



Telescope

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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

For our new members, your bi-monthly issue should be mailed by the 15th in January, March, May, July, September and November. In order to reduce mailing costs, the Board of Director's election ballot will be mailed in the May issue; the Annual Dinner notice will be sent with the July issue and your renewal notice for 1990 will be sent in the September issue.

Periodically members have marine publications that they wish to donate to the museum. In January volunteers will compile a list of needed material to fill in the museum's collection. This list will be published in the next issue and hopefully members will fill in the missing journals.

Last May the Bluewater Michigan Chapter sponsored a trip from Detroit to Port Huron. They will sponsor another trip this year on Memorial Day and hope to fill both Bob-Lo boats. Information flyers are available at the museum or by sending a self-addressed, stamped envelope to the museum.

When finishing this issue of *Telescope*, the Compugraphic machine decided to type only certain letters. Since the deadline for the printer was only two days away, I decided to finish this issue without waiting for the repairman. I apologize for using the typewriter for photo captions and other places, but felt that it was more important to send *Telescope* to the printer on time. In the next issue, we'll provide information on the few ships that had to be omitted from the news due to problems with the machine.

MEETING NOTICES ●

On Friday, January 19th at 8:00 p.m., representatives from the U.S. Coast Guard in Detroit will present a program on the history of the Coast Guard as well as present day operations. Future entertainment meetings are scheduled for Fridays, March 16th and May 18th.

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OUR COVER PICTURE . . . When the *Hutchcliffe Hall* was built in 1954, she was considered a valuable addition to the Hall Fleet. She didn't have the graceful lines of other ships, but her cargo capabilities enabled her to sail these waters for over twenty years. She was sold in 1984 and renamed *Canadian Challenger* and her story is our lead article. This photo is by News Editor Don Richards. □

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an agency of the Historical Department of the City of Detroit .

WHERE DID THE "HUTCH" GO?

by
SKIP GILLHAM
Special to Telescope

In the years immediately following World War II, the Hall Corporation expanded their fleet for trading through the soon to be obsolete St. Lawrence canals. They started with five steam powered canallers and these were followed by seven diesel driven ships of similar

size. One of the diesel canallers was the *Hutchcliffe Hall*.

The five steam canallers, *Leecliffe Hall (i)*, *Sterncliffe Hall*, *Northcliffe Hall (i)*, *Southcliffe Hall* and *Shiercliffe Hall* were all products of Canadian Vickers Ltd. of Montreal and were



Photo by Peter Worden

The HUTCHCLIFFE HALL bound for Cornwall with cement from Toronto.



Photo by Ian McCormick

HUTCHCLIFFE HALL in Cornwall Canal at Long Sault Rapids
on July 23, 1957.

built between 1947 and 1950.

Hall turned to three different shipyards for their diesel canallers. Canadian Vickers built the first three with *Frankcliffe Hall* (i) as Hull 255. She was delivered in 1952. *Hutchcliffe Hall* and *Eastcliffe Hall* followed as Hull 261 and 262 respectively in 1954.

The next two came from overseas. The Grangemouth Dockyard Co. of Grangemouth, England, produced their Hull 519 as *Westcliffe Hall* (ii) and Hull 520 as *Eaglescliffe Hall* (ii) in 1956.

Finally Davie Shipbuilding of Lauzon, Quebec, built *Coniscliffe Hall* (ii) as Hull 611 in 1957 and *Rockcliffe Hall* (ii) as Hull 615 a year later. They were the final two canallers to be constructed as the St. Lawrence Seaway opened to navigation in 1959. Both survive on the lakes in 1989. The former is now the Lake Erie gas drilling barge *Telesis*. The *Rockcliffe Hall* has been converted to a tanker and now sails as *Enerchem Laker*.

The keel for *Hutchcliffe Hall* (C195603) was laid at Montreal on October 28, 1953, and the vessel was launched April 19, 1954.

Mrs. Elizabeth Hutchinson, widow of Albert Hutchinson, the former President of Hall, christened the \$1,000,000 vessel. The

ship was named in honour of her late husband.

The launching ceremony was somewhat different from traditional christenings. Instead of smashing a bottle of champagne against the bow as a shipwright hammered out the final support wedge, Mrs. Hutchinson cut a ribbon. This triggered a spring gun on which rested the champagne bottle. As the bottle smashed against the bow, a series of levers were tripped easing the hull on its way. But due to the cold weather, *Hutchcliffe Hall* was sluggish and reluctant to move. However, the inevitable effect of grease and gravity won out and soon the freighter made a spectacular stern-first entry into the St. Lawrence.

Once in the water the finishing touches were applied including the installation of the ship's masts. *Hutchcliffe Hall* and her sister *Eastcliffe Hall* each had four cargo booms while their diesel predecessor *Frankcliffe Hall* had only three. The extra boom was to speed up loading and unloading and thus give a faster turnaround time.

When built, *Hutchcliffe Hall* was considered "the most functional vessel of her type afloat". Boxy in appearance, she was constructed without lines. As one observer

pointed out, "she looked like a barge with a point". Not an elegant description, but certainly a comment on her appearance. Speed and appearance had been sacrificed for buoyancy and cargo carrying capacity. *Hutchcliffe Hall* was indeed a valuable addition to the Hall fleet.

Hutchcliffe Hall was originally 259 feet in overall length by 43 feet, 6 inches at the beam. Her moulded depth was 20 feet, 9 inches and this bulk carrier was registered at 2,143 gross tons and 1,595 net tons. She could carry 4,200 tons deadweight. Two eight cylinder, Fairbanks-Morse diesel engines totalling 1,280 horsepower provided her power and gave a service speed of eight knots.

Hutchcliffe Hall had two cargo holds and each was serviced by three hatches. All of these were spaced to accommodate the grain chutes around the lakes. She carried accommodation space for twenty-three sailors plus a pilot.

Once in service *Hutchcliffe Hall* joined the company running mates in trading bulk cargoes. Many of these payloads moved between the lakes and St. Lawrence with grain and coal headed downbound. Pulpwood,

especially shipments bound for Waddington, N.Y., and occasional cement or ore cargoes travelled up the St. Lawrence into the lakes.

With the completion of the St. Lawrence Seaway a reality, Hall sent *Hutchcliffe Hall* to the Davie shipyard at Lauzon at the end of the 1958 season. There she was lengthened by ninety feet in overall length and deepened by 3 feet, 9 inches. The result was an increased carrying capacity to 5,750 tons deadweight. The new tonnages were 3,376 and 2,657 net.

Work in the bulk trades was interrupted on October 5, 1962, when *Hutchcliffe Hall* was in collision with the U.S. Steel ore carrier *Richard V. Lindabury*. The former was downbound and hauling grain and received the worst share of the damage. *Hutchcliffe Hall* settled on the bottom of the St. Clair River opposite the Grosse Pointe Yacht Club. Heavy fog was blamed for the accident.

Salvage workers refloated the vessel October 7 and she was unloaded at Walkerville. After a stint at the Port Weller Drydocks in St. Catharines, the *Hutchcliffe Hall* was ready for a return to work.

Another accident, this one on August 1, 1965



Photo by Paul Sherlock

The HUTCHCLIFFE HALL received a deep gash in her port side when she collided with the LINDABURY. McQueen Limited sent the lighter T.F. NEWMAN to remove the cargo of grain.



Photo Courtesy of Westcoast Mariner Magazine

The Fraser River Dredge & Pile Driving Company purchased the CANADIAN CHALLENGER to dredge the Fraser River.

saw the *Hutchcliffe Hall* aground in the West Neebish Channel of the St. Marys River. It is reported that the accident was caused by the steering gear becoming jammed.

Fortunately the freighter was released without hull damage. *Hutchcliffe Hall* continued her lakes and St. Lawrence trading without much noteriety. She was the last ship of the year through the Seaway in 1967 and thus closed the waterway on December 16th.

Eastcliffe Hall, her sistership, sank in the St. Lawrence on July 14, 1970. She too had been lengthened in 1958-9.

The last season for *Hutchcliffe Hall* to operate in Hall colors was 1970. She was laid up at Kingston and then sold on October 26, 1971, to a consortium involved in the massive \$21 million North Traverse dredging project on the St. Lawrence below Quebec City.

Hutchcliffe Hall was converted to a hopper dredge at Sorel over 1971-2. The forward cargo hold was rebuilt as a pump room leaving the other holds to serve as hoppers. Two six hundred horsepower Fairbanks-Morse diesel engines were installed in the pump room. They supply the power for the dredging activity.

The ship was renamed *Ile Aux Courdes* and entered service in 1972. Work on the project continued through 1974. On completion of North Traverse *Ile Aux Coudres* was laid up at Sorel along with a number of former lakers that had been converted for the task.

Most of the latter never operated again, but *Ile Aux Coudres* saw some work on the St. Lawrence. On August 14, 1978, the vessel sank at Sorel. Apparently a suction valve was left open during a visit to drydock. She was raised and the engines and pumps had to be cleaned.

In 1979 *Ile Aux Coudres* joined Sceptre Dredging and worked on several projects in their colors. But she never returned to the Great Lakes and gradually shipwatchers lost track of her activities.

This was complicated in 1984 when the vessel headed to the west coast. She cleared Sorel on June 4th under tow and made her way to British Columbia waters via the Panama Canal.

Initially she operated under Sceptre-Riedel-Dawson Constructors and the former laker was engaged in dredging on the Fraser River near New Westminister. She was

reportedly renamed *Canadian Challenger* after her arrival in the west.

The Fraser River Dredge and Pile Driving Company purchased this vessel in 1986. The firm had a four year, \$14 million contract to remove five million cubic meters of sand from the Fraser River to keep the channel at a navigational depth of thirty-five feet.

Canadian Challenger left drydock at Vancouver July 24, 1986, and began work. She operated for a four month season but could not start until the summer due to the heavy current in the spring run-off.

Once on the job the vessel operated around the clock most of the time. A crew of fifteen live aboard and they work two weeks and one week off.

Canadian Challenger places two, twenty inch, pipes with drag lines over the side and they operate like giant underwater vacuum cleaners. The ship must dredge in specific areas to fulfill the government requirements so great care must be taken in the work.

It takes about an hour to fill the holds with 2,500 cubic metres of sand and the crew must maintain a balanced load. Once full,

she moves to one of five dumping grounds. From there the material is discharged and then sucked to a landfill site. In a single day the ship will take on from seven to ten loads.

Canadian Challenger is apparently the only privately owned dredge on Canada's west coast. When the four year contract is completed, the future status of *Canadian Challenger* becomes uncertain.

The old "Hutch" has been gone from the Great Lakes for almost two decades now, but they have been busy years. We may not see her again, but we know, for now at least, where she has been.

Note: The author wishes to thank Dan McCormick, who provided a clipping on the launch of *Hutchcliffe Hall* plus John Henderson and Frank Clapp. The latter two gentlemen from Victoria, B.C., were a great help in tracking the vessel. Mr. Clapp provided a copy of an article in the February, 1989 issue of "*The Westcoast Mariner*" that outlined the ship's current duties. I am also grateful to that publication's Editor Vickie Jenson for provision of the photos of *Canadian Challenger*. □



The HUTCHCLIFFE HALL was converted to a hopper dredge in 1971-2. The forward cargo hold was rebuilt as a pump room, leaving the other holds to serve as hoppers.

THE MOTOR VESSEL NICOLET

AT EIGHTY—FOUR YEARS

by
STEVE ELVE

“She took quite a pounding. The ship may be down right now, but she’s not out by a long shot.” Those were the words of Chief Balik as he stood amid the charred remains of the Nicolet’s wheelhouse and heavily

damaged bow section. The seventy-four year old freighter had been put in winter lay-up at Toledo at the end of the 1979 shipping season. Then on December 30th a workman’s acetylene torch ignited grease near the con-



Dossin Museum Coll.

Originally launched as the WILLIAM G. MATHER(i), she was renamed J.H. SHEADLE(ii) in 1925 and sold to Gartland Steamship Company and renamed H.L. GOBEILLE on July 29, 1955.



In 1965 she was renamed NICOLET and converted to a self-unloader.

veyor belt which began a twenty-one hour battle for area firemen and an estimated \$4 million loss to the American Steamship Co.

In the next day's edition of the *Toledo Blade*, it was reported that the *Nicolet* may have made her last Great Lakes cargo hauling trip. But contrary to these words, the *Nicolet* did survive and was rebuilt to sail once again in 1981.

Now, on March 11, 1989, almost ten years later, I stood at the bottom of the ladder which led up to her main deck. This was the third straight year the old veteran had been laid-up for the winter alongside the old Mart-dock in Muskegon. I was here to tour and put into words my observations on board this "grand old lady". As I looked along her side, I could see the rolls of steel plates, each riveted in place to her frame. With all hull plates now welded, the *Nicolet* exemplifies a shipbuilders art now fast disappearing from the lakes. I could recall reading stories of vessels with riveted hulls.

As they twisted and worked in a bad storm, the rivets would pop and shoot through the cargo compartments. In port the crew would fill buckets with the sheared off pins. My thoughts were brought back as I heard a voice from on deck and saw Paul, the *Nicolet's* shipkeeper motioning me to come up.

Once on board we exchanged greetings and I was led aft to the officer's dining room. The dining room we entered was quite dark except for the slight rays of sunlight filtering down through the skylight overhead. (Being in winter lay-up, most lights were off.) In room's center were two tables with the chairs set on each table top awaiting the *Nicolet's* crew and spring fit-out. As I looked around I noticed that this room and the passageways were all paneled in oak, a decor now almost extinct. On the wall a set of blueprints of the ship was tacked. The *Nicolet* was built in 1905 as *Hull No. 9* by Great Lakes Engineering Works, Ecorse, Michigan for the Cleveland



Top: On December 30, 1979, a workman's torch ignited a fire that severely damaged the pilothouse. Bottom: The NICOLET with her new pilothouse in winter lay-up at Muskegon in March, 1989.



Author's Photo

Crew's quarters upstairs.

Cliffs Iron Company as their flagship, *William G. Mather* (i) She had a length of 533 feet and was the first freighter with a 600-foot beam. She was an impressive vessel, being so wide that only one lock at the Soo could accommodate her. The steamer was powered by a triple-expansion engine and had a capacity of 10,300 net tons with thirty hatches.

Paul led me from the dining area to the galley. The cook's stoves were cold and that aroma which permeates the air was missing. Gone was the smiling face of a steward as he offers you that cup a hot steaming coffee. But these would all return in a couple of weeks. We continued out onto the main deck and walked forward. Paul explained that the hatches were telescope type and were pulled open and shut by the old steam winches, which as any deckhand can testify, can be cranky with minds of their own. The hatches were covered with bright yellow tarps secured down with clamps and strong-backs.

The self-unloading boom stretched out to a length of 258 feet and was installed in 1965 at the Manitowoc Shipbuilding Company. On the side of the unloader is a very unique piece of artwork; a bulldog's

head is painted on each side. It has a slightly cocked sailor hat on and a spiked-tipped collar around his neck.

Of real interest to me was the wheelhouse which had taken a new shape since the 1979 fire. The original was rounded where the new pilothouse is square and allows more space for navigational equipment. As we entered the starboard door, I was pleased to see she still sported a wooden wheel with brass center hub instead of a new steel type. The brass binnacle was in place in front of the wheel, but the brass telegraphs had given way to a chrome lever on the console. Most all the equipment was covered over with white sheets due to winter lay-up. Right below the wheelhouse are the mates and Captain's cabins, which are typical of a Great Lakes freighter. The Captain's room has an adjoining office which has a desk, chair and telephone on the bulkhead.

The tour next took me down to the engine-room where it was evident that work was in progress on the *Nicolet's* diesel engine. In 1974 the freighter was repowered with a 2800 horsepower diesel engine at the DeFoe yard in Bay City. In the control room Paul

explained the water ballast control panel and the engine control board which is directly across the room. The power plant is controlled now by a chrome handle as the old brass telegraph is disconnected and stands as mute testimony to the new diesel.

Up topside again, we visited the stern where two spare propeller blades were lashed to the bulwarks. A homemade outdoor grill was sitting off in the corner. Paul explained that the engineering department had built it and the crew used it for outside steak fries.

On the upper deck, behind the smokestack, is the auxiliary steering wheel. It is steel, painted black with many coats over it through eighty-four years of service. I asked if it would move and the answer was, yes with a little persuasion! My tour had ended here so I thanked Paul for his time and a close look at this workhorse of the Lakes.

As I stepped off the ladder and once more glanced down her hull, I realized all the history the *Nicolet* has witnessed and been a part of. This ship, as the *William G. Mather* had outlasted the Great Storm of 1913. Seventy one ships including the

six month old *James Carruthers* and the three years old *Charles S. Price* had fallen victim to its fury. In 1966 on Lake Michigan the *Nicolet* survived sixty hours in a raging gale that smashed in her wheelhouse windows and sank the freighter *Daniel J. Morrell* in Lake Huron.

Now at eighty-four years old the *Nicolet* still serves her owners well, running up and down Lake Michigan to such ports as Grand Haven, Holland, Ludington, Manistee, Benton Harbor and across the lake to South Chicago, Gary and Milwaukee. The motor-vessel will occasionally trade to ports on Lake Huron and Erie. The *Nicolet* carries coal, slag, sand, potash and limestone into these ports where many larger vessels can't venture due to the tight confines of the rivers and harbors.

As I left the dock, I couldn't help but think the bulldog ensignia on her unloader; it could only stand for one thing - "Fighter!" □

Note: A special thank you to the American Steamship Company for their permission to tour the *Nicolet*. □



Bulldog insignia on the self-unloader.

GREAT LAKES LIGHTHOUSES

RAWLEY POINT LIGHT

Rawley Point Light

There has been alighthouse on this point since 1853 to warn ships of the land that extends out into Lake Michigan. The light-keeper's house that was built in 1853 still stands today without the light. The present tower was built in 1894 and was a reconstruction and enlargement of a lighthouse taken from the Chicago River entrance. The watchroom at the top of the tower was added in 1894 and above it stands a second watchroom which came from Chicago, along with the lantern. The lighthouse was originally equipped with a Third Order Fresnel lens, but now exhibits a thirty-six inch airport type beacon with a maximum range of twenty five miles. □

Note: History of Great Lakes lighthouses taken from the Historic American Engineering Record, Department of the Interior, Washington, D.C. Lighthouses surveyed under the direction of Dr. Charles Hyde.

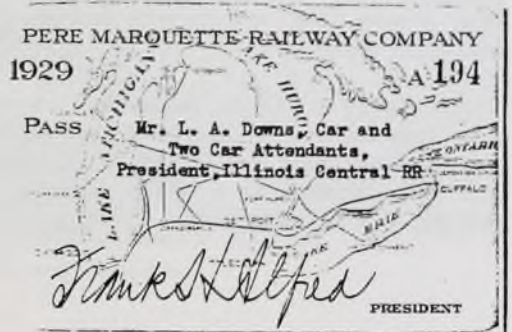
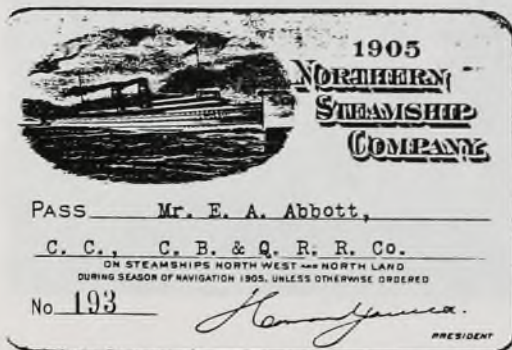
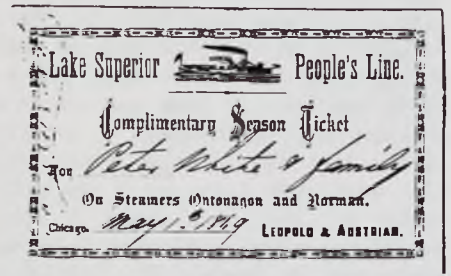
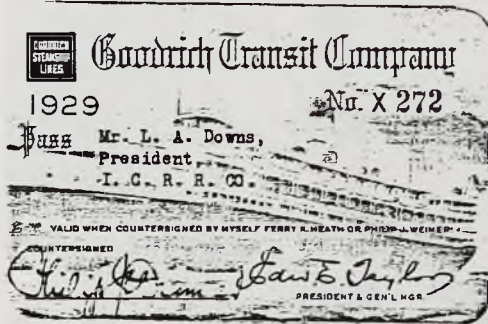
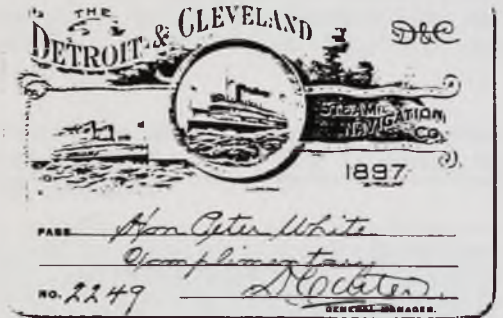


Photo by Teo Fuschel

STEAMSHIP PASSES FOR GREAT LAKES TRAVEL

Last spring the money donated by Sustaining members was transferred into the Museum Development Fund to purchase items for the museum's collection. Twenty steamship passes were purchased from a

Private collector in San Francisco. The samples below were reduced to fit this page. Hopefully they remind you of pleasant memories of traveling by water in a by-gone era.



**GREAT LAKES MARITIME INSTITUTE
GIFT SHOP**

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*Lakers of World War I by Fr. Dowling, S.J.	\$3.00
*Pigboat: Story of Whalebacks by Lydecker	3.00
*Passages: Great Lakes Ship Photographs by Wiening	4.95
*Great Lakes Ladies: Ship Photographs by Wiening	4.95
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*Shipwrecks of Sanilac County by Pat Stayer	5.00
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Great Lakes Ships We Remember - Vol. I by Mar. Hist. Soc.	26.75
Great Lakes Ships We Remember - Vol. II by Mar. Hist. Soc.	34.75
When Eastern Michigan Rode the Rails by Henning & Schramm	39.95
When Eastern Michigan Rode the Rails - Vol. III	39.95

When ordering items from the shop, please state that you are an G.L.M.I. member and receive a 10% discount on purchases over \$10.00.

Ship mugs: white ceramic mugs with black ink sketch of the following vessels: USCG Bramble, Mackinaw, Adam Cornelius, Detroit Edison, Roger Blough, Rogers City, J.A.W. Iglehart, Paul Townsend, Wm. Clay Ford, Henry Ford II, Ernest R. Breech, Cliffs Victory, Edmund Fitzgerald, Stewart Cort, Yankcanuck, Lightship Huron, James R. Barker, Edward L. Ryerson, Belle River, North American and Tashmoo each \$6.00
 1990 Freighter Calendar with pen and ink sketches 7.50
 1990 Marine Historical Soc. of Detroit Freighter Calendar (color) 8.95
 1990 Great Lakes Lighthouse Calendar by Leo Kuschel 6.95
 G.L.M.I. Member's Patch 3.00
 G.L.M.I. Member's Pin 2.50
 Freighter Tie Pin 5.00
 Magnets-white background with ink sketch of tug, freighter or hydroplane . . each 1.00
 Pewter belt buckle celebrating the 100th anniversary of the Soo Locks 8.00
 Small pewter belt buckle for one-inch belts 5.00
 Pewter key ring 4.50
 Detroit & Cleveland Navigation stock certificates 2.00
 Captain of the Fleet game 14.50
 Back issues of *Telescope* in stock: 1976-March, 1977-none, 1979-January, March, May, 1980-none, 1981-May, 1982-May, November, 1983-January, March, May, September, 1984-1989-all available. Individual issues are \$2.00 each or 3 for \$5.00.

Postage rates: Please send \$2.00 for postage and handling to cover one item ordered. Those ordering two or more items shall send a flat fee of \$3.50 to cover items sent in one box.

Jerry Crowley-lithographs
 Huron Lightship \$50.00
 John Kendall \$50.00
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 Old Detroit \$45.00
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SHIP BLUEPRINTS

Plans are available for building models of the Great Lakes vessels listed below. Unless otherwise indicated, all are drawn to 1/4 scale.

Alabama (1910 steamer)	\$10.00
Butcher Boy (1938 Huron Boat 1/2 scale)	6.00
Calcite (1912 U.S. Steel Corp.)	6.00
Champion Tug (1868 steam)	6.00
City of Cleveland III (1907 sidewheel)	22.00
Detroit (1912 motorboat)	4.00
Ecorse Tug (1908 GLEW)	6.00
Ericsson, John (1896 whaleback)	6.00
Fitzgerald, Edmund (1957 Columbia Trans.)	6.00
Flint, Pere Marquette (1882 Railroad)	6.00
Grampion (1894 tow barge)	8.00
Houghton (wooden steambarge)	6.00
Kendall (fireboat 1/4 scale)	3.00
Lake Erie Fishing Boat	6.00
Lifeboat (U.S. Coast Guard 1/2 scale)	6.00
Mcleod, Helen (1925 Huron Boat 1/2 scale)	5.00
Massachusetts (1881 propeller)	6.00
Michigan (1833 sidewheel)	6.00
Milton (1867 scow schooner)	4.00
Minnesota (188 passenger steamer)	8.00
Onoko (1882 iron freighter)	5.00
Put-in-Bay* (1911 passenger steamer)	8.00
South American (1914 Passenger steamer)	10.00
Fisherman Stake Boat (1884 3/4 scale)	3.00
Sykes, Wilfred (1951 Inland Steel 1/16 scale)	4.00
Transfer (1888 carferry)	9.00
Wabesi (Mackinaw boat 1/2 scale)	4.00
Walk-in-the-Water (1818 steamboat)	4.00
Wing, J.T. (1919 Nova Scotia schooner)	5.00

*No outboard profile available.

Blueprints will be folded or can be mailed in a tube for \$5.00 postage.

GREAT LAKES & SEAWAY NEWS



Editor: Donald Richards
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Sep. 2 . . . *Nancy Orr Gaucher* arrived at the Socnav ship repair yard in Sorel. While maneuvering to enter the yard, she dropped her anchor which snagged an underwater telephone cable. Service to 5,000 telephone customers was cut for about a week. Damage was estimated at about \$2 million.

. . . The American-flag *John Lykes* entered the Seaway for the first time. The container ship was built in 1960. She was the seventh American saltie to enter the Seaway this year which is the highest number in several years.

Sep. 5. . . C.S.L.'s *Baie St. Paul* returned to service after being laid-up at Sorel since the end of the 1988 season. She cleared for Port Cartier to load ore for Hamilton. From there she will load grain at Thunder Bay for Montreal.

Sep. 6. . . The *Stewart Cort* arrived in Taconite Harbor to load pellets for Burns Harbor. This was her first trip into this port since 1982.

. . . The *Mesabi Miner* arrived in Duluth at the Port Terminal for bow thruster repairs. With repairs completed by late evening, she shifted over to the Midwest Energy Terminal to load coal.

. . . *Hull No. 1* cleared Sorel under tow of the Polish tug *Jantar* for Turkey. When she entered the Seaway several days later, the Seaway Authority designated her Hull No. 1, but to everyone else, she was the old *Kinsman Independent*. With her departure there were no lakers at Sorel waiting to go overseas for scrapping. (Ed. note: On page 110 of the July issue of *Telescope*, it was reported that the *Jantar* was thought to have been scrapped. Needless to say, we were wrong.)

. . . The Grand Trunk railroad carferries *Grand Rapids* and *Madison* were towed out of Muskegon by the tugs *Anglican Lady* and *Chippewa*. The Muskegon-based tug *John Henry* assisted the tows out of the harbor.

Sep. 7. . . The Philippine-registered *General Romulo* arrived in Hamilton from the upper lakes. While at Hamilton, she was renamed *Fonnes* and reflagged to West Germany. Her port of registry is now Bremen. She carried her "new" name from 1978 when she was the second saltie to be renamed while in a Great Lakes port this year. *Sunblizzard* was renamed *Clio* in June while in Toronto. She carried the name *Clio* once before.

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Photo by Robert Dossin

Top: Tugs ANGLICAN LADY and JOHN HENRY moving the GRAND RAPIDS to prepare for the scrap tow. They departed at 10:00 p.m. Bottom: Down-bound in St. Clair with tugs ANGLICAN LADY and PRINCESS NO. 1.

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Sep. 8. . . In the last issue, it was reported that MIL Vickers Shipyard in Montreal would be closed on December 31st. It is now reported that the shipyard may be purchased by an unidentified Canadian company.

Sep. 10. . . The carferry *Grand Rapids* arrived in Port Maitland, Ontario under tow of *Anglican Lady* .

Sep. 11. . . The carferry *Madison* arrived at Port Colborne under tow of *Chippewa*. The tow was rerouted to Port Maitland because of low water. The tow was assisted by the tugs *Thunder Cape* and *Vac*.

Sep. 14. . . The McAllister Towing & Salvage Company's largest tug *Patricia B. McAllister* cleared Montreal for Picton, Nova Scotia. She will receive ice-strengthening modifications at Ferguson Industries Ltd.

Sep. 19. . . The *Nipigon Bay* and *Fort Chambly* arrived in Alaiga for scrapping.

Sep.23. . . On her outbound trip, the Cyprus-flag *Lady II*, collided head-on with the approach wall at Iroquois. She received a large hole in her bow above the water-line. She was allowed to proceed to the Pointe Fortier Anchorage below Beauharnois. After inspection she was allowed to proceed to Montreal where she is to receive a temporary cement patch.



Water Warden Photo/Dossin Museum Coll.

On October 10, 1989 the SENNEVILLE departed Port Weller for Toronto.

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Photo by Terry Sechen

The JOHN B. AIRD loading grain at the Harvest States Elevator, Berth #2 on August 5, 1989.

. . . *Eva Desgagnes* was renamed *Telchac* and cleared Toronto where she had been laid-up since June. She has been sold to Mexican interests and her port of registry is now Progresso. She cleared for Sorel.

Sep. 24. . . The *Enerchem Asphalt* cleared Montreal for Sorel for sea trials. On her re-trip to Montreal, one of her engines failed. She had suffered an extensive engineroom fire on August 13th while loading liquid asphalt. At the end of June, she still was not in service.

Sep. 25. . . The tug *W.N. Twolan* and *Lac Manitoba* arrived in Wallaceburg with barge *MM262*. They are conducting a feasibility study to determine the possibility of transporting gravel and stone from Manitoulin Island to Wallaceburg.

Sep. 27 . . . A fire onboard the *H.M. Griffith* at Port Colborne stopped navigation for four hours. The fire began in a conveyor belt in the tunnel area shortly after 5:00 p.m.

. . . The *Cecilia Desgagnes* arrived in Montreal from the Arctic with severe ice damage to her bow. Repairs will be carried out in Montreal.

Sep. 29. . . A plaque commemorating the 160th anniversary of the Welland Canal and the 30th anniversary of the St. Lawrence Seaway was unveiled at the Viewing Center in the Canal. Sponsored by the St. Catharines Historical Museum, St. Catharines and District Chamber of Commerce and the Canadian Canal Society, the plaque will be installed next spring at the new museum under construction at St. Catharines.

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Sep. 30. . . *Telchac* cleared Sorel for Mexico. There are rumors that the *Stella Desgagnes* is also for sale to Mexican interests.

Oct. 3. . . The *Enerchem Asphalt* reentered service, clearing Montreal for St. Romuald.

. . . The *Sir James Dunn* which was under tow of tug *McThunder*, broke free and went adrift about 230 miles from Ponte Delgada, Azores. Five days later she was again under tow of the tug *Dalmar Servant*. Following the mishap, *McThunder* returned to Ponte Delgada with the *Georgian Bay*. No information was available as to where the *Dunn* was headed to, although it is a possibility that she also returned to Ponte Delgada. *McThunder* had cleared Sorel on August 26th with the *Dunn* and *Georgian Bay* for Alaiga.

Oct. 5. . .The Brazilian general cargo/container ship *Minerva* spilled an estimated fifteen tons of oil into Montreal harbor. The spill was cleaned up by the next day. The spill was the largest this year in the port of Montreal. The ship cleared two days later with the cause of the spill still not determined.

Oct. 8. . .*Black Bay* was refloated at the Fraser Shipyard in Superior, Wisconsin. She entered on August 29th for repairs to her bottom, which suffered extensive damage in a grounding in the St. Marys River. After being refloated, she shifted to the Burlington Northern Dock to load pellets for Hamilton. She cleared in the morning, but returned off Duluth early in the afternoon for repairs. She remained off Duluth through the 10th with a Fraser Shipyard boat at her stern. She finally cleared on the 11th.



Photo by Terry Sechen

The SPARROWS POINT unloading limestone at Cutler Stone in Superior on August 29, 1989.

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Photo by Terry Sechen.

On September 2, 1989, she is at Fraser Shipyard to repair the damage from grounding in the St. Marys River.

Oct. 9. . . *Hull No. 1* arrived in Aliaga.

Oct. 10. . . The *Senneville* was floated out of the Port Weller Shipyard and cleared for Toronto under tow of *W.N. Twolan*.

Oct. 11. . . *Algogulf* arrived at Port Weller for conversion to a self-unloader.

. . . With repairs completed, the *Cecilia Desgagnes* cleared Montreal for Becancour.

. . . The *Edward L. Ryerson* arrived at Bay Shipbuilding for repairs to her spar dec and departed late that evening.

Oct. 13. . . The *Peter Misener* arrived in Thunder Bay for temporary lay-up.

Oct. 15. . . *Nancy Orr Gaucher* cleared Sorel for Bronte, Ontario. She suffered extensive damage from an explosion while offloading asphalt at Hamilton in July. Repairs were carried out at the Socanav repair yard in Sorel.

. . . The *Myron C. Taylor* arrived in Rogers City with reduction gear problems. She was assisted in docking by Wellington Towing's tug *Chippewa*.

Oct. 16. . . Terry Sechen reported from Duluth that very little of the *Joshua Hatfield*, which is being scrapped. All that remains was about seventy-five feet of the bow below where the anchors once were.

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Oct. 17. . . The *Patricia B. McAllister* returned to service in Montreal.

Oct. 21. . . Reports indicate that the St. Lawrence Seaway is swamped with millions of tons of grain. The problem is the result of the Soviet Union failing to purchase large amounts of Canadian grain. As of this date , eighteen of the 120 Canadian ships are laid-up. This is the second poor season for Canadian grain shippers. Last year it was the drought.

. . .The dredge *Charles Huntley* cleared Toronto for Whitby under tow of *Angus M.* and *Soulanges*. She was headed east for dredging.

Oct. 23. . . The famous Niagara Falls tour boat *Maid of the Mist* is for sale. Built in 1955, she can carry only 101 passengers and is considered too small for current needs. She will be replaced by the *Maid of the Mist VI*, which is being built at the Duratug Shipyard at Port Dover and will have a capacity of 600 passengers. She will be launched in July, 1990. The full story of the *Maid's* is long and interesting and there is not enough room in this column to tell it. Don Mercer sent us the information and it is possible that we can reprint the article in a future issue.

. . . The MIL Davie Shipyard at Lauzon is for sale according to newspaper reports. Rumors are that Irving, owners of the shipbuilding yard at St. John, N.B. are interested in purchasing it.



Photo by Tim Kroeff

The MYRON C. TAYLOR unloading coal in Green Bay on May 7, 1989.



The LEON FRASER was towed from Lorain to Fraser Shipyard to be converted to a cement barge for LaFarge Corp.

Peter Werten Photo/Dossin Museum Coll.

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Oct. 24. . . *Leon Fraser* was upbound in the St. Marys River under tow of *Tug Malcolm* and *Chippewa*. After clearing the Soo, early in the morning of the 25th, the tow was delayed for several hours because of fog in the upper river. On the 27th *Tug Malcolm* and the *Fraser* arrived at the Duluth entry and anchored. When the winds diminished that evening, they went to Fraser Shipyard where she will be converted to a cement barge for LaFarge Corp.

Oct. 29. . . Diver Dave Trotter has discovered an unidentified schooner off the tip of the Thumb of Michigan. The unnamed schooner is sitting up-right in about 170 feet of water, about eight miles off the Thumb. It's a two masted schooner, about 118 to 120 feet in length. The ship is apparently in good shape, but there is no name visible.

Oct. 30. . . The *Lewis Wilson Foy* narrowly missed colliding with the seawall under the Bluewater Bridge. While upbound in the St. Clair River, she was forced out of the channel by two pleasure boats that refused to move out of the channel. Witnesses said that the *Foy* came within a few feet of colliding with the seawall. A report was made to the Coast Guard, but the two pleasure boats weren't found.

Oct. 31. . . The *Roger Blough* reentered service, clearing Bay Ship for Escanaba. She loaded pellets for Gary, Indiana. The *Blough* returned to service because the *Edwin Gott* was expected to lay-up in Duluth for engine repairs. She has been operating on one engine most of the summer and fall.

Miscellaneous . . .

. . . The tug *Lorna B.* was reported to have foundered off Alasa on August 19th. The British tug is remembered for having towed the Canadian vessels *D'Iberville* and *N.B. McLean* from Sorel last February for overseas scrapping, a journey that lasted five months.

. . . The *Robert S. Stanley* and *Ralph Watson* arrived in Aliaga under tow of *Fairplay IX* on June 19th. The tow cleared Sorel on May 16th.

. . . The Danish flag carrier *Dan Bauta*, owned by J. Lauritzen, has been reported as sold to Norwegian interests. Under that name she made a single trip into the Seaway, but she made several under the name *Nosira Lin*.

. . . The Maldivian-flag dry cargo Freedom type *Sun Ray*, owned by Maldives Transport Services, Singapore, was sold to undisclosed interests. She made one trip as *Sun Ray*, but several as *Argos*.

Great Lakes Marine Calendar

January 19 - G.L.M.J. Entertainment meeting at 8:00 p.m. at museum. CWO Dan Waldschmidt and Lt. Tom Koontz will speak on the history of the U.S. Coast Guard and present day operations.

February 3 - Michigan Boat Show at Cobo Hall in Detroit. Members wishing to volunteer should contact the museum.

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

March 11 - Blessing of the Fleet Service at Mariners' Church in Detroit at 11:00 a.m.

March 16 - G.L.M.I. Entertainment meeting at 8:00 p.m.

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 on Great Lakes marine history for publication, send to: Great Lakes Maritime Institute
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