



# Telescope

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VOLUME XXXVIII: Number 6 and Index



GREAT LAKES  
MARITIME  
INSTITUTE

DOSSIN GREAT LAKES MUSEUM  
Belle Isle, Detroit, Michigan 48207

### MEMBERSHIP NOTES ●

The membership renewals were sent separately from *Telescope* in October. If you didn't receive one, please write: GLMI, PO Box 39201, Detroit, MI. 48239-0201. This is the last issue you will receive until your 1991 dues are paid. The membership cards for the 1991 calendar year will be mailed with the January issue of *Telescope*.

The feedback on advertising for members in *Telescope* is better than expected. In the January issue we'll have the advertising information for members. This publication is made possible by contributions from members and we hope that advertising will become another benefit of the GLMI.

A minor correction notice: On page 129 in the September issue, the top photo stated that the *Muskegon* and *Lori* were docked at the Graham & Morton dock. In the lower right corner the sign clearly states that the dock is owned by Goodrich.

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### MEETING NOTICES ●

The next scheduled entertainment meeting will be on Friday, November 16th at 8:00 p.m. at the museum. RAdm McNulty of the Great Lakes Maritime Academy will talk about the merchant marine officers program at Northwestern Michigan College in Traverse City. At the January 18th entertainment meeting, Mr. William Luke will present a slide program titled "The Hanna Story".

Future Board of Director meetings (which all members are invited to attend) are scheduled for Thursday, December 13th and February 14th. Board meetings begin at 7:00 p.m. at museum.

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**OUR COVER PICTURE** . . . With the almanac forecasting another cold winter, ships will race against time to complete their trips before the ice accumulation blocks rivers and channels. This photo was taken by Capt. Patrick Owens when the *Kaye E. Barker* was downbound in Lake Superior on her last trip of the season in December, 1989. □

## JOHN McCALLUM — THE RELUCTANT HERO

### OF THE

### 1906 MONARCH DISASTER

by  
ALAN MANN

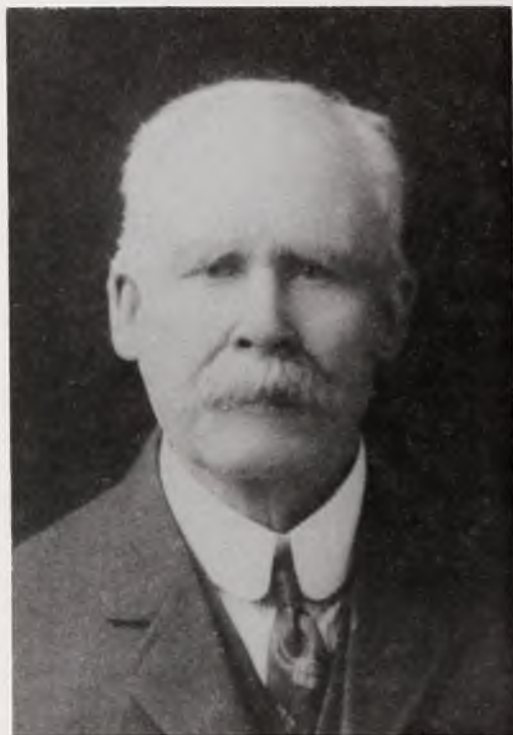
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The 1906 wreck of the steamer *Monarch* has been documented on many occasions in publications dealing with the history of the Great Lakes. Recently, the release of family historical information from the descendants of the central figure in the rescue story, reveals interesting insight in connection with one of Lake Superior's best known shipwrecks.

The Sarnia-based steamer *Monarch*, a 240-foot Northern Navigation Company vessel was built of choice Ontario, Lambton County white oak. She slipped stern first from the Dyble Shipyard ways in 1890, near the present Esso Oil refinery along the St. Clair River at Sarnia. The sleek vessel served faithfully, originally for the Beatty Line, mainly in the passenger and freight trade between Sarnia and the Lakehead. Many of the *Monarch's* crew hailed from her home port of Sarnia, augmented by sailors from the immediate environs including adjoining Lambton and Kent counties in southwestern Ontario. First mate Bertrand (Bert) McCallum from Wallaceburg, Ontario, was on duty as the

*Monarch* left Port Arthur on the fateful December 6, 1906 voyage. His brother John McCallum was aboard as well, returning to Wallaceburg after fulfilling a bridge building project near the Lakehead. The boys were born into a sailor's family as their father, Capt. James McCallum was a veteran of the lakes and inland waters, especially in the St. Clair area. The season's final homeward trip of 1906 for the *Monarch*, found John cast into the unfamiliar role of a hero. With natural modesty, it was only through prodding by family that full disclosure of John's deeds were pried during the ensuing years.

Mothers often possess a natural insight in foretelling events involving immediate family members. John's mother Emeline was no exception to this unexplained maternal instinct. A September 14, 1906 letter (fortunately retained by John) revealed a feeling of uneasiness in attempting to steer her sons to safety. Carefully preserved in the family's personal records, the following extract manifests the mother's concern:



Alan Mann Coll.



McDonald Coll./Dossin Museum

*Top left: Capt. James McCallum spent much of his career carting cordwood to Detroit. Top right: John McCallum in the center with his brother Bert on the right. Bottom: The MONARCH in the shipyard at Sarnia in 1890.*

*"I think the best thing you can do is to come home. Don't wait till it is too late. Come as soon as you can get down with Bert and you can get all the work you want at home. Don't stay there till it is too cold."*

Obviously Emeline McCallum was stressing the urgency of her boys Bert and John arriving safely at their Wallaceburg home for the winter. Her apparent premonition of despairing concern as to the safety of her boys soon materialized.

The *Monarch's* crew eagerly headed downbound, leaving a frigid Port Arthur-Fort William, anxious to arrive in Sarnia, bringing a finality to the long shipping season. A winter sojourn at home was the reward, with the immediate prospect of a 1906 Christmas to be enjoyed with families.

The routine compass adjustments and courses were charted. After all, this trip had been made on many occasions. There was no undue concern despite the snow squalls on Lake Superior. Capt. Edward Robertson and his officers were seasoned veterans, no stranger to late season runs. The *Monarch* scurried southward.

Suddenly, just more than four hours from Port Arthur departure, 9:30 p.m. found the speedy *Monarch* striking an obstruction. Surprisingly, the vessel had met Isle Royale about two miles west of Blake's Point, well off the precharted course. After a panicked survey of the predicament, impending doom was immediately realized. Perhaps as a reflex action, the "full astern" telegraph indicator was marked. "Full ahead" followed instinctively when it was reasoned the vessel's few precious moments of life depended on her clinging fast to the rock. The engine room and stern area were filling with water!

An aborted attempt at launching a lifeboat brought dismay. The frigid cold, darkness, snow squalls and frothing waters saw Lake Superior at her raging best! The *Monarch* was a certain statistic as time ticked away, dialoguing second by second her impending fate. Passengers and crew must vacate the ruptured vessel with haste!

In stepped John McCallum, passenger, who, along with brother, first mate Bert had been eager for the security and safety of the awaiting Wallaceburg home. The mishap brought an uncertain future and an immediate aura of distress and despair. The ensuing events are best described in the following disclosure from the McCallum family records:

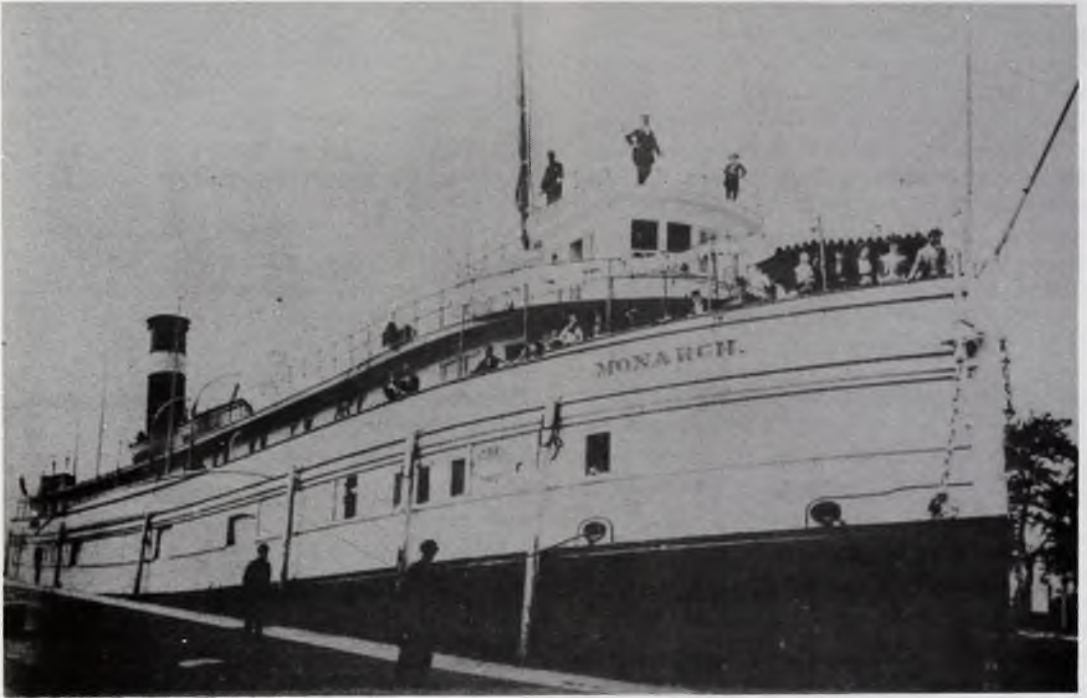
*"You wonder what went through John's mind at this time. In his pocket he had his mother's letter indicating a premonition of disaster and now she was about to lose two sons. Perhaps these thoughts helped him achieve a pinnacle of bravery not otherwise possible. The bow of the boat was high on the rocky shore and the rest of it awash in the stormy sea. John devised a plan which was immediately put into action. They tied a rope around his waist. He carried a small ladder which was used to paint the smokestack, and they swung him pendulum fashion from the side of the bow. He was able to secure a footing on one of the rocks below and with the help of the ladder, clambered up the shore and tied his rope to a tree. With the exception of one man who drowned, one woman and 42 men who were crew and passengers were able to climb down this rope to safety."*

The story of the *Monarch* disaster and John McCallum's part in the rescue was in newspapers across North America. John received citations from the Boards of Trade of both Port Arthur and Fort William. The Royal Canadian Humane Association presented him with an engraved medal inscribed, "heroic conduct resulting in the rescue of the ship's company of the steamer *Monarch*." John was offered a choice of cash or a gold medal from the Government of the Dominion of Canada. A member of parliament for McCallum's home riding of Kent, the Hon. D.A. Gordon suggested that a liberal award of money was suitable. "He is a young man starting life," stated Gordon. John McCallum was presented with \$100. The Northern Company gave him a lifetime pass on their boats. John took advantage in later years when he took his bride Leila on a honeymoon cruise aboard the passenger steamer *Huronic*.

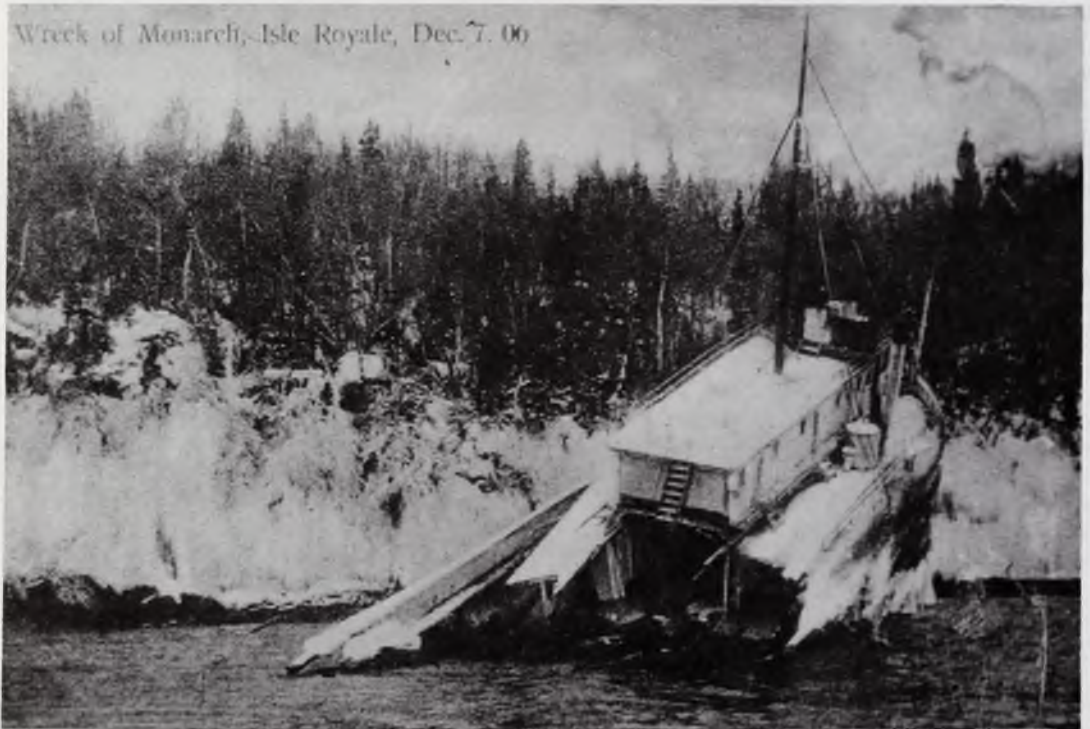
John McCallum's hometown of Wallaceburg offered appropriate recognition as well. At the Wallaceburg council's late December meeting, the following commendation was read prior to the presentation of an engraved gold watch and chain:

*"Sir, You must pardon the liberty and trespass, which we have assumed to be within the privilege of citizenship, by requesting you to be present with us this evening.*

*Heroic acts, performed by individuals have been for years publically recognized and, through you, in retiring modesty, consider your effort and successful dash for safety as but of small moment, yet, to those whose more*



Alan Mann Coll.



McDonnell Coll. - Duesen Museum

*Top: The MONARCH in North West Steamship colors. Bottom: On the rocks at Isle Royale in December, 1906.*

timid natures felt helpless, your conduct in connection with the wreck of the Str. *Monarch* on night of Dec. 6, 1906, sir, shall always be recalled with true gratitude and heartfelt thankfulness.

Therefore, as citizens of the town of Wallaceburg which claims your birthplace, we express confidence in the hope that your modesty will not prevent your accepting this timepiece, as a small mark of distinction which that act of yours worthily entitles you to, and which has added no little glory to Wallaceburg and her admiring citizens."

H.A. Stonehouse, Mayor

John McCallum was a reluctant hero. When the citizens of his home town of Wallaceburg wished to present him with the engraved watch, he consented to attend only if his family promised to stay away from the ceremony. Family history reveals that the proud father, Capt. James McCallum couldn't resist and was seen at the back of the meeting hall.

John McCallum's calling to sailing was inbred. His father, Capt. James established a successful shipping business carrying cordwood to Detroit and sugar beets to the processing plant in Wallaceburg. Brother Bert sailed for many years with Northern Navigation, crewing aboard the *United Empire* as well as the *Monarch*. During the latter part of his

sailing career, he was with Cleveland-Cliffs on the *Frontenac*. John's sailing career began in 1902 when he crewed on the barge *Madeira*, which delivered ore from Northern Michigan to Chicago. He then took a position with the Lorain Construction Company building steel bridges, his assignment at the time of the *Monarch* episode. Following his heroic encounter, he continued to work for the Lorain firm, until "coming ashore" to take up a grocery partnership with his brother Bert in Wallaceburg. This "inland" assignment was temporary however, as both eventually returned to sailing.

In 1924, John McCallum was made an offer he could not refuse. An old Wallaceburg friend, John S. Fraser, owner of the newly established Wallaceburg Sand and Gravel Company, offered his position as fleet captain of the company's tugs and barges. He continued in this capacity until 1928 when he went to work for the Canadian Bridge Company of Walkerville, Ontario. Here he was involved in several major projects. Included were the Ambassador Bridge between Windsor and Detroit, the construction of several Ford Motor Car Company structures, and the building of the Detroit-Windsor tunnel. During the second war, John McCallum supervised the construction of steel hulls for

John D.M. Callum Esq  
Dear Sir,  
Herewith on behalf of the Board of Trade of the City of Port Arthur of its citizens we beg to hand you the Bronze Medal of the Royal Canadian Humane Society, which that Society has intended to bestow upon you on account of your bravery. The medal is given to you as a reward of your heroic display at the time of the wreck of the steamer *Humour* in December, 1906, whereby, at the risk of your life you took a line ashore, and thereby saved the lives of all the crew on board the ship. It is therefore a great pleasure to know that the Royal Humane Society have not overlooked your brave act.  
On behalf of the Board of Trade of the City of Port Arthur,  
J. L. ... President  
... Secretary

copy.

House of Commons

*Clawson* Feb. 27.. 1911

Hon. L. P. Brodeur,  
Minister of Marine & Fisheries,  
Ottawa.

Dear Mr. Brodeur:

I have your favor of the 22nd.

Replying to same would strongly urge you to make a liberal reward to Mr. McCallum in money for the heroic acts performed by him whereby the passengers from the wrecked steamer "MONARCH" were safely landed on Isle Royal.

The Port Arthur and Port William Councils have already moved in the direction of securing a Gold Medal and as he is a young man starting life I am making the above suggestion believing it to be more desirable under the circumstances.

Yours very truly,

ships at the Ojibway Yards on the Detroit River. Rising to superintendent of the Canadian Bridge Company, his work carried him to many parts of the world. John McCallum passed away at the age of 67 on February 25, 1949 and was interred in Wallaceburg's Riverview Cemetery.

John McCallum's daughter Doris Christenson of Dundas, Ontario, recalls her father as being very modest in connection with the *Monarch* rescue. "My father was very reluctant to discuss the wreck of the steamer *Monarch* with us and I don't ever remember him voluntarily talking about the role he played in the rescue," she recalled. "Once, however, I recall Dad telling us about the time spent on Isle Royale - bitterly cold, huddling around a fire built from any wood they could find and eating frozen salmon that had washed ashore from the wreck." As well, his heroic deeds were kept a virtual secret at his workplace. An inquiring *Windsor Daily Star* reporter Maurice Jeffries uncovered John McCallum's *Monarch* heroics only by continued probing. The reporter's story in part reveals John McCallum as the reluctant hero.

"An interesting account of the Sarnia-built *Monarch* which appeared in Saturday's *Star*,

relating details of the sinking of that good ship, brought to light the fact that we have a hero in our midst, who has modestly avoided posing as such, during all the 38 years that he has worked at the Canadian Bridge plant.

Making inquiries at the Bridge plant, I first talked to a man who had worked with Mr. McCallum for years and said the latter had never so much as mentioned the thrilling story of the *Monarch* . . ."

Strangely, the role of John McCallum has remained dormant in his hometown of Wallaceburg until recently. As a belated, but deserved testimony to the heroics of John McCallum, the reluctant hero, a special exhibit was unveiled recently. The full illustrated story is now part of a special exhibit at the Wallaceburg and District Museum. Now, the townsfolk can boast of Wallaceburg's Great Lakes hero, John McCallum.

*Sincere appreciation is extended to the McCallum family members in the preparation of this article: daughters Doris Christenson in Dundas, Ont; Marjorie McDonald in Acworth, Georgia; Catherine Anstead in Stroud, Ont; and grandson John Withey in Sevenoaks, Kent, England.* □



*Gold pocket watch presented by Wallaceburg to John McCallum.*



VACUUMING THE LAKE FLOORS:  
VESSELS THAT MINE SAND  
FROM LAKE BOTTOMS

by  
CHRISTINE ROHN HILSTON

---

They're not the stuff romantic sea stories are made of. They're not the newest, largest, or the fastest ships on the Great Lakes. They're

small, they're old, they leave port and return the same day with their bellies full of sand from the lake bottom. They're the unglamorous

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*The F.M. OSBORNE inbound on the Grand River at Fairport Harbor.*



Dossin Museum Coll.

*The sand dredge AMERICAN, built in 1921 at Manitowoc.*

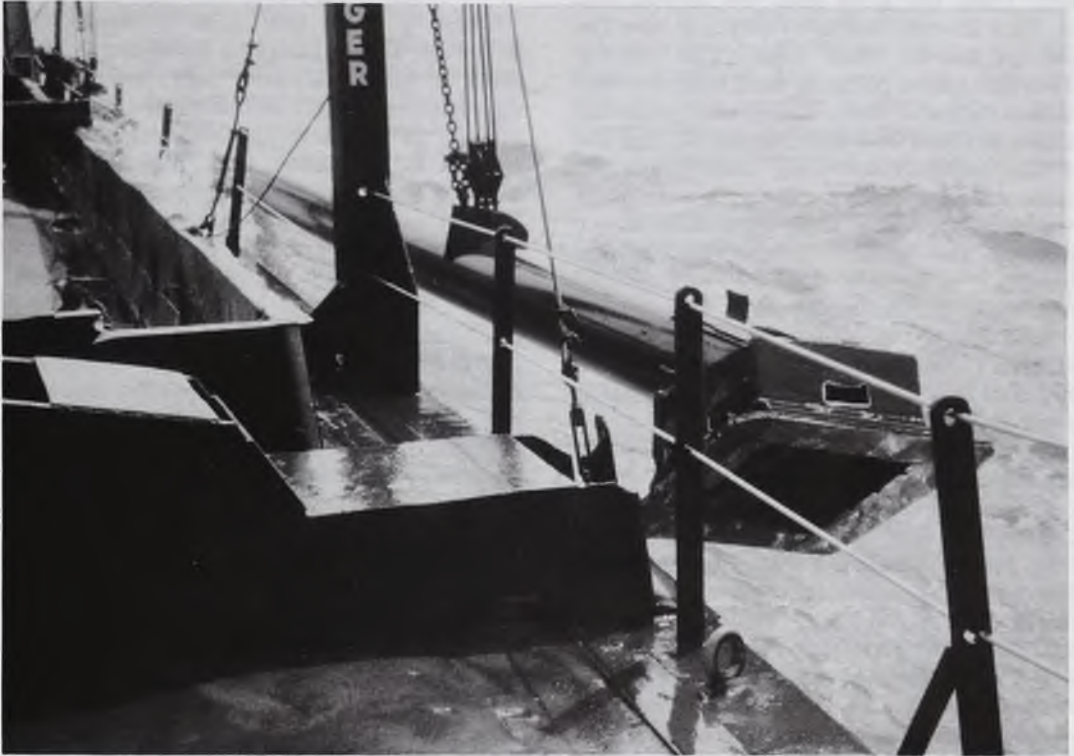
workhorses of the Great Lakes, the sandsuckers.

For over one hundred years, a motley group of ships have removed sand and gravel from deposits on the lake floors for use in the construction industry. Early sand vessels were of wooden construction and were gradually superseded by steel ships. Some craft were constructed specifically for the sand trade, like the steamer *Commerce* built in 1878 in Milwaukee, Wisconsin to mine sand from southern Lake Michigan. A large part of the sand fleet, however, was composed of conversions from other vessel types, including schooners, sloops, tugs, bulk freighters, package freighters, barges and ferries. Conversions have taken the forms of lengthenings, deepenings, reduction in depth and width, and shortenings, with the addition of machinery necessary to gather sand. Some vessels were equipped with cranes and clamshell buckets to dredge the sand from the lake bottoms. Many others, the sandsuckers, were fitted with pumps and hoses to vacuum sand from the lake floor. Some were self-unloading ships, like the

steamer *Harlow*, an early self-unloading sandsucker, converted from a bulk freighter in 1913. Many others relied on shoreside equipment to unload their sand cargoes.

The heyday of sand vessels occurred in the early part of this century. During the teens, at least thirty-three ships were converted or built for mining sand. Likewise, the twenties saw about thirty-five ships fitted for this service. On Lake Erie alone, sandsuckers operated into nearly every navigable harbor during the teens and twenties. The large quantities of material needed for landfill projects, even into the early years of the Great Depression, kept these craft busy. Although some met disastrous fates, the downturn of the Great Depression eventually led to scrapping conversion to other uses, or abandonment of thirty-two of these vessels during the thirties and forties. Interestingly, though, the sand business remained promising enough for some operators that six vessels were converted for self-unloading service during the Depression.

In the past, sand was mined in various locations around the Great Lakes. Now the



Author's Photo



Author's Photo

*Top: A pipe with hood in lowered to the lake bottom to pump sand.  
Bottom: The pumped material flows through a screened trough along the vessel's centerline. Sand falls through screens into open-hatch cargo hold.*

sand boats are gone from the Detroit and St. Clair Rivers. The m/v *Massey D.* was the last on the St. Clair River. The steamer *American* ceased pumping sand from southern Lake Michigan in 1956. Today, sand gathering occurs in Lakes Erie and Ontario. All but one of the currently operating sandsuckers, or suction hopper dredges, carry on their daily routine of pumping sand from Lake Erie's bottom. The other operates on western Ontario.

#### *Sand Deposits*

Lake Erie, shallowest of the Great Lakes, supplies the sandsuckers' appetites with three morainal ridges crossing the lake bottom in a general northwest to southeast direction. One of these sand deposits is found roughly between Lorain, Ohio, and Pelee Point, Ontario; another east of Cleveland, Ohio to Erieau, Ontario and the third between Erie, Pennsylvania, and Long Point, Ontario. The overlying sand and gravel of these morainal ridges averages about 7.5 feet in thickness. The Erie to Long Point moraine has been estimated to contain one half to one billion tons of sandy material.

The Niagara Bar provides the sand pumped from Lake Ontario. Lake sand is of high quality, is relatively pure as pumped, and requires minimal refining before end use.

#### *Sandsucker Operation*

A sandsucking vessel operates on a simple principle. "There is no rocket science involved here," says Sandy Smith of Erie Sand & Gravel Company. "It's a pretty straightforward operation."

A length of pipe with a hood at the end is lowered over the vessel's side, and a pump sucks material from the lake bottom up to the ship. When the material reaches the vessel, it passes into a screening trough or chute running along the ship's centerline. Gates along the trough or chute are opened or closed to allow sand to run through the screens and into the vessel's hold. Oversized material does not pass through the screens and is returned to the lake.

Upon returning to port with a belly full of sand, the vessel's screening trough is moved aside and the cargo unloaded by shoreside crane and clamshell bucket, or self-unloading machinery if so equipped. The material is stockpiled according to ultimate use.

The sandsucking season extends from April till mid-December, weather permitting. If waves are running above six feet, the vessels stay in port.

#### *A Day in the Life of a Sandsucker*

Twice a day, four days a week, the m/v *F.M. Osborne* departs the Osborne Concrete & Stone Company dock, and motors approximately eight miles to the pumping grounds in Lake Erie, northwest of her home port of Fairport Harbor, Ohio. When Capt. Bill Marut reaches the desired location, Engineer Ron MacKenzie lowers the pipe sixty or sixty-five feet to the lake bottom, and sand pumping begins.

The *F.M. Osborne* began service in 1910 as the steam-powered carferry *Grand Island*. She has since been repowered twice, and her diesels now provide 1000 horsepower. In 1954, she was converted to a sandsucker. 1958 saw her lengthened by forty feet and renamed *Lesco*. Upon change of ownership, she was renamed *F.M. Osborne* in 1975.

While Capt. Marut keeps the vessel moving slowly in small circles, the 14" sand pump brings the sandy material from the lake bottom to the head of the screening trough at the *Osborne's* forward end. In the unlikely event that the ship strays out of the permitted pumping area, the crew knows it immediately, for instead of sand, they will be pumping smelly, black silt.

As the material passes down the screening



*The screen is repositioned aboard the OSBORNE in preparation to pump another load of sand.*

trough, deckhand Mike Kuderea walks above it, opening and closing gates in the trough to allow sand to evenly fill the *Osborne's* hold. Oversized material is discharged overboard at the starboard side aft.

"It's a good job," says Capt. Marut. "We're home every night and can count on a long weekend nearly every week." Because the m/v *Osborne* is an open hatch vessel, Capt. Marut doesn't operate her when seas are above six feet.

In about an hour, the *Osborne* pumps 300 tons of sand to fill her cargo hold. The *Osborne* is a displacement loader; she loads below the waterline. Water is not pumped out of the hold. Instead, it stays at roughly the same as lake level. As the hold fills with sand, the sand gradually displaces the water which drains overboard.

After returning to her dock, the screening trough is removed and the sand is unloaded by shoreside crane and clamshell bucket. Unloading takes about one and a half hours, and the *Osborne* is ready to fill her belly again.

### *Sand Receiving Ports*

Approximately 537,000 net tons, or 413,000 cubic yards of lake sand are delivered annually to a number of ports. The actual amount varies, of course, depending upon construction activity and customer requirements.

### *Regulation of the Lake Sand Resource*

The U.S. Army Corps of Engineers issues permits to mine lake sand in the United States, and the Ontario Department of Natural Resources issues licenses in Canada. In the U.S., the lake sand resource is also regulated by state agencies, including the Ohio Department of Natural Resources, the Pennsylvania Department of Environmental Resources, and the Pennsylvania Fish Commission. In addition to obtaining permits, the sand mining companies pay royalties on the tonnage or yardage mines, and must also post bonds.

Concern has been expressed about the effect that the sandsucking process has upon fish eggs. In cooperation with Ohio State University



*The EMMETT J. CAREY, loaded with sand on the Grand River in Fairport Harbor.*

and the Pennsylvania Fish Commission, Erie Sand & Gravel Company, operators of the sandsuckers m/v *J.S. St. John* and m/v *John R. Emery*, conducted a fish study. The results showed that extremely few fish eggs are laid in the lake bottom sand deposits. The count of 10,000 gizzard shad eggs in the mined material was considered insignificant, since one fish may lay up to 100,000 eggs.

In Ontario, the Department of Natural Resources was concerned about contamination of sand removed from the Niagara Bar due to pollution of the Niagara River. Analysis of sand pumped by the m/v *Niagara II* determined it to be free of contaminants.

#### *The Business of Mining Lake Sand*

The fine and coarse grades of sand produced are primarily used in mortar mixes, plaster, cement block, concrete and asphalt. Since lake sand is ultimately used for construction materials, the fortunes of the sand business closely follow the ups and downs of the construction industry. While some years may be leaner than others, sand will remain in demand.

The lake sand business boomed during the early years of this century until the Great Depression. More recently, demand for sand peaked in the early to mid-1960s. "At one time Erie Sand & Gravel Company was the twenty-second largest producer of sand in the United States," says Sandy Smith, Marketing Manager of that firm. Demand declined into the seventies and "business bottomed out three or four years ago." Currently, demand for lake sand is on rise; yet that demand will probably not reach its former height. "Also, improvements in technology mean that more sand can be extracted from sand pits on land." Smith adds.

Where once there were three sandsuckers pumping nearly round-the-clock on the Niagara Bar in western Lake Ontario, only the m/v *Niagara II* is left. Reflecting demand fluctuations, the *Niagara II* is idled for a month or two each season.

On the other hand, Osborne Materials Company's m/v *F.M. Osborne* has been bringing 90,000 to 100,000 tons of lake sand to the Osborne Concrete and Stone Company's stockpiles annually. That amount does not satisfy requirements for their own use as well as outside sales, says Harold Larned, President. Therefore, Osborne also purchases about 150,000 tons of pit-mined sand each year, some of which is blended with the lake sand.

Demonstrating their confidence in the future of the lake sand business, vessel owners are maintaining and improving their sandsucker fleet. When Erie Builders Concrete Company acquired the m/v *Emmet J. Carey* in 1988, she received a new pilot house in addition to a paint job. The winter of 1988-89 saw the repowering of the *J.S. St. John* by Erie Sand & Gravel Company. The *John R. Emery* of Erie Navigation Company (a unit of Erie Sand & Gravel) will receive new sand pumping equipment during 1989. Erie Sand & Gravel has contemplated the addition of another sandsucker to its fleet. In mid-April, 1989, the *Emmett J. Carey* was delivering sand to Osborne Concrete and Stone Company in Fairport Harbor. Osborne Materials Company subsequently increased its fleet capacity by purchasing the *Carey*.

Although their numbers are small, we're likely to see these old, hard-working sandsuckers leaving port and returning with lake sand day after day for many years. □

#### Sandsucking Vessels of the Great Lakes

Vessel Name	Overall Dimensions	Capacity	Built	Owners
m/v Emmett J. Carey	114' x 25' x 11'	425 NT	1948	Osborne Materials Co., Mentor, OH
m/v John R. Emery	140' x 35' x 14'	550 NT	1905	Erie Navigation Co., Erie, PA
m/v Niagara self-unloader	182' 6" x 35' 5" x 13'	900 NT	1950	McKeil Work Boats Ltd., Winona, Ont.
m/v F.M. Osborne	150' x 29' x 11' 5"	500 NT	1910	Osborne Materials Co., Mentor, OH
m/v J.S. St. John	174' x 32' 2" x 15'	700 NT	1945	Erie Sand & Gravel, Erie, PA
m/v Steven H.* crane-equipped	125' x 28' x 12' 6"	350 NT	1905	Catawba Transport, Port Clinton, OH

\* Not currently pumping sand. Has been used in salvage work and marina construction.

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## WM. CLAY FORD PILOTHOUSE UPDATE:

### FOUNDATION COMPLETED

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Long term projects are the hardest to do, and the Dossin Museum has conducted a number of lengthy projects in the past. The installation of the Gothic Room took over two years, and the search for the two British and one French cannon which were recovered from the Detroit River lasted a year. Our current project has been on the drawing board for four years, and will shortly be completed.

The *William Clay Ford* pilothouse has been an unusual experience in that it's one of the most involved projects we will ever do. The

idea of a major fund raising campaign, permits, drawings and the extent to which they are inter-related hasn't been easy.

At this point some \$60,000 has been paid for work on the Dossin Museum, a contract to move the pilothouse to site, and a number of inspections and reviews. A portion of this work was paid through the donations collected by the GLMI and the rest by the City of Detroit.

In order to place the 30 by 30 foot pilothouse on the riverside of the museum, a number of adjustments were needed. New electrical lines



*The groundbreaking was held on July 24th. From left to right are Al Jackman, president of the GLMI, Mrs. Barbara Wrigley, president of the Historic Commission of Detroit and Steve Robinson of the Erwin Robinson Company, donators of the WCF pilothouse.*

were needed to run out to the area so that the structure will have lights, and enough power to run the heat pump that will be installed on the roof. Capt. Don Erickson noted that the glass pilohouse heated up. With the location being in the sun from daylight to 4:00 p.m. it will get its share of thermal warming, thus an air conditioner will be needed in the dead of winter. Likewise, the steel has little or no insulation around it and when the cold winds blow from the west, they will most likely frost the inside wall. Keeping this area both warm and cold will require its own special heat pump.

As the pilohouse will extend out over the Detroit River, the only access will be up the stairs that already exist. After coming to the observation deck, the public will go through an existing door, and then out a new door that was cut through the block and brick wall out into a passageway which leads to the right side of the pilohouse. This is the only way to get in and the problem is that it's not handicapped accessible.

Due to the problem with handicapped access, the museum has been issued a construction permit to only do the foundation

work, and nothing else. The foundation work has been completed with walls and floors being poured. They need twenty-eight days to set and harden. While this was going on, the staff went to a hearing in Lansing which was held before the handicapped review board to request a waiver. This has been done, and on September 21st, the review board granted the waiver. With this waiver in hand, we will be able to obtain our installation permit. The tentative date for moving the pilohouse is the third week of October. A two-day time frame will allow the the structure to be loaded on a barge at Detroit Marine Terminal and move up the Detroit River.

Once the pilohouse is in place, it will be painted to cover all the welding joints. The heat pump will be installed on the roof of the pilohouse and the interior duct work finished. The new passageway connecting the structure to the building will also be built. Electrical work will provide lights and the equipment will be placed in running order. On the lower level an exhibit on the *Ford's* history will wait until additional funds are collected. With any luck the pilohouse will be opened to the public by late November, 1990. □

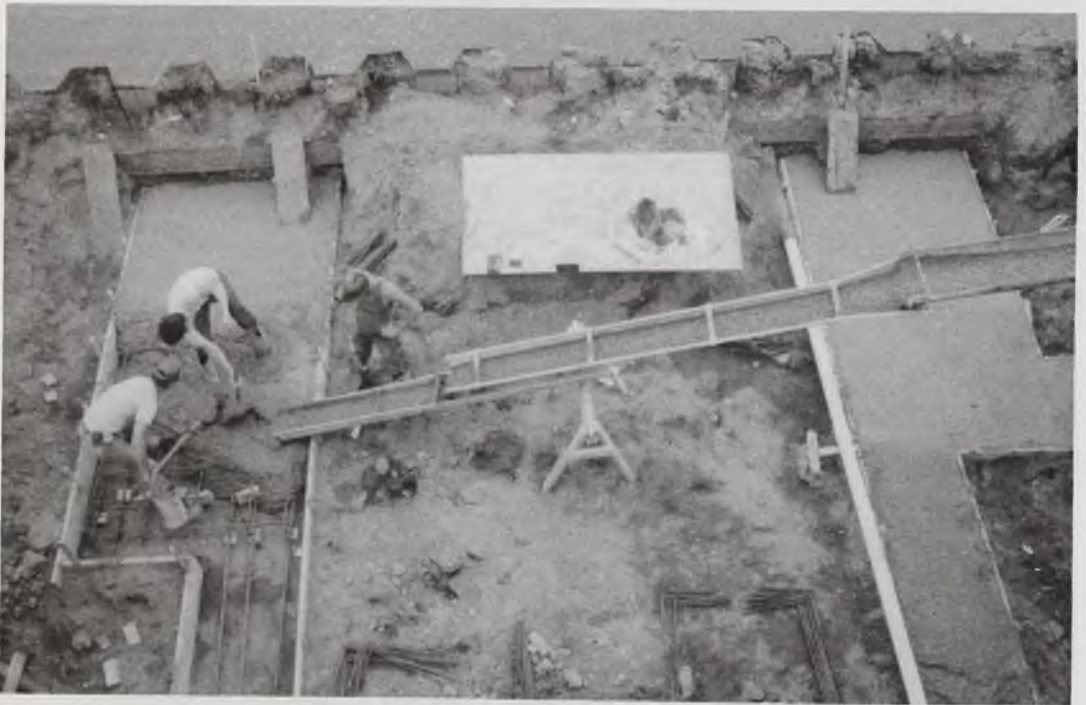


Photo by John Polacsek

*The 30 by 30 foot pilohouse will be connected to the museum and extend out over the Detroit River.*



## THE LAUNCHING OF THE SCHOONER MADELINE

On June 24, 1990 the schooner *Madeline* was launched at the Great Lakes Maritime Academy in Traverse City. The 35-ton schooner is a replica of the *Madeline*, which sailed into Bowers Harbor, just west of old Mission Peninsula 149 years ago. The construction began over five years ago by the Maritime Heritage Alliance in Traverse City. The wood schooner measures 92' x 16' x 7'.

She is 47 tons and carries seven sails. She is powered by Detroit Diesel Allison 4-71. The *Madeline* will be used for educational purposes on Great Lakes topics. For further information on the *Madeline* write:

Maritime Heritage Alliance  
P.O. Box 1108  
Traverse City, MI. 49685



### *The Madeline*

REPLICA OF A WORKING SCHOONER OF THE 1800's

MARITIME  
HERITAGE  
ALLIANCE

Traverse City, Michigan



*June 23, 1990*

The launching brochure on August 24, 1990.



Photo by Linda Bammett

Cranes gently lower the MADELINE  
into Grand Traverse Bay.

# GREAT LAKES & SEAWAY NEWS



*Editor:* Donald Richards  
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TERRY SECHEN  
JOHN VOURNAKIS

*Ed. note: The following news items were received too late to be included in the Sept.-Oct. issue of Telescope.*

May 1. . . The *Willowglen* arrived at Duluth with the season's first cargo of cement for the St. Lawrence Cement Terminal. She cleared for Thunder Bay on the 3rd.

May 12. . . Columbia's *Middletown* arrived at Fraser Shipyard in Superior, Wisconsin for her 5-year inspection. She was refloated and towed out on May 19th. The tugs *Minnesota* and *New Jersey* assisted her out of the yard. However, the *New Jersey* ran aground in the shipyard entrance and the *Illinois* was called to free the *New Jersey* and complete the tow.



*The PHILIP R. CLARKE unloading in Ashland on April 29, 1990. She was the first ship of the season in Ashland.*

Photo by Terry Sechen

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GREAT LAKES & SEAWAY NEWS ●

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May 25. . . Columbia's *Courtney Burton* arrived in Ashland and unloaded a partial cargo of coal at the Reiss Coal Dock. This was Ashland's second ship of the season and the *Burton*'s first visit in at least fifteen years.

May 29. . . The *Charles E. Wilson* arrived at Fraser Shipyard for bottom repairs. It's believed that the damage occurred when she ran aground at Ludington earlier this spring. She will also receive her 5-year inspection while in the shipyard. She came off the drydock on June 2nd.

Jun. 10. . . The *Kinsman Enterprise* arrived at the Twin Ports and loaded two holds of pellets at the Burlington Northern dock. The next morning she shifted to the Peavey Grain Elevator in Superior to load wheat in her other two holds. The pellets were bound for the C&P dock in Cleveland and it's believed that the grain was bound for Buffalo.

Jun. 15. . . Fraser Shipyard crews have removed about half of the mid-section of the *Leon Fraser*. The mid-section is being cut into sections and piled on the drydock wall. All of the mid-section was removed by the 19th.

Jun. 20. . . Fraser Shipyard crews attempted to attach the two sections of the *Fraser* together without success. The bow is too heavy and so much water is needed that the stern began to float. Both anchors and their chains were then removed from the bow section. The next day the bow section was refloated and winched back to the stern section. After careful alignment, the bow was set back down on the blocks and crews began welding the sections together.

Jun. 24. . . A major conveyor breakdown at the Burlington Northern ore dock forced a long delay in the loading of the *Stewart J. Cort*. Because of the breakdown, the *George A.*

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Photo by Letty Sechen

LEON FRASER being converted to a cement carrier at Fraser Shipyard on June 20, 1990.

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**● GREAT LAKES & SEAWAY NEWS**

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*Stinson* loaded at the D.M.&I.R. ore dock. This is the first time that she has loaded at this dock. The *Cort* didn't clear the B.N. dock until the morning of the 26th.

Jul. 1. . . The tug *Joseph H. Thompson Jr.* passed down the Welland Canal. The tug was built to push the barge *Joseph H. Thompson*. She entered the Port Weller Drydock the next day for stability tests and minor work.

. . . *Handy Andy*, a former Dunbar & Sullivan dredge has been at Port Colborne since June 7th for scrapping.

Jul. 2. . . The Norwegian *Pollux* came off the Port Weller Drydock and tied up at the fit-out wall. She was damaged in an explosion at LaBaie, Quebec on March 19th. When repairs are completed in the next day or so, 130 workers will be laid off. She cleared Port Colborne on August 23rd.

Jul. 3. . . The *Peter Misener* arrived at Port Weller Drydocks for inspection. She tied up at the fit-out wall.

Jul. 4. . . The Canadian tanker *Nancy Orr Gaucher* ran aground in the Livingston Channel at the southern end of the Detroit River. The grounding occurred after she lost power and drifted onto the rocks. After power was restored, she was able to proceed out into Lake Erie where she anchored for inspection. She suffered damage to her outer hull, but her second or inner hull remained intact and there was no leakage from her cargo of oil. A Coast Guard spokesman stated that all Canadian and American tankers on the Great Lakes are double-hulled, although the double-hull isn't required by law.

. . . Upper Lakes' *Canadian Hunter* arrived in Thunder Bay for drydocking at the Port Arthur Shipyard and summer lay-up.

Jul. 6. . . The *Nancy Orr Gaucher* discharged her cargo at Port Colborne and then passed down the Welland Canal. She is bound for the Port Weller Drydock for hull repairs.

Jul. 7. . . The cement carrier *Lewis G. Harriman* was towed from Green Bay to Milwaukee.

. . . The *Edwin H. Gott* loaded a partial cargo of pellets at Two Harbors and then proceeded to Duluth, tying up at the Port Terminal. The next day, a crane lowered a new crankshaft into her engineroom thru an opening that was cut into her deck. She cleared for Two Harbors on the 12th to complete her loading. The *Gott* will continue to sail on one engine until repairs to her starboard engine are completed. Total cost of repairs is reported to be in excess of \$900,000.

Jul. 9. . . The U.S. Coast Guard cutter *Escanaba* and the *HMS Rose* entered the Seaway. Both will tour the lakes. The *HMS Rose* is a replica of a British frigate from the American Revolution era. She sailed out of Bridgeport, Connecticut. They both passed up the Welland Canal on the 10th.

Jul. 12. . . The *Peter Misener* went on the drydock at Port Weller.

Jul. 15. . . The tug *Prescotont* passed down the Welland Canal under tow of the *Evans McKeil*. They are bound for Hamilton where the *Prescotont* will undergo reconstruction.

. . . The decommissioned Coast Guard cutter *Mesquite* was lowered into Lake Superior by the lift-barge *Weeks 297*. She is down in about 115 feet of water in Keystone Bay and about two miles off Keweenaw Point. The *Mesquite* is now an attraction for suba divers.

GREAT LAKES & SEAWAY NEWS ●



Photo by Terry Sechen

EDWIN H. GOTT tied up at the Duluth Port Terminal, receiving engine parts on July 9, 1990.

Jul. 16. . . The tug *Wilford M. Cohen* was drydocked at Sault Ste. Marie. She is owned by A.B. McLean of Sault Ste. Marie, Ontario.

Jul. 20. . . Paterson's *Ontadoc* passed downbound at the Soo with the "P" on her stack painted out and flying the Desgagnes flag. She was bound for Goderich and then to Newfoundland. It's reported that she will be renamed *Melissa Desgagnes* and that *Soodoc* will be renamed *Amelia Desgagnes*.

Jul. 21. . . The ferry *Sugar Islander* rescued two boaters from the St. Marys River after the ferry struck a disabled 22-foot pleasure boat. The captain of the ferry spotted the silhouette of the pleasure boat against the dock lights and was able to reverse engines to avoid a more serious collision. Reports indicate that the pleasure boat was not showing any lights and didn't use distress flares to warn the approaching ferry.

Jul. 23. . . An article in the *Toronto Star* describes the conversion of the pulpwood carrier *Menier Consol* into a floating drydock. A Toronto tour boat operator is spending \$1 million to convert the pulpwood carrier. The new drydock will accommodate vessels up to 180 feet in length and 40 feet in width. There is an apparent need in the Toronto area for a drydock to accommodate vessels of this size.

Jul. 24. . . The *Bytown Pumper* passed down the Welland Canal enroute from Port Dover to Merrickville, Ontario. The tug, ex-*Planet-Racey-Paul Evans* and *Racey*, has been rebuilt as a wood-fired excursion vessel. She will serve on the Rideau River. Merrickville is on the Rideau River between Prescott and Ottawa.

● GREAT LAKES & SEAWAY NEWS

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Jul. 25. . . The *Peter Misener* came off the Port Weller Drydock and tied up at the fit-out wall.

. . . The tug/barge *Michigan/Great Lakes* arrived at the Twin Ports for the first time this season with a cargo for the Amoco Oil Dock in Superior. The tug/barge passed upbound at the Soo on the 23rd. They cleared the Twin Ports on the 26th.

Jul. 26. . . The *Willowglen* ran aground in the St. Clair River at Pointe Edward. Cyril Hudson of Sarnia reports that she was able to free herself in about ninety minutes.

. . . The *Algoosoo* and the *Phyllis Yorke* went on the Port Weller Drydock. The *Nancy Orr Gaucher* departed the drydock.

Jul. 27. . . The *Halifax* made a rare visit to the Twin Ports when she loaded pellets at the B.N. ore dock for delivery to Nanticoke.

. . . A plan by the commercial divers who discovered the wreck of the *Regina* off Port Sanilac for salvaging more of her cargo is drawing fire from area sport divers. The Sanilac Shores Underwater Preserve Committee is opposing the permit because they fear that the wreck will be stripped. The *Regina* was lost with all hands in the Great Storm of 1913.

Jul. 28. . . The *HMCS Ottawa* entered the Seaway for a tour of the Lakes. She passed upbound in the Welland Canal on the 30th.

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Photo by Peter Wortlein/Dossin Museum

*The ONTADOC will be renamed MELISSA DESGAGNES.*

GREAT LAKES & SEAWAY NEWS ●



*The LEWIS G. HARRIMAN was towed from Green Bay to Milwaukee.*

---

Jul. 30. . . Inland Steel's *Edward L. Ryerson* arrived at Bay Shipbuilding for drydocking and her 5-year inspection. While drydocked, she will be completely repainted. She was set down on the blocks on the 31st.

. . . The *Maid of the Mist VI* entered service and began to carry passengers. She was christened at Niagara Falls on the 14th.

. . . A tug and barge that was returning from the east coast was held at Brockville overnight because they were too slow. The report said that they made only twenty-two miles in twenty-four hours. The barge *Cargo Master* had been working at Iona on Cape Breton Island, Nova Scotia.

Jul. 31. . . The *Leon Fraser* was refloated and towed out of the drydock at the Fraser Shipyard. Terry Sechen reported that she really looks good.

. . . The *John G. Munson* went on the drydock at Fraser Shipyard for bottom repairs. She grounded while docking at Ontonagon on the 29th of this month. The extent of damage is not known.

Jul 31. . . Workers at the Algoma Steel at Sault Ste. Marie, Ontario went on strike.

Aug. 1. . . Iron miners at Cleveland-Cliffs' Tilden and Empire Mines in Michigan's Upper Peninsula went on strike. The strike has shut down ore shipments from Marquette.

● GREAT LAKES & SEAWAY NEWS

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. . . The US Navy has set a deadline of September 15th for a group of Wisconsin and Minnesota veterans to raise \$1.5 million that is needed to bring the *USS Newport News* to Superior. The cruiser is to be a showpiece for a proposed Patriots Park in Superior. As of this date, funding is nowhere near the amount needed to bring the vessel to Superior and refurbish her.

Aug. 5. . . The *Irvin L. Clymer* arrived in Duluth with a cargo of road salt for the Reiss Inland Coal Dock. This is her first visit of the season to the Twin Ports. She cleared on the 6th to load pellets at Two Harbors.

. . . Lake Shipping's *Lee A. Tregurtha* arrived in Duluth for the first time under her new name. She was officially christened in Cleveland with the *Kaye E. Barker* on August 2nd.

Aug. 6. . . Columbia Transportation announced they have signed a letter of intent with Bethlehem Steel to purchase the *Lewis Wilson Foy* and the *Sparrows Point*. The sale is expected to be completed by October 1st.

Aug. 8 . . . *HMCS Ottawa* passed down the Welland Canal after completing a tour of the Lakes.

Aug. 9. . . The cement carrier *English River* went on the drydock at Port Weller.

. . . The *John G. Munson* was floated off the drydock at Fraser Shipyard after completion of bottom repairs. Damage was sustained when she grounded at Ontonagon on July 29th. She cleared Duluth in the afternoon to load pellets at Two Harbors.

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Photo by Fr. Pete Vanderlinden/Dowain Coll.

*On August 6, 1990, Columbia Transportation announced that they have purchased the SPARROWS POINT and LEWIS WILSON FOY from Bethlehem Steel.*



## GREAT LAKES &amp; SEAWAY NEWS ●

Aug. 10. . . The *Stella Desgagnes* ran aground in the St. Clair River below the Blue Water Bridge. She was refloated about two hours later with assistance of the Sandrin tug *Glenada*. Ed. note: This was the same location where the *Willowglen* ran aground on July 26th.

Aug. 12. . . The U.S. Coast Guard cutter *Escanaba* passed down the Welland Canal after her tour of the Lakes.

. . . A Federal judge in Superior has ruled that the Coast Guard illegally removed a \$1 million French-made Fresnel lens from the Devil's Island lighthouse in Lake Superior. The judge ruled that the Coast Guard violated the National Historic Preservation Act by removing the 100-year old lens without first giving a six month notice to historical societies. The lens is now in storage and final disposition hasn't been decided as yet. Devil's Island is part of the Apostle Islands in western Lake Superior.

Aug. 15. . . The recently retired *Maid of the Mist* was pulled from the Niagara Gorge and put up for sale.

Aug. 20. . . Erie Sand & Gravel's *Day Peckinpaugh* cleared Port Weller after completing her survey. The *Silver Isle* went on the drydocks and was followed by the *Oakglen* the next day.

Aug. 22. . . The *Edward L. Ryerson* was floated off the blocks at Bay Shipbuilding after completing her 5-year. She cleared for Cedarville to load cinter fines for Indiana Harbor.

. . . The *USS Fahrion* passed down the Welland Canal after completing a tour of the Lakes.

Aug. 23. . . The Seaway Port Authority of Duluth reported that shipping through Duluth is down 8.9 percent from last year. The port has handled 16 million metric tons of cargo this year compared to 17.5 million tons through July, 1989. However, the port is still above the 5-year average of 14.7 metric tons. International trade is down 116,000 tons compared to this time last year.

Aug. 24. . . The *E.M. Ford* passed down at the Soo with a cargo of cement for Heron Bay. This was her first visit to Duluth and Lake Superior this season.

. . . Low water levels at the Soo Locks and in Lake Superior continue to have an adverse effect on the amount of cargo that can be carried by lakers. Water levels at the Soo have risen about a foot since February, but they are still down from the late 1980's. Vessels passing through the locks are loading six to twelve inches lighter that they have in the past few years. A 1000-footer loses about 270 tons of cargo capacity for each inch of reduced draft. This is the reason for the decline in tonnage shipped this year through such ports as Duluth. Water levels aren't expected to rise significantly for the rest of this year.

Aug. 26. . . The US Army Corps of Engineers has set the closing date for the Soo Locks as January 15, 1991.

Aug. 27. . . Howard Weis of Duluth died today at the age of 71. Mr. Weis was one of the area's best known Great Lakes photographers. He also worked for thirty-nine years aboard Great Lakes freighters. In 1982, he donated over 2,000 8x10 color prints to the Canal Park Museum in Duluth.

Aug. 28. . . The state Department of Natural Resources has increased patrols in Keystone Bay to curb thefts from the sunken Coast Guard cutter *Mesquite*. A new underwater park is proposed for the area which would include the *Mesquite*.

## ● GREAT LAKES & SEAWAY NEWS

### Miscellaneous . . .

Institute member Charles O'Connor wrote recalling the collision between the *Alva C. Dinkey* and the *David P. Thompson*, which occurred in July, 1939. "I was the marine reporter on duty that day and recall the time was just after daybreak. The *Robert J. Paisley*, a self-unloader was due to dock at Peerless Cement in Port Huron and unload limestone. Her captain, David Crocker was a Port Huron resident and family friend, so it was no surprise when his young son, Bob showed up with his fishing gear and proposed that I put him aboard when the *Paisley* came by to go downriver, turn around and return to Peerless and tie up heading upstream. We went up the river to just past the Coast Guard station and before ever getting started to fish, the *Paisley* came into view, closely followed (four lengths or so) by the *Alva C. Dinkey* and about the same time the *David P. Thompson* came up the river loaded with coal. The *Paisley* made a U-turn to left, planning to let the *Dinkey* go on downriver, and also allow the *Thompson* to proceed on north. After traffic cleared, the *Paisley* would dock at Peerless. The *Dinkey*, not knowing the plan, cut left to avoid the *Paisley* and forced the *Thompson* out of the channel into shallow water, but still collided with the *Dinkey's* anchor to rip a forty foot hole in the *Thompson's* side and she sank in twenty-six feet of water in minutes. I never did hear who was at fault, but Capt. Crocker stayed on in charge of the *Paisley* several years after."

. . . J.W. Purvis Marine of Sault Ste. Marie, Ontario has purchased the tug *Guy M. No. 1*. She was in Long Lake near Thunder Bay and was owned by Kimberly-Clark. In early September her cabins, anchor, windlass, spars and fuel were removed to reduce her weight for a fifty mile overland trip. She was moved to Terrace Bay, Ontario on two large trailers with over 120 wheels. The move was made over logging roads and a bridge with weight restrictions. The tug *Anglian Lady* towed the *Guy M. No. 1* from Terrace Bay to the Canadian Soo, arriving on September 10th. The tug will be refitted and renamed at the Soo before going to Thunder Bay.

. . . It appears that the replica of the US brig *Niagara* has found a home at Erie, PA. The Erie-Western Pennsylvania Port Authority has voted unanimously to make the Litton Industries bayfront property available to the state of Pennsylvania to establish a maritime museum and to exhibit the *Niagara*. The decision was made despite a proposal by a South Carolina firm to develop a shipyard on the Litton property. The museum is to be housed in what is now Litton's fabricating building. The *Niagara* will be housed in Litton's assembly building.

### Great Lakes Calendar . . .

Fri.-Nov. 16 GLMI Entertainment meeting at 8:00 p.m. at museum. Guest speaker will be RAdm McNulty of the Great Lakes Maritime Academy in Traverse City.

Sat.-Dec. 1 only GLMI Marine Flea Market in DeRoy Hall from 10-3 p.m.

Thurs.-Dec. 13 GLMI Board of Directors meeting at 7:00 p.m. at museum.

Fri.-Jan. 18 GLMI Entertainment meeting at 8:00 p.m. Guest speaker will be Mr. William Luke presenting "The Hanna Story".

*Our Back Cover Picture . . .* The *Walter A. Sherman* in the shipyard at Ogdensburg, N.Y. in 1900. She was built in 1882 at Buffalo. US 62858. 163.4 x 32.8 x 12.1. 519 gross tons; 493 net tons. Listed as unrigged barge through 1910 in registries. Listed as schooner in 1911. She was abandoned for age in 1927. □

## VOLUME XXXVIII - INDEX

This index prepared by F. Jordan Schanbeck and Kathy McGraw, provides the reader with a complete listing of names of ships, people, places and titles appearing in Volume XXXVIII-1990 *Telescope*. Page numbers are page numbers only and to avoid confusion, issue numbers were eliminated. The two exceptions are reference to a cover picture in which case the listing would be C-3, meaning the cover of the May-June issue and a rear cover picture would be RC-3. Numbers with an [\*] indicate a photograph. The names of vessels, books and newspapers are in *italics*. □

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