



Telescope

SEPTEMBER ☆ OCTOBER, 1987
Volume XXXVI; Number 5



GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

On Friday, November 20th, the Great Lakes Maritime Institute and the Marine Historical Society of Detroit will hold a joint meeting at the Dossin Museum at 8:00 p.m. Harry Wolf's program on the *South American* will be shown that evening. For those familiar with Harry's past program's will not want to miss this program. Please mark your calendar now! Don't wait for the November issue of Telescope and discover that you have already made plans for November 20th.

To update our readers on the *Wm. Clay Ford* pilothouse project, we will begin working on the foundation and hopefully the pilothouse can be brought over to the museum grounds before winter set in. Unfortunately, we can't announce any specific dates for the project's completion. We have to raise the funds needed to finish the walkway from the museum to the pilothouse and provide air conditioning and heat to the pilothouse.

The Shipmodel Contest will be held at the museum from October 17th through October 25th. The Free Press Marathon will be held on October 18th this year.

The annual Marine Flea Market will be held on Saturday, December 5th from 10-3 p.m. at the museum. Dealers will be selling lithographs, photographs, books, slides and other memorabilia on Great Lakes history.

MEETING NOTICES ●

The next Board of Directors meeting (which all members are invited to attend), will be held on Thursday, October 15th at 7:30 p.m. at Dossin. The joint Institute and Marine Historical Society of Detroit meeting scheduled for November 20th, will be the last meeting this year. Doors open at 7:00 p.m. There are no meetings held in December.

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Published at Detroit, Michigan by the
GREAT LAKES MARITIME INSTITUTE

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Macomb Printing Specialties.

OUR COVER PICTURE . . . The *John Hulst*, built in 1938, was one of over 300 ships built by the Great Lakes Engineering Works. She was similar to the standard "600-footers" built in the early 1900's, however she was powered by one of the first steam turbines on the lakes. Like many of her sisterships that were built by G.L.E.W., she travelled the lakes for many years and went quietly to the scrapyards. This photo was taken by Harry Wolf in July, 1979. □

Great Lakes Engineering Works Detroit, Michigan

by
GARY DEWAR

A new company appeared on the Great Lakes shipping scene early in 1903, which would become, through six decades, the chief competitor of the American Ship Building Company combine, and builder of some of the finest vessels to sail these waters.

The Great Lakes Engineering Works acquired the noted Detroit marine engine building firm, Samuel F. Hodge & Company, with offices and plant on Rivard Street at the river. They then set about erecting a steel ship-building plant downriver at Ecorse, just over two miles below the mouth of the Rouge River, and began accepting orders for new construction.

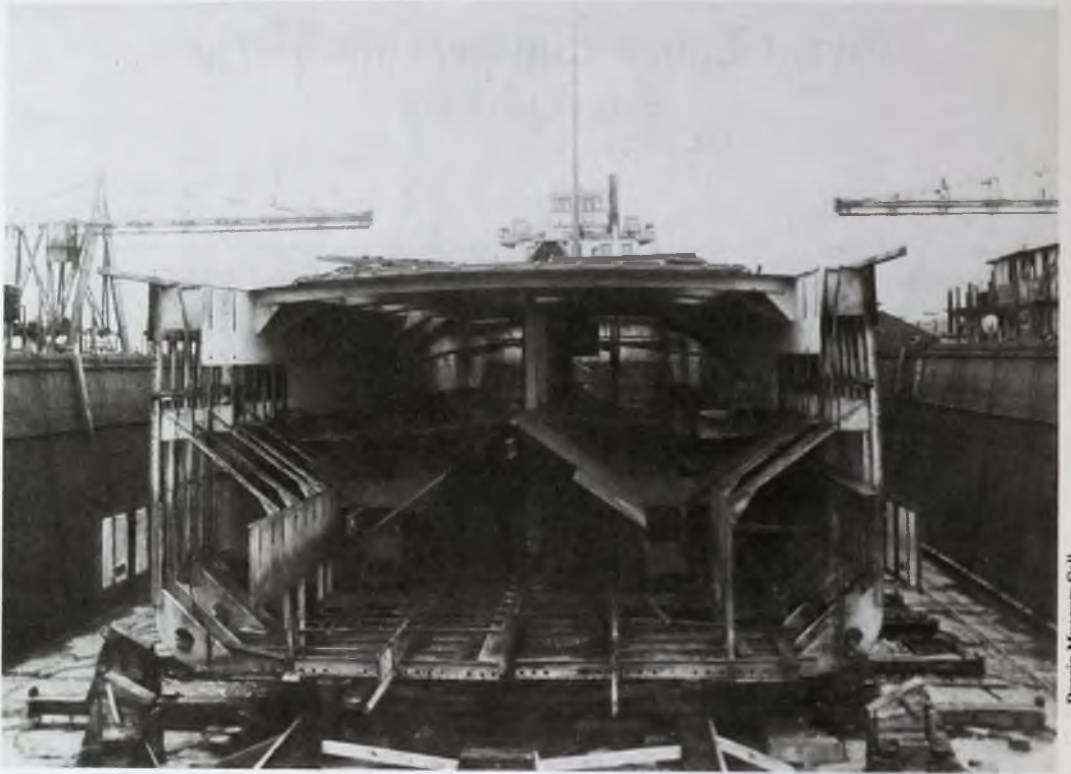
Hull Number 1 was built for the account of the England Transit Co. of Cleveland, owned principally by Frank Seither, and managed by William H. Becker. The new yard conducted its first launch on May 5, 1904, and the first

vessel was christened *R. W. England*. She was a bulk carrier of modest dimensions, 377' (loa) x 50' x 28'3", and a carrying capacity of 6,000 long tons. She enjoyed a long career in the Becker, Cleveland-Cliffs and Boland & Cornelius fleets, under her original name and as *Frank Seither (i)* and *Fontana*. She was converted to a scraper-type self-unloader in 1924, one of the earliest, and finally was cut up at Hamilton, Ontario late in 1960.

Hull 2 was an entirely different vessel, a rail car ferry for the Michigan Central Railroad, the *Detroit*. She and the *Pere Marquette 14*, built a few months earlier at Wyandotte, were the prototypes of the large modern river ferry, propelled by twin crews at each end, rather than the traditional paddle-wheels, and with a minimum of erection above deck. The *Detroit* passed to the Wabash Railway in October, 1912. She



The R.W. ENGLAND was the first vessel built at GLEW and she measured 377' x 50' x 28'3".



Dosain Museum Coll.



Neil J. MacNeil/Dosain Museum Coll.

Top: Construction view of the WYANDOTTE, the first self-unloader built on the lakes. Bottom: WYANDOTTE unloading at Poes Reef off Cheboygan, Michigan in 1928.



When the WM. P. SNYDER was launched in 1912, she and her sister ship, the COL. JAMES M. SCHOONMAKER were the longest ships on the lakes until 1927.

was cut down to a carfloat barge in 1969, but her hull still serves on the river for the Norfolk Southern.

During 1904, G.A. Tomlinson of Duluth ordered four steamer that became the first in the most numerous and popular of all the classes of lakes freighter, 524' (LOA) x 54' x 30', with a capacity of 9,500 tons. He contracted with the new firm for two of them, which it designated Hulls 5 and 6. They were launched in the spring of 1905, the *James E. Davidson* on March 25th and the *Hoover & Mason* on April 28th. (The *Sylvania* had been launched at West Bay City a week before the *Davidson*, and claims title as the first of three dozen members of this class.)

The *Davidson* spent her entire career in the Tomlinson fleet, until she was scrapped at Genoa, Italy in 1963. The *Hoover & Mason* was converted in 1928 to a rather unique scraper-type self-unloader, with her elevator and A-frame at the after end of her hold, and her boom extending forward. As *E.M. Young* and *Col. E.M. Young*, she served a further twenty years in Tomlinson's fleet and five for Boland & Cornelius. In 1954, she came back

to Detroit, in the T.H. Browning line, renamed *Sparkman D. Foster* and reconverted to a straight-decker. She too was dismantled at Genoa in 1968, by an odd coincidence in company with her stay-at-home sister, the *Davidson*.

G.L.E.W. built only two more of 524 x 54-foot class, Cleveland-Cliffs' well-known *Peter White* (Hull), also in 1905, and the *William H. Donner* (Hull 134), built in 1914 at Ashtabula. However, they built four variations of the size, and three of them, 525' x 56' x 30', built at St. Clair and Ashtabula, became the backbone of Boland & Cornelius' self-unloader fleet in the 1930s.

Another steamer built in 1905, the *William G. Mather* (i) (Hull 9), flagship of the Cleveland-Cliffs Iron Co. fleet, was the first lakes freighter with a 60-foot beam, and in all respects was one of the finest vessels of her time. Now the *Nicolet*, a diesel-powered self-unloader for the American Steamship Co., she survived a disastrous fire in 1979 to become the oldest bulk freighter in regular service on the lakes.

G.L.E.W. had acquired the assets of the defunct Columbia Iron Works in 1904, and

along with their yard at St. Clair, Michigan, came two unfinished hulls built for the Gilchrist Transportation Co. They had been laid down at 436 feet overall length, like eight others built for Gilchrist in 1903. G.L.E.W. designated them Hull 11 and 12, lengthened them 48 feet while still on the ways, and launched them April 25 and September 2, 1905 as *George H. Russell* and *Frank J. Hecker*. Renamed *Canopus* and *Perseus* by The Interlake Steamship Co. in 1913, they too eventually came "home" to Detroit. The Nicholson Transit Co. bought them in December, 1945, and converted them into combination automobile and bulk carriers. In 1950, the *Canopus* became exclusively an auto carrier, fitted with 'tween deck and a "flight deck", one of six boats operating out of Detroit in the fifties.

The *Perseus* sank in the Atlantic in 1961 while she was being towed to Italy for scrapping, and the *Canopus* was broken up at Ashtabula in 1961 and 1962.

Hull 14, the *Frank C. Ball*, for Tomlinson, was the last vessel launched by the yard in 1905, and the first of ten freighters of the same size (550' x 56' x 31'; 10,200 tons capacity) built by the yard through 1908. (See Telescope, May, 1986). The *Ball*, best

known as the *J.R. Sensibar*, and finally the Canadian *Conallison*, probably was the most re-worked of all lakes freighters: converted twice, repowered twice, lengthened, and generally rebuilt from time to time. She lasted until 1984, when she was sold for dismantling in Spain.

The *Ashtabula* (Hull 10), launched at St. Clair on May 12, 1906 for the Pennsylvania-Ontario Transportation Company of Ashtabula, was the first of three open-lake rail ferries built by the company, all intended originally for Lake Erie service. In 1916, the Toronto, Hamilton & Buffalo Navigation Company ordered three similar ferries (Hulls 129-131). The first was launched as the *Maitland No. 1*; the second was sold on the ways and was delivered to the Ann Arbor Railroad in January, 1917 as the *Ann Arbor No. 6*; the order for the third was cancelled before construction began.

The *Thomas F. Cole* (Hull 27), launched January 26, 1907 for the Pittsburgh Steamship Company, was the first 600-footer built by G.L.E.W. She operated in the same fleet through 1974, and was scrapped at Thunder Bay, Ontario in 1980.

Hull 54 was another landmark in the history of the builder and in lakes shipping. She



The YAQUE was one of four ships built for the Ocean Freight Lines of New York city.

was the *Wyandotte (i)*, launched July 2, 1908, the first freighter built as a self-unloader. Originally only 304 feet long, she returned to the yard after two years to be lengthened by sixty feet. Always a Detroit boat, she sailed for the Wyandotte Transportation Company until the end of the 1961 season, and was broken up at Port Colborne in 1967. G.L.E.W. built two later vessels of the type, both for the same owners; the *Huron* (Hull 132) in 1914, and the *Conneaut* (Hull 155) in 1916.

Yet another type of vessel was the small double-ended sidewheel passenger ferry and excursion steamer built as *Hull 63* for the Bay Transportation Company of Sandusky, Ohio. Christened *G.A. Boeckling* on June 26, 1909, she operated on Sandusky Bay until 1952. After thirty years as a storage facility at Sturgeon Bay, she was returned to Sandusky for restoration.

Pittsburgh Steamship Company ordered three 600-footers from the yard late in 1909. The third of these, the *William P. Palmer (ii)* (Hull 76), was the first lakes freighter built on the Isherwood system of longitudinal, rather than transverse, framing of the hull.

The *Col. James M. Schoonmaker* (Hull 82), commissioned on October 11, 1911 as the flagship of the Shenango Furnace Company fleet, was 617 feet long, 64 feet wide and over 33 feet deep, with a capacity of 12,200 tons at 21-foot draft. She and her twin, the *William P. Snyder Jr.* (Hull 83), commissioned the following April 27th, were the longest on lakes until 1927, a longer time than any other vessel has held that distinction. They were equalled, but not surpassed, by the *Fred G. Hartwell (ii)* of 1923. The *Schoonmaker* also was the first hull to incorporate both longitudinal and transverse framing, in varying combinations, became the standard for freighter construction. Now named *Willis B. Boyer*, she is to be preserved as a museum ship at Toledo.

In 1911, the company dismantled the yard at St. Clair, and moved its fixtures to Ashtabula, where they built a new ship-building plant.

During the same year, the Ecorse yard built four "Stemwinder" colliers of full Welland-St. Lawrence canal size for the Harper Transportation Company of New York City. These were the *Penobscot*, *Seaconnet*, *M.E. Harper*, and *F.J. Lisman* (Hulls 84-87), the first of 14 such vessels the company built before the First World War (eight of them at

Ashtabula) for ocean service, and the basis for the U.S. Shipping Board Design 1060 collier, of which G.L.E.W. built two dozen (seven at Ashtabula) during the war.

The *Penobscot* wandered from the Chesapeake Bay and New England coal trade, through French and British ownership, and back to the lakes from 1928 to 1941 as the *Tristan*, very much altered. She went to the Philippines during World War II, and foundered there in 1956. Seven others of the type returned to run on the lakes at some time: *Perregaux* (Hull 173) as *Lake George*; *Cottonwood* (Hull 211); *Coulee* (Hull 212); *Covalt* (Hull 218); *Cowee* (Hull 503) as Canadian *Makaweli*; *Crabtree* (Hull 505) as *W.J. Crosby*, and *Craigsmere* (Hull 507). (The 500 series of hull numbers was used by the Ashtabula yard from 1918.)

Four ships were built in the winter of 1911-1912 for Ocean Freight Lines, New York City, also for ocean service. They were of the "three island" type, with machinery and accommodations amidships: *Grayson*, *Borinquen*, *Yaque* and *Bayanon* (Hulls 96-99). In all, the company received contracts for 38 of the same general type before the United States entered the war. Included were 26 of the "Fredrickstad" design (eight built at Ashtabula), on which were based the Shipping Board "Lakers". G.L.E.W. built 30 of the latter, six of Design 1042 (Two at Ashtabula) and 24 of Design 1074 (eight at Ashtabula). Hull 204, the *Crawl Keys*, was completed in just 29 days at Ecorse in 1918, the wartime record for speedy construction.

Before devoting itself entirely to production of salt-water ships, however, the company built numerous vessels for the lakes. Among the most notable and memorable of this period were the cruiseships *North American* (Hull 107) and *South American* (Hull 133), built in 1913 and 1914 for the Georgian Bay Line.

The *William A. McGonagle* (Hull 154) of 1916, another carrier for Pittsburgh Steamship, was the first of the 600' x 60' x 32' class of freighter, which became the new standard. (The *William B. Kerr* and her two sisters, of 1907, cannot be considered members of the class, but merely three larger-than-standard vessels for their time.)

The company's first vessel after completing its wartime government contracts was the large and beautiful yacht *Delphine* (Hull 239), built

for Mrs. Anna T. Dodge in 1921. After service in WW II as *U.S.S. Dauntless*, Admiral Ernest King's flagship, she returned to Detroit until 1962. She eventually became a classroom ship for the Seafarers International Union school at Piney Point, Md. until recently.

The *Wayne* (Hull 243) was the first of another type of vessel to be turned out by the builders. Launched on March 17, 1923, for the Walkerville & Detroit Ferry Co., she was a cross-river ferry, not very different in design from her predecessors, but the first built especially to carry autos as well as passengers. The yard built a near sister, the *Halcyon* (Hull 252) for the same owners in 1926, and the similar, but larger *Cadillac* (Hull 260) in 1928 for the Detroit & Windsor Ferry Co. The *Straits of Mackinac* (Hull 261) was an even larger version of the same type, also built in 1928, for the Michigan State Ferries, for service in her namesake waters.

Six larger freighters came from the River Rouge yard in 1924 and 1925. The first was the *Benson Ford* (i) (Hull 245), delivered to the Ford Motor Company. She and the similar *Henry Ford II*, built the same year at Lorain by the American Ship Building, were the

first large diesel-powered vessels on the lakes, and she was the first of five ships nearly identical in hulls, but markedly different in cabins, built by G.L.E.W. The *Benson Ford* was retired at the end of the 1981 and was dismantled early this year at Port Colborne.

The *Edward J. Berwind* (Hull 247), commissioned on October 7, 1924 by the Franklin Steamship Company, had the same dimensions as the *Benson Ford*, but was a steamer. Hulls 248, 250 and 251 were steamers six feet longer, built in 1925: *Joseph F. Frantz* for Columbia Steamship Company (Oglebay Norton Company), *William G. Mather* (ii) for Cleveland-Cliffs Steamship Company, and *John A. Topping*, also for Columbia.

The intervening hull 249, was the *William C. Atwater*, delivered on May 18, 1925 to the Wilson Transit Company. She was a standard 600 x 60 x 32 foot steamer, but was the first to be equipped with one-piece steel hatch covers, removed by a traveling crane. (They were called Wood Patent hatch covers, for Joseph S. Wood, Wilson's president, who designed them.)

Another example of the yard's diversity was its Hull 256, a self-unloading bulk cement



The GLEW shipyard tug ECORSE stands by to assist the CHESTER after she was launched.



The 300-foot CHESTER was designed for service between the lakes and Atlantic seaboard ports.

carrier which went into service on July 7, 1927 for Huron Portland Cement Company as the *S.T. Crapo*. Although by no means the first of the type, she was the largest at the time, a trim, broad-beamed ship that served the same owners for 60 years without substantial alteration.

The depression of the 1930s interrupted the construction of large bulk carriers and, like other builders, the River Rouge yard had to subsist on a few contracts for smaller, specialized vessels. Four of these were 300-foot, twin-screw bulk carriers for the Ford Motor Company, designed for service between the lakes and the Atlantic seaboard through the New York State Barge Canal system. The first two, in 1931, the *Edgewater* and *Chester* (Hulls 276 and 277) were powered by small steam turbines. The latter pair, the *Green Island* and *Norfolk* (Hull 283 and 284) of 1937, were diesel

powered. The Ashtabula yard had built two package freight motorships of similar design, the *Twin Ports* and *Twin Cities* (Hull 516 and 517) in 1923 for the Minnesota-Atlantic Transit Company.

Pittsburgh Steamship ordered four large bulk carriers early in 1937, two of them from Great Lakes Engineering. These were the *Ralph H. Watson* and *John Hulst* (Hulls 235 and 236), delivered in reverse order on May 21 and September 2, 1938. In size the four were slight variations of the standard 600 x 60 lakers, a few feet larger and half a foot deeper. However, they were the first large lakes steamers driven by cross-compound turbines, with double reduction gears, and water tube boilers. (Early water tube boilers had been used in a number of steamers around the turn of the century, notably in A.B. Wolvin's freighters, but in combination with reciprocating engines.) They also had the

first enclosed fore and aft passageways, under their spar decks on top of the side tanks, to permit protected movement of crew members in dangerous weather. Their construction employed welded joints and seams in some areas, although their frames and plates were mainly riveted.

Early in 1941, with another major was under way in Europe, Pittsburgh Steamship placed one of the most important orders in the history of the industry. They contracted for five identical carriers, all larger than any other on the lakes, each 639'6" x 67' x 35', with a carrying capacity of 16,800 long tons at 24-foot draft. Three were built at River Rouge, as Hulls 287-289: *Leon Fraser*, first of the class, launched February 28, 1942; *Enders M. Voorhees*, launched April 11th, and *A.H. Ferbert (ii)*, also in service by the end of that season.

These ships had steam turbines with twice power of the *Watson* and *Hulst*, and their hull construction made extensive use of welding. They were called, in the unabashed

jargon of the time, "Super-dupers" and, although all five are retired now, they still are referred to commonly as the "Supers".

Meanwhile, the U.S. Maritime Commission had surveyed the condition of the lakes bulk fleet, and developed a building program to meet its anticipated needs. In October 1941 they awarded G.L.E.W. a contract for delivery of ten bulk carriers, 620'6" x 60' x 35', capable of carrying 14, 850 tons on 24-foot draft. American Ship Building received a contract for six similar units.

The company's design department adapted hull plans of the *Fraser* class to the specified dimensions, which were dictated by the prevailing clearances in channels, locks and harbors. They assigned four of the hulls to the Ashtabula yard, the last new construction to be done there. Steam turbines were unavailable because of the wartime demand for their use in naval ships and fast ocean steamers, so the yards built and fitted standard triple expansion engines. The units built by G.L.E.W., designated Class L60S-B1, were:

- Hull 290 *Adirondack (Richard J. Reiss)*. Launched 9/19/42 Reiss Steamship Co.
- Hull 522 *Pilot Knob (i) (Frank Armstrong)*. Launched 10/17/42 Interlake Steamship Co.
- Hull 291 *Lake Angeline (Cadillac)*. Launched 10/31/42 Clev.-Cliffs Steamship Co.
- Hull 523 *Clarence B. Randall*. Launched 12/19/42 Pioneer Steamship Co.
- Hull 292 *Hill Annex (George A. Sloan)*. Launched 12/23/42 Pittsburgh Steamship Co.
- Hull 293 *McIntyre (Frank Purnell)*. Launched 5/8/43 Interlake Steamship Co.
- Hull 294 *Robert C. Stanley*. Launched 6/19/43 Pittsburgh Steamship Co.
- Hull 524 *J. H. Hillman Jr.* Launched 7/3/43 Great Lakes Steamship Co.
- Hull 295 *Mesabi (Lehigh)* 7/24/43 Bethlehem Transportation Corp.
- Hull 525 *Pilot Knob (ii) (Steelton)*. Launched 9/11/43 Bethlehem Trans. Corp.

The company's next contract for new construction was awarded by the State of Michigan. Hull 296, a large, double-ended passenger and auto ferry for service across the Straits of Mackinac, was laid down on May 1, 1950. She was launched on April 7, 1951, christened *Vacationland* and commissioned on January 15, 1952. She was as handsome a vessel as could be imagined for her type and service.

After the Mackinac Bridge was opened, the *Vacationland* was idle for a couple of years, then operated briefly for the Browning interests in 1960, carrying truck trailers between Detroit and Cleveland as the *Jack Dalton*. She subsequently ran on the lower St. Lawrence for six years as *Pere Nowel*, and in British Columbia for another ten

as *Sunshine Coast Queen*. After another five years in lay-up, Gulf Canada bought her for use as a supply ship in their Arctic drilling operations, and renamed her *Gulf Kanayak*. She was renamed again, *Can-arctic Explorer* in 1985.

During 1978, there were negotiations to bring the ferry back to the lakes, for service on the St. Marys River and at Mackinac, and the State of Michigan in fact took an option on her purchase. In the end, the plans were abandoned. For a vessel designed for use on relatively sheltered waters, she certainly became well-travelled, and has proved both durable and versatile.

The next four ships constructed at River Rouge were bulk carriers, 647' x 70' x 35',

with 19,700-ton capacities. The eight ships of this size sometime were called the "Pittsburgh" class, because Pittsburgh Steamship ordered the first three in August, 1950. One of that first group was the *Cason J. Callaway* (Hull 297), launched at River Rouge in March, 1952. She was followed down the ways by Hulls 298-300: the *J.L. Mauthe* in June for the Interlake Steamship Company; the *Reserve* on November 15th for the Columbia Transportation Company; and the *William Clay Ford* on May 5, 1953 for the Ford Motor Company.

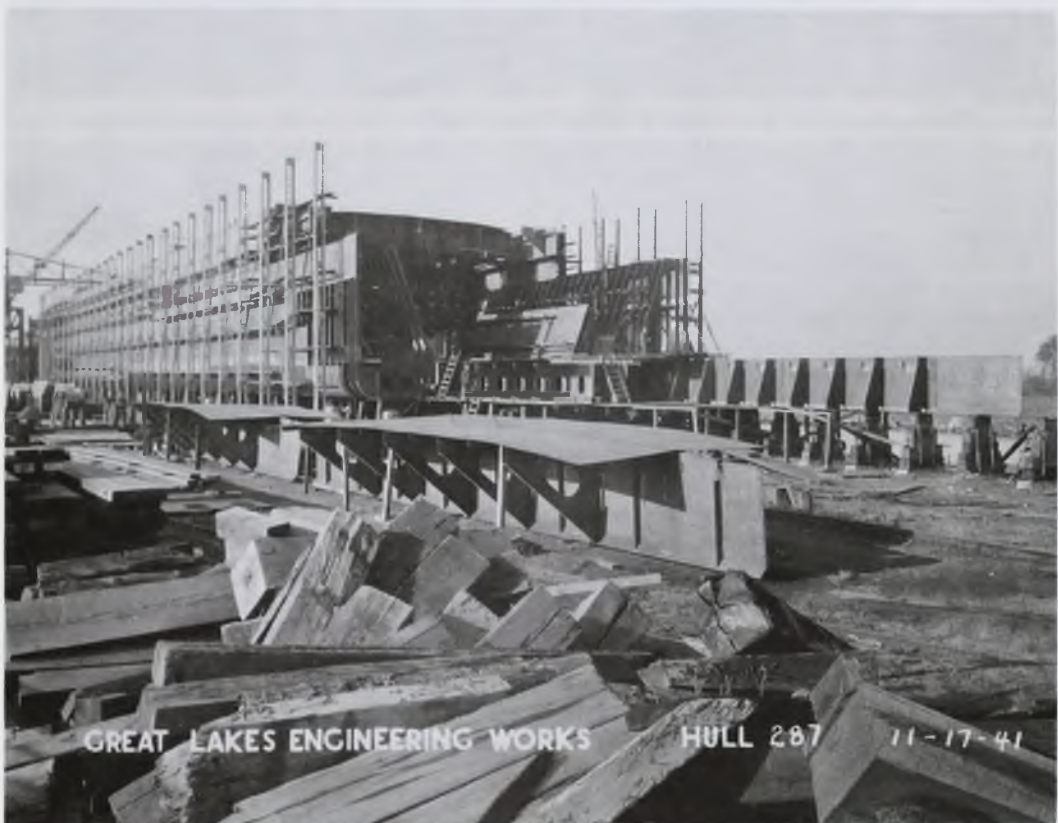
The 647-footers were somewhat smaller versions of the *Wilfred Sykes* of 1950. In hull construction they were basically a widening of the "Super" design, but with modified cruiser sterns and raised poop decks. Their steam turbines again almost doubled that of the preceding group.

A lull in new construction followed the boom of the Korean conflict. Finally, in November, 1956, the company announced that it had signed an agreement with the North-

western Mutual Life Insurance Company of Milwaukee. The resulting contract called for the largest freighter on the lakes, built to the maximum dimensions to be permitted in the new St. Lawrence Seaway: 729'3" overall length, 75' beam and 39' depth, with a capacity of 24,000 long tons at 25½-foot draft.

The keel was laid for Hull 300 on August 7, 1957, for the first time making extensive use of the prefabricated hull sections. The new steamer was launched on June 7, 1958 and christened *Edmund Fitzgerald*. She went into service on September 22nd, under a 20-year charter to the Columbia Transportation Division of the Oglebay Norton Company.

The *Fitzgerald* was one of the most attractive and best-proportioned ships to come from a builder that launched many good looking vessels. She also was very successful, and set trip and season cargo records repeatedly for over a decade. Sadly, she foundered with all hands on Lake Superior on



The first of the "Super" class built at GLEW was the LEON FRASER.



The double-ended ferry VACATIONLAND was built to handle the increase of autos crossing the Straits of Mackinac before the Mackinac Bridge was built. Today she operates off the west coast.

Detroit News/Dowain Museum Coll.

November 10, 1975.

Bethlehem Steel Corporation announced a contract on June 5, 1957 with G.L.E.W. for a near-sister to the *Fitzgerald*. Her plans were altered during a construction to add nine inches at the fantail, to make her the first American 730-footer on the lakes. She slid into the water on November 7, 1959 as the *Arthur B. Homer* and sailed on her maiden voyage the next April 16th.

Hull 303, the *Homer*, proved to be Great Lakes Engineering's last. Prompted by changing business conditions and rising costs, they announced in March, 1961 that they would dismantle their yards at River Rouge and Ashtabula, and sell the property and equipment.

Of a total of 328 hulls, the firm had built 226 major vessels, 120 for Great Lakes service and 106 for salt water. They comprised a remarkable variety: 86 upper lakes bulk carriers, 3 self-

unloaders, 2 canal-size bulkers, 7 large and 2 canal package freighters, 3 lake and one river rail ferries, 6 barge canal carriers, 2 passenger cruise ships, one sidewheel passenger ferry 5 passenger and auto ferries and 2 sand dredges. Eight of the large bulkers and two large package freighter came from the St. Clair yard. The Ashtabula yard built 7 bulkers, a lake rail ferry, two barge canal motorships, a sand dredge and 33 of the ocean types.

Many of the company's designs had a sense of dignified styling which distinguished them from those of its competitors. Some of its earlier freighters could be recognized as the company's products throughout their careers, for their rounded texas houses with large, widely-spaced windows. Most important, perhaps, Great Lakes Engineering Works maintained the shipbuilding tradition at Detroit for four decades after American Shipbuilding had closed its yard at Wyandotte. □

FAREWELL TO WHEAT KING

by
SKIP GILLHAM

During the early years of the St. Lawrence Seaway, there was a great demand to add new tonnage to the Great Lakes fleets. Unlike today, when our few remaining shipyards have to scramble to find work, the building berths of the late fifties and early sixties were fairly busy.

It became evident that a faster and more economical way to expand a shipping fleet was to purchase an ocean vessel that could no longer pay its way on salt water and rebuild it for lakes use.

A number of these conversions were carried out. Most made use of T-2 tankers. *Wheat King*, however, was different. Her

reconstruction incorporated the hull of a newer tanker, the *Llandaff*.

Llandaff (Br185358) was built in 1952. It was laid down as Hull 1068 by Lithgows Ltd. of Glasgow, Scotland. The vessel was 556.4 feet in overall length and 72.7 feet at the beam. Tonnage was registered at 12,501 gross and 7,155 net. A 7,300 brake horsepower Rowan-Doxford diesel engine supplied her power.

Llandaff concentrated her work bringing crude oil from ports around the Mediterranean back to England for refining. It served well in this trade, but not for long.

Upper Lakes Shipping purchased *Llandaff*



The tanker LLANDAFF was built to carry crude oil from the Mediterranean back to England.



The Standard, St. Catharines, Ontario

The fire that occurred while she was in the shipyard didn't cause any serious damage.

in May, 1960 and brought her to the Great Lakes for conversion to a straight deck bulk carrier. The ship proceeded to their Port Weller Drydocks facility at St. Catharines, Ontario. There the former tanker was rebuilt with all cabins moved aft. Most of this work was carried out at the fit-out wall.

Unlike T-2 conversions, the entire hull of *Llandaff* was retained and not just the stern. As a result the work went faster and the vessel was still capable of deep sea trading and thus *Wheat King* became one of the early ocean/lakers. Upper Lakes applied the name *Wheat King* to this ship and placed it under a subsidiary, Island Shipping, and had it registered in Mahilton, Bermuda.

Wheat King cleared Port Weller April 17, 1961, for new duties. Her first cargo was a load of grain taken on at the Canadian Lakehead for delivery to Toronto. The vessel retained her old dimensions, but tonnage was now registered at 12,339 gross and 7,322 net tons. She could carry 15,800 tons deadweight at ocean draft or 11,800 tons through the Seaway.

Wheat King carried ten cargoes in her first year. These were divided with six loads of grain and four of ore. On five occasions the ship visited the Canadian Lakehead to load with one cargo being a direct shipment to London, England. The final cargo for the year came aboard at Trois



Photo by Bill Bruce

WHEAT KING lengthened at Port Weller Drydock.

Rivieres and this also travelled to London. Of the remaining grain, *Wheat King* delivered three loads to Halifax, plus the one to Toronto.

Her four loads of ore were all delivered to Dofasco in Hamilton. Three had come aboard at Sept Isles, Quebec, while the other one came from Picton, Ontario.

The following year could not be classed as profitable. There were only four payloads with one going overseas. That shipment was delivered to London where *Wheat King* was delayed for ten days of repairs in June. On return to Canada the vessel arrived at Port Weller Drydocks July 5 and spent the next four and a half months undergoing work at the shipyard.

With her modifications and repairs complete, *Wheat King* was able to put in a number of good seasons and eventually moved to Canadian registry (C185358). She continued to carry ore and grain, but also branched into the transportation of gypsum.

The latter cargo loaded on the Canadian east coast ports such as Turf Point, Flat Bay and St. Georges in Newfoundland, plus Port Hawkesbury, Little Narrows and Dartmouth in Nova Scotia. Virtually all of it went to Montreal. In 1971, for example, the ship had

twenty-six payloads for the year and seventeen were gypsum. This cargo remained her main one through the 1975 season. Only the occasional load of gypsum travelled into the Great Lakes to be unloaded at Hamilton for St. Marys Cement.

On December 12, 1975, *Wheat King* returned to Port Weller Drydocks once again. Her deep sea trading days were over and Upper Lakes decided to lengthen the ship for the Seaway ore and grain trades.

The vessel was placed on the drydock, cut in two, and separated December 22. In the months that followed, a new mid-section of 172 feet, 6 inches was constructed bringing the vessel to the Seaway length of 729 feet.

She also received a new variable pitch propeller, a 1,000 horsepower bowthruster and engine modifications at this time. The cost of the work was about \$3.8 million.

The finished product was registered at 16,749 gross tons and 10,916 net tons. Her carrying capacity was now listed at 23,500 tons deadweight.

Wheat King left Port Weller May 27, 1976, to load grain at Thunder Bay. A total of 17 cargoes were hauled that season. Ten were ore, mostly out of Pointe Noire, six were grain and



WHEAT KING anchored after she grounded near Cornwall.

Cornwall Standard Free Holder

one load of coal. The latter travelled from Sandusky to Hamilton.

The following year there were nineteen cargoes as *Wheat King* carried ten loads of ore and nine of grain. That year Sept Isles was the main ore loading port with discharge at Detroit, Hamilton, Indiana Harbor and Cleveland.

As the demand for ore softened, *Wheat King* shifted more to the grain run and was often upbound through the Seaway in ballast.

On November 2, 1981, *Wheat King* was at Thunder Bay and became the first vessel to load corn there directly from a train. The 132 car shipment, loaded in Manitoba, moved directly to the ship for delivery to Trois Rivieres, Quebec. There it was to be transhipped for overseas delivery.

At the end of the 1981 season Upper Lakes tied up *Gordon C. Leitch*, *R. Bruce Angus*, *Frank A. Sherman*, *Wheat King* and *Seaway Queen*. Only the last mentioned ship ever sailed again.

Business conditions did not warrant a return to service and gradually the ships were

sold off for scrap. The *Leitch* and *Angus* departed the lakes in 1985, while the *Sherman* and *Wheat King* left in 1986.

During her Seaway service *Wheat King* managed to find herself in a few predicaments. On April 16, 1967, the ship was holed at Massena, N.Y., after a collision with the wall at the Snell Dock. Hold #2 had to be lightered by *P.S. Barge No. 1*, the former Upper Lakes vessel *Edwin T. Douglass*, and the damaged area was repaired by April 19.

A little over a year later, on May 17, 1968, *Wheat King* was in collision with the *Homer D. Williams* on the St. Marys River. The former received bow damage while the latter was damaged on the port side near the stern. A trip to Port Weller soon had *Wheat King* back to work.

A third accident occurred May 16, 1977, near Cornwall. The ship had loaded corn at Chicago for Port Cartier and went aground on the St. Lawrence enroute. The ship was heavily damaged and again had to be lightered before it floated free on May 23. The ship repairers of Port Weller worked through June

and July to get *Wheat King* back on the Seaway.

Trips to Port Weller were routine for *Wheat King*. In addition to her regular surveys, the auxiliary units were converted from steam to diesel during the winter of 1971-2. A fire erupted February 2, 1972, while at the yard. It was confined to the bilges, and although stubborn and smokey, it was extinguished before any serious damage resulted.

Wheat King also served Upper Lakes as a training vessel for a number of years. The ship was chosen because it had extra accommodation space and many budding sailors got their first taste of ship life on *Wheat King*.

The vessel was used first for those working on the Deck Foreman course and later to give unlicensed personnel a seagoing experience.

The latter program ran a minimum of six weeks and could handle twenty-two individuals. This included some in the galley, the engineroom and on deck. It provided a pool of trainees for the company in a day when more jobs afloat were available than there are now.

Wheat King remained idle after 1981 and gradually stripped of useful equipment. It was sold for reported scrapping in 1986 through A.L. Burbank & Co. of New York and left Toronto July 15. A quartet of tugs, *Stormont*, *Argue Martin*, *Glenevis* and *Glenside* moved the big ship across Lake Ontario and down the Seaway.

After several months at Lauzon, Quebec, the Polish tug *Jantar* picked up the old laker and left November 24 under tow. The ship was reportedly damaged leaving Lauzon and put into Sept Isles to be checked. It left there November 29 and proceeded to Halifax, clearing there December 10.

On January 23, 1987, *Jantar* pulled *Wheat King* into the harbor at Rotterdam, Holland, where it went to anchor. It is evident that the ship's hull was painted prior to the overseas tow and there are reports that the vessel may be used to storage. But at this writing, a definite fate has yet to be determined. □

Thanks is extended to Willem Van Maanen and Barry Andersen for assistance in researching this history of Wheat King.



WHEAT KING at Halifax, awaiting an overseas tow.

GREAT LAKES & SEAWAY NEWS



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Those who have contributed to the News
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Seaway News Editor: Skip Gillham

May 1. . . The *Sewell Avery* was towed from her long term lay-up partner, the *Robert C. Stanley* by tugs *Sioux* and *Dakota*. They have been laid-up for several years at the Harvest States Grain Elevator in Superior, Wisconsin. The following day she was towed by the tugs *Avenger IV* and *Dakota* and arrived at the Soo on May 4th. She will become part of the dock for the A.B. McLean Ltd. of Sault Ste. Marie, Ontario.

. . . The *D.D.S. Salvager* was floated off the small drydock at Fraser Shipyard and was towed by the tug *Iroquois*.

. . . C.S.L.'s *Prairie Harvest's* visit to Port Weller was to repair ice damage to her hull which occurred in the Gulf of St. Lawrence. She will also receive her 5-year inspection. (See April 25th news.)

May 2. . . The tanker *Etrema*, which is owned by Shell Oil and registered at Douglas (Isle of Man), went aground in Lake St. Peter, west of Trois-Rivieres. She was bound for Montreal with a cargo of naphtha.

May 3. . . The tanker *Hubert Gaucher*, which had been laid-up at Sorel was returned to service. She lightered the *Etrema*, which was then pulled free by the tugs *Duga*, *Robert H.* and the *Capt. Ioannis S.* The *Etrema* cleared Trois-Rivieres for Montreal the next day.

. . . U.S. Steel's *George A. Sloan* cleared the Welland Canal for Oswego, N.Y.

May 4. . . The *Canadian Ranger* arrived at Duluth to load grain at the Harvest States and Connors Point Elevators. She was the first Canadian grain ship of the season.

. . . The *Louis R. Desmaris* made a rare visit to the Twin Ports to load pellets at the Burlington Northern Ore Docks in Superior.

May 5. . . The *Edwin H. Gott* arrived in Duluth to load her first cargo of pellets at the D.M.&I.R. Ore Docks. She had been laid-up since last year when USX went on strike.

GREAT LAKES & SEAWAY NEWS ●



Photo by Terry Sechen



Photo by John Polasek

Top: The SEWELL AVERY was towed from her lay-up berth next to the ROBERT STANLEY in Superior, Wisconsin. Bottom: The WILLIAM P. SNYDER, JR. was towed to Port Colborne. The WILLIS B. BOYER will remain as a museum in Toledo.

● GREAT LAKES & SEAWAY NEWS



Photo by Skip Cillham

... The *T.W. Robinson* arrived at Ramey's Bend under tow by the tugs *Tusker* and *Atomic*.

... Montreal firemen extinguished a small fire onboard the *Maplecliffe Hall*. The fire was apparently started by sparks from welding. She was undergoing a refit at the repair yard of Mount Royal/Walsh, Inc.

May 6. . .Columbia's *Reserve* cleared Toledo for Fraser Shipyard for a 5-year inspection. She had been laid-up in Toledo since December, 1983. The *Cason J. Callaway* was floated out of the dock at Fraser's to make room for the *Reserve*.

... The *Atlantic Superior*, which cleared Baltimore for overseas on April 8th, was now under Bahamian registry. She was carrying coal into Sines, Portugal.

... The *Eva Desgagnes* cleared Wallaceburg, Ontario after loading 202,000 bushels of corn at the Mapleleaf Mills. She was escorted by the tug *Glenada*.

May 8. . . The *Wolverine* arrived at the Burlington Northern Ore Docks in Superior for the first time to load ore at that dock.

GREAT LAKES & SEAWAY NEWS ●

. . . The *Helene*, which was registered in the Bahamas, cleared Montreal for Toronto. A few days later she was under arrest at that port. The reason for her arrest wasn't given.

. . . Two British naval vessels, *HMS Fife* and *HMS June* arrived in Montreal and were opened for tours. They cleared on May 11th for the Great Lakes. Two of their visits will be in Toronto and Chicago.

. . . The Duluth-Superior community has discovered that Cargill, Inc. has imposed a dock fee of 6 cents per gross tons of cargo loaded. The cost for a 730-footer will be about \$1,200 a day while loading. The tariff was effective April 1st while Peavey's became effective on the 15th. Port officials were concerned about the effect that these tariffs will have on the ports which are already weak in the grain trade. So far, the other elevators in the twin ports haven't imposed a docking fee. (See April 10th news.)

May 9. . . *CTMA Voyager* arrived in Montreal for the first time. Her port of registry is Cap aux Meules, Quebec. She carried the name "*Navigation Madeleine*" in large letters on the side of her hull. (See April 4th and 21st news.)

May 10. . . While unloading stone at Fairport, Ohio, several cables on the unloading boom on the *Myron C. Taylor* broke. Several beams on the boom were damaged. She was repaired at G&W Ship Repairs in Cleveland and returned to service on the 14th.

May 12. . . C.S.L.'s *Frontenac* loaded 26,489 gross tons of pellets, went aground amidship while backing away from the Burlington Northern Dock in Superior. She was able to pull back to the dock and used her boom to shift cargo and departed shortly afterward.

. . . Grain shipments were slow and general cargo shipments were at a standstill in the Twin Ports after one month of the 1987 season. The Food for Peace allocations for shipment through Duluth-Superior were even a greater disaster. Although allocations for July haven't been made as yet, all indications were that none of the cargoes will be assigned to the Twin Ports. The Dept. of Agriculture purchases surplus agricultural commodities for shipment to the needy people of the world in the Food for Peace program. Through July of last year, the Twin Ports had an allocation of more than 56,000 metric tons of commodities for shipment for the Food for Peace program. The problem is the Food Security Act of 1985. This Act increased the share of government cargoes reserved for U.S. ships from 50 percent to 65 percent in 1986 and to 70 percent in 1987. It will be 75 percent next year. The Great Lakes is virtually without U.S.-flag vessel service and the bulk of the commodities were shipped through saltwater ports. (So much for protectionism.)

May 13. . . The *Paterson* passed downbound in the Seaway with 27,519 metric tons of barley. This record cargo was loaded at Thunder Bay.

May 14. . . The *Henry Ford II* arrived in Fairport Harbor with a load of stone. It is believed that this was her first visit since WW II.

. . . The tug *R&L No. 1* passed down the Seaway, pushing the barge *Chas. W. Johnson*, enroute to Montreal. The *Johnson* was the former *Imperial Kingston*, built in 1916.

● GREAT LAKES & SEAWAY NEWS



Photo by Skip Gilham

The after-end of the ARTHUR B. HOMER has been cut down by June 20, 1987.

May 16. . . The *Charles M. Beeghly* arrived at Lorain, Ohio and unloaded stone at the Belu Dock which was across the Black River from the Lorain Steel Mill. This was the first time that an 800-footer has navigated that far up the Black River. It is interesting to note that the *Beeghly* was the first 800-footer to navigate the Calumet River in the summer of 1984. Institute member George Haynes, who submitted this information was aboard the *Beeghly* when she navigated the Calumet River in 1984.

. . . The small American ferry *Endeavor* entered the Seaway enroute to Sandusky. She was built at Warren, Rhode Island last winter and is registered in Sandusky.

May 17. . . The tanker *Stolt Castle* anchored about 20 miles east of Montreal with fuel line problems. Repairs were completed in a few hours.

May 19. . . Two crewmen aboard the *Edgar B. Speer* were injured when a compressed air line ruptured in the engine room. Both men were taken to a local hospital in Duluth. The *Speer* has been laid-up at the Cargill D Elevator in Duluth since August, 1986. She was fitting-out at the time of accident. On the 21st she shifted to D.M.&I.R. Ore Dock in Duluth to load pellets. She departed the next day on her first trip for Gary, Indiana.

May 21. . . The *Imperial Sarnia* has been renamed *Provmar Terminal II* at Hamilton.

GREAT LAKES & SEAWAY NEWS ●

... The American Iron Ore Association reported that iron ore shipments from U.S. Great Lakes ports were running about 19 percent over the volume of 1986 for the same period. A total of 4.45 million gross tons of ore has moved from U.S. ports, compared to 3.71 million tons through April, 1986. Some of the increase was due an early shipping season and the need to replenish a nearly depleted stock pile at one steel plant.

May 22. . . The *Enerchem Travailler* returned to service. She had been laid-up in Montreal with a full cargo.

May 23. . . A 3-day campout for 67 children and adults ended when the Coast Guard buoy tender *Sundew* ferried them from their campsite at Apostle Islands National Lakeshore Park in Bayfield, Wisconsin. At the time seas were running 5 to 8 feet and the company that owned the ferry service to the island felt that the return trip would be too uncomfortable for the sixth grade students. The campers were never in any danger.

May 25. . . The *Eglantine* cleared Montreal for Detroit. This was the 20th straight year that she has called at Great Lakes ports. She has carried this name since her first trip into the lakes and her registry remained the same until early this year when she was transferred from the French flag to one of St. Vincent and Grenadines.

... Institute member Ron LaDue reported while visiting the Welland Canal, a bumper caught the cat walk on the guard lock and pulled about 6 feet off and it fell into the canal. Traffic was halted for about a half-hour while repairs were made.

May 26. . . The tugs *Roxanne D.* and *Pascal D.* entered the Seaway, bound for Gatineau on the Ottawa River. They were towing the former Canadian Coast Guard ship *Relay*, which had been laid-up at St. Jean-sur-Richelieu since 1982. There is no other information available at this time as to her desposition.

... The U.S.C.G. has released their report concerning the collision between the Yugoslavian freighter *Jablanica* and the fishing tug *Razal Brothers* in Lake Michigan last August in which 3 fishermen died. The report states that the Captain and the pilot of the *Jablanica* didn't adequately assess the situation and that they didn't take action to avoid the collision. The report also stated that the crew of the fishing tug didn't maintain a proper lookout and didn't monitor the operation of the automatic pilot.

May 27. . . The *Philip R. Clarke* loaded western coal at the Superior Midwestern Energy Terminal in Superior for Marquette. This was her the first time a U.S. Steel vessel loaded at the terminal.

May 29. . . The *Presque Isle* arrived at the Burlington Northern Ore Docks to load pellets. This is the first time she has loaded at this dock.

... The S.I.U. agreed to a new 3-year contract, avoiding a strike by Canadian sailors.

... The *Malionska* struck the lower wall of the Snell Lock head-on and suffered a 40' x 80' gash in her hull. She is registered in Yugoslavia.

Jun. 2. . . The *Comeaudoc* went aground in the St. Lawrence, west of St. Zoticque. She was downbound with a load of wheat for Quebec City.

● GREAT LAKES & SEAWAY NEWS

Jun. 3. . . The *Vandoc* went into temporary lay-up at Sarnia.

. . . The House Merchant Marine subcommittee will address the problems of the Great Lakes at their next oversight hearing. So far in 1987, Great Lakes ports have received less than half of the government Food for Peace cargoes than they expected. The Twin Ports of Duluth-Superior have not received any food aid shipments this year. The next day it was announced that the Twin Ports will handle their first Food for Peace shipment in August. The Dept. of Agriculture has accepted a bid for 4.6 million pounds of bulgur. Bulgur is a crushed and lightly processed wheat. The 4.6 million pounds will amount to less than a single shipload. The August shipment will provide about 3 days work for the longshoremen, depending on the size of the work crews.

Jun. 4. . . Officials at the Eveleth Mines have indicated that 59 taconite workers will be laid off indefinitely and that production will be cut back. Eveleth Mines is owned by Armco, Steel Company of Canada, Rouge Steel and Oglebay Norton. Armco has already agreed to purchase 900,000 tons of taconite from Hibbing Taconite. The four owners are in negotiations with union members over their contracts and they set a June 1st deadline. The cost of production at the Eveleth Mines is said to be \$50.00 per ton. The firm is attempting to reduce production costs. Hibbing Taconite, in comparison, is said to produce taconite at about \$34.00 per ton.

Jun. 6. . . The *Seaway Queen* returned to service and passed upbound in the Welland Canal.

Jun. 7. . . The *Comeaudoc* was refloated and anchored in the St. Zoticque anchorage.

Jun. 8. . . The *Reserve* was floated off the drydock at Fraser Shipyard and remained in the yard until the next day. She passed downbound at the Soo on June 10th.

. . . The *Stewart J. Cort* loaded 55,677 tons of pellets at the Burlington Northern Docks in Superior in 5 hours. This is the fastest loading at these docks this year. The fastest loading time for the *Cort* was in 1984, when she loaded in 3 hours and 40 minutes. The reason that she can load fast is that she can pump all of her ballast out in 2½ hours. This is twice as fast as any of the other 1,000-footers.

. . . Eveleth Mines and its union have agreed to a new contract. Oglebay Norton had been seeking a 3-year contract with wage cuts of \$2.43 an hour. Terms of the contract were not released.

Jun. 9. . . The *Presque Isle* arrived at the C&P lakefront dock in Cleveland and unloaded 52,350 long tons of taconite. She was scheduled to make several trips to Cleveland with ore loaded at the Burlington Northern Docks in Superior.

Jun. 11. . . When the *Atlantic Seaman* passed through the Duluth entry, one of her deck cranes struck the underside of the Aerial Lift Bridge. There was no damage to either the ship or bridge. The vessel was riding high to load grain.

GREAT LAKES & SEAWAY NEWS ●

. . . The new owners of the *Alvin Clark* hope to restore the vessel. Donald Gillette, director of the Mystery Ship Seaport Marina, plans to move the vessel ashore at the marina where a new frame will be built in the hull this fall. When restoration is completed, the *Clark* will remain on shore as an exhibit. The *Clark* was leased from the Diversified Investors Group which purchased her from Frank Hoffman last April. (See April 3rd news.)

Jun. 12. . . Tugs *Glenada* and *Tusker* towed the *Benson Ford (ii)*, ex-*John Dykstra*, from Thorold to Sorel.

Jun. 13. . . The *Joseph L. Block* unloaded a cargo of calcium flux onto the Hallett Dock #5 in Duluth. She was scheduled to make several trips to the Hallett Dock where she unloads the flux for Inland Steel's Minorca Mines in the manufacturing of pellets. She later cleared for Two Harbors to load Minorca pellets.

Jun. 17. . . The tug *Thunder Cape* arrived at Port Colborne with the *William P. Snyder Jr.* She was docked ahead of the *Arthur B. Homer* in the outer harbor with the tug *Michael D. Misner* assisting.

. . . The pilot house from Cleveland-Cliffs *Frontenac* was moved into place at Agate Bay in Two Harbors. The Lake County Historical Society purchased the pilot house and will install it as a museum near the lighthouse.



The PRESQUE ISLE will make several trips from Superior, Wisconsin to Cleveland, Ohio.

● GREAT LAKES & SEAWAY NEWS

Jun. 19. . . A federal magistrate has ruled that the 3-masted schooner *Victory Chimes* will be sold at public auction to pay a \$650,000 mortgage in Duluth. (See April 1st news.)

. . . The Lake Carriers Association reported that a 24 percent increase in stone shipments in May offset a decrease in ore and coal shipments in May. Shipments of limestone and gypsum from the eight U.S. ports, totaled 3.13 million tons in May, compared to 2.49 million tons last year. Iron ore shipments totaled 7.26 million tons in May, a drop of about one percent. The reduction was attributed to a drop in shipments from Canadian ports on the St. Lawrence. Shipments from U.S. ports increased by 84,500 tons to 6.28 million net tons through May of this year. Shipments of low sulfur western coal could not overcome a slump in shipments from Lake Erie coal ports. The coal trade registered an 11 percent drop in May of this year.

Jun. 25. . . The *Indiana Harbor* arrived in Duluth and docked at the Port Terminal for bow thruster repairs. Only partial repairs have been made. The next day she moved to the Superior Midwest Energy Terminal to load coal. On June 27th, with the assistance of tugs, she returned to the terminal to complete repairs by July 2nd.

Jun. 29. . . The *Cason J. Callaway* began fit-out at Fraser Shipyard. Institute member Terry Sechen confirmed that she had been given a stern-thruster.

Jun. 30. . . The *Philip R. Clarke* arrived in Ashland to unload coal at the Reiss Coal Dock. She was the first vessel into that port this year. She unloaded 15,214 net tons of coal and departed for Two Harbors.

. . . Workers began installing new lights on Duluth's Aerial Lift Bridge. They had been turned off for two years because reconstruction work on the piers. The lights were turned on July 4th.

Miscellaneous. . . .

. . . The St. Catharines City Council approved a plan to move their historical museum to Lock 3 on the Welland Canal. The plan calls for combining the Lock 3 viewing center and the museum into a \$4.4 million tourism development that will operate all year. There will be three galleries, one of which will contain the history of the Canal. The other two will preserve the history of St. Catharines. The facility will include a restaurant, gift shop and information center. In addition to the funding from the city, the St. Lawrence Seaway Authority will contribute about \$650,000.

. . . The workboat *Pinguin V* has been renamed *F-Mary*. For the goelette historians, this is a nostalgic name. the goelette *F-Mary* was taken out of the register many years ago and it is believed that she is still lying on the shores of Ile aux Coudres.

. . . The Canadian Coast Guard ice breaker *Sir William Alexander* was finally delivered to the Coast Guard in May. She cleared Sorel on May 14th. She arrived at Charlottetown, P.E.I. on the 19th.

. . . The British ship *Reynolds* has been sold to Greek interests. She has been a regular visitor to the lakes in recent years.

Scrappings: Scrapping of the *Robert Koch* was expected to resume in May or June by another company at Contrecoeur. The *Savic* arrived at Masan, S. Korea on December 22, 1986 to be broken up. The Vanuatu-flag *Kalli*, ex-*Ontario Power* has been sold to shipbreakers at Kaohsiung and passed through the Panama Canal on March 13, 1987. The *Mazahua*, ex-*Cape Breton Miner*, has been sold to shipbreakers at Kaohsiung and was anchored off Honolulu on April 18, 1987.

GREAT LAKES & SEAWAY NEWS ●

Bay Shipbuilding Corp. of Sturgeon Bay recently delivered the M/V *Sea-Land Anchorage*, which was the first in a series of three containerships being built for Sea-Land Service, Inc. The other two ships, *Hull 736* and *Hull 737*, are also scheduled for delivery this year.

The keel for the *Sea-Land Anchorage* took place on August 14, 1985. On May 31, 1986, the hull was floated out of the graving dock and berthed at the fit-out wall. The ship has an overall length of 710 feet, a beam of 78 feet and a design draft of 30 feet. A controllable pitch propeller is driven by a single slow speed 7 L70MC B&W diesel engine supplied by Mitsui Engineering and Shipbuilding Co. Ltd. The fuel efficient 7 cylinder diesel engine is capable of developing over 22,000 BHP. The ship's propulsion plant is designed to operate unattended, ACCU, and all plant functions are monitored by Siemens computer automation equipment.

Sea-Land Anchorage will be capable of carrying over 700 FEU containers of cargo. The ship which has seven cargo holds, also has the capacity to carry a variety of refrigerated containers in specially equipped cargo holds and at designated areas above deck. The ship is capable of carrying 20, 35 or 40 foot containers. To facilitate the storage and securing of containers above deck, the ship is equipped with stacking towers and hydraulically operated hinged frames which rotate from a vertical to horizontal position, securely locking in each layer of containers quickly.

The ship is specially strengthened to serve in Alaska's severe weather. The forecastle has a substantial breakwater built to protect the forward containers. Deck machinery is enclosed from the weather at the bow and stern, providing a weathertight closure for mooring the ship. The ship is also equipped with bow and stern thrusters.

Sea-Land Service, Inc. will use the three diesel-powered 700 FEU D-7 containerships to replace four smaller, steam-powered vessels currently operating between the Pacific Northwest and Alaska. Sea-Land Service, Inc., a subsidiary of Sea-Land Corporation, is the largest U.S. flag carrier of containerized ocean cargo. □



Courtesy of Bay Shipbuilding Corp.

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

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