Telescope

JULY • AUGUST, 1994
Volume XLII: Number 4

CHUCK THOMPSON, DRIVER

1950 Miss Pepsi 1956

UNLIMITED CLASS HYDROPLANE

GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES •

Fr. Edward J. Dowling, S.J., a longtime Institute member and well-known marine historian, has been awarded the American Merchant Marine Museum's 1993 Nathaniel Bowditch Maritime Scholar Award. The award is given to a person who has been judged to have made a major contribution to the field of marine studies. Fr. Dowling is the first scholar of Great Lakes marine history to receive this award.

It is with deep regret that we announce the death of Thomas Manse, marine historian and publisher for over twenty-five years of Know Your Ships. He died on April 27, 1994 at Sault Ste. Marie, Michigan. Mr. Manse was instrumental in obtaining the *Valley Camp* and converting her to a museum ship for Le Sault de Ste. Marie Historical Society.

Included in this issue is a flyer for ads in *Telescope*. As another benefit of membership, we would like to give *three-lines free* for members to exchange their names, addresses, phone numbers and special interests. This is an easy method to locate those with similar marine interests. Remember to mail your free ad to the post office box, not to Dossin Museum.

MEETING NOTICES •

The Curator Robert E. Lee Dinner will be held on Friday, September 23, 1994 at the St. Clair Inn. The G.L.M.I. will hold an auction to benefit the Dossin Museum on Friday, November 25, 1994 at Alcamo's in St. Clair Shores. Doors open at 5 p.m. In the next *Telescope* issue will be an information flyer with directions.

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OUR COVER PICTURE . . . The hydroplane *Miss Pepsi* displayed at the Dossin Museum was the third in a series of *Miss Pepsi's* built for the Dossin family. Driven by Chuck Thompson, *Miss Pepsi* was the first race boat to travel over 100 mph. This watercolor print of *Miss Pepsi* battling with *Slo-Mo-Shun* on the Detroit River by marine artist Bob McGreevy is available at the Dossin Museum for $95.00.

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

MISS PEPSI

UNLIMTED MULTIPLE STEP HYDROPLANE

1949

Designed by the late John L. Hacker, Naval Architect. Design completed in 1950.

Hull Specifications: Length-36 feet. Width-9 feet, 3 inches. Materials- spruce, oak, teak, mahogany and aluminum. Dry weight-10,500 pounds. Fuel capacity-230 US gallons. Oil capacity-40 US gallons.

Engines: Two 1710 cubic inch Allison Aircraft type, connected in tandem by means of a special gear box. Engines are from World War II surplus P-38 fighter planes. They develop 3,500 HP at 4,000 rpm.

Gear box: 2.92 to 1 ratio

Propeller shaft: 1-1/2 inch diameter.

Fuel: 115/145 Octane Aircraft spec.

Propeller: 13-1/2 inch diameter, 20 inch pitch, 2-blade, carved from solid block of stainless steel.

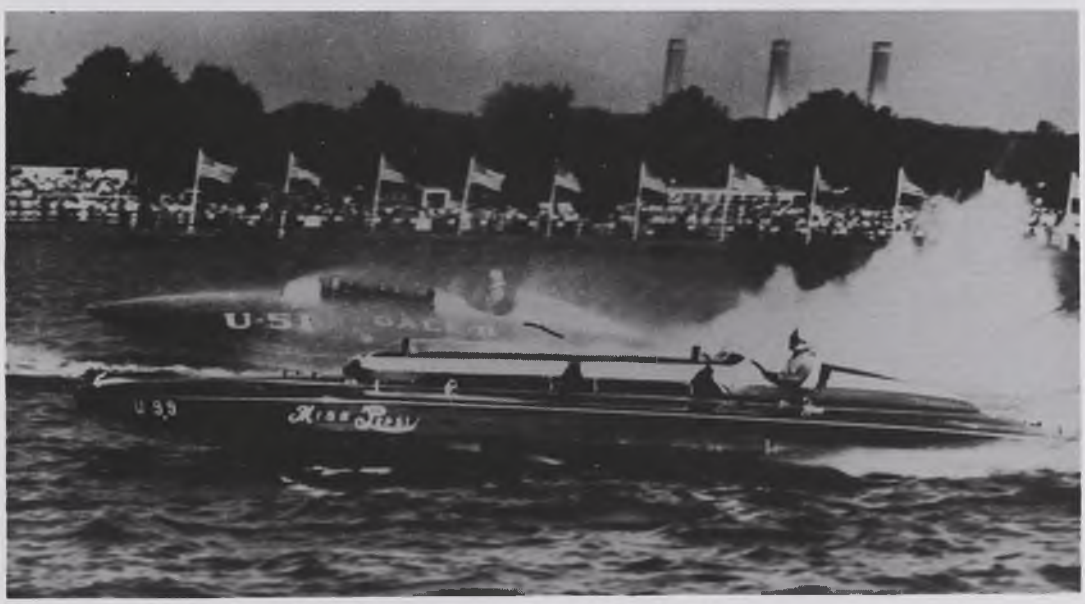
1950

Built by Les Staudacher at the Kawkawlin (Mich.) Wood Products Co.

First boat to qualify for a race at more than 100 mph. (103 mph at Harmsworth qualification run.)

First Race: Silver Cup Race at Detroit, MI. Won four of five heats. Set new heat record at 107.394 mph. Set new lap record at 107.654 mph. Won Lt. James J. Meehan Trophy.

President's Cup Regatta, Washington, DC: First Place. Set new heat records at 88.725 mph. Set new lap record at 95.038 mph. Became member of Gulf 100 mph Club.



Dossin Museum Coll

MISS PEPSI (U-99) *with driver Chuck Thompson battling Schoenith's* GALE II (U-51).

1951

Detroit Memorial Race, Detroit, MI.: First Place.
Gold Cup Race, Seattle, WA. Set new heat record at 101.02 mph.
Maple Leaf Trophy Race, Windsor, Ont.: First Place.
Steel Cup Race, Pittsburgh, PA.: First Place.
President's Cup Regatta, Washington, DC: First Place.
A.P.B.A. National Point Winner.

1952

Detroit Memorial Race, Detroit, MI.: First Place.
Maple Leaf Trophy Race, Windsor, Ont.: First Place.
Silver Cup Race, Detroit, MI.: First Place. Won Aaron DeRoy Plaque and Martini & Rossi Perpetual Trophy.
President's Cup Regatta, Washington, DC: First Place as well as Race Record of 84.472 mph.
Gold Cup Race, Seattle, WA.: Highest qualifier at 103.746 mph, and fastest heat at 101.024 mph.
A.P.B.A. National High Point Winner.

1954

Brought out of retirement to run in two races: the Gold Cup at Detroit and the President's Cup at Washington. Placed second in latter.

1963

Following a complete refinishing at the yard where she was built, *Miss Pepsi* is placed on permanent display in a specially designed wing of the Dossin Great Lakes Museum.
During all of her career, *Miss Pepsi* had but one driver, Detroiter, Charles F. (Chuck) Thompson. The racing record of boat and driver were one. They were the only boat and driver combination to win the President's Cup three times in succession (1950, 1951 and 1952).

Photo by Harry Wolf

MISS PEPSI, *restored and on display at Dossin Museum.*

UPPER LAKES CANALLERS

GO TO WAR

by
SKIP GILLHAM
Reprinted from July-August, 1968 *Telescope*

During the early years of World War II the German submarines were applying great pressure in the North Atlantic in an effort to starve the British Isles into submission. The Allied nations were losing several ships a day, and the British Minister of Transport, realizing the seriousness of the situation, approached the Canadian government to seek their aid. They, in turn, requisitioned as many of the small canallers as possible for war time service.

Each of the various lake companies contributed vessels, but for the purpose of this article we shall concentrate on the fleet of Upper Lakes and St. Lawrence Transportation Company, now called Upper Lakes Shipping Ltd.

The Upper Lakes canallers were all built in Great Britain between 1923 and 1926 and were purchased from the Eastern Steamship Company of St. Catherines in 1936. Before the war they served in the lakes trade, but with the outbreak of hostilities, most went into specialized service.

The *Norman P. Clement, John J. Richards, William C. Warren, Norman B. MacPherson* (b. *Loadmaster*) and *Shirley G. Taylor* didn't venture east of Quebec City. Their task was to carry bulk cargoes, (coal, grain, etc.), from the lakes to St. Lawrence ports. As a precautionary step these vessels had gun placements, although they were unarmed. The vessels with square Texas cabins had the gun

Dossin Museum Coll.

The JOHN S. PILLSBURY *spent the summers of 1942 and 1944 operating as a collier and pulpwood carrier in the Gulf of St. Lawrence.*

Dossin Museum Coll.

The EDWIN T. DOUGLASS *was used as a floating coal depot in the British Isles. After the war she was sold to Pyke Salvage and her engines were removed.*

placement atop a newly installed 'doghouse' on the after cabin. The ships with the turret-style forward cabins didn't receive a 'doghouse'. Their gun-mount was on the after cabin. Machine gun nests were also set up on the bridge of one vessel, the *Shirley G. Taylor*, which received a coat of wartime paint.

The *John S. Pillsbury* and *Shelton Weed* spent the summers of 1942 and 1943 operating as colliers and pulpwood carriers in the Gulf of St. Lawrence. In 1944 the *Judge Henefick* (b. *H.J. McManus*; c. *Chembarge No.4*) joined the run from Forestville to Quebec City. Since this region was often infested with German subs, they usually travelled in convoys. However, underwater detection devices had not been discovered and the U-boats could easily approach the convoys and create havoc. All three vessels were grey and *Judge Henefrick* was armed.

Two vessels, the *Charles R. Huntley* and *James Stewart* were chartered in June, 1942 to carry supplies from Montreal to bases on Newfoundland and Labrador. They served in this trade until December, 1942, when they were chartered by the United States Wartime Shipping Administration. In this capacity they delivered coal to power plants along the east coast of the United States. In June, 1943, they were refitted and returned to the Great Lakes.

Eight Upper Lakes canallers were actually requisitioned by the Canadian government and these served in two areas; the Caribbean bauxite trade, and British coastal service.

All eight vessels had been constructed in Britain, and few changes in structure were required to prepare them for wartime service. The hatch comings were raised to twenty-four inches on the main decks, and added protection was given to the bridges in the form of concrete block shields built around the original structures. Only narrow slits remained for windows. These ships were armed, painted grey and carried the previously mention gun placements.

The *Frank B. Baird*, *George L. Torian* and *John A. Holloway* joined the bauxite trade in the West Indies. The shallow draft of these vessels permitted them to penetrate inland along the Mungo River of British Guinea and carry valuable bauxite ore out of the transshipment center of Port au Spain, Trinidad. From here, larger vessels carried the ore to New York where it was transferred to smaller craft for the trip to Buffalo, via the Hudson River and Erie Canal. At Buffalo the ore was again loaded into canallers for the trip to the aluminum mills of Quebec. This costly, round-about method of shipment was justifiable due to the great risk involved in shipping the valuable cargo directly through the Gulf of St. Lawrence.

The *Frank B. Baird* was requisitioned in 1940

and after being fitted out was delivered to her British officers and crew in Montreal. She was enroute to Halifax for repairs when she was sunk by enemy gunfire on May 22, 1942.

The *George L. Torian* was requisitioned in 1941 and after being fitted out in Montreal, she entered the West Indies service. On February 2, 1942, she was torpedoed while crossing the Caribbean. The only survivor was a watchman, who, after clinging to a hatch cover for 24 hours, was rescued by an American vessel.

The *John A. Holloway* was also requisitioned in 1941 and after her Montreal fitout she, like the *Torian* sailed with her Canadian crew for the Caribbean. On her first trip she ran into heavy seas, but despite a water shortage, she arrived unscathed. In July, 1942, she went to Mobile, Alabama for repairs and upon completion was loaded with supplies for Trinidad. She was torpedoed enroute in September, 1942. Only one life was lost. The remainder of the crew made shore in a week by sailing and rowing their lifeboats.

The vessels *Albert C. Field, Robert W. Pomeroy, Watkins F. Nisbet, Edwin T. Douglass*, (b. *P.S. Barge No. 1*) and *William H. Daniels* (b. *Scott Mark*) were delivered to British officers and crew at Montreal. These were all requisitioned in 1940. On their arrival in Britain they were modified to suit a particular trade. Most of these vessels were used to haul coal along the English coast. They were of valuable service in this area, as was anything floating since it permitted the larger ships to engage in longer runs.

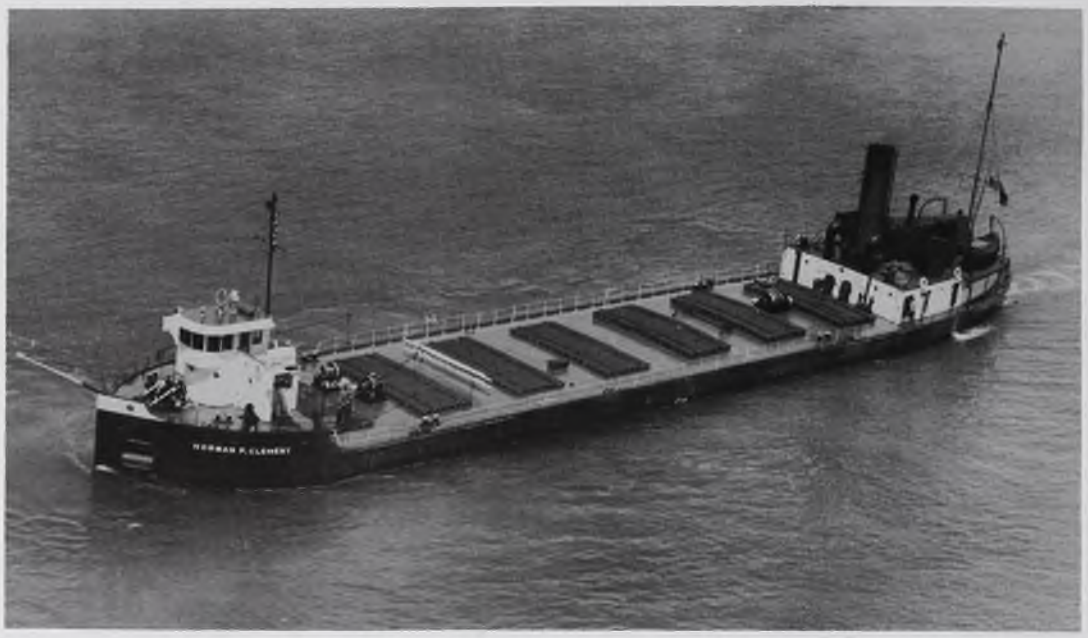
The *Watkins F. Nisbet* saw only limited service as she was sunk in the North Sea by enemy action in December, 1940. The *Robert E. Pomeroy* broke her back in an Atlantic storm and enemy gunfire ended her sailing career on April 1, 1942.

The *Albert C. Field* served the coastal towns until 1944 when her condition began to deteriorate. She was loaded with waste materials from the blitz and scuttled end-to-end with a number of older vessels in 'Operation Mulberry'. The purpose of this operation was to create a temporary breakwater to provide a harbor in support of the Normandy invasion.

The *Edwin T. Douglass* was used mainly as a floating coal depot stationed at Scupa Flow on the northern tip of the British Isles. Coal was brought out to her in smaller vessels to permit her to bunker convoys of minesweepers that patrolled the area. She was equipped with deck cranes, winches for handling

Photo by Ernest L. James/Dossin Coll

The WILLIAM H. DANIELS *damaged at drydock in 1949.*



McNutt Photo/Dossin Museum

The NORMAN P. CLEMENT *carried bulk cargoes from the lakes to St. Lawrence ports.*

barrage balloons, and added gun nests. Since her crew often numbered as many as fifty, the regular quarters were enlarged. After the war she was stripped of the extra gear and until February, 1949, carried coal from northeast England to the power plants of London. She was then reconditioned and returned to her owners. The *Douglass* was sold to Pyke Salvage in 1959 and had her engines removed. Today, she is *P.S. Barge No. 1* and serves as a lighter for vessels that run aground in the St. Lawrence River region.

The *William H. Daniels* was the last of these vessels to be used on the Great Lakes in the bulk trade for which she was designed. After her arrival in Britain in 1941, she served in the coastal trade and during the invasion of Normandy assisted as a supply carrier. She was in the channel run for a short time and then joined the coal trade into London. Prior to her return to Canadian owners in October, 1949, she was badly damaged in a drydock accident on the Thames River. Her bottom plates had been removed for replacement when the high tide broke through the retaining wall flooding the drydock and the ship. Temporary repairs were made to the *Daniels* which permitted her being towed to another drydock for reconstruction. The original yard was never rebuilt.

When the Seaway made her obsolete, the *William H. Daniels* served as a grain storage barge in Toronto until 1964. She was then sold to Superior Aggregates and converted to a crane ship. After being laid up at Port Arthur in 1965, she was purchased by Mid-Canada Transports in 1966. She made two trips down the lakes and was then renamed *Scott Mark*. One trip to Chicago followed before laying up for the last time at Fort William, and she was scrapped there in 1967.

Most of the other canallers that served in the war effort closer to the Great Lakes were scrapped between 1959 and 1962 when the Seaway had ended their useful service. The *Norman B. MacPherson* remains as the hopper barge at St. John, N.B., under the name *Loadmaster*. The *Charles R. Huntley* serves the lower lakes as a sandsucker for McNamara Marine of Whitby, while the *Norman P. Clement* has been converted to an oil tanker and sees regular service in that capacity.

The lowly canallers, now almost extinct, played an important role in the war effort. Particular mention must be made of the men who sailed these inadequate ships of war; these were the unsung heroes of the war and their contribution to the Allied victory should not be forgotten.

Ed. note: This article was reprinted to mark the 50th Anniversary of World War II. If other members have information on the contributions made during the war by Great Lakes companies, please let drop a note with the information to Telescope, Dossin Museum on Belle Isle, Detroit, MI 48207.

THE WORLD'S LARGEST BULK FREIGHTER

Reprinted in part from
The Marine Review
November, 1911

The bulk freighter *Col. James M. Schoonmaker*, of the Shenango Steamship Co.'s fleet, left the Ecorse yard of the Great Lakes Engineering Works at noon, on Sunday, Oct. 8, on her maiden journey, going to Toledo for coal. Col. James M. Schoonmaker, vice president of the New York Central Lines; C.D. Dyer, vice president of the Shenango Furnace Co.; J.B. Yohe. general manager of the Pittsburgh & Lake Erie railroad; Charles H. McKee, director of the Shenango Furnace Co.; Henry J. Irvin, Jr., treasurer of the Shenango Furnace Co., and J.B. Obey, superintendent of the Pittsburgh & Lake Erie railroad, participated in the maiden trip. The advent of this steamer in lake trade is an event of more than ordinary importance as it marks the first decided step beyond the so-called 600-foot class. She is 10 feet longer, 4 feet wider and 2 feet deeper than any bulk freighter on the lakes. The maiden trip was blessed with good weather. No day could be finer and the trip down the river was in the nature of a triumphal journey. The first to salute the *Schoonmaker* was the str. *John P. Reiss*, which happened to be passing the Ecorse yard as she was getting under way. Every steamer that met her did honor to the occasion. Col. James Schoonmaker is in part responsible for the steamer's proportions. Col. Schoonmaker began his commercial life in connection with the river service of the New York Central Lines, which he called "thin water" navigation. Two

McDonald Coll./Dossin Museum

COL. JAMES SCHOONMAKER *in Buffalo Drydock on December 17, 1919.*

Massman Photo/Dossin Museum Coll

COL. JAMES SCHOONMAKER *underway in Shenango Steamship colors.*

years ago he made a trip on the *Shenango* and while watching the maneuvering of one of the big freighters at the Sault, he remarked to Mr. Snyder, as a reflection of his own experience, that the great freighter would be more manageable if they had greater beam. There is only one lock at the Sault at present, through which a steamer of greater beam than 58 feet can pass. Mr. Snyder said nothing, but some time later, meeting Col. Schoonmaker at Pittsburgh, he told him that he had given much thought to his remark and had decided to build a steamer of 4 feet greater beam than any on the lakes and name her after him. The *Schoonmaker* is, in fact, of 6 feet greater beam than the usual type of 600-foot steamer.

The *Schoonmaker* is not only the largest bulk freighter on the lakes, but is said to be the largest freighter in the world designed exclusively for carrying freight in bulk. She is 617 feet overall, 597 feet keel, 64 feet beam, and 33 feet deep. She is of arch girder construction, her cargo hold being divided into three compartments. Her hopper sides are carried in a pronounced slope from the tank top to the main deck, forming side tanks 12 feet wide at the bottom and 5 feet wide at the top. It will be seen that notwithstanding her added beam, her cargo is quite accessible to the unloading machines, owing to the manner in which her side tanks set out from the skin, confining the cargo easily within the sphere of the self-filling bucket and eliminating hand shoveling. The record made in discharging her maiden cargo of ore and a to this article proves that she is an easy ship to unload.

Water ballast is carried in the side tanks as well as in the water bottom, which is 6 feet deep, making a total water ballast capacity of 8,000 tons. Her hatches, 35 in number, are 54 feet wide and 9 feet fore and aft. The hatch covers, which are of the steel telescopic kind, fitted with Mulholland fasteners are operated by wire cables running through portable tripods on deck and fixed cleats in the butt strap, power being supplied by the deck engines.

In construction the *Schoonmaker* is unusually staunch. Two extra longitudinal girders have been fitted on the turn of the bilge in the water bottom to lend added strength. All her deck beams run fore and aft and are 13 feet deep, 4-1/2 inch flange and 7/8 inch thick. All frames are joggled, eliminating liners back of shell plating. Her screen bulkheads are built on the box girder system.

The propelling machinery consists of a quadruple-expansion engine, 23, 33-1/4, 48 and 69 inch cylinder diameters by 42 inch stroke, the estimated horsepower being 2,600.

Steam is supplied from three Scotch boilers, 14

feet, 9 inches diameter by 12 feet, 2 inches long, each boiler containing three 44-in. corrugated furnaces and allowed 220 lbs. pressure. The steering gear is in duplicate with two wheel stands in the pilot house forward, with transmission gear of Akers type on each side of the steamer leading aft to two 9x9 Hyde steering engines, located on the fantail and connected direct to a cast steel quadrant on the rudder stock.

To handle the mooring cables, six Hyde engines are installed, four on deck, one aft of cabin and one in the windlass room forward. The deck engines, of course, also handle the telescopic hatch covers. There is one Hyde windlass aft on fantail for handling a 3,500-lb. anchor and one Hyde windlass forward for handling two 4,000-lb anchors.

There does not appear to be an auxiliary making for safety and convenience lacking in this ship. For instance, there is an electric helm indicator, in the wheelhouse, operated by a rheostat connected to the rudder stock, showing the officer in charge, the position of the rudder at all time; there is in the wheelhouse also a McNab indicator, a simple device, showing whether the engine in going forward or astern, in addition to the usual engine telegraph of Great Lakes type; there is an electric whistle device installed to sound signals as they are required as well as to blow them automatically during fog; and an emergency alarm, which can be sounded from the pilot house in all departments of the vessel; a telephone service, consisting of independent lines, from the pilot house to the engine room and from the captain's and passengers quarters to the galley. There is a Schuette recording compass in the captain's quarters, providing an infallible record of everything that occurs in the wheelhouse at all hours. A wireless has also been installed by the United States Wireless Service Telegraph Co. Altogether, the *Schoonmaker* would appear to have aboard her everything that human ingenuity has so far devised to make navigation safe.

The passenger quarters of the *Schoonmaker* are unique, distinctive and alone. Since Col. Snyder entered lake trade, he has spared no expense for the comfort and convenience of his guests and he has certainly struck twelve on the *Schoonmaker*. The entire deck house forward is given over to them. The deck house divided on the spar deck by a wide corridor leading directly into a grill room which extends the full width of the ship. The effect as one enters the hall is quite impressive, produced not only from the hall itself with its ceiling lights, with its chairs, settees and davenports in fumed oak and Spanish leather, but with a vista that it gives of the grill room, with its tile flooring, tile mantel and electric fireplace. The quarters for the passengers occupy both starboard and port sides of the hall and consist of eight rooms, single and in suite, finished in white enamel, the furniture being of mahogany with the exception of the beds, which are of brass. Each stateroom is provided with private bath and shower, The sanitary features are, in fact, worthy of special mention, as they are of the most elaborate that it is possible to build. No expense apparently has been spared in this feature. The bath tubs are of the built-in type of great beauty of workmanship and all plumbing is enclosed. The great hotels have nothing finer and probably not as fine.

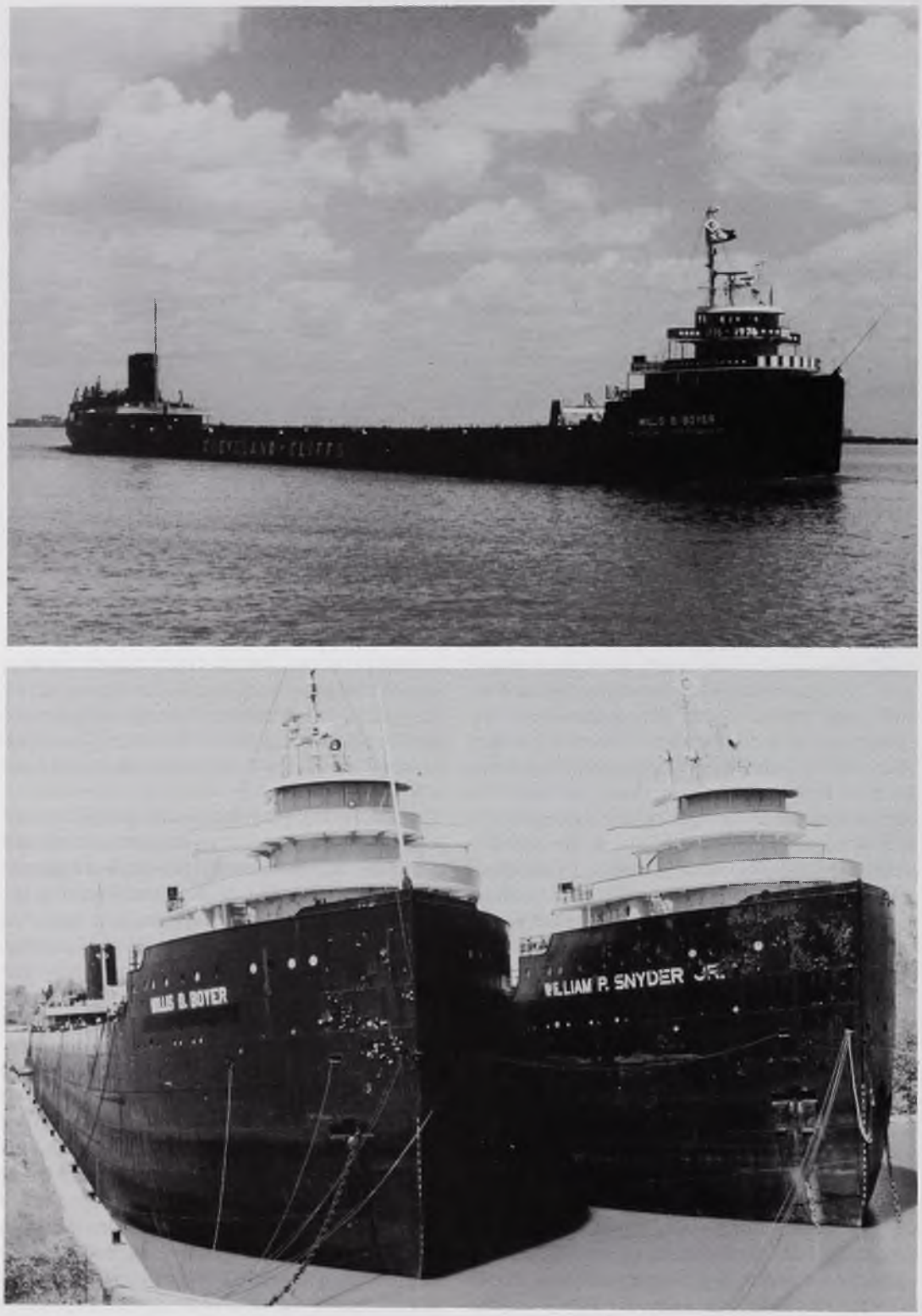
The grill room is most effective with its dull red tile, built-in sideboards and china closets of fumed oak with tables and chairs to match. The grill room being crowded as far forward as possible is lighted by a dome skylight, which pierces the forecastle deck, the tone of the light being in harmony with the decorative scheme.

A stairway leads from the corridor to a small hall on the forecastle deck from which the observation room is approached. In keeping with the general scheme, the observation room is in fumed oak with Spanish leather and is equipped with writing tables, chairs and a built-in settee of splendid proportions amidships on the after side of the room. A feature of the room is a Victrola finished in wood to harmonize with the furniture.

The owner's quarters are on the port side in rear of the observation room, consisting of one bedroom and a bathroom with white tile flooring and a shower walled in marble but no tub. The captain's quarters are on the port side aft of the observation room. A stairway leads off the captain's room to a smoking room or lounge which is superimposed upon the observation room. This might be called the passengers pilot house, as it occupies the space usually employed for the enclosed pilot house on a modern freighter. This will probably prove the most popular room on the ship, especially with the men, as everything in it contributes to comfort and moreover the view from it is superb at all times. Superimposed upon the lounge is the enclosed pilot house with outside railing and compass.

All cooking for the grill room forward is by electricity, the galley being on the main deck beneath the passenger quarters and served by a dumb waiter.

Unusual thought has been expended upon design of the crew's quarters. The first and second mate



Photos by Harry Wolf

Top: WILLIS P. BOYER *in Cleveland-Cliffs colors on June 12, 1979. Bottom:* BOYER *tied up alongside the* Wm. P. SNYDER, JR. *in Toledo in April, 1985.*

Photo by Kathy McGraw

WILLIS B. BOYER *as museum ship in Toledo Ohio.*

are housed forward on the forecastle deck aft of the owner's quarters, with a joint shower. The forward crew are housed on the main deck directly underneath the passenger quarters and are supplied with all modern conveniences. The after crew, including the deck hands, are all provided with ample quarters on the spar deck aft, each room being provided with an electric fan. In fact, every room on the boat has a fan in it.

Capt. Thomas H. Saunders, who brought out the *Schoonmaker*, says that she is the easiest vessel in a seaway that he has ever sailed, being unusually responsive and manageable due undoubtedly to her greater beam. The *Schoonmaker* took 12,650 tons of coal from Toledo to Sheboygan, October 10th, on her first trip, carrying 338 tons of fuel as well. She is drawing 18 feet, 5 inches forward and 18 feet, 7 inches aft. Stages of water are low this year and no attempt will be made to get a record cargo until next spring, when draught is likely to be more favorable. She carried her maiden cargo of ore from Duluth to Ashtabula, making the run in the fast time of 76 hours. She had 10,799 tons aboard in actual weight. No effort was made to unload her in record time, but nevertheless the performance was very creditable. She went under the four Hulett electrics at the Union Dock at 12:30 p.m., Oct. 21, and finished at 5:45 p.m.

The details follow:

Commenced unloading	12:30 p.m.
Finished unloading	5:45 p.m.
Gross time unloading	5 hrs. 15 min.
Lost time	6 min.
Net time	5 hrs. 9 min.
Average tons unloaded per hour	2,097
Maximum number of tons unloaded by a machine in a hour	776
Total tons unloaded	10,799

It must be understood that the *Schoonmaker* will not be able to avail herself to her great carrying capacity on the Lake Superior route until the third lock at the Sault, now under construction is completed, as the mean depth of the Poe Lock is somewhat below that of the CanadianLock, through which she cannot pass. On the Lake Michigan run to South Chicago, she could probably carry 15,000 gross tons.

Ed note: The *Schoonmaker* was acquired by Interlake Steamship Co. in 1969 and renamed *Willis B. Boyer*. In 1971 she was sold to Cleveland-Cliifs and remained in their fleet until being withdrawn from service in 1980. She remained idle until being purchased by Toledo-A-Float as a museum ship in 1986 and moved her to new home at International Park in June, 1987.

"SQUALL LINE"

by
HOWARD H. PETERSON

The exact cause of a pre-front squall line may not be known, but most of us know enough to batten down the hatches, close the windows and head for cover when we see one on the way. Actually the classic squall line is a very beautiful, although ominous, display of Mother Nature at her best or worse if that is the way you wish to approach such a show.

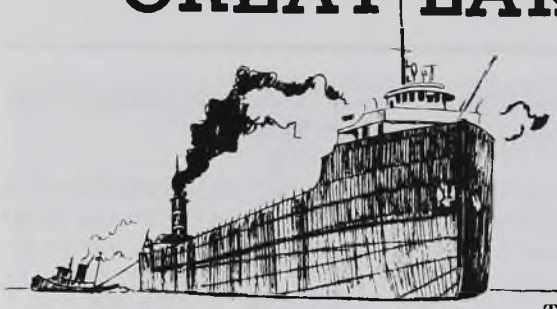
A squall line is the front edge of a cold front moving into warm unstable air. The greatest likelihood of a squall line forming in western Michigan occurs when cold air from a westerly storm moves across the cool water of Lake Michigan and collides with the warm shore air.

The squall line cloud clearly evident in the photo below, that was taken at the Lake Michigan shoreline, is usually not as pronounced nor is the anvil top shown flowing over the top of the squall cloud in the direction of the storm. Most of the time we may only see a portion of the storm that then might appear as only a rolling mass of dark clouds. The anvil top might be best likened to the piling snow in front of snowplow. In other words, the rapidly advancing cold air front plows up the warm air. As this warm air is forced upward into cold air, cumulonimbus thunderheads are developed and rain is formed. It then falls when it is heavy enough to resist the updrafts. The usual accompanying thunder and lightning can make all of this pretty spectacular action. It's also interesting to note that there is a dramatic shift in the wind direction as the storm passes. With your face to the pre-storm you can expect a wind shift of almost 90 degrees to the right. The cloud configuration usually quickly changes once having reached shore.

A meteorologist may feel the above description rather basic, but the next time you have the opportunity to observe a squall line, you hopefully will better appreciate what is happening.

Author's Photo

GREAT LAKES & SEAWAY NEWS



Editor: Donald Richards
21101 Violet
St. Clair Shores, MI. 48082

Seaway News Editor: Skip Gillham

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

G. Ayoub, R. Bawal, Jr., R. Beauchamp, R. Burdick, P. Clayton, C. Fournier, Wm. Howell, T. Kroeff, D. McCormick, D. McMillan, M.B. MacKay, D. Mercer, D. Pohto, R. Radunz, T. Sechen, J. Sprunt, A. Sykes, J. Vournakis, J. Walter

Mar. 1... Lake Shipping's *Samuel Mather (vii)*, ex-*Henry Ford II*, has been moved from the Toledo Frog Pond to the Toledo World Terminal. The *Mather's* self-unloading gear was dismantled and her boom has been disconnected and now resting on make-shift supports.

Mar. 7... Bethlehem Steel's *Stewart J. Cort* was floated out of drydock at Bay Shipbuilding after completion of her 5-year inspection and hull repairs for damage sustained on December 30, 1993 while loading pellets at Burlington Northern Ore Dock in Superior, WI.

... The U.S. and Canadian Seaway Authorities have agreed to amend Seaway regulations to allow vessels with a 78-foot beam to transit the Seaway. The new regulations will go into effect during the 1994 shipping season. Locks on the Seaway are only 80-feet wide.

Mar. 9... The two former Bob-Lo passenger ships *Columbia* and *Ste. Claire* are for sale. Both vessels are presently owned by the defunct Baja Beach Club and docked at the Nicholson Terminal in Ecorse. Six other Bob-Lo ferries that range in size from the 500-passenger *L.R. Beattie* to the 250-passenger *Friendship* are also for sale.

Mar. 10... American Steamship's *H. Lee White* was floated into the drydock at Bay Shipbuilding for her 5-year inspection and hull repairs.

... Upper Lakes' *Canadian Enterprise* was floated out of drydock at Port Weller. She entered the drydock on January 30th.

Mar. 14... The U.S. Army Corps of Engineers announced that the Soo Locks will open at midnight on March 25, 1994.

...The Canadian ice-breaker *Pierre Radisson* begins to break ice at the Seaway entrance and St. Lambert Lock.

Mar. 15... Lake Shippings' *Kaye E. Barker* was the first laker of the 1994 shipping season when she cleared Erie, PA. for Sanduskey, Ohio . However, she became stuck in 5-foot ice soon after leaving Erie. The USCG icebreaker *Neah Bay* and the Canadian icebreaker *Griffon* assisted the *Barker*. Because of the heavy ice and high winds, she was not freed until Sunday, March 20th.

Mar. 18.. Inland Steel's *Wilfred Sykes* was the first ship to clear Bay Shipbuilding for the 1994 navigation

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season. She was bound for Escanaba to load pellets and arrived at the C.&N.W. ore dock at midnight on the 18th. The *Joseph L. Block* and *Paul H. Townsend* cleared Bay Shipbuilding the next day.

Mar. 19. . . Late in the afternoon, *Wilfred Sykes* cleared Escanaba with the first pellet cargo of the season. She loaded 20,000 gross tons for Inland Steel's Indiana Harbor Works. The pellets were produced at the Inland Steel's Minorca Mine in Minnesota and shipped over the D.M.&I.R., Wisconsin Central and C.&N.W. Railroads to Escanaba.

Mar. 21. . . After working for several days in heavy ice off Duluth harbor, the USCG *Sundew* was able to cut a path through the ice to Two Harbors.

. . .The USCG *Mackinaw* cleared the Soo Locks upbound and began to break ice in the upper St. Marys River and Whitefish Bay.

Mar. 27. . . The *Arthur M. Anderson* cleared Fraser Shipyard, bound for Two Harbors. With her departure, the Duluth-Superior shipping season opened. The USCG *Sundew* escorted the *Anderson* to Two Harbors, but she didn't need any assistance from the icebreaker.

. . . The *Kaye E. Barker* delivered the first coal cargo of the season to Marysville, MI.

Mar. 23. . .The 1,000-footer *Edgar B. Speer* cleared her lay-up berth at the Duluth Port Terminal for Two Harbors. About fourteen miles off Duluth, she became stuck in the ice and was freed by the USCG *Sundew*. After loading pellets, she and the *Anderson* waited in Two Harbors for the arrival of the USCG *Mackinaw* to escort them across Lake Superior to the Soo. They cleared the next day. The *Speer* is operating at reduced speed because she is breaking in her port-side main engine.

Mar. 24. . .The *Thalassa Desgagnes* cleared Quebec City for St. John, Newbrunswick, bound for Venezuela to carry liquid asphalt.

. . . The Government Services Agency in Chicago has sent a notice to other government agencies that the USCG *Mackinaw* is for sale. Due to a lack of funds, the U.S. Coast Guard will deactivate the *Mackinaw* this spring and decommission her by the end of the 1994. However, local congressmen are working in Washington to keep her in service through 1995. The *Mackinaw* was built in 1944 and is in need of an overhaul and modernization that will cost several million dollars. In addition, it costs about $4.5 million per year to operate her.

. . . The U.S. Coast Guard reported that heavy ice in Lake Superior will delay shipping. The USCG *Mackinaw* spent twelve hours to create a ten-mile path in Whitefish Bay while on its way to Two Harbors. In Whitefish Bay, refrozen brash ice was five to six feet thick. Out in the lake, she found plate ice up to two-feet thick with pressure ridges up to eight feet thick.

Mar. 25. . . The *Edwin H. Gott* arrived at the Soo Locks and tied up below the locks to wait for the *Mackinaw*. It took 24 hours for the *Gott* to travel from DeTour to the Soo. Under normal conditions, the trip would take six hours. The *Mackinaw* with the *Speer* and *Anderson* were still out in Lake Superior and not expected to arrive at the Soo until the 27th.

Mar. 26. . .The new Canadian tanker, *Jade Star* arrived in Montreal. She is owned by Rigel Shipping, Canada..

. . . The *Agawa Canyon* cleared Point Edward, Ontario for Goderich to load her first cargo of the season.

Photo by Terry Sechen

GEORGE A. STINSON *departing her winter lay-up berth at Duluth Port Terminal on March 30, 1994 to load pellets at Burlington Northern dock in Superior, WI.*

Mar. 27. . .The *Mackinaw, Anderson* and *Speer* arrived at the Soo, after battling ice across Lake Superior for three days. The *Arthur M. Anderson* was the first commercial vessel to lock downbound for the season. The *Speer* passed downbound later in the afternoon. The *Gott* passed upbound about an hour after the *Speer*. She was the first upbound vessel for the season and will be escorted by the *Mackinaw* to Two Harbors. They arrived at Two Harbors on the 29th.

Mar. 29. . . Lake Shipping's *Lee A. Tregurtha* cleared Fraser Shipyard and shifted to the Burlington Northern Ore dock to load pellets for National Steel at Zug Island in Detroit. This was the first outbound cargo of the season for the Twin Ports.

Mar. 30. . . Giving in to pressure from local lawmakers, shipping interests and other industries, the U.S. Coast Guard will keep the *Mackinaw* in service through October, 1995. The Coast Guard will have to rearrange its budget to find $1.8 million to keep her operating.

. . . The *Mapleheath* has apparently been broken up for scrap at Valleyfield, Quebec during the winter.

. . . The Canadian ice-breaker P*ierre Radisson* passed upbound through the Welland Canal to break ice in Lake Erie.

. . . . Algoma Central Marine and Upper Lakes Shipping announced that they will purchase fifteen straight-deckers from Canada Steamship Lines, Misener Holdings, Pioneer Shipping and two Misener subsidiaries. The fifteen vessels were operated by Great Lakes Bulk Carriers and will be operated by Seaway Bulk Carriers, which is a partnership of ULS and ACM.

Mar. 31. . . In World War II convoys were formed for protection while crossing the North Atlantic. Now, fifty years later, a convoy formed in Lake Superior in the early morning hours and the threat was ice. The *George A. Stinson* and *Lee A. Tregurtha* cleared the Twin Ports, and the *Edwin H. Gott* cleared Two Harbors The three

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will meet with the *Mackinaw* off Two Harbors and later be joined by the 1,000-footer *Paul R. Tregurtha* out of Taconite Harbor. The convoy didn't reach the Soo until April 2nd and 3rd.

. . . As of the end of March, most of the engineroom on the *Irvin L. Clymer* has been scrapped. All of her stern cabins and her stern has been cut down to the top of her rudder post.

Apr. 1. . . Member Phil Clayton reports that the Columbia Transportation vessels will be sporting a new paint scheme this year. On the bow will be a star with the logo for Oglebay Norton Co. The familiar "Columbia Star" has been removed from the stack, but the yellow band remains. He also reports that the Pringle Company's logo has been removed from the stacks of the *Paul Thayer* and *William R. Roesch* and replaced with the yellow band. Both vessels have been recently drydocked at Toledo with the *Thayer* coming out of drydock on the 4th.

. . .The *Samuel Mather (vii)* has been moved back to the Toledo Frog Pond with her boom still attached by steel cables and the hydraulic ram of her unloading gear.

Apr. 2. . .The *Algobay* has been renamed *Atlantic Trader* at Port Colborne.

Apr. 3. . .The *American Republic* opened the season for Marblehead, Ohio.

. . . Bethlehem Steel's *Burns Harbor* was holed by heavy ice while approaching the Straits of Mackinac. She suffered some damage below the waterline near the bow. She was ballasted to keep the hole above the waterline. She apparently returned to Milwaukee according to newspaper reports.

Photo by Richard Kruse

Columbia Transportation will be sporting a new paint scheme. The familiar Columbia Star has been removed from the stack and the logo for Oglebay Norton Company appears on the bow.

Photo by John Richardson

The Canadian ice-breaker PIERRE RADISSON *passing downbound in the Soo Locks after completing her ice-breaking duties.*

. . . An upbound convoy of vessels cleared the Soo led by the *Mackinaw* and *Pierre Radisson.* They included *Arthur M. Anderson, Edgar B. Speer, St. Clair, Indiana Harbor, Charles E. Wilson, Algorail* and *Algosteel.*

Apr. 4. . .The *St. Clair* arrived in the Twin Ports early in the evening and was the first vessel of the season to arrive there. She loaded coal at the Mid-West Energy Terminal. *Algosteel* arrived later in the evening and loaded at the Burlington Northern dock. Very little ice was reported on the west end of Lake Superior. Strong northwest winds have moved most of the ice into the east end of the lake and Whitefish Bay.

. . .The *Algoway* reported a crack in her hull while upbound in Lake Huron. She reported taking on water, but was able to correct the situation by ballasting. The cause of the damage was unknown. She loaded salt at Goderich and was bound for Chicago. She returned to Goderich to unload and then to a shipyard for repairs.

. . .The *Algorail* and *Charles E. Wilson* arrived in Marquette, escorted by the *Mackinaw* to open that port for the season. They both loaded pellets at the L.S.&I. dock at Presque Isle. They were escorted to the Soo by the *Mackinaw.* On the 9th, the *Wilson* returned to Marquette with the first shipment of coal.

Apr. 5. . . *Lake Carling* opened the Seaway upbound, enroute to Burns Harbor with steel.

. . . C.S.L's *H.M. Griffith* passed upbound to open the Welland Canal and the *Canadian Olympic* was the first vessel downbound.

. . . FedNav Ltd. plans to build four Seaway-size vessels in Shanghai.

Apr. 6. . . *Mackinaw* and *Pierre Radisson* escort a nine-vessel convoy through six to eight-foot ice in Whitefish Bay. The downbound convoy consisted of seven U.S.-flag and two Canadian-flag lakers. The convoy stretched eighteen miles and included four 1,000-footers. The nine lakers carried nearly 400,000 tons of iron

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ore and coal.

. . . Upper Lakes' *Canadian Explorer* arrived at Port Weller Drydock for survey.

. . . Algoma's *Sauniere* was the first vessel of the season to pass downbound through the Seaway.

Apr. 7. . .The cement carrier *Stephen B. Roman* was the first vessel to arrive in Toronto. Capt. James Leaney was awarded the traditional Top Hat.

. . . The self-unloader *James Norris* was towed from Toronto to the Port Weller Drydock by tugs *Glenside* and *Paul E. No. 1.*

. . . The *Federal Thames* received ice damage while inbound on the St. Lawrence River.

. . . The eastern two-thirds of Lake Superior from the Soo to the Keewanaw Peninsula was still ice covered. The lake was open from Isle Royale south and west to Duluth.

Apr. 8. . . Member Jerry Walter reports that the *Medusa Conquest* and the tug *James A. Hannah* opened the port of Grand Haven. The opening was one month later than the 1993 opening. The tug *James A. Hannah* will be with the barge for another two weeks or so before the *Susan W. Hannah* rejoins her. The *Susan W.* is receiving new engines.

. . . Winds shifting from the southeast to the southwest and then to the northwest, brought shipping to a halt on Whitefish Bay and the Straits of Mackinac. Ice in the Straits became so heavy that the U.S. Coast Guard closed it to all shipping. In Whitefish Bay, all available icebreakers are working to keep shipping lanes open. The lower St. Marys River had been open and there had been little trouble with ice. It's now clogged with ice due to shifting winds.

. . . The *Algolake* was holed by ice while upbound in the lower St. Marys River. She proceeded to the McLean Dock at the Canadian Soo for repairs.

. . . Lake Shipping's *Lee A. Tregurtha* arrived in Duluth to load the first pellet shipment of the season from the D.M.&I.R. dock. She cleared the next morning for Rouge Steel in Dearborn, MI.

Apr. 9. . . Upper Lakes' *Montrealais* arrived in Duluth to load the first grain cargo of the season. She loaded at the Peavey Connors Point Elevator in Superior and cleared late the next day.

Apr. 10. . . Erie Sand's *Richard Reiss* opened her 1994 navigation season when she cleared Erie, PA. for Marblehead, OH. to load limestone for Fairport Harbor, OH.

Apr. 11. . . *American Mariner* ran aground near the west entrance of the Poe Lock at the Soo. She punctured a ballast tank and began to take on water. She was allowed to lock downbound and then tied-up at the Carbide Dock for inspection. The next day she off-loaded part of her pellet cargo into the *Buffalo* and then cleared for Cleveland to unload the rest of her cargo. She will be repaired at Erie, PA.

Apr. 12. . . Upper Lakes' *Canadian Ranger* arrived in Thunder Bay, Ontario to open that port for the 1994 navigation season.

. . . American Steamship's *John J. Boland* opened the season at Fairport Harbor when she arrived with a cargo of stone.

Photo by Dale Pohto

The RICHARD REISS *at the Osborne Materials Dock in Fairport, Ohio on April 14, 1994.*

Apr. 13. . . The *Nordic*, a familiar lakes visitor was renamed *Nordic Blossom* at Montreal.

. . . The straight-decker *Paterson* ran aground near Massena, NY, upbound in the Seaway. She was bound for Burns Harbor with a cargo of pellets.

. . . The self-unloading boom on the *Richard Reiss* collapsed while she was unloading stone at the Osborne Material dock in Fairport Harbor. A pin in her boom housing may have sheared off, allowing it to collapse.

Apr. 15. . . Upper Lakes' *Canadian Ranger* ran aground in mud with no apparent damage while downbound in the lower St. Marys River at Point Aux Frenes. The cargo of barley was off-loaded into the *Yankcanuck* and the *Ranger* was freed.

Apr. 16. . .The *Richard Reiss* cleared Fairport Harbor for Port Weller Drydock. Her boom was dismantled in Fairport Harbor as it was beyond repair. At Port Weller, she will receive the unloading boom from the former CSL *Hochelaga*, which has been scrapped.

. . .The cement carrier *Alpena* opened the season for Green Bay.

. . . Interlake's *Elton Hoyt 2nd* cleared Fraser Shipyard. She has been laid-up since January 9, 1991. She loaded coal at the Mid-West Energy Terminal for LTV Steel power plant at Taconite Harbor.

Apr. 17. . . After lightering into the *P.S. Barge No. 1*, the *Paterson* was released in the St. Lawrence River. After reloading, she continued to Chicago.

. . . The *Valga* was the first new salty of the season to pass upbound through the Seaway. She was bound for Milwaukee with a general cargo.

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Photo by John Knecht

JAMES NORRIS *at Welland Canal Sand Dock on April 30, 1994.*

. . . The *Peter Misener* was towed from Windsor to Sarnia.

Apr. 18. . .The *Wolverine* went aground while entering Muskegon harbor with a cargo of limestone for the Verplank dock. She was freed by the tug *Mari Beth Andrie.*

Apr. 17. . . The Canadian ice-breaker *Pierre Radisson* passed downbound through the Welland Canal after completing her duty on Lake Superior.

.Apr. 20. . . The *Algocape* arrived in Thunder Bay to load grain. This was her first cargo of the season and the last for her in the Algoma Central Marine fleet.

Apr. 21. . . The Norwegian-flag *Federal Manitou* was the first salty to pass upbound through the Soo Locks. She was followed about an hour later by the Philippine-flag *Federal Agno.*

Apr. 22. . . The *HMS Rose* will be the star attraction at the Port of Duluth Festival from August 18 through the 22nd. The *Rose* was the first tall ship to visit the Twin Ports since the *Pride of Baltimore II* in 1989.

. . . The *Federal Manitou* arrived in Thunder Bay to open the international shipping season.

. . . The *Federal Agno* was the first salty of the season to arrive in the Twin Ports. She loaded wheat at the AGP Elevator in Duluth. Later she was the first salty to pass downbound at the Soo Locks.

Apr. 26. . . Upper Lakes' *Seaway Queen* cleared her lay-up berth in Toronto and returned to service. She had been laid-up since December, 1992.

. . . The *John G. Munson* arrived in Duluth and entered the Fraser Shipyard for repairs to her propeller and rudder which were damaged by ice earlier in the season.

. . . While clearing Port Inland, MI. with a cargo of limestone, *Wilfred Sykes* began to take on water through her stern tube seal. She proceeded to Green Bay to unload and then to Sturgeon Bay, expecting to enter the drydock. Because the drydock was occupied, she was ballasted at the bow to raise the stern out of the water. Workmen found *lots, lots, and lots* of stainless steel-clad coaxial cable wrapped fore and aft of the propeller hub. The crew had no idea where they picked up the cable.

. . . Inland Steel has chartered the *Adam E. Cornelius* from American Steamship for two years. The vessel was fitting out and repainted with Inland Steel colors on her hull and cleared Toledo on May 5th. She will replace the straight-decker *Edward L. Ryerson*, which will remain in lay-up at Indiana Harbor.

. . . The U.S. Coast Guard announced that the 1994 ice season was almost over. Although there was a considerable amount of ice on Lake Superior, it was deteriorating and shouldn't cause any problems unless strong winds caused it to pile up. The Coast Guard spent 778 hours assisting 224 vessels on the Great Lakes. This was the worst on the Great Lakes since 1978.

ADAM E. CORNELIUS *on maiden voyage for Inland Steel Company. Shown here outbound Maumee Bay in Toledo, Ohio on May 5, 1994.*

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Photo by Skip Gillham

ALGOCAPE, *shown her in Welland Canal on May 5, 1994. Her name was changed to* MAPLEGLEN *for Parrish & Heimbecker on May 6th.*

VESSELS RENAMED: It has been reported that Upper Lakes will rename their newly acquired straight-deckers as follows:

Ralph Misener to *Gordon C. Leitch*
David K. Gardner to *Canadian Venture*
Murray Bay to *Canadian Provider*
Rimouski to *Canadian Harvest*
Lemoyne to *Canadian Miner*
Peter Misener to *Canadian Trader*
Black Bay to *Canadian Voyager*
Baie St. Paul to *Canadian Pathfinder*

Algoma Central Marine fleet renames:

John A. France to *Algoriver*
Scott Misener to *Algogulf*
Silver Isle to *Algoisle*
Winnipeg to *Algontario*
Richelieu to *Algocape*
Senneville to *Algoville*
Simcoe to *Algostream*

Back Cover Photo: George G. Hadley (US 86026). Built in 1888 at West Bay City, MI. Measured 287.6 x 40.0 x 21.6. Gross tons: 2073. Net tons: 1657. Sunk in collision with whaleback str. *Thomas Wilson* near Canal entrance at Duluth, MN. on June 7, 1902. *Hadley* raised, repaired and renamed *William P. Rend.* Measured 287.6 x 40.0 x 23.6. Gross tons 2323. Net tons: 1697. Reduced to an unrigged barge in 1916. Stranded and sank in Lake Huron near Alpena, MI. on September 22, 1917.

Great Lakes Calendar:

Fri.-Sept. 23rd: Annual Curator Robert E. Lee Dinner at St. Clair Inn.
Sun.-Oct. 23rd: Dr. Phillip Mason will speak on his upcoming book, Prohibiton and the Roaring Twenties on the Detroit River. Begins at 2:00 p.m. in DeRoy Hall at Dossin Museum.
Sun.-Nov. 6th: Annual *Edmund Fitzgerald* Memorial Service at 11:00 a.m. at Mariners' Church of Detroit. Parking in Ford Auditorium parking garage off Jefferson Avenue. Phone: (313) 259-2206.
Sat.- Nov. 19th: GLMI Entertainment meeting at 11:00 a.m. in DeRoy Hall at Dossin Museum.
Sat. -Dec. 3rd: Annual Marine Memorbilia Show and Sale in DeRoy Hall at Dossin Museum from 10- 3p.m.

SERVICE DIRECTORY

The Great Lakes Maritime Institute, Inc. promotes interest in the Great Lakes; preserves items related to their history; encourages building of scale models of lake ships and furthers programs of the Dossin Great Lakes Museum, repository of the Institute's holdings. The Institute was organized in 1952 as the Great Lakes Model Shipbuilding Guild. It is incorporated under the laws of the State of Michigan as a non-profit corporation and donations to the Institute have been ruled deductible by the Internal Revenue Service. No member is paid for services.

Telescope, the Institute's journal, is published six times per year and covers Great Lakes topics. The Editors welcome the opportunity to review manuscripts on Great Lakes marine history for publication. Send to:

Kathy McGraw, Editor
G.L.M.I./Dossin Great Lakes Museum
100 Strand on Belle Isle
Detroit, MI. 48207

The organization makes no payment for such material and the Editors cannot be responsible for statements made by the authors of articles published.

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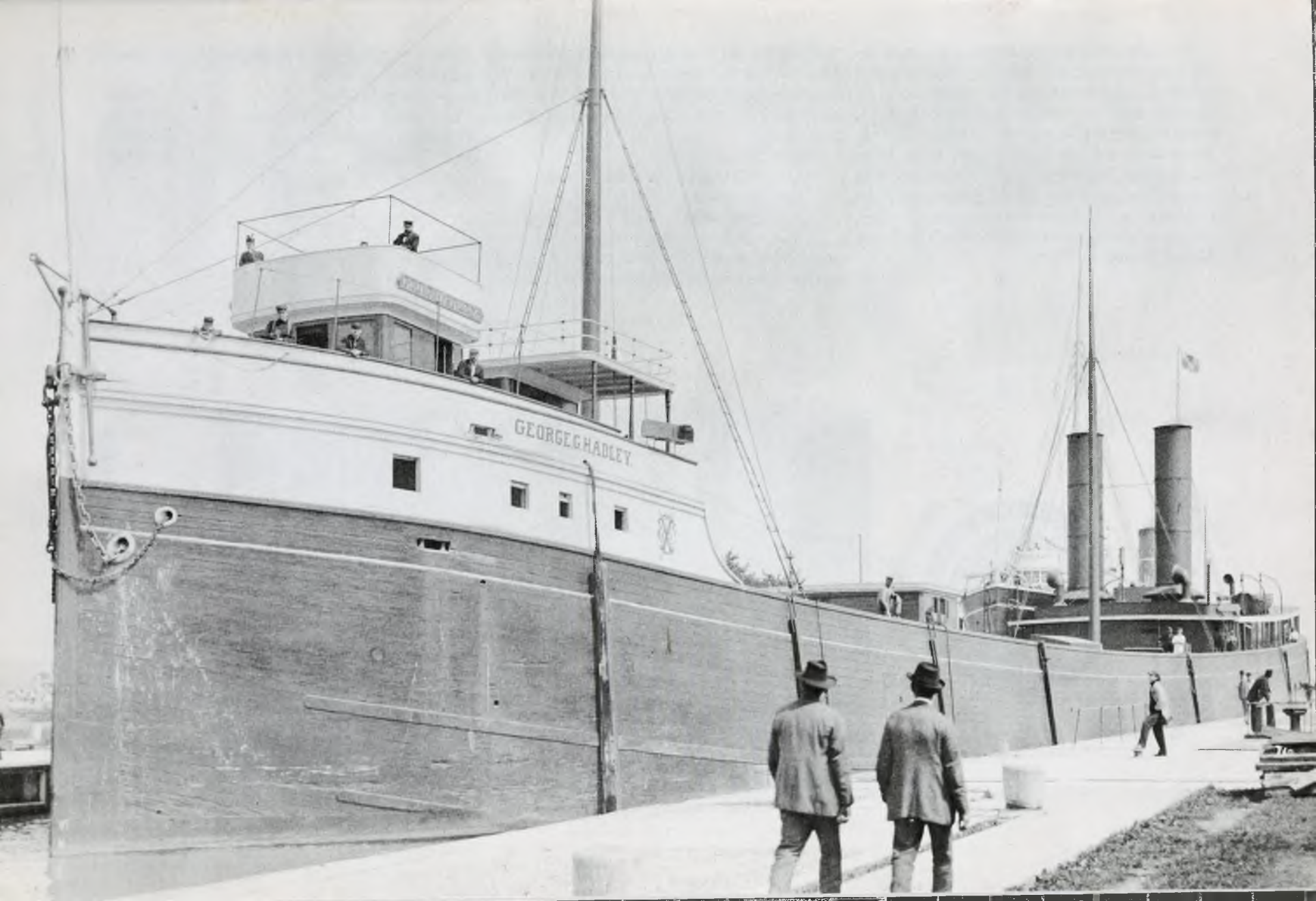
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