

Telescope



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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

On July 24, 1990, the Dossin Great Lakes Museum will celebrate its 30th anniversary. In the mid-1950's the Dossin family donated one-half of the funds needed to build a new marine museum to replace the schooner *J.T. Wing*, which had been burned in November, 1956. The City of Detroit opened the museum on July 24, 1960 and it has steadily grown to become one of the largest on the lakes. In honor of the museum's 30th anniversary, we've printed a short history on the hydroplane *Miss Pepsi*, which was donated by the Dossin family and has been displayed at the museum since 1963.

Institute member Rene Beauchamp has published the 7th edition of *Seaway Ships*. Several new features in this edition include all major Canadian Great Lakes fleets, more photos and a bonus list prepared by marine historian George Ayoub. This book can be ordered from Rene Beauchamp as 9401 Bellerive, Montreal, Quebec, H1L 3S5. The price is \$6.00 Canadian or \$5.50 US and the price includes postage.

MEETING NOTICES ●

There are no meetings scheduled for July. The Curator Robert E. Lee Dinner will be held on Friday, September 21st at the St. Clair Inn. Our guest speaker, Mr. Alex Meakin will present a slide program titled, "A Century and More of Great Lakes Shipwrecks".

Future Board of Directors meetings (which all members are invited to attend) are scheduled for Thursdays, August 9 and October 11 at 7:00 p.m. at the museum.

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<i>Back Cover Picture: India</i> (US 100008). Built in 1871 in Buffalo, N.Y. 1239 gross tons; 210.0 x 32.6 x 14.0. Single bottom, sheathed with 4-inch elm. Sold Canadian in 1907 and renamed <i>City of Ottawa</i> . Dropped from Canadian registry in 1927 and reregistered US before June 30, 1928 as <i>India</i> . Requisitioned by the U.S. Maritime Commission in December, 1942 and sent to the coast via the Illinois Waterway. Never used and laid near Lake Pontchartrain near New Orleans. Dropped from registry in 1944.	

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OUR COVER PICTURE . . . In the past members would see the U.S. Steel ore carriers painted in red and the stone carriers painted in gray. This spring the entire fleet was repainted with red hulls and a gray/black stripe on the bow and the US Steel logo was removed from the stack. The oldest member in the fleet, the *Irvin L. Clymer* is shown in her new colors when she was docked in Muskegon on May 9, 1990. This photo was taken by Steve Elve. □

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THE SMALLEST 500-FOOTERS

by
GARY DEWAR
Part II

The Lackawanna Steamship Company was organized at Cleveland in the fall of 1906 by Pickands Mather and Company, in association with Kean Van Cortland and Company and Robert Dunham, president and general manager of the Ship Owner's Dry Dock Company in Chicago. It promptly signed contracts worth two and a quarter million dollars with The American Ship Building Company, a substantial shareholder, for the building of eight new bulk steamers. Six were to be 440 by 52 feet, a size which already constituted a class with five members.* The other two would be 500-footers.

The latter pair were the *Crete* and the *Verona*, launched at Lorain in 1907, on September 7th and October 5th. They were very modern vessels, both in design and in appearance, with full forecastles and large Texas houses.

Pickands Mather combined all its vessels into The Interlake Steamship Company in April, 1913, adopting as its colors Lackawanna's ore-red hulls and orange-banded

stacks, which survive today.

The *Crete* had a close call in western Lake Superior in 1948. On June 23rd, while upbound in ballast in dense fog, she collided almost head-on with the *J.P. Morgan, Jr.* The high-riding *Crete* demolished the forward cabins of the heavily loaded *Morgan*, killing two of the *Morgan's* crew and injuring three. Just after the accident, the *Harry L. Findlay* narrowly missed running into the *Crete*. The *Crete* was taken to Superior for drydocking and repairs, and was back in service the same season.

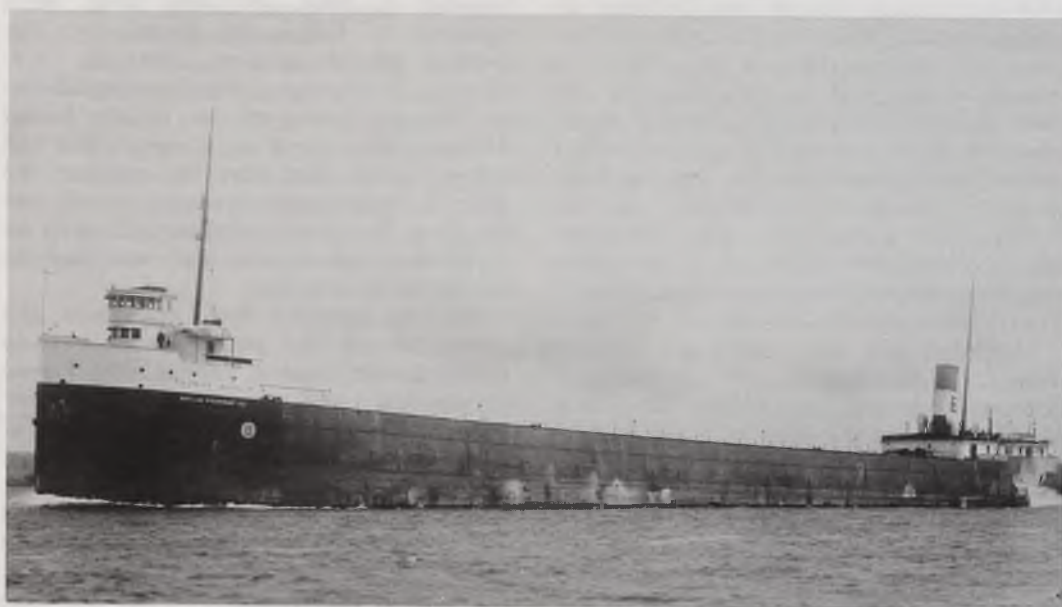
Interlake operated both the *Crete* and *Verona* through 1957, but kept them in lay-up during the 1958 season. They sold the *Verona* in January, 1959, to the Steinbrenners' Kinsman Transit Company, who renamed her *Henry G. Steinbrenner (ii)* that spring and *Uhlmann Brothers (i)* in March 1965.

Kinsman Marine took over the title in 1963, and sold the *Uhlmann Brothers* in November, 1965 to Fraser Shipyards, Inc. of Superior, who in turn sold her the same month to Norlake Steamships Ltd. of Toronto. They operated her as *Manitoba* in Canadian registry for four seasons. Late in May of 1969, they sold her to a Texas firm, Commerical

*The six were the *Adriatic*, *Calumet*, *Cyprus*, *Elba*, *Hemlock* and *Odanah*.



Dossin Museum Collection



Dossin Museum Collection

Top: Both the CRETE and her sistership VERONA were modern vessels in 1907. They had full forecastles and large Texas houses. Bottom: The THOMAS BARLUM sailed for Barlum Steamship until 1935 when she was sold and renamed ALGOSTEEL.

Metals, Inc. She loaded scrap steel at Detroit and sailed under her own power to Quebec City, where she was taken in tow, and delivered at Newport, England on July 19th, to be cut up by John Cashmore Ltd.

Interlake put the *Crete* back in service in 1959, but laid her up again, for the last time, during that summer's long steel strike. They sold her in April, 1962 through New York brokers to A.R.D.E.M. of Genoa.

The *Thomas Barlum* was launched at Wyandotte on November 21, 1907, and went into service for John J. Barlum's Postal Steamship Company, of Detroit, on April 25, 1908. The owners were restyled Barlum Steamship Company about 1924. In 1935 they sold their two vessels to the Algoma Central and Hudson Bay Railway Company of Sault Ste. Marie, Ontario, and the *Thomas Barlum* became the *Algosteel*. She received new Scotch boilers in 1944.

The *Algosteel* sustained some damage in a grounding at the Soo in 1966, but managed to finish the season. When she was drydocked at Collingwood that winter for her regular inspection, her owners found that repairs to the bottom damage and for other deficiencies wouldn't be economical, so they sold her to Marine Salvage in the spring. The Great Lakes Dredge and Dock Company promptly bought her and sank the hull as a permanent breakwall in their construction of Burns Harbor, Indiana.

Boland and Cornelius ordered two 500-footers with 54-foot beams from Great Lakes Engineering Works early in 1907. The *John J. Boland* (i) was launched at Ecorse in the late fall, and the *Jacob T. Kopp* on December 7th. Both entered service at the start of the 1908 season, the *Boland* for the York Transit Company and the *Kopp* for the Pennsylvania Steamship Company. Both operating concerns were merged into American Steamship in 1916.

The pair never left the BoCo organization until their operating days were over. The *Kopp* became the *G.N. Wilson* (ii) in 1928, *Consumers Power* (i) in 1931, *Harry Yates* (ii) in 1934 and *Edmund P. Smith* in 1939. The *Boland* was lengthened by twenty-six feet and converted to a self-unloader in 1935-36 at Lorain by American Ship Building, and was rechristened *Thunder Bay Quarries* (ii) in 1939 and *Harris N. Snyder* in 1953. She was repowered in 1950 with a 2500-horsepower, five-cylinder uniflow engine and two water tube boilers.

Like so many other smaller steamers, the *Smith* was retired in 1959. Marine Salvage bought her in July, 1963, and she was broken up during the ensuing winter at Hamilton by Stelco.

The *Snyder* sailed through the 1973 season, but she was sold early the next year to Union Pipe and Machinery Company. Resold to Hierros Ardes SA, she was towed out of Toledo by the *Salvage Monarch* on May 9th and entered Bilbao, Spain on July 12th.

The *B.F. Berry* went into the waters of the Black River at Lorain on January 11, 1908 for the Fremont Steamship Company of Detroit, owned by the Berry Brothers (principals in the Willis Creek Coal Company), and managed by Herbert K. Oakes of Cleveland. The Franklin Steamship Company, Cleveland, also managed by Oakes, but owned by Midvale Steel and Ordnance Company through their subsidiary, Cambria Steel Company, bought the *Berry* in 1915.

In April of 1922, with their big new flagship, *Fred G. Hartwell* (ii) on order, Franklin sold the *Berry* for \$400,000 to the Mathews Steamship Company, Ltd., who registered her at Toronto as the *Bayton*.

The Mathews firm was forced into bankruptcy on February 10, 1931. It continued partial operations that season under the direction of a receiver, Frederick C. Clarkson. The vessels were chartered during the next two seasons to Toronto Elevators Ltd. Late in 1933, Capt. Robert Scott Misener, president of Sarnia Steamships Ltd. and Huron Steamships Ltd., organized Colonial Steamships Ltd., of Port Colborne, which acquired the remains of the fleet on November 20th. They renamed the *Berry* twice, *Viscount Bennett* in 1942 and *C.A. Bennett* in 1954.

Sarnia Steamships had absorbed Huron Steamships in 1940, and itself had been merged into Colonial Steamships in 1951. In 1959, the latter became Scott Misener Steamships Ltd., and moved its offices to St. Catharines, Ontario at the end of 1965.

The *Bennett* was transferred in 1965 to Misener Enterprises Ltd. They sold her in September, 1968 while she was still in operation to Marine Salvage. At the end of the season, she steamed through the Seaway to spend the winter on the lower St. Lawrence, awaiting a tow overseas. Sold through brokers to Desguaces y Recuperaciones del Sur SA, she arrived at Puerto de Santa Maria, Spain at the end of June, 1969.

American Ship Building's last 500-footer

had, like the *Boland* and *Kopp*, a 54-foot beam. Launched at Cleveland on April 28, 1908 for W.C. Richardson's Hanna Transit Company, she was christened *Howard M. Hanna, Jr. (i)*.

At ten o'clock on Saturday morning, November 8, 1913, the *Hanna* finished loading 9120 tons of coal at Lorain, and set out for Fort William in the warm, hazy sunshine of a late Indian summer that had lingered over the lakes for more than a week. Storm warnings had been posted on Lake Superior the day before, and a severe storm had blown during the night, there and on the northern part of Lake Michigan. On the lower lakes, though, the weather had stayed unseasonably mild.

By the time the *Hanna* passed Port Huron about five o'clock on Sunday morning, just behind the *Isacc M. Scott* and just ahead of the *Charles S. Price*, 524-foot sisters in the "other" Hanna company, northwest

storm warnings were flying for Lake Huron, but the weather still was fair and the skies clear, with a moderate westerly wind.

As the *Hanna* came abreast of Harbor Beach a little before noon, the wind had strengthened, but conditions remained clear. Soon after, the wind shifted abruptly to the southeast for a short time, then to northeast and, after a while, to north-northeast, building rapidly. In mid-afternoon, a heavy snow closed in, and the wind went due north, still increasing and whipping erratically between northwest and northeast.

By dinner time, seas were breaking over the *Hanna's* bow and running solidly over her decks. She had more and more trouble keeping her headway into the mounting seas and the seventy-mile-an-hour wind. Around eight in the evening she fell off into the trough. Unable to turn either into the seas, or to run before them, and with her upper pilothouse carried away, she was driven



The GODERICH sailed in CSL colors for thirty-four years. After a short term of service as AGAWA (ii) for Algoma Central Railway, she was sold to Goderich Elevator for grain storage.

inexorably toward the shore. At ten o'clock, she went broadside onto Port Huron Reef, off Pointe aux Barques, the very tip of Michigan's "thumb" and broke her hull at the number seven hatch.

During the night the storm battered the *Hanna*, carrying away her stack and hatch covers, wrecking her cabins, and widening the break in her hull. On Monday morning, nine of her crew made shore in the one remaining boat, and during the day the lifesaving crew from Port Austin took off the other sixteen. There were no lives lost and no serious injuries.

The owners abandoned the *Hanna* to the underwriters as a constructive total loss. In the spring, The Reid Wrecking Company bought the wreck, patched and floated it, towed it to Collingwood and placed it in the drydock for survey. It remained at the shipyard, out of documentation, through that summer and the next winter. Richardson christened a new vessel *Howard M. Hanna, Jr. (ii)* in May, 1914, and *Sir Wilfred Laurier* was announced as the new name for the salvaged steamer; but she never was registered under that name.

On May 10, 1915, Reid sold the *Hanna* to the Great Lakes Transportation Company, Ltd., of Midland, Ontario. That company was owned by James Playfair and several associates, with backing from The Valley Camp Coal Company of Canada Ltd., and managed by Playfair, who also had a large interest in Toronto Elevators Ltd. In this period it was building its fleet through the purchase of several older American hulls, including some other recovered wrecks.

Playfair had the ship repaired and rebuilt, and fitted with new boilers, at the Collingwood yard, and placed her in service during the summer. She was named *Glenshee* on the Canadian register on June 25th.

In 1925, after he had become involved with the George Hall Coal organization and sold his canallers to that fleet, Playfair transferred his upper lakes bulkers from Great Lakes Transportation to the newly-formed Great Lakes Navigation Company Ltd. Canada Steamship Lines Ltd., of Montreal, bought those vessels in April of 1926. The *Glenshee* became *Marquette* on October 1, 1926, and *Goderich (i)* on March 18, 1927.

CSL fitted her in 1948 with a pair of larger, second-hand Scotch boilers, built in 1940 for the Royal Canadian Navy. They laid her up at

Quebec City after the 1961 season, and had her largely prepared for a tow to overseas breakers. However, she remained at Quebec until April 1963, when the Algoma Central and Hudson Bay Railway bought her. They rechristened her *Agawa (ii)*, refitted her, and operated her for five seasons.

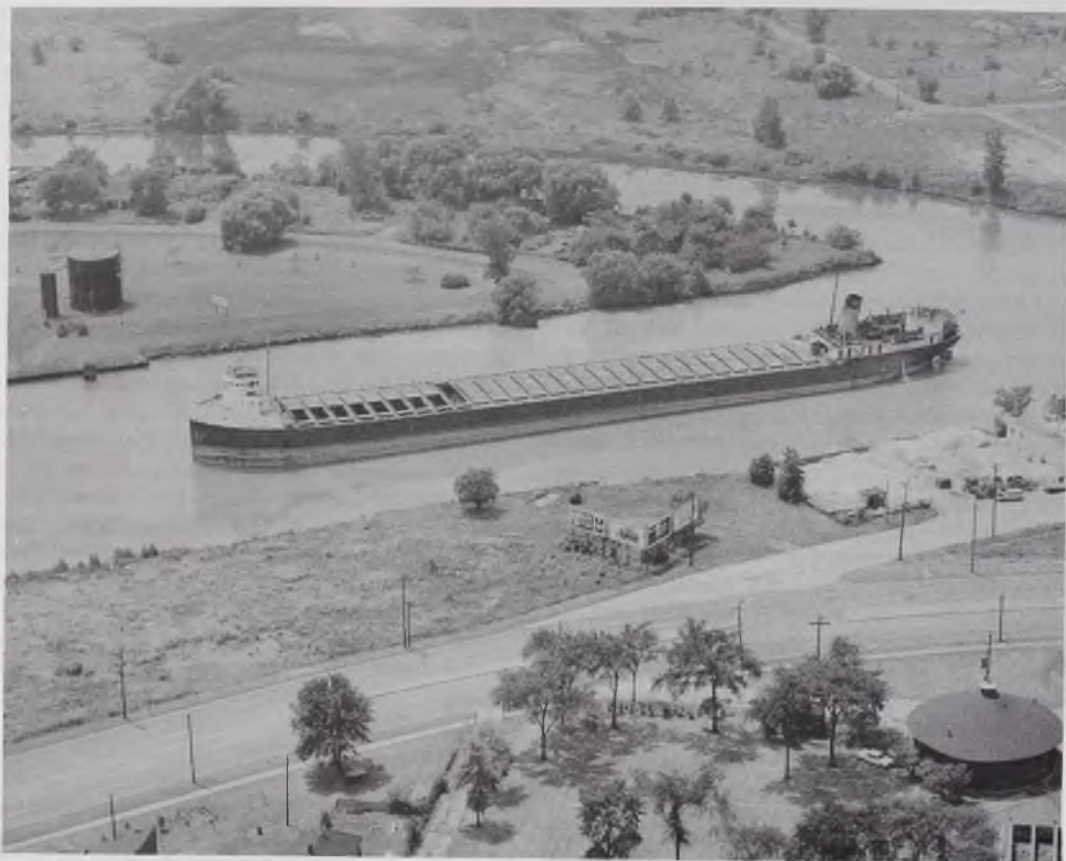
The owners, who became The Algoma Central Railway in April 1965, laid the *Agawa* up at Goderich late in 1967, with a storage cargo of grain. They sold her the next May 1st to Goderich Elevator and Transit Company Ltd. (Goderich Elevators Ltd. after July 1, 1978), who renamed her *Lionel Parsons* and continued to use her as a grain storage hulk until 1983. She was sold that spring to Western Metals Corporation and towed from Goderich to Thunder Bay at the end of May, to be broken up. Western Metals failed near the end of the year, but a successor firm finished the scrapping in the fall of 1984.

The last member of the class was built by Great Lakes Engineering, and was two feet wider again than their *John J. Boland* and *Jacob T. Kopp*. She was the *Stadacona (i)*, which came out in the summer of 1909 for the Stadacona Steamship Company of Cleveland. The owner was an American subsidiary of the Inland Navigation Company Ltd., controlled by R.O. and A.B. Mackay of Hamilton, Ontario. In March 1910, James Playfair gained control of Inland Navigation, and reorganized it as Inland Lines Ltd., Midland, Ontario. That company in 1911 became a subsidiary of the Richelieu and Ontario Navigation Company Ltd., of Montreal, which was reorganized on June 17, 1913 as Canada Steamship Lines Ltd. At that time, the *Stadacona* was transferred to a new American subsidiary, the American Interlake Company.

The Pioneer Steamship Company bought the *Stadacona* on December 23, 1920, and she appeared in Hutchinson colors the next spring as the *W.H. McGean*. In the early 1950's, her boilers were converted to burn oil fuel.

Pioneer Steamship, in the course of its liquidation, sold the *McGean* in September 1962 to the Ford Motor Company, who rechristened her *Robert S. McNamara*.

In the late summer of 1966, to better suit her for the coal shuttle between Toledo and their Rouge plant, Ford had her hatches and every second structural arch in her cargo hold removed, to increase the size of the openings. A five-foot high coaming, without covers, was installed on her spar deck around her three



Massman Photo/Dossin Collection

The ROBERT S. McNAMARA outbound in the Rouge River between the Dix and Fort Street bridges.

cargo compartments. Thereafter, she was certified only for operation in the waters between Port Huron and Toledo.

Detroit Bulk Dock, Inc., of Taylor, Michigan bought the *McNamara* in August 1972, intending to sink her as part of a dock on the Rouge River. They failed to gain the approval of the Corps of Engineers for the project, however, so they sold the vessel in November 1973 to Strathearne Terminals Ltd., Hamilton, Ontario. The Canadian buyers resold her to Recuperaciones Submarinas SA. The *Salvage Monarch* and *Helen McAllister* towed her eastward in November. On December 4th she embarked on a winter crossing of the Atlantic, in tandem tow with the *Buckeye Monitor*. The latter was lost on the way, but the *McNamara* finally reached Santander on January 11th.

None of these ships is afloat today. Although built to dimensions that were, until literally only days before the first of them came

out, the largest on the lakes, they were part of a great building boom that left them moderate-sized carriers at best. There still was a need for such vessels, though, especially in the independent fleets for which nearly all were built; indeed, some three dozen even smaller bulk freighters were built during the same period. With modifications and some modernizations, they were able to hold their own in the era of 600-footers. The changes wrought by the Seaway opening in 1959 brought the end for many of them, rendering them uneconomical while they still were serviceable bottoms. But for over fifty years they played an important role, and were an integral part of the shipping scene.

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Each of these vessels had transverse framing, double bottoms and three watertight bulkheads. All had arch construction and side tanks, but the *Walsh* and *Zimmerman*,

which had hold stanchions and transverse and longitudinal hold beams until they were rebuilt with arches. Most had twenty-eight hatches on twelve-foot centers, but the *Bixby*, *Zimmerman*, *Norton*, *Kopp* and *Hanna* each had fourteen at twenty-four feet. Eleven had three cargo compartments each, but the *Walsh*, *Paine*, *Zimmerman*, *Crete*, *Verona*, and *Berry* had four each, and the *Stadacona* had six. Length between perpendiculars for those built by American Ship Building was 487' 4-3/4"; that for the others is given with variable information below.

Capacities were about 8500 long tons of ore, 9500 short tons of coal, or 320,000 bushels of grain for those with 52-foot beams; 8700 long tons, 9900 short tons and 330,000 bushels for the three with 54-foot beams; and 9000, 10,000 and 330,000 for the *Stadacona*.

Standard propulsion was a triple expansion engine, with cylinders of 22 1/2", 36" and 60" diameter by 42" stroke, developing 1600 indicated horsepower at 82 revolutions per minute, and two single-end Scotch boilers, 13'9" by 11'6", providing steam at a working pressure of 180 pounds per square inch. The *Minch* had a 1400-ihp engine of 15", 25", 40" x 33". The *Stadacona's* low pressure cylinder had a diameter of 61 inches which, with 14'2" x 12' boilers, gave her 1650 ihp. The *Zimmerman* alone had a quadruple expansion engine, 15", 23" 36", 55" x 40", of 1200 ihp, with 12'6" x 12' boilers. The *Crete*, *Verona*, and *Berry* had boilers of 14'6" x 11'6" and the *Boland* and *Kopp*, 13'9" x 12'.

The *Clement*, and all those from the *Crete* and *Verona* on, had full forecastles. The *Shaughnessy*, *Crete*, *Verona*, *Berry* and *Stadacona* had the cabin arrangement of a pilothouse atop a Texas.

Official numbers, builders' hull numbers, registered tonnages and dimensions and variations:

Sahara (US 201012). Lorain #331. 5785 GRT; 4497 NRT. 474.0 x 52.0 x 29.0. 481'9" LBP. By 1940: 5057 GRT; 3768 NRT.

Ball Brothers (US 201695). Lorain #333. 5733 GRT; 4438 NRT. 480.0 x 52.0 x 30.0.

Philip Minch (US 201928). Lorain #335. 5865 GRT; 4471 NRT. 480.0 x 52.0 x 30.0.

James P. Walsh (US 201811). Craig S.B. #102. 5630 GRT; 4772 NRT. 488.6 x 52.0 x 31.0. 508'6" LOA; 488'6" LBP. After rebuild, 1917: 5326 GRT; 3925 NRT.

Stephen M. Clement (US 202087). Lorain #336. 5821 GRT; 4487 NRT. 480.0 x 52.0 x 30.0. In 1949: 5950 GRT; 4657 NRT. By 1962: 6053 GRT.

William A. Paine (US 202305). Cleveland #427. 5798 GRT; 4435 NRT. 380.0 x 52.0 x 30.0. *W.K. Bixby* (US 202875). Detroit S.B. #161. 5712 GRT; 4407 NRT. 480.0 x 52.2 x 30.0. As self-unloader: 5398 GRT; 4102 NRT. 489.0 x 52.2 x 26.5. Capacity: 7750 long tons; 7200 short tons.

Eugene Zimmerman (US 202711). Craig #106. 5630 GRT; 4772 NRT. 488.6 x 52.0 x 31.0. 508'6" LOA; 488'6" LBP. After rebuild: 5446 GRT; 4143 NRT. 488.6 x 52.0 x 25.8. First steamer on Great Lakes equipped with a mechanical stoker.

David Z. Norton (US 202931). Cleveland #431. 5667 GRT; 4250 NRT. 480.0 x 52.0 x 30.0.

Sir Thomas Shaughnessy (US 202711). Detroit #164. 6276 GRT; 4665 NRT. 480.0 x 52.2 x 30.2. After rebuild in 1920: 5507 GRT; 3996 NRT. Canadian: C 158636. 5846 GRT; 3994 NRT. 486.7 x 52.2 x 26.3.

Crete (US 204587). Lorain #352. 6189 GRT; 4764 NRT. 480.0 x 52.0 x 30.0. By 1939: 6030 GRT; 4605 NRT.

Verona (US 204684). Lorain #355. 6186 GRT; 4765 NRT. 480.0 x 52.0 x 30.0. Canadian: C 225771. 6126 GRT; 4065 NRT.

Thomas Barlum (US 204798). Detroit #174. 5752 GRT; 4485 NRT. 480.0 x 52.2 x 30.0. Canadian: C 158165. 6117 GRT; 4324 NRT. 487.5 x 52.2 x 26.6.

John J. Boland (US 204563) and *Jacob T. Kopp* (US 204815). G.L.E.W. #31 and #32. 6035 GRT; 4530 NRT. 480.0 x 54.2 x 31.2. 486'0" (LBP) x 54'0" x 30'0 1/4".

Boland as self-unloader: 6493 GRT; 5450 NRT. 511.5 x 54.1 x 26.7. 526'0" LOA. Capacity: 8700 LT; 9300 ST.

B.F. Berry (US 204981). Lorain #350. 6188 GRT; 4775 NRT. 480.0 x 54.0 x 30.0. Canadian: C 141676. 6221 GRT; 5023 NRT. 480.0 x 52.0 x 25.6.

Howard M. Hanna, Jr. (US 205260). Cleveland #442. 5905 GRT; 4413 NRT. 480.0 x 54.0 x 30.0. 487'6" (LBP) x 54'0". Canadian: C 134511. 5667 GRT; 3789 NRT. 480.0 x 54.0 x 26.3.

Stadacona (US 206419). G.L.E.W. #66. 6014 GRT; 4654 NRT. 479.0 x 56.0 x 31.0. 488'0" x 56'0" x 30'-3/4". In 1966: 6014 GRT; 4633 NRT. Capacity: 11,800 ST. □

SLEEPING BEAR POINT LIFE SAVING STATION

by
STEVEN ELVE

It was a hot, sultry afternoon in mid-July as I drove my family past the village limits of Glen Haven. We were on the road to the restored Sleeping Bear Point Life Saving

Station and would arrive shortly. I glanced out the side window, noticing the blue sky in the west gradually filling with huge foreboding thunderheads. A storm was brewing



Because of the wind shifting the sand dunes, the Sleeping Bear Point Life-Saving Station was moved by horses to a new site in 1931.

over Lake Michigan and would be here soon.

Looking at those gathering storm clouds, my thoughts drifted back in time and my mind's eye pictured those life savers, the guardians of the lakes. There stood the station's master, a stern face, his skin leathery and red, shouting out commands over the deafening roar of the wind and waves. His six man crew in their wind whipped oil skins were tightly gripping the gunwales of their surfboat and with super human strength, pushing it down the rails into the crashing breakers. Beyond in the storm tossed lake a vessel with tattered distress flags flying waits, the crew knowing their fate would lay in the skill and daring of these men in the Life Saving Service.

The channel between the sleeping bear dunes and North and South Manitou Islands has offered refuge to ships caught in a blow. This passage offers the only protected waters the full length of Lake Michigan for several hundred miles. Because this narrow channel is very dangerous to navigate, over fifty vessels have been wrecked and their bones now scatter the bottom of this passage. This led to the building of the Sleeping Bear Life Saving Station in 1901 on dunes of Sleeping Bear Point. The rugged coastline, with dunes rising 300 to 500 feet above the lake, would necessitate most all rescue attempts to be carried out with the Lyle gun and breeches buoy. Only near the station could a boat be launched.

The station remained at the point until 1931. The sand dunes driven by the wind gradually moved in around the buildings, threatening to bury them. After a study of the problem, the station's present site near Glen Haven was selected. The move was no easy as horses had to be used to pull the buildings one and a half miles through the deep sand.

My thoughts were brought back as the kids spotted a sign announcing the station's entrance and parking area. Leaving the car, the two boys ran ahead as my wife and I stopped to read a series of sign boards along the walk giving background information on the station and its present location.

As we proceeded down the walk, we spotted the main building which housed the crew. It is a two floor dwelling with a small front porch. A four foot fence encloses the front yard with a board walk leading out to the beach.

The downstairs of the station contains the crew quarters, mess room and kitchen with various other small storage areas. Upstairs also quartered the crew with spare rooms. The quarters were kept spartan as the Life Saving Service was run in a military fashion with strict regulations.

The Life Saving Service was founded in 1879 as part of the Treasury Department. Its function was as follows:

"Maintaining patrols and lookouts, the manning and operation of surf boats, the boarding of vessels in distress, the transportation of the rescued to shore, and care, shelter and firstaid attention to those in need, also the operation of breeches buoys and other shore rescue apparatus and signals."

"As a corollary of these duties came the work of resuscitating persons apparently drowned, and the salvaging, pumping out and bailing of vessels and assisting crews to manipulate disabled craft."

At present, the Sleeping Bear Point Station is now a part of Sleeping Bear National Park Service. They have housed the late Capt. Arthur Frederickson's collection downstairs. Upstairs the crew quarters remain ready with a roll of neatly made beds, looking as if they could return at any moment and resume their various duties.

Walking out on the front porch of the station, you can see the boathouse to the south, housing two lifeboats. The beachcart, Lyle gun, breeches buoy and other various pieces of equipment are also kept there. A surfboat kept on a wagon was to be used with horses if the wreck was around the point. Two double doors open out to a set of rail tracks. These tracks, from each door, lead down to the beach. Over the years the distance from the water to the rails has widened.

Looking out across the passage are the South and North Manitou Islands. Life Saving Stations were established on each island in 1876.

There were many rescues performed by the three Life Saving Stations through the years, but one that stands out was the rescue of the crew of the schooner *Pulaski* by the North Manitou Life Savers.

The *Pulaski* was a schooner 136 feet long and 26 feet wide with a depth of 11 feet. Built in Port Huron in Black River,

she slid off the builder's ways on October 7, 1873.

One fall day in 1887 the coal laden *Pulaski* found herself caught in a fierce gale in Lake Michigan. Bound for Manitowoc the schooner arrived off the Manitou passage, but couldn't make the harbor at South Manitou. The captain ordered the anchors dropped, but to no avail as the strong winds blew her into deep water.

Before a distress signal could be raised the North Manitou Life Savers, under Captain McKenzie, had already launched a lifeboat and were on the scene, having observed the schooner's plight. They boarded the vessel and found the hull water-logged and a fatigued crew. The anchors, still dragging, were hauled in and the lifesavers took charge and got the situation in hand. Captain McKenzie released the surfboat and part of the crew. With the remaining men they set the sails and tried to make Good Harbor on the mainland, but the storm was too much and drove the *Pulaski* aground. The crew safely launched a boat and reached shore. The ship was shattered by the pounding waves, but the crew

of seven were safe thanks to an alert station of lifesavers.

Today we still have a link with the past as the ribs of wrecked vessels like the *Pulaski* have washed up on the beaches from time to time, giving the Park Service the rare chance to let visitors participate in field trips and examine these hulls. Also the Park Service gives the visitor the opportunity to take part in a simulated rescue. This we did after our station tour was completed. My entire family took part in the rescue drill with beachcart and rigging a breeches buoy.

After completing the rescue, we said our good-byes to the Park Ranger and ran back to the car for the wind was picking up and the sky had turned black.

This restored station is a fitting remembrance to the brave men of the U.S. Life Saving Service and their heroic rescues. Through its preservation we can experience in a small way what life was like at a station. What type of men were part of it and the equipment they used. It's a time capsule we can all share in for generations to come. □



The boathouse contains the two lifeboats, beachcart, Lyle gun, breeches buoy and other various pieces of equipment.

THE MAN IN THE MAHOGANY CIGAR

by
STEVE GAREY

Russell, Walter and Roy Dossin had dominated the Gold Cup Class in 1947. The brothers, who owned and operated a large Pepsi-Cola distributorship in Detroit, were in love with boat racing and became the first owners to utilize the sport as an advertising vehicle for their business. Their entry that year was *Miss Peps V*, driven by Danny Foster and powered by an Allison war-surplus aircraft engine. They won six out of eight races entered - including the APBA Gold Cup - and were the season champions.

The *Peps V* had been one of Lou Fageol's *So-Long* race boats that had been reworked to house the big V-12 Allison. The motor took up so much space that the cockpit had to be relocated hanging off the transom, giving the driver an extremely rough ride. The Dossins ordered a new, larger boat for 1948.

The new *Miss Pepsi* - G-99, designed by Clell Perry, proved to be a sluggish craft compared to other new Gold Cuppers like *My Sweetie*, *Such Crust*, and *Skip-A-Long*. In 1949 Chuck Thompson, a champion outboard racer from Detroit, took over the G-99, but fared only slightly better than Perry had the year before. The Dossins made plans for a newer,

more powerful boat and hired respected marine architect John Hacker to design it.

The 1950 version of the *Miss Pepsi* was a long - 34 feet - low slung, giant, multi-step hydroplane powered by two Allison's set in tandem and linked at the center by a gear box. Her beautiful wood finish quickly earned her the nickname "The Mahogany Cigar".

Thompson and the Dossin crew were still working out the bugs of newness from the hull at mid-summer, and failed to qualify for the 1950 Gold Cup race at Detroit. By late August, though, the craft began showing her potential. The *U-99* qualified for the defending Harmsworth team, but was passed over by the selection committee, who chose the more established *Slo-mo-shun IV*, *My Sweetie* and *Such Crust II* to meet the Canadian challenge. Undaunted, the *Miss Pepsi* team was not to be shut out of the Silver Cup race, held two days after the Harmsworth.

Slo-mo-shun won the first heat of the Silver Cup, which was a five heat event. Then, the "Mahogany Cigar" came to the forefront and won all four remaining heats easily over Danny Foster in



Dossin Great Lakes Museum Collection

President Harry Truman presents the President's Cup to driver Chuck Thompson (left) and Roy Dossin (right).



MISS PEPSI UNLIMITED MULTIPLE STEP HYDROPLANE
1949 - 1956

JACK HIGGINS PHOTO

Such Crust and eight other Unlimited contenders. Following the race, in a gesture of true sportsmanship, Chuck Thompson admitted cutting inside two buoys during the second heat. Although no race official or course judge had witnessed the infraction, the *Pepsi* was disqualified from the second heat. The Silver Cup was awarded to Danny Foster, whose *Such Crust* entry had garnered 1525 points to Thompson's downgraded total of 1500.

Still, no one could deny that the *Miss Pepsi* was ready to roll. Her twin Allison's wound up and took the next event - the President's Cup at Washington, D.C. - in dramatic fashion over Bill Cantrell in *My Sweetie* and Danny Foster in *Such Crust*. The following weekend, at New Martinsville, West Virginia, the *Pepsi* barrel-rolled while leading the first heat of the Imperial Gold Cup race. Thompson and riding mechanic Harold Beardsley were injured, but both men recovered. The *Pepsi* incurred minor damage and was ready for the 1951 season.

Race victories and speed records were the order of the day for Chuck Thompson and *Miss Pepsi* the next two years. They opened 1951 with three wins in the east before heading west to Seattle for the Gold Cup race and a showdown with the record-setting *Slo-mo-shun* team. It was shaping up to be a classic "old style step-hull vs. the new three-point hydroplane" matchup, and it was going to happen at the biggest race of all - the Gold Cup.

Unfortunately, it was no contest after the first heat as the *Pepsi* dropped out on the fifth lap with engine trouble and withdrew from the rest of the contest. *Slo-mo-shun V* went on to win and keep the Cup in Seattle.

After their Gold Cup setback, the Dossin team returned to Detroit and continued their winning pace, taking the Detroit Memorial, Silver Cup and the President's Cup in rapid succession to become the National Champions.

1952 saw no let up of the *Pepsi* domination as Thompson, the little electrical contractor, heavy-footed the giant hull to first places in the Maple Leaf and Detroit Memorial regattas prior to heading back to Seattle for one more shot at wresting the Gold Cup away from Stan Sayres' *Slo-mo-shun*.

The motor city duo topped all qualifiers at Seattle with a record breaking nine mile average of 103.746 miles per hour. *Slo-mo-shun V* and Lou Fageol did 102.564 as their nearest challenger. Then came race day.

The two antagonists roared around the three-mile course together for five record smashing laps, each travelling over 100 miles an hour and leaving the other contenders far behind. On the sixth lap Fageol's engine quit and Thompson went on to win averaging 101.024, the first heat ever run over 100 miles an hour.

During the second heat, *Miss Pepsi* lost her gear box while duelling with *Slo-mo-shun IV* and conceded the Gold Cup to Seattle for another year.

Thompson concluded the '52 campaign with a third straight win in the President's Cup before the Dossin brothers decided to retire their now-legendary

hydroplane. Thompson spent the next three years driving his own boat the *Short Circuit* in races in the east, but his name was always linked with the mighty *Miss Pepsi* whenever the "greats" in boat racing were discussed.

In 1955, Lee Schoenith was finally successful in returning the Gold Cup to Detroit. Walter and Roy Dossin were contemplating placing *Miss Pepsi* in a local Detroit museum when they heard the news of Schoenith's victory in the *Gale V* out in Seattle. Here was a chance for one more crack at the big mug that had eluded them and driver Chuck Thompson for so long. And the '56 race would be held on the Detroit River before hometown fans who still held their boat in awe.

Chuck Thompson agreed to drive and the "log" was back in business. But a two-and-a-half year layoff would ultimately prove too costly. Hull design and the number of first-class race teams from the west were pushing the once proud step hydros into oblivion. One last try for the Gold Cup, nonetheless, appeared to be *Miss Pepsi's* destiny.

As a warm-up, the *Pepsi* ran in the '55 Silver Cup and President's Cup events, scoring high but failing to find the winner's circle.

The 1956 Gold Cup on the Detroit River was a wild affair, with 19 entries, 13 qualifiers and a hornet's nest of haggling over the race rules. Bill Muncey appeared to have the race in the bag as he flashed across the finish line ahead of Chuck Thompson and the seemingly defeated *U-99*. As Muncey was about to be presented with the Gold Cup, the announcement was made that his boat, *Miss Thriftway* from Seattle, had hit a marker buoy and was disqualified. *Miss Pepsi* was the winner! Muncey, who had lost the '55 race to Lee Schoenith in a similar "judgemental" fashion, couldn't believe his ears, and protested to the American Power Boat Association. Meanwhile, Thompson and the Dossins were accepting the Gold Cup as the winners of the race. The decision was ultimately reversed some three months later at hearings in Washington, D.C. Muncey was cleared of any infraction and the Gold Cup returned to Seattle for 1957.

Miss Pepsi was retired again and now rests in her own glass building at the Dossin Great Lakes Museum on Belle Isle in Detroit. Chuck Thompson continued to race and win in the limiteds, but could never capture that elusive Gold Cup. It was in the pursuit of that trophy in 1966 that Chuck ultimately lost his life at the age of 54.

For the Dossin brothers and for Chuck Thompson, the quest for the Gold Cup dominated their racing lives. Together, they won every other major trophy at least once. Russell, Walter and Roy got one Gold Cup, but the great Chuck Thompson will always be remembered as a superlative, winning driver who just couldn't seem to catch the gold ring.

Miss Pepsi can be viewed at the Dossin Museum from 10-5:30 p.m. from Wednesday thru Sunday. Museum address: 100 Strand/Belle Isle, Detroit, MI. 48207. Funding for this brochure provided by the G.L.M.I.© and the Pioneers of Powerboating. □

GREAT LAKES & SEAWAY NEWS



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Mar. 1. . . The Corps of Engineers, in conjunction with the city of Duluth, has installed a current indicator light system on the north tower of the Duluth Aerial Lift Bridge. There are two sets of lights placed horizontally, one facing lakeward on the northeast side and one facing toward the Duluth harbor basin on the southwest side. The lights are in the experimental phase to measure the speed of the current, ranging from less than one mile per hour to over three miles per hour.

Mar. 3. . . The *E.M. Ford* cleared Milwaukee and began her eleventh decade on the lakes. She was launched in 1898 at Lorain, Ohio as the *Presque Isle*. It's estimated that she has logged in excess of three million miles on her original engine. She is presently owned by LaFarge Coppee, a French cement company and is operated by Inland Lakes Management, Inc.

Mar. 7. . . The tanker *Enerchem Catalyst* passed upbound in the St. Marys River, escorted by the *USCG Bristol Bay*. They both stopped overnight in the river and she arrived at the Government Dock at the Canadian Soo the next day.

. . . The Cyprus-flag *Lendoudis Evangelos II* went aground off Cap Rouge, a few miles upstream from the Quebec Bridge. She had cleared Montreal that morning after loading a partial cargo of grain. She was refloated on the 9th and went to Quebec City for inspection. She was still there at the end of the month.

Mar. 8. . . The *E.M. Ford* was the first laker to pass downbound at Sarnia this season. She required icebreaking assistance at buoys 1 and 2 in lower Lake Huron and at the entrance to the St. Clair River. She loaded cement at Alpena the previous day and was bound for Cleveland.

. . . The *USCG Acacia* was still docked in St. Ignace with engine problems. No decision has been made as to when and if repairs will be made. The *Acacia* was to replace the *USCG Mesquite* at Charlevoix in June. The 180-foot *Acacia* is forty-eight years old.

Mar. 10. . . The *Medusa Challenger* arrived in Grand Haven and opened that port's shipping season. This opening date was eleven days earlier than last year's.

Mar. 15. . . The cement carrier *Stephen B. Roman* arrived in Toronto with a cargo from Picton, Ontario. For the seventh consecutive year, she has opened Toronto's shipping season. Her captain, John Pace was awarded the traditional silk and beaver top hat.

● GREAT LAKES & SEAWAY NEWS



Pete Worden Photo/Dossin Mus. Coll.



Pete Worden Photo/Dossin Mus. Coll.

Top: The oldest vessel in Great Lakes service is the E.M. FORD, built in 1898 at Lorain, Ohio. Bottom: Misener's JOHN A. FRANCE opened the Welland Canal when she passed upbound on March 28th.

GREAT LAKES & SEAWAY NEWS ●

Mar. 17. . . The heavy lift vessel *Mighty Servant I* arrived in Halifax with the damaged *Imperial Acadia* as cargo. The *Acadia* sustained on January 20th at Miguelon. (Ed. note: Rene Beauchamp supplied the following information.) The *Imperial Acadia* was alongside a pier at Maguelon when a storm struck and she was repeatedly driven against the pier, causing a 120-foot gash in her hull. The next day she arrived under her own power at Marystown, NFLD., but she was found to be too large to enter the drydock. Imperial Oil then decided to have her repaired at the Halifax shipyard, but she was unseaworthy to make the trip. The semi-submersible deck cargo vessel *Mighty Servant I* was brought in from the Netherlands and carried the *Acadia* to Halifax.

Mar. 19. . . The *Edwin H. Gott* opened the Twin Ports shipping season when she cleared the Duluth Port Terminal for Two Harbors to load pellets for Gary, IN. She had ice problems near the Aerial Lift Bridge and again in Two Harbors.

. . . Inland Steel's *Joseph L. Block* was set-down on the blocks at Bayship in Sturgeon Bay to repair bottom damage from last year. The damage was more extensive than first thought and repair estimates are about 2.5 million. Repairs were expected to take a month to complete.

. . . A violent explosion tore through the Norwegian freighter *Pollux* while she was docked at LaBaie on the Saguenay River. Two seamen were killed and one injured. She was loading toxic waste from Alcan Aluminum Ltd., which was destined for a plant in the southern U.S.

Mar. 20. . . Inland Steel's *Wilfred Sykes* cleared Indiana Harbor for Escanaba and was the first Inland Steel boat to enter service this season.



Photo by Jim Bearman

The OAKGLEN, ex-T.R. MCLAGAN in Parrish & Heimbecker colors.
This photo was taken on April 23, 1990 when she was under the Homer Bridge.

● GREAT LAKES & SEAWAY NEWS

. . . The *USCG Sundew* cleared Duluth to break ice in the south channel of Madeline Island and Ashland harbor. She returned to Duluth the next day because the ice in the south channel was too heavy. At Ashland, people were still driving their cars out on the ice.

. . . The Canadian icebreaker *Norman McLeod Rogers* entered the Seaway to break ice. She encountered no problems and was out of the Seaway in two or three days.

Mar. 21. . . The *Roger Blough* was the first vessel to pass upbound at the Soo Locks this season. She was bound for Two Harbors. The *Algomarine* followed the *Blough* later in the day, bound for Marquette.

. . . The Superior city council has approved a lease allowing the *USS Newport News* to dock at the former Elevator O site. The Twin Cities Navy League must now raise 1.5 million dollars to bring the cruiser from Philadelphia to Superior and refurbish it. It's hoped that the vessel will arrive by the Fourth of July.

Mar. 22. . . Columbia's *Armco* was refloated and towed out of drydock at the Fraser Shipyard in Superior.

. . . Interlake's *Elton Hoyt 2nd* entered the same drydock and was set-down on the blocks the next day for her 5-year inspection.

. . . The disabled cutter *Acacia* will be towed by the cutter *Sundew* for repairs in Cleveland. They were to get underway from St. Ignace today, but their departure was delayed because of gale warnings on the upper lakes. (ED. note: They were scheduled to clear the next day, but I haven't received further information concerning their departure.)

Mar. 23. . . American Steamship's *St. Clair*, which spent her winter lay-up at the Mid-West Energy Terminal, began to load coal at that terminal. She cleared that evening with the first coal shipment out of the Twin Ports.

. . . The *Charles E. Wilson* moved from her lay-up berth at the Duluth Port Terminal to the Burlington Northern ore dock to load the first pellets of the season. Because of ice conditions in the harbor, the *Wilson* sailed out through the Duluth Ship Canal and re-entered through the Superior Ship Canal. She cleared the next afternoon.

. . . East of the Seaway, CSL's *Lemoyne* was the first laker to enter service. She cleared her winter lay-up berth in Sorel for Contrecoeur and Pointe Noire.

Mar. 24. . . The *Paul Townsend*, *Herbert C. Jackson* and the *Sam Laud* cleared their winter lay-up berths at Bayship.

. . . The Socanav's tanker *A.G. Farquharson* made a rare visit up the St. Lawrence River to Montreal. After unloading at the Shell Oil dock, she cleared for Sorel for a much-needed overhaul. There are rumors that Imperial Oil is seeking to lease either the *Farquharson* or *Le Brave*, ex-*Texaco Brave* while the *Imperial Acadia* is repaired.

Mar. 25. . . The *Stewart J. Cort*, *Adam E. Cornelius* and *H. Lee White* were delayed by ice while upbound in the St. Marys River off Lime Island. The *Cornelius* and *White* became icebound above the Soo Locks and "Big Mac" came to their rescue.

. . . The *George A. Stinson* was the first laker to arrive in the Twin Ports this season. She loaded pellets at the Burlington Northern ore dock and cleared the next day.

GREAT LAKES & SEAWAY NEWS ●

Mar. 26. . . The *Niagara II* arrived at Port Weller with a cargo of sand and opened that port for the season.

Mar. 27. . . Misener's *John A. France* cleared Hamilton for Port Weller in preparation for the opening of the Welland Canal.

. . . The *J.W. McGiffin* was off the Port Weller Dry Dock. She had arrived there on December 20, 1989.

. . . *Enerchem Travailleux* arrived in the Twin Ports in what is believed to be her first visit to this port. She unloaded bunker C and diesel oil at the Marine Fuel Dock in Superior.

Mar. 28. . . Misener's *John A. France* opened the Welland Canal when she passed upbound.

. . . Paterson's *Mantadoc* entered the St. Lambert Lock upbound while the *Silver Isle* entered the Iroquois Lock downbound and the Seaway was open for the season.



Photo by Tony Post/Niagara Advance

The dredge NIAGARA aground off the Niagara River on April 13, 1990.

● GREAT LAKES & SEAWAY NEWS

. . . The *Nordic*, ex-*Nordic Sun* was the first saltie to pass up the Seaway. The tanker is registered in Liberia.

. . . With the opening of the Seaway, there are concerns that Canadian grain shipments will be off this year. There is some grain remaining at Thunder Bay, but it's expected that it will be gone by mid-June. After that, there will not be any more grain until late summer and fall. American grain shipments are expected to be good this year.

Mar. 29. . . The *Algogulf* was floated off the Port Weller Dry Dock. She was converted to a self-unloader during the winter, arriving at Port Weller on October 11, 1989.

. . . The *Cason J. Callaway* cleared Duluth for Two Harbors to load pellets. She returned to Duluth in the afternoon of the 30th and tied up at the Port Terminal for unspecified repairs. She cleared Duluth later on the 30th.

Mar. 31. . . In a ceremony at St. Catharines, Ontario, the *Algogulf* was re-christened *Algoosteel*.

Apr. 1. . . *Federal Nord* was the first saltie of the season to pass upbound in the Welland Canal.

Apr. 2. . . CSL's *Tadoussac* struck the concrete abutment under the Clarence St. Bridge at Port Colborne. There was some damage to the bridge supports and the *Tadoussac* sustained a 3.5 meter crack in the starboard hull.

Apr. 3. . . The *Federal Inger* was the first saltie of the season to arrive at Thorold Industrial Dock. She arrived with bauxite from Australia.

. . . The tugs *Missouri*, ex-Wellington tug *Chippewa* and the *Wisconsin* cleared the Soo for Detroit and Cleveland respectively. The *Wisconsin* will be drydocked at Cleveland and the *Missouri* will be stationed in Detroit. The two tugs returned to the Soo the next day due to gale storms on Lake Huron. They finally cleared on the 11th.

. . . Lake Shipping's *Kaye E. Barker* arrived in Duluth with that port's first cargo of limestone for the Cutler Stone Dock in Superior.

. . . The *Cecelia Desgagnes* arrived in Fairport Harbor to load salt at the Morton Salt dock and opened that port for the season. This is her first visit to this port and her arrival marks one of earliest openings for this port.

. . . The U.S. Coast Guard announced that they will sink the grounded cutter *Mesquite* in 100 feet of water off the Keeweenaw Peninsula. This is near the proposed Keweenaw Peninsula Underwater Preserve. The *Mesquite* grounded last December while removing buoys. She was declared a total wreck and decommissioned without ceremony on January 31, 1990. The Coast Guard stated that the *Mesquite* could bring about \$500,000 if she could be sold for scrap. She was built in 1942 at the cost of \$890,000.

Apr. 4. . . This was the first busy day at the Soo with twenty-one vessels locking through: seven upbound and fourteen downbound.

. . . Upper Lakes' *Canadian Progress* tested her new engines on Lake Huron and apparently everything went well. She returned to the Government Dock in Sarnia later in the day.

GREAT LAKES & SEAWAY NEWS ●

Apr. 5. . . The *Elton Hoyt 2nd* was refloated and towed from drydock at Fraser Shipyard. She remained in the shipyard for further fit-out. She departed the next day to load pellets at the D.M.&I.R. ore dock.

Apr. 6. . . The *Senneville* arrived at the Twin Ports to load the first grain cargo of the season. She loaded barley at the Harvest States Elevator in Superior. When she docked at the elevator, longshoremen were picketing the Harvest States Elevator and employees were honoring the picket line. The dispute is between Duluth and Superior longshoremen and stevedoring firms over crew size. The stevedore firms will use supervisory personnel to load vessels. The *Senneville* cleared the morning of the 8th.

Apr. 7. . . Institute member Dale Pohto reported that this was not a good day on Lake Erie. The *Richard Reiss* was north of Cleveland when a crewman suffered an arm injury and had to be taken off by a Coast Guard helicopter. A short time later, she caught a line in her wheel and had to be towed into Cleveland by the tugs *Ohio* and *Idaho*. The same day the *Wolverine* had something caught in her bow thruster near the Carter Street Bridge in the Cuyahoga River. She was assisted by the *Idaho*.

Apr. 8. . . The *S.T. Crapo* opened the port of Green Bay and was followed by the *American Republic* with a load of coal for Fort Howard.

. . . The strike by longshoremen spread to Duluth with picket lines established at Cargill's terminal. The *Algonorth* was loaded by supervisors.

Apr. 10. . . The *J.A.W. Iglehart* arrived with the first cement cargo in the Twin Ports. She unloaded at LaFarge's terminals in both ports.

Apr. 11. . . The railferry *Incan Superior* arrived in Duluth to open the railferry's season between Duluth and Thunder Bay.

. . . The Greek *Olympic Melody* opened the port of Toronto's overseas shipping season. She arrived with a cargo of raw sugar from Lucinda, Australia. Her captain was presented with a leather dispatch case by the Toronto Harbor Commission.

Apr. 12. . . The Yugoslav saltie *Hercegovina* was the first saltie to pass through the Soo. She was bound for Duluth.

. . . It has been reported that Paterson will not operate the *Quedoc* and *Vandoc* this season.

. . . The *Presque Isle* struck the "knuckle" while entering the Poe Lock while upbound. She apparently suffered some damage as it's reported that she was leaking ballast water. She tied up at the coal dock for inspection, but was permitted to clear for Fraser Shipyard for repairs. She arrived on the 13th and two plates were replaced on her port side, about 200 feet from the bow. She cleared on the 16th for Two Harbors.

. . . While loading sand off the Niagara River, the *Niagara II* takes on a list and ran aground. Her hull was flooded, but her cabins are above water.

. . . The *Hercegovina* was the first saltie to arrive in the Twin Ports this season. She anchored inside the harbor until the 16th when she moved to the Cargill Elevator B to load. She also loaded at Peavey's Connor Point Elevator and cleared on the 18th.

. . . The Greek-flag *Animar* was the first saltie in the port of Detroit. She loaded metal shavings at the Detroit Marine Terminal for Spain.

● GREAT LAKES & SEAWAY NEWS

Apr. 13. . . The Superior longshoremen ratified a pact and returned to work. The Duluth longshoremen also returned to work and they ratified their pact on the 17th.

Apr. 14. . . The *Niagara II* arrived at Port Weller Dry Dock for repairs.

. . . The Ontario Government has set down "look but do not touch" rules for ocean scientist Dr. Robert Ballard's planned visit to Lake Ontario. Dr. Ballard will be exploring and documenting the wrecks of the 1812 warships *Hamilton* and *Scourge*, which are off Port Dalhousie in about 300 feet of water. Both vessels sank in a squall on August 8, 1813 with the loss of fifty-three crewmen and nineteen survivors. The wrecks will be photographed with hi-tech equipment and computers will enhance the pictures. During the exploration, it was discovered that a vessel had dropped and dragged a large anchor about 200 feet from the wrecks, but there was no damage.

Apr. 15. . . With the westward movement of Canadian ore, there has been some rare visits by Canadian vessels at Cleveland's C&P ore dock. On April 11th, the *Windoc* arrived for the first time under her new name. On the 15th, *Paterson* arrived for the first time and on the 16th, the *Canadian Leader* arrived for the first time in several years.



Photo Courtesy of Clark Photographs

*The heavy lift vessel MIGHTY SERVANT I and the IMPERIAL ACADIA in
Halifax on March 17, 1990.*

GREAT LAKES & SEAWAY NEWS ●

Apr. 17. . . While downbound in the St. Marys River, the *Reserve* went aground off Sawmill Point (below Neebish Rock Cut). There was damage to her port side peak and ballast tanks. After the grounding, she continued downriver and was to anchor off Lime Island. However, she went aground a second time off Pointe aux Frenes. The grounding occurred during a heavy snow and poor visibility. She was refloated the next day after unloading part of her cargo into the *William R. Roesch*. The *Reserve* arrived at the Carbide Dock at the Soo on the 19th to unload her remaining cargo into the *Armco*. She will be repaired at Fraser Shipyard.

Apr. 18. . . The *Beechglen* joined the *Niagara II* on the Port Weller Drydock.

Apr. 19. . . Gary Schweitzer reported that the *Elton Hoyt 2nd* arrived in Traverse City with that port's first cargo of coal. She arrived about 10 a.m., but was forced to anchor until 7 p.m. because of high winds. She unloaded at the Light & Power Company.

. . . The taconite plant at Silver Bay, Minnesota shipped its first cargo of pellets in about three years when the *Middletown* docked. The last shipment of ore was in the fall of 1987 when the last of the stock pile was shipped. Reserve Mining declared bankruptcy in 1986 and was purchased by Cyprus Minerals in 1989. Iron is mined at Babbitt and processed into pellets at Silver Bay. The *Middletown* loaded 22,000 tons for Toledo and Armco Steel.

Apr. 20. . . Institute member Jerry Walter reported at the *Algosteel*, ex-*Algogulf* made her first visit to Grand Haven.

. . . The *Joseph L. Block* was refloated off the blocks at Bayship after completion of bottom repairs. She remained in the yard until April 24th when she cleared for Escanaba.

Apr. 21. . . The *Reserve* arrived in Duluth and was assisted into the Fraser Shipyard by the tug *Illinois*. The crews will work around the clock to repair 3,000 square feet of bottom damage.

Apr. 22. . . The *Algocape* made a rare visit to the Twin Ports to load a partial cargo of grain at the Harvest States Elevator #1. She cleared for Thunder Bay to finish.

Apr. 23. . . The *Edwin H. Gott* arrived in Duluth and tied up at the Port Terminal to repair her crankshaft which broke the day before in Two Harbors.

Apr. 24. . . A shipwreck has been found in Lake Ontario near Trenton may prove to be a major find. The wreckage is believed to be that of the *HMS Speedy*, which sank in a violent storm in October, 1804 off what is now Presqu'ile Provincial Park. When the eighty-foot schooner sank, she was carrying several top Upper Canada government officials. The wreckage was strewn across the lake bottom in deep water. The exact location will be kept secret to preserve the wreck. The wreck was found by the Ocean Scan Systems of Belleville while doing research in the area.

Apr. 27. . . The *Roger Blough* arrived in Duluth and tied up alongside the *Gott*. Some spare parts were put aboard the *Gott*. The *Blough* moved under the *Gott's* unloading boom and part of her cargo was off-loaded into the *Blough* which then cleared for Two Harbors to complete her loading. The *Gott* remained in Duluth until May 3rd when she cleared for Gary, Indiana on one engine. The *Gott* will run with one engine until repairs can be completed which will be about mid-May.

Apr. 29. . . The *Philip R. Clarke* opened the port of Ashland with a partial load of cargo for the Reiss Coal Dock.

● GREAT LAKES & SEAWAY NEWS

Miscellaneous . . .

. . . It has been reported that USX Corporation confirmed that this will be the *Irvin L. Clymer's* last season.

. . . The conversion of the *Leon Fraser* to a cement carrier is expected to begin in May. The work will be done at the Fraser Shipyard with Bayship providing the design staff. She is due out in spring, 1991.

. . . Bethlehem Steel announced that the *Lewis Wilson Foy* and the *Sparrows Point* are for sale.

. . . The tanker *Coastal Canada* arrived in Karachi, Pakistan on April 2, 1990 for scrapping. She was under tow of the Soviet tug *Gigant*.

. . . On or about March 17th, the *Canada Marquis* was involved in a collision with the tanker *British Tay* while off the Magdalen Islands. She apparently sustained heavy damage and had been drydocked at Lauzon since April 10th.

Sales and renames: Last winter the *Nostar*, ex-*Kingdoc* was sold and renamed *Lucky Star*. The Panamanian flag bulk carrier *Northern Cherry* was sold to Greek interests. She was also in the Seaway as *Lynton Grange*. The Panamanian flag, dry cargo vessel *Picton* was sold to Greek interests. She was in the Seaway only as *Agapi*. The Maltese flag bulker *Nicolaos A.* was sold to Greek interests. She had been in the Lakes as *Aegis Typhoon* and *Asterion*. The Bahamian flag bulker *Lapponia* was sold by Finnish owners to other Finnish interests. She made at least one trip into the Seaway as *Astrea*.

Great Lakes Calendar . . .

Aug 4th & 5th - Canal Days at the Port Colborne Museum, 280 King St., Port Colborne, Ontario. (416) 834-7604. Saturday-10-5 Sunday-12-5. Fee: \$2 adult, \$1 Seniors and Students.

Aug. 9th - G.L.M.I. Board of Directors meeting.

Oct. 11th-G.L.M.I. Board of Directors meeting at 7:00 p.m. at the museum.

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. ☐

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