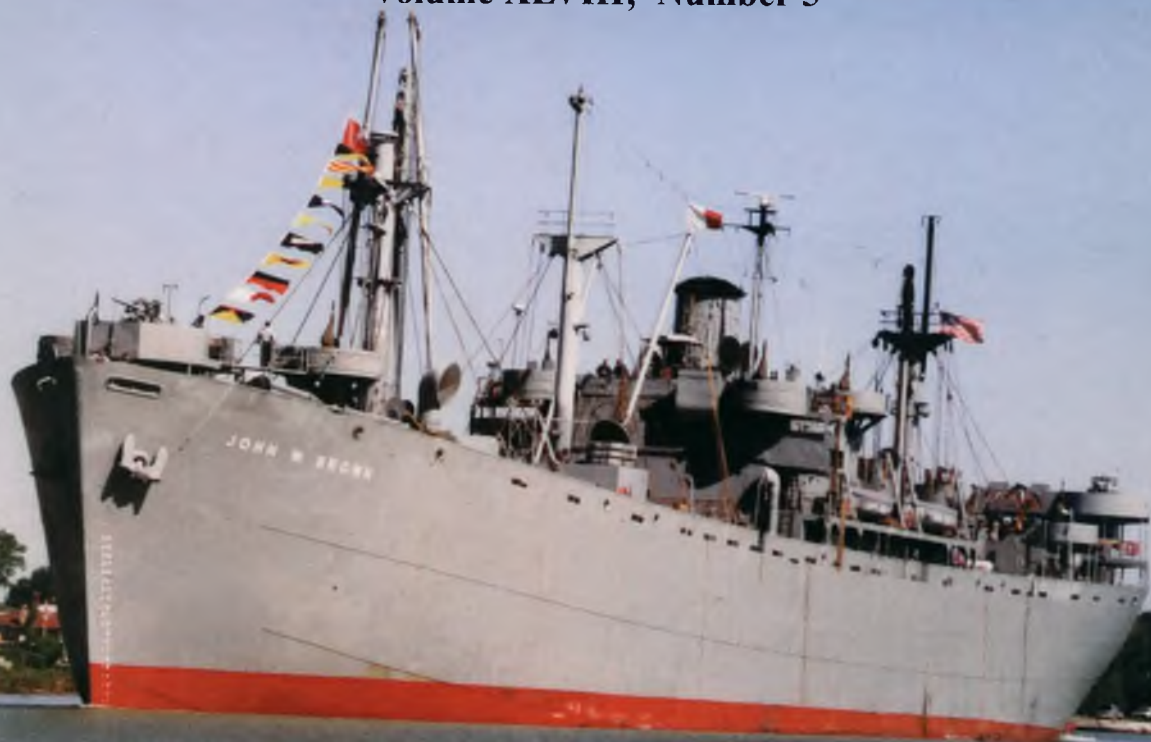




# Telescope

SEPTEMBER • OCTOBER, 2000

Volume XLVIII; Number 5



**MEMBERSHIP NOTES •**

**MARK YOUR CALENDAR!**

**2001 marks the 300th Birthday of the City of Detroit!!!**

**Watch for all the upcoming DETROIT 300 Events. It all begins on New Year's Day.**

- Feb. 10-18 Detroit Boat Show at Cobo Hall - We'll be there! Stop by and Visit with us in the Special Exhibits area.
- Apr. 28 Spring Fit Out at the Museum - Tour the Sea Scout vessel, the GRAY FOX at our restored wharf next to the Museum.
- July 20-22 Detroit River Festival 2001 at Harbor Hill Marina - Antique & Classic Boat Show / Marine Mart – For information or registration form call Events Unlimited at 810-790-6144.
- July 22 Tall Ships on the Detroit River
- July 24-30 Detroit 300 Festival – six-day party beginning July 24 - the date of Antoine de la Mothe Cadillac's landing on the shores of the Detroit River – a re-enactment is planned.
- July 28 International Lighted Boat Parade on the Detroit River.
- 

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**OUR COVER PICTURE . . .** The JOHN W. BROWN, upbound Welland Canal between Lock One and Lock Two - May 26, 2000. **Photo by James R. Hoffman**

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

Visit our Website at: <http://www.glmi.org>

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# World War II Liberty Ship JOHN W. BROWN Visits the Great Lakes

When the world celebrated the 50th Anniversary of the end of World War II in 1995, vintage film was shown of the heroic battles where the big guns roared from the battleships, planes took off from aircraft carriers and men stormed the beachheads. Not always shown in these films was the effort of the merchant seamen aboard Liberty ships that delivered supplies that turned the tide and ultimately won the war for the Allies. After the war, many cargo ships and troop transports were anchored in Reserve Fleets along both coasts and most were cut-up for scrap.



Photos by James R. Hoffman

**JOHN W. BROWN**  
upbound Welland Canal bound for Lock Four  
from Glendale Bridge - May 26, 2000

Fifty years after the war, only two Liberty ships survive — one on each coast. The JEREMIAH O'BRIEN is berthed in San Francisco Bay and the JOHN W. BROWN's homeport is Baltimore, MD. In late May, the BROWN departed Baltimore on a voyage to the Great Lakes. The primary destination was the Toledo Shipyard for a refit and replacement of over 14,000 rivets. She arrived in Toledo on May 27th and work was completed in mid-July. When she departed Toledo, she began a goodwill tour of the lower lakes with visits to Windsor, Ont., Cleveland, OH, Erie, PA., Buffalo, NY., Toronto, Ont., Montreal and Quebec. In three of these ports, Windsor, Cleveland and Toronto, the BROWN would offer a "Cruise into History". Over 700 people participated in the six-hour cruise. One of the highlights of the cruise was the fly-over of vintage World War II aircraft. When the cruise ended, all participants expressed their thanks to the ship's volunteer crew and hoped that the JOHN BROWN would once again voyage to the Great Lakes.



Photo by John Polacsek

Memorial to the men and women who served in the Royal Canadian Navy and the Canadian Merchant Navy.



Photo by John Polacsek

The Detroit fireboat CURTIS RANDOLPH passes by the 700 people aboard the BROWN.

### BACKGROUND

As stated in the Project Liberty Ship brochure, the need for cargo ships to carry supplies across both oceans was the vital link in the war effort.

"During the early years of World War II, enemy mine fields and aerial and U-boat attacks seriously crippled the Allied cause by sinking a huge number of merchant ships carrying vital military equipment, supplies and troops. In order to build ships faster than the enemy could sink them, the United States under the leadership of President Franklin D. Roosevelt organized an emergency shipbuilding program, which between 1941 and 1945 produced over 2700 Liberty ships, "the cargo-carrying key to victory". The first Liberty ship, the SS PATRICK HENRY was launched at the Bethlehem Fairfield Shipyard in Baltimore on September 27, 1941. By the time the program ended in 1945, eighteen shipyards on the Atlantic, Pacific and Gulf coasts had participated in the effort. The Liberty ship design was based on British plans modified to conform the American practices and to make full use of mass production methods. About 2500 Liberty ships of the over 2700 built survived the War, but now, fifty years later, only the JOHN W. BROWN survives on the east coast."

For further information, please write to:  
Project Liberty Ship  
S.S. John W. Brown  
Box 25846  
Highlandtown Station  
Baltimore, MD 21224-0846



Photo by John Polacsek

Alongside the steam powered winch is a triple-chime steam whistle.



# Liberty Ship JOHN W. BROWN

## PARTICULARS

**Ship Type:** EC2-S-C1    **Maritime Commission Emergency Cargo Ship**

**Builder:** Bethlehem-Fairfield Shipyard, Baltimore, MD.

**Keel laid:** July 28, 1942

**Launched:** September 7, 1942 (Labor Day)

**Delivered:** September 19, 1942. Total bldg time: 54 days.

**Cost:** \$1,750,000

**Owner:** United States of America

**Operators:** War Shipping Administration and Army  
Transport Service

**General Agent:** States Marine Corporation

**Length Overall:** 441' 6"

**Beam:** 57'

**Draft:** 27' 9 1/4"

**Deadweight tonnage:** 10,865 tons

**Troop Capacity:** Up to 650

**Power Plant:** Double-acting, condensing, triple-expansion  
steam engine, coupled directly to a single  
screw. Maximum RPM - 76.

Built by Worthington Pump & Machine  
Corporation, Harrison, NJ.

Cost: \$100,000.

**Boilers:** Two Babcock & Wilcox design cross drum  
sectional sinuous header, straight tube  
boilers.

**Operating Pressure:** 220 psi.

**Operating Temperature:** 450 degrees F.

**Fuel Consumption at sea:** 30 tons per day.

**Speed:** 11 knots

**Crew:** 38 - 62 merchant seamen, 21 - 41 U.S.Navy armed  
guard and communications personnel.

## CHRONOLOGY OF THE S.S. JOHN W. BROWN



### **May 1, 1941**

Bethlehem Fairfield Shipyard in Baltimore awarded contract to build twelve Liberty ships, among them Hull 312.

### **July 28, 1942**

Keel of Hull 312 laid in Way 12 at the Bethlehem Fairfield Shipyard.

### **September 7, 1942 (Labor Day)**

Named for John W. Brown, a well-known labor leader, Hull 312 launched at 12:15 p.m.

### **September 29, 1942**

Began maiden voyage on leaving Baltimore for New York to load tanks, Jeeps, trucks, ammunition, etc. to take to the Persian Gulf for Russian aid under the Lend-lease Act.

### **June 1943**

Converted to a limited capacity troopship accommodating up to 500 troops or POWs in addition to cargo.

### **1943-1945**

Made seven voyages between the United States and ports in North Africa, Italy, Belgium, and France. Participated in the Invasion of Southern France.

### **1945-1946**

Made five peacetime voyages to France, Italy, Denmark, Germany, and England.

### **1946-1982**

Served as a schoolship in New York City preparing high school students for seagoing careers.

### **May 1978**

Project Liberty Ship organized in New York to preserve the BROWN as a museum and memorial.

### **July 31, 1983**

Joined the National Defense Reserve Fleet anchored in the James River in Virginia.

### **March 1, 1985**

Listed on the National Register of Historic Places.

### **August 13, 1988**

Given permission by the Maryland Port Administration to berth at Pier 1 Clinton Street, arrived under tow in Baltimore to an enthusiastic welcome.

### **September 5, 1988**

Rededicated as a memorial museum at ceremonies at the Dundalk Marine Terminal.

### **August 24, 1991**

Steaming under her own power for the first time since November 1946, completed trials in the Chesapeake Bay.

### **September 21 and 22, 1991**

Carried about 600 members and guests each day on her inaugural cruises.

### **1994**

Received Coast Guard Certification for coastwise ocean voyages.

### **1991-1998**

Besides cruises on the Chesapeake and Delaware Bays, voyaged to New York City; Greenport; Long Island; Boston; Halifax, Nova Scotia; New London, CT; Wilmington, NC; and Charleston, SC.

### **The Future**

A regular schedule of day cruises on the Chesapeake Bay with annual trips to ports along the east and gulf coasts to keep alive the memory of the Merchant Marine's contribution to the victory in World War II.



JOHN W. BROWN arrives in Windsor, Ontario on July 20, 2000

## MEMORIES FROM JULY 22, 2000



The three-inch gun was used primarily to protect against enemy aircraft.



Photos by John Polacsek

Gaelic Tugboat's SHANNON painted in her Navy colors. The SHANNON was originally built in 1944 as USS CONNEWANGO (YTB338).



# THE WARD YEARS 1840 — 1870

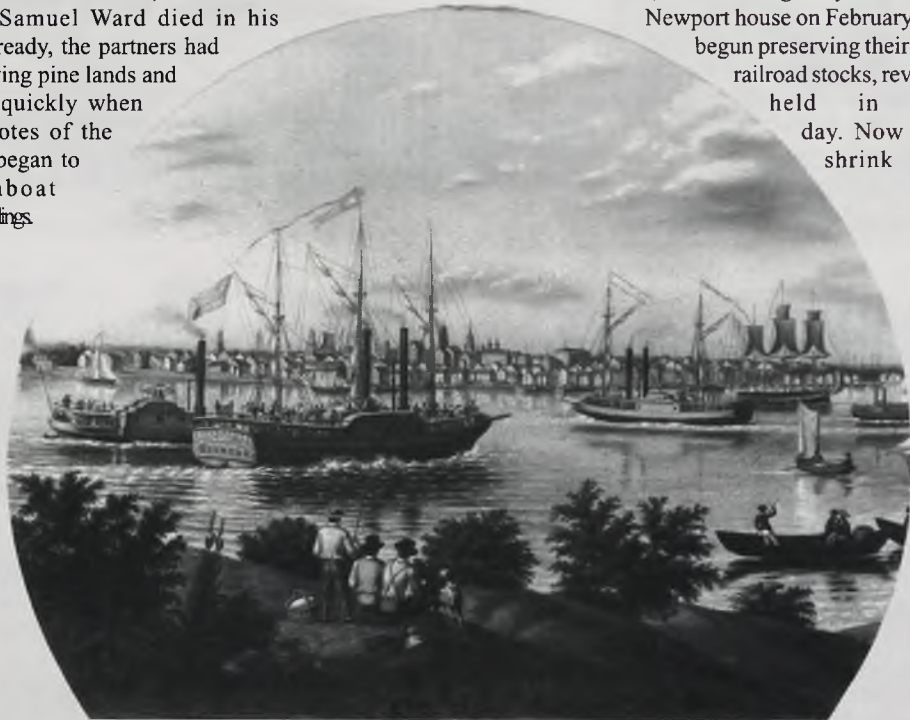
by  
Gordon P. Bugbee

Just above town at Marine City today, where the highway emerges by the river at Yankee Point, stands a substantial brick house we might label "center-hall Colonial survival". Samuel Ward built this house about 1829 like typical brick farmhouses of his native Vermont. Brickwork shows traces of the broad veranda such farmhouses have. This house is about as old as Michigan houses go without showing traces of a French settlers' heritage. The young Captain Ward migrated from Wells, Vermont, across New York State and Northern Ohio to this river by 1818. His trading schooner SALEM PACKET sold supplies to families making farms from the forests of this region. The area prospered, and he platted the town of "Newport" (renamed "Marine City" in 1865). His shipyard by the Belle River mouth below town built him some more small schooners. In 1826, a year after the Erie Canal opened, he took his ST. CLAIR to New York City as the first lake vessel to transit the canal.

Ward's nephew, Eber Brock Ward built a hull at Newport in 1839 for the steamboat HURON (the first of two HURON's for the Wards). After another winter they could buy an engine. HURON started a steamboat empire that grew to seventeen sidewheelers in a dozen years. (The next largest fleet under one ownership, of the Reeds in Erie, Pennsylvania, numbered four or five). In 1842 a mail contract drew HURON to lower Lake Michigan to link Chicago to stage coaches crossing Michigan eastward. They met the growing Michigan Central Railroad from Detroit. The Wards learned to supply steamboats for lake routes filling gaps in the growing railroads surrounding the lakes. This was not usual thinking for steamboat owners who recognized the railroad threat too late. The fleet was at its largest size and geographical span by 1852. About then, their three largest steamers: ATLANTIC, CASPIAN and E.K.

Erie. Samuel Ward died in his  
But already, the partners had  
by buying pine lands and  
value quickly when  
banknotes of the  
Ward began to  
steamboat  
holdings.

COLLINS, were lost tragically in or near Lake  
Newport house on February 4, 1854.  
began preserving their earnings  
railroad stocks, revenue lost  
held in typical  
day. Now Eber B.  
shrink the



Painting of Detroit in 1836. "LITTLE ERIE" is the vessel shown on the left of MICHIGAN



His new Eureka Iron Works made Lake Superior ore into iron to become railroad rails from his Wyandotte Rolling Mills, both built downriver from Detroit in Wyandotte. His plant cast some of America's first Bessemer steel in the early sixties. An adjacent shipyard of 1872 became the lakes' first yard designed to build iron ships. Eber Brock Ward was by far the richest man in Michigan when he died at age 63 in Detroit on January 2, 1875.

The Ward fleet kept two of its most special holdings. Longest-surviving was Ward's Lake Superior Line, which a nephew named Eber Ward II kept active through the season of 1892. Closer to the family, perhaps, were the local upriver routes from Detroit. In 1843 the Wards built CHAMPION to fill HURON's vacancy, but CHAMPION wandered too. In eight years she cleared \$62,700 in profits beyond repaying the original \$22,500 investment. LITTLE ERIE stayed on the run until lost in late 1842. The Detroit merchant James Abbott sponsored Captain R.G. Evans with their own new RED JACKET to replace LITTLE ERIE on the route. At Port Sarnia, she connected with stages across lower Canada to Hamilton and Buffalo. In 1846 the Wards built DETROIT to deliver Detroit passengers and cargo northward to the St. Marys River for portaging into Lake Superior in absence of a canal built at the Soo only in 1855.

At last in 1848 the Wards joined local investors in building the 130-foot FRANKLIN MOORE to sail on alternate days opposite RED JACKET. The next year, their competition countered with not one, but two steamboats named TELEGRAPH. (The new telegraph lines were the Midwest's only year-round easy link with the East just then). TELEGRAPH NO. 1 was built downriver at Trenton (then called Truago), while NO. 2 seemingly appeared from nowhere in mid-season. The Wards moved to monopolize the route in 1851 with new 160-foot sisters PEARL and RUBY. Each had a new beam engine with 34-inch cylinder and 9-foot stroke from the Degraff and Kendrick Works down in Detroit. Each drew little more than six feet of water. Like all other ships, they had to reach the St. Clair River through the rather shallow North Channel bordering the Flats. President Pierce had vetoed channel improvements there as being beyond a legitimate task of government. Private subscription among lake cities and Canadian government grants built a twelve-foot deep channel reaching the Flats' South Channel (the U.S. Government at last enlarged this about 1870 with the Ship Canal of which an eastern breakwater survives south of the Old Club at the old South Channel end).

The Flats themselves had little value for steamboat trade in the Ward years, the resort era really began in the seventies. Most of the river beside the

**FOR  
SAUT STE MARIE.**

SEASON ARRANGEMENT FOR 1846,  
BETWEEN DETROIT AND THE SILVER AND COPPER MINES OF  
LAKE SUPERIOR!!!

**The New Low-pressure Steamboat**

1846.  1846.

**DETROIT,**  
**CAPT. E. B. WARD,**

WILL leave DETROIT for SAUT STE MARIE every Tues-  
day, at 2 o'clock, P. M. Will leave the Saut for Detroit every  
Friday morning, at 8 o'clock.

---

TABLE OF DISTANCES.

	Miles.	Miles.
From Detroit to Newport,	60	Thunder B. Island to Presque Isle, 23
New Port to Port Huron,	35	Presque Isle to Detour, 47
Port Huron to Ft. St. Barques,	72	Detour to the Saut, 52
Ft. St. Barques to Thunder Bay Isl.,	77	
Detroit to the Saut,	348	
Detroit to Mackinac,	415	

The DETROIT is entirely new, 350 tons burthen, is fur-  
nished with a new and superior engine, draws but little water,  
and is well adapted to the Saut trade.

**FOR FREIGHT OR PASSAGE,**

Apply to  
E. P. HASTINGS & CO., Detroit.  
J. R. LIVINGSTON, Saut Ste Marie.

Tickets for sale at the office of G. F. LEWIS, Griswold  
street, next door to the Post-office.

Black and White Ad from City Directory - 1846

mainland was farmland (even claiming a population of 400,000 in 1850, Michigan was hardly urban. Detroit residents constituted about one-twentieth of the state's population then). In the thirties the St. Clair River valley had furnished about a quarter of the state's barreled fish, reduced to about a tenth in 1847. River sawmills furnished nearly all Michigan's lumber in the forties, that output in turn becoming about one-tenth of Michigan lumber in yet another decade. A wooden steamboat had a rather short life expectancy, and progress and fashions in these years made it outgrow its appeal to passengers even more quickly. But a superseded river steamboat was still useful in towing schooners in the rivers, together with dragging greedily-overladen steamboats through even the twelve-foot channel ultimately available in the Flats in these years. Later on the larger steamers became schooners or lumber barges. Their engines were hardly enough to take their place powering another new steamboat (the Wards' own Lake Superior flagship PLANET's engine served four steamers, all told).

Although Michigan's pine lands began approximately north of the Pine River by the town of St. Clair, farmland wasn't limited to the river valley



The engines from the sidewheeler PLANET would serve in four steamers.

Photo from Dossin Museum Collection

As timber was cut in Michigan's thumb district, new farms and villages crept northward. At least two settlements in the Thumb seem named for Ward steamers, the towns of FORESTER and RUBY. Then the Saginaw River Valley, as heart of Eastern Michigan's lumber mills, became an important steamboat destination. About the time that PEARL and RUBY came on the river, the steamer COLUMBIA cultivated this new route from Detroit to Saginaw, calling at the Lake Huron shore towns along the way. In 1852 the Wards built HURON II for this run. Hardly larger than PEARL or RUBY, she became a memorable ship. After the railroads reached Chicago, the Wards began selling their Lake Michigan steamers to their local associates so they could extend railroads' reach up the Lake Michigan shoreline. In August, 1855, they even sold HURON from the Saginaw run to G.C. Drew and Capt. Albert E. Goodrich. The two were stockholders in the Clement Steamboat Company, which consolidated most of the former Ward holdings in the Chicago area. Drew and Goodrich kept HURON for their own account, however, making HURON the first ship of what became Lake Michigan's most venerable steamship line, the Goodrich Transit Company. The partners kept HURON hardly longer than the Wards did, however. In winter of 1861, they sold

HURON to Capt. Darius Cole, who put HURON back on the Saginaw route. Capt. Cole had already lost his purchased NORTHERNER to collision with a Ward steamer sharing the Saginaw route in 1856. Capt. Cole kept HURON busy with that and other routes around Saginaw for the rest of the Ward years. (In the late eighties, long after the Wards had lost interest, Capt. Cole claimed the river run itself with a well-known iron steamer named for himself).

By the mid-fifties, the Wards considered PEARL, RUBY and HURON outclassed for their runs. Replacing them was a larger pair of near-sisters. FORESTER came out in June, 1854, to run opposite RUBY on the Port Huron run. FOREST QUEEN came out in October the next year. Each measured about 190 feet in keel length, about that of our old beloved Bob-Lo boat STE. CLAIRE. FORESTER's engine was new. But powering FOREST QUEEN was an engine from the Ward's earlier steamer PACIFIC, an engine she in turn gave to SAGINAW when she became a lumber barge in 1866. For a time PEARL ran only as far as New Baltimore in Anchor Bay. In 1855 she found her niche running downriver from Detroit to Amherstburg. She was still running there until 1867 when DOVE replaced her. When FOREST QUEEN came out, RUBY turned to towing at the Flats, kept ready as a spare boat when the many collisions and



Figurehead of FOREST QUEEN





Photo from Dossin Museum Collection

engine failures plagued the river steamers. FORESTER stayed on the Port Huron run for almost all her years under steam. In 1858 she was diverted to cross-lake Michigan service for the Detroit and Miwaukee Railroad, of which Eber B. Ward was a director. The next year the railroad had new ocean-style sidewheelers for the run, and FORESTER returned to her river. FOREST QUEEN also played truant in 1858 to run between Cleveland and Buffalo. She had already left her pairing with FORESTER to take HURON's place on the Saginaw run. This left room for an outsider again. Capt. Selah Dustin's DART quickly moved in, being chased off the Toledo run by a new railroad from Detroit. She hung on opposite FORESTER even through late 1857 when bank failures plunged the country into depression. But DOVE's real trial came in 1860 when the Wards tried to run her off as a pesky opposition boat.

There had been opposition boats before. The Canada Company sponsored CANADIAN to run north to their Huron County port of Goderich on Lake Huron. This put her beside the equally new FORESTER in the route south of Sarnia. Still, nothing happened in that 1854 season, there had been Goderich boats before, after all. The 1855 season started with trials of speed, and on June 23, CANADIAN came down from Port Sarnia in three hours, fifty minutes while making five landings and taking the North Channel, the fastest time yet in the seventy-five mile route. In another month tickets went for next to nothing. Port Huron merchants complained that their customers were going down to Detroit to shop. The result this time seems inconclusive. Five years later for Capt. Dustin's DART, the whole season was misery. The Grand Trunk Railway had rails to Port Sarnia from the East across Canada, and opened American links down to Detroit and across to Chicago. Having given up Toledo because of its trains, DART had no place to go. Passengers traveled for free. Commanding FORESTER was John P.

Ward, the big man's son. The last trip down in December turned mean. FORESTER ran into DART amidships as they crossed to Sarnia from Port Huron. DART was hit again, in the bow as she departed. At Vicksburg FORESTER stove in DART's stern sixteen feet, destroying the rudder. Authorities suspended Capt. Ward for three months, winter months he would be ashore, anyway. In March somebody tried to sink DART by pulling plugs on consecutive nights. DART went into towing that season. Capt. Dustin had the last word, for the Ashley and Dustin steamer PUT-IN-BAY made the last regular runs of any steamer to the Flats and the river ninety-one years later. As for John P. Ward, his reputation suffered when he was arrested in 1865 for having allegedly assaulted a 15-year old retarded girl. In court, the girl's brother shot him, and he died at his father's house a week later.

The railroad's coming changed everything. Steamers were now essential transportation only for way landings. Except for the Saginaw boats, FORESTER had the river to herself by 1863, there wasn't enough business for two boats. Schedules changed, too. Now sailings from Detroit were in mid-afternoon, with upbound trips ending in darkness, yet some ways the steamer was more important as an upriver feeder for trains at Port Huron than for her own through services. The coming of the resort era changed the circumstances once again, when people rode the steamer for pleasure trips more than for essential transportation. In 1870, the new MILTON D. WARD became the last to proclaim the Ward interests on the river, but time was moving on.

*This article was reprinted from a brochure written by Gordon Bugbee. It was given out to passengers on the Diamond Belle enroute from Detroit to Port Huron on Memorial Day weekend, 1996.*

Port Huron, Feb. 13, 1862.

**To the Stockholders in the Steamer Dart:**

TAKE NOTICE, That in accordance with an agreement entered into on the part of the stockholders, by N. AVERY and D. WHITMAN, a committee appointed at the last meeting of the stockholders, held at St. Clair, on the 12th instant, of the one part, and Captain SELAH DUSTIN, of the other part, you are required to pay into the hands of WILLIAM A. MOORE, of the city of Detroit, twenty per cent. of the stock note given by you, and at the same time surrender your stock scrip and take up your note, as said Boat will, of necessity, have to be sold to pay her indebtedness. Or, in lieu of doing this, you can, if you choose, pay the first installment of your stock note now past due, and retain your stock in said Boat.

NEWELL AVERY,  
D. WHITMAN.

Detroit, February 13, 1862.

SIR: Your first note, given for your stock in the steamer DART, was due the first of July, 1861. It is important that it should be paid, and I require the money. The Boat pays nineteen per cent. upon her stock, which amount will pay fifty-seven per cent. upon the note now past due. I trust you will pay the balance, and not allow the Boat to be sold, as she will be, in case the amounts due said Boat are not paid.

SELAH DUSTIN.

Port Huron, February 13, 1862.

A meeting of the stockholders of said Boat will be held in Detroit, at the Michigan Exchange, on Monday, the 17th day of March next, at 2 o'clock, P. M. You are urgently solicited to attend.

By order of the Board of Directors.

C. MILES, *Secretary.*

Detroit, January 25, 1862.

CAPTAIN DUSTIN:

I hold claims against the steamer DART to the amount of \$2200, which must be immediately settled. If the same are not paid at once, my claimants insist that I shall proceed against, and sell the Boat.

WM. A. MOORE.



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# GREAT LAKES & SEAWAY NEWS



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

*Editor:* James Morris  
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Greg Rudnick  
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Dan McCormick  
Jason LaDue

John Vournakis  
Jim Sprunt  
Rene Beauchamp  
Terry Beahen

*Seaway News Editor:* Skip Gillham



Photo by Kenneth Borg

The JOHN W. BROWN at the Toledo (Ohio) shipyard drydock  
on June 12, 2000 undergoing her rivet replacement.

• GREAT LAKES & SEAWAY NEWS

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**JULY , 2000**

Jul 1 ... The Tug/Barge JOYCE L. VAN ENKEVORT/GREAT LAKES TRADER passed up through the Soo Locks for the first time bound for Marquette. Her first three trips were from Escanaba to Indiana Harbor, she carried between 33,000 & 34,000 tons each trip.

Jul 2 ... The ferry AAZHAAWE passed down the Welland Canal bound for the Trent - Severn Waterway which leads to Lake Simcoe. Once there she will run between Virginia Beach and Georgina Island. She is 100 ft by 40 ft and was recently launched by Hike Metal Ltd. in Erieau, Ontario as Hull #134.

... Canada Steamship Lines JEAN PARISEAN struck the ship arrester cable while entering Lock #4 East on the Welland Canal. With the cable disabled she had to back up through Locks #5 & #6 of the Flight Locks and proceed down through the upbound West side of the Locks.

Jul 3 ... Kinsman s KINSMAN INDEPENDENT arrived in Buffalo and was placed into a temporary lay-up.

Jul 5 ... The Heavy Lift Salty SUNBIRD cleared Toronto with the ferry WATERWAYS I on board bound for Italy.

... McKeil Marine s new tugs CARROL C. I & BONNIE B. III passed up the Welland Canal bound for Bruce Mines, Ontario. They are going to tow Algoma s ALGOWOOD to Port Weller Dry Docks for repairs.



GREAT LAKES TRADER in Marquette, MI — July 2, 2000



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**GREAT LAKES & SEAWAY NEWS •**


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Jul 6 ... The Neptune s Nimrods Dive Club of Green Bay proposed to sink the former carferry **THE STRAITS OF MACKINAW** in Lake Michigan. She would be sunk about 3 miles south of Algoma, WI in 80 feet of water next spring. The hull is currently laying in Kewaunee, WI.

... The George Gradell Co. tug **PRAIRIELAND** with a derrick barge and two spoil barges passed down the Welland Canal. They were bound for the Irondequoit Bay outlet, located about 3 miles east of Rochester, NY on Lake Ontario. The outlet links Irondequoit Bay and Lake Ontario, it is used for recreational boating only.



Photo by Jason LaDue

**PRAIRIELAND** owned by George Gradall Co., Toledo, OH  
at Irondequoit Bay Outlet, Irondequoit, NY

... Lafarge Corporation announced they had acquired all the outstanding stock in the Presque Isle Corporation from LTV Steel, National Steel & Bethlehem Steel for \$56 Million. The former owners have agreed to continue to buy stone from the quarry.

...Oglebay Norton s **BUCKEYE** made a rare trip into Escanaba where she loaded taconite for Indiana Harbor. She made a second trip loading on July 8.

Jul 7 ... The St. Mary s Cement tug/barge **PETITE FORTE/ST. MARY S CEMENT** ran aground near St. Martin Island. The barge ran hard aground on her starboard side with her forepeak flooding. A storm on July 9 damaged her hull, which made the unloading equipment inoperable. The Great Lakes Towing tug **SUPERIOR** was summoned and brought a barge to lighter her. She was refloated on July 11 and taken to Washington Island for inspection, she was later moved to Green Bay for repairs.

... Canada Steamship Lines **HALIFAX** suffered an engine failure off Conneaut. She was towed into the coal dock by the Great Lakes Towing Tugs **OHIO & IOWA**.

Jul 8 ... The **ALGOWOOD** was refloated at the Bruce Mine Dock and moved away to prepare her for the tow to Port Weller Dry Docks.

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• GREAT LAKES & SEAWAY NEWS

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Photo by Rod T. Burdick

BUCKEYE in Escanaba — July 6, 2000

Jul 10 ... The ALGWOOD and tugs CARROL C. I & BONNIE B. III depart for Port Weller.

... The Save Our Channel Lights Association announced they had received a \$100,000 donation from an anonymous donor. The only stipulation was that the group obtain lease rights for the Old South Channel Lights from the United States Coast Guard. The lights were built in 1859 and operated until 1907 when a new deeper channel was opened. In the 1930s the lighthouse keepers building was demolished.

Jul 11 ... The ALGWOOD tow arrives off Buoy s 11 & 12 above the Huron Cut and go to anchor awaiting inspection. T

The ALGWOOD with tugs CAROL C1 and BONNIE BILL going down the Detroit River on July 12, 2000. Boat is going to Pt. Weller for repairs after breaking her back in Bruce's Mines, Ont.



Photos by Kenneth Borg



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**GREAT LAKES & SEAWAY NEWS**


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Jul 13 ... Desgagnes s CATHERINE DESGAGNES stopped at the Canadian Soo with steering problems. While upbound in Lake Huron the day before, the crew noticed something wrong with the way the rudder responded to turns. Divers from Purvis Marine were sent down and found the rudder was twisted, no hull damage was found. She was cleared to proceed to a shipyard for repairs, which are expected to take a week to complete.

... Upperlake s CANADIAN TRANSFER made her first trip ever into Ontonagon, MI delivering slag loaded at the Algoma Steel Plant in the Canadian Soo.

... A Ceremony was held at the Toledo Shipyard for the placing of the final Golden Rivet into the hull of the Liberty Ship JOHN W. BROWN. A total of over 14,000 rivets were replaced while she was in the drydock.

Jul 14 ... The Canadian Coast Guard Vessel THUNDER CAPE passed up the Welland Canal on her delivery trip.

... The ALGOWOOD tow arrived off Port Colborne in the early morning hours and proceeded in and down the Welland Canal. The tow tied up along the lock wall above Lock #7 and the McKeil tugs CARROL C. I & BONNIE B. III departed and headed down the canal bound for Hamilton. The Nadro Marine tugs PROGRESS, SEAHOUND & VAC took over the tow, the PROGRESS on the bow and the other two on the stern. After waiting for traffic to clear the tow departed around noon. In order for all the tugs and the 730 ft vessel to fit into the locks together, they first secured the ALGOWOOD the lead tug would slide back under her bow. The two stern tugs would back out of the lock and turn around and back in under the curved side of the ship. The tow proceeded down the canal below Lock #1 and tied up at Wharf #2 for the night. The next morning they departed and went out into Lake Ontario and turned around and came back up through Lock #1 and placed her on the drydock at Port Weller Dry Docks, finishing around noon.

... The U. S. Navy Minesweeper USS DEFENDER passed down the Welland Canal on her way out of the lakes after completing her goodwill tour.

Jul 15 ... The new Fednav salty FEDERAL HUDSON passed up the Welland Canal on her first trip into the Great Lakes. She stopped off at Wharf #6 on the canal with Bauxite. She departed upbound for Thunder Bay on July 20.

... The Nadro Marine tug PROGRESS departed Port Weller Dry Dock downbound for Hamilton. She has been transferred to the McKeil Marine Fleet, her place in Nadro Marine is to be taken by McKeil s OFFSHORE SUPPLIER.



Patch on ALGOWOOD — tied up July 14, 2000 on lock wall above Lock #7

Photo by Jim Morris

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• GREAT LAKES & SEAWAY NEWS

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Photo by Jim Morris

USS DEFENDER downbound in Welland Canal, July 14, 2000, approaching Lock #7

Jul 16 ... Upperlake s CANADIAN RANGER departed Toronto on her first trip of the season. She made an overnight passage up the Welland Canal bound for Thunder Bay.

Jul 17 ... The Canadian Coast Guard Cutter GRIFFON was placed on the drydock at The Davie Shipyard in Levis, Quebec for her five year survey.

... Muskoka Lakes Steamship and Historical Society announced plans to build a new ship for service on Muskoka Lake. Her name will be WENONEH II and she will be powered by a diesel engine, have passenger capacity of 200 and will cost an estimated \$5 million. Funds for the project will come in the form of \$1.6 million from Federal & Provincial Grants, the rest will be made up from taking out a mortgage and donations. Her scheduled delivery date will be August 2001.

... The JOHN W. BROWN was removed from the drydock at the Toledo Shipyard by the Gaelic Tugs SUSAN HOEY & WILLIAM HOEY. She was towed up the Maumee River to the downtown area where she will be opened for tours.

Jul 18 ... Upperlake s CANADIAN TRANSFER arrived at the Algoma Steel Plant in the Soo with a cargo of coal. While unloading she experienced hydraulic problems, a barge had to be brought alongside and the coal was clammed out. Her cargo was finally unloaded on July 26 and she departed for repairs at the Pascol Shipyard in Thunder Bay.

Jul 19 ... Inland Lake s PAUL H. TOWNSEND ended her temporary lay-up, departing Milwaukee for Green Bay.



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GREAT LAKES & SEAWAY NEWS •

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Photo by Jim Morris

PROGRESS — downbound July 14, 2000 at Bridge #5 on Welland Canal

... The United States Keeper Class Coast Guard Cutter GEORGE COBB (WLM-564) passed down the Welland Canal on her way out of the lakes. She is headed for her station in San Pedro, CA.

... Upperlake s JAMES NORRIS took a break from her usual Lake Ontario stone run and delivered coal to Algoma Steel in the Canadian Soo. She then made three trips to Marquette and returned with taconite to the mill. She loaded on July 21, 23 and 25, her first visit to Marquette since 1998.



Photo by Rod T. Burdick

JAMES NORRIS in Marquette, July 21, 2000

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• GREAT LAKES & SEAWAY NEWS

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Photo by Elizabeth Sherman

JOHN W. BROWN underway from Windsor with tug PATRICIA HOEY - July 22,2000

Jul 22 ... The JOHN W. BROWN departed Dieppe Gardens in downtown Windsor and proceeded up the Detroit River on a 6 hour cruise. She was followed by the Gaelic tug SHANNON who assisted her turning around in Lake St. Clair near the Crib Light.

Jul 24 ... The Corps of Engineers proposed a dredging project for the upper St. Mary s River. Two sections are scheduled to be dredged, the Vidal Shoal Area and a shoaled section further west along the Point Aux Pins Course near Birch Point. The project would remove about one foot from the bottom at the two sites. Material removed from the bottom will be barged to the western end of the Corps Northwest Pier , a triangular artificial island separating the Soo Locks Complex from the Hydroelectric Plant Channel.

... The United States Navy Minesweeper USS KINGFISHER passed down the Welland Canal on her way out of the Great Lakes after completing her goodwill tour.

... The wooden hulled former U. S. Navy Minesweeper and Great Lakes Maritime Academy Training Vessel NORTHWESTERN had a 50 to 100 gallon spill of diesel fuel. She was tied up in Ashmun Bay off the St. Mary s River at the former Reiss Coal Dock at the time. A pump accidentally discharged the fuel into the river. The ship is in the process of being restored as a Liveaboard Home .

Jul 25 ... The JOHN W. BROWN arrived in Erie in the morning and was assisted into port by the Great Lakes Towing tugs OHIO & IOWA.

Jul 26 ... The Royal Canadian Yacht Club s ferry, the 1895 built HIAWATHA was sunk in 30 ft of water by vandals in Toronto. The clubs other ferry, the 1912 built KWASIND also was damaged but was not sunk. The KWASIND was taken to the Yacht Clubs Marine Yard on the Island and was repaired and returned to service on August 4. The HIAWATHA was raised on July 28 by the Derrick Barge ROCK PRINCE and fire tug WILLIAM LYON MACKENZIE.



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**GREAT LAKES & SEAWAY NEWS •**

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Jul 28 ... The salty WANA NAREE ran aground in Duluth Harbor while she was departing. She was able to free herself about an hour later with no apparent damage.

... The JOHN W. BROWN arrived in Cleveland and tied at Dock 32 East behind the Rock & Roll Hall of Fame. She was assisted into port by the Great Lakes Towing Tugs WASHINGTON & DELAWARE.

... At 6:30 A.M. while upbound in the St. Mary s River, American Steamship s JOHN J. BOLAND reported to the U. S. Coast Guard that galley crewman George Harrison was missing. He had been last seen the night before at 8:00 P.M. while the ship was upbound in Lake Huron off Presque Isle. The Coast Guard dispatched two H-65 Helicopters, a C-130 Canadian Search Plane and the Cutters BISCAYNE BAY & BUCKHORN. The search was called off 14 hours later when dark settled in, having found only two tennis shoes floating in the river. His body was recovered on August 3 after being spotted by fishermen, it was located near buoy 51 in the Middle Neebish Channel.

... Algoma s ALGOWEST was removed from the drydock at the Toledo Shipyard by the Gaelic Tugs SUSAN HOEY & WILLIAM HOEY.

**AUGUST, 2000**

Aug 1 ... The City of Thorold plans to construct a Tourist Information Center overlooking Lock #7 on the Welland Canal. It is scheduled to be open year round and will also be home to their Chamber of Commerce.

... The JOHN W. BROWN arrived in Buffalo and was escorted in by the fire tug EDWARD M. COTTER. She was assisted into port by the Great Lakes Towing tug MISSISSIPPI.

Aug 2 ... The Eastern Upper Peninsula Transportation Authority reported the following items: They conditionally excepted a bid of \$769,112 from Ryba Marine Inc. of Cheboygan, MI for building dock extensions for the Drummond Island & Detour Docks. Four bids were submitted and all came in higher than the \$550,000 allotted for the project. The new ferry under construction at Basic Marine in Escanaba has been 85% completed. The work is now concentrating on the electrical and mechanical systems. Construction is still ahead os schedule and delivery expected in late September or early October. Authority was given to Director Judith Walsh to begin the process of selling the 54 year old ferry DRUMMOND ISLANDER. The Authority excepted the high bid of \$21,375 for the 50 ft tug THUNDER BAY by Terry Reynolds of Escanaba. The tug had been purchased in a federal surplus sale about a decade ago as a stand by vessel for the Sugar Island Crossing, but has been used sparingly.

Aug 3 ... Interlake s ELTON HOYT 2ND arrived in Buffalo with her first cargo of grain for the ADM Elevator, which was loaded in Superior, WI. She is scheduled to make several more grain trips into Buffalo this season..

Aug 4 ... The Salty FEDERAL HUDSON arrived in Halifax with engine trouble. The problem was traced to the fuel she loaded in Montreal, it turned out to be the wrong grade.

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• **GREAT LAKES & SEAWAY NEWS**

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... The JOHN W. BROWN passed down the Welland Canal bound for Toronto.

Aug 7 ... An Ontario diver died while exploring the wreck of the JOHN B. KING which is sunk near Brockville, Ontario on the St. Lawrence Seaway in 160 ft of water. The body was recovered on August 9.

Aug 10 ... USS s ARTHUR M. ANDERSON made an uncommon delivery of coal to Escanaba. The coal was for the Escanaba Generating Station and delivered it to the North Reiss Coal Dock. She made a return trip to the area with a load of coal for Gladstone on August 18.



Photo by Rod T. Burdick

ARTHUR M. ANDERSON in Escanaba August 10, 2000

Aug 13 ... Canada Steamship Lines NANTICOKE starboard engine failed while she was upbound in the St. Lawrence Seaway between The Eisenhower and Snell Locks. She stopped at the lock wall above the Eisenhower Lock for repairs.

... The salty LUCKYMAN suffered an engine failure at the Iroquois Lock on the St. Lawrence Seaway due to a faulty air valve.

... Marinette Marine launched the United States Coast Guard Juniper Class Cutter SPAR (WLB - 206). She is named for the women of the Coast Guard known by the acronym Spars. This is based on the Coast Guard Motto: Semper Paratus - Always Ready. United States Attorney General Janet Reno had the honor of christening the vessel.



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**GREAT LAKES & SEAWAY NEWS •**

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Aug 14 ... The saltwater tanker SIDSEL KNUTSEN suffered an engine failure while upbound on Lake Ontario. She was delayed a couple hours while making repairs.

Aug 15 ... Capt. Morgan Howell of St. Clair, MI passed away at age 96. He held one of the largest United States Coast Guard licenses on record. He is best remembered as the Captain of the AQUARAMA.

Aug 16 ... The tug VALENTINE MORAN arrived in Hamilton. McKeil Marine has chartered her to work with the barge PENNSYLVANIA running between Sarnia and Nanticoke.

Aug 17 ... The PRINCESS a walking-beam sidewheeler passenger ship opened for tours in Bay City, MI. The 138 ft long ship was built in 1984 and operated on San Francisco Bay. In 1997 Capt. Edward J. Morris bought the ship in Alameda, CA and brought her to Bay City.

Aug 18 ... The Sarnia Tall Ships Festival 2000 opened to the public, the ships are tied up at the Government Dock. Included are MADELINE, a replica of a Gaff Topsail Schooner that sailed the Great Lakes 150 years ago. HIGHLANDER SEA, a 154 ft long Schooner built in 1924. TRUE NORTH, Toronto based Schooner originally built in 1947 as a North Sea Trawler. FAIR JEANNE, a 100 ft Brigantine - originally built as a private yacht. PICTON CASTLE, a Three Masted Barque built in 1928. Public tours of the ships are from 10:00 A.M. to 8:00 P.M. today and tomorrow and 10:00 A.M. to 4:30 P.M. on August 20.

... Two men from Ohio lost their lives while diving on the wreck of the REGINA, which was lost during the Great Storm of 1913. She lies in 80 ft of water about 3 miles offshore between Port Sanilac and Lexington in Lake Huron. A third man called the U. S. Coast Guard at 4:45 P.M. and reported the men over due. The Coast Guard responded and sent divers down, they found the men inside the ship already drowned. The bodies were recovered and taken ashore.

Aug 19 ... The SS Milwaukee Clipper Preservation Association opened the MILWAUKEE CLIPPER for tours. The Muskegon Fire Marshall allowed the group to open the ship while they continue to work on her. About \$40,000 of the work has been completed, another \$240,000 is needed to make the entire ship meet Muskegon's fire code. Admission will be \$5.00 for adults, \$2.50 ages 5 to 11 and under 5 free. Visitors will be allowed to tour the Pilot House, Staterooms, Crews Quarters, The Raised Wooden Dance Floor, Horse Shoe Shaped Bar and the Movie Theater. The tours will be opened from 10:00 A.M. to 8:00 P.M. Saturdays and 10:00 A.M. to 5:00 P.M. on Sundays from now until Mid October. Future plans call for on board lodging, restaurants, office space and hosting special events, such as weddings.

Aug 24 ... The JOHN W. BROWN stopped off in Halifax on her return trip to Baltimore.

Aug 25 ... The salty KASTEELBORG lost power and was adrift about 16 miles off Pointe Aux Barques in Lake Huron. She was downbound from Duluth at the time. After restoring power she proceeded down to the anchorage above the Huron Cut for inspection.

Aug 27 ... The cruise ship C. COLUMBUS departed Toronto and passed up the Welland Canal on her first trip into the lakes during the 2000 season.

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GREAT LAKES & SEAWAY NEWS •

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... The St. Lawrence Management Corp. announced the Welland Canal will close on December 24 at 8:00 A.M.. This is due to the work projects scheduled for the canal this winter. The 2001 season is scheduled to begin on March 23.

Aug 29 ... The JOHN W. BROWN arrived back in Baltimore completing her trip from the Great Lakes.

**MISC:**

... Marine News, Journal for the World Ship Society reported the following items in their April & May issues:

**Renames:**

... ARKTIS MORNING ( Ex - MAERSK LUANDA - 99, ARKTIS MORNING - 98) Built 1996, was sold by Shipinvest II A/S, Denmark to Dansk Supermarked Invest. A/S, Denmark and renamed HELENE DELMAS in 1999.

... ENERCHEM CATALYST (Ex - DOAN TRANSPORT - 86, JON RAMSEY - 72) Tanker Built 1972, was sold by Enerchem Trans. Inc., Canada to Algoma Tankers Ltd., Canada in 1999 and renamed ALGOCATALYST.

... ATLANTIC JUNIPER (Ex - IRVING JUNIPER - 98, THOMESS - 84) Tug Built 1961, was renamed IRVING JUNIPER by Atlantic Towing Ltd., Canada in 1999.

**Casualteis:**

... PIONEER (Ex - CANADIAN PIONEER - 87) Built 1981, Bulk Carrier owned by Marbulk Carrier Inc., (Marbulk Shipping Inc.), Vanuatu - Arrived Gdansk March 4, 2000 with serious engine damage sustained on a voyage from Bremen in ballast.

**Scraps:**

... BV RAYNA (Ex - CHARLES R. HUNDLEY - 93) Hopper/Dredge Built 1926, Sold by BV Maritime Inc., Canada to Canadian Breakers at Les Mechins, Quebec.

... MARINER III (Ex - MARINER II - 98, KALLIOPE L. -97) Built 1974, was sold by Mariner Ocean Navigation Ltd.(Kristen Marine S.A.), Malta to Indian Breakers and arrived at Alang, India on January 21, 2000.

**Coast Guard:**


GEORGE COBB (WLM - 564) was launched on December 18, 1999. MARIPOSA (WLB - 307) was scheduled to be stricken March 31, 2000

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**BACK COVER:** JOHN W. BROWN on Lake St. Clair during 6 hour cruise, July 22, 2000.  
Photo by WJG Photography, Bill Graham photographer.




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