

# Telescope



NOVEMBER • DECEMBER, 1996  
Volume XLIV; Number 6 and Index



**MEMBERSHIP NOTES •**

Institute Member Terry Sechen has published his 11th 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 US or \$6.50 Canadian funds to: Terry Sechen, Winter Lay-Up List, Route 2, Box 26, Mason, Wisconsin. 54856-9407. Additional copies are \$3.00 US or \$3.50 Canadian.

The Marine Historical Society of Detroit has announced the publication of Ahoy and Farewell II in January, 1997. This book details vessels that have been built (Ahoy) or ended their careers (Farewell) during the 25-year period 1969 - 1994. This book follows the successful volume one of Ahoy and Farwell, published in the 1960's. Over 440 Great Lakes vessels are covered with sixty photographs. The soft-cover book retails for \$25.00 and those ordering by mail should include \$3.50 for postage.

**MEETING NOTICES •**

Mr. Greg Rudnick will be our guest speaker on Saturday, January 18, 1997 at 11:00 a.m. at the museum. His slide presentation will tell the story of Cleveland's waterfront and the vessels that have traveled on the Cuyahoga River.

Mr. Harvey Nissley will present the Art of the Modelmaker on Saturday, March 15th. Harvey's ship models are on display in many Great Lakes museums.

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OUR COVER PICTURE . . . Marine artist Robert McGreevy details the sinking of the *Daniel J. Morrell* in Lake Huron on November 19, 1966. As crewmembers gather to launch the liferaft, no distress signal would be sent as the electrical wires were cut when the vessel broke in two. Only one crewman, Dennis Hale would survive thirty-eight hours on the liferaft before being picked-up by a Coast Guard helicopter and flown to a hospital in Harbor Beach, Michigan. This remarkable story has been published in Sole Survivor: Dennis Hale's Own Story, which is available for \$15.00 at the museum.

## PRESERVING MICHIGAN'S MARINE HISTORY

by  
SUSAN MCGREEVY

The *Daniel J. Morrell* was built by the Bay City Shipbuilding Company in 1906 in West Bay City, Michigan. She was one of the standard 600-footers of this period with a gross tonnage of 7,239 tons. She was built for the Cambria Steamship Company and carried their "C" on her masthead, although she was managed by the Bethlehem Steel Corporation.

The *Morrell* was sixty years old when she departed Buffalo for Taconite Harbor, Minnesota on the 26th of November, 1966. She was sailing in ballast and had a crew of twenty-nine men. She sailed across Lake Erie and entered the Detroit River on the 27th. Adverse weather was developing, so the *Morrell* an-

chored near Detroit. The following morning she proceeded with caution, expecting to ride out any heavy weather that might be ahead. She had already survived the 1958 storm that sank the *Carl D. Bradley*.

The *Morrell* entered Lake Huron about 3:00 p.m. on the 28th. By 8:30 that evening she was contending with 8-foot waves and winds that had reached thirty knots. By midnight she was about twenty-five miles north of Harbor Beach, Michigan and the waves had reached to twenty feet, driven by winds of almost sixty knots.

Suddenly it happened! The port side broke first and as the fissure wrenched across the deck, power



*The launching of the DANIEL J. MORRELL at West Bay Shipbuilding Company in 1906.*



*The MORRELL was one of the standard 600-foot vessels of the period and would sail for sixty years.*

cables snapped and arcing electricity illuminated the entire midship section. Steam roared out of a broken pipe, adding to the noise and confusion. With a loud bang, the starboard bull plating gave way and the 600-foot ship was completely torn in two!

Shock waves ran through both sections as the force of the waves started slamming them together! One of the men sleeping in the crew's quarters was awakened by the noise. Then he heard the general alarm. Half asleep, he grabbed his life-jacket and ran bare-footed out into a passageway. After feeling the bone chilling air, he went into his room to put on more clothes on, but in the darkness, could find only a peacoat.

He then joined several others, also in various stages of dress, gathered around the liferaft by the number three hatch. They climbed into the raft and waited for the bow to sink beneath them. According to the survivor, as both sections started to sink, the stern continued ramming the bow until both were at right angles to each other.

They clung to the raft as waves crashed across the rapidly sinking vessel. As the ship sank beneath them, a huge wave washed the raft off the deck and into the icy water. It was impossible to hold on! Only four regained the relative safety of the raft.

They watched the forward section and saw

someone standing on deck in front of the forward house. The ship continued to settle until the bow was lifted out of the water and then plunged to the bottom. They looked for the after section, but couldn't see it. A sistership of the *Morrell*, the *Edward Townsend*, was in the area, as well as other ships, but apparently the electric cables had severed so quickly, that power to the radio was lost. The men in the raft had no way of knowing if a distress call had gone out.

Two of the men died four hours after the *Morrell* went down and the third man died about ten hours later. Finally, the raft drifted onto shore near Harbor Beach, Michigan. The one man still alive was too weak to climb out. It wasn't until 4:00 p.m., November 30th, or thirty-six hours after the ordeal began, that a Coast Guard helicopter spotted the raft. The sole survivor, still wearing only his shorts and a peacoat, was flown to a hospital where he was treated for exposure, minor injuries and frost-bitten feet.

The rescue forces recovered twenty-two bodies, including the three on the raft. Six men were never found and it was presumed they went down with the ship.

The Coast Guard located the stern almost immediately. But the bow remained hidden for the next thirteen years. On May 13, 1979, several S.H.I.P.S. members began search operations for the *Morrell*.

After finding the stern, they expanded the search in a northeast direction. After a day of searching without success, the decision was made to make one last sweep before heading in. By now they were right in the middle of the upbound shipping lane, approximately where the *Morrell* should have been on that fatal voyage.

Immense ships passed on either side of them as they concentrated on the sonar screen. As preparations were being made to start the long trip back, they heard a familiar ping on the speaker. Before long, the chart recorder was drawing a tremendous mountain protruding from the lake bottom. An inspection dive would have to be postponed due to rapidly deteriorating sea conditions, so the fix was taken and they returned to Grindstone City, some twenty miles distant.

Two weeks passed before the weather allowed a return trip to identify the find. It was the bow section of the *Morrell* sitting upright and intact, but incredibly five miles from the stern!

Now for the first time, both sections of the ship could be explored inside and out. It was broken in half at the #11 hold instead of #8 as was previously thought. The large radar screen originally mounted on the pilot house, had broken off either during the

storm or after she sank and landed between the third and fourth cargo hatches. The heavy metal hatch covers are mostly gone. A clock in the bow was stopped at 1:55, the one in the stern at 3:28, the first evidence indicating how long the stern section remained afloat. A commercial fisherman's net was tangled in a railing on the starboard side of the hull, proof that someone had previously stumbled across the wreckage without identifying it. No evidence could be found of the stern ramming into the bow, an apparent contradiction to the survivor's report.

Although none of the six unaccounted for crewmen has been found, there is much evidence to indicate a working ship with an active crew. A pair of binoculars lie on the deck and a phone hangs out a window of the wheelhouse. Two packages of cigarettes sit on a table undisturbed. A wheelbarrow sits by a railing. Dishes are still stacked in the racks in the galley.

The stern is sitting in soft silt up to the propeller shaft. The lifeboats are still hanging from the davits, although the original report stated that at least one had been launched. A Coast Guard buoy rises from the cabins to within seventy feet of the surface, victim of a miscalculation in the weight of chain used to an-



Artwork by Robert McGreevy

*The lifeboats still hang from the davits as the MORRELL lays silently on the floor of Lake Huron.*

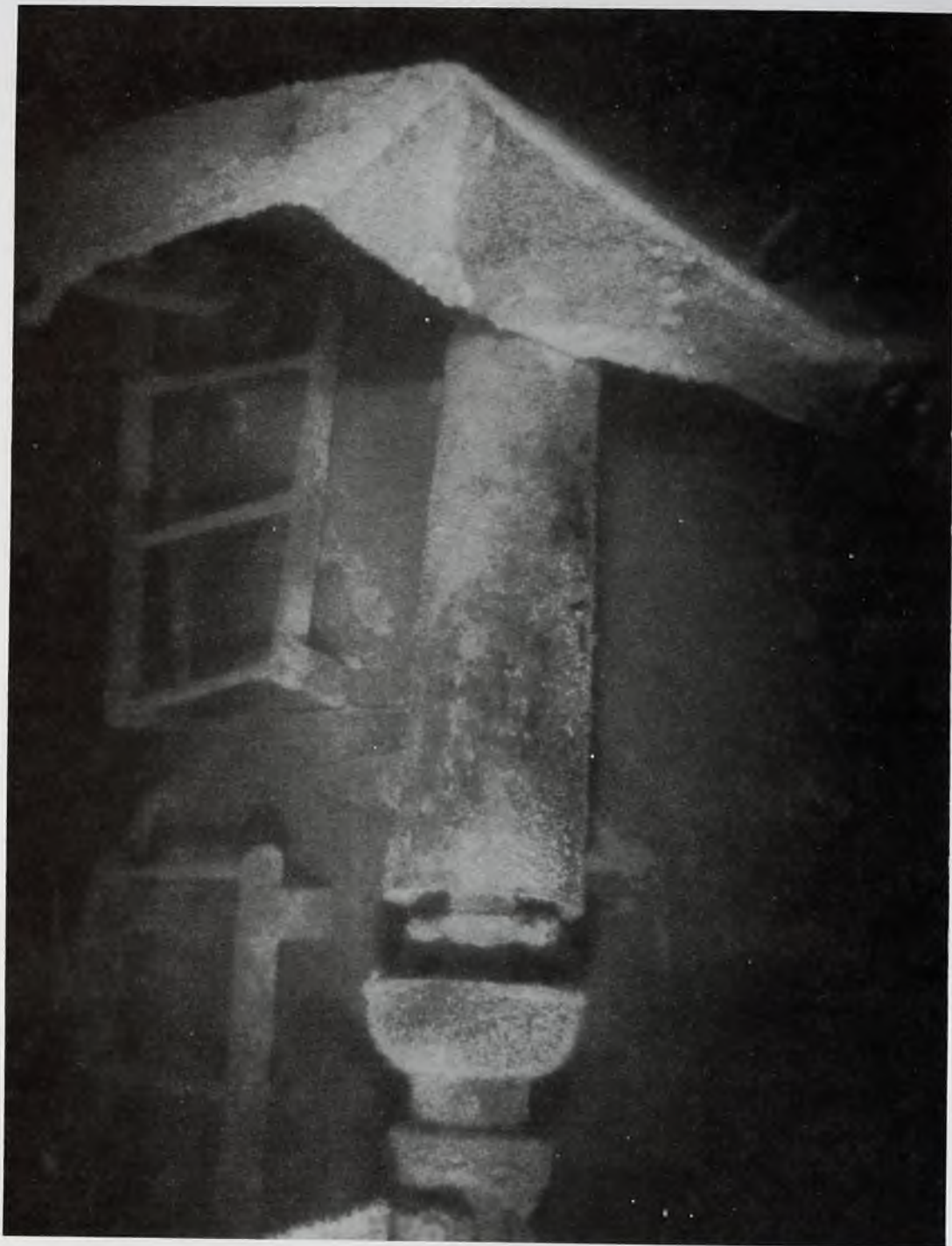


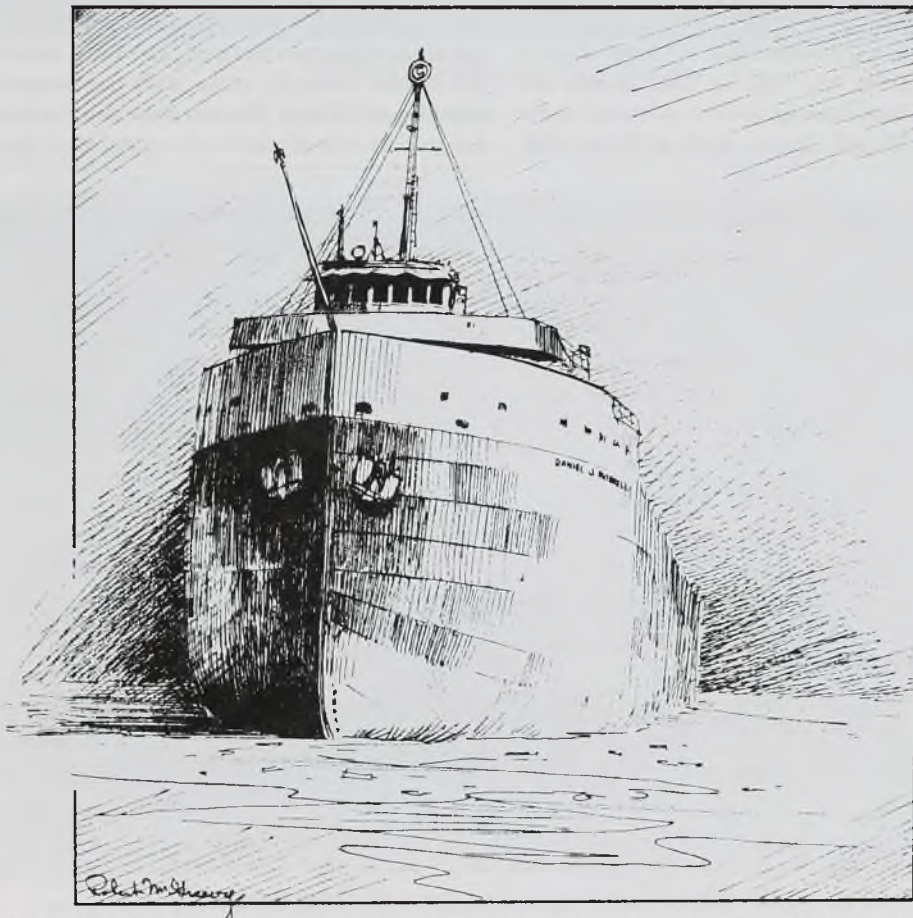
Photo by Dave Trotter

*The MORRELL'S whistle attached to the damaged smokestack.*

chor it. The twisted and bent cover on the life jacket storage cabinet is evidence of the struggle that must have taken place during the sinking.

The decision was made to film this wreck for use as a program, however, it was seventeen months and 300 dives later before the underwater work was completed and all material turned over to S.H.I.P.S. Months more would be required to assemble all the film, drawings and knowledge collected into a complete program.

Some may have thought that most of the information dealing with the *Daniel J. Morrell* was made available fifteen years ago when she sank. Unlike the *Edmund Fitzgerald*, the *Morrell* had a survivor, an eye-witness to the tragedy. But now, by means of art and film, it's possible to see what previously could be only read about.



The MORRELL'S bow section sits upright as current members of the Great Lakes fleet pass directly over.

Artwork by Robert McCreevy

## THE UNUSUAL CHICAGO TRIBUNE

Special to Telescope

by

SKIP GILLHAM

For many years the unique profile of the *Chicago Tribune* was readily identifiable around the Great Lakes. Her raised trunk deck, designed especially for the transportation of newsprint, looked from a distance, like a giant container long before these modern freight movers had been invented.

*Chicago Tribune* was a member of the Quebec and Ontario Transportation Co. fleet. This was a subsidiary of the Ontario Paper Co. (now called QUNO) and part of the family of firms that produced the newspapers *New York News* and *Chicago Tribune*.

The shipping line dated from 1914 and began as the Ontario Trans. and Pulp Co. They initially utilized second hand tonnage to haul pulpwood to the paper mill at Thorold, Ontario, on the Welland Canal.

Members of the Rutland Transit Co. usually took the finished newsprint to market and, despite a limited capacity, O.T. & P. had their own *Toiler* occasionally in the Chicago newsprint run.

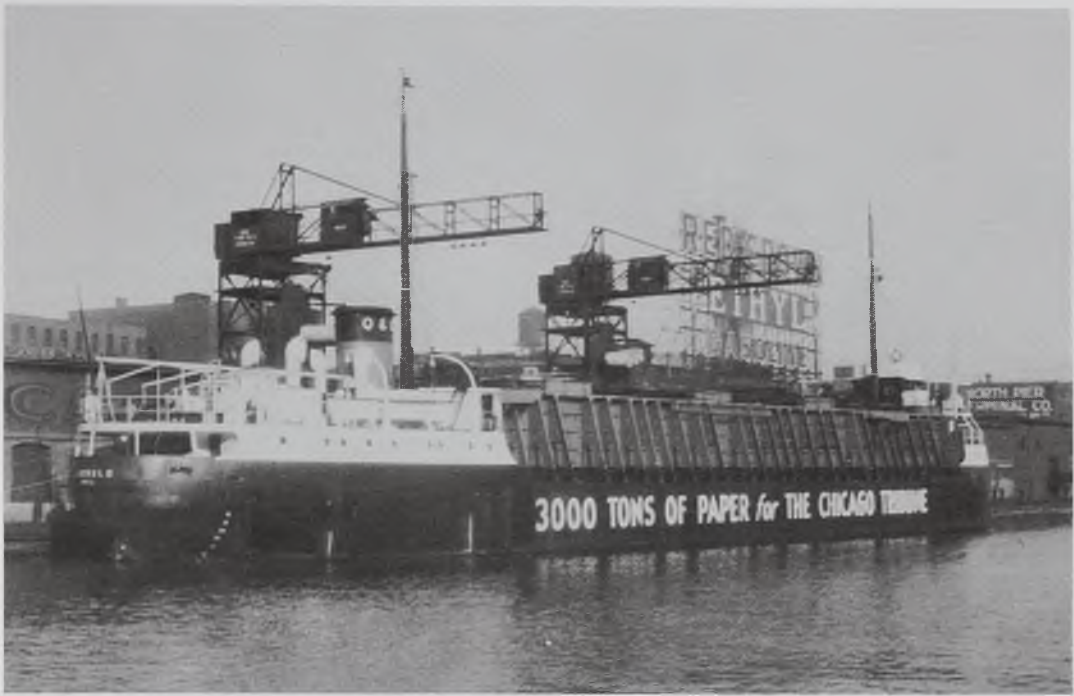
More efficient methods were always sought and then transportation rates were raised to carry paper to New York and Chicago, the Tribune Co., ordered the first freighter specifically designed to transport newsprint.

The new ship would be required to haul 3,000 tons, roughly the ten day output of the mill, and would operate at an eighteen foot draft. Previously newsprint was carried in regular cargo holds and wrapped in tarpaulins on the deck. The new ship would have holds designed for rolls of paper and a raised trunk deck to



*The THOROLD brought china clay to the Great Lakes.*





THOROLD at Chicago for the first time.

Rev. Edward J. Dowling, SJ/Univ. of Detroit

protect the product.

The ship incorporated stabilizer tanks to lower the center of gravity. A Sulzer diesel engine was installed and this required less engineroom space than a steam power plant. The latter also saved weight and these features increased cargo capacity.

Earles Shipbuilding and Engineering Ltd. of Hull, England, was awarded the construction contract and, despite the onset of the great Depression, the vessel was completed in 1930.

Statistically, the ship measured 258.5 feet in overall length by 43.7 feet at the beam. Tonnage was registered at 2,960 gross and 2,344 net and the ship was christened *Thorold* and given the registration number of (160889).

*Thorold* sailed from Finley, England, in June 1930, and brought a load of china clay to Canada. Following discharge, the vessel went to work in the newsprint trade between her namesake port and Chicago.

Initially, draft limitations permitted only 2,400 tons per trip, but she could soon handle a capacity load and bill board printing along the side of the hull proudly proclaimed "3000 tons of paper for the Chicago Tribune".

During 1931, the first full season of operation, *Thorold* made twenty-three trips on the route hauling

a total of 68,562 tons of paper. Return voyages were in ballast allowing off duty crew members to play tennis on a court painted on the flat bottom of an empty cargo hold.

Corporate restructuring in 1933 created the Quebec and Ontario Transportation Company and several of the ships were renamed. As a result *Thorold (i)* became *Chicago Tribune (ii)*, a name she would retain to the end of her career.

*Chicago Tribune* continued to operate in the newsprint trade through the Depression and the war years. However, other cargoes were gradually introduced.

In 1954 *Chicago Tribune* was noted to make a total of thirty-two trips carrying newsprint (12), coal (10), pulpwood (6), grain (3) and soybeans (1). *Thorold*, with twelve loads of newsprint, tied South Chicago (coal, grain and soybeans) as the main loading ports. The pulpwood came aboard at Heron Bay for *Thorold* while two shipments of grain originated at Fort William.

The coal travelled to Michipicoten (6), Britt (3), and Midland while Buffalo (2) and Walkerville received the grain and Toronto the soybeans.

During an eight year stretch, 1954-1962, *Chicago Tribune* hauled 220 cargoes with newsprint accounting for 45.5% of the payloads and all travelled

from Thorold to Chicago. However, new ports such as Michigan City to load soybeans, and Little Current to discharge coal were added.

Although *Chicago Tribune* was still canal-size, she remained on the Great Lakes from 1954 to 1958 before the occasional voyage down the St. Lawrence to Montreal, Quebec City and Baie Comeau beginning in 1959.

*Chicago Tribune* was lengthened in 1962 to 319 feet overall in work done by Port Weller Dry Docks of St. Catharines. The hull was cut in two, separated, and a new section constructed. This increased carrying capacity to the range of 4,775 tons deadweight and allowed for an extra 900 tons of newsprint, 1750 cords of pulpwood or 75,000 bushels of grain.

On completion the vessel was reregistered at 3,859 gross tons and 3,055 net tons. The reconstruction cost was reported as \$200,000. A few years earlier, in 1958, the ship had been upgraded with a Fairbanks-Morse diesel dating from 1944.

During the final sixteen years (1968-1983) of Q & O service, *Chicago Tribune* hauled 363 cargoes and her work changed considerably. Newsprint still dominated in 1968 but beginning in 1969, grain gradually increased in importance.

After forty-four years of running between

Thorold and Chicago with newsprint, this service ended following the 1972 season. The ship picked up the cargo at Baie Comeau thirteen times from 1973 to 1978, but the paper did not all go to Chicago as in the past. Some was consigned to Montreal or Milwaukee.

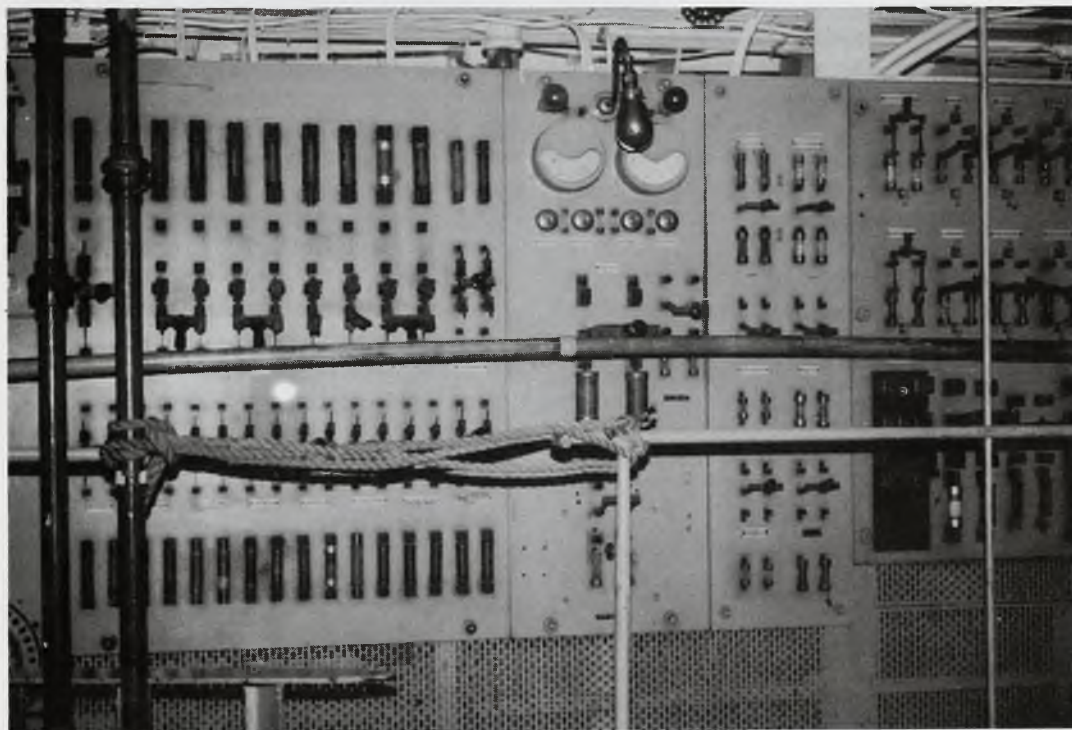
In addition to various grains (wheat, oats, barley, rye, malt, corn, soybeans) and newsprint, *Chicago Tribune* also hauled salt, clay, pig iron, steel, pitch, coal and concrete pipe. She visited twenty-five different loading ports with fifteen Canadian and ten in the U.S. over the sixteen years and included single stops at Pelee Island, Detroit, Oshawa, Port Colborne, Conneaut and Goderich.

There were twenty-three different discharge centers with Toronto the most popular of the sixteen Canadian ports while Chicago remained the leader among U.S. communities. Single stop destinations for unloading were Baie Comeau, Kingston, Cleveland and Manitowoc. The ship maintained a consistent schedule of 23-24 trips annually.

For the most part *Chicago Tribune* avoided accidents, but there were a few unfortunate encounters including a collision September 28, 1960, with *Shenango II* off Marysville in the St. Clair River. Later, on September 2, 1975, the vessel went aground in



CHICAGO TRIBUNE at Port Weller Dry Docks following lengthening in 1962.



Author's Photo

*Top: The officer's dining room.*  
*Bottom: A view inside the engine room of CHICAGO TRIBUNE.*



CHICAGO TRIBUNE awaits scrapping at Port Colborne on December 17, 1988.

Author's Photo

Georgian Bay enroute from Thunder Bay to Collingwood with grain and had to be lightered by *Charles W. Johnson* before *Rod McLean* could pull her off on September 5.

The owners, Q & O Transportation, announced the end of their operation following the 1983 season and the remaining members of the fleet were sold to Desgagnes Navigation.

Not all of the former Q & O fleet saw service, but *Chicago Tribune* was reactivated. She cleared Toronto April 16, 1984, for her first trip in the new colors and loaded grain at Thunder Bay for Collingwood.

There were to be three more years of operation and, in that span, thirty-six cargoes were hauled for Desgagnes. These included twenty-one in 1984, fourteen a year later, and only one trip in 1986. Grain accounted for thirty-three shipments with two loads of pig iron from Sorel to Milwaukee and Burns Harbor in 1985 and a cargo of coke from Hamilton to Ashtabula the same year.

Most of the grain came out of Thunder Bay, but single loads originated at Goderich and Saginaw. Toronto was the main recipient, but unloading elevators at Collingwood, Goderich, Midland and Port McNicoll were also visited.

Due to ice conditions *Chicago Tribune* spent the

winter of 1985-86 at Thunder Bay and got away at 1550 hours April 16 with what proved to be her final cargo down the lakes. The familiar freighter arrived at the Canada Malt dock in Toronto at 0640 hours April 21 to unload. Then, on April 24, the ship moved down the harbor and tied up alongside *Golden Hind*.

There were occasional rumors of a return to service, but business conditions did not warrant reactivation.

Her final inspection had been at Whitby in April-May, 1985, so certification was not a problem. But after fifty-seven seasons of service, the small size of *Chicago Tribune* did not warrant further operation.

Her last duty was to load soybeans from trucks at Toronto. These came aboard beginning October 22, 1987, and were discharged over the winter. The vessel was sold to International Marine Salvage in 1988 and towed to Port Colborne the same year.

The tugs *Thunder Cape* and *Michael D. Misener* took the well travelled hull up the Welland Canal on December 14, 1988, and *Chicago Tribune* was reduced to scrap on the months ahead.

The passing of *Chicago Tribune* ended a very successful experiment. Faith in her design was rewarded and the ship was retired with the Q & O longevity record of fifty-four years in company colors, plus three more for Desgagnes.

## THE GRAND TRUNK CAFERRIES IN MUSKEGON

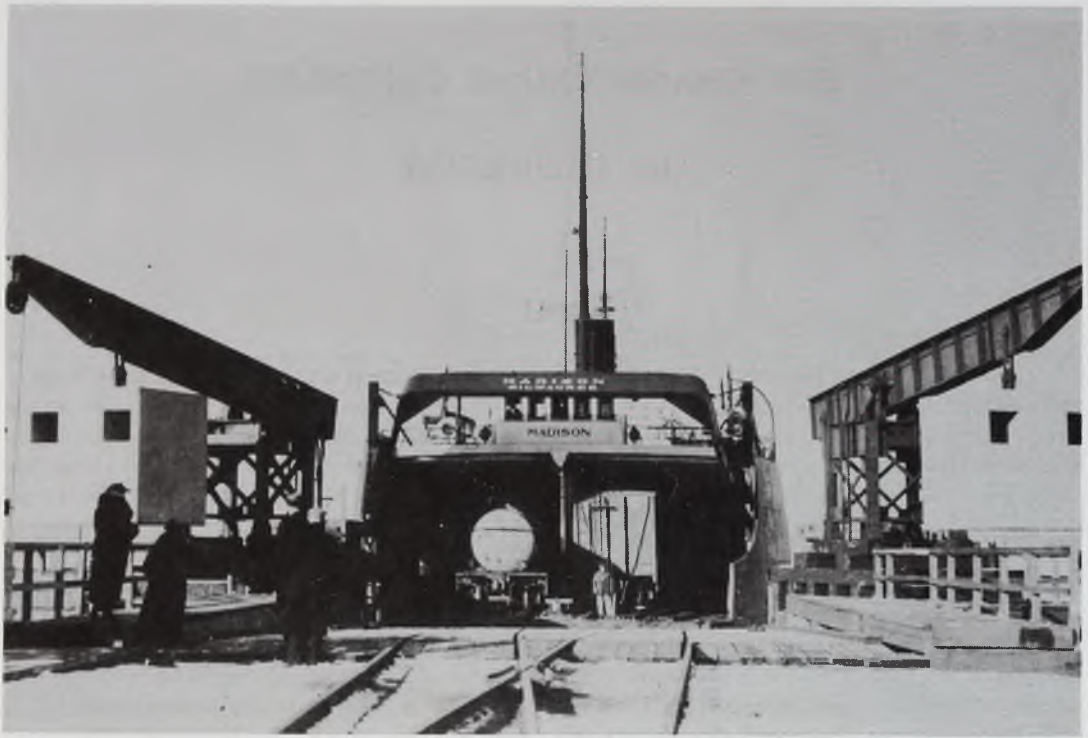
by  
HOWARD PETERSON

July 17, 1933 was a great day for Muskegon and in particular the community of Lakeside. It was to be the first time in more than a quarter of century that Muskegon welcomed the captain and crew of a carferry in regular operation here. It was back in 1906 that the Pere Marquette railroad abandoned operations of its carferry service from a slip in the Muskegon channel. Now there was an excited crowd waiting on the pier head to welcome the flagship carferry of the Grand Trunk fleet, the *City of Milwaukee*. Captain John Cavanaugh sounded five short blasts of the whistle to scatter the over exuberant flotilla waiting in the harbor entrance. The records show that it was a beautiful morning as the captain maneuvered the ves-

sel up the channel ever careful of the many boats in escort. There were speed boats, yachts, sailboats and even row boats to show the way to the new McCracken Street dock. The ship was sparkling with a fresh coat of black paint and pennants were flying from the mast head lines. Factory whistles sounded their approval as the great ship made her turn to lock into the new fifty ton loading apron. The waiting crowd of hundreds cheered enthusiastically as the band played on. The usual ceremonial speeches were soon to follow as politicians, Grand Trunk executives, and other dignitaries were to have their day. Many considered this event as a new dawn for lake service out of the port of Muskegon.



*Dedication ceremonies on Opening Day in Muskegon on July 17, 1933.*



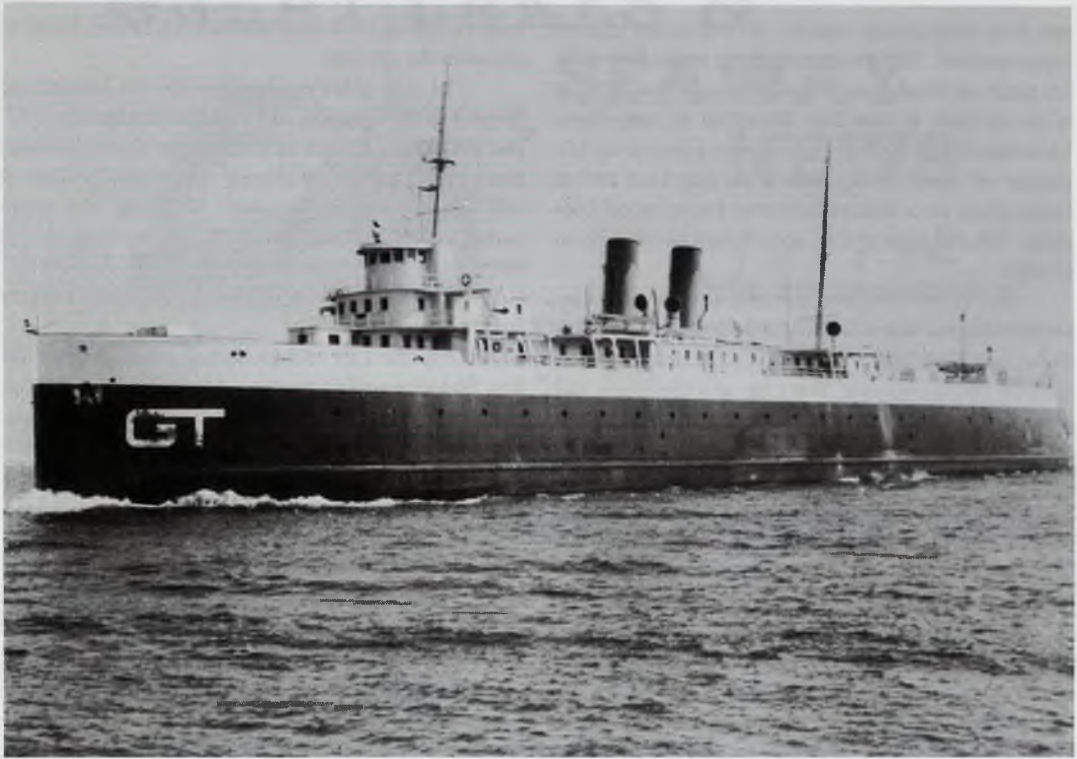
*MADISON docked in the apron that locked the boat and dock together.*

The Muskegon Grand Trunk carferry operations culminated nearly a decade of planning, first broadened in 1925. In 1927 the Grand Trunk was given control of the Muskegon Railway and Navigation Company on Belt Line. Approved by the Interstate Commerce Commission (ICC), negotiations had started in 1924. Requests for approval of the proposed carferry dock at the foot of McCracken was started in 1928. C.G. Bowke, Vice President and General Manager of the Grand Trunk Western Railroad, guided the Grand Trunk through development in Muskegon. About twenty-five additional men were put to work under L.D. McArthur, Superintendent of the Muskegon Railway and Navigation Company on Belt Line. All trains were to arrive and depart from the new Henry Street yard near the Campbell Wyant and Cannon Foundry plant. Subsequent to moving operations to Muskegon, the Grand Trunk had operated out of Grand Haven for a year and a half, but soon found that the channel maneuvering was too hazardous.

Carferry operations were to expand very quickly. As a matter of fact, only five days after the opening ceremonies, way was cleared for use of the Muskegon docks by the Pennsylvania Railroad enabling them to combine operations with the Grand Trunk. These docks were to come a long way since they were once the site of the old Stimson, Fay and Company saw-

mill. The next forty-five years, three carferries, the *City of Milwaukee*, *Grand Rapids* and *Madison*, were to make three round trips daily, seven days a week barring bad weather, breakdowns, ice problems and, yes, even strikes. Capt. Charles W. Barrington recalled once on November 18, 1958 during particularly high winds and seas, it took him nineteen hours to reach Wisconsin and then he was off by ten miles. This was the same storm that sank the *Carl D. Bradley* with a loss of thirty-three lives, leaving Rogers City families in shock. The normal time allotted to cross was five hours and forty minutes. Boats working on a regular schedule could expect 800-900 crossings a year.

Great Lakes carferries "dock themselves" by backing into an apron that locks the boat and dock together precisely to allow railroad cars to be removed easily. Not so incidentally this allowed an interchange of boats between various lines in the case of emergencies. The ferries were designed to be good icebreakers. Their reinforced bows curved upward so the bow rode up on the ice until the weight of the vessel crushed the ice beneath it. They were excellent icebreakers as long as they had enough momentum to ride up on the ice, but when forced to slow down they could become stuck. Many of us can recall when two or three ships, including a carferry, were stuck in the ice of the Muskegon harbor entrance. However, more times than



Author's Photo

*Top: CITY OF MILWAUKEE* outbound from Muskegon harbor.  
*Bottom: GRAND RAPIDS and GRAND RAPIDS* berthed in Muskegon in 1988. Note burned out bridge area on GRAND RAPIDS.

not their icebreaking rescues were standard operating procedure. We knew enough not to get near their ice paths on Muskegon Lakes, although we did hear of an ice boat or two that attempted to jump these hazardous lanes. Cracks in the ice could occur up to a quarter of a mile away from a moving boat and of course there were always fishermen being cut off from shore. We still hear of this, somethings never seem to change.

The demise of crosslake service was caused by many changes. Much had to do with increased labor costs, but most could be attributed to the improvement of rail equipment. The *City of Milwaukee* and *Grand Rapids* switched to oil fuel in 1947 and 1946 respectively even though it required 4000 gallons of fuel oil for a crossing. At that time the saving on labor was justifiable. Passenger service was eliminated on all boats in 1971 as a further coast cutting effort. However, the biggest obstacle was the introduction of new more powerful diesel locomotives capable of pulling almost a hundred cars with a 5-man crew around the new faster belt-line in Chicago equipped with electronic switching. The carferries could not shut down fast enough. However, the ICC would not permit the discontinuance of the ferry service for several years

until finally in 1978 they allowed the Grand Trunk to abandon the service.

The *City of Milwaukee*, built by the Manitowoc Shipbuilding Company in 1931, the *Madison* in 1927 and the *Grand Rapids* in 1926, were about the same size. The older *Grand Rapids* was a little shorter at 348' while the other two were 360' long. The width varied from a little over 56' to 57' for the *Madison*. All three ships listed a gross tonnage of 2942. They accommodated a full train of twenty-two to twenty-six freight cars.

Only the *City of Milwaukee* remains intact today. She was sold to the Ann Arbor Railroad and operated out of Elberta/Frankfort from 1978 until August, 1981. She is still in Elberta, but now is a lovingly tended museum ship having been designated a "National Historic Landmark" in 1991. The *Madison* and *Grand Rapids* were berthed at the Lakeshore Contractors dock in Lakeside until they were towed away September 6, 1989. They had become a nuisance and an eyesore, particularly after the *Grand Rapids* was twice burned by vandals. She was later scrapped at Port Maitland, Ontario while the *Madison* was cut down for a barge.



Author's Photo

CITY OF MILWAUKEE in Elberta, Michigan in June, 1996.



# GREAT LAKES & SEAWAY NEWS



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PAUL SCHMITT	TERRY SECHEN
JIM SPRUNT	JOHN VOURNAKIS

Jul. 4 . . . Buffalo's fireboat *Edward M. Cotter* was designated a National Historic Landmark.

Jul. 6 . . . Skills Mining Review reported that cargoes carried by U.S. flag lakers increased by 3.6 % over May of last year. Iron ore cargoes increased by 5 %, coal cargoes, led by western coal, increased by 11 % and stone cargoes increased by 3 %.

. . . Skills also reported that since the shipping season began in March, cargoes carried by US flag lakers through May were down from last year. Iron ore was down by 2.8 %, coal down 16 % and stone was down 12 %. Ice conditions on the lakes in March, April and into May on Lake Superior were blamed for the decrease. In addition, several lakers suffered ice damage and were out of service for repairs.

. . . The Duluth-Superior Port Authority reported that as of May 31st, cargoes shipped through that port were down from last year. Ore shipments through the end of May were down by 74 % from a year ago. Coal shipments were down 37 % and grain down 73%. International trade was off by 74 %. As of the end of May, 188 vessels called at the Twin Ports compared to 296 last year.

. . . Dominion Bridge, a unit of Cedar Group Canada, Inc. has purchased the MIL-Davie Shipbuilding yard at Levis, Quebec. MIL Inc. is Canada's oldest and largest shipbuilding and repair facility. The facility dates back to 1829.

Jul. 7 . . . *Frines*, enroute to Hamilton and Toledo, was delayed at Montreal due to engine trouble.

Jul. 8 . . . The 1,000-foot *Edwin H. Gott* arrived at Taconite Harbor and it's believed that this may be her first visit to that port. She loaded a cargo of taconite for Lorain, Ohio. This may be her first visit to Lorain also as her new self-unloading boom will allow her to unload at most ports.

. . . The hydrofoil *Sunrise V*, ex-*Sunrise I*, once intended for use on Lake Ontario arrived at Port Weller Dry Dock from Toronto. A sistership, *Sunrise II* was rechristened *Sunrise VI* in a brief ceremony. The latter vessel has been at Port Weller for several years. On July 14th, both hydrofoils departed for Windsor, Ontario to operate on the Detroit River for the Windsor casinos.

Jul. 9 . . . American Steamship's *Nicolet*, which has been laid up at Toledo since December, 1990, was sold for scrapping at Port Maitland, Ontario.

Jul. 10 . . . The US tug *Stephen Reinauer* passed upbound through the Welland Canal with the barge *George*

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**• GREAT LAKES & SEAWAY NEWS**

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*Morris*. They will operate between Buffalo and Nanticoke, Ontario.

Jul. 11. . . *Yankcanuck* returned to service, clearing Sault Ste. Marie, Ontario for Trois Rivieres, Quebec.

Jul. 12. . . The barge *Sara Spencer*, ex-*Adam E. Cornelius*, Capt. *Edward Smith*, *Sea Barge One*, loaded her first cargo of iron ore pellets since being converted to a barge. The *Spencer*, which is pushed by the tug *Atlantic Hickory*, loaded 20,036 gross tons of pellets at the B.N. ore dock in Superior for Hamilton, Ontario. Since the *Spencer* came back to the Great Lakes, her principal cargoes have been grain, limestone and gypsum.

... The second ship-to-ship transfer of coal took place in Sept.-Iles Bay in the lower St. Lawrence. C.S.L.'s *J.W. McGiffin* (23,021 metric), *Jean Parisien* (27,095 metric) and *Tadoussac* (24,159 metric tons) off-loaded into the Panamax-size bulk carrier *Anniversary*, ex-*Iron Shortland*. The low sulphur western coal was loaded into the three vessels in Superior, WI. and its final destination is El Ferrol, Spain.

Jul. 13. . . The railroad barge *St. Clair* passed upbound through the Welland Canal under tow of tug *Robert B. No. 1* for Port Maitland. It's believed that her tracks will be removed while at Port Maitland.

... LeGroupe Ocean, Inc. has announced plans to convert the *Elmglen*, ex-*John O. McKeller* into a barge. The conversion will take place at the company's dock in Quebec City where *Elmglen* is berthed. The conversion will begin later this year or early in 1997.

... *Sea Eagle II* went on drydock at Port Weller for propeller work.

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*ALGOSOO aground in Muskegon harbor entrance on July 25, 1996.*

## GREAT LAKES &amp; SEAWAY NEWS •



Photo by Rod Burdick

JAMES NORRIS downbound passing under the new sections of the Blue Water Bridge on the St. Clair River on July 30, 1996.

Jul. 15 . . . The 50th birthday of the *Norisle* was celebrated with festivities on Manitoulin Island.

Jul. 16 . . . Oglebay-Norton's *Joseph H. Frantz* continued to carry taconite tailings from Escanaba to Alpena. She made back-to-back runs on the 16th and 19th. The tailings are being used in the manufacturing of cement at the LaFarge plant in Alpena.

. . . Upper Lakes *Montrealais* joined *Algogulf*, *Algosound* and *Canadian Voyager* in lay-up at Sarnia, Ontario.

Jul. 17 . . . The Seaway Port Authority of Duluth reported that waterborne commerce shipped through the Twin Ports through the end of June was down 29 % compared to the same period last year. No figures were given for specific shipments such as iron ore and grain. Through the end of June, 299 vessels have called there, 128 less than the same period in 1995. So far, 195 US-flag, 78 Canadian and 26 salties have called at the Twin Ports.

. . . Canada's Transport Minister announced the signing of a Letter of Intent with the Seaway Users Group for the operation of the St. Lawrence Seaway. The Seaway Users Group will form a nonprofit corporation to take over the operations of the Seaway with a target date of January 1, 1997. The Canadian Government will continue to own the physical assets with the private corporation being responsible for the day-to-day operation and the cost of repairs and maintenance up to a set amount based on previous costs.

. . . It appears that their dream is about over. The plan to bring the heavy cruiser *USS Des Moines* to the Twin Ports appears to have died. The non-profit *USS Des Moines* Ship Project has raised only \$580,000 in cash and pledges of the estimated \$1.9 million to \$2.9 million needed to bring the ship to Twin Ports. The group has until October 1st to raise the needed funds and to secure a berth for the vessel. The group has no reason to believe that their goal can be met by that date.

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**• GREAT LAKES & SEAWAY NEWS**

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Jul. 22 . . . The salty *Kapitan Mededev* was renamed *Lynx* while loading at the Twin Ports.

Jul. 23 . . . *Cartierdoc* made an unusual visit to Thorold to unload a partial load of bauxite, which was off-loaded from *Finnsnes*.

. . . The Great Lakes built *USS Grasp* was at the scene of the TWA Flight 800 crash off Long Island, NY. Also at the scene was the USCG buoy tender *Juniper*, which was built at Marinette Marine Corp. in Marinette, WI.

Jul. 24 . . . *Finnsnes* arrived at Thorold and unloaded the remainder of her cargo of bauxite.

. . . The *Algonorth* will be fitted with a high-tech filter that will filter water being used as ballast. About 5 percent of Algonorth's ballast water will pass through the filter and into a 60,000 gallon tank. The filtered water will then be tested for marine life to determine how efficient the filter is. The experiment is to find ways to prevent the spread of foreign marine life throughout the Great Lakes. At the present time there is nothing to prevent a laker from taking on ballast in the St. Lawrence River or other lake port and discharging the ballast the could be contaminated with a foreign species at another port. Salties that are entering the Great Lakes must discharge their ballast at sea and re-ballast with saltwater. More than 130 foreign species of marine life have been detected in the lakes.

Jul. 25 . . . Early season vehicle traffic on the carferry *Chi-Chemaun* was down 12.5 %. The ferry operates between Tobermory, Ontario on the Bruce Peninsula and South Baymouth in the Manitoulin Islands.

. . . Howard Peterson reported that the *Algosoo* ran aground on a sandbar while entering Muskegon Harbor while loaded with dolomite. She was able to free herself in about 90 minutes with no apparent damage. Dredging equipment located mid-channel may have been a contributing factor in the grounding.

. . . *James Norris* made a rare visit to the upper lakes as she passed upbound on the St. Clair River for Muskegon with a load of salt. After unloading, she loaded stone at Drummond Island on the 29th for Windsor.

Jul. 29 . . . *Algoport* made visit to the upper lakes when she loaded salt at Goderich for Buffalo.

Jul. 30 . . . *Capt. Henry Jackman* passed upbound through the St. Marys River for Algoma Steel. This was her first visit to the Soo and Lake Superior since her conversion to a self-unloader. After unloading the coal, she cleared for Marquette to load pellets for Algoma Steel.

. . . The tanker barge *Irving Whale* was raised from the bottom of the Gulf of St. Lawrence. The barge was raised by cranes aboard two ships without mishap with only a trace of oil from the cargo leaking. Salvage crews will pump water from the hull and then place a semi-submersible barge under her. The *Whale* will be towed to Halifax, NS where her cargo of oil and heating oil will be pumped out. The heating oil was heavily contaminated with PCB's.

. . . While downbound in Lake Superior, a fire was discovered in the coal cargo aboard CSL's *H.M. Griffith*. Her captain called for assistance and the US Coast Guard dispatched *Katmai Bay* and a helicopter from Traverse City. Purvis Marine's tug *Avenger IV* was also dispatched to the scene. The *Griffith's* crew flooded the tanks by the fire in an attempt of cool the fire. Because assistance was several hours away, the captain decided to jettison the burning coal. Her self-unloading boom was swung out and 3,063 short tons of burning coal was dumped into the lake. Damage was confined to minor distortion of the cargo hold's unloading gates. There was no damage to the conveyor system as crewmen used fire hoses to cool the burning coal as it was dumped onto the belts.

## GREAT LAKES &amp; SEAWAY NEWS •



CAPT. HENRY JACKMAN at Bridge 5 in Welland Canal on July 11, 1996.

Photo by Skip Gilham

Aug. 1 . . . The salty *Ulla Danielson* made an unusual visit to Parry Sound, Ontario to unload machinery.

Aug. 2 . . . The *Paul H. Townsend* arrived at the Twin Ports with a cargo of cement for the Lafarge Terminal. The next day, she shifted to the Fraser Shipyard for drydocking and her 5-year inspection. She remained at Fraser until the 16th when she departed for Alpena.

Aug. 5 . . . Due to falling grain exports from Canadian and US ports, Seaway Bulk Carriers are operating only twelve of their twenty-four straight-deckers. The Canadian St. Lawrence Seaway Authority reported that grain shipments from both US and Canadian ports were down by 1.4 million tons from last year. The problem is that both countries have too much grain left to sell. It's hoped that the fall harvest will bring an upturn in grain exports.

Aug. 6 . . . Inland Lakes new barge *Integrity* pushed by the Andrie tug *Jacklyn M.* cleared Sturgeon Bay for Alpena on her maiden voyage.

Aug. 8 . . . The barge *Irving Whale* was drydocked in Halifax twenty-six years after sinking in a storm in the Gulf of St. Lawrence.

. . . Algoma Marine has cancelled plans to build two 650-foot ocean-going self-unloaders. The new ships were to be built by Gdansk Shipyard in Poland. The shipyard declared bankruptcy.

Aug. 11 . . . A planned second lock at the Soo that will handle 1000-footers is one-step further to being built. Years ago, Congress authorized the new lock, but never funded the project. A Detroit firm has suggested design changes that would cut the cost of the project by about \$116 million. Congress will pay 75 percent of the cost of construction, which is estimated to be between \$200 million and \$250 million. Nine other states are being asked to pay the other 25 percent.

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**• GREAT LAKES & SEAWAY NEWS**

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Aug. 12 . . . *Philip R. Clarke* made two rare visits to Marquette to load pellets at the L.S.&I. ore dock. Her second visit was on the 24th. She last called at Marquette when she closed the 95-96 shipping season at that port on January 14, 1996. Before that, her last visit to Marquette was in 1989.

. . . The Canadian Coast Guard's *Cap-Aux-Meules* passed downbound through the Welland Canal on her delivery trip.

Aug. 13 . . . *Jean Parisien* arrived at Grand Haven to unload a partial cargo of dolomite onto Meekhof's dock. It's believed that this is her first visit to this port and she is only the third CSL vessel to call at Grand Haven in the last ten years.

Aug. 15 . . . The Army Corps of Engineers reported that the runoff from record snows this winter and heavy rainfall this summer have resulted in a rise in Lake Superior's water level. The lake is about one foot higher than at this time last year and is about six inches above average.

Aug. 17 . . . A group of scuba divers, including Paul Schmitt, David Losinsky, Tracey Sweet and Roy Young have discovered the wreck of the schooner *Clayton Belle* in Lake Huron off Lakeport, MI. The *Belle* sank after colliding with the schooner *Thomas Parsons* in 1882. The divers along with several other volunteers raised an 80-foot section of the wreck and towed it about 1200 feet to the main wreck site and re-sank it. It's believed that the 80-foot hull section was separated during salvage operations of the cargo of pig iron.

. . . Two new foreign shipping lines are entering the Seaway/Great Lakes trade. Ferum, a Greek-based company has committed four vessels from its fleet to this service. The company's first vessel arrived in Chicago in July and unloaded a cargo of steel at the Federal Marine Terminals.

. . . The second company, the Portuguese based Polar Line will provide service on an "as needed" basis. The company also made their first trip into the Great Lakes in July with a shipment to Chicago.

Aug. 18 . . . *Quebecois* cleared her lay-up berth at Pascol Engineering in Thunder Bay, Ontario for Duluth-Superior to load grain. She had been in temporary lay-up since July 6th of this year.

Aug. 19 . . . The Army Corps of Engineers new crane barge *H.J. Schwartz* suffered severe damage in an accident in the Portage Ship Canal in the Keweenaw Peninsula. The barge had been working on a breakwall at the mouth of the Portage Entry. The barge with its boom extended was being towed by the tug *D.L. Billmaier* and struck power lines strung across the waterway. The boom crashed to the barge deck along with the power lines, causing severe damage to cable supports on shore as well as the barge.

Aug. 20 . . . *Burns Harbor* loaded 64,435 gross tons of pellets at the B.N. ore dock in Superior and sent a new record for a single cargo to be loaded at the Lake Superior port. The previous record was held by *Indiana Harbor* when she loaded 64,390 gross tons at the same dock in 1986.

Aug. 21 . . . The *H. Lee White* opened and closed the shipping season at Washburn, WI. when she unloaded a cargo of stone onto the old coal dock. Washburn only receives one ship per year.

Aug. 22 . . . Port Weller Dry Docks announced a \$15 million contract to convert the *Canadian Navigator* to a self-unloader. She was expected to arrive in December with an April 15, 1997 scheduled completion date.

Aug. 24 . . . The Lake Carriers Assoc. reported that dry and liquid cargoes carried by US flag vessels in June rose 1.1 % over June of last year. The increase would have been higher if a 1,000-footer hadn't been drydocked for ten days.

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**GREAT LAKES & SEAWAY NEWS •**


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... Iron ore cargoes carried by US flag lakers in June rose by 3.4 % over June of last year. However, for the shipping season, iron ore cargoes were down 2.6 %. Coal loadings in June remained the same as last June, but for the season they were down by 10.8 %. Stone loading in June were down by 5.2% and for the season, they were down by 9.8 %.

... Shipments of iron ore, coal and stone from US and Canadian ports in June decreased by 1.1 % and for the season were down 6.7 %. Coal loadings increased by 2 % in June, but were down by 9.8 % for the season. June stone shipments were down by 3.4% and 9.8 % for the season. As mentioned before, heavy ice this spring delayed shipping on the upper lakes.

Aug. 24 . . . A celebration was held in Superior, WI. for the 100th birthday of the whaleback *Meteor*. She was launched in 1896 in Superior (now Fraser Shipyard) as *Frank Rockefeller*. She was renamed *South Park* in 1928 and *Meteor* in 1943. Cleveland Tankers donated the whaleback to Superior in 1973. She is now a maritime museum and moored at Barker's Island in Superior.

Aug. 25 . . . *Algomarine* made a rare visit to Ontonagon, MI to unload a cargo of slag from Algoma Steel at the Soo.

Aug. 26 . . . Oglebay Norton's *Fred R. White* made her second visit of the season to Ashland, WI. with a load of coal. She was also only the second vessel of the season to call at Ashland. The port's ship traffic has declined since the operations at the White Pine Mine in Michigan have closed down.

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Photo by Jim Hoffman

NICOLET outbound Maumee Bay in Toledo on August 28, 1996. Tug OTIS WACK was the bow tug.

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**• GREAT LAKES & SEAWAY NEWS**

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... The St. Lawrence Seaway Authority reported that grain shipment from US and Canadian ports were off from last year. However, iron ore and coal shipments have shown some increase and general cargoes were about the same as last year. An official from the Seaway Authority feels that it will be "a break even year" for the Seaway.

... The salty *Ziemia Gnieznienska* lost power north of the Homer Bridge while upbound in the Welland Canal. She anchored and later was assisted to the tie-up wall by the tugs *Otis Wack* and *Argue Martin*.

Aug. 27 ... The Corps of Engineers tug *Marquette* passed downbound through the Welland Canal enroute to Florida and new owners.

Aug. 28 ... *Nicolet* was sold to International Marine Salvage for scrap. Tugs *Illinois* and *Otis Wack* towed the *Nicolet* from the Hans Hansen dock. Once the tow was passed through the second railroad bridge, the *Illinois* was released and the *Otis Wack* continued on to Port Maitland, Ontario, arriving on the 30th. Member Jim Hoffman reports that the *Nicolet* was the last straight-decker that was laid-up in Toledo. All that remains are the three Norfolk-Southern railroad carfloats *Manitowoc*, *Roanoke* and *Windsor*.

## Miscellaneous ...

... The carferry *Viking*, ex-*Ann Arbor No. 7*, has been registered in the Central American country of Belize. It's hoped that she will begin service between Port Stanley and Cleveland this fall.

... The Liberian registered *Pride of Donegal* was sold at auction in June for \$5.1 million at Norfolk, VA. She made one trip into the lakes under that name in December, 1995. After clearing the Seaway, she suffered engine failure in the Atlantic and was towed into Norfolk for repairs. The repairs never materialized, she was abandoned and later arrested by US Marshall. The salty made one other trip into the lakes in December, 1994 as the Liberian *Pal Wind*.

... Miller Boat Line of Put-in-Bay, Ohio has contracted with Bay Shipbuilding of Sturgeon Bay, WI. to construct a new passenger/auto ferry. The new ferry, to be named *Put-in-Bay* will be 96-feet long and a beam of 38.6 feet and will carry 260 passengers and 20 cars. Passenger capacity can be increased to 500 if no cars are carried. The new ferry is expected to enter service in the summer of 1997.

... In the near future, scrapping will begin on the fuel barge *Fuel Oil*, moored at the CSX dock in the Frog Pond in Toledo. In recent years, the barge was used as a work-float for the coal machines, however, her services are no longer needed.

Back Cover Picture ... *Iron Queen* (US 100413). Schooner built at Detroit, MI. in 1887. Measured 242.0' x 38.7' x 17.6'. 1384 gross tons - 1321 net tons. Went New York in 1913 and listed as schooner barge. Abandoned for age in 1925, but was relisted in 1926 under Consolidated Fisheries in Wilmington, DE. Foundered on July 16, 1926 off New Jersey. *Iron King* (US 100412). Wood freighter built in 1887 at Detroit, MI. Measured 252.4' x 38.0' x 20.0'. 1702 gross tons - 1223 net tons. Transferred to Canadian flag at Montreal in 1913 and renamed *Canobie*. Battered by storm on Lake Erie on November 1, 1921. Arrived at Erie, PA. and declared unfit and broken up.

## Great Lakes Calendar ...

Sat.-Jan. 18th - Joint Entertainment meeting with Marine Historical Society of Detroit. Guest speaker will be a slide presentation by Greg Rudnick on Cleveland's waterfront and the vessels that traveled on the Cuyahoga River

Feb. 1-9th - Michigan Boat Show at Cobo Hall in Detroit.



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**INDEX - VOLUME XLIV - 1996**


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This index prepared by F. Jordan Schanbeck and Kathy McGraw, provides the reader with a complete listing of names of ships, people, places and titles appearing in Volume XLIV-1996 *Telescope*. Page numbers are page numbers only and to avoid confusion, issue numbers were eliminated. The two exceptions are reference to a cover picture in which case the listing would be C-3, meaning the cover of May-June issue. The back cover photo would be listed as RC-3. Numbers with an asterisk (\*) indicate a photograph. Article titles are in parentheses ("). The names of vessels are in *italics*.

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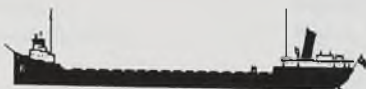
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