Telescope

JANUARY • FEBRUARY, 1997
Volume XLV; Number 1

GREAT LAKES
DOSSIN MUSEUM BELLE ISLE
MARITIME INSTITUTE
DETROIT MICH.

MEMBERSHIP NOTES •

The Ships of The Paterson Fleet, co-authored by marine historians Gene Onchulenko and Skip Gillham is now available at the museum book store. This book details the growth of the Paterson fleet from 1915 through the Seaway era to the 1990's. Following the format of Ships of Collingwood, The Ships of Port Weller and The Ships of Upper Lakes, the Paterson Fleet includes a short history on each vessel that has sailed in Paterson colors. This 144-page book includes 150 black & white photos and retails for $21.95 at the museum. Please enclose $3.50 for postage. Canadian members may wish to order directly from Riverbank Traders, 57 Main Street, St. Catherines, Ontario L2N 4T8.

MEETING NOTICES •

The next entertainment meeting will be Saturday, March 15th at 11:00 a.m. in DeRoy Hall at Dossin Museum. Our guest speaker will be Harvey Nissley presenting "The Art of the Model Builder".

Just a reminder that the museum will be closed at noon on Good Friday, March 28th and also on Saturday, May 17th for the 24-hour bike race on Belle Isle.

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OUR COVER PICTURE . . . Eighty-five years ago the Detroit & Cleveland sidewheeler *City of Detroit III* began her sailing career that lasted almost forty years. Carrying passengers overnight from Detroit to Buffalo, this floating palace contained 477 staterooms and twenty-one parlors. When the D & C fleet was broken up in the 1950's, the interior furnishings of the *D-III* were dismantled and sold off. Nearly a decade later, the "Gothic Room" was purchased by the GLMI and restored at the Dossin Musuem.

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

LAKE ERIE TRAGEDY:

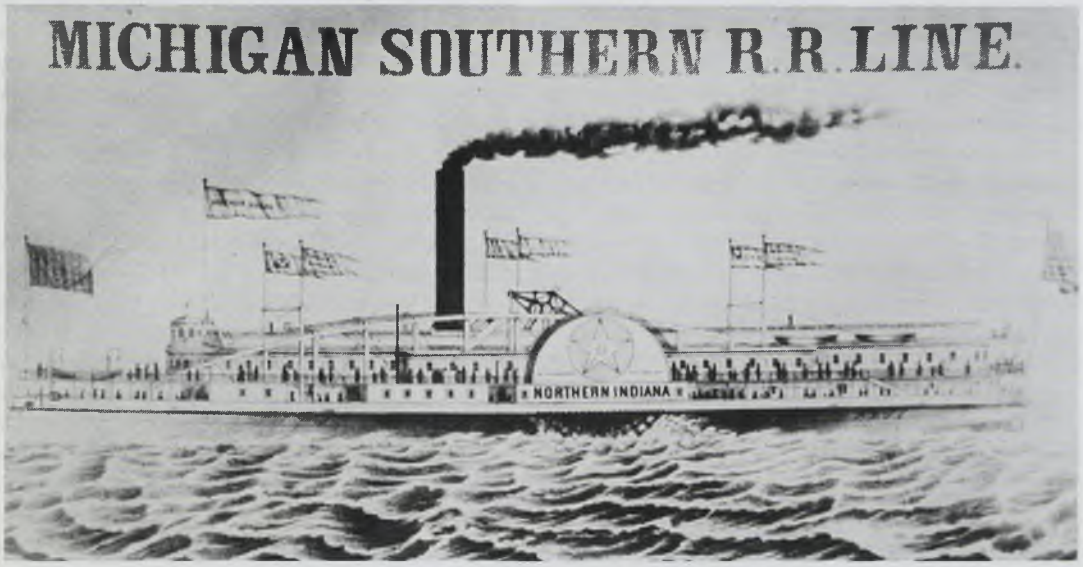
THE STEAMER NORTHERN INDIANA

by
CRIS KOHL

Just a short distance southwest of the actual point of land called Point Pelee, which juts dangerously into western Lake Erie and has been, historically, a treacherous menace to navigation, the remains of a long-known and mysteriously unidentifiable steamer lie in about thirty feet of water. The point, however, had nothing to do with the demise of this vessel.

Flattened and scattered by the ravages of time and nature (ice, wind and waves), this shipwreck, broken up and spread over a large area, first caught divers attentions in 1984 when Leamington underwater explorers, Alan and Jackie King, groped their way in virtually zero visibility over these timbers and metal pieces. Since then, water visibility has cleared up dramatically due to the invasion of the small filter feeders known as zebra mussels. The price to pay however, is in aesthetics; these tiny bivalves now cover southern Great Lakes shipwrecks, often in such densities that it is impossible to discern between wood and metal, or between a large lump of coal and a wooden deadeye. Nature tries to maintain a balance; increased visibility arrived with increased camouflage.

Divers were finally able to obtain an overall view of the general layout of this large shipwreck, something difficult to imagine with the piecemeal Braille diving in the past. Early divers thought that this unidentified vessel could have been used in drilling operations, since the wreck contained 12-inch pipes that



McDonald Coll/Dossin Museum

The NORTHERN INDIANA *was built in 1852 by the railroad to provide continuous transportation from Buffalo to ports on western Lake Erie.*

McDonald Coll/Dossin Museum

SOUTHERN MICHIGAN, *sistership to the* NORTHERN INDIANA.

resembled drill casings of the type that were often sunk into the lake bottom. So, for years, this site was referred to as "the Drill Barge".

Later speculation added the possibility that this ship may have been a sandsucker due to the presence of steel wheels connected by an axle, hinting at a usage for moving sandsucker hoses. The 12-inch pipes, however, were too small for such a job. The presence of a huge boiler, plus a smaller one, among the debris at the stern prompted the nickname, "the Point Pelee Steamer". In the debris field to the north of the main wreckage is a capstan with a brass plate, naming "Oswego, New York", as the place of production of that marine artifact. Numerous other items on and around the wreck proved immensely interesting, but positive evidence of the ship's identity eluded investigators.

Finally, in the early summer of 1996, Chatham diver Brian Roffel, doing volunteer work on the Windsor chapter of Save Ontario Shipwreck's survey of this site, located a brass tag in the debris field. This small, seemingly innocuous item, with a mysterious, large, embossed letters, "M.S.& N.I.R.R." and the much smaller lettering, "F. Robbins, Boston" (the tag's manufacturer) at the bottom of it, proved its weight in gold, for it positively identified this shipwreck. The letters stand for the "Michigan Southern and Northern Indiana Railroad". This company owned the sidewheel passenger steamer, the *Northern Indiana*, which met her demise off Point Pelee in the middle of the summer in 1856.

Four years old at the time of her loss, the *Northern Indiana* was the sister ship to the other half of her railway owner's namesake, the sidewheel steamer, *Southern Michigan*. In the early 1850's, the railroad had not yet been constructed between Buffalo and the cities at the opposite, western end of Lake Erie, so railway companies built steamers to provide continuous transportation service for their passengers to catch connecting trains west from Toledo or Detroit.

Built by Bidwell & Banta in Buffalo, New York, at the eastern end of Lake Erie of 1852, the *Northern Indiana's* history of accidents earned her the nickname, "hard-luck sister". On June 23, 1852, shortly after her launch, the huge, 300-foot, 1,475-ton *Northern Indiana* accidentally plowed into the small schooner *Plymouth*, causing the latter and her cargo of wheat to become a total loss. Ironically, this mishap occurred in the Point Pelee region of Lake Erie, the area where the *Indiana* would meet her end in a few short years.

Later in her first season afloat, the *Northern Indiana* suffered severe damage in a fierce gale off Dunkirk, New York, resulting in both of her major support arches being broken and her steam engine quitting. After five hours of drifting helplessly with

her crew frantically effecting makeshift repairs, the *Northern Indiana* slowly limped into safety at Toledo harbor. It had not been a good first year!

On August 15, 1854, the *Northern Indiana* steamed out of the harbor at Monroe, Michigan, right over a shallow, embedded anchor which tore a long gash into the ship's wooden hull. This fluke accident (pun intended) forced the *Northern Indiana* to undergo major repairs at Detroit.

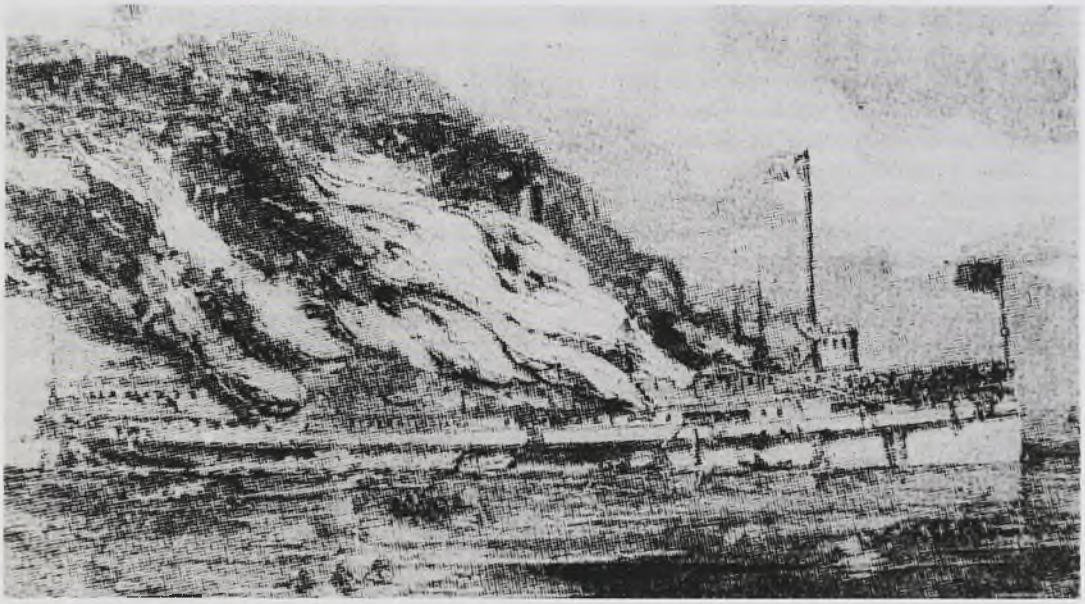
Lastly, just before lunch on July 17, 1856, on a day so calm with smooth seas and such a light wind that a looming disaster seemed totally unlikely, a fire broke out in the fire-hold as the ship, reportedly loaded with 104 passengers and 43 crew, steamed past Point Pelee. Spreading quickly to the main deck around the steam chimneys and around the bulkheads of the engine, the flames drove the crew from the engine room, thwarting the captain's command to stop the engine.

Mate W.H. Wetmore, in command of the *Northern Indiana* since Capt. Pheatt had taken ill at Buffalo, "proved himself eminently worthy of the trust confided to him," according to a contemporary newspaper account. He was later the last person to leave the dying ship.

The nearby steamers, *Mississippi* and *Republic*, immediately raced to the rescue when they saw the smoke billow from the *Northern Indiana*, but had difficulty catching up with the out-of-control vessel. The scene on board the burning ship was chaotic; "the frantic shrieks of women, the cries of children, the struggles of men to save those near and dear to them, were indescribably appalling," as one journalist wrote the next day.

The press reported personal tragedies. One man on board the burning vessel was placed in the horrible position of having to choose which one of his family he would save, his wife or his four-year old son; "the little fellow sank, probably to rise no more. The mother and father were saved." One woman, Harriet Ackroyd of London, England, lost her husband, both of her parents, and both of her children, in other words, her entire family, in this tragic accident. All of her family's belongings were destroyed as well.

Initial estimates of loss of life amounted to fifty-six, but later figures of a more reliable nature generally indicate twenty-eight lives lost. Since the "trip sheet" on the vessel was not saved, and it was not yet a requirement to keep a copy at the port of departure, there was no way of ascertaining precisely how many people were on board the *Northern Indiana* at the time



Artwork from Lynn's Marine Directory, 1913

The NORTHERN INDIANA *burning on Lake Erie on August 2, 1856.*

Author's Photo

Brass tag found by Brian Roffel displays the letters "M.S. & N.I.R.R., offering strong evidence that these long unidentified shipwreck remains were indeed those of the ill-fated passenger vessel NORTHERN INDIANA.

of her loss. The loss of life, however, was definitely staggering, but, had the steamer had not been almost an hour behind schedule, the losses might have been greater, for the rescuing steamers would have been much further away when their assistance was needed.

Bodies from the shipwreck washed ashore for weeks, locally and as far away as Port Burwell, Ontario, ninety miles to the east. Newspapers, in an effort to help with the identification of the deceased, described the bodies and the contents of their pockets as completely as possible. For example, one badly burned body of a man wore "black pantaloons" containing two keys, a knife, a steamboat ticket from Buffalo to Toledo marked "D. Miller" and two three-dollar bills.

Three weeks after the sinking of the *Northern Indiana*, salvagers were reportedly busy "at the wreck in removing whatever is valuable and can easily be rescued; the hull of the vessel . . . is not deemed worth the effort".

Some good emerged from the ashes. Passengers Miss Jane Cox and adventurer John Tracy were married soon after dramatic accident, but not before they experienced yet another shipwreck together! Shortly after they had been safely deposited in Detroit the day after the *Northern Indiana* sank, the tugboat, *Queen*, which was taking them up the St. Clair River to Sarnia, sank at the mouth of the South Channel, leaving them struggling in the water for two hours before being rescued. It is hoped that their subsequent marriage was less rocky than their sea travels.

The 1856 salvagers did not remove everything of value. The important brass tag, in possession of Save Ontario Shipwrecks (Windsor chapter), will become an exhibit in the Point Pelee area marine museum that is being planned for an early 1997 opening in the town of Leamington.

Meanwhile, the wreck of the *Northern Indiana* is one of the highlights of the new underwater park named ErieQuest, comprising the many shipwrecks in the waters around Point Pelee. For today's visiting scuba divers, items of immense value include, among other things, this shipwreck and its dramatic history.

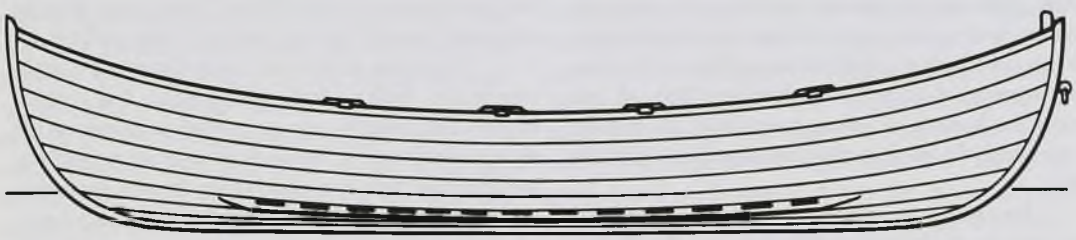
SURFBOAT AND LIFEBOAT:

WORK HORSES OF THE U.S. LIFE-SAVING SERVICE

By
WILLIAM CAHILL

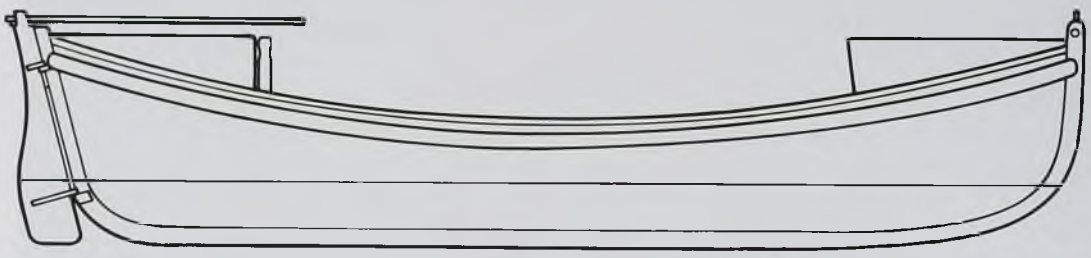
Throughout the existence of the U.S. Life-Saving Service (1878-1915), two distinctive boat types dominated the rescue operations of this famous predecessor of the U.S. Coast Guard. Although different in design and intended use, both performed diligently the tasks for which they were built. The self-bailing and self-righting heavy lifeboat was a variation of an English design, while the self-bailing surfboat was purely an American invention. Of the sixty-one Life-Saving Stations that once dotted the Great Lakes, almost all had at least one each of these unique rescue boats.

Building and testing these boats was so critical, in fact the most critical of all the equipment purchased or manufactured for the Service, that a Revenue-Marine officer was appointed as superintendent of their construction. (The Revenue-Marine merged with the U.S. Life-Saving Service in 1915 as the U.S. Coast Guard). The officer worked under the Inspector and was posted in New York City, a major boat building center. This allowed him the fullest advantage of new improvements in design and construction as well as potential builders for new construction. He was involved in determining the design and specifications, drawings included, for all types of boats, boat wagons and beach apparatus. Furthermore, the officer was required to be present during the construction to assure that all material and workmanship were in full



Author's Coll.

Twenty-seven foot Beebe-McLellan Surfboat, circa 1880.



Author's Coll.

Thirty-four foot Merryman Lifeboat, circa 1885.

compliance with those specifications. Deviations of any nature were strictly forbidden unless prior approval from the Secretary of the Treasury was obtained. The Revenue-Marine officer also tested the boats before they were accepted by the Service.

The surfboat was based on a original design used by New Jersey coastal fisherman of Swedish origin. This rugged type of boat was used by those whose living it was to launch their boats regularly into the breaking surf. In 1858 the Department of the Treasury, whose authority the Life-Saving Service would eventually fall under, tested several models of Jersey surfboats: namely the Wardell, Green and Bunker types. Although all proved suitable to the task, the Bunker model was chosen as the prototype for life-saving use. Bunker's surfboat was clinker built of cedar, square-served with air chambers fore, aft and under the thwarts. Weighing in at about 700 pounds, it measured 24 feet 8 inches overall with a beam of 6 feet.

By 1889 three varieties were in use: the Beebe, the Higgins & Gifford, and the ever popular Beebe-McLellan. All were of the "double-end" design and constructed of white cedar with white oak frames in sizes ranging from 25 to 27 feet in length, 6-1/2 feet to 7 feet in beam and 2 feet-3 inches to 2 feet-6 inches in depth amidships. Flat-bottomed with little or no keel, they usually drew six to seven inches of water and weighed 700 to 1,000 pounds, each costing between $210.00 and $275.00. The rowing crew usually equalled six men with the steering oar being handled by the station keeper. Designed to carry only ten to twelve shipwreck victims, it was not uncommon for them to hold as many as fifteen. The Beebe and the Higgins & Gifford were nearly identical save for that the former had more sheer and was clinker built while the latter was carvel built. The Beebe-McLellan was a Beebe with a self-bailing feature added. (Although the use of a surfboat for life-saving purposes in America preceded the adoption of the lifeboat, it was the developments in the lifeboat design that brought improved features like self-bailing to the surfboat.)

The greater attribute of the surfboat was its light weight and shallow draft, which meant that it could be launched from its carriage on the beach nearest the sight of the wreck. In the hands of experienced surfmen the boat could be maneuvered easily through the breakers, darting across the crests of the dangerous heaving waves with the utmost suppleness. The surfboats fine handling characteristics allowed it to work effectively close to the wreck, its nimbleness enabling it to slip under the lee of the distressed ship and rescue its crew at the most opportune moment. When the surfboat became practically standard with the lifeboat in

the Life-Saving Service, it was the preference of many stations and keepers, quoted as being able to go and work anywhere the lifeboat could.

The heavy lifeboat is a direct descendant of a series of craft built by numerous English lifeboat designers and builders. The culmination of these efforts served as the basis for the development of the lifeboat popularized by the Life-Saving Service. In 1785 Lionel Ludkin was awarded a patent for an "unsinkable" boat. He converted a Norwegian yawl into a lifeboat by adding cork to the empty spaces in the thwarts, bow and stern and achieved the two most important characteristics of the lifeboat: stability and buoyancy. Four years later William Wouldhave won a citizens sponsored contest to design a lifeboat. His design is the earliest known documented plan of a self-righting boat, for which he is considered the creator of the lifeboat. In 1826 Pellew Plenty, under the guidance of the National Institute for the Preservation of Life from Shipwreck, designed and built a boat with a high degree of buoyancy, and one that was also self-bailing through the use of six drain tubes. In 1851 the Duke of Northumberland, as President of the reorganized National Lifeboat Institution, offered a contest for the most improved lifeboat. James Beeching won the contest with a design that could be considered the final configuration that would most influence the American lifeboat. It was thirty-six feet in overall length, water-ballasted, iron-keeled, self-righting and self-bailing. As written by William D. Wilkinson, a leading authority on rescue boats it "marked the first wholly successful self-righting lifeboat and established the quality of self-righting as a requisite in lifeboat design for the next thirty-five years."

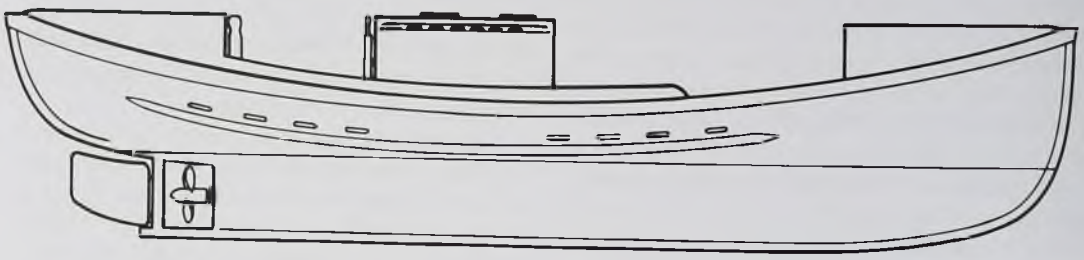
In 1872 Service Superintendent Sumner I. Kimball purchased an English lifeboat for study and testing. After evaluation Service Inspector James H. Merryman determined the boat too large and heavy for most American applications. Despite this, however, he submitted plans to the Secretary of the Treasury for a lifeboat based closely on the English design. The plans called for a 26 foot, 8 inch self-bailing, self-righting wooden lifeboat. The hull was double planked 3/8 inch mahogany with a beam 7 feet, 3-1/4 inches in length and a draft of 21 inches. All fittings and relieving tubes were copper and the iron keel weighed 688 pounds. The bow and the stern carried built-in copper air cases while the battens contained five canvas-covered wooden cases along each side. Because the Merryman so resembled the lifeboat from England, all subsequent lifeboats used by the service were referred to as "English" lifeboats.

Lifeboats operated either with sails or by rowing. Typically equipped with removable main and foremasts including a jig as a third sail, some boats were also built with a centerboard. Rowing oars were thirteen or fourteen feet in length and the steering oar was nineteen feet. A rowing crew of eight (two more than the surfboat) provided the manpower needed to propel the weighty craft through the heavy seas it was accustomed to. The weight of the lifeboat made it difficult for it to be hauled on the sandy shores common to American beaches, the Great Lakes included. Thus most Life-Saving Stations on the Great Lakes were all located near harbors or sheltered areas to allow the boats to be launched directly into calm waters. Beginning a rescue in sheltered waters was the ideal scenario for the heavy lifeboat. Once reaching the wreck though, the rugged lifeboat could carry some thirty persons or perhaps more to safety.

Although the lifeboat was tremendously seaworthy, it was in fact a conflict of advantages and disadvantages. Its large beam and heavy keel gave it great stability and strength, but impeded its speed. When it was rigged with sails, speed was increased but stability decreased. Moreover, the heavy keel, ballast and air tanks all made the boat self-righting, but it increased its sheer and exposed the sides to the force of the wind. Apart from strength and stability, its greatest advantage was its ability to self-bail and constantly right itself, a feature that allowed it to batter through the heaviest of seas even when tugs and steamers sought the shelter of the harbor.

Two other varieties of English style lifeboats were also used by the Service, but with little success compared to the Merryman. David P. Dobbins, Superintendent of the Ninth District (Lakes Ontario and Erie), developed his own version of the lifeboat that was self-ballasting as well as self-righting and self-bailing. Although it met with much enthusiasm, it was never adopted for Service-wide use. Another version, invented by Captain John M. Richardson, Superintendent of the First District, was innovative with respect to weight and draft. By substituting cedar planking for mahogany, the boats weight was reduced by some 400 pounds, while its draft was reduced from twenty two inches to only eighteen inches. Despite its good overall performance, it was felt by the Service that further improvements could be made. Both vessels had their merits, but evidently they were not significant enough for the Life-Saving Service to adopt them as standard equipment.

In summary, the surfboat and lifeboat played a critical role in the history of the U.S. Life-Saving Ser-



Author's Coll.

Thirty-six foot H-Type Motorized Lifeboat, circa 1900.

vice. Not only were they tough enough to withstand the punishment of going out, they usually, despite the redundant Coast Guard adage, always came back with crew and rescued alike. Although built out of different design philosophies, both did gallantly what they were intended to do: rescue those in peril at sea. The surfboat, light, nimble and fast, could be launched nearer the wreck to provide a speedy rescue. However, its lightweight and shallow draft made it more susceptible in rougher weather. Its slender shape also restricted its capacity to carry as many rescued victims as the lifeboat.

The lifeboat, in contrast, was heavy and slow. Needing a deep water launching point, it had farther to go to reach a wreck. But its self-righting feature meant it could rarely be capsized, and its large proportions allowed it to carry more victims, some in enclosed fore-and-aft compartments shielded from the elements. When the Life-Saving Service eventually went to a motorized boat, it was the design of the lifeboat that was most suitable to that conversion, lasting practically unchanged almost until the third quarter of the 20th Century.

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Wreck Ashore. The United States Life-Saving Service on the Great Lakes. Frederick Stonehouse. Lake Superior Port Cities, Inc. 1994.

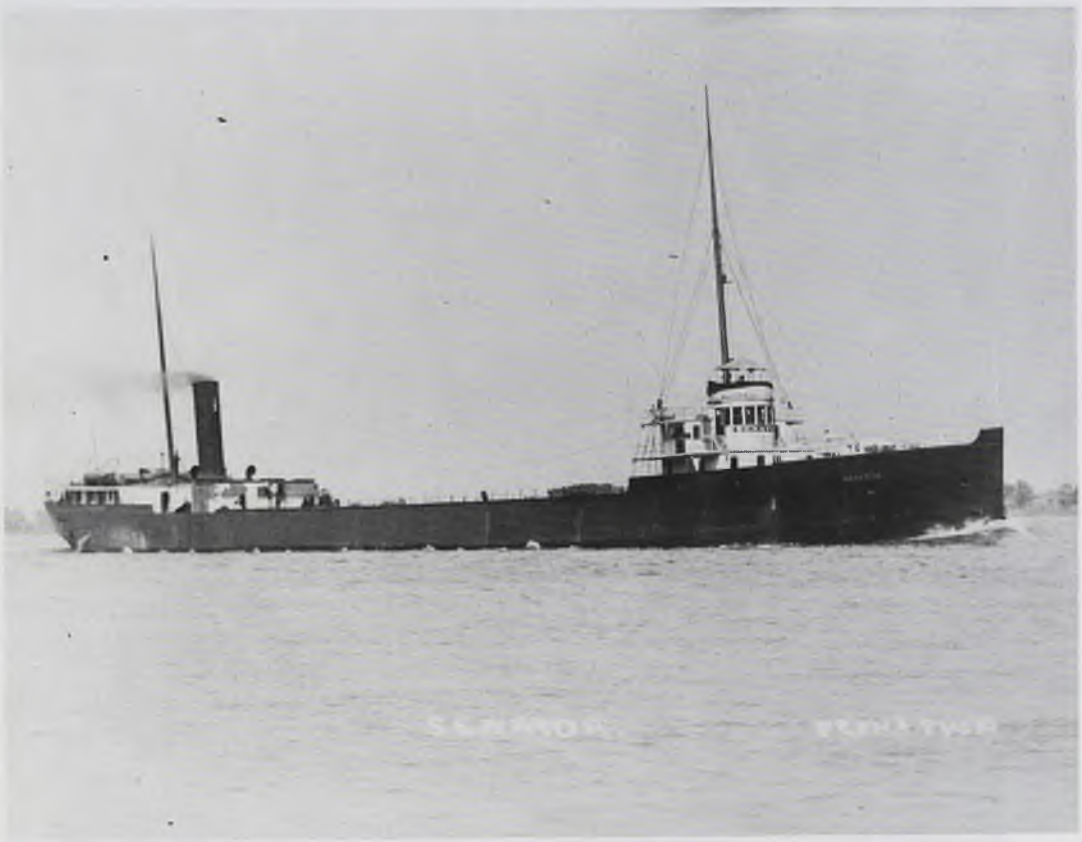
That Others Might Live. The U.S. Life-Saving Service, 1878-1915. Dennis L. Noble. Naval Institute Press, 1994.

COLLISION BETWEEN

THE SENATOR AND MARQUETTE

The *Senator* was built in 1896 by the Detroit Shipbuilding Company in Wyandotte, MI. She measured 410 feet long, 45 foot beam and 23.9 foot depth. During her short history, she sailed for many different owners, the last being Spokane Steamship Company of Detroit, a subsidiary of Nicholson-Universal Steamship Company.

During the winter of 1928-29, extensive work was done on the *Senator* at Great Lakes Engineering Works in Ecorse, MI. On October 31, 1929, while carrying autos, she collided with the steamer *Marquette* in dense fog, about twenty miles off Port Washington, WI. on Lake Michigan. The collision opened a large hole on the port side, causing the vessel to roll over and sink before any lifeboats could be launched. Nineteen of the twenty-seven crewmen were picked up by local fish tugs and other vessels. Eight crewmen and the cargo of autos were lost.



Pesha Photo/McDonald Coll.

The SENATOR *was built by Detroit Shipbuilding Company and sailed for numerous steamship companies.*

McDonald Coll/Dossin Museum

McDonald Coll/Dossin Museum

Top: The SENATOR *would spend her last year carrying autos on the Great Lakes.*
Bottom: MARQUETTE *entering Milwaukee after colliding with* SENATOR.

MARQUETTE *with damaged bow on November 8, 1929.*

McDonald Coll/Dossin Museum

FUELING LIGHTER

PITTSBURGH

Reprinted from
Marine Review
June, 1912

The Pittsburgh Coal Company is very well satisfied with its new fueling lighter *Pittsburgh*, now in service in Cleveland harbor. The hull of this lighter was constructed at Buffalo, the propelling machinery being installed at Cleveland. The lighter is of steel and is 167 feet over all and 45 feet beam, and has a carrying capacity of 1,000 tons of coal arranged in a series of twenty pockets of 50 tons each, ten on each side of the hull. These pockets are provided with two gates so arranged that the flow of coal to the reclaiming conveyors is accurately controlled. The conveyor, which is of the drag type, operates towards the center of the boat, where it discharges into an elevator which lifts the coal to a swinging boom. The swinging end and telescoping chute is fastened to the end of the boom and is so adjustable that it is possible to discharge coal into the bunkers of the largest steamers without trimming. It can be seen that its sphere of action is considerable, as it will fuel any class of carrier, no matter how high it may be out of the water. This arrangement dispenses with a great deal of labor. In fact, the lighter is operated by a crew of four men, excluding the captain. Independent motor drive is used to operate the conveyor and the coal handling machinery, which is controlled from the operator's house placed on top of the elevator. This machinery, which was designed and built by the C.O. Bartlett & Snow Company of Cleveland, is of the automatic switch type and is interlocked so that the various conveyors and elevators cannot choke up if the fuse in the supply line between the Ridgeway generator set placed in the aftercabin and any one of the seven motors should blow out. Three motors are required to operate the boom and chute and one for each conveyor and elevator.

The regular way of loading the lighter is to have swinging boom equipped with buckets similar to those on the vessel let out from the docks. Coal is fed into these pockets from a hopper beneath elevated tracks into which fuel is delivered directly from hopper bottom cars. In addition the lighter can also be loaded directly through an ordinary car dumper.

Safety devices are provided for the entire equipment, which is rigidly constructed and arranged with a view to securing easy operation of all parts. Another feature of it is the design which tends to give stability to the boat, the list being only about six inches under the extreme conditions of loading and the swinging of the boom to the maximum outward position. The lighter is self-propelling, having twin-screws driven by two 18 x 20 engines, supplied with steam from two boilers, 12 foot diameter and 12 foot long, allowed 150 lbs. pressure. It is therefore extremely responsive to the helm and can be handled very easily in the tortuous channels of the Cuyahoga River. The lighter is unusually seaworthy for a craft of its kind, so that it is possible to run out into the lake beyond the breakwater to fuel a vessel should occasion require. It is designed for a speed of twelve miles per hour.

The Pittsburgh was built as a bunkering collier at Buffalo, NY in 1911. The vessel was abandoned for age and broken up in 1947.

McDonald Coll/Dossin Museum

GREAT LAKES & SEAWAY NEWS

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

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DAN MCCORMICK
JIM SPRUNT
KEN HILLYER
WILLIAM KELLER
ALAN MANN
TERRY SECHEN
JOHN VOURNAKIS

Sep. 1. . . Andrie, Inc. has acquired principal ownership of the Alpena, Michigan based Inland Lakes Management, Inc. Inland Lakes operates a fleet of cement carriers including the *Alpena, J.A.W. Iglehart, Paul H. Townsend* and the new tug/barge *Integrity/Jacklyn M.*

. . . .Transport Canada has granted permission for the hydrofoil *Sunrise V* to provide cruise service on the St. Clair River. The Ukranian-built hydrofoil originally came to the Great Lakes for service between Toronto and St. Catherines.

Sep. 2. . . The Canadian Coast Guard's *Samuel Risley* arrived at Port Weller Dry Docks for replacement of her propellers. She cleared Port Weller on Sept. 7th.

Sep. 3. . . *Cuyahoga* made her first visit to the St. Marys River since being purchased by Lower Lakes Towing. She unloaded salt at the Carbide Dock in the Soo. (Ed. note: I have been informed by reliable sources that there was much wailing and gnashing of teeth by boat watchers at the Soo. *Cuyahoga* arrived at the Soo late at night and departed the next day before daylight. It's kind of hard to take pictures in the dark, so I'm told.)

. . . *Federal Calumet* arrived in Thorold with a cargo of bauxite on her maiden voyage from China. (Ed. note: See page 128 of Sept., 1996 issue of *Telescope*.)

Sep. 4. . . C.S.L.'s *Halifax* suffered engine problems while upbound in Lake Superior. She met tugs at the Duluth piers and was towed to Fraser Shipyard for boiler repairs. When repairs were completed on the 8th, she shifted to the D.M.&I.R. Ore Dock to load pellets

Sep. 5. . . Employees of Inland Lakes Management went on strike, idling the *Iglehart, Townsend* and *Alpena.* Captains, mates, engineers, stewards and conveyormen walked out over job security.

. . . The *George A. Stinson* went aground in the St. Marys River near Gros Cap. She along with several other vessels had been anchored overnight because of heavy fog. Two Purvis Marine tugs tried to pull her off the sandbar without success. The upbound *Lee A. Tregurtha* came alongside and the *Stinson* off-loaded part of her cargo. After the *Stinson* floated free, the taconite pellets were reloaded and she continued downbound for Detroit.

. . . The retired U.S. Army Corps of Engineers tug *Lake Superior* was opened to the public. She is moored behind the museum ship *William A. Irvin* in Duluth. The *Lake Superior* was retired earlier this year and donated to the City of Duluth. (Ed. note: See page 132 of the Sept. issue of *Telescope*.)

Photo by Pete Worden

Photo by Dick Kruse

Top: Four tankers owned by Socanav, including the LE SAULE NO. 1 *and* W.M. VACY ASH, *have been sold to Gorse Down Canada.*

• GREAT LAKES & SEAWAY NEWS

Photo by Jim Hoffman

Sep. 7. . . Upper Lakes' *Gordon C. Leitch* returned to service after a stop at the Pascol Drydock in Thunder Bay, Ontario.

. . . The Cypriot salty *Pontoporos* was reported to have gone aground in the St. Lawrence River near Sorel.

. . . The Seaway Port Authority of Duluth reported that at the end of July, cargo handled through the Twin Ports was down by 23% compared to the same period last year. This is a year to date figure. As of the end of July, 428 vessels called at the Twin Ports, which is a decrease of 132 from last year. There were 278 U.S. flag vessels, 112 Canadian and 38 from overseas.

Sep. 11. . . Two veteran tugs are being scrapped at Louiseville, Quebec. They are *Jean Simard* (a) *Deschaillons* of 1914 and *Glenvalley* of 1944.

. . . The fall grain rush is on at the Twin Ports. There were four saltys at anchor in Lake Superior and three were loading. Another ten were expected to arrive by the weekend.

Sep. 12. . . Socanav's *LaSaule No. 1*, while downbound in the Welland Canal, was arrested for unpaid bills and was held at Wharf 18-3. She was released the next day to continue her voyage.

Sep. 15. . . Inland Lakes' *Alpena* returned to service with a replacement crew.

Sep. 16. . . The St. Lawrence Seaway Authority announced that the Welland Canal will undergo major structural repairs in 1996-97. The Canal will close as soon as possible in December. The closing date will depend on vessel demand and weather conditions.

Sep. 17. . . Algoma's *Sauniere* arrived at Port Weller Dry Docks for bottom repairs following a grounding incident. (Ed. note: There was no information given in the report where the grounding took place or when.)

Sep. 25. . . The Seaway Port Authority of Duluth reported that cargoes handled by the Twin Ports of Duluth-Superior through the end of August were down 20% compared to the same period last year. The five-year average was down by 10%. The slump was blamed on a drop in shipments of iron ore and the effects of heavy ice in the spring throughout the upper lakes. As of the end of August, 554 vessels called at the Twin Ports, a decrease of 133 from last year. So far, this season, 358 U.S. flag, 146 Canadian and 50 overseas vessels have called at the Twin Ports.

. . . Inland Lakes' *Lewis G. Harriman* was towed out of Milwaukee to Green Bay to be used for cement storage in that port. In a related matter, the cement carrier *Metis* has been moved from Green Bay to Windsor for similar work.

. . . Socanav placed itself under bankruptcy and sold its four remaining tankers to Gorse Down Canada. The tankers were *LeChene*, *L'Orme, Le Saule No. 1* and *W.M. Vacy Ash*. The latter has been operating in spot charters on the east coast. Two other tankers, *LeBrave* and *A.G. Farquharson*, which are under bareboat charter, will be returned to their owner, Imperial Oil.

Sep. 26. . . The two Canadian National Railway tugs *Phyllis Yorke* and *Margaret Yorke* cleared Hamilton, Ontario under tow for Sorel, Quebec. There is a report that they will be shipped, as deck cargo to Nigeria.

Sep. 30. . . *A.G. Farquharson* arrived Halifax, Nova Scotia. She had been under arrest at St. Johns, Newfoundland following the bankruptcy of Socanav.

C. Patrick Labadie photo/Dossin Museum Coll.

Tug LAKE SUPERIOR *and tender* BAYFIELD *at Duluth, MN. in 1975.*

• GREAT LAKES & SEAWAY NEWS

. . . Engine trouble idled the passenger/carferry *Chi-Cheemaun*. The engine problems were major and the ferry will be out of service for the remainder of the season, which was scheduled to end on October 20th. *Chi-Cheemaun* made two round trips per day between Tobermory and South Baymouth from May through October. On October 5th, she passed upbound through the Soo, bound for the shipyard at Thunder Bay.

. . . The Lake Carriers Association reported that shipments of iron ore, coal and stone from U.S. and Canadian ports set a new record for August with 17,113,946 tons shipped in U.S. and Canadian lakers. Stone shipments led the upsurge with an 8.1% increase, coal shipments rose by 7.2% and iron ore shipments rose 1.9%. Since the start of the iron ore shipping season in March, iron ore shipments were down by 1.8%; coal down by 3.1% and stone shipments were down by 3.3% for the season.

Oct. 2. . . *Ziemia Tarnowska* lost power in high winds while approaching the upper entrance to the Soo Locks. She struck the west-center pier, damaging her bulbous bow.

Oct. 5. . . The former railroad barge *St. Clair* passed down through the Welland Canal under tow of tugs *Otis Wack* and *Argue Martin*. At Port Maitland, she was converted to a flat deck barge by removing rails and other railroad equipment. When she passed downbound through the Welland Canal, she was carrying the pilothouse of the recently scrapped *Beechglen*. No information was given as to their destination.

Oct. 9. . . *Algonorth* was undergoing unspecified repairs at Fraser Shipyard in Superior, WI.

Oct. 10. . . *Mapleglen* stopped at Port Colborne for unknown repairs. She cleared downbound on the 12th.

Oct. 11. . . *Myron C. Taylor* cleared Ludington, MI. with what is reported to be the last load of sand to be shipped from that port by ship.

Oct. 12. . . The St. Lawrence Seaway Authority and Canadian National Marine have reached an agreement to dismantle the railroad bridge across the Welland Canal at Port Colborne. A new rail link will be established on the west side of the canal. It was also announced that Bridge 10 at Thorold will be closed.

Oct. 14. . . Scrapping of the *Nicolet* at Port Maitland is well underway.

. . . American Steamship's *John J. Boland* arrived at Fraser Shipyard in Superior for repairs to her self-unloading conveyor system. She cleared the shipyard on the 26th to load coal at the SMET for Thunder Bay.

Oct. 15. . . The passenger/carferry *Viking*, which was being refitted at Port Stanley, Ontario was ordered out of port by the Dept. of Transport to make room for an incoming vessel. She anchored outside the harbor and returned to her berth the next day.

. . . The Ontario Hydro tug *Niagara Queen II* arrived at Port Colborne under tow of tug *Jeanette M.* The former had sunk at her dock at Chippewa and sustained damage to her electrical system.

Oct. 16. . . The passenger/cruise boat *Aurora Borealis* passed upbound through the Welland Canal for Windsor. She will replace *Stella Borealis*, which will return to Toronto.

. . .The Canadian Coast Guard vessel *GGR 40* arrived at Port Weller Dry Docks for tests following construction at Kingston, Ontario.

. . . The former carferry *Viking* arrive at Erie, PA under her own power where refitting for 1997 Lake Erie service will continue. It was reported that she travelled across Lake Erie from Port Stanley because she had to

Photo by John Knecht

The U.S. Coast Guard will develop plans to modernize the icebreaker MACKINAW.

move from her berth whenever a vessel arrived to unload.

. . . A second newspaper article reported the arrival of the *Viking* at Erie, but indicated that she had been repossessed by Contessa Cruise Lines, which owned her prior to being sold to Port Stanley-Cleveland Ferry Corp. The article indicated that the ferry was repossessed because the Ferry Corp. failed to make payments owed.

Oct. 18. . . The tanker *Hubert Gaucher* was arrested at Halifax, NS because of a $200,000 debt owed to the Canadian crew. The former Socanav tanker is now owned by Gorse Down Tankers of Montreal. The crew claim they were owed overtime wages, medical expenses and pension payments. At the time of her arrest, a new name *Rodin* had been painted on the hull and a new port of registry painted on the stern.

. . . Paterson's *Cartierdoc* tied up in the Welland Canal for engine repairs. She cleared on the 31st.

Oct. 19. . . Algoma's *Sauniere* returned to service following hull repairs at Port Weller Dry Docks. She arrived on Sept. 17th.

Oct. 20. . . The US Coast Guard has been directed by Congress to develop plans and cost estimates to modernize the icebreaker *Mackinaw*.

Oct. 24. . . The Wisconsin Central Transportation Corp. has signed a letter of intent to purchase the Union Pacific's (ex-Chicago Northwestern) Ore Dock at Escanaba, MI. Included in the purchase is the rail line from Ishpeming, MI to Escanaba and other lines in Michigan and Wisconsin.

Oct. 25. . .The tanker *Thalassa Desgagnes* passed upbound through the Welland Canal, bound for Cleveland, OH.

• GREAT LAKES & SEAWAY NEWS

Photo by Pete Worden

CANADIAN NAVIGATOR *in Welland Canal on July 4, 1985.*

Oct. 26. . . Upper Lakes' *Canadian Navigator* will be converted to a self-unloader this winter at Port Weller Dry Dock. *Canadian Navigator* was built in 1967 in South Shields, England as *Demeterton*. She was lengthened by 80 feet in 1969 and in 1975, she was renamed *St. Lawrence Navigator*. In 1980, she was lengthened again by 82 feet, 10 inches, which brought her length to 730 feet. She was renamed *Canadian Navigator* at this time. During her conversion, she will be equipped with a 260 foot unloading boom, which will be mounted aft. She is expected to join Seaway Self-Unloaders in April of 1997. When she joins that fleet, the number of vessels will be 20. This number includes the return of the *Algobay* (now renamed *Atlantic Trader*), which is chartered to CSL for three years.

Oct. 27. . . *Algoville* cleared Port Weller Dry Dock and tied up at the fit-out wall following her widening project at the shipyard. She departed on the 30th to load grain at Thunder Bay.

Oct. 28. . . *Middletown* arrived in Ashland and unloaded a cargo of coal at the Reiss Coal Dock. She anchored in the bay outside of Ashland for almost twenty hours waiting for weather before making the dock. She was Ashland's third boat of the season. It's believed that this is her first visit to Ashland in at least twenty-one years.

Oct. 29. . . The passenger ferry *Ranger III* was delayed at Isle Royale due to high winds and seas on Lake Superior. The *Ranger III* departed Houghton, MI the day before to pick up the last group of people of the season and returned them to Houghton.

Oct. 30. . . The 95-foot passenger boat *Grampa Woo* broke loose from her moorings at Grand Portage, MN. Two crewmen, her captain and first mate, were aboard at the time. Both of the vessel's propellers had been removed and she drifted out into Lake Superior in seas running ten to twelve feet. The 1,000-foot *Walter J. McCarthy* responded to the *Woo's* May-Day call and was able to get a line on. The *McCarthy* towed the *Woo* to shelter at Pie Island off Thunder Bay, Ontario. The Canadian tug *Glenada* and the Canadian Coast Guard buoy tender *Westfort* were dispatched from Thunder Bay to aid the *Grampa Woo*. The tow line parted in the

heavy seas and the crews were unable to secure a new line. With the *McCarthy* standing by, *Glenada* removed the two crewmen from the *Woo*. This was a dangerous operation as both vessels were ice covered. All three vessels then sought shelter in Tee Harbor near Thunder Bay. The *Woo* was left adrift and was later found aground on rocks at Passage Island northeast of Isle Royale. The *Glenada*, *Westfort* and the rescued crewmen returned to Thunder Bay on November 1st. Damage to the *Woo* was extensive and she probably won't be salvaged until spring.

Oct. 31. . . Iron ore shipments from U.S. and Canadian ports to Great Lakes ports increased in September over September of last year. Shipments from U.S. ports rose 7% while shipments from Canadian ports rose by 5%. However, shipments from U.S. and Canadian ports for the year were down 2% compared to last year.

. . . The Seaway Port Authority of Duluth reported that cargoes shipped through the Twin Ports as of the end of September were down 17% from last year. As of the end of September, 688 vessels have called at the Twin Ports, compared with 821 for the same period last year. Through the end of September, 430 U.S. flag, 182 Canadian and 76 overseas vessels called at the Twin Ports.

Miscellaneous . . .
. . . In June, Ed Ellison assisted by Dale Purchase, Curt Smitka and Jeff Meyer of Alpena discovered the wreck of a two-master schooner in Lake Huron, northeast of Alpena. The 140-foot schooner was down in 189 feet of water and in good condition. As of yet, the wreck has not been identified and Ellison calls it "the Middle Island Mystery Schooner". The wreck is quite old and has a tiller instead of a wheel. This is the fourth shipwreck in five years that has been discovered by Ellison.

Great Lakes Calendar . . .

Sun.-March 9th -32nd Annual Great Lakes Memorial Service and Blessing of the Fleet at 11:00 a.m. at Mariners' Church in Detroit. Parking in the Ford Auditorium Garage off median strip on Jefferson Avenue. Phone (313) 259-2206.
Sat.-March 15th - GLMI/Marine Hist. Society of Detroit Entertainment meeting at 11:00 a.m. at Dossin Museum. Guest speaker will be model builder Harvey Nissley.
Sat.-March 29th- GLMI Auction to benefit the Dossin Museum. Auction begins at 11:00 a.m. at Alcamo's, 21801 Nine Mile (east of Harper) in St. Clair Shores. Admission $10.00.
May 17th - 24-hour bike race on Belle Isle. Dossin Museum closed.

Back Cover Photo . . . *Joseph L. Hurd* (US 75154). Built in 1869 at Detroit, MI. Measured 171.0' x 29.2' x 10.9' (1869-1895). 759 GT; 592 NT. Collided with steel steamer *Cayuga* and sank her on May 10, 1895 in Lake Michigan. *Hurd's* bow was cut off in collision and later found imbedded in side of *Cuyuga.Hurd's* cargo of lumber kept her afloat. Towed to Harbor Springs, MI. by wrecker *Favorite*. During repairs, outside arches were removed and replaced with steel chords inside. Bustled out about six feet to improve stability. Forward deckhouses made smaller. Rebuilt as a coarse freight carrrier in 1896- gross tonnage reduced to 557; 389 net tons. Became waterlogged off Chicago in August, 1906 and was reduced to an unrigged barge in 1907 (459 tons). Stranded near Sturgeon Bay, WI. on November 8, 1913 and burned later. Owners Leathem Smith used her in stone trade.

• GREAT LAKES & SEAWAY NEWS

Photo by Fr. Pete Vandel :inden

Photo by Rod Burdick

Top: Inland Lakes' LEWIS G. HARRIMAN *in Huron Cement colors in 1978. Bottom:* HARRIMAN *in Milwaukee in April, 1996. On September 25th, she was towed to Green Bay for use as a storage barge.*

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

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