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GREAT LAKES
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DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES .

The opening of the upper level of the *William Clay Ford's* pilothouse will be on Thursday, December 5, 1991. All of the pilothouse equipment, except for the ship's radio, has been put back in its original location. Visitors will view the pilothouse as it looked during its last year of operation. The lower exhibit area tracing the history of the *Ford*, will be completed during the winter months and opened to the public in the spring.

Most readers are aware of the recent budget cuts from Lansing. The Historical Department of the City of Detroit will adjust their budget accordingly. The Dossin Museum will remain open Wednesdays thru Sundays, however the joint entertainment meetings held in January, March and May, 1992 will be changed because night meetings will no longer be held at the museum due to budget cuts. We'll have more information in the January issue.

Enclosed is an envelope for renewing your membership. The only changes are the elimination of third class mailings and please return the envelope to the museum's address.

We appreciate the many contributions that our members make, both financial and by volunteering.

MEETING NOTICES .

Our guest speaker on November 15th will be Mr. Jack Gruber talking on the passenger ship *South American*. The meeting begins at 8:00 p.m. at the Dossin Museum. This is a change from the September issue of *Telescope*. Mr. Harry Benford was scheduled as guest speaker this month, however, a scheduling error has forced a change. Mr. Benford will speak on naval architecture at the March meeting.

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OUR COVER PICTURE . . . Launched at Manitowoc, Wisconsin in August, 1960, the *Edward L. Ryerson* was a modern addition to the Inland Steel fleet. She remains one of the few straight-deckers on the American side, running the Lake Michigan to Lake Superior route. This photo was taken by Terry Sechen as the *Ryerson* was inbound the Duluth Ship Canal on May 20, 1991.

THEY WERE INSEPARABLE

by
PAUL WIENING

It was almost poetic, that both of these two old hulls would somehow find the same backwater spot in which to retire. It was also fitting that these two old ships which spent their entire careers together, should finally end their days in the quietude of the same scrap yard, keeping each other company, just as they had done for so long.

Throughout eighty-plus years of service in three different fleets, the two old girls had become inseparable. Virtually identical in structure, yet almost totally different in appearance, the *Frank R. Denton* and the *C.L. Austin* ended their days of service together at Ashtabula, Ohio in the mid-1980's. Their's was initially a story of prosperity during golden days when iron men began to build super fleets of Great Lakes vessels. Their's was also a story about tragedies and lost ships and accidents. Quaint it was that one was built because of tragedy while the other played a major part in another such loss. However, all of the excitement that once prevailed was forgotten during the final years of loneliness while tied to a dock at the end of a rope which would never again be hauled in.

During those early years of the twentieth century, iron ore was at the crest of the wave of prosperity that loomed mightily over the land. Great Lakes shipping activities flourished as the red mineral-laden rocks were mined near the shores of Lake Superior, then shipped to giant smelters farther below. Steel makers expanded construction of factories to supply the material that would help build America. Steel ships were built in great numbers to carry the ore.

The Jones & Laughlin Steel Corpo-

ration was such an expanding steel corporation. Small in comparison with some of the other giants of the industry at the time, J&L, nonetheless, was soon big enough to require their own vessels to help carry iron ore to their furnaces. Several new ships were built to J&L's Interstate Steamship Company, while other vessels were purchased to supply the required tonnage. It was truly "good times" in the early days of the century, and standardized vessels of various types began to appear.

Interstate joined the ranks of new vessel owners through their association with the Becker Steamship Company. Four ships were built for them between 1900 and 1910. Of these, the *Willis L. King* and the *William C. Moreland* were among the finest in the land. Virtually identical in design and construction, both vessels carried the markings of Jones & Laughlin as they entered service for the steel firm in 1910. It was impossible to foresee that these two ships would have such entirely different careers.

For the *King*, it was to be a long and profitable career. It started on April 21, 1911 when she made her maiden voyage from Toledo, Ohio to Superior, Wisconsin with a load of coal.

For the *Moreland*, however, there was virtually no career at all!

The *William C. Moreland* entered service during the 1910 season, but would see only very limited service. Sailing into the teeth of a severe storm on October 18th, the vessel stranded and was heavily damaged. Her bow section was declared a constructive total loss. Her stern section, however, was eventually salvaged and coupled to a new bow section, which resulted in another vessel. Inter-

state abandoned their brand new steamer to the underwriters.

To replace the lost *Moreland*, another virtually identical vessel was ordered from the American Ship Building Company in Lorain, Ohio. She was built during the winter to be ready for service the following spring. The new *Thomas Walters*, like the *King*, was 605 feet in length, 58 feet wide and 32 feet deep. She entered service on May 12, 1911, carrying a cargo of coal from Sandusky, Ohio to Duluth.

The Interstate Steamship Company at the time had two sets of twin vessels. Besides the *Walters* and *King* pair, the *B.F. Jones (i)* and the *James Laughlin* were virtual duplicates of each other, each measuring 550 feet in length. After the addition of the *Walters* and *King*, smaller ships in the

fleet were sold and the fleet's roster was established for the remainder of its existence.

Sailing in the iron ore and coal trades, the two new 600-footers spent the years in relative easy business operations. Neither vessel was large enough to make spectacular headlines in the Great Lakes press, and neither established much in the way of cargo records. "Routine" was the term that perhaps best described the existence of the vessels.

This routine, however, changed rather dramatically for the *Willis L. King* in 1920. Outbound from the Soo, the *King* was light on the evening of August 20 as she approached Whitefish Point. Although the weather was described as hazy, Capt. Herman Nelson of the *King* could see the downbound



Author's Photo

The *FRANK R. DENTON* was one of the largest vessels in the Wilson fleet when it was acquired. Often used to carry coal, she is seen here at Port Washington in May, 1968.



Author's Photo

Sailing in Kinsman colors, the AUSTIN was most often used to carry grain. She is seen here at Port Huron in June, 1978.

ore carrier *Superior City* while it was still many miles away. The two ships exchanged normal whistle signals to indicate their passing intentions, and everything appeared to be in order.

The *Superior City* was a 440-foot steel ore boat operated by the Pittsburgh Steamship Company, the shipping arm of the United States Steel Corporation. Heavily loaded with a cargo of iron ore at the time, she, like the *King*, acknowledged through the required whistle signals that each understood the other vessel's plans.

However, despite the whistle signals, as the two ships came closer, it was apparent that they were on a near-perfect collision course. The two ships were headed straight at each other, and last minute attempts to steer clear were too late. About 9:30 p.m. the *King* and the *Superior City* collided with a terrific force, nearly head-on.

The smaller and heavily laden *Superior City* received mortal wounds. So rapidly had the accident occurred and so quickly did the *Superior City* begin to sink, that most of the crew on the stricken vessel were unable to abandon ship. A total of nine crewmen perished as the *Superior City* quickly plunged to the bottom of Lake Superior. The cold waters caused the boilers to explode violently, and only four members of her crew were saved. Loss of the ship and its cargo was placed at \$650,000. Its toll in human casualties was priceless.

Throughout their careers in the Jones & Laughlin fleet, the *Walters* and the *King* were inseparable trading partners. Both were used extensively in the hauling of iron ore from the upper lakes to J&L's docks in Ohio as well as frequent backhaul cargoes of coal. The Interstate Steamship Company remained intact with no further additions. However, there were occa-

sional vessel charters such as the Captain John Roen for a brief period in the mid-1940's.

As the ships grew older, Jones & Laughlin began to consider alternatives to continuing operation of their own shipping fleet. As a result, all four vessels of the Interstate fleet were sold to the Wilson Transit Company in 1953. This meant that the *Willis L. King* and the *Thomas Walters* would still remain together, although in new colors for new owners. At the start of the 1953 shipping season, both ships were repainted in the familiar black hull coloration of the Wilson fleet, and each received a new name.

The *King* was renamed *C.L. Austin* while the *Walters* received the name of *Frank R. Denton*. Since the Wilson fleet hauled substantial cargoes for the Jones & Laughlin Steel Corporation, the two vessels could often be found in the same old trading patterns. However, both ships also went on to distinguish themselves in other areas of service with the fleet as well.

The *Austin* entered the record

books when she became the first 600-footer to traverse all the way up the twisting Cuyahoga River in Cleveland, Ohio to deliver a cargo of iron ore at an upriver J&L dock. This first occurred on September 29, 1954, but would often be repeated by her and many other vessels in the ensuing years. Another first was established in April, 1956 when the *Austin* became the first vessel to dock at the new iron ore facilities at Silver Bay, Minnesota. *C.L. Austin* loaded a cargo of over 10,000 tons of taconite for delivery to Republic Steel Corporation in Cleveland.

During the summer of 1957 the *Austin* was navigating near Cleveland when a strong wind blew her against the breakwall. Damage was minimal and she was quickly repaired. Additional repairs and modifications were accomplished during the winter of 1958-9 when she was drydocked and received a new stern tube. Her steam engines were extensively rebuilt at the same time.

The *Denton* managed to stay out of major difficulties throughout most of her career. Shortly after her arrival in the Wilson fleet, she was fitted



Photo by Dick Mohr

Upbound with coal, the *DENTON* in Kinsman colors would sail for only a few more trips. She is seen here in late autumn, 1982, about to enter the Poe Lock.

with new Dayton automatic coal stokers. These remained in the ship until she was converted to an oil burner in 1962.

Frank R. Denton established a record herself in 1963 when she became the first straight-deck bulk carrier on the Great Lakes to be fitted with a bow thruster. She cleared the Fraser-Nelson Shipyard in Duluth on May 14 that year with a Dutch-designed "Liaaen" unit. That same year she also became one of the first ships on the Lakes that participated in a pioneering weather reporting program with the United States Weather Bureau. As such, she was fitted with a variety of weather instruments, becoming a veritable floating weather station.

Success of the bow thruster on the *Denton* led to the similar installation on the *Austin* in 1964. Ultimately bow thrusters proved to be such valuable additions to the navigation equipment on all types of ships that most modern vessels in operation on the Lakes had them by the end of the 1970's.

A subsidiary of the Wilson operation was known as the Copper Steamship Company. Although not usually listed in any vessel registries, this operation specialized in the hauling of new automobiles under a charter. Copper Steamship Company essentially owned no vessels, but would charter the ships from the Wilson Transit Company on a per-trip basis to carry automobiles. These charter trips would result in the on-deck carriage of new cars for delivery from Detroit to various lake ports. Quite often the *C.L. Austin* and the *Frank R. Denton* were among the vessels chartered for this service.

In 1960 with the automobile business flourishing, both of the inseparable sisters were also under periodic charter to the Nicholson Steamship Company of Detroit, Michigan. Nicholson operated its own fleet of small steamers that specialized in

automobile transport, however, many of its ships were small and obsolete. The Wilson vessels were used occasionally to augment its own fleet. After 1960, however, the railroads became responsible for most of the automobile transportation business and the Wilson vessels were back in their usual trading patterns. As before, this was primarily iron ore to Cleveland with occasional back loads of coal.

Both the *Austin* and *Denton* were sold to the Kinsman Marine Transit Company fleet in 1971 after the liquidation of Wilson's operations. Neither ship was renamed and they remained sailing partners although now painted with red hulls. Since a considerable portion of the Kinsman business involved carrying grain, both ships were often seen at elevators in Duluth, Cleveland and Buffalo. There were still occasional cargoes of coal and ore, but not as often.

After being inseparable for seven decades, in three different fleets and even with different names, it was somehow fitting that both ships would find their way to the same scrap yard. First to go for sale was the *C.L. Austin*.

The *Austin* remained active through 1980. She was tied up for good at the end of the season, but occasionally used for storage grain at Duluth. A load of grain became spoiled in 1982 and the *Austin* had to be towed to Buffalo for discharge. She remained there for a little over a year until sold to Triad Salvage Company. She was towed to Ashtabula, Ohio in July, 1984 for scrapping.

Frank R. Denton lasted only a little longer. Usually spending long idle months in lay-up, the *Denton* would sail periodically, only during the busy grain hauling months. The end of the 1982 season also marked the end of her career. She too was sold for scrapping at Triad Salvage, and ar-

rived at Ashtabula on November 14, 1984. The *Austin* was already there, quietly awaiting her sister's arrival.

The two ships were born a year apart then became sailing partners for seventy years, before ending their careers at the same scrap yard at almost the same time. The two were inseparable throughout their careers. Even now after they are gone, they still remain inseparable.

When the *Austin* was scrapped, her pilothouse was removed and saved to

become an attraction at Pickle Bill's Restaurant in Grand River, Ohio. With the scrapping of the *Denton*, all of her navigational equipment was placed in that pilothouse for use in a public display. Such togetherness in view of their histories is ironic.

Not many other ships that have sailed the Lakes have ever had their careers so paralleled. The *Austin* and the *Denton* both shared each other's company throughout their careers. At the end, just as at the beginning, they were inseparable.



Photo by Pete Latona

Ashtabula, Ohio, 1985, at the end of the line. The two sisters share dock space for the last time.

THE COMING OF THE YELLOW MONSTER

by
RICHARD GEBHART

The Bay of Biscay is an acute wedge of the Atlantic Ocean that cuts the borders of France and Spain. The Pyrenees Mountains run along these same geographic configurations. An area rich in agriculture and livestock, it is also rich in seafaring tradition of the French and Spanish fleets that sailed those waters for centuries.

Not far from the French border in Spain, where the Pyrenees fall to the foothills and then to the seashore, is a city called Santander. Aside from the agrarian and livestock economy offered near Santander, the city was also host to a shipbreaking yard. Internationally, there is probably no place on earth removed from the Great Lakes where lakeboat memories died like Santander, Spain. During the 1960s and '70s, many a laker met the scrap torch in this foreign land far removed from fresh water.

So, on September 24, 1967 when the lakeboats *Augustus B. Wolvin* and *Saskadoc* arrived under tow to Santander harbor, it was the final voyage for both steamers when they were nudged into the scrappers dock. For the *Augustus B. Wolvin*, her last trip couldn't possibly have been more in contrast to her first.

When construction began on the *Wolvin* on December 1, 1903 at Lorain, Ohio upon order of lake shipping magnate Augustus B. Wolvin of Duluth, the shipbuilders and the entire lake shipping community knew they were building a Goliath. But the building of this Great Lakes 'Gulliver' would be taking place in one of the most brutal winters ever experienced on the lakes. By the time the *Wolvin* was ready to slide from the ways, some twenty days had been lost due to the

inclement weather, according to the *Cleveland Plain Dealer*.

Far more than just another launching, Lorain, Ohio became the epicenter of unbridled enthusiasm as launch day approached. In early April of 1904 with the golden day imminent, community pride in Lorain exploded. Five thousand invitations were sent out and hand bills were posted in cities and towns from Fort Wayne, Indiana to Erie, Pennsylvania and as far south as Bridgeport, Ohio, opposite Wheeling, West Virginia. A twenty-five gun salute was planned when the *Wolvin* took to the water. A ball was scheduled that night with the proceeds to be funneled into the Lorain Public Library for the purchase of new books.

On Saturday, April 9, 1904, the population of Lorain swelled by thousands. Launch day for the *Augustus B. Wolvin* saw a mass of humanity lining the Black River, packing the roof tops of buildings and sheds and workshops and crowding the rails of the steamer *Henry Steinbrenner*, which was tied up opposite the drydock. There was literally no vantage point in Lorain harbor unoccupied.

At about one o'clock that afternoon, Mrs. James C. Wallace, wife of the general manager and vice president of the American Shipbuilding Company, whose husband supervised the *Wolvin's* building, signaled for the lines holding the *Wolvin* to be cut. Mrs. Augustus B. Wolvin, wife of the vessel's namesake, shattered a bottle of champagne on the *Wolvin's* bow. The *Wolvin's* stern started down the ways ahead of the bow, but by the time the steamer struck water, she was nearly even keeled. Euphoria erupted in Lorain. Both citizens and factory whistles sounded, the cacophony lasted

a full five minutes.

Considering the lengthy column of dignitaries attending the *Wolvin's* launch, it would be accurate to say that everyone who was anyone in lake shipping, building and management was present. Some 400 honored guests were served a luncheon in the shipyard's "VIP" quarters while prominent marine men were toasted and speeches given.

One man took a roasting that day. Referred to as Gen. Richardson or E.M. Richardson, the general provided the paint which covered the hull of the *Augustus B. Wolvin*. It wasn't the quality of paint that Richardson was grilled about, it was the color. The *Wolvin* was painted yellow.

The *Wolvin* herself was a marvel. Every so often in Great Lakes history the word 'prototype' is fixed on a vessel for their unique, often replicated contribution to the design of lakeboats; trend setters and not followers. The *Wolvin* was such a trend setter. At 560-feet in length, the *Wolvin* bettered by sixty feet the existing lakeboats nearest her length. She was fifty-six feet in beam and boasted a depth of thirty-two feet. She was truly a giant of her time. The *Wolvin* incorporated many new features that prior to her launch were untried. Most notable was the construction of her cargo hold which was built in the form of a hopper. It was of continuous length, stretching 490 feet without division or bulkhead intervention, measuring forty-three feet at the top and twenty-four at the bottom. The space between the *Wolvin's* hull and hopper was used for water ballast and ran up to the height of her main deck stringer.

She had thirty-three hatches on her spar deck, measuring 33 x 9 feet each, spaced on twelve-foot centers. Her hatch covers had steel plate sidings, and incorporating the use of steam engines, which were operated mechanically so no physical labor was involved in opening and closing the hatch covers. She carried duplicate

steam plants, in the event of failure of one, for lights, hatch covers, capstan and windlass. The *Wolvin* was flush-decked with only her low-slung aft quarters, pilot house and Texas (more like Rhode Island Deck) protruding above her spar deck length. Directly below her Texas were five elaborately furnished staterooms along with a private galley, dining room and a 'social parlor' and two private toilet rooms to boot.

Sporting a smokestack of narrow dimensions, the *Wolvin* resembled a barge more than a steamship.

The *Wolvin* was powered by a quadruple expansion mill with cylinders that measured 18 1/2, 28 1/2, 43 1/2, and 66-inches in diameter, each with a 42-inch stroke. Cranking 80 rpm, the *Wolvin* generated 2,000 horsepower.

Her twin boilers were Babcock and Wilcox water tube units placed twelve feet apart to fire athwartship with a working pressure of 250 psi.

Her builders claimed that only seventeen larger vessels plied the waters of the world at the time of her launch. (None, of course on the Great Lakes.) She was built at the cost of \$480,000 and some 750,000 rivets were used in her construction. Her speed on the lakes would be between eleven and twelve miles per hour as she sailed for *Wolvin's* Acme Steamship Company.

On April 17th, the *Plain Dealer* ran a column retracting a claim that the *Wolvin* could trade only at Conneaut, Ohio due to her enormous length. The American Shipbuilding Company asserted that the *Wolvin* could indeed trade in all Lake Erie ports except Cleveland. Cleveland had ample docks, but they were at the time upriver and vessels smaller than the *Wolvin* had tremendous difficulty reaching them. The drum was being banged for ore docks in the outer harbor at Cleveland. It was in this same column that the *Wolvin* took on a moniker that varies from the nickname claimed by John O. Greenwood in his *Namesakes*

anthology. Greenwood called the *Wolvin* the "Yellow Kid". She may indeed have been the "Yellow Kid" in Lorain, but in Cleveland she was hailed as the "Yellow Monster".

Fit-out work continued on the *Wolvin* for the next several weeks. On Friday, May 20, the *Wolvin* had steam raised in her boilers for the first time and her boilers were thoroughly tested. The *Wolvin* was then slated to be towed to the B&O docks downriver in Lorain to load coal for her maiden voyage to Duluth. The railroad hastened to accommodate the *Wolvin*, seeking to set a record-breaking pace for loading.

Other vessels lying at the B&O car dump had to be jockeyed about to make room for the *Wolvin* when she was towed under the dumpers. In so doing, the steamer *Robert Fulton* inadvertently backed into the Yellow Monster and carved a gash in her side. No serious damage was incurred by either vessel, but the *Plain Dealer* noted that there was "an ugly mark on the big fellow's side".

The *Wolvin's* first load was dumped aboard on May 25th. At a frenetic pace the rail cars were ushered aboard and dumped, sometimes two at a time. While a pace of eighteen cars per hour was maintained, the B&O did break their loading record when they dumped twenty-one cars in one hour. The Yellow Monster topped off at 10,250 tons of coal, an unheard of amount until that day. Despite the massive tonnage figure, James C. Wallace expressed disappointment that the *Wolvin* wasn't carrying 12,000 tons. Wallace felt the overall dimensions and carrying of the Yellow Monster would eclipse that mark.

Under the command of Capt. J.W. Norcross, the *Augustus B. Wolvin* departed Lorain on her maiden voyage on the morning of June 10, 1904 for Duluth. Her compliment of guests included master electricians, mechanics, a compass adjuster and an

engineer from the Babcock and Wilcox Boiler Company. The following morning the Yellow Monster passed Detroit. In spite of the early hour, large crowds reportedly lined the docks to wave their approval and ferries blew blasts of salute to the huge *Wolvin*. Not far from St. Clair, the *Wolvin* dropped her twin 8,000-pound hooks while repairs were made to her steering gear. With the hierarchy of mechanics aboard, the demons were exorcised in four hours and the Yellow Monster moved on.

After divesting her coal cargo, the *Wolvin* chugged on to the ore docks in Two Harbors, Minnesota. On June 19, 10,894 tons of iron ore were muscled into the Monster's hold. She drew 18 1/2 feet of water, and departed Two Harbors having obliterated all ore tonnage numbers ever hauled by a single vessel by a tremendous margin.

As fate would have it, there is symmetry in the Yellow Monster's first downbound trip with her record 10,894 tons of iron ore. She locked through the Soo alongside another



Dossin Museum Coll.

The *WOLVIN* had 33 hatches, measuring 33 x 9 feet, spaced on 12-foot centers.

ore-laden steamer powered by a quadruple expansion engine. Which vessel led the parade down the river and out from DeTour wasn't recorded. What was noted was the competition between the duo as they raced down Lake Huron. Next to the Buffalo-bound *Augustus B. Wolvin* was the venerable *Presque Isle*. The *Wolvin* clipped the *Presque Isle* by ten minutes from DeTour to Detroit. Nearly a century later, that lethargic race would prove to be one of longevity as the *Presque Isle* lives on today as Inland Lake's *E.M. Ford*, perhaps the most beloved of all remaining lakeboats.

The *Wolvin*, incidentally, unloaded her first ore cargo at the Lackawanna Steel Company's works in Buffalo.

A couple of years later the first 600-foot lakers were sailing and the shining star that was the *Augustus B. Wolvin* was diminishing. Her distinctive yellow hull later gave way to more traditional ore boat colors, and her forward and aft superstructure was rebuilt and towered above her original lines.

The *Wolvin's* long, productive life on the Great Lakes substantiated the hoopla she generated at the time of her emergence. And, as the *E.M. Ford* outlives the Yellow Monster today, another vessel launched at the same yard as the *Wolvin* a few months before her outlives her as well. Lost in the headlines as the Yellow Monster was a-building, the *Edwin F. Holmes* quietly made her mark on lake shipping in 1904, sailing on her maiden voyage three days before the *Augustus B. Wolvin*. She too carries the name *Ford* today, and is fleet-sister of the *E.M. Ford* - the vintage *J.B. Ford*.

Information contained in this article come from reviewing microfilm of the *Cleveland Plain Dealer* from February-June, 1904. I wish to thank Mary Alderfer of the Denver Public Library for securing those reels. *Telescope*, Vol. XXVIII; No. 5 (Sept-Oct., 1979) was consulted as well. John O. Greenwood's reference to the *Wolvin* as the "Yellow Kid" appears on page 359 of *Namesakes II*.



Photo by George Ayoub/Dossin Mus. Coll.

Tugs GRAEME STEWART (bow) and SINMAC (stern) in St. Lawrence River at Iroquois, Ont. on August 27, 1967.

THE SILVER CUP: A JEWEL OF DETROIT

RIVER RACING

by
STEVE GAREY

The colorful history of the Silver Cup, a trophy originally dedicated to the memory of Detroit industrialist O.J. Mulford, began as a one heat free-for-all in conjunction with the running of the 1946 A.P.B.A. Gold Cup race. Its initial purpose was to insure the Motor City of an annual race whenever the Gold Cup and Harmsworth races were being held elsewhere. The 1946 Silver Cup inaugural was won by the late, great, Lou Fageol of Kent, Ohio, in *So Long, Jr.*, the only true Gold Cupper in the field. Fageol's competition came from a fleet of smaller .225 cu. in. hydros which included Al Brinkman in *Seabiscuit*, Joe Taggart in *Tonymann*, Jed Hanley in *Malt 'N Hops*, and Canada's Bill Braden in *Ariel II*. In 1947, the race format was changed to two 45 mile heats runs on consecutive days. World famous race boat designer Dan Arena drove Herb Mendelson's *Notre Dame* to a first and a second in the two heats to outscore his closet rival, Harold Wilson in *Miss Canada III* by 175 points. Rounding out the finishers were racing greats Lou Fageol in *So Long*, bandleader Guy

Lombardo in Al Fallon's *Miss Great Lakes*, and Danny Foster in the Dossin Brothers' *Miss Peps V*.

The following year, Harold Wilson was not to be denied as he swept the two heats in *Miss Canada III* and took the Silver Cup away from six American chargers.

Twelve unlimited boats entered the '49 contest, but only the legendary Wild Bill Cantrell, driving *My Sweetie*, was able to complete the two 45 mile rounds. Such hopefuls as Dan Arena and Lou Fageol, driving Jack Schafer's two *Such Crusts*, and Guy Lombardo in his *Tempo VI*, fell by the wayside. Cantrell turned the fastest lap of the event at 85.200 mph as speeds on the water continued to grope at the 100 mile per hour barrier.

A rather drastic format change greeted the racers at the 1950 Silver Cup renewal. Each boat had to compete in five heats of two laps each around a five mile course. Ten entries showed up for the race, with the obvious favorite being the record-setting Gold Cup and Harmsworth champion, *Slo-Mo-Shun IV* from Seattle, Washington.

Lou Fageol piloted the mahogany and red *Slo-Mo* victory in the first 10-mile stanza at 104.318, but a broken shaft bearing forced the *U-27* to the sidelines for the remainder of the program. Danny Foster in *Such Crust I* took the next heat, but finished second in the last three behind the brand-new *Miss Pepsi* and Chuck Thompson. Nevertheless, Foster was declared the winner of the Silver Cup at day's end when Thompson, in a gentlemanly gesture, dis-qualified himself for striking a buoy in the second heat.

The 1950 race also featured the unlimited debut of 20-year old Bill Muncey, driving the old warrior, *Miss Great Lakes*. Muncey had the *U-4* flying in the first heat until the bottom fell out in the second lap and the boat sank.

Chuck Thompson and the big, cigar-shaped *Miss Pepsi* had an easy time winning the '51 race with the first heat clocking of 96.476, with one lap at 98.084.

Detroit Joe Schoenith's *Gale II* won back-to-back Silver Cups in 1952

and 1953. Popular Danny Foster soloed in the boat in '52, and traded off in the cockpit with the owner's son, Lee, to take the '53 event.

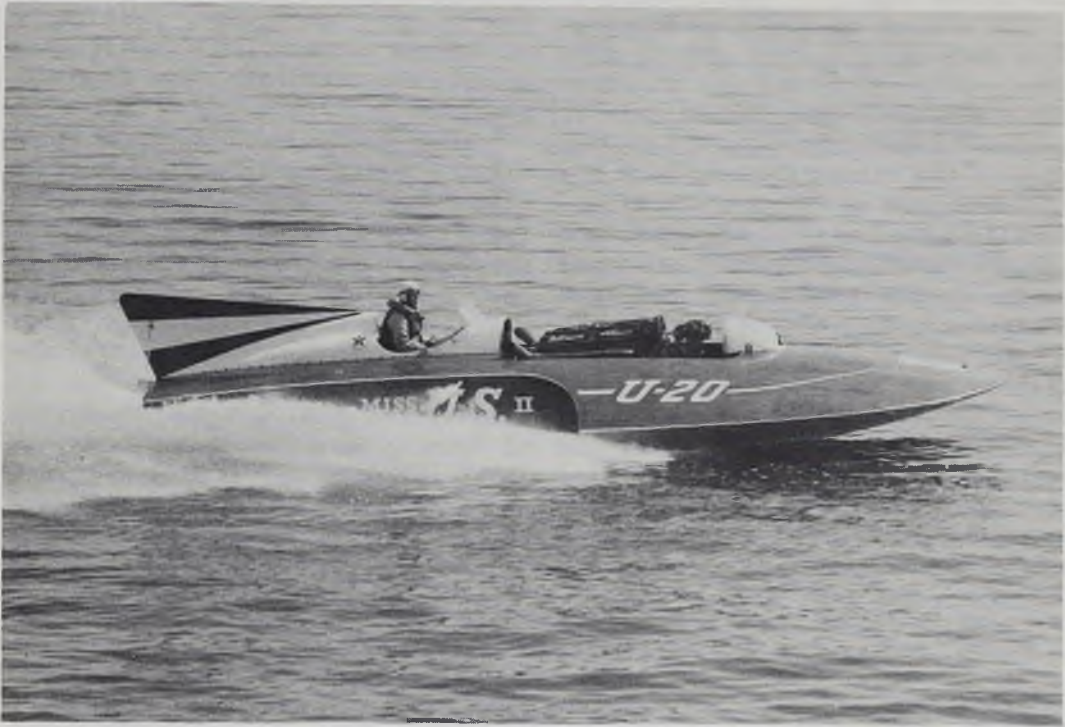
1954 was the year of the infamous "Dodge Navy". Auto magnate Horace Dodge entered three ancient-looking displacement hulls to do battle with the more modern three-pointers. Only a trio of boats was around at the finish, and the top two, believe it or not, were owned by Horace Dodge. His *Dora My Sweetie*, with Jack Bartlow driving, was the victor, followed by John Ban in Dodge's *My Sweetie*. Bud Saile's *Miss Cadillac* finished third.

By 1955, Detroit's Silver Cup Regatta had become a nationally recognized event, ranking third in importance only to the Gold Cup and the President's Cup classics. The American Power Boat Association designated the Silver Cup as the National Championship event for 1955.

Guy Lombardo's *Tempo VII*, driven by veteran Danny Foster, averaged 93.120 mph in topping a fourteen boat starting field that included Bill Cantrell in *Gale V*, Don Wilson in *Dora*



Danny Foster in *GALE II*, winner in 1952 and 1953.



Steve Garey Coll.

Don Wilson in MISS U.S. II, winner of 1956 Silver Cup.

My Sweetie, George Simon in *Miss U.S.*, and Bill Muncey in Seattle's *Miss Thriftway*. The surprise of the race was the re-appearance of *Miss Pepsi*, coming out of three year retirement to run for the silver and, making his first unlimited appearance driving Bill Stroh's *Miss Detroit* was Fred Alter, current mentor of G.L.M.I.'s Pioneers of Powerboating committee.

Detroit played host to the Gold Cup and Harmsworth races in 1956, and the Silver Cup was relegated to the position of a warm-up event. Even so, the '56 race proved to be a thrilling affair. Roy Duby, driving *Gale IV*, annexed the first two heats and lead Lee Schoenith in *Gale VI* and Don Wilson in George Simon's *Miss U.S. II* into the finals. But both *Gale* entries failed to finish and Wilson romped home the winner ahead of Jack Bartlow and *Dora My Sweetie*, the only other finishers.

The Seattle boats invaded Detroit in 1957 as a formidable six-boat west coast armada roared into town to vie with the local hopefuls for the Silver Cup.

Jack Regas steered Edgar Kaiser's beautiful, pink *Hawaii Kai III* to a resounding victory. He was followed over the finish line by Bill Muncey in *Miss Thriftway* and Mira Slovak in Bill Boeing's *Miss Wahoo* to cap off a three boat western sweep of the race.

Nevada rancher Bill Stead won the '58 and '59 races driving two different Maverick boats for owner Bill Waggoner. The '58 event featured a spectacular 30-mile duel between *Maverick* and *Gale V* in the final heat that proved to be the highlight of the entire 1958 season. The next year, after losing the Harmsworth Trophy to Canada's *Miss Supertest III* and driver Bob Hayward, Stead rebounded three days later with a convincing win in

the Silver Cup.

It was an ear-splitting, three boat battle in finals of the 1960 race, with Bill Muncey in *Miss Thriftway*, Bill Cantrell in *Gale V*, and Ron Musson in *Nitrogen Too* showing some of the finest deck-to-deck action ever run on the Detroit River. When the spray had settled, Ron Musson crossed the finish line just ahead of Muncey. Cantrell did not finish in the gruelling test.

Tragedy struck at the start of Heat 2-A in the 1961 race. *Miss Supertest II*, the Canadian boat driven by Bob Hayward, rolled over in the Belle Isle Bridge turn and Hayward was killed. The race was declared a contest after only one heat, with Ron Musson and *Miss Bardahl* getting the trophy for the best elapsed time.

With the advent of prize money for

races in the Unlimited Class in 1962, the Silver Cup trophy, originally offered as an award in a gentleman's sport, was withdrawn from competition.

In 1981, the heirs of the Mulford estate returned the fables O.J. Mulford Silver Cup race to the Detroit River for a one-year stint. The trophy was captured by the late Dean Chenoweth in *Miss Budweiser*. More recently, the Silver mug with the soaring sea gulls has been offered as the prize for the Grand Prix hydroplane race run in conjunction with the Budweiser Spirit of Detroit Gold Cup.

Still, the Silver Cup has lost none of its status as a classic sporting event that has, over the years, showcased some of the greatest boats drivers in the history of water racing.



Steve Garey Coll.

Jack Schafer and Danny Foster, driver of *SUCH CRUST I*, win the Silver Cup in 1950.

GREAT LAKES & SEAWAY NEWS



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D. Story		J. Vournakis

Correction: Once in a while the mind gears do not mesh with motor functions. This happened to me when I was preparing the news for the July-August issue. On page 101 I referred to the *Robinson Bay* as a Coast Guard cutter. Dan McCormick brought this to my attention. The *Robinson Bay* is a 103-foot tug that is owned and operated by the St. Lawrence Seaway Development Corp. off Massena, New York. She was built in 1958 by Christy and has ice-breaking capabilities. Thanks to Dan for bringing this to my attention.

Jul. 1. . . The auto ferry *Daldean* celebrated its 40th year of operation between Sombra, Ontario and Marine City, Michigan. She was built in 1951 at Erieau, Ontario and began service between the two cities on July 1, 1951. She has made 630,000 round trips between the two ports.

Jul. 2. . . The sternwheel cruise ship *Star of Charlevoix* cleared Charlevoix for Cleveland. She has been purchased by the Grand American River Boat Corp. of Cleveland. It's reported that she will be used for dinner cruises around Cleveland.

. . . The Spanish saltie *Milanos* lost power in the upper stretch of the Detroit River and anchored off downtown Detroit.

Jul. 3. . . *W.I. Scott Purvis* returned to the Soo with the barge *Chief Wawatam*. The *Chief* was drydocked at Thunder Bay, Ontario.

. . . C.S.L.'s *Richelieu* loaded her first cargo of the season at Sarnia, Ontario.

. . . Hydraulic problems idled Ontario Northland Transportation's carferry *Nindawayma*, which operates on the Manitoulin Island run.

. . . Columbia's *Buckeye* and *Wm. R. Roesch* arrived in Toledo for temporary lay-up at the Lakefront Dock.

Juul. 4. . . The newest Socnav tanker *L'Aigle* arrived in Halifax. She is expected to operate in the St. Lawrence and in the Maritimes.

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. . . The saltie *Federal St. Louis*, ex-*Selkirk Settler* arrived in Duluth with a cargo of steel. This was her first visit to this port since leaving the Misener fleet. Her superstructure has been painted in Fednav colors, but her hull remains Misener blue.

. . . The Ontario Provincial Police have filed charges against two employees of Mar Dive Corp. of Los Angeles. The two divers were charged with illegally diving on a shipwreck in Lake Erie. Mar Dive claimed that they are the owner of the *Atlantic*, which sank in 1852. Ontario officials consider the wreck to be in Canadian waters and subject to Ontario laws.

Jul. 9. . . The m/v *Fort Ramezay*, owned by Logistec Navigations of Montreal and idled since 1989, cleared Quebec City for the Caribbean. She has been renamed *Scarpati I* and is registered in Honduras.

. . . A small fire erupted aboard the tanker *Jupiter*, which is being scrapped at the H. Hirshfield Sons scrapyard in Bay City. The fire originated in oil in the *Jupiter's* bilge and was quickly extinguished by firefighters.

Jul. 10. . . Coal shipments from the Midwest Energy Resources terminal in Superior have reached 100 million tons. A check of their records indicated that this figure was reached on May 17th while loading the *St. Clair*. The terminal is in its 16th season of operation.

. . . A retired businessman from Holland, Michigan has purchased the carferry *Badger*, *Spartan* and *City of Midland*. The new company, Lake Michigan Trans-Lake Shortcut Inc. plans to begin ferry service across Lake Michigan from Ludington to Wisconsin next spring. The Wisconsin port hasn't been selected as yet although Manitowoc officials had been negotiating with the former owner to move the service to that port. Restoration of the ferry service could mean as much as \$15 million a year to Ludington's economy.

. . . Marinette Marine Corp. in Marinette, WI. has announced that it will lay-off about half of its work force in September. A company spokesman cited a lack of business for the lay-off. He also stated that the company is "actively chasing bids". The lay-off will effect about 135 people, including one Institute member who is a regular contributor to this column. We wish him well.

Jul. 11. . . *Salty Dog I*, a new McKeil barge passed up the Welland Canal with the tug *Evans McKeil*. The barge is reported to be an ex-T-Z hull.

Jul. 12. . . MIL Davie Shipyard is Levis-Lauzon has been given a \$363 million grant to complete two major contracts for the Canadian Armed Forces. The grants are to defray the rising costs of building three frigates and refitting four destroyers.

Jul. 14. . . Canada Steamship Lines began to load the saltie *Mineral Europe* with coal in the Bay of Sept Iles, which is in the lower St. Lawrence River. Coal was transferred from six C.S.L. lakers into the saltie and the operation took four days. *Mineral Europe* cleared on the 17th with 144,000 metric tons of coal for Israel.

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. . . USX's *Edwin H. Gott* arrived at Bay Shipbuilding for major repairs to her starboard engine. This is the same engine that failed last year. She will go into temporary lay-up until the engine is repaired.

Jul. 15. . . *Algowood* unloaded a cargo of stone at Wharf 1 in the Welland Canal. She is the largest vessel to ever dock there.

. . . The Spanish saltie *Milanos*, anchored in the Detroit River since July 2nd, began the slow trip home. The owners decided it would be cheaper to tow the crippled ship home for repairs rather than repair it here. Her engine seized up after the crankshaft broke. She departed Detroit with Malcom's *Tug Malcolm* and McKeil's tug *Argue Martin* will tow her to Montreal. She passed down the Seaway on July 19th.

Jul. 16. . . After seventy years, ferry service between Erie, PA. and Port Dover, Ontario was resumed with the maiden voyage of the *Spirit of Erie*. The trip took 1 1/2 hours to cross Lake Erie. Regular service is scheduled to begin on August 3rd. The vessel is owned by Nolan Cruise Line of Erie, PA.

. . . The U.S. Coast Guard's *Katmai Bay* returned to the Soo after a 2 1/2 month absence. It's believed that she was in a shipyard for overhaul and repair.

Jul 17. . . The vintage ketch *Malabar VI* caught fire in Lake Huron off Stoneport. There were three people aboard and they were able to radio for help. A fishing tug *Moms Money* responded to the distress call and removed two people. The *Calcite II* was anchored off Stoneport, waiting to load and got underway within ten minutes of receiving the distress call. The *Calcite II* was on-scene with twenty-five minutes and her crew attempted to extinguish the fire with shipboard equipment. They were unable to contain the fire, but rescued the owner of the *Malabar VI*. The steel-hulled ketch sank in 190 feet of water.

Jul. 19. . . P&H's *Beechglen* returned to service, clearing Port Weller Dry Dock. Her hull buckled while unloading corn at Cardinal, Ontario on April 30th.

. . . Canadian officials have "arrested" the *Atlantic* in an ongoing dispute of ownership. (See July 5th.)

. . . A tight Federal budget has ruled out full Federal funding for a new lock at the Soo for this year. Prospects for full funding in the future are also dim. The proposed lock would cost an estimated \$300 million. Congressman Bob Davis is working with the shipping industry and the Great Lakes Commission to establish a plan for 35 percent "local" financing. However, this "local" funding could be difficult to obtain because the State of Michigan doesn't have funds available because of severe budget cuts.

Jul 20. . . USX's *Philip R. Clarke* cleared Bay Shipbuilding after undergoing repairs and a temporary lay-up.

Jul. 22. . . *Petite Forte* and *Clarkson Carrier* arrived at Port Weller Dry Dock for inspection.

. . . The Canadian destroyer *HMCS Terra Nova* passed up the Seaway on a courtesy

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The DALDEAN, which began ferry service on the St. Clair River on July 1, 1951, has made 630,000 round trips in 40 years of service.

tour of Canadian Great Lakes ports.

Jul. 23. . . *Beechglen* arrived in Thunder Bay to load her first cargo after repairs to her hull were completed.

. . . The Greenspace vessel *Moby Dick* passed up the Welland Canal for a tour of the Great Lakes.

Jul. 24. . . Inland Lake's *Paul H. Townsend* arrived in Duluth with cement for the LaFarge Cement Terminal. After unloading her cargo, she will enter the Fraser Shipyard for drydocking and 5-year inspection.

Jul. 25. . . The U.S. St. Lawrence Seaway Development Corp. announced that 30,000 tons of western low-sulphur coal will be shipped to Europe within the next two months. The coal will be shipped through the Midwest Energy Terminal in Superior. Although 30,000 tons is a small order, the shipment could mean the opening of a new market for coal shipments through the terminal and the Great Lakes.

. . . Purvis Marine's barge *Yankcanuck* towed by the tug *Anglian Lady*, ran aground near Sweets Point. (About four miles northwest of DeTour near Pipe Island.) The tow was bound for Chicago with a load of scrap iron. Two other Purvis tugs and the barge *Chief Wawatam* arrived later and lightered the *Yankcanuck*. On July 27th she resumed her voyage to Chicago with the tug *Anglian Lady*.

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... "Ships That Ply the Lakes", a regular feature in the *St. Catherines Standard* since 1956 was cancelled and its final column was printed.

... The sixteen man crew of the ocean-going tug *Pacific Tide No. 3* were arrested at Montreal on drug smuggling charges. The tug arrived from the Philippines to tow the *Milanaos* to Spain.

... Only two Great Lakes ports have received Food For Peace cargoes this year. Milwaukee has shipped two cargoes and Duluth one, totaling about 30,000 tons. Last year the Great Lakes didn't receive any Food For Peace shipments. In previous years, when the Lakes "set aside" was in effect, the Lakes received about 250,000 tons of food aid shipments a year. The Great Lakes "set aside" expired at the end of 1989.

... The Lake Carriers Association announced that the recession has resulted in a slowdown of lake shipping. As of June 30th, iron ore shipments are off 12.4 percent, coal shipments are down 12.6 percent and steel imports are down 17 percent. The US flag Great Lakes fleet is operating at 88 percent of capacity compared to 97 percent last year. The bright spot is that Canadian grain shipments through the St. Lawrence Seaway are running about par with last year. Also, steel and iron ore exports through the Seaway were up 113 percent as of July 14th.

Jul. 26. . . *Paul H. Townsend* went on the blocks of the small drydock at the

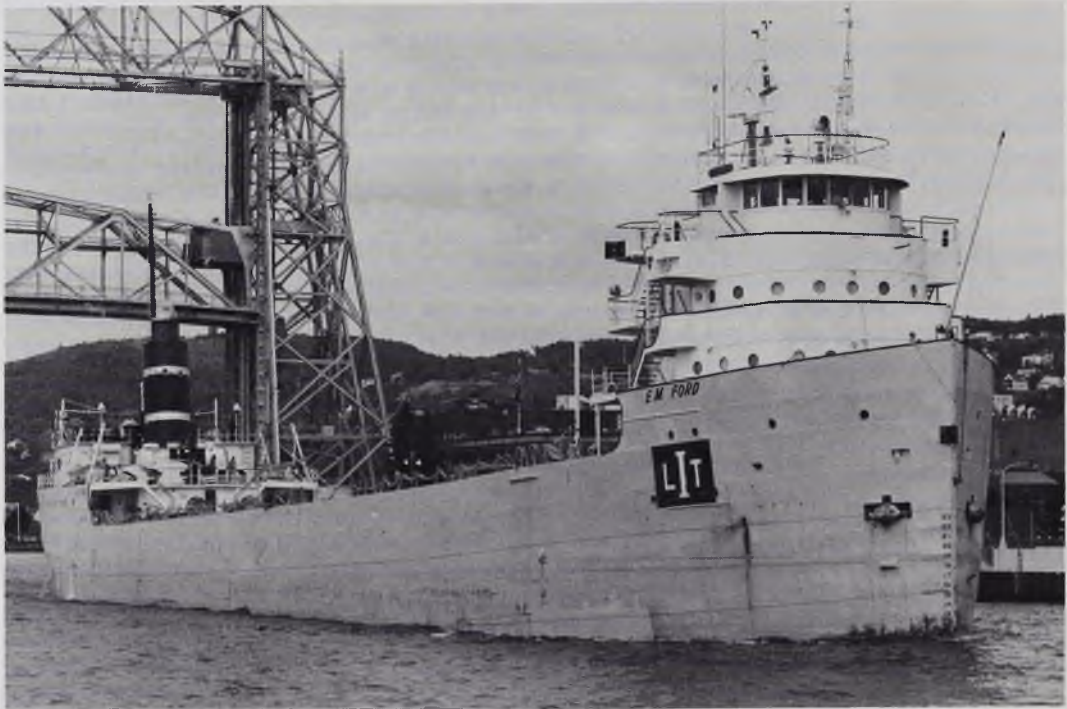


Photo by Terry Sechen

The E.M. FORD outbound from Duluth on July 27, 1991 after completing her 5-year inspection.

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Fraser Shipyard. Most of her crew went aboard the *E.M. Ford* to fit her out.

Jul. 27. . . Assisted by the tug *North Dakota*, the *E.M. Ford* departed Fraser Shipyard for Green Bay. She will lay-up at the LaFarge Cement Terminal in Green Bay as a spare boat. She will be 100 years old in 1998 and will see limited service for the next few years.

. . . *Petite Forte* and *Clarkson Carrier* cleared Port Weller Dry Dock and resumed service.

Jul. 31. . . P&H's *Willowglen* went aground while approaching the Cardinal, Ontario elevator. No damage was reported.

. . . The USCG *Mariposa* passed down the Welland Canal enroute to her new base in Seattle.

. . . The small cargo vessel *Fermont* cleared Sorel and made a run for the open sea. She had been declared unseaworthy by the Canadian Coast Guard and was refused permission to sail. The vessel was built in England in 1945.

. . . Overseas shipments through the Twin Ports of Duluth-Superior have dropped to less than half of the volume a year ago. As of the end of June, only twelve salties have called at the Twin Ports compared to thirty for the same period last year. Total shipments through the Twin Ports are down slightly, but are 3.4 percent above the 5-year average.

. . . Columbia's *Reserve* began to fit-out at the Fraser Shipyard in Superior.

Aug. 1. . . A Royal Canadian Mounted Police Swat Team was dropped aboard the fleeing *Fermont* by helicopters. The owner, who was aboard, was arrested and charged with piloting a vessel without permission and leaving port without authorization. *Fermont* was towed back to Quebec City by the tug *Jerry G.*

. . . *Edwin H. Gott* cleared Bay Shipbuilding and returned to service. She will sail with one engine until her disabled port engine can be repaired or replaced. (Ed. Note: It was first reported that it was her starboard engine that failed. This is incorrect and it's her port engine that is down.)

Aug. 2. . . Paterson's *Canadoc* cleared Montreal under tow of tugs *Dalmar Spirit* and *Omni-St. Laurent*. It's reported the she is bound for Cartagena, Columbia to be scrapped.

. . . Paterson's *Quedoc* entered the Port Weller Dry Dock.

Aug. 3. . . Socanav's *W.M. Vacy Ash* ran aground in the Detroit River off Ecorse. The tanker was refloated the next day with assistance from Gaelic tugs after lightering 8,700 metric tons of cargo. She tied up on the Canadian shore for inspection.

. . . The Lake Carriers Association reported that overall shipments of coal, iron ore and stone are down 11.4 percent from last year. Shipments on US-flag vessels are down only 5.2 percent for the same period. It appears that Canadian-

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flag vessels are being hit harder by the recession. A bright spot is that the western coal being shipped on US vessels through Midwest Energy Terminal is up 19 percent over last year.

Aug. 5. . . Cleveland Tanker's *Saturn* arrived in Superior and unloaded at the Marine Fuel Dock. This was her first visit in several years.

Aug. 6. . . A ten-year lease has been signed by the Baja Beach Nightclub, Co. to lease the *Lansdowne* Restaurant on the Detroit River. The former restaurant will be converted into an entertainment center, featuring several different types of nightclubs. The previous owners of the *Lansdowne* Restaurant have filed for Chapter 11 bankruptcy. The restaurant is the former Canadian National Railroad carferry *Lansdowne*.

Aug. 8. . . The excursion ferry *Americana* has been sold and passed down the Welland Canal for the Caribbean with registry in Panama. She was the former Block Island ferry tht arrived in Buffalo just three years ago.

Aug. 9. . . Columbia's *Middletown* arrived in Ashland, WI. to unload 14,700 tons of coal at the Reiss Coal Dock. She was Ashland's fourth vessel of the season and the first for the *Middletown* in recent memory.

. . . *Reserve* shifted from her winter lay-up berth in Fraser Shipyard and moved to the D.M.&I.R. ore dock to load her first cargo of the season. She cleared Duluth later in the evening.

. . . Groupe Desgagnes refloated the *Rio Orinoco* off Anticosti Island, which is in the Gulf of St. Lawrence off Gaspé Peninsula. The vessel is a former visitor to the Great Lakes and ran aground off Anticosti Island on October 16, 1990.

Aug. 10. . . Upper Lake's *Seaway Queen* arrived at Port Weller Dry Dock for inspection.

. . . The Brazilian saltie *Minerva* ran aground in the St. Lawrence River near Quebec City and was refloated the next tide.

. . . An agreement has been reached for the disposal of dredge spoils from Duluth's upper harbor. A \$16.9 million dredging project to deepen 3.3 miles of Duluth's upper harbor to 27 feet could begin next spring. Deepening the harbor would allow vessels to be loaded to maximum depth. Vessels are now loaded to 23 feet and then are topped off at another dock to 27 feet.

Aug. 11. . . *Lisa D* went out of the channel in the St. Lawrence River near Cornwall and went aground. She was carrying a cargo of caustic soda, but didn't puncture her hull nor did any cargo spill.

Aug. 13. . . U.S.L.'s *Canadian Enterprise* arrived in Superior to load pellets at the Burlington Northern Dock. This was the first time that she has loaded pellets at the Twin Ports.

. . . *Quedoc* cleared Port Weller Dry Dock after completing her inspection.

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Aug. 14. . . *Paul H. Townsend* cleared Duluth after completing her 5-year inspection at Fraser Shipyard.

. . . The Lake Michigan Carferry Service Inc. announced that ferry service between Ludington, MI. and Manitowoc, WI. will begin May 15, 1992 and will run to at least September 15th of each year. Manitowoc was chosen over Kewaunee because it is the destination of many tourists. Plans are to refurbish the *Badger* for next year.

Aug. 15. . . *Algosteel* lost power in the Superior Entry after departing Superior with a cargo of pellets. She anchored, but was blocking the channel. She was towed back into port the next day and tied-up at the old Elevator M slip. An electrical fire in a main distribution panel caused her engine and bow-thruster to shut down.

. . . C.S.L.'s *Manitoulin* arrived in Duluth and unloaded road salt at the Cutler Stone Dock. This was the first cargo of Canadian salt delivered to the Twin Ports in many years. The *Manitoulin* shifted to the D.M.&I.R. dock to load pellets.

Aug. 16. . . *Josip Broz Tito* was the first Russian tanker to pass up the Seaway. While in the Welland Canal she hit the wall below Lock 8 and dented her bow, but her hull wasn't ruptured. She was bound for Sarnia with a cargo of lube oil.

. . . ITEL Corp. announced that it plans to sell its marine dredging business, Great Lakes Dredge & Dock, to a New York firm. Great Lakes Dredge & Dock is the largest dredging and marine construction firm in the western hemisphere.

Aug. 19. . . The Liberian-flag *Federal St. Clair* arrived in the Twin Ports to load a cargo of low-sulphur western coal at Superior's Midwest Energy Terminal. This was the first time that coal has been loaded into an ocean-going vessel at this terminal and the first western coal to be shipped through the Seaway. The vessel cleared with 27,551 tons of coal and was destined for a power plant in Spain that will need 2.4 million tons of low-sulphur coal yearly beginning in 1994.

Aug. 22. . . The Seaway Port Authority of Duluth reported that exports of American grain through the Port of Duluth-Superior were down 60.5 percent this year. Canadian grain exports shipped through the same port were down 77.6 percent. Iron ore shipments are showing a 3 percent rise over the first seven months of 1990. Coal shipments show a 7.6 percent rise over last year. A total of 522 vessels called at the Twin Ports through the end of July, which is 77 less than last year.

. . . *Skilling's Mining Review* reported that a total North American iron ore shipments up to August 1st were down 12 percent from 1990. The only two docks that are above last year's figures are the D.M.&I.R. facilities in Duluth and Two Harbors.

Aug. 26. . . *Gert Je* arrived in Thorold with conveyor equipment for a new cement barge under construction there.

Aug. 29. . . The *Federal Fraser*, ex-*Selkirk Settler*, ex-*Federal St. Louis*, made

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her first appearance in the Welland Canal under her new name.

. . . Columbia's *Buckeye* cleared her lay-up berth in Toledo and resumed service.

. . . The Spanish-flag *Mar Catherina* hit the guide wall to the Snell Lock. A three-inch gash in her hull caused about sixty tons of asphalt to spill in the lock. There was some damage to the lock which was closed two days for repairs and delayed about a dozen vessels. The vessel received temporary repairs and was allowed to continue to Kingston, Ontario with her cargo.

Aug. 30. . . The *Ralph Misener* made a courtesy visit to the Port Weller Dry Dock and was opened for public tours. An estimated 3,000 visitors toured the ship.

. . . "Ships That Ply The Lakes" appeared once again in the *St. Catharines Standard* after readers reacted to its cancellation.

Miscellaneous . . .

. . . As stated earlier in this issue, several FedNav vessels have undergone another name change. The *Canada Marquis* was renamed *Federal Richelieu* and now has been renamed *Federal MacKenzie*.

. . . *Terra Nova*, ex-*Sir John Crosbie*, owned by Puddister Trading Co. Ltd. of Canada, sustained ice damage on October 3, 1990 in Lancaster Sound. After temporary repairs at Nanisivik the vessel went to Botwood, NFLD and was laid-up. She is reported to be a constructive total loss. The *Sir John Crosbie* was built at Port Weller Dry Dock in 1962.

Great Lakes Calendar . . .

Fri.-Nov. 15th-GLMI Entertainment meeting at 8:00 pm. Guest speaker will be Jack Gruber on the South American.

Sat.-Dec. 7th-GLMI Marine Flea Market from 10-3 pm at Dossin Museum.

Thurs.-Dec. 12th-GLMI Board of Director meeting at 7:30 pm at museum.

Back Cover Picture . . . *Mississippi* (no number). Built in 1853 in Buffalo, NY. 1829 by B.B. Jones. 1829 Gross tons and measured 335 x 40 x 14. Built to run Buffalo to Sandusky. Ran two seasons (1856-7) from Detroit to Buffalo with *Western World* and *Plymouth Rock* for Michigan Central Railroad. Out of commission 1858/9 and idled at Detroit until taken to Buffalo and dismantled in 1863. The engine was placed in *Guiding Star*. Deck houses and furnishings to *Racine*.

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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 XXXIX-1991 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 asterisk [*] indicate a photograph. The names of vessels, books and newspapers are in italics.

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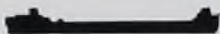
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