

Telescope



JULY ☆ AUGUST, 1987
Volume XXXVI; Number 4



GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

In the March issue we listed all the back issues of *Telescope* that were available. The demand for these has been higher than expected and a few issues are no longer available. As of July 1st, the following issues are available for \$1.00 each. 1976-March, 1977-none, 1978-Jan., Mar., 1979-Jan., Mar., May 1980-none, 1981-Nov., 1982-Jan., May, Nov., 1983-Jan., Mar., May, Oct., 1984-1985-1986 - all issues.

To update the book list, *The Northern Lights* by Hyde is out of print. The publisher plans to have another printing available for Christmas, 1987. Institute member Lawrence Brough has published *Autos On The Water*, a history of the McCarthy and Nicholson auto carriers that sailed on the lakes until the 1960's. The photos alone are worth the \$8.95 price. Members can order the book through the museum and please add \$1.50 for UPS postage for a single copy.

Institute member Rene Beauchamp is offering an *Index of Seaway Ocean Vessels, 1986*. It is an interesting list of vessels that have entered the Seaway and it's presented in book form in 25 pages. The listing includes country of registry, gross tonnage and other information such as renames. To order contact: Rene Beauchamp, 9041 Bellerive, Montreal, Quebec Canada H1L 3S5. The price is \$4.00 U.S. and includes postage.

MEETING NOTICES ●

There are no meetings in July. Future Board of Directors meetings (which all members are invited to attend) are scheduled for Thursday, August 20 and October 15 at 7:30 p.m. at Dossin.

The Curator Robert E. Lee Dinner will be held on the *Lansdowne* on Friday, September 18th. Our speaker will be Clayton Evens talking about the luxury yacht *Helene* that still travels in the Detroit area.

CONTENTS ●

Membership Notes and Meeting Notices	86
Harry J. Wolf 1909-1987	87
<i>William Clay Ford Pilothouse Project</i>	89
To Spanish River in the <i>J.T. Wing</i>	90
Which Way Are You Headed There?	97
Maritime Hall of Fame	99
Great Lakes & Seaway News	101

by Henry Barkhausen

by David Bakara, Sr.

Edited by Don Richards

Published at Detroit, Michigan by the
GREAT LAKES MARITIME INSTITUTE

©All rights reserved.

Printed in the United States by
Macomb Printing Specialties.

OUR COVER PICTURE . . . Even though he had retired from the ship in 1967, people still associated Harry Wolf with the *South American*. His photos of passenger aboard the Georgian Bay Line vessels took us back to a period when travel was done at a slower pace. Harry was fortunate to have lived during an era when passenger ships were available to everyone. Today, except for the few passenger ships operating on the St. Lawrence River, people can only see the lakes from the shore. □

HARRY J. WOLF

1909 - 1987

Contributors to this story were the Detroit Marine Historian, Wayne Garrett, Jr., Al Jackman, Jim Jackson and Mike Nicholls.

Harry J. Wolf, a long time member of the Institute as well as other marine organizations, died of a heart attack on April 28, 1987 in Detroit. Some members met Harry when he was the ship's photographer on the *North* and *South American*, while others became recent acquaintances when viewing one of his multi-media slide shows. Regardless of how long one knew Harry, one quickly realized that his photographic skills were seldom to be seen again.

Harry was born in Detroit in 1909 and graduated from Cass Tech High School in Detroit and continued his studies at the Art School of the Society of Arts and Crafts in painting and design. His interest in photography resulted in obtaining the position of ship's photographer on the Georgian Bay Line's *North* and *South American*. He was also a free-lance commercial artist when not serving on the ship. Shortly after World War II broke out, Harry enlisted in the Navy and was assigned to the recruiting office. He was stationed in Detroit during most of his 39 months of duty and was assigned to the USS Book (Detroit building). This service allowed occasional trips on the *North* and *South American* to "keep his hand in" as well as the D&C overnights when travel was required.

After the war, Harry rejoined the

Georgian Bay Lines and served as ship's photographer and part-time entertainment host until the very last passenger trip in 1967. After the *South American* left the lakes in 1967, he returned full time as a free lance photographer, an occupation he enjoyed until health forced him to reduce his work load.

As a result of his travels along the lakes for the past 50 years, his photograph collection of daily events on the lakes and shoreside scenes became invaluable. Not only did marine collectors benefit from his vast collection, but his yearly photographs of downtown waterfronts along the lakes became studies of bygone eras as buildings were torn down to make way for the modern skyscrapers of today.

Harry had several one-man shows at the Dossin Museum beginning in the 1960's. Visitors marvelled at photos of vessels already gone to the scrapyards after the Seaway opened. He used many facets of a ship to provide special effects for his photos. Views from portholes, gangways, decks and shoreside buildings provided the background for unique photos that required no extra strength nor agility, only the artist's ability to "frame the subject". Harry's seagull became standard in many photos, but one looked forward to his programs in order to see the new places that it might appear.

While many of us would struggle to present a

slide program, worrying that a slide may be out of order, Harry presented multi-media shows that were unprecedented at marine meetings. Set to music, he presented flowing slides of ships from the past, detailing each era with background data carefully researched without becoming too technical for viewers. Dispersed in the program would be an occasional "surprise slide" that quickly brought laughter from the audience. Part of his magic was photographing his friends as marine activities and using them in the program. One could only hope that their photo of yesteryear would not make the audience howl too loudly. However, their turn would quickly pass and then it was onto the next victim.

Harry joined the Great Lakes Maritime Institute in 1963 and was elected to the Board the following year. He also served on the Advisory Council for the Detroit Marine Historical Society and was a regular program speaker for both groups. His last major presentation - 'Great Lakes Ships Remembered', was developed in 1986 for a joint G.L.M.I./D.M.H.S. meeting in conjunction with the Association for Great Lakes Lakes History Conference that was held in Detroit. He was scheduled to present a program at the

D.M.H.S. Annual Dinner in April, but was forced to cancel. The Dossin Museum is presently working to have this last show transferred to video tape in an effort to record for all time the work of Harry Wolf.

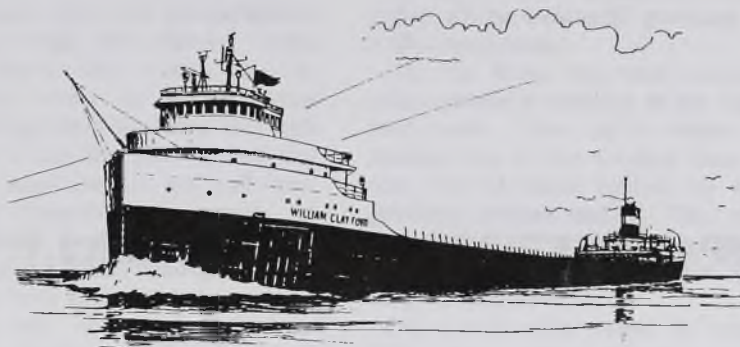
His collection, covering all aspects of marine and land transportation was willed to the Dossin Museum and the Burton Historical Collection. Before his death Harry had a chance to pass on much of his Great Lakes lore to other collectors in his famous 'silent auctions' where bids would come from all over the U.S. and Canada.

At marine meetings or at the Blessing of the Fleet at Mariners' Church, Harry would move about the crowd, making sure that everyone had a good seat. If he was the speaker, one would go through the motions of introducing Harry and his life accomplishments, but in reality, everyone knew Harry. Before he shook your hand, he would say, 'I Know You!'

On Saturday mornings, Harry would be seen walking briskly up the gangway to the Bob-Lo boat with his black camera bag, looking more like a doctor than passenger. Passengers will notice the absence of Harry's camera on the boat and we will miss his contributions during member's slide night. □



Harry Wolf on a regular weekend trip on the Bob-Lo boat.



WILLIAM CLAY FORD PILOTHOUSE PROJECT

When the pilothouse from the *William Clay Ford* was donated to the Dossin Museum by the Erwin Robinson Company, two projects were immediately started by the Dossin Museum and the G.L.M.I.

The museum worked to obtain all the necessary planning details to safely install the twenty-eight ton steel and glass structure on the property. To have the optimum view of the river, the area in front of the present pilothouse was selected, but we found that the 30 foot wide pilothouse would not fit on a 25 foot front lawn. A request was submitted to the Michigan Department of Natural Resources and the Army Corps of Engineers for a waiver to allow the pilothouse to overhang the navigable waterway for five feet. Fortunately permission was granted from both of these departments. We obtained an estimate on the cost of the project, and figured out that we would need 60 foot

piling to be driven to support the weight of the pilothouse. Along with these pilings, we need a concrete foundation to allow us to use the interior stairwell and create an interpretive exhibit underneath the main level of the pilothouse where a crawl space once existed.

The Maritime Institute worked on the development of a funding drive, with brochures and donation envelopes being created. Unfortunately the donations came in at the same time that the *Telescope* renewals did, and we were busy installing the Great Lakes Engineering Works exhibit. In order to be sure that we do not overlook anyone, we mailed receipt notices to the donors in order to get the correct spelling or name which will be printed on the certificates. We hope to get these in the mail shortly, as only a few corrections came in. At this time we would also like to thank those who have donated in the "Captain" category, and their names are listed below:

Mary S. McGraw
Richard R. Dossin
Hugo Breitkreuz
Robert M. Dossin
William J. Keller
Theodore E. Stromberg
Kevin & Deirdre O'Donnell
Neil MacNeil
James C. Osborn
John Love
Sterling Berry
James & Carol Nuzzo
John Czarnik
Mr. & Mrs. Richard DeWalt
Mr. Douglas P. Dossin
Mrs. Robert E. Lee

John Staggs II
Capt. Don & Carol Erickson
Brian McCaughrin
Mr. William Slaughter Jr.
Stephan Plafchan
James Jeffery
Capt. & Mrs. James Van Buskirk
Mr. & Mrs. Roger Abbott
Mr. and Mrs. Mal Sillars
Mr. Richard Olson
Mrs. Sidonie Knighton
Dr. Tom Baumgarten
Mr. Thomas R. Dossin
Marine Historical Society of Detroit
Detroit Historical Society Guild

TO SPANISH RIVER IN THE SCHOONER J.T. WING

by
HENRY H. BARKHAUSEN

It was July 22, 1937, forty-nine years ago, that with mounting excitement we drove through the wood yard of the Northern Paper Mill at Green Bay toward the docks, and suddenly there she was, a big hulking three-masted schooner, high in the water, the stevedores hoisting the last of the pulpwood from the hold and the crew sweeping down. Although she was in commercial service on the Lakes, the *J.T. Wing*, with her high mizzen-mast, prominent monkey rail around the quarter deck and large forward deck house was clearly not a lake schooner, but it was still a thrill to see an authentic fully-rigged working sailing vessel. And we were to sail on her within the hour for Spanish River, Ontario for another load of pulpwood.

Actually, the last indigenous Great Lakes commercial schooner, *Our Son*, foundered in 1929, but those of us who were interested in schooner days had followed with interest the efforts of the Detroit business man, Grant Piggott, in bringing a vessel from salt water and trying to make it pay in the pulpwood trade. Piggott had purchased the *J.O. Webster* in 1935 and renamed her the *J.T. Wing*. She had been built in Weymouth, Nova Scotia, in 1919 as the *Charles F. Gordon*, 369 net tons, measuring 139'x33.7'x12.7'. The captain that Mr. Piggott commissioned to bring the schooner to the lakes was Louis Larson, a well-known mariner in the Green Bay area.

My companion, and only other passenger,

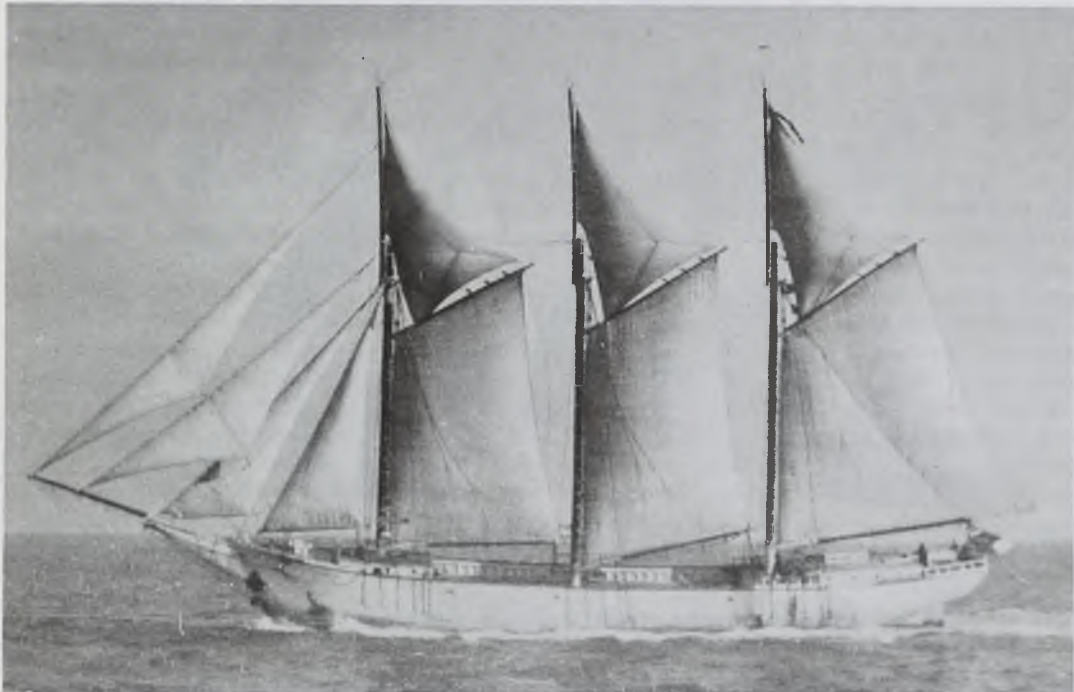
on this trip was an older friend, Paul Burke of Green Bay, who had made the arrangements for our passage with the owner, Grant Piggott. Paul Burke had called me in Chicago the day before to say that the *Wing* was unloading there in Green Bay and would be sailing in the late afternoon of the 27th. My first response to his call had been absolutely negative; it would be impossible to leave work on such short notice; I had no vacation coming at that time, etc. But at work the next morning, the thought of the lost opportunity and experience became intolerable. I asked and received a short leave of absence, packed a duffel and burned up the highway to Green Bay.

Going aboard, we were shown to small staterooms in the after cabin. The captain and mate were quartered aft, of course, and perhaps the cook as well. The galley and cook stove were against the forward bulkhead of the main cabin with the mess table against the after bulkhead. On the coasting schooners I had seen, the galley was always in the forward deck house whereas lake sailing vessels had theirs in the after house. Perhaps the lay-out had been changed when a

lake captain took command. Certainly, the galley aft is eminently practical for vessels with a small crew.

On the *Wing*, the crew consisted of four young hands in addition to the Captain, mate and cook. The foc'sl where the crew bunked was in the forward deck house, the after end of which housed the big one-lung gasoline donkey engine. This powered the anchor windlass and two winch heads, one on either side of the house, for hoisting sail, cargo or whatever.

All hands were called to supper around 5:30 before sailing. Knowing the reputation of lake vessels for being good feeders, I was hoping for at least good plain fare. This was not to be. The cook turned out to be a boy in his late teens who confided in our first meeting that he was aiming to be a real chef. Unfortunately, his idea of high cuisine was disguising everything in a greasy gravy loaded with onions, ketchup or something similar. Also he had a problem beyond his control. The *Wing* carried no ice and even the first night, the butter was rancid and the chef's special sauce didn't disguise the fact that the meat was not too fresh.



While traveling light, the J.T. WING could sail at 12 to 15 knots.



J.T. WING was brought on the lakes to carry pulpwood.

But we ate, enjoyed the atmosphere of the all-hands mess table, and then went on deck as the tug reported alongside. The tug pulled us stern first out of the mouth of the East River into the main stream of the Fox River, then out through the railroad swing bridge toward the bay. Once through the bridge, Captain Fisher gave the order to make sail starting with the main as there was a fair breeze from the southwest. Lashings came off the sails. With the tug still in charge, the main halliards, throat and peak, each running through a lead block attached to a ring bolt in the deck alongside the mast, were taken forward to the winch-heads on either side of the deckhouse. With one man taking the turns and keeping a strain on each side, the big sail went up. When the sail was fully hoisted to the satisfaction of the mate, the halliards were stopped off. This was done by using a rope pendant spliced into a ring bolt on the deck and applying a rolling hitch to the halliard. With the pendant taking the strain, the turns could be thrown off the winch head and the halliard belayed to the pin above the lead block. The long heavy lines were then coiled down to the deck along side the pin rail.

The size and weight of the booms and gaffs were striking and one wondered how a small crew could ever make sail without the donkey engine. There was a four-part jig purchase on the dead end of each halliard belayed to the rail in the way of the shrouds. We used them once or twice to peak up a sail that had slacked off, but even with that extra purchase, it took three men to make an impression. After the mainsail, the crew tackled the mizzen and then the foresail, taking the halliards to the winch heads, hoisting away and then stopping off and belaying. The four headsails went up by hand.

The tug cast off just past the cut at the First Light and we were on our own headed up Green Bay in the main steamer channel. Then it was "set the topsails", a man aloft to cast off the stops. Let go the clew line on deck. Hoist away on the halliard until the sail is two-blocked at the halliard sheave, then "sheet her home." But the man aloft had to see that the topsail sheet lead to leeward of the spring stay which (if the topsail had been clewed up while on the opposite tack) involved undoing the sister hook on the clew of the sail, passing it under the stay and re-securing. Likewise, the tack had to be cast

loose from the pin below, hauled aloft and coiled, passed over the spring stay and dropped back on deck. With tack and sheet to leeward, the topsail could be sheeted and the tack swayed down and belayed. The mizzen topsail (or main topsail on a two-masted schooner) was not affected by changing tacks, but the forward topsails always had to be clewed before coming about or gybing and the sheets and tacks shifted by a hand aloft if those topsails were to be used on the next tack.

It took about an hour to set all sail by which time we were legging it up the Bay. The breeze was picking up, but it was pretty well aft. We gybed the main once or twice to wing it out which necessitated going aloft to re-set the topsail. The crew was happy to have help aboard and quickly broke me in on this task as well as locating all other sheets and lines on deck for me. The Captain was also glad to have another hand that could steer a compass course so there was plenty to do for an eager volunteer anxious to get the maximum experience from a one-time short trip.

With my small-craft background, it was hard to realize we could get up the Bay so fast. Green Island was abeam at 10:45 p.m., and Chambers Island at 12:45 a.m. We were off the Whalesback buoy at 3:00 a.m., and with everything pulling in a freshening southerly breeze, we passed under Boyer's Bluff on Washington Island at 4:00 a.m. In another hour we were out in the Lake off St. Martin's Island Shoal buoy, and then payed off on a course for Lansing Shoal. The breeze was now up to 20 knots and the *Wing* was really doing her stuff. Down below, in a brief attempt to get some sleep, the timbers and cabin bulkheads were creaking noisily, just as they did in the below-deck scenes in the grade B movies as the stern rose, fell and heeled in the rising sea. Light in the water, the *Wing* steered easily surging along at 12 to 15 knots, and Capt. Fisher didn't have any harsh words for his vessel as he did the next day.

A little after 11:00 a.m. we rounded Lansing Shoal and headed east for the Straits. One of the high points of the experience occurred between Lansing and White Shoals when we overhauled and passed an ore boat. In those days the standard bulk carriers steamed at about 12 m.p.h., so it was entirely possible for a large

sailing vessel to pass them up under favorable conditions. Our period of glory was fairly short-lived, however, as when the steamer was a mile or two astern, the wind started to moderate and the ore boat went on ahead of us through the Straits. It was great while it lasted and we still made good time, running, according to my notes, from White Shoal to the Mackinaw light in two hours, passing into Lake Huron there at 3:00 p.m. Capt. Fisher took us south to Boblo Island (Bois Blanc) and we were off Poe's Reef at 6:00 p.m. with visions of making Spanish River by early morning.

But the breeze continued to soften and we barely had steerage way during the night. Morning found us becalmed off the entrance to Mississagi Straits and we sat there all morning and part of the afternoon on a glassy lake in the hot sun. The lack of action did give Capt. Fisher a chance to relax and gave us a good opportunity to visit with him. I believe he had retired ashore after a career on the lakes, but was called back by Mr. Piggott to command the *Wing*. A letter he wrote me later that year carried a letterhead - Geo. A. Fisher, Building Contractor, Clawson, Mich. He kept extolling the superior qualities of his old schooner, the *Jennie Weaver*, which he commanded and possibly owned for a number of years, in comparison with the *Wing*. No doubt the *Weaver* was a much handier vessel; she was smaller, about 100' overall, and, most important, had a centerboard. As was true of most coasting schooners, the *Wing* didn't have a centerboard, and, as Capt. Fisher said disgustedly, and proved to us the next day, "she went to leeward like a hog going to war". This was particularly true when she was light without cargo. Salt-water vessels would carry ballast when empty for their longer voyages, but this was not practical for the shorter runs on the lakes.

Capt. Fisher was a spry and amiable gentleman, somewhere we guessed in his early sixties, and we enjoyed our conversations with him on the quarterdeck. He told us several stories about his years on his *Jennie Weaver*, but the only one I can remember now is his account of the storm of 1913. They were loading lumber in the Les Cheaneaux Islands, either at Cedarville or Hessel and the northerly gale blew all the water out of the harbor so the *Weaver* was just sitting in the mud or

sawdust, but safe and sound. He also spoke several times about the *Hattie Hutt*, which, like the *Weaver*, he considered to be an exceptionally able schooner. In view of his quiet and conservative manner, it was somewhat startling to hear his occasional earthy remarks. One that I apparently thought worth noting was in reference to that morning's calm when he described the wind as so light that "it wouldn't blow away the stink of a chickadee's fart".

The captain didn't think too much of his mate, Mr. Eye, who seemed rather elderly and unsure of himself. He was a downeaster from the maritimes. In his letter to me in December that year, Capt. Fisher wrote about his ship being laid up about December 2 and that "Eye is aboard, keeping ship, or rather having a home for himself". The captain was not a martinet, but from time to time, I still recall what he said to me that morning as he looked at me carefully and noted that I hadn't shaved since coming aboard. "Henry", he said, "you're letting yourself go." I promptly went below and shaved.

During the afternoon, whispers of breeze from the south and southwest would come and go with considerable tending of sheets and shifting of topsails to catch every slight puff. The *Wing* drifted through Mississagi Straits into the North Channel. At dusk the catspaws became a very light air from the southwest and we dawdled along at 2-3 knots toward the northeast. My page of rough notes says we anchored off Scott Island, just before midnight and left the anchorage at 8:00 a.m. I don't remember that. I know we didn't lower much if any sail. Perhaps we were becalmed again and just put the anchor on the bottom. I had turned in after passing Gore Bay, having had only a few hours sleep since leaving Green Bay.

I do remember the wind picking up steadily from the northeast early that next morning and very grey sky. Our destination, either through the Scott Island passage into the Whalesback Channel or further east through the Boyd Island passage was dead to windward. We hardened the sheets and tried to work up under the land, but we could see why Capt. Fisher pined for his *Jennie Weaver*. In her light condition the *Wing* was going "to leeward like a hog going to war". Moreover, as we quickly found out, it was a challenge bringing her about. We tried twice, but she

went in stays both times and each try we lost at least a half mile. The wind was picking up and I think the glass told the captain bad weather was upon us, so his decision was to tack or wear ship and work back into some lee to the northwest under Turnbull or Clara Islands. This time Capt. Fisher gave her a good rap before putting his helm down while up forward, both foresail and stays' 1 boom tackles were snugged up tight to the lee rail to back the sails as we came into the wind. The other headsails were held to leeward and backed as well. We held our breath as the *Wing* stopped dead in the wind, but this time she payed off on the starboard tack and finally gathered way. About 11:00 a.m. we hauled down the headsails, came in to the wind and dropped the hook perhaps one-half or three-quarters of a mile south of East Turnbull Island.

The wind kept increasing. Yachtsmen who are old enough to remember the Chicago-Mackinac race of 1937 will recall the memorable northeast gale of that day, July 25, which caused a good part of the fleet to give up. In the middle of the afternoon, the *Wing* started to drag, and the captain ordered the second anchor down with lots more chain on both hooks. With the wind up to 45-50 knots, shrieking through the rigging, we wondered whether even two anchors would hold her. Although anchored in a lee, the water around us was whipped into a froth and the big schooner kept surging back against the straightened chains with a jolt and a shudder. We sat in the shelter of the after deckhouse watching marks abeam to see whether we were dragging. It blew a gale all night and although the wind moderated somewhat the next day, there was no thought of trying to get underway and we stayed at anchor, wondering, if our time ran out, how we might get ashore and back to work.

The next morning the sun came up on a different world. It was still blowing freshly, but the wind had backed to the northwest. It was a sparkling clear day and a fair wind! After a quick and early breakfast, the donkey engine was fired up, engaged to the port windlass, and we started heaving in the port anchor. I could see why Capt. Fisher had been reluctant to put it down as it came in at a snail's pace. It may have taken forty-five minutes to secure it at the cat-head, using the staysail

halliard on the winch head for the last stage. It was either in the final phase of heaving in the port anchor chain or starting on the starboard anchor when one or two teeth on the big windlass shaft drum gear broke off and everything stopped. There was no choice but to man the windlass bars or brakes. These extended forward and aft of the windlass and two men could work each one, heaving up and down. It took maximum effort from four or five of us to turn the bull gear sufficiently so the pinion teeth could mesh again and the engine could take over for another rotation. Then it was heave and heave again, really exhausting, and slow! I believe it took us an hour to heave in to a fairly short scope at which point we broke off to set mizzen, main and foresail with headsails cast loose ready to run up.

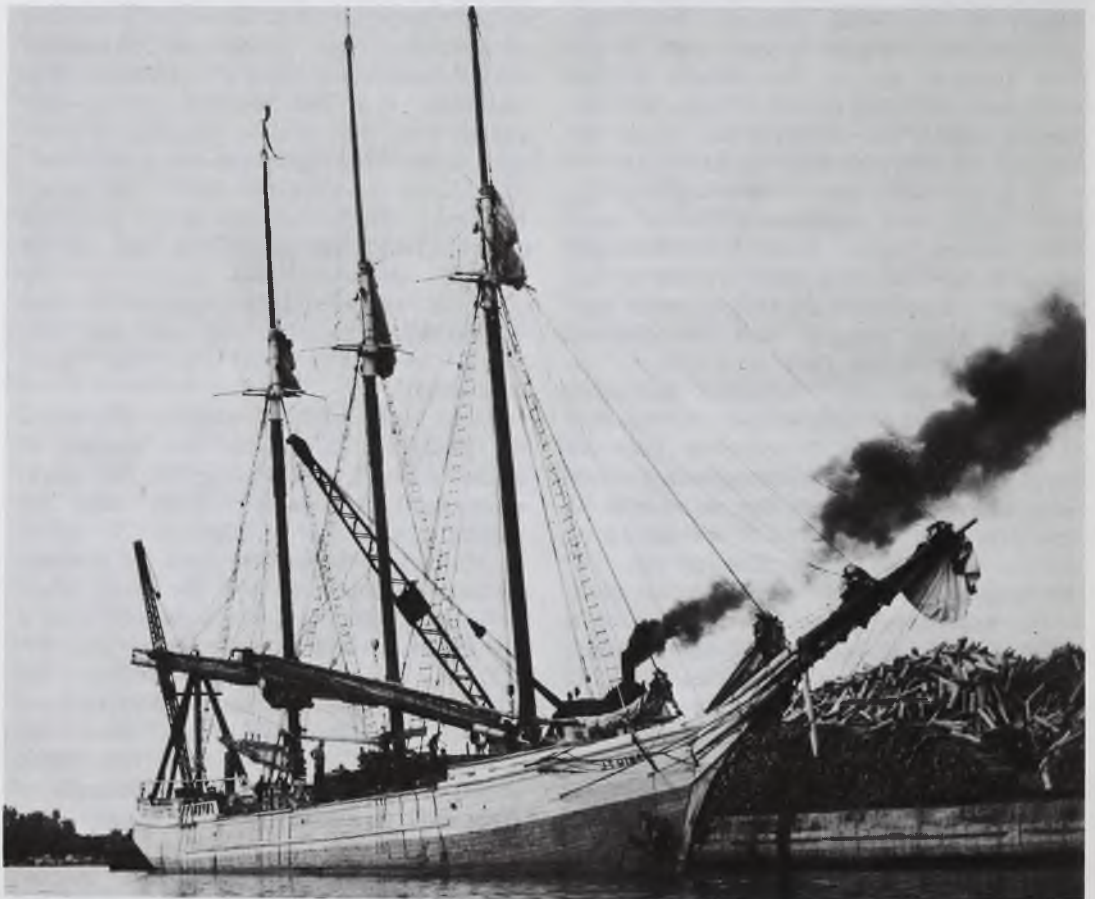
A little over two hours after we started heaving in, the starboard anchor chain was up and down. Headsails were run up, mizzen and main sheets slacked, and as we continued heaving in chain, the stays' 1 and jibs were sheeted to port. As we inched the anchor off the bottom, the *Wing's* bow payed off to starboard, then the headsail sheets were shifted and the schooner rapidly gathered way. It would have been great to slack sheets and idle along while we raised the anchor farther off the bottom, but at this point the captain could not afford to sag off to leeward, so there was no choice but to point for the main entrance to the Whalesback Channel and let her rip, which she surely did in that fresh northwester.

As we started with the windlass brakes and the *Wing* rushed toward the channel at twelve knots, I kept waiting for the shock, wondering what would happen when the anchor caught on a pinnacle or ledge. Would the chain break or would the windlass disintegrate and fly over the bow? Well, even though the chain kept coming in at a painfully slow pace, we escaped disaster. Still we were half way through the Whalesback before the anchor was in sight and we on the foredeck could savor the excitement of flying through this lovely passage, now well-known to thousands of yachtsmen, in a big commercial schooner that almost seemed to choke the narrow channel.

Now the time was going too quickly. The Whalesback and John Island were left astern and the destination was in sight ahead.

As we approached the mouth of the Spanish River, headsails were hauled down, and the anchor made ready for letting go. At 11:15 a.m., just two and a quarter hours from the time we got under way from Turnbull Island, Capt. Fisher rounded up in the shallow bay, just west of the river mouth and dropped the hook. As we lowered the sails, the tugs appeared towing the first raft and the barge with the log-loading conveyor. A launch came alongside to take us into Spanish and as we said our goodbyes, the hatch covers were coming off. As we chugged off toward the village, I wondered whether Capt. Fisher would be able to get some teeth welded back on the windlass gear there or whether they would have to heave by hand some more to raise the anchor. In my letter to him late that year, I forgot to ask that question.

The *J.T. Wing* seems such a remnant of the past, but it's interesting to reflect that when she completed her commercial career on the lakes in 1938, she was only 19 years old. Most lake schooners that survived into the 1920's were over 50 years old. But as we know, the vessels built downeast in the last boom years of World War I were notably short-lived due to a combination of green timber used in their construction, hard usage, hard times and poor maintenance. The *Wing* when we saw her seemed sound, but was already noticeably hogged. As most readers know she became a museum in July, 1949, the forerunner of the present Dossin Museum. Putting down on paper these still vivid recollections has reminded me once again of my good fortune in participating in a segment, however small, in the lift of a working schooner on the Lakes. □



J.T. WING loading pulpwood on her deck at an unknown port.

WHICH WAY ARE YOU HEADED THERE?

by
DAVID BAKARA, SR.

A new, high tech, state of the art survey vessel has bewildered a number of veteran lake skippers with her unorthodox appearance and multi-directional capabilities. The *S/V PAJ* of the Detroit district Army Corp of Engineers and her sister ship, *S/V James M. Bray* of the Soo area office, are recent additions to the Corps floating plants. Their missions are to sound the 202 miles of deep draft, connecting channels of the Detroit River, Lake St. Clair, St. Clair River and St. Marys River.

The *PAJ* was dedicated by Detroit District Commander, Col. Robert F. Harris on June 16, 1986 at Hart Plaza in Detroit. Her namesake is Mr. Richard E. Pajakowski, a dedicated, long time employee of the Corps, who was instrumental in developing new methods of gathering, and processing hydrographic and geodetic data. A most fitting patron, Mr. Pajakowski passed away on September 6, 1984, but his attitude of

professionalism and innovation will be carried on by the *S/V PAJ* and her crew. Her overall dimensions are 120' x 33' x 6 feet.

The *S/V James M. Bray* was dedicated by Col. Harris on August 8, 1986 at the MacArthur Lock, Sault Ste. Marie, Michigan. Her dimensions are 128' x 31' x 5'2". Her namesake, Mr. James M. Bray, served as Area Engineer of the Soo Area Office from June, 1975 until his death in a tragic plane crash in March, 1986. Mr. Bray's responsibilities included the supervision of the Soo Locks as well as the United States Power Plant. A veteran of the U.S. Army and U.S. Navy, Mr. Bray earned a civil engineering degree from Michigan Tech University and was a registered professional engineer in the State of Michigan. During his thirty-year career with the Corps, Mr. Bray served as project engineer for Bay City/Saginaw; Rouge River Project Office; Resident Engineer, Bo Marc Missile



Author's Photo

The PAJ will sound the channels of the Detroit River, Lake St. Clair and the St. Clair River.

Site; Resident Engineer, Wurtsmith Air Force Base and Chief, Construction Branch, Detroit District.

The *PAJ* and the *James M. Bray* are powered by twin GM Detroit Diesels, through Shotell Z-Drive marine propulsion units; one forward, one aft. This arrangement permits them to travel between job sites in a conventional manner, but more important, to gather data along their longest dimension when in their survey mode. This is accomplished by covering a given area, up and down the channel, at a right angle to the axis of their longest dimension. (Sideways so to speak). A most confusing spectacle when happened upon the first time, but a most efficient means of collecting soundings, never the less.

Thirty two transducers installed across the bow (when in their survey mode) simultaneously collect soundings which are transmitted to a graph, monitor and data processor. A Del Norte positioning system, accurate to within one meter, displays a continous plot. Soundings and locations are integrated in the data processor, displayed on monitors and recorded on plotters. Hewlett Packard computers process the collected data in a fraction of the time previously

required. If that is not enough for you computer buffs, it's all done in living color. Computers also control engine speed and propulsion unit direction to maintain the proper attitude while surveying. The processed data is used to schedule dredging operations and contributes to the data bank used by the Corps in their continuing effort to deal with the high lake levels.

The crew of these unique vessels contributed to their construction and got them underway without benefit of prototypes. The *PAJ* and *Bray* represent a compendium of ideas that range from software experts, residing in the sunbelt, to the old hands in the welding shop who spent several winters dealing with mid-construction design changes. In fact, they are the prototypes, and are being updated as new technology develops. Their capabilities have not been fully realized.

As the need for new tools and new ideas arise, to solve the problems of a changing environment, the *S/V PAJ* and the *S/V Bray* will take their place on the list of vessels named after the men of vision. Richard E. Pajakowski and James M. Bray answered the needs of their country and its people with "Essayons", We Shall Try. □



The PAJ leaving her dock in Detroit.

MARITIME HALL OF FAME

Established in 1982, the Hall of Fame is the only museum gallery in the nation honoring ships and seafarers who have contributed to America's maritime heritage. The Hall is part of the American Merchant Marine Academy at Kings Point, N.Y. The Great Lakes inductees announced for

1987 are Capt. Levi Johnson and C&B's sidewheeler *Seeandbee*. The Hall of Fame since its inception, has inducted five other mariners and five other ships representing the Great Lakes. In 1982, Capt. Alexander McDougall, designer of the whaleback was inducted along with the sidewheeler *Walk-in-the-Water*.



Dossin Museum Coll.

The SEEANDBEE was built in 1913 and sailed until she was purchased in 1942 by the U.S. Navy.

In 1983 Frank E. Kirby, architect for many Great Lakes passenger vessels was inducted with the whaleback *Christopher Columbus*. In 1984 Harry Coulby, manager of the Pickands-Mather Steamship Company was inducted with the whaleback *Meteor*. In 1985 John Ericsson, designer of the patented screw propeller in 1836 was inducted with the passenger ship *Tashmoo*. In 1986 Capt. A.E. Goodrich, founder of the Goodrich Transportation Company was inducted with the sidewheeler *Greater Buffalo*.

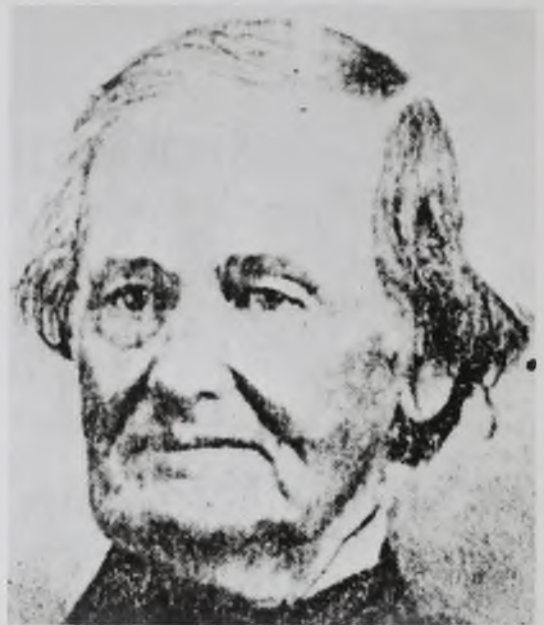
Born in 1792, Capt. Levi Johnson was a remarkable builder who constructed his first boat, the schooner *Pilot* in 1814. Three years later he built the *Neptune*, which carried troops to Detroit after an infamous Indian massacre of the city's inhabitants in 1818. In 1824 he built the *Enterprise*, Cleveland's first steamboat and only the third on the Lakes at that time.

Concerned with Lakes navigation, he undertook the construction of the Sandusky Lighthouse in 1831, and later built all the lights on Lake Erie's Sister Islands at Toledo. He invented a new type of pile driver that made possible the construction of the breakwall at the mouth of the Cuyahoga River and the extension of the breakwall at the Maumee River. He built numerous structures ashore, and is said to have been Cleveland's first millionaire. He died in 1872.

The *Seeandbee* was built in 1913 as a giant sidewheeler measuring 484 feet long and carried 1,500 passengers on the overnight run from Cleveland to Buffalo (the derivation of her odd name). Her distinctive four smokestacks were a common sight as she plied the Great Lakes. In 1942 she was purchased by the U.S. Navy along with D&C's *Greater Buffalo*. Their superstructures were removed and a flight deck put in place. Renamed *USS Wolverine* and *USS Sable*, they served as a training aircraft carrier on the Great Lakes until 1946, when they were sold and eventually scrapped.

Other mariners joining Capt. Johnson this year were Ida Lewis, a rarity as a female lighthouse keeper with a spectacular record of 18 lifesaving missions; Henry Shreve, who opened the Mississippi River to dependable navigation (Shreveport, LA. is named in his honor); and Capt. William Matson, who founded a major west Coast steamship Line.

Other ships included with the *Seeandbee* were the *President Warfield*, the coastal



Capt. Levi Johnson

steamer and wartime troopship that captured world attention in 1947 as the refugee ship *Exodus*; the *Stephen Hopkins*, a Liberty ship involved in one of World War II's most gallant sea battles; and the *Sprague*, workhorse towboat of the Mississippi River.

No living person can be considered for inclusion in the Hall. Although a candidate's birthplace need not be the U.S., his or her contributions must have been made in service to America's merchant marine. Similarly, a nominated vessel must have passed from the active shipping scene, and its accomplishments made under the American flag, although the ship need not have been built in America.

The nomination of candidates is open to the public, as long as supporting material accompanies the nomination. Each September 1, the Selection Committee begins considering the candidates. Their choices are announced the following spring. The winners are inducted on the third Saturday in May, a date close to National Maritime Day, celebrated on May 22.

Visitors are welcome at the Maritime Hall of Fame and the American Merchant Marine Museum. Operating hours are 11:00 a.m. to 3:30 p.m. on Tuesdays and Wednesdays and 1:00 p.m. to 4:30 p.m. on Saturdays and Sundays. The museum is closed on federal holidays and during the month of July. There is no admission charge. □

GREAT LAKES & SEAWAY NEWS



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

Seaway News Editor: Skip Gillham

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

B. ANDERSEN	R. BARDEN	R. BEAUCHAMP
D. BENEDET	B. BERNARD	J. GALLANT
J. GOODRICH	C. HUDSON	W. KELLER
A. MANN	D. MCCORMICK	P. MICHAELS
D. OLSON	D. POHTO	T. SECHEN
		A. SYKES

Mar. 7 . . . The ice-boom in the Niagara River was removed at Buffalo. This is the earliest removal date ever.

Mar. 9 . . . The Canadian Coast Guard *Simcoe* cleared Prescott with a load of buoys because ice is not a problem on the St. Lawrence this year.

Mar. 10. . . The railferry *Incan Superior* cleared Thunder Bay for Duluth-Superior. She was the first ship to depart Thunder Bay and it was the earliest that she has left due to the mild winter. She arrived in the Twin Ports the next day to open the season. She carries railroad cars containing pulpwood and rolled newsprint between Thunder Bay and the Twin Ports. She makes the trip in about 13 hours (one way) and makes about 100 round trips a year.

. . . The *Algoway* loaded potash at Thunder Bay, but didn't depart for Toledo until March 28th. She laid-up for the winter in Thunder Bay.

Mar. 12. . . The *Medusa Challenger* cleared Milwaukee with 4,409 tons of cement for Chicago. It's believed that she was the first cement boat out on the lakes this year.

Mar. 16. . . The C.C.G. cutter *Griffon* arrived in the St. Clair River to assist the U.S.C.G. cutters *Mackinaw*, *Neah Bay*, *Bristol Bay*, *Mariposa*, *Katmi Bay* and *Mobile Bay* in clearing ice in the river from Sombra/Marine City south to Lake St. Clair.

. . .The *Saskatchewan Pioneer* arrived at St. Lambert to await the opening of the Seaway.

Mar. 20 . . . The *Stephen B. Roman* arrived in Toronto to open the season for the fourth straight year. She arrived with a cement cargo from Picton, Ontario. Capt. Gordon Chambers was "topped" with the prestigious silk and beaver top hat, a tradition that dates back to the 1860's.

Mar. 21 . . . The *English River* opened the port of Hamilton, loaded quickly and departed before the official recognition.

Mar. 23 . . . After departing Ecorse the day before, the *George A. Stinson* passed upbound at the Soo to open the season. She arrived in Superior the next day and was the first "laker" to arrive in the Twin Ports. She loaded 56,000 tons of ore pellets at the Burlington Northern Dock.

 ● GREAT LAKES & SEAWAY NEWS



The STEPHEN B. ROMAN opened the port of Toronto and received the prestigious silk and beaver top hat.

Rev. Peter Van der Linden/Dossin Museum Coll.

. . . For the first time in their history, the Bob-Lo boats will be lifted out of the water in Detroit. The *Ste. Claire* was towed by Gaelic tugs from Detroit to Nicholson's Dock in Ecorse for her 5-year inspection. When she completed her survey, she was towed to her new dock at the foot of Clark Street, below the Ambassador Bridge.

. . . The *John B. Aird* arrived in Marquette to open the season. She loaded 21,825 tons of pellets for the Algoma Steel mill at the Soo.

. . . A fire destroyed a famous landmark in Copper Harbor, Michigan. The pilot house from the *Altadoc*, that was stranded on Keweenaw Point during a storm in December, 1927, burned in an early morning fire. The pilot house was removed from the ship and taken by barge to Copper Harbor to serve as a tourist gift shop for many years. The *Altadoc* stranded near the *City of Bangor*, which went aground a year earlier.

Mar. 27. . . The *Ernest R. Breech* arrived at Connors Point Elevator in Superior to open the grain season for the Twin Ports. She loaded her entire cargo at that elevator and departed on March 31st.

Mar. 28. . . The *John A. France* cleared Duluth where she laid-up for the winter with a cargo of storage cement. She headed for Thunder Bay to load grain. The last time a Canadian ship wintered in Duluth was in 1953.

. . . The *Wm. Clay Ford* arrived in Duluth to load pellets at the D.M.&I.R. Dock. This was the first cargo loaded there this season.

GREAT LAKES & SEAWAY NEWS ●

Mar. 31. . . The Seaway opened when the *Saskatchewan Pioneer* passed through the St. Lambert Lock. She is owned by Pioneer Shipping of Winnipeg and operated by Misener Shipping Ltd. She was bound for Indiana Harbor with a load of iron ore from Pointe Poire.

. . . The *Indiana Harbor* arrived to open the port of Taconite Harbor. She loaded 58,684 tons of pellets for Lorain.

. . . The *St. Clair* moved from her lay-up berth at the Port Terminal in Duluth to the Superior Midwestern Coal Terminal to load coal.

Apr. 1 . . . The Welland Canal opened with the *Richelieu* passing upbound and the *Canadian Century* passing downbound for the Port Weller Dry Dock.

. . . The *John A. McDonald* cleared Port Weller Dry Dock for the fit-out wall.

. . . The *Wm. Clay Ford* loaded the last cargo of coal at Sandusky for the coke ovens at the Rouge Plant. Rouge Steel plans to close the coke ovens, idling about 390 workers. When the ovens close, the only coal needed will be for the Rouge Steel Power Plant.

. . . Due to heavy snow, the bridge in Hamilton harbor failed to rise above 20 feet. Two vessels were delayed in leaving the harbor while two vessels were waiting to enter.

. . . The *Ziemia Tarowska* was the first saltie to enter the Seaway. She was bound for Thunder Bay and returned to Montreal 16 days later.

. . . The B26 type, Cyprus flag and Cuban-owned *Primrose Islands* entered the Seaway for the first time in her career. She was bound for Toronto to unload her cargo.

. . . The mortgage on the 173-foot three-masted sailing vessel *Victory Chimes* has been foreclosed by a Duluth bank. Her owner in Duluth bought the vessel in 1985 and brought her to Duluth where he hoped to have a tourist attraction. She was damaged by storms on her trip to Duluth and the venture never recovered financially.

Apr. 2. . . The *Fred R. White* arrived in Two Harbors to open the season. She loaded a partial cargo of 8,018 gross tons of sinter fines. Because of the cold weather, she was unable to load a full cargo. The next day she cleared for Taconite Harbor to finish loading 14,735 tons of pellets for LTV's Indiana Harbor plant. It's believed that this is her first call to this port.

. . . The *J.N. McWatters* cleared Port Weller Dry Dock and the *Canadian Century* entered the dry dock.

Apr. 3. . . The *John G. Munson* moved from Fraser Shipyard to D.M.&I.R. Docks in Duluth to load a cargo for Gary, Indiana.

. . . The Mystery Ship in Menominee, Michigan has been sold for \$117,000. The sale includes the historic sailing vessel *Alvin Clark* and all of her artifacts. The *Clark* was built in Trenton, Michigan in 1846 and was 113 feet long. She sank in a storm in June,

● GREAT LAKES & SEAWAY NEWS

1864 off Chambers Island in Green Bay. Mr. Frank Hoffman of Menominee discovered the *Clark* in 110 feet of water while searching for a fish net in 1967. The *Clark* was raised in July, 1969 and was taken to Menominee. Hoffman hoped to make her a tourist attraction, however, lack of funds and poor health forced him to sell the property, *Clark* and artifacts.

Apr. 4. . . The coastal passenger-freighter *Madeleine* arrived in Montreal from the Magdalen Islands. The vessel that was to replace her, *CTMA Voyager* wasn't ready for service.

Apr. 5. . . The *Enerchem Catalyst* arrived in Montreal from overseas and cleared the following day for Sarnia.

. . . Two men were missing from a barge that sank in Lake Michigan off Buffington Harbor, Indiana. The barge was being towed by a tug when it began taking on water. Two crewmen from the tug boarded the barge to pump out the water, but their attempt was unsuccessful and they were forced to jump into the 37 degree water. The seas were running about 8 feet and the Coast Guard suspended search operations after finding no trace of the two men after 13 hours.

Apr. 6. . . The *Beavercliffe Hall* left the dry dock at M.I.L. Vickers in Montreal and the *Maplecliffe Hall* went into the same dry dock.

. . . The *Middletown* left Fraser Shipyard's dry dock after a 5-year inspection and tied up to complete her fit-out.

. . . C.S.L.'s *English River* unloaded a cargo of cement at the Huron Cement Dock in Detroit.

. . . The tanker *Kiisla* passed downbound in the Welland Canal after spending the winter in service on the lakes.

. . . The O.R.S.V. type *Sable Sea* arrived at Rimouski to begin operation on the lower St. Lawrence. She was on charter to the new shipping company Relais Nordiques. Their regular vessel, *Nordik Express* was still undergoing conversion at Dartmouth, N.S. *Sable Sea* is the former *Balder Baffin* and was built in 1980 by the Marystown Shipyard, Ltd. in Newfoundland.

Apr. 7. . . The *Henry Ford II* unloaded a cargo of coal in Green Bay while the *Ernest R. Breech* loaded ore in Marquette for Hamilton, Ontario.

Apr. 8. . . The Greek vessel *Silver Happiness* was the first saltie in Detroit. She arrived from Japan with a cargo of machinery for the Mazda Plant in Michigan.

. . . The *S.T. Crapo* arrived in Duluth with a cargo of cement for the LaFarge Cement Dock in Superior. After unloading part of her cargo in Superior, she backed all the way to the Duluth Dock.

. . . The *Indiana Harbor* loaded 45,035 short tons of coal at the Superior Midwestern Energy Terminal for Marquette. This was a rare visit for her at the coal dock. She arrived in Marquette the next day with that port's first cargo of coal.

. . . The tanker *A.G. Farquharson, ex-Texaco Chief* was upbound in the St. Lawrence for St. Romuald near Quebec. This is her first trip on the river since being renamed last fall.

GREAT LAKES & SEAWAY NEWS ●

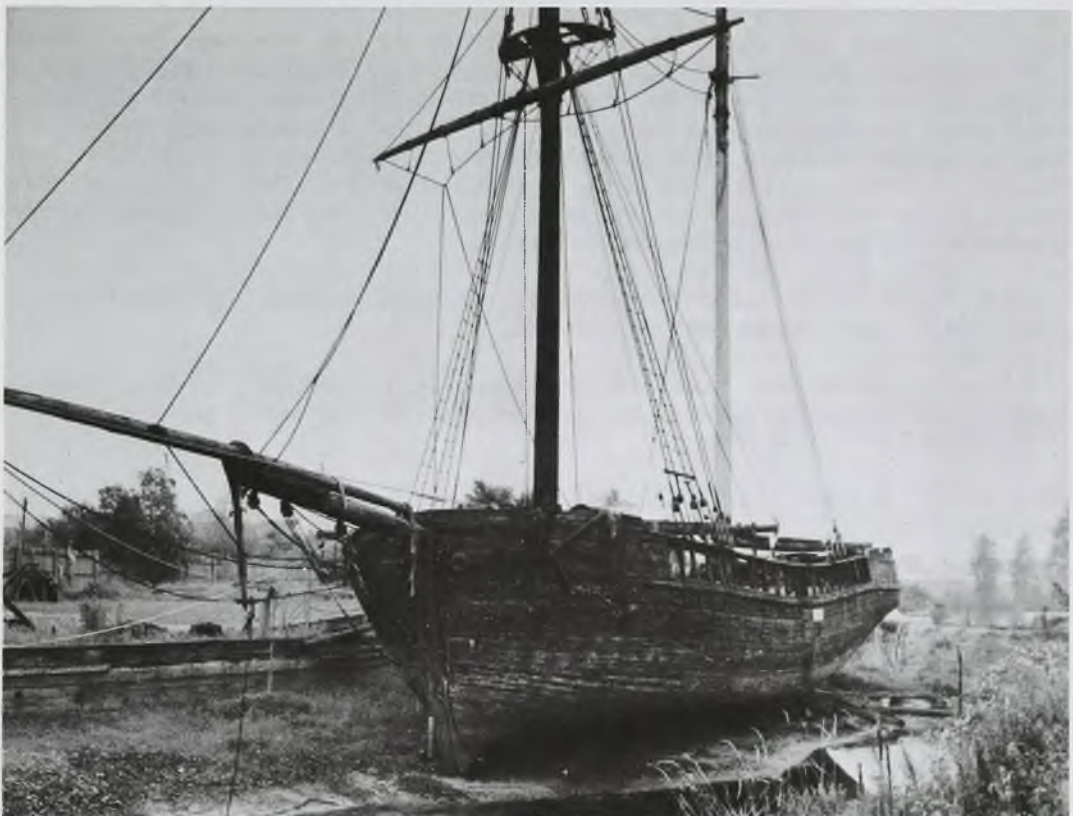
. . . The Singapore flag *Dorthe Oldendorff* had been in Montreal from March 7th to March 31st and arrived back in Montreal the next day to enter the dry dock at M.I.L. Vickers. The lower part of her bow was replaced and she left the drydock on April 24th. There was no information on her damage.

Apr. 9. . . Longshoremen in the Twin Ports have agreed to take deep cuts in pay and reduce the size of work crews to load grain. They ratified a 3-year contract for grain handling that cuts wages from \$17.27 to \$14.00 an hour. The crew has been reduced from 9 to 6 men.

. . . The *Benson Ford* loaded stone at Calcite for Fairport, Ohio. She arrived the next day and was edged out of being the first vessel in port by the *American Republic*, carrying a cargo of salt. The *Republic* was awarded the "Navigation Award" by the Fairport Historical Society. The *Ford* was followed in by the *Algosoo* with a cargo of stone. This was the first visit by the *Algosoo*.

. . .The *Philip R. Clarke* departed winter lay-up at Fraser Shipyard and loaded ore in Duluth.

Apr. 10. . . The Peavey Company in the Twin Ports announced that it will charge a daily dockage fee for vessels loading grain at Connor's Point and Globe Elevators. The fees will require the largest of the Seaway-size vessels to pay more than



The ALVIN CLARK was sold along with the surrounding property.

● GREAT LAKES & SEAWAY NEWS

\$5,900 a day in dockage fees while loading grain. Needless to say, the announcement created a furor in maritime circles. Later, the company reduced the rate to eight cents per ton of grain loaded per 24 hour period. For maximum size vessels, the cost would be about \$1,600 or less.

. . . The *Henry Ford II* loaded stone at Meldrum Bay on Manitoulin Island for Cleveland.

. . . The *A.G. Farquharson* cleared Montreal for Sorel for lay-up. She docked alongside the *LeChene No. 1*, which has been there since the first of the month.

Apr. 14. . . The Monrovia-registered *Chippewa* was the first saltie in Sarnia. She is owned by Sun Chemicals of Canada. (See page 52 of the March issue.)

. . . The *Arthur M. Anderson* unloaded stone at the Detroit Lime Dock in the Rouge River. The next day the *John G. Munson* unloaded stone there.

. . . The *Henry Steinbrenner* arrived in Duluth to load her first grain cargo at the Capital Elevator No. 6. She cleared on April 16th.

. . . The *Cason J. Callaway* moved from lay-up berth to Fraser Shipyard for a 5-year inspection. She was not scheduled to operate this season, however, if business picks up, she will come out.

Apr. 15. . . Buoys were placed around the ruins of the old Wisconsin Draw Bridge in Superior. They have been a hazard to navigation since the bridge was demolished in 1985. The contractor blew up the bridge and salvaged the metal, but left the underwater pilings and supports. Last year, they blew up the Minnesota Draw Bridge and failed to remove the debris. The company has now been liquidated. Ships must pass thru the old Wisconsin Draw Bridge to reach the D.M.&I.R. Dock or the S.M.E.T. Dock and the 1,000-footers were having problems with the debris. Zenith Dredge of Duluth has contracted to remove the debris this spring.

. . . The funnel of the *Lakeshell* was painted in Soconav colors. The *Henri Tellier*, which was still laid-up, was also given the new colors.

. . . The *Cartiercliffe Hall* which was downbound in the Seaway for Baie Comeau, collided with the security gate at St. Lambert. She did not suffer any damage and traffic was stopped for about 12 hours.

Apr. 16. . . The Polish ship *Ziema Olszynska* arrived in Duluth, but anchored outside the canal. She was the first saltie to arrive, but since she didn't enter the harbor, she wasn't considered to be the first saltie of the season. That honor went to the Panamanian *Lauro*, which entered on April 18. The *Olszynska* entered on April 20 and loaded at Connors Point. On the 19th while anchored in the lake, she spilled about 40 gallons of fuel oil which washed up on Park Point. The Coast Guard supervised the clean-up and the owners paid the bill.

Apr. 16. . . A fire of suspicious origin destroyed the upper deck of the idled carferry *City of Grand Rapids* in Muskegon.

Apr. 17. . . The *Louis R. Desmarais* unloaded the largest cargo ever in Ogdensburg, N.Y. when she unloaded 30,000 tons of salt.

GREAT LAKES & SEAWAY NEWS ●



Photo by Jim Bearman



Rev. Peter Vanderlinden/Dossin Museum Coll.

Top: The ARTHUR M. ANDERSON unloaded stone at the Detroit Lime Dock in the Rouge River. Bottom: The next day the JOHN G. MUNSON was unloading stone at Detroit Lime.

● GREAT LAKES & SEAWAY NEWS

. . .The *Stella Desgagnes* arrived to open the port of Wallaceburg, Ontario. She loaded 210,000 bushels of grain and was presented the ceremonial topper.

Apr. 18. . . The *Canadian Century* departed the dry dock at Port Weller and was refueled by the *Hamilton Energy*.

. . .The *Benson Ford* continued her outside cargo deliveries. This time she loaded stone at Calcite for delivery to Erie, PA.

. . . The downbound vessel *Canadian Ranger* strayed outside the shipping channel in the St. Clair River and forced two fishermen to jump from their boat into the water. Both were rescued by other fishermen.

Apr. 20. . .The *Oakglen* was surveyed at Port Weller.

. . .The Homer Bridge in the Welland Canal jammed in the partially raised position. The *Algocape* was forced to stop quickly while downbound.

. . .The Liberian flag *Polstar* was renamed *Sunstar* in Montreal. She was chartered to Saguenay Shipping. Since the first of the year, one ship a month has been renamed in Montreal. She cleared on the 24th for the Caribbean, not the lakes as had been expected.



The carferry INCAN SUPERIOR departing Duluth harbor.

GREAT LAKES & SEAWAY NEWS ●



Peter Worden/Dossin Museum Coll.

C.S.L.'s SAGUENAY carried Canadian ore into the Rouge plant while the ERNEST R. BREECH carried ore from Marquette to Hamilton, Ontario.

. . .The small Canadian flag RO/RO container ship *Astron* arrived in Montreal. She was chartered to Atlantic Container Express for a short time. Their regular ship *Cicero* was to go into dry dock.

Apr. 21. . . The *CTMA Voyager* made her first appearance in Quebec City. She will receive more alterations in Quebec City before entering service between Montreal and the Magdelan Islands.

. . . The *Philip R. Clarke* arrived in Duluth with a cargo of stone at the Hallett Dock. When she was unloading, she suffered generator problems and the moved to the D.M.&.I.R. Dock for repairs until the 24th.

Apr. 22. . .C.S.L.'s *Saguenay* unloaded Canadian ore at the Rouge Plant. The next day the *Tarantau* unloaded Canadian ore there.

Apr. 23. . . The tug *Thunder Cape* was receiving a raised pilothouse at Port Dover.

Apr. 25. . . The Greek *Orestia* loaded saltcake from the *Benson Ford (ii)* at Thorold for New Zealand.

● GREAT LAKES & SEAWAY NEWS

. . . The *Prairie Harvest* arrived at Port Weller for repairs to her hull. No further information is available.

. . . The *Oakglen* returned to service, much to the joy of our Seaway Editor, Skip Gillham.

Apr. 26. . . The *Cartiercliffe Hall* arrived in Duluth with the first cargo of cement for the St. Lawrence Cement Co.

Apr. 28. . . The *Willowglen* was damaged in a collision with the pier at the Soo. She was loaded with grain and suffered a 12-15 foot gash in her port bow which caused flooding. Strong northwest winds were apparently to blame for the mishap. Temporary repairs were carried out at the Soo and she was allowed to proceed downbound. On the 29th, while in Lake Erie, Capt. John Hartley died, apparently of natural causes. No other details are known at this time.

. . . The *Maplecliffe Hall* departed Vickers and was replaced by the *Cicero*.

. . . Tugs *Tusker* and *Glenada* were enroute to Rogers City to tow the *T.W. Robinson* to Ramey's Bend for scrapping. (Ed. note: There are times when I feel that I'm writing an obituary column, not editing a news column.)



The WILLOWGLEN suffered a 12-15 foot gash when she struck the pier at the Soo.

 GREAT LAKES & SEAWAY NEWS ●

Apr. 30. . . The *Algolake* cleared Montreal for Pointe Noire. She had been in Montreal since April 17th.

Misc.

. . . The *Joshua A. Hatfield* and the *Eugene Pargny* have been resold to ULS's Port Colborne Marine Terminal. They have been tied up at the Azcon Scrap dock in Duluth.

. . . *Northern Shell* has been offered for sale by Soconav. She is laid-up in Toronto.

. . . The Maltese flag *Jennastar* went back into service on March 28th, leaving the shipyard at Les Mechins for Becancour. She arrived the next day and cleared for England on April 3rd. She had been in Canadian waters for almost a year under the name *Safir*. See page 51 of the March issue, pages 76-7 of the May issue.

. . . The new Canadian Coast Guard icebreaker *Sir William Alexander* had not been delivered to the Coast Guard at the end of April. She was still in Sorel.

. . . The scrapping of the *Robert Koch* has stopped. Gondal Internations has apparently gone out of business.

Curator Robert E. Lee Dinner

Mr. Clayton Evens will be our guest speaker at the Curator Robert E. Lee Dinner to be held on Friday, September 18th on the *Lansdowne* in Detroit. Mr. Evens will present a slide program on the luxury yacht *Helene*, which was built in 1927 for Charles Sorenson.

Mr. Evens worked on the *Helene* from 1971 to 1973. In 1975 he entered the U.S. Coast Guard through Officer Candidate School in Yorktown, Virginia. After serving in Puerto Rico in 1967-77, he transferred to the Marine Safety Office in Detroit to work as Chief of Port Operations and served as Hull Inspector for the Ford and Hanna Mining fleets.

In 1982 he attended Coast Guard Environmental Management postgraduate program at U of M and received his masters degree. From 1983 to 1987 he was Chief Policy Analyst for the Port Safety and Security Division at Coast Guard headquarters in Washington, D.C. He returned to the lakes and is currently serving as Executive Officer at the Marine Safety Office in Detroit.

Please join us in September for an enjoyable trip on the *Helene*.



The Great Lakes Maritime Institute, Inc., promotes interest in the Great Lakes; preserves items related to their history; encourages building of scale models of lake ships and furthers programs of the Dossin Great Lakes Museum, repository of the Institute's holdings. The Institute was organized in 1952 as the Great Lakes Model Shipbuilder's Guild. It is incorporated under the laws of the State of Michigan as a non-profit corporation and donations to the Institute have been ruled deductible by the Internal Revenue Service. No Institute member is paid for services.

Telescope®, the Institute's journal, is published six times per year and covers Great Lakes topics. The Editor welcomes the opportunity to review manuscripts for publication, send to:

GREAT LAKES MARITIME INSTITUTE

Dossin Great Lakes Museum
Belle Isle, Detroit, MI. 48207

The organization makes no payment for such material, and the Editor cannot be responsible for statements by the authors of articles published. All communications with the Institute should go to the Coordinating Director address as above.

Institute membership is available by calendar year in these forms:

REGULAR MEMBERSHIP	\$12.00 Annually
CANADIAN & FOREIGN	\$14.00 Annually
SUSTAINING	\$20.00 Annually
LIFE MEMBERSHIP	\$200.00 Complete

Subscription to *Telescope*® is a benefit of membership. Single copies of *Telescope*® are priced at \$2.00 each, and current year publication is limited to sale to members only.

GREAT LAKES MARITIME INSTITUTE

DOSSIN GREAT LAKES MUSEUM

BELLE ISLE

DETROIT, MICHIGAN 48207

DIRECTORS

(TERMS EXPIRE IN 1987)

HARRY WOLF	F. JORDAN SCHANBECK
DAVID MCDONALD	CHRIS KLEIN
JOHN POLACSEK	KARL STREK

(TERMS EXPIRE IN 1988)

RICHARD KRUSE	THOMAS ROCKWELL
RICHARD BOGDAN	ROBERT IRWIN
WILLIAM CAREY	J. ALBIN JACKMAN

(TERMS EXPIRE IN 1989)

ROGER HEWLETT	ROBERT SCHELLIG
THOMAS RYAN	JERRY CROWLEY
TED MCCUTCHEON	ROBERT MCGREEVY

OFFICERS

President J. ALBIN JACKMAN
Honorary President REV. EDWARD J. DOWLING, S.J.
Vice President TED MCCUTCHEON
Secretary THOMAS ROCKWELL
Treasurer THOMAS RYAN
Coordinating Director JOHN POLACSEK
 (313) 267-6440
 DOSSIN MUSEUM
 BELLE ISLE
 DETROIT, MI. 48207

TELESCOPE STAFF

Telescope Editor KATHY MCGRAW
Seaway News Editor SKIP GILLHAM
News Editor DONALD RICHARDS
 21101 Violet
 ST. CLAIR SHORES, MI. 48082
Curator of Dossin Museum JOHN POLACSEK

All members are invited to submit items to the News Section. Those who contribute to this issue are listed in the News Section heading. The Editors must reserve the final decision of selection of items used. Please direct ALL NEWS MATERIAL to the NEWS EDITOR. ALL OTHER CORRESPONDENCE to the COORDINATING DIRECTOR.



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