



# Telescope

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GREAT LAKES  
MARITIME  
INSTITUTE

DOSSIN GREAT LAKES MUSEUM  
Belle Isle, Detroit, Michigan 48207

**MEMBERSHIP NOTES** ●

The September issue of *Telescope* included your renewal notice for the 1989 calendar year. If you haven't already renewed, please send your payment of \$14.00 American or \$16.00 Canadian to the G.L.M.I. and you will receive your January issue with the other members.

The installation of the *Wm. Clay Ford* pilothouse has been placed on hold for yet another winter. Hopefully during the winter months, final arrangements can be made to begin working on the project when the ground thaws in the spring.

*The Lakers II* by Eric Hirsimaki includes over one hundred color photographs of lakers. Many photos were taken early in the vessel's career and show the early colors of many steamship companies long forgotten. A short history of each vessel is presented at the end of the book. The paperback edition is \$32.50 and the hardcover edition is \$38.50.

*When Eastern Michigan Rode the Rails* by Schramm, Henning and Andrews, is the third volume in the series covering the interurban transportation system that covered southern Michigan. In the chapter detailing the interurbans connecting with passenger ships on Lake Michigan, the vessels shown include *City of South Haven, Alabama, Theodore Roosevelt* and *City of Chicago*. The chapter on early railroad-owned ships provide the reader with a list of vessels plying Lake Erie between Buffalo, Cleveland and Toledo. Some of the sidewheelers pictured are the *May Flower* and *Plymouth Rock*. The price is \$39.95. Members receive 10 percent discount on all books and those ordering by mail should include \$2.50 for UPS postage.

**MEETING NOTICES** ●

Mr. Dave Trotter will be our guest speaker at the November 18th entertainment meeting that begins at 8:00 p.m. at Dossin Museum. The slide program will detail the loss of the *Arctic* during the Storm of 1913. The next business meeting is scheduled for Thursday, December 8th at 7:30 p.m. at Dossin Museum.

**CONTENTS** ●

Membership notes		142
A Class With Staying Power - Part II	by Gary Dewar	143
Deep Sea Casualties	by Skip Gillham	150
Great Lakes & Seaway News	Edited by Don Richards	155
Great Lakes Calendar		166
Index - Volume XXXVII		167

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**OUR COVER PICTURE** . . . The shipping season will be extended into January as companies rush to complete their contracts for hauling cargoes on the lakes. This photo of the tanker *Gemini* was taken by Don Dube from the *U.S.C.G. Mackinaw* during "Operation Coalshovel" on January 5, 1981. The *Gemini* was stuck in ice abeam of Colchester Reef. □

## A CLASS WITH STAYING POWER

by  
GARY DEWAR  
Part II

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The Superior Ship Building Company launched the *E.J. Earling* on May 19, 1906 for the Franklin Steamship Company of Cleveland, another subsidiary of Cambria Steel, this one managed by Herbert K. Oakes.

There are a couple of points of confusion about the *Earling*. Some sources show her to have been operated under charter from 1909 through 1923 by D. Sullivan and Company, Chicago, but that is unclear. Most sources list her overall length as 555 feet, but this derived from a registered length of 535.5 feet. Several vessels built at Superior had registered lengths based on their lengths between perpendiculars rather than on their keel lengths, which was the practice elsewhere. Her other dimensions, including her length between perpendiculars, and her registered tonnages were identical to those of the *Abraham Stearn*, the yard's previous hull, and the *Earling* almost certainly was a 545-footer. (There remains the question of why the *Stearn*, presumably also admeasured at Superior, should have been registered at 525.0 feet.)

Whoever may have had the benefit of her services, Franklin Steamship sold the *Earling* in December, 1923 to the Kinney Steamship Company of Cleveland. They brought her out in 1924 as the *Robert B. Wallace*. The Wilson Transit Company bought

the Kinney vessels in 1936. They installed new boilers on the *Wallace* in 1941. Apparently during her time as Kinney's flagship, she acquired distinctive triple-decked forward houses.

She was one of the six steamers transferred by the new Wilson Marine Transit Company to the Republic Steel Corporation in the spring of 1957. Republic renamed her *Peter Robertson (i)* and operated her through 1968.

Congress had passed the Ship Exchange Act, which allowed certain American ocean operators to trade obsolete tonnage to the U.S. Maritime Administration for ships in the government's large reserve fleet. A few of those companies bought several old lake steamers for that purpose, and the *Robertson* was one. She was purchased by Sea-Land Service, Inc., traded in to MARAD, sold to the Oxford Shipping Corporation and resold to Spanish breakers, Recuperaciones Submarinas SA, all in 1969.

Such transactions were all on paper, and the *Robertson* had remained in ordinary on the lakes. During the summer of 1969, she set out on the long tow to Santander. But her troubles started before she had left the lakes. On August 20th, while she and another old laker were anchored in Lake Ontario off Port Dalhousie, waiting for tugs to tow them down the Seaway, the *Robertson* broke away



and went aground.

Refloated five days later, she eventually was delivered at Quebec City and taken in tow by an ocean tug, in tandem with the old craneship *Buckeye (i)*, on September 3rd. The *Robertson* set herself free in the Atlantic off Newfoundland on September 10th and damaged her rudder, and the tow had to return to Sydney, Nova Scotia for three days.

Finally, nearing the Spanish coast, the group encountered another Atlantic storm. The tug unleashed the *Robertson* after her pilothouse and bridge had been carried away, and her hull had been broken, opening a thirty-inch gap in her spar deck. She went ashore and sank in shallow water near La Coruna, and was abandoned there, no doubt with some relief.

The last of the original class was the *A.E. Nettleton*. She was launched on April 11, 1908 for the Wilkinson Transportation Company, not surprisingly managed by Horace S. Wilkinson, and was something of a bridge between the two parts of the class. Although very similar to the first ten, and in fact, identical in gross tonnage to the *Amasa Stone*, she was built alone two years after the others, and just two years before the appearance of the wider design.

With the rest of the Wilkinson vessels, the *Nettleton* entered the Great Lakes Steamship Company in 1911. She was reboilered in 1951, and her hold was rebuilt in 1956 with 24-foot hatches and four cargo compartments.

The *Nettleton* seemed to have a penchant for involvement in mass sales. She passed to Wilson Marine in 1957 with the rest of her fleet. In 1968, the Ingalls Shipbuilding Corporation, Pascagoula, Mississippi, a division of Litton Systems, Inc. of Los Angeles, bought Wilson Marine and its vessels. Ingalls transferred title of the vessels to its name, but Wilson Marine continued as the operating entity.

The Escanaba Towing Company chartered the *Nettleton* in 1971 and had her converted to a bulk barge by removing her propeller and welding a steel framework to her stern counter to accommodate a pushing tug. They operated her for two years, but then, in January of 1973, the Wilson fleet was sold in its turn to the Kinsman Marine Transit Company, by that time a subsidiary of The American Ship Building Company.

The new owners almost immediately asked the Maritime Administration for permission to

sell the *Nettleton* to Marine Salvage. The Kinsman fleet was growing so rapidly at the time that it could well afford to be selective in retaining only the most economical vessels, so rapidly in fact, that as a result of the Wilson acquisition, the Justice Department brought suit, alleging a virtual monopoly of the Great Lakes grain trade. Meanwhile, however, the *Nettleton's* sale was completed in April, and a quick resale resulted in her arrival in tow as *Santander* on July 5th.

The first of the new, wider design was also built for one of Wilkinson's operations, the Standard Transportation Company. She was the *John B. Cowle (ii)*, launched at Lorain on March 5, 1910. Absorbed into Great Lakes Steamship a year later, she was one of the vessels resold by Wilson Marine to Republic Steel in 1957. The latter renamed her *Harry L. Allen* in 1969. Meanwhile, she too had been rebuilt during the 1950s, with 24-foot hatches.

In the spring of 1971, Republic sold its older units, including the *Allen*, to Kinsman Marine, with whom they had arranged an ore floating contract.

On January 21, 1978 the *Allen* was docked at the Capital Number 4 elevator at Duluth when the structure caught fire and was destroyed, in a spectacular blaze that only an old wooden grain elevator could create. The steamer was so badly damaged that she was declared a constructive total loss. She was sold two months later to the Hyman-Michaels Company, who cut her up at Duluth.

*The Harvester* was delivered a year later than the *Cowle*, to the Wisconsin Steel Company of Chicago. She was somewhat larger in registered tonnages and carrying capacity than the *Cowle*, which in those respects was similar to the earlier 545-footers despite her increased beam. *The Harvester* had the reputation of being the fastest bulk freighter on the lakes until the appearance of the *Wilfred Sykes* in 1950.

International Harvester Company, Wisconsin Steel's largest customer, acquired the latter as a division in the early 1920s, and assumed title to *The Harvester*. They kept her through 1964, then sold her that November to the Gartland Steamship Company, who renamed her *Chicago Trader*.

She became a unit of the Boland and Cornelius of Buffalo in February, 1969, when Gartland Steamship became a division of



Dustin Museum Coll.

*A.E. NETTLETON was the last of the original class of vessels built. Two years later the wider design became the standard for vessel construction.*

the American Steamship Company, itself owned at that time by the Oswego Shipping Corporation.

In August of 1971, another subsidiary, the Edison Steamship Company, took over title to all the straight-bulk carriers in BoCo's Gartland and Reiss divisions, and a month later sold them to the Kinsman Marine Transit Company. These vessels, valued at about four million dollars, were a partial payment on the 14 million cost of construction of BoCo's *Roger M. Kyes* by Kinsman's parent, AmShip. The sale also fulfilled the terms of a consent decree approved in April, 1970 in an anti-trust suit filed by the U.S. Justice Department against American Steamship. When Kinsman Marine followed its purchase of these vessels, and three from Republic Steel, with that of all nine of Wilson Marine's fleet in January, 1973, it found itself the defendant in a similar suit.

Partly as a consequence of a complex consent decree filed in that suit in December,

1973, but more as a result of corporate maneuvering, Kinsman sold the balance of its vessels in August, 1975 to the S&E Shipping Corporation. This concern had its headquarters in the same offices as Kinsman Marine, but had a distinct corporate organization and different officers, although most had previous association with Steinbrenner interests; and its operations were managed by a new Kinsman Lines, Inc., controlled by George M. Steinbrenner III, chairman of Kinsman Marine.

Meanwhile, the *Chicago Trader* had been idle in 1975. She operated for several months in 1976, but when she was drydocked that November for her five-year hull inspection, the repairs that she would have needed were so extensive, that she was sold the next March to Triad Salvage, Inc. They dismantled her at Ashtabula in 1978.

The *Alton C. Dustin* was launched on May 17, 1913 and commissioned on July 17th, for John Mitchell's Cleveland Steamship



Company. The Interlake Steamship Company bought all of Cleveland Steamship's freighters on the last day of 1915, and the *Dustin* became the *J.A. Campbell* in the spring.

The *Campbell* sailed for half a century for Pickands Mather before they sold her in 1965 to the Buckeye Steamship Company of Cleveland, who renamed her *Buckeye Monitor*. She had been fitted with new water tube boilers in the early 1950s, and her cabins had been rebuilt extensively at that time.

George M. Steinbrenner III gained control of The American Ship Building Company in October, 1967. AmShip acquired Buckeye Steamship in February of 1968. In June of that year, Kinsman Marine Transit Company became a wholly-owned subsidiary of AmShip, and the latter organized a new subsidiary, Lake Shipping, Inc. Buckeye Steamship was merged into Lake Shipping in August, 1969, and Kinsman Marine absorbed Lake Shipping that October.

Kinsman sold the *Buckeye Monitor* to Marine Salvage in November, 1973, and the

*Salvage Monarch* towed her out of Buffalo and down the Seaway. Resold to Recuperaciones Submarinas, she sank in the Atlantic on December 16th, while under tow to Santander.

During the shipbuilding resurgence of 1916-17, M.A. Hanna and Company ordered three steamers of the same dimensions for their Producers Steamship Company. They came out in 1917, christened *Louis W. Hill*, *Carmi A. Thompson* and *William A. Amberg*.

The three seemed somehow out of place for 1917. They were the last straight-deck bulk carriers less than 600 feet long ever built for the American lakes fleet, and the old style of forward cabins, with the pilothouse set directly on the forecastle deck, was an anachronism in a new steamer even then.

When National Steel Corporation was organized on November 7, 1929, it acquired Producers Steamship as its subsidiary shipping operation. The next year, Producers took over the five vessels of Hanna's Calumet Transportation Company, and in the course of



The CARMIA A. THOMPSON was one of the last straight-deck bulk carriers built under 600 feet long.

this enlargement, sold the *Carmi A. Thompson* to the Midland Steamship Company of Cleveland. Midland was a new company which had been formed to purchase the remnants of the old Becker fleet, and was restyled Midland Steamship Lines, Inc. in 1933.

Midland operated in 1961 and 1962 under the management of Browning Lines, Inc. of Detroit, and in December of the latter year, sold its last two units, the *Thompson* and the *Michael K. Tewksbury* (the former *Abraham Stearn*) to Comet Enterprises.

The *Thompson* became *Thorold* (iii) in British registry. She operated through the 1917 season, at the end of which her owners sold her to Marine Salvage. They renamed her *Thoro* for the time being, and cut her up during the late summer and fall of 1972 at their yard on the old Welland Canal, at Ramey's Bend, near Humberstone, Ontario.

Ownership of the Producers Steamship vessels was transferred in 1936 to the parent National Steel. The *Amberg* meanwhile had been renamed *Albert E. Heekin* in 1932. In January of 1955, Hanna traded the *Hill* and *Heekin* to the Wilson Transit Company for their 600-foot *Ben Morrell* (i), because Wilson needed the smaller steamers to service Jones and Laughlin Steel's plant up the winding Cuyahoga.

Wilson named the pair *Valley Camp* and *Silver Bay* respectively, and they too, were among the six that Wilson Marine transferred to Republic Steel when they took over management of Republic's vessels in 1957.

The *Valley Camp* remained in lay-up at Duluth during the 1967 season, and was sold early the next year for \$10,000 to LeSault de Sainte Marie Historical Sites, Inc. They fitted her up as a museum ship which they maintain at Sault Ste. Marie, Michigan.

The *Silver Bay* stayed with Republic until they closed out vessel operations, signing ore floating agreements with Cleveland-Cliffs Steamship Company and Kinsman Marine, and selling their three older steamers to the latter in 1971. Kinsman kept her in service until July, 1973, then laid her up at Toledo, and sold her in March, 1975 to Pierson Steamships Ltd. of St. Catharines, Ontario.

The buyers were a new firm controlled by a grandson of the founder of Scott Misener Steamships Ltd. By its second year, it was reorganized as Robert Pierson Holdings

Ltd. Its vessels, of which the *Judith M. Pierson*, as the *Silver Bay*, was renamed, was the first, were operated as The Soo River Company under the management of Westdale Shipping Ltd., Mississauga, Ontario.

The Pierson firm went into receivership on August 11, 1982. During the next month the receivers, Peat Marwick Ltd., sold the vessels of The Soo River Company to P&H Shipping, a division of Parrish and Heimbecker Ltd., the Winnipeg grain merchants whose cargoes had supported Soo River's existence.

P&H renamed all the former Pierson vessels, and the *Judith Pierson* became the *Fernglen*. She never ran for the new owners, but remained at Toronto until they sold her to A. Newman and Company Ltd. in February of 1984. Their Port Maitland Shipbreakers Ltd. scrapped her at Port Maitland, Ontario during the summer of 1985.

So ended the active service of the 545-foot class. Only the museum ship *Valley Camp* remains afloat. Had the slightly larger dimensions of the *James C. Wallace* not proven more popular with operators, the *Amasa Stone* might have been the prototype of one of the largest and most important standardized freighter designs. Instead, the class became in effect diminutives of the 552-footers, to which they were virtually identical in appearance, construction and propulsion.

But it was not an insignificant class. It established a record of reliable if unspectacular service (excepting the loss of the *Henry B. Smith*, which generally is regarded as being due to poor judgement, if not negligence), and exhibited a staying power unmatched by any other group. Of the sixteen still in service at the start of the first World War, fully thirteen still were sailing for the same fleet at the end of the second, eight for their original owners or their direct successors. The *Amasa Stone* served her 59 years for Pickands Mather; the *Harvey D. Goulder* spent 57 years in the Richardson/Oglebay Norton fleet, and the *Joseph G. Butler, Jr.* sailed 56 years for Hutchinson.

There were many other common traits, in sum defying coincidence. Only one was repowered, and only four reboilered. None was converted to any other type of carrier, except for the *A.E. Nettleton's* short stint as a barge, with minimal, superficial modifications. Yet several of them still





Photo by Capt. Emery Masaman Sr.

The WILLIAM A. AMBERG was renamed ALBERT E. HEEKIN in 1932.  
She was sold to Wilson Transit Company in 1955.

were in service after many larger ships had been discarded.

They seem to have had a positive affinity for involvement in large-scale sales and transfers of vessels, and their ownership crossed more often than those of members of other groups. Ten were owned by Marine Salvage Ltd. at some time, but only one actually was scrapped by them. In fact, seven were not cut up at all. One foundered in service, three were lost on the way to overseas breakers, two became parts of docks, and one survives as a museum.

Each of these vessels had arch construction; transverse framing (except the 1917 trio, which had longitudinal framing); side tanks (those on the *Amasa Stone* and the three built for the Hawgoods were hopper tanks); double bottom; three watertight bulkheads and three cargo compartments. The *Amasa Stone*, *Lyman C. Smith*, *Joseph Sellwood*, *Loftus Cuddy*, *A.E. Nettleton* and *John B. Cowle*, each had 31 hatches spaced on 12-foot centers; the others had 32 each. All had telescoping steel hatch covers.

Each was 532'9 $\frac{3}{4}$ " long between perpendiculars, and had a keel length of 525 feet. The usual registered dimensions were 525.0 by 55.0 (or 58.0) by 31.0 feet. Registered tonnages varied considerably. Those with a 55-foot beam, and the *John B. Cowle*, had carrying capacities of around 10,000 long tons each at 21-foot draft; the others, about 200 tons more.

Each steamer was powered by a triple expansion steam engine, and two coal-fired single-end Scotch marine boilers. In all but the *Sellwood* and *Cuddy*, the engine cylinder dimensions were 23 $\frac{1}{2}$ , 38 and 63 inches diameter by 42 inches stroke. In the first group, 55 feet wide, 14'6" by 11'5" boilers with a working pressure of 180 pounds per square inch, gave these engines an indicated horsepower of 1,760 revolutions per minute. In the later group, boilers of 15'4" by 11'6" in the first three, and 15'4" by 11'0" in the last, gave the engines a capability of 1,800 horsepower. The Mitchell pair had a 1,600 horsepower engines of 22 $\frac{1}{2}$ , 36 by 42 inches and 13'9" by 11'6" boilers.

Variable information is listed below for each vessel:



*Amasa Stone* (US 201937) Detroit S.B. Co. Hull #158. Registered dimensions: 525.0 x 55.2 x 31.0 6282 grt; 4930 nrt.

*Lyman C. Smith* (US 202056) Detroit Hull #159. 525.0 x 55.2 x 31.0 6200 grt; 4916 nrt. After rebuild in 1950s: 531.5 x 55.2 x 27.0 6616 grt; 5343 nrt. As *Martha Hindman* (C310470) 7269 grt; 4604 nrt.

*Willaim Rogers* (US 202311) Lorain Hull #337 6524 grt; 5101 nrt.

*Joseph G. Butler Jr.* (US 202635) Lorain Hull #339. 6588 grt; 5174 nrt. As *Grovedale* (Br 316356): 545.0 x 55.1 x 31.1. 7367 grt; 5233 nrt.

*Joseph Sellwood* (US 202825) Lorain Hull #340 6741 grt; 5361 nrt.

*Loftus Cuddy* (US202873) Lorain Hull #341. 6829 grt; 5361 nrt.

*Abraham Stearn* (US 202876) Superior S.B. Co. Hull #513. 6657 grt; 5140 nrt. As *Outarde* (Br 316354): 525.0 x 55.1 x 31.1 7438 grt; 5112 nrt.

*Harvey D. Goulder* (US 202977) Lorain Hull #342. 6617 grt; 5217 nrt. After rebuild in 1950s: 532.0 x 55.2 x 27.0 6551 grt; 5473 nrt.

*Henry B. Smith* (US 203143) Lorain Hull #343. 6631 grt; 5229 nrt.

*E.J. Earling* (US 203108) Superior Hull # 514. 535.5 x 55.0 x 31.0 6657 grt; 5140 nrt.

*A.E. Nettleton* (US 205126) Detroit Hull #176 525.0 x 55.3 x 32.0 6286 grt; 5006 nrt. After rebuild, 1956: 525.0 x 55.2 x 26.6 6579 grt; 5165 nrt.

*John B. Cowle* (US 207277) Lorain Hull # 379 6614 grt; 5134 nrt. After rebuild in 1950s: 531.2 x 58.2 x 27.0 6945 grt; 5451 nrt. *The Harvester* (US 209060) Lorain Hull # 391. 7188 grt; 5690 nrt.

*Alton C. Dustin* (US 211453) Lorain Hull #708 525.0 x 58.1 x 27.8 7316 grt; 5609 nrt. After rebuild in 1950s: 7377 grt; 5542 nrt.

*Louis W. Hill* (US 215518) Lorain Hull #721 7038 grt; 5648 nrt.

*Carmi A. Thompson* (US 215614) Lorain Hull # 722. 7038 grt; 5658 nrt. As *Thorold* (Br 316353): 7841 grt; 5631 nrt.

*William A. Amberg* (US 215708) Lorain Hull #723. 7031 grt; 5641 nrt. As *Judith M. Pierson* (C 369249): 532.0 x 58.0 x 27.0 7777 grt; 5811 nrt. □



Photo by Peter Worden

*The VALLEY CAMP was the only survivor of the vessel class. Vistors can tour the VALLEY CAMP at Sault Ste. Marie, MI. during the summer months.*

## DEEP SEA CASUALTIES

by  
SKIP GILLHAM

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Once again a number of deep sea callers to the Great Lakes have suffered major damage at sea. This sixth report covers a two-year period and is gleaned from the July 1986 through June 1988 issues of the World Ship Society publication "Marine News".

All of the vessels whose stories follow have been, by best account, visitors to the Great Lakes. There may be others that were

missed, but until a complete record of Seaway callers to the Great Lakes is published, it is necessary to rely on the memory of several authorities on Seaway navigation.

Fortunately I can report that two books, a pre-Seaway and a Seaway list of deep sea callers are being compiled.

Fire, storms, groundings, mechanical break-

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Photo by Skip Gillham

*STOLT VIKING was drydocked at Dubai under her eighth name EMIR MAN and the tanker was gutted by fire in November, 1986.*





Photo by George Ayoub

*The ONTARIO was expected to be a regular Seaway caller in the newsprint trade until an engineroom fire caused the vessel to be sold in 1974.*

downs, war and collisions have all caused damage and often ended the vessel's career. A brief description of their fate follows.

Four vessels were victims of fires. *Stolt Viking*, built in 1962 as *Abadesa*, was a familiar trader to the Great Lakes between 1974 and 1982. It was drydocked at Dubai under her eighth name of *Emir Man* when an explosion and fire struck on November 5, 1986. The tanker was gutted and I suspect has since been sold for scrap.

*Ontario*, a *Sariba*, came up the Seaway in November, 1973 for the first time. It was operated by Bomar Navigation and the vessel was expected to be a regular Seaway and East Coast caller in the newsprint trade. An engineroom fire on May 23, 1974, while enroute from Santos, Brazil to Montreal caused major damage and the vessel was soon sold and renamed *Remada*.

Operating under Tunisian registry, this ship's career ended in 1987 when it suffered another fire. This occurred at Barcelona, Spain, and it erupted in a cargo hold. This time there would be no repair and the ship was moved to a Barcelona scrapyard on June 18, 1987, to be broken up.

The former *London Fusilier* caught fire while discharging at Hamburg, West Germany

on May 11, 1987. Named *Her Loong*, the ship received extensive damage and had to be sold for scrap. It cleared port July 2, 1987, and arrived at Valencia, Spain, July 14. There it was dismantled by Aguilar y Peris S.L.

*Cason*, a Seaway caller as *Finn Leonhart* and *Wolfgang Russ*, caught fire December 5, 1987, shortly after she cleared for Hamburg for Shanghai, People's Republic of China. The vessel had to be abandoned in heavy weather and 23 sailors were lost.

The hull drifted near Cape Finisterre, Spain. Salvage and lightering proved difficult as *Cason* was carrying a hazardous cargo. As *Wolfgang Russ*, this ship ran aground on the St. Clair River, November 6, 1978, and was released by tugs the next day.

Finally, in follow up, the previously reported fire damaged *Marika L*, a one time lake caller as *Donatelli Parodi*, was sold to Birlik Iron & Steel and arrived at Alaiga, Turkey, May 18, 1987, to be scrapped.

Mechanical breakdowns have sent several ships to the boneyard. *Fernwood* was built in 1957 and later sailed as *Pacific Wind*, *Dafra Paul* and *Marivana Rena*. It was laid up with engine trouble August 20, 1983, and has been sold to Pakistani shipbreakers. The vessel

arrived at Gadini Beach March 19, 1986, under a final name of *Blue*.

*Annemarie Kruger* dated from 1962 and was a regular lakes caller in the early Seaway years. Canadian Pacific had the ship on charter from 1966 to 1969 and the freighter had fifteen trips on their account.

Sailing as *Banko*, the old *Annemarie Kruger* had engine damage enroute from Alexandria, Egypt, to Greece and laid up at Finike, Turkey on October 1, 1984. The ship was sold for scrap and arrived under tow at Alianga, Turkey, August 3, 1986, to be broken up.

On March 1, 1985, the *Kampos* arrived at Curacao under tow with engine trouble. The ship had cleared Houston and was bound for Lagos, Nigeria. The Greek flag vessel was sold to Brazilian shipbreakers and she arrived at Recife on August 8, 1986. The ship had traded into the Great Lakes as *Blidnes*.

The small *Ino F.*, a 2,811 gross ton vessel built in 1971 suffered crankshaft damage in November 1986. She was operating as the Venezuelan registered *Atava Meru* at the time and she moved to Brownsville, Texas in February, 1987 for breaking.

The former Halco tanker *Canso Transport* had gone for scrap at Alianga, Turkey.

The ship was a lakes caller as *Lonn*. It had received main engine damage on July 1, 1984, on a journey between Rotterdam, The Netherlands and Djakarta, Indonesia. The vessel last operated as *Gulf Princess*, but this was shortened to *ULF P*. As such she cleared Pireaus, Greece, January 20, 1988 for scrapping.

Among the groundings was the former Greek flag *Ocean Sovereign*. She is likely best remembered for an incident at Sault Ste. Marie, on November 13, 1976. The vessel was approaching the Soo Locks and lost steering. The helpless craft was wedged into the wall and damaged the propeller. A battery of tugs were needed to take the ship out of the lakes.

The vessel had previously visited the lakes as *Bolnes*, but was sailing as *Maria Jose* under Ecuadorian registry when it was hit by "Typhoon Vera". She was anchored at Ulsan, South Korea on September 27, 1986, when struck.

The ship dragged anchor and went aground and received severe bottom damage. The vessel was delivered to Hyundai Precision Industry Co. Ltd., on November 1, 1986 and broken up in South Korea.

*Santa Clio*, as *Toros Bay* of Toro Shipping Corp., went aground near Guam on



Photo by Alex Duncan

ANNEMARIE KRUGER was a regular Seaway caller in the 1960's.





*While approaching the Soo Locks in November, 1976, the OCEAN SOVEREIGN lost her steering and became wedged into the lock wall and damaged her propeller.*

December 22, 1986. The Panamanian registered vessel was refloated January 2, 1987, but had both bottom and steering gear damage. The vessel was declared a total loss and sold to Taiwanese shipbreakers.

*Aegis Hispanic* made its first lakes visit in 1984 and was noted as clearing Toronto May 13 for Shanghia with 4,000 tons of synthetic resin. The vessel was delayed at the Eisenhower Lock outbound due to engine failure, but this was repaired.

On October 16, 1987, another typhoon caught this ship at Nunoshima, Japan. The freighter was abandoned the next day and later broke in two. Named *Eleftheria II* at the time of her loss, this ship was owned by Starpole Shipping Ltd. of Cyprus.

To close the book on *Maxi Porr*, which went aground off Port Sudan on October 25, 1985 as *Luana*, we can report that the ship arrived at the Gadini Beach scrapyards in Pakistan on May 19, 1987 for scrapping.

Several ships have sunk. The *Gabriella*, a heavy lift ship registered in Curacao, Netherlands Antilles, capsized at a wharf in Port Kembla, New South Wales, Australia, while unloading a 227 ton cargo on August 14, 1986. The vessel was refloated

but the wreck was taken thirty miles out to sea and scuttled in deep water December 9, 1986.

Several ships have come to the Great Lakes as *Carina*. The 9,078 gross tons version dating from 1969, sank as *Hymetus* while 150 miles east of Hong Kong on November 17, 1986. The hull cracked while bound for Shanghia and went down in position 19.90 North by 115.52 East. The vessel carried Lebanese registry.

*Brave Themis* sank December 19, 1986 off the island of Crete on the Mediterranean. She had cleared under Cypriot registry when lost.

*Tina* disappeared with all hands in the Sula Sea near the Phillipines on February 11, 1987. This vessel also carried Cypriot registry. She had reported water entering the engine room and it was being abandoned. No trace was ever found of the ship or crew.

As *Uniluck*, this Liberian registered vessel was in collision at Montreal May 14, 1978. The accident also involved *Imperial Bedford* and both vessels were damaged.

*Eleni S.* had an interesting Great Lakes connection. This was a small tanker that was built at Rochester, New York in 1944 as

*Antonia*. She was later renamed *Nady* and, under West German registry, visited the Great Lakes before the Seaway opened and then made one trip in 1959.

Renamed *Lina* in 1960, the ship received its final name in 1984. She was abandoned June 28, 1987, while twelve miles off the Lagos, Nigeria, breakwall with water entering the engine room. The ship soon went down in shallow water.

If it is refloated, it will only be scrapped or scuttled further out at sea as there cannot be a future for a ship of that size and vintage in damaged condition.

The last owner of *Eleni S.* was the Epitytheria Maritime Co. Ltd. of Panama.

*Catharina Wiards* was a victim on the Red Sea November 5, 1987. It sank after the engine room flooded in position 24.20 North by 36.10 East. The ship was owned by Ocean Mariner Shipping Ltd. of Cyprus and sailing as *Trader* at the time of her loss.

Two casualties remain. *August Star*, a Seaway visitor as *Andromeda*, *Andromed*, *Ocean Coracle* and *Dashaki* was attacked by

Iranian helicopters October 5, 1986, and hit by four missiles.

*Mimi M.* on the lakes for several years as *Penmarch* and then as *Philippi*, was attacked by Iraqi aircraft December 15, 1987, enroute to Bushire, Iran. They struck again the next day and the heavily damaged ship, limped into port December 22. It has been sold to Pakistani shipbreakers.

Thus the elements and man have claimed additional victims from among the many visitors to the Great Lakes. Some came but once to our inland seas while others were more frequent callers. None will return and unfortunately a number of lives perished with their demise.

*Note:* In addition to the reports in *Marine News*, I am indebted to four very knowledgeable gentlemen on the travels of Seaway visitors to the Great Lakes. They have been instrumental in helping identify the casualties and I am most grateful to Barry Andersen, George Ayoub, Rene Beauchamp and Dan McCormick for their help. □



Photo by Skip Gilham

*PENMARCH* was a regular visitor. As *MIMI M.* she was damaged by Iraqi aircraft last December.



# GREAT LAKES & SEAWAY NEWS



*Editor:* Donald Richards  
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Those who have contributed to the News  
Section in this issue are:

B. ANDERSEN	J. BEARMAN	R. BEAUCHAMP
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P. HAUGHTON	G. HAYNES	W. HOWELL
C. HUDSON	A. MANN	D. MCCORMICK
W. OLESZEWSKI	R. OLSON	T. SECHEN
J. SPRUNT	J. WALTER	S. WELCH

*Corrections:* Page 165 of the Nov.-Dec., 1987 issue. It was reported that for the first time in history, a ship flying the flag of the People's Republic of China, transited the Seaway. The ship was the *Anzejiang*. However, this was incorrect. This distinction belongs to the *Liao Yang*, which cleared Montreal for Hamilton on April 28, 1980.

Page 104 of the July-August, 1988 issue. Line two of paragraph three should read: "It is suspected that salties entering the Great Lakes maybe carrying European ruff fish, white perch and plankton in their ballast water that could harm Great Lakes game fish.

Jun. 27. . . The west span of Bay City's Liberty Street Bridge failed to open as the *Paul Thayer* approached. The *Thayer* was forced to stop while inside the draw of the D&M Railroad Bridge. The *American Republic* was also entering the Saginaw River and was forced to slow down until the bridge opened 45 minutes later.

Jul. 1. . . *Kinsman Independent* arrived at Sorel under tow of *Salvage Monarch* and *Helen McAllister* and tied up alongside the *Oakglen* in the Richelieu River. Both lakers were built at American Shipbuilding in Lorain in 1923 as *Hull 783* and *Hull 784*. Both tugs cleared for Montreal for the *Irving S. Olds*. They arrived in Montreal before midnight and arrived in Quebec City the next day.

. . . The river excursion vessel *Jacques Cartier* which is based at Trios-Rivieres, made a cruise in the St. Lawrence Seaway for the first time. She went up the Seaway to Beauharnois Locks where she stayed overnight. She was built in 1924 at Levis and operated as a ferry out of Lachine.

Jul. 4. . . *Enerchem Catalyst* arrived in Montreal and laid up. Some maintenance work will be done while in lay-up.

. . . Port Weller Dry Dock has been awarded a contract to refit *H.M.C.S. Nipigon* for the Canadian Dept. of Defense.

Jul. 5. . . *J.L. Mauthe* was floated off the blocks at Fraser Shipyard. She was undergoing her 5-year inspection and received minor hull repairs. She shifted from the shipyard to Peavey Elevator on July 6th and cleared on the 7th.

● GREAT LAKES & SEAWAY NEWS

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. . . The coaster *Fort Lauzon* arrived in Montreal and tied up at the Hudson Bay Dock. She had been laid-up at Levis since 1986.

Jul. 6. . . *Americana* arrived Port Colborne for rudder repairs. (Ed. note: See page 132 of the Sept. issue.)

. . . A \$250,000 grant for the design of a Great Lakes museum in Cleveland has been announced by Ohio governor Richard Celeste. The first phase of the museum is expected to cost about 17 million and be completed in about four years. The museum will be built and operated by the Great Lakes Historical Society.

Jul. 8. . . Grain shipments through the Twin Ports have increased due to the severe drought. Grain shipments on the Mississippi River are snarled due to low water. However, the increased business could drop off in the fall due to poor wheat crops caused by the drought. So far this year, about twice as much export grain has moved through the Twin Ports compared to the same period last year.

Jul. 9. . . *Osa Ravensturm* cleared Quebec City with the *Benjamin Fairless* and the *Irving S. Olds* for overseas scrapping.

. . . The *Aquarama* under tow of the two Canadian tugs *Tusker* and *Glenada* arrived in lower Lake Huron. They anchored above Buoy #2 that night to wait for a third tug. The next day the tug *Arizona* assisted the tugs in docking the vessel at the Sidney Smith Dock in Sarnia. She will stay in Sarnia for a few months while exterior work is done. Tours open to the public were conducted in Sarnia as they were in Muskegon. Cyril Hudson reports that 25,000 toured the vessel in Sarnia. The *Aquarama* is to be converted to a restaurant and convention center by its owners, North



Photo by Alan Mann



## GREAT LAKES &amp; SEAWAY NEWS ●

Shore Farming Co. Ltd. of Port Stanley, Ontario. Making the trip on the vessel from Muskegon was Capt. Morgan Howell, former captain of the *Aquarama* when she made trips between Detroit and Cleveland.

Jul. 10. . . *Arctic Viking* which has been laid up at Montreal since last October, loaded supplies for the northern regions.

. . . *Canadian Enterprise* arrived in Duluth to load coal at Midwest Energy Terminal. This was her first time that a Canadian laker has loaded coal at this port. Ontario Hydro will be testing about 180,000 tons of Montana coal at their generating plants at Thunder Bay, Lambton and Nanticoke. If they are successful, it's possible that Ontario Hydro will contract for more shipments. The vessel cleared the next day with 28,354 net tons of coal for Thunder Bay.

Jul. 11. . . The *William Clay Ford* unloaded 16,000 tons of coal at the Reiss Coal dock in Ashland. She was the longest ship ever to unload at this port.

. . . It has been announced that the Canadian Coast Guard has accepted the delivery of the ice-breaker *Henry Larson* from Versatile Pacific Shipyards, Inc. of North Vancouver. She was launched 18 months ago and there has been numerous problems with her propulsion system. During the summer months, she will be used in icebreaking in the eastern Arctic. During the winter months she will see service in the Great Lakes and Gulf of St. Lawrence.

Jul. 12. . . The British-flag container-ship *OOCL Challenge* (ex-*Manchester Challenge*) arrived in Montreal for the first time under her new name. She was renamed about two weeks ago while in Europe. She was last seen in Montreal under her old name on June 19, 1988. Operated by Manchester Liners Ltd., this firm has been calling at Montreal since 1911 and before that time at other St. Lawrence River ports. The *Manchester Challenge* was the winner of the gold-headed cane in 1985 when she arrived in Montreal on January 2nd. Manchester Liners have had this distinction nine other times since 1926 when the *Manchester Regiment* opened that port on May 3rd.

. . . *Flevo* of Cyprus registry, 999 gross tons, has been chartered to Entreprise de Navigation de L'Isle Inc. to replace *Coudres De L'Ile*, which was lost in a collision with *Algowest* on June 15th. (Ed. note: See page 137 of the Sept. issue.) She cleared Montreal for the Maritimes later in the day.

Jul 13. . . . *Enerchem Travailleu*r backed out of the Port Weller Dry Docks and struck an abutment, damaging her stern.

. . . *Windoc* enters Port Weller Dry Dock.

. . . .A hearing will be held at the Soo on July 27th on proposals to extend winter navigation on the lakes for an additional four weeks. This would take the winter navigation season into February. The hearing is being held by the State of Michigan to allow the public to voice their opinions. A similar hearing will be held in Algonac, MI. earlier in the week.

Jul. 14. . . Talks are continuing to get the bankrupt Reserve Mining Company back into operation. Although slow, some progress is being made to reopen and take advantage of the improved ore market.

. . . *Benson Ford* was ordered to slow down after clearing Duluth with a load of pellets

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● GREAT LAKES & SEAWAY NEWS

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Photo by Richard Olson

*The pilot house of the FORT YORK was placed at the visitor's center at Lock 3 in the Welland Canal.*

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so that the Coast Guard could inspect her load-line. No problems were found and she proceeded on her trip.

. . . The Toronto Island Ferry *Windmill Point* struck the dock at the Toronto Island and eight people were injured.

. . . *Federal Hudson* lost power below Lock 2 in the Canal and traffic was held up for a short time.

. . . The pilot house from the *Fort Henry* opened to the public at Lock 3 Park at St. Catharines. Work on refurbishing the pilot house was continuing.

Jul. 15. . . *Lewis Wilson Foy* was stopped by strong outbound currents in the Superior Entry while entering the harbor. She tied up at Burlington Northern Dock 5. This is the first time a 1,000 footer reported problems with strong currents in the entry.

Jul. 16. . . The Bahamas-registered tanker *Asfamarine* arrived in Montreal from the Seaway after loading at Kingston and Hamilton. Enerchem Transport Inc. has purchased a tanker and from all information available, it is the *Asfamarine*. It was reported that she is due in Quebec City on Sept. 15th to be renamed.

. . . The coastal freighter *Fermont*, which has been laid-up at Petite Riviere St. Francois since Sept., 1980, cleared for Chambly on the Richelieu River where she will be given a complete overhaul. She has been purchased by Earl Bisson, who is planning to put her back into service on the St. Lawrence.





# NEWSLETTER

for the

## GREAT LAKES MARITIME INSTITUTE

Dear Members,

As 1988 is quickly drawing to a close, it was felt that this is an appropriate time to let you, the Members of the Great Lakes Maritime Institute, know what has been happening with the Institute and the Dossin Great Lakes Museum. The past year has been very interesting and we have accomplished many objectives and made many plans for the future.

No large organization which has as its goal the completion of large important projects, can exist with just a few people doing all the work. Your Board of Directors spends many hours each year deliberating and making decisions that provide for the enjoyment of all. Over the last 36 years many members have served on the Board with distinction, providing leadership and counsel. We have had good Coordinating Directors, who have kept the Institute on its course of providing for the preservation of historical artifacts and the exhibition of them for all to enjoy. In order to keep our organization alive and vital it is necessary for everyone to work together to keep the momentum going.

There is a great need for increased membership participation. Whether serving on a committee, helping on projects, volunteering to help at public functions, sending in photos or information for publication in *Telescope*, promoting membership, all these are vital to the survival of any museum-oriented group.

The programs that have been presented during the last year have been well attended and it always makes us feel good when we have to bring more chairs out for the large group assembled. We have tried to keep the programs varied and interesting for all. We are looking forward to another year of informative, entertaining presentations. Watch the meeting notices and plan to attend. The entertainment meetings will be the last Friday of the month: January 20th, March 17th, May 19th, September 15th (The Annual Dinner) and November 17th. The Board of Director Meetings will be on February 9th, April 13th, June 8th (Election of Officers), August 10th, October 12th and December 14th. When you attend the meetings you always have the opportunity to tour the Museum and see all of the exhibits.

In case you have been wondering what happened to the "William Clay Ford Pilot House Project", read on. The phrase "Catch 22" best describes our problems with the project and our frustration over the future placement of the pilot house at the Museum. All of the necessary permits have been obtained and can be renewed. The donations of services for the moving and placement of the pilot house have been confirmed. Money has been collected and we are ready to go. The City of Detroit Engineering Department has a bonding requirement covering the engineering and design of the foundation for the pilot house. This is a prudent requirement to prevent faulty work. However, to furnish the type of bonding necessary requires the services of a large architectural firm. These firms are all tied up with large construction jobs and the Pilot House, though important to us, is not large enough for them to be interested. The effort is continuing and we hope that the project will be completed during early 1989.

Contributions to the Pilot House have slowed down due to lack of concrete results. There are adequate funds to move the Pilot House into place, but there is still a need for additional funds to complete the project. We are grateful to all who have contributed.



In October, 1988 the very popular "Time Capsule Exhibit" was closed after a two-year span. On November 9, 1988, exactly 75 years to the day, an exhibit commemorating the "Big Storm of 1913" was opened. Featured in the Exhibit are artifacts from many of the sunken vessels. These are representative of the many ships that sank in Lake Huron when the storm wrecked many vessels and took the lives of over 200 seamen.

The Sesquicentennial Exhibit featuring the Great Lakes Engineering Works is still in place and has been well received by all. The diorama of the shipyard showing the Steamer WILLIAM P. SNYDER, JR. just prior to its launch, takes your breath away with its fine detail. Come over to Belle Isle and see for yourself.

The *Telescope* is being published six times a year with interesting articles and photographs. There are many areas of Great Lakes History still to be covered and there is always a need for your articles, photographs, reproductions and suggestions. We could also use some assistance in editing and preparing the articles for publication. If you are interested in becoming an Assistant Editor and helping in the preparation of the magazine please contact the Coordinating Director, John Polacsek, at the Museum.

Membership dues have been held at the same level for the coming year. If you wish that your dues provide more support for the activities of the Institute, consider becoming a Sustaining Member at \$20 per year. The extra funds will be used for special purchases and projects.

The various business machines and the "Compugraphic" machine that has been used to turn out *Telescope* for many, many years are coming to the end of their useful lives. These machines have served the Institute and the Museum well. We will have to update our machines with a computer and word processor. These will be useful for many tasks.

Our "Art and Memorabilia Shows" have been very successful. Large numbers of collectors and interested people come to sell and purchase paintings, photos and other Great Lakes items. This year the sale will be on Saturday, December 3rd beginning at 10:00 a.m. at the Museum.

The model shipbuilding contests have always been popular and successful, also. Last December 13, we had 35 models entered. This year, due to calendar conflicts, the contest will be held in the Spring. Watch for the announcements. We hope to keep the models on display for a whole week instead of for just a weekend.

The Institute is in sound financial condition. During the past two years, the bookkeeping and accounting system has been revamped to provide more and accurate information to your Board of Directors. A summarized financial statement will be forthcoming in the new year.

Everyone is reminded of the Museum Book and Gift Shop located in the Old Newspaper and Cigar Store from the Steamer WESTERN STATES. Christmas is coming and with a gift from our store there is no worry about size. As an added incentive to do your Christmas shopping here, there is a 10% discount for Institute Members on purchases over \$10. The profits are used for further museum projects.

There will be a survey sent to all members early in 1989. It is hoped that all members will take the time to fill it out and return it to us. From the answers on this survey we will be able to determine the course for the Institute for the future.

On behalf of the Board of Directors and the Museum Staff, we wish you and yours the very best for the Holiday Season. May all of your family find safe warm harbors near their loved ones.



## GREAT LAKES &amp; SEAWAY NEWS ●

. . . The *South American* was towed to Baltimore, Maryland for possible reconstruction. (See page 96 of July issue.)

Jul. 17. . . The tug *Santa Cruz* arrived at McAllister Towing and Salvage in Montreal. She was still flying the colors of the Netherland Antilles when she arrived. She has been purchased by McAllister and maybe renamed *Patricia McAllister* when modifications are completed in the fall. She was built in 1976 at Fort George Island, Florida and was named *Esso Santa Cruz* until last year. As *Santa Cruz*, she was owned by Lago Oil and Transport Co. and was managed by Naviera Cerralvo.

. . . The tug *Duga* arrived at the shipyard in Les Mechins for structural repairs. While at her dock, she was struck by a saltie docking at the grain elevator. She returned to her home port of Trios-Rivieres on August 13th.

Jul 19. . . A federal judge in Milwaukee has handed down an injunction which prevents the federal government from arbitrarily interpreting cargo preference rules. The injunction was the result of a lawsuit filed three years ago by Great Lakes maritime interests, including the Seaway Port Authority of Duluth. The lawsuit concerned Food for Peace shipments which are shipped on U.S. flag vessels. Marine interest claim the government allocated Food for Peace solely by the availability of U.S. flag vessels, disregarding which ports had the lowest shipping costs. The injunction allows Great Lakes ports to bid for future cargoes that might have been diverted elsewhere because of the lack of U.S. flag vessels. The present law states that 75 percent of Food for Peace exports must be shipped on U.S. flagged vessels. There are no U.S. flagged vessels sailing overseas from the Great Lakes at the present time.

. . . *Simcoe* laid up in Hamilton and is receiving hull repairs.

Jul. 20. . . *Ju Yong Guan* unloaded 4,904 tons of talc at Cleveland. This is the first vessel of the People's Republic of China to pass through the Welland Canal. Two other Chinese vessels have entered the Seaway, but only went as far as Valleyfield and Hamilton.

Jul. 21. . . While docking at the Bay City Aggregate Dock in the Saginaw River, the *Sam Laud* reported that a pleasure craft cut between the vessel and the dock. The *Laud* had placed her lines out to the dock and the craft became fouled in the lines.

. . . The *Badger State*, a 221-foot, 939 gross ton cement carrier has been towed for scrapping at Manitowoc. Built in 1943 as the tanker *Spindletop*, she was converted to a cement carrier in 1962. Her last name change was in 1980 and she has been laid up in Grand Haven as a storage barge for the last few years.

Jul. 23. . . The American Iron Ore Association reported that shipments through the Twin Ports and other North Shore ports were up almost 3 million gross tons through June, compared to the same period last year. Through June, 13.5 million gross tons of ore have been shipped. For the same period last year, the ports shipped 10.2 million. (A gross ton equals 2,240 pounds.)

. . . The historic passenger boat *Canadiana* cleared Buffalo under tow of the tugs *Cheyenne* and *Mohawk*. They arrived at Port Colborne the same day and tied up at the March Engineering Dock at Ramey's Bend. She will stay there for the winter and reconstruction will start next year.

● GREAT LAKES & SEAWAY NEWS

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Photo by Richard Olson

*Tugs CHEYANNE and MOHAWK towing the CANADIANA to March Engineering Dock at Ramey's Bend.*

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Jul. 26. . . The Lake Carrier's Association reported the June shipping was up 13.5 percent over last year. Coal shipments totalled 5,053,332 tons for an increase of nearly 13 percent. Stone shipments through June totalled 3,332,306 tons, an increase of 12.9 percent. Shipments of iron ore totalled 22.7 millions tons, an increase of 17.6 percent. During June, U.S. flag fleets operated 63 of their 70 vessels.

Jul. 28. . . Miller Boat Line, Inc. has contracted with G&W Industries of Cleveland for the construction of an auto/passenger ferry. It will be 96 x 38 and be named *South Bass*. She will operate with *Islander* between Put-in-Bay and Catawba Island.

Jul. 30. . . The tanker *Le Brave* which is operated by Soconav, Inc., arrived in Montreal for the first time in her new red colors. She had been repainted at Halifax, N.S. about a week earlier. (See page 18 of Jan., 1987 issue and page 44 of March, 1987 issue.)

Aug. 1. . . *Samaru*, which has been on the lakes for many years, has been sold and is now registered in Honduras. She passed down the Welland Canal and tied up at Port Weller.

. . . The *William Clay Ford* arrived in Fraser Shipyard to pick up a new belt for her self-unloading boom. She shifted to Duluth to load ore for the Rouge. Several workmen from Fraser Shipyard rode the vessel down the lakes to splice the new belt together. (Some jobs do have their perks.)



## GREAT LAKES &amp; SEAWAY NEWS ●

Aug. 3. . . *Silver Isle* made a rare visit to the Twin Ports when she loaded petroleum coke at Hallett Dock 5&6 in Duluth.

. . . It was announced that Lachine Canal will be opened in 5 years to pleasure craft only.

Aug. 4. . . *Irvin L. Clymer* arrived at Fraser Shipyard for hull and self-unloader repairs.

. . . The last of the *Eugene W. Pargny* was pulled out for scrapping at Azcon Scrap Dock in Duluth. Workers are now stripping the cabins of the *Joshua A. Hatfield*.

. . . A dredging project in the upper St. Marys River scheduled for 1994 has such an attractive benefit-cost ratio that the Lake Carriers Association hopes to speed up its progress through Washington. The \$3.4 million project calls for the removal of a foot of river bottom in the vicinity of the Reiss Coal Dock. The dredging will deepen the channel to 26.5 feet. The Lake Carriers is guaranteeing almost one-third of the cost and the Corps of Engineers will pay the remaining cost of \$2.3 million.

Aug. 5. . . *Courtney Burton* arrived at Fraser Shipyard for repairs to her propeller that was damaged in a minor grounding at Taconite Harbor the day before. Work crews changed one blade and straightened out the other two. She loaded ore the next day in Duluth and cleared for Toledo where the two damaged blades will be replaced.

Aug. 6. . . *Catharine Desgagnes* loaded 263 tons of military cargo at Ogdensburg, N.Y. for U.S. Air Force base in the Arctic.

. . . *Arctic Viking* cleared Montreal for Ogdensburg. This was her first trip in the Seaway.

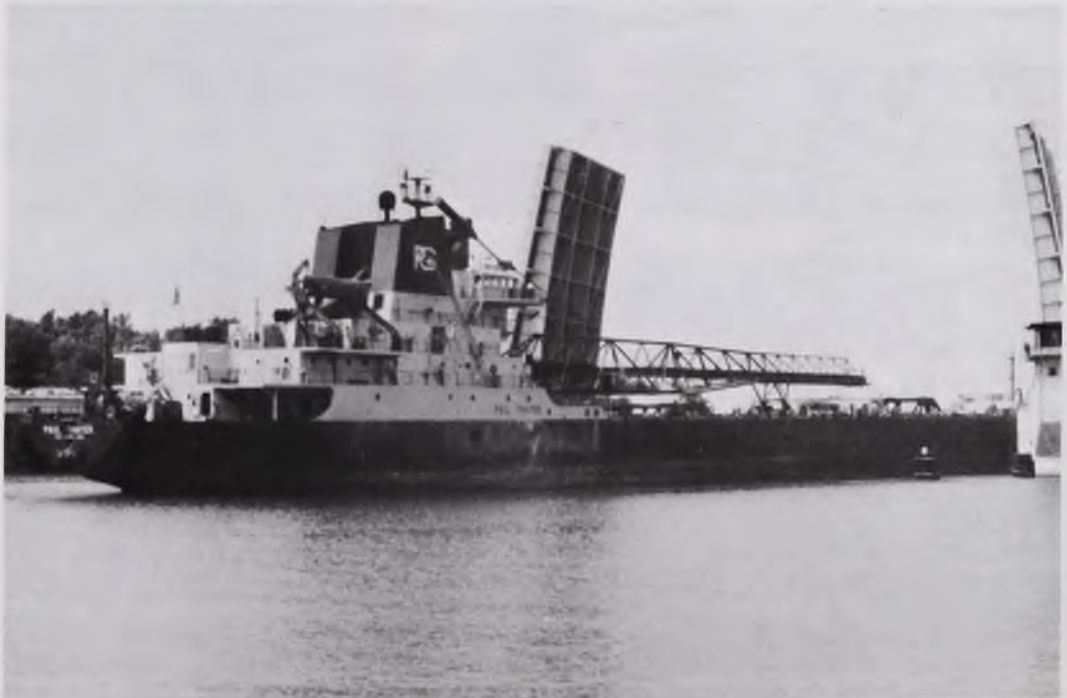


Photo by Wes Oleszewski

PAUL THAYER outbound thru the Liberty Bridge on June 28, 1988.

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● GREAT LAKES & SEAWAY NEWS

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Dossin Museum Coll.

*The J.L. MAUTHE made a rare visit to Burlington ore docks to load ore for the C&P Dock in Cleveland.*

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Aug. 7. . . *Ralph Misener* made a rare visit to the Twin Ports to load petroleum coke for Quebec City. Low water on the Mississippi River diverted the petcoke cargo to the Twin Ports.

. . . *J.L. Mauthe* loaded her first cargo of pellets at Burlington Northern Docks for the C&P Dock in Cleveland.

. . . The St. Lawrence Seaway Authority reported that the Montreal-to-Lake Ontario portion of the Seaway has experienced a 5 percent increase in tonnage and ship traffic. The increase is attributed to export grain and iron ore cargoes. An increase in Soviet vessels has contributed to the increase. Soviet built Belarus tractors are entering the U.S. through the Seaway and being unloaded and assembled in Milwaukee.

Aug. 8. . . The *Irvin L. Clymer* cleared Fraser Shipyard and loaded 9,528 tons of coal and Midwest Energy in Superior for Marquette. About 2 miles outside the Duluth piers, she lost power for almost an hour. The problem was caused by the loss of compression in her engine. She continued on to Marquette.

. . . State of Michigan officials state that a new lock at the Soo is at least 9 years away. The project is stalled because of federal-state cost sharing and the timetable that includes four years of preliminary work and four years of construction. The last cost estimate was \$230 million and it could top \$300 million or more.



## GREAT LAKES &amp; SEAWAY NEWS ●

Aug. 9. . . The Liberian flag *Furunes* passed up the Seaway for the first time under that name. Earlier this season she made a trip into the lakes as *Firmes*. She has made several trips into the lakes since she was built in 1979.

. . . *Lewis Wilson Foy* was assisted into the Fraser Shipyard by tugs *Arkansas* and *New Jersey*. She was the largest ship to enter the shipyard and will have her stern thruster reinstalled. It had been removed last season for repairs. She cleared on the 13th to load pellets.

Aug. 10.. . The Hamburg-registered tug *Fairplay XIV* cleared Sorel with *Kinsman Independent* and *Oakglen* for scrapping overseas. The tow was assisted by tugs *Cathy McAllister* and *Helen M. McAllister*.

Aug. 11. . . *Enerchem Catalyst* went back into service and cleared Montreal for Pointe au Pic to lighter the tanker that was waiting to go up the river to Montreal.

. . . A fire started in the engineroom of the *Lemoyne*, ex-*Maplecliffe Hall*. It is not clear if she was already in the Welland Dock for repairs when the fire struck or she went there after the fire for repairs.

Aug. 12. . . *Paterson* loaded 29,000 metric tons of winter wheat at Sarnia. This is the largest cargo of winter wheat to the loaded at this port.



*The presidential yacht SEQUOIA travelled on the lakes this summer. This photo was taken as she departed Charlevoix harbor on July 28, 1988.*

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● GREAT LAKES & SEAWAY NEWS

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Photo by Terry Sechen

**HENRY STEINBRENNER** backing away from Azcon Scrap Dock in Duluth with anchor chain from EUGENE PARGNY.

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Aug. 13. . . The Liberian tanker *Fort St. John* cleared Montreal. She is on charter to Canadian Pacific Ltd., which recently sold most of the vessels in their fleet.

Aug. 15. . . The German naval training vessel *Deutschland* cleared Montreal for touring the Great Lakes. She was towed by the tugs *Cathy McAllister* and *Helen M. McAllister* at least as far as the Beauharnois Lock. There is no information as to why the Seaway Authority recommended that she be towed through part or all of the Seaway.

Aug. 17. . . The Michigan Dept. of Transportation has announced that the *Chief Wawatam* will be sold. Bids on the 77-year old rail ferry will be opened on September 7th. The *Chief* has been laid up in Mackinaw City for the past four years.

. . . The Yugoslavian freighter *Bijelo Polje* struck the north pier of the Duluth Ship Canal when she was outbound with a load of wheat. Strong northeast winds were blowing 35-40 m.p.h. when she struck the pier about 200 feet from the Aerial Bridge. Tugs *Arkansas* and *New Jersey* pulled her back into the harbor. Damage to the ship was only scraped paint while the damage to the pier is estimated between \$50,000 and \$100,000. The vessel cleared that evening for Italy.

Aug. 20. . . The *Samaru* cleared Port Weller for Montreal and when she arrived on the 22nd, her name was changed to Sa-Mar. It is not known if the change was official. She cleared 5 days later.

Aug. 22. . . The *Deutschland* passed up the Canal with tugs *W.N. Twolan* and *Argue Martin*.

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GREAT LAKES & SEAWAY NEWS ●

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Aug. 25. . . The tug/barge *Presque Isle* arrived in Erie and docked at Litton Industries. She is there for repairs. The sale of the Litton complex is expected to be closed in the near future.

Aug. 26. . . *Edward L. Ryerson* loaded a cargo of pellets in three hours at Duluth. This is her fastest loading time for a full cargo this season.

. . . A federal judge in Marquette has dismissed a suit to delay the sale of the Upper Peninsula Shipbuilding Co. to Lake Shore Inc., of Iron Mountain. The ruling will allow the closing procedures on the sale to begin.

Aug. 27. . . *Lemoine* went back into service after fire damage.

Aug. 30. . . *Algomarine* cleared Port Weller Dry Dock and tied up at the Welland Dock.

. . . *H.M.C.S. Nipigon* arrived at Port Weller for refit.

. . . *Willowglen, ex-Lehigh*, arrived in Duluth for the first time under that name to load grain at Harvest States Elevator in Superior.

Aug. 31. . . *Vandoc* re-entered service when she cleared Montreal for Sorel. With her departure, there are no vessels laid up on Montreal since 1985.

. . . The British tug *Lorna B.* was upbound in the Seaway for Sorel. There are several lakers at Sorel to be towed overseas for scrapping.

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Photo by Skip Gilham

MERLE M. MCCURDY at the International Marine Salvage yard at Port Colborne for scrapping. Photo taken on July 18, 1988.



● GREAT LAKES & SEAWAY NEWS

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MISCELLANEOUS . . .

Quebec Tugs Ltd., a subsidiary of Canada S.S. Lines was sold earlier this year to Groupe Ocean Ltd. Tugs. In the fleet are *Capt. Ioannis S.*, *Leonard W.*, *Jerry G.*, *Donald P.*, and the bunkering barge *Sillery*.

. . . It has been reported that the saltie *Eglantine* has been sold again. Built in 1970, she has been a steady visitor to the lakes, except for this year.

Great Lakes Calendar . . .

November 18th - G.L.M.I. ENTERTAINMENT MEETING. Mr. Dave Trotter will speak on the wreck of the *Arctic*. Doors open at 7 p.m. Meeting begins at 8 p.m.

December 3rd - G.L.M.I. Marine Flea Market in DeRoy Hall at museum from 10-3 p.m. Postcards, lithographs, books and Great Lakes marine items for sale by dealers around the lakes.

December 8th - G.L.M.I. Board of Directors meeting at 7:30 p.m. at museum.

January 20th - G.L.M.I. Entertainment meeting at 8 p.m. at museum.

It is with deep regret that we announce the death of Comm. Irl V. Beall, a former Great Lakes Coast Guard officer. Through his efforts, the bell from the *Octorara* was brought home to Detroit. The following story of how this was accomplished is reprinted from the "Blessing of the Fleet" program from Mariners' Church in Detroit.

"The passenger steamer *Octorara* was built in Wyandotte, Michigan in 1910, one of three ships designed for the Pennsylvania Railroad to serve a route from Detroit to Buffalo.

"In the Second World War the ship was taken by the military and left the Great Lakes for salt water service. Filling various military transport assignments she finally became a hospital ship in the South Pacific before ending her career at the close of hostilities.

"Unique to this ship was her immense bronze bell, the largest ever cast of bronze for a Great Lakes vessel. In the late 1940's, retired Commander Irl V. Beall, a former Great Lakes Coast Guard officer, now a resident of California, discovered the derelict old *Octorara* in San Francisco. He was successful in negotiating the purchase of her bell. It was never his intent to keep this great relic for himself, but rather that he should be the holder until a suitable repository could be located to preserve it for history.

"In 1964 the Detroit Yachtswomen, a civic minded, marine oriented association of ladies, purchased the bell from Comm. Beall and presented it to the Dossin Great Lakes Museum.

"It was decided by the Museum's Curator that this great bronze bell would be returned to one single purpose: the honoring of fallen seamen. To that end the striker has been removed to mute the bell for all other purposes."

Robert E. Lee (1918-1981)  
Past Curator of Dossin  
Great Lakes Museum

# INDEX - VOLUME XXXVII - 1988

Prepared by F. Jordan Schanbeck and Kathy McGraw. Typed by Millie Johnson.

This index provides the reader with a complete listing of names of ships, persons, institutions, places and titles appearing in this year's *Telescope* issues. Page numbers are *page numbers only* and to avoid confusion, issue numbers were eliminated. The one exception is reference to a cover picture in which case the listing would appear "Cover-3", which would indicate the cover of issue No. 3 May-June. Number with an asterisk [\*] indicate a photograph. Names of vessels, newspapers and books appear in *italics*. All other entries appear in regular type. □

## A

"A Class With Staying Power": 120, 143  
*Abadesa*: 151  
*Acacia, USCG*: 102  
 Acme Transit Co.: 124  
*Acorn*: 76  
*Adell*: 88  
*Admiral Porter*: 88  
*Adventure*: 75  
*Aegis Hispanic*: 153  
 Aetna Cement Co.: 63  
*Affleck, B. F.*: 24, 137  
*Agawa Canyon*: 100  
 Aho, J.: 96  
*Aird, John B.*: 100  
*Albany Evening Journal*: 62  
*Algbay*: 54  
*Algocape*: 18, 99, 100 132  
*Algocen*: 26  
*Algomarine*: 18, 99, 165  
 Algoma Steel: 117  
*Algosoo*: 107, 133  
*Algosound*: 54, 99  
*Algowest*: 99, 137-8  
*Algowood*: 99  
*Aleck*: 90  
 Alka: 81  
*Allen, Alfred*: 87  
 Allen, E. B.: 62  
*Allen, Harry L.*: 144, 149  
*Alliance*: 90  
*Alligator*: 75  
*Amberg, William A.*: 146, 148\*-9  
*Ambrose Shea*: 44  
*American Mariner*: 49, 178  
*American Republic*: 97, 155  
 American Shipbuilding Co.: 120, 125 145-6  
 American Steamship Co.: 12

*Americana*: 80, 132, 156  
*Amoco Indiana*: 44  
*Amsterdam*: 42  
 Andersen, Barry: 17-8, 43, 77, 96 129, 154  
*Andrie, Barbara*: 80  
*Andromeda*: 154  
*Anglian Lady*: 109  
*Ann Arbor No. 4*: 42  
*Antonia*: 154  
*Antrim*: 138  
*Apprentice Boy*: 75  
*Aquarama*: 21, 156  
 Archer, Daniel Midland: 107  
*Arctic Viking*: 157  
*Argonaut*: 42  
*Argus*: 138  
*Ariel*: 87  
*Arkansas*: 25, 44, 109  
*Armada*: 75  
*Armco*: 54  
 Armstrong, Richard: 96  
*Arnold, W. W.*: 88  
*Arrow*: 42, 88  
*Ashland*: 19, 52, 81  
*Asmarine*: 158  
*Assiniboia*: 129  
*Ataui Maru*: 152  
 Atlantic Container Express: 97  
*Atlantic Huron*: 107  
*Atlantic Seamen*: 100  
*Atomic*: C-2  
 Aud, George: 76  
*August Star*: 154  
*Avenger*: 108  
*Avenger IV*: 44-5, 48  
 Avery, William: 61  
*Avon*: 76  
*Avon Forest*: 43  
 Ayoub, George: 151, 154  
 Azcon Scrap: 133, 136

## B

*Badger State*: 54, 77-7, 104, 159  
 Bakara, David: 18, 25  
 Baker, Maurrie: 7  
 Baker, Peter: 42  
*Baltimore*: 5  
*Baltwind*: 132  
*Banko*: 152  
*Barber, E. B.*: 17  
 Barber, Jo: 75  
 Barden, R.: 96, 129  
*Barken*: 132  
 Barker Island: 97  
 Barkhausen, Henry N.: 91  
 Barnes, Capt. Patrick: 89  
 Barnes, William T.: 59  
 Bartlett, Capt. Edward: 127  
*Bates, William*: 89  
*Batory, Stefan*: 24  
 Baumgarten, Dr. Thomas: 21  
 Bay Shipbuilding Corp.: 20, 77, 101  
 Beahen, T.: 96  
*Bean, J. B. Jr.*: 90  
 Bearman, Jim: 77  
 Beauchamp, Rene: 18, 43, 77, 96 129, 154  
*Beauport*: 134-5  
 Beaupre, Ron: 43  
*Beechglen*: 105  
*Belle*: 89  
*Belle City*: 74  
*Belle River*: 51, 77  
*Beluga*: 109, 133  
 Bentley, Edward: 88  
*Beograd, Novi*: 77  
*Bermuda*: 90  
 Bethiaume Marine Inc.: 132  
 Bethlehem Steel: 99, 117, 122-3  
*Bijelo Polje*: 164  
*Birchglen*: 24, 48\*, 108, 134  
 Birlik Iron & Steel: 151

- Black Bay*: 102  
*Blidnes*: 152  
*Block Island*: 24, 43, 80, 132  
*Block, Joseph L.*: 100  
*Block, L.E.*: 99\*  
*Blough, Roger*: 20-1, 53-4, 77-9, 80\*, 99, 137  
*Blue*: 152  
*Boardman, Martin*: 74  
*Bocadan Transport*: 47  
*Boeckling G.A.*: 105-6  
*Boland & Cornelius*: 10  
*Bolnes*: 152  
*Bomar Navigation*: 151  
*Borden, John*: 95  
*Boscobell*: 75  
*Boskduic, Ruder*: 19  
*Boston Travelers*: 62  
*Bourdan, Jean*: 135  
*Boyer, Dwight*: 78  
*Brave Themis*: 153  
*Breakwater Marine Salvage*: 78  
*Breech, Ernest R.*: 52, 86, 138  
*Bridge, H.P.*: 74  
*Britannia*: 2  
*British Lion*: 88  
*Bronson, Tracy J.*: 88  
*Brown & Wilkinson*: 121  
*Brown, George M.*: 62  
*Brown, W.W.*: 121  
*Browne, Lawson*: 62, 64  
*Browning Lines Inc.*: 147  
*Bruce, Bill*: 18, 22, 43, 96, 129, 134, 137  
*Bruen, Capt. M.*: 61-2  
*Buckeye*: 144  
*Buckeye Steamship Co.*: 146  
*Buchannon, Sam*: 13  
*Buffalo*: 11\*-2  
*Buffalo Steamship Co.*: 10-2  
*Bully, Kate*: 76  
*Bundy, Kate*: 76  
*Burdick, R.*: 43, 96  
*Burke, Dennis*: 88  
*Burkle, Christian J.*: 60-2  
*Burns*: 90  
*Burns, Robert*: 90  
*Burton, Courtney*: 161  
*Bush, Capt. Aaron*: 62  
*Butler, Joseph G. Jr.*: 123, 147-9  
*By-Products Iron & Steel Co.*: 123
- 
- C**
- 
- Calumet Transportation Co.*: 125, 145  
*Calvin, Laura E.*: 75  
*Cambria Steel Co.*: 122, 143  
*Camden, NJ*: 96  
*Campbell, J.A.*: 146, 149  
*Campbell, Ralph*: 88  
*"Can The Nipigon Bay Really Be Through?"*: 115  
*Canada, George*: 76  
*Canada Marquis*: 48, 50, 52  
*Canada Steamship Lines*: 116, 119  
*Canadian Enterprise*: 20, 23  
*Canadian Hunter*: 23  
*Canadian Mariner*: 18  
*Canadian Pioneer*: 48-9, 52  
*Canadian Progress*: 24, 134  
*Canadian Ranger*: 108, 134\*  
*Canmar Spirit*: 109  
*Canso Transport*: 152  
*Captain Ioannis S.*: 49  
*Cape Lambert*: 43  
*Capetan Yiannis*: 51, 53-4, 97  
*Carey, Horation J.*: 59-60  
*Cargill*: 96, 97, 129  
*Carina*: 153  
*Carle, Harry*: 42  
*Carling Ford*: 89  
*Carpenter, Capt. Jas*: 88  
*Carr, T.*: 77  
*Carr, P.*: 96  
*Cartier*: 97  
*Cartierdoc*: 72, 80, 104\*, 105  
*Cason*: 81, 151  
*Cast Caribou*: 24, 132  
*Castille Steamship Co.*: 126  
*Cavallo*: 97  
*Cedar, Irving*: 19, 81  
*Chaffe*: 131  
*Chaffe, K.*: 100  
*Challenge*: 42  
*Champlain*: 18  
*Chapin, Stanley*: 48  
*Chapman, Herman*: 42  
*Chicago Trader*: 144-5, 149  
*Chicora*: 78  
*Chief Wawatam*: 164  
*Chimo Shipping LTD*: 132  
*Chippewa*: 53  
*Cicero*: 97  
*Cinta*: 81  
*Cintax*: 81  
*City of Cleveland III*: 4, 35\*  
*City of Detroit III*: 4, 15, 38\*  
*City of Madison*: 24  
*Ciudad de Inca*: 45  
*Clarke, Philip R.*: 78, 105, 108\*  
*Clayton, Phil*: 96, 105, 106  
*Clermont*: 5  
*Cleveland, OH*: 4, 11, 12, 17, 97, 117, 120  
*Cleveland Cliffs Inc*: 47  
*Cleveland Steamship Co.*: 10, 124, 147  
*Clymer, Irvin L.*: 44, 107-8\*-9, 161-2  
*Clow, Sarah*: 90  
*Coastal Canada*: 100  
*Cochinos, Balta De*: 99  
*Collingwood, ONT*: 97  
*Collingwood Shipyard*: 116  
*Colorado*: 74  
*Columbia Iron Works*: 120  
*Columbia Star*: 106  
*Columbia Transportation Co.*: 126  
*Comeaudoc*: 18  
*Comely*: 76  
*Comet*: 75, 76  
*Comet Enterprises, LTD*: 126, 147  
*Commencement*: 75  
*Commonwealth Steamship Co.*: 125  
*Concord*: 89  
*Condorrell*: 45  
*Constellation*: 42  
*Consuelo*: 75  
*Consumer Power*: 129, 130, 133\*, 136  
*Continental Steamship Co.*: 126  
*Corbett, E.M.*: 76  
*Corbitt, Hugh*: 88  
*Cornelius, Adam E.*: 106\*  
*Cornerbrook*: 81  
*Cornwallis, Edward*: 19, 47  
*Corps of Engineers*: 18, 43  
*Corson, William*: 89  
*Cort, Stewart T.*: 103, 135  
*Cottrelli, Capt. Charlie*: 65  
*Coudres De L'ile*: 137  
*Coulby, Harry*: 44, 138  
*Coverdale*: 115  
*Cowle, John B.*: 144, 149  
*Crawford, Mike*: 18  
*Cream City*: 89  
*Croft, Harry W.*: 17  
*Crosbie, A.C.*: 132  
*Crum, Capt. Henry*: 90  
*Cuddy, Loftus*: 124, 148-9  
*Czantoria*: 131
- 
- D E**
- 
- Dafra Paul*: 151  
*Dalton, Jack*: 47  
*Danilovgrad*: 26, 43  
*Dart*: 88  
*Dasaaki*: 154  
*Dease, Marc*: 18  
*"Deep Sea Casualties"*: 150  
*De Gauwdief, Thomas*: 18  
*DeLancey, William J.*: 102  
*DeNike, Capt. Lee C.*: 4-5  
*Desgagnes, Catharines*: 161  
*Desgagnes, Cecilia*: 43  
*Desgagnes Navigation*: 79  
*Detroit Shipbuilding Co.*: 120  
*"Detroit Traditlons"*: 69



Detroit & Cleveland Navigation Co.: 3, 33, 35\*-7  
 Detroit & Windsor Ferry Co.: 2  
*Deutschland*: 164  
 Dewar, Gary: 120,143  
*Diamond Alkali*: 9\*, 10\*, 11, 17  
*Dickinson, D.O.*: 76  
 Dickson, Elijah: 61  
*Dimitrios*: 47  
 Dodee, Capt. George W.: 90  
*Dolphin*: 75  
*Domino Effect*: 132  
 Domino's Pizza Inc.: 79  
*Donatelli, Parodi*: 151  
*Don-de-Dieu*: 42  
*Downey, Tom*: 75  
*Dragon*: 76  
*Drake, John H.*: 90  
 Drummond Island: 132  
*Drummond Islander*: 20  
 Dube, Don: 130  
*Duga*: 26,54,132,159  
 Duncan,: 152  
 Duran, Thos.: 76  
 Durgen, Capt.: 89  
*Dustin, Alton C.*: 145-6,149  
*Dutton, A.P.*: 74  
 Dwor, Jeff: 17  
*Eagle, J.E.*:75  
*Eagle Wing*: 89  
*Earling, E.J.*: 143,149  
*Eastern Shell*: 131  
*Eastern States*: 4, 6  
*Echo*: 76  
 Edison Steamship Co.: 145  
 Edison, Nathan W.: 74  
*Edward*: 47  
*Eglantine*: 20  
*Eichwalde*: 24  
*Eleftheria II*: 153  
*Eleni M.*: 77  
*Eleni S.*: 153-4  
*Elisabetta, Santa*: 24  
*Elizabeth*: 33  
*El Tigar*: 42  
 Elve, Steve:42  
*Emery, John R.*: 131  
*Emirman*: 151  
*Enerchem Catalyst*: 155,163  
*Enerchem Laker*: 19,24,78,137  
*Enerchem Refiner*: 23,104  
*Enerchem Travailler*: 80,138,157  
*English River*: 79  
 Editytheria Maritime Co. LTD: 154  
*Equator*: 89  
*Erickson, Capt Donald*: 15  
*Erie Builders Concrete*: 131  
 Erie Sand Co: 129  
*Escanaba*: 77,95  
 Escanaba Towing Co.: 144  
*Esso Santa Cruz*: 159  
*Eureka*: 87  
 Evans, John: 62

*Everest*: 81  
*Excelsior*: 88,90

## F

*Fairfield*: 76  
*Fairless, Benjamin*: 137-8, 156  
*Falcon*: 76  
 Farrell, H.A.: 122  
 Faust Corp.: 13  
*Favorite*: 87  
*Federal Hudson*: 158  
*Federal Lakes*: 43  
*Federal Saguenay* 20  
*Ferbert, A.H.*: 19\*-1\*, 49  
 Ferguson, Judge: 34  
*Fermont*: 158  
*Fernglen*: 147  
*Fernwood*: 151  
*Ferris, J.P.*: 76  
 Fine, Herman: 7  
*Firmes*: 163  
*Fiske, William*: 90  
 Fitzhugh, Henry: 62  
 Floyd, Ed: 18  
 Folkstone Maritime Ltd.: 131  
*Ford, Benson*: 82, 127, 129, 157  
*Ford, E.M.*: 130-1  
 Ford, Henry: 127\*  
*Ford, Henry II*: 127  
*Ford, William Clay*: 15, 58, 69, 77, 86, 119, 157, 160  
*Forest City*: 54  
*Forest King*: 87  
*Fort Chambly*: 51  
*Fort Henry*: 138, 158  
*Fort Lauzon*: 156  
*Fort St. John*: 164  
*Fort York*: 18, 26, 43, 51  
 Fortune Navigation: 135  
*Foy, Lewis Wilson*: 23, 158, 163  
*France, John A.*: 100  
*Francis, L.D.*: 81  
*Frank, C.*: 24  
*Frantz, Joseph A.*: 130-1  
 Fraser Shipyard: 9, 78, 100, 102, 109, 129, 133  
*Freedom*: 76  
*Fremont*: 90  
 "French & British Cannons Recovered in the Detroit River": 13  
*Frontenac*: 54, 78  
 Furnio, Jos.: 88  
 Fulton, Robert: 5

## G

*Gabriella*: 153  
 Gaelic Tugboat Co.: 13, 82  
*Galway Bay*: 106  
*Gardiner, David, K.*: 66, 80, 100  
 Gartland Steamship Co.: 126, 144  
*Gary, Elbert H.*: 120  
*Geraldine*: 76  
*Gerlach, Kate*: 90  
 Gillham, Skip: 8, 43, 52-3, 97-8, 103-4, 115, 135, 150  
*Gillies, Donald B.*: 123-4\*  
*Glenada*: 19\*-1, 26, 43, 48\*  
*Glenbrook*: 20-3, 43, 48, 50, 119, 130, 133\*  
*Glenevis*: 17, 20-3, 43, 48, 119, 130, 135  
*Glenside*: 20-4, 43, 45\*, 79, 107\*, 119  
*Goodyear, Frank H.*: 8\*-10  
*Gott, Edwin H.*: 45, 106  
*Goulder, Harvey D.*: 124, 126, 147-9  
*Governor Hunt*: 75  
 Graham & Morton Transportation Co. 78  
*Grand Trunk*: 90  
 Grattan, Capt. Graham: 2, 26  
*Gray Eagle*: 75  
*Gray, John Hamilton*: 18  
 Great Lakes Engineering Works: 9, 10, 120  
 Great Lakes Steamship Co.: 121, 144  
 Great Lakes Towing Co.: 136  
 Great Lakes Underwater Recovery: 13  
*Greater Detroit*: C-1, 3\*-6, 31, 36, 38\*  
*Grecian*: 74  
*Green, Grace A.*: 88  
 Greene Line: 127  
 Greene, Capt. Mary: 127  
 Greenwood, John: 2, 17  
*Groh, M.*: 90  
*Grovedale*: 124, 149  
*Gulf Kanayak*: 47, 49  
*Gulf Princess*: 152  
 Guzzo, Michael: 42

## H

*Halifax*: 67, 80, 103  
*Hall, Beavercliffe*: 20, 50, 72\*, 80  
*Hall, Cartiercliffe*: 20, 68\*, 80, 102  
*Hall, Frankcliffe*: 67\*, 80, 103  
*Hall, Lawrencecliffe*: 20, 66\*, 80, 100

*Hall, Maplecliffe:* 49, 67\*, 80, 105  
*Hall, Montcliffe:* 72\*, 80, 105  
*Hall, Ottercliffe:* 66\*, 80, 102  
*Hall, Steelcliffe:* 20, 54, 68\*, 80, 101  
*Hamildoc:* 110  
 Hamilton, Ont.: 117-8, 123  
 Hamilton, Thomas: 75  
*Hammond Is.:* 88  
*Hamtum:* 109  
 Hannah Marine Corp.: 136  
 Hanna, M.A. & Co.: 122, 146  
*Harriet:* 75  
*Hatfield, Joshua A.:* 18, 133, 136  
 161  
*Hatten:* 89  
 Haughton, Perry: 18, 129  
 Hawgood, A.H.: 124  
 Hawgood, W.A.: 124  
*Hayden, P.:* 87  
 Haynes, George: 18  
 Head, Sir Edmund E.: 74  
*Heekin, Albert F.:* 147  
*Heimbecker, H.C.:* 82  
 Helling, Capt. Fredrich: 29  
 "Help Preserve Wm C. Ford  
 Pilot House": 15  
*Hennepin:* RC-1  
*Her Loong:* 151  
*Her Majesty:* 88  
*Hill, James J.:* 120  
*Hill, Louis W.:* 146, 149  
*Hinchman, Kate:* 88  
*Hindman, Martha:* 121, 149  
 Hindman Transportation Co: 121,  
 122  
*Hirondelle:* 75  
 "History of the Great Lakes":  
 74  
*Hochelaga:* 43, 115, 119\*  
*Hoey, Caroline:* 20  
*Hoey, Patricia:* 106  
*Hoey, Susan:* 20, 25  
 Hoffman, Al.: 65  
 Holford, Capt.: 87  
  
*Holiday Island:* 132  
 Hollister, Frederick: 73, 87  
*Hollon, J.A.:* 89  
 Homans, Capt. J.T.: 62  
*Homer, Arthur B.:* 119  
*Houghton, H.:* 42  
*Howard, Henry:* 89  
 Howell, William: 18, 129  
*Hoyt II, Elton:* 135  
 Hudson, C: 43, 77, 96, 129, 133  
 Hudson Transport: 19, 25, 47, 108  
*Humber Arm:* 80  
*Hunter:* 76  
*Huron Brave:* 42  
*Hutchinson, John T.:* 17, 107\*,  
 136  
*Hyman-Michaels Co.:* 144  
*Hymetus:* 153

## I-J

Ibertson, Thomas: 88  
*Idler:* 95\*  
*Iglehart, J. A. W.:* 53, 102\*, 130  
*Illinois:* 87, 105, 107  
*Imperial Bedford:* 153  
*Imperial Leduc:* 115\*, 116\*  
 Imperial Oil: 116  
*Imperial Quebec:* 24, 48  
*Incan Superior:* 51, 98  
*Indiana Harbor:* 24, 78, 101  
*Inglis, William:* 22\*  
 Ingalls Shipbuilding Corp: 144  
 Inland Steel: 97  
*Ino F.:* 152  
 Interlake Steamship Co: 10, 44,  
 121, 124, 129, 138, 146  
 International Cruising Co. LTD:  
 124  
 International Marine Salvage: 137  
 International Shipmasters Associa-  
 tion: 78  
*Invincible:* 90  
*Iowa:* 50, 88  
*Irwin, Lewis C.:* 90  
*Irvin, William A.:* 96-7  
*Irvingwood:* 45, 81  
 Iron Mines of Venezuela: 122  
*Isheming:* RC3  
*Isle Royal:* 109, 110, 136\*  
*Jablanica:* 136  
*Jackman, Capt Henry:* 100  
*Jackson, Herbert C.:* 131  
 Jackson, Jim: 58  
*Jadan:* 47  
*Jarek & Misty:* 42  
 Jarman, Rufus: 3  
*Jenks:* 42  
*Jenny T. II:* 79  
*Johanna K.:* 100, 103  
*Johnny B.:* 135  
*Johnson, Andrew:* 74  
 Johnson, B: 43  
 Johnson, Oscar: 91  
 Johnson, R: 129, 131  
*Johnstown:* 123  
 Johnstown Steamship Co: 122  
 Jones, Ted: 153  
*Ju Yong Guan:* 159  
*Jupiter:* 131

## K

*Kamal Dary:* 196  
*Kampus:* 152  
*Kansas:* 17  
*Kate B.:* 97  
*Katmi Bay:* 50, 98, 103  
 Keane, Com. Thomas J.: 91, 95  
 Keefer Terminal: 118  
*Keith, Ira:* RC4  
 Keller, W: 43, 96, 129  
*Kendall, John:* 42  
*Kewaunee:* 87  
 Kiessling, Capt. Rydolf: 4  
*Kiisla:* 48, 56  
*Kingdoc:* 108, 129  
 Kingston, ONT: 115, 118  
 Kinney Steamship: 143  
*Kinsman Independent:* 49\*, C4, 138,  
 138, 144-6  
 Kinsman Lines: 44, 86  
 Kinsman Marine TransitCo: 124,  
 138, 144-6  
*Kiyo:* 100  
 Kohl, Chris: 2  
 Kohls, Steve: 42  
 Kolowich, George: 5\*, 6, 33, 34, 36  
 Konczak, Mike: 18  
*Koral:* 17  
 Kroeff, T.: 77  
*Kruger, Annemarie:* 152\*  
*Kyes, Roger M.:* 26, 145

## L

*Labradoc:* 20  
*Lac Des Iles:* 121, 122  
*Lady Franklin:* 51  
*Lady Moulton:* 74  
 Lake Carriers Assoc.: 130  
*Lakeshell:* 49  
 Lake Shipping Inc.: 146  
 Lakeshore Inc.: 129  
 LaMarre, Paul C. Jr.: 15, 30  
 58, 82\*  
*Lamont, Thomas:* 19  
 Lapham, J.A.: 73-4  
*Larsen, Henry:* 157  
*Laud, Sam:* 159  
*Laurel, Nissan:* 131  
*Laurier, Sir Wilfred:* 23, 98  
*Lavinda:* 76  
*Le Brave:* 160  
*Le Cedre No. 1:* 50  
*Lee, Kristen:* 24

Lee, Robert E Dinner: 82  
*Lehigh*: 122, 123  
*Lemoyne*: 67, 80, 97, 105, 115, 137\*, 163  
*Leon*: 50  
*Leonard W.*: 26  
*Leonhardt, Finn*: 81, 151  
*Leonhardt, Louise*: 106  
*Lillie, John*: 89  
*Lina*: 154  
*Live Yankee*: 88  
*London Fusilier*: 151  
*Lonn*: 152  
*Lorain, OH.*: 97, 118, 120  
*L'Orme No. 1*: 80-1, 97  
*Lord, Capt. Thomas*: 88  
*Lord, Edward*: 88  
*Lowes, Capt. Ken*: 119  
*LTV Steel Mining Co.*: 47, 97  
*Luana*: 153  
*Luana*: 153  
*Lucien-Paquin*: 97  
*Lyons, James B.*: 131  
*Lytle-Holdcamper List*: 74

## MC-M

MacKay, M.B.: 18, 43, 77  
*McAllister, Cathy*: 54, 136  
*McAllister, Helen M.*: 24, 53, 54  
*McAllister, Patricia*: 159  
*McCarthy Steamship Co.*: 121  
*McCormick, Dan*: 18, 43, 96, 129, 154  
*McCullough, J.G.*: 75  
*McCullough, Capt James B.*: 4  
*McCun, Chas.*: 89  
*McCurdy, Merle M.*: 50, 51\*, 135  
*McDonald, Capt. William*: 30  
*McGean, John A.*: 123  
*McGleashen, Capt H.L.*: 76  
*McGreevy, Robert*: 2-3, 31  
*McGunnigle, Ed*: 64  
*McNair, John*: 61  
*McKee, Mark*: 36  
*McKeil Wood Boats*: 45  
*McLagan, T.R.*: 21, 23, 119, 130, 132, 134  
*McLean, Capt. Joseph*: 74  
*McLouth, Pierce*: 96  
*McLouth Shipyard*: 96  
*McLouth Steel*: 131  
*McMillan*: 6  
*McPherson, Stuart*: 17  
*McQueen, Patricia*: C2  
*McRae, Capt. Donald*: 4  
*Maasdam*: 24  
*Macy, Capt. R.B.*: 61, 62  
*Maersk, Robert*: 131  
*Maggie, Bonnie*: 76  
*Magic*: 87

*Magnet*: 88  
*Mahan, Ann*: 82  
*Mahan, John*: 82  
*Makaweli*: 116  
*Malcolm, William S.*: 62  
*Malisewski, Tom*: 42  
*Malolo*: 127  
*Manchester Challenger*: 157  
*Manila Prime*: 104, 131  
*Mann, Alan*: 77  
*Manning, VADM Harry*: 127  
*Mansfield*: 74  
*Mantadoc*: 101  
*Marcoux, Camille*: 45  
*Mare*: 80  
*Margaret*: 62  
*Maria G.L.*: 51  
*Marika L.*: 151  
*Marine Atlantic*: 132  
*Maria Jose*: 152  
*Marine News*: 110, 150  
*Marine Salvage*: 17, 45, 121-4, 126, 144, 148  
 124, 126, 144, 148  
*Mariner*: 90  
*Marivan Rena*: 151  
*Marl Hill*: 122  
*Martin, Argue*: 17, 20, 21, 23, 48  
*Martin, Frank*: 88  
*Martin, Hon. Paul*: 137  
*Martin, James B.*: 88  
*Martin, John*: 88  
*Mary Ann*: 76  
*Masouredis, Dean*: 42  
*Massey, Capt.*: 59, 60  
*Massey D.*: 100  
*Massman, Capt Emery Sr.*: 148  
*Masten, J.G.*: 76  
*Mather, Samuel*: 20, 21, 45\*, 49  
*Mather, Wm G.*: 54, 120  
*Mauthe, J.L.*: 133, 155, 162  
*Maxi Porr*: 153  
*Maxton Bay*: 132  
*Meagher, John*: 63  
*Meagher, Theodore*: 63  
*Meagher & Sons Contracting Co.*: 62  
*Medbury, A.*: 76  
*Medusa Cement Co.*: 121  
*Medusa Challenger*: 54, 77, 104, 131  
*Medusa Conquest*: 44\*  
*Meehan Seaway Service*: 97  
*Melvina*: 90  
*Memfus, Charles*: 89  
*Mesaba Steamship Co.*: 121  
*Mesabi Miner*: 22, 42  
*Michaels, Paul*: 10-1  
*Michigan-Wisconsin Steamship Co.*: 33, 36  
*Middletown*: 48  
*Midland Steamship Co.*: 126, 147  
*Midvale Steel & Ordinance Co.*: 122  
*Mills Fleet*: 122  
*Miller, J. Clare*: 126  
*Milton*: 89

*Milwaukee Clipper*: 33  
*Milwaukee Sentinel*: 73  
*Milwaukee Steamship Co.*: 124  
*Mimi M.*: 154  
*Minch, C.P.*: 89  
*Miner, John*: 89  
*Mines Seleing*: 100  
*Mininikuzma*: 108  
*Minnehaha*: 76  
*Minnesota*: 50  
*Mira*: 48  
*Misner*: 109  
*Misner, Elmore M.*: 18-21, 24-5, 47-9, 52\*, 108-9  
*Misner, Michael D.*: 18-9, 25, 48\*, 110, 135  
*Misener, Peter*: 66, 80, 102  
*Misener Ralph*: 162  
*Misener, Scott*: 45  
*Misener Shipping*: 80, 147  
*Misky, Bob*: 3, 31  
*Mitchell, Alfred*: 8  
*Mitchell, John*: 8, 124  
*Mitchell & Company*: 10  
*"Mitchell Steamship Company Great Lakes Saga"*: 17  
*Mijet*: 132  
*Mobile Bay*: 18  
*Monteagle*: 89  
*Montrealais*: 46  
*Morley, George W.*: RC-4  
*Morrell, Ben*: 147  
*Morrell, Jack*: 48  
*Morrison, Cliff*: 30  
*Moss, William*: 69  
*Mount Vernon*: 74  
*Munson, John G.*: 53, 77, 99  
*Murphy, John*: 88

## N

*Nady*: 153-4  
*Nanticoke*: 79  
*Naomi*: 88  
*Napoleon*: 62  
*Nash, P.*: 43, 77  
*"National Maritime Hall of Fame 1988 Inductees"*: 127  
*National Steel Corp.*: 126, 146  
*Nettleton, A.E.*: 144-5\*-9  
*Neville, George*: 89  
*New Era*: 76  
*New Jersey*: 26, 44, 107-9, 133  
*Newport News*: 97  
*Niagara*: 89  
*Niagara Transit Co.*: 122  
*Nicholls, Mike*: 86  
*Nicholson Terminal*: 78  
*Nicholas P.*: 81



*Nicolet*: 131  
*Niewald, Phil*: 49  
*Nightingale*: 75  
*Nipigon Bay*: 43, 115-9\*, C-5  
*Noble, Benjamin*: 134  
*Nokomis*: 95\*  
*Nora*: 87  
*Norberg, Carl A.*: 91  
*Norcross*: 75  
*Nordik Express*: 79  
*Norfolk Rebel*: 20  
*Norstar*: 108, 129  
*North Star*: 75  
*Northern Light*: 75  
*Northern Lights*: 95  
*Northern Shell*: 50  
*Northwestern Mutual Life Insurance Co.*: 121  
*Norway*: 87  
*Nostrum, Mary*: 42  
*Nour, Mary*: 49, 79, 97  
*Nouvel, Pierre*: 47  
*Nucleus*: 75  
*Nutting, George*: 75

## O

*Oak Leaf*: 88  
*Oakglen*: 132-3, 155  
*Oakes, Herbert K.*: 122, 143  
*Ocean Oracle*: 154  
*Ocean Sovereign*: 152\*  
*Ocean Wave*: 75, 90  
*Octorara*: 127-8\*  
*Oglebay Norton & Co.*: 126  
*Ohio*: 17, 50, 135  
*Olds, Irving S.*: 19, 133-5\*-8, 155  
*Olow, Sarah*: 90  
*Olson, D.R.*: 91-5  
*Olson, Richard*: 96  
*Olympic Melody*: 48  
*Omega 809*: 136  
*Omisalj*: 132  
*"On A Buffalo Tow"*: 63

*Onoko*: 134  
*Ontario*: 151\*  
*Ontario Paper Co.*: 121  
*Orarita*: 76  
*Orefax*: 109, 136  
*Oridle*: 105  
*Orion*: 87  
*Orion Expeditor*: 108  
*Oswego*: 59, 61-2  
*Our Son*: 91  
*Outarde*: 126, 149  
*Owen, Gary*: 75  
*Oxford Shipping Co.*: 143

## P-Q

*P.S. Barge No. 1*: 24-6, 103, 132  
*P.S. Barge No. 2*: 43  
*Pacific Steamboat Co.*: 127  
*Pacific Wind*: 151  
*Pain, H.E.*: 73  
*Palmer, Richard*: 59  
*Paragon*: 87  
*Pargny, Eugene*: 18, 98\*, 133-6, 161  
*Parrish & Heimbecker Shipping Ltd.*: 132, 147  
*Parisien, Jean*: 103  
*Parker, Charles Jr.*: 42  
*Parson, M.*: 75  
*Pasha, Omar*: 76  
*Paterson*: 163  
*Paterson, N.M. & Sons*: 129  
*Paul E. No. 1*: 138  
*Pearl*: 75  
*Peavey Conners Elevator*: 102  
*Penmarch*: 154\*  
*Pensaukee*: 75  
*Perew, Frank*: 87  
*Persia*: 90  
*Perry, Oliver H.*: 75, 91-4\*-5  
*Petka*: 132  
*Philippi*: 154  
*Phocen*: 50, 81  
*Pickands-Mather & Co.*: 47, 121  
*Pierson, Judith M.*: 147  
*Pierson Steamship Ltd.*: 147  
*Piggot, Grant*: 91  
*Pilgrim*: 87  
*Pinkos, Clayton*: 42  
*Pinta*: 95  
*Pioneer*: 52  
*Pioneer Steamship Co.*: 123  
*Pitts International Inc.*: 97  
*Pittsburgh Steamship Co.*: 120  
*Pohto, Dale*: 23, 43, 51  
*Pollack, Robert*: 42  
*Polaris Navigation Ltd.*: 129  
*Ponia*: 81  
*Pontokratis*: 130-1, 138  
*Pope, William*: 132  
*Port Maitland Shipbreakers Ltd.*: 147  
*Port Weller Dry Docks*: 23, 101, 108, 130-4  
*Portch, G.M.*: 76  
*Potomac*: 87  
*President Allende*: 18, 20  
*Presque Isle*: 165  
*Princess No. 1*: 17, 79  
*Pristina*: 132  
*Proctor, John*: 90  
*Producers Steamship Co.*: 126, 146-7  
*Proxmire, Sen. Wm.*: 104  
*Purvis, Ivan W.J.*: 19\*

*Purvis Marine*: 109  
*Quebec North Shore Paper Co. Ltd.*: 121  
*Quebec & Ontario Transportation Co. Ltd.*: 121-2, 126  
*Quedoc*: 72, 80, 102, 108, 134  
*Queen of the Lakes*: 74  
*Queen Mary*: 33

## R

*R&L No. 1*: 25  
*Racer*: 88  
*Ralleggh*: 88  
*Ramey's Bend*: 18, 43, 97, 129  
*Ravenstorm, Osa*: 52, 81, 138, 156  
*Razal Bros.*: 136  
*Razin, Stephan*: 107  
*Redman, Capt. John F.*: 4  
*Redwood Enterprises Ltd.*: 123  
*Reeder, O.F.*: 42  
*Reiss, Richard*: 50, C-3  
*Remada*: 151  
*Reoch, Capt. Norman*: 123  
*Rembertiturm*: 52, 81  
*Rensselaer, Henry*: 62  
*Republic Steel Co.*: 121, 143  
*Resolute*: RC-2  
*Rhode Island*: 19, 25  
*Rice, Capt. Jim*: 80  
*Richardson, Wesley*: 126  
*Richardson, W.C. & Co.*: 126  
*Richelieu*: 103, 109  
*Rimouski*: 99  
*Ringold*: 88  
*Rival*: 75  
*Robert H.*: 43  
*Roberston, Peter*: 143-9  
*Robinson, C.S.*: 124-5\*  
*Roen, John IV*: 64  
*Roen Steamship Co.*: 64  
*Roesch, William R.*: 77  
*Rogers City*: 48, 50, 81  
*Roger, Norman McLeod*: 78, 98  
*Rogers, William A.*: 122-3\*, 149  
*Roman, Stephan B.*: 99  
*Ross, Mary*: 88  
*Rouge Steel Co.*: 52, 77, 133, 138  
*Rudnick, Gregory*: 2, 30, 44-5, 48, 54\* 107  
*Ruehl, George*: 75  
*Russ, Wolfgang*: 81, 151  
*Ryerson, Edward L.*: 97, 100, 130, 165

**ST-S**

*St. Andrew*: 90  
*St. Lawrence*: 62  
*St. Lawrence Seaway*: 117  
*St. Peter*: 90  
*Ste Claire*: 69  
*S&E Shipping Corp*: 145  
*Saginaw Bay*: 10, 12\*, 17\*  
*Saguenay Shipping*: 47, 106  
*Salvage Monarch*: 24, 53-4, 119, 126  
 133-8, 146  
*Salvageman*: 81  
*Samaru*: 160  
*Sampson*: 89  
*Sariba*: 151  
*Saunders, Edward NJR.*: 125  
*Schaefer, Mary Louise*: 17  
*Schindler, Otto*: 42  
*Scholz, Milan*: 42  
*Schulz, Irvin*: 42  
*Schwedt*: 49  
*Scott Steamship Co*: 125  
*Scott, Thomas A.*: 88  
*Scow No 1*: 89  
*Scurry*: 47, 108  
*Sea Bird*: 90  
*Sea Gem*: 90  
*Sea-Land Kodiak*: 44  
*Sea-Land Service Inc.*: 143  
*Sealand Tacoma*: 18  
 "Sea Scouts End Era on the  
 Lakes": 91  
*Sechen, Terry*: 18-9, 43, 77, 96-8,  
 101-2, 108-9, 129  
*Sellwood, Joseph*: 124, 147-9  
*Selt*: 90  
*Selvick, Carl*: 53  
*Selvick, Minnie*: 53  
*Sentinel-Lapham-Hollister List*: 74  
*Saguenay*: 20, 88, 133  
*Shannon*: 20, 25  
*Sharp, George G.*: 36  
*Sherman, Capt. W.W.*: 61  
*Sherman Frank*: 119  
*Sherwin, John*: 96, 97, 101\*, 129  
 "Shipbuilding Contest-1987": 42  
*Ship Exchange Act*: 143  
*Shipwreck Tales of St. Clair  
 River*: 2  
*Shook*: 90  
*Sibley, Mark H.*: 75  
*Silver Bay*: 147  
*Silver Isle*: 161  
*Silver Spray*: 75  
*Simcoe*: 50, 159  
*Simpson, Lois*: 78  
*Sinmac*: 24  
*Sirius*: 25, 43  
*Skinner Engine Co*: 106  
*Sloan, George A.*: 25\*, 77, 132  
*Smith Bros. Typewriters*: 121  
*Smith, Henry B.*: 124, 125, 147-9  
*Smith, Lyman C.*: 121, 122\*, 148-9  
*Smith Transportation Co*: 121  
*Snyder, William P. Jr*: 82  
 "So Long Saginaw Bay: Last of the  
 Mitchell Fleet": 8  
*Solfa*: 137  
*Son and Heir*: 88  
*Soo River Co.*: 147  
*South American*: 30, 96, 159  
*South Carolina*: 24  
*Southerner*: 5  
*Spanker*: 89  
*Speddy, Joseph H.*: 125  
*Speer, Edgar B.*: 79  
*Spirit of Chicago*: 129  
*Split*: 48, 81, 132  
*Stadacona*: 132  
*Standard*: 128  
*Standard Transportation Co.*: 144  
*Stanley, Robert C.*: 44, 45, 49, 50, 52\*  
*Star No 1*: 74  
*Starpole Shipping LTD.*: 153  
*State Of Pennsylvania*: 128  
*Stern, Abraham*: 124, 125, 143, 149  
*Steinbrenner, George*: 145-6  
*Steinbrenner, Henry*: 108, 136  
*Steel Co. of Canada Ltd.*: 123  
*Stelco*: 117-8, 124  
*Stena Lines*: 49  
*Sterling, Walter A.*: 54  
*Steven H.*: 100  
*Stolt Viking*: 150\*-1  
*Stone, Amasa*: 121, 144, 147-9  
*Storm*: 74  
*Stormont*: 47, 48, 138  
*Sugak, Capt. Igor*: 18  
*Sugar Islander*: 20  
*Sundew, USCG*: 21, 50, 102  
*SunPassant*: 106  
*Sunshine*: 74, 76  
*Sunwind*: 47  
*Superior*: 24, C2  
*Superior Shipbuilding Co.*: 143  
*Supply*: 88  
*Sutherland, J.F.*: 90  
*Svensdahl, Knute*: 64, 65  
*Sweepstakes*: 87  
*Sibyl W.*: 24, 48  
*Sykes, A.*: 129  
*Sykes, Wilfred*: 24, 100, 104, 115, 144  
*Sylvania*: 17, 82

**T**

*Tadoussac*: 100  
*Tavi*: 50  
*Taylor, Myron C.*: 53, 100  
*Tell, William*: 75

*Tellier, Henri*: 22  
*Tewksbury, Michael*: 126\*, 147  
*Tharros*: 110  
*Thayer, Paul*: 155  
*The Harvester*: 144, 149  
 "The Steamboat Oswego": 59  
 "The Wonderful Arks of the Great  
 Lakes": 3, 31  
*Thomas, Eugene*: 42  
*Thompson, Carmi A.*: 146\*, 149  
*Thorold*: 147-9  
*Three Bells*: 76  
*Thunder Cape*: 19, 23\*-5, 44, 47-9,  
 52, 108-10, 136  
*Thurson, George*: 89  
*Tina*: 153  
*Titan*: 87  
*Toledo Shipyard*: 105-6  
*Tomlinson, G.A.*: 126  
*Tonoph Steamship Co.*: 123  
*Toro Shipping Co.*: 152  
*Toros Bay*: 152  
*Townsend, Paul*: 134  
*Tracy*: 54  
*Trader*: 154  
*Traffic*: 76  
*Traveler*: 89  
*Trianesti, Juli*: 132  
*Trotter, Dave*: 138  
*Trowbridge, Elias*: 61-2  
*Tusker*: 9, 22-4, 26, 43  
*Twolan, W.N.*: 20-1, 45\*-7, 50,  
 100, 107\*, 129-33

**U-V**

*Uhlmann Brothers*: 124-5\*  
*Ulf P.*: 152  
*Uniluck*: 153  
*Union*: 76  
*Union Peace*: 104, 131  
*United States*: 61-2  
*United States Transportation Co.*:  
 121  
*USX*: 20  
*Vac*: 109-10, 136  
*Vacationland*: 46\*-7, 49  
*Vacy Ash, W.M.*: 49  
*Valley Camp*: 147-9\*  
*Van Buren*: 76  
*Van Cleve, James*: 62  
*Vandoc*: 165  
*Van Wesp, Fred*: 42  
*Vassiliki, Mitera*: 129  
*Verplanks*: 131  
*VeZina, Sam*: 132  
*VeZina No. 3*: 132  
*Vickers Shipyard*: 78  
*Victory*: 95

*Victory Chimes*: 20, 79, 132  
*Vista Star*: 105  
*Voorhees, Ender M.*: 19, 81

---

## W-X-Y-Z

---

*Waban-Aki*: 98  
*Warner, John F.*: 89  
*Wallace, James C.*: 120-1  
*Wallace, Robert*: 143, 147-9  
*Walter, J.*: 43, 77, 96  
*Wanderer*: 89  
*Walton, Robert*: 116  
*Warrington, H.*: 89  
*Wasa*: 42  
*Waterways Transportation*: 79  
*Waterwitch*: 87  
*Watson, Ralph H.*: 44, 47, 52-3\*  
*Wayne Pavilion*: 34\*  
*Webb, Samuel*: 88

*Wedtech*: 129  
*Weeden, John*: 87  
*Welch, Sandra*: 131  
*Wellington, Capt. John*: 78  
*Wellington Towing Co.*: 78  
*Wenona*: 90  
*Westdale Shipping Co.*: 123, 147  
*Western States*: 4, 6-7, 32, 38\*  
*Weston, Charles*: 122  
*White, H. Lee*: 77-8  
*White, Kirk*: 76  
*White, Robert*: 42  
*Whitman, H. L.*: 76  
*Whitney, Wm. A.*: 20, 106  
*Wiards, Catharines*: 154  
*Wilkinson, Horace S.*: 121, 144  
*Williams, John C.*: 126\*  
*Willowglen*: 24, 165  
*Wilson, Charles E.*: 42  
*Wilson, Thomas*: 22-3\*, 52, 81  
*Wilson Marine Transit Co.*: 121, 143-5  
*Windoc*: 68, 80, 101-2, 157  
*Wing, J. T.*: 91, 95  
*Winnipeg*: 68, 80, 102-3\*

*Wisconsin Steel Co.*: 144  
*Wolvin, Augustus B.*: 120  
*Woodland*: 20, 52  
*Worden, Peter*: 66-7, 80, 149  
*World Ship Society*: 150  
*"Wrecks of 1869 - Total Losses"*  
73, 87  
*Yankcanuck*: 2, 26\*, 46  
*Yiannis, L.*: 77  
*Young, William*: 61  
*YP 696*: 129  
*YP 697*: 129  
*Zapolyarny*: 18  
*Zapotec*: RC-4  
*Zeleznik, Robert*: 43  
*Zephyr*: 75

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