Telescope

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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

Institute member Steve Elve has written *Bridging the Waves, Pere Marquette No. 18: Her Final Days.* This 32-page book covers the sinking of the *PM 18* in Lake Michigan in September, 1910. Although the Coast Guard investigation could not determine the exact cause, Steve provides several possibilities based on researching government records, eye-witness accounts from survivors and marine historians familiar with railferry design. This book is available at the Dossin Museum for $6.00 plus $1.00 postage or from Steve Elve, 11084 Woodbushe Dr., Lowell, MI. 49331.

Preservationists are attempting to save two lighthouses in the south channel of Lake St. Clair that were built between 1855 and 1859. In 1875 the front light was rebuilt on the same wooden crib and has remained since, but again is leaning and its base is eroding. The rear light was built on a stone crib with a keeper's house. The house is gone, but the stone base remains below the water. Those interested in preserving these lights should contact: SOS Channel Lights, P.O. Box 46531, Mt. Clemens, MI. 48046.

MEETING NOTICES ●

Capt. John Leonard will be our guest speaker on Friday, November 17th at 8:00 p.m. at Dossin Museum. Capt. Leonard, retired skipper of the *Charles Dick* and *Chicago Tribune*, will show slides of many vessels that have gone to the scrapyard as well as their modern replacements.

Future Board of Director meetings (which all members are invited to attend) are scheduled for Thursdays, October 12th and December 14th at 7:30 p.m. at Dossin Museum.

CONTENTS ●

Back Cover Picture . . .Built in 1884 at Detroit, Michigan and launched as *William J. Averell* (US81027). Measured 250x36.8x14.3. Sold to Canadian owners on March 12, 1916 and renamed *Oatland* (C138107) in June, 1916. Damaged by fire at Buffalo and dismantled at Port Dalhousie on November 30, 1930. □

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OUR COVER PICTURE . . . Originally launched in 1927 as the *Harry Coulby* for the Interlake Steamship Company, this vessel set several cargo records until larger vessels were built in the mid-1940's. She was laid up in Superior in November, 1981 and remained idle until she was sold to Kinsman Lines and renamed *Kinsman Enterprise.* This photo of her maiden voyage was taken by Jim Hoffman when she was downbound in the St. Marys River on June 20, 1989. □

Telescope is produced with assistance from the Dossin Great Lakes Museum, an agency of the Historical Department of the City of Detroit.

FRESHWATER CRUISE OF

THE USS MACON

by
Capt. J.C. Wylie
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April, 1960 U.S. Naval Inst.
Part I

The USS Macon (CA 132) was a heavy cruiser of the U.S. Navy. She was built at Camden, New Jersey, on an order placed on August 7, 1942 and commissioned into the U.S. Navy on August 26, 1945. In 1961 she was placed in the Atlantic Reserve Fleet and has since been scrapped. Capt. J.C. Wylie was a graduate of the U.S. Naval Academy, Class of 1932 and was commanding officer of the USS Macon during Operation Inland Seas.

In March, 1959, at anchor in the Bosporus off Istanbul at the far end of the Mediterranean, we heard the first rumor that *Macon* was scheduled to be in Chicago on the Fourth of July. In late August, alongside a dock in the River Clyde in Galsgow, we mailed to the Cruiser Force Commander, our general report of this remarkable excursion into freshwater.

These two waterways, the fast running Bosporus and the shoal and narrow Clyde, were fitting markers for the start and finish of this fascinating voyage up the St. Lawrence River into the Great Lakes and back to the sea again. And they are, at the same time, a graphic illustration of the classic comment that "the sea is all one". The inland lake cities are world ports.

Taking a ship the size of *Macon* halfway across a continent was probably the most exhilarating experience that a cruiser captain could ever hope for. To be sure, a great deal of it was fairly normal steaming; in the wider reaches of the St. Lawrence and in the open lakes, the freshwater problems are much the same as those found in salt water. But the novelties were there, in good number, and they gave rise to situations that deep water sailors seldom dream of.

Professionally, the most notable general feature of the trip was that of operating in a totally new enviroment, often quite different from that in which most of us have been trained all our lives. At sea we normally stay well clear of passing ships; in narrow inland water, the trick is often to come as close as possible without touching. At sea, one sets a direct course for destination; in the lakes one follows well-traveled one way paths (a very good practice it is to obey this custom). At sea we measure depths in fathoms and reach for deep water every chance we get; in the lakes and rivers, depths are measured in feet and inches and when the wind blows the water away, the lakers anchor and wait for the wind to blow it back again. At sea the whistle signals are simple and universal, the whistle signals are often local and not necessarily in strict accord with the printed rules. (In the St. Lawrence, for instance, the pilots use different whistle signals in the upper, the middle and the lower river.) At sea we steer compass courses to the nearest degree; the lakers "head for the tall pine on the point" or "hold up on that red auto until the church comes in sight around the bend". Our helmsman, blind in the conning tower, became quite good at steering to the nearest quarter-degree. At sea we use a one-third or two-thirds bell whenever we have to slow below standard speed; in the lakes

Photo by Warren MacKenzie

The USS MACON *in the lower Detroit River on her good will visit in June, 1959.*

we used speeds as ten rpm and a two or three rpm change above or below two knots could be important. In salt water ports we use tugs and a platoon of line-handlers and often wait for slack water in which to dock; the lakers steam up to a dock in four knots of current, hold steady, and then put their own linehandlers over the side. Salt water ships have rudders the size of a barn door with a 30-degree throw; the lakers have rudders as big as the side of the barn itself with a 45-degree throw. In the lakes and rivers the small ferries always keep clear of large ships, but to balance this blessing there is always an outboard out of sight under the hawsepipe trying to see how close he can come to the bow without getting hit. And if for a moment, there is not one of those, there is probably a near-sighted young brave swimming out from the bank to get a closer look at the ship as she passes.

But, with all the comment that we offer on things that were unusual to us, one fact became more clear with each day we spent in sailing through this vast freshwater system; the standard operating procedures that have been developed for these inland waters are carefully tailored by fine sailormen to their own highly specialized needs in their own environment. There are lots of differences between that and sailing in deep salt water.

When we first heard that we were going, there were a thousand ideas and suggestions as to how best to get ready. Fortunately, the Cruiser Force Staff had been at work for weeks without our being aware of it, and our Cruiser Division Commander had gone inland to see the St. Lawrence and talk to some of the men who for years had been sailing the river and the lakes.

What it all boiled down to was that we would need to reduce our draft, cut down our mast heights and bolster our propellers guards. There was really nothing else except to study the charts, take an advance look at the river and the Welland Canal and hope.

Normally *Macon* draws between twenty-six and twenty-seven feet in salt water. The permissible draft for critical parts of passage was 23.5 feet and the freshwater factor was an additional eight inches that we would sink when we left salt water behind us. The only controllable weights were fuel and ammunition and the engineer did our figuring for us. It was a little bit tricky since draft is normally measured from the keel and our rudder extended twenty inches below the keel; so in addition to losing weight, we had to trim down by the head to get the rudder up.

With roughly one-third our our fuel and one-quarter of our ammunition onboard and carried well forward, our rudder and our forefoot were both drawing about 23.5 feet in freshwater. As we burned fuel and had onboard less than the "balance" quantity, we became lighter forward and the draft at the rudder began to increase again.

Our advance estimates indicated that the critical parts of the journey, as far as draft was concerned, would be in the Welland Canal and the Detroit River. And so we worked our fuel consumption backward to see how much to take aboard at Boston in order to have onboard the desired 250,000 gallons as we passed the Detroit River. As it turned out, our guess was only about 10,000 gallons off, and we were trimmed as we wanted when we got there. We fueled in Chicago, again gauging our need for draft at the Detroit River two weeks later. Our third refueling would be in Cleveland, this time estimating our consumption to be properly trimmed for the downbound passage of the Welland Canal. We fudged a little on that last one though, because we also wanted a good trim at minimum draft in the narrow channel above Montreal where we recorded two feet near the Cote St. Catharine Lock during the upstream passage.

All in all, draft and trim control did not turn out to be an unduly difficult problem, although we did arrive uncomfortably light off Chicago. The rudder response when we had less than 20% of our fuel onboard was a little sloppy, and the Officer-of-the-Deck had orders not to use more than ten degrees of rudder at speeds over ten knots in the open lakes. We had noticed a tendency to heel and hang if we used much rudder during the passage through Lakes Huron and Michigan and those of us on the bridge had heard some tart comments from the messing spaces when unwary souls had caught their soup in their laps.

The height problem was another that the Cruiser Force staff solved for us before we got back from the Mediterranean. There are several 120-foot lift bridges in the St. Lawrence and the Welland Canal and our foretop and maintop were both nearly 140 feet. So we dismounted out two highest radars and a few of the UHF antennae and then, with our new crewcut, we had only 122 feet at the foremast and mainmast platforms.

We were skeptical of the figures and, before we left Boston, we adjusted our fuel to minimum draft and actually measured the two highest points from the foremast and mainmast to the waterline. After applying the eight-inch freshwater factor, the measurements were within four inches of the blueprint predictions and so we breathed easily on that matter.

We also, in that harried two weeks in Boston between our return from the Mediterranean and our departure for the river, took actual measurements of our maximum beam. The eighty-foot locks had begun to look more and more narrow as the departure date approached and we figured we would look awfully silly if we were to get stuck trying to squeeze into the first lock. The blueprints turned out ot be right. We had just about seventy-four feet between the armor belts at the widest point of the hull, but that was not all. The whaleboat davits were amidships and the davit sockets reached out an additional eleven inches on each side. So we dismounted the davits and went without the whaleboats. Our daytime "lifeboat" for inland cruise was the helicopter and at night we kept ready a thirty-three utility boat handled by the unwieldy crane at the stern. Fortunately no one went overboard. It would have been a problem if it had happened with any sort of a sea running.

With the installation of bigger and stronger propeller guards, the rest of the preparation of the ship consisted of painting and titivation. It sounds normal and routine, but never had we seen so much hard work and such beautiful results. Shining new paint from the waterline

to the top. The last few inches at the muzzle of each gun taken down to bare, glistening steel and then a copper contrast band clinched on at the beginning of the paint. Simonize over the paint on every one of the 37-gun barrels from the long 8-inch turret guns down to the two old six-pounders of the saluting battery. New canvas all around and hoses scrubbed till they looked like new. Decks refinished and dadoes cut in anew. Padeves, white for use in night replenishment, outlined in thin lines of black enamel. Signs made and stanchions and lines rigged to guide visitors. One hundred thousand (we underestimated) pamphlets printed to give to visitors.

Macon, manned by the proudest crew that ever went to sea was ready for the St. Lawrence, fully fit for the President and the Queen who were soon to review her.

One of the two weeks of preparation time that the ship had in Boston was spent by the Commanding Officer and the Navigator in a preliminary look at the Seaway. The two of us took passage in Kleinsmith, an APD (high speed transports), from Montreal upstream to Lake Ontario and then made a transit of the Welland Canal in one of the big, new ore carriers whose length and beam were very close to those of *Macon*. It was well worth the effort because it let us recognize our problems at first-hand rather than merely speculate upon them as we had been doing up to that point. It was at this time, for instance, that we decided not to run the river at night. In daylight we could see the currents before we were into them and could apply compensating rudder before the cross-currents had thrown us off course. At night we would have often had to wait to feel the currents before we could respond to them. Since most of the time the usable channel width was well under 500 feet, we did not want to get skewed across the channel before we knew what was happening. At the same time, we decided that there was no reason not to pass through the Welland Canal at night if our schedule were to call for that. With no strong currents in the Canal, there was no reason to complicate further the already difficult scheduling problem of the Task Force Commander and the Seaway and Canal authorities.

Finally on the 18th of June, we sailed from Boston and ran right into an ugly little storm in Cabot Strait between Nova Scotia and Newfoundland. There was enough sea running to tear loose a ready-ammunition box on the main deck forward, but we held to our schedule and stood on into the Gulf of St. Lawrence on time. We picked up the first pilot on the south bank of the river at Father Point (this in a fog so dense we could not see the jackstaff from the bridge) and stood on upstream. By the time we had come abreast of the Saguenay River, where the St. Lawrence first begins to narrow and the buoyage system begins, it was hazy but not foggy and we had no trouble seeing where we were visually as well as radar.

The lower river, from the sea up to Quebec, presented no problems. We went on upstream at fifteen knots, admiring the grandeur of the hills along the northshore at Saguenay and Murray Bay, and answering the dips from colors ashore as well as those from passing ships.

We moored at Quebec and here we first made use of our docking pilot. Long before we had gotten back from the Mediterranean, out Cruiser Division Commander had sensed that tug services in the river and lakes would be limited. Early planning had included some *YTB's* (yard tug) from the east coast naval bases as part of the task force and these sturdy little tugs turned out to be most useful. The Division Commander, a good sailor and one-time cruiser captain, had realized at once that handling tugs is a fine art and that we needed such an artist. So he had ordered to *Macon*, for the duration of the cruise, one of the Norfolk Naval Base docking pilots to provide the tug-handling skill that naval officers, spending their time in open water, could never acquire. For those who have never watched a skilled docking pilot at work, it should be explained that this is a most highly specialized skill within the specialized profession of piloting.

On this same subject, tugs are of two kinds: puller and pushers. Any tug can pull, no matter what its size. It takes a good stout tug with lots of horsepower to push, but the pushers are a far more flexible tool and with a couple of pushers working alongside, a good docking pilot can do tricks that seem impossible with a big ship.

We moored at Quebec (with local commercial pullers) without incident on the evening of the 21st and stood up into the middle river (this is the section of the St. Lawrence between Quebec and Montreal) the next

morning. The river narrows above Quebec and the first potential hazard it met at the Richelieu Rapids. Going upstream, we passed these rapids at high water and they weren't nearly as much a concern as the foggy haze that hung low over the river. Later, on the downstream passage, we passed this particular bit of the channel at low water with the jagged rocks dry on either side and wondered how we could have been so blase' when we stood upstream. The current in here varies from three to five knots, depending on the tide.

From Richelieu Rapids to Three Rivers is a wide and well-marked channel with the current generally along the line of the channel. The Quebec-Three Rivers pilot left us here and Three Rivers-Montreal pilot came aboard. It is here, in the vicinity of Three Rivers, that the tidal effect disappears and there is only the river current to take into account.

Perhaps it is well here as any place to note that, while the river pilots normally take the conn of merchant vessels, we used them only as conning advisors. Our characteristics and handling and conning techniques (with helmsmen a deck lower and unable himself to see outside) were so different from the merchantmen to which the pilots were accustomed that one of us, the Captain or the Officer-of-the-Deck, kept the conn at all times.

Arriving that evening, the 22nd of June at Montreal, we moored again to a commercial dock along the river bank.

None of the river we traversed thus far had been a problem. Ocean going ships for years have been making Montreal and there was novelty, but no difficulty in the lower and middle portions of the river. The next morning we started into the upper river where this magnificent and almost incredible St. Lawrence Seaway had been created to tame one of the world's great rivers.

In Part II the *Macon* continues her journey thru the Welland Canal. She will stop at Chicago, Milwaukee, Cleveland and Buffalo. □

Author's Coll.

The J.W. WEEKS *in the Detroit River on her Great Lakes tour on June 30, 1959.*

A FAREWELL VOYAGE ON

THE BENSON FORD

by
JOHN E. JAMIAN

It all began in 1915 when Henry Ford purchased his property on the Rouge River in Dearborn, Michigan. Henry Ford was a man of great vision, truly ahead of his time. A maverick in automobile manufacturing, and also a pioneer in the maritime industry. Henry Ford gave a lift to bolster the shipping industry by building many of his automobile plants on major waterways to better facilitate his manufacturing plants. His decision to locate assembly plants strategically around the Great Lakes waterway system was a very sagacious one. Ford also initiated the concept of intermodal transportation by connecting his shipping docks to rail lines. From the early years of 1900's to this very day, his plan of

Courtesy of Ford Motor Co.

The HENRY FORD II *was the first laker to be powered by a diesel engine and had completely automated electric winches, steering gear and heating.*

waterway transportation still serves the Ford Motor Company and its divisions efficiently It was soon realized that the Great Lakes-Seaway region was in fact our nation's fourth seacoast. This Great Lakes seacoast today serves forty percent of all U.S. manufacturing and almost half of our nation's Fortune 500 companies are headquartered around this system. From automotive supplies to agricultural goods, this waterway is one of the vital trade routes to this country's heartland. This region now hosts more than half of the U.S. auto production. His next decision was to maximize his factories' capabilities in automotive production. Ford was the first to adapt to assembly production line facilities that became the hallmark for the growing automobile industry.

Henry was one of the first ship owners to adopt diesel propulsion for his fleet. The m/v *Henry Ford II* was built in 1924 by the American Shipbuilding Company of Lorain, Ohio and is still in service today. The m/v *Benson Ford* was built at Great Lakes Engineering Works in River Rouge, Michigan that same year. Both of these ships were named after his grandsons and were powered by 3,000 horsepower Sun-Doxford diesel engines.

In August, 1924, the two new ships were put into service. These ships were not only the largest ships on the lakes, but were also the first to have diesel engines, along with a compliment of completely automated electric winches, steering gears and heating.

The *Henry Ford II* was known as Mr. Ford's private yacht. This ship had many unusual features unknown to the typical laker. The ship had teak rails, doors and window sills, along with a chrome plated steering wheel. The *Henry Ford* had two beautiful master staterooms and two smaller guest rooms that featured inlaid mahogany walls. The *Benson Ford* was quite similar with only two staterooms.

When Henry Ford was aboard the house flag "Bluebird of Happiness" was flown. To this day all of the ships in the Ford fleet fly the "Bluebird" in Henry's honor. It should also be noted that Henry Ford would ride on his beautiful ship to his summer home in the iron ore rich Huron Mountains along Lake Superior's rugged shoreline.

As the auto industry grew, so did Henry's interest in shipping. Ford Motor Company's fleet grew to a total of twenty-eight ships, tugs, and barges that were operated by the Marine Department of Rouge Steel up until 1941.

The fleet as it existed in 1988, is down to three ships. The flag ship *William Clay Ford*, built in 1942, the *Henry Ford II* built in 1924 and the *Benson Ford (iii)* built in 1952.

This is the story of the *Benson Ford (iii)*, formerly the *Edward B. Greene* of the Cleveland-Cliffs Steamship Company. I have personally admired this ship over the years and this is the reason I have chosen to write about its history and my journey aboard her in September, 1988.

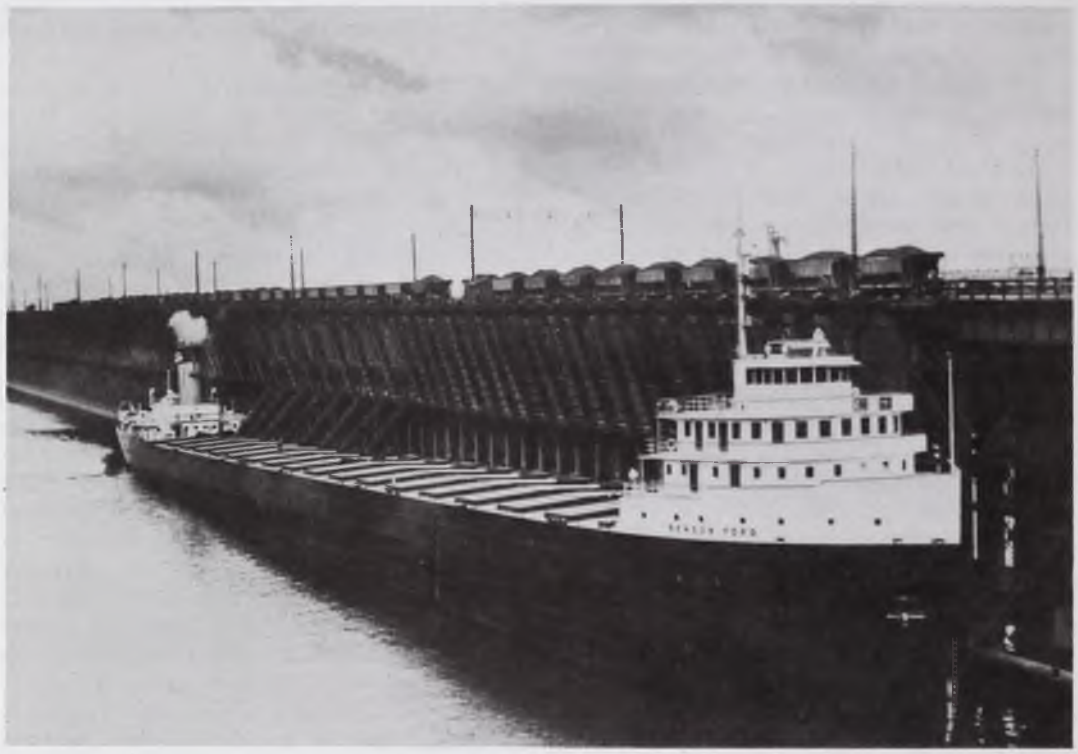
Rouge Steel Marine purchased the *Benson Ford* (iii) from the Cleveland Cliffs Company in the fall of 1984. Formerly the *Edward B. Greene*, flagship of the Cleveland Cliffs fleet, she was named after the President and Chief Executive Officer of Cleveland Cliffs, and later as the company's Chairman from 1933 until 1953. This ship was destined to carry on the name *Benson Ford*, after her sale to Rouge Steel with the demise of the Cleveland Cliffs fleet.

The *S.S. Edward B. Greene* was launched in 1952 and was the first Great Lakes bulk ore carrier of its size to be fully constructed in a dry dock. It was one of the first vessels in the lakes iron ore trade to be equipped with automated burner and boiler controls, and also the first to test shale oil fuel in a commercial application in 1975. The vessel was lengthened in 1976 by adding a 120-foot midsection. Her new dimensions were 767-feet overall with a beam of 70 feet. Cargo capacity was 25,400 gross tons at midsummer draft with a keel depth of 27 feet.

The *Benson Ford's* primary function was to carry the maximum amount of cargo that is possible in the 767-foot hull. The original designers still left plenty of room for the officers and crew accommodations.

It is difficult to imagine, unless you live aboard an ore boat, that this is home for approximately twenty eight men for ten months a year. Each crewman has a private room and the forward cabins are reserved for the officers. The officer's lounge, with all the modern conveniences, exists in the bow while the unlicensed crew has their own lounge in the stern.

Meals are served on schedule every day. Head chef Jerry McCart and his stewards serve up appetizing meals that the crew looks forward to. It's all you can eat and plenty of it. After dinner you can walk along the deck and get your exercise. Life is made as easy as



Courtesy of Ford Motor Co.

The BENSON FORD *remained a straight-decker during her entire career. When built in 1924, she and the* HENRY FORD II *had a carrying capacity of 13,600 tons.*

possible during the off hours, due to the fact that work days on these ships are long and ardous. The crew have access to the galley twenty-four hours a day with " night lunches" provided.

Forward in the pilothouse the electronic instruments are continually being monitored while piloting this leviathan around the winding curves in the rivers and the open lakes.

A Trip from the Rouge Steel to Calcite.

I arrived at Rouge Steel at dawn on September 22, 1988. Its world is alive. The steel mill's furnaces and countless stacks stood like silhouettes in the morning sky, all operating efficiently, a testimony to modern technology and Ford's concern for the environment. The *Benson Ford*, tied up at the ore dock seemed very quiet. Upon reaching the aft section of the ship, the quiet was replaced by the noise of her boom conveyor unloading the ore that she just brought into the Rouge Steel facility. Mountains of iron ore lay dockside, waiting for the smelting furnaces. The crane operators systematically picked up the iron ore and loaded it onto the company trains called skip cars. The trains take the cargo, load by load, to various furnaces within the plant. This world was quite awake at 6:30 a.m.

I was welcomed aboard by the first mate Scott Sevoy, who took me to the galley where I was introduced to Jerry McCart. A fourteen year veteran with Ford, Jerry served a hearty breakfast of eggs and sausage.

After breakfast Scott took me forward to my guest cabin. My stateroom, one of six passenger cabins, was first class for a cargo carrier. When I opened the door, it felt as if I stepped back into time. The walls were blonde panelled wood, and the furniture was classic 1950 era. It was a pleasant sight, escaping today's contemporary and sometimes repetitous world of grays and taupes. I have had first class cabins on cruise ships with less room than this. Ths ship was built for hauling cargo, not passengers, but had a distinct beauty all her own.

At 11:15 a.m. we departed for Calcite, Michigan, the largest limestone quarry in the world. With the rumble of the bow and stern thrusters, we were under way.

Captain Patrick Owens, a 23-year veteran in Ford fleet, gracefully edges the ship backwards out of the slip. As he calls out the rudder control to the wheelsman, the *Benson Ford* begins to turn so the bow comes around to go out the Rouge River. After a series of skillful maneuvers and a loud blast of the horn, we approach the Conrail Drawbridge as it begins to go up. All 767-feet of Great Lakes history is heading out to upbound to the Detroit River.

After maneuvering around the smoke stack curves and numerous bridges of the industrious Rouge River, we finally enter the Detroit and St. Clair Rivers to Lake Huron. The wind is calm and the sea is smooth. Capt. Owens is informed of a possible gale that we may encounter in northern Lake Huron and is hoping with all his experience that we wil miss it. He is very cautious and knows the limitations of the ship, not one to push it when the weather turns nasty. As he says, "sometimes it's better to find a safe anchorage than to ride out a severe storm with turbulent seas".

While eating lunch in the officer's dining room, there is talk of the approaching months of October and November. No one looks forward to what the Great Lakes can throw at a ship no matter what size. One minute the lake is serene and smooth and minutes later she is raging.

I spent the afternoon exploring the many compartments of this fine ship and was very impressed with its cleanliness. Every crewman was friendly and willing to share a story on the lakes. As I enjoyed dinner, I thought to myself that I could get used to this schedule and ship's life quite easily.

As we headed up Lake Huron, the wind picked up. Throughout the night, Capt. Owens kept a watchful eye on the weather fax. Suddenly, the heavy rains began and the captain ordered water in the ballast tanks to stabilize the ship. Below in the engine room, they open the valves to fill the tanks. The Chief Engineer is keeping a 24-hour log on his power plant, with the help of instruments and the ranks of switches in the control room. The *Benson Ford's* propulsion system consists of a two-cylinder steam turbine with a double reduction gear putting out 7,700 shaft horsepower with a maximum speed of 16 mph loaded. These special men supply out floating city with all its power and electricity, along with maintaining all the sanitation

Author's Photo

BENSON FORD *loading stone at Calcite, Michigan.*

Author's Photo

View of the forward cabins on the BENSON FORD (iii). *Note the "Bluebird of Happiness" flying above the pilothouse.*

systems onboard.

As I retired to my stateroom, I think of the talk during lunch of the gales of November. It was a smooth ride until 1:00 a.m. this morning. That's when the creaking of the ship's massive structure came alive, as it was choregraphed to the wind, rain and the storm. In a somewhat peculiar way, I enjoyed the rough water from the comfort of my stateroom. Soon I was falling asleep, anticipating our morning arrival at Calcite.

On this two day trip, Lake Huron gave me quite a display of her charm, dazzling lightening and thunderstorms along with wind at thirty miles and waves six to seven feet.

At breakfast the weather was beautiful with blue skies and fairly calm seas, quite a contrast to last night's amazing storm. The deckhands were preparing to open the hatches to load the cargo. The holds that previously held iron ore were hosed clean with no hint of the past red cargo.

Capt. Owens eased the massive ship into the slip at Calcite at 10 a.m. On this trip we will load dolominic limestone. The loading dock's massive conveyor belts bring the stone from dockside mountains and load hold by hold. It's hard to believe that this stone will end up at a steel mill to purify the iron ore. The ship seems vacant now as automation in loading takes over. The only person I see is the chute/conveyor operator shoreside, methodically filling our holds with stone. The loading process lasts twelve hours which would give us a departure time of 9:30 p.m. It's at this point where the crew begins routine maintenance below decks or cleaning up for a brief visit to Rogers City, approximately three miles away. As each hold is filled, the winches move the ship down forty to ninety feet in order to fill the next hold. This particular dock isn't automated with the dock conveyor on a track, therefore the ship must move back during our twelve hour stay to load from the aft to the forward holds. As each hold is filled, the crew begins to secure the hatch covers. There is quite a systematic way to loading a freighter. It's a mathematical process that allows much consideration for undue stress on the ship. Ships have been known to roll over or crack their hulls because of the careless loading of cargo.

Each hatch has been secured by the deckhands. Capt. Owens speaks to the engineer on the phone and then moves the chadburn to reverse at ¼ speed. Seven decks

below and aft, the engineers respond. With one short blast from the whistle, we are under way. As we back out of the harbor slowly, the wheelsman brings the bow completely around with the help of the thrusters. Edging into the darkness, we will travel seven miles out into Lake Huron and turn south for Port Huron, some fourteen hours away. The ship's knot log registers 4.5 knots. Within minutes the engineer rings the pilothouse to inform us that full steam is available. The captain moves the chadburn from one quarter to full ahead. Running at full speed (14-16 mph), the *Benson Ford* will consume 10,800 gallons of No. 6 heavy oil in a 24-hour period.

Capt. Owens is again reviewing the latest weather information that will affect our return voyage. The weather is calm with winds of five to ten knots and seas running one to two feet and no changes expected for the night.
The third mate calls out the compass bearing and the wheelsman responds "ten degrees starboard rudder, maintain full speed".

On our voyage south we encounter many similar ships heading north. The conversation on the radio is casual exchanges of wind and sea conditions. The lights of the passing ships were beautiful against the evening sky. Upon leaving the pilothouse, I decided to take the outside stairs to my cabin. The air is crisp with the sound of the waves against the hull calming.

The next morning the lake was so calm, it was hard to believe that I'm aboard a ship. As I walked to the galley for breakfast, I met the deckhands, hosing off the fine white dust of stone. As we passed under the Bluewater Bridge into the St. Clair River, the officers watch the myraid of small boats that come dangerously close to the bow. A loud blast clears them from the shipping channel.

At 6:00 p.m. we cross Lake St. Clair and Capt. Owens calls the Rouge Steel Marine office to receive docking information. The *William Clay Ford* is coming up the Detroit River from Toledo and if they arrive before us, the delay could last up to eight hours. We arrived at the mouth of the Rouge twenty minutes ahead of the *William Clay Ford*. With our full load, we are almost touching bottom with not much room for

Author's Photo

compensation around the curves. We docked at the Detroit Limestone Plant owned by the Levy Company at the Dix Street Bridge. The bow spearpole is twenty-five feet from the bridge and the stern is in the middle of the river. The dock lines are secured and the hatch covers removed. The conveyor boom begins to unload our cargo of stone into the hopper.

The Rouge Steel office said the next trip will be to Cedarville, Michigan. Once again the *Benson Ford* will make a trip into northern Lake Huron. "Oh well, Capt. Owens says "that's the nature of our business."

My voyage is over, but the memories will last a lifetime. I said goodbye as I climbed down the ladder. Since we were not dockside, I went ashore in the ship's row boat. I immediately started to reminisce about the past three days, realizing the true complexity of the business of shipping.

Postscript

Little did I know when I embarked on this project, that I would also be writing a postscript to this proud division of the Ford Motor Company. Sixty-five years of history and tradition have come to an end with the sale of the ships to The Interlake Steamship Company in March. Many of us will feel a loss without the familar sights of their proud ships traveling our great waterways.

This article is the culmination of months of correspondence and research on Great Lakes shipping. I would like to thank Mr. James Comerford and Mike Kidell of the Rouge Steel Marine Department for their help in allowing me to write this story. The Marine Division under Mr. Comerford's command has enjoyed a very successful season in moving the products for the Rouge Steel facility.

To all the men and women that sailed these fine vessels, and the people of Rouge Steel Operations, I salute you. Farewell to the "Bluebird of Happiness".

MODERN ORE CARRIERS

Henry Ford II US 223980. Built in 1924 by American Shipbuilding Company in Lorain, OH. Hull #788. Dimension: 611' x 62.3" x 32'. Powered by Opposed cyclinder Sun Doxford engine. Converted to self-unloader in 1974 by American Shipbuilding in Lorain. Sold to Lakes Shipping in 1989 and renamed *Samuel Mather.* Towed to Toledo, OH. in June, 1989.
Benson Ford US 223909. Built in 1924 by Great Lakes Engineering Works in River Rouge Hull #245. Dimensions: 612' x 61.3" x 32'. This vessel held an unusual record for a bulk carrier that normally carried iron ore. On December 5, 1924, she carried 5,170,000 board feet of high grade lumber for the Rouge Steel plant. She was retired from the Ford fleet at the end of the 1981 season. Hull sold for scrap.
Robert S. McNamara US 206419. Built in 1909 by the Great Lakes Engineering Works at Ecorse, MI. as the *Stadacona.* In 1920 was renamed *W.H. McGean.* In 1962 was renamed *Robert S. McNamara.* Hull # 66. Dimensions: 500' x 56' x 30'. Retired from service in 1972.
William Clay Ford (i) US 266029. Built in 1953 by the Great Lakes Engineering Works at River Rouge, MI. Hull # 300. Dimensions: 647' x 70' x 36'. Lengthened 120' in 1979 at Fraser Shipyard in Superior, WI. Retired from service in 1985 and sold for scrap.
Ernest R. Breech US 264317. Built in 1952 by the DeFoe Shipbuilding Company in Bay City, MI. Hull # 422. Dimensions: 642'3"x 67' x 35'. Launched at *Charles Hutchinson* and given present name in 1962. Sold to Kinsman and renamed *Kinsman Independent* in 1988.
John Dykstra US 265808. Built in 1953 by the DeFoe Shipbuilding Company of Bay City. Hull #424. Launched as *Richard Marshall.* Renamed *Joseph S. Wood* in 1957. Given *Benson Ford (ii)* in 1982. Retired from service in 1985 and sold for scrap.
William Clay Ford (ii) US 251505. Built in 1942 by Bethlehem Shipbuilding and Drydock Company in Sparrows Point, MD. Hull #4378. Dimensions: 826' x 75' x 39'. Launched as the tanker *Mobil Oil.* Renamed *Chippewa* in 1942. Rebuilt, lengthened 228'3", converted to a bulk carrier with new mid-body and renamed *Walter A. Sterling* by American Shipbuilding Company in Lorain, OH. in 1961 for Cleveland-Cliffs Steamship Company. Renamed *William Clay Ford (ii)* in 1985. Sold to Lakes Shipping Company, subsidiary of Interlake Steamship Company in 1989 and renamed *Lee A. Tregurtha.*
Benson Ford (iii) US 263980. Built in 1952 by American Shipbuilding Company in Toledo, OH. Hull #189. Dimensions: 767' x 70' x 36'. Launched at *Edward B. Greene* for Cleveland-Cliffs Steamship Company. Renamed *Benson Ford (iii)* in 1985. Sold to Lakes Shipping, a subsidiary of Interlake Steamship Company and renamed *Kaye E. Barker.* □

THE PRIDE OF MICHIGAN

In May the U.S. Navy donated the *YP-673* to the Great Lakes Division of the U.S. Naval Sea Cadet Corps. The crew of thirteen cadets and twelve adults boarded the vessel in Norfolk, Virginia and began the voyage to the Great Lakes. Arriving in Detroit on Sunday, May 21st, the *YP-673* was renamed *Pride of Michigan* in a christening ceremony. Sponsored by the Oakland County Council of the Navy League, the *Pride of Michigan* will replace the forty-six year old *YP-587 (Noble Odyssey)* and be stationed in Mt. Clemens, MI.

This summer the *Pride of Michigan* participated in a two week study on selected islands in Lake Michigan. A grant to Cranbrook Institute of Science by The William E. Slaughter, Jr. Foundation will provide for biogeographical surveys of ten islands. Some 9,000 years ago these islands were connected by land bridges when the lake level was 230 feet. (It now stands at 580 feet.) Thus, these animals having been trapped for some time on islands were free to evolve in different ways and rates. Animal groups to be studied include those that neither fly nor swim between islands. The 14-17 year old Sea Cadets will operate the *Pride* and its 16' inflatable, hard-bottomed small boat; the latter will take the scientists to the islands while the *Pride* stands offshore. The cadets also assisted in gathering and cataloging specimens during the two week trip that operated out of Escanaba. The *Pride* will visit other Great Lakes ports this summer. As the only training vessel for Sea Cadets in the U.S., the *Pride* will host other Sea Cadets from around the country for training tours.

The Sea Cadet Corps programs around the world offer an opportunity for youths ages fourteen to seventeen to learn customs and traditions of maritime history as well as discipline in working with other cadets to perform the basic seamanship skills needed in operating a vessel. Many cadets upon completion of the program join the U.S. Navy, U.S. Marine Corps, Coast Guard or the merchant marine. For further information on the Great Lakes Division write:

Great Lakes Division
U.S. Naval Sea Cadet Corps
9000 Gale Road
Pontiac, MI. 48054
(313) 666-9359

For information on the unit nearest your hometown write:

U.S. Naval Sea Cadet Corps
2300 Wilson Blvd.
Arlington, VA. 22201. □

Courtesy of the Oakland County Council
Navy League of the U.S.

The PRIDE OF MICHIGAN *in New York harbor on May 9, 1989. Built in 1977, the former yard patrol craft measures 80.6x17.8x5.3. She is powered by two Detroit diesels with a cruising speed of ten knots.*

GREAT LAKES & SEAWAY NEWS

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

Seaway News Editor: Skip Gillham

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

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May 1 . . . *Koba,* a)*Iroquois,* b)*Troisdoc (ii)* was lost on April 10, 1989 in the Gulf of Mexico enroute from Tampico to Progresso.

. . . Salvage operations resume on the capsized barge *OLS-30* which sank in Lake Huron near Rogers City on October 9, 1988. Salvage operations were suspended last December because of weather conditions. Salvage operations were being conducted by McAllister Towing and Salvage of Quebec and Donjon Marine of New Jersey.

. . . .*E.M. Ford* arrived at the Twin Ports to unload a cement cargo at the LaFarge Terminal. While she was unloading, Fraser Shipyard crews repaired her starboard bow. It has been at least ten years since she visited the Twin Ports.

. . . Misener Shipping and Unitramp SA of Paris formalized their joint venture for service into the Great Lakes. The two companies have been operating an informal north Europe-Lakes service since 1987. As of May 1st, the company will be known as U/M Lakes Service. A six-ship fleet will handle the service supplemented by additional tonnage from the Unitramp pool during peak periods.

May 3. . . *Cason J. Callaway* was in Fraser Shipyard with her stern pumped-out for propeller repairs.

. . . The U.S. flag *Marjorie Lykes* arrived in Duluth to load at the Duluth Port Terminal. She is the first U.S. flagged saltie of the season. She cleared on the 6th.

. . . A Canso Sea Products fishing trawler sank in heavy fog after colliding with the Polish bulk carrier *Ziemia Opolska* in the Cabot Strait between Cape Breton Island and Newfoundland. All 17 crew members on the trawler *Cape Fourchu* were picked up from three liferafts. The *Ziemia Opolska* had loaded grain at Duluth for Poland and topped-off at Port Cartier.

. . . A fire devastated the Margil Marine Boatyard at Cote St. Catharine. Although several pleasure crafts were destroyed in the fire, two tour boats that were in the yard were not damaged. This yard was the former TurBec Boats, Inc. and is located about one kilometer west of the Ste. Catharine Lock.

GREAT LAKES & SEAWAY NEWS ●

May 4. . . Cleveland-Cliffs has expressed an interest in the Reserve Mining Company which has been closed since 1986. Iron range steelworkers have agreed to terms offered by Cleveland-Cliffs should their bid beat Cyprus Minerals bid. Cyprus Minerals hasn't made any agreement with the union and were making little progress toward an agreement. Companies have until June 7th to make their bids on Reserve. No matter whose bid is accepted, Reserve is not expected to reopen until the spring of 1990.

May 5. . . C.S.L.'s *Stadacona* arrived in Duluth for the second time in a week with a cargo of oats from Thunder Bay. After unloading at the General Mills Elevator, she cleared the next day to resume the Marquette to the Soo pellet run.

May 6. . . *Ontario No. 1* arrived in Montreal from Norway on her delivery voyage to Owen Sound. *Ontario No. 1* was a temporary name given by her owners, Ontario Northland Marine Services.

May 7. . . *Algorail* went aground in Grand Haven after loading sand, but freed herself several hours later.

May 8. . . The Great Lakes Towing Company's big tug *Ohio* arrived in Duluth with two smaller tugs *Minnesota* and *North Dakota*. They will replace the *Arkansas* and *Louisiana* which sank earlier this year. The *Ohio* departed that evening with the *Arkansas* and *Louisiana* for the G&W shipyard in Cleveland for repairs.

Photo by John Polacsek

USCG MACKINAW *towing the* USCG BRAMBLE *down the Detroit River enroute to Merce Shipyard in Toledo on June 3, 1989.*

Photo by Richard Olson

The FUEL MARKETER *in the Welland Canal on June 23, 1989.*

May 9. . . *Fuel Marketer* was sold to International Marine Salvage and cleared Toronto under tow of *Argue Martin* and *Glenevis*. The tow arrived in Port Colborne the next day.

. . . The *Capt. Matthew Flinders* arrived in Toronto from Adelaide, Australia. She is a 696 gross ton yacht that will be used at a cruise ship on the lakes. Operated by Capt. Matthew Flinders Sightseeing Cruises, she was registered in Toronto.

May 10. . . *Bayshell* was sold and renamed *Petropan No. 1* and cleared Toronto under tow of *Glenevis*. She had been laid-up in Toronto since November, 1984. Built at Collingwood in 1967, *Bayshell* spent her operating life based in Montreal. Only one vessel, *Rivershell* remains in the fleet and services Montreal and Sorel.

. . . *Harry Coulby,* now owned by Kinsman, was refloated off the drydock at Fraser Shipyard and taken to the fit-out wall. She has been repainted in Kinsman colors, but remains boarded up.

. . . The coaster *Menier Consol* which had been laid-up at St. Joseph de la Rive since September, 1984, cleared that port under tow of the recently renamed tug *Manic*. The tow arrived in Montreal two days later. The tug was unable to gain Seaway clearance because inspectors deemed her to be underpowered. A second tug *Techno Manic* was chartered to assist the tow to Whitby, Ontario.

May 11. . . Kinsman Lines announced that the *Harry Coulby* will be renamed *Kinsman Enterprise*.

GREAT LAKES & SEAWAY NEWS ●

. . . .*Ontario No. 1* passed up the Welland Canal, bound for Tobermory to run between Bruce Penninsula and South Baymouth on Manitoulin Island. She is slightly smaller than the *Chi-Cheemaun*, but will carry about the same number of autos. She will accommodate 400 passengers, but upgrading will eventually increase her capacity to 600 passengers. More than 245,000 passengers and 80,000 vehicles crossed between the two ports last year. A name-the-ship contest was held and five possibilities were being reviewed from more than 1,000 entries.

. . . . *Senneville* was towed from Toronto by tugs *Stormont* and *Argue Martin* to the Port Weller Drydock for hull repairs.

. . . The tanker *Stolt Castle* was fined a total of $15,000 on three charges made under the St. Clair and Detroit River navigation safety regulations. The ship was found guilty by a Canadian Provincial court of failing to make a traffic report to the Canadian Coast Guard Traffic Center in Sarnia. The *Stolt Castle* had unloaded a partial cargo of naptha at the Sun Oil Dock in Sarnia when she left without providing adequate warning to the Coast Guard. The tanker also failed to report in at the junction of the St. Clair River and Black River in Port Huron and Buoy No. 1 in Lake Huron. The violations occurred more than a year ago, but just came before the court.

. . . .C.S.L.'s *J.W. McGiffin, Tarantau, Manitoulin, Saguenay* and *Tadoussac* were bound for Sept. Isles to load 125,000 tons of coal into the Philippines-registered *Guarita*, a 68,171 gross ton bulker.

May 14. . . .The capsized barge *OLS-30* was raised by the *McAllister 252* by placing cables under the sunken barge. The operation lasted four hours. The barge was towed in the capsized position into Calcite by tugs *Patricia B. McAllister, Selvick* and *Ventura*. The barge will be offloaded into another barge and then towed back into deep water to be righted again. (Ed. note: During the winter, ice pushed the 275-foot barge about 2½ miles southeast of her original position. Remember, part of her was buried in the bottom and about fifty or sixty feet was above water. So much for the power of drifting ice.)

. . . The Sandusky Maritime Preservation Association is considering plans to bring a navy fleet tug to Sandusky as the basis for a museum and education center. The tug *USS Chippewa*, a World War II tug, is presently laid-up in Beaumont, Texas.

May 16. . . The tug *Fairplay IX* arrived in Sorel on the 12th and cleared today with the *Robert S. Stanley* and *Ralph Watson* for Aliaga, Turkey. The tow was assisted from Sorel to Escoumins by the tugs *Salvage Monarch* and the 1900-built *James Battle*.

. . . The Seaway Port Authority of Duluth announced that it won its biggest monthly allocation ever of Food for Peace cargoes. The award totals 26,000 metric tons to be shipped in July. The previous high was 23,590 metric tons shipped in July, 1986. In July, 16,421 metric tons of bagged corn and wheat will be shipped from Duluth's public marine terminal. Another 9,208 metric tons of farm cargo will be shipped through Meehan Seaway Services terminals in Superior.

May 18. . . The U.S. flag *Jean Lykes* arrived in Duluth and entered the Fraser Shipyard drydock the next day for hull painting and inspection. She was refloated on the evening of the 24th and cleared Duluth the next day. The *Lykes* was the first saltie to enter the shipyard in twelve years.

. . . The tour boat *Garden City* was christened at Port Dalhousie by Mrs. Joe McCafferty, wife of the mayor of St. Catharines. The *Garden City* will carry passengers on two hour cruises in the Welland Canal. (See page 75 in the May issue.)

Photo by Jim Bearman

The BARGE OLS-30 *unloading at Calcite on May 17, 1989.*

May 21. . . The *Menier Consol* cleared Montreal under tow of tugs *Manic* and *R&L No. 1.* They are bound for Whitby, Ontario where she will be converted into a small drydock.

May 22. . . The American tug *Neptune* arrived in Montreal and cleared with the *Petropan No. 1,* ex-*Bayshell.* Her registry in now Panamanian and it is reported that she is bound for Panama and possibly service as a bunkering vessel for ships in the Panama Canal.

. . . The *Kaye E. Barker,* ex-*Benson Ford (iii),* unloaded a cargo of coal at the J.B. Sims Power Plant in Grand Haven. She was the largest ship to call at that port in several years.

May 23. . . The saga of the *OLS-30* was over. Her cargo of calcium choride was pumped out into the *Hannah 2901* and the barge was towed out to deep water and turned over. She cleared Calcite the next day with an unknown tug for Sturgeon Bay.

. . . The Lake Carriers Association reported that shipments of various cargoes on the Great Lakes through April were sixteen percent ahead of last year's figures. Iron ore shipments totalled 7.7 million tons, an eight percent increase. Coal shipments totalled 4.8 million tons, a forty-four percent increase. Stone shipments totalled 2.7 million ton, an 4.5 percent increase.

May 24. . . .High winds struck the Twin Ports area with near disastrous results. The *Lewis Wilson Foy* was turning around off the Superior entry, apparently going to anchor when the winds struck. She was light, waiting for the *Frontenac* to finish loading at the Burlington Northern Dock. It was reported that the Chief Engineer's couch was thrown across his room, denting the wall. At the Burlington Northern Docks,

winds were reported gusting to 70 m.p.h. Sheet metal and other debris was blown off the dock onto the *Frontenac*. Thankfully, no injuries nor damage was reported.

. . . The *Aquarama* was towed from her dock in Sarnia to Marysville, Michigan by tugs *Malcolm* and *Barbara Ann*. Two of the Aquarama's crewmen were injured when the cables snapped on the bow. It was reported that their injuries were not serious, but they were hospitalized.

May 25. . . The high winds continued in the Twin Ports for the second day. *Silver Isle* was blown while backing away from Cargill B1 Elevator at Duluth and almost went aground at Park Point. When she was brought under control, her captain decided to use the Superior entry outbound and she cleared without any further trouble.

. . . High winds also struck in Cleveland. The *Nicolet* was inbound in the Cuyahoga River when she was blown out of the channel and into the dock at Shooter's Restaurant. She crushed the *Shooting Star*, a 21-foot pleasure boat which was at the dock.

May 28. . . The Cuban freighter *Bahia de la Habana* entered the Seaway for the first time, bound for Toronto.

. . . C.S.L.'s *Prairie Harvest* entered the Port Weller Drydock for conversion to a self-unloader. She had been at the fit-out wall since last December.

Jun. 1. . . The *Aquarama* cleared the Detroit Edison Plant dock at Marysville, Michigan under tow of tugs *Malcolm* and *Barbara Ann*. They arrived at the Russell Street slip

Photo by Dr. Tom Baumgarten

The AQUARAMA *in the St. Clair River at Harsen's Island on June 1, 1989 with tugs* MALCOLM *and* BARBARA ANN.

Photo by Jim Bearman

The ROGER M. KYES *loading her last cargo at Calcite. She was renamed* ADAM E. CORNELIUS *in Buffalo on June 15th.*

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in Windsor. Plans to convert her into a floating hotel and convention center in Port Stanley appear to be on hold. The owners and the Canadian government can't agree on the costs of dredging the harbor at Port Stanley to allow the *Aquarama* to be moved there.

Jun. 5. . .*Federal Inger*, on her first trip into the lakes, was held at the Eisenhower Lock because of damage to coamings.

. . . *Soodoc* was enroute from Venice to Gibraltar for drydocking.

Jun. 6. . . Cleveland-Cliffs has bid $44.5 million for Reserve Mining which topped Cyprus Minerals' bid of $40 million. However, Cleveland-Cliffs must negotiate a contract with Armco, Inc. to supply that company with pellets. Both companies are far apart in their negotiations. Cyprus Minerals has such an agreement. Union contracts are also part of the bidding for Reserve. Cleveland-Cliffs and the union have a tentative agreement and Cyprus Minerals does not.

Jun. 7. . . The Coast Guard cutter *Bramble* will undergo an overhaul at Merce Industries in Toledo. It is expected that she will be out of service for the next five months. She was towed from Detroit by the icebreaker *Mackinaw*.

Jun. 8 . . . The Philippine registered *Freenes* arrived in Sandusky and docked at the lower Lake Dock No. 3. She loaded 8,187 tons of coal for Iceland. This is the first saltie to arrive in Sandusky since about 1970.

Jun. 10. . . Seaway President Mr. William O'Neil has been elected Secretary-General of the International Maritime Organization.

GREAT LAKES & SEAWAY NEWS ●

Jun. 11. . . Columbia's *Crispin Oglebay* returned to service after being laid-up in Toledo since 1981. The hull was sandblasted and painted. According to John Biolchini, the triple-expansion engine was running excellent and she was scheduled to load at Stoneport for LTV Steel in Cleveland.

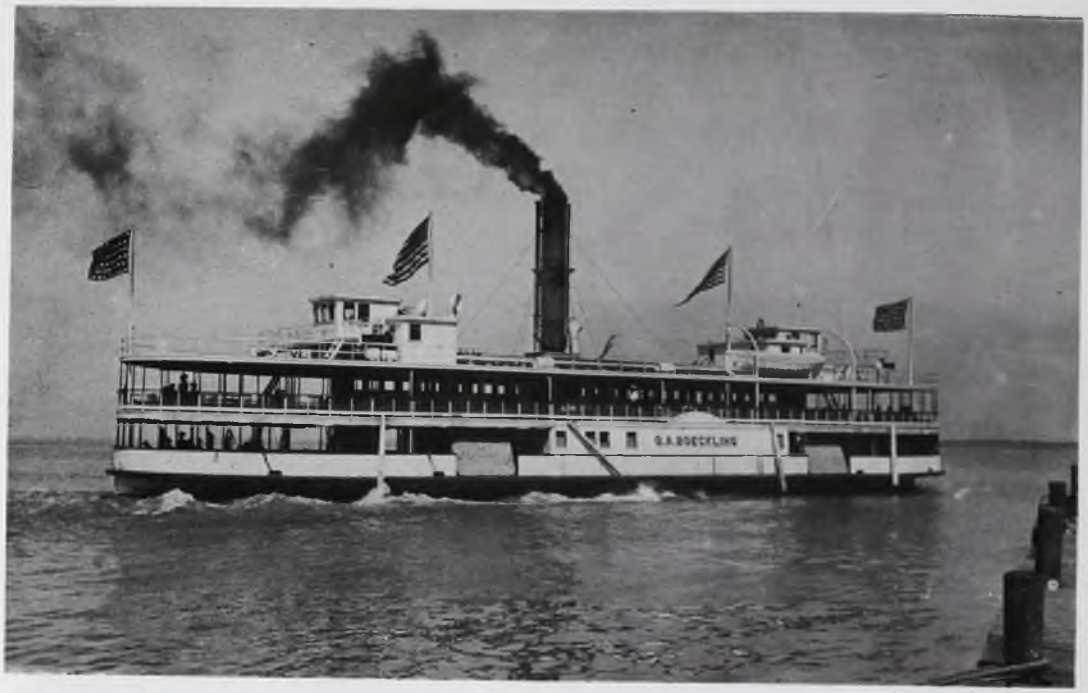
Jun. 12. . . The *Pride of Baltimore* (ii) was upbound in the Seaway on a goodwill tour of the lakes. She was built in 1988 as a replica of the schooner that fought in the War of 1812. The 157-foot topsail schooner was built to replace the first *Pride of Baltimore* which in the Atlantic Ocean in 1986.

Jun. 13. . . Miller Boat Line's *Jet Express* arrived in Put-in-Bay and will be christened on the 15th. She is a catamaran and has capacity of 380 persons. When she begins operation, she will be the fastest operating ferry in the U.S. Sometimes good news is followed by bad news. Miller Boat Line's new ferry *South Bass* has been denied an operating license (commercial) by the Coast Guard. A routine inspection two weeks ago revealed that she was constructed with some Canadian steel. Under the Jones Act of 1920, any vessel operating out of an American port can't be built in a foreign country or have any foreign materials in its construction. An injunction has been filed in federal court in Cleveland in an attempt to have a temporary or permanent documentation for the *South Bass*.

Jun. 15. . .American Steamship's *Roger M. Kyes* was renamed *Adam E. Cornelius* in a ceremony in Buffalo.

Photo by Richard Olson

Great Lakes Towing tugs OHIO *and* DELAWARE *towing Capt. John's Seafood* upbound in the Welland Canal on June 24, 1989. Refitted after sinking in Toronto, she will be taken to Cleveland.



Dossin Museum Coll.

A fire destroyed the wooden superstructure on the G.A. BOECKLING. *She is shown here carrying passengers to Cedar Point.*

Jun. 21. . . Early this morning, a fire of "suspicious origin" destroyed the old passenger steamer *G.A. Boeckling* at the Hocking Valley dock in Toledo. The fire was so intense that all of her wooden superstructure was destroyed. It has not been determined if the steel hull was damaged by the intense heat. The *G.A.B.* as she is known to her friends, arrived in Toledo on April 13, 1988. The Friends of the *Boeckling* hoped to renovate the *G.A.B.* and use her as a dinner-cruise ship in Sandusky. Last winter vandals had broken most of the glass.

. . . Institute member Ralph Choiniere wrote to us describing the *G.A.B.* and his memories of her. The *G.A.B.* was built in 1909 at the Great Lakes Engineering Works at Wyandotte. She was 156 feet and powered by a horizontal two cylinder compound engine. The engine came from the old steamer *City of New York* that was built after the Civil War. The *G.A.B.* carried passengers from Sandusky to the Pointe (Cedar Point Amusement) from 1908 until 1952. In 1952 she was sold to Peterson Builders, Inc. of Sturgeon Bay, Wisconsin. She was being used as a portable warehouse when she was purchased by the "Friends of *Boeckling*" in 1982. Mr. Choiniere's love affair with the *G.A.B.* began in the late thirties. A round trip from Sandusky to the Point was: adults-10¢, children-5¢ and carry on children-free. He spent many hours perched on top of the curved steel-plate covering the paddle shafts, clutching the brass railing next to the engine compartment. (Ed. note: Thank you to Ralph Choiniere and Sandra Welch for sending all the material on the *G.A.B.*).

Jun. 22. . . Canadian S.B.& Eng. was a finalist in a $550 million shipbuilding contract for building twelve mine sweepers for the Canadian government. The firm owns Port Weller Drydock, Portship and Picton Industries.

Jun. 24. . . *Normac* passed up the Welland Canal under tow of *Ohio* and *Delaware*, bound for Cleveland. She has been rebuilt into a floating restaurant.

In Response to the Questionaire . . .

The questionaire that you sent back last spring provided constructive suggestions for future issues of *Telescope* and there were questions on Institute policy for submitting articles to *Telescope*. The majority of articles are written by members. The Institute makes no payment for such material, however, without these volunteer contributions, the Institute would be considerably smaller in membership. Articles and photos submitted for publication will be returned to the author. Photos submitted for use in the Great Lakes News section will be kept in the *Telescope* photo file for possible re-use or will be returned if requested.

There were lots of suggestions for subject matter to be covered in *Telescope*. We will continue to publish a variety of articles and also periodically republish articles from the 1950's and 1960's. Beginning in January, each issue will contain a page on Great Lakes lighthouses. Mr. Leo Kuschel has provided the photos and the short histories of these lights are contained in government records.

We would like to have a question and answer page for members to inquire about specific vessels or companies. We will print what information the Dossin Museum has and hopefully other members can contribute information from their collections. There are many questions on commercial and pleasure boats that can only be answered by local historians from around the lakes. Please send inquires to the Dossin Museum and we use some of them in the January issue.

The Great Lakes Calendar could also be expanded to cover annual marine events around the lakes. However, because *Telescope* comes out bi-monthly, the deadlines for publication are very early. Listed below are the publishing deadlines for each issue of *Telescope*. Marine organizations are encouraged to send information on their activities to the museum.

January-February: Nov. 20th
March-April: Jan. 20th
May-June: March 20th
July-August: May 20th
September-October: July 20th
November-December: Sept. 20th

Great Lakes Calendar . . .

September 15th - Curator Robert E. Lee Dinner at 7:00 p.m. at Bonnie Brook in Detroit.

October 7-8 - In New Orleans there will be a reunion of crewmen from the *Soreldoc* (i). Built in 1928 by Swan, Hunter & Wigham Richardson Ltd., Wallsend-on-Tyne, England for Paterson Steamship Ltd. In 1945 vessel was torpedoed and sunk in St. Georges Channel on voyage to Liverpool. Fifteen of the thirty-six crewmen lost. For further information on this reunion contact: Mr. Daniel M. Towns, 6227 Braesheather, Houston, Texas 77096.

October 12th - G.L.M.I. Board of Directors meeting at 7:30 p.m. at Dossin Museum.

November 17th - G.L.M.I. Entertainment meeting at 8:00 p.m. at Dossin Museum. Capt. John Leonard, former captain of the *Charles Dick* and *Chicago Tribune* will present a slide program.

December 2nd - G.L.M.I. Marine Flea Market at Dossin Museum in DeRoy Hall from 10-3 p.m.

December 14th - G.L.M.I. Board of Directors meeting at 7:30 p.m. at Dossin Museum.

ARTWORK AVAILABLE AT

THE DOSSIN MUSEUM

Jerry Crowley-lithographs
Huron Lightship $50.00
John Kendall $50.00
pencil sketches
Old Detroit $45.00
Put-in-Bay $25.00
Columbia $25.00
Greater Detroit $25.00
Tashmoo $25.00

Joseph Ciuliffo-pen and ink
Marine City Harbor $65.00
Tug Edna G. & Ben Fairless $65.00
Tug Jesse James $50.00
Tashmoo $50.00
Edmund Fitzgerald $50.00
J.T. Wing $40.00
Detroit River Light $40.00
Owana $40.00
Tug Crusader $40.00

Paul Essmaker-lithographs
Wm. Clay Ford $60.00
Charles M. Beeghly $60.00
December Run $60.00
Belle River $60.00
pencil sketches
Edmund Fitzgerald $30.00
Arthur M. Anderson $30.00
William Schiller $30.00
Roger Blough $30.00

Leo Kuschel-lithographs
Ste. Claire $20.00
John T. Hutchinson $20.00
Edmund Fitzgerald $50.00
Detroit River Light $60.00
Pte. aux Barques Light $60.00
Henry Ford II $40.00
Wyandotte $40.00

Paul LaMarre, Jr.-lithographs
Sylvania $50.00
Wm. Clay Ford & Benson Ford $50.00
Tug Shannon $25.00
Tug Edna G. $50.00
Grosse Ile Light $60.00
Kinsman Independent $60.00
Edmund Fitzgerald $60.00
Atlas Van Lines & Miss Budweiser $60.00

Robert McGreevy-lithographs
Carl D. Bradley $75.00
John Ericsson $85.00
Greater Detroit $80.00
Edmund Fitzgerald $75.00
Pewabic $75.00
Ruth Hindman $75.00
Emma Nielsen $30.00
South American $80.00
Put-in-Bay $80.00

Richard Cornwell-pen and ink
Henry Ford II $40.00
Edmund Fitzgerald $40.00
A.A. Hudson $40.00
Assiniboia $40.00
City of Detroit III $55.00

William Moss-lithographs
Greater Detroit $50.00
Detroit Traditions $100.00

Jim Annis-lithographs
Medusa Challenger $75.00
North American $75.00

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

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

Great Lakes Maritime Institute
Dossin Great Lakes Museum
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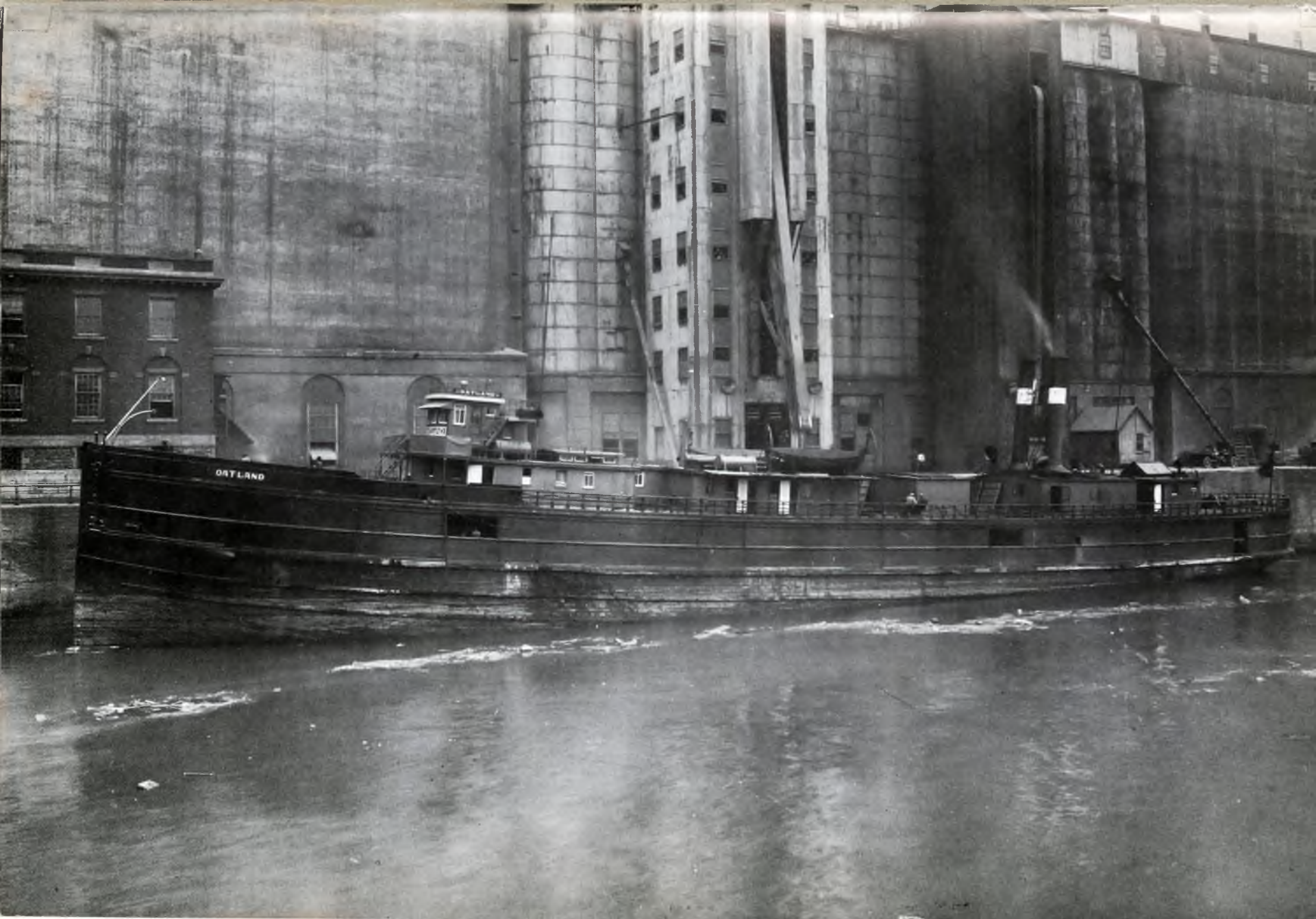
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