



Telescope

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**GREAT LAKES
MARITIME
INSTITUTE**

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ·

The Spirit of Detroit Gold Cup Hydroplane race will be held on Saturday and Sunday, June 4th and 5th. The following weekend June 11th and 12th will be the Grand Prix Race on Belle Isle. The Dossin Museum will be closed to the public from Wednesday, June 8th thru Sunday, June 12th. After the Grand Prix race, work will begin on a new parking lot adjacent to the *Miss Pepsi* exhibit. The lot will hold an additional ninety cars.

The Great Lakes Maritime Institute is looking for volunteers to distribute promotional literature on programs sponsored at the Dossin Museum. We are very fortunate to have access to local newspapers and other media sources, but we would like to expand the number of outlets now receiving promotional literature. If any members wish to participate in spreading the word about GLMI and programs at Dossin Museum, please contact Kathy McGraw at the museum on weekends or write: GLMI Promotional Assistance, Dossin Museum, 100 Strand on Belle Isle, Detroit, MI. 48207.

Institute member Terry Sechen has published his annual Great Lakes Winter Lay-Up List for freighters. Twenty-four fleets are listed with lay-up ports, docks and dates for all vessels. For a copy, send \$3.00 to Terry Sechen, Route 2, Box 26, Mason, Wisconsin, 54856-9407.

MEETING NOTICES ·

The next entertainment meeting will be held on Saturday, May 21st at 8:00 p.m. at the Museum of Arts & History in Port Huron. Our guest speaker will be Mr. Bob Campbell showing slides on the history of the Kinsman fleet. The meeting is held in Port Huron due to the 24-hour bike race held on Belle Isle that weekend.

At 2:00 p.m. on Sunday, April 24th, Mr. Marty Gervais, author of The Rumrunners: A Prohibition Scrapbook will speak at Dossin Museum on illegal liquor that flowed between Windsor and Detroit. Admission is \$5.00. Contact Sue and Leo Kuschel at 20025 Empire, Taylor, MI. 48180 for further information on Meet-The-Author Series held at Dossin Museum.

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OUR COVER PICTURE . . . Since the early 1960's we have seen vessels towed to the scrapyard. Many unique types such as auto carriers, package freighters and overnight passenger ships have disappeared from the lakes. In the last decade the number of tankers has declined and replaced with tug/barge combinations. This photo of the tanker *Amoco Wisconsin* in Indiana Harbor was taken by Ruth Lee in June, 1980.

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

AMOCO INDIANA

by
TODD ELVE

It was a brisk, crisp October morning in Corunna, Ontario, when I was first introduced to the steam tanker *Amoco Indiana*. The tanker was neatly berthed at the Shell Fuel dock. Her lines were impressive for a tanker, with a tall mast behind the wheelhouse and one in front of the smokestack. The tall black stack sported the red, white and blue Amoco Oil emblem seen on so many gas stations throughout the country. The *Indiana's* cabins were arranged fore and aft, typical of a lake freighter.

The tanker was built as the steam tanker *Red Crown* in 1937 at Manitowoc, Wisconsin as *Hull No. 292*. She had an overall length of 465.4' and a beam of 55.2'. The *Indiana* had a carrying capacity of

2,800,640 gallons or 66,682 barrels. She could make a speed of 15.5 knots light and 14.7 loaded. The tanker was powered by a triple expansion steam engine, capable of 2600 horsepower. She was built with eight cargo tanks to contain her cargo.

The Standard Oil Company began shipping petroleum products on the Great Lakes from Whiting, Indiana refinery in 1896. Their products were transported by a fleet of small saltwater barges. They were basically towed by steamers, although equipped with their own sails.

The Standard Oil Company's first steam tanker was the *Renown*, built by American Shipbuilding, Lorain, Ohio. This was followed by the *William P.*



First steam tanker in the Standard Oil fleet was the RENOWN.

Cowan (Amoco Illinois) in 1918, *Robert W. Stewart (Amoco Michigan)* in 1928, *Edward G. Seubert (Amoco Wisconsin)* in 1930 and the *Red Crown* in 1937. The last and final edition to the fleet was the tank/barge *Amoco Great Lakes* and tug *Amoco Michigan* in 1982.

As tankers were added to the fleet, their terminals were spread across the lakes. The *Amoco Indiana* visited ports along the lakes such as Superior, River Rouge, Milwaukee, Muskegon, Tonnawanda, Bay City, Dollar Bay, Soo, and Green Bay. The tanker loaded over 90% of her cargoes in Whiting, Indiana.

In 1940 as the war in Europe was heating up, the tanker was kept busy hauling petroleum products. The *Red Crown* fitted out in Whiting and left for River Rouge on April 14. She carried thirty-six cargoes that year, loading all of them at Whiting and discharging thirty in Superior, five in River Rouge and one in Milwaukee.

The tanker operated as an accident-free year, though the great Armistice Day Storm struck Lake Michigan, sinking the ore carriers *Davock* and *Minch*

and grounding the *Novadoc*. According to her log, the *Red Crown* arrived in Whiting on November 11 at 3:50 a.m. and didn't depart until the 13th of November, holding in port for the great storm.

Capt. Nels Johnson noted in the *Red Crown's* log on November 26 the following: "12.50 Muksegon breakwall, let go 1:10 and anchored Muskegon Lake for shelter-blizzard and heavy snow, underway 6:40, wind easing some."

In 1941 the steam tanker carried thirty-eight cargoes, fitting out in Manitowoc on the 15th of April and laying up in Whiting on December 16th.

Only one accident was noted in her log. On October 6th at 8:50 p.m. while entering Whiting, she struck the Canal Street Bridge and put a 13' x 15' dent in the bulkhead of the pumproom. This accident was due to zero visibility and a heavy rainsquall with strong N.W. wind.

The year 1942 was much like that of the *Red Crown's* previous year with thirty-four cargoes carried. The tanker once again on May 16th, hit the Canal Street Bridge and put a dent in the pumproom bulk-



Fr. Pete VanderLinden/Dossin Museum Coll.

The AMOCO INDIANA sailed until the tug/barge AMOCO MICHIGAN/AMOCO GREAT LAKES entered service in September, 1982.



Capt. Taylor Photo/Dossin Museum Coll.



Fr. Pete VanderLinden/Dossin Museum Coll.

Top: The EDWARD SEUBERT was later renamed AMOCO WISCONSIN. Bottom: With the decline in business, the AMOCO MICHIGAN was removed to overseas service as SKUHEIR



Photo by Fr. Pete VanderLinden

The RED CROWN was renamed BEAUMONT

head with some water leakage in the room.

The 1943 season, saw thirty-three cargoes carried, with lay-up on December 16 in Manitowoc. It seems that the *Red Crown* and the Whiting dockage were to meet once again as on June 22nd, the tanker hit the dock while turning in the basin. The result was a dent in the after end of No. 5 tank, 5' x 5' and some forty rivets were sweating.

With the war years behind her the *Red Crown* was kept busy hauling her cargoes to the many lake terminals. In the 1950s the tanker trips were increased. In 1956 and 1957, she carried over 125 cargoes. The port of Superior received fourteen of these and the port of Muskegon had the high with 20-1/2 loads.

On July 8th the log noted "turning and checking to hail disabled fish tug *Eagle* of Copper Harbor - informed no damage, but asked to call Portage Station - tug 35 miles, 10 degrees from Keeweenaw upper entrance."

While three miles off Green Bay on September 12th the tanker hit bottom and slow leak was discovered. A trip to Manitowoc for repairs on September 15-17 was the end result.

Just weeks before laying-up the *Red Crown* was struck by the *J.F. Schoellkopf* in the winding

basin at Whiting. The starboard quarter near Asst. Eng. Room bulwark was caved in about eight feet and No. 5 and No. 6 stanchions bent.

The tanker cleared the Manitowoc Drydock on April 12th for Whiting and laid-up at Manitowoc on December 21, 1957. On May 15th the following was noted in her log: "delayed 40 minutes fire on water at Indiana Bridge, tanker *Sinclair Milwaukee* dragging anchor over natural gas pipeline". On September 27th at approximately 1930 a fire broke out in the engine room and inside the blower fan, it burned the paint on the bulkhead and into the boiler room, was put out by steam and CO₂ at 2000.

During some heavy weather on November 19th the *Red Crown* took shelter and anchored seven miles below the Mackinaw Bridge. The log listed the following boats anchored with her: *William Clay Ford, Johnstown, J.D. Ashley, Sumarta, W.W. Holloway, Edward B. Greene, Cason J. Callaway, Henry B. Dalton, and J.A. Campbell.*

In the 1960's the industry began to see a decline in business and the need for water transport of gasoline and oil. The building of pipelines began to be felt. The former tanker *Renown*, now *Beaumont* (1930), was sold and became the *Mercury* in 1960. The *Amoco Michigan*, ex-*Robert W. Stewart*, was removed to overseas service as *Skuheir*. The names of the tankers were changed in 1962 and the fleet was transferred from Standard Oil to Ameri-

can Oil Company ownership.

In 1965 the *Amoco Indiana* had bow thruster installed to ease her docking in port. In that year she carried forty-five cargoes, laying up on December 31st.

During the early morning hours of May 7th the *Amoco Indiana* eased her way through a thickening blanket of fog. With visibility down to near zero, the tanker's hook was dropped at 0240, one mile from the *Indiana's* destination at St. Ignace. On her radio the *Indiana* listened to a drama unfold in the fog which surrounded her. Here are the entries in her logbook: "M/S *Topdalsfjord* and S/S *Cedarville* off Mackinac, May 7-65. About 0935 Mayday from *Cedarville*. About 0945 *Cedarville* listing badly. Capt. trying to beach her at Mackinaw City."

The *Cedarville* lost the race and rolled over with the loss of ten lives. The *Indiana* hove-up anchor at 1425 and arrived Northwestern Oil Terminal. St. Ignace at 1510 with wind east, fresh. Clear.

During the seventies tighter controls were put on regulating water pollution problems. The environmentalists were ever afraid of a possible tanker spill on the lakes. The three remaining tankers all had riveted hulls which made them potential hazards to regulatory agencies, so tighter, more costly controls were imposed.

As the demand for water transported petroleum products around the lake terminals declined so did the need for tankers. The first to go was the *Amoco*

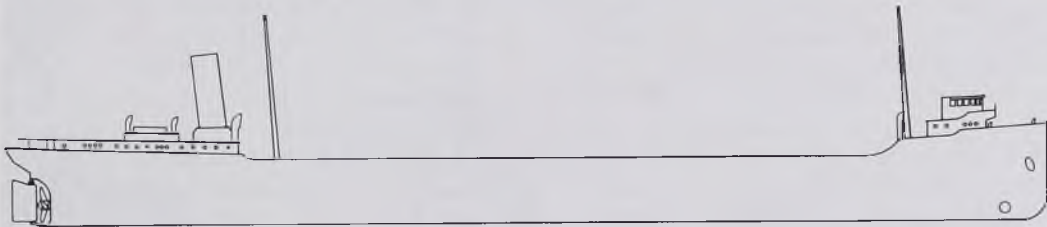
Illinois, which ran to the end of the 1980 season. The *Amoco Wisconsin* followed in mid-1982. Both were laid up in Essexville near Bay City until 1985 when they were both towed to Windsor and scrapped. The *Amoco Indiana* held on for a time longer until the new tug/barge *Amoco Michigan/Amoco Great Lakes* came out in September of 1982.

The tanker's last year started on April 8th loading in Sarnia for East Chicago, laying up for the last time at Bay Shipbuilding at Sturgeon Bay, Wisconsin on December 20, 1982.

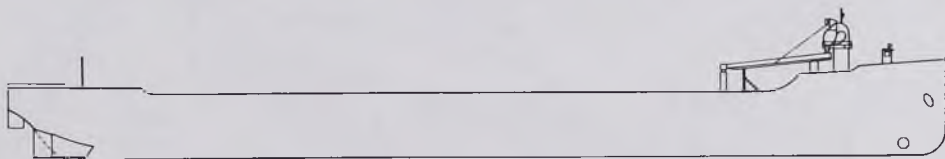
In her last year the *Indiana* moved fifty-four cargoes. On July 7th the tanker made the news. At 2150 while approaching the Canadian Soo lock upbound, she struck the lock entrance and fractured a plate forward of No. 1 tank. The wind at the time was NW fresh, strong current was running, and they lost about fifty to sixty gallons of gas.

The *Amoco Indiana* remained tied up at Sturgeon Bay shipyard until 1986 when Medusa Cement purchased her and converted the tanker to a cement barge. The ex-*Amoco Indiana* made her maiden trip as the *Medusa Conquest* on July 20, 1987, being pushed by the tug *James A. Hannah* from Charlevoix to Manitowoc.

And so the *Amoco Indiana's* long colorful career as a tanker is over, but she still live on as the former tanker now supplying the Great Lakes region with a different product- cement.



S/S AMOCO INDIANA
(BEFORE CONVERSION)



CEMENT TRANSIT COMPANY CEMENT BARGE
(AFTER CONVERSION)

SUBMARINE

U.S.S. SILVERSIDES (SS236)

by
HOWARD H. PETERSON

America's submersibles have come light-years since the one man oak-hulled "Turtle" of the Revolutionary War to the modern sleek behemoths of today's fleet. Somewhere in between that metamorphosis lay the development of the workhorse submarines of World War II. One such boat is the USS *Silverides* (SS 236) now permanently berthed, and on exhibit, in Muskegon, Michigan.

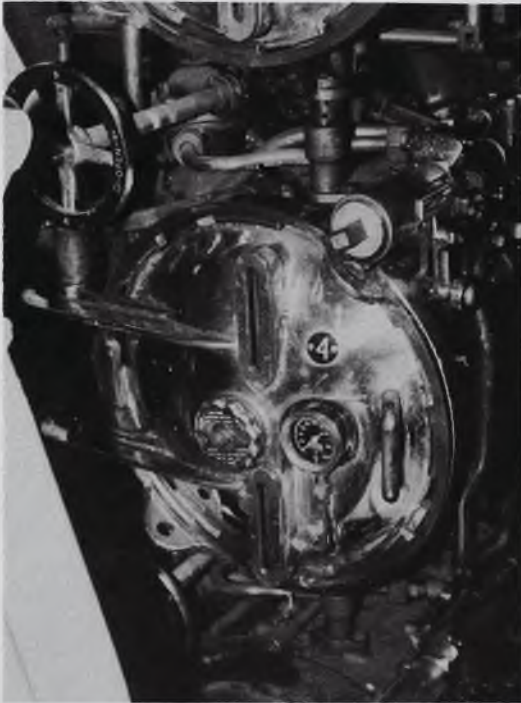
This 312-foot Gato Class sub was commissioned into the Navy just eight days after the attack on Pearl Harbor and left for the first of fourteen war patrols on April 30, 1942. Her heroic WW II war record has been well documented with twenty-three ships sunk as tabulated by the Joint Army-Navy

Assessment Committee (Janac) from confirmation with Japanese records after the War. She served with the Pacific fleet and ranks third highest among all WW II U.S. subs in ships sunk for 90,080 tons of shipping. None of the subs scoring more sinkings or tonnage exists today. John D. Alden's recent work, "U.S. Submarine Attacks of World War II" credits the *Silverides* with sinking thirty-one ships totaling 100,685 tons, possibly leading all U.S. subs in WW II.

For outstanding and aggressive performance *Silverides* was awarded the Presidential Unit Citation for four patrols, the highest award given all Navy ships, twelve battle stars, the American Campaign Medal and the World War II Victory Medal with two



USS SILVERSIDES in Muskegon Channel.



Forward torpedo tubes.



Conning tower with battle decorations.

Author's Photo

silver stars and two bronze stars. She is considered the most famous surviving submarine of the War. Only one man was lost in all of her battle actions. The boat was decommissioned from active service April 17, 1946.

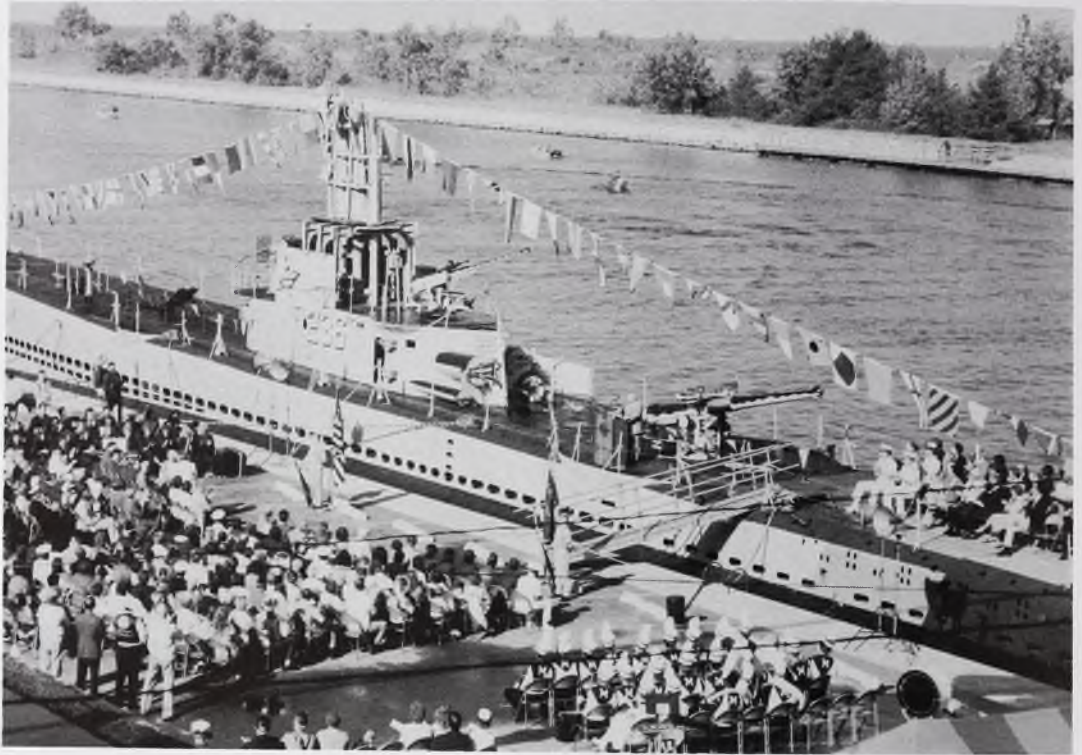
After the War and a tow up the Mississippi, *Silversides* arrived in Chicago October, 1947 where she was to serve as a reserve training vessel until June 30, 1969 when she was finally stricken from the Naval Register. She was scheduled to be scrapped in 1972. However, before this was to happen, a small group of dedicated former submariners and other enthusiasts intervened with a plan to salvage and restore the old warrior. It was a monumental undertaking considering the time span when it had sat idle suffering vandalism, looting and even flooding. In July, 1973, title was transferred to the group to eventually be called "Great Lakes Naval and Maritime Museum". This small crew headed by Richard R. Freitag, a war veteran and former forward torpedoman on the *Silversides*, lovingly tended and worked on restoration for thousands of hours using much of their own money. They even overhauled the diesel engines that had not been fired since 1946.

In the spring of 1985 Chicago politics began to rear its ugly head and the Mayor made it so difficult that the *Silversides* was in effect pressed to leave

Chicago. This was where Muskegon businessman, Robert G. Morin, Jr., stepped in with his proposal to move the sub to Muskegon. In September, 1985, a move plan was approved by both the Muskegon group and Chicago. In an effort to save the sub for Chicago, national politicians got drawn in resulting in the Navy withholding approval for two more years. However, negotiations were quietly resumed in April of 1987 resulting in the sub being towed to Muskegon, August 7, 1987.

The *Silversides* arrived in Muskegon just before midnight with much fanfare. Thousands lined the channel walls and hundreds more welcomed the tow from their boats. After forty years in Chicago the sub had found a permanent home. Further restoration and maintenance has been pursued with vigor since the arrival.

On September 19, 1987, the sub was dedicated as a "National Historic Landmark", one of but 1,800 such landmarks in the nation. The beautiful dedication ceremony was conducted before a highly appreciative crowd entertained by a snappy contingent of the Muskegon High School band. Many former submariners from all over the United States, dressed in their bright blue vests and plumed hats, also enjoyed the day. Their part of the ceremony, when they tolled the bell for lost shipmates and submarines, was very



Top: USS SILVERSIDES' National Historic Landmark Dedication. Bottom: World War II submarine vets at dedication ceremony.

moving for all of us.

This past October '93 a BBC television crew was in town to include the submarine in a film documentary to be shown on the A&E network sometime in the late fall in '94. The sub was even towed ingloriously out into Lake Michigan for some battle scenes including a burial at sea re-enactment for Mike Harbin TM3C who was the only crew member killed in action. Also filmed was an interior re-enactment of a depth charge attacked complete with flying debris, exploding light bulbs, arcing electricity and a rolling and pitching boat . . . all filmed with the magic of TV while the sub was secured at the dock.

The film crew remarked that the submarine was in unbelievably good condition.

The *Silversides* bunks have recently been reupholstered and gas heat installed for the comfort of overnight visitors. Overnight stays are available for scouts and other youth groups. The overnights are so popular that most weekends have already been booked for '94 and they are taking reservations for '95. They will come close to entertaining 4000 overnight youths during 1993 with over 30,000 daytime visitors. If you can't arrange a '94 visit make certain you watch the five-part documentary next fall on the Arts & Entertainment (A&E) network to be titled "Nautilus".



Cub Scout overnights sitting on a torpedo.

THE ADVENTURES OF EVA AND STELLA DESGAGNES IN THE SMALL PORT OF WALLACEBURG, ONTARIO

by
ALAN MANN

"Former Laker Scrapped in Mexico." A recent note in Marine News publication of the World Ship Society indicates that a former laker has been scrapped in Mexico. On September 14, 1992, the *M. V. Telchac* arrived in Tuxpan, Mexico for scrapping." (from The Wheelhouse, bi-monthly news publication of the Welland Canal Ship Society, June/July, 1993, Vol. V Issue 6.)

The above news item would elicit just a cursory glance to most, other than serious students of Great Lakes shipping. However, in July of 1987, this same vessel brought a rather bizarre finality to Wallaceburg as a commercial port as it related to the Great Lakes waterway system. She was then named *Eva Desgagnes*

and had been booked to Hazzard Grain of Wallaceburg to load over 200,000 bu. of agricultural products from their marine terminal, just west of the railroad bridge. Her entry into port was significant since her trip, through the narrow confines of the Chenal Ecarte (Snye) and Sydenham Rivers was beset with difficulties that no doubt hastened Wallaceburg's demise as a commercial shipping centre. The *Eva Desgagnes*, 106 m. (349-foot) lake bulker brought an inglorious finality to Wallaceburg after 140 years since the town was officially granted port status back in 1847.

On Sunday afternoon, July 19, 1987, the *Desgagnes* (Desgagnes Transport Inc., Quebec City) entered the Chenal Ecarte from the St. Clair River,



Author's Photo

Gaelic tug BANTRY BAY escorting the STELLA DESGAGNES outbound from Wallaceburg after loading at Maple Leaf Mills.

heading for Wallaceburg, a trip she had already accomplished without difficulty, a total of eleven times since 1980. The Sarnia based tug, *Glenada* had been chartered to act as an escort for the *Desgagnes* vessel. The trouble began at the most hazardous (no pun intended) portion of the inland waterway, appropriately named by locals as "The Devil's Elbow". This same area, near the Johnson Channel in the vicinity of Shiloh Park (once familiarly known as Mairwin Park) had trapped many ships during the numerous vessel passages this century and last. The *Desgagnes* somehow was pulled off the channel, forcing her stern to shift helplessly towards the bank where her rudder struck bottom, was bent and lodged in an angled position. In vain, her captain tried to force the lodged rudder free. What was to be done? She could not turn back since there was no maneuvering space, let alone a wide running channel forward. After marine radio exchange between the tug and freighter, the only course of action was to attempt completion of the inbound trip. The results were not only unusual, but put docks along the route in jeopardy. The *Desgagnes* could not be controlled as the bent rudder kept her on a wild, zig-zagging course, lunging from bank to bank. This writer listened to the marine radio exchange which revealed a gradual impatience and

frustration on behalf of the *Desgagnes* captain as he barked out orders to the tug captain, who was doing his best under a difficult and stressful situation.

By early evening, the haphazard (again no pun!) voyage of the *Desgagnes* and the tug *Glenada*, finally found the vessels nearing the Hazzard Marine Terminal. In the meantime, word had spread of the misadventures and several locals lined the banks of the Sydenham watching the inwater follies. Debris that had been lodged high and dry for years along the banks was washed free by the propeller waves. Near every dock along the route was placed in the path of the vessel as she continued to swing from bank to bank. This writer and a number of other observers had gathered on the platform of the Burgess Boathouse (opposite the glass factory) just west of the Hazzard Terminal where the vessel was to be moored. Making one final dash for the shore prior to the safety of mooring, the *Eva's* hull was heading for the boathouse, forcing us to scatter for safety ashore for fear the entire structure would fold atop us. Fortunately she struck with a slight glancing blow which did vibrate the entire structure later revealing damage sufficient to instigate an insurance investigation. Finally, by 9 p.m. the *Desgagnes* was moored at her destination, ending chapter one of the saga.



Author's Photo

Left: NEW YORK NEWS loading at Maple Leaf Mills on November 15, 1986. Right: Loading grain into the NEW YORK NEWS.



Author's Photo



Author's Photo

Top: Tug GLENADA escorting STELLA DESGAGNES to Hazzard Dock to load grain. Bottom: Minor repairs allowed the EVA DESGAGNES to proceed with the tug ANNIE M. DEAN on her stern.



EVA DESGAGNES anchored in St. Clair River on July 24, 1987.

What was to be done? Russ, Mearle and Jim Hazzard were anxious to ship out the agricultural products which were to be brought in by many transport trucks that had been contracted and scheduled. Yet the *Desgagnes* was disabled. As officials huddled, the vessel's crew was eventually sent home while the ship languished (not making money) in the port of Wallaceburg, an inland prisoner indeed. She remained for the better part of the next four days, probably the longest that a consigned ship had spent in port since the sandsucker *John R. Emery* had been trapped inside the "stuck" Central Bridge for 7 days in 1944.

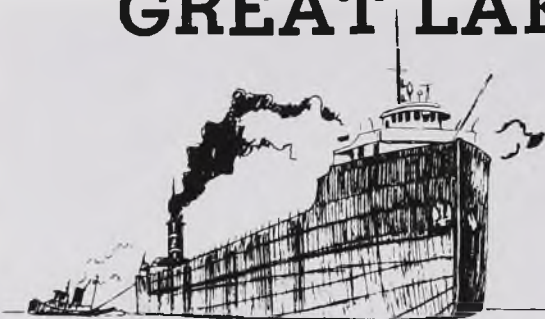
A plan was formulated to free *Eva*! Her sistership the *Stella Desgagnes* was summoned and would take on the load originally consigned to the *Eva*. She arrived at Port Lambton on Thursday, July 24 and anchored for the night in the St. Clair River. Meanwhile, minor repairs allowed the *Eva* to proceed carefully by a "two tug" escort, *Glenada* and *Annie M. Dean*, with the latter snug at the stern. They towed her very carefully through the Sydenham and Snye and reached the welcomed expanse of the St. Clair River. She was then deposited just south of the Leeland Gardens where she anchored. The *Glenada* then scurried south to the Brander Park area where she picked up the *Stella* and carefully brought her to Wallaceburg where she loaded at the Hazzard dock.

One further hitch developed as the *Stella* was moved forward to load the next hold. In doing so the conveyor apparatus caught on a wire hand rail, forcing it to topple over, causing a four hour delay in loading operations. On Saturday, July 26, six days after the mishap involving the *Eva Desgagnes*, saw the *Stella* leave Wallaceburg.

As the stern of the *Stella* exited the industrial area of Wallaceburg, it was final good-bye, closing a rich chapter of the town's marine industry which officially started in 1847 when a custom's officer was appointed. Wallaceburg was now finished as a commercial port. The *Eva Desgagnes'* last trip was a spectacular one indeed as she is listed as the second last large commercial vessel in Wallaceburg while the *Stella* brought down the final curtain.

The announced scrapping in Mexico of the *Telchac*, better known in Wallaceburg as the *Eva Desgagnes* confirms the fact that Wallaceburg cannot again be serviced by lake vessels. The *Stella Desgagnes* still survives, but has been idled since September, 1992, sitting forlorn in Montreal. She is a victim of a slow economy plus the limitations of her size. These were the only vessels remaining small enough to tackle the narrow confines of the Snye and Sydenham Rivers. Thanks to *Eva* and *Stella* for making the final chapter a memorable one.

GREAT LAKES & SEAWAY NEWS



Editor: Donald Richards
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St. Clair Shores, MI. 48082

Those who have contributed to the News
Section in this issue are:

Seaway News Editor: Skip Gillham

Sep. 2. . . C.S.L's *H.M. Griffith* and *Tadoussac* loaded western low sulphur coal at the Midwest Energy Terminal in Superior. The coal will be off-loaded at Sept. 11es, Quebec into a vessel bound for El Ferrol, Spain. The coal was diverted to Superior due to flooding on the Mississippi River.

. . . Bethlehem's *Stewart J. Cort* cleared Burlington Northern Ore Dock in Superior with possibly the last cargo of the season. The *Cort* loaded the remainder of the dock's stockpile of pellets. The dock takes deliveries from Hibbing Taconite and National Steel Pellet Company. Workers from both plants have been on strike since August 1st.

. . . Eveleth Mines remained idle due to vacations and maintenance shutdown. The mine was scheduled to reopen on September 12th, but the union and the company haven't reached agreement as yet. Their contract has been extended several times since August 1st.

Sep. 4. . . The *E.M. Ford* departed lay-up status at LaFarge Terminal in Green Bay for Alpena. This was her first trip since laying-up here on July 30, 1991. With her return to service, the entire Inland Lakes' and Cement Transit Company's fleet are in service for the first time in more than a decade. Cement shipments on the Great Lakes were up more than 7% for the first half of 1993.

. . . Upper Lakes' *Quebecois* cleared Port Weller Dry Dock and returned to service.

. . . *Algobay* cleared Port Weller Dry Dock and returned to service under Canadian registry. She entered drydock on August 8th for extensive work.

Sep. 5. . . The strike at Hibbing Taconite ended. Pellet shipments to the Burlington Northern Dock in Superior will resume when full production is reached at the mine within five days. The *Cort* and *Burns Harbor* will continue to operate, but at reduced speed until a stockpile is formed in Superior.

. . . U.S.X's *Edwin H. Gott* arrived at Bay Shipbuilding for her 5-year inspection and temporary lay-up.

Sep. 6. . . Upper Lakes' *Canadian Prospector* entered Port Weller Dry Dock for routine work. She came off on Sept. 23rd.

Sep. 7. . . The strikes at the Empire and Tilden Mines near Marquette, Michigan has been settled.

GREAT LAKES & SEAWAY NEWS ·



Photo by Ken Bonnell



Photo by Terry Sechen

Top: The TADOUSSAC loaded coal at the Midwest Energy Terminal in Superior, WI. to be offloaded at Sept. Iles . Bottom: The BUCKEYE unloads limestone at the Cutler Stone Dock in Superior on October.

· GREAT LAKES & SEAWAY NEWS



Photo by Peter Worden

The ROGER BLOUGH laid up for the winter at the end of September.

Sep. 8. . . American Steamship's *Indiana Harbor* cleared Bay Shipbuilding after completing her 5-year inspection. She was bound for Taconite Harbor to load pellets. Early the next morning, she ran aground on Lansing Shoal, approximately forty-five west of the Mackinac Bridge. She was able to free herself by pumping out ballast water. She returned to Bay Shipbuilding with a small tear, about fifty feet long in the hull. About 200 feet on hull plating will be replaced at an estimated cost of \$8 million. The vessel went aground when she passed on the wrong side of the light marking the Lansing Shoal.

Sep. 9. . . The *H.M. Griffith* and *Tadoussac* offloaded 57,300 short tons of coal into the Panamax-class self-unloader *Yeoman Burn* in Sept. Iles Bay. (Ed. note: A Panamax-class vessel is equivalent to our 1,000-footers.)

Sept. 11. . . The Lake Carriers' Association reported that combined shipments of iron ore, coal and stone in July decreased by 3.4 percent. July iron ore shipments increased 1.4%, coal shipments decreased 18% and stone shipments remained about the same as July, 1992. Reduced shipments to a Canadian utility reduced Lake Erie coal shipments by one-third.

. . . Year-to-date shipments of iron ore, coal and stone were down 2.1% over the same period last year. Iron ore shipments were down 3.4% over 1992, coal shipments declined by 15% and stone shipments were up by 100,000 tons. As of August 1st, fifty-four of sixty-four U.S.-flag vessels were in service.

Sep. 13. . . U.S.X's *Calcite II* cleared Toledo after repairs were completed. She went aground on July 4th in the Amherstburg Channel in the Detroit River.

. . . The Canadian Coast Guard vessel *John A. MacDonald*, idled at Halifax as *1201*, has been sold for scrap.

. . . The Two Harbors City Council voted to spend \$100,000 to refurbish the tug *Edna G*. The work will be done at the Fraser Shipyard in Superior. After restoration is completed the tug will be moored in the waterfront at Two Harbors.

Sep. 19. . . The *E.M. Ford* passed upbound at the Soo, headed for Heron Bay, Ontario with a cargo of cement.

GREAT LAKES & SEAWAY NEWS ·

... U.S.X's *Roger Blough* loaded her final cargo of the season at Two Harbors. After unloading at Gary, Indiana, she will be laid-up at Duluth.

... The Singapore-registered *Ikan Salayang* lost power while entering the MacArthur Lock upbound at the Soo. The vessel snapped three steel mooring cables in an attempt to stop her drifting forward into the unprotected upper operating gates. The MacArthur Lock isn't equipped with a safety cable at its upper end. Disaster was averted by an alert workman, who opened upper-end valves in an attempt to stop the vessel's forward progress. Opening the upper valves allowed water to flow through the lock and against the forward drifting vessel. Engineers aboard the vessel were able to restart the main engine and she came to stop about thirty feet from the upper gates. No one was injured when the steel cables parted.

Sep. 21. . . The 70-foot tug *Duke Luedtke* sank in Lake Erie about ten miles offshore. Two U.S. Coast Guard vessels responded from Lorain and Cleveland when the tug began taking on water. Two Coast Guard seamen went below deck to inspect the cause of the leak when the tug suddenly capsized. Three of the tug's crew were thrown into the water and were rescued. Coast Guard Seaman Marvin Thompson was able to free himself from the engine room and was rescued. Seaman Michael O'Neill was trapped in the engine room and his body was recovered the next day.

Sep. 22. . . The grain carrier *Senneville* docked at McLean's Dock at the Canadian Soo for engine repairs.

... The saltie *Ziemia Ciesznyska* arrived at Welland, Ontario for repairs following an overnight grounding at Port Robinson.

Sep. 26. . . The Seaway Port Authority of Duluth reported that shipments from the Twin Ports through the end of August rose only .2% over last year. International trade leads the 1992 season by 2.9% while domestic trade was down by .5%. Export grain was the primary contributor to the increase in international trade. At the end of August, 596 vessels have called at the Twin Ports, 92 less than last year.

... The *Roger Blough* arrived in Duluth and tied-up at the old Cargill "D" Elevator for winter lay-up.

Sep. 26. . . The tug *Pamar Salvor* arrived in Montreal to pick up several former C.S.L. package freighters. The *Fort St. Louis* has been idle since the early 1980's when C.S.L. gave up on the package freight business. The *Fort St. Louis* laid-up at Hamilton on December 16, 1981. She was towed from Hamilton on October 19, 1991 and arrived in Montreal on October 22, 1991.

Sep. 27. . . The Toronto cruise boat *Aurora Borealis* passed upbound in the Welland Canal for Port Dover where she will undergo reconstruction.

Sep. 30. . . The *Yankcanuck* passed upbound in the Welland Canal for the Canadian Soo. She had been under charter to Transport Igloodik of Montreal for use in the Arctic. She arrived in the Soo on November 3rd.

... The Senate Appropriations Committee has restored funding for U.S. Coast Guard vessels to be built by the Marinette Marine Corp., Marinette, WI. The House of Representatives Appropriations subcommittee had cut \$20 million from the remainder of this Coast Guard's 1993 budget and reduced their 1994 budget to only \$9 million. Marinette Marine is to construct the first vessel of the *Juniper* class, which is a 175-foot vessel. The new vessels will replace ships that were built during World War II. The contracts will also mean considerable employment for the area.

• **GREAT LAKES & SEAWAY NEWS**

Oct. 1 . . . The *George A. Stinson* made her first ever visit to Taconite Harbor, MN. She loaded pellets at the LTV Steel Mining Dock.

. . . The first gale warnings of the fall season were reported on Lake Superior when northwest winds of up to 40 knots were expected with 6 to 10 foot waves.

Oct. 2 . . . C.S.L.'s *Hochelaga* cleared Toronto under tow of tugs *Kay Cole* and *Glenbrook*. She had been laid-up since November, 1987.

Oct. 5 . . . The Philippine-flagged *Scan Trader* arrived in Ashland with the second shipment of copper concentrate of the season. The Great Lakes tugs *Kansas* and *Vermont* out of Duluth assisted the saltie into the dock and remained in Ashland until the 10th when the *Trader* departed.

Oct. 6 . . . The straight-decker *J.L. Mauthe*, which had been in temporary lay-up since July 5th at Fraser Shipyard, was placed into winter lay-up and shifted to the yard's frog pond.

. . . The tug *Pamar Salvor* cleared Montreal with *Fort St. Louis*. The tow's destination was not given, but it's probable that she will be scrapped overseas.

Oct. 7 . . . The city of Cobourg, Ontario will allow the training vessel *Heaven Bound*, ex-Canadian Coast Guard *Ville Marie*, to dock there for the winter. She had been docked at Oshawa, but they needed her dock space.



C. Turquist Photo/Dossin Museum Coll

The U.S. Congress appropriated funds to operate the U.S.C.G. icebreaker MACKINAW through the opening of the 1994 season.

GREAT LAKES & SEAWAY NEWS ·



McDonald Coll/Dossin Museum

The passenger vessel ALPENA was lost with all hands in Lake Michigan in 1880. Divers will begin searching in the summer of 1994.

... The MacArthur Lock at the Soo will be closed from 7 a.m. to 7 p.m. for about 30 days for repairs to the southeast pier which is located on the downriver side of the lock.

Oct. 9. . . Iron ore shipments to U.S. and Canadian ports in August declined 9% from August, 1992. This was the first major decline this shipping season and it's blamed on strikes at four pellet plants in Michigan and Minnesota. However, total iron ore shipments for the first 8 months of this season were 3% ahead of the same period last year.

... C.S.L. will sell *CSL Innovator* to Egon Oldendorff of Lubeck, Germany for an undisclosed sum. *CSL Innovator* will be renamed *Christoffer Oldendorff* and will be "time chartered" to CSL International, which is an affiliate of CSL Group. CSL International operates *CSL Atlas*, *Atlantic Huron*, and *Atlantic Superior* and is based at Beverly, Mass. near Boston. Egon Oldendorff is a large shipping company which operates forty-nine vessels.

Oct. 10. . . With the weather having bunched up vessels at the Soo, during a 24-hour period, 24 vessels moved through the locks: 12 upbound and 12 downbound.

Oct. 12. . . The old steam tug *Edna G.* arrived at the Twin Ports under tow of tug *Kansas*. She will be drydocked at the Fraser Shipyard at the end of the month. When renovations are completed, she will return to Two Harbors as a museum ship.

Oct. 13. . . The destroyer *HMCS Terra Nova* completed her \$25 million refit at the Port Weller Dry Dock and underwent sea trials. She arrived at Port Weller in October, 1992. On the 22nd, she completed sea trials and headed for the Atlantic.

· GREAT LAKES & SEAWAY NEWS

Oct. 16. . . The *Algosound* loaded grain at Sarnia for Baie Comeau, ending her temporary lay-up.

Oct. 18. . . *St. Clair* arrived at Bay Shipbuilding for her 5-year inspection. After completion, she will go into early winter lay-up.

. . . *Kinsman Independent* arrived at Port Colborne and unloaded grain at the Government Elevator.

. . . First it was iron ore that was unloaded at the Twin Ports, now it's coal. Columbia's *Reserve* arrived at the Midwest Energy Terminal in Superior to unload 14,865 net tons of eastern coal that had been loaded in Sandusky, Ohio. This was the first time in the terminal's history that coal had been unloaded there. The coal will be trucked to Duluth steam plant and blended with western coal.

. . . Idling the plant because it can't reach a labor agreement with steelworkers who have been on strike since August 1st, National Steel purchased sufficient iron ore on the "spot market" to supply its mills for the rest of the year. It's not known if this will be a temporary or permanent shutdown. The shutdown will affect 610 hourly workers and 105 salaried workers plus business' in northeastern Minnesota. The Burlington Northern Railroad, which hauls pellets for National Steel and their dock in Superior will also be affected.

Oct. 19. . . *Edwin H. Gott* departed Bay Shipbuilding after completing her 5-year inspection and other repairs. She arrived on Sep. 5th.

Oct. 21. . . The new McKeil tank barge *General Chemical No. 32* arrived at Port Weller under tow of tug *Mohawk*.

. . . Gale winds up to 71 mph swept through the Soo and Straits area disrupting shipping and life in general. The storm also cost one fisherman his life. The high winds closed the Soo Locks for several hours, causing vessels to anchor in the St. Marys River. The *Lee A. Tregurtha* was the last upbound vessel through the Soo and anchored in Whitefish Bay.

Oct. 22. . . C.S.L.'s *Nanticoke* tied up in the Welland Canal for engine repairs.

. . . American Steamship's *Indiana Harbor* cleared Bay Shipbuilding after completing extensive repairs to bottom damage, caused by her grounding on Lansing Shoal. It's reported that about 200 feet of her bottom was repaired at the cost of about \$8 million.

Oct. 23. . . *Algocen* cleared Thunder Bay, Ontario with a cargo of grain, ending her temporary lay-up.

. . . Canada Steamship Lines is now offering European utilities the same rate as it costs them to ship western coal through the Mississippi River system. In addition to the same rate, it's faster to ship coal through the Great Lakes then it's via the Mississippi. C.S.L. can also offer year round service by stockpiling along the St. Lawrence.

Oct. 25. . . *Algocape* cleared Sarnia for Duluth, ending her temporary lay-up. She had been idle at the north slip in Sarnia most of the summer. With her departure, Algoma Central's vessels are back in service.

. . . The chief engineer onboard the tanker *Imperial St. Clair* suffered serious burns in an accident near Clayton, N.Y. on the St. Lawrence.

Oct. 26. . . Union workers at the Eveleth Mines in Minnesota continue to work under their old contract. No contract talks between the union and Oglebay Norton were scheduled.

GREAT LAKES & SEAWAY NEWS ·



Photo by Steve Elve



Photo by Steve Elve

Top: The cement carrier E.M. FORD departing Muskegon on September 16, 1993. Bottom: The tall ship PROVIDENCE visited the port of Muskegon over Labor Day weekend, 1993.

· GREAT LAKES & SEAWAY NEWS

Oct. 27... Misener's *David K. Gardiner* passed upbound in the Welland Canal under tow of tugs *Glenside*, *Evans McKeil* and *Lac Vancouver*. The tow was bound for Windsor, where the *Gardiner* will be laid-up for the winter.

Oct. 28... The U.S. House of Representatives has passed an appropriation of \$3.5 million to keep the USCG icebreaker *Mackinaw* in service through most of 1994. The Coast Guard icebreaker carries a crew of about 90 and was to be decommissioned by them as a cost-cutting measure.

... *Lake Carling* passed down the Welland Canal. She entered the Lakes as *Ziemia Cieszyńska*.

Oct. 30... The Seaway Port Authority of Duluth reported that through the end of September, shipments through the ports have dropped 2.3% compared to the same period last year. The drop was attributed to strikes on the Iron Range. However, the ports international trade rose 1.9% over the same period last year. Export grain was the primary contributor to the increase.

... So far this season, a total of 698 vessels have called at the Twin Ports, 104 less than last year. (Ed. note: The rail ferry *Incan Superior* is no longer in service between Thunder Bay and Twin Ports. While she was on the Lakes, she made about 160 trips annually.)

Oct. 31... The *Atlantic Superior* arrived in Halifax for engine repairs. She was bound for Sorel.

Oct. 31... Scrapping of the *Irvin L. Clymer* has started with the woodwork in the cabins and the asbestos being removed.

... On May 30, 1993, a dive team led by Dave Trotter has located the wreck of the schooner *Minnedosa* in Lake Huron off Harbor Beach in about 250 feet of water. The *Minnedosa* was launched in 1890 as a 250-foot four-masted schooner and was the biggest schooner built in Canada. She sailed only a few years as a schooner before being converted to a barge. On October 20, 1905, she was being towed by the steamer *Westmount* along with a second barge, *Melrose*, both of which were carrying grain. While off Harbor Beach, *Minnedosa* disappeared from the tow with all hands. The *Melrose*, which was the last vessel in the tow remained afloat and was recovered by the *Westmount*. Trotter delayed making an announcement of the discovery so that the team could study the wreck. The announcement was made on October 20, 1993, 88 years after she sank. Other members of the five team are Rudy Whitworth, Rod Soja, Werner Wahl and Danny Fader.

... During the night of October 15th, or early in the morning of October 16, 1880, the side-wheel steamer *Alpena* vanished on Lake Michigan during a storm. The vessel disappeared with all hands including passengers. It's thought that between 60 and 101 crewmen and passengers perished that night. Harry Zych, who found the wreck of the *Lady Elgin* in Lake Michigan has started a search for the *Alpena*.

Our Back Cover Picture... The schooner *Minnedosa*, (C94884), built in 1890 at Kingston, Ontario. 1041 gross tons. 245.0 x 36.3 x 15.1. Only four-masted schooner built in Canada for Great Lakes trade. Foundered on October 20, 1905, off Sand Beach in Lake Huron.

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