

# Telescope



**JULY • AUGUST, 1997**  
**Volume XLV; Number 4**



**MEMBERSHIP NOTES •**

Institute member Cris Kohl has written "Treacherous Waters: Kingston's Shipwrecks", which includes over 200 shipwreck stories. Since Kingston is located where Lake Ontario ends and the St. Lawrence River begins, the area is rich in maritime history. Just a few of Kingston's highlights include "the construction of the largest warship ever employed on the Great Lakes, the building of the first steamship on the inland seas, the launching of the largest sailing ship ever built on the Canadian side of the Great Lakes, and the first-ever scuttling of a commercial vessel for the purpose of creating a Great Lakes scuba dive attraction. Each chapter covers a decade beginning in 1870 through 1930, and includes many maps, drawings, photographs, newspaper accounts and excellent footnotes. This book is available from the museum and retails for \$17.95.

Included in this issue is list of books available from the giftshop at the museum. At the time this issue went to the printer there were several more new books scheduled for delivery in the fall. Since it is hard to print a complete list of Great Lakes books available, we will note new book arrivals in Membership Notes and only print the Book List once a year.

**MEETING NOTICES •**

The Annual Marine Mart will be held on Saturday, December 6, 1997 at Harbor Hill Marina (foot of St. Jean) on the Detroit River. The show runs from 10-3 p.m. with admission \$3.00 per person.

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OUR COVER PICTURE . . . During the winter of 1996-97, it was confirmed that indeed the *Edward L. Ryerson* would sail in 1997. Boat watchers talked about the last time they had seen her under way and remarked that it would be good news to see the classic freighter once again. This photo was taken by Rod Burdick as the *Ryerson* passed downbound through the Soo Locks on Engineer's Day, June 27, 1997.



## RYERSON RETURNS TO SERVICE

by  
ROD BURDICK

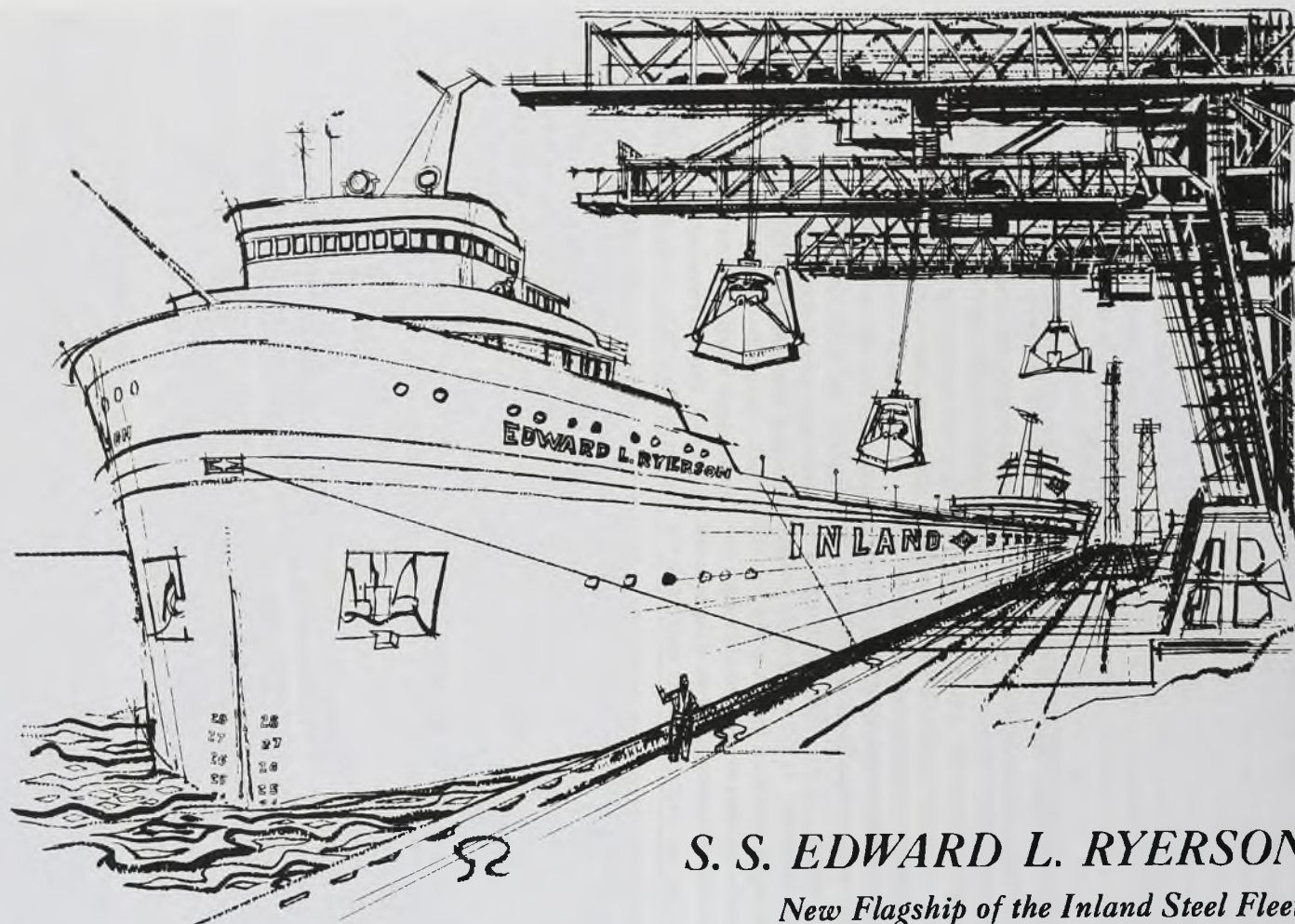
A cold, rainy, foggy April 5, 1997, was brightened by the final fit-out and departure of Inland Steel's classic steamer, *Edward L. Ryerson* from Sturgeon Bay shipyards. She had been idle at the yard since January of 1994, a victim of changes in Great Lakes shipping. Self-unloaders now dominate taconite trades, and the *Ryerson* is without an unloading boom. The scene on the lakes was much different in 1960 when the *Ryerson* entered service after construction in Manitowoc, Wisconsin. At 730 feet, the *Ryerson* was one of the largest vessels on the lakes. She was and continues to be the most streamlined and unique vessel on the lakes with graceful curves at the bow and stern. *Ryerson* set cargo records for iron-ore in the

1960's with shipments over 25,000 tons. She continued to be a top carrier until the first one thousand-foot vessels entered service in the 1970's. Then, the *Ryerson's* capacity was less than half of a supercarrier, which exceeded 60,000 tons.

Along with vessel changes, iron-ore was being processed and shipped in pelletized form known as taconite. Self-unloaders could handle taconite much easier than natural ores, and they began to carry increasing tonnages in the 1970's and more into the 1980's. During the 1980's, Great Lakes fleets converted many straight-deckers into self-unloaders, but *Edward L. Ryerson* remained a bulk carrier. *Ryerson* was active in the 1980's, except for the 1986 and 1987



EDWARD L. RYERSON loading at Escanaba on her first trip of the 1997 season.



***S. S. EDWARD L. RYERSON***  
***New Flagship of the Inland Steel Fleet***

Profile of EDWARD L. RYERSON from christening booklet.





ADAM E. CORNELIUS in Inland Steel colors at Soo Locks in June, 1995.

Author's Photo

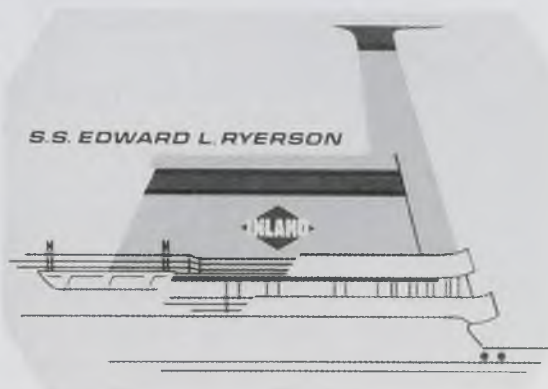
seasons and brief lay-ups during recession times. *Ryerson* escaped the scrappers torch which claimed many bulkers, and by 1990, only four American straight-deckers remained in active service. Of the four, the *Ryerson* was the sole carrier dedicated to the ore trade. While other Great Lakes ports dismantled unloading equipment, Inland Steel kept their unloading bridges at Indiana Harbor to unload the *Ryerson* and Canadian bulkers bringing iron ore from Quebec through the St. Lawrence Seaway.

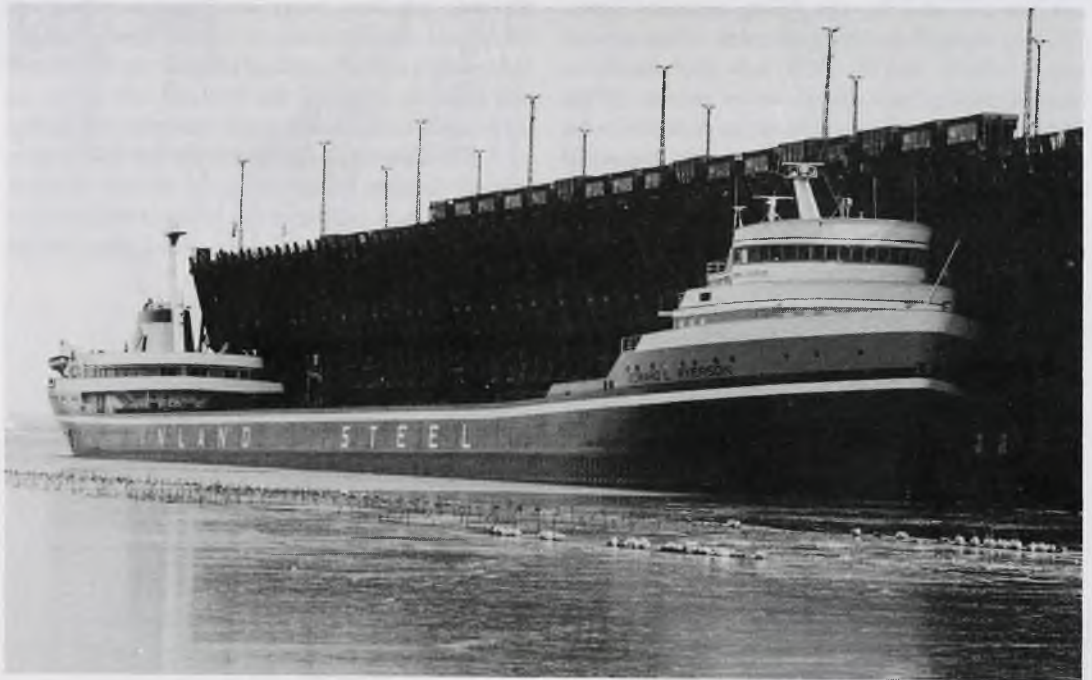
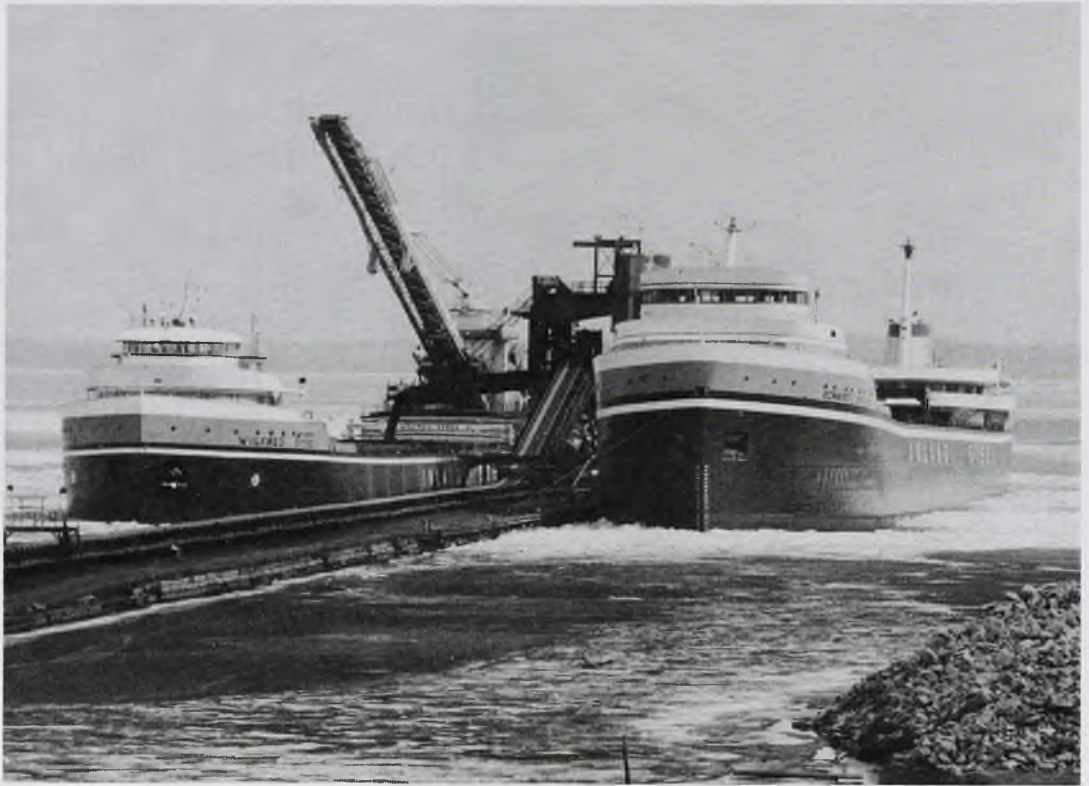
*Ryerson* sailed late winter of 1993 into January of 1994 and was laid-up at Sturgeon Bay shipyards. That winter, Inland Steel chartered the surplus self-unloader *Adam E. Cornelius* from American Steamship Company. The *Cornelius* was chartered to handle iron-ore cargoes previously handled by the *Ryerson*. *Cornelius'* capacity was equal to the *Ryerson*, but *Cornelius* could unload itself in six to ten hours compared to the *Ryerson's* twenty to twenty-four hours under the unloading bridges.

The *Ryerson* remained inactive in Sturgeon Bay during the 1994-95 and 1996 shipping seasons, but she did receive a 5-year survey in 1996. By fit-out 1997, Inland Steel's tonnage requirements had increased enough to put the *Ryerson* back in service with her two self-unloading fleetmates, *Wilfred Sykes*, *Joseph L. Block* and charter, *Adam E. Cornelius*. The

*Ryerson* has been busy carrying taconite from Marquette and Escanaba to Inland Steel's Indiana Harbor steel mill. Inland Steel officials say that if taconite demands continue, the *Ryerson* will remain in service and conversion to a self-unloader is possible.

The *Edward L. Ryerson* is the last link to how iron-ore shipping began for the U.S. fleet on the lakes in straight-deck bulk-carriers. If she is converted or retired, another piece of Great Lakes history will be left to picture books.





*Top: RYERSON and fleetmate WILFRED SYKES, share the Escanaba ore dock on April 6, 1997.  
Bottom: RYERSON loading taconite in Marquette on April 12, 1997. This was her first visit to Marquette since the early 1960's and her second of 1997.*



## THE LOSS OF THE CLAYTON BELLE

by  
PAUL J. SCHMITT

The endless parade of downbound vessels on Lake Huron, their bellies full of iron ore, has been a common sight throughout the 20th century. Iron ore, more recently taconite pellets, makes its way from mines in Minnesota and Michigan's Upper Peninsula down the Lakes to the blast furnaces of Ohio and Pennsylvania. There raw material is converted into iron and steel. Though this process for steelmaking has endured throughout this Century, it was not always so.

When iron ore was discovered in Michigan's Upper Peninsula in the late 1840's, a different processing method at first evolved. The ore was smelted at or near the mine, being converted to a crude form

of iron. This molten iron was then poured into a series of long troughs where it cooled. Once hardened, the iron was broken into pieces (pigs) and loaded aboard vessels. Pig iron was thus shipped down the Lakes from places like Fayette, Negunee, Chocolay and Munising. Upon its arrival at Lake Erie ports, it was re-smelted and further processed into high quality iron and steel. This method of processing iron ore lasted through the 19th Century, being gradually replaced by the current processing system. It was while employed in this trade that the *Clayton Belle* ended her days.

The two-masted schooner *Clayton Belle* was built in Clayton, New York in 1863 by J. Oades. She



*Schooner CLAYTON BELLE by marine artist Laura Collins.*



Author's Photo

*Mooring post on starboard side.*

was 299 tons burden, being 139' long, 26' abeam with an 11' depth. Owned in 1882 by Merrick, Esselstyn & Co. of Detroit, she had been recently rebuilt and carried an insurance of A2-1/2.

The predawn morning of April 12, 1882, found the *Belle* downbound on southern Lake Huron. Several days earlier, under the command of Capt. Fred Colevin, she had loaded pig iron at Fayette, Michigan and was now bound for Erie, Pennsylvania. At about 2:00 a.m., while heading south on a starboard tack, the *Belle* was struck by the schooner *Thomas Parsons*, then heading northwest on a port tack. The coal laden *Parsons*, bound for Chicago, struck the *Belle* on the port bow. The heavily laden *Belle* sunk within three minutes, trapping First Mate Ned Brotherton, his son Del, and the cook, Mrs. Gifford, below decks. Capt. Colevin and four other crew members (T. Erwin, J.D. Utton, W. Sullivan and J. Chesbro) tried to launch the *Belle's* yawl boat, but were unable to cut it free of the sinking schooner. The surviving crew of the *Belle* were thus thrown into the 36-degree water where they struggled for many minutes, during which time Capt. Colevin drowned. Finally, after what seemed like a half-hour, they were rescued by the *Parsons* and tug *Mocking Bird*, which was in the vicinity.

While there was no admission of fault in the incident, at the time of the collision the *Parsons* had been changing sails, thus obscuring the wheelsman's vision. After the disaster, she was towed back to Port Huron by the tug *Mocking Bird*. She has lost her bowsprit and jibboom and was found to be leaking, but was later repaired and returned to service.

Two days after the loss. The scene of the wreck was surveyed by Capt. Merryman of Port Huron and Capt. McLeod of Buffalo. They found the masts of the *Clayton Belle* rising above the surface of the lake. The wreck lay in thirty-six feet of water and was in very bad shape. While the rigging was intact, the bow had been nearly sheered off by the impact. It was decided that the pig iron cargo, and possibly the vessel itself could be salvaged.

The following day a contract was let to the Quinn Brothers of Detroit for the salvage. The wrecking schooner *Johnston* was towed to the wreck site where Capt. Merryman removed the rigging, and the Quinn Brothers' divers began to recover the pig iron cargo using a steam hoist aboard the wrecking schooner.

All seemed to be going well with the salvage with newspapers reporting the pig iron being unloaded "as if the *Belle* were at a wharf instead of at the bottom of Lake Huron". However, tragedy was to strike again when diver Joseph Joyce, after descending into the hull





Photos by Roy Young

*Top and bottom: Views of deadeyes along port side rails.*

through the relatively small hatch opening, became entangled in the wreckage and was killed.

It is believed that following the loss of their diver, the Quinn Brothers ordered the hull be "opened up" to provide easier access to the cargo. In order to pull the deck off, the port side of the wreck was pulled away from the wreck with steam tug. With the hull thus torn asunder, the deck was easily removed, providing direct access to the remaining pig iron\*. By the end of April, the salvage was complete and the *Clayton Belle* was left to lie on the lake bottom.

#### Epilog

On August 8, 1993, after over a decade of searching on and off, the wreck of the schooner *Clayton Belle* was rediscovered. Divers David Losinski, Paul Schmitt, Tracy Sweet and Roy Young made the discovery. While no name board survived to identify the wreck, its hull measurements, location off Lakeport, Michigan in thirty-six feet of water and the finding of pig iron, confirmed the identity of the wreck.

The wreck lay opened up on the lake bottom with the hull's bottom and starboard side in place, but no sign of the port side. An extensive magnetometer search of the lake bottom in the vicinity of the wreck finally revealed the missing port side some 1200 feet away.

The divers, endeavoring to make the wreck more attractive to others who would follow, applied for a D.N.R. permit to reunite the wreck. After extensively

documenting and photographing the 80' long port side where it lay, a permit was approved. It was estimated that 18,000 pounds of lift would be required to float the hull section. For several weeks, the four divers worked: special eight-foot long pontoons were constructed, towed to the site, filled with water and lashed to the hull.

Finally on the afternoon of August 17, 1996, with the help of many volunteers, the pontoons and additional lift bags were filled with compressed air. At 3:17 p.m., after 114 years on the lake bottom, the hull of the *Clayton Belle* broke the surface into daylight. The reprieve was brief, however, for after a one-hour tow to the main wreck site, the port side was scuttled and laid to rest alongside the hull. Mission accomplished!

#### Footnotes:

Palmer, Richard.; *Maritime History of Clayton*, *Inland Seas*. Spring, 1993.

*Port Huron Daily Times*, April 12-13, 1882.

*Detroit Free Press*, April 13, 1882.

*Buffalo Morning Express*, April 18, 1882.

*Port Huron Daily Times*, April 18 & 21, 1882.

*Detroit Free Press*, April 18, 1882.

*Port Huron Daily Times*, May 6, 1882.

\*Author's speculation as to how the port side of the wreck came to lie approximately 1200 feet from the main wreck site.

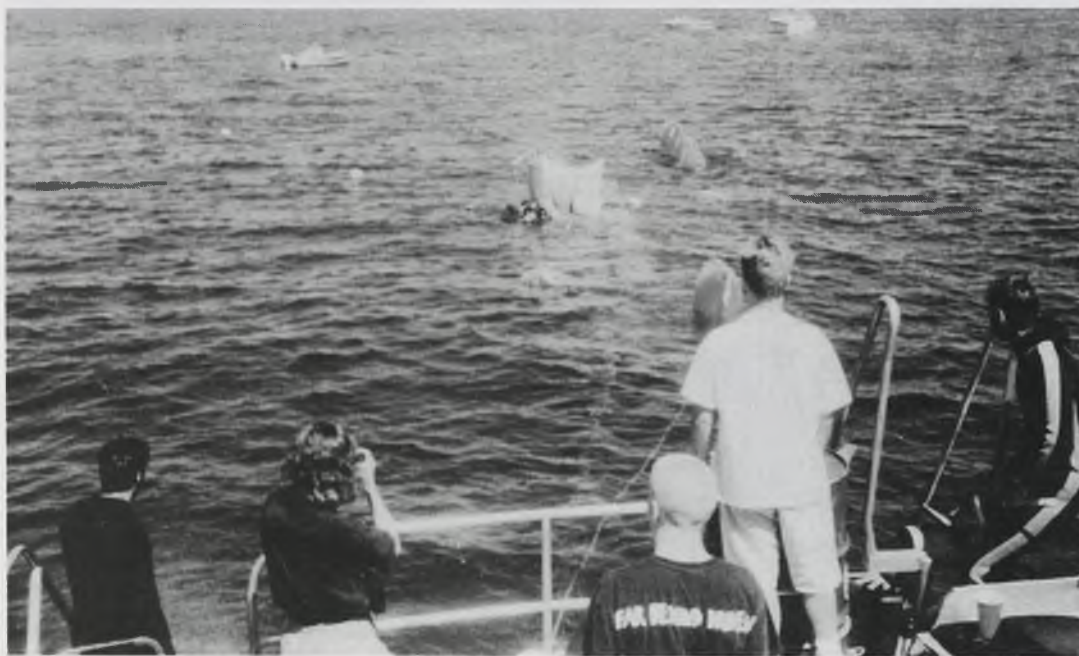


Photo by Roy Young

*Observers watch the port side of the schooner CLAYTON BELLE rise to the surface of Lake Huron.*



## CROSS LAKE FERRY SERVICE RETURNS

by  
JIM MORRIS and GREG RUDNICK

On May 5, 1997, service across Lake Ontario from Port Dalhousie to Toronto was restored with Shaker Cruise Lines' *m/v Lake Runner*. The aluminum hulled ferry was built as *Marine Courier* in Georgetown, Prince Edward Island in 1984 for Marine Atlantic, Inc., to operate to various ports of Newfoundland. The vessel was in service until a new causeway was built and made her obsolete.

Shaker Cruise Lines was started by Ihab Shaker, who purchased the 128-foot, 300 passenger vessel in 1996 and brought her up to Toronto last fall. Over the winter she was refitted for her new service. The inaugural trip was made into Port Dalhousie on April 25th, but due to the Coast Guard requiring some modifica-

tions, the regular service didn't start until May 5.

The ship is powered by three M.T.U. diesel engines, totaling 10,000 h.p., which means the trip takes approximately one hour each way. The early season schedule calls for one trip each way during weekdays and several on weekends.

In early May, we had an opportunity to take a round trip on the *Lake Runner*. The cost was \$12.50 one way or \$25.00 round trip. We arrived by way of the Eastern Gap and docked at the foot of Yonge Street. The crew were courteous and helpful and the ship comfortable to ride, which made the trip enjoyable in every respect.



Photo by Jim Morris

LAKE RUNNER docked at Port Dalhousie on May 13, 1997.

## RACING ON THE WIND

### GREAT LAKES RECREATIONAL SAILING

by  
JOHN POLACSEK

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Parade of sailboats on the Black River in Port Huron on race day.

The Dossin Museum is committed to the production of a major exhibit on the history of recreational sailing on the Great Lakes. As we gather materials and ideas for the exhibit, there is also a need to document current history as well.

A yacht race like most sporting events leaves very little behind in their wake. Once the yachts have passed a viewing location only newspaper clippings, reviews, photographs and memories document what transpired. Such was the case on July 19th, a few miles north of the Port Huron/Sarnia bridges at the start of the Bayview Port Huron-Mackinac Race.

Through the courtesy of the Bayview Yacht Club, I was able to secure a place on one of the judges boats right on the starting line. As the five minute gun went off, there was a flurry of activity and jockeying for position on the line. As every class of yacht began it was obvious that the 2,000 sailors from nine states and Canada who were sailing in the 73rd annual race were dedicated. Slipping through the blue waters of Lake Huron, the yachts presented a small portion of the sailing heritage on the Great Lakes in grand style.

The exhibit is scheduled to open in May, 1998 and will cover the first sailing vessels on the lakes, the development of recreational boats, and a number of the competitive races. The major sailing challenges: the Chicago-Mackinac Race, and the Port Huron-Mackinac Race will be the story of the boats, crews and designers who have brought the world of sailing into a class by itself. It's hard to imagine in today's world that the only prize which is won, is a flag and the right to fly it from your mast.

We are collecting articles and photographs along with movies of various races. We have had the archives of the Bayview Yacht Club opened to us, and their historian, Mr. Bob Roadstrum has been instrumental in providing leads on material. It promises to be an exciting exhibit and the main concern right now is to determine what size sailboat will fit in the building as the focus piece of the exhibit.

If you have any sailing memories or memorabilia, please do not hesitate to contact me. We will also be lining up volunteers to help with the research and construction of the various exhibit elements.





*Top: Spotless deck of WINDANCER.  
Bottom: WINDANCER underway in Lake Huron.*



*Top: Crew of GRIZZLY setting the spinnaker sail.  
Bottom: The crew aboard Upper Lakes' JAMES NORRIS sailing downbound in the shipping channel,  
view the race start.*





*Photograph taken in 1896 as Commodore Otto F. Barthel's gaff-rigged sloop raced with everything flowing.*

**Dossin Great Lakes Museum**  
**Open Wednesday - Sunday 10:00 a.m. - 5:00 p.m.**

**Admission: Adults \$2.00**  
**\$1.00 Senior and Students over 11**  
**Children Under 12 FREE**  
**Wednesdays are FREE to the Public**

GREAT LAKES MARITIME INSTITUTE  
Dossin Great Lakes Museum  
100 Strand on Belle Isle  
Detroit, Michigan 48207  
(313) 852-4051



## Great Lakes Maritime Institute's Bookstore

Ahoy & Farewell - Marine Historical Society of Detroit (*soft cover)	\$24.75
Canadian Fleets and the Seaway - Gillham and Sagon- King *	16.95
Changing Seaway - Gillham and Sagon-King *	16.95
Dive Ontario: The Guide to Shipwrecks and Scuba Diving - Kohl	22.95
Dive Ontario Two!: More Ontario Shipwreck Stories - Kohl	22.95
Edmund Fitzgerald 1957-1975 - Lee*	8.00
Fleet Histories Series Vol. I - Greenwood*	14.75
Fleet Histories Vol. II by Greenwood*	16.50
Fleet Histories Vol. III by Greenwood	24.75
Ford Fleet - Snider and Davis	23.00
Freshwater Fury - Barcus*	12.95
Gales of November - Hemming*	14.95
Ghost Ships of the Great Lakes - Boyer*	12.75
Great Lakes Bulk Carriers 1869-1985 - Devendorf*	29.95
Great Lakes Ships We Remember - Marine Historical Society of Detroit	24.75
Great Lakes Ships We Remember II - Marine Historical Society of Detroit	34.75
Great Lakes Ships We Remember III - Marine Historical Society of Detroit	34.75
Great Stories of the Great Lakes - Boyer*	12.75
Icewater Museum - Oleszewski*	11.95
Iron Fleet: The Great Lakes in World War II - Joachim	21.95
Lake Superior Shipwreck Coast - Stonehouse*	11.95
Life on the Lakes: A Wheelsman's Story - Dutton*	14.95
Lore of the Lakes - Bowen*	12.95
Memories of the Lakes - Bowen*	12.95
Michigan's Nautical Time Capsules Exhibit Book	5.00
Moran's Shoreside Companion for the Great Lakes Ships*	16.95
Namesakes 1900-1909 - Greenwood	24.75
Namesakes 1910-1919 - Greenwood	24.75
Namesakes 1920-1929 - Greenwood	23.00
Namesakes 1930-1955 - Greenwood	24.75
Namesakes 1956-1980 - Greenwood	24.75
Namesakes of the 1990's - Greenwood	23.00
Northern Lights - Hyde	34.95
Passage to the Sea: The Story of Canada Steamship Lines - Collard	35.00
Port Arthur Built - Benedet*	21.95
Queen of the Lakes - Thompson	32.95
Reflections: Stories of the Great Lakes - Wiening*	19.95
Rumrunning and the Roaring Twenties - Mason	29.95
Ships and Men of the Great Lakes - Boyer *	12.75
Seaway Era Shipwrecks - Gillham*	16.95
Ships of Collingwood - Gillham*	19.95
Ships of the Paterson Fleet - Gillham and Onchulenko*	19.95
Ships of Port Weller - Gillham*	15.95
Ships of Upper Lakes Shipping - Gillham and Wilcox*	17.95
Shipwrecks of the Straits of Mackinac - Feltner*	17.95
Sole Survivor: Dennis Hale's Story - Juhl and Stayer*	14.95
Steamboats and Sailors of the Great Lakes - Thompson	29.95
Stormy Seas - Oleszewski*	11.95
Strange Adventures of the Great Lakes - Boyer*	12.75
Wreck Ashore - Stonehouse*	24.95
Wrecks & Rescues of the Great Lakes - Barry*	18.95



# GREAT LAKES & SEAWAY NEWS



*Editor:* Jim Morris

22919 Alger

St. Clair Shores, MI 48080

*Seaway News Editor:* Skip Gillham

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

RENE BEAUCHAMP

STEVE ELVE

WILL KELLER

DAN McCORMICK

GREG RUDNICK

JOHN VOURNAKIS

SCANNER

ROD BURDICK

WILLIAM HOWELL

M.B. MacKAY

GARY MORRIS

JIM SPRUNT

JERRY WALTER

WHEELHOUSE

Mar. 1 . . . The former New York Central Railroad Depot in Ogdensburg, NY burned in a predawn fire. The 92-year old vacant building was to become a nautical museum, but was destroyed.

Mar. 3 . . . Oglebay-Norton's *David Z. Norton* fitted out to shuttle ore from the old Central Furnace dock up to LTV Steel. She completed these shuttles on March 21st and started on the Lorain to Cleveland shuttle.

Mar. 4 . . . Shaker Cruise Lines received government approval to start a ferry service from Port Dalhousie to Toronto.

Mar. 5 . . . The Canadian Coast Guard cutter *Griffon* pulled the mashed remains of a 1996 Bronco from the Straits of Mackinac. The Bronco, which flipped off the Mackinac Bridge on March 2nd, killed the man driving. The *USCG Biscayne Bay* served as a platform for the M-Rover submersible craft used to find the Bronco in 190 feet of water.

Mar. 6 . . . The creditors of the Soconav fleet met over the fleet's bankruptcy and Federal Court ordered the sale of the remaining vessels.

Mar. 7 . . . Rouge Steel's Board of Directors approved spending 36-million for the full relining of its "B" blast furnace. The reline is tentatively scheduled to begin in September and take the furnace out of service for seventy to eighty days. The improvements are expected to last ten years and improve output by more than 50 percent.

. . . Metro Machine of Pennsylvania, Inc. (the former Litton Yard in Erie) announced they will layoff in excess of 100 employees on March 25th when the three C.S.L. vessels in the yard depart to start the new season.

. . . The Cleveland-Cuyahoga County Port Authority released port figures for 1996: 1110 ships handled a 46 percent increase over 1995. The port board unanimously voted to issue 6.4 million in bonds to buy the 45 acre C&P Ore Docks from Conrail and to lease the property to Oglebay Norton Co., which will operate the dock. The port will pay 6.1 million for the docks. The purchase was completed on March 19th.

Mar. 9 . . . Wisconsin Central's Escanaba ore dock opened the new season loading the tug/barge *Joseph H. Thompson* with 20,699 tons of pellets for LTV Steel in Indiana Harbor.

Mar. 11 . . . The *USCG Mackinaw* arrived in the St. Marys River for a pre-breakout survey of ice conditions in the river.

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**• GREAT LAKES & SEAWAY NEWS**

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... McLouth Steel Products, Inc. announced the start up of the mill has been postponed until late this year. Refurbishing the facilities and lining up long range contracts has taken longer than anticipated.

Mar. 12. . . Interlake's *Paul R. Tregurtha* finally completed the trip to Lorain with ore that started at Taconite Harbor on January 13th.

... The tug/barge *Joseph H. Thompson* received ice damage on both sides of her bow off Escanaba. The largest section of plate damaged was 12 feet by 4 feet.

Mar. 13. . . Inland Lakes Transportation's *Alpena* fitted out and moved up the Cuyahoga River and tied up next to their idled *S.T. Crapo* at the old G&W Welding Dock and unloaded a partial cargo of cement into the *Crapo*.

Mar. 18. . . Erie-Western Pennsylvania Port Authority reached a tentative agreement with Contessa Cruise Lines of Brownsville, WI to operate a ferry out of Erie to Port Stanley, Ontario using the Sassafras Street dock. Under the agreement, the Port Authority would get \$1.00 per passenger, 42.50 per car and 43.50 for other vehicles. An August start up was the target date. Contessa' *Viking I* was not supposed to be the vessel in this service as they would like a newer vessel.

... The port of Goderich opened with the arrival of Algoma's *Algomarine* to load salt.

Mar. 19. . . Inland Steel's *Joseph L. Block* was holed by ice near Rock Island Passage and had to lighter about 3500 tons of pellets into the *Adam E. Cornelius* before proceeding to Indiana Harbor.

Mar. 20. . . The *USCG Mackinaw* passed upbound through the MacArthur Lock to work in the upper St. Marys River and Whitefish Bay before heading west to the Lakehead where the ice pack extends out eight miles from Duluth. The Coast Guard announced that with the *Mackinaw* heading for Duluth, the *Katmai Bay* and *Neah Bay* will work around the Soo and the *Biscayne Bay* will work the Straits.

... After nine months of talks failed to produce a contract, Engineers of the Canadian Maritime Officers Union went on strike at 8 a.m. The strike is against three shipping companies: Parrish & Heimbecker, Algoma Central Marine and N.M. Paterson & Sons. An agreement was reached on March 22nd and the strike ended with a new five-year contract.

... The Province of Ontario announced that they have found sufficient money to fund the operation of the Pelee Island Ferry Service which had been scheduled to be cut.

Mar. 21. . . The port of Toronto opened with the arrival of Essroc's *Stephen B. Roman* with cement. The *Roman* departed her Toronto lay-up berth on March 18th.

Mar. 22. . . Upper Lakes' *Canadian Miner* being converted to a self-unloader at Port Weller Drydocks had a fire. The blaze was apparently started by a weldor's torch and was contained to the captain's quarters. Damage was estimated at \$150,000.

... The D.M.&I.R. Ore Dock opened with the loading of Lake Shipping's *Lee A. Tregurtha*.

Mar. 23. . . C.S.L.'s *Atlantic Superior* was renamed *M.H. Baker III* at Halifax and *Melvin H. Baker II* was renamed *Atlantic Huron*.



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**GREAT LAKES & SEAWAY NEWS •**

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Mar. 24. . . The Canadian Coast Guard icebreaker *Martha L. Black* was upbound through the Montreal section of the Seaway checking ice conditions between Montreal and Lake Ontario.

. . . Fednav's newest vessel *Federal Rhine* arrived in Montreal on her maiden voyage from China with a cargo of sugar.

Mar. 25. . . Burlington/Santa Fe Ore Dock in Superior opened with the loading of American Steamship's *St. Clair*.

. . . The Soo Locks opened with the downbound passage of the *Lee A. Tregurtha* at 12:48 a.m., followed by the *Edgar B. Speer*, *Phillip R. Clarke* and *Roger Blough*.

Mar. 27. . . The port of Marquette opened with the arrival of Interlake's *James R. Barker* with coal loaded in Superior. She was assisted into the harbor by the *USCG Mackinaw*.

Mar. 28. . . USS Great Lakes Fleet's *Phillip R. Clarke* set a record for a salt cargo on the US-flag laker when she loaded 25,325 net tons at Fairport, OH for delivery to Toledo, OH. The previous record was 25,320 tons carried by American Steamship's *American Republic* in 1987.

Mar. 31. . . The port of Toledo was opened with the arrival of Intelake's *Herbert C. Jackson* to load coal for Rouge Steel in Detroit.

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VIKING at Erie, PA. on May 18, 1997.

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**• GREAT LAKES & SEAWAY NEWS**

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Apr. 1. . . The tank barge *PML 2501* cleared the Soo with the tug *Anglian Lady* on her first trip for Purves Marine. They were bound for Hamilton with coal tar.

Apr. 2. . . The St. Lawrence Seaway was officially opened with the upbound passage of Algoma Central's *Algocape* when she transited the St. Lambert Lock with iron ore from Pointe Noire, bound for Indiana Harbor. Second in line was the first salty, *Omisal J.*, bound for Ashtabula. The first downbound passage was Upper Lakes' *Canadian Enterprise*.

. . . The Welland Canal section of the Seaway was opened with the downbound passage of C.S.L.'s *Louis R. Desmarias*, an unusual occurrence in that an upbound vessel usually opens this section. A ceremony was held at Lock 3, the *Desmarias* showed off C.S.L.'s new hull and stack colors. The hull is red, which had been the color of their former straight deck fleet. The stack colors of black, white and orange have the stripes running around the back then down the back side of the stack. The *Desmarias* was on a voyage from Erie, PA. to Bowmanville, Ontario to load cement clinker for Detroit. The first upbound passage was made by McKeil's tug *Evans McKeil* and barge *Salty Dog No. 1*.

. . . The port of Grand Haven opened with the arrival of Inland Steel's *Wilfred Sykes* with slag for the Verplank Trucking Co. The *Sykes* while inbound in strong winds and a swift current, rammed the seawall at the foot of Franklin St., resulting in about sixty feet of damage to the wall.

Apr. 3. . . The saltwater vessel *Dennis Danielson* on a voyage from Antwerp to Chicago, radioed that her cargo had shifted in strong winds off Newfoundland and asked that someone stand by. Further trouble was avoided and she was upbound in the Welland Canal on April 13th as the first salty of the season.

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WILFRED SYKES at Grand Haven, MI. on April 2, 1997.



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GREAT LAKES & SEAWAY NEWS •

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Photo by Rod Burdick

EDWARD L. RYERSON loading at Escanaba on April 6, 1997.

... The tug *Advantage* arrived in Montreal after crossing the Atlantic for her new duties with M&L Marine Tug Ltd.

Apr. 4. . . Oglebay Norton's *Reserve* loaded a rare cargo of taconite in Escanaba for Indiana Harbor.

... The Ontonagon County Economic Development Corp. announced it has paired up with the Escanaba and Lake Railroad to acquire six U.S. Navy tugs from the Northeast Wisconsin Railroad Transportation Commission. The Commission is dissolving and has to transfer the tugs it received from the Navy. The tugs are to be used pushing barges with pulp wood from Ontonagon to Canada.

Apr. 5. . . The U.S. Coast Guard's keeper class Buoy Tender *Abigail Burgess* was launched at Marinette, WI. by Marinette Marine Corp.

Apr. 6. . . Inland Steel's *Edward L. Ryerson* loaded taconite at Escanaba for Indiana Harbor. This was her first trip since laying up at Bay Shipbuilding in January, 1994. While downbound near Milwaukee on April 7th, she encountered boiler problems and had to be towed to Milwaukee by Great Lakes Towing's tug *Superior* for repairs. She resumed her trip on April 9th.

... Gale force westerly winds and winter weather forced eleven ships to anchor in the St. Marys River overnight.

... Reigel Shipping's *Emerald Star*, while upbound in the Seaway, hit the lock wall at the Iroquois Lock causing a twelve-foot dent in her starboard bow.

Apr. 7. . . Lake Shipping's *Lee A. Tregurtha* suffered an eighteen inch hull fracture in her port bow near the bow thruster tunnel while downbound in the upper St. Marys River due to heavy ice. She proceeded to DeTour

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• GREAT LAKES & SEAWAY NEWS

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Coal Dock where repairs were made overnight and she continued on her trip early on the 8th.

Apr. 9 . . . The tug *Atlantic Hickory* was upbound in the Welland Canal enroute to Huron, OH. to be reunited with the barge *Sarah Spencer*, former *Adam E. Cornelius*.

Apr. 10 . . . The *Kapitonas Sevcenko* was Detroit's first salty of the season when she arrived at Nicholson's Terminal & Dock. After departing she became Duluth's first salty when she arrived on the 14th.

. . . It was reported that the museum ship *Norgoma* settled on the bottom at her dock in the Canadian Soo when a pipe broke and she filled with water. It's said she will be raised and cleaned up for the summer tourist season.

Apr. 11 . . . Inland Lakes Transportation's idle *S.T. Crapo* was moved from her winter berth at the old G&W dock on the Cuyahoga to Collision Bend.

. . . Arriving in Cleveland for the first time was Purves Marine's barge *Chief Wawatam* in tow of *Avenger IV*. A deck load of machinery from the Algoma Mill at the Soo was being delivered.

Apr. 12 . . . The *Edward L. Ryerson* arrived in Marquette to load taconite for Indiana Harbor. She was the first straight decker to load since Interlake's *J.L. Mauthe* in October, 1992.

Apr. 13 . . . Algoma's *Algoway* departed from Port Weller Drydocks after receiving extensive winter work and proceeded up the Canal to Wharf 12 to load stone.

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CSL's ATLANTIC SUPERIOR (1986 photo) has been renamed M.H. BAKER III at Halifax, NS.



## GREAT LAKES &amp; SEAWAY NEWS •



*Barge SARAH SPENCER, formerly ADAM E. CORNELIUS.*

Apr. 14. . . The Canadian survey ship *Limos* passed up the Welland Canal for the first time in the colors of the Canadian Coast Guard, which has taken over her operation.

. . . Imperial's *Imperial St. Lawrence*, ex-*Le Brave*, passed upbound in the Welland Canal for the first time bound for Nanticoke.

Apr. 17. . . Upper Lakes *Canadian Navigator* was recommissioned as a self-unloader at Port Weller Drydocks. She entered service on April 20 and proceeded to Pointe Noire to load ore.

. . . Algoma's *Algolake* ran aground in the entrance channel at 5:30 p.m. while inbound for Algoma Steel at the Soo. Damage to two starboard ballast tanks resulted in as much as ten feet of water in them. In freeing the vessel, 2500 tons of ore was lightered and the tugs *Avenger IV* and *Adanac* finally freed her the next day.

. . . The Maid of the Mist Fleet at Niagara Falls started their season. This was about three weeks late due to extensive ice damage to the offices and boats six weeks ago.

Apr. 20. . . Inland Lakes Transportation's *Alpena* arrived in Cleveland and proceeded up the Cuyahoga and tied up next to the idle *S.T. Crapo* and unloaded one-half of her cargo into her before going to the LaFarge Dock and unloading the rest.

Apr. 21. . . Upper Lakes *Canadian Mariner* arrived at Port Weller Drydocks under tow from Hamilton. While on the drydock, she will be repainted and have her five-year survey.

Apr. 23. . . The former Soconav tanker *L'Orme No. 1* was sold Panamanian and cleared Quebec City eastbound as *Tradewind Ocean*.

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**• GREAT LAKES & SEAWAY NEWS**

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... Upper Lakes *Canadian Miner* lost power near Hiram Walker while upbound in the Detroit River and was forced to anchor. Great Lakes Towing tugs *Colorado* and *Wisconsin* towed her up to the Ford Canada Dock. After eight hours for repairs she continued her voyage to Thunder Bay.

Apr. 25. . . C.S.L.'s *Tadoussac* arrived at Port Weller Drydocks to have engine work done. She lost power on April 20 above the Eisenhower Lock and had to be assisted by tug *Robinson Bay* and *Lewis Castle* to an anchorage.

... Shaker Cruise Lines *Lake Runner* made her inaugural trip from Toronto to Port Dalhousie. After some modifications, regular service began on May 5th.

Apr. 26. . . Enerchem's *Enerchem Catalyst* arrived in Toronto and proceeded up the Ship Canal and laid up.

Apr. 27. . . USS Great Lakes Fleet's *Myron C. Taylor* departed Sturgeon Bay on her first trip of the season.

Apr. 28. . . Cargill, Inc. announced that it has purchased Akzo Nobel's salt operations. They acquired the Salt Mine in St. Clair and Cleveland with this purchase.

Miscellaneous . . .

... An ad in the April 15th edition of *Boats and Harbors* had the tanker *Morgan Trader* for sale for \$895,000. She is former Halco *Rockcliffe Hall*, *Island Transport*, and finally Enerchem's *Enerchem Laker*. She had been renamed *Recovery III* when she left the Lakes and received her present name in 1994.

... The former Roen barge *Lillian*, most recently owned by K&K Warehousing of Menominee, MI. has been scrapped in Menominee.

... The tug *Helen M. McAllister* was being repowered at Ile-Aux-Courdes and was to be renamed *Ocean Gulf* when the job was completed.

... The ore train derailment at Taconite Harbor on January 13th, left the four locomotives and ninety-three cars as scrap and they have been sold off. Replacements have been ordered, but will not be delivered until July.

... Canadian Pacific Ltd. has signed a letter of intent to acquire the services of Lykes Line, the U.S. Container shipping operation of Lykes Brothers Steamship Co. The U.S. flag ships owned or chartered will remain under U.S. flag. Since October, 1995, Lykes has been operating under Chapter 11 of the U.S. Federal Bankruptcy Code and this is part of the reorganization.

Back Cover Picture . . . *Silvanus J. Macy* (US 115784) Wooden freighter built in 1881 at Marine City, MI. Measured 164.0 x 21.0 x 11. 548 Gross tons, 474 Net tons. On November 23, 1902, she was on a voyage from Buffalo to Kenosha, WI. with a cargo of coal with barge *Mabel Wilson* in tow. In heavy seas, sprung a leak and cut loose the barge to run for shelter. Last seen off Port Burwell, Ontario in Lake Erie in heavy seas. Sank with all hands (14).



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