

An illustration in the top left corner shows three rolled-up documents or scrolls, with one partially unrolled to reveal a grid pattern and a small figure. A telescope is positioned horizontally across the top of the page, overlapping the 'T' in the title.

Telescope

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**GREAT LAKES
MARITIME
INSTITUTE**

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ·

Beginning January 1, 1992, the Dossin Great Lakes Museum will be open Wednesday through Sunday from 10-4 p.m. This slight reduction in museum hours won't affect the majority of members that visit the museum. By reducing the museum by 7 1/2 hours per week, the museum will remain open 5 days as normal, instead of closing an additional day. The Detroit Historical Department faced a 41 percent reduction in state support for the current fiscal year. The department has instituted these changes to balance the budget and to maintain the normal five day operation of the Dossin Museum.

The Great Lakes Maritime Institute will continue to publish *Telescope* magazine on a regular basis. However, entertainment meetings will now be held when the museum is open on Saturdays, not Friday nights. The *William Clay Ford* pilothouse exhibit is still continuing and the lower level exhibit will open this spring. The City of Detroit will be installing a new sewer line on Strand Drive in front of the museum. Members planning to visit the museum during the month of February or March may wish to call the museum for information on parking and accessibility.

MEETING NOTICES ·

The next entertainment meeting will be held on Saturday, January 18th at 11:00 a.m. The program titled "A Salute to the *William Clay Ford*" will consist of slides and a video tape. The pilothouse will also be open for tours.

On Saturday, March 21st, Dr. Harry Benford will speak on naval architecture at 11:00 a.m. Dr. Benford has worked on several projects at the University of Michigan and welcomes all questions concerning Great Lakes ship construction.

Future Board of Directors meetings are scheduled for Thursdays, February 13th, April 9th, and June 11th at 7:30 pm. All meetings are held at the Dossin Museum.

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OUR COVER PICTURE . . . The *Myron C. Taylor* meeting the *Oakglen* on April 25, 1988 was taken by Gretchen Driftmyer. These two veterans of the Lakes represent the changes that have occurred on the Lakes. The *Taylor* is still sailing whereas the *Oakglen* has been scrapped. The G.L.M.I. is celebrating its 40th year in 1992. We've seen many changes in the growth of the Institute, publication of *Telescope* and the changing programs of the Dossin Great Lakes Museum. With the rapid changes in technology, the next 40 years should prove to be equally astounding.

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

A CLASSIC CLASS

by
GARY DEWAR
Part I

In the course of the 1905 shipping season, twenty-six bulk-carrying steamers and two large steel package freighters were added to the American cargo

fleet on the Great Lakes.

The first new vessel to enter service that year was the *Ball Brothers*, a 500-footer that had been



SAHARA entering Duluth harbor. She was the second bulk freighter with steel arches instead of beams and stanchions.

launched at Lorain in December, and completed during the winter. She was a near-sister to the *Sahara*, which had been built at the same yard the summer before for the same owners. The *Sahara* had been the second bulker built with steel arches to support its deck and sides, instead of the beams and stanchions that had cluttered the holds of earlier carriers; the *Ball Brothers* was the third. She also was only the second true 500-footer on the lakes. By the end of the season nineteen larger vessels would have come from the building yards, and the first half-dozen 600-footers would be on the stocks.

The owners of both the *Sahara* and the *Ball Brothers* were the Globe Steamship Company of Duluth, one of four operating companies of which George Ashley Tomlinson was president and manager.

A native of a Michigan's Thumb area, Tomlinson worked in his youth as a cowboy in Wyoming, then as a journalist in New York and Detroit. He married Laura Davidson, a daughter of James Davidson, the noted shipbuilder at West Bay City, MI. In 1893, at the age of twenty-four, he opened a vessel agency at

Duluth.

Before the *Sahara* had been built, Tomlinson's companies had taken delivery of two 366-foot steel carriers in 1902, and three 436-footers in 1903. In 1905, he also was managing the 380-foot *Kensington* for Michigan owners.

While the *Ball Brothers* was being finished, Tomlinson had four larger freighters under construction. By the time she carried her first cargo, two of them already had been launched, and a third would be in the water by month's end. All four had the same dimensions, 524 feet long overall, 54 feet wide and 30 feet deep, and each would be able to carry 9,750 long tons on a draft of 20 1/2 feet. Two were being built by the West Bay City Ship Building Company, the subsidiary of The American Ship Building Company, which operated the old F.W. Wheeler yard on the Saginaw River, and two by the new Great Lakes Engineering Works plant at Ecorse, on the Detroit River, which had launched its first hull just a year earlier.

The first of the four was christened *Sylvania* and launched at West Bay City on Saturday, the 18th of



Dossin Museum Coll.

Originally built with an open bridge atop her pilothouse, it was permanently enclosed when the vessel was renamed D.M. PHILBIN.



Massman Photo/Dossin Mus.

The BALL BROTHERS was a near-sister to the SAHARA. She was the third vessel built with steel arches.

March. The next Saturday, the *James F. Davidson* went down the ways at Ecorse. The *Hoover and Mason* followed at Ecorse on April 28th, and the *Socapa* at Bay City on May 20th. The *Sylvania* and the *Socapa* were owned respectively by the Duluth Steamship Company and the Superior Steamship Company, each of which already was operating two of Tomlinson's vessels. The *Hoover and Mason* belonged to the Zenith Steamship Company, which also had one of the earlier steamers. The Inter-Ocean Steamship Company was organized to own the *Davidson*. James E. Davidson was Tomlinson's brother-in-law, and was vice-president (later president) of each of the owning companies.

The season of 1905 saw the first vessel in each of five standardized classes of vessels of identical or similar dimensions, 500 feet or more in length, built to the same basic plans, although with some varia-

tions within each group in size, design and propulsion machinery.

Already in that first year, the 524-footers made up the most numerous class, with eight vessels of the twenty-two in all five groups. By 1916 there would be forty-three members in the class. Only the standard 600-footers would eventually surpass their total, and that not until 1923.

The following table compares the vessels of each of the standard classes in the 500-foot range; their predecessor, the *Augustus B. Wolvin* of 1904, and the 600-footers that appeared in 1906.

Although the *Sylvania* was only the fourth lakes vessel 500 feet long, her dimensions, even in 1905, were only moderately large, so rapid was the increase in size and so large the volume of new construction. The *Wolvin* had been sixty-three feet longer, four feet wider and two feet deeper than the largest vessels in

Name	Year	Dimensions	Gross Tons	Draft	Cap (ST)
Edward Y. Townsend	1906	602 x 58 x 32	7438	21'0"	12,700
J. Pierpont Morgan	1906	601 x 58 x 32	7161	21'0"	12,250
Elbert H. Gary	1905	569 x 56 x 31	6331	20'6"	11,500
Augustus B. Wolvin	1904	560 x 56 x 32	6585	21'6"	11,500
James C. Wallace	1905	552 x 56 x 31	6684	21'0"	11,250
Frank C. Ball (G.L.E.W.)	1906	550 x 56 x 31	6909	21'0"	11,500
Amasa Stone	1905	545 x 55 x 31	6282	21'0"	11,100
Sylvania	1905	524 x 54 x 30	6272	20'6"	10,400
Ball Brothers	1905	500 x 52 x 30	5733	20'6"	9,850

service when she came out. The first steamer with a breadth of sixty feet was built in 1905, and others followed in the next two years. the *Edward Y. Townsend* in 1906 represented an increase in length of 105 feet in just three years, and a forty-five percent advance in carrying capacity. By the time the last 524-foot carrier was put into operation in the fall of 1916, more than ninety larger vessels had been built.

The class was especially useful to independent operators, whose trades seldom justified the large capacities of the biggest carriers, and who had to maintain the flexibility to carry a variety of cargoes and to serve a wide range of ports. Only eleven members of the class were built for fleets controlled

by iron and steel producing interests: ten for companies managed by M.A. Hanna & Company (and two of those were replacements for similar units that had been lost), and one for The Cleveland-Cliffs Iron Company.

Besides the *James E. Davidson* and the *Hoover and Mason*, Great Lakes Engineering built only two more hulls to the basic dimensions of 524 by 54 by 30 feet: the *Peter White*, also in 1905, and the *William H. Donner* in 1914. However, they built the *Milinkett*, 52 feet wide, in 1907, and three steamers 56 feet wide: the *Harry Yates* and the *Theodore H. Wickwire, Jr.*, both in 1910, and the *Louis R. Davidson* in 1912. The American Ship Building Company and its satel-



Massman Photo/Dossin Mus.

A familiar sight along the Detroit River, the SYLVANIA is seen unloading coal in Detroit, just above downtown Detroit.



McDonald Coll/Dossin Mus.

On June 12, 1914, the SYLVANIA was downbound, approaching the Soo in heavy fog. Confusion in whistle signals caused the SYLVANIA to glance off the SIR HENRY BESSEMER's bow and raked a long gash.

lite yards built the other thirty-one vessels with the basic dimensions, and one a foot wider, the *Alex W. Thompson* in 1908. The Toledo Shipbuilding Company turned out the *John Dunn, Jr.* and the *Fred G. Hartwell* in 1908, and the *Norway* two years later, each 58 feet wide.

The vessels are listed here chronologically, with a description of each (official number, date of launching, builder and hull number, molded dimensions, registered dimensions, gross and net registered tonnages and engines and boilers), and a brief history.

Sylvania (US 201840) March 18, 1905, West Bay City, MI; West Bay City SB Co. (613). 524'0" x 54'0" x 30'21/2" (504.0 x 54.0 x 26.7). 6272 GT, 4826 NT, Triple expansion; 231/2, 38", 63" x 42": 1760 ihp. Two Scotch boilers, 14'6" x 11'6".

The *Sylvania* went into service in April for the Duluth Steamship Company, of Duluth, managed by G.A. Tomlinson. She was renamed *D.M. Philbin* in 1914. In 1917 the Tomlinson fleet moved its operating offices to Cleveland.

She proved to be a rather trouble-prone boat, and was involved in a long series of groundings and collisions. As early as June 12th of her first season, while she was downbound with iron ore on Lake Superior, approaching the Sault in a heavy early-morning fog, a confusion in passing whistles resulted

in a collision with the steamer *Sir Henry Bessemer*. The *Sylvania* glanced off the *Bessemer's* bow, but her anchor raked a long gash in the *Bessemer's* port side.

In the early morning hours of April 30, 1929, the *Philbin* was on Lake Erie, downbound for Conneaut with a cargo of ore. Her captain, in the darkness and a spring blizzard, mistook an airport beacon some miles west of Conneaut for the harbor entrance light, and his vessel ran hard onto a sandbar six miles west of the port. Two crew members were injured seriously, and one of her forward ballast tanks was holed. Continued bad weather delayed her release, and after three days all the ballast tanks were filled to hold her on the bottom and prevent pounding. She was taken off on May 7th and towed into Conneaut to be unloaded. After shipyard repairs, she returned to operation under her original name.

The airport beacon that had lured the steamer ashore had been flashing in the same sequence as the harbor light. The Lake Carriers Association had warned of the danger of just such an accident when the beacon had been erected. As a result of the grounding, regulations were adopted to ensure that the characteristics of airway beacons would not resemble those of navigational lights.

The *Sylvania* was built with the so-called turret style of forward cabins, popular at the time, with a

pilothouse and a captain's cabin placed in tandem on the forecastle deck. About the time she was renamed *D.M. Philbin*, the open bridge atop her pilothouse was enclosed with a permanent wooden upper house. In the 1940s, probably during the repairs after one of her periodic groundings early in the decade, a steel house replaced the wooden one.

After the G.A. Tomlinson's death in January of 1942, Warren C. Jones of Cleveland took over the management of "The Tomlinson Fleet". The vessels remained under their separate ownerships until August, 1954, when all the constituent companies were consolidated into the Tomlinson Fleet Corporation.

The *Sylvania* was lengthened by 48 feet and converted to a self-unloader early in 1958 by Manitowoc Shipbuilding Inc. At the same time, a "doghouse" cabin was added on the after end of her boat deck. Her new overall length was 572 feet, her registered dimensions were 522.0 x 54.0 x 26.7, and her registered tonnages were 7352 gross and 5889 net. She now could carry 10,300 long tons on a draft of twenty feet or 11,400 short tons of coal.

On the evening of the first of June, 1967, the *Sylvania* was unloading limestone at the Peerless Cement Company dock on the St. Clair River, just below the Blue Water Bridge at Port Huron. The package freighter *Renvoyle* cleared the dock at the Point Edward freight sheds, just downstream on the far side of the river, and tried to turn in the narrow Huron Cut to proceed downriver. The swift, swirling current caught her, and carried her directly across the channel into the *Sylvania*. She struck her hard on the starboard side aft, holing her badly. The *Sylvania* filled and settled rapidly at the stern, with a sharp starboard list, because of the steep slope of the river bottom. Probably only the fact that her heavy unloading boom was swung outboard on the opposite side prevented her from turning farther over, or slipping into deep water. (It was directly off the same dock that the *Sidney E. Smith, Jr.* turned onto her side as she sank after a collision five years later.)

The *Sylvania* was refloated on June 12th by McQueen Marine Ltd. of Amherstburg, Ontario and was towed a week later to the shipyard at Lorain. She returned to operation on October 12th.

A little over a year later, on November 29, 1968, while she was downbound in the Fighting Island Channel of the Detroit River, she collided head-on during a snow squall with the upbound m/v *Diamond Alkali*. Her bow was entirely stove in, and had to be replaced during the winter at the Toledo shipyard.

The Tomlinson Fleet chartered the *Sylvania* and

her fleetmate, the *G.A. Tomlinson (ii)*, in 1960-1971 to the Columbia Transportation Division of the Oglebay Norton Company, which already had Tomlinson's last remaining straight deck bulk carrier under charter. In the spring of 1971, Tomlinson's directors voted to liquidate the corporation, and on August 5th they sold all three of its units to Oglebay Norton.

During the winter of 1973-74, both the *Sylvania* and the *Tomlinson* were modified to burn oil fuel and had bow thrusters installed, at Ecorse, MI. using equipment removed from their owners' *Huron* and *Wyandotte*, which had been sold for scrapping.

After the 1976 season, the *Sylvania's* owners restricted her operation to the western end of Lake Erie and to the Detroit and St. Clair Rivers. Before this time, she had delivered many coal cargoes to the Detroit Edison plants along the rivers, and now she engaged almost exclusively in the coal shuttle from Toledo, mostly to Edison's Monroe, Trenton and Connors Creek plants. She became a fixture on the Detroit River, and one of the favorites of the boat watchers. She could be seen most any day, often more than once, plowing upstream loaded, or unloading at one of the Edison docks, or hurrying light downbound, back to Toledo, or on occasion, aground somewhere. Her deep-throated steam whistle was one of the few of its kind still heard on the river. During the 1977 season, she delivered 170 cargoes, totaling more than a million and three quarters tons.

The *Sylvania* came out to start the 1980 season, but was laid up for the final time on May 11th, in the "Frog Pond" at Toledo. Oglebay Norton sold her in October to Joseph Behr & Sons of Rockford, IL., who contracted with Triad Salvage, Inc. to cut her up at Ashtabula, OH. She arrived at Ashtabula in tow on the first of November and fittingly, grounded in the mud at the entrance to the scrapyard. She was broken up during the winter.

During her eleven years in the Columbia fleet, the *Sylvania* was said to have carried more than twenty million tons of cargo.

James E. Davidson (US 201961) March 25, 1905, Ecorse, MI; Great Lakes Engineering Works (5). 524'0" x 54'0" x 30'0-3/4" (504.0 x 54.2 x 31.0). 6206 GT, 4943 NT. Quadruple expansion: 18", 27 1/2", 40", 62" x 42"; 2000 ihp. Two Niclausse boilers, 12'3" x 13'3".

The *Davidson* was built for Tomlinson's Inter-Ocean Steamship Company, and spent her entire career in the Tomlinson fleet.

During the winter of 1907-08, her furnaces were fitted with Jones under-feed stokers. She was only the second vessel on the lakes so equipped. Her original boilers apparently were unsatisfactory, and were replaced in 1912 with three Scotch boilers, each 11'6 by 11'11 1/2". (The Niclausse boilers - whatever they were - in her sister, the *Hoover and Mason*, had been replaced a year earlier.)

The *Davidson* spent fifty-eight uneventful years sailing up and down the lakes, with very little change in her appearance. She had one very narrow escape, in the fall of 1909. On October 22nd she was on Lake Superior, off the Keweenaw Peninsula, downbound with a cargo of ore from Duluth, and making poor progress in heavy weather. In the evening her master decided to turn and run for the north shore. By the time she reached Fort William on the 24th, her forward cabins had been largely wrecked, an anchor had been

ripped from its hawse pipe, seven hatches had been torn loose, and she was down heavily by the bow. The same storm had stranded the package freighter *Chicago* and the barge *Lake Frugality*, and damaged the steamer *William E. Corey*, all on Lake Superior; stranded the steamer *Maplecourt* on Lake Huron, and sunk the carferry *Milwaukee* on Lake Michigan.

Tomlinson laid the *Davidson* up after the 1962 season, and sold her the following August to Marine Salvage Ltd. They resold her to Italian breakers, Societe A.R.D.E.M. SA, of Genoa, and she cleared Port Colborne, Ontario, in tow on September 19, 1963.

This concludes Part I of "A Classic Class". In the next issue we'll cover the histories of the *Leonard Hanna*, *Peter White*, *Hoover and Mason*, *Socapa*, *Powell Stackhouse*, *John Stanton* and *F.D. Carter*.



McDonald Coll/Dossin Mus.

The JAMES E. DAVIDSON spent her entire career of 58 years in the Tomlinson Fleet. She was laid-up after the 1962 season and towed overseas for scrap in 1963.

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DOCKS ALONG THE DETROIT RIVER IN THE EARLY 1900'S

Behind every ship, tug, icebreaker, passenger ships and pleasure craft are a variety of companies and personnel that supply them. The Dossin Great Lakes Museum is always searching for photos and company records of these suppliers. Photos of everyday work scenes along the waterfront provide invaluable information on shipboard life. Suppliers in Detroit delivered a variety of goods, including groceries, equipment, spare parts and crews.

Detroit was also home to many companies that built pleasure craft and racing boats. The Dossin

Museum has been adding to its collection of antique outboard engines and the companies that built them. The Pioneers of Powerboating has been established to preserve this heritage.

These photos were copied from the files of J. Nall Candler. The Detroit waterfront was home to a variety of ships and pleasure craft. If you have photos, company records or other information about Detroit's marine industries, please contact the Dossin Great Lakes Museum at 100 Strand Drive on Belle Isle, Detroit, MI. 48207 (313) 267-6440.



A familiar sight for boaters on the Detroit River was the naval training ship WOLVERINE. Note the canopy on the launch in the foreground.



Top: The passenger ship CITY OF HOLLAND and tug ONEIDA. Bottom: Tug A.W. COLTON, built in 1881 at Buffalo. SAGINAW, railroad carferry built in 1873 at Port Huron. T.F. NEWMAN, lightering barge built in 1902 for Great Lakes Towing Co.



Top: NIPIGON, built in 1883 at St. Clair, MI. Was sold Canadian in 1917 and renamed MAPLEHILL (i). Bottom: After serving their fleets for decades, ships are broken up when they are no longer profitable.



Top: The U.S. Survey steamer HANCOCK, built in 1890 at Saugatuck, MI. After a collision in Lake St. Clair in August, 1905, she was repaired at the Oades Shipyard in Detroit. Bottom: Can anyone identify the schooner registered in New York or name the dock or slip for the tugs?

GREAT LAKES & SEAWAY NEWS



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It is with deep regret that we announce the death of Hal Ferris on December 5, 1991. A long-time Institute member, Hal began his sailing career as a graduate of the U.S. Merchant Marine Academy at Kings Point, N.Y. and during World War II, worked as an engineer on the convoy ships. Hal was well known along the Detroit waterfront, working with his brother Sid in the annual Tugboat Races held on the river in the 1950s. When the races were reactivated in the late 1970s, Hal worked with Rod Beaton of the Windsor Harbor Commission to make the races an annual event during the Detroit-Windsor Freedom Festival. In 1987 the tug John Kendall with Hal and his nephew was the overall winner.

For over twenty-five years, Hal was a familiar figure at Mariners' Church in Detroit as Director of Acolytes. Those attending the annual services for seamen at Mariners' will remember Hal giving guidelines to everyone involved. At the Blessing of the Fleet held in March, Hal briefly described the steamship flags as they were presented.

Hal was active in numerous marine organizations in the Detroit area and his participation will be greatly missed. The Propeller Club-Port of Detroit elected him "Mayor of the Waterfront" in 1985.

Aug. 5. . . Canada Steamship Lines began its second ship-to-ship transfer of coal in Sept-Iles Bay, which is in the lower St. Lawrence River. Six C.S.L. self-unloaders were used to load 140,560 metric tons of coal into the *m/v Docebay*. Three of the self-unloaders were loaded at Ashtabula and the other three loaded at Conneaut. They arrived two at a time and their coal cargoes were blended as they off-loaded into the *Docebay*. She cleared for Denmark on the 7th.

Sep. 4. . . *Federal MacKenzie*, ex-*Canada Marquis* passed up the Welland Canal for the first time under her new name.

Sep. 5. . . The Thunder Bay Harbour Commission announced that the first half of this year's shipping season has been "very good". More than 500 vessels have called at the port as of the end of July and about 9.4 million tons of cargo were shipped through the port. This is a 39% increase over the same time last year. Grain shipments totaled 7.4 million tons which is up 4.3 million tons over last year.

. . . Greenpeace's *Moby Dick* moved into the slip used by the railroad carferry *Incan Superior*, which was due in port that evening. The group claimed the carferry carried toxic materials. The Coast Guard informed the officers and crew of the *Moby Dick* that they were in violation of federal laws and that their vessel could be seized and crew members could face up to ten years in jail and up to \$10,000 in fines. The captain agreed to leave the ferry's slip, but two of the group who chained themselves to the *Moby Dick's* mooring lines, refused to move and were arrested.

· GREAT LAKES & SEAWAY NEWS



Photo by Terry Sechen

The ALGOSTEEL arriving at Superior piers on August 15, 1991 to load pellets at Burlington Northern Dock 5.

... Since the opening of the shipping season, total shipments of iron ore, coal and stone were down 12.1% over the same period last year.

... The last mine to ship natural iron ore in North America closed. The Donara open pit mine in northern Minnesota ceased operation when the last vein of natural iron ore was mined. Natural high grade ore is used "as is" and not converted to pellets as is low grade ore. Natural ore is still used to make high grade steel.

Sep. 8. . . A memorial service was held on Lake Michigan at the site of the sunken passenger vessel *Lady Elgin* to commemorate the 130th anniversary of her loss. (Ed. note: See page 54 in March Telescope.)

Sep. 9. . . Canadian grain inspectors and weighers went on strike halting grain shipments at Thunder Bay and other Canadian ports. Canadian grain handlers were scheduled to go on strike September 21st. Grain handlers were refusing to cross picket lines.

Sep. 13. . . Gaelic Tug Boat Company's tug *Kinsale* passed down the Welland Canal, bound for Charleston, North Carolina. She has been sold to American Tug for operation off North Carolina.

Sep. 16. . . C.S.L. conducted its first coal top-off of 1991 in the Straits of Canso. The *m/v Catherine Venture* loaded 75,000 metric tons of coal at Hampton Roads and then was topped off with 52,000 tons by C.S.L.'s *Nanticoke*. The *Nanticoke* made two trips from Sydney, Nova Scotia to top-off the *Catherine Venture*.

GREAT LAKES & SEAWAY NEWS ·

Sep. 17. . . Pioneer's *Silver Isle* tied up at Wharf 17 in the Welland Canal for unknown repairs.

Sep. 18. . . Efforts were underway to preserve the historic tug *Edna G.*, which is deteriorating and in danger of sinking. She is presently tied up in Agate Bay at Two Harbors. The city would like to display the tug on land, however, this could mean the loss of her place on the National Register of Historic Places and possible loss of federal maintenance funds. The *Edna G.* was built in 1896 and spent her career at Two Harbors ore docks. She was retired in 1981.

. . . At the merchant marine subcommittee hearing the Corps of Engineers proposed charging tolls to pay for repairs and new construction at the Soo Locks. At the present time, only the Poe Lock can handle the larger ships on the lakes, which causes traffic back-up at times. Shippers and other marine interests feel strongly that charging tolls would isolate the Lake Superior ports from the rest of the lakes. Especially vulnerable is the grain trade and they feel that even a small toll would chase business away. It's estimated that the construction of a new lock to handle larger vessels could cost up to \$400 million. Great Lakes marine interests feel that the federal government should pay for the project while the government feels that private interest should bear some of the costs.

. . . The Canadian Government has agreed to review its commitment to repairing the Canadian Lock at the Soo. There is a large crack in the wall and the lock has been closed since 1987. Repair costs were estimated to be between \$7 million and \$20 million. The government had committed \$5 million toward the project with the remainder coming from private investments. However, city officials at the Soo feel that the \$5 million isn't a sufficient commitment from the government.

Sep. 20. . . Midwest Energy Resources of Superior announced plans for an expansion of their facility at Superior. Plans call for additional ground storage and loading capacity. Cost of the expansion were estimated at \$8 million.

Plans to deepen the St. Louis River channel at Duluth has suffered a setback. The Corps of Engineers is now questioning the need to deepen both the north and south channels which they previously agreed to. The other question is that only one shipper, Hallett Dock Co. would benefit from the project. The other shipper, Reiss Terminal is uncertain that they would benefit from the project.

Sep. 21. . . The Seaway Port Authority of Duluth reported that waterborne shipments in August through the Twin Ports of Duluth-Superior were down 1.2% from the same period last year. International trade through the end of August was down 20% over last year. Overseas grain shipments were down 54.4% and Canadian grain exports were down 59.2%. There were no figures given comparing August shipments of iron ore, coal and stone to the same period last year. A total of 678 vessels have called at the Twin Ports this year, compared to 756 for the same period last year.

. . . The Kent Divers Assoc. returned the brass bell to the 253-foot steamer *Colonial* and placed a "save the ships" plaque aboard her. The *Colonial* sank in Lake Erie off Pardoville, Ontario in November, 1914 while enroute to Milwaukee from Oswego, N.Y.

Sep. 22. . . The crew of *Kinsman Independent* rescued three crewmen from a disabled fishing boat on Lake Erie off Conneaut.

Sep. 23. . . The *Scott Misener* (iv), ex-*J.N. McWatters* cleared Sarnia for Thunder Bay. This was her first trip under her new name.

. . . Upper Lakes Shipping's *Canadian Century* returned to service and is bound for Thunder Bay.

· GREAT LAKES & SEAWAY NEWS

... Grain shipping resumed at Thunder Bay, Ontario when federal grain inspectors and weighers returned to work. Non-striking grain handlers were honoring the picket lines. As mentioned previously, grain handlers were authorized to strike on October 1st.

... The crew of C.S.L.'s *J.W. McGiffin* rescued several people from a disabled power boat on Lake Erie.

Sep. 24. . . U.L.S.'s *Seaway Queen* cleared Port Weller Dry Dock and returned to service. She had been at Port Weller since August 10th.

Sep. 25. . . The *Stella Desgagnes* tied-up at Wharf 16 in the Welland Canal because of weather and for repairs.

Sep. 26. . . High winds and seas brought shipping to a halt on Lake Superior and at the Soo. After storm warnings were dropped, thirty-two vessels began moving at the Soo; ten upbound and twenty-two downbound. This was the busiest day at the Soo so far this season.

Sep. 28. . . Algoma's *Algoway* loaded pellets at the Burlington Northern Ore Dock in Superior. It's believed that this is the first time that she has loaded at this dock. She departed for the Algoma Steel plant at the Soo.



Photo by Terry Sechen

C.S.L.'s LEMOYNE and tug MINNESOTA backing away from the Burlington Northern Dock 5 in Superior on September 28, 1991.

GREAT LAKES & SEAWAY NEWS ·

... The tug and barge *Joseph H. Thompson Jr.* arrived to load coal at the Midwest Energy Terminal in the Twin Ports. This is her first visit to this port as a tug/barge combination. She cleared the next day for Taconite Harbor and the LTV power plant.

Sep. 29. . . *Catherine Desgagnes* was inspected at the Snell Lock in the Seaway. She suffered a crack in her hull in an encounter with ice in the Arctic.

Sep. 30. . . American Steamship's *John J. Boland* remains in the drydock at Fraser Shipyard, but all work on her has stopped.

... Grain shipments out of Thunder Bay were again halted as grain inspectors and weighers resumed their strike. Eight vessels were reported to be idle at the elevator because of the strike.

Oct. 1. . . Skilling's *Mining Review* reported that combined shipments of iron ore, coal and stone in August were down 2.2% from the same period last year. Shipments of iron ore from U.S. ports have increased slightly over the same period last year which is the first increase this year. Canadian ore shipments are still running behind last year. Coal shipments have decreased by 2.3 %. A slight upturn in Lake Erie coal shipments was offset by a decrease in shipments of low sulfur western coal. Stone shipments are down 8% last August. Total shipments for the season were down 10.2% from last year. Iron ore was down 11.3%, coal was down by 10% and stone was down by 8%. Skilling's also reported that there are now fifty-eight U.S.-flagged lakers in active service.

... Bethlehem Steel's *Burns Harbor* arrived in Duluth and tied up at the Port Terminal for repairs to her propeller and have her stern tube seal replaced. She shifted over to the Burlington Northern Ore Dock in Superior in the morning of the 4th and cleared that evening.

... The saltie *Petka* passed upbound in the Welland Canal. She is now registered in Malta.

Oct. 2. . . U.L.S.'s *Canadian Progress* arrives at the Twin Ports and loaded a cargo of pellets at the Burlington Northern dock in Superior. This was the first time that she loaded pellets at the Twin Ports. She cleared for Algoma Steel at the Soo.

Oct. 3. . . Port Weller Dry Dock lost its bid to build twelve ships for the Canadian Navy. The yard was awarded a contract to refit *H.M.C.S. Protecteur* in 1992-93.

... Canadian grain handlers at Thunder Bay went on strike just as government inspectors and weighers returned to work.

Oct. 4. . . A keel-laying ceremony was held for the new Pelee Island ferry at the Port Weller Dry Dock.

... *Ralph Misner* loaded her first ever cargo of pellets at the Twin Ports/ She loaded at Burlington Northern and cleared for Hamilton.

Oct. 7. . . Zebra mussels in Lake Michigan are spreading faster than expected. They are now being found from Indiana to Wisconsin. They have also spread down the 300-mile length of the Illinois River to Alton on the Mississippi River. In August, production of steel at Bethlehem's Burns Harbor plant was cut in half when the mussels clogged water intakes. The rapid spread in Lake Michigan was blamed on a warmer than usual

· GREAT LAKES & SEAWAY NEWS



Photo by Alan Mann

Tug JAMES BATTLE in Lock 2 at Port Weller. The tug SALVAGE MONARCH is on the port side.

summer and wind patterns that kept warm water close to shore. A single female zebra mussel can produce as many as 40,000 larvae a year.

Oct. 8. . . Meehan Seaway Services terminal in Superior began loading a cargo of 9,900 tons of bagged beans aboard the saltie *Rose*. The beans were part of a Food For Peace cargo "set-aside" for the Great Lakes. The beans were bound for Algeria and are part of a total shipment of 50,000 tons that is expected to be loaded before the end of the shipping season. (Ed. note: See page 127 of the September Telescope.)

Oct. 9. . . Greenpeace's *Moby Dick* passed down the Welland Canal after a disruptive visit to the Great Lakes.

Oct. 10. . . Litton's *Presque Isle* anchored in Waaska Bay in the Upper St. Marys River with gear box problems. She locked down the next day for Gary, IN. to unload. She will then go to Milwaukee for repairs.

Oct. 12. . . Thunder Bay grain handlers returned to work following government "back to work" legislation. There are about 4,000 railroad cars to be unloaded and at least fifteen vessels to be loaded.

. . . The Polish freighter *Ziemia Gnieznienska* struck a wall while approaching Lock 7 in the Welland Canal. A large section of the concrete wall was damaged and authorities closed the canal to all shipping. They are afraid that a passing vessel will dislodge the broken section and that it will fall into the canal. Damage to the Polish freighter was minimal. The canal reopened on the 15th.

Oct. 14. . . *Kay Cole*, a former east coast tug now in the McKeil fleet arrived at the Welland Canal with the barge *Black Carrier*.

Oct. 17. . . An oil spill fouled beaches along Lake Huron near Mackinaw City. The Coast Guard estimated that the spill of heavy, thick oil was about 2,650 litres. Because the oil is "like molasses" it will require extensive

GREAT LAKES & SEAWAY NEWS ·

cleanup. The cause was unknown. Three vessels that passed through the area at the time use another type of fuel.

Oct. 18. . . McAllister's tug *James Battle* arrived at Ramey's Bend for scrapping under tow of *Salvage Monarch*. The *Battle*, built in 1900, has been idle for several years and laid-up at Montreal. She is the old Detroit fireboat *James Battle*. She joins what little is left of the *E.J. Block*.

Oct. 19. . . The package freighter *Fort St. Louis* cleared Hamilton for Montreal under tow of *Salvage Monarch*. She has been laid-up at Hamilton since December, 1981. There was no information about why she was being towed to Montreal.

Oct. 20. . . The Soviet-flag *Aleksandr Starostenko* arrived in Duluth and tied up at the Port Terminal. She was the first roll on/roll off ship to visit the Twin Ports and the first Soviet-flag since 1988. She unloaded tractors and containers and cleared in the evening of the 21st for Milwaukee.

Oct. 21. . . The Philippine saltie *Fairnes* arrived in Ashland and tied up at the Reiss Coal Dock. She is the first saltie to visit this port and she unloaded a cargo of copper concentrate for White Pine, MI. Since Ashland doesn't have any tugs, Great Lakes Towing dispatched their tug *Minnesota* from Duluth. The tug remained in Ashland until the *Fairnes* cleared on the 23rd.

. . . Inland Steel's *Edward L. Ryerson* made her last trip into Lake Superior for this season. She was bound for Taconite Harbor to load "Aurora Chips" for Bethlehem Steel's plant at Burns Harbor. When the *Ryerson* arrived off Taconite Harbor on the 23rd the captain decided not to enter the harbor due to weather and the vessel steamed along the Minnesota shore for the next twelve hours. The *Ryerson* will spend the remainder of the season on the Escanaba-Indiana Harbor-Burns Harbor run.

. . . The Poe Lock at the Soo was out of operation for five hours while operating crews tested preparations for winter closing. Two upbound and two downbound vessels were delayed by the closing.

Oct. 23. . . The owners of Bob-Lo Amusement Park announced that the two "Bob-Lo" passenger ships *Columbia* and *Ste. Claire* will not run in 1992 and in fact, the vessels are for sale. The company cites expenses and a dwindling ridership as the reason for suspending service. Bob-Lo's parent company, International Broadcasting Co. has filed for bankruptcy. The decision to end the Bob-Lo run from Detroit ends nearly 90 years of service to the island amusement park across from Amherstburg, Ontario. The *Columbia* was built in 1902 at Detroit Shipbuilding yard in Wyandotte and the *Ste. Claire* was built in 1911 by the Toledo Shipbuilding Company.

Oct. 24. . . American Steamship's *Buffalo* arrived in Duluth and entered Fraser Shipyard for unknown repairs. She shifted to the Burlington Northern dock on the 27th and cleared the following day.

Oct. 26. . . The Seaway Port Authority of Duluth reported that at the end of September total shipments for the year were up 2.1% over the same period last year. International trade as of the end of September was up 4.8% over last year. (Ed. note: Although the report doesn't indicate or define "international trade", it's the editor's opinion that means mostly iron ore and coal shipments to Canada.) Despite the increase, overseas grain exports were down 42% and Canadian grain exports were down 30.7%. A total of 846 vessels have called at the Twin Ports through the end of September, 56 less than a year ago.

Oct. 28. . . The Manitoulin carferry *Chi-Cheemaun* locked upbound at the Soo, bound for her 5-year inspection

· GREAT LAKES & SEAWAY NEWS

at Thunder Bay.

Oct. 30. . . Ashland's second saltie arrived and tied up at the Reiss Coal Dock. *Fiona Mary* arrived with a load of copper concentrate from Indonesia for White Pine, MI. The tugs *Minnesota* and *New Jersey* were dispatched from Duluth to assist the saltie in docking. Because of mechanical problems with her deck cranes and weather, *Fiona Mary* didn't clear Ashland until November 6th.

. . . Paterson's *Vandoc* returned to service and passed upbound in the Welland Canal for Thunder Bay. She had been at Montreal waiting for an overseas tow for scrapping.

. . . *Fairnes* loaded grain at Ogdensburg, N.Y. that was trucked from Casco at Cardinal, Ontario.

Oct. 31. . . C.S.L.'s *Black Bay* unloaded a cargo of bauxite at Wharf 6 at Thorold. The bauxite was off-loaded from Shimone into *Black Bay* somewhere on the St. Lawrence River.

. . . The *John J. Boland* remained in drydock at Fraser Shipyard and will not sail this year.

. . . An early winter storm dumped 37 inches of snow in the Twin Ports of Duluth-Superior.

Miscellaneous . . .

. . . The following information was sent to us by Peter Carr of Bucksport, Maine. The waters of Lake Michigan are proving to be a treasure trove for World War II aircraft. So far this year, seven aircraft (3 Douglas S.B.D. Dauntless dive bombers, 1 Grumman T.B.F. Avenger torpedo bomber and 3 Wildcat fighters) have been salvaged from the lake bottom. Three were salvaged last year. All of the aircraft were lost from the converted carriers *U.S.S. Wolverine* and *U.S.S. Sable*. The aircraft are being sent to the National Museum of Naval Aviation, Pensacola, FL. for restoration. The museum director is attempting to reunite the pilots with their salvaged aircraft and has been fairly successful in doing so.

From the World Ship Society's *Marine News: Aladewe*, (*Naesborg-83*, *Sea Transport-77*, *Olau Mark-71*), has been renamed *Unity* by Wale Sea Foods Ltd. The tanker is registered in Nigeria.

Hankey, (*Prindoc-82*) has been renamed *Claret III* by Madonna Shipping Corp. The ex-Paterson bulk carrier is registered in St. Vincent.

Great Lakes Calendar :

Saturday-Jan. 18th - Entertainment meeting at 11:00 a.m. at Dossin Museum. The program titled "A Salute to the *William Clay Ford*" will consist of slides and a video tape on voyage to Duluth and back.

Fe. 1-9- Michigan Boat and Fishing Show at Cobo Hall in Detroit.

Thurs.-Feb. 13th-G.L.M.I. Board of Directors meeting at 7:30 p.m.

Sunday-Mar. 8th - Great Lakes Memorial Service and Blessing of the Fleet at 11:00 a.m. at Mariners' Church in Detroit.

Sat.-Mar. 21st - Entertainment meeting at 11:00 a.m. at Dossin Museum. Our guest speaker, Mr. Harry Benford of the University of Michigan will speak on ship design and naval architecture.

OUR BACK COVER PICTURE . . . The carferry *Ann Arbor No. 2* (US 106984), built in 1892 at Toledo, Ohio. 1144GT; 572NT. 264.2 x 53.0 x 14.7. Originally triple screws-2 aft and 1 forward. Engine removed at Toledo in 1896 and space was used for grain cargo. Reduced to an unrigged barge 1144 tons and sold to United Fuel and Supply in Detroit on April 10, 1917 and renamed *Whale*. Abandoned for age in 1927. Carferry *Ann Arbor No. 3* (US 107418), built 1898 at Cleveland. Photo taken at Frankfort, MI. in 1900.

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Wanted: MARINE PAINTINGS, drawings and prints of Great Lakes and ocean-going vessels from 1800 to 1920. Also interested in books and paper on yachting, shipbuilding and shipping. Randy Marshall, 126 Stople Ave., Syracuse, NY 13207. (315) 478-7621.

WANTED: Old knob start (hand crank) outboards: Caille, Elto, Koban, Motor Go, etc. Also have for sale old "Blue" Telescopes \$5.00 ea. & some others. Write me your wants.
Lee Holland, 1636 Mill St. Algonac, MI. 48001 (313) 794-2819.

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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 member is paid for services.

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Curator of Dossin Museum

All members are invited to submit items to the News Section. Those who contributed to this issue are listed in the News Section heading. All photos submitted to the News Section will be kept in the Telescope file or returned to the owner if requested. The Editors must reserve the final decision for selection of items used. Please direct ALL NEWS MATERIAL to the NEWS EDITOR and ALL OTHER CORRESPONDENCE to the Coordinating Director.



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