



# Telescope

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VOLUME XXXVII; Number 4



GREAT LAKES  
MARITIME  
INSTITUTE

DOSSIN GREAT LAKES MUSEUM  
Belle Isle, Detroit, Michigan 48207

### MEMBERSHIP NOTES ●

All contracts have been approved for the installation of the *Wm. Clay Ford* pilothouse, but as of June 1st, the construction company had not begun to drive the pilings on the museum grounds. When the cement is poured, it will be at least thirty days before the pilothouse can be placed on it. This will give us an opportunity to install the air conditioner, heater and other small electrical items before it is placed on the barge and brought upriver. We have almost raised the funds needed for the project and a few minor details, such as new carpeting may have to be delayed for a few months.

The G.L.M.I. has printed a membership brochure. Any member interested in distributing these brochures at marine functions in their cities should contact the museum.

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### MEETING NOTICES ●

There are no meetings scheduled in July. Future Board of Directors meetings (which all members are invited to attend) are scheduled for Thursdays, August 10 and October 12 at 7:30 p.m. at the museum. The Curator Robert E. Lee Dinner will be held on Friday, September 15th. Our guest speaker, Mr. Mike Dixon will show slides on the history of the St. Clair Flats.

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Back Cover - <i>Whaleback Barge 115</i> (US 53268). Built in 1891 at West Superior, Wisconsin. 1169 gross tons; 1110 net tons. Measured 256.0 x 36.1 x 18.9. Stranded in December, 1899 on southwest side of Pic Island in Lake Superior after breaking away from steamer <i>Frank Rockefeller</i> and became a total loss. No lives lost.	

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*OUR COVER PICTURE . . .* As the shipping season begins, we watch for our favorite vessels to depart their winter lay-up berths and begin regular trips into Great Lakes ports. This photo of the *Nicolet* entering Holland harbor on April 14th was taken by Steve Elve. □

## THE LITTLE TUG SPORT

by  
PAUL SCHMITT

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On the afternoon of June 10, 1987, commercial divers Wayne Brusate and Colette Witherpoon along with two members of the Fish & Wildlife Service, having just concluded a side-scan sonar search in southern Lake Huron, were returning to Lexington Harbor. As was their custom, they continued to monitor the lake bottom on their way back to port. About 2½ miles from the harbor entrance, a small sonar target appeared on their depth sounder; rising about twelve feet off the bottom. The appropriate coordinates and the fifty foot depth were quickly noted as they continued heading for Lexington.

After dropping off their passengers, the divers returned to the location of the sonar hit. They methodically searched the area until the target was relocated. After mooring above the target, they called upon the help of "R2-D2", a Seascan R.O.V. (remotely operated vehicle). With the divers attention riveted to a T.V. monitor in the boat, "R2" worked its way down the mooring line. All at once the unmistakable outlines of wood deck planks took shape, then hatch ways, a wooden railing and a bell. This target unlike so many other false alarms, was indeed a shipwreck.

The sun was beginning to set as Witherpoon and Brusate donned their diving gear and descended to the lake bottom for a closer inspection. What greeted them was an intact sixty foot tugboat, lying upright on a starboard list. A search of the wreck revealed the anchor neatly lying at the bow, the

helm and steam whistle dismantled and laying on the lake bottom on the starboard side of the hull. A search of the hull itself showed no sign of fire or collision in evidence, but the rudder was dismantled from its skeg and the vessel's four blade wheel had been snapped off at the shaft. It lay with a broken basket near the stern of the tug. It was apparent from the evidence that the vessel had foundered, going down stern first.

But what vessel had they found? The tug's deckhouse was gone having probably floated off during the sinking. The exposed steam engine revealed no identifying information. The ship's bell bore no inscription and investigation of the hull revealed no name painted or carved into it. But it was ultimately the wreck's hull, its steel hull, along with its location that led to the inescapable conclusion: Capt. Thompson's little tug *Sport* had at last been found.

The tug *Sport* was built in 1873 for Capt. Eber B. Ward, by the Kirby Brothers (Frank E. and Fred E.) at his Wyandotte shipyard. The 45-ton vessel was 56.7 feet in length with a beam of 14.7 feet and a depth of 9 feet. By casual observation she was a most unremarkable little harbor tug, but first impression can be very wrong. For below the deck, her entire hull was made of steel. She was in fact reported to be the first commercial vessel built of this material on the Great Lakes.

The steel used in her construction was itself a testament to her owner. Capt. Ward was a

pioneer in the development of the iron and steel industry in the Great Lakes region. He purchased the first commercial iron from the Jackson mine near Marquette in 1847 and as the largest vessel owner on the lakes, was instrumental in the building of the Soo Locks a few years later. He built the Eureka Iron and Steel Works of Wyandotte and rolling mills in Toledo and Chicago. It was in his Wyandotte steel mill in September, 1864 that he and William Kelly produced some of the first experimental ingots of steel using the now famous Bessemer (oxygen) process. It was these ingots, lying unused for ten years, that were rolled into steel plates for construction of the *Sport*.

The little tug was enrolled at Grand Haven, Michigan on May 19, 1873 and began her career, with Capt. Joseph Gilson at the helm, in the Wards lumber business at Ludington. Her duties included towing lumber laden schooners into the harbor to unload their cargo then back out to open lake again. She would also assist larger cross-lake tugs in delivering lumber rafts to the hungry mills.

The Ward's financial empire, thought to be the largest in Michigan at the time, was severely strained by the financial panic of 1873. The economic slow down coupled with the death of Capt. Ward in 1875, required a massive restructuring of the family's financial holdings. Thus on April 1, 1875, the tug *Sport* was sold to James Foly, Channey Gibbs and Patrick Butler. They, along with her new master, Capt. William Patterson continued to operate her in the lumber trade out of Ludington. She had a new deck and upper works in 1880 and was reboilered at that port by the Davies Brothers in December of 1889. In 1893 the Foly interests sold her to the Cartier Lumber Company, also of Ludington. The company appears to have kept her operating out of that port where her new masters were Capt. John Crawford and Capt. Edward Morrin.

After the turn of the century the decline in lumbering industry in Michigan appears to have made the *Sport* expendable. During the 1908-09 seasons she was reportedly used by a marine contractor, then engaged in building the Great Lakes Naval Training Station at Waukegon, Illinois. The 1910 season saw her chartered for fishing out of Kenosha, Wisconsin. Finally on May 7, 1913 the little vessel was sold to Capt. Robert R. Thompson of Port Huron, Michigan. On June 15th, he took possession at Luding-

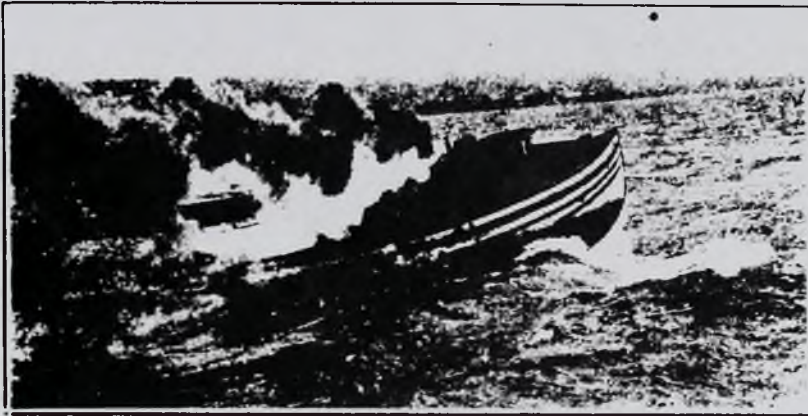
ton and sailed her to Port Huron, arriving on the 20th.

The Thompson Tug Company was founded in 1902 by Capt. Thompson after a brief stint as manager of the Great Lakes Towing Company's operation at Sault Ste. Marie. Headquartered in Port Huron, the firm variously operated two or three tugs in towing, wrecking and contracting service from Detroit to southern Lake Huron. The *Sport* had been purchased to replace the disabled tug *Pallister* in the Thompson fleet. After some minor repairs at Marine City, she took over her new duties along with the firm's other tug *R.P. Thompson*.

As fate would have it the *Sport* was in Port Huron at the Thompson Company dock, at the foot of Butler street during the height of the Great Storm of 1913 and played a major role in events that followed. On November 11th she was called upon to replace the *Huron Lightship* which had been driven off station during the storm. On the twelfth, she transported stunned marine officials and members of the press to the site of the overturned hull of the "mystery ship" floating in the lake about twelve miles north of Port Huron. From her pitching deck the first photos of the overturned vessel were taken by Capt. Thompson's daughter Theresa (A vessel master in her own right, she was latter referred to as "Tugboat Tess"). The photos accompanied banner headlines in newspapers all across North America, proclaiming the "Mystery Ship" and detailing the storm's awful toll. After briefly attempting to assist the steamer *Northern Queen*, ashore at Kettle Point, the *Sport* returned to the scene of the derelict floating in open lake. She stood watch the night of November 14, warning up and downbound vessels of the danger of collision. Finally it was from her deck that diver William Baker descended into the turbid lake and identified the "Mystery Ship" as the steamer *Charles S. Price*.

The *Sport* was involved in another vessel conflagration when she was summoned to the aid of the steamer *Majestic*. The vessel had been laid up for the winter at the old elevator dock in Point Edward, Ontario when fire was discovered at 2:30 a.m. on December 15, 1915. With Tess at the helm, the *Sport* crossed the river and soon had several streams of water on the blazing vessel. She finally towed the burning *Majestic* to a dock where the Sarnia fire department could aid in fighting the blaze.

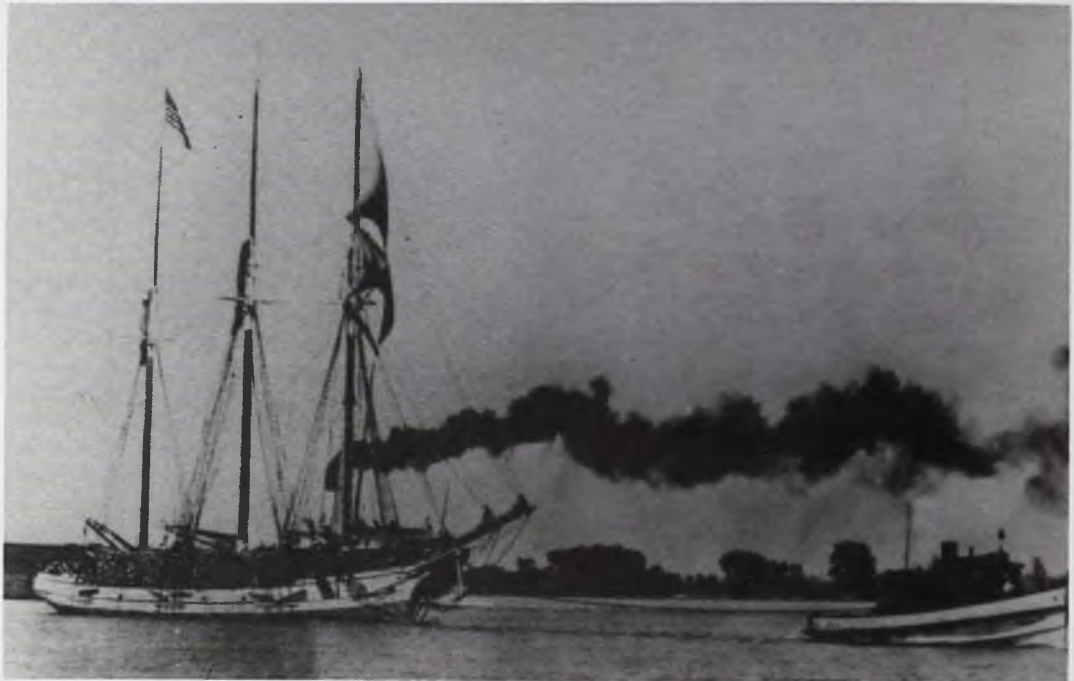
# THOMPSON TUG COMPANY



**Contractors for General Towing and Submarine Work  
Office Open Day or Night. Long Distance  
Phone. PORT HURON, MICH.**



*Top: Thompson Tug Company ad from Lynn's Marine Guide in 1913.  
Bottom: Tugs R.P. THOMPSON and SPORT at Butler Street dock  
in Port Huron.*



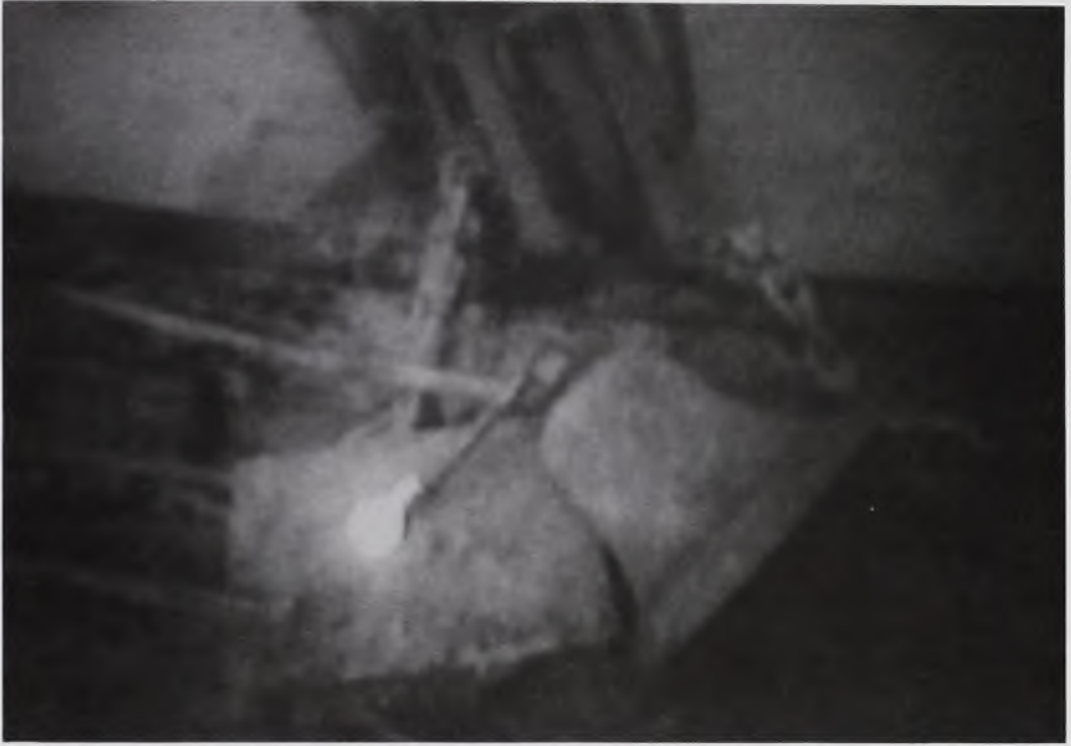
*Tug SPORT assisting a schooner.*

Through most of the decade however, the *Sport* remained active along the St. Clair River performing the numerous utilitarian duties of a harbor tug for hire. Typical entries in Capt. Thompson's diary include: Transferred barge *Howland*. . . pumped up boilers on Str. *Sultana*. . . Towed Sch. *Hattie Hutt* into Lake Huron. . . Transferred Muir's pile driver. . . Towed dredge to Sarnia Water works. . . put on 6 tons of coal at Miller Coal dock. . . transferred scow for drillers. . . towed Sch. *Lyman Davis*.

The afternoon of December 13, 1920 saw the *Sport* steaming up the American shore of Lake Huron being buffeted by an increasing following sea. Capt. Thompson had left Port Huron about 3 p.m. along with mate Art Conkey, engineer Lansing Carpenter, Walt Helwig (The captain's son-in-law) Lee Buffington and a newly hired crewman named Jim. They were bound for Harbor Beach to pick up a recently purchased barge. When the *Sport* passed through the rapids at the head of the St. Clair River and out into Lake Huron, the weather had been moderate. But as she made her way up the coast,

the wind had freshened and by 6 p.m. was blowing a 50 mile an hour gale from the southeast.

By 6:30 with seas routinely breaking over the stern of the vessel, Engineer Carpenter notified Capt. Thompson that the pumps could no longer keep up with the incoming water. It seems the newly hired fireman had become seasick and had left his port allowing the boiler to cool and lose pressure. Capt. Thompson decided to "round to" and run back for Port Huron thereby putting the tug's bow into the seas. He further ordered the crew to throw oil and kerosene into the fire box in an effort to build up more pressure in the boiler. Despite these efforts the little vessel continued to take on water as the seas exploded over her bow and ran down the deck finding their way into the engine room. When the rising water finally reached the firebox, Capt. Thompson ordered the crew to don life jackets and launch the life boat. With the life boat standing by the crew even tried to bail by hand before securing a buoy to the vessel and abandoning ship about 11 p.m.



*Top: Starboard rail with tug's bell.*

*Bottom: Starboard rail with anchor and helm on bottom.*

For the next three and one half hours, the shipwrecked sailors rowed for the beach. Fearing at any moment their little craft might be swamped by the mountainous seas, they pressed on toward the American shore. At times they thought they could see lights only to lose sight of them as an errant snow squall passed by. Finally about 2:30 a.m. Capt. Thompson heard the sound of breakers on the beach. "Keep her straight for the love of Mike; don't let her go broadside in these comber". The crew bent their backs on the oars and finally the lifeboat came ashore.

The cold and tired seamen made their way to the road and thence to the Carter home, about one mile north of Lexington. There the shipwrecked sailors were generously cared for by the Carter family until they left for Port Huron the next day.

Once home Capt. Thompson began making preparations to return to the scene of the wreck, noting that he had buoyed the uninsured vessel before it sank. He felt that the *Sport* was lying in about thirty-five feet of water, a little south of Lexington. When he returned to the scene of the loss however, he could find no trace of the buoy or the

wreck. Repeated efforts the following spring likewise failed to turn up any sign of the wreck. Capt. Thompson's little tug *Sport* was to remain lost in the depths of Lake Huron for the next sixty-seven years.

#### End Notes

- 1) Interview with Mr. Wayne Brusate and Ms. Colette Witherspoon.
- 2) Enrollment documents, National Archives Washington, D.C.
- 3) National Archives, Record group #41; Washington, D.C.
- 4) Hatcher, Harland: *A Century of Iron & Men* page 36.
- 5) Mitts, Dorothy: *That Noble Country* page 122-25.
- 6) Enrollment documents, National Archives Washington, D.C.  
Herman G. Runge Collection: Milwaukee Public Library.
- 8) Personal Diary of Capt. R.P. Thompson 1900-1920.  
*Port Huron Times Herald*: Nov. 12, 1913 & December 14, 1920.
- 10) Interview with Mrs. Theresa Thompson O'Connor on August 4, 1988.
- 11) *Port Huron Herald* on Dec. 15, 1915. □



*Wheel with broken bucket on bottom.*



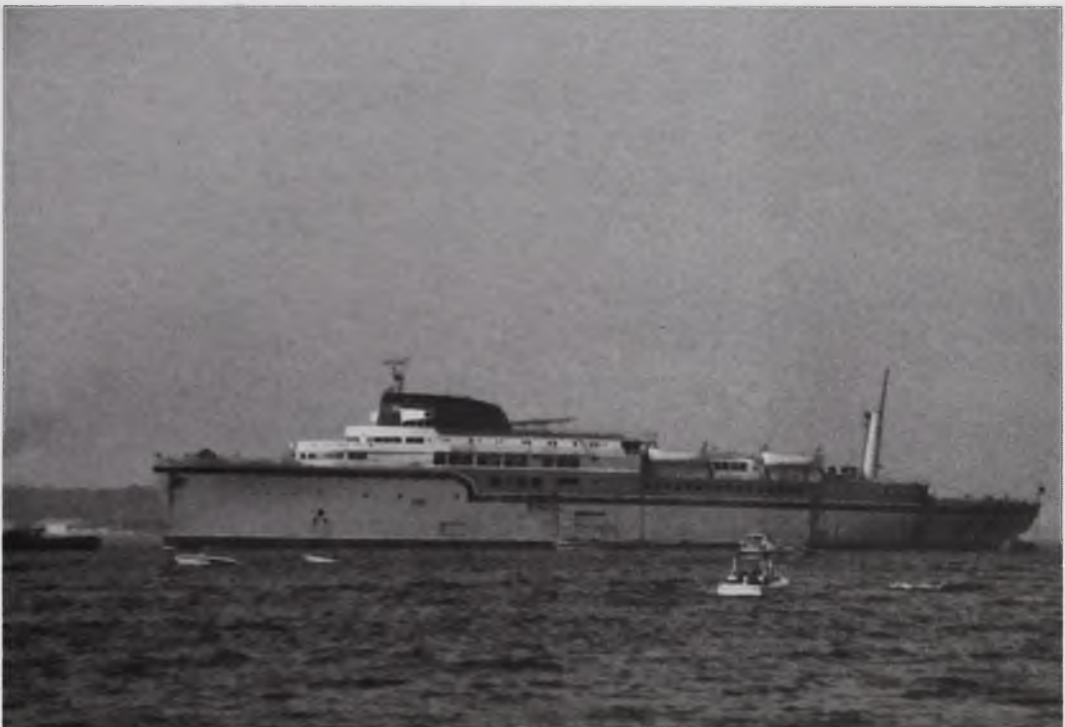
## THE REVITALIZATION OF THE AQUARAMA

by  
HOWARD PETERSON

Wednesday evening July 6, 1988, was the culmination of a long love affair for thousands of Muskegon area residents. They lined the Muskegon Lake shoreline and channel walls to sadly bid farewell, and for most, see for the last time the huge passenger ship *Aquarama*. The ship seemed revitalized as the bright red and black Canadian tugs *Tusker* and *Glenada* gently coaxed her from the mooring slip of the past twenty-five years. With the *Tusker* on the bow line, the departure for Canada was dream-like as the tow glided effortlessly in the still evening water of Muskegon Lake. The near 90° heat caused a slight haze that lent a ghostly image as the beautiful ship continued the length of the lake. The local Coast Guard boat, with its fire hose spewing, then picked up the escort out through the channel and into Lake Michigan and the summer sunset. The reality of

our loss really hit when the ship finally turned and headed north with the Canadian flag gently waving from the fantail staff. It was all so beautiful. Many of us admitted to a lump in our throats and some even shed an undeniable tear.

The original trip to Ontario was delayed to provide a wonderful opportunity for Muskegon advertising executive, John Hermanson to arrange tours of the ship coordinated with Muskegon's Great Lumbertown Music Festival. More than 16,000 people paid to tour the ship during the two day celebration. The tours revealed a time-warp quality about the ship. Considering it had been boarded up for twenty-five years, most everything was well preserved and protected. Furniture was neatly stacked and carefully wrapped in brown paper. Even the dance floor was protected by the paper and artificial



Author's Photo

*Tugs TUSKER and GLENADA tow the AQUARAMA out of Muskegon Lake to Lake Michigan.*



Author's Photo



Author's Photo

*Top: Visitors to the bar see the room as it appeared twenty-five years ago. Bottom: The only real damage was to the exterior decks.*



Author's Photo

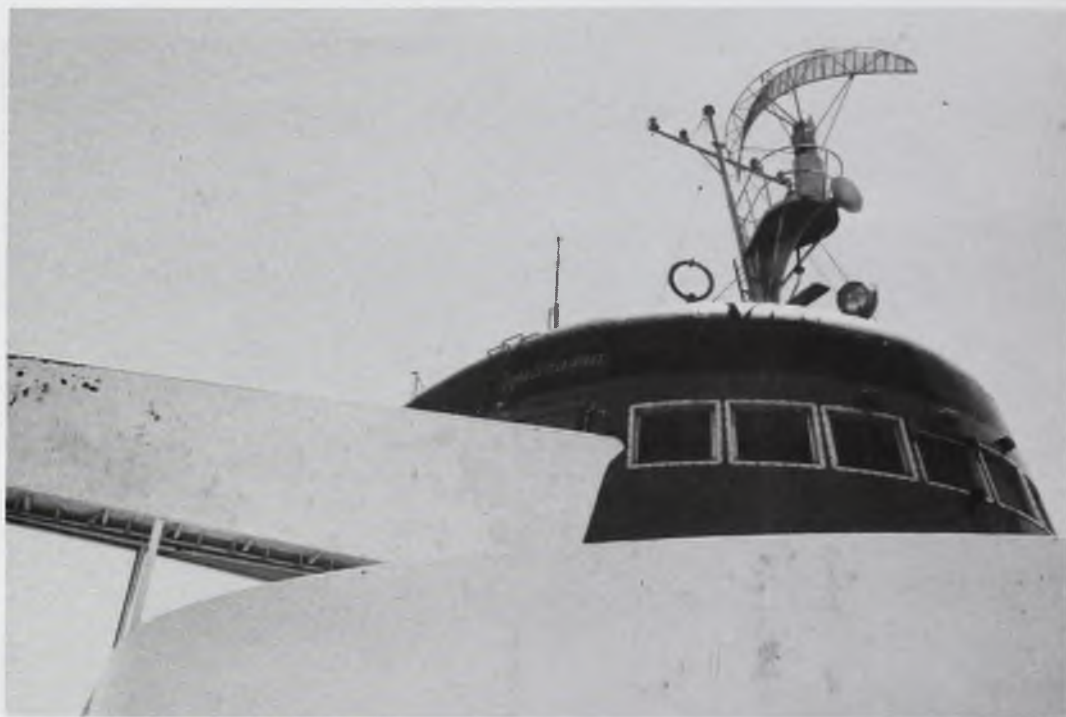
*The oars were still in position in the lifeboats.*

plants were carefully covered by plastic wrap. The only real damage was the weathering done to the tile on the exterior decks. During the years the owners, Detroit-based Sand Products, had carefully provided a watchman and even kept the engine room heated at a minimum of forty-two degrees so there was no sign of rust. However, there was occasional vandalism and the lifeboat tarps were once burned up by fallout from the municipal fireworks display. Aside from not replacing the tarps, other damage was quickly repaired. It was reported that someone had broken in and stolen the ship's wheel. Car buffs will be interested to know that two vintage vehicles, each with only about two hundred miles on them, were found in the hold. One a Volkswagon bus used to transport passengers from the parking lots and a Ford truck used to move the luggage. The ship's logs were still open with the activities of the last day's operation noted. Interesting souvenirs were sold during the tours including authentic items found carefully packed in the ship's

storage such as sheets, pillow cases, advertising brochures, inaugural cruise souvenir programs, posters, bar tabs, etc. Volunteer guides assisted visitors during the entire tour. Similar tours were also conducted at the destination port of Sarnia, Ontario.

As of November, 1988, the required dredging had not been done at Port Stanley, Ontario, the original destination port, the reason for the delayed voyage from Muskegon, so the ship was put in standby berth in Sarnia for refurbishing. New owner, James Everatt, Chairman of the Ontario-based corporation that purchased the *Aquarama* in September, 1987, said that if Transport Canada doesn't dredge in Port Stanley, then the ship will go elsewhere.

The ship reached its berth at the Canadian federal docks in Sarnia about 10:00 a.m. on Sunday, July 10. Even with beautiful weather the trip was not without its drama. Several investors were aboard for the journey along with Capt. Morgan Howell, former captain of the *Aquarama* during its final



Author's Photo



Author's Photo

*Top: The ship's log was still open with the last day's activities noted.  
Bottom: Contributing to her demise was the lack of docks capable of  
handling the AQUARAMA'S two unloading decks.*

six years of operation. According to reports the ship picked up a third tug above Sarnia in Lake Huron, but ran into problems a short distance from Sarnia. Apparently dangerous currents threatened to ground the *Aquarama*, but Capt. Howell was able to guide the tug operators as they pulled the ship out of danger.

The *Aquarama* was originally a C-4 cargo ship named the *Marine Star*, built in Chester, Pennsylvania in 1945 by the Sun Shipbuilding and Dry Dock Company. In 1955 she was bought by Sand Products Company and renamed *Aquarama*. In preparation for its move from Brooklyn, New York to Muskegon, via the Mississippi and the Chicago drainage canal, the ship's entire superstructure was removed by the Todd Shipyards in Brooklyn to allow it to pass under the low bridges. The \$8 million renovation was then completed in Muskegon which is still the largest shipbuilding operation ever done at the Muskegon port.

The 520-foot, nine-story *Aquarama* was designed for daytime passenger service between Cleveland and Detroit and intended to revive dwindling passenger service on Lake Erie and to hopefully replace the slower and smaller *S.S. South American*. Capt. A.K.

*Hoxie* of Ludington was persuaded to come out of retirement to initially run the ship, but was soon replaced by Capt. Howell. However, early maneuvering problems, lack of harbors and docks as the ship required twenty feet of water and two unloading levels, low business volume and high costs, doomed the ship. It operated only from 1956 to 1962 and was put in mothballs in Muskegon in 1963. The *South American* sailed for five more years before it was decommissioned in 1967.

*S.S. Aquarama*

Length-520 feet Beam-72.6 feet  
Weight-12,773 gross tons  
Single 20-foot diameter, all bronze propeller weighing 20 tons.  
Turbine propelled, oil fired, 10,000 available horsepower.  
Cruising speed over 22 miles per hour and once pushed to 28 m.p.h.  
Escalators operated between upper and club decks and elevators serviced all nine decks. Some features were first in marine history such as closed circuit television to enable observation direct from the pilothouse. Pilothouse controlled magnetic released fire doors. Expanse of glare-free, heat-resistant panoramic picture windows. □



Advertisement for the 1961 season.



Author's Photo

Stern view of the *AQUARAMA* where she docked for twenty-five years.

## 1989 MODEL SHIPBUILDING CONTEST

The G.L.M.I. model shipbuilding contest was held at the Dossin Museum from April 22 thru April 29. Although only seven models were entered in this year's contest, the quality of workmanship and craftsmanship was higher than in any of our previous contests. The model judged Best-in-Show was the *Pleasure* by Robert Burns. This annual contest will now be held in the spring months at the museum. All contestants that have entered models in the past will automatically receive an entry form for 1990. Those who wish to enter next year's contest for the first time, should contact the museum to be placed on the mailing list.

### Best-in-Show

*Pleasure* by Robert Burns

### Power Vessels

1st-*Detroit Edison* by Herman Chapman

2nd-*John Ericsson* by Milan Scholz

3rd-*Menihok Lake* by Steven Kohls

### Sailing Vessels

1st-*Dos Amigos* by Michael Guzzo

2nd-*Harriet Lane* by Charles Parker, Jr.

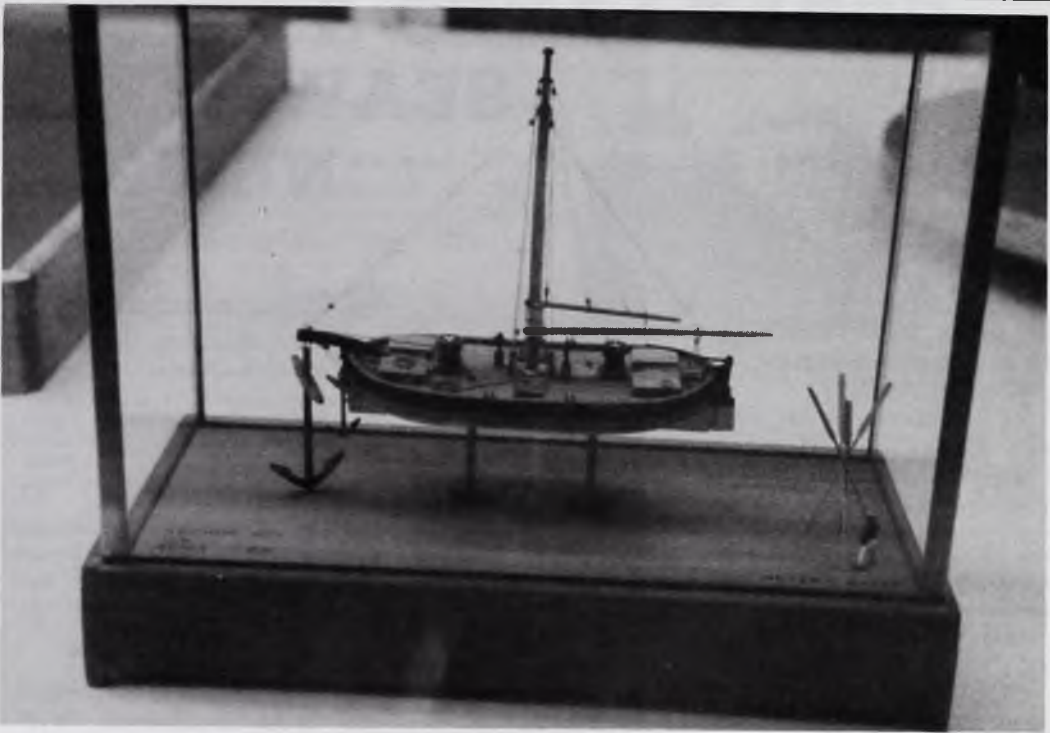
### Work Boats

1st-*Anchor Hoy* by Peter Baker



Photo by Dave McDonald

*Best-in-Show was the PLEASURE by Robert Burns.*



Both photos by Dave McDonald

*Top: ANCHOR HOY BY Peter Baker.  
Bottom: DETROIT EDISON by Herman Chapman.*

# GREAT LAKES & SEAWAY NEWS



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

Seaway News Editor: Skip Gillham

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

R. BARDEN	J. BEARMAN	R. BEAUCHAMP
J. CHARLTON	P. CLAYTON	S. ELVE
W. HOWELL	C. HUDSON	A. MANN
D. MCCORMICK	D. MERCER	D. POHTO
M. SHUMAKER	J. SPRUNT	A. SYKES
R. WEBB		

Mar. 1. . . *Stewart J. Cort* entered the drydock at Bay Ship for a 5-year inspection and repairs to the starboard propeller that was damaged on her last upbound trip when she strayed from the channel at Mission Point in the St. Marys River.

. . . The Seaway Development Corp. has engaged the Army Corps of Engineers to perform a preliminary investigation of the internal structure of the locks at Massena, N.Y. The cost of the study will be about \$25,000 and will determine the stability of the locks. The Seaway Corporation has budgeted \$250,000 this year to monitor the lock wall movements and groundwater pressure in backfill areas.

. . . American and Canadian pilots are opposing a plan by the United States and Canada that would allow vessels to sail the Great Lakes without a pilot. A bill before the Canadian Parliament would allow any captain that has made fifteen trips through the Seaway to be certified or licensed as a pilot. A study by the U.S. Department of Transportation urges Canada to increase the easement on pilotage with the possibility of the U.S. doing the same.

Mar. 8. . . The tug/barge *Michigan/Great Lakes* arrived in Traverse City with a cargo of petroleum to open that port for the season.

Mar. 12. . . The *D.C. Everest* went back into service when her cranes shifted a load on the *John A. France* in Hamilton.

Mar. 13. . . The Rouge Steel Company, a subsidiary of the Ford Motor Company announced the sale of their fleet to the Interlake Steamship Company. The *Benson Ford* will be renamed *Kaye Barker* and will go on drydock at Bay Ship in April. The *William Clay Ford* will be renamed *Lee Tregurtha* and cleared the Ford basin for Fraser Shipyard with her new name painted only on the stern. Both ships will be painted in Interlake colors and were not expected in service until late April. The *Henry Ford II* will be renamed *Samuel Mather*, but no crew assignments have been made.

. . . The icebreaker *USCG Mackinaw* went back into service. She had been laid-up since last April because of budget problems and repairs to her engines. The budget for fiscal year 1989 contains funds to operate the *Mackinaw* and she cleared the next day for icebreaking in Whitefish Bay.



## GREAT LAKES &amp; SEAWAY NEWS ●

. . . *Robinson Bay* began icebreaking at Massena, N.Y. area.

. . . *Edwin H. Gott* was scheduled to clear Duluth this afternoon, but her port engine refused to start because of dirt in the starting valve. She cleared the next day for Two Harbors, escorted by the icebreaker *Sundew*. They encountered windrows of ice up to twenty feet high. The trip lasted six hours instead of the usual two hours.

. . . *Edgar B. Speer* cleared lay-up in Milwaukee for Two Harbors. When she arrived at DeTour on the 14th, she anchored at DeTour to await upbound passage for the Soo Locks.

Mar. 14. . . *Stephen B. Roman* opened the port of Toronto for the sixth straight year.

Mar. 15. . . *USCG Katmi Bay* locked upbound at the Soo to join the *Mackinaw* in icebreaking up to Whitefish Bay.

. . . *Edgar B. Speer* locked upbound to become the first commercial vessel of the season. She was escorted through heavy ice by the *Katmi Bay* and *Mackinaw*.

. . . The Canadian icebreaker *Norman McLeod Rogers* arrived at the lower wall of the St. Lambert Lock and began icebreaking the next day.

. . . Soconav's tanker *Le Frene No. 1* arrived in Sorel, possibly for the last time. The next day she shifted to Omnimar's Shipyard for inspection and tied up alongside *Black Bay*. She was still there at the end of the month.

Mar. 16. . . The downbound *Edwin H. Gott* encountered heavy ice in Whitefish Bay and the upper St. Marys River. She entered the river at Parisienne and cleared the Poe Lock at 2359 to become the first downbound laker.

Mar. 17. . . The *J. Burton Ayers* was towed by tugs *Galway Bay* and *Patricia Hoey* from the Hocking Valley Dock to Merce Drydock for fit-out. She departed the Interlake dock next to the drydock on April 23rd to load stone for LTV Steel in Cleveland.

Mar. 19. . . *Belle River* cleared Duluth after loading 59,498 tons of coal. She was escorted by the *Sundew* as far as Two Harbors. Stopped by heavy ice several times, she finally anchored off the Apostle Islands on the 21st. The Canadian icebreaker *Samuel Riseley* freed her and she went to Taconite Harbor to refuel. She arrived that evening and waited for several other lakers that were upbound in Lake Superior.

Mar. 21. . . The Sarnia City Council has voted to allow the *Aquarama* to remain there until May 31st. Port Stanley will not be ready until at least July 4th for the vessel to dock permanently.

. . . *Medusa Challenger* arrived in Grand Haven with a load of cement to open that port for the season. She was delayed two days by 40-mile ice pack between Charlevoix and Manitou Islands.

Mar. 22. . . *Herbert C. Jackson* arrived at Rouge Steel with a cargo of pellets. With the purchase of the Ford fleet, Interlake signed a contract for deliveries into Rouge Steel.

● GREAT LAKES & SEAWAY NEWS



Photo by Phil Clayton



*Top: Purvis Marine cutting down the CHIEF WAWATAM to a barge on April 9, 1989. Bottom: Workers clear out the inside cabins and tracks on the CHIEF. The notch has been cut in the stern to accommodate a tug.*

## GREAT LAKES &amp; SEAWAY NEWS ●

Mar. 23. . . The tanker *Jupiter* was drydocked at Bay Ship for a load line survey. She was taken off the blocks and returned to service the next day.

. . . Heavy ice is slowing ships on Lake Superior. The Coast Guard reported that ice covered most of the lake and was about 27 to 38 inches thick and windrows were 15 to 20 feet high. The rail/carferry *Incan Superior* had been unable to sail from Thunder Bay to Duluth.

Mar. 24. . . The *Edwin Gott*, *Roger Blough*, *Cason J. Callaway* and *Philip R. Clarke* arrived in Two Harbors. They all cleared on the 25th with pellets. The *Gott* and *Clarke* escort the *Belle River* from Taconite Harbor to the Soo. They arrived on the 26th, escorted by the *Biscayne Bay*.

. . . The *St. Clair* was moved from her lay-up berth to Burlington Northern ore dock to load her first cargo. She carried the port's first outbound cargo for National Steel plant in Detroit.

Mar. 25. . . The *George A. Stinson* was the first ship to arrive at the Twin Port when she loaded pellets at the Burlington Northern docks and cleared the next day.

Mar. 26. . . The *Canadian Navigator* cleared Montreal for Pointe Noire to load iron ore for Hamilton and became the first Canadian vessel in service this season.

Mar. 27. . . The Great Lakes Towing Company tugs *Arkansas* and *Louisiana* sank at their dock in Duluth about 8:00 a.m. The cause of the sinking was unknown, but considered suspicious. When their crews reported for work, they found both tugs partially submerged. A Coast Guard team arrived with pumps and attempted to pump out the *Arkansas* and the man working in the engineroom narrowly escaped when the tug's stern suddenly dropped. Incoming water jammed the engineroom door shut and he escaped through a port hole.

. . . The *Mesabi Miner* went aground in the St. Marys River off Johnson's Point in Middle Neebish Channel. She was downbound from Taconite Harbor with a load of pellets and flooded her forepeak. Traffic in both directions was halted. The crew will attempt to shift the forward cargo aft to free the vessel. She was refloated on the 29th with assistance of the tug *Chippewa* from Wellington Towing Company and two tugs from Purvis Marine Ltd. She proceeded to Lime Island for inspection and was released by the Coast Guard when no bottom damage was found. The river was closed for two days and delayed eleven vessels.

Mar. 28. . . The tug *Tusker* and the barge *Scurry* cleared the Sun Oil dock in Toledo and met the tug *Glenada* outside of Toledo Light. They were bound for Sarnia. The next day, early in the morning, they went aground above the Detroit River Light and the tug *Indiana* was sent to assist. Twelve hours later, the grounded barge was freed and proceeded upbound in the Detroit River. In the early morning hours on the 30th, the *Tusker* lost power above Belle Isle Coast Guard station and the *Glenada* and *Tusker* were unable to hold the *Scurry* in the current. The barge grounded outside the shipping channel at buoy G113. The tug *Barbara Ann* was sent to assist the *Scurry* and freed the barge the next day. The *Barbara Ann* assisted the *Tusker* and *Glenada* to Sarnia.

Mar. 30. . . *J.N. McWaters* opened the Seaway downbound when she passed through the Iroquois Lock for Pointe Noire to load iron ore.

● GREAT LAKES & SEAWAY NEWS



Photo by Phil Clayton

*Ex-Canadian Coast Guard Cutter WESTWIND at Honolulu on March 26, 1989.*

. . . The Finnish tanker *Kihu* opened the Seaway upbound when she passed through the St. Lambert Lock. She is owned by Nesteship of Naantali, Finland and made one other trip into the Seaway in 1986. She was followed by the tanker *Hurbert Gaucher*.

Mar. 31. . . The *J.W. McGiffin* was the first vessel to pass upbound in the Welland Canal. The *Canadian Progress* opened Port Colborne and was the first downbound vessel.

. . . The *Frontenac* was first Canadian vessel into the Twin Ports and loaded pellets at Burlington Northern.

Apr. 1. . . *Capt. Henry Jackman* arrived in the Twin Ports to load grain at Capital Elevator #6 and cleared on the 5th.

. . . *Elton Hoyt 2nd* shifted from her winter lay-up berth to the D.M.&I.R. dock and loaded 19,601 gross tons of pellets for Rouge Steel.

. . . The recently converted self-unloader *Algomarine* cleared Port Weller Drydock to load slag in Hamilton for delivery to Detroit.

*American Republic* opened the port of Fairport with a load of stone for the LTV dock. She beat the *Fred R. White Jr.* by twelve hours.

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GREAT LAKES & SEAWAY NEWS ●

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Apr. 2. . . *Federal Fuji* opened the port of Thorold when she unloaded 20,000 tons of bauxite ore from Australia at the Industrial Dock.

. . . *Enerchem Asphalt* arrived in Montreal flying the Canadian flag and was registered in Hamilton. Rene Beauchamp reported that last year she operated under the flag of Bahamas.

. . . The *Richelieu* cleared Montreal for Hamilton and was the first CSL vessel in the Seaway this season. In the past, one of their vessels was usually in the Seaway on the first day of operation.

Apr. 3. . . *Federal Ottawa* was the first saltie to arrive in Detroit.

Apr. 4. . . The Army Corps dredge *Markham* was towed from Cleveland by tugs *Wm. Whitney, Kinsale and Wicklow*. The *Whitney* towed the *Markham* to Merce Shipyard in Toledo. The *Markham* has been idled at Cleveland for several years. The drydocking is in anticipation of her leaving the lakes for duty in England this summer.

. . . *Mesabi Miner* was back in service after she proceeded to Lorain to unload her cargo. Afterwards she was repaired at the dock. (Ed. note: She was heavily ballasted at the stern so that the hole in the bow was out of the water. Must have been quite a sight.)

. . . The coastal freighter *Kanguk* cleared Montreal for Chicago on her first trip into the lakes. Owned by the Hudson Bay Company, she carried supplies to the Arctic region from May to November and then laid-up. She carried the previous names of *Gondul, Silva* and *Hudson Venture*.

Apr. 5. . . The scrapping of the *Oakglen* has been completed at Aliaga, Turkey.

. . . The *Reserve* tied up at the Port Terminal in Duluth upon arrival to repair the damaged propeller blades. The damage was caused by heavy ice. She cleared Fairport on April 1st.

. . . The *Arthur M. Anderson* cleared Fraser Shipyard for Two Harbors with a new stern thruster.

. . . Heavy ice forced the *Canadian Leader* into the corner of the Peavey Elevator in Superior. She dented and opened some seams in the plates on the starboard side, above the thruster tunnel. She shifted to the Port Terminal for repairs by the Fraser Shipyard.

. . . The Polish vessel *Pomorze Zachodnie* was the first saltie into the Twin Ports. She arrived at the Cargill Elevator to load wheat and loaded corn at the Harvest States Elevator.

Apr. 6. . . The Panamanian saltie *South Winner* (ex-*Blue Atlantic*) became disabled while in the Gulf of St. Lawrence when her rudder jammed. She was upbound for Montreal. The tug *Irving Birch* towed her and at Quebec City they were joined by the *Donald P.* It took six days to reach the port of Montreal.

. . . The ferry *Incan Superior* arrived in Duluth on her first trip which was three weeks later than usual because of heavy ice.

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**● GREAT LAKES & SEAWAY NEWS**

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. . . *Sparrows Point* cleared Bay Ship after completion of boiler repairs. Both the *Point* and *Stewart Cort* encountered three-foot ice in Green Bay and were assisted by tugs.

. . . *Lee Tregurtha*, ex-*Wm. Clay Ford* arrived at Fraser Shipyard and was set on the blocks the next day.

. . . The *Stolt Castle* opened the port of Oshawa and her captain was given a barometer and a plaque. However, the arrival was marred by a collision with the tug *Michael D. Misner*. The tug's anchor punctured a fuel tank and about 900 gallons of fuel leaked into the harbor. The leak was rapidly contained.

Apr. 7. . . *Philip R. Clarke* touched bottom while upbound in the St. Marys River and tied up at the Carbide dock for inspection. She was allowed to clear for Fraser Shipyard.

. . . *Calcite II* was towed off the drydock at Fraser Shipyard and taken to the fit-out wall.

Apr. 8. . . *Federal Fuji* became stuck in the east Pipe Island Channel and was freed later that day with the assistance of tug *Vermont*. The channel was closed to navigation at the time, but apparently this was not known by the *Fuji*.

. . . Bad weather, ice and poor visibility delayed shipping at the Soo. Several ships, including the *Federal Fuji*, *George A. Stinson*, *Windoc*, *Barker* and *Canadian*

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**H. LEE WHITE and AMERICAN MARINER wait passage upbound at Soo Locks on April 4, 1989.**

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GREAT LAKES & SEAWAY NEWS ●

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*Mariner* anchored or were delayed at the locks. It took the *James R. Barker* 4½ hours to lock thru downbound. Because of the slush ice, it averaged about three hours for a downbound laker to lock thru.

. . . The *Wm. J. Delancey* cleared Duluth for Muskegon with 57,745 tons of western coal. This was the first load of western coal from the Twin Ports to be shipped to Muskegon. Consumers Power is testing the coal because of pending government action concerning acid rain.

Apr. 9. . . Heavy ice caused problems at the Twin Ports. The *Philip R. Clarke* became stuck in the ice when attempting to dock at the Cutler Dock. The *Cort* was forced to use the Duluth entry about two hours later because the Superior entry was closed. The *Cort* tried to assist the *Clarke* by breaking ice, but soon became stuck herself. The *Cort* arrived at Burlington Northern dock about three hours later and the *Clarke* arrived at Cutler dock about 2½ hours later.

Apr. 10. . . The saltie *Mountain Blossom* was the first saltie into Sarnia.

*Lee Tregurtha* was floated out of the Fraser drydock to allow the *Clarke* to enter. The *Clarke* cleared on the 14th and the *Tregurtha* went back on the drydock.

Apr. 11. . . The Seamen's International Union protested the arrival of the foreign flag *Selkirk Settler* at the Welland Canal.

. . . *Atlantic Erie* (ex-Hon. Paul Martin) arrived in Montreal for the first time under her new name. She was reflagged to the Bahamas and registered in Nassau.

Apr. 13. . . *Nicolet* cleared winter lay-up in Muskegon, headed for Gary to load slag for Holland, Michigan.

Apr. 14. . . *Tadoussac* arrived in Duluth with a cargo of oats to be offloaded at General Mills Elevator. This was the first time in many years that grain had been imported to the Twin Ports.

. . . A chemical spill in the St. Clair River near Courtright was traced to the *Stolt Castle*. The spill of styrene and xylene was small and did not create any problems. The captain of the Liberian-flag vessel was charged with polluting the river. Attorneys agreed to pay up to \$50,000 in potential fines and the ship was allowed to leave.

Apr. 15. . . The Cyprus-flag bulk freighter *Arosa* entered the St. Lambert Lock and workers noticed damage to her bow which hadn't been reported before entering the Seaway. The damage was caused by ice in the Gulf of St. Lawrence. After inspection she was allowed to proceed to Cleveland, however, she received some repairs at Port Colborne on the 17th.

. . . The tug *Arkansas* was raised by hydraulic jacks, twenty-one days after she sank at her dock in Duluth. There were no clues to determine why she and the *Louisiana* sank. The *Louisiana* was raised several days later. Again, no clues were found for the sinking.

Apr. 19. . . The Panamanian flag *Mela*, a regular visitor to the lakes was seen for the first time with the name *Louis Dreyfus* painted in large letters on the hull. She is owned by Maritime Inc., which is a subsidiary of Buries Markes, Ltd. and Louis Dreyfus and Cie.

● GREAT LAKES & SEAWAY NEWS



Photo by Mike Huexwell



Photo by Kathy McGraw

*Top: LEE TREGURTHA downbound at Soo Locks on her first trip.  
Bottom: KAYE BARKER inbound on Rouge River on her first trip.*



## GREAT LAKES &amp; SEAWAY NEWS ●

Apr. 21. . . Armco Inc. and Cyprus Minerals have finalized a long term agreement concerning pellets from the Reserve Mining Company. Armco has committed itself to purchasing a minimum of 1.5 million tons of pellets over seven years. However, there are several other items to be resolved before the mine can reopen. These include the approval of bond holders and federal bankruptcy court. At least two other companies have expressed interest in Reserve and could bid on the company once problems are resolved. The other companies interested are Cleveland-Cliffs and Northfield Mining. Cyprus Mineral has tended an offer of \$40 million to purchase Reserve Mining.

Apr. 22. . . *J.A.W. Iglehart* opened the Twin Ports cement season with a load of cement for LaFarge terminals in Duluth and Superior.

Apr. 24. . . The tug *Minnie Selwick* sank while towing the Philippine freighter *General Vargas* into Green Bay. The tug struck wooden pilings around a railroad bridge in the Fox River. The three-man crew escaped without injury.

. . . The large yacht *Capt. Matthew Flinders* passed upbound in the Seaway bound for Kingston and Toronto. She was built in 1984 in Australia and measures 144 feet long and 696 gross tons. She will operated for Flinders Sightseeing Cruises on the lakes as a cruise ship. Although she passed upbound in the Seaway today, she didn't arrive in Toronto until May 9th.

. . . *Canadian Leader* anchored in the Seaway, east of Wellesley Island because of problems in her water and fuel lines. She was upbound for Hamilton with a load of iron ore. After repairs, she continued later in the day.

. . . *Marjorie Lykes* was detained at Ogdensburg, N.Y. for possible drug smuggling and none were found.

Apr. 25. . . *Lee Tregurtha* was towed out of drydock at Fraser Shipyard and loaded ore pellets the next day at the D.M.&I.R. dock. She arrived at Rouge Steel on the 29th in Interlake colors.

. . . Tugs *Rhode Island* and *Illinois* move the *Harry Coulby* out of the frog pond at Fraser to the drydock.

Apr. 26. . . The *USCG Mackinaw* passed downbound in the Welland Canal on a goodwill tour of Lake Ontario.

. . . The two Great Lakes Towing tugs that sank in Duluth will be repaired at G&W in Cleveland. Company officials still don't know the cause of the sinking.

Apr. 27. . . *Sauniere ex-Algosea* arrived in Fairport to load salt for Montreal. She made her last trip into Fairport in 1977 and is scheduled to make several trips into there this season.

Apr. 29. . . *Enerchem Fusion* arrived in Montreal and laid up at the "Old Port". The only other ship laid up in Montreal is the *Arctic Viking*.

Apr. 30. . . The large tug *Patricia B. McAllister* cleared Montreal for Rogers City to assist the salvage of the barge *OLS-30* which sank off Rogers City last fall.

● GREAT LAKES & SEAWAY NEWS

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Miscellaneous . . .

. . . Columbia Transportation announced that the self-unloader *Crispin Oglebay* will operate this season.

. . . *Robert C. Stanley* and *Ralph Watson* were still at Sorel, but it has been reported they will depart overseas in May.

. . . The Canadian icebreakers *D'Iberville* and *N.B. McLean* arrived in Kaohsiung on February 20 under tow of tug *Lorna B.*

. . . The Polish tug *Koral* which has towed many lakers overseas for scrapping, has been sold for scrap in India. Her sister tug *Jantar* which also towed many lakers is no longer active and may also have been scrapped.

. . . Readers may recall a small vessel that was under arrest for three years in Montreal. She was the Maltese flag *Safir* and after many trials and tribulations, was eventually renamed *Jennastar*. Her career came to a sudden end when she sank on December 21, 1988 during a voyage to Spain.

Correction: On Page 45 of the March issue, the editor inquired about the location of Squaw Island in the St. Lawrence River. Rodney Webb said that it is *Lame Squaw Island*, located between Cardinal and Prescott, Ontario.



Photo by Cameron Morehouse

*H. LEE WHITE unloading at the Detroit Edison plant at St. Clair, Michigan.*

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