape, A.S. Glossbrenner-Algogulf, Lake Manitoba-Algomarine, Lake Nipigon-Algonorth, V.W. Scully-Algosound* and *Lake Wabush-Capt. Henry Jackman*.

Saltie renames: The Philippine-flag *Santa Filipinas* renamed *Meredith E. Regent Palm* was sold last year to World Wide Shipping and renamed *World Palm*. *Safir* which is under going repairs at Les Mechins will be renamed *Jennastar* when she returns to service.

. . . Four ships that were built at Dalian, China in 1982-84 with the seaway trade in mind and operated by Anglo-Eastern Management Services, Ltd. have been renamed. They are the *Sea Fortune, Sea Glory Sea Monarch, and Sea Prosperity*. They were sold last year and renamed respectively *Miss Alikei, Seastar II* and *Seamaster II*. The fourth was sold to Dannish interests and will be converted into a cement carrier. She was renamed *Dania Portland*.

. . . The *Canadian Maritime* was converted to a specialized china clay and paper carrier at the Boele Bolnes Repair Yard at Dordrecht, Netherlands. When the conversion was completed she was renamed *Repap Enterprise* and will be operated by Canadian Pacific under the Liberian flag between eastern Canada ports and Savannah, Georgia.

. . . The roll on/roll off *Mirela* which was purchased by C.T.M.A. last fall will go into service this spring and will be renamed *C.T.M.A. Voyager*. She will replace the *Madeleine*, which is a coastal passenger and general cargo vessel. The *Voyager* will make a weekly round trip between Montreal and Grindstone, Magdalen Islands. C.T.M.A. are the initials for Compagnie de Transport Maritime & Aerien.

. . . A new operator, Relais Nordiques will have the contract to carry cargoes and passengers on the North Shore run in the lower St. Lawrence. They chartered the tug/supply ship *Tartan Sea* which is owned by Secunda Marine Services, Ltd. The vessel is being converted to a container/passenger ship at Dartmouth. When she enters service in April, she will be renamed *Nordik Express*.

. . . The b-26 type *Lily Village* of Panama registry was sold by Fuyo Sogo Lease, Tokyo to Greek interests. She is supposed to be renamed *Baquio Village*. She was in the Seaway trade as *Upwey Grange*.

. . . The Greek flag *Apollon*, owned by Athenian Shipping Company was sold and renamed *Polo* under Panamanian flag.

. . . The ferry *Frederick Carter* has been sold to Cyprus-flag owners and renamed *Fred*. She was built in 1967 at Lauzon by Davie Shipbuilding Ltd. Another ferry owned by Marine Atlantic, the *Ambrose Shea* is for sale. She is a product of Marine Industries of Sorel and was built in 1967.





*Top: The BENJAMIN FAIRLESS set a record when she loaded 18,913 gross tons of iron ore at Two Harbors on August 6, 1947. Bottom: The T.W. ROBINSON was the first large freighter to use steam turbine propulsion.*

*Tows arriving overseas:* *Jantar* arrived Recife, Brazil on October 24, 1986 with *Philip D. Block* and *W.W. Holloway*. *Koral* arrived Mamonal, Columbia on October 28, 1986 with *Golden Hind* and *John E.F. Misener*. *Smit-Lloyd* arrived Kaohsiung, Taiwan on December 10, 1986 with the *Paul H. Carnahan* and *George M. Humphrey*. *Jantar* arrived Rotterdam on January 23, 1987 with *Wheat King*. She is to be converted to storage barge. *Canadian Viking* departed Lauzon on October 27, 1986 for Kaohsiung, towing the *Red Wing* and *Frank A. Sherman*. Unconfirmed reports state that the *Red Wing* sank before arriving at Kaohsiung. No other information was available at this time.

*Other scrappings:* In January the *Robert Koch* was moved back to her initial spot neat the dock at Contrecoeur. By the end of January, all of her super-structure had been removed except the funnel casing and the funnel.

. . . The Greek vessel *Julia L.* has been sold to Taiwan shipbreakers.

. . . *Dimmer* has been sold to Pakistan shipbreakers. She was in the Seaway as *Swedish Nordia*.

. . . The Yugoslavian flag *Marko Oreskovic*, owned by *Jadranska Slobodna Plovidba* and built in 1969, has been reported sold to Pakistan shipbreakers.

. . . The *Safari III* was sold to Pakistan shipbreakers and reportedly resold to Kaohsiung shipbreakers. She was in the Seaway as *Ioannis S.*

. . . The *Golden Auckland*, a German Liberty type was sold to Taiwan shipbreakers. In the 1970s she was a regular visitor on the St. Lawrence River as *Suncapri*.

. . . *Barbary* which was built in Sweden in 1963 has been sold to Taiwan shipbreakers. She was in the Seaway as *Hafnia*.

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#### MAY ENTERTAINMENT MEETING. . .

The entertainment meeting scheduled for May 15, 1987 will focus on Greg Rudnick's presentation on the history of the Cleveland-Cliffs Steamship fleet.

Mr. Rudnick's hobby of Great Lakes photography started in 1964 and many of his interesting slides are blended into the program. Mr. Rudnick presently owns and operates the Cleveland bumboat *Forest City*. Before starting his business venture in 1979, Greg sailed on the *Frontenac*, *William G. Mather*, and the *Walter A. Sterling* for Cliffs. He also has sailed for several fleets and has been a shipkeeper on the *Willis B. Boyer* and the *Cadillac* for several winters.

Prior to his Great Lakes career, Greg lived in the Detroit area and graduated from the University of Detroit. He is married and resides in Lakewood, Ohio. Please join us on Friday, May 15th for an enjoyable evening. □



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