

Telescope



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MEMBERSHIP NOTES •

Institute member Terry Sechen has published his 10th Annual Winter Lay-Up List. At least twenty Great Lakes fleets will be listed with lay-up dates, ports and docks for all vessels. To order a copy, send \$5.00 U.S. or \$6.50 Canadian to: Terry Sechen, Winter Lay-up List, Route 2, Box 26, Mason, Wisconsin 54856-9407. Additional copies are \$3.00 U.S. or \$3.50 Canadian.

Freshwater Press in Cleveland announces the publication of Fleet Histories - Volume Three by John Greenwood. Volume Three covers the Reiss, Gartland, Peavey, Farrar, Western, Bassett and Foote fleets. As in previous volumes the early beginnings of each fleet is covered with accompanying statistics and photographs of each vessel acquired. This book retails for \$23.00 and those ordering by mail from the museum should include \$2.50 for postage.

The release of the new video "Bob-Lo Memories" by Lynda Lawicki will be at the Detroit Historical Museum on March 23, 1996. This one-hour video is an extended version of the WDIV-Channel 4 broadcast in July, 1995. The cost for the video is \$29.95.

MEETING NOTICES •

The next entertainment meeting will be Saturday, March 16th at 11:00 a.m. in DeRoy Hall at Dossin Museum. Our guest speaker will be Capt. William Graham presenting "The Yacht Helene".

Annual events on Belle Isle include the Wolverine 200 Bike Race on May 18th; Gold Cup Hydroplane races on June 1st and 2nd; and Detroit Grand Prix Race the weekend of June 7-9, 1996.

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OUR COVER PICTURE . . . Part of a by-gone era when families travelled by water to amusement parks, the *Canadiana* has been given another chance to sail again. The S.S. *Canadiana* Preservation Society, Inc. will attempt to restore the vessel, beginning with hull work. This photo of the *Canadiana* was taken by Ed Morris while sailing on one of the Bob-Lo boats in the Detroit River on August 23, 1959.

CANADIANA AND CRYSTAL BEACH

A LOOK BACK

by

Jim Morris and
Greg Rudnick

The recent \$400,000 grant awarded to the S.S. *Canadiana* Preservation Society, Inc., prompted questions on the journey that brought *Canadiana* where she is today - resting on the bottom at Ramey's Bend on the Welland Canal. Her history begins with the origins of Crystal Beach, the park she served.

Crystal Beach was Ontario farmland (20 miles east of Buffalo) until 1888 when it was purchased as a religious assembly ground by John E. Rebstock and three associates named Hickman, Jenkins and Palmer. Their purpose was "the spiritual and mental uplift of the common people" and the theme was to be relieved by "a few choice sideshow attractions". It was modeled after similar communities of the time - Cottage

City, Martha's Vineyard, Chautauqua. After two years the theme was changed to entertainment because the side shows were attracting more interest than the religious programs.

At the suggestion of several Buffalo officials, in 1890 Mr. Rebstock formed the Crystal Beach Company - named for the Crystal clear water and white sand there. He arranged for the str. *Dove* from Detroit to run from Buffalo to his park; she was replaced by the str. *Pearl* in 1891. This vessel lasted several seasons until July 7, 1900, when she was caught at the park's dock in a storm and swung sideways on the beach. After she was overhauled in 1901, she was renamed *Crystal*. There were a number of vessels on



McDonald Coll./Doerin Museum

The CANADIANA was built at Buffalo Drydock Co. in 1910. She measured 209'7" (oa), 45' width, and 15'8" depth.

this run - sometimes simultaneously. They were the *Gazelle*, *Puritan*, *Ossian Bedell*, *Argyle*, *Darious Cole*, *State of New York*, *Garden City*, *Superior*, *Idlewild* and *Ossifrage*.

On May 24, 1899, the Lake Erie Excursion Company was incorporated for the purpose of running vessels to Crystal Beach. During the early years, Capt. Hugh McAlpine of The Cleveland & Buffalo Transit Company (Master-str. *City of Erie*), and H.S. Fisher, the Buffalo agent for C&B (also a stockholder of Lake Erie Excursion Co.) suggested to the C&B Line officers that it might be profitable to become the owners and operators of that line. The C&B Line decided against direct corporate participation; however, several employees did decide to invest on the condition that Lake Erie Excursion build two steel steamers. An election of officers was held with the following results: T.F. Newman, General Manager of C&B, was elected President; A.T. Zillmer, Secretary and Treasurer of C&B, to be Treasurer; J.B. Richards, a prominent Buffalo attorney, to be Vice President, and H.S. Fisher to be Secretary and General Manager. It was also decided to charge 25 cents for the two-hour round trip.

In 1908 the Crystal Beach Co. sold out to the Lake Erie Excursion Co. and on February 22 of that year, the str. *Americana* was launched at the Buffalo Drydock yard in Buffalo. An interesting item appeared on the invitation to the launching under a section called "Special Features": Steel Trimming Tanks - so arranged in hold of vessel as to avoid listing of ship regardless of movement of passengers". At this time the park received many updates and improvements.

On March 5, 1910, the second steamer was launched. The *Canadiana* was christened by Mrs. Edward Smith, whose husband served as a director of Lake Erie Excursion Co. and the Buffalo Drydock Co. At 3:07 p.m. she slid into the Buffalo River with a crowd estimated at 5,000 people cheering her on. She got her name in a contest won by Camilla M. Boland, who won \$10 and a season pass; the runner up name was *Britannia*, the third choice was being *United Shores*. She was Hull #215, Official Number 207479, length OA-209'7", width 45', depth 15'8", 974 GT, 427NT, watertight compartments-5, engine type-triple expansion, engine size-20"-32"-50" with a 36" stroke, built by Detroit Shipbuilding Company, two boilers-Scotch, boiler size-11 1/2' x 13 1/4', boiler pressure-180 lbs., IHP-1,446, draft-10'6" and freeboard-6'3/4".

The *Canadiana* made her maiden trip with company officials June 30. Her first public trip was July 2, 1910. After entering service she ran without appar-

ent incident until the end of the 1923 season. At this time the Lake Erie Excursion Co. decided to sell out to the newly formed Buffalo and Crystal Beach Co. The deal was consummated on March 24, 1924 for the price of \$500,000 cash and \$275,000 of 7% first mortgage bonds.

In 1927 when the Peace Bridge was opened between Buffalo and Fort Erie, Ontario, automobile traffic to the park reduced shipboard traffic. By the start of the 1929 season, there was a need for only one ship and it was decided to run the *Canadiana* and keep the *Americana* as the spare. At the end of the season, *Americana* was put up for sale.

She was bought by the Meseck Line of New York City for \$100,000, who planned to run her twice daily from Pier 10 to Playland Amusement Park in Rye Beach and on Saturday run moonlight cruises up the Hudson. Preparations were made during the winter of 1929-30 for the trip to New York. Since she was too wide for the locks of the Canal system, her decks were cut off at the hull line, folded inboard and then secured with cables running abeam. Additionally, her hull was bent in about four inches by heating the steel plates and pulling them inward with turnbuckles. After reaching Montreal, her hull was jacked out, decks replaced and she proceeded on to New York. She operated through the 1952 season, and was then sold for scrap. On May 11, 1953, *Americana* was towed from Jersey City to Todd Shipyards in Hoboken, NJ and then on to Baltimore for scrapping. Her documents were surrendered on October 21, 1953. Shortly after, rumors were heard around the Buffalo waterfront that the *Americana* was spared the cutting torch and was running in South America as a river boat.

With the onset of the Great Depression, things slowed further still until the Buffalo & Crystal Beach Co. defaulted on the mortgage payments in early 1932. Bankruptcy was declared on April 8, 1932; on May 8, 1934, a plan was filed for reorganization and was later adopted. Out of this plan came the Crystal Beach Transit Co. which was incorporated on June 23, 1934. From this time until *Canadiana's* last season for them, she seems to have sailed without incident, although there is a report of an engine failure of a Royal Canadian Air Force trainer that narrowly missed *Canadiana* over Lake Erie.

The 1956 season got off to just about the worst start possible. On May 30, a riot broke out on the ship on the evening return to Buffalo. This was a carryover from an earlier trip to the park when scattered fist fights and insults were exchanged among passengers. The hostilities continued at the Park with about 400 young



Ornate woodwork on main cabin of CANADIANA.

Dossin Museum Coll.

adults milling around the first aid station when pop bottles were thrown and more fights broke out. These were broken up; nine people were arrested and detained in the guardhouse. A mob of about 1,000 assembled and threatened to free those who had been arrested, but wound up fighting amongst themselves. Scattered outbreaks were reported during the rest of the day.

As evening fell and *Canadiana* returned on schedule, tensions were running high at the park. Due to an international agreement, both Canadian and Buffalo police were forbidden to board the ship. With only two guards on board and after loading approximately 1,000 persons, the ship left for Buffalo. Once out in the Lake, trouble resumed. Members of the crew and two guards tried to keep peace, but were overwhelmed by youths with switchblades, who were throwing firecrackers at other passengers, resulting in several burn injuries. This continued until about 11:00 p.m. when *Canadiana* arrived in Buffalo where waiting police had cordoned off the dock area. As passengers began disembarking they were hustled away to keep them from congregating and fighting again. Three youths were arrested and six were sent to local hospitals with minor injuries; many more were given first aid or refused treatment for cuts and bruises.

Canadiana continued for the remainder of the

1956 season on her usual schedule, but on Labor Day, she had sailed her last. After the season ended, the Crystal Beach Transit Co. announced on November 27, 1956, that it was ending steamer service to Crystal Beach, citing rising costs and dwindling ridership due to easier highway access. The riot was not mentioned as a reason for quitting, but it was believed to have had a major impact on their decision.

After sitting idle for the 1957 season, *Canadiana* was chartered to Seaway Excursion Lines of Toledo, Ohio in the spring of 1958 for a monthly rate of \$2,500. Officers of Seaway were A. Jeffries of the Detroit Flower Growers Association as President, Ralph Sanders, owner of Detroit Dental Laboratories as Vice President, P.J. Miller of Toledo Heating Co. in charge of Toledo Operations and Capt. Phillip Thorpe, Vice President Marine Operations, was to be captain of the *Canadiana*. Daily sailings to Bob-Lo Island amusement park at the mouth of the Detroit River were planned. She sailed from Buffalo at 2:55 p.m., May 24 and was due at her Toledo dock by 1:00 p.m., May 25.

While returning from Bob-Lo Island on the evening of July 30, 1958 at about 6:15 p.m. with 885 passengers aboard, *Canadiana* was following the Gartland steamer *Frank E. Taplin* up the Maumee



CANADIANA after she struck the Toledo Terminal Bridge. Repairs to the vessel would force Seaway Lines to cancel the remainder of the 1958 season.

River. As they approached the Toledo Terminal Railroad swing bridge, the *Taplin* headed for the east side and the *Canadiana* headed for the west side. Just after the *Taplin* cleared, the bridge started to swing shut. Five quick blasts of the whistle followed by one long and hard reverse couldn't save *Canadiana* from plowing head-on into the bridge. Her wooden superstructure didn't offer much resistance; she didn't stop until her forward decks were smashed all the way back to the cabin. After the crash, she backed off for Coast Guard inspection and waited for the bridge to be inspected. Three passengers were removed to local hospitals for minor injuries. After the bridge was allowed to open at about 7:05 p.m., she proceeded up to her dock.

A Coast Guard examiner recommended the suspension of Capt. Thorpe's license. This action was reversed by Adm. J. A. Hirshfield, Coast Guard Commandant, who ruled the accident was not the captain's fault. The railroad said the damage to the bridge was only about \$800.00. P.J. Miller announced the next day that the vessel damage was estimated at \$25,000 to \$50,000; the *Canadiana* was moved to Amship's Toledo Yard on August 1 and it was said she would not have to be drydocked because there was no damage below the waterline. The shipyard was scheduled to work around the clock so that she would return to service in time for a charter on Monday, August 5. As if fate was against her, the shipyard went on strike on August 2. On August 5, Seaway Lines threw in the towel and canceled the rest of the season. They stated that in her shortened season, she had carried 27,000 passengers.

On August 7th, attorneys for the Maritime Trade Union and the SIU, representing the thirty-five crew members, requested in U.S. District Court that the Federal Government seize the ship. The crew had not been paid since July 16 and had \$28,800 coming in wages plus \$21,200 in vacation benefits and had been told to sign off the ship. The court ruled in favor of the unions and seized the ship under admiralty law. The ship was appraised and valued at \$75,000 as a whole ship or \$47,300 if sold piecemeal.

The Toledo Terminal Railroad filed suit in Ohio District Court on August 23, 1958 for \$5,500 for damages to the bridge and lost in a jury trial, on appeal they won, but lost in the Ohio Supreme Court.

Meanwhile an admiralty suit seeking \$150,000 from the Toledo Terminal Railroad was filed on July 16, 1963 in the U.S. District Court by the Crystal Beach Transit Company, the receiver for Seaway Excursion Lines and fifteen insurance companies. The

federal suit was settled on November 2, 1965 when Judge J. Young awarded approximately \$155,000 including interest, ruling that the bridge was wholly at fault.

At the October 13, 1958 auction, held on the second deck of the *Canadiana*, Mr. George Vizneau of Toledo Excursion Lines (who ran the concessions on board the ship before the accident) was declared the winner with a bid of \$28,500. Some bids were as low as \$1,000 and the ten piecemeal bids came to only \$11,230. (One bid of \$2,000 was for 2400 life preservers and one bid of \$100 for the 75-lb ship's bell.) Mr. Vizneau obtained a mortgage of \$30,000 from the Lucas County Bank of Toledo.

By the time she came out of the shipyard, *Canadiana's* appearance had changed. The third deck no longer extended all the way up to the bow, a new steel walkway was put in place, just in front of the cabins, two steel stairways - one on either side - extended down to the second deck in the bow area, 18 hull plates had been replaced and some boiler work had been done.

On Friday, February 13, 1959, thick ice punctured an 18-inch hole in the starboard bow, and she began taking water, listed 20% and almost sank. After necessary repairs were completed, Mr. Vizneau announced the new season's sailing schedule and that she would be a "showboat" during the off-season. He also named the new Master for the 1959 season, Capt. Joseph Wiepert, who had been first mate during the 1958 season.

At the end of the 1959 season, U.S. Marshal's seized the ship to again satisfy demands of the crew for back wages and the unpaid mortgage. Ownership reverted to Lucas County Bank of Toledo on June 13, 1960 when no bid came in higher than the mortgage remaining on the ship.

On October 15, 1960, bank president C.B. Ewell stated that the bank had no interest in selling the ship for scrap even though they had three or four bids for this purpose. On November 23, 1960, he announced her sale to Pleasurama Excursion Lines of Cleveland, Ohio headed by Harold S. Harding. The stated rename to *Pleasurama* never officially took place. She was towed to Cleveland by the Becker tug *G.F. Becker* on December 13, 1960 and put in the old river bed near Whiskey Island.

On September 12, 1961 officials from Cedar Point Amusement Park announced that negotiations were under way to run the "*Pleasurama*" four times a week in 1962 from the East Ninth Street Pier in Cleveland to the park. Pleasurama Excursion Lines offered

to demolish the old Point dock, erect a new one and schedule trips on Wednesday, Friday, Saturday and Sunday. The Park would recondition the trams used to bring passengers from the dock to the middle of the park. Also planned was a \$90,000 renovation of the ship which included washroom remodeling, a new pilot house, a teardrop smokestack, enclosure of the lower deck in stainless steel, construction of a 2000-person dining room aft, a bar and cocktail lounge and a children's playroom.

By the summer of 1962, the renovation plans were ready and on Sunday, July 15, 1962, the *Canadiana* was towed to Buffalo by the *Carol-Diane*, which was also owned by Pleasurama Excursion Lines. She was turned over to Great Lakes Towing tugs and they moved into the Buffalo Drydock.

Canadiana's poor luck with shipyards continued when on August 8, 1962, American Shipbuilding announced it was closing the Buffalo yard. The *Canadiana* stayed in the drydock as the facility closed down around her until December 1, 1962, when they opened the gates for the last time and removed her. She was moved to the Rich Marine Services Dock.

During her stay in Buffalo, plans to run to Cedar Point came to an end as Pleasurama Excursion

Lines announced that shallow water in some areas under consideration made the project unfeasible. In June, 1964, Harold Harding stated that new plans called for *Canadiana* to be renovated and placed in a concrete saddle near the water as a luxury restaurant and night club. By late summer, yet another new plan called for her to be rebuilt as an all-steel, two-deck passenger ship. Finally, on October 31, 1964, the *Canadiana* was put up for sale.

In late 1965, when a deal for her sale was disclosed, Rich Marine Services got an injunction for a default payment of dockage fees. This dragged into January, 1966 when the Supreme Court of New York ended the stay and the ship was again put up for sale. *Canadiana* was sold in July, 1966 to Sam Parella of Cleveland, Ohio. She was then towed to Fairport, Ohio on August 26, 1966 by the 330 HP tug *Burro* for use as a nightclub.

She was sold in early March, 1967 to Mowbrays Floating Equipment Exchange, Inc. of New York and later that same month to Waterman Steamship Company of New York. About this time her tonnage was changed to 1,684 gross and 909 net tons. This was done by covering her passenger decks with old wooden doors from demolished buildings. On August 16, 1967,



CANADIANA sitting in Cleveland with extra wood for more tonnage in July, 1971.



Photo by Greg Rudnick

CANADIANA sunk in Collision Bend in Cleveland in February, 1982.

she was towed to Cleveland, Ohio by the tug *Lawrence C. Turner* and put in the old river bed at Whiskey Island.

Canadiana's next sale was to Tropicana Products in September, 1967, which planned to trade her to U.S. Maritime Administration for the troopship *Gen. A.W. Greely*, which was to be converted into a refrigerated orange juice carrier. Ownership transferred to Sea-Land Service, Inc. in early 1968. In May, 1968, restaurateur Jim Vinci of Cleveland purchased the now dilapidated *Canadiana* for a reported \$3,600 at a federal auction for yet another restaurant conversion scheme.

The conversion to a nightclub began with used fixtures and some surplus paint from an overturned railway car. Since plans included remodeling the top deck into motel-type sleeping rooms, the smokestack was removed and the boilers cut up. A few parties were booked, but when inspectors from the Cleveland Fire Prevention Bureau said compliance would cost \$100,000, this dream fizzled too.

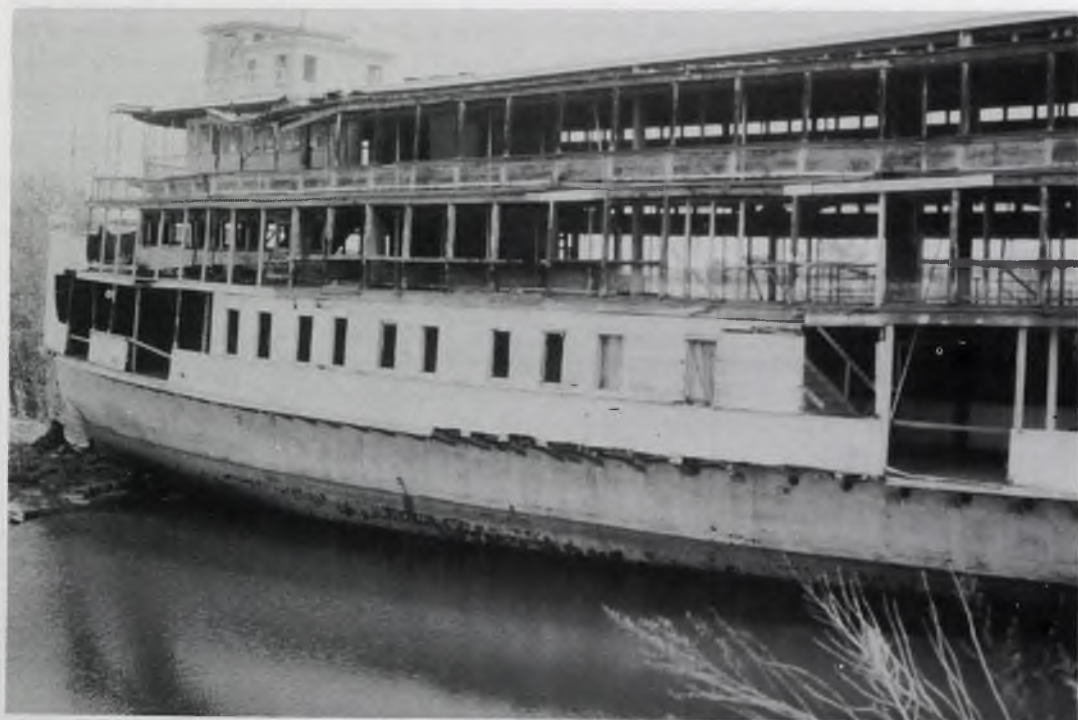
On February, 17, 1982, *Canadiana* sank in the Cuyahoga River at Collision Bend because the electric bill had not been paid. The power was shut off, the electric sump pump stopped, and she started to settle. By the time this was discovered and power restored, she had settled so low that water poured in

some open portholes and she sank. At the time of the sinking, Mr. Vinci stated that the ship was owned by Diamond Queen Corporation and that he was only the custodian.

Canadiana was abandoned by Jim Vinci and became the U.S. Corps of Engineers' problem. On December 9, 1982, they awarded the \$256,300 contract to raise her to Northrup Contracting Co. of Brockport, New York. Salvage took all winter with several mishaps and one near capsizing on April 2, 1983. By June, she was raised and ready to leave Cleveland. On June 21, 1983, she was towed to Ashtabula, Ohio by tug *Jiggs*, (ex-*Patricia McQueen*) and tied up across the river from the old Great Lakes Engineering Yard.

Canadiana stayed in the Ashtabula River until September 17, 1984 when the tug *Ohio* towed her to Buffalo. She had been purchased by the Friends of *Canadiana*, a group which hoped to restore the ship and operate her. She was placed at the overseas terminal in the outer harbor because the Corps of Engineers didn't want a repeat of the sinking in Cleveland, possibly blocking ship traffic in the river.

She stayed there until September 25, 1984 when tugs moved her to Fuhrmann Avenue slip. The lead tug couldn't go in because there wasn't enough water; as the bow tug moved off, the stern tug gave her a



Top: CANADIANA aground at end of slip in Buffalo on May 18, 1986. Bottom: Resting in Ramey's Bend on the Welland Canal on May 13, 1995.

push and she moved sideways across the entrance. It was decided to secure her this way for the night. The next day, one tug and a couple of bulldozers moved her into the slip. Her troubles didn't end there. On December 2, 1985, a severe storm swept the area and pushed the *Canadiana* sideways up the slip until she was about twelve feet ashore at the bow while her stern was up against the shore causing the rudder to be bent and knocked out of its shoe.

The Friends of the *Canadiana* had to leave her in this position and decided to remove her wheelhouse and the upper two decks. This was done to lighten the ship and also so they could catalog and number the pieces to ensure that they were rebuilt in the proper order. This project began in the summer of 1986 and was completed in the summer of 1987. On July 23, 1988, the hull was towed to Ramey's Bend on the Welland Canal for hull and engine work at the old Muir Brother's Drydock. The original plan was for her to make her first trip in June, 1989. This didn't happen. She settled on the bottom of the slip and has remained there ever since, looking worse every year.

There has been some encouraging news in 1995. The S.S. *Canadiana* Preservation Society, Inc. of New York which came about after the Friends of the *Canadiana* was dissolved in July, 1993, due to a low membership and lack of public interest, has received a \$400,000 grant from the Intermodal Surface Transportation Enhancement Act. They do have to raise \$100,000 to get the grant, but are optimistic this can be done. For \$1,000 anyone can purchase a lifetime pass to ride the *Canadiana* when she is sailing. Plans are being made for hull work, which is estimated to take about 3-1/2 months to complete; two additional bulkheads are to be added for safety requirements and possibly a bow thruster. In July of 1995, it was reported that the project had been delayed due to political maneuvering by the Mayor of Buffalo, who was trying to commandeer the \$400,000 for his own purposes. We wish the *Canadiana* well and look forward to sailing on her when she is ready.

We would like to finish with a review of what has happened to Crystal Beach. In 1922, it was acquired by Charles Diebold, George C. Hall and Charles A. Laube. Over time, Mr. Hall acquired all the stock. It became a family business in the late 1940's when the three sons came on board. The first big roller coaster, a 3,000 footer, was built in 1926. This was dismantled in 1946 and replaced by the highest steel coaster in the world (104 feet high) at the time. The early 1950's saw Kiddie Land opened, along with many new rides and free shows. The Crystal Beach

Ballroom was always a major attraction and at 60,000 square feet, was one of the largest around. A fire extensively damaged the ballroom in 1974. When they rebuilt, the ballroom was no more; one part became a restaurant and the other a theater. A 1,750 square foot building housing a laser beam gallery was added in 1975. In 1982, the park went into receivership and Peat Marwick, Ltd. took over operation for the Canadian Imperial Bank of Commerce. This lasted until 1989 when the park was sold to Joseph H. Boindolillo and Edward Han.

The park closed forever on September 6, 1989. The new plans are for condominiums and a marina to be built where the park stood. On a recent trip to that area, we decided to stop by and see what was up. The condominiums are going up and not much can be seen of the old park. The old pier where *Canadiana* tied up was still in place as of May, 1995. It's still possible to imagine a pleasant summer about sixty years ago when the *Canadiana*, in all her glory, would come steaming in with yet another happy crowd from Buffalo.

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ARMISTICE DAY STORM OF 1940

Historians agree that the Storm of 1913, which raged across the lakes from November 7th through the 10th, was the worst ever. Eight ships with their crews were sent to the bottom of the lakes and ten other vessels were stranded. Nearly three decades later, the Armistice Day Storm of 1940 again sent vessels scurrying for shelter on Lake Michigan. The following article is reprinted from The Detroit News, Wednesday, November 13, 1940.

"The tragedy of Lake Michigan's greatest storm of a decade unfolded slowly today amid an increasing toll of death and destruction, while Coast Guardsmen and fishermen saved 58 seamen trapped aboard two vessels being pounded to pieces on the rocks.

Coast Guard officers estimated at least 65 persons had lost their lives in the gale-lashed waters, and the mounting evidence of bodies and wreckage indicated that two lake freighters had foundered in Monday's storm.

Several of the 16 bodies washed ashore at Ludington and at Pentwater, 15 miles south, bore stenciled lifejackets identifying them as crew members of the freighters *William B. Davock* and *Anna C. Minch*.

The 7,200 ton *Davock*, owned by Pickands, Mather & Co. of Cleveland, carried a crew of 33, and the 4,200 ton grain carrier *Minch*, operated by Sarnia Steamships, Ltd., was manned by a crew of 24.

Among the missing from the *Davock* is its mas-



The WILLIAM B. DAVOCK was owned by Pickands Mather & Co. of Cleveland and carried a crew of 33 when she was lost during the Armistice Day Storm in 1940.

ter, Capt. Charles W. Allen, of Detroit.

Given up for lost were the tugs *Richard H.* and the *Indian*, both from South Haven. The *Indian* carried five men, the *Richard H.* three. Wreckage of the *Indian* was strewn along the beach from Port Sheldon to the new Grand Rapids pumping station.

The name of the gasoline tanker, *New Haven Socony*, appeared today in the list of vessels reported missing and fears were expressed that the ship might have gone down after beach patrols at Grand Haven picked up an oar stamped with the name of the boat. The oar drifted ashore with wreckage identified as being in part from two fishing tugs lost out of South Haven.

The tanker left East Chicago for Muskegon Monday morning and was due at Muskegon not later than midnight Monday. The vessel carried a crew of 16 men and was a motor driven craft of 1,242 tons and 251 feet long, which was built in 1934.

2 TANKERS SAFE

Anxiety for the tankers *Crudeoil* and *Mercury*, owned by Cleveland Tankers, Inc., was relieved today when the *Crudeoil* was reported safe in Sturgeon Bay, Wis., and the *Mercury* was reported to be in the lee of North Manitou Island, in Lake Michigan. Both had been the subject of conflicting reports.

Two fishing tugs were also among the missing. The *Irene* was believed to be anchored in the shelter of North Manitou Island. The *Dornbos* was believed in the vicinity of Fox Island.

HAMPERED BY ICE

Near the spot where the *Davock* was believed to have split in two and gone down off Juniper Beach, the Canadian pulpwood carrier *Novadoc* was breaking up on a reef.

Seventeen of the crew of 19 of the *Novadoc* were removed from the wreck today by the fishing tug *Three Brothers*, operated by Harry Cross, and taken to Pentwater. All were suffering severely from exposure and hunger and several were bruised and cut.

Coast Guardsmen took the survivors to their headquarters where medical aid awaited them. The names of the two missing men were not announced and Coast Guard refused to allow the rescued men to be questioned.

Cross said that the bulk of the *Novadoc* settled deeper into the water as the rescue was completed, leaving all the decks and part of the superstructure awash.

Also aground in the sand of Ludington Beach was the *City of Flint*, flagship of the Pere Marquette Railway's carferry fleet. Two crew members removed

by a breeches buoy reported that the crew of 43 and four passengers were in no danger.

RESCUE BOAT UPSET

The all steel vessel was amply provisioned and lights and heat were maintained aboard. The captain ordered the seacocks opened and parts of the hold flooded so that the pounding waves would do little damage. Efforts to move the carferry were expected to get underway as the wind and waves subsided.

Far to the north, the gravel carrier *Sinaloa* was aground in Sac Bay, but its crew of 41 was safe.

The rescue had dramatic incidents. Fishermen from Garden, Michigan, put out to the aid of the *Sinaloa's* crew without waiting for the Coast Guard and had removed 22 of the crew members when their own craft capsized.

Occupants of the overturned boat saved themselves by grasping a line rigged from the ship to the shoe and pulling themselves hand over hand safety. Coast Guard then completed the rescue of the *Sinaloa's* crew.

The *Conneaut*, a 415-foot freighter, was reported aground near Lansing Shoal at the north end of Lake Michigan, and the steamer *Frank P. Peterson* was aground off Hog Island in that area.

GUARDSMEN SAFE

Coast Guardsmen speeded to their rescue. For several hours fear was expressed for the safety of four guardsmen, who set out to the *Peterson* and were overdue at their base. When they finally reported back, they declared the *Peterson* appeared to be in no immediate danger.

Also damaged at Ludington were seven naval craft. Commanders said cabin plankings were torn and ribs in the hulls broken.

Many other lake ships were reported safe, but damaged. Some were given help to port, while others reached harbor after riding out the storm.

GREAT LAKES STORM SUMMARIZED

Following is a summary of the toll taken of Great Lakes shipping by a storm Monday and Tuesday.

BELIEVED LOST

William B. Davock, 7,200-ton freighter, in Lake Michigan near Ludington, with entire crew of 33.

Anna C. Minch, 4,200-ton grain carrier, in Lake Michigan near Ludington, with entire crew of 24.

The *Indian*, fishing tug with five men aboard from South Haven. *Richard H.*, fishing tug with three aboard from South Haven.

UNREPORTED

New Haven Socony, a gasoline tanker, with crew of 16.

Irene, fishing tug from Leland, with 3 aboard.
Dornbos, fishing tug believed in vicinity of Fox Island.

GROUNDED

Novadoc, 253-foot pulpwood carrier, breaking up on Juniper Beach near Pentwater. Seventeen of crew of 19 removed today by fishing tug.

City of Flint, Pere Marquette carferry, with crew of 43 reported safe aboard.

Conneaut, 415-foot freighter, reported aground a quarter of a mile offshore west of Epoufette, crew believed safe.

Sinaloa, freighter stranded off Sac Bay, crew of 41 being rescued by fishermen and Coast Guard.

Frank J. Peterson, stranded on Hog Island, reported in no immediate danger.

SAFE BUT DAMAGED

Frank Billings, 444-foot freighter passed Macki-

naw City and entered Lake Huron early today, windows smashed and other damage.

Empire State, freighter, being assisted by Coast Guard boat at Chambers Island, Green Bay, Wis., steering apparatus damaged.

YP-26, Naval craft, still afloat near Port Washington, Wis., with Coast Guard cutter Colfax standing by.

Justin C. Allen arrived safely at Indiana Harbor despite broken rudder cable. Tankers *Crudeoil* and *Mercury* in shelter in upper Lake Michigan.

George Stephenson, riding out storm in St. Marys River.

Pere Marquette Car Ferry No. 21, damaged slightly when driven against Ludington piling during storm; moved into slip Tuesday evening with passengers and crew safe."



The ANNA C. MINCH shown here in Kinsman Transit colors. She was owned by Sarnia Steamships, Ltd. when she was lost during the storm.

THE MAPLE

by
HOWARD PETERSON

The Great Lakes has another interesting and historic working museum ship. The 122-foot former U.S. Coast Guard lighthouse and buoy tender *Maple* has only to locate a suitable port to permanently drop her hook. At this time, St. Ignace is the most probable destination, however, Grand Haven has also shown interest. The ship has recently been entrusted to a non-profit organization named Great Lakes Center for Marine History, Inc., organized for the preservation of old ships. John Blowski, a native of Mackinac Island, now a resident of Lansing, is the president of the group that includes his two daughters and other supporting family members from Mackinac Island.

The *Maple* was built by Marine Iron & Shipbuilding Company of Duluth, MN. and launched on April 29, 1939. She was commissioned as a lighthouse tender designed to accommodate twenty-nine enlisted men and one officer. Six months later the Coast Guard took over the lighthouse service making the *Maple* the last lighthouse tender and the first buoy tender on the Great Lakes. As a buoy tender the *Maple* ran the spectrum of duties performed, from entertaining heads of state to the more mundane, but necessary task of delivering coal to the lighthouses for heat and power. When the opening of the St. Lawrence Seaway was dedicated on June 26, 1959, she transported President



The MAPLE as a buoy tender in the 1940's.



Ship's wheel and binacle on the MAPLE.



The MAPLE docked in Muskegon in August, 1995.

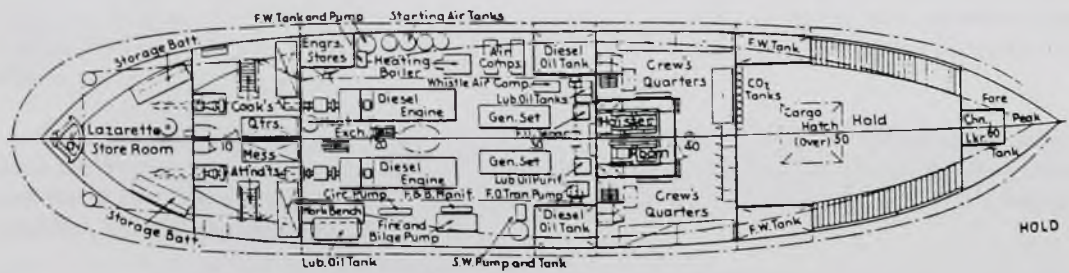
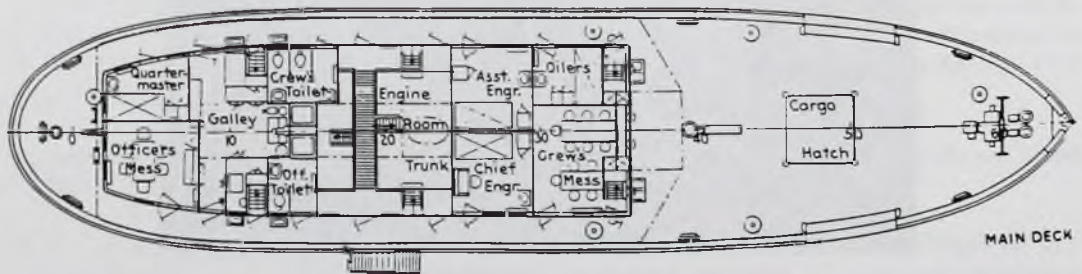
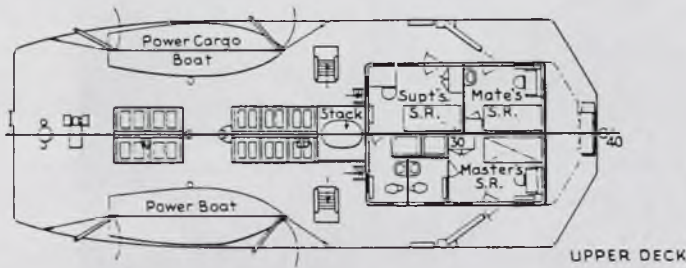
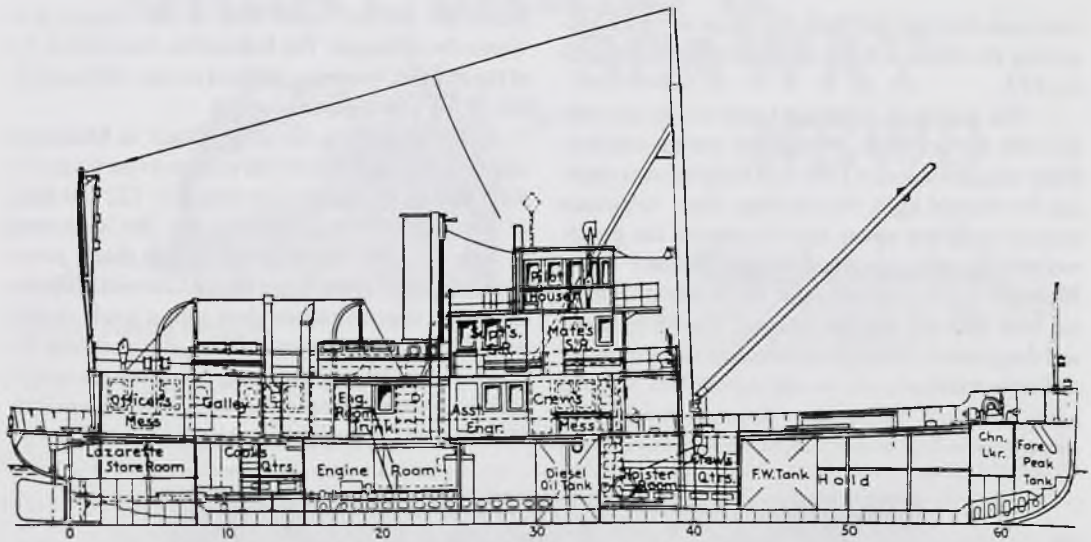
Eisenhower, Mamie and Queen Elizabeth II on a ceremonial passage through the Eisenhower Lock as had the *Britannia* previously down crossing the ceremonial gates at the approach to the St. Lambert Lock. The *Maple* had once been stationed in Ogdensburg, New York. She was decommissioned in 1973.

In 1975 she was acquired by the EPA, renamed the *Roger Simons*, and refitted for water quality studies on the Great Lakes. Shipboard laboratories were installed as scientists needed to perform many water sample tests immediately because of deterioration problems. The *Roger Simons* conducted in-depth studies on each of the Great Lakes, Lake St. Clair and the Detroit River. She also supported a number of other research projects including studies of atmospheric fallout to the Lakes, and worked with NASA to develop methods of using satellites to monitor Great Lakes and ocean water quality. Capt. Ron Ingram of the *Simons* recently reminisced with John Blosswick about having returned with the ship for the 25th Anniversary Celebration of the Seaway opening and related the story of the original dedication ceremonies. The *Roger Simons* was again retired in 1991 and replaced by a modern and larger research vessel.

The vessel languished in dead ship lay-up at the University of Wisconsin's Great Lakes Research Cen-

ter in Milwaukee until Blosswick acquired it in early 1995 through the General Services Administration (GSA) Federal surplus equipment program. The acceptance was based on the premise that the ship be returned to original Coast Guard condition and be used as a museum ship for a prescribed period. The first thing Blosswick did was rename her *Maple*.

At the invitation of the *Silversides* Museum group, the *Maple* arrived in Muskegon for temporary harbor during mid-August, 1995. I first saw her early the following morning berthed bow-to-bow with the *Silversides* submarine in the Muskegon Channel. This happens to be the turnaround location for my morning constitutional, some of you retirees may recognize the routine, so I was very surprised to see the *Maple* and I must add very impressed. I admired her compact design and thought what a neat ship! There was no one on board. It wasn't until several days later that I was able to meet John Blosswick and his brother, Chris, busily cleaning, scraping, painting, and otherwise in the process of restoration. They had gone home for a few days after their run over from Milwaukee. I introduced myself and found them very friendly and happy to give me a tour. From a nonparticipants observation, it appeared the *Maple* is in remarkably good condition. However, in addition to the required cosmetic work, much is also needed to remove extraneous equip-



Inboard profile, deck and hold plans of the new Coast Guard tenders

ment and structure left from the ten or so years supporting the Great Lakes water testing program with the EPA.

The layover in Muskegon was mostly uneventful with the exception of one near serious incident. Early one morning as a 1000-foot freighter was clearing the channel light, the resulting water turbulence created such line stress that it snapped the poorly welded 12" steel concrete-filled bow bollard. When Bloswick arrive sometime later, the *Maple* was pointing bow first out into the channel. Fueled by panic and desperation, although maintaining the composure and resourcefulness you would expect from a retired Navy lieutenant commander, Bloswick managed to secure a bow line to the bumper hitch of his car and

pulled the 340-ton vessel back to the channel wall where she belonged. The bollard has been fished out of the channel, however, I am not certain of the condition of the auto transmission.

At this writing, the ship is back in Muskegon after a Labor Day visit to Milwaukee to participate in their Maritime Festival. The *Maple* is 122 feet long, 24 feet wide and has a draft of 7 feet. She is powered by two 671 GM double ended in-line diesel power systems, which gives it two engines on each propeller shaft. The vessel was launched with a single rudder, but for better steering capabilities, it wasn't long before two smaller maneuvering rudders were added, each in the wash directly aft of the twin propellers. She has a cruising speed of twelve miles per hour.



Crewmen bagging and loading coal on MAPLE.

GREAT LAKES & SEAWAY NEWS



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Alan Mann
Jim Sprunt
John Vournakis

Jul. 1. . . The North American Iron Ore Association reported that May shipments of iron ore from U.S. and Canadian ports to Great Lakes ports declined by 5% compared to May of last year. On the upper lakes, four out of seven U.S. ports reported an increase of shipments of iron ore over May of last year. The Burlington Northern ore dock at Superior reported an increase of 45%; LTV at Taconite Harbor increased by 21%; D.M. & I.R. at Duluth increased by 19% and at Two Harbors by 3%. The ports of Escanaba, Marquette and Silver Bay reported decreases of 37%, 16% and 21% respectively.

. . . On the lower St. Lawrence River, Iron Ore Company of Canada reported that shipments through their Sept-Iles dock increased by 58%. Port Cartier reported a decrease of 32% as did Pointe Noire.

. . . Rail shipments of iron ore in North America decreased by 18% in May, compared to May of last year.

. . . Lee Marine of Port Lambton, Ontario announced the opening of a new charter-excursion service in the St. Clair River area. The *Hammond Bay*, built in 1992 at Port Dover, Ontario, will revive a service first started by the owners' great grandfather in 1876. (Ed. note: Please see the article by Alan Mann in the July, 1995 *Telescope* issue which details the Wallaceburg-St. Clair River area.)

. . . Oglebay Norton's *Crispin Oglebay* was towed from Toledo by Great Lakes tug *Ohio*. The tow was bound for Port Weller Dry Dock.

Jul. 4. . . A diving team from the *HMCS Cormorant* recovered the bell from the *Edmund Fitzgerald*. In a ceremony, the province of Ontario (the wreck is in Canadian waters), presented the bell to family members of the *Fitzgerald's* crew and the State of Michigan. The bell will be part of a memorial at the Great Lakes Shipwreck Museum at Whitefish Point, Michigan. When the divers removed the bell, they replaced it with another bell bearing the names of the crewmembers who perished when the *Fitzgerald* sank on November 10, 1975.

. . . Oglebay-Norton's self-unloader *Crispin Oglebay*, which has been sold to Upper Lakes Shipping, passed down the Welland Canal under tow of tugs *Ohio* and *Tennessee*. Following an inspection, the tow arrived the next day at Port Weller Dry Dock. The *Oglebay* will be converted to a transfer vessel at Dofasco Steel in Hamilton, Ontario. She entered the drydock on July 12th.

Jul. 6. . . Paterson's *Comeaudoc* cleared Thunder Bay with a load of wheat on her first trip of the season. She

• GREAT LAKES & SEAWAY NEWS



Photo by Kathy McGraw

Tugs WM. C. SELVICK and CARL WM. SELVICK tow the former carferry LANSDOWNE down the Detroit River on July 12, 1995, enroute to Lorain, Ohio.

had been laid-up at Thunder Bay since last December.

... The east coast tanker *Wellington Kent*, ex-*Irving Nordic*, passed upbound in the Welland Canal on an unusual trip to the upper lakes.

Jul. 7. . . The *Algogulf* arrived in Thunder Bay for temporary lay-up at the Pascol Engineering yard.

Jul. 8. . . *Skillings Mining Review* reported that Great Lakes shipments of iron ore, coal and stone from U.S. and Canadian ports in May increased by 4.1% over May of last year. Shipments of iron ore increased by 4%, coal shipments remained unchanged and stone shipments increased by 10.2%. (Ed. note: These figures are for the Great Lakes only and do not include St. Lawrence River ports.) In May, there were 58 out of 61 U.S.-flag lakers in operation.

... The Walpole-Algonac Ferry Company announced that they have reduced their vessel fleet to two with the sale of the ferry *Lowell D.* The ferry was built in 1946 at Erieau and had served her entire career on the St. Clair River.

Jul. 11. . . *Enerchem Asphalt* passed upbound through the Welland Canal bound for Sarnia, Ontario. This was her first trip to the area in several years. She passed upbound through the Soo Locks on the 13th.

Jul. 12. . . The restaurant-railroad ferry *Lansdowne* was towed from Detroit by Selvick tugs *Wm. C. Selvick* and *Carl Wm. Selvick* to Lorain, Ohio. The vessel ceased operating as a railroad ferry in 1970. As a restaurant, the *Lansdowne* featured two railroad passenger cars for dining and the interior was decorated in railroad motif. The 111-year old ferry will be stored at a marina in Lorain until future plans develop.

... The saltie *Wana Naree* passed upbound through the Welland Canal bringing the flag of Thailand to the Great Lakes.

GREAT LAKES & SEAWAY NEWS •

Jul. 14. . . Strong thunderstorms with high winds, heavy rains and brilliant lightning displays struck the eastern upper peninsula of Michigan. A phenomenon known as a seiche drew water from Waiska Bay near Brimley and Bay Mills grounding numerous private boats. The seiche also dropped the water level in the upper St. Marys River, leaving the *John G. Munson* on the river bottom for over two hours. She was refloated when water levels returned to normal. The Mackinac Bridge was closed to traffic for about fifty minutes during the storms.

Jul. 15. . . *Lake Champlain*, which is chartered to Fednav, loaded 19,000 metric tons of petrocake at Hallett Docks in Duluth. This was the first overseas shipments from the Hallett docks this year. After clearing Duluth, she topped off at Montreal with 5,000 metric tons of zinc concentrate. Both cargoes will be discharged in Antwerp, Belgium. *Lake Champlain* was built in 1992 as *Ziemia Lodzka*. She made one trip under that name before being renamed *Lake Champlain*.

Jul. 16. . . The tug *Sea Eagle II* and the barge *St. Marys Cement II* cleared Port Weller Dry Dock and moved to Wharf 13 in the Welland Canal. The tug and barge suffered damage while entering Lock 4 and entered Port Weller Dry Dock on June 26th. The tug went back on the drydock on the 19th for adjustments to her propellers. The tug cleared on July 24th.

Jul. 20. . . *Beam Beginner*, the former *Stella Desgagnes*, passed upbound through the Seaway under tow of *Glenbrook* and *Offshore Supplier*. The tow was bound for Hamilton, Ontario.

. . . The Quebec Government has approved a short term plan to assist the MIL-Davie Shipyard in Lauzon, Quebec. The Quebec Government apparently will award the shipyard a \$30 million contract to construct a ferry for service across the Saguenay River.

Jul. 21. . . The Port Weller built barge *Saint Au Cochon* remained at Forestville, Quebec with her back broken.

. . . The Canadian Government has awarded a \$21,221 grant to assist with renovations to *Norgoma*. The 45-year old passenger carferry was docked next to the Roberta Bondar Pavilion in the Canadian Soo. It's hoped that a bed and breakfast, restaurant and gift shop will be in operation in the near future.

Jul. 22. . . The St. Lawrence Seaway Development Corp. in Washington, DC reported that shipments from U.S. Great Lakes and Seaway ports to overseas ports through June 30th increased by 46% over the same period last year. Grain shipments led the increase which was 150% ahead of last year with corn way ahead of last year.

Jul. 24. . . The cruise ship *Nantucket Clipper* passed upbound through the Welland Canal for a Great Lakes cruise. She entered the Seaway earlier in the month.

. . . The tug *Glenada* entered the Twin City Drydock in the American Soo. She cleared for Thunder Bay on the 27th.

Jul. 25. . . The 1,000-foot tug/barge *Presque Isle* arrived in Duluth with the first cargo of blended dolomite/limestone to be unloaded at the new fluxstone hopper and handling system at the D.M.& I.R. Dock #6. The fluxstone will be used by U.S. Steel's Minntac plant to produce fluxed pellets.

. . . *Algomarine* struck Harbor Light #2 while inbound to Toledo to load coal. The vessel was holed above and below the waterline in the area of her bow thruster and forward ballast tank on the starboard side. Damage to the vessel was estimated to be about \$150,000. There was considerable damage to the light and its concrete

• GREAT LAKES & SEAWAY NEWS

and steel foundation.

Jul. 27. . . Oglebay Norton's self-unloader *J. Burton Ayers* was sold to Lower Lakes Shipping in Canada.

. . . The salty *Kapitonas Mesceriakov* struck the bullnose above Lock 2 in the Welland Canal damaging the wall and denting several plates.

Jul. 28. . . The *Crispin Oglebay* was renamed *Hamilton Transfer*. A mobile crane has been installed on her deck. (Ed. note: It's my understanding that she will be used to unload straight-deckers and transfer the pellets at the Dofasco Dock.)

Jul. 29. . . Plans to establish a car/passenger service between Alpena, Michigan and Canada's Manitoulin Island have been put on hold until at least 1997. Problems have developed with Ontario Northland Transportation Commission concerning the ferry *Nindawayma*. Establishing a customs and immigration system has been slow and in addition funds from the Michigan Department of Transportation, if approved, would not be available until May of 1996.

. . . The salty *Aurora Topaz*, after clearing the Great Lakes arrives Halifax with bottom damage.

Aug. 1. . . *Marine Star*, ex-*Aquarama* was towed out of Windsor, Ontario by Great Lakes tug *Colorado* and Malcom Marine's *Tug Malcolm*. The tow was bound for Buffalo, New York.

Aug. 2. . . The *Caribbean Mercy* passed downbound at the Soo. She had toured the Great Lakes raising funds, receiving donated medical supplies and looking for volunteer workers. She had been in Duluth for nearly a month.



TUG MALCOLM and Great Lakes Towing tug COLORADO downbound in the Detroit River with the AQUARAMA on August 1, 1995, enroute to Buffalo, New York.

GREAT LAKES & SEAWAY NEWS •



Photo by Skip Gillham



Photo by Jim Sprunt

Top: CRISPIN OGLEBAY (ii) at Port Weller Dry Dock on July 24, 1995. Bottom: OGLEBAY was renamed HAMILTON TRANSFER and will offload vessels at Dofasco Steel in Hamilton, Ontario.

•GREAT LAKES & SEAWAY NEWS

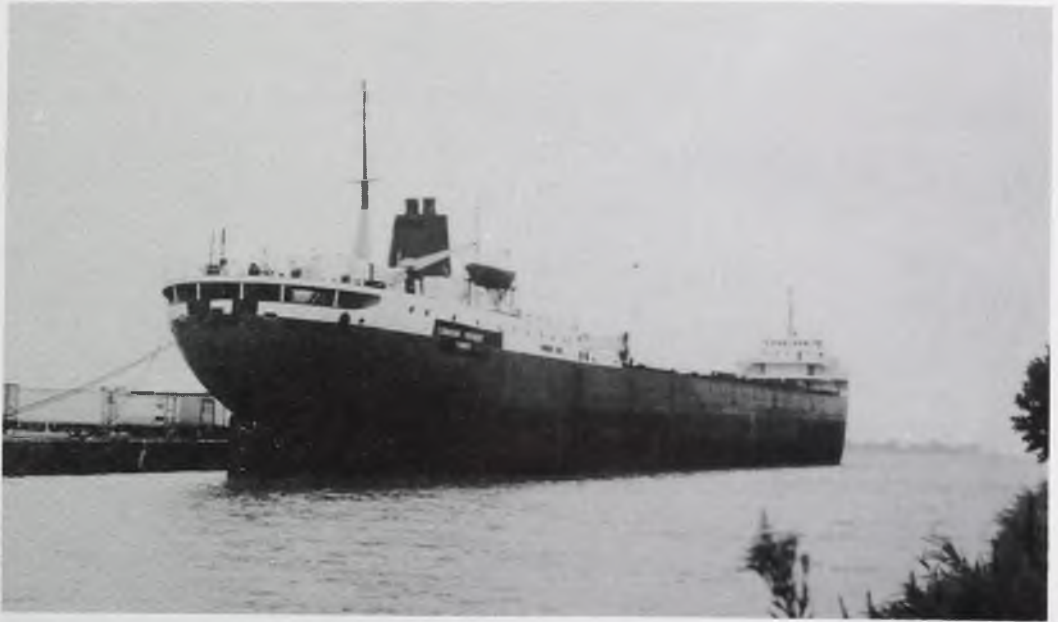


Photo by Skip Gillham

CANADIAN VOYAGER, shown here in Toronto on July 20, 1995, was towed to the Port Weller Dry Dock and tied up the fit-out wall.

... The U.S. tug *Paul Andrew* passed upbound through the Welland Canal. It's believed that they are headed for Lake Erie to work on the sunken barge *Cleveco*. (Ed. note: Please see page 161 of Nov., 1994 Telescope.)

Aug. 3. . . The tug *Salvage Prince* is being scrapped in Toronto.

Aug. 4. . . The tug *W.J. Ivan Purvis* went on the Twin City Drydock at the Soo.

... The *Hamilton Transfer*, ex-*Crispin Oglebay*, was towed from the Port Weller Drydock to Wharf 2. The next day she was towed to Lake Ontario by tugs *Glenbrook* and *Offshore Supplier*. The latter tug continued the tow to Dofasco dock in Hamilton.

... Upper Lakes' *Canadian Navigator* went on drydock at Port Weller Drydock.

Aug. 5. . . The *John G. Munson* arrived in Duluth to unload stone at the Hallett Dock #7. After unloading, she shifted to the Fraser Shipyard for drydocking and her 5-year inspection. She cleared on the 18th for Two Harbors to load pellets.

... *Skillings Mining Review* reported that in June, U.S. flag vessels carried 13.1 million net tons of cargo, which is an increase of 2.7% over June of last year. June shipments of iron ore, coal and stone from U.S. and Canadian ports totaled 15.7 million tons, which is an increase of 4.2% over June of last year. Since the start of this shipping season, U.S. flag vessels have carried 39.9 million tons of dry and liquid bulk cargoes, which is an increase of 12.1% over last year. At the end of June, there were 59 U.S. flag vessels in operation.

... The salty *Federal MacKenzie* arrived in Superior to load the second cargo of export coal. After loading at the Midwest Energy Terminal, she cleared on the 6th for Montreal to top-off with 11,000 metric tons of zinc. The coal was bound for Spain and the zinc for the Mediterranean.

GREAT LAKES & SEAWAY NEWS •

Aug. 6. . . Purvis' *Yankcanuck* cleared Algoma Steel in the Canadian Soo with a cargo for Detroit.

. . . The cruise ship *Mayan Prince* passed upbound through the Welland Canal for a Great Lakes cruise. She passed downbound on the 25th.

Aug. 9. . . Problems developed with the equipment installed on *Hamilton Transfer* that was designed to unload pellets from straight-deckers and transfer them to the Dofasco Dock. The malfunctioning equipment was loaded on a barge and towed back to Port Weller by the tug *Glenbrook* where it will be repaired.

Aug. 12. . . The St. Lawrence Seaway Development Corp. reported that as of July 31, 1995, Seaway cargo tonnage stood at 17.4 million metric tons, an increase of 20% over last year. Iron ore cargoes were up by 13%, Canadian grain was up 33% and U.S. grain was up 140%. Vessel passages stood at 1,274 which is an increase of 13%. These figures include 848 lakers, which transited the Seaway, an increase of 31% over last year.

. . . Both U.S. and Canadian Seaway officials announce that the clearance date for vessels using the Seaway will be midnight, December 20, 1995. This is the date that vessels wanting to use the Seaway must report for final passage at designated points at either end of the Seaway from Montreal to Lake Ontario. The clearance date isn't the closing date which will be a few days later.

. . . Diamond Jack's excursion vessel *Diamond Belle*, arrived in Wallaceburg for the second straight year, continuing an excursion link with Detroit that was revived on October 15, 1994. Passengers were visiting the Wambo Festival. (Wallaceburg Antique Motor Boat Outing.)

. . . After eight years, an agreement has been reached on a plan to repair and operate the damaged lock at the Canadian Soo. The lock will be reconstructed into a smaller lock to handle small vessels and pleasure craft. The agreement has the Canadian Government and the Ontario Government dividing the \$10 million cost for design, engineering and construction. The lock will be operated by the City of Sault Ste. Marie. The Federal Government will pay 75% of the maintenance and operating costs with the city paying the remainder. A ceremony has been scheduled for Sept. 7th for the signing of the agreement. That date was chosen as it's the 100th Anniversary of the passage of the first vessel through the lock.

Aug. 13. . . Purvis tug *Anglian Lady* is now pushing the barge *McAsphalt 401* as the tug *John Spence* is needed on the east coast to help with construction of the Prince Edward Island Bridge.

Aug. 14. . . *Canadian Voyager*, ex-*Black Bay* arrived under tow at Port Weller Dry Dock and tied up at the fit-out wall. She had been laid-up at Toronto.

Aug. 15. . . The tug *Offshore Supplier* towed the barge *Cargo Master* with the tug *William* as the deck cargo. The latter apparently had sunk off Fort Erie, Ontario.

Aug. 17. . . *Offshore Supplier* towed three old scows *Nova Scotia*, *Rose M.*, and *Scow 51* up the Welland Canal, bound for Port Maitland for scrapping. Two days later, *Scow 51* received a reprieve and returned to Port Weller under tow of *Offshore Supplier*. The scow carried the boom from *Samuel Mather (vii)*, ex-*Henry Ford II*, which was recently scrapped at Port Maitland, Ontario.

. . . The barge *Chief Wawatam* cleared the Soo with a load of logs under tow of tug *Avenger IV*, bound for Erie, PA. The tug developed engine trouble and returned to the Soo and tied up at the Government Dock. They arrived at Erie on the 22nd.

• GREAT LAKES & SEAWAY NEWS

Aug. 21. . . *Caribbean Mercy* passed downbound in the Welland Canal ending her summer tour of the Lakes.

. . . *Oakglen* stopped at Welland, Ontario for unknown repairs.

Aug. 23. . . *Algosoo* ran aground on the east bank of the Welland Canal below Lock 4 while downbound through the Canal.

. . . *Offshore Supplier* towed the tugs *Apache* and *Traveller* upbound through the Welland Canal, bound for Port Maitland where the two tugs will be scrapped.

Aug. 24. . . *Cuyahoga*, ex-*J. Burton Ayers* arrived in Sarnia, Ontario from Toledo under tow of Gaelic tugs *Shannon* and *Patricia Hoey*. The vessel, which had been laid-up since December 22, 1990, will undergo a refit prior to returning to service.

Aug. 25. . . Revenue Canada announced the closing of several customs offices due to budget problems. Included in the closings is the port of Wallaceburg, Ontario, which has maintained an office since 1847. Wallaceburg will no longer be a commercial port on the Sydenham River. Other closings include Chatham, St. Thomas, Stratford and Tilsonburg.

. . . *Canadian Navigator* came off the Port Weller Drydock, She went on the drydock on the 5th of this month.

Aug. 26. . . The North American Iron Ore Association reported that July shipments of iron ore to U.S. and Canadian destinations declined 3% compared to July, 1994. However, for the first seven months of this year,



Photo by Skip Gillham

ALGOSOO aground below Lock 4 in the Welland Canal on August 23, 1995.

GREAT LAKES & SEAWAY NEWS •



Photo by Bill Hoey

CUYAHOGA, ex-J. BURTON AYERS with tugs SHANNON and PATRICIA HOEY upbound in the lower Detroit River on August 23, 1995.

shipments are up 7% over the same period last year. These figures include rail shipments of iron ore.

... The Seaway Port Authority of Duluth reported that waterborne shipments through the Twin Ports through July are 22.9% higher than the same period last year. There were 380 U.S.-flag vessels, 135 Canadian vessels, and 44 salties that called at the Twin Ports so far this season.

Aug. 27. . . *Canadian Voyager* went on drydock at Port Weller. She is undergoing a refit prior to returning to service.

Aug. 29. . . *Algogulf* cleared Thunder Bay with a cargo of grain, ending her temporary lay-up at that port.

Aug. 30. . . The D.M.&I.R. Railway will close its Two Harbors ore dock and operations on September 5th for the rest of the month. The shutdown is the result of a downturn in the amount of pellets being shipped. The railroad will consolidate all of their shipments out of Duluth. Another reason for the shutdown is that the railroad will be upgrading its track from Two Harbors to Hoyt Lakes and Eveleth. The operations at Two Harbors are expected to begin again on September 30th.

Miscellaneous . . .

... Gaelic Tugboat Company has purchased the former U.S. Coast Guard tug *Kaw* from Muskegon, Michigan. The tug will be repowered to a twin-screw tug.

... The Purvis Marine tug *John McLean* has been renamed *Adanac*, after a restaurant that has been torn down in Sault Ste. Marie, Ontario.

... The old steam tug *Essayons* that was retired by Zenith Dredge Company of Duluth was purchased by a Duluth businessman, Hobart Finn in 1991. The tug has been restored and opened to the public, and is now

• GREAT LAKES & SEAWAY NEWS

moored at the Minnesota Slip near the museum ship *William A. Irvin*. The tug was built in 1908 by the Racine Boat Manufacturing Company for the Corps of Engineers. The tug operated in and around Duluth harbor until she was sold to Zenith Dredge in 1948.

... Sometime in August, the Norwegian salty *Federal Vibeke* required propeller repairs while in the Great Lakes. She was drydocked at the Toledo Shipyard for repairs. It was the first time in twenty-four years that a salty has used the Toledo Shipyard for drydock repairs. The shipyard is owned by the Toledo-Lucas County Port Authority and operated by the Toledo Ship Repairs Co., which is a division of Manitowoc Co.

... Terry Sechen reported that early this summer, the hulls of the *J.L. Mauthe* and *John Sherwin* were painted in Interlake colors.

Updates on past articles . . .

Skip Gillham writes, " The July-August story on *USS TAMBOR* noted the sinking of the *Shunti Maru* on January 29, 1943. Spelling varies (*Syuntai* or *Shuntai*), but this ship was Great Lakes built as *War Wallaby* at Bridgeburg, Ontario (Fort Erie) at the end of World War II."

John Devendorf writes, " In regard to my article "The World's First Diesel Powered Ship", which appeared in September-October, 1994, the original engine in the *Fordonian* was described as being built by the Italian firm of Ansaldo. This engine was actually built by the Clyde Shipbuilding & Engineering Co., the same company that built the hull. This original engine was replaced in 1921 by an eight cylinder (15.28" x 23") engine of 850 hp that was made by Ansaldo. The source did not indicate whether it was two or four cycle. This second engine used an electric drive made by General Electric. Apparently this engine was no better as it was replaced by a third engine in 1928, a six cylinder, 4 cycle engine made by Bessemer, as was stated in the article. This engine used the same electric drive that was used by the Ansaldo that was fitted in 1921. This makes the *Fordonian* the fifth lake ship that had three different engines, all being diesel.

Great Lakes Calendar . . .

Sun.-March 10 - Great Lakes Memorial Service and Blessing of the Fleet at 11:00 a.m. at Mariners' Church in Detroit. Call (313) 259-2206 for information.

Wed.-March 13 - "Yachts of the Auto Barons" opens at Dossin Museum. A selective look at some of the elegant yachts during the centennial year of the automobile.

Sat.-March 16 - GLMI and Marine Hist. Society of Detroit Entertainment meeting. Capt. William Graham will present "The Yacht Helene".

Sat.-March 23 - "'Let's Go To Bob-Lo" at the Detroit Historical Museum, 5401 Woodward Ave. in Detroit. Presentations at 11:00, 1:00 and 3:00 p.m. with speakers discussing "The Business of Bob-Lo", "Bob-Lo Island Memories" and "Preservation of the S.S. Columbia". Call (313) 833-1805 for information.

Sat.-April 27 - GLMI Auction at 11:00 a.m. at Dossin Museum. Admission \$5.00 for GLMI members and non-members.

Back Cover Photo. . . Schooner *Penobscot* (US 150193). Wooden schooner built in 1880 at Manitowoc, Wisconsin. Measured 129.0 x 27.4 x 9.3; 249 gross tons, 173 net tons. Originally built as a three-masted schooner, owned by Capt. H. Hansen of Cleveland. Converted to a steam screw in 1908, suction dredge in sand trade. Burned on August 19, 1925 at Marine City, Michigan. Owners were River Sand and Gravel Company of Marine City.

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