



# Telescope

**JULY • AUGUST, 1995**  
**Volume XLIII; Number 4**



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**MEMBERSHIP NOTES •**

An exhibit titled "Let's Go to Bob-Lo" opened in August at the Detroit Historical Museum (corner of Woodward and Kirby). The exhibit features portions of the carousel, rides, costumes and photos of this downriver amusement park. The 225-acre park opened on June 18, 1898 on what was then called Bois Blanc Island. The island was officially re-named Bob-Lo Island in 1909. The exhibit also features a tribute to "Captain Bob-Lo", the costumes worn by park employees and, a parade of the fashions worn by visitors from the 1890's to the present. The Detroit Historical Museum is open Wednesday-Sunday, 10:00-5:00 p.m. For more information call (313) 833-1805.

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**MEETING NOTICES •**

The next entertainment meeting will be Saturday, November 18th at 11:00 a.m. Our guest speaker will be Mr. William Worden, founder of the Steamer Columbia Foundation. Mr. Worden's slide presentation will trace the history of Bob-Lo Island and the ships that carried passengers to the amusement park.

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Back Cover Photo . . . The forward cabin from the St. Clair River flyer <i>Tashmoo</i> was transformed into a summer cottage on the Chenal Ecarte River in Ontario from 1938 until it burned in 1951. Many travellers passing the cottage would stop to look for their initials once carved into the rail.	

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OUR COVER PICTURE . . . The United States Coast Guard icebreaker *Mackinaw* resumed her duties in Lake Superior ports this spring, breaking a channel in the ice for ships to enter the Twin Ports of Duluth-Superior in early April. The USCG *Mackinaw* is shown passing under the Mackinac Bridge, the world's longest suspension bridge. This lithograph titled "The Mighty Macs" by marine artist Robert Tyrrell is available at the Dossin Museum for \$100.00.

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

## A DIAMOND BELLE CONNECTS DAVID AND GOLIATH

by  
ALAN MANN

The October 15, 1994 arrival of the Detroit-based excursion vessel *Diamond Belle*, revived an historic waterway link between two international "David and Goliath" ports. Wallaceburg, a Canadian industrial town of 12,000 inhabitants, is situated about ten miles inland from the St. Clair River, with the "Goliath" counterpart, Detroit, a scenic four hour journey away. In between the two points, lie some of the most beautiful waterways in the entire Great Lakes system. For a good portion of the last century and as late as 1928, there was considerable interchange between the two centres via the water route that linked Michigan and Ontario. Pleasure boat traffic continued to find Wallaceburg a popular des-

tinuation from U.S. points overlapping the eventual decline of commercial passages.

Situated in the middle of rich stands of choice southwestern Ontario timber, Wallaceburg's early trade centered around supplying larger communities such as Detroit with cord wood and building lumber. It followed that a brisk pedestrian traffic between the two ports would ensue as Wallaceburg residents were allured with the metropolis atmosphere of Detroit. The span was a convenient return day trip by boat. By the mid 1800's, steamers were not only transiting cargo to Detroit, but specialized vessels saw increasing numbers of excursionists. Locally built steamers such as the *Dominion* (1867) and the *J.W. Steinhoff*



Mann Hist. Coll.

JOHN LEE docked in Wallaceburg. She was one of the first to establish regular service between Detroit and Wallaceburg.





### SUMMER TIME TABLE

Boats leave Port Lambton for Detroit daily at 8 a.m. and 5 p.m. Returning leave Detroit at 8.30 a.m. and 2.30 p.m.

Boats leave Port Lambton for Port Huron daily at 12 noon and 5.45 p.m. Returning leave Port Huron at 6.30 a.m. and 3.30 p.m.

Boats run on Central standard time.

**C. F. BIELMAN**

Traffic Manager, Detroit



### EXCURSIONS to DETROIT.

Every **THURSDAY** commencing July 5th, on **STR. HATTIE**.

**50c** ROUND TRIP, children half fare.

Boat leaves Wallaceburg 7.30 a. m., returning leaves Detroit 4.30 p. m. Wallaceburg time both ends of route.

**THURSDAY, JULY 5, 1923.**

## S.S. RAPIDS KING

The above STEAMER will commence her summer schedule Saturday June 30th, 1923, running between

### Wyandotte, Detroit and Wallaceburg

Making the Return Trip Daily except MONDAYS.

**Fares between WYANDOTTE, DETROIT and WALLACEBURG:**

<b>ONE WAY FARE</b> .....	\$1.25
<b>RETURN FARE</b> .....	\$1.50
<b>RETURN FARE</b> .....	\$2.00

Children 5 to 12 years of age, **HALF FARE**. No War Tax.

**MOONLIGHT EXCURSION FARES OUT OF WYANDOTTE.** 60c.  
No Half Fares On Moonlights.

Tickets on sale daily, Decinion Express Office, and at dock. All passengers must have tickets before permitted to board.

**Phone 40** **D. L. Welch, Agent**

Top left: Red Star Lines ad circa 1899. Top right: Excursion ride on str. HATTIE, circa 1900. Bottom: The S.S. RAPIDS KING would begin her regular summer schedule on June 30, 1923.



Mann Hist. Coll.

The OMAR D. CONGAR docked in Wallaceburg from 1895 to 1921, a year before her unfortunate demise.

(1874) found Detroit a frequent port of call. Other popular excursion vessels of the early period included the *J.C. Clark* (1864), the *City of Dresden* (1872) and *American Eagle* (1880).

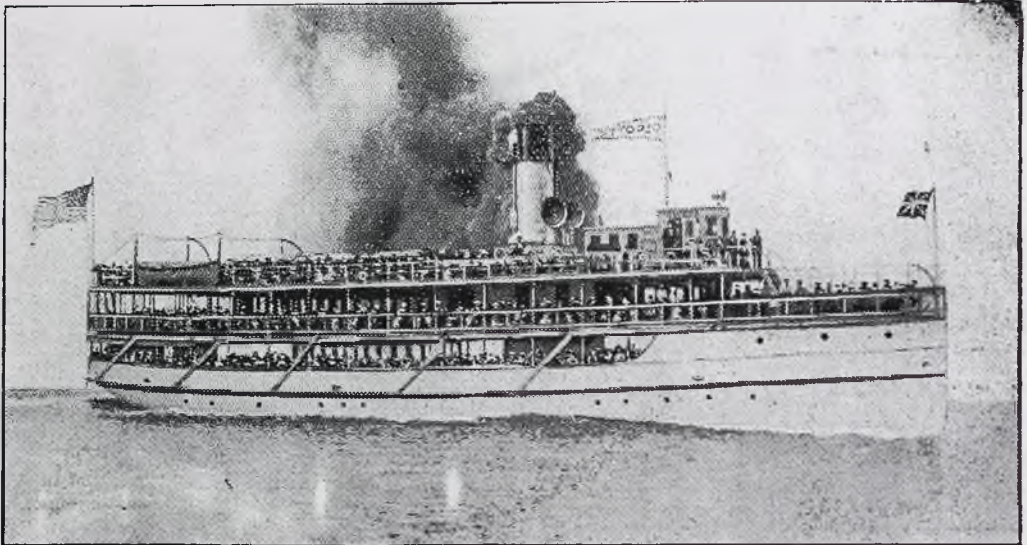
The *John Lee*, a pert 86-foot combined passenger-freight vessel, built in Wallaceburg, 1888, was one of the first to establish a regular timetable between Wallaceburg and Detroit. With an early departure hour of 7 a.m., passage (round trip 75 cents) would bring ample time in Detroit prior to a typical 4:30 departure for home. Although picnic hampers were the order of the day, light refreshments with onboard live music enhanced the journey for the excursionists who were seeking a respite from daily toil.

By 1898 the *John Lee* saw a rival when the larger 103-foot *Mascotte* was put into service, but with a slightly varying timetable (and fee). This was an obvious attempt to snare the opposition's passengers. Departing for Detroit thirty minutes later, leaving the Wallaceburg dock came after earlier pickups at Dresden and Tupperville, smaller embarkation points further east on the Sydenham River (and deeper into the interior!). The tab? Fifty cents round trip with children at half fare. While the *John Lee* and *Mascotte* rivaled each other, 1900 saw another vessel on the scene. The *Hattie*, offered service to Detroit each

Thursday. She lasted just one season with the steel hulled *Olcott* taking over the *Hattie's* route in 1901. By this time, departure ports were often reversed with many excursions now emanating from Detroit and Windsor (most routes usually offered pickup from the later port).

The Detroit-Wallaceburg trip offered a wide variety of waterways attributing much of its early popularity to this account. Two large rivers (Detroit and St. Clair), a large body of water, (Lake St. Clair) and two snaking inland waterways (Chenal Ecarte and Sydenham Rivers) brought an unrivalled several hours of picturesque serenity and the usual sight-seeing activities. Close up view of the frequent commercial traffic was always alluring while the beauty of nature brought a contrasting aura to the trip. The route was a popular one, particularly during the four year period from 1903 to 1906 when no less than five excursion vessels were hustling holidayers in and out of Wallaceburg. The undisputed dowager queen was the *Omar D. Congar*, which first docked in Wallaceburg in 1895 and continued calling regularly until 1921, a year before her unfortunate demise. She usually routed between Port Huron and Wallaceburg, but did stray to Detroit on charters. Also vying for position during that period was the venerable *Hiawatha*, built in nearby Dresden and mastered for





### STR. OLCOTT

THE OLCOTT TRIPS START ON  
SUNDAY NEXT

H. B. Smith, General Manager of the Detroit-Wallaceburg Steamship line, was in town on Wednesday of this week arranging details for the opening of the season. Sunday, June 11th, would be the opening date, when the Str. Olcott will make daily trips, excepting Mondays, beginning on the above date and ending Sept. 4th. Mr. Smith announces that arrangements have been completed to make a landing on both the up and down trip, at Algonac, using the White Star Line dock, the object being to give visitors at the flats, and way ports between Algonac and Pt. Huron of the White Star Line route, as well for the convenience of those living along the line of the Rapid Ry., enabling them to enjoy the delightful afternoon ride down the Snye Carte to Wallaceburg and return.

Extensive alterations have been made to the Str. Olcott which will add considerably to the comfort and convenience of patrons: a self served restaurant has been installed on the main deck, where meals may be had at reasonable prices. The above cut shows how the steamer will appear this season. Another important feature of the altered steamer is that the main deck has been opened up.

Manager Smith is optimistic as to the coming season, and expects to bring to Wallaceburg in the neighborhood of 40,000 trippers this season. In spite of it being a most unfavorable season and the worst in many years for the excursion business, the Olcott brought to Wallaceburg last year 20,000 visitors.

See announcement and time Table elsewhere in this issue.

## Detroit-Wallaceburg S. S. Line

OPERATING THE FAST STEEL STEAMER

### OLCOTT

BETWEEN

Detroit - Walpole Island - Algonac & Wallaceburg

#### Time Table

UP TRIP	Eastern Time	DOWN TRIP
Leave Detroit	9.00 am	Leave Wallaceburg
" *Walpole Is.	12.20 pm	" Algonac
" Algonac	12.35 pm	" *Walpole Is.
Arrive Wallaceburg	2.00 pm	Arrive Detroit
		3.15 pm
		4.50 pm
		5.00 pm
		8.00 pm

\*Stops on signal when time is given only.

Subject to change without notice.

Passengers not accepted for transportation between Detroit and Algonac.

#### Connections

At Wallaceburg with P.M. Ry., and C. W. & L. E. Ry.  
At Algonac with White Star Line Steamers and Rapid Ry.  
At Detroit with all Railways and Steamboat lines.

Main Office—Foot of Randolph St., Detroit

H. B. SMITH, Gen'l M'gr. JNO. STEVENSON, Detroit /

1916

many years by Capt. John Scott of Wallaceburg. The *Winona* (built in 1902 in Port Stanley) operated out of Wallaceburg in 1904 and 1905 with Detroit her usual destination. Another excursion steamer appeared on the scene. The *City of Chatham*, built in 1903, operated in the excursion trade locally until 1908. The *John Lee* was still stubbornly plugging away, combining freight and passengers while the sleek *Olcott* was included in the popular day trip during this period as well. Given the numerous other forms of marine traffic during this busy early century period, the narrow confines of the inland waterways in particular, offered formidable challenge for shipmasters. However, this, no doubt, was sheer delight for the onboard patrons.

In 1910, the much larger *Ossifrage* (161-foot, built in 1886) entered the scene and was engaged in charter service until 1916. She was a frequent visitor to Belle Isle with Wallaceburg excursionists and made her Detroit dockings at the foot of Randolph Street. In 1914, the newly-built *Pelee* was placed on the Detroit/Windsor/Wallaceburg route until eventually settling on the Lake Erie run where she was to spend most of her career. The *Olcott* was still on regular day service until the end of the 1917 season. The period of the Great War (1914-18) brought some restrictions to the inland excursion route. In June of 1917, a Wallaceburg News item announced that the *Olcott* was withdrawn from service since males of military age were not permitted to cross the border. The same report went on to express concern for females travelling unescorted on excursion vessels. However, by the end of the conflict in 1918, excursion traffic was back to normal.

In June of 1918, the Northern Navigation Company established a regular timetable between Detroit and Wallaceburg as well as alternate day service from Detroit to Chatham (on the Thames River). The Tuesday and Thursday departures for Wallaceburg boarded a 9:30 a.m. boat, and leaving Wallaceburg at 3:20 p.m., allowed for a 7:45 return to Detroit. The Saturday cruise advertised as a "Sunset Special" departed Detroit at 1:30 p.m., returning to the city by 11 p.m. The *Thousand Islander* and *Rapids King* were the two vessels on this route, alternating over the years. By the late 1920's, patronage started to drop off with a changing lifestyle centered around the popularity of the motor car. On July 20, 1928, the *Thousand Islander* was laid up due to lack of business and the historic Detroit-Chatham-Wallaceburg route was terminated.

Although the port of Wallaceburg continued to be busy with bulk and package freight vessels (and pleasure boats) it was not until 1951 that an excursion vessel once again tied up in the Kent County town. The local Kinsman Club chartered the Ashley-Dustin steamer *Put-in-Bay* for two cruises departing from Wallaceburg, a daylight and moonlight special. The 1882 ton vessel, built in 1911 at Wyandotte, proved to be somewhat oversized for the Chenal Ecarte and Sydenham Rivers. However, the locals enjoyed the venture immensely with several groundings simply adding to the unique adventure.

Will the *Diamond Belle's* 1994 foray into Wallaceburg, perhaps herald a new chapter for excursionists? Only time will tell if the historic route will be patterned once again, restoring a treat enjoyed by earlier generations.



*The WINONA operated out of Wallaceburg in 1904 and 1905 with Detroit as her destination.*





*Top: The Northern Navigation Company established regular service between Wallaceburg and Detroit as well as alternate day service from Detroit to Chatham. The THOUSAND ISLANDER is shown here in 1926. Bottom: The DIAMOND BELLE at Wallaceburg on October 15, 1994.*



## M.V. HIGHWAY 16 (USS LST 393)

by  
HOWARD H. PETERSON

The port of Muskegon has a long and colorful history in providing a home port to a wide variety of lake vessels beginning with the sailing ships of the 19th century continuing through the steam driven iron ships to the diesels of today. They are all gone from Muskegon now with the exception of one. As a kid in the 30's I recall playing on a couple of derelict wooden sailing ships beached on the edge of Muskegon Lake. They seemed huge to me then, probably 125 feet, but compared to the 1000-footers I now observe bringing coal to our local generating plant, they were peanuts. Families out for a Sunday ride used to come to Muskegon from all over just to "see the boats" as the worn out steamers were tied up one by one waiting

only for the wrecker's torch or to be sold for the fulfillment of someone else's pipe dreams. Gone are the passenger ships *Illinois*, *Nevada* and *Missouri* as the newly rebuilt *Milwaukee Clipper* came in 1941. The *Clipper* served well for twenty-nine years before she too was replaced by the *Aquarama* that is now languishing in Windsor with nowhere to go for a variety of reasons. The last of the Grand Trunk carferries berthed in Muskegon, the *Grand Rapids*, *Madison*, and *City of Milwaukee* are also gone after stubbornly operating twelve months of the year for over thirty-three years. They too provided the Sunday afternoon gawkers with sport even when they were no longer operating and tied up out of commission. The



M.V. HIGHWAY 16 was built by Newport News Shipbuilding & Drydock Company in 1942.



Photo by Howard Peterson

HIGHWAY 16 berthed at West Michigan Dock and Market Corporation on Muskegon Lake.

last of them was towed away in 1989.

I previously mentioned that they are all gone now with the exception of one and that ship is the converted *LST* renamed *M/V Highway 16* that has been out of service since 1973 and is now berthed at the "Mart Dock" on Muskegon Lake.

The *Highway 16* is not thing of beauty, but it most certainly has a glorious history. It was built by the Newport News Shipbuilding and Dry Dock Company at Newport News, VA and was launched on November 11, 1942. It was commissioned a month later as *The USS LST 393*. She participated in three major invasions and was awarded a Battle Star for each, the Sicilian Occupation and Salerno Landings on September 15 and 21, 1943 respectively, and finally the Invasion of Normandy, including the bombardment of Cherbourg on June 25, 1944.

The ship covered some 51,817 nautical miles in her first three years of service, transporting 9,135 army personnel and 3,248 vehicles. She also carried 5,374 prisoners of war and 817 casualties while touching anchor in thirty-eight ports of North Africa, Sicily, Italy, England, Wales, Ireland, France and the Canal Zone. She was decommissioned at New Orleans, LA. on March 1, 1946.

On the 20th of March, 1948, she was sold to the Wisconsin and Michigan Steamship Company of

Milwaukee, WI. After conversion for use as an auto carrier, to be used between Muskegon and Milwaukee, she was brought to the Great Lakes via the Mississippi River from Sidel, LA. to the Illinois Coastal Waterway and the Chicago Drainage Canal into Lake Michigan. She was renamed the *M/V Highway 16* in lieu of the extension of U.S. *Highway 16* from Detroit to Muskegon, spanning the Lake to Milwaukee where U.S. 16 begins again.

The only activity that I'm aware of concerning any future plans for the ship was a recent overture made by the local *USS Silversides* and Maritime Museum here in Muskegon. Robert Morin, Sr., chairman of the group, reported that they were entertaining the idea of acquiring the old ship to compliment the *Silversides* submarine exhibit with the possibility of housing the museum on board the aging ship.

As Morin and I were talking about the *Highway 16*, he began reminiscing about his tour of duty aboard one of those vessels serving as a helmsman while in the Seabees in Greenland. He did not have to convince me how rough it could get aboard one in bad weather as I had witnessed an aborted effort to take an injured sailor aboard our troop ship in the middle of the Pacific on the tail end of a typhoon. Because of the flat bottom, inherent in the design of an *LST*, it would ride up each mountainous wave crest and then fall





HIGHWAY 16 at Muskegon. Note welded up unloading ramp.

Photo by Howard Peterson

down on the far side with a tremendous crash that made you wince to watch it. This was followed by a mighty and noisy shuddering action in the trough of the wave as if the ship were straightening itself out in anticipation of the next painful drop. We took no joy in watching this activity, only admiration for the courageous crew as we wondered how long they and the ship could take it before disaster. We never heard anything further of that *LST* so we happily assumed that they had made it safely. There is no question that these vessels did a good job as a landing craft, but they most certainly were not designed for open water in huge seas.

The *Highway 16* sailed Lake Michigan for fifteen years before her last voyage on July 30, 1973. She carried mostly new Detroit made GM cars over to Milwaukee, returning many times with a load of American Motors vehicles made in Kenosha. She was usually tied up during the winter months. How-

ever, she once was trapped for seventy-two hours during January of 1963 in an extensive ice field off Muskegon Harbor. The *16* didn't operate commercially without tragedy. On July 4, 1959, during the early morning darkness, she struck a 25-foot cabin cruiser in the Muskegon channel drowning six of eight persons onboard. All that was left of the cruiser was kindling wood as the entire 325-foot length of the *Highway 16* had passed over and churned up the small boat.

The *Highway 16* is powered by twin 12-cylinder diesel engines. It's reported that it would take only about four weeks to get them running again. Sightseers can still see the ship berthed at the West Michigan Dock and Market Corporation on Muskegon Lake, just off from Heritage Park in downtown Muskegon. Better hurry up . . . who knows how long it will still be there?

## WORLD WAR II SUBMARINE USS TAMBOR

by  
Wilfred St. Amant

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*After World War II, the submarine USS Tambor was on display at Broadhead Naval Armory in Detroit. Before she was scrapped in July, 1965, the periscope was removed and installed at the Dossin Museum. On June 6, 1995, the U.S. Submarine Veterans of World War II placed a plaque at the periscope in memory of those who served on submarines during World War II.*

The *USS Tambor* (SS198), was built at Electric Boat Company, Groton, CT. as part of the fleet modernization program in 1939. She was 299 feet long and displaced 1475 tons. Her armament consisted of 10 21-inch torpedo tubes, 1 4-inch 50 caliber deck gun and 2 20-mm Oerliken machine guns. She had four GM Diesels and made twenty-two knots on her trial run. The *Tambor* was of a dual hull construction, therefore she was the forerunner of what was to be known as the fleet type boat which was so prevalent in WW II.

*Tambor* made twelve war patrols and sank eleven ships and was awarded eleven battle stars. This is the official Naval record. When you read on, you will find a few changes as these notes were taken from the *Tambor's* war patrol reports.

She began a routine peacetime patrol off Wake Island in late November, 1941, and when war with Japan brokeout, she began her first war patrol. However, she was forced to return to Pearl Harbor with one engine out of commission. She was routed back to Mare island for repairs.

Her second war patrol was to reconnoiter the areas around Wake Island, Truk, New Ireland, New Britain and Rabaul. She made two unsuccessful attacks on enemy ships on 30 March and 6 April. On 16 April, she fired two torpedoes and scored hits for unconfirmed damage to an enemy tanker. She returned to Pearl Harbor on 12 May, 1942.

The third patrol departed 21 May, 1942, with six other submarines patrolling a 150 miles circle around Midway Island. On 7 June, she was sighted and bombed by enemy aircraft. Both her periscopes

were damaged and all four battery blower motors were cracked. The *Tambor* was ordered to return to Pearl Harbor arriving on 16 June, 1942.

The fourth patrol (24 July to 19 September) started at Fremantle, Australia. She searched for enemy in the Marshall Islands. On 7 August near Watze Island, she sank a converted net tender with one torpedo. On the 21st, near Ponape, she sank a freighter and on 1 September, she damaged a tanker off Truk. *Tambor* returned to Fremantle for refit.

Fifth patrol started on 12 October to lay mines in the Hainan Straits. On 3 November, she made two attacks on a freighter which sank. On the 6th, she fired two torpedoes at a cargo-passenger ship flying the French flag, both missed. On the 10th, she took the crew of an unarmed sampan onboard and sank it by gunfire. She returned to Fremantle on 21 November, 1942.

The sixth patrol, 18 December to 28 January, 1943, she patrolled Soenda Strait between Karkatau and Thartway Islands. The only target sighted was an enemy destroyer which she attacked on New Year's Day 1943. A spread of four torpedoes missed and she went deep to avoid a severe eighteen depth charge attack that followed. *Tambor* returned to Fremantle for refit.

The next patrol on 18 February was a special mission to the Philippine Islands. On 5 March she landed a small Navy party with 50,000 rounds of .30 cal., 20,000 rounds of .45 cal. ammunition and \$10,000 in currency on southern Mindanao Island. On the 22nd, she fired three torpedoes and had one hit on a naval auxiliary, southwest of Apo Island. Seven days later she scored one hit on a freighter. *Tambor* returned to Fremantle on 14 April, 1943.

On the eighth patrol (7 May to 27 June, 1943), north of Malay Barrier, she fired a spread of three torpedoes at a tanker, all missed. Three days later, three more missed a cargo ship. She made two more attacks on the ship, and sent *Eiski Maru* to the bottom. A companion cargo ship was damaged. On 2nd and 6th of



June, she made two more unconfirmed sinkings of cargo ships. *Tambor* fired her last three torpedoes at a tanker off Cam Ranh Bay, all missed! She returned to Fremantle for refit.

Three weeks later she stood out of Fremantle on 20 July to Lombok Strait. On 3 August, she fired three torpedoes that produced two hits on a freighter and one fired at another ship missed. *Tambor* made three more attacks on enemy convoys during the patrol with unconfirmed results. On the last attack, three torpedoes hit the side of the ship, but bounced off and failed to explode. She terminated the patrol at Midway on 7 September, 1943, and was routed to San Francisco for overhaul via Pearl Harbor.

*Tambor* returned to Pearl Harbor 15 December, 1943, and departed on 5 January, 1944, bound for East China Sea. On 29 January, she torpedoed and sank the cargo ship *Shunti Maru*. On 2 February, she sank the *Ariake Maru* and a tanker *Goyo Maru*. Ten days later, three torpedoes sank the passenger cargo ship *Ronsan Maru*. The *Tambor* returned to Pearl Harbor for refit.

On the eleventh patrol she departed on 9 April, 1944 to patrol the Mariana Islands. On 18 April she sank a 250-ton trawler with her deckgun and captured its second officer. *Tambor* fired four torpedoes at a cargo ship and heard two explosions, as a result, she received over fifty depth charges from angry escorts. She attempted to attack the convoy again, but was detected

by escorts and depth charges were used again.

The twelfth patrol was off Hakkaido and near the Kuril Islands (16 July to 23 August). She damaged a freighter on 28 July and 13 August, she torpedoed and sank the cargo ship *Toei Maru*. She returned to Pearl Harbor for a refit.

On her last patrol to Midway Island, she made two attacks on enemy shipping for unconfirmed damage before returning to Saipan from 8 to 10 November. Resuming her patrol on 15 November, she made two attacks on a patrol boat before surfacing to finish it off with her deckgun. Two prisoners were taken and one wounded crewman was transferred to the *USS Grayson*. The patrol ended at Pearl Harbor 30 November, 1944.

The *Tambor* returned to San Francisco for overhaul. On 9 March, 1945, she was assigned to provide training services for aircraft at Puget Sound. A well deserved rest! She was decommissioned at Portsmouth Navy Yard on 10 December, 1945. She later served as a Reserve training boat at Broadhead Naval Armory in Detroit, Michigan.

The *USS Tambor* like so many other US submarines of World War II, she deserved more credit for ships sunk than she got. Well done *Tambor*!

References: [The Silent Service](#) by Lowder. [U.S. Submarine Operations of World War II](#) by Roscoe. [Jane's Fighting Ships of World War II](#).



## FIRST THERE WERE MANY . . . THEN THERE WERE NONE

When the Detroit & Cleveland Navigation Company celebrated its 80th Anniversary in 1948, President George Kolowich stated, "... we are privileged to announce a program of improvements dedicated to your greater pleasure. This year, our modernization program will greet you with finer facilities for your personal convenience".

In an effort to compete for summer passengers that year, D&C sailed daily (except Fridays) to Put-in-Bay, Ohio. Passengers departed from Detroit at 9:30

a.m. and returned at 9:30 p.m., with three hours off the ship at the island. The cost for weekday excursions was \$2.00 for adults and children were half fare.

By 1950, passenger ships were declining on the lakes and, Kolowich's modernization plans for the fleet were still unfulfilled. After the 1950 season, the fleet of sidewheelers were laid up permanently. By the late 1950's, the last D&C ship was gone when the *Western States* (or *Flotel* as she was known) burned at Tawas, Michigan.





# LIFE CAN BE FUN

A SHORT SHORT STORY  
OF 80 YEARS OF D&E  
PLEASURE GIVING . . .

*by George W. Stark*  
DETROIT'S ORIGINAL NAVIGATOR



**GEORGE W. STARK**—  
Detroit's original navigator and  
well known Detroit News Editor  
(and "Town Talk")

**GEORGE I. KILGUSCH**—  
President and General Man-  
ager of the Detroit & Cleveland  
Navigation Co.

## Life can be fun!

That's what our title says. Maybe you boys and girls and even your pa's and ma's take the summer with a grain or two of salt.

But hold up a little. Don't be so skeptical! Life CAN be fun!

How do I know? I know because the Detroit and Cleveland Navigation Co., in eighty years of operation, has proved it.

Now, here we are, all together, celebrating the eightieth birthday of the oldest steamship line on the Great Lakes, the Detroit and Cleveland Navigation Co. And under streamlined new management.

D&E 80<sup>th</sup> ANNIVERSARY SOUVENIR

1950

SAIL AWAY TO

# PUT-IN-BAY

D&E

FOUND THE ESCURIONS

from  
**DETROIT TO  
PUT-IN-BAY**  
on Lake Erie

## LEAVES FOOT OF FIRST STREET

JULY						
2	3	4	5	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

**PICK  
YOUR  
DATE**

AUGUST						
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

## "SPARE YOUR TIRES AND RIDE THE SHIPS"

### ASHLEY & DUSTIN OFFERS CUT RATE EXCURSIONS TO CEDAR POINT

Reprinted from  
The Lake Erie Breeze, 1942

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The cut-rate excursions to Cedar Point every Friday, are being featured again this season by the Ashley & Dustin Steamer Line. Every Friday morning, the str. *Put-in-Bay* sails from the First Street dock in Detroit for Put-in-Bay, Cedar Point and Sandusky, with practically everyone aboard bound for the bathing beach and amusement park at beautiful Cedar Point on Lake Erie. The fare for this trip is only a dollar, children age 5-14, half fare. The steamer leaves Detroit at 9:00 a.m., arrives at Cedar Point at 1:45 p.m., leaves Cedar Point at 5:30 pm. and arrives back home at 10:45 p.m.

The cruise covers a total distance of 160 miles and the route lies down the Detroit River, and across the western end of Lake Erie through the Erie Islands.

When the boat arrives at Cedar Point, the side entrance cars are waiting to take you for the short ride across the peninsula to the bathing beach, boardwalk, hotels and amusement circle. There is no need to hurry as you have three hours and forty-five minutes before the boat leaves for a return trip. But, be sure to allow yourself fifteen minutes to get back to the boat, which leaves at 5:30 p.m.

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# GREAT LAKES & SEAWAY NEWS



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Feb. 1. . . The 1,000-footer *George A. Stinson* arrived in Ashtabula and tied up at the Pinney Dock for winter lay-up. According to newspaper reports, the *Stinson* was the first "large" freighter to winter in Ashtabula since 1988. At the zenith of Great Lakes shipping, as many as 40 lakers would winter at Ashtabula.

Mar. 4. . . In 1994, Midwest Energy Resources Company in Superior, WI. set a new record of 13,481,528 short tons of low sulfur coal shipped through their coal loading facility. The previous record of 12,298,458 tons was set in 1990. The 1995 shipping season will be the 20th year of operation for the facility, which is owned by the Detroit Edison Company and it's expected that over 14 million tons of western coal will be shipped through the facility this season.

Mar. 6. . . The Canadian Coast Guard icebreaker *Samuel Risley* and the U.S. Coast Guard's *Neah Bay* assisted the tug *Mary E. Hannah* and her barge through the ice in the St. Clair River.

Mar. 12. . . Dale Pohto reported that the Norfolk Southern rail ferry barges *Manitowoc*, *Roanoke* and *Windsor* were tied up abreast in the Frog Pond in Toledo. They were stripped and welded shut apparently waiting for a scrap tow.

. . . During the 31st Great Lakes Memorial Service and Blessing of the Fleet held at Mariners' Church in Detroit, the Captain Lewis Ludington Awards were presented to Capt. G. Victor Chamberlain, retired master from Hanna Mining Company, Capt. Michael Gerasimos, retired master from Ford Motor Company and Richard Riley, retired hull superintendent from USS Great Lakes fleet.

Mar. 13. . . The U.S. Coast Guard's *Sundew* began icebreaking in the Duluth-Superior harbors in preparation for the shipping season. Average ice thickness is found to be about two feet.

Mar. 15. . . Fednav, Canada's largest ocean-shipping company took delivery of their m/v *Federal Baffin*. She was christened in Pusan, South Korea where she was built. She was designed for service in the Canadian Arctic and will carry lead and zinc concentrates from the Canadian Arctic to overseas smelters.

Mar. 16. . . Inland Lakes' *Alpena* cleared Cleveland and the *J.A.W. Iglehart* cleared Detroit to begin the 1995 cement shipping season. When the *Alpena* arrived in Alpena the next day, she opened the season in that port when she loaded cement for Cleveland.

. . . The *Wilfred Sykes* arrived in Escanaba to load the first cargo of pellets of the season at the C.&N.W. ore dock.

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Courtesy of Inland Steel

*The WILFRED SYKES loaded the first cargo of the season at the C.&N.W. Ore Dock in Escanaba, MI.*

... The *American Mariner* suffered a conveyor belt fire at Toledo. No information was given as to the extent of the fire and damage.

Mar. 18. . . Jerry Walter reports that the shipping season at Grand Haven, MI. opened with the arrival of the cement barge *Medusa Conquest* and tug *Susan W. Hannah*. The barge unloaded cement at the Ferrysburg Terminal silo.

... The U.S. Coast Guard began icebreaking operations in the Straits of Mackinac and the lower St. Marys River. Icebreaking operations on the upper St. Marys River and Whitefish Bay are expected to begin on the 20th.

Mar. 20. . . C.S.L's *Jean Parisien* loaded a cargo of oats at Thunder Bay for Duluth. She cleared the next day.

Mar. 21. . . The USCG *Mackinaw* arrived in Duluth-Superior to assist *Sundew* in icebreaking inside and outside of the harbor.

Mar. 22. . . The *Jean Parisien* arrived in Duluth-Superior and opened the 1995 shipping season for that port. She unloaded her cargo of oats at the General Mills Elevator A in Duluth.

... The *Algontario* arrived in Toledo and opened the port for the season. She loaded 900,000 bushels of winter wheat at Andersons. The wheat is bound for Port Cartier, Quebec and then to Egypt.

Mar. 23. . . Upper Lakes' *Canadian Leader* arrived in Superior to load grain at the Peavey Connors Point Elevator. This is the first outbound grain shipment of the season from the Twin Ports.

... The *Philip R. Clarke* loaded the first cargo of pellets of the season to be shipped from the Burlington

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Northern Ore Dock in Superior. This was the first shipment of pellets of the season from the Twin Ports.

... The *Walter J. McCarthy, Jr.* cleared Duluth with the first shipment of western coal at the Midwestern Energy Terminal. The *McCarthy* had been in winter lay-up at the terminal.

... The *Edgar B. Speer* loaded the first pellet cargo from the D.M.&I.R. ore dock in Duluth. She cleared in the evening for Gary, IN.

... The cement carrier *Stephen B. Roman* arrived in Rochester, N.Y. with a cargo of cement and opened that port for the season.

Mar. 24. . . The St. Lawrence Seaway opened, the earliest opening in fifteen years. The salty *Aivik* was the first vessel to pass upbound through the St. Lambert Lock. She was bound for Oshawa, Ontario. The *Canadian Olympic* was the first vessel to pass upbound through the Welland Canal. She was carrying 26,000 metric tons of furnace flux from Hamilton to Detroit. The *J.W. McGiffin* was the first vessel to pass downbound through the Welland Canal and the Seaway bound for Sept Isles.

Mar. 25. . . The Soo Locks opened at 0001 hours. The *James R. Barker* was the first upbound vessel (0048 hours) and the *Philip R. Clarke* was the first downbound at 0350 hours.

... The *James R. Emery* of Erie Navigation made a rare visit to Fairport, OH and opened that port's shipping season. This was one of the earliest openings in many years.

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Photo by Rod Burdick

*The ADAM E. CORNELIUS and JOSEPH L. THOMPSON loading in Escanaba on March 24, 1995.*



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• GREAT LAKES & SEAWAY NEWS

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Photo by Tim Kroeff

ARTHUR M. ANDERSON departing Sturgeon Bay from winter lay-up on March 28, 1995.

Mar. 26. . . Interlake's *Herbert C. Jackson* loaded 21,524 gross tons of pellets at the L. S. & I. dock at Marquette and opened that port for the season.

. . . The *St. Clair* loaded the first pellet cargo of the season at the D.M.&I.R. ore dock at Two Harbors. She cleared the same day with 38,388 gross tons of pellets for Gary, IN.

. . . Lake Shipping's *Kaye E. Barker* became icebound off Superior piers while attempting to enter that port to load at the Burlington Northern Docks. The USCG *Sundew* came to her assistance and she was able to enter port late that afternoon. Strong northeast winds caused ice to back into the west end of the lake. By late evening, the *Elton Hoyt 2nd*, *Paul R. Tregurtha* and *Agawa Canyon* were icebound off the Duluth piers.

Mar. 27. . . *Lake Superior*, ex-*Federal Thames* was the first salty of the season to pass upbound in the Welland Canal.

. . . The *Algogulf*, ex-*Scott Misener (iv)*, entered service for the first time since her acquisition by Algoma Central Marine last year.

. . . Winds gusting up to 47 mph continued to hamper shipping at the western end of Lake Superior. The *Sundew* became icebound while attempting to free the *Elton Hoyt 2nd*, but was able to free herself an hour or so later. A slight change in the wind direction allowed the *Hoyt* to free herself and she was able to enter port. *Oglebay Norton*, ex-*Wm. R. Roesch*, was able to clear the harbor and the *Paul R. Tregurtha* followed her path in. Five lakers remain trapped in the ice or are waiting outside of the ice pack. The USCG *Mackinaw* is on her way from Cheboygan, MI. to assist the *Sundew*.

Mar. 28. . . The *Stephen B. Roman* arrived in Toronto and opened that port for the season.

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... The self-unloader *Canadian Explorer* was moved out of the Port Weller Drydock and tied up at the fit-out wall. The next day, the *Canadian Transport* was placed in drydock.

Mar. 29. . . Diminishing easterly winds and the arrival of the USCG *Mackinaw* have combined to break the ice jam at the western end of Lake Superior. All of the trapped lakers have been freed and traffic is moving in and out of the Twin Ports without help.

... Promoters in the Duluth-Superior are still trying to raise funds to bring the cruiser *USS Des Moines* to the Twin Ports as a tourist attraction. Apparently the cruiser has not been scrapped as yet. The group needs \$2.5 million to tow the cruiser to Duluth, prepare it for visitors and prepare a suitable site. The project has raised \$300,000 in cash and pledges.

Mar. 30. . . Upper Lakes' *Canadian Progress* made a rare visit to Fairport to load at the Morton Salt Dock.

Mar. 31. . . In ceremonies in Cleveland, Oglebay Norton christened two newly renamed vessels. The *Paul Thayer* was renamed *Earl W. Oglebay* and the *Wm. R. Roesch* was renamed *David Z. Norton (iii)*. Both vessels were built in 1973 by American Shipbuilding in Lorain, OH. They were operated by Pringle Transit Co., which was a subsidiary of Oglebay Norton and was phased out in 1994.

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Photo by Tim Kroeff

*American Steamship's JOHN J. BOLAND departing winter lay-up in Sturgeon Bay on April 6, 1995.*

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**• GREAT LAKES & SEAWAY NEWS**

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Apr. 1. . . The Indian bulk carrier *L.T. Argosy* arrived in Duluth-Superior to load grain for Belgium. This was the earliest arrival of an ocean-going vessel in the Twin Ports since the Seaway opened in 1959. The previous record was held by the Liberian-flag *Ogden Importer* on April 2, 1980. *L.T. Argosy* is owned by Larsen & Toubro of Bombay and is time-chartered by FedNav International Ltd.

. . . Arnold Transit Line's *Straits Express* was launched at Marinette, WI. The catamaran ferry will operate between Mackinaw City and Mackinac Island. The estimated cost for the new ferry is \$1.5 million.

. . . Socanav's tanker *Le Frene No. 1*, which has been laid up since July, 1991, was towed to a spot alongside *Le Chene No. 1* at Sorel, Quebec.

Apr. 2. . . The barge *St. Marys Cement III*, formerly *Clarkson Carrier*, returned to service following winter reconstruction in Welland.

. . . USX's *Philip R. Clarke* made her first ever visit to Fairport to load at Morton Salt.

Apr. 3. . . The captain of the *Edwin H. Gott* suffered an apparent heart attack while in Lake Superior near Two Harbors. The Lake County (MN) Rescue Squad responded in a 22-foot Boston whaler and traveled seven miles into the lake to remove him. He was transported by helicopter to Duluth where he was reported in good condition. The *Gott* had loaded pellets in Duluth and was bound for Gary, IN.

. . . The U.S. Coast Guard closed the St. Marys River to navigation due to high winds and seas. Gale force winds were accompanied by heavy snow. At least ten vessels were forced to anchor in Whitefish Bay and various points in the river. Seas on Lake Superior were running sixteen feet. The system remained closed most of the next day.

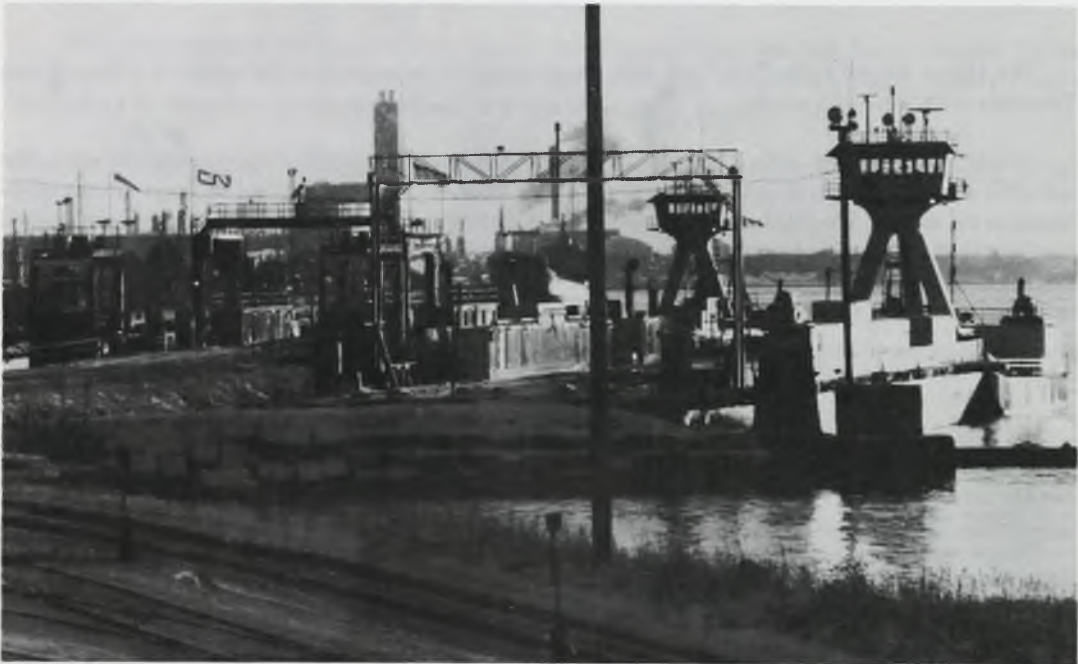
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*Socanav's tanker LE FRENE No. 1 has sailed under her own power from Sorel, Quebec for scrapping overseas.*



## GREAT LAKES &amp; SEAWAY NEWS •



*Canadian National fleet laid up at Sarnia, Ontario on December 8, 1994.*

Photo by Ken Borg

Apr. 4 . . . Canadian National Railroad ended all carferry operations between Sarnia, Ontario and Port Huron, Michigan. At 12:40 p.m. the railbarge *St. Clair* pushed by the tug *Phyllis Yorke* tied up for the last time at the CN slip in Sarnia. When the tug tied up, all railroad carferry service on the Great Lakes came to an end. However, there is a railcar ferry in operation across the St. Lawrence River between Matane and Baie-Comeau, Quebec. The Grand Trunk Railway of Canada began railcar ferry service between Point Edward, Ontario and Fort Gratiot, MI. about 1864. The barge was "powered" by the river's current and "guided" by a chain. The *International* was the first powered carferry to operate across the river and this service began in 1872. However, this service ceased in 1891 when the St. Clair River Tunnel opened. Railcar ferry service began again on February 4, 1971 between Sarnia and Port Huron. The ferry run was reestablished because some railroad cars were too big for the old Tunnel. On April 5, 1995, Canadian National opened a new tunnel between Sarnia and Port Huron which will accept all extra height cars as well as double stack containers. (Ed. note: Our thanks to Ken Borg, who supplied most of the information.)

April 5 . . . Traffic on the upper St. Marys River was halted due to heavy ice packed in the shipping channel by Tuesday's storm. Visibility was also reported to be poor because of blowing snow. The U.S. Coast Guard's *Katmai Bay* was enroute to break a channel through the ice pack.

Apr. 6 . . . The U.S. Coast Guard again halted all traffic on the St. Marys River because of poor visibility due to blowing snow and an ice boom at Mission Point. At least ten lakers were forced to anchor or tie-up to wait for better weather and the ice to clear at Mission Point.

Apr. 7 . . . The barge *Medusa Conquest* opened the port of Owen Sound, Ontario.

Apr. 9 . . . The tug *W.N. Twolan*, once owned by McKeil Marine, has been sold again and passed upbound through the Welland Canal bound for Thunder Bay. There was no information given as to her new owners or if she will be renamed.

## • GREAT LAKES & SEAWAY NEWS

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The *Alpena* arrived at the Twin Ports with the season's first cement cargo. She unloaded at the LaFarge Terminals in Duluth and Superior.

While loading pellets at the B.N. Ore Dock in Superior, the *Stewart J. Cort* grounded forward. She unloaded about 1,500 tons of pellets onto the end of the dock. As her bow floated free, large chunks of ice floated to the surface. Several chunks were covered with dark red paint that matched the color of paint used on the *Cort's* hull. After an inspection revealed no damage, she was allowed to finish loading and cleared later that morning. In December, 1993 she grounded at the same location while loading pellets and suffered \$500,000 in bottom damage. (See cover of March, 1994 Telescope.)

Apr. 10. . . The strike at Port Weller Drydock ends.

Heavy ice in the upper St. Marys River again halted shipping. The ice jam forced vessels to anchor in Whitefish Bay, tied up at the Soo piers and anchor in the lower St. Marys River as far down as Lime Island. The USCG *Katmai Bay* began ice breaking.

Heavy ice continues to pack in the western end of Lake Superior because of strong easterly winds. The USCG *Mackinaw* continued to break ice so that vessels can enter and depart the Twin Ports. The ice is so thick that at times, the *Mackinaw* experienced trouble breaking a path for ships.

Apr. 11. . . The *Mapleglen* arrived under tow at Port Weller Drydock for repairs. She suffered hull damage during winter lay-up at Montreal.

Apr. 12. . . Socanav's *LeFrene No. 1* cleared Sorel, Quebec under her own power. It has been reported that she will be scrapped in either India or Pakistan.

Lock 5, which is the middle flight lock in the Welland Canal overflowed carrying tons of sand and rocks into Lock 4 and the reach below Lock 4. Water also ran down Government Road like a torrent for about two hours. It's believed that a malfunction in the computer system opened valves that fill the lock. There were no vessels in the locks at the time and no one was injured, although one worker had to hold onto a sign post for dear life to keep from being swept away. This was the first time in the flight locks history that such an incident as this has happened according to Seaway officials.

Apr. 13. . . The *Edwin H. Gott* ran aground above Six Mile Point in Lake Nicolet, which is in the lower St. Marys River. She was able to free herself by shifting ballast water to allow her bow to rise. After Coast Guard inspection, she was allowed to continue on to Two Harbors. Heavy fog was blamed for the grounding. Shortly after the *Gott* grounded, the Coast Guard closed the river to navigation due to heavy fog.

Apr. 14. . . Upper Lakes' *James Norris* arrived in Grand Haven to unload salt at the Verplank Dock. She is only the second Upper Lakes Shipping vessel to call at Grand Haven in the last eight years.

The tug *Glenada* cleared Sarnia for her new home in Thunder Bay.

Apr. 15. . . Strong northeast winds once again piled ice off Duluth-Superior. The Interlake's *Charles M. Beeghly* became stuck in the ice while attempting to enter the harbor. The USCG *Mackinaw* was about forty miles out in Lake Superior and returned to assist the *Beeghly*. The *Mackinaw* will remain at the Twin Ports until ice conditions improve.

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**GREAT LAKES & SEAWAY NEWS •**


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... The administrator of the St. Lawrence Seaway Development Corp, Stanford Parris resigned. He was appointed by President Bush and served four years of his seven year appointment. David Sanders, Chief of Staff of the St. Lawrence Development Corp., was appointed acting administrator.

Apr. 17. . . The *Medusa Challenger* entered Bay Shipbuilding for scheduled hull work and cleared on May 11th.

Apr. 18. . . The *Alpena* arrived in Duluth to unload cement at LaFarge Terminal. Afterwards she entered the large drydock at Fraser Shipyard for her 5-year inspection and brief lay-up.

Apr. 22. . . *Enerchem Travaileur* cleared Les Mechins, Quebec for the south and conversion to saltwater tanker. She will be renamed *Enerchem Dolphin*.

Apr. 23. . . The *Federal Calliope*, ex-*Federal Saguenay*, made her first appearance at the Welland Canal under her new name.

Apr. 24. . . The Russian tug *Neftegaz 16* arrived in Montreal to tow the *Canadian Harvest*, ex- *Rimouski* (CSL) and *Canadian Pathfinder*, ex- *Baie St. Paul* (CSL) to Alang, India for scrapping.

Apr. 27. . . Warm temperatures and favorable winds have eased ice conditions at the western end of Lake Superior. The USCG *Mackinaw* cleared Duluth for her home port of Cheboygan, MI.

Apr. 28. . . Interlake's *Elton Hoyt 2nd* struck the seawall near Bicentennial Park at Grand Haven. Strong gusty winds and a strong current due to rain were blamed for the mishap. There was some damage to the seawall.

... The *Alpena* was floated out of drydock at Fraser Shipyard, but remained in lay-up status.

... The Toronto passenger vessel *Stella Borealis* has been sold to Pride of Windsor Cruises and cleared Toronto for Windsor, Ontario.

... The *Stewart J. Cort* tied up at the Duluth Port Terminal for repairs. While downbound on April 24th, she struck the short pier between the MacArthur and Poe Locks, cracking a 6' by 30' plate on her starboard bow at #1 ballast tank. She was allowed to continue on to Burns Harbor to unload pellets and return to Duluth for repairs. She cleared the Twin Ports last on May 1st after loading pellets at the B.N. ore dock in Superior.

Apr. 29. . . American Steamship's *St. Clair* ran aground while entering Taconite Harbor. Two tugs were sent from Duluth to free her. On the 30th she was freed and cleared for Duluth with two tugs escorting her. She tied up at the Duluth Port Terminal for inspection. Divers found bottom damage from the fore-peak extending aft to about #4 ballast tank. She cleared light on May 1st under her own power for Bay Shipbuilding at Sturgeon Bay, WI.

#### Great Lakes Calendar . . .

Fri.-Sept. 22nd: GLMI Dinner at St. Clair Inn. Guest speaker will be David Trotter on sidewheeler *Detroit*.

Sat.-Nov. 11th: "Gales of November Program" at the Radisson Hotel in Duluth. Programs run throughout the day from 10 a.m. to 5p.m. Cost for all-day program is \$15.00. Guest speaker at dinner program will be Fred Stonehouse presenting a retrospective look at the *Edmund Fitzgerald*. Dinner program cost is \$16.50. Tickets available by the Lake Superior Marine Museum Assoc., P.O. Box 177, Duluth, MN. 55801-0177.

Sun.-Nov. 12th: *Edmund Fitzgerald* Memorial Service begins at 11 a.m. at Mariners' Church in Detroit. For further information, please call (313) 259-2206.

Sat.-Nov. 18th: GLMI Entertainment meeting in DeRoy Hall at the Dossin Museum at 11 a.m.



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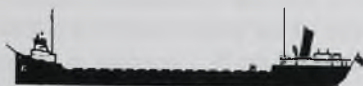
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*Telescope*, the Institute's journal, is published six times per year and covers Great Lakes topics. The Editors welcome the opportunity to review manuscripts on Great Lakes marine history for publication.

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