

Telescope



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GREAT LAKES
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INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

Institute member Skip Gillham has written *Ten More Tales of the Great Lakes*. The first volume in this series was published in 1983 and is in a second printing. This second volume contains articles that Skip authored for publication around the lakes. He has updated them to incorporate the many changes that have taken place in recent years. The remainder of the articles are new stories on lakers and also stories on the variety of ocean ships that have travelled our inland seas. This book costs \$12.95 and can be purchased at the museum or by mail for an additional \$2.50 for postage. Members purchasing items at the museum are entitled to a 10% discount on sales over \$10.00.

Members visiting the museum's gift shop will want to know that four new ships mugs have been added this summer. The new ships on mugs are the *Tashmoo*, *South American*, *carferry Badger* and the *Columbia Star*. The mugs are \$6.00 each and those ordering by mail should include \$2.50 postage.

MEETING NOTICES ●

The next entertainment meeting will be on Friday, November 16th at 8:00 p.m. Our guest speaker will be Admiral McNulty of the Great Lakes Maritime Academy at Traverse City, Michigan.

Future Board of Directors meetings (which all members are invited to attend) are scheduled for Thursdays, October 18th and December 13th at 7:00 p.m. at the museum.

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OUR COVER PICTURE . . . The familiar red and green tugs of the Great Lakes Towing Company have changed throughout the years to keep pace with the shipping industry. The *L.C. Sabin* was built in 1908 and renamed *North Carolina* in 1941. She sank in Lake Erie in 1968. The *Iowa* was built in 1915 and is still in service today. This photo of the G.L. Towing dock at the Soo is from the Dossin Museum's collection. □

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

THE WIND THAT WOULDN'T DIE

by
RICHARD GEBHART

The following is the story of the diminutive steamer *Arcadia*, the bulk of which centers on the early spring of 1907. But it is more. It is a coalescence of elements and events familiar to Great Lakes history in the infancy of the 20th Century. It is the story of inadequate communication, simply because communication was yet raw. It has enigmatic overtones. Mostly, it is a cornucopia of lakes lore, a story of gales and ice and vessels thereby affected. It is profound with irony and even mythological.

It occurred when recent navigation advances had produced the first 600-foot steel freighter on the lakes, a freighter which shared the lakes with jaded schooners, steam barges and a plethora of passenger boats. Perhaps the most colorful era ever on the lakes, it was a time most readers of this story would have given much to spend the summer along their favorite boat-watching locale.

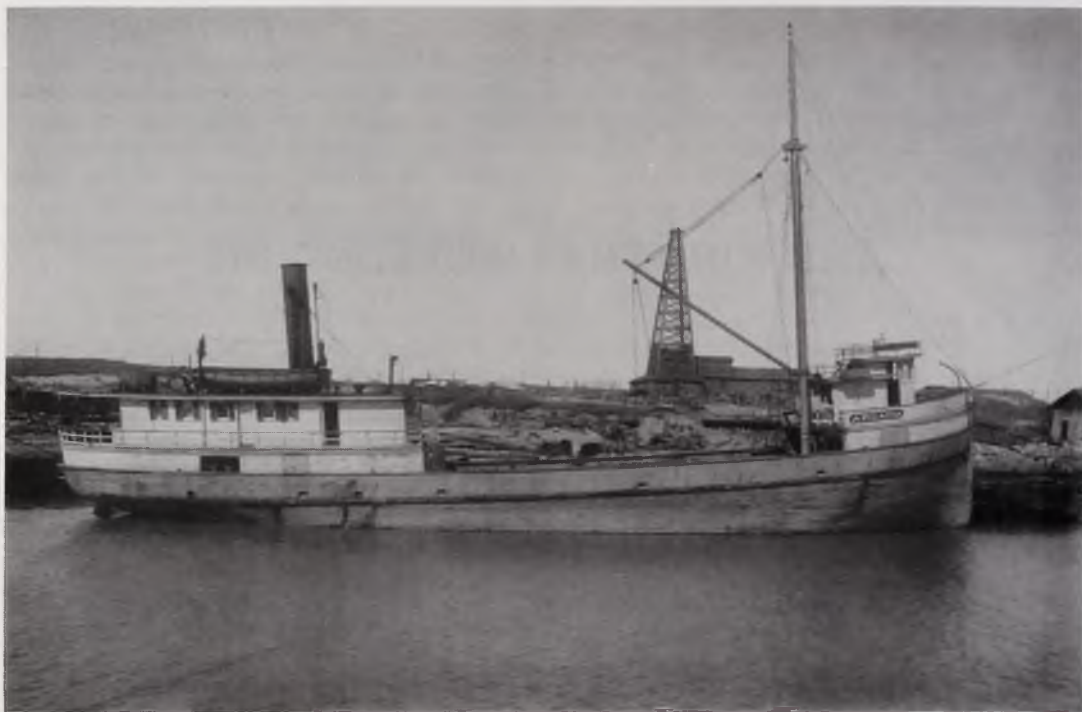
Properly, this account begins with the man responsible for the construction of the steamer *Arcadia*, Henry Starkey. And, before the steamer could be christened in honor of the

community of the name she bore, it had to be settled, and once more the bestowment is on Henry Starkey.

A nineteen year-old immigrant from Germany, Starkey joined two of his brothers resettled in Milwaukee in 1847. Here, Starkey would learn the "hard knocks" of life in this new, fledgling country, but he would also learn the benefits of frugality and diligence. He would also learn something about the lakes.

In 1867, twenty years after his arrival in Milwaukee, Starkey secured the job of constructing the first government pier in Manistee, Michigan and clearing the river of obstructions to the burgeoning navigation there. It was approximately the same time that Henry Starkey discovered the marvelous tract of land and pristine lake adjoining Lake Michigan above Manistee that would become *Arcadia*.

Over the ensuing years Starkey purchased lots of this rich soil with the abundance of valuable hardwoods, biding his time until he would be financially solvent to leave Milwaukee for good. It would take years, but in



Manistee County Historical Museum Coll.



McDonald Coll./Dossin Museum

Top: The ARCADIA served her original owner well, carrying lumber cargoes to various ports. Bottom: The ARCADIA in Racine, Wisconsin with the schooner FRANK W. GIFFORD and tug EDWARD GILLEN.

1880, Henry Starkey made his move.

With boundless energy, Starkey first erected a sawmill on the lake that would serve as a shipping point later on. Then, sans any government assistance, Starkey carved a channel to connect his village with Lake Michigan and developed a small harbor. He built rail lines to connect the sapling town to main ties of the Toledo and Ann Arbor Railroad, in effect, everywhere that was anywhere. As rumblings from the vicinity began to refer to the bustling townsite as "Starkeyville", it was squelched, not only by Starkey, but residents of Arcadia as well. Henry Starkey was no Donald Trump.

Arcadia it became, named for the same city in ancient Greece that implied a contented, simple lifestyle. In the late 1880s, as timber fell and the Starkey sawmill sang, all was not well in Utopia with Henry Starkey. With multitudes of lumber cut, Henry was continually vexed by a lack of available vessels to ship the stockpiled lumber.

Ever industrious, Starkey set out to conquer the problem plaguing his operation. Selecting the choicest cuts of oak like a butcher would the roast for Sunday's dinner, Starkey had the wood shipped to Milwaukee where he would have his own steamer built.

In the spring of 1888 John Fitzgerald completed the finishing touches on the steamer in Milwaukee, and the vessel was delivered to Starkey. Felicitously, she was named *Arcadia*. At 119' in length, the *Arcadia* was of modest size even for a steam barge. With a beam of 26' and a draft of slightly over nine, she grossed 230 tons, and was capable of hauling just under 300,000 board feet of lumber.

However, unimposing her stature, she was perfect for Starkey's operation and became an immediate success in Henry's eyes.

For a decade the *Arcadia* served Starkey graciously, calling on most Lake Michigan ports at the one time or another. Her appealing looks were hardly diminished as ice had gnawed at her oaken hull and the scrapes with docks and on one occasion, a Milwaukee bridge, further lacerated her lower bow. Inconsequential battle scars were all they were for the staunch *Arcadia*.

In 1898 Henry Starkey died, and his beloved little steamer passed into the hands of his son, Charles. Charles continued to operate the vessel much as Henry did, bringing the *Arcadia* into the 20th Century the same way she left the 19th - shuttling lumber cargoes to various ports.

After eight years of managing the caravels of the *Arcadia*, Charles Starkey was growing weary. Cargoes were becoming more difficult to obtain, with greater distances required to procure them. It was becoming apparent that the halcyon days of lumbering on the Great Lakes were drawing to a close. After the close of the 1906 shipping season, Charles Starkey decided to put the *Arcadia* on the market.

Where Charles Starkey failed to see much more "green" to be generated by the *Arcadia's* hardworking yellow torso, a man from Cleveland could see potential financial prosperity in the same embodiment. His name was Harry May. Like Starkey, May too conceded that the golden glow of the era of lumber hookers was now passing into the murk of twilight. According to Arthur C. Frederickson, the pedantic Lake Michigan historian, Capt. Harry May envisioned the *Arcadia* with sights of altering the boat into a tug, putting her to work on the other side of Michigan, working the Detroit and St. Clair Rivers.

Harry May was a captain all right, but he achieved his rank as master on sail vessels; his credo was canvas power, not coal. His years of sailing the lakes earned him many friends, and through this association May made steps to secure a crew that could outfit and operate the *Arcadia*. Where he would have difficulty enrolling an engineer, a crucial post, he did gain the services of friend and fellow Clevelander Capt. Carlton Graves, an experienced steam master.

Starkey and May came to terms in late March, and on the 27th, May took possession of the *Arcadia*. The exact purchase price is unknown, but May did insure the boat for \$4,000. With Carlton Graves and the addition of engineer Fred Pringle, the fit-out process began.

When the *Arcadia* was poised to lap the cold waters of Lake Michigan once more, Harry May was concerned about a major obstacle before he could sail his small steamer over the tip of Michigan and down the turquoise water of Lake Huron. This adversarial element perturbing to Harry May was ice, and at the Straits of Mackinac, ice was in preponderance.

The lakes themselves were comparatively ice free with the exception of a few arctic trouble spots. At the Soo, for instance, ice was thick and impenetrable from DeTour to Whitefish Bay. On Lake Erie, off Point Pelee, a large floe of ice was potential menace to

up and downbound navigation. Green Bay was ice choked, and of course, there was the Straits, where the ice would windrow, then reorganize elsewhere in packs making conditions most troublesome.

Despite the hop-scotching ice in the Straits that was driven by tug-of-war winds, the navigation season on Lake Michigan began early and auspiciously. On March 21, the steamer *Marion* sailed from Chicago to Ludington with a load of salt. Her crew reported practically no ice in the trip down the lake. Spurred by the promising news, other steamers and passenger boats began the early season runs on Lake Michigan.

For Harry May and the *Arcadia*, the marauding ice at the Straits, in contrast to the open waters of Lake Michigan - presented an opportunity for May to pocket a few bucks before initiating the *Arcadia* to her new life as a tugboat. Opportunity knocked on familiar hardwood floors. *Arcadia* could pick up a few lumber cargoes for crosslake delivery, a nifty scenario for Harry May, indeed. *Arcadia* could work while waiting for the ice at the Straits to dissipate.

On April 2nd, as May and crew continued prepping the steamer for her familiar lumber runs, one refurbishment the *Arcadia* underwent was the installation of a new steam steering gear. The same day saw the race

for the Soo begin. The big steamers *William A. Rogers* and *Charles Weston* opened it up on the St. Clair River to a throng of cheers and salutations from shore. It was the second season in a row that the *Rogers* opened navigation on the St. Clair. It was also the same day that strong, erratic winds were playing havoc with ice in the Straits of Mackinac.

Four days later, May brought the *Arcadia* out of her home port and into Manistee where she would take on a deck load of hardwood at the dock of the State Lumber Company. When the load of 180,000 board feet was in place, the *Arcadia* nosed out of Manistee, bound almost directly across the lake for Two Rivers, Wisconsin. After delivering the lumber to the Hamilton Manufacturing Company, *Arcadia* returned to Manistee. Harry May's first trip as steamboat captain was consummated. But for two young men that worked the *Arcadia* that trip, Nels Schubert and Carl Hanson, the episode was dubious. If ramifications weren't so great, it may have been slap-stick comedy. Carl Hanson, a Manistee man and fireman on the *Arcadia*, gave his account of the trip: With Graves the only experienced steam navigator, the *Arcadia* left Manistee late due to engineroom repairs. Making slow progress to Two Rivers, they had difficulty picking up the harbor lights through the falling snow, so *Arcadia* hove-to and waited



While battling the storm on Lake Michigan, the ILLINOIS' cargo of horses destroyed much of her freight.

for daybreak. Hanson claimed that during the trip, water entered through the ash chute, and he worked in the firehold in water up to his knees. Returning to Manistee, the overworked Fred Pringle would fall asleep, being awakened by the fireman to answer signals from the bridge. Arriving off Manistee that night, May held the *Arcadia* until morning. The new steam steering gear had gremlins, and a crowd watched her the following morning steering drunkenly down the river and bumping through the upper bridge. To Carl Hanson, the *Arcadia* didn't seem unseaworthy, just undermanned.

The spring of 1907 on Lake Michigan would prove that despite the inviting open waters, a hellion was brewing. A perverse and demonic wind was lying in ambush that would push the seas of Lake Michigan into frightening heights. It would be no ephemeral blow that would quickly spend itself; contrary, it would be a protracted wind that would use all compass points. It would fall into temporary lulls, as if to catch its breath, only to howl again. It would strike with heavy velocity in one sector and show abatement in others.

It began in earnest on April 8th, blowing from the northwest. Increasing in stature from a sustained wind, it grew steadily into a power-pack of gale intensity. Peppering virtually the lower two-thirds of the western shore of Michigan, all vessels either stayed in port or quickly found shelter. At St. Joseph, two unscheduled visitors rolled into the refuge of the harbor. One was the fine steel passenger steamer *Puritan*, the other the veteran lakeboat and passenger carrier *Frontenac*. As night came on, snow began to form, driven by winds that didn't drop below 45 mph. At Muskegon, eighty miles above St. Joseph, steamboats and schooners stayed snug to their docks. The Goodrich Transportation Company announced that the scheduled sailing to Chicago by the *City of Racine* was cancelled. Throughout the night the wind retained her potency, still driving with it snow, which by this time had certainly become wearisome.

Early the next morning, the opulent Graham & Morton sidewheel steamer *City of Chicago* nosed out into the chop of Lake Michigan. As she was set on her course to Holland, Michigan, the choppiness she had experienced at leaving Chicago escalated into something far more violent. As she began taking solid, green Lake Michigan water

against her forest green strake, the master of the *City of Chicago* sagaciously altered course. With bantam winds still pushing the surging water over the stern rail, the *City of Chicago* checked into the port of St. Joseph to join the *Puritan* and *Frontenac*.

Had you been able to see the harbor scene that day through the billowing snow, it must have been colorful indeed. When the 10th of April came to St. Joe, locals were scratching their heads trying to remember when steamers were held in port so long by such foul weather. With coal smoke blending with the driven snow, the three boats waited. But if the colors of the harbor in St. Joe seemed vibrant, a broader perspective of Lake Michigan and environs are in order, for April 10th was ablaze.

Chugging down the lee shore that day, looking more like a frosty apparition than a steamer, the *Yuma* made the harbor at Milwaukee. The first boat of the season upbound from the Straits, a local report described her as "covered with ice from stem to stern".

At the north end of Lake Michigan and in the Straits, ice battles were taking place, the very element that aroused Harry May's concern. In Little Bay de Noc, the big boy *William A. Paine* was bullying through ice, bucking her way into Escanaba harbor. Early in the afternoon the *Paine* succeeded, taking aboard the season's first iron ore cargo.

Downbound at the western end of the Straits, the steamer *Brazil* was muscling into the nomadic ice pack. Having opened the season at Green Bay a couple of days earlier, battling and conquering the ice there, the *Brazil* was making painful progress when she punctured her bow on an unyielding ice sheet. Although she began taking on water, her crew made temporary repairs and *Brazil* escaped potential disaster.

Steaming up Lake Charlevoix and setting her course for the pierheads that open to Lake Michigan, the steam barge *N.J. Nessen* was about to add the first stroke of irony to this story. Having loaded lumber at the East Jordan Lumber Company, destined for a Chicago delivery, the *Nessen* was a mile above Ironton when ice caught a soft spot in planking. The seam proved to be her jugular vein, however, and in a couple of minutes she was on the bottom in thirty feet of water. The bizarre incident was probably dumbfounding to the *Nessen's* owners, the

J.O. Nessen Lumber Co. of Manistee. But it would be ironic for the master of the *Nessen*, Capt. Edwardson. Two weeks earlier he had sailed the *Nessen* from Manistee to Michigan City, Indiana with hardwood. It had been the earliest date in Michigan City marine history that a lumber cargo was delivered there. It would be hard to imagine that Capt. Edwardson wasn't struck by at least one "what if?", like what if the ice that stabbed the *Nessen* in Lake Charlevoix was encountered somewhere in Lake Michigan? The thought must have been sobering.

Perhaps Harry May broke a wry grin and maybe uttered, "I told you so". But Harry May had a bedeviling steering gear to occupy him, and in the end, ice would be the least of his worries.

On April 12th, a day after Lake Michigan had settled a bit, May brought the *Arcadia* back to Manistee for a repeat trip to Two Rivers. Carl Hanson and Nels Schubert had enough, though, particularly after gale warnings were posted again. They quit, and were replaced by two other Manistee men, Harry Powers and John Puls. Besides May, Graves and Pringle, another Manistee-an, Steve McIntyre was aboard, along with May's wife, Edith and a friend of the May's, Minnie Enauf. For a steamer that normally carried a crew of fourteen, Carl Hanson was right about one thing, the *Arcadia* was undermanned.

When it was apparent that May intended to sail the *Arcadia*, Charles Christianson, whose workers had loaded the boat, mentioned again to May that storm warnings were hoisted. Harry May would be undaunted. Wagering the biggest gamble of his life, May rolled the dice of chance, and they would come up snake eyes. Shortly after the *Arcadia* left Manistee, with her silhouette and smoke smudges dying on the horizon, restitutions were coming due.

When darkness fell, Lake Michigan became tempestuous. Wicked seas built to harrowing heights, and as the wind grew more northerly, heavy snow pelted anything in its path like ice buckshot. This would be the backdrop for the swan song of the *Arcadia* and her people, a grotesque ending of shrieking winds and rampaging seas.

On Saturday morning, the 13th, Chicagoans woke to the heaviest snowstorm of the season. Driven by winds off the lake, it was not only miserable, but thick, wet and heavy. At the

same time, with a big sigh of relief, Capt. Stufflebeam brought the tough *Illinois* into Manistee. The *Illinois* had taken a buffeting the night before. As the *Illinois* rolled and pitched violently, freight became entangled with the herd of horses the *Illinois* was carrying, probably to Mackinac Island, a regular port of call for her. With the heavy rocking of the steamer, the horses were panic stricken, destroying much of the freight the *Illinois* was carrying; a veritable stampede on a steamboat! Capt. Stufflebeam called the storm the *Illinois* had battled the night of the 12th, the worst of the winter season.

In keeping with the quixotic nature of this 1907 express wind, it slackened. So, as mariners cast a wary eye to the lake, commerce continued with some trepidation. When Capt. James Carr took his steamer *Louis Pahlow* and consort *Delta* out of Chicago late the next day with a fresh icing of lake-effect snow, he was scrupulous in regard for navigation and safety. Carr would lead the *Pahlow* and tow up the lee shore. Bound for Manistique, Michigan, the 155' *Pahlow* was owned by the Edward Hines Lumber Company of Chicago, operators of a vast fleet of lakeboats.

If things went smoothly that night, a change was imminent. As the winds picked up velocity, they did something else Capt. Carr hadn't anticipated, they switched to the southeast. Under deteriorating weather conditions, the *Pahlow* and *Delta* surged ahead, despite the ruffian treatment being dealt by Lake Michigan. By morning, the winds were of gale force and the *Pahlow* was taking a beating. Solid water was boarding her by the stern, driving her closer and closer to the Wisconsin shore.

It must have been maddening for Capt. Carr. For one, to have the unexpected windshift, and two, the ubiquitous snow squall. There they were, though, and early in the afternoon, with a horrifying crash, the *Louis Pahlow* splintered her keel off the nefarious Clay Banks, just south of Sturgeon Bay.

The Sturgeon Bay Lifesaving Station responded quickly, and in a marvelous piece of rescue, removed the entire crew of the *Pahlow* without incident in treacherous conditions. The *Pahlow* filled with water while the shallow draft *Delta* never felt the reef.

If ever a wind seemed to have a premeditated, dark conscience, then this April wind did. It seemed bent on the destruction of the underpowered wooden vessels of the lakes, creating a howling lather of water and waves

that would render them infirm. No sooner had the *Louis Pahlow* been brutalized, the winds shifted again, back to the northwest. On the sixteenth, the day after the knock-out of the *Pahlow*, it hunted again.

Like a famished lion preying on the aged gazelle, the wind churned a fury on the old schooner *Eliza Day*. Having loaded her belly with lumber at Elk Rapids, Michigan, Grand Traverse Bay, the *Day* began her trip up Lake Michigan to the port of Sheboygan, Wisconsin, where the hardwood was consigned. As other boats sought shelter on the eastern shore as far south as Grand Haven, the old *Eliza Day* was nothing more than a lethargic clay pigeon on heaving water. Although the *Day* made Manitou Passage, where the seas were buffered a bit, the quantum list she had developed couldn't be righted, and just off Pryamid Point, she capsized.

As the fatigued *Eliza Day* was about to roll over and rest, her crew of four took to a yawl. Aided by the heavy surf, they safely made the beach at Sleeping Bear Point about the same time the lifesaving station there was about to affect their rescue. If overjoyed at just being alive, the crew of the *Eliza Day* would get an extra bonus, the *Day* didn't sink. She floated like an inverted bar of Ivory soap.

Hovering over all of Lake Michigan that night were the paradoxical wave lengths of the machines and inventions of different years. While the crew of the *Day* shivered and prayed heading for shore in their yawl, other crews were safe and warm aboard leviathan freighters pulling up the lee shore heading for the Straits. Freighters that would sail the lakes for decades after the ships such as the *Eliza Day* were black and white memories were there that night. *Henry C. Frick* and the *Clarence A. Black* from S. Chicago. Departing Milwaukee up the lee shore were the *G.J. Grammar* and the *Charles S. Hebard*. *Luzon* (later the *G.G. Post*) was inbound to Milwaukee.

By midday the 17th, the lakeboats of the present and future were unabridged in their nonrecognition of one another. The *Brazil*, for example, was further repaired and reloaded 20,000 bushels of grain that had been lightered from her to make repairs. The Hines Lumber Company had dispatched another company boat, the *Edwin Hines*, to aid the Leatham and Smith tugs to pull the *Louis Pahlow* off the

reef at the Clay Banks. At DeTour, where the number of steamers icebound and awaiting passage through the Soo Locks had grown to over forty, the spanking-new *William B. Kerr* arrived. At 601' in length, she was the largest vessel on the lakes. With some macho, cavalier instincts, the *Kerr* tried the ice pack to open the way for the growing fleet. She made it about as far as her overall length, backed off, and retired to the rest of the fleet.

But what about Harry May's *Arcadia*? Silence is not golden when you're six days overdue. April 18th saw the steamer *John Oades* straddle a dock in Chicago where her captain, H.N. Boyce, had startling news that precipitously spread throughout the entire Great Lakes region. Off Little Point Sable (near Pentwater) the *Oades* passed through a great mass of wreckage. Boyce said it was on the direct route from Ludington to Chicago, adding, "I was unable to see names on any of the wreckage, but there were a number of cabin doors painted a light yellow. This would indicate the wreckage is from some steamer. The weather for several days has been very bad along the east shore, and navigation has been so dangerous from the east shore that most vessels remained in shelter."

Dispatches from the Ludington area reported the wreckage to be moving shoreward, and curiously, that in local circles, no steamer was missing. Poor *Arcadia*! Missing, but not missed. How could that be, and why so long for the wreckage to be discovered?

Boyce's description of the despicable conditions on the eastern shore speak volumes, to be sure. Another account by Frederickson sheds more light. Before the *Arcadia* sailed on the 12th, May ordered ashore to a local cleaners in Manistee for additional laundry, for May had decided after the departure from Two Rivers, he was bound at last for Detroit. And, the robust winds that built the seas that wrecked the *Louis Pahlow* likely drove the wreckage towards midlake, which would explain to some degree why it was so dilatory in reaching the east shore once the winds shifted to the northwest again.

Still, it would be five days later when the fate of the *Arcadia* would be announced, that indeed that yellow wreckage and orphaned hardwood were indeed the pitiful remains of the *Arcadia*. On April 23rd, word reached Manistee from pentwater that the nameboard from the *Arcadia* had come ashore

with a great deal of wreckage and lumber. At Whitehall, her cabin roof with the bell inscribed with her name came ashore at Sylvan Beach. Later, her lone lifeboat would find the beach at Muskegon, in the area that is now Pere Marquette Park. The little 119' steamer spread her remains over a fifty mile spread of beach.

Alerted by local fishermen, a Coast Guard surf boat recovered the body of Minnie Enauf the next day three miles off Ludington. Frozen to a lifepreserver stenciled with the name *Arcadia*, she was clad in a red dress with a string of pearls still draped around her neck. If Minnie had time to don pearls, she didn't have time to lace both shoes. Reminiscent of the tabloids at today's supermarkets checkstand, an ace reporter went on to say: "The head was thrown back, and the expression on the face was one of agony. Every indication from the position of the body and the facial expression was that the crew had some warning of the fate that was upon them."

The day the identity of Minnie Enauf was published in the newspaper of Harry May's hometown of Cleveland, April 25th, the greatest irony of all was unfolding on the east side of Michigan. At the St. Clair plant of the Great Lakes Engineering Works, the young debutante Grace Davock was christening a new steamer that would be named in honor of her father, William B. Davock. A dinner party was held that night in Detroit in celebration of the launching. There is no way of knowing, but maybe the celebrants spoke of the *Arcadia* disaster and the recovery of young Minnie Enauf's body. But in the jubilation of the occasion, no one could have imagined what fate had in store for the steamer *William B. Davock*, for thirty-three years into the future, she would founder with all hands on Lake Michigan, in the same area the *Arcadia* disappeared, and some of her crew would be found in the same spot Minnie Enauf was found!

Carl Hanson was making ice cream then, and on the night of the 25th, having testified earlier that day at an inquest to the *Arcadia's* loss, he ended up at the store of his new employer, the W.T. Hatch Co. With him was a heavily saturated life preserver that had supported Minnie Enauf. Reports said it still weighed in at near fifty pounds.

There was one more young man aboard the *Arcadia*, another fireman from Manistee, Otto Chavilia. If there is mythology in this saga,

the dubious honor goes to him. According to Frederickson, Chavilia's mother had nightmares of the boat sinking, and her son's body would be found with only his feet exposed by the beach sand that would cover him. When Chavilia's funeral notice was printed on the 29th, it stated that when Otto's body was found on the beach above Ludington, it was nearly covered by sand. So you decide, Great Lakes mythology, or a clairvoyant mother's worst vision come true.

If you haven't already gone there, perhaps someday you'll vacation in the wonderland of Lake Michigan's Crown Jewels, the Sleeping Bear Dunes National Lakeshore or South Manitou Island. At Glen Haven, in the heart of Sleeping Bear Dunes, there is a visitor center/museum. Perched on one of the walls is a weather-worn nameboard with *Arcadia* etched into it. There is no plaque of testament or memorial accompanying it. If nothing else, this story sheds some light on the destiny of the *Arcadia*, and something can be read into the lonely nameboard adorning the wall. Something can be said of the time, and much can be said of the tumultuous waters of Lake Michigan.

Nothing can be said, however, of Harry May's decision to sail, or the whereabouts of Minnie Enauf's pearls.

I am deeply indebted to the following for making this story possible: Steve Harold of the Manistee County Historical Museum, Manistee, MI. Many years have lapsed between conception and completion, and Steve was steadfast in supplying needed information now that it is consummated. Mary Alderfer of the Denver Public Library for her diligent quest for microfilm; and the interlibrary loan staff of the University of Massachusetts for providing it. Special thanks to Jen and Scott Perley of Muskegon, MI. Post-humously, thanks and dedication to the late and long-time Institute member, Edward Middleton.

Information was obtained through the following sources:

Muskegon *Daily Chronicle*-April, 1907. Manistee *Daily News*-March & April, 1907. Manistee *Daily Advocate*- March & April, 1907. Cleveland *Plain Dealer*- March & April, 1907. Grand Rapids *Press* August 2, 1959. The Salt of the Inland Seas, commemorative edition of the *Manistee Daily News*-October, 1973. Vessel enrollment information is through records of the National Archives, Washington, D.C.

As Bernard DeVoto closed the dedication of his epic *Across the Wide Missouri* to his mentor, I borrow it, and so send it to the memory of mine, Ed Middleton: "With your tolerance, this may be considered history." □

HOOKED ON THE SILVERY BOOM

by
PAUL WIENING

It was glistening brightly in the early afternoon sunshine as I rode my 24", old-fashioned Schwinn bicycle across an intersection three blocks from the harbor. Perhaps I had always glanced in that direction anyway, but obviously there was something about that unusual silvery glare that attracted my attention and piqued my youthful curiosity on that particular day.

Even in those early years, ships had been a recurring interest of mine, since there always seemed to be a vessel in my hometown harbor unloading a cargo of coal. When I

was about seven years old, I had gone on board my first "coal boat", the guest of a neighbor who had offered my grandfather and me a tour of the Port Washington, Wisconsin power plant. I apparently had nothing better to do that day, and thought that it would be better than staying home, playing in the sandbox.

The power plant was nice, but hot, if I remember correctly . . . but I also remember being more interested in the red and cream colored vessel that was in the final stages of having her coal cargo removed at



Peter Worden Photo/Doosan Museum Coll.

The J.S. ASHLEY was purchased by Pioneer Steamship Company in 1936 and converted to a self-unloader the following year.

the dock. It was the *William F. Stifel* of the Columbia Transportation Company that I got to tour that day. Even now, nearly forty years later, I still fondly recall that visit.

That first close-up look at a real Great Lakes ship began a youthful study of the boats that I saw in the harbor each day. Most of the vessels that called were operated by one of the Columbia affiliated fleets and were painted red with cream cabins. I quickly learned to recognize the profiles of most of the regulars.

Occasionally a black-hulled ship would show up and it was quite a novelty. The black ships were usually from the Great Lakes Steamship Company fleet, and one of my first photographic efforts was a shaky and blurry stern shot of the *J.F. Durston*. It was 1952, and my mother's old box camera didn't fit my youthful fingers too well. I still have that first photo, however, despite the fact that the ship is virtually unrecognizable.

With the guilelessness of youth, I had no reason to believe that ships were any other colors. To my simple mind, "If it didn't come in to Port Washington, Wisconsin, it didn't really exist!" I had no access to any ship lists, so there was really no way I could have known about other vessels operating on the lakes.

At age nine, I somehow managed to persuade another neighbor who also worked at the gate house at the Power Plant to allow me to copy (handwritten, I might add) pages from the a vintage *Shipmaster's Association Annual Directory*. It gave me the knowledge that there were lots of other ships "out there!" Still, conceptually at least, only the black or the cream and red vessels existed in my mind.

Imagine my shock the day in 1954 when the gray-hulled *B.H. Taylor* was unloading coal at the dock! A whole new world opened up to me, and I expected to see many more varieties of hull colors and markings arriving all the time. This diversity never materialized, however, and the next year and a half found me more interested in baseball and swimming than I was in coal ships.

I was, in fact, bound for the local swimming pool on that coolish August afternoon in 1956 when the silvery spectre caught my eye. Riding my bike to the pool at the time with a group of friends, I didn't take the time to investigate just then, but I remained curious

throughout the afternoon. I had to find out what boat it was! The thought remained that it was apparently nothing that I had ever seen before.

It was too cool to swim very long anyway, so with that good excuse, I left early. I aimed my bike in the direction of the harbor, hoping against hope that whatever it was that had glistened so brightly in the sun would still be there. It was!

Not only was it a ship that I had never seen before, but it was painted unlike anything else I had ever seen. Dark maroon hull, white cabins, small black smokestack, a silver A-frame and silvery boom, all new to me. The vessel was docked at just about the farthest end of the dock, so that the small white letters that spelled out its name on the bow were hard to discern. Straining my eyes to read, I finally was able to make out *J.S. Ashley*. There was additional lettering in even smaller script beneath, that I couldn't read at all. It also had a very different-looking pilothouse, with unusual wings on each side.

Something about the uniqueness of this strange visitor to my hometown filled me with wonder. The bright sunlight still glaring off of the silver boom on a cool and clear afternoon, combined with the strangeness of this new presence somehow prompted me to hurriedly ride home, retrieve my brand new Ansco box camera, and return to record the vision for posterity. At the time, I didn't know that this was the first time that the *Ashley* had ever been to Port Washington. That wasn't important! The mere sight of the ship was what had caused me to get out my camera, and unwittingly begin a lifelong hobby.

This basically impetuous act of photographing a ship quickly launched a daily routine. Suddenly I was a boat photographer at the tender age of eleven. The very next day there was the *Robert B. Wallace*, followed by *Sierra*, *Ben E. Tate* and *Charles W. Galloway* during the next week. My camera and my bike were very busy, and I anxiously awaited the development of that very first roll of film. When it was developed and printed, I spent hours at a time studying the pictures over and over again. My poor mother must have realized at this point that she had a "camera bug" for a son. My box camera became my constant companion in daily bicycle trips to the harbor. Friends were suprised that this activity

often took precedence over baseball. I quickly found that there was a whole new world of vessels that were coming into Port Washington, and I had been missing them. I regretted only that I hadn't begun earlier in 1956, especially when I learned such rare visitors as *Sumatra*, *Price McKinney*, and *W.H. McGean* had already been in (while I was still playing baseball). Unfortunately, after the camera-toting and harbor visiting retinue was activated, these ships never returned.

Now almost thirty-five years later, my wife shares my mother's earlier convictions as I still practice my hobby. Late evening jaunts to the docks to take a night picture aren't even questioned any longer. She should have been ready for this, since on the way to our honeymoon on our wedding night, I stopped the car to take several nighttime shots of a ship unloading at a dock we just happened to pass along the way.

The *J.S. Ashley* always held a special place of favor. It was, of course, the boat that started it all. She returned to Port Washington only one other time, three years later in the fall of 1959. By this time,

Pioneer Steamship Company had repainted her name in much larger letters on her bow, but I had no trouble recognizing her immediately.

By this time I had become quite familiar with her history. The *J.S. Ashley* was built in 1909 as hull number 371 of the American Ship Building Company at Lorain, Ohio for the Kinney Steamship Company. She was a typical 524-foot bulk freighter of the era, and was to be engaged primarily in the iron ore and coal trades. Launched on July 31, 1909, the *Ashley* entered service shortly thereafter.

The vessel was originally powered by an 1800 horsepower quadruple expansion engine that had been built in 1899. Although quads had been popular at the turn of the century, especially for fleets that had their ships tow barges, most vessels built after 1900 were equipped with triple expansion engines. She had thirty hatches with telescoping hatch covers, and was rated at a capacity of about 9500 gross tons.

She remained in service with the Kinney fleet through the good years, and when the fleet was disbanded due to poor business



In 1962 she was renamed FRED A. MANSKE (ii) and sailed for American Steamship until 1976 when she was sold to Westdale.



Author's Photo

After a successful career in various US fleets, one of her first cargoes for Westdale was a load of salt to Milwaukee in July, 1976.

conditions during the Great Depression, the *Ashley* was sold. Pioneer Steamship Company purchased the vessel in 1936. It's unclear whether or not she ever sailed as a bulk freighter for Pioneer, for in 1937 she was converted into a self-unloader at Lorain. At the same time as getting her large A-frame and boom, the *Ashley* also received the pilothouse "wings" that gave her forward end a unique profile.

Throughout the 1940s the *Ashley* sailed with her original engines, before finally being slated for a new power plant. A 2500 horsepower Skinner-Unaflo, a popular engine used in the repowering of many existing vessels, was installed in 1952. At the time her original tall smokestack was replaced with a more modern-looking short and squat stack.

J.S. Ashley remained the only self-unloader in the extensive Pioneer Steamship Company fleet from her conversion until 1958, when the *David P. Thompson* was similarly converted. As such, her trading patterns were often different than the other ships of the fleet. She remained with Pioneer until it was liquidated in 1961.

Both the *Ashley* and *Thompson* were sold into the vast self-unloader fleet of the American Steamship Company. The *Ashley* thus sailed for her third fleet without a name change. The *Ashley* was painted in the traditional black and white colors of the American fleet, with a black stack with silver and red stripes.

In 1962 the *Ashley* was renamed *Fred A. Manske (ii)* as part of a fleetwide renaming program. Her operations remained similar to her previous service. She was fitted with automated boiler controls in 1966, then finally sailing her last for American Steamship in 1974.

It was now 1976 and I had more or less forgotten the feelings that I had toward the old self-unloader. As the *Manske*, it was an elusive ship to me. Although she quite often frequented Milwaukee, Wisconsin, I seldom had seen her there. On two occasions my camera had failed me as I attempted to photograph her. The ship had been in lay-up for over a year when I heard the news that she would be sold again.

The Canadian Westdale Shipping fleet had

purchased two former U.S. flag self-unloaders in 1976, the *Manske* being one of them. After a short fitout, the vessel was renamed *Brookdale (ii)* and put into the trading routes of the familiar Westdale fleet. I wondered then if I would ever see the ship again, and even wrote a letter to the home office of Westdale expressing my long term interest in the vessel. Their courteous reply stated that the *Brookdale* would be in their normal trading patterns, and that Milwaukee, Wisconsin could very well be a regular stopping place.

A warm Saturday morning in early August, 1976, found me on a normal "boat run" to Milwaukee to see if there were any ships there to see and photograph. As I drove across the Sixth Street viaduct, suddenly a flash of silver caught my eye, the glare of sun off of a silvery boom!

There she was, the *Brookdale* was unloading a cargo of salt at Morton Salt Company.

She became a regular in Milwaukee, and for the next four years I saw and photographed her quite often. She was usually in unloading salt, but on at least one occasion she had a cargo of cement clinker. In 1980 she was an early arrival, and on one trip unloaded

salt, then moved to the Cargill Elevator to take on a cargo of grain.

A storm packing high winds and rain struck the Windsor, Ontario area of July 17, 1980. The *Brookdale* was docked with her boom swung over the side while loading a cargo of salt. Strong winds caught the silver boom, tearing it off of the ship. It was lost over the side. The old vessel had been a marginal operator at best, and with the loss of her boom, repairs were considered to be too costly. *Brookdale* was taken to Toronto for lay-up. She was subsequently towed to Port Maitland, Ontario in October, 1980, where she was cut up for scrap. Her boilers, however, were saved, and later installed in the *Lac Ste. Anne*.

Hooked by the silvery boom that had attracted my attention in Port Washington, Wisconsin in that long ago day in 1956, I never forgot that sight. Twenty years later, that same silver boom once again reminded me how much the old steamer had meant to me.

It's ironic that the loss of that boom meant the end of the ship. And with it went a part of my past. □



Author's Photo

Milwaukee, Wisconsin was a familiar unloading port for the BROOKDALE, often arriving there with salt or cement clinkers. She is seen here, inbound in June, 1978.

FAIRPORT HARBOR

WEST BREAKWATER LIGHTHOUSE

The first light at Fairport Harbor was a conical brick tower, erected on the east bank of the river in 1825. However, the inadequate foundation was considered a hazard by 1868 and a new stone tower was built in 1870-1. A new light and fog signal station was authorized in 1917, but completion was delayed until 1925. The light station was assembled

elsewhere and brought to the sight aboard the steamer *Wotan* on June 21, 1921. The steel-framed structure consists of a 3-story tower, surmounted on the northeast corner of a 2-story building. It's clad with steel plates painted white. The lantern is a 4th-order Fresnel lens. The light has a range of fifteen miles and has been automated since 1965. □



Photo by Leo Kusche!

MARINE GALLERY — PORT OF CHICAGO



McDonald Coll./Dossin Museum



McDonald Coll./Dossin Museum

*Top: At the mouth of the river from the Rush Street Bridge are the passenger vessels MUSKEGON and LORI at the Graham & Morton dock.
Bottom: From left to right are the schooner PEARL of Sheboygan, NYACK, CHICAGO and tug PETER REISS, and the SIDNEY M'CLOUTH.*

MARINE GALLERY – PORT OF CHICAGO



McDonald Coll./Dossin Museum



McDonald Coll./Dossin Museum

Top: In June, 1914 the passenger ships UNITED STATES and the SOUTH AMERICAN are awaiting passengers for the next cruise. Bottom: A long-time familiar sight was the Republic Steel vessels (PATTON, GIRDLER and WHITE) steaming in and out of South Chicago.

GREAT LAKES & SEAWAY NEWS



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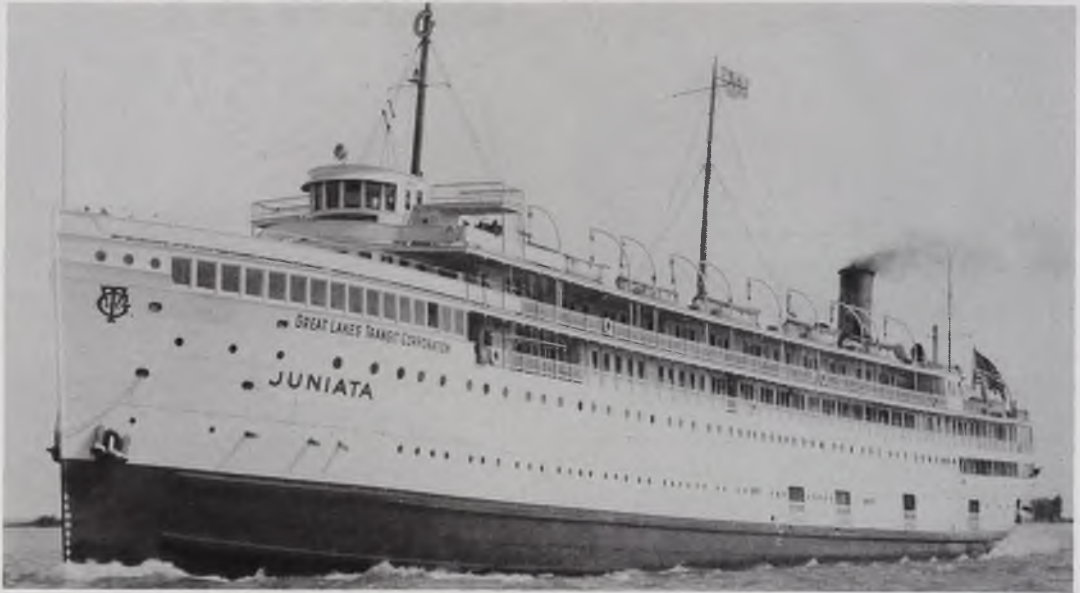
May 1. . . Efforts to reopen the Canadian Lock at the Soo are continuing. The lock, which has been closed since the summer of 1987 is in need of extensive repairs. Estimates for the repairs run anywhere from \$7 million to more than \$20 million. The Canadian government has committed \$5 million to these costs, but efforts are being made to have these funds increased. The amount not funded by the government will have to come from the private sector. The Canadian Lock is considered to be a prime tourist attraction in northern Ontario.

May 2. . . The *Milwaukee Clipper* was sold at auction to the city of Hammond, Indiana's Port Authority for \$335,000. The vessel will be towed to Hammond where she will become a focal point in a new 1,100 slip marina that is under construction. The *Clipper* will be renovated to become a restaurant and pavilion. The 361-foot *Clipper* was built in 1905 at Cleveland, Ohio. She was withdrawn from service in 1970 and was taken to Chicago for restoration. Her owner planned on sailing her again, but the Coast Guard required extensive work before she could be certified. Her owner then used her as a floating banquet hall until he ran into financial problems, which forced the *Clipper* onto the auction block. The *Clipper* has been declared a national historic landmark and possesses one of the few remaining quadruple steam engines.



Deasin Museum Coll.

● GREAT LAKES & SEAWAY NEWS



Dossin Museum Coll.

3 Delightful Trips between Chicago - Milwaukee

Chicago - Milwaukee

13 1/2 Hr. Round Trip
Mon. - Tues. -
Wed. - Thurs. - Fri.

A Day of Thrills, Fun, Sight-seeing!

This delightful short-line trip gives you a chance to forget your problems... to begin your vacation in the heart of Chicago's Harbor... to enjoy the beautiful view of Milwaukee's Harbor. And here is a beautiful view of Milwaukee's Harbor. And here is a beautiful view of Milwaukee's Harbor. And here is a beautiful view of Milwaukee's Harbor.

SCHEDULE - June 25 thru Aug. 31 - Mon. - Tues. - Wed. - Thurs. - Fri.
No Labor Day Sailing!

NORTHBOUND		SOUTHBOUND	
Chicago	8:00 a.m.	Milwaukee	5:00 p.m.
Chicago	8:00 a.m.	Milwaukee	5:00 p.m.

FARES

CHICAGO - MILWAUKEE - Round Trip - \$10.00 Plus Tax

CHICAGO - MILWAUKEE - Single Trip - \$5.00 Plus Tax

CHICAGO - MILWAUKEE - Round Trip - \$10.00 Plus Tax

CHICAGO - MILWAUKEE - Single Trip - \$5.00 Plus Tax

Chicago - Muskegon

Return Via Milwaukee
EVERY WEEK-END

*Leaves Chicago Friday Eve's Only
Leaves Muskegon Sun. Eve's Only*

Muskegon... gateway to the resorts of western and northern Michigan. For S.S. Milwaukee Clipper... perfect beginning and ending to a perfect week-end outing. Take your car if you wish.

No sailing from Muskegon Sunday, September 2nd. Instead, that sailing leaves Muskegon for Chicago, via Milwaukee - Labor Day, September 5.

SCHEDULE - June 22 thru September 3

TO MUSKEGON:		TO CHICAGO:	
Chicago	8:00 p.m.	Muskegon	8:00 p.m.
Chicago	8:00 p.m.	Muskegon	8:00 p.m.

FARES

CHICAGO - MUSKEGON - Round Trip - \$10.00 Plus Tax

CHICAGO - MUSKEGON - Single Trip - \$5.00 Plus Tax

CHICAGO - MUSKEGON - Round Trip - \$10.00 Plus Tax

CHICAGO - MUSKEGON - Single Trip - \$5.00 Plus Tax

Milwaukee - Muskegon

11 1/2 Hr. Round Trip
EVERY WEEK-END

Saturdays and Sundays Only

Travelers Note: This is the fastest short cut from East to West. You can take your car aboard the S.S. Milwaukee Clipper and save 240 driving miles. You can see the harbor, the lake and the memory of this beautiful trip will remain long after other features of your trip are forgotten.

SCHEDULE - June 23 thru September 3
Milwaukee - Muskegon Schedule and Labor Day, September 3

EASTBOUND		WESTBOUND	
Milwaukee	8:00 a.m.	Muskegon	8:00 a.m.
Milwaukee	8:00 a.m.	Muskegon	8:00 a.m.

FARES

MILWAUKEE - MUSKEGON - Round Trip - \$10.00 Plus Tax

MILWAUKEE - MUSKEGON - Single Trip - \$5.00 Plus Tax

MILWAUKEE - MUSKEGON - Round Trip - \$10.00 Plus Tax

MILWAUKEE - MUSKEGON - Single Trip - \$5.00 Plus Tax

Harry Wolf Photo / Dossin Museum



Top: The passenger vessel JUNIATA carried passengers for Great Lakes Transit Corporation until she was laid up in 1935. In 1940-41 she was rebuilt in Manitowoc and renamed MILWAUKEE CLIPPER. Bottom: A time schedule and rates for the MILWAUKEE CLIPPER in 1945.

GREAT LAKES & SEAWAY NEWS ●



Photo by Ron Texter

The H.M.S. SAGUENAY toured the lakes on her farewell trip. She is seen here off Marine City, Michigan in the St. Clair River.

. . . Captain Edward V. Smith, ex-Adam E. Cornelius, arrived in Halifax, Nova Scotia under tow of Irving Cedar for repainting.

May 3. . . Tessa Kathleen, the former ferry Saguenay, passed down the Welland Canal for the east coast.

. . . The passenger vessel *Maid of the Mist VI* is being assembled at the bottom of the Niagara River gorge. The 600-passenger vessel was built at the Duratug Shipyard at Port Dover. The 145-ton vessel is too heavy to be lowered by crane to the bottom of the gorge, so it was cut into five pieces and trucked to the falls. The flat bed trailers couldn't negotiate the two curves in the road leading to the *Maid of the Mist* docks. At the top of the cliff, the parts of the vessel were unloaded and the trailer was lowered down the face of the cliff past the first bend. Then the vessel parts were lowered down to the trailer and driven to the next bend where the vessel procedure was repeated. The vessel will be welded back together at the dock and will be launched on July 21st. The *Maid of the Mist VI* is twenty-four metres (eighty feet) long and nine metres (thirty feet) wide.

May 4. . . The *Charles E. Wilson* ran aground about 6:30 a.m. in Ludington harbor. She was freed about 9:00 a.m. with the assistance of an unnamed tug. She apparently didn't sustain any damage. She had loaded limestone at Cedarville for Ludington.

● GREAT LAKES & SEAWAY NEWS



Photo by Skip Gilham

May 6. . . The *Scott Misener* with a cargo of wheat and barley passed down the Welland Canal for Quebec City. There are strong rumors that this was her last trip for Misener.

May 6. . . The *Lady Franklin*, a Canadian coaster passed up the Welland Canal, bound for Marquette to load grinding balls. After departing Marquette, she will load steel rails at Algoma Steel at the Soo.

May 8. . . A new barge service between Detroit and Windsor started today. Barge Transport Inc. of Detroit will handle hazardous shipments that are banned in the tunnel and on the Ambassador Bridge. Trucks carrying hazardous materials such as paint, solvents, fertilizers and flammables, use the Blue Water Bridge between Port Huron and Sarnia. The barge *Cherokee* can transport up to sixty trucks a week. However, environmentalists and some Canadian politicians are expected to go to court to stop the operation because of a possible toxic spill on the Detroit River.

May 11. . . The tug *Racey*, built in 1903 is being rebuilt at Port Dover for service in Ottawa.

May 12. . . The *Walter J. McCarthy*, ex-*Belle River* passed upbound the Soo for the first time under her new name.

GREAT LAKES & SEAWAY NEWS ●

. . . The *Scott Misener* arrived at Sorel, Quebec. There is no information as to her final destination as yet. However, it seems that in the past, Sorel has been the last port for lakers prior to being towed overseas.

May 12. . . The *Catharine Desgagnes* made a rare passage upbound through the Soo Locks.

May 14. . . The tug *Mount McKay* cleared the Soo for Michigan City, Indiana. It's reported that she has been sold.

May 15. . . A \$3 million cruise ship that was built at Port Colborne by Fraser Shipyard Repairs is to be launched today. Launched, however, may not be the correct term. A 120-wheel trailer will carry the *Island Queen* to a barge in the Welland Canal. The barge will then carry the *Island Queen* through the canal to Port Weller Dry Dock where the barge will be sunk. The vessel will float free and then sail back through the canal to Parry Sound. She is owned by the 30,000 Island Cruise Line Inc. and is the sixth vessel to bear this name. The cruise line operates out of Parry Sound and carries visitors through the 30,000 island archipelago.

May 17. . . Dale Pohto reported that the *Yankcanuck* made her first visit ever to Fairport Harbor to load salt. Her arrival at the Morton Salt Dock was delayed almost 48 hours by high winds and the lack of a bow thruster.

May 18. . . The saltie *Pollux* which had been damaged earlier in an explosion at LaBaie, Quebec, arrived at Port Weller Dry Dock for repairs.

May 21. . . Two British Royal Navy ships arrived in Toronto for a ten day visit. They are the *H.M.S. Cumberland* and the *H.M.S. Glasgow*.

May 23. . . The *Wm. J. Delancey* was rechristened *Paul R. Tregurtha* at Bay Shipbuilding at Sturgeon Bay. Mr. Paul Tregurtha is vice-chairman and co-owner of Interlake Steamship Company of Cleveland. The vessel also received her five-year inspection while at the shipyard.

. . . The tanker *Imperila Acadia* suffered extensive damage when a fire erupted in her bilges while at the Halifax Dry Dock. She came off the dry dock on the 26th, but it will be at least a month before repairs are completed.

May 26. . . The saltie *Tessa Kathleen* arrived at Norris Point, Nfld. after surviving a severe storm in the Gulf of St. Lawrence. It's reported that at one point the crew abandoned ship in thirty-foot waves. She is the former ferry *Saguenay* and passed down the canal on May 3rd.

● GREAT LAKES & SEAWAY NEWS

. . . The St. Lawrence Authority announced a plan to attract more business during the slow summer months. The plan includes a cut in tolls, incentives for commodities being shipped for the first time, and possible discounts for heavy users. Authorities said the plan will not go into effect until 1991. The program is expected to reverse the decline in traffic from 65 million tons a year in the late 1970's to about 40 million tons last year. The Seaway was \$5 million in the red last year.

May 30. . . Pestka Construction of Ontonagon, MI. has been awarded a contract to sandblast and paint a 660-foot barge that was built by the now defunct Upper Peninsula Shipbuilding Co. The contract also calls for Pestka to assist in launching the barge, which is owned by Marine Specialty Co. of Friendswood, Texas. A 121-foot tug that was built by the defunct shipbuilding company was towed out in September, 1988 to the Soo and is now in Texas where it's being finished.

May 31. . . The *Medusa Challenger* suffered an engine failure while upbound in the Calumet River to unload at Medusa's terminal. She required the assistance of a tug to dock.

Jun. 4. . . A fisherman who was reported missing yesterday, was picked up about 4:00 a.m. in Lake Superior by Algoma Central's *John B. Aird*. The man was last seen in Michipicoten Bay in his twelve-foot boat. He was found in good condition about eighteen kilometres southwest of the bay.

Jun. 5. . . The *Capt. Edward V. Smith* cleared Halifax under tow of *Irving Miami*.

. . . The *Leon Fraser* entered the drydock at Fraser Shipyard in Superior. The 640-foot vessel will be shortened to 520-feet by removing a portion of her mid-section. She will also be converted to a cement carrier. She was built in 1942 by Great Lakes Engineering Works at Ecorse, MI. and is now owned by New Management Enterprise Inc., which is a subsidiary of Inland Lakes Management Inc., more commonly known as the Huron Cement fleet. New Management has a cement-hauling contract with LaFarge Corporation. The *Fraser* is expected to enter service in the summer of 1991.

Jun. 9. . . The *H.M.S. Saguenay* arrived at Port Weller on her farewell cruise and will be open for public tours. She was upbound at the Soo on May 29th for Thunder Bay and passed back down on June 3. She tied up at the Canadian Government Dock at the Soo and was open for tours. She is to be scrapped after her tour of the lakes.

Jun. 10. . . While upbound at the Soo, the *Oakglen* reversed her engine to maneuver to make room for the downbound *Edwin H. Gott*. A stiff northwind swung the *Oakglen* broadside in the channel and into the path of the *Gott*. A tug escorting the *Gott* was able to clear the *Oakglen* and the collision was avoided. Witnesses state that the two vessels passed within only a few feet of each other. The Coast Guard states that the "near miss" wasn't that close. The *Gott* is operating with only one engine because of a broken crankshaft in her second engine. The Coast Guard is allowing the *Gott* to operate if escorted by two tugs in the St. Marys River.

Jun. 13. . . The *Elmglen* arrived at Port Colborne and tied up the Dock 12. Excess gear was to be removed as she has been sold for scrap. She cleared the Welland Canal the next day, but her destination wasn't given.

GREAT LAKES & SEAWAY NEWS ●



McDonald Coll/Dossin Museum

The wreck of the JUDGE HART, which sank in November, 1942, has been found by divers in Lake Superior.

Jun. 14. . . The tanker *Imperial Bedford* suffered hull damage when struck by ice while at anchor off Hamilton Inlet, Labrador. She had delivered a cargo of kerosene to Goose Bay, NFLD. and was returning to Dartmouth, N.S. She went to anchor for the night because of ice. Early in the morning she was struck by a large piece of drifting ice which opened the hull and she began taking water into the engine room. On board pumps and auxillary pumps delivered by a Canadian Coast Guard helicopter were keeping the water in check. A rescue vessel was also standing by.

Jun. 15. . . The *Chief Wawatam* entered service as a barge. She was bound for Algoma Steel with the tugs *Avenger IV* and *Rocket*.

Jun. 16. . . Two divers, Jerry Eliason of Duluth, MN. and Kraig Smith of Rice Lake, WI., have found the wreck of the *Judge Hart* in Lake Superior off Neys Provincial Park in the Coldwell Peninsula, Ontario. The vessel struck a rock during a storm on November 28, 1942. A day and a half later, she floated off the rocks and sank four hours later. No lives were lost during the grounding. (*According the museum records, the crew was rescued by the steamers James B. Eads and the John Ericsson.*) The divers describe the wreck as being in perfect condition with even the pilothouse windows still intact. The exact location of the wreck is being kept secret to prevent looting.

Jun. 20. . . The *Burns Harbor* developed engine problems and was forced to shut down one engine. The tug *Missouri* assisted her down the St. Marys River.

Jun. 21. . . A strike by Canadian seamen is possible by the end of June. Talks between shipowners and the Seafarer's International broke off May 31st, which is the day that their last agreement expired. Talks are reported to be stalled over wages and job security.

 ● GREAT LAKES & SEAWAY NEWS

May 22. . . The U.S. flag cruise ship *New Shoreham II* ran aground on Cat Island shoal which is just below Morrisburg, Ontario in the St. Lawrence River. She was freed the next morning by two small Seaway Development tugs out of Massena, N.Y. The *New Shoreham II* is 150-feet long and has a capacity of eighty passengers. She is owned by American Canadian Caribbean Line.

Jun. 23. . . A replica of the 19th Century sailing vessel is to be launched today at the Great Lakes Maritime Academy at Traverse City. The 35-ton vessel is a replica of the *Madeline*, which sailed into Bowers harbor, just west of old Mission Peninsula 149 years ago. The replica of the *Madeline* will be used for educational purposes such as teaching school children the history, culture and ecology of the Great Lakes. The vessel was constructed by the Maritime Heritage Alliance using mostly volunteer workers. (Ed. note: The newspaper clipping indicated that the launching could be delayed a day or a week because of weather. Could a member in the Traverse City area inform *Telescope* of the actual launching date?)

. . . The *Chief Wawatam* with the tug *Anglian Lady* in the stern notch, passed down the St. Marys River bound for Windsor with a cargo a structural steel. The was her first revenue trip since being converted to a barge.

Jun. 24. . . Terry Beahen reported that the tug *J.A. Witte*, ex-*Elizabeth Moran*, arrived at the Iroquois Lock with the heavy lift barge *Weeks 297*. The tug and barge with a lifting capacity of 2,000 tons are bound for the wreck of the *Mesquite* off the Keewenaw Peninsula.

Jun. 29. . . John Vournakis reports that the tug *Witte* and barge *Weeks 297* arrived at the Soo and tied up at the Carbide Dock. It will take the salvager about ten to twenty days to prepare the *Mesquite* for sinking. Apparently the barge will lift the *Mesquite* clear of the rocks and then will tow her to where she is to be sunk into her final resting place for skin divers.

. . . Work is progressing on the multi-million brig *USS Niagara* at Erie. Since its hull was launched in September, 1988, workers have completed the cabins below and the stepping of the masts took place on June 15th. Erie anxiously awaits to see the vessel sailing upon its completion by the end of August.

Great Lakes Calendar . . .

Thurs. Oct. 18th - G.L.M.I. Board of Directors meeting at 7:00 p.m. at the museum.

Fri. Nov. 16th - G.L.M.I. Entertainment meeting at 8:00 p.m. at museum. Guest speaker will be Adm. McNulty of the Great Lakes Maritime Academy in Traverse City.

Sat. Dec. 1 - Annual Marine Flea Market in DeRoy Hall at the museum from 10-3 p.m. Admission is \$1.00 and proceeds go towards advertising this event.

Thurs. Dec. 13th - G.L.M.I. Board of Directors meeting at 7:00 p.m. at museum.

Back Cover Picture: *Hamilton C111661*. Built in 1901 at Hamilton, Ontario. 1614 gross tons; 928 net tons. 250.1 x 40.0 x 11.5. Originally a barge: 202.2 x 41.0 x 13.1. In 1921 she was lengthened and rebuilt as a propeller at Lauzon, Quebec. Spent the later years in her career in C.S.L. fleet. Sold for scrap to Marine Industries in Sorel in 1937. □

The Great Lakes Maritime Institute, Inc., promotes interest in the Great Lakes; preserves items related to their history; encourages building of scale models of lake ships and furthers programs of the Dossin Great Lakes Museum, repository of the Institute's holdings. The Institute was organized in 1952 as the Great Lakes Model Shipbuilder's Guild. It is incorporated under the laws of the State of Michigan as a non-profit corporation and donations to the Institute have been ruled deductible by the Internal Revenue Service.

No Institute member is paid for services.

Telescope®, the Institute's journal, is published six times per year and covers Great Lakes topics. The Editor welcomes the opportunity to review manuscripts on Great Lakes marine history for publication, send to: G.L.M.I./Dossin Great Lakes Museum
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The organization makes no payment for such material and the Editor cannot be responsible for statements by the authors of articles published.

Institute membership is available for the 1990 calendar year in these forms:

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GREAT LAKES MARITIME INSTITUTE

DOSSIN GREAT LAKES MUSEUM
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