



# Telescope

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GREAT LAKES  
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DOSSIN GREAT LAKES MUSEUM  
Belle Isle, Detroit, Michigan 48207

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**MEMBERSHIP NOTES** ●

For the past two years a list of books for sale in the gift shop along with the back issues of *Telescopes* available have been printed in the March issue. Because we anticipate several changes in our annual list, we will print it in the May issue.

On May 29th-Memorial Day, the Bluewater Michigan Chapter of the National Railroad Historical Society will sponsor a round trip excursion to Port Huron on the Bob-Lo steamer *Ste. Claire* or *Columbia*. The boat will depart the Detroit dock around 8:00 a.m. and return in early evening. No stops are planned at Port Huron or Sarnia. We had hoped to publish all the details in this issue, however a few details remain to be finalized (as of February 1). Members interested can pick up information at the museum or send a self-addressed, stamped envelope to the museum.

It is with deep regret that we announce the death of Capt. Sven Fagerstrom, 86 on January 11, 1989. Capt. Fagerstrom began sailing for the Ford Motor Company fleet in 1927 on the tug *Humrick* and worked his way up through the ranks on the *Henry Ford II* and *Benson Ford*. He was given command of the *Ernest R. Breech* when she was sold to the fleet in 1963 and Sven retired in 1965. Capt. Fagerstrom was active in many organizations around the Detroit area, always promoting the activities at the Dossin Museum. We extend our deepest sympathy to this wife Dora and children Carol Ann and David.

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**MEETING NOTICES** ●

On Friday, March 17th, Mr. Harley Smith of the Western Region of the St. Lawrence Seaway will present "Welland Canal Rehabilitation". His slide show will consist of winter reconstruction projects as well as the rebuilding of Lock 7 in October, 1985. On May 19th, Mr. Alan Sykes will present "Fifty American Hulls to Canadian Fleets". Both programs begin at 8:00 p.m. at Dossin Museum. Doors open at 7:00 p.m.

Future Board of Director meetings (which all members are urged to attend) are scheduled for Thursdays, April 13 and June 8 at 7:30 p.m. at Dossin.

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Back cover photo: <i>Empress of India</i> (C72998). Built in 1876 at Mill Point, Ontario. 179x26x8.5 570 gross tons. Rebuilt at Picton in 1899 and renumbered C94926 and renamed <i>Argyle</i> 185x26x9.7 700 GRT; 374 NRT.		

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*OUR COVER PICTURE* . . . Originally launched as the *Shenango II* in 1959, this vessel sailed for the Shenango Furnace Company until 1967 when she was sold to the Interlake Steamship Company and renamed *Charles M. Beeghly*. In order to stay competitive, the *Beeghly* was lengthened 96-feet in 1972 and converted to a self-unloader in 1980-81. This photo was taken in October, 1986 as the *Beeghly* was outbound in the Rouge River. (Dossin Museum Coll.) □

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## A FORGOTTEN CLASS

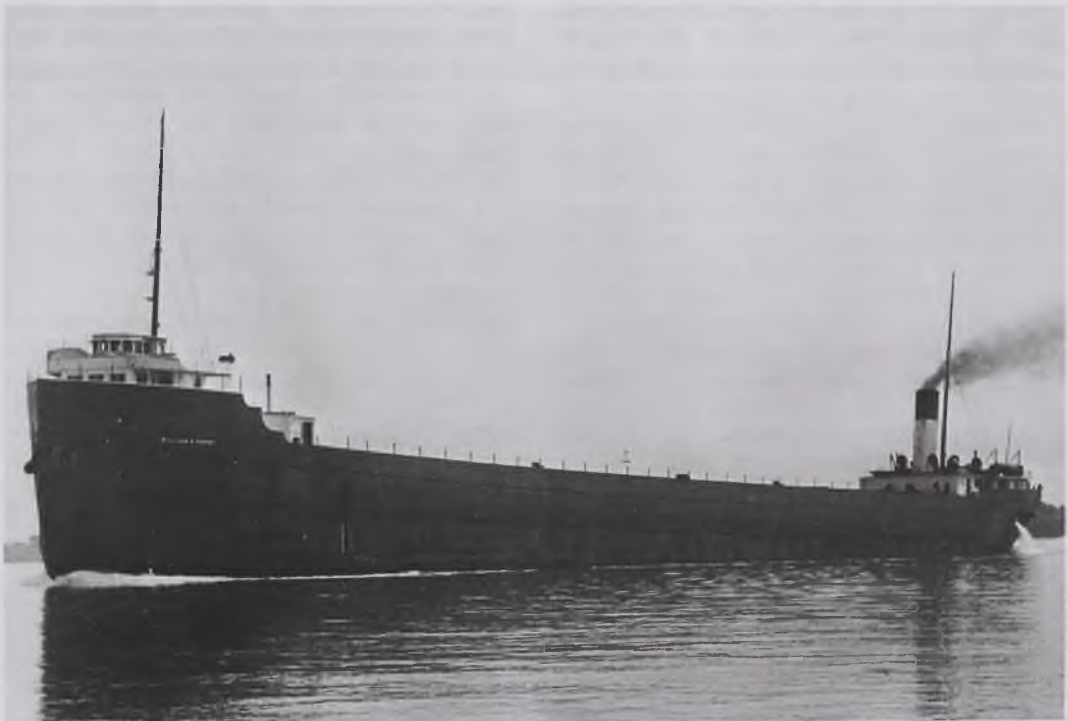
by  
GARY S. DEWAR

The official announcement on April 1, 1901, of the formation of the United States Steel Corporation marked the zenith of the vast industrial mergers, so-called "trusts", which dominated and transformed American manufacturing at the end of the Nineteenth Century, and gave impetus to the "trust-busting" political climate at the start of the Twentieth.

Without doubt the largest commercial enterprise then in existence, not withstanding that its capitalization of \$1.4 *Billion* was heavily watered, this triumph of the House of Morgan brought into one organization an absolute

majority of the nation's steel-producing capacity, not only on steel billets, the basic processed commodity of the industry, but as well of sheet steel, rolled steel, tube steel, tin plate, steel rods, steel hoops, wire and nails, virtually every finished and semi-finished product of steel manufacture.

Moreover, through acquisition of three major iron mining operators, the new corporation gained effective control of all the Mesabi and most of the Gogebic ore lands of Minnesota, besides holdings in the other ranges, and of the two railroads connecting the Mesabi mines with the shipping ports.



*The WILLIAM COREY was designed as the flagship with a large Texas cabin and guest accommodations.*

The consolidation of the shipping companies associated with the merged properties was planned and overseen by the energetic Augustus B. Wolvin of Duluth. He created what was, and remained for eighty years, the largest of the Great Lakes iron ore fleets. Into the existing Pittsburgh Steamship Company, acquired from the Carnegie interests, he gathered a total of 112 units - sixty nine steamers and forty three consort barges, owned previously by seven operating companies.

This huge fleet, more than twice the size of the largest up to the time (which it absorbed), was composed entirely of steel hulls, except for its oldest member, an iron-hulled steamer. It included the sixteen largest steamers and the seven largest barges then in service on the lakes; two thirds of all the steel bulk carriers over 400 feet long; fifty-eight percent of those over 300 feet; fifty-five percent of all steel bulk steamers and eighty-three percent of all steel barges then comprising the lakes fleet. Its oldest unit was in only its fifteenth season, and half were five years old or newer. Sixteen had come out only the season before.

In addition, within two years the company bought two of the three largest steamers that had not been included in the merger.

Having set the new "Steel Trust" fleet firmly on its course, A.B. Wolvin resigned as its vice-president and general manager at the end of 1903. His managerial duties were assumed by Harry Coulby, who became president of Pittsburgh Steamship, while remaining the managing partner in Pickands Mather and Company. It was at this time that the company determined on a policy of aggressive and continuing modernization of its fleet, to assure its sustained ability to meet the almost insatiable needs of its parent corporation.

The company contracted with The American Ship Building Company for the construction of its first four new carriers, at a cost of \$1,650,000. They were to be similar to the *Augustus B. Wolvin*, which went into service about the time the order was placed.

The *Wolvin* was as important a vessel in the development of Great Lakes bulk carriers as was the *R.J. Hackett* or the *Onoko* or *Spokane*. She was sixty-three feet longer, four feet broader and two feet deeper than the largest vessel that preceded her, and her carrying capacity was better than twenty-five percent greater. Those were unprecedented increases, but even more significant was her internal design. Steel girder arches supporting her sides and deck



The ELBERT GARY was the first of the 569-foot class to be built. They were eclipsed in their second year by the 600-footers.

obviated the need for interior stanchions and beams, and permitted an unobstructed cargo hold more than 400 feet long. Side tanks narrowed the bottom of the hold to the width of the hatch openings above. Those, spaced at twelve-foot centers on an equally unencumbered spar deck, gave the buckets of the Hulett unloaders access to every corner of her cargo space. She set the pattern for what became famous around the world as the "long ships" of the Great Lakes.

The new Pittsburgh steamers were to be built to the same general design as the *Wolvin*. At 569 feet overall length, fifty-six foot beam and thirty-one foot molded depth, they would be nine feet longer, but a foot less deep. Their designed carrying capacity of 10,500 long tons at twenty-one foot draft was about the same. Unlike the *Wolvin*, they would not have flush decks. All would have either fully or half-raised forecastles and larger after houses on deck.

The construction was assigned to the builder's outlying yards, two hulls at South Chicago and one each at West Superior and West Bay City. They were built during the winter, and came into operation during the 1905 season.

The first was the *Elbert H. Gary*, from the Chicago yard, which gave her name to the group, although another was built to be the company's new flagship. She made her maiden trip in the first week of June, and carried 12,003 long tons of ore from Escanaba to South Chicago. The *Wolvin*, on her first trip a year earlier, had loaded a record 9,548 tons at Two Harbors. That cargo had had to be carried through the St. Marys River, where the draft still was restricted to twenty feet or less; the *Wolvin* could do better, and did, but she had not reached 12,000 tons. At any rate, by the end of June, the *Gary* had set a new record at the Soo as well, with 10,245 long tons.

In between, at the end of her first trip, she had to go on the drydock at her builder's yard, having developed a leak because, it was said, "she had been rushed into completion before the finishing touches had been placed upon her". (*Marine Review*, June, 1905). On her next trip, she struck an obstruction while entering Conneaut harbor with a cargo of ore, and broke all the blades off her propeller.

Just about the time the *Gary* was having her wheel renewed, the *William E. Corey* followed her into the water at South Chicago, and the *George W. Perkins* went down the ways at West Superior on June 26th. The last of the four, the *Henry C. Frick* was launched at West Bay City about midsummer.

Those vessels introduced the modern style of forward cabins, with the pilothouse set atop a Texas house on the forecastle. The *Corey*, designed as the flagship, had a large, practically square Texas, with guest accommodations, and a full forecastle. She also carried a deckhouse on her spar deck where the others had their number two hatches, containing a galley to serve the guest quarters. The other three had half-raised forecastle decks, and their Texas cabins were little larger than the master's cabins abaft the pilothouse on the forecastle deck in the usual arrangement of the period.

The *Corey* left the shipyard on August 12th, to load ore at Duluth. By the end of the summer, all four were in service and vying to set cargo records.

The company almost lost its brand new flagship before the end of her first season. On November 28th, during the deadly "Mataafa Storm" on western Lake Superior, she stranded on Gull Shoal in the Apostle Islands. She was driven on so solidly that it took twelve days of pulling by four of the company's steamers and two of the most powerful tugs on the lake, all under the personal direction of Harry Coulby, to release her. She was towed to the drydock at West Superior, where repairs cost over \$100,000 nearly a quarter of her value.

The *Gary* class were, in their turn, eclipsed in their second year by the first 600-foot class. Six of them came out in 1906, four for the U.S. Steel fleet, and the *J. Pierpont Morgan* displaced the *Corey* as the company's flagship. But the dramatic increases in the size of lakes bulk carriers stalled with those 600-footers, and the four sisters from 1905 still were considered large freighters nearly half a century later.

They sailed unspectacularly through the years and the decades, always just a bit distinguishable in what came to seem an almost monolithic fleet of red hulls and silver stacks. During the fleet's modernization program of the 1930s and early 1940s, the *Gary* and *Perkins* were fitted with water

tube boilers in 1936, and the other two with similar boilers, and stokers, a year later. Over the winter of 1939-40, the spar decks of the *Corey* and *Frick* were rebuilt with hatches spaced on twenty-four foot centers, and one-piece covers. The other pair were rebuilt in the same manner the next year. In general appearance, they probably were the least changed of all the company's older ships.

In 1951, the operating owners were reorganized as the Pittsburgh Steamship Division of United States Steel Corporation.

All four of the *Gary* class remained idle at Duluth during 1958. They operated in 1959, except during the season's long strike in the steel industry, and came out to start 1960. However, they were back in ordinary at Duluth by the end of June.

The *Corey*, once the proud flagship, was the first to be sold in July, 1963. Upper Lakes Shipping Ltd., of Toronto, bought her and transferred her to Canadian registry as the *Ridgetown*. There she operated

mostly in the grain trade, with her hold divided into four compartments to segregate mixed grain cargoes; for five and a half seasons. She arrived at Toronto on November 17, 1969, with a storage cargo of grain and was laid up.

The next May, her owners sold her through Marine Salvage Ltd. to Canadian Dredge and Dock Co. Ltd. of Toronto. They towed her to Nanticoke, Ontario, on Lake Erie just east of Port Dover in July. There they filled her hold with stone and sank her, with two other old lakers, to provide a temporary breakwater during the dredging of a channel and harbor to serve a new Ontario Hydro power generating plant being built there.

On September 4, 1973, the project complete, the hull was raised and towed back to Toronto. On June 21st of the next year, she was sunk again, on a bed of stone at Port Credit, Ontario and filled with more stone to be a permanent breakwater at



*The MICHIPICOTEN (ii) carried general bulk cargoes from 1964-1971 for Providence Shipping Ltd.*

the entrance to that harbor. *Ridgetown's* registry was closed on June 19, 1974. There were reports in 1985 that the hull was in danger of breaking up, but it was repaired in the spring of 1986.

The Kinsman Marine Transit Company of Cleveland, managed by George M. Steinbrenner III, bought the *Gary* in November, 1963. They divided her cargo spaces, too, into four compartments. She came out in 1964 as the *R.E. Webster*, named for a long-time secretary in her owner's offices. owner's offices.

Kinsman kept her about as busy as a vessel her age could be. In 1966, during a season of 240 days, she made eighteen round trips from Lake Erie to Lake Superior and one to Lake Michigan, bringing down a dozen cargoes of grain and seven of ore, and carrying coal upbound on all but four of the trips.

In June, 1968, Kinsman Marine became a wholly-owned subsidiary of The American Ship Building Company, of which Steinbrenner had gained control the previous fall.

The summer of 1971 was the slowest in several years for lakes shipping, and toward its end, her owners withdrew the *Webster* from service permanently and laid her up at Cleveland. They sold her in April to Marine Salvage, who resold her to Recuperaciones Submarinas SA. On June 9th the tugs *Salvage Monarch* and *Helen McAllister* towed her from her lay-up berth. She cleared Quebec City on June 15th, in tow of the Polish-flag deep sea tug *Jantar*, along with the *A.E. Nettleton* and arrived at Santander, Spain on July 5th, to be dismantled.

The *Frick* and the *Perkins* both were sold in January, 1964 to British-flag subsidiaries of Canadian operators. The *Frick* went to Providence Shipping Company Ltd. of Nassau, The Bahamas, managed by The Algoma Central Railway Company, Sault Ste. Marie, Ontario. The *Perkins* was bought by Redwood Enterprises Ltd. of Hamilton, Bermuda, one of the Reoch group of operating companies managed by Westdale Shipping Ltd. Port Credit, Ontario.

Providence Shipping placed the *Frick* in British registry as *Michipicoten (ii)*. They divided her hold into three compartments and operated her in the general bulk trades through 1971. In 1972 she ran exclusively between Toledo and the Canadian Sault, carrying coal to the Algoma Steel Corporation plant. At that time Algoma Central was expanding its

fleet with a number of new vessels, and had no further need for the sixty-seven year old straight decker. On October 24th she delivered a cargo of ore at Cleveland, then returned upbound to Goderich where she loaded salt for Trois Rivieres, Quebec. She had been sold to the Union Pipe and Machinery Company and resold to Spanish breakers. The Polish tug *Koral* took her in tow at Sorel on November 15th. Two days later, just past Anticosti Island in the Gulf of St. Lawrence, she broke away in rough seas. Her hull broke in two, one section sinking that day and one the next.

The *Perkins*, renamed *Westdale (ii)* in British registry, enjoyed one of the longest second careers of the many American steamers sold to Canadian operators in the 1960s. Her hold also was divided for the grain trade, into three compartments. Her owners were restyled International Cruising Company Ltd. in 1970. The next year her ownership was transferred to Reoch Transports Ltd. of Port Credit, and she was brought into Canadian registry. During the winter of 1972-3, her boilers were converted to burn oil fuel by Herb Fraser and Associates at Port Colborne and her hold was further divided into five compartments, to suit her better for the parcel grain trade to Georgian Bay ports.

Reoch Transports sold the *Westdale* in March, 1977 to Robert Pierson Holdings Ltd. of St. Catharines, whose vessels were managed as The Soo River Company by Westdale Shipping. They renamed her *H.C. Heimbecker* for one of the founders of Parrish and Heimbecker Ltd., whose grain cargoes were the mainstay of their business.

The sale was mainly a corporate rearrangement, and brought no practical change in the *Heimbecker's* operations. She continued for another five seasons, becoming more and more a favorite around the lakes. The fine lines that she had never lost were accented now by Soo River's distinctive colors.

Inevitably, the end came. Triad Salvage Inc. of Ashtabula, acquired the 600-foot, 57-year old steamer *Maxine* at auction in April, 1981 from the receivers of the Wisconsin Steel Company. She was a serviceable vessel, and Triad was reluctant to cut her up if an operator could be found. In the fall they arranged an exchange with the Pierson interests. The *Heimbecker* cleared Thunder Bay on October 22nd with a last cargo of

grain, which she finished discharging at Owen Sound on the 19th. She then limped to Ashtabula on her one functioning boiler, arriving on November 2nd. She was dismantled there during the winter.

In the two years after the *Corey* and her sisters were delivered, American Ship Building built three more steamers of the same dimensions, two in 1906 and one in 1977, for other owners.

The first was launched at Detroit Ship Building Company's Wyandotte yard on March 24, 1906. She was christened *Harry Coulby (i)*, but was owned by the L.C. Smith Transportation Company of Cleveland, controlled by the typewriter Smiths of Syracuse and managed by Horace S. Wilkinson.

In 1911, Wilkinson consolidated the vessels he had been managing, mostly for the Smith family interests, into the Great Lakes Steamship Company. In 1927 they changed the *Coulby's* name to *Finland*, so Pickands Mather could christen their big new flagship for their long-time partner. Her cargo hold and spar deck were rebuilt about 1940, with seventeen hatches on 24-foot centers and four compartments.

Great Lakes Steamship decided to liquidate

after the 1956 season, setting the stage for some complicated transactions. The Wilson Transit Company of Cleveland, organized a new concern, the Wilson Marine Transit Company, which acquired all the assets of Wilson Transit, and purchased all but the largest three units of the Great Lakes Steamship fleet. For those three, they arranged a twenty-year charter from their new owners, a Milwaukee insurance company. Simultaneously, the new company signed a fifteen-year floating contract with the Republic Steel Corporation, and took over the management of Republic's Lake Fleet Division, to which they sold six vessels from their own enlarged fleet. In addition, they sold the four smallest steamers of the Great Lakes Steamship group to the T.J. McCarthy Steamship Company of Detroit.

So, at the start of the 1957 season, the *Finland* came out in the colors of Republic Steel. They converted her boilers to oil fuel and rebuilt her cabins in 1961, and renamed her *Peter Robinson (ii)* early in 1969.

When their contract with Wilson Marine expired in 1971, Republic reached a similar agreement with the Cleveland-Cliffs Steamship Company, and chartered three of their vessels to that fleet. They laid up the other three,



*The SAUCON was traded in to the U.S. Maritime Commission in partial payment for the "Maritime" class.*



which included the *Robertson*. Toward the end of the season, they signed an additional agreement with Kinsman Marine, who bought the remains of Republic's fleet. Kinsman operated the *Robertson* in 1972 and 1973, then laid her up at Sandusky.

At the time Kinsman was owned by American Ship Building, and was required by the terms of a consent agreement, filed in an anti-trust suit brought by the federal government, to divest itself of a number of vessels by 1975. To complete its compliance with that decree, in April of 1974 Kinsman sold two vessels to the S&E Shipping Corporation. S&E was a new company, most of whose principals had been associated with Kinsman Marine or with other AmShip subsidiaries, and which shared offices with Kinsman Marine. The sale had the effect of maintaining the two steamers under the same management while removing them from the corporate structure of American Ship Building.

In August, 1975 Kinsman sold the balance of its fleet to S&E Shipping. Another new company, Kinsman Lines, Inc. was organized to manage the fleet. Its president was George M. Steinbrenner III, chairman of the board of AmShip.

The new owners sold the *Robertson* almost at once to Marine Salvage. They had her towed out of Sandusky on September 15th to Port Colborne. It was reported at the time that she had been sold to be dismantled overseas, but she remained moored in the old Welland Canal for two and a half years.

The St. Lawrence Seaway Authority had proposed the use of "shunters" in the Welland Canal to increase the maneuverability of ships transiting the waterway, reducing the time needed for passage and so relieving congestion. In the spring of 1978 it had taken delivery of two prototypes, each about fifteen by fifty feet, powered by a 3,600 horsepower diesel engine and contoured to be fitted at the bow or stern of a typical lake freighter. One was to be attached to each end of the vessel, and they were to provide the sole motive power, both for propulsion and maneuvering while the ship passed through the canal.

The Authority chartered the *Robertson* from Marine Salvage in April, 1978, for use as a test vessel in evaluating the shunters. They had her towed first to Thorold, then to the drydock at Port Weller, to prepare her for her task, and renamed her *Marinsal* (for *Marine Salvage*), in Canadian registry.

The tests started at the close of the 1978 season, and continued throughout 1979. They were to have been concluded during the ensuing winter, but on October 23rd, one of the shunters drove itself and the *Marinsal* into an approach wall and brought the testing to an abrupt end. The ship was towed to the Port Weller Dry Dock again, for separation of the shunters and then to Hamilton on December 18th to spend the winter. Her charter was relinquished at the end of the year.

Next May 26th the tugs *Salvage Monarch* and *Helen McAllister* came to Hamilton and towed her downbound through the Seaway. She and the *Royalton* cleared Quebec City five days later, behind the German tug *Hanseat*, and arrived at LaSpezia, Italy on June 25th, to be dismantled by C.N. Santa Maria.

(The shunter program was not a success. After a brief period of further tests the next spring, with a maximum-size laker, the two prototypes were taken to Toronto, hoisted aboard an ocean-going ship, and sent off to a buyer on the west coast, who proposed converting them to tugboat hulls. No more was heard of shunters along the Welland.)

The West Bay City Ship Building Company launched the *Charles Weston* on May 23, 1906. Her owner was the Frontier Steamship Company of North Tonawanda, New York, managed by Charles Weston, as part of what was called the Mills Fleet. The Mills interests, associated with the Tonawanda Iron and Steel Company, sold their last five vessels in January, 1916 to the Johnstown Steamship Company, part of M.A. Hanna and Company's fleet. The *Charles Weston* was rechristened *J. Leonard Replogle*.

Johnstown Steamship was owned indirectly by the Midvale Steel and Ordnance Company, and when the new Bethlehem Steel Corporation absorbed the latter, the Johnstown steamers became part of the Bethlehem Transportation Corporation at the end of 1924. The *Replogle* was renamed *Saucon* in the spring.

She was one of three steamers traded by Bethlehem to the U.S. Maritime Commission in 1943 in partial payment for the "Maritime" class carriers *Lehigh* and *Steelton*. She remained in Bethlehem service under charter until the fall of 1944, when she was laid up at Erie with twenty-eight others that had been traded in under the same program.

The entire group was sold through Cleveland scrap dealers to The Steel Com-

pany of Canada Ltd. at the end of the war. A few at a time, they were towed to Hamilton and cut up. The three Bethlehem trade-ins had been a good deal bigger than the others; the *Saucon* was considered a very large steamer, and was the largest that ever had been sold for scrapping. In fact, Bethlehem had retained seven steamers smaller than the *Saucon*, and had only three larger before they took delivery of the "Maritimes". The Bethlehem trio were left to the last by the scrappers, and at the last minute, in the spring of 1950, legislation was introduced in Congress to permit their return to service, but to no avail. They followed the others to Hamilton and the Stelco furnaces.

(Bethlehem officials, scrambling during the Korean conflict to augment their tonnage with such hulls as the *J.H. Macoubrey* and the old *W.D. Rees*, which ironically, by all logic should have been a trade-in, must have thought longingly of the *Saucon*.)

The last steamer of the same size was the *Arthur H. Hawgood*, built in 1907 for W.A. and A.H. Hawgood's Neptune Steamship Company. The builders transferred her construction from their Chicago to their West Bay City yard, but she retained her designation as a Chicago Ship Building hull number.

The Hawgoods built ten steamers of 545 to 569 feet in three years, but so overextended themselves that they had to sell nine of the new difficulties and had to sell nine of the new ships during the winter of 1911-12. They sold the largest, the *Arthur H. Hawgood* to the Inland Steamship Company, managed by Hutchinson and Company for the Inland Steel Company of Chicago. She was renamed *Joseph Block* at the start of 1912.

She and a slightly smaller sister from the Hawgoods made up the entire Inland Steel fleet until 1927, and she remained in their ownership until 1968. The Inland Steamship Company was integrated as a division of Inland Steel in 1943, and the company took over management of its own vessels in 1957. The *Joseph Block* was given new oil-fired water tube boilers in 1950, and her hold was rebuilt with seventeen 24-foot hatches and three compartments.

She went aground on May 22, 1968 at Ports des Morts Passage, between Lake Michigan and Green Bay. She was released the same day and taken to the drydock at Manitowoc, but she had damaged about a hundred bottom plates, and was surrendered to the underwriters as a constructive total loss.

American Ship Building bought the *Joseph Block*, repaired her at their Chicago



Marine Hist. Society of Detroit

*The JOSEPH BLOCK sailed for the Inland Steel fleet from 1912-1968 when she was sold to Kinsman Marine and renamed GEORGE STEINBRENNER.*

yard and transferred her to a new subsidiary, Lake Shipping Inc. They renamed her *George M. Steinbrenner (ii)* in 1969. In October of that year Lake Shipping was merged into the Kinsman Marine Transit Company. She was sold with the rest of the fleet to S&E Shipping in August, 1975.

The *Steinbrenner* was laid up at Toledo in 1974. During the next year some of her equipment was removed, and she was reported at one time to have been sold to the breakers. In April of 1977, however, she was fitted out once again and returned to service on May 5th. The owners planned to make use of her until the middle of the next season, when she would be due for five-year inspection. Shortly, however, her deteriorated condition became so evident that the Coast Guard refused to permit further operation without drydocking and repair. She returned to Toledo "Frog Pond" on June 15th.

Marine Salvage bought the *Steinbrenner* in 1978, and had her towed to Port Colborne on August 24th. They started cutting her up in their yard at Ramey's Bend, near Humberstone, during the summer of 1979, because she was in no condition to be towed overseas.

These seven ships were a variation on the design and dimensions of the *Augustus B. Wolvin*. In the same year that they built the first 569-footers, American Ship Building completed the *James C. Wallace*, 552 x 56 x 31 feet (essentially, two hatches shorter than the *Gary*) for Wolvin, and the *Amasa Stone*, 545 x 55 x 31 feet, for Pickands Mather. The three closely-related classes based on these vessels, along with the *Wolvin* itself, and another group of thirteen turned out by Great Lakes Engineering Works, by 1908 numbered forty-six vessels in the same general size group, just one step below the 600-footers that began to appear in 1906. The 569-footers, the first four sandwiched between the landmark *Wolvin* and the 600-footers, and the last three built later, have been all but forgotten as a separate class. The *Gary* and her sisters, at least, had one season as the largest on the lakes; then they settled in with the rest, to long, productive and reliable careers.

The seven vessels had molded dimensions of 569'0" length overall; 556'9-3/4" length between perpendiculars; 56'0" beam, and 31'0" depth. They contained arch construction, transverse framing, "piano box" hopper side tanks, double bottoms and four watertight bulkheads each.\* Each had 34 hatches on

12-foot centers, except the *Corey*, which had thirty-three and a deckhouse in place of the other. The *Gary* class originally had two cargo compartments, the *Coulby* and *Weston* three, and the *Arthur H. Hawgood* four.

All but the *Weston* had pilothouses atop Texas cabins; only the *Corey* had a fully-raised forecastle.

All seven had triple expansion engines with cylinders of 24", 39" and 65" diameter by 42" stroke. Each had two coal-fired single-end Scotch marine boilers, 15'4" by 11'6" (*Coulby* 15'4" by 12'), with induced draft, providing steam at 180 pounds working pressure. The engines of the *Gary* class were rated at 1,800 indicated horsepower; the *Weston* at 1,875; the *Coulby* at 1,900; and the *Hawgood* at 2,000. Official numbers, hull numbers and variable information:

*Elbert H. Gary* (US 202014). Chicago S.B. #66. Registered dimensions: 557.8 x 56.0 x 26.5. 6331 GRT; 4988 NRT. After 1941 rebuild: 556.0 x 56.2 x 26.4. 6584 GRT; 5155 NRT. *George W. Perkins* (US 202166). Superior S.B. #512. 558.2 x 56.0 x 26.5. 6406 GRT; 4922 NRT. After 1941 rebuild: 556.2 x 56.4 x 26.5. 6533 GRT; 5452 NRT. As *Westdale* (Br & C 317133): 7584 GRT; 5440 NRT.

*William E. Corey* (US 202296). Chicago #67. 557.8 x 56.0 x 26.5. 6363 GRT; 5045 NRT. After 1940 rebuild: 555.5 x 56.2 x 26.4. 6485 GRT; 5118 NRT. As *Ridgetown* (C305991); 7637 GRT; 5362 NRT.

*Henry C. Frick* (US 202443) W. Bay City S.B. #615. 549.0 x 56.0 x 26.4. 6490 GRT; 5016 NRT. After 1940 rebuild: 556.0 x 56.2 x 26.4. 6834 GRT; 5769 NRT. As *Michipicoten* (Br 317342): 7600 GRT; 5501 NRT.

*Harry Coulby* (US 202960). Detroit S.B. # 163. 549.0 x 56.1 x 32.0 6495 GRT; 4939 NRT. After rebuild: 554.1 x 56.2 x 26.5. 6798 GRT; 5764 NRT. *Marinsal* (C 348596).

*Charles Weston* (US 203184). W. Bay City #618. 549.0 x 56.0 x 26.6. 6996 GRT; 5511 NRT.

*Arthur Hawgood* (US 204631). Chicago #76 (built at W. Bay City). 549.0 x 56.0 x 26.5. 6486 GRT; 4939 NRT. After 1950 rebuild: 556.2 x 56.4 x 26.5. 6816 GRT; 5469 NRT. □

\*"Piano box" tanks were a compromise between straight and hopper tanks. The upper half sloped sharply, so as not to trap cargo, and the lower half was vertical, to increase space at the bottom of the hold, and improve cubic capacity.

# THE RESCUE OF THE CORT

November 30, 1934

by  
HOWARD PETERSON

---

It was Friday, November 30, 1934 and twenty-three year old Muskegon Coast Guard surfman John "Jack" Dipert had hoped to make the most of his liberty that day. Little did he know that it would be his date with destiny. Six foot three, 200 pound Jack had dreamed of being in the Coast Guard for as long as he could remember and had just joined the preceding July. His father, a 27-year veteran was then the commander of the Frankfort station. Jack had always been the apple of his stern father's eye. However, Jack's fearless nature and rigorous upbringing would be of no help for what lie ahead that night.

The day was far too cold and windy to go fishing and the championship football game between Lakeside and the Jackson Hill AC was not until Saturday, so Jack decided to take in a matinee movie before he had to report for the evening watch. He arrived back in time to take a quick nap before he had to climb the narrow stairs to the drafty lookout tower, which incidentally is no longer used today because of the advance of modern electronic aids to navigation. It seemed like he had just closed his eyes when about 10:00 p.m. the irritating clang of the emergency alarm bell jarred him

to his feet.

The five men rescue crew moved into immediate action; a procedure they had trained many hard hours for. They had the 36-foot surf boat out of the storage shed, down the iron tracks and into the channel water in record time. The wind-churned black waters challenged the intrusion with a defiant deafening roar, seemingly anxious to test the fragile meld of the courageous men and their small craft. Someone cursed about the under-powered forty-hp gasoline engine, but the larger boat with the ninety-hp engine wasn't to arrive until the middle of December - eighteen days later.

Chief Boatswain John A. Basch, a commander with twenty-five years lake service, lashed himself to the steering wheel in anticipation of the fury to follow. Surfman Jack Dipert, Edward Beckman, Charles Bontekoe and Roger Stearman also secured themselves to the boat and braced as best they could. The tumultous waves warned that worse was to follow. The five gallant men somehow miraculously maneuvered out into the harbor area where the wild fury of the frigid sixty mile gale suddenly turned their mission of rescue into one of survival. The howling



McKenzie Photo/Thro Coll.



Muskegon County Museum Photo

Top: HENRY CORT departing Duluth harbor.  
Bottom: CORT aground on Muskegon Breakwall on December 1, 1934.

darkness was pierced by a scream "Man overboard". Actually three of our heroes had been hurled overboard by a series of gigantic unseen waves. Dipert silently disappeared unseen into the raging black abyss, Bontekoe managed to hold onto the spray sheild until Beckman could assist him back aboard and Stearman clung to the side of the boat until he could pull himself aboard with the assist of the next wave crest as the storm roared its disappointment.

The rescue was now swamped and without power. The four near frozen survivors tenaciously held on for their lives as the wildly pitching craft drifted and was helplessly blown out of the harbor and around the north breakwater that was stubbornly holding the stricken whaleback steamer *Henry Cort*. One can't help but wonder what those brave men were thinking as their comparatively tiny boat of mercy drifted on by the darkened hull of the 315-foot *Cort* and then capsized as it passed the stern. The four icy surfmen were finally and mercifully tossed up on the north shore beach still clinging to their overturned craft.

The drenched and cold surfmen luckily suffered little from exposure. As they were

greeted by a small band of spectators their immediate concern was for the welfare of their lost mate Dipert. After patrolling the shore for two miles north they gave up and were taken by ambulance to the Coast Guard station for dry clothes and hot coffee. Some returned later for renewed patrol, but Jack's body would not be found that night.

The cutter *Escanaba* and a Grand Haven station surfboat, one of the larger ninety-hp boats, stood by throughout the night. They effected a routine, but hazardous rescue of the unharmed *Cort's* men the following morning by shooting a line aboard. As the men came down the line one by one, they were lashed together and were assisted and helped each other to walk the quarter mile of treacherous rock breakwater to the shore and safety. The only loss of life was surfman Jack Dipert.

The owners of the *Cort* had planned to salvage their ship, but the bow later broke off and sank. The Corps of Engineers declared it a hazard to navigation and ordered it dynamited. The wreck continues to afford endless hours of enjoyment to divers even though it now appears more like a scrapyard rather than a ship. □



Author's Photo

*Muskegon Coast Guard station today.*

## The Twenty-Fifth Anniversary of the Great Lakes Memorial Service and the Blessing of the Fleet Mariners' Church of Detroit March 12, 1989

*"At the Mariners' Church on a morning in March,  
Well, we all gather there to remember  
All the men who have lost their lives to the sea.  
All the men who were lost in the chilly waters."*

—Suzanne Landes, Composer

For the past twenty-five years, Canadians and Americans have gathered at Mariners' Church for the purpose of deliberately recalling the dangers, fears, accidents and deaths connected with the waters that they share in peace. Because of his military duty in the Army Port and Service Command in World War II, as well as fulfilling the duty of the church, the Reverend Richard W. Ingalls wrote and began this annual service the first year that he became Rector of Mariners' Church, located in Detroit's Riverfront Civic and Renaissance Centers, just at the mouth of the Tunnel to Canada. On May 30, 1965, about forty people marched out of the west doors, east to Randolph and down to the Detroit River. Included in the procession were the flag of Mariners' and the Ark, which was made especially for this service by Mr. Henry Scripps Booth to encompass the seafaring traditions. The ship model of the Constitution on the Ark was carved over 100 years ago and illustrates man's fight against storm, fire, reef and collision on the waters. The four wreaths on the posts are children's life preservers to symbolize our perils as children of God, who need to be rescued by those able to give aid. The corner posts represent the four corners of the earth from which mariners have come and gone for centuries over calm and rough waters. The first stanza of the "Mariners' Hymn" is written on the front panel: *"Eternal Father, strong to save, whose arm hath bound the restless wave. O hear us when we cry to Thee for those in peril on the sea"*.

At the river's edge, scripture verses for sailors were read aloud as they have been repeated at similar services down through the ages and the wreaths were cast onto the waters.

In the following five years, memorial services were conducted from the Church and onto the yacht Florence K., owned by Capt. Frank Becker. The congregation was carried out to the middle of the river, marking the international boundary between the two countries. As the size of the congregation grew, it was necessary to discontinue the procession to the riverfront and beginning in 1971, the complete service was conducted inside Mariners'.

Two years later the Octorara Bell was loaned by the Dossin Great Lakes Museum for the Great Lakes Memorial Service. The Octorara Bell was the largest ever cast for a Great Lakes vessel. Built in 1910 as a passenger ship, she was requisitioned by the government during World War II. At the end of hostilities, the ship was laid up in San Francisco where Commander Irl Beall, USCG, discovered her and purchased her bell for safekeeping. In 1964 the Detroit Yachtswomen purchased the bell and presented it to the Dossin Museum. It was decided by the museum's curator, Robert Lee, that the bell would be tolled only to honor fallen seamen. In the Solemn Act of Commemoration of the Memorial Service, the Last Call lists those who have died during the past year. As the names are read, the bell is rung, with the Brotherhood Bell at Mariners' echoing outside in the morning stillness.

The Last Call is followed by the Presentation of Wreaths at the Altar to commemorate all those who lost their lives on the lakes, while sailing the same thousand mile stretches of Great Lakes as their brothers have for over 200 years. Uniformed members of the International Shipmasters Association and U.S. Coast Guard



Mariners' Church Collection

For five years the memorial services were conducted from the Church onto the yacht Florence K. The congregation was carried out to the middle of the Detroit River.

form an Honor Guard around the Ark.

In keeping with the admonition of St. Paul that "we should at all times, and in all places, give thanks" unto the Almighty and Everlasting God, Fr. Ingalls calls us to a General Thanksgiving and Remembrance:

*"With Thanksgiving to God for their courage and strength; for the benefits we have received from their labors; and, for the blessed hope of their everlasting life, we hereby gratefully remember all the Mariners of our Great Lakes who have lost their lives . . ."*

#### *By Storm*

Some of the vessels lost in storms were able to radio distress calls such as the Carl D. Bradley when she broke in two on Lake Michigan in November, 1958. Others have slipped beneath the dark waters without a word as the Edmund Fitzgerald on Lake Superior in November, 1975, or the schooner Rouse Simmons on Lake Michigan in December, 1912.

#### *By Reef*

In recent years the Armistice Day Storm of 1940 and the Great Storm of 1913 were recalled. During both storms, sailors began counting their blessings as their vessels neared shore, only to become stranded too far from shore and the waves pounded them relentlessly.

#### *By Fire*

Wooden ships were consumed by fires fanned by lake winds. In the last decade there have been several fires on vessels made of steel, such as the Cartiercliffe Hall

in June, 1978 and the Hudson Transport in December, 1981, warning us that we have not conquered all the elements.

#### *By Collision*

Hundreds were lost when the early passenger ships collided with wooden or steel vessels. Today, modern navigation aids have reduced the risk; however, fog remains a hazard as the collision between the Cedarville and Topdalsfjord in the Straits of Mackinac in May, 1965, sent the Cedarville to the bottom with ten lives lost.

The four wreaths mark the hazards that have been known to mariners for centuries as they sailed these lakes. Some of us by necessity hug the shore and use the waters mainly in pleasure craft, but that only increases our deep gratitude to those who are gifted with the magnificent obsession of having to go down to the sea again and again for our daily benefit. The seafaring traditions, that have been passed down to each generation, give a positive attitude of courage and commitment to complete the voyage, while allowing compassion for those who grieve their lost shipmates.

As the last wreath is placed on the Altar, the pipers play "Amazing Grace", written by John Newton, an English shipmaster and clergyman. As the pipers retreat, representatives from the marine industry, government and yacht clubs from both the United States and Canada come forward with their flags for the final part of the service. As the identity of each flag



Fr. Richard Ingalls is the one who rang "the bell 29 times" and Mariners' is the "musty old Hall . . . the maritime sailor's cathedral" of the Gordon Lightfoot ballad "The Wreck of the Edmund Fitzgerald".





Photo by Harry Wolf/Mariners' Church Coll.



Photo by Harry Wolf/Mariners' Church Coll.

Top: Mrs. Dorothy Weyborn of Detroit Yachtswomen strikes the bell during the Last Call. Escorts from the International Shipmasters Association are Captains Frank Becker, Sven Fagerstrom and Donald Erickson. Bottom: Captains Ace Zyp and Donald Erickson wait to present their personal I.S.M.A. pennants while Captains Robert Benkert and Hal Ferriss announce the "Blue Bird" houseflag of the Rouge Steel Company. Fr. Ingalls and Robert Lee will place the flags on the Altar for the final part of the service. (1978 photo).

is announced, visitors quietly mention the "Long Boats" they have seen flying that particular flag above the pilothouse. Over the years, the number of government agencies and yacht clubs on both sides of the river has increased. After the flags are laid on the Altar, a final prayer is said, voicing our gratitude to the working fleet and all the other professionals who labor diligently to offer improved and safe shipping.

The large congregation that gathers at Mariners' each March would elate the original forty members that attended the first service in May, 1965, for their dream has helped to bring even international recognition of the importance of the Great Lakes and the shipping through their waters. We owe a debt of gratitude to the Trustees and Staff of Mariners' for carrying on the vision of Julia Anderson for a "church where all denominations can worship freely".

Perhaps Fr. Ingalls conveyed the spirit of this annual service when he said, "The gathering enhances my appreciation for the particular gifts of God distributed by the commerce of the Great Lakes. Many friendships are formed by this commerce, friendships that know no boundaries." □

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Written by the Rev. Richard Ingalls and Kathy McGraw  
Funding provided by the Great Lakes Maritime Inst.  
at Dossin Museum, International Shipmasters  
Association-Detroit Lodge No. 7 and the Ladies  
Auxiliary of I.S.M.A.-Lodge No. 7.



Photo by Harry Wolf/Mariners' Church Coll.

Old Mariners' Church in Detroit's  
Riverfront Civic and Renaissance Centers



Photo by Mrs. Jerry Crowley

# GREAT LAKES & SEAWAY NEWS



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A. Mann	D. McCormick	D. Poho
T. Sechen	C. Tully	A. Severson
J. Walker		

Nov. 2. . . While upbound in the Saguenay River, the *Peter Misener* struck a shoal, causing extensive damage. She proceeded to Port Alfred to unload her cargo of coke.

Nov. 3. . . The capsized barge *OLS-30* continued to rise and is now sixty feet further out of the water than when she sank on October 9th off Rogers City. McAllister Towing and Salvage of Montreal has been retained to salvage the barge.

Nov. 5. . . Storm warnings on Lake Superior delayed the departures of the *Middletown*, *Armco*, *St. Clair* and *Kinsman Independent* from the Twin Ports. They cleared the next day when the storm warnings were downgraded to gale warnings.

Nov. 6. . . *Peter Misener* arrived in Montreal for repairs to her bulbous bow and plates on her port side. The repairs were to be carried out by Montreal Tanker Repairs, Inc.

Nov. 7. . . *Herbert C. Jackson* arrived in Duluth to load stone at the Hallett Dock No. 5. After loading she shifted to Fraser Shipyard for repairs to her shell plating on the starboard side. She cleared on the 11th for Indiana Harbor.

. . . The *Mormactide* arrived in Montreal under tow of *Shelia Moran* and anchored for Seaway inspection. Later that day they cleared for Bay Ship at Sturgeon Bay, assisted by tugs *Ohio* and *Superior*. At Bay Ship she will be converted to a training ship for 700 cadets of the New York Maritime Academy. The cost for the conversion will be about 21 million dollars. She was originally named *Oregon*, owned by States Steamship Company. When she was sold to Moore-McCormick Line in 1977, they renamed her *Mormactide*. She was laid-up in New York on December 19, 1983, and the next year was sold to United States Lines and was apparently to be renamed *American Tide*, which never materialized. Two years ago, ownership was transferred to the U.S. Dept. of Transportation.

Nov. 9. . . The Cyprus-flag *Anna* passed up in the Seaway for the first time under that name. Coincidentally, another saltie named *Anna* was in the Great Lakes at the same time. They are also sister-ships (B26 type freighter) and the latter was registered in St. Vincent Grenadines.

Nov. 10. . . The Brazilian bulk carrier *Frotasirius*, which had been at Sorel since November 1st with engine problems, cleared for Halifax under tow of the tugs *Duga* and *Irving Elm*. The latter was to go as far as Quebec City. The *Duga* returned to Trois-Rivieres two days later.

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**● GREAT LAKES & SEAWAY NEWS**

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. . . The tug *Rival* arrived in Montreal and tied up at the McAllister Dock. She failed to pass inspection at the Ile aux Coudres shipyard and will be dismantled by McAllister Towing and Salvage. She was built in 1923 at Sorel by Sorel Machine Shops Ltd.

Nov. 11. . . The Panamanian tanker *Arcturus* passed up in the Seaway for the first time and grounded in Lake St. Louis. She was freed the next day and apparently there was no serious damage. She is a sister-ship to the *Northern Shell*, which is now the Greek *Leon* and owned by Ridgeway Maritime Inc.

Nov. 12. . . At Sorel the two Canadian Coast Guard vessels *Beauport* and *Jean Bourdon*, which has been renamed *801* were still for sale. Several days later, the *801* was gone. There is no other information available concerning the *801*.

. . . *Woodland* arrived at Port Weller Dry Dock with a deckload of machinery from the Collingwood Shipyard.

Nov. 13. . . The *Sir James Dunn* and tugs sought shelter at Presque Isle Bay in Lake Erie due to high winds and rough seas. After being laid-up for the past five years, she will be towed to Toronto harbor for use as a storage barge. On the 15th the tow passed downbound in the Welland Canal and arrived in Toronto on the 18th to load soybeans.



## GREAT LAKES &amp; SEAWAY NEWS ●

. . . The *Federal Rhine* followed by the *Federal Huron* passed upbound into Lake Huron. On the same day, three U.S. Coast Guard vessels passed downbound at Port Huron. They were the *Katmi Bay*, *Biscayne Bay* and *Mobile Bay*.

Nov. 14. . . The big barge *Jean Raymond* with tugs *Techno Venture* and *Techno St. Laurent*, passed upbound in the Seaway for Erie with steel products. The barge was built in Philadelphia in 1941.

Nov. 15. . . The tugs *Malcolm* and *Thunder Cape* passed upbound in the Welland Canal with *McAllister 252* to assist in the salvage of barge *OLS-30* off Rogers City.

Nov. 16. . . The submarine *USS Croaker* (U.S. submarines were named after fish at one time) arrived in Montreal under tow of *Judy Moran*. This WW II sub was bound for Buffalo for display in the Naval Museum. Two days later the tugs *Ohio* and *Superior* cleared Montreal with her and they passed upbound in the Welland Canal on the 21st.

Nov. 18. . . Paterson's *Soodoc*, now registered in Nassau, returned to service and cleared Sydney, N.S. for Quebec City.

. . . The old drydock *Duke of Connaught* (built in Great Briton in 1912) cleared Montreal for Sydney under tow of *Triumph Sea*. She was a tug/supply ship owned by Secunda Marine Services Ltd. of Dartmouth and hasn't been used since M.I.L. Vickers in Montreal closed over a year ago.

Nov. 21. . . *Astorga* tied up at the Eisenhower Lock with steering problems. She was bound for Kingston.

. . . *Canadoc* grounded in the St. Clair River off Port Huron and was refloated a few hours later.

Nov. 22. . . The Danish-flag *Soren TH* passed upbound in the Seaway for Cleveland. At 499 gross tons, she is the smallest saltie to enter the Seaway this year. When she grounded in the St. Lawrence River near Squaw Island, she was unable to free herself and McAllister tugs from Montreal and Valleyfield pulled her off in the 25th and she proceeded to Cleveland. (Ed. note: My spies gave me two locations for Squaw Island: Prescott, Ontario and Waddington, N.Y., but I can't find it on the atlas.)

Nov. 23. . . The tug *Princess No. 1* arrived at Port Colborne with the barge *Ogdensburg*, which had been laid up in Detroit.

. . . The drydock *Duke of Connaught* broke in two sections in the Gulf of St. Lawrence while under tow of *Triumph Sea*. One section came ashore in the Magdalen Islands.

Nov. 24. . . The Liberian-flag *Katia* developed a serious leak that couldn't be controlled while in the Atlantic off Nova Scotia. She was bound for Halifax, Carleton and the lakes. Her crew was taken off by the Canadian Coast Guard. The tug *Triumph Sea* was scheduled to tow the stricken vessel, but she sank on the 26th. She was a Seaway visitor in 1987 as *Katia*. Her original name of *Cap Carmel* was changed to *Rikke Bewa* in 1974. In 1976 she was renamed *Timi* and renamed *Happy Med* in 1981.

. . . *Henry Steinbrenner* arrived at the Harvest States Elevator in Superior to load wheat. She cleared on the 25th and encountered a storm off Silver Bay the next morning.

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● GREAT LAKES & SEAWAY NEWS

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The fourteen-foot waves forced her to return to the Twin Ports and cleared on the 27th with the *J.L. Mauthe* and *St. Clair*.

Nov. 25. . . *Adam E. Cornelius* arrived in Port Colborne with tug *Barbara Ann*. Later that day they passed down the Welland Canal with tugs *Glenevis* and *Stormont*.

Nov. 26. . . Shipping in the eastern end of Lake Superior was delayed due to high winds (45 to 55 knots). Anchored in Whitefish Bay were the *Stewart J. Cort*, *Indiana Harbor*, *Canadian Transport*, *Black Bay* and *American Mariner*. The storm warnings were downgraded to gale warnings on the 28th and cancelled later that day.

. . . *Prairie Harvest* arrived in the Twin Ports for the first time to load pellets at the Burlington Northern Dock. She cleared on the 27th for Hamilton.

Nov. 27. . . The *Ziemia Gnienienska*, upbound in the Seaway with steel for Cleveland, struck the lower wall of the Snell Lock and delayed traffic for a short time.

. . . *Sillery* (ex-*Imperial Verdun*) with tug *Glenbrook*, passed upbound in the Seaway for Hamilton. She is a bunkering tanker and was sold to unknown interests in Hamilton.

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Massman Photo/Dossin Mus. Coll.

*The ADAM E. CORNELIUS will be converted to a barge to work in the lower St. Lawrence.*

## GREAT LAKES &amp; SEAWAY NEWS ●

Nov. 29. . . *Oakglen* and *Kinsman Independent* have been moved to the scrapping area at Aliaga, Turkey.

Nov. 30. . . *Adam E. Cornelius* with tugs *Cathy McAllister* and *Helen McAllister*, passed down the Seaway for Montreal. The *Cornelius* is reportedly scheduled to be converted to a barge by Keystone, her new owners.

. . . The *Asfamarine* passed downbound in the Seaway and when she arrived in Quebec City the next day, her name was changed to *Enerchem Asphalt*. On December third she cleared for Oswego, N.Y. She was still registered at Nassau.

Dec. 1. . . *American Republic* was delayed because of mechanical problems on the Chicago & Northwestern railroad bridge on the Fox River in Green Bay. She was loaded with 14,500 tons of coal for the Fort Howard Corporation.

Dec. 2. . . The *Edward L. Ryerson* cleared Duluth with pellets and was forced to anchor off Isle Royale due to bad weather. With fuel running low, she returned to Duluth and cleared three days later in greatly improved weather.

Dec. 3. . . The McAllister salvage *Barge 252* was blown aground off Forty Mile Point near Rogers City. The barge was being used in the salvage of *OLS-30*. As of December 12th, she was still aground. Winds at the time of the grounding were reported at fifty knots.

Dec. 4. . . High winds closed the Welland Canal and forced several vessels to anchor off Long Point in Lake Erie.

Dec. 5. . . The *Chauncey M. Depew* arrived at the Verreault Navigation shipyard at Les Mechins. She was launched in 1913 by the Bath Iron Works, Bath, Maine. There was no indication why she was at this yard, but it doesn't appear that she will be scrapped. Speculation is that she has been purchased for service on the St. Lawrence River.

Dec. 6. . . The *Hon. Paul Martin* was renamed *Atlantic Erie*.

. . . The *Fort Chambly*, which had been laid-up in Windsor for the last few years, was heavily damaged during a fire in the after-end cabins. Firefighters were unable to enter the vessel because of the anti-vandalism measures: welded-shut doors and barbed wire around the mooring cables. The intense fire burned the hoses laying on the deck when it became too hot for the firemen to retrieve them. The cause of the fire was undetermined and investigators have not ruled out arson.

. . . The Superior City Council has approved plans by the Twin Cities Navy League to bring the retired Navy cruiser *USS Newport News* to Superior this spring. (Ed. note: It's my understanding that the cruiser is in poor shape and that it will be very expensive to restore the vessel.)

Dec. 9. . . *Arc Minos* struck the east gate in the Iroquois Lock and traffic was suspended for 2½ hours while repairs were made to the cable boom.

. . . The *Paul Thayer* grounded off Long Tail Point in Green Bay and was freed nine hours later. She proceeded to the Reiss Coal Dock to unload.

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● GREAT LAKES & SEAWAY NEWS

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Photo by Skip Gilham

CHICAGO TRIBUNE (ii) at Port Colborne for scrapping on December 17, 1988.

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Dec. 10. . . The *Labradoc*, which had been laid-up in Montreal since September 22nd, has been sold for possible overseas service.

Dec. 11. . . The *Canadian Progress* went aground in the Amherstburg Channel. Unable to free the vessel due to low water, the barge *Lakewood* was alongside on the 13th to offload 3,500 tons of coal. The *Progress* was freed on the 14th and proceeded to Port Lantion on the St. Clair River.

. . . *Henry Steinbrenner* arrived to load grain at the Harvest States Elevator in Superior. This was her final cargo of the season and maybe the final in her career. Her certificate expires next spring, but she may not fit-out to make only a couple of trips. She cleared on the 13th for Buffalo. After waiting-out bad weather at Marquette, she cleared downbound at the Soo on the 16th.

Dec. 12. . . The tug *Nipigon* arrived in Montreal from Toronto. It was reported that she was going "south" and was owned by English interests. However, at this time she was still registered in Toronto. She was built in 1938 at Sorel and has been laid-up at Whitby, Ontario for the past few years.

Dec. 14. . . *Selkirk Settler*, flying the flag of the Isle of Man, cleared Duluth and closed the international grain shipping season at the Twin Ports.



GREAT LAKES & SEAWAY NEWS ●

. . . *Chicago Tribune* passed upbound in the Welland Canal with tugs *Thunder Cape* and *Michael D. Misner*. They were bound for Marine Salvage at Port Colborne.

. . . The Homer Bridge over the Welland Canal at St. Catharines will be closed from February 15th to June 15th for repairs. The banks around the bridge have become unstable, causing movement to the bridge.

Dec. 15. . . The *J.A.W. Iglehart* arrived in Duluth with the final cement cargo for the LaFarge Terminals.

Dec. 16. . . The Coast Guard cutter *Biscayne Bay* arrived in Duluth to break ice in the harbor. The *Sundew* was still undergoing repairs. When the *Biscayne Bay* developed engine problems, the *Katmi Bay* arrived from the Soo on the 17th to continue the ice-breaking.

. . . Repairs were completed on the *Peter Misener* and she cleared Montreal the next day for Thunder Bay to load storage grain for Midland, Ontario.

. . . There were twenty-three salties in the St. Lawrence Seaway system. All but two were expected to clear the system by the closing date of the 18th.

Dec. 17. . . The *Labradoc* has been renamed *Falcon Crest* and will carry the Maltese flag, registered in Valletta.



P. Worden Photo/Dossin Mus. Coll.

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**● GREAT LAKES & SEAWAY NEWS**

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Dec. 18. . . The Mexican-flag *Feder Gulf*, which has been anchored off St. Zotique since June 16th, cleared for Montreal under tow of tugs *Helen McAllister* and *Salvage Monarch*. When they arrived at Valleyfield on the 15th, she was in such bad shape that the Coast Guard refused permission for departure and while anchored, she was sold to Faros Maritime Enterprises Ltd. of Piraus.

. . . The container ship *OOCL Challenge* cleared Montreal this morning for Felixstone, England. About one mile above the Quebec Bridge, she lost power and went aground. When she was freed by tugs, she again lost power and was towed to Quebec City where it was discovered that she sustained damage from the grounding.

Dec. 19. . . The *Irving L. Clymer* closed the port of Green Bay when she arrived with coal for the Reiss Coal dock.

. . . The *Belle River* arrived in the Twin Ports to load pellets at the Burlington docks. Due to the cold weather, it took thirty-two hours to load.

Dec. 20. . . The *Prairie Harvest* arrived at Port Colborne and tied-up at the fit-out berth for the winter.

Dec. 21. . . The *Chippewa* was the last saltie downbound in the Welland Canal.

. . . *Rimouski* cleared the Seaway and was the last Canadian vessel to transit the Seaway.

. . . The *Patricia B. McAllister*, ex-*Santa Cruz*, entered service when she cleared Montreal for Quebec.

. . . *Biscayne Bay* cleared Duluth for the lower lakes while the *Katmi Bay* remained to break ice.

Dec. 22. . . *Willowglen* arrived in Duluth to unload the last cement cargo at the St. Lawrence Cement Company. She cleared to next day to load grain at Thunder Bay.

. . . *OOCL Challenge* cleared Quebec for Montreal to unload her containers. She was towed by tugs *Capt. Ioannis S.*, *Patricia McAllister*, *Duga* and *Jerry G.*

. . . The *Wilfred Sykes* arrived in Duluth to load the last cargo at the D.M.&I.R. ore dock. They have decided to move their pellets through the Two Harbors docks because of heavy ice in the Twin Ports. All of the Inland Steel vessels will finish loading for the season at Escanaba.

. . . The Coast Guard cutter *Sundew* underwent sea trials and returned to Duluth. The *Katmi Bay* cleared for the lower lakes.

Dec. 23. . . The McKeil tug *Lac Manitoba* arrived at Lighthouse Cove at the mouth of the Thames River. She will be placed on standby notice for icebreaking for the Lower Thames Valley Conservation Authority.

Dec. 24. . . The *J.W. McGiffin* was the last vessel to pass downbound in the Welland Canal.

## GREAT LAKES &amp; SEAWAY NEWS ●



Photo by Steve Elve

E.M. FORD at Muskegon on December 26, 1988.

. . .The *J.L. Mauthe* arrived in Duluth to load the final grain cargo at Peavey Grain Elevator. She cleared for Buffalo and closed grain operations at the Twin Ports.

. . .The *James R. Barker* arrived at Two Harbors to load pellets and struck the dock and opened a three-foot gash in her starboard bow. Strong winds and fast currents were blamed for the mishap. Her cargo was cancelled and she cleared the next day for Duluth to tie-up at the Port Terminal.

Dec. 25. . .The *Jean Parisien* was the last vessel to pass upbound in the Welland Canal and closed the canal for the season.

Dec. 26. . .The *Sundew* underwent sea trial again off Duluth. The Coast Guard spent \$200,000 to replace a burned out armature on her drive motor and other engine and generator repairs. The damage was blamed on drug patrol duty in the Gulf of Mexico last winter.

Dec. 29. . .The *Elton Hoyt 2nd* and *George A. Sloan* arrived at Fraser Shipyard for winter lay-up. The *Hoyt* will undergo a 5-year inspection and the *Sloan* will receive general work.

. . .The rail ferry *Incan Superior* cleared Duluth for Thunder Bay. She set a new record of 161 round trips. The previous record was 156 round trips in 1987.

Dec. 31. . .The *Calcite II* arrived at Fraser Shipyard and was placed on the small drydock for unknown repairs. She underwent her 5-year inspection last winter.

● GREAT LAKES & SEAWAY NEWS

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. . . The *Herbert C. Jackson* closed Fairport Harbor with a load of stone for LTV Steel. This was one of the latest runs into that harbor in many years. The *Jackson* went to Ashtabula for winter lay-up.

. . . *OOCL Challenge* was towed back to Quebec City by the same tugs that towed her to Montreal. She will eventually go to Lauzon for repairs that are estimated to take four months.

Miscellaneous. . .

. . . The Panamanian flag *Agia Trias* has been renamed *Oceanview* and registered in Cyprus. From 1977 to 1983 she was owned by Q&O Transportation as *Baie Comeau II*.

. . . The Mexican owned, but Panamanian flag tanker, *Tlatoani* was sold this past summer to be scrapped in Texas. She is the former *Maplebranch* that was owned by Branch Lines and was sold in 1982.

Updates on lakers sold for scrap: Still at Sorel were the *Robert C. Stanley* and *Ralph Watson*. It's been reported they have been sold to Canadian interests. *Samuel Mather* and *A.H. Ferbert* arrived in Aliaga, Turkey on June 20, 1988 for scrap. *John T. Hutchinson* and *Consumers Power* arrived in Kaohsiung, Taiwan on October 2, 1988 for scrap. Scrapping of the *Kinsman Independent* was underway at Aliaga, Turkey, but the *Oakglen* was still untouched. Scrapping of the *Joshua Hatfield* at Azcon Scrap in Duluth was proceeding slowly. Her engineroom has been stripped, but some of the aftercabins remain.



Photo by Selim San in Izmir, Turkey

OAKGLEN and KINSMAN INDEPENDENT at Aliaga, Turkey on March 11, 1988.

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Information of back cover photos used in 1988 issues of *Telescope*.

Jan. - *Hennepin (i)* US86016. Built in 1888 at Milwaukee, WI. 208x35.1x21.6 1372 GRT; 1086 NRT. In 1902 converted to conveyor type self-unloader for stone trade. Foundered on Lake Michigan near South Haven on August 18, 1927.

Mar. - *Resolute* C88241. Built in 1883 at Deseronto, Ontario. 136.6x27.8x10.3 372 GRT; 262 NRT. On November 22, 1926, foundered in a storm on Lake Ontario near Toronto and six lost. Raised, repaired and renamed *John Rolph*. Dismantled and broken up at Toronto in 1928.

May - *Ishpeming* US100039. Built in 1872 at Detroit, MI. 157.3x26.4x11.8 418 GRT; 397 NRT. Stranded on Black River Reef on Lake Huron near Alpena and broken up on November 29, 1903. Cargo was coal.

July - *Ida Keith* and *George Morley* US10010. Built in 1873 at Saugatuck, MI. 163.3x30.6x13.0 489 GRT; 465 NRT. Burned at Sandusky Bay on January 16, 1922. Wreck removed in 1929. *Morley* - US85990. Built in 1888 at West Bay City 192x34x21 1045 GRT; 797 NRT. Caught fire near Evanston on Lake Michigan on December 5, 1897 and abandoned before sinking. Photo taken at Racine, Wisconsin.

Sept. - *Glenbuckie* C145516. Built in 1923 at Newcastle-on-Tyne. 252x42.5x18 1901 GRT; Later renamed *Norfolk*. Requisitioned during WW II and sank in Atlantic. Photo taken at Erie, PA.

Dec. - *Sir S.L. Tillery* C88632 Built in 1884 at St. Catharines, Ontario. 167x34.6x24 1178 GRT; 769 NRT. On August 26, 1899, with schooner *T.R. Merritt* in tow, caught fire off Fairport, OH. Vessel repaired at Muirs Drydock in Port Dalhousie in 1900 and renamed *Advance*. Photo taken at Soo Locks.

#### Great Lakes Calendar

March 17 - G.L.M.I. entertainment meeting: Mr. Harley Smith presents "Welland Canal Reconstruction" at 8:00 p.m.

April 13 - G.L.M.I. Board of Directors meeting at 7:30 p.m.

April 22-30 - Model Shipbuilding Contest at Dossin Museum. Awards ceremony on Sunday, April 30th.

May 19 - G.L.M.I. entertainment meeting: Mr. Alan Sykes presents "Fifty American Hulls to Canadian Fleets" at 8:00 p.m.

May 29 - Cruise to Port Huron.

June 3 - Tentative date for G.L.M.I. Art Show at Dossin Museum.

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

## HUNTER SAVIDGE DISCOVERED

November 8, 1988 - It was announced today by David L. Trotter, Executive Director of Underseas Research Associates, that his group has discovered the final resting place of a widely known schooner, the *Hunter Savidge*. The *Savidge* was a two-masted schooner which sank in Lake Huron on Sunday afternoon, August 20 1899, after an encounter with a whirlwind squall. The tragedy resulted in the loss of five lives, including the wife of the owner and the wife of the captain. The *Savidge* was owned by John Muellerweiss, Jr. and was captained by Fred Sharpsteen.

The schooner was based in Alpena, and frequently transported cargoes of lumber and other materials. On that fateful Sunday, the 117-foot, 154-ton schooner was upbound without a cargo. She was riding high with full sail in a dead calm sea. At approximately 4 p.m., a white squall materialized from out of nowhere and the buffeted vessel capsized in a matter of about ten seconds.

The *Savidge* presently lies off the top of the "Thumb", northeast of Pte. aux Barques near Grindstone City. The discovery was made with the use of a very sophisticated side-scan sonar device which is used to scan the lake bottom to locate sunken objects. To be successful when searching with a side-scan device requires a great deal of skill and generally, considerable patience. The vessel towing the "fish" must be steered along a precise course going back and forth much in the same manner in which a farmer plows a field. Each "row" must overlap the previous one enough to make sure that no area of the lake bottom is missed.

Several groups interested in finding specific shipwrecks have sought the whereabouts of the *Savidge*. Dave Trotter has spent many an hour over a number of years in that search. This year, the search for the vessel (or any other man-made underwater object that might be sighted by the side-scan sonar's fish) began in early May. The regular crew, in addition to Trotter, consisted of Rudy Whitworth, Garey Eilertson, Danny Fader and Werner Wahl, all of whom are experienced divers keen to find new discoveries on which to dive and explore from the historical perspective.

After searching almost every weekend, at last at 6:45 a.m. on Sunday, June 19th, the first target of the year was discovered. It was clear that there was something on the

bottom, but it appeared to be low, broken up and even somewhat scattered. After the side-scan tracing disappeared from view, the team continued with their work. It was only after Rudy Whitworth woke later that morning, that he and Trotter studied the tracing and became convinced that the search team had discovered a shipwreck surrounded with a considerable amount of debris.

The group continued with their search activities through the month of July and it was not until early in August that Trotter and Wahl attempted the group's first dive on the unknown recently discovered wreck. The line attached to the grapple hook held the boat above the dive site and would serve to lead the divers to their target.

For the remainder of that week, groups of four to six divers doing one or two dives each day, started to explore the unknown wreck. With visibility underwater being only in the range of five to ten feet, the debriefing after each dive was filled with many questions.

Before each dive, each diver agreed to specific tasks to be carried out underwater on the wreck that might shed light on the identity. Up until this time, among the several divers, the group has accumulated a total of about thirty dives. It was not until the second dive on Saturday, August 13th that Trotter found along structural member, containing a name board that was inscribed *Hunter Savidge*. This piece of wreckage was lying on the lake bottom, off the side of the wreck. Trotter was familiar with the story surrounding the tragic loss and said that he could almost "feel" the presence of those who lost their lives. A line was subsequently tied from the main body of the wreck to the section which was inscribed with the name of the ship to make it easier for the divers to find it again in the limited visibility of Lake Huron.

Exploration of the *Hunter Savidge* continued throughout the remainder of the summer until the end of October. Underseas Research Associates plans to assemble all the information it has gathered during its search and diving activities, as well as during its archival research on the vessel, into a historical significant and artistic graphic multi-media presentation. The premier showing was at the Great Lakes Shipwreck Festival on February 18, 1989 at Ford Motor Company's world headquarters in Dearborn, Michigan.

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

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

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