

Telescope

An illustration in the top left corner shows three rolled-up documents or maps, with one partially unrolled to reveal a grid and a small figure. A telescope is positioned horizontally across the top of the page, overlapping the title.

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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ·

Several members inquired about the late mailing of the November *Telescope* with the membership renewal notice inserted. We apologize for the late mailing and beginning this year, we will return to inserting your renewal notice in the September issue. We have also decided to print the list of items available from the museum's gift shop in the March issue. There are always several new books available near Christmas and updating the list in January will provide readers with more gift selections.

Marine artist Jim Clary has written *Ladies of the Lakes II* which details the ships lost during the Great Storm of 1913 and also includes stories on the *USCG Mackinaw*, *Noronic*, *Stewart Cort*, *Seeandbee*, *Huron Lightship* and *Aquarama*. As in Volume I of *Ladies of the Lakes*, each chapter contains a short history of the vessel, accompanied with photos and a color portrait of the ship by the artist. The book is available from the gift shop at \$45.00 and members receive a 10% discount.

MEETING NOTICES ·

Again in 1993 joint entertainment meetings with the Marine Historical Society of Detroit will be held on the third Saturdays in January, March, May and November. The March meeting will be on Saturday, March 20th at 11 am at Dossin Museum. Our guest speaker will be Douglas Short showing films of Great Lakes ships.

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OUR COVER PICTURE . . . Institute member Jim Sprunt caught the car ferry *Jiimaan* on her maiden trip on July 3, 1992. The car ferry was built at Port Weller Drydocks Ltd. as *Hull #76* for the Pelee Island Transportation Services. The *Jiimaan* has a capacity of forty cars and four hundred passengers. She will sail from Leamington, Kingsville and Point Pelee to Sandusky and from Pelee Island to Sandusky.

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

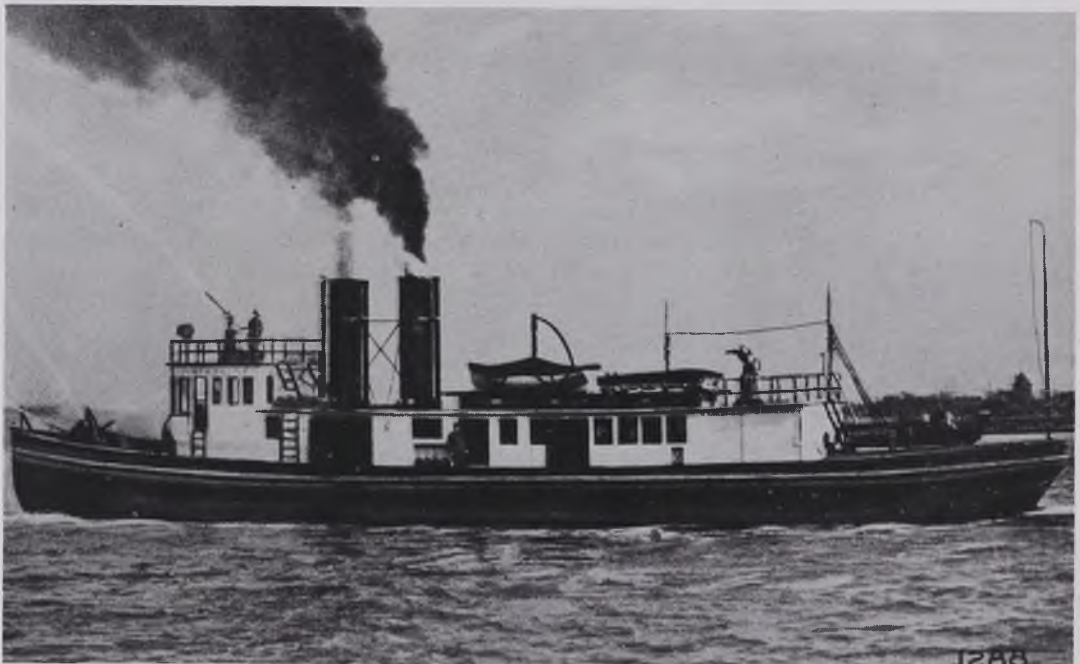
ONE HUNDRED YEARS OF FIRE BOATS ON THE DETROIT RIVER

by
WILLIAM CAHILL

Throughout history waterways have facilitated the movement of settlement. Thus many early American cities were built on rivers. The part of any such city that faced the water - tightly packed, waterfront buildings, warehouses and piers - presented a great danger because of the inability of firefighters to attack the fire from the water. Hence was born the idea of the fireboat. (The first fireboat in America was launched at New York in 1800.) Working in conjunction with land-based fire companies, fireboats "close-the-circle" around waterfront fires. Detroit being one of those cities founded at an early time in American history because of its accessibility from the Atlantic Ocean, possesses miles of riverfront that must be

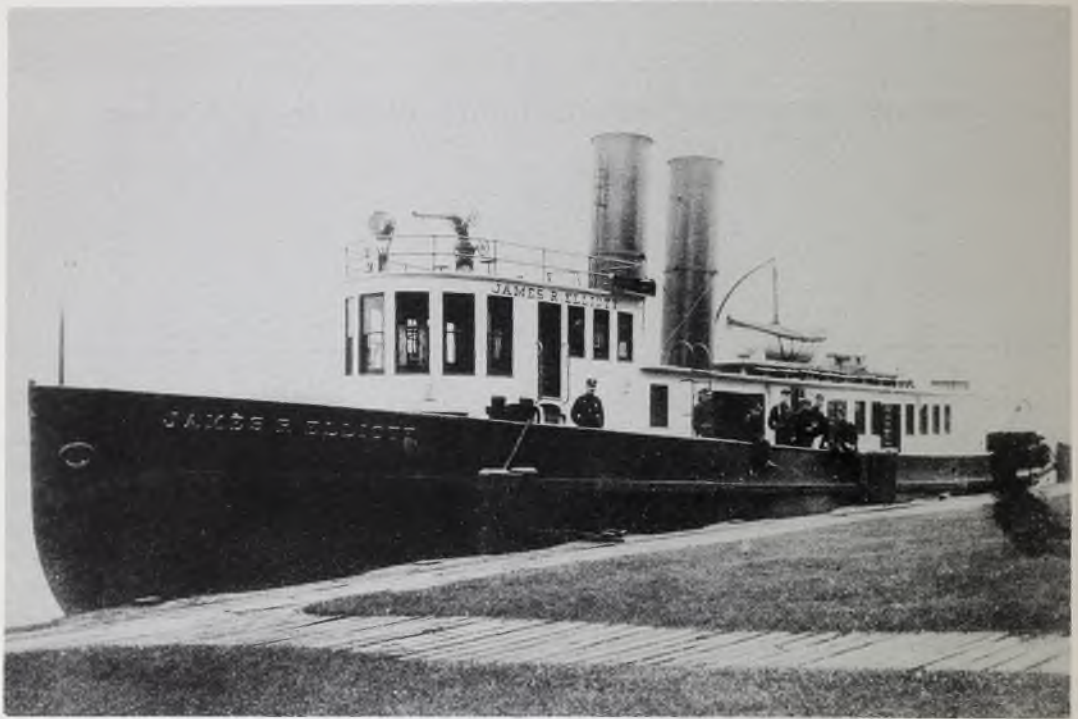
protected in such a manner.

The old Detroit Volunteer Fire Department began when a bucket brigade was formally organized in 1802 to combat the threat of fire. By 1857 twelve privately funded volunteer fire companies provided the bastion against fire in Detroit, a tradition in most American cities since 1736. The expanding city, however, needed more reliable, and more advanced fire protection. The hand-drawn, hand-pumped fire engine, the trademark of the volunteer, was rapidly becoming outdated. Therefore, in 1861, when four horse-drawn, municipally-paid, steam engine companies were firmly in place, the twelve volunteer companies were disbanded. Firefighting was now in



Dossin Museum Coll.

The pumps on the fireboat JAMES BATTLE were converted to diesel power in 1936, which was an early feature for fireboats.



Dossin Museum Coll.

Top: The JAMES ELLIOTT was built using much of the machinery from the old DETROITER. Bottom: When the ELLIOTT was decommissioned in 1930, she was sold to Owen Sound Trans. Company and renamed NORMAC.



Dossin Museum Coll.

The JOHN KENDALL shown here in downtown Detroit, protected the waterfront from 1930 to 1976.

the hands of the city and the Detroit Fire Department was officially organized.

In 1893 the Detroit Fire Department acquired a different type of steam apparatus in the form of a fireboat, appropriately named the *Detroit*. Since then five fireboats have protected Detroit's twenty-five miles of riverfront; *Detroit* (1893-1902), *James Battle* (1900-1940), *James R. Elliott* (1902-1930), *John Kendall* (1930-1976) and that which is currently in service, the *Curtis Randolph* (1979). The first boat was named for the city she served, whereas the subsequent three were named for former Detroit Fire Chiefs. The presently active fireboat was named for the first black firefighter to be killed in the line of duty.

The *Detroit* was built by the Craig Ship Building Company of Toledo, Ohio and was commissioned in 1893. Quartered next to a new brick station at the foot of Fifth Street, she was known as Steam Engine Company Number 16. She was fitted with two engines and boilers, and her two sets of double-acting pumps could throw fifteen streams, or the entire discharge could be directed through a swivel nozzle above the pilothouse. Manned by a crew of twelve, the wood-hulled boat cost \$31,765. The first major fire for the *Detroit* came on November 23, 1893 at the Edson Moore and Company (a purveyor of dry goods). Considering the flammable nature of the

wood frame structures, tightly spaced along the riverfront, the streams from the *Detroit* kept the fire contained to the one building, a remarkable feat in those days. A new aspect of firefighting had come to Detroit. When the *Detroit* was retired, parts of her would be used on another fireboat.

The *James Battle* was built by the Detroit Ship Building Company of Wyandotte, Michigan, and went into service on January 15, 1901. She was quartered at the Fifth Street dock and also ran as Steam Engine Company Number 16. Her steel hull was 122 feet long and her pumps were built by the Thomas Manning, Jr. Company of Cleveland, Ohio. They were capable of delivering 2,900 gallons per minute each at 160 pounds pressure. In 1936 the pumps were converted to diesel power, an early feature for a fireboat. She had two turret nozzles on her deckhouse, two stern hose connections, five on each side, and eight more on the forward deck. When the *James Battle* was de-commissioned, she was purchased by the Sincennes-McNaughton Company in Montreal, Quebec, for use as a tug and an auxiliary fireboat. They had her refitted with a new 1,000 horsepower engine and superstructure in 1955. She was last seen in October of 1991 headed for Ramey's Bend, under tow of the tug *Salvage Monarch*, for scrapping after many years of valuable service.

The *James R. Elliot* was built by the Jenks Ship Building Company of Port Huron, Michigan, and went into service on February, 1903. Designated as Steam Engine Company Number 25, she was stationed at the foot of McDougall Avenue. She was 122 feet long and used much of the machinery from the old *Detroit*, now fitted on a new steel hull. Her new engines was built by the Cowles Engineering Company of Brooklyn, New York, and she was fitted with Manning pumps. After de-commissioning, the *Elliot* was sold to the Owen Sound Transportation Company of Owen Sound, Ontario, and remodeled for passenger and automobile accommodations, and renamed *Normac*. In 1969, she was sold, renamed again, Captain's John's Harbour Restaurant, and became a Toronto riverfront attraction.

The longest lived and most loved of all the Detroit fireboats was the *John Kendall*. Succeeding the *James Battle* as Engine Company Number 16 (the *Battle* replacing the *Elliot* as Number 25), she was quartered at the foot of 24th Street near the Ambassador Bridge. This beloved boat was built by the Toledo Ship Building Company and cost the city of Detroit \$249,000. Extending 135 feet from stern to stern, she could supply water to five Morse "Invincible" turret nozzles - four on deckhouse and one the stern mounted 30-foot tower. On her maiden voyage an experiment revealed that, even without the assistance of her engines, the rear 4-inch turret gun could propel the vessel almost five knots when discharging water rearward. The *John Kendall* had two 12-inch, four-stage centrifugal pumps, each connected to a General Electric 800 horsepower, five-stage steam turbine engine. She also had two 6-inch, four-stage pumps, each connected to General Electric two-stage turbine engines. A 950 horsepower condensing type engine turned a single nine-foot propeller and gave the vessel a top speed of 17 knots. Steam for driving pump turbines and all auxiliary units was furnished by two Babcock and Wilco marine water tube boilers.

Budget cuts caused the *John Kendall* to be taken out of service in January, 1972. The boat was to remain, however, available for emergencies and would be manned by the members of Tactical Mobile Squad Number 8 and a standby marine crew. This arrangement continued until November 1976, when further budget cuts forced the city to take the *Kendall* out of service altogether. Serving a total of 46 years, this valiant ship was an intrinsic part of many waterfront displays. She is now currently owned by the Ferriss Marine Contracting Corporation in Detroit.

The sacrifice of the black firefighter *Curtis*

Randolph, inspired the name of the most recent of Detroit's floating apparatus. Built in 1979 and costing \$1,500,000, the 77-foot, 10 inch aluminum hulled craft was built by the Peterson Ship Building Company of Sturgeon Bay, Wisconsin. With a fuel capacity of 1,520 gallons, two 12 cylinder GM 12V-149 diesel engines provide a maximum speed of 23 knots. In addition, two 12 cylinder GM 12V-71 diesel engines can give the *Randolph* a pumping capacity of 9,700 gallons per minute at a pressure of 150 pounds per square inch. Furthermore, a super pump can provide 2,000 gallons per minute through four high-pressure outlets. The vessel carries 200 gallons of foam concentrate and has a stern mounted 25-foot "Telesquirt" ladder that can extend to 50 feet - two unique features unknown to earlier Detroit fireboats. Also at the stern is a Boston Whaler type rescue boat that can be used in shallow water situations.

The crew consists of four pilots, four deckhands and one full-time mechanic, but only one pilot and one deckhand work a constant 24-hour shift. When the *Randolph* is called to a fire, a company of firefighters will be picked up a pre-arranged location. Her normal boundary of operation is from the Rouge River to Windmill Point, but she can work outside this area under proper authorization.

Besides responding to fires on Detroit's numerous miles of riverfront, Detroit fireboats have responded to the alarms of many other waterfront cities. Windsor, Ontario, just across the river, had over the years been no stranger to the previously mentioned vessels. Likewise, freighters and other similar Great Lakes ships have not been unfamiliar to Detroit fireboats either. The *John Kendall* was even known to serve as an ice-breaker for those same ships.

This November marks the 100th anniversary of fireboats on the Detroit River. These "floating firestations" have been an indispensable part of firefighting not only on the river, but at other places on the Great Lakes as well. Whether fighting fires or showing off their "plumage" at waterfront events, fireboats have played an important role in the history of the Detroit Fire Department.

Reference sources: *Detroit Fire Department Apparatus* by Matthew Lee. *Detroit Fire Historical Record 1825-1977* by Clarence Woodard, Walt McCall, et. al. *Fire Engines-An Illustrated History* by Simon Goodenough. *The American Firehouse* by Rebecca Zurier. *Telescope* magazine: January-1992 and March-1981.

THOROUGHBREDS

by
RICHARD GEBHART

Of rich potpourri, the spring of 1909 on the Great Lakes combined elements of intrigue to all sectors of shipping. Shipbuilding was prolific, and on a single day, March 27th, from Ecorse to Lorain, a benchmark was reached when the steamers *La Belle*, *Andrew S. Upson*, *Denmark* and *North Sea* had their hulls immersed from fresh water for the first time. Remarkably, by the time these steamers slid from the ways, the number of vessels launched already that spring was nearing double figures.

The winter had been mild, but union activism was not. Led by President Livingstone, the Lake Carriers Association, managers of numerous vessel fleets, including the monolithic Steel Trust entity, were pushing for "open shop" policies aboard lake boats. Targeted for the 1909 navigation season were members of the engineers contingent. After a bitter experience in 1908 in which a "welfare plan" was outlined by the L.C.A. to commence open shop policy, engineers and "black gang" workers began walking off the job early in April of 1909 in protest of open shop.

Confrontations between union men and non-union replacements increasingly sprang up, and when a strike was voted for in late April, violent outbursts echoed from the docks all along the lakes. Not only were fisticuffs common, but gang beatings as well. Vessels crewed by non-union men were stoned as they crept below bridges and viaducts. Gunshots would ring out.

After a strike was ordered, ship jumping by union men was common as soon as vessels reached docks in various ports. At the Soo in late April as ice was loosening and passage through the locks was at hand, many vessel masters refused to allow shore leave to crewmen fearing they would join the strike. One ingenious captain posted a small pox quarantine warning on the cabin doors of his idled ore boat. (It would be a long, bitter strike. Further evidence of these times can be found in Dwight Boyer's *Great Stories of the Great Lakes*.)

As news of the labor unresolve gobbled the headlines in marine news columns around the lakes, the sole trump card that could be dealt to garner the attention of mariners and newspaper readers alike would be the one played by nature. As sparks flew dockside in lake ports where union men duked it out with scabs, and roostertails or sparks arced from hull plates about to be assembled into more new lake boats, then crystallized, icy, waterborne "sparks" were about to fly from the deep water of the lakes themselves.

A harbinger of things to come was unveiled when the Cleveland-based fishing tug *George A. Floss* was overwhelmed by a quickly brewed gale on April 7th on Lake Erie. A month later the hulk of the *Floss* would be located and towed back to Cleveland. Seven men lost their lives when the *Floss* capsized, including two men who had booked passage on the *Floss* for a sight-seeing venture. What they saw they wouldn't live through.

After fitting-out in Milwaukee, the steamer *Eber Ward* had steam raised by mid-April and departed for Chicago. After a considerable delay, the *Ward* was finally loaded with a grain cargo contracted for delivery at Port Huron, Michigan. Pulling away from Chicago late on the 19th, the *Ward* began her trip down the Lake Michigan under superb sailing conditions. Sailing conditions remained glorious the next day; clear, blue skies and wrinkle-free lake surface.

The *Eber Ward* was under command of what certainly must qualify as one of the Great Lake's greatest names, Timese LeMay. LeMay himself was on the bridge when the *Ward*, about six miles west of the Straits of Mackinac, approached what LeMay perceived to be a field of slush ice. Under a full head of steam, the *Eber Ward* plunged into the ice field. To LeMay's horrors the ice pack was anything but slush, rather a wintry granite quarry, most of which was invisible and lurking below the surface of Lake Michigan.



Dossin Museum Coll.

The AURANIA began her career as a 352-foot barge. During the winter of 1899, an engine and machinery were installed.

The impact crushed the *Ward's* bow like a foot would a styrofoam cup. Her pumps were activated immediately, but in minutes it was clear the *Ward* suffered mortal wounds and already the death throes had set in. The call to abandon ship was given.

Five crewmen of the *Ward* would be lost in the frigid water. The survivors were rescued by the Rutland Line steamer *Bennington* (later renamed *Brockton*) and taken to Mackinaw City. As the news of the *Ward* disaster flashed across the wire, it was reported that the five perished crewmen of the *Ward* were asleep in their bunks.

Timese LeMay arrived in Detroit the next day and put that rumor to rest. As the crewmen of the *Ward* that had taken to the starboard lifeboat and successfully launched it, they neglected to turn the davits inward. As the *Ward* slipped below the surface, the davit caught the gunwale of the lifeboat, capsizing it. The occupants were hurled into the Arctic water, and while LeMay and others in the port lifeboat were quick to rescue six men, five lost their lives. (Besides an unidentified deckhand, the lost were identified as John Hern, James Perry, John Mebaroth and Kinney McKay.)

The same day Timese LeMay was giving his testimonial to the loss of the *Ward's* crewmen, April 21st, the sedulous, much-traveled laker *Russell Sage*

was chugging up to the dock of the Booth Fish Company in Ashtabula, Ohio. It wasn't where the *Sage* arrived from - Ogdensburg, New York, - that probably would have caused Timese LeMay's mouth to drop open. It was her cargo. Owing to the mild winter on the Lake Erie environs, the *Russell Sage* arrived with a cargo of St. Lawrence River ice!

It would be a week when already a somber spring on the lakes would be transformed into a season of dirges. With a hefty fleet of icebound vessels near the Soo awaiting upbound passage, vesselmen appeared to be getting a break as brisk winds began pushing ice floes out of Whitefish Bay. But these would be specious winds, for as Whitefish Bay began clearing and a number of boats began the charge up Lake Superior, a dastardly windshift and strength was offing.

On the 29th, the walls came down. A major system, cyclonic in fury, blew from Lake Superior all the way south to the Ohio River Valley. Violent wind and thunderstorms wracked Cleveland, doing extensive damage to buildings and injuring many. At Lamont, Illinois, it was reported that the vicious winds ripped the iron sheeting off a railcar and telegraph poles were downed curtailing rail traffic. It was the same scenario in Chicago where traffic was brought to a standstill, and some three deaths were

attributed to the storm.

Inevitably, lake boats were caught in that same maelstrom, which churned the surface of the lakes into sadistic rogues.

As the wind increased and the temperature dropped, precipitation spat a mixture of rain and snow. Off Port Huron amid the deteriorating weather; three steamers dropped their hooks with no intentions of tackling the broader waters. The *Anna C. Minch*, *Alpena* and *Douglas Houghton* would wait. The *Minch* and *Alpena* were upbound while the *Houghton*, just released from an unhealthy grounding near DeTour, was bound for Lorain, Ohio for repairs. One vessel did steal away from Port Huron that day, the *Russia*. On her first trip of the season, the passenger/package freight carrying *Russia* was sailing into Fate's watery embrace.

Among the boats fleeing captivity of ice in Whitefish Bay while sailing into the razored teeth of the mounting gale was the steamer *Schoolcraft* towing the Cleveland-based schooner/barge *George Nestor*. Not long after, the *Daniel J. Morrell* passed up, and following some distance astern of the *Morrell* was the wooden steamer *Adella Shores*. Struggling to free herself from the Whitefish ice pack was the upbound coal-laden *Aurania*.

Owned by the Corrigan-McKinney firm of Cleveland, the *Aurania* had begun her Great Lakes career as a 352-foot barge that was towed by the company steamer *Aurora*. During the winter of 1899, the *Aurora's* engine and machinery were installed in the *Aurania*, and after four seasons of being a barge, the *Aurania* now powered herself.

On the 29th of April the quixotic winds had maneuvered the ice in Whitefish Bay into a frozen vice around the *Aurania's* durable steel hull. As the constricting force of the ice toyed with the *Aurania* as if she were an aluminum beer can, the impending damage was soon rendered.

Captain Robert C. Pringle of the *Aurania* provided marvelous narrative on the ship's demise: "As though some invisible power dragged at her keel, the boat suddenly began to settle at the bow, and in a moment we knew that something serious had gone wrong. As she settled she listed, until we could hardly stand on the decks."

A mile from open water on one side, where the steamer *George W. Peavey* could be seen along with a smaller Canadian vessel, and three miles of ice to Ile Parisienne and a distant freighter there, the *Aurania* used whistle signals to alert them of her plight while the flag was hoisted upside down signaling distress.

Capt. Pringle and crew dragged three boats from the *Aurania* in preparation for the worst. As the ice wrenched at the *Aurania*, she was torqued to such a degree that her masts touched the ice, exposing her keel to an astonished captain and crew. Her stern dropped back into the water, and grinding and moaning like a poltergeist, the *Aurania* righted herself serenely on the water. Shortly thereafter, with a tremendous outsurge of pressure, the *Aurania* disappeared from the surface. "It was like a great, sad sermon," said Capt. Pringle, "like the end of the world".

Having taken stock of the situation, particularly when the Canadian steamer and the *Peavey* had sailed off, it may very well have seemed like the end of the world. Capt. Pringle continued: "It wasn't a pleasant sensation to stand with twenty men on a floating field of rotting, breaking ice cakes watching those boat disappear. But on the other side, three miles away, we could see another steamer evidently caught in the same ice as we had been. It was our only chance and we took it."

Pringle assembled his crew into three smaller parties, each with their own boat; two heavy yawls and a smaller wooden boat owned by Capt. Pringle. With tremendous difficulty over jagged, broken bergs encumbered by the lifeboats, the men made little progress in the first hour after the *Aurania* was sucked to the bottom of Lake Superior. Some crewmen slipped into cracks or through thin ice, but all regained safety.

Capt. Pringle, considering the heavy yoke the lifeboats presented, decided to change his tactic. Reluctantly, he decided to abandon the larger yawls and retain only the smaller wooden boat. Thus unburdened, the parties of men made precipitous progress to their goal, the distant steamer which proved to be the *J.H. Bartow*. (The *Bartow* later in her life became the *Pioneer* of the Nicholson Transit fleet.)

Aboard the *Bartow*, Capt. White and his crew anxiously watched the progress of the *Aurania's* crew through glasses, having readied a rescue party of their own should need be. Three hours after the *Aurania* went down, the weary crew reached the *Bartow* to a welcome that Capt. Pringle declared, "would call a man back from the dead". While it would take another thirty hours for the *Bartow* to work free from the ice imprisoning her and return the *Aurania's* crew to the Soo, it gave Pringle reflection to lavish his crew with praise, which he did upon return to his Cleveland home. "The crew was a bunch of thoroughbreds", said Pringle, "I don't want to see a gamer bunch. They

called it a cake walk, and it certainly was, with three miles of cakes . . . They stuck it out without a kick, and when I ship again I want some of them . . . They came from all around the lakes, but they were thoroughbreds.

If Capt. Pringle and his "thoroughbreds" counted their fortunes through their unexpected hardships safe aboard the *Bartow*, they were prudently justified. As the day wore on and the wind whistled through the *Bartow's* rigging, the measure of their fortunes would prove insurmountable.

When Capt. Millen of the *Daniel J. Morrell* wheeled his big ore carrier around Whitefish Point, the intensifying storm began pounding away at his ship. Millen noted the lights of the *Adella Shores*, still astern his vessel, and mindful of the beating his huge laker was taking, believed the *Shores* to be turning about, make a retreat to more protected waters in Whitefish Bay.

The plight of the *Schoolcraft* and *George Nestor* was far more vivid, and what looked auspicious would end in tragedy. Cavalierly battling and withstanding the marauding Lake Superior seas, the unloaded duo outlived the hellish night and by morning of the 30th were nearing Point Abbaye, which once

rounded, would put them in the protection of Keweenaw Bay. Prior to sailing the owners had optioned to two Lake Superior ports for taking on a cargo; Duluth and Baraga, Michigan, depending on ice conditions possibly to be encountered at either port. Baraga is at the lower end of Keweenaw Bay, and on that morning nothing mattered to the *Schoolcraft* and *Nestor* but shelter.

Just off Huron Island, a wafer-thin distance from the consort's goal, the towline parted. The *Schoolcraft* immediately began blowing distress signals while the crew of the *Nestor* endeavored to raise canvas and steer clear of the island. Alerted by the *Schoolcraft's* mournful whistle howl, Huron Island lightkeeper Frank Wittle hastened to the shore. On a slight cliff with the foaming water of Lake Superior dancing just below him, Wittle watched as the *Nestor* disintegrated on the rocks. Reduced to driftwood almost immediately and the *Nestor's* crew crying for help, Wittle attempted to throw a line to the desperate sailors. Repeatedly rebuffed by fierce winds ripping off Lake Superior, Wittle's attempts to get a line into the water were futile, and soon he was struck by a beam broken from the *Nestor* which dislocated his shoulder.



Seven crew members were lost when the GEORGE NESTOR went on the rocks near Huron Islands in Lake Superior.



McDonald Coll./Dossin Museum Coll.

The iron-hulled RUSSIA was a product of early iron shipbuilding King Iron Works in Buffalo, NY.

Assistant keeper Casper Kuhn by then had alerted the tender *Marigold*, stationed on the lee side of the island. Making his way to the scene of the broken *Nestor*, Kuhn found the injured Wittle and pulled him to safety. By the time the *Marigold* could respond, only the wreckage and pots and pans from the galley of the *Nestor* remained, strewn about the island. Seven people lost their lives when the *Nestor* was fatally assaulted. (The *Nestor* was built in 1887. Registered at 751 net tons, and was 206-feet in length with a 35-foot beam. The *Nestor's* crew when she was wrecked comprised of Capt. George DeBeau, Frank Arthur, Edward Paterson, John Starr, George Drouillard, Peter Coquette and an unidentified woman cook. The identified hailed either from Cleveland, OH, or Algonac, MI.)

Lake Superior would claim yet another vessel and crew before the final tally of the grim reaper was complete.

On Lake Huron during the day of April 29th, the *Russia* was wallowing through heavy seas bound for Alpena, Michigan on the first leg of her season-opening trip to Duluth. Already thirty-seven years of age, the venerable iron-hulled *Russia* was a product of the early iron shipbuilding King Iron Works facility of Buffalo, New York. Built in 1872, *Russia* was one of four sisters that included *Java*, *Cuba* and

Scotia. Ownership varied during *Russia's* lifetime, she was chartered on occasion, but it seemed preordained that she travel long distances to ports of call throughout her career. Originally on the Chicago to Buffalo package freight run, she often ran under charter from Green Bay to Buffalo, and in 1909 was operating in her second season between Port Huron and Duluth for, symmetrically, the Port Huron and Duluth Steamship Company.

Russia's cargo upon reaching Alpena on April 29th was a bagged variation of the renown product still shipped from Alpena - cement. Capt. John C. McLean skippered the *Russia* that day, and when loading was completed, McLean decided to continue the voyage to Duluth despite the pernicious attitude of Lake Huron. Exactly why isn't clear; McLean was later reticent about his decision.

Although the skies cleared, the buffeting from a riled Lake Huron didn't. Besides a crew of twenty-one, the *Russia* carried a single passenger, Alex Mathers, and what Capt. McLean wouldn't reveal, Mathers would later give his account of the *Russia's* fate to the Sault Ste. Marie *Evening News*.

During the night as the *Russia* battled her way through the growing seas on upper Lake Huron, Mathers became unsettled by the see-sawing motion of the steamer which grew more severe. He spoke to

Captain McLean inquiring as to the well being of the *Russia*, and given assurance that all was well, returned to his berth. Shortly thereafter the *Russia's* cargo began to shift.

Crewmen of the *Russia* worked feverishly to secure her cargo, but resorted eventually to flinging bags of Huron Cement overboard in efforts to right her. A sharp roll to port, in which passenger Mathers recalled left him with his "head down and feet up in the air" was followed by a hard roll to starboard which nearly ejected him from his bunk. Mathers went back on deck and there found McLean assembling his crew in preparation of abandoning the doomed *Russia*.

By this time the *Russia* was approximately twelve miles south of DeTour, and here, under what Mathers declared was "moonlit sky", the entire compliment of the *Russia* stole away in lifeboats early that Friday morning. Miraculously, all twenty-two made it without mishap to DeTour, where Capt. McLean's tongue fell silent. Further testimony to the fierceness of the gale that snuffed out the *Russia* was evident later that Friday when the 524-foot ore carrier *Powell Stackhouse* slid past Port Huron with severe damage to her forward cabins sustained by plundering Lake Huron seas.

It would be another week before the suspected loss of the *Adella Shores*, last sighted by the crew of the *Daniel J. Morrell*, would be confirmed. On May 7th, the *Northland* reported to authorities in Duluth passing wreckage between Whitefish Point and Au Sable Point. The following day the *Simon Langell* arrived in Duluth where her captain and first mate reported wreckage off Grand Island. Both men, being familiar with the *Shores*, were certain the wreckage they encountered was indeed that of the *Adella Shores*.

Built in 1894 at Gibraltar, Michigan by the Wolverine Boat Company, the *Shores* measured 195 x 34.9 x 11.4. When 125 pounds of pressure was fired in her single boiler, her engine generated 775 horsepower. After being sold by her original owners, E.A.

Shores Lumber Company of Ashland, Wisconsin following the 1897 season, the *Shores* sailed for the next eleven shipping seasons for the Neff family fleet of Milwaukee. After the 1908 shipping season, the *Adella Shores* was sold by Mrs. S.O Neff to the Manx Transit Co. of Cleveland for \$30,000.

The *Shores* spent the winter of 1908-09 in Grand Haven, Michigan. After fit-out, the *Shores* steamed up Lake Michigan to Ludington and loaded barreled salt for a Duluth delivery. The *Adella Shores* might have been known on her single, incompleted trip of 1909 as the "brother boat", for there were three sets of siblings rostering her crew: Capt. Siebert (or Samuel) Holmes and brother Olaf; Fred and George Gabrielson, and Peter and Gustav Olsen. For Olaf Holmes, it was his first and also last trip on a lakeboat. The *Shores* entire crew of fourteen hailed from only four cities and towns; Milwaukee and Oconto, Wisconsin and Saugatuck and Grand Haven, Michigan.

When Capt. Millen and the crew of the *Daniel J. Morrell* lost sight of the *Adella Shores*, she would never be seen again. It is believed the *Shores* foundered somewhere between Whitefish Point and Grand Island.

The seas settled and the body count was filed. On May 9th in an interview with the *Cleveland Plain Dealer*, Capt. Hans J. Hansen of the local lifesaving station summed the spring's tragedy succinctly. "Thirty-three (sic) lost in one month is a record which makes even the most hardened old water dog wince."

Information was obtained from the following sources: *Cleveland Plain Dealer*: March-May, 1909. *Milwaukee Sentinel*: May, 1909. Sault Ste. Marie *Evening News*: May, 1909. Vessel profiles from the Runge Collection of the Milwaukee Public Library were also consulted. I wish to thank Suzette Lopez of the Milwaukee Public Library, marine collections, Mary Alderfer of the Denver Public Library and Pat Ryan of the Bayliss Public Library for assistance in this piece.

THE "U" NUMBER IN GOLD CUP RACING

SCHAFFER'S SUCH CRUST BOATS WERE FIRST AND LAST

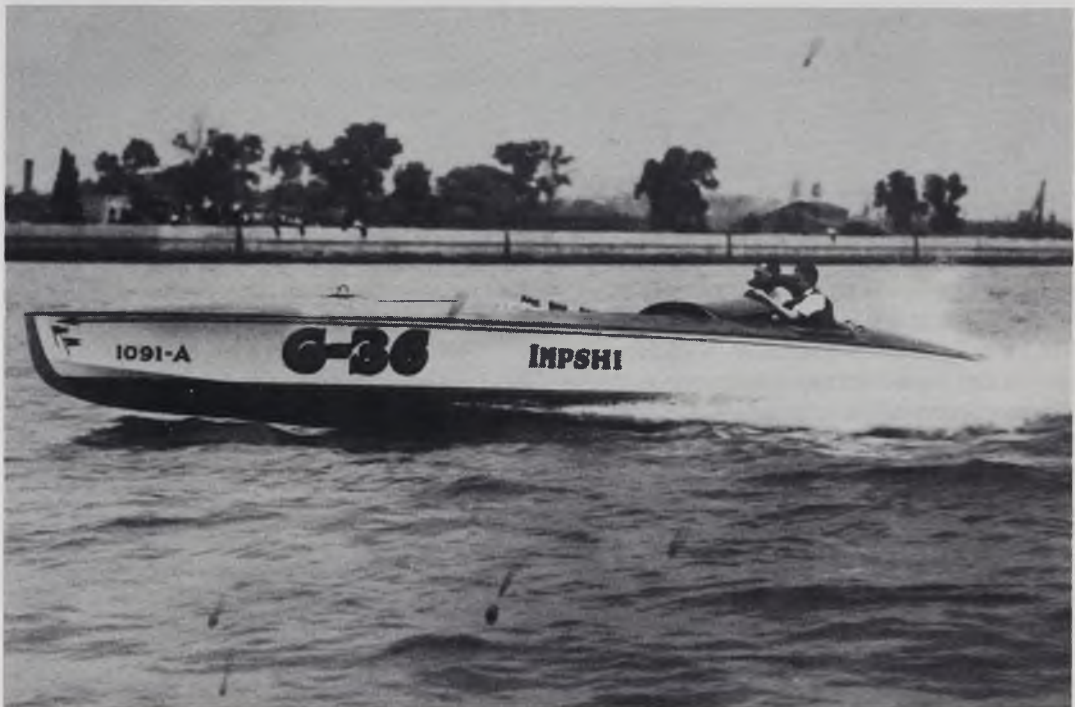
by
STEVE GAREY

Fans of aquatic racing know that competition craft are divided into like groups by power, hull size and design. Hydroplanes, for instance, are not in the same category with flat-bottom, or V-bottom racers. Outboards are separate from inboards, and so on. At the top of the hydroplane section of the American Power Boat Association's catalog are, of course, the Unlimteds, and they wear the class "U", along with their registration number on their hulls.

The Unlimteds are known as the largest and fastest race boats in the world. Some may debate the point of being "largest", since Offshore hulls sometimes measure in the 40-footrange. But the Unlimteds definitely are the fastest. Being the largest hydro-

planes and the fastest of any style race boat, the thunderboats, therefore, can hold claim to their "world's largest and fastest" title and their "U", or Unlimited designation.

So when, you ask, did the powers-that-be come up with the "U" number system of identification for the thunderboats? It was started (actually re-started) around 1948, when the war surplus Allison engines began dominating the Gold Cup Class, which was then distinguished by a "G" number. In order to distinguish these newly-powered giants from their existing Class-mates, the APBA revived the Unlimited designation from the early thirties, when the great Gar Wood ran his mighty Unlimited step hydro-



Horace Dodge's G-36 IMPSHI is an example of the "G" class boats that ran in the thirties.



Steve Garrey Coll.

Britain's Betty Carstairs challenged Gar Wood for the Harmsworth Trophy in 1928, '29 and '30. Her ESTELLE boats used the "Unlimited" U designation.

planes, the *Miss Detroit*s and the *Miss America*s with "U" numbers on them.

Back in 1922, fearing total dominance of a "gentleman's" sport by Wood's huge, Liberty-engine speedsters, the Gold Cup Contest Board put restriction on powerplants in the Gold Cup race, forcing out Wood and his boats of Unlimited power. Smaller motors and fancy "runabout" style hulls would dominate the Gold Cup for the next 20 years.

Wood continued to use the "use" designation on his boats in the International Harmsworth races until his retirement in 1933. Entries in the Harmsworth, which was the race between nations, were allowed to use any size engine and hull combination as long as all components were manufactured within the boundaries of the challenging or defending boat's own country. No restrictions meant "unlimited".

Following World War II, the Gold Cups series, which had taken a four-year hiatus, resumed in 1946 at Detroit with a field comprised of "G" Class boats left over from the thirties, and a number of smaller hydroplanes from the .225 and 7-Litre Classes. Among the entries was the *Miss Golden Gate III*, owned and driven by Dan Arena and sporting a war surplus 1710 cu. in. Allison fighter plane engine. Although the boat carried the 1-G designation, *Golden Gate III* turned out to be the forerunner of the new Unlimiteds Class.

In 1947, boats like the Dossin Brother's *Miss Peps V*, Ernest Wilson's *Miss Canada III*, and Al Fallon's *Miss Great Lakes* were utilizing 12 cylinder aircraft engines. The following year, the Unlimited Class of boats re-entered Gold Cup competition with four hulls carrying "U" numbers; Jack Schafer, Sr.'s *Such Crust*; Elmer Nowicki's U-2 *Hi Barbaree*; D. Cameron Peck's U-9 *Astraea II*, and Achille Castoldi's Italian cabover, U-24 *Sant' Ambrogio*. The "G" was definitely in its waning years as the premier class designation of the APBA. The 1949 season saw no less than 13 boats with "U" numbers in a field of 23.

Jack Schafer, Sr. was an owner who would not stand pat when it came to registering his boats. He used "U" numbers until 1951, reverting to the Gold Cup Class designation when he sent his two boats out to Seattle for the big race. *Such Crust* became G-99 and *Such Crust II*, originally numbered U-11, became G-98 *Gold'n Crust*. In 1952, Schafer built two new boats, the twin-engine *Such Crust III*, and the single-engine *Such Crust IV*. The *III*, which was co-owned by one Rex Jacobs, was registered U-111, while the *IV* got a G-7 number.

When the Jacobs deal didn't pan out, and the *Crust IV* was burned out of commission, Schafer built two new boats for 1953; a replacement *Crust III* and a new *Crust V*. This time, the *III* got the "G" number

and the V was registered U-5.

Only three boats were left to represent the "G" Class of hydroplane by 1954; Schafer's G-22 *Such Crust III*, Bill Stead's G-2 *Hurricane IV*, and Stan Dollar's G-8 *Snort Snorter*.

Famed bandleader Guy Lombardo holds the distinction of being the last owner to build a new boat with a "G" number. Guy's Les Staudacher-created G-13 *Tempo VII* debuted in 1955 with Danny Foster driving and proceeded to sweep the last five races of

the season before slipping out of action. The *Tempo* made only one appearance in 1956 prior to being sold.

By 1957, Schafer's twin-Allison powered *Such Crust III* was the only Unlimited hydroplane left with a "G" number. In '58, the *Crust* was re-numbered U-70 and the U-boat takeover was complete.

How ironic that Jack Schafer, Sr., the man who took the first "U" number for his *Such Crust* back in 1948, should be the last owner in history to use the "G" number.



Steve Garvey Coll.

In 1953 the late, great Chuck Thompson stands on the deck of Jack Schafer's SUCH CRUIST III, the last hydroplane to enter competition with a "G" number in the Unlimited Class.

GREAT LAKES & SEAWAY NEWS



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J. VOURNAKIS	S. WELCH	R. WICKLUND

... It is with deep regret that we announce the death of Capt. Robert L. Benkert on December 11, 1992. A life-long mariner along Detroit's waterfront, Bob began his sailing career working aboard corporate yachts and later skippered boats for the Gaelic Tug Boat Company and the J.W. Westcott Company. Active in several marine organizations, Bob was the Official Starter for the International Tugboat Race held on the Detroit River during the International Freedom Festival. Bob was especially active in the Detroit Lodge No. 7 of the International Ship Masters Association, serving as membership chairman and obtaining speakers for their weekly meetings. Most members will remember Bob's participation in the Great Lakes Memorial Service and Blessing of the Fleet held at Mariners' Church in March where for 25 years, Bob announced the individual "house flags" of the various steamship companies during the Presentation of Flags. In recent years, health problems forced Bob to curtail his activities in several organizations, but as the younger members assumed leadership on the various committees, they remarked that the transition was made easier because Bob was a good teacher.

Sep. 1... The tug/barge *Joseph H. Thompson Jr.* arrived at the Twin Ports to load coal. This was their first visit to the Twin Ports this season. The barge was loaded in 4-1/2 hours and cleared for Taconite Harbor.

Sep. 2... The barge *McKee Sons/ tug Olive L. Moore* loaded stone at the Drummond Island Stone Dock. This was her first visit since being converted to a barge.

... *Kinsman Enterprise* cleared Duluth, ending her temporary lay-up. She had been laid-up at the former Capital Elevator #4 in Duluth on July 30th. Up until the time she was laid-up, she carried only two cargoes this season.

... *George A. Stinson* arrived in Duluth and tied up at the Duluth Port Terminal for engine repairs. She has limped upbound from Detroit on one engine. She cleared on the 6th.

Sep. 3... The *J.L. Mauthe* cleared her temporary lay-up berth at DeTour for Duluth and a cargo of grain.

Sep. 4... Oglebay Norton announced that the Eveleth Mines will shut down for six weeks beginning November 12th. The reason for the shutdown is that Armco Steel, who owns 35.1 percent of the mine, will be purchasing iron ore at a cheaper rate from Brazil. (Ed. note: Armco states that it is cheaper to purchase Brazilian ore, off-load it into barges at New Orleans and deliver it via the Mississippi and Ohio rivers to their Ashland, KY. mill.)

GREAT LAKES & SEAWAY NEWS ·

The lay-offs at the Eveleth mines will also affect about 50 people from the Duluth, Messabe and Iron Range Railroad and their ore dock.

Sep. 5. . . *Skilling's Mining Review* reported that July shipments of North American iron ore to US and Canadian destinations is up 9% over July of last year. Total iron ore shipments for the first seven months of 1992 is up 5% from last year. *Skilling's* also reports that shipments of Canadian iron ore to US and Canadian destinations is up 17% over July of last year.

Sep. 6. . . The *H. Lee White* struck the Grosse Ile Toll Bridge in the Trenton Channel of the Detroit River. The vessel was headed for McLouth Steel dock and tugs *Colorado* and *Louisiana* were assisting her. A 150-foot span was destroyed and the Trenton Channel was closed to navigation. Although not damaged in the collision, the *H. Lee White* ran aground and was freed early the next morning by Gaelic tugs *Carolyn Hoey*, *Patricia Hoey* and *Shannon*, and Great Lakes tugs *North Carolina* and *Superior*. The cause of the collision has not been determined.

. . . The *Courtney Burton* arrived in Toledo for lay-up. It is reported that she will not return to service this year. The *Buckeye*, which layed-up in June will not return to service this year according to Columbia Steamship.

. . . The *Ralph Misener* cleared Sarnia after repairs to damage incurred when she struck the Shell Fuel Dock in Corrunna, Ontario on August 28th.

Sep. 9 . . . The *Myron C. Taylor* passed down the Welland Canal bound for Ogdensburg, N.Y.. She returned

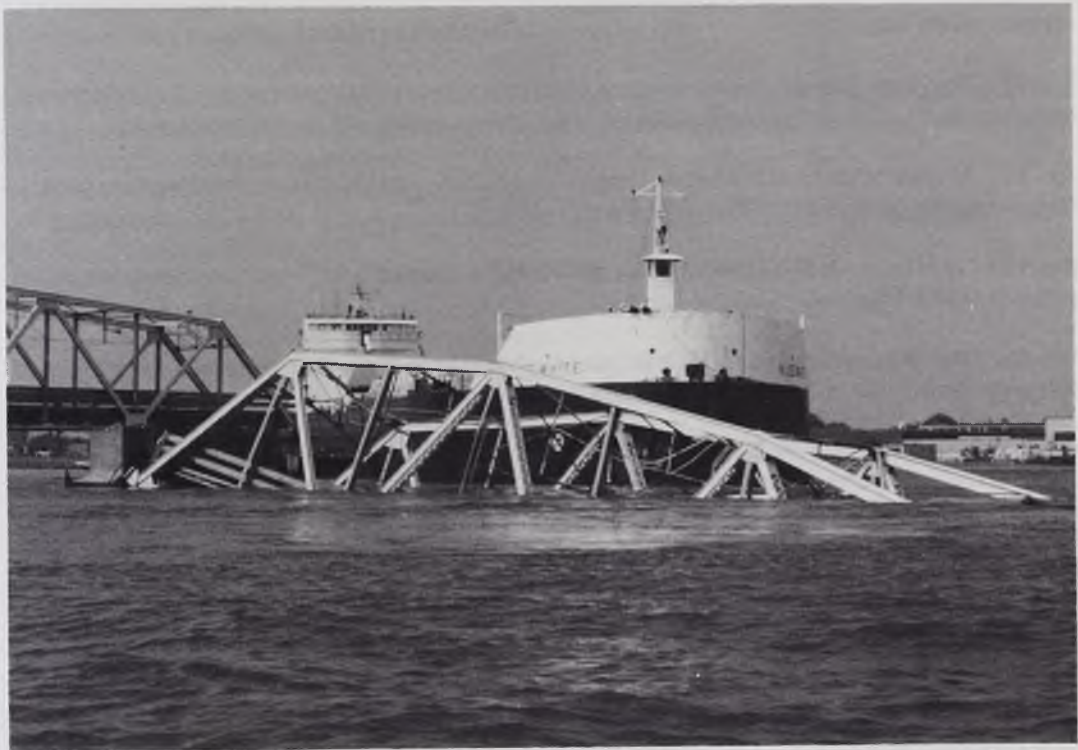


Photo by Bill Hoey

The H. LEE WHITE went aground in the Trenton Channel after colliding with the Grosse Ile Toll Bridge.

• GREAT LAKES & SEAWAY NEWS



Photo by Sandra Welch

Carferry SHIRLEY IRENE docking at Sandusky, Ohio.

upbound on the 11th.

Sep. 12. . . The Norwegian government will contribute funds to help in the preservation of the Collingwood-built *Borgenes* (a. *Cailiff*). She is one of the few steam powered vessels on the Norwegian coast.

Sep. 14. . . Mr. Paul Martin died in Windsor, Ontario. Canada Steamship Lines honored the long-time political leader when they christened the *Hon. Paul Martin* in 198-.

Sep. 15. . . The *George A. Sloan* cleared Fraser Shipyard after completing her 5-year inspection. She loaded pellets at D.M.& I.R. ore dock.

Sep. 16. . . The *Chippewa*, ex-*Maid of the Mist*, passed upbound in the Welland Canal bound for Port Maitland and winter lay-up. She had been operating out of Toronto as a tour-charter boat.

Sep. 17. . . Time is running out for a group of Twin Ports veterans and businessmen who are trying to bring a Navy cruiser to Superior as a waterfront tourist attraction. The Navy plans to dispose of the *USS Des Moines* and her sister cruiser *USS Salem* on October 1st. Unless the group submits complete plans to take the cruiser by that date, the Navy plans on scrapping them. The group has yet to raise the \$1.25 million needed to bring the cruiser to Superior and restore her.

. . . The Eastern U.P. Transportation Authority has accepted a bid from R.A. Stearn Inc. of Sturgeon Bay, WI. to build a \$97,000 Sugar Island ferry.

Sep. 19. . . The tug *Menasha* was raised from the bottom of the St. Lawrence River. She sank on August 9th off Ogdensburg, N.Y. under suspicious circumstances.

. . . C.S.L.'s cement carrier *Stephen B. Roman* was open for tours during "Port Day" at Toronto.

GREAT LAKES & SEAWAY NEWS

... Although the future of Duluth's D.M.& I.R. Ore Docks may be in doubt, it enjoyed a busy day. Five boats loaded: *Tarantau*, *Joseph L. Block*, *Reserve*, *Frontenac* and *Oglebay Norton*. This was also that first visit to this dock by *Oglebay Norton* since being purchased by Columbia.

Sep. 20. . . This was a very slow day at the Soo Locks. From 8:00 a.m. until about midnight there were no upbound vessels and only six downbound.

... The tug *GL2* passed upbound in the Welland Canal for the Lorain area.

Sep. 21... The US Coast Guard announced that they will permit river barge traffic on Lake Michigan between Chicago and Milwaukee. The decision gives the Port of Milwaukee access to the major grain shipping port of New Orleans. The Coast Guard based its decision on the short run from Chicago to Milwaukee and the number of safe harbors between the two ports. The Coast Guard will require that all river barges be drydocked and inspected for seaworthiness. With access to new ports, Milwaukee could see its business increase by 1.5 millions tons of cargo a year in the next ten years.

Sep. 22. . . C.S.L.'s *Stadacona* arrived in Port Colborne under tow of tugs *Kay Cole* and *Lac Erie*.

... *S.M.T.B. No. 7* arrived at Port Weller Dry Dock under tow of the tug *Glenevis*. She is the former Shell bunker barge at Hamilton and is now owned by McKeil Marine. She will be stationed at Port Maitland as a spill reclaimer.

... Upper Lake's *Canadian Ranger* went on drydock at Port Weller.

... C.S.L.'s *Atlantic Huron* was at the fit-out wall at the Port Weller Dry Dock. She arrived on August 31st for survey and repairs. It has been reported that she was in poor condition when she returned to the Lakes. She departed on the 26th for Ashtabula.

... C.S.L.'s *Tadoussac* arrived in Duluth with a cargo of oats from Thunder Bay. She unloaded into the Great Northern Elevator in Superior.

... The railroad carferries *Grand Rapids* and *Madison* are still tied up at Port Maitland.

Sep. 24. . . C.S.L.'s *Stadacona* passed down the Welland Canal under tow of tugs *Kay Cole*, *Glenevis*, *Paul E. No. 1* and *Lac Erie*. At Lock 7, *Glenbrook* replaced *Glenevis* which took a tow of scows back upbound. The tow passed down Seaway bound for Pointe Au Pic near Quebec City on the 27th.

... Shipments of Canadian grain through the Seaway have dwindled to a trickle according to the Canadian Shipowners Association. Half of the 47-vessel Canadian grain fleet is now laid-up. It is reported that grain sales to Russia have been halted because of non-payment of bills and that Russian vessels have not arrived at St. Lawrence River ports to load the grain.

Sep. 26. . . The Seaway Port Authority of Duluth reported that the Twin Ports handled 21.51 million metric tons through August. This is a 4.9 percent increase over the same period last year. However, shipments were down .5 percent from the 5-year average. Domestic trade was down 4.2 percent over last year while international trade was up to 62.5 percent. International trade includes iron ore shipments to Canada and grain

• GREAT LAKES & SEAWAY NEWS

exports.

... The Lake Carriers Association reported that August shipments of iron ore, coal and stone are up 3.3 percent over August of last year. This is the smallest monthly increase this season, except for April which was sluggish. For this season, iron ore, coal and stone shipments were up 6.4 percent over the same period last year.

Sep. 27. . . Reports indicate that overall shipments of cargoes on the Great Lakes continued to decline. The Lake Carriers Association reports that in 1981 there were 125 U.S.-flagged vessels in service on the Lakes, but this year there were only 63. Chicago's water-borne traffic totalled 48.2 million tons in 1970, but is less than half of that figure today. It costs \$11.35 per ton to ship grain down the Mississippi to New Orleans and then by ship to Rotterdam. It costs \$22.50 per ton to ship grain from Chicago via the Seaway to Rotterdam. Railroads now carry most if not all container traffic because modern ocean-going container ships are too large to enter the Seaway. Coal shipments overseas also suffered from the same problem. Off-loading coal from lakers into larger ocean-going vessels in the St. Lawrence has not proven to be financially feasible. Needless to say, the decline of the North American steel industry has contributed to the decline in Great Lakes shipping. As mentioned previously, steel companies are finding it cheaper to import iron ore from overseas.

Sep. 28. . . The *John J. Boland* arrived at the Twin Ports to load coal at the Superior Mid-West Energy Terminal. This is her first visit to the Twin Ports since returning to service this spring. Before arriving at the Twin Ports, she unloaded a cargo of coal at the Canadian Pacific Forest Dock in Thunder Bay.

... C.S.L.'s *Whitefish Bay* cleared Sorel under tow of the Russian tug *UMKA*. On October 2nd, the tow stopped at Point Au Pic and *Stadacona* was added to the tow. They were bound for China and scrapping.

... *Canadian Progress* struck an arresting fender at the Iroquois Lock and halted traffic for 3-1/2 hours.

Oct. 1. . . The carferry *Sugar Islander* will be removed from service for a two week overall. The *Drummond Islander III* will operate in her place.

Oct. 2. . . *Holsten*, built at Port Weller as *Sir John Crosbie*, sank in the Gulf of Mexico off Florida. Her crew of 15 were rescued. (See page 100 of July, 1992 *Telescope*.)

... The Ontario government will conduct an underwater survey on the wreck of the *Atlantic* in Lake Erie. The Ontario government's claim to the wreck angers the divers who claim rights to the wreck which they discovered in 1984.

Oct. 3. . . Grain shipments are so poor that only fourteen Canadian lakers are hauling Canadian grain to the Seaway. Next month, it's expected that only three will be needed to move grain through Thunder Bay. Ship owners claim that they are losing \$4 million a week and they are prepared to sell their straight-deckers to the government. Ship owners state that they are unable to carry on under the current set of rules which govern Canadian grain transportation.

Oct. 5. . . The new Canadian tug, *Roy Fraser*, passed up the Welland Canal bound for Windsor. She is owned by Tug and Barge Services. She was built in 1946 and was formerly *Seven O's*.

... *HMCS Terra Nova* arrived at Port Weller Dry Dock for a \$25 million refit.

Oct. 6. . . Inland Steel's *Edward L. Ryerson* cleared Bay Shipbuilding for Escanaba, ending her temporary lay-up.

GREAT LAKES & SEAWAY NEWS ·

Oct. 9. . . Upper Lakes' *Montrealais* cleared Thunder Bay for Duluth to load grain, ending her temporary lay-up.

. . . P&H's *Willowglen* arrived at Port Weller Dry Dock for her 5-year inspection. She didn't go into drydock until the 19th.

Oct. 10. . . The *Star of Chicago III* passed down the Welland Canal leaving the lakes.

. . . The American Iron Ore Association reported that August shipments of North American iron ore to U.S. and Canadian ports increased 8 percent over August of last year. Cumulative iron ore shipments for 1992 were up 6 percent over the same period eight months of 1991. Three Great Lakes ports experienced improvement in August over the same period last year. Shipments from the L.S.&I. ore dock at Marquette increased 45 percent; Chicago & North Western Railroad's Escanaba ore terminal increased shipments by 29 percent and shipments from D.M.&I.R. ore dock at Duluth increased 10 percent. However, there is also some bad news. Shipments of iron ore from Silver Bay decreased 32 percent from August of last year. Shipments from the D.M.&I.R. ore dock at Two Harbors decreased by 19 percent and the B.N.'s Allouez taconite facility at Superior dropped 1 percent. Canada's Sept. 11es port increased iron ore shipments by 76 percent over August of last year and Pointe Noire shipments were up 34 percent for the same month.

. . . Three men from the Twin Ports have found the wreck of the scow schooner *Mayflower*, five miles off the end of the Duluth Ship Canal in about 90 feet of water. She sank in 1891 while carrying 490 tons of sandstone bound for Duluth. The divers state that the wreck is well preserved although it's broken in two and the deck is gone. The divers would like to preserve the wreck and offer private tours to divers who would like to explore the wreck. However, the state of Minnesota claims that the wreck is in their waters and is the property of the State of Minnesota. It appears that the courts will be asked to determine who owns the wreck.

Oct. 11. . . The tug *Menasha* passed up the Welland Canal under her own power, bound for Sarnia. She sank on August 9th off Ogdensburg, NY.

. . . *Quebecois* cleared Thunder Bay for Duluth to load grain ending her temporary lay-up. It appears that the Canadian grain carriers are going back into service carrying American grain. Shipments through Toledo are reported to be strong and are picking up through the ports of Duluth-Superior.

Oct. 12. . . The carferry *Badger* ended a successful season on Lake Michigan.

Oct. 14. . . Two groups that are trying to bring the cruiser *USS Des Moines* to Superior as a tourist attraction have asked the Navy to delay scrapping the cruiser for 60 days. The group feels that they can come up with the financing needed to bring the cruiser to Superior within 60 days. The Navy was to begin stripping the cruiser of usable parts earlier this month with scrapping to begin later this month.

Oct. 15. . . The 360-foot barge *Hannah 5101* ran aground on North Graham Shoal in the Straights of Mackinac, which is about 1-1/2 miles east of the bridge. She was under tow of the tugs *Kristen Lee* and *Challenger*, both of which are owned by Hannah Marine. The barge was bound for Toledo with 46,000 barrels of hot asphalt. Two additional tugs, the *James A. Hannah* and the *Gregory J. Busch* were sent to assist the barge, but the four tugs were unable to free the barge. There is some concern about possible pollution should the barge suffer more damage because gale and storm warnings have been issued for the upper lakes.

. . . C.S.L.'s *Halifax* arrived in Thunder Bay for lay-up. She is not expected to return to service this year.

Oct. 16. . . Hannah Marine brought another barge alongside of the grounded *Hannah 5101* to lighten her cargo.

• GREAT LAKES & SEAWAY NEWS

Winds were gusting to 30 miles an hour and waves were running up to 8 feet. It took about four hours to off-load about 4,500 barrels of asphalt before the *5101* was refloated. The barge was then taken to St. Ignace for inspection. The barge has a double hull and apparently suffered only minor damage to her outer hull. None of her cargo leaked into the Straits.

... The Indian saltie *LT Argosy* went aground in the Saginaw River near Bay City. She was freed a few hours later and tied up at the Total Fuel Dock for inspection. While she was aground, the *Sam Laud* was prevented from going up the river and the *Wolverine* couldn't depart.

... The sloop *Welcome*, which was built by the Mackinac Island Park Commission has found a new home. The Commission has voted to transfer ownership to the Maritime Heritage Alliance of Traverse City. This organization has a large number of skilled volunteers to restore the sloop.

Oct. 19. . . The *Canadian Ranger* came off the Port Weller Dry Dock and cleared for Duluth on October 23rd.

Oct. 21. . . The *Kinsman Enterprise* arrived in Duluth and entered the drydock at Fraser Shipyard for minor hull repairs. It seems that on her last trip, she ran over her own anchor. When and where the damage was incurred is not known.

... *Ziemia Lodzka* passed up the Welland Canal on her first trip into the Lakes. While in the Lakes, she was renamed *Lake Champlain*.

Oct. 22. . . *Kinsman Enterprise* was shifted out of the Fraser Shipyard, repairs completed, to the Harvest States Elevator #2 to load grain. She cleared on the 23rd.

Oct. 23. . . *George A. Sloan* passed down the Welland Canal on a rare visit to Ogdensburg, NY with a load of salt.

... The *Wm. A. Irvin* has been converted to "600 feet of terror". The ore carriers, which is on display at the Twin Ports, has been decked out as a haunted house. There will be tours of the boat with surprises of all sorts.

Oct. 29. . . Officials of Eveleth Mines announced that an undetermined number of jobs will be eliminated when the mine shuts down for six weeks in November. The company plans on cutting its production from 5.4 million tons a year to 4 million tons. Armco Steel, which owns 35.1 percent of the mine will be purchasing Brazilian iron ore for the rest of the year. Canada's Stelco Inc., which owns 14.7 percent of the mine, no longer purchases ore from the mine. Rouge Steel owns 31.7 percent of the mine and remains a steady customer. Eveleth pellets are the most costly on the range and the company would like to cut costs by \$10.00 a tons. A cut-back in production at the Eveleth mine will also effect employees of the D.M.&I.R. Railroad and the dock at Duluth.

... Iron Ore of Canada also announced that they will eliminate 239 jobs at their facility in Labrador City and Sept. Iles, Quebec. The cut back will also affect some employees of the Quebec North Shore and Labrador Railway Iron Ore Co. will also shut down for at least 5 weeks next summer to reduce production. Company officials said competitive pricing and a world glut of iron ore forced the cut back.

Oct. 31. . . A total of 802 vessels have called at the Twin Ports as of the end of September, 44 less than the end of September, 1991.

GREAT LAKES & SEAWAY NEWS ·



Photo by Skip Gilham



Photo by Richard Wicklund

*Top: The SPIRIT OF ERIE downbound at the Soo on August 12, 1992.
Bottom: The LT ARGOSY and tug MISSOURI docked at Total Fuel Dock at Bay City on October 17, 1992.*

GREAT LAKES & SEAWAY NEWS

Miscellaneous . . .

. . . *Marine News*, published by the World Ship Society has reported that the tanker *Mobil Chicago*, ex-*Mobil Socony*, has been renamed *Mattituck* by Mobil Oil Corporation.

. . . President George Bush participated in the annual Mackinac Bridge Walk on Labor Day weekend. He also visited Sault Ste. Marie where the city presented him with a lithograph by Paul Essmaker titled "We Are Holding Our Own". The print portrays the final minutes of the *Edmund Fitzgerald*. Paul's lithograph titled "Passage of Time" appeared on the November, 1992 cover of *Telescope*.

Great Lakes Calendar . . .

Sat. Jan. 30th - Feb. 7th: Michigan Boat and Fishing Show at Cobo Hall in Detroit.

Sat. Feb. 20th: Shipwreck Festival sponsored by Ford Seahorses held at Ford World Headquarters in Dearborn.

Sun. Mar. 14th: Great Lakes Memorial Service and Blessing of the Fleet at 11:00 a.m. at Mariners' Church in downtown Detroit.

Sat. Mar. 20th: GLMI Entertainment meeting at 11:00 a.m. at Dossin. Speaker will be Douglas Short with movies of past Great Lakes ships.

BACK COVER PHOTO: *Minnie Kelton* (US 92601). Built in 1894 by F.W. Wheeler at W. Bay City, MI. 632 GT; 503 NT. 171.0 x 35.0 x 11.3. Built for P. Smith of Bay City, MI. Sold in 1899 to Sidney Neff et al in Milwaukee. In 1903 sold to Michigan, Indiana & Illinois Transit Company of Chicago. Sold for ocean service, fitted out for salt water use at Milwaukee and departed for Pacific coast on May 15, 1907.



Salvage crews removed the sunken span of the Grosse Ile Toll Bridge and dismantled it at McLouth Steel's dock.

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