



Telescope

JANUARY – APRIL, 2002
Volume L; Number 1



50th Anniversary



MEMBERSHIP NOTES •

- Jul. 6 Video presentation on the Wide Screen from 10:00 am to 4:00 pm. – **"The Recovery of Sidney Smith"**. A documentary on the recovery of the freighter SIDNEY SMITH which sank after a collision in a heavy traffic area of the St. Clair River under the Blue Water Bridge at Port Huron, Michigan.
- Jul. 24 **BIRTHDAY PARTY for the DOSSIN GREAT LAKES MUSEUM** – Wednesday, July 24th
Anniversary of the Opening of the Dossin Great Lakes Museum in 1960. Come and see the changes that are going on – a new orientation theatre being built, a 150 year old side-wheel paddlewheel being restored, and a new exhibit, "The City On The Straits", being installed.
- Jul. 27 **Opening of the new Oliver Dewey Marcks Orientation Theatre** – Saturday, 10:00 am
The premier of the new mini-theatre with a special video production that chronicles the last 100 years of changes on the Detroit River. From paddlewheels to propellers, and from ferryboats to tunnels and the Ambassador Bridge, changes have been significant on the Detroit River.
- Aug. 3 Video - **"The Passenger Steamer SEE AND BEE on the Detroit River"** – Saturday, 10 am- 4 pm
A nostalgic trip on the side-wheel steamer up the Detroit River in 1939 shown on the museum's wide screen.
- Sept. 7 Video - **"Living On The Edge"** – Saturday, 10 am - 4 pm
A look at the Great Lakes and the St. Lawrence River shoreline and how changes have occurred on the inland seas.
- Sept. 28 Exhibit Opening – **"The City On The Straits"** – Saturday, 1:00 pm
The new interpretive exhibition on the history and ecology of the Detroit River will include interactive displays, a restoration of a 150 year old paddlewheel, ship models, and a number of maritime artifacts.
- Dec. 7 **Marine Mart** – At Harbor Hill Marina at the foot of St. Jean , Detroit – Saturday, 10 am - 3 pm
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OUR COVER PICTURE . . . The LEON FALK, JR. was originally built as the WINTER HILL in 1946. for the US Maritime Commission. The former T-2 tanker was sold to Skar-Ore Steamship Corp., a subsidiary of M.A. Hanna in 1960. She was converted for Great Lakes use at Bethlehem Shipbuilding Yard in Baltimore, MD. The pilothouse located amidships was moved forward and a new mid-body was installed, increasing her length by 206 feet. She departed Baltimore on June 28, 1961, renamed LEON FALK, JR. and arrived with a load of iron ore in Cleveland on July 8, 1961. This is a Harry Wolf photo from the Dossin Museum collection. It was taken in 1981, the FALK's last season in operation. She was laid up at Nicholson slip in Ecorse in August, 1981 and sold for overseas scrap in Spain in 1985.

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an agency of the Historical Department of the City of Detroit.

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

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GREAT LAKES MARITIME INSTITUTE

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The Great Lakes Maritime Institute Celebrates Fifty Years

The origins of the Great Lakes Maritime Institute begin in 1945 when the City of Detroit acquired the lumber schooner J.T. WING. A site was selected on Belle Isle and work began in July 1948 to create a maritime museum with exhibits. A group of volunteers transforming the WING into a museum also wanted to create the Great Lakes Model Shipbuilders Guild to assist in preserving Great Lakes history. In 1952, the Guild was officially organized with Articles of Incorporation signed and a constitution written. In the early editions of Telescope the organization's goals were clear: "Organized in 1952 to locate, acquire and preserve information and objects related to the history of shipping on the Great Lakes and to make same available to the public through the Museum of Great Lakes History and the columns of Telescope. The construction of authentic scale models of Great Lakes ships is one of the prime objectives of the organization, which has brought into being the largest existing collection of models of these ships."



THE TELESCOPE

GREAT LAKES MODEL SHIPBUILDERS' GUILD
BELLE ISLE • DETROIT 7, MICHIGAN
Vol. 2 May 1953 No. 5

MUSEUM BUILDING SITE OK'ED

On June 5, Mr. Henry D. Brown and Capt'n Johnston met with Mr. J.J. Considine, General Superintendent of the Department of Parks and Recreation, to discuss the matter of a site, on Belle Isle, for the proposed future home of the Museum of Great Lakes History. The area between the schooner "J.T. Wing" and the old steamer dock was decided upon as the most suitable for the purpose and Capt'n Johnston was instructed to meet with Mr. Bachman, Engineer for Parks and Recreation, to discuss further details.

On June 12, Mr. Bachman visited the site and approved the plans building and grounds as presented by Capt'n Johnston in the form of models and drawings and stated that filling, to extend the shore line and raise the elevation of the site, would begin right after Labor Day.

The new plans include a building of modernistic type, enclosing "The Court of the Four Winds", down the center of which will run a reflecting pool which will double as a testing basin for models and also serve for demonstrating self-propelled and remote-controlled miniature craft. The court will also provide space for working models of the Soo locks and the St. Lawrence Waterway.

Within the proposed building there

THE "Sea Horse" ON DISPLAY AT MUSEUM OF GREAT LAKES HISTORY

Capt'n William Taylor, member of the Model Guild, recently left at the museum his very fine model of a Great Lakes logging tug, the "Sea Horse". The hull and superstructure is of galvanized iron, soldered, painted white and trimmed in buff. She measures 43 inches in length, with a beam of 10 inches. She presents a very pleasing appearance and is every inch a tugboat.

The Captain has overcome some very perplexing problems in the power plant and the H.P. gasoline motor runs like a top. It is hoped that one or more of the younger members of the Guild will be interested in making a similar model. Captain Taylor offers his full cooperation to those who would like to try their hand in this field.

The "Sea Horse" is evidence that he is a master of that type of metal work, and all of us can learn a lot from him. What he has to teach re-

Cont. pp. 5

The Guild published a monthly edition of Telescope ranging from eight to sixteen pages. Included in each issue was a shipmodel blueprint, historical article and current shipping news. When the Dossin Museum opened in July 1960, the Guild changed its name to the Great Lakes Maritime Institute and broadened its goals to support the new maritime museum. Included in Telescope were historical articles, model blueprints, shipping news and Curator's Corner, a monthly update on museum news. The gift shop at the museum was also operated by GLMI to help raise the funds needed to acquire exhibit materials and publish books relating to Great Lakes history.



In the next few pages, we'll travel back in history, tracing GLMI's joint projects with the Dossin Museum. Some have become permanent fixtures, while others were rotated out after three years. We hope that our journey into the past will inspire new members to help keep us going in the future.

The photos used, except where otherwise noted, are part of the Dossin Great Lakes Museum Collection.

**PIONEERS OF
POWERBOATING**





GAR WOOD vs BERNIE LITTLE

VIDEO PRODUCED FOR RECEPTION HOSTED BY
GREAT LAKES MARITIME INSTITUTE
AT THE
DOSSIN GREAT LAKES MUSEUM
DETROIT, MICHIGAN MAY 29, 1997

**GREAT LAKES
MARITIME INSTITUTE**

MEMBERSHIP CARD

THE BEARER OF THIS CARD IS A MEMBER IN GOOD
STANDING WHOSE MEMBERSHIP ENDS ON
DEC 31, 1999 - 2002

THE CARD BEARER IS ALLOWED FREE ADMISSION TO THE
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THE SCHOONER J. T. WING BECOMES DETROIT'S MARINE MUSEUM

The schooner J.T. WING was built in 1919 at Weymouth, Nova Scotia as the CHARLES F. GORDON. Measuring 139' x 33' x 12' and 425 gross tons, she sailed between Florida, Cuba and the Bahamas.



When she grounded in 1923 in the Bahamas, she was declared a total loss. She was purchased by the salvager, refloated and renamed J.O. WEBSTER. After sailing along the Atlantic coast, she grounded again and was abandoned by her owners in 1935. Grant Piggott of Detroit purchased the WEBSTER at the shipyard and brought her to the Great Lakes. She was renamed J.T. WING and carried lumber until 1938. Piggott then turned the WING over to the Michigan Sea Scouts, who operated her as the OLIVER H. PERRY for three years. In 1941, the PERRY returned to the lumber trade as the WING, but was laid up in the Belle River at Marine City in 1941.



For five years the WING rested on the river bottom. In 1946, she was raised and presented to the City of Detroit for use as a museum ship at Belle Isle. In 1948, the WING opened to the public. However, the years of neglect while at Belle Isle had taken its toll on the WING. By 1956, she was declared unsafe with rotting timbers and burned to the ground where she lay on Belle Isle. During her short stay on Belle Isle, hundreds of thousands of visitors came to see a unique piece of Great Lakes history.

The marine exhibits on the WING were transferred to the Detroit Historical Museum. Shortly thereafter, plans were formulated for a new marine museum. Through the efforts of Ernest J. Dossin and his sons, Walter, Russell and Roy, the money was donated and matched by the City of Detroit to construct a permanent marine museum where the WING has stood. The Dossin Great Lakes Museum opened on July 24, 1960.

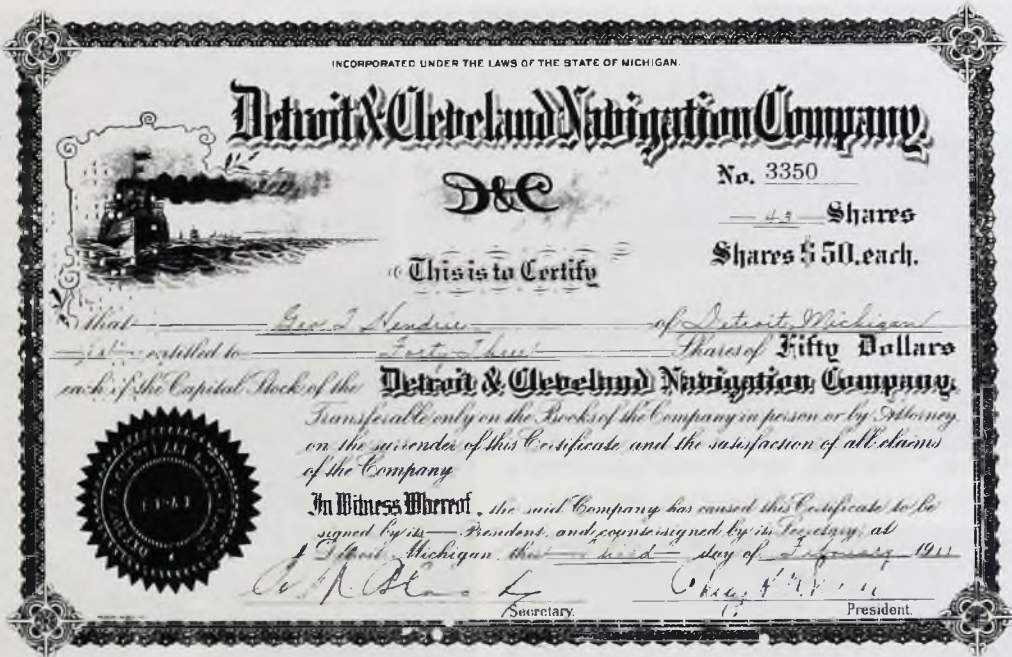


Gothic Room from Detroit & Cleveland Navigation Sidewheeler CITY OF DETROIT III

In the fall of 1964, the GLMI Board proposed a fund-raising effort to save and restore a piece of Detroit's marine history. With the help of articles published in the Cleveland Plain Dealer, Detroit Free Press and Detroit News, the fund-raising campaign was well underway. In the February, 1965 Telescope, Gordon Bugbee writes, "If all goes well, future visitors to Detroit's Dossin Museum will find themselves in the most elegant room, for its size, of any ship that ever sailed the Great Lakes. This room is the "Gothic Room" of the Detroit and Cleveland Navigation Company steamer CITY OF DETROIT III. When she was dismantled at Detroit in 1956, the late Frank Schmidt of Cleveland bought great portions of her cabin joinery work, including the Gothic Room, and much of her forward salon. His death prevented his reassembling them at Cleveland, and last year the components were sold to a decorating firm.



The timing is a stroke of exceedingly good fortune for the Dossin Museum. When the CITY OF DETROIT III was being stripped of her superstructure in September, 1956, the Belle Isle marine museum's fortunes were at a low point: the schooner J.T. WING that housed it had been condemned as a fire and structural hazard and destroyed on purpose that same month. There was



no Dossin Museum building to receive portions of a ship until 1960, and adopting a whole 470-foot sidewheeler as a floating museum was probably grossly impractical, especially after the experience of the J.T. WING. Mr. Schmidt saved the day with his own efforts, thus buying nine year's time for the present campaign for the funds to buy it and do the job".

The fund-raising project began slowly, but with the help of local newspapers, the project gained momentum. The Kolowich family donated cancelled D&C stock certificates to the museum. Each donor giving the minimum amount would receive a stock certificate, many with the names of famous Detroiters. By the end of the year, the funds generated enough money to purchase the Gothic Room and other D&C items.

The restoration work continued for two years as the 7-1/2 tons of carved English Oak was stripped of old varnish and reassembled.

Today the Gothic Room welcomes museum visitors and reminds them of a time when the majority of people traveled leisurely by boat.



MICHIGAN'S NAUTICAL TIME CAPSULES

To celebrate the 150th Anniversary of Michigan's statehood, the Great Lakes Maritime Institute was awarded a matching grant from the U.S. Department of Commerce, National Oceanic and Atmospheric Administration; Michigan Department of Natural Resources, Division of Land Resource Programs; and the City of Detroit. This new exhibit would present a different view of shipping history.

Each vessel would be traced during its sailing career and then its present condition on the state's bottomlands. In the press release, it states, "The lost vessels are considered a historical resource of the state, and gives a panoramic view of Great Lakes vessels over the last two centuries. These vessels document the trade patterns, owners, cargoes, and types of commercial craft that once sailed the lakes."

With the cooperation of artists and the diving community, each vessel was documented by models, drawings, photographs and artifacts. The shipwrecks spanned from 1840 to the 1970's. Artifacts shown in the exhibit included the capstan from the str. GOVERNOR SMITH, logbooks recovered and restored from the

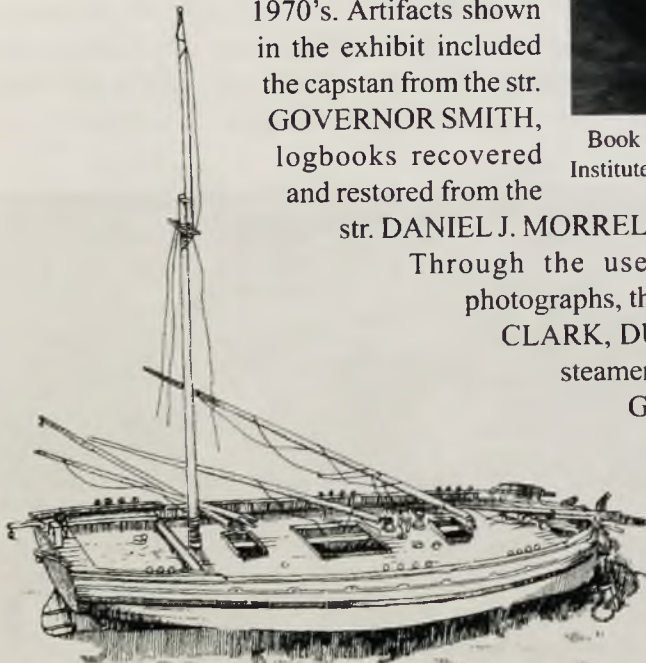
str. DANIEL J. MORRELL and the safe from the str. Pewabic.

Through the use of dioramas and underwater photographs, the histories of the schooners ALVIN CLARK, DUNDERBERG, EMMA NIELSEN, steamers PHILADELPHIA, EBER WARD, GOLIATH, and CEDARVILLE were detailed.

One of the most recent additions to the exhibit was the recovery of a British cannon recovered from the Detroit River in July, 1984. Research showed that the cannon was cast during the reign of King George II (1727-1760) and was probably lost in the river during the War of 1812.



Book published by the Great Lakes Maritime Institute in conjunction with the exhibit opening.



Sketch of the Schooner EMMA NIELSEN
done by Robert McGreavey in 1980



First British cannon raised
from Detroit River



There was no evidence of the gun carriage and further research indicated that seven “gun tubes” were lost in the river. With the support of the Detroit Police Divers, Gaelic Tugboat and Faust Marine Construction, two more British cannons were found and one French cannon. One of the British cannons remains on display today.



Engine Room telegraph from the S.S. REGINA which
sunk in Lake Michigan during the Storm of 1913.

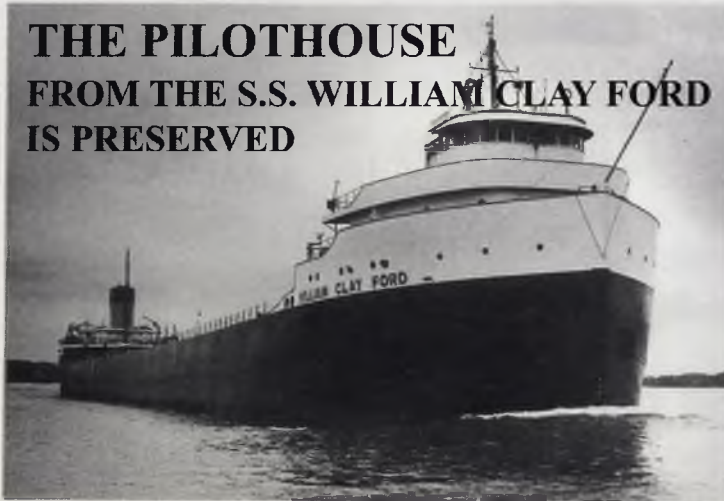


Whistle from sunken str.
DANIEL J. MORRELL



CEDARVILLE - Bradley Transportation Line - Michigan Limestone

THE PILOTHOUSE FROM THE S.S. WILLIAM CLAY FORD IS PRESERVED



The S.S. WILLIAM CLAY FORD was built in 1953 by the Great Lakes Engineering Works in River Rouge, Michigan. She spent her entire sailing career with the Ford Motor Company fleet until she was withdrawn from service after the 1984 shipping season when Rouge Steel, a subsidiary of Ford Motor, purchased the two remaining self-unloaders from Cleveland-Cliffs.

On August 21, 1986, the pilothouse was removed from the vessel at the Detroit Marine Terminal in the Rouge River. Before the shipping season ended, the hull would be towed to Port Colborne and cut up for scrap. In order to install the 30-foot by 30-foot steel and glass pilothouse at the museum, detailed plans were needed. Early drillings on the museum grounds showed that supporting the pilothouse would require driving pilings deep down.



Pilothouse stored at Detroit Marine Terminal



Radar units still intact and in working condition.

Later drilling tests would produce a surprise. In front of the museum, along the river, the old foundations of the J. T. WING were discovered. This would allow the plans to be changed and the money saved would be considerable. A cement pad was poured, allowing the roof of the pilothouse to be the same height at the museum's roof. Visitors to the pilothouse enter the lower area to study the history of the WM. CLAY

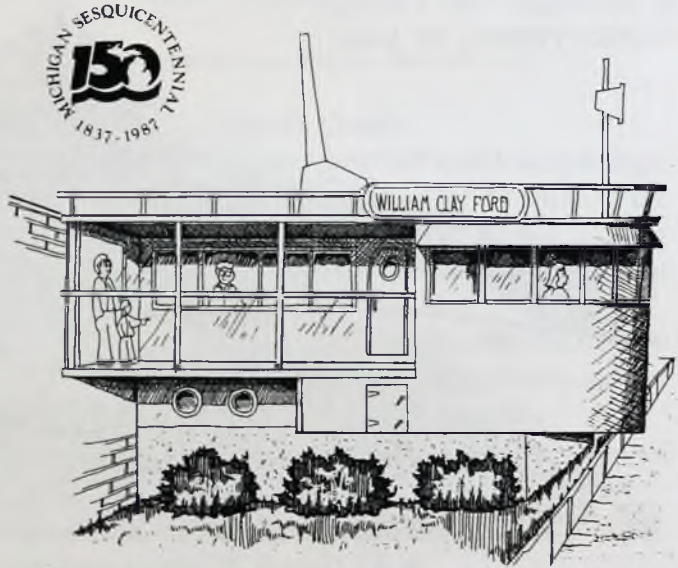


The WILLIAM CLAY FORD at Bay
Shipbuilding drydock - June, 1984

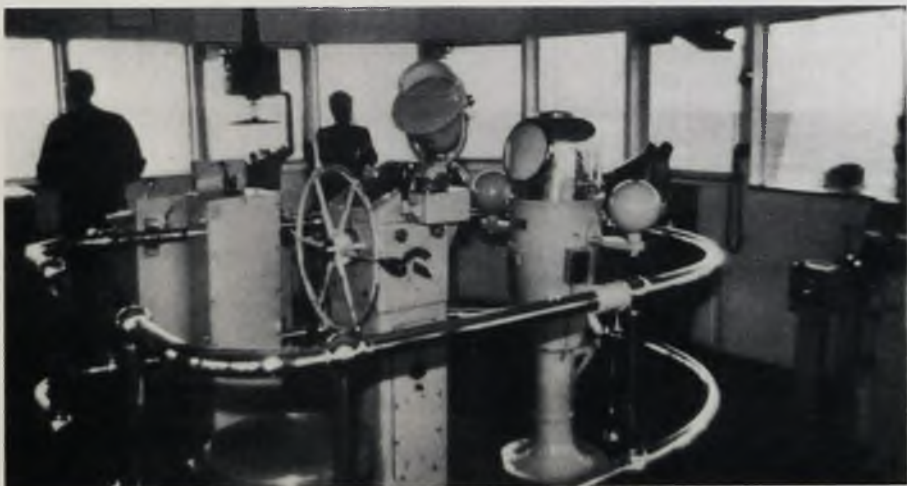


Left: GLMI past Board member, Dick Kruse
Center: Capt. Edward Baganz sailed 51 years on the
Great Lakes; Right: Capt. Don Erickson on
WILLIAM CLAY FORD from 1964-1984.

FORD and then ascend the interior steps into the pilothouse. Most of the original control panels were left intact as well as navigation instruments such as the working radar. With the addition of the pilothouse, visitors could now look up and down the Detroit River to view commercial and recreational vessels that pass by daily.



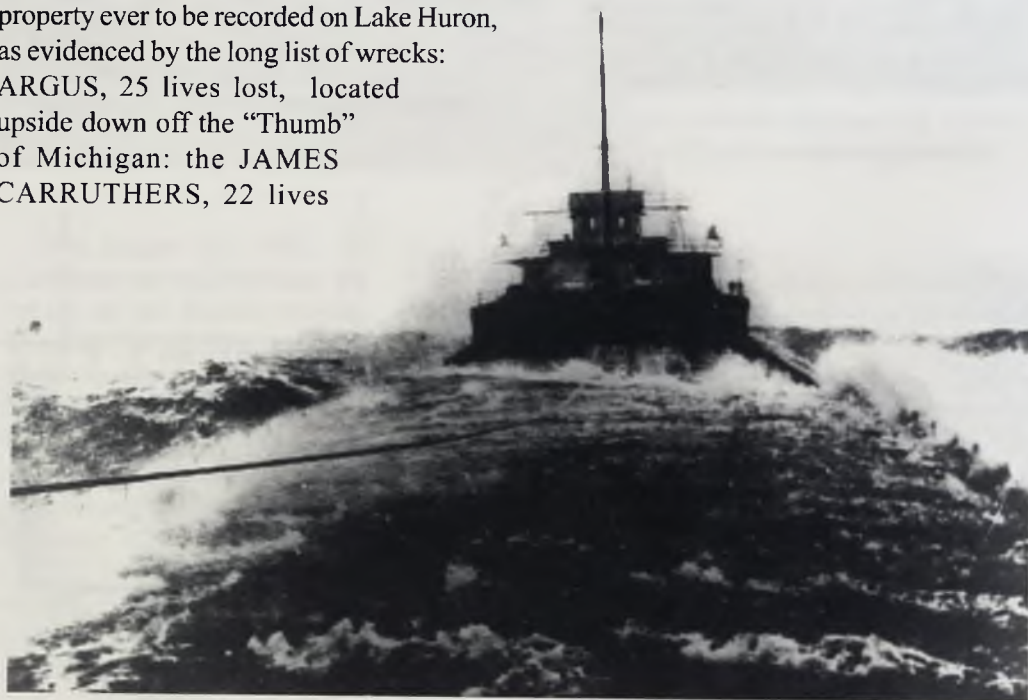
ARTIST'S SKETCH OF PROPOSED PROJECT



STORM OF 1913

From November 7 to 12, 1913, the storm that raged across the Great Lakes, sent vessels scrambling for shelter. For those caught out in the open waters of Lakes Superior and Huron, the huge waves spelled doom for the underpowered vessels. Marine diver and author Dave Trotter recalls this tragedy in his article "The Discovery of the John McGean". "It was the most disastrous in terms of the loss of life and property ever to be recorded on Lake Huron, as evidenced by the long list of wrecks:

ARGUS, 25 lives lost, located upside down off the "Thumb" of Michigan: the JAMES CARRUTHERS, 22 lives



Str. WILLIAM H. TRUESDALE on Lake Erie in 1930's



CHARLES S. PRICE upside down in Storm of 1913

lost, unlocated: the JOHN A. MCGEAN, 23 lives lost, located off the "Thumb" of Michigan. the CHARLES S. PRICE, 28 lives lost, located upside down off Port Huron, Michigan; the REGINA, 25 lives lost, located partially upside down off the "Thumb", the ISSAC SCOTT, 28 lives lost, located upside down off Alpena, Michigan and the



REGINA, Canadian Lake Line, was one of many ships lost in the Storm of 1913

WEXFORD, 24 lives lost, reportedly located off Goderich, Ontario.

The Lake Carriers Association was to report: “No lake master can recall in all his experience, a storm of such unprecedented violence with such rapid changes in the direction of the wind and gusts of such fearful speed. Storms ordinarily of that velocity do not last over four or five hours, but this storm raged for 16 hours continuously at an average velocity of 60 miles per hour, with frequent spurts of 70 and over.”

In November, 1988, the Dossin Museum opened an exhibit to mark the 75th Anniversary of the Great Storm. Through the use of underwater photographs and artifacts, several recently located vessels were documented.

SHIPS LOST IN THE GREAT STORM OF 1913

VESSEL-YEAR BUILT	LENGTH-BEAM	CARGO-LIVES LOST	LOCATION / OWNER
Argus-1903	436'x50'	Coal-24	L. Huron/Interlake Steamship Co.
Charles S. Price-1910	524'x54'	Coal-28	L. Huron/Mahoning Steamship Co.
Halstead (barge)-1873	191'x32'		L. Mich./Soper Lumber Co.
H.B. Smith-1906	545'x55'	Ore-23	L. Superior/Acme Transit Co.
Howard M. Hanna Jr.-1908	500'x54'	Coal	L. Huron/Hanna Transit Co.
Hydrus-1903	436'x50'	Ore-24	L. Huron/Interlake Steamship Co.
Issac M. Scott-1909	524'x54'	Coal-28	L. Huron/Virginia Steamship Co.
James Carruthers-1913	550'x58'	Grain-24	L. Huron/St. Lawrence 8. Chicago
John A. McGean-1908	452'x52'	Coal-23	L. Huron/Pioneer Steamship Co.
L.C. Waldo-1896	472'x48'	Ore	L. Superior/Roby Trans. Co.
Leafield-1892	269'x35'	Steel Rails-1B	L. Superior/Algoma Central S.S. Line
Lightship 82-1912	105'x21'	8	L. Erie/Lighthouse Bureau
Louisiana-1887	287'x39'		L. Mich./Thompson Steamship Co.
Major-1889	303'x41'	Coal	L. Superior/Cleveland Steamship Co.
MaIoa-1890	310'x40'	Coal	L. Huron/Pittsburgh Steamship Co.
Plymouth (barge)-1854	225'x35'	7	L. Mich./McKinnon & Scott
Regina-1907	269'x42'	25	L. Huron/Merchants Mutual Line
Turret Chief-1896	273'x44'		L. Superior/Can. Lake & Ocean Co.
Wexford-1883	270'x40'	Steel Rails-1B	L. Huron/Western Steamship Co.

THE EDMUND FITZGERALD'S ANCHOR RECOVERED FROM DETROIT RIVER

In researching past issues of Telescope magazine, museum curator John Polacsek noted that on January 7, 1974, the str. EDMUND FITZGERALD had lost its starboard anchor while departing from the Belle Isle anchorage in the Detroit River. When the chain broke, the master link and 12,000 pound anchor was left on the river bottom. In April, 1992, it was decided to attempt to find and raise the anchor as a fund-raising project for GLMI and the Dossin Museum. However, the river bottom was constantly churned murky when the boating season began, so Detroit Police divers began explorations as soon as the ice in the river was gone. After a few dives, it was discovered that the large boulders and murky waters would hide the ship's anchor that may be partially covered with decades of silt. It was decided to use a proton magnetometer to locate metal objects in the river and mark them on a chart. Future dives indicated



The anchor is raised on July 20, 1992 with live television coverage by WDIV Channel 4 .

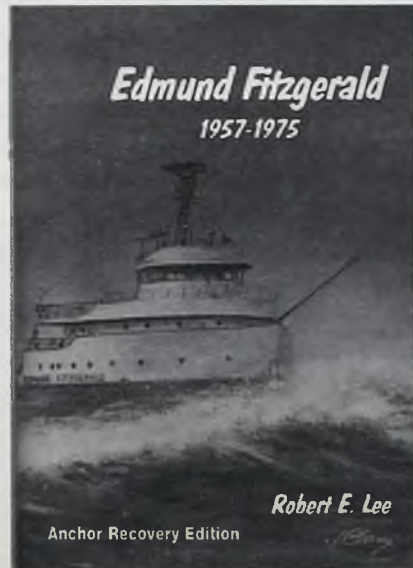




The FITZ anchor in lace as a permanent exhibit.

Those who contributed \$250.00 or more, received a signed print of the Fitz by William Moss and their names on a donors plaque near the anchor. Over 520 persons, organizations and companies names appeared on the plaques. The money raised from anchor recovery was used to sponsor the exhibit “Rumrunners and Michigan’s Prohibition Navy.”

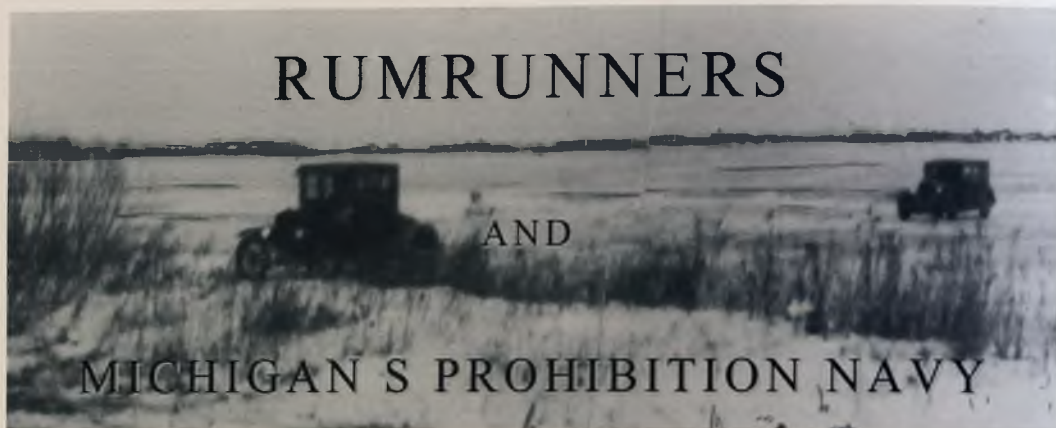
abandoned valves and old pipes, especially off the old Detroit Shipbuilding’s Drydock. On May 17th, the master link was recovered, not far from the anchor. The location was 800 feet off the LaFarge Corporation docks, east of downtown. “The Link in the Chain” campaign was begun with WDIV, Channel 4 providing live TV coverage on July 20, 1992 for the anchor raising.



Book by Robert E. Lee originally published by GLMI in 1977 and reprinted in 1992 as a Special Anchor Recovery Edition. The cover is a detail from a limited edition print done by James Clary.

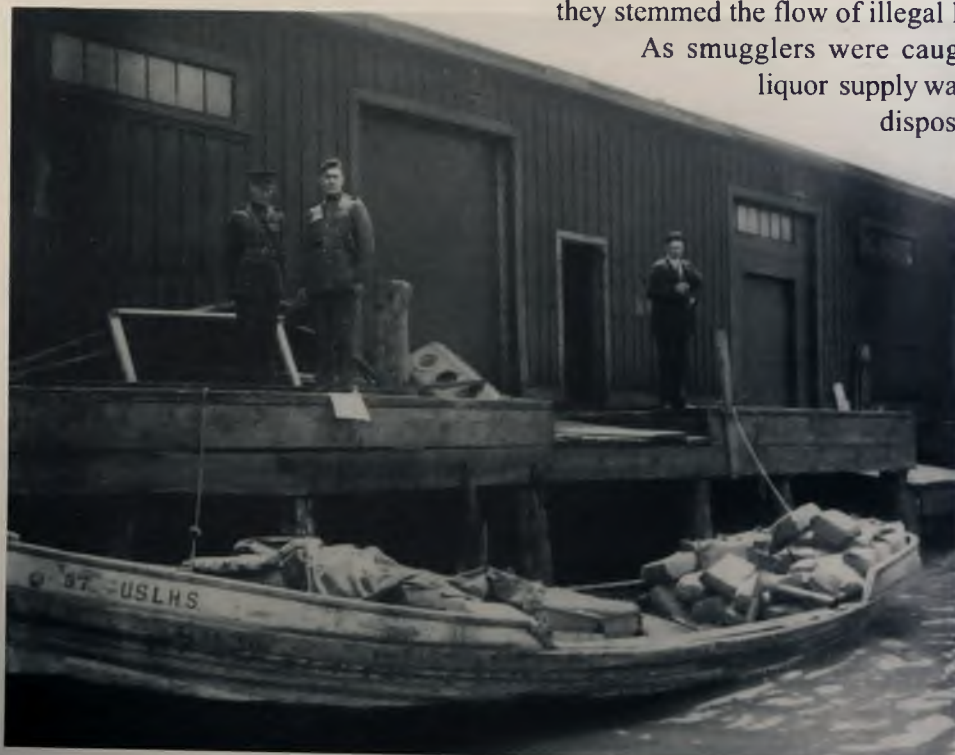


The dedication ceremony took place November 7, 1992.



In November, 1992, the exhibit "Rumrunners and Michigan's Prohibition Navy" opened at the museum tracing the efforts of local law enforcement agencies to curb the illegal importation of liquor into the U.S. during Prohibition. The government agencies involved were U.S. Customs, U.S. Immigration, U.S. Coast Guard, Michigan State Police, Detroit Police Department and other local agencies. By the use of runabouts and larger watercraft, the waterways from Lake Erie to Lake Superior were patrolled. Between 1920 and 1933, a flotilla of small boats loaded liquor in Canada and brought it back to the U.S. With the narrow waterways between Michigan and Ontario, the rumrunners easily outran the government vessels with their faster boats. It wasn't until 1923, when the Federal Government created a rum blockade off Ecorse, Michigan in the lower Detroit River, that they stemmed the flow of illegal liquor.

As smugglers were caught, their liquor supply was quickly disposed of.





Through the use of newspapers, photographs and actual interviews with relatives of enforcement officers and smugglers, the history of this unique era was recalled. Museum visitors saw the early routes used by the runabouts and buildings along the river that stored liquor. Especially noted was the automobiles that crossed Lake St. Clair during the winter months. Most had their doors removed so that the occupants could easily escape if the vehicle broke through the ice.



MYSTERY SHIP FOUND

Reprinted from *Telescope*
Vol. 3, No. 8, September 1953

For some time the U. S. Engineers office in Detroit have been receiving reports of a mysterious obstruction in Lake Huron, about two and a half miles out from the entrance to the St. Clair River. Captains, passing that way in loaded ships, said that every once in a while they felt their vessels scrape against something where the charts showed 28 feet of water.

Investigations by the Engineers indicated that there was, very definitely, an obstruction. Their derrick barge was brought to the scene, and Curt Jordan, diver for the U.S. Engineers went down to investigate. Mr. Jordan described what he found as a charred hulk which had been burned to the water line. It had split, longitudinally, leaving the power plant standing upright on the bottom and almost intact. Efforts to remove this menace to navigation were begun at once.

At first it was hoped that the engine could be brought up without first demolishing it, but this was soon found to be impossible. Blasting was resorted to, and piece by piece the broken parts were brought in to Port Huron and piled along the shore in the yard of the sewage disposal plant. Boilers, piping, timber from the engine bed, and engine parts were piled up as they came in, — just so much junk, to be offered as such to the highest bidder.

Mr. R.H. Davison, Vice President of the Great Lakes Modelbuilders' Guild found a newspaper report of the find and reported it to Captain Johnston, of the Museum of Great Lakes History, who went at once to inspect the salvaged materials.

An appeal was made to the U. S. Engineers for a few of the parts that remained sufficiently intact, and were of a nature as to be of historical significance. Through Colonel Luke, and Mr. McColloch this request was granted, and before long the desired parts will constitute an interesting display and a highly valued donation from the Engineers.

Having gotten the idea that the engine room of this wreck was of the walking beam type, the

pieces in the pile of salvage did not make much sense, at first. The bore of the cylinder, 28 1/2 inches, and its ten-foot stroke, were simple, after all the pieces were located and measured. After locating all the sections of the broken main shaft, the width over the overhanging guards appears to have been about 45 feet. The hull seems to have been 23 feet 4 inches wide, and according to the diver, Mr. Jordan, she must have been somewhere around 130 feet in length, though that is only an estimate, since a part of her bow was silted over.

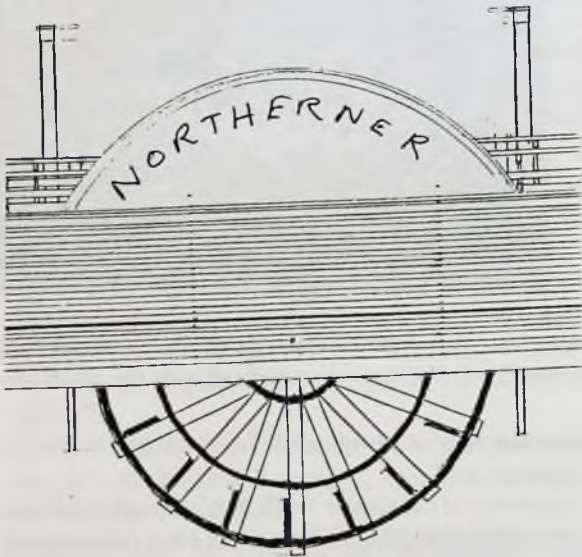
It was after talking with diver Jordan that the parts for the engine began falling into place. The engine was not of the walking beam type but a horizontal job. After that fact was established it was not at all difficult to make a reasonably accurate drawing of it.

Five scotch boilers generated steam for this engine. They were 22 feet long, 42 inches in diameter, and had two 15-inch flues. There was an oval manhole, measuring 10 by 14 inches. The only stay bolts were in the ends, to hold the head in. The fire boxes stood out in front of the boilers, and apparently had been bricked in. They were fed through doors 14 inches wide by 15 1/2 inches high, slightly crowned at the top. These small fire doors, and the coal found in the fireroom indicates that she was built after wood was abandoned as steamboat fuel.

In the top of each fire box there was an unusual device built of the same weight of plates as the boilers (1/4 inch). It was a sort of double crown sheet, piped directly to the front end of the boiler behind it. It was in this water-filled "tank" that the water was heated. In transverse cross section these devices were curved, with the top and bottom sheets about seven inches apart. The radius of the curve was about 21 inches at the lower sheet. They were riveted in the same manner as the boilers.

Exhibit coming in September:

Paddlewheels on the Detroit River

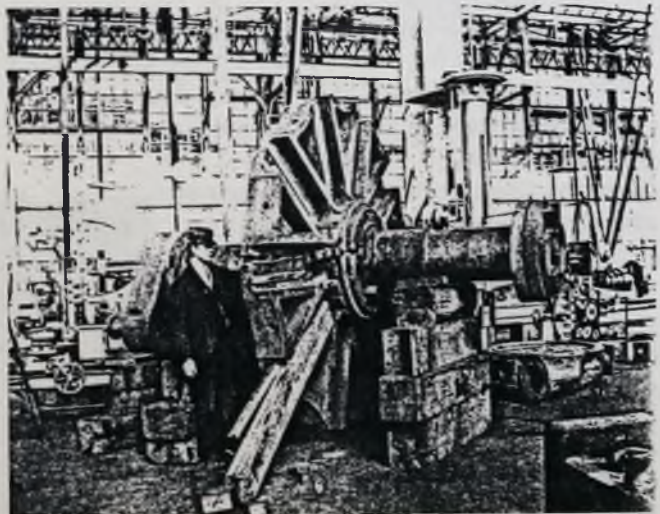


With the coming of the paddlewheel steamboat WALK ON THE WATER up the Detroit River in 1818, the history of Detroit changed forever. Vessels transporting passengers to the new frontier, and cargoes of vital supplies would no longer require the aid of canvas and wind currents to reach their destinations. Steam engines and paddlewheels allowed vessels to reach the frontier port of Detroit, and help to settle the Midwest.

The Dossin Great Lakes Museum is currently engaged in creating a new interpretive exhibit focusing on the history of the Detroit River. The Detroit Historical Society submitted a grant application to the Michigan Coastal Zone Management Program for an exhibit entitled THE CITY ON THE STRAITS. Sections of this exhibition will be completed with the assistance of the Great Lakes Maritime Institute to tell the history of the waterway that has played a major role in the development of Detroit and the area.

One of the focal points in the exhibit will be the partial recreation of a sidewheel paddlewheel from the steamer NORTHERNER. (Editor's Note: The NORTHERNER is the "Mystery Ship" written up in the *Telescope* in 1953) Back in the 1940's the remains of this vessel lay in shallow water a few miles north of Fort Gratiot Light in Lake Huron. The Corps of Engineers dredged the site and recovered a number of boilers, some miscellaneous parts of the steam engine, and a paddlewheel hub. The first maritime curator of the Detroit Historical Museum, Captain Johnson identified the remains, and salvaged a few of the pieces, one of which was the paddlewheel hub.

The paddlewheel hub is 64 inches across, has an octagonal center, 15 radiating spokes that made up the 26 foot paddlewheel, and weighs approx. 1,200 pounds. The hub has been laying on the outer edge of the moat at Fort Wayne for some time, slowly sinking into the sandy soil. With the development of



the new exhibition the time was right to unearth the huge metal propulsion element and place it in an appropriate venue.

With the assistance of the Corps of Engineers, and Detroit Lodge Shipmaster Captain Bob Kerr, a large fork lift was secured. After cutting a few trees and digging to find an edge, the hub was removed from its original resting place below the imposing brick facade at Fort Wayne.

The movement to the Dossin Museum was another matter for we needed to be sure that the large object could be transported and placed where restoration could be achieved. The assistance of a hydraulic lift truck from the Santiou Vault Company was secured with the assistance of GLMI Board Member Al Jackman.

GLMI Board Member Malcolm McAdam volunteered to power wash the wheel and to analyze paint samples which were recovered before it was cleaned.

A special base was constructed with the assistance of the Gaelic TugBoat Company to support the metal hub. The 12 foot long radial spokes of the wheel will be created from a selection of rough cut oak that was salvaged from a tree pruning program undertaken last winter on Belle Isle Park. Plans call for the wheel to be installed some time in May as the current exhibition on recreational sailing is due to close at the end of April.

The steamer NORTHERNER played a major part in the transportation history of the Detroit River, the Upper Peninsula, and may have even played a role in the Under Ground Railroad. This steamboat was built in 1851 at Ohio City, the west bank of the Cuyahoga River, now part

of Cleveland, Ohio. The 186 feet long hull was 26 feet 8 inches wide and the depth of the vessel was 10 feet 9 inches. The vessel was rated as carrying a capacity of 514 tons, a number that could be broken down into a variety of barrels, boxes, and sacks.

She was owned by her builders Samuel and A. Turner of Ohio, along with Michael Dousman of Mackinaw and B. G. Sweet, also of Cleveland, Ohio, her captain. She formed part of the Lake Superior Line in 1851 made up of the NORTHERNER on the lower lakes, and the MANHATTAN which had been taken overland to Lake Superior. The NORTHERNER was to leave Cleveland every Friday at 6:30 pm and after running across Lake Erie to touch at Malden in Canada West for a supply of wood. The vessel would arrive at Detroit the following morning and cargo could be forwarded north through her Detroit agent G. Williams & Co. The



steamer would leave the Detroit dock Saturday at 2:00 pm then touch at Mackinaw, the Bruce Mines in Canada, finally arriving at Sault Ste. Marie, Michigan on Monday morning.

In May of 1851, after the arrival of the NORTHERNER, an invitation was extended to the citizens and strangers of the Soo to come to a party on board. The fine spacious cabin, 160 feet in length was well finished and furnished, and beautifully lighted. There were an abundance of dancers, and the best kind of music was forthcoming by the band which was made up of waiters and serving personnel of the boat. Her steward, Mr. McOmber managed to spread rare and excellent dishes, sweet-meats, and nick-nacks all being prepared with the best things in the market. Captain Sweet was accommodating and paid special attention to his visitors.

The patrons who enjoyed the hospitality of the NORTHERNER soon came to rely on the weekly visit of the speedy vessel. By October the steamboat landed, at the dock of Spalding & Child, 1,500 barrels of supplies for the mining region. In addition there was some 1,100 bags of oats and other feed, besides a large number of bundles of hay. The vessel was a life line to the rest of the world bringing the U. S. Mail, and necessary supplies at the end of the summer season. Without the supplies that the NORTHERNER carried life in the Upper Peninsula was even more difficult.

During the summer months the NORTHERNER with Captain Sweet in command transported pleasure travelers to the far north. Among the travelers on one trip there was Bishop McKoskay and Z. Chandler, one of the merchant princes of Detroit, bound with others to the copper mines of the Lake Superior region. Capt. Ross of the British Navy was on board along with Wharton Metcalfe, the noted artist, recently from London, who produced beautiful crayon sketches of the Soo while on an excursion to the North Shore.

The fate of the NORTHERNER was

to come to an abrupt end in April, 1856 as she was run into the steamer FOREST QUEEN. The NORTHERNER on a course from Cleveland to Saginaw collided with the other vessel about four miles above the Fort Gratiot Light, and one and a half miles from shore. The vessel sank in less than ten minutes, and as the two wooden steamboats were locked together Captain Cole helped a number of crew and passengers. Only the second engineer on the NORTHERNER could not be accounted for and reportedly went down with the vessel.

The paddlewheel of the NORTHERNER will become one of the focal points of the new exhibit. This 150 year old mode of transportation will help to tell the history of steam transportation on the Detroit River and the Great Lakes. While the whole wheel will not fit into the exhibition hall, we hope to install the majority of it as a permanent reminder of what was used to transport passengers, goods, and services across the fresh waters of the Great Lakes. There is more to the story of the NORTHERNER and as we uncover the legend and lore future TELESCOPE issues will chronicle the story.



The hub from the NORTHERNER being delivered to the Dossin Museum.

Dossin Regatta

Presented by
Great Lakes Maritime Institute & Unlimiteds Detroit
Lake Kosciuszko
Dossin Great Lakes Museum, Detroit, MI
March 16, 2002



Mariner Too Wins Indoors . . .

. . . Notre Dame Takes the Pepsi Challenge

by Jeff Dunn, Commissioner of Casper-Prop Detroit Series

Outside, the wind was howling and the temperatures were dropping. But the Casper-Prop series raced in balmy temperatures as the first indoor regattas were held at the Dossin Great Lakes Museum on Belle Isle in Detroit.

It was Scott Dunn's Mariner Too that won the 2002 season opener (exhibition) by outdistancing his Mom's boat, the Savair's Mist (trouble brewing at home, perhaps?) - Hank Kosciuszko's Maverick was third followed by Brad' Dunn's Miss Timex and Scott Dunn's Hawaii Kai III. Hank Kosciuszko's Gale V won the consolation race.

Highlights:

- Great debuts by Mark Weber's Karelson Notre Dame (see the Pepsi Challenge story), Nancy Spanich's Slo Mo V, Greg Bazydlo's U-4 Miss Bardahl and Dave Guidon's U-64 Miss Vernors. All the new boats are VERY FAST.
- Lake Kosciuszko was perfect throughout the day...not letting a single drop of water hit the carpeted floor at the Dossin. The sump pump emptied the lake in record time. Many, many thanks to event coordinator extraordinaire Kathy Shuler, George Schulz for setting up the lake (and the new, cool leveling bars) and the staff at the Dossin Museum!
- New boats Notre Dame, Slo Mo V, Miss Vernor's and the U-4 Miss Bardahl ALL scored heat victories on the day.
- The Savair's Mist was very strong all day, with four heat wins, one second and one third...giving it the points winner for the day. Owner Ellen Dunn must have borrowed the "relaxed style of ownership" technique from Laura Kosciuszko!
- The "Surprise Boat of the Day" was Kathy Shuler's Miss Madison (affectionately called "Madison 2" by those close to the sport). The boat "came to life" and finished FIRST in Heat 2A!
- The Thunderbolt decided to sport a new sub-mariner style of racing as it dug the nose in several times around the course.
- Many museum visitors stopped by to watch (and try to figure out WHY several adults were watching plastic boats putt-putt around a race course)
- The Miss Thriftway may relinquish her "Bad Girl" crown to Mark Weber's new Notre Dame. Details with pictures at the Pepsi Challenge Story on the website.



Greg Bazydlo's beautiful new U-4 Miss Bardahl



The Pit Area at the Dossin



Kathy Shuler's Miss Madison had a great day...and well deserved, I might add.



The Kosciuszko Fleet ready to POLKA!



"It's Thriftway Too for You"

Both races held at the Dossin were exhibition races...just a pre-season tune-up. We are thinking about actually creating a schedule, soon!! Stay tuned for details. We'll publish them on the Unlimiteds Detroit website – www.unlimitedsdetroit.com and if you'd like to learn more about the Casper models, visit www.casperhydros.com

Kudos are due to **Jeff Dunn** for not only the excellent reporting above but the Master Scorekeeping and to **Duane Hover** for allowing us to use his great photos. Many, many thanks go out to **Hank, Geo and Jeff**. Where would we be without you? Thanks for making the blast we had possible – You are simply the best!

Finally, we can't help but be reminded of our G.L.M.I. roots – back when it began as then Great Lakes Model Shipbuilding Guild.



Dave Guindon's new Miss Vernors dives into the corner



Do you like the leveling shoes for Lake Kosciuszko? Courtesy of George Schulz



If your wife overhears you talking about a "Blonde Bombshell ..."



Two beauties from Randy Roe. Miss Smirnoff and the 1966 Miss Budweiser.



Thunderbolt makes a bold, yet stupid move to the outside lane.



The WINNER!



Nancy Spanich brought her brand new Slo Mo V to the Dossin. The "V" won a heat and is one of the fast newcomers. Here in a battle with the Miss Lapeer.

TOP 20

Dossin Regatta Final Point Standings

1	Mariner Too	2,200
2	Savair's Mist	1,100
3	Hawaii Kai III	927
4	Maverick	925
5	Miss Timex	869
6	Gale V	825
7	Miss Madison (2)	775
8	Miss Thriftway	712
9	Miss Bardahl (U-4)	709
10	Notre Dame	700
11	Miss Bardahl (1966)	688
12	Thriftway Too	569
13	Miss Bardahl (1967)	525
14	Harrah's Club	525
15	Miss Vernors	525
16	Thunderbolt	525
17	Tahoe Miss	469
18	Miss Lapeer	450
19	Slo Mo V	450
20	Miss Madison	400

Pepsi Challenge Final Point Standings

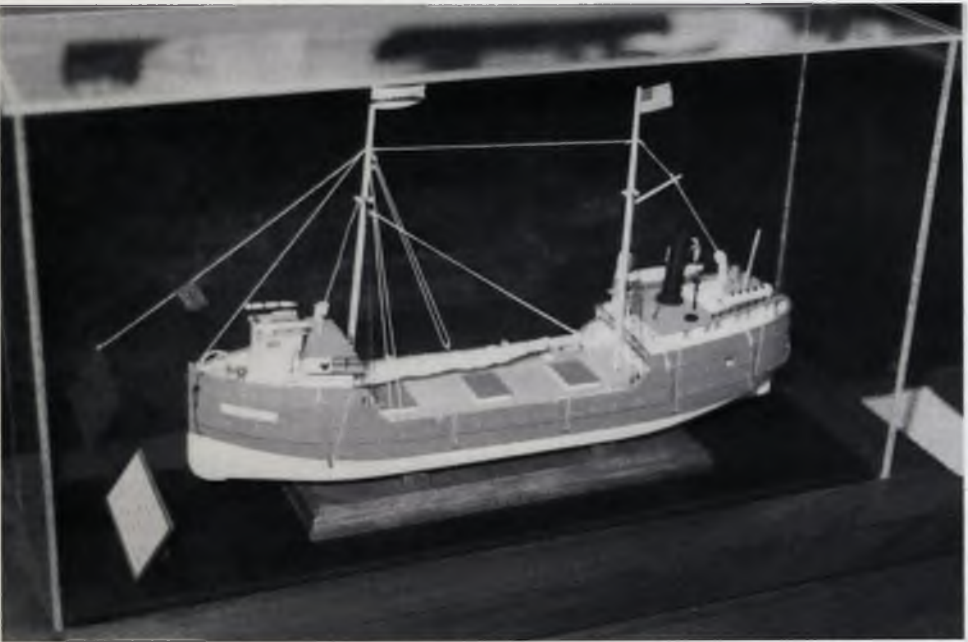
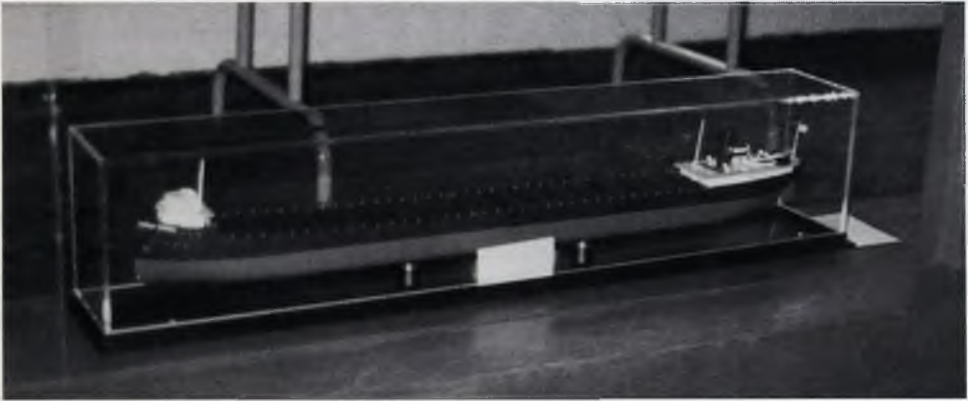
1	Mariner Too	1,650
2	Notre Dame (Karlson)	1,200
3	Miss Madison	1,100
4	Savair's Mist	1,025
5	Miss U.S. 5	927
6	Miss Vernors	869
7	Miss Thriftway	750
8	Blue Chip	737
9	Slo Mo V	700
10	Miss Lapeer	663
11	Gale V	600
12	Harrah's Club	600
13	Notre Dame	600
14	Hawaii Kai III	569
15	Thriftway Too	525
16	Thunderbolt	525
17	Maverick	525
18	Miss Madison (2)	525
19	Tahoe Miss	450
20	\$ Bill	400

Great Lakes Maritime Institute Model Ship Plans

revised 9/2001

Vessel	Scale	Price
Passenger steamer ALABAMA 1910		\$20.00
Passenger steamer ARROW	1/4"	\$28.00
Sailing vessel BUTCHER BOY		\$18.00
Steel freighter CALCITE - 1912		\$20.00
Wooden tug CHAMPION - 1868		\$18.00
Passenger steamer CITY OF CLEVELAND III		\$65.00
Steel freighter CLIFFS VICTORY		\$20.00
Passenger steamer COLUMBIA - 1902		\$30.00
Steel tug ECORSE - 1908		\$18.00
Whaleback JOHN ERICSSON - 1896		\$12.00
Steel freighter EDMUND FITZGERALD - 1975		\$12.00
Car ferry FLINT & PERE MARQUETTE		\$25.00
Wooden tow barge GRAMPION - 1894		\$25.00
Lightship HURON	1/2"	\$30.00
Wooden steamer HOUGHTON		\$25.00
Passenger steamer KEEWATIN		\$28.00
Detroit fireboat JOHN KENDALL	1/4"	\$12.00
Lake Erie Fishing Boat		\$18.00
U.S. Coast Guard LIFEBOAT		\$18.00
Sailboat HELEN McLEOD		\$18.00
Wooden propeller MASSACHUSETTS		\$20.00
Sidewheel steamer MICHIGAN - 1833		\$20.00
Scow schooner MILTON		\$12.00
Passenger steamer MINNESOTA		\$28.00
Iron freighter ONOKO	1/8"	\$12.00
Passenger steamer PUT-IN-BAY		\$30.00
Passenger steamer SOUTH AMERICAN - 1913		\$30.00
Fisherman STRAKE BOAT		\$12.00
Steel freighter WILFRED SYKES		\$12.00
Passenger steamer TASHMOO		\$20.00
Steel tug TOLEDO		\$20.00
Carferry TRANSFER		\$30.00
Mackinaw sailboat WABESI		\$12.00
Steamboat WALK-IN-THE-WATER		\$12.00
Sailing schooner J.T. WING		\$18.00

Postage for 1 or 2 plans \$6.00 – 3 plans \$9.00 – 4 or more plans \$12.00



GREAT LAKES & SEAWAY NEWS



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

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Steve Elve	Mike Skinner	Donald Harms
Terry Beahen	Dale Massie	Dan Kaminski
Phil Niewald	Ray Oset	Alan Mann
Dan McCormick	Great Lakes Log	

CORRECTIONS: VOLUME XLIX; NUMBER 5

In the November • December, 2001 Issue the following corrections should be noted:

Pages 151 & 152 - The caption under the Windoc pictures should read in "Thorold" not "Thorous"..

Page 153 - The caption under the bridge picture should say photo taken "August 18, 2001" not "August 8, 2001".

SEPTEMBER, 2001

Sep 1 ... Reports out of Nigeria say the former Halco Tanker Chemical Transport suffered an explosion and fire in Lagos under the name REAL PROGRESS. At least 10 of her crew are reported to have been killed.

... Canada Steamship Lines OAKGLEN arrived in Thunder Bay and went into temporary lay-up at the Keefer Terminal.

Sep 2 ... The McKeil tugs BONNIE B. III and JOSEE M. arrived off Port Weller towing the barge NORMAN MCLEOD. They entered the Welland Canal and proceeded up through Lock #1 and tied up the barge at the fitout wall at Port Weller Dry Docks. The tugs then departed downbound for Hamilton.

Sep 3 ... The tugs BONNIE B. III and JOSEE M. departed Hamilton towing the barge LE VENT bound for Port Weller Dry Docks. Once through Lock #1 on the Welland Canal they placed the barge on the drydock. They then moved the barge NORMAN MCLEOD from the fitout wall into the drydock behind the LE VENT. Once finished the two tugs departed downbound for Hamilton. The MCLEOD will have hull damage repaired that occurred during her delivery voyage from China, she will also be outfitted for Great Lakes service with some new deck machinery. The LE VENT is being converted into a tank barge from a fish factory. She has been lying idle in the McKeil Yard for several years.

GREAT LAKES & SEAWAY NEWS •

... Upperlake's CANADIAN TRANSPORT departed Port Weller Dry Docks upbound in the Welland Canal bound for Ashtabula. She was assisted away from the fitout wall by the tugs VAC and JAMES E. MCGRATH.

Sep 4 ... St. Lawrence Seaway Management announced the closing dates for the Seaway. The Montreal - Lake Ontario section will accept transits up to midnight December 20. The Welland Canal will close at 8:00 A.M. December 24. Transits after these dates may be permitted depending on demand and weather conditions.

... Desgagnes's VEGA DESGAGNES passed up the St. Lawrence Seaway bound for Hamilton, its her first trip up the seaway since being bought by Desgagnes.

Sep 5 ... Paterson's WINDOC was towed away from Thorold about 10:00 P.M. by the tugs CARROL C. 1, JOSEE M., VAC and SEAHOOND. The JOSEE M. was on the bow and the CARROL C. 1 on her stern, when the tow reached the lock wall above Lock #7 it tied up to wait for heavy canal traffic to clear. The tow was able to start again about 7:00 A.M. the next morning. At this time the CARROL C. 1 unhooked and locked through and waited on the approach wall below the lock for the tow. The tugs VAC and SEAHOOND then hooked up to the stern of the WINDOC and the tow entered the lock. Once in the lock the JOSEE M. turned sideways at her bow and the stern tugs would unhook and back out of the lock and turn around, then back in under the sides of the WINDOC's stern. This operation would take place at each lock on the canal. When in between locks the VAC and SEAHOOND would be on each side of the ship to help keep it straight. The tow reached Lake Ontario about 9:00 P.M. that night and headed for Hamilton. It arrived at about 4:30 A.M. on September 7 and the WINDOC was placed at Wharf #8, where her grain cargo is to be removed.

... The salty DOBRUSH passed up the Welland Canal bound for Windsor. She has been in Great Lakes service for many years now, this is her first trip with her name in English on the bow.

... Lake Express LLC briefed Muskegon officials on their proposed cross lake ferry service between Muskegon and Milwaukee. They have been working on market research, customer demand, ship design, project costs, financing and dock facilities. They currently plan a one ship operation, a dual hulled catamaran of Australian design. It is to have a speed of 35 MPH and would make the crossing in about two hours.

... The South Korean tug HEADONG STAR NO. 99 was placed under arrest in Montreal. The arrest was made due to claims of damage caused during the delivery tow from China to the barge NORMAN MCLEOD and a second barge. The tug ran into a severe storm during the tow and the two barges kept banging into one another. The MCLEOD is currently on the drydock at Port Weller Dry Docks for repairs and the second barge is reported to be a total loss.

Sep 6 ... The Public Service Alliance of Canada picketed the Burlington Ship Canal Bridge again delaying traffic for several hours. Vessels delayed were the salty DAVIKEN, MONTREALAIS, ALGOCEN, RT. HON. PAUL J. MARTIN and VEGA DESGAGNES.

Sep 9 ... Upperlake's CANADIAN PROVIDER was towed out of Toronto by the McKeil tug JOSEE M. bound for Hamilton. They arrived a couple hours later and she was tied up alongside Paterson's WINDOC at Wharf #8. The PROVIDER will be loaded with the grain cargo from the disabled WINDOC.

• GREAT LAKES & SEAWAY NEWS

... USS Great Lakes Fleet's EDGAR B. SPEER arrived at Bay Shipbuilding in Sturgeon Bay and went into temporary lay-up.

... While upbound on Lake Michigan off Pentwater, MI the tug JULIE D. and a crane barge encountered 10 foot seas. The tug started taking on water and the barge broke free, it drifted south until it ran aground. The United States Coast Guard dispatched a rescue boat and assisted the tug into Pentwater. The next day after completing repairs, the JULIE D. located the barge and pulled it free and continued on to Ludington, MI.

... The tug THEODORE TOO had to cancel their planned stop in the Soo due to being struck by lightening while docked in Chicago.

... The Wisconsin Historical Society in conjunction with the Great Lakes Shipwreck Research Foundation, Wisconsin Sea Grant and the University of Wisconsin-Milwaukee Great Lakes Water Institute are attempting to make a detailed record of shipwrecks in Wisconsin waters. They are working to bring sunken ships to non-divers by posting photo's, videos and histories of the wrecks on the internet. They plan to use these reports to nominate the wrecks to the National Register of Historical Places. Using the research ship NEESKAY, they are currently diving on the 128 foot Schooner LUMBERMAN. She was built in 1862 at Grand Haven, MI. On April 7, 1893 as she proceeded upbound on Lake Michigan she was struck by a gale and capsized about four miles off Oak Creek, WI. She came to rest upright on the bottom her masts sticking above the water. Her crew of five climbed on the top of the masts and hung on, after a few hours they were rescued.

... Canada Steamship Lines CSL LAURENTIEN passed down the Welland Canal bound for Port Weller Dry Docks. Once there the tugs JAMES E. MCGRATH and MISEFORD assisted her into the drydock. She will have bottom damage repaired because she touched the bottom at Johnson's Point in the St. Mary's River last week.

Sep 10 ... The Ste. Claire Foundation of Detroit sold the Bob-lo Boat STE. CLAIRE to the Ste. Claire Foundation of Cleveland for about \$100,000. The Cleveland Foundation is headed by Diane Evon of Cleveland. She is currently doing marketing studies to determine the ship future. The STE. CLAIRE is to be drydocked at the Toledo Shipyard for a hull survey. Once out of the drydock her cabins will be renovated. Estimates are the dance floor deck can be renovated in 9 to 12 months. Ideas for her use include: a dinner theater, a bed and breakfast or conference center and restaurant. There are no plans at this time to refit her for service.

Sep 11 ... The Gaelic tugs SHANNON and PATRICIA HOEY towed the former Bob-lo Boat STE. CLAIRE out of the Nicholson Slip on the Detroit River and headed downbound for Toledo. At Detroit River Light the PATRICIA HOEY dropped off and returned to Detroit. At Toledo Light the tow was met by the Gaelic tug SUSAN HOEY and she assisted up the Maumee River to the Toledo Shipyard. Once there the two tugs placed her in the drydock.

... After the attacks on the World Trade Center in New York City, the United States section of the St. Lawrence Seaway was closed to prevent international ships from entering the Great Lakes. The Canadian Locks on the Seaway and Welland Canal remained open. The Soo Locks were closed to all foreign registered ships, the closure did not effect American or Canadian vessels. The next day officials announced they would re-open the Seaway but all foreign registered ships would be inspected prior to transiting the locks. At the Soo Locks foreign vessels would be allowed passage on a individual basis as approved by the United States Coast Guard. Vessel traffic under the Blue Water Bridges across the St. Clair River was halted for several hours, then only American and Canadian ships were allowed to pass until the next day.

GREAT LAKES & SEAWAY NEWS •



Photo by Greg Rudnick

STE. CLAIRE on drydock in Toledo - September 23, 2001

Sep 12 ... McKeil's CAPT. RALPH TUCKER suffered a turbo charger problem while downbound in the Detroit River and tied up at the Ford Dock in Walkerville. The McKeil tugs DOUG MCKEIL and PAUL E. NO. 1 arrived and towed her down to Amherstburg and tied her up at the Allied Chemical Dock, repairs will be made while she is loading.

... The McKeil tug CARROL C. I arrived in Port Weller towing the Heavy Lift Crane Barge HERCULES. The Crane Barge was placed in position and lifted a spare Lock Gate from the water near the Port Weller Pilot Dock on the Welland Canal. It was lifted into an upright position and then was placed back in the water where it is stored. It was part of an exercise to be ready for any emergency. The CARROL C. 1 and the HERCULES departed the next day bound for Montreal where the barge is stationed.

Sep 13 ... Muskegon County officials are looking into building a Schooner as a community ambassador. Back in 1982 the Holland based Project Lakewell spearheaded the first attempt at building a Schooner. She was to be named CHALLENGE and would have been 93 x 24 x 6 with her center board raised, with a mast reaching 96 feet. This project faded away in 1984 after completing the keel and three main hull ribs at a cost of \$80,000.

... The German Cruise Ship C. COLUMBUS had to cancel the Chicago to Windsor cruise. The terrorist attack on the World Trade Center on September 11 closed all air space over the United States and her passengers were stuck in Germany and could not get to Chicago.

Sep 14 ... Upperlake's CANADIAN TRADER was towed out of Toronto by the McKeil tugs JOSEE M., PROGRESS and LAC VANCOUVER bound for Montreal, she has been sold for scrapping in China. However, she may not leave the lakes this season due to the problems of the tug HEADING STAR NO. 99, which is suppose to tow her to China. The TRADER last sailed in the 1999 season, she laid up on December 23, 1999.

• **GREAT LAKES & SEAWAY NEWS**

... The French Cruise Ship **LE LEVANT** stopped near Whitefish Point in Lake Superior so passengers could view the wreck of the **VIENNA**. With the help of the Great Lakes Shipwreck Museum a big screen TV was set up in the lounge on the **LE LEVANT**. The passengers gathered there and watched as divers beamed back video of the wreck as they swam around it inside and out. The **VIENNA** sank after colliding with the **NIPIGON** on September 17, 1892. She had departed Marquette downbound with a cargo of iron ore.

... The tug **THEODORE TOO** arrived in Windsor and tied up at Dieppe Park. She will be open for tours from 10:00 A.M. to Noon and 2:30 P.M. to 5:30 P.M. on July 15 and 16.



Photo by Kenneth Borg

THEODORE TOO docked in Windsor, September 14, 2001

Sep 17 ... The Federal Court of Canada ordered the Greek cruise ship **ARCADIA** to be sold at auction to cover debts owed suppliers and her crew.

Sep 18 ... The **CANADIAN TRADER** tow arrived in Montreal and she was tied up in Section 44 South. The tow had been delayed in arriving due to a storm front moving through the area.

... Specialty Restaurants Corp., owners of the **LANSDOWNE** did not make a scheduled appearance before the Erie City Planning Commission. A spokesman stated the terrorist attack of September 11 made it impossible to make flight arrangements. They plan to present their plans for the **LANSDOWNE** at the October Meeting, in the meantime they plan to move ahead by seeking bids from contractors for renovation of the ship.

... The United States Federal Government approved \$1.5 million in appropriations for a new lock at the Soo in the 2002 budget. The money is to be spent on the complete cofferdam design and specifications, physical modeling and to finalize the layout of the new lock. No construction funding has been allocated at this time.

GREAT LAKES & SEAWAY NEWS •



CANADIAN TRADER upbound in Welland Canal at Bridge #11 - September 19, 2001

Photo by Jim Morris

... The GEORGE A. STINSON arrived at Bay Shipbuilding and was placed on the drydock for repairs to a leaking propeller hub. She departed the next day after completing repairs.

Sep 19 ... Upperlake's JAMES NORRIS ended her temporary lay-up in Toronto departing for Colborne to load stone for Clarkson.

... The Maritime Heritage Alliance of Traverse City cancelled their planned launch of the WELCOME, a replica of a British Revolutionary War sloop that was lost in a storm in 1781. It was discovered that she needs another 10 to 15 tons of lead placed in her hold or she would have capsized when launched. The ship was built in the 1970's near the Mackinac Bridge at a cost of more than \$500,000. Her construction took more than eight years to complete. Between 1980 and 1990 she was tied up in Mackinac City and was open for tours. By 1990 she needed a lot of wood work replacement due to rot. In 1992 the Alliance leased her from the State of Michigan for a \$1.00 a year. So far her restoration has cost \$200,000, with another \$114,000 still to be spent. They are hoping to have a new launch date sometime in 2002.

Sep 20 ... Upperlake's CANADIAN VOYAGER arrived in Toronto in the early morning hours and went into temporary lay-up.

... Upperlake's CANADIAN NAVIGATOR suffered a torn unloading belt while unloading coal at Nanticoke. She had just started unloading and could not finish. She sailed for Port Colborne, arriving the next morning and tied up at Wharf #16 on the Welland Canal for repairs. She departed on September 24 after completing repairs and returned to Nanticoke to complete unloading.

Sep 22 ... The Southwest Michigan Underwater Preserve Group announced that on May 25, 2001 a vessel matching the dimensions of the missing passenger ship CHICORA was found by shipwreck hunter David Trotter. She rests upright on the bottom of Lake Michigan in 300 feet of water between Holland and Saugatuck. The CHICORA was lost on January 21, 1895 while on a trip from Milwaukee to St. Joseph when she was struck by a violent storm, all 23 aboard were lost. The Preserve Group is working with State Historical Officials to positively identify the wreck.

• **GREAT LAKES & SEAWAY NEWS**



Photo by Jim Morris

CANADIAN NAVIGATOR at Wharf #16 on Welland Canal
undergoing belt repairs - September 21, 2001

Sep 23 ... USS Great Lakes Fleet's EDGAR B. SPEER departed her temporary lay-up berth at Bay Shipbuilding and headed upbound.

... Canada Steamship Lines OAKGLEN departed her temporary lay-up berth in Thunder Bay and moved over to a elevator to load a grain cargo. She departed on September 25 bound for Goderich.

... The new double ended ferry DEER ISLAND PRINCESS II passed down the Welland Canal on her delivery trip. She was recently completed by Hike Metals in Wheatley, Ontario and is being delivered to New Brunswick.

... The salty INVIKEN docked in Prescott with a cargo of barley malt from the Ukraine. Using a hopper and conveyor system for the unloading, it took 10 days to complete the job.

Sep 25 ... The Toronto based ferry TRILLIUM departed Toronto and crossed Lake Ontario to Hamilton. She was placed on the drydock at Heddle Marine for her five year survey on September 28.

Sep 26 ... American Steamship's ADAM E. CORNELIUS departed her lay-up berth in Toledo bound for Stoneport. She has been laid up since arriving on May 1.

... Upperlake's CANADIAN TRADER was towed out of Montreal by the tugs DUGA and AVANTAGE bound for Trois-Rivieres, Quebec. She will be used to store grain over the winter and will depart for scrapping in China in the spring.

... Canada Steamship Lines CSL LAURENTIEN was removed from the drydock at Port Weller Dry Docks by the tugs ATOMIC and JAMES E. MCGRATH. Once clear she headed upbound

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in the Welland Canal bound for Toledo.

Sep 27 ... Upperlake's QUEBECOIS arrived in Thunder Bay and went into temporary lay-up at the Pascol Shipyard.

... A 3.3 million settlement was reached between Lauren Matta and BP Amoco Corp. in Milwaukee County Circuit Court in the sinking of the fish tug LINDA E.. Lauren's husband and father died when she sank, BP Amoco admitted no liability in reaching the settlement.

Sep 28 ... The Great Lakes Towing tug OHIO departed Erie, PA in the morning towing Erie Sand's J. S. ST. JOHN bound for The Welland Canal. By afternoon the tow was passing down the canal heading for Port Weller Dry Docks. Once there the Ohio placed the ST. JOHN in the drydock and departed back up the canal heading for Cleveland. The ST. JOHN will have repairs done to a faulty shaft bearing inside the stern tube.

... As Canada Steamship Lines CSL TADOUSSAC departed Lock #3 on the Welland Canal and approached Bridge #5, it failed to open. She veered to starboard and dropped both bow anchors to avoid a collision. She came to stop about 250 yards from the bridge. After a short time the bridge went up and she continued upbound.

Sep 29 ... Lake Michigan Carferry's BADGER had two water pumps break down shortly after departing Manitowoc while bound for Ludington. She was about five miles off shore, with the water pumps broke they had to shut the engines down. She drifted for hours until two unnamed Selvick Marine tugs arrived and towed her back to Manitowoc, arriving about 12 hours after they had departed and the 215 passengers were disembarked. The next morning about 7:00 A.M. the tow departed for Ludington, it arrived in about 10 hours. The repairs could have been completed in Manitowoc, but the engines need 400 amp electrical service to be started. There is some shore power available but not enough to start the engines. She was able to resume service on October 3 after completing repairs. (See Ludington Daily News article on page 44).



BADGER on way to Ludington for repairs assisted by Selvick Marine tugs – September 30, 2001

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OCTOBER, 2001

Oct 1 ... Bethlehem Steel Corp. sold their 52 mile South Buffalo Railway along the Lackawanna waterfront to the Genesee & Wyoming Railroad for \$36.4 million. The Genesee & Wyoming Railroad is a Connecticut based railroad that owns the Buffalo & Pittsburgh Railroad and the Rochester & Southern Railroad in western New York.

... The French cruise ship LE LEVANT passed down the Welland Canal on her way out of the lakes, ending her 2001 cruise season.

... Board members for a proposed Great Lakes Naval Memorial & Museum in Muskegon signed a 25 year lease with the West Michigan Dock & Markets owner Max McKee III. The agreement is renewable for another 25 years and includes the donation of the HIGHWAY 16 in return for a percentage of the museum's gate receipts. The HIGHWAY 16 has been renamed its original name LST 393. As a World War II Amphibious Assault Ship, she saw action in the D-Day Invasion of Normandy. Plans call for moving the LST 393 and the Submarine USS SILVERSIDES together with the 1927 Coast Guard Cutter MCLANE. They estimate these ships will bring 100,000 visitors to Muskegon's Downtown Area. The current plan is to submit for some State of Michigan grants, while the process goes on restoration work is currently underway on the LST 393. Work underway includes rust removal and new paint inside and out, restore the engine rooms and install two twin 40-MM anti-aircraft gun mounts. The group recently acquired from San Diego 50 bunks, 32 stainless steel sinks, 15 medicine cabinets, 3 mess tables and 2 big stainless steel kettles that were taken from World War II vintage ships.

Oct 2 ... The tug THEODORE TOO passed down the Welland Canal ending her 2001 Great Lakes tour.

Oct 3 ... The Ohio Department of Natural Resources is spending \$500,000 to renovate and preserve the Marblehead Lighthouse and Lighthouse Keepers House. The work includes removing old brick and mortar from the tower and replacing it, removing overhead electrical lines and renovating the parking lot.

Oct 4 ... Interlake's downbound CHARLES M. BEEGHLEY grounded in the Detroit River just above Belle Isle. The tug JOYCE L. VAN ENKEVORT left her barge GREAT LAKES TRADER at Sterling Fuels below the Ambassador Bridge and proceeded to the BEEGHLEY. She managed to pull her free with no apparent damage. The tug then reconnected the barge and continued on her way.

Oct 5 ... The tug WELLAND departed Port Maitland towing the drilling ship LOUIS J. GOULET bound for Port Colborne. The tow arrived in the afternoon and the GOULET was tied up at Wharf #20 on the Welland Canal. Reports indicate she has been sold for off lakes use.

Oct 6 ... A rededication ceremony was held in Port Dalhousie for the Port Dalhousie Lighthouse, after a year long restoration project by the Friends of the Port Dalhousie Lighthouse. The lighthouse had been decommissioned in 1988 and was mothballed by the Canadian Government. It was sold to the city of St. Catherines in the mid-1990's for \$1.00. The project cost \$255,500 to complete, \$85,500 came from the government and the rest from private donations.

Oct 7 ... Upperlake's CANADIAN VOYAGER departed her temporary lay-up in Toronto and crossed Lake Ontario for the Welland Canal. She proceeded up the canal bound for Toledo.

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Oct 9 ... The upbound salty SYLVIA had a buoy chain become wrapped in her propeller in the St. Lawrence Seaway at the Eisenhower Lock. She managed to tie up along the lock wall for inspection, but this closed the seaway for several hours. The inspection revealed that she would have to be taken to a shipyard for repairs. The tugs DUGA and ADVANTAGE arrived and departed on October 13 towing her to Port Weller Dry Docks.

... Canadian National Railway completed its acquisition of the Wisconsin Central Transportation Corporation owners of the Sault Ste. Marie Bridge Company. Which is the owner of the ore dock in Escanaba.

Oct 10 ... Manitowoc Marine Group announced they have been awarded the \$120 million contract to build the three Staten Island ferries. They will be 310 feet long, 70 feet wide and will carry 4,400 passengers and 30 vehicles. The first ferry is scheduled for delivery in the fall of 2003. They will be constructed at the Marinette Marine Yard. They also announced a contract with Great Lakes Dredge & Dock worth \$4.8 million to build a 7,100 cubic yard, split hulled dump scow. The scow will be built at their Bay Shipbuilding Yard and is scheduled for delivery in August 2002.

... Cleveland Cliffs and Minnesota Power announced they have reached an agreement with LTV Corp. to acquire the assets of LTV Steel Mining Co. for \$25 million. They are to assume all environmental and certain other liabilities. Cleveland Cliffs will acquire all of the iron ore mining and processing facilities, which include a 74 mile railroad and dock operations at Taconite Harbor. Minnesota Power will acquire the 225 megawatt electric generating facility at Taconite Harbor, transmission facilities and non-mining property. Minnesota Power will make a \$62.5 million payment to Cleveland Cliffs as part of the deal.

Oct 11 ... Erie Sand's J. S. ST. JOHN was removed from the drydock at Port Weller Dry Docks by the tug JAMES E. MCGRATH and was placed at the fitout wall. She departed up the Welland Canal the next day bound for Erie.

... Upperlake's QUEBECOIS ended her temporary lay-up in Thunder Bay when she shifted over to an elevator to load. She departed the next day bound for Port Cartier.

... Upperlake's CANADIAN MARINER departed Toronto on her first trip of the season. She crossed Lake Ontario and proceeded up the Welland Canal bound for Duluth.

Oct 13 ... Upperlake's CANADIAN PROVIDER departed Hamilton after loading the WINDOC's grain cargo. This ended her temporary lay-up, she is bound for Montreal.

... Algoma's ALGONORTH departed Montreal on her first trip of the season bound for Pointe Noire.

... Algoma's ALGOWEST passed down the Welland Canal with no name painted on the ship. After clearing Lock #1 she tied up at Wharf #2. The next morning a ceremony was held and she was renamed PETER R. CRESWELL in honor of the retired company president Peter Creswell, she was christened by his wife Nancy Creswell. After the ceremony the ship departed for Cote St. Catherine, Quebec with a cargo of salt.

Oct 15 ...The Ontario Northland ferry CHI-CHEEMAUN passed up the St. Mary's River and stopped at the Canadian Soo. She is headed for Thunder Bay for her five year survey and ran a

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ALGOWEST docked in Huron, Ohio - June 17, 2001

Photo by Phil Niewald

special one way cruise to the Soo from Tobermory. After dropping off her passengers she departed upbound through the locks. She arrived at Pascol Engineering the next day and was placed in the drydock.

... Bethlehem Steel Corp. filed for Chapter 11 bankruptcy protection in New York, filing a three part plan to emerge from bankruptcy. They plan to seek a new labor agreement with the United Steel Workers Union, ask for government support in enforcing existing trade laws and work toward the consolidation of domestic steel manufacturing.

... The Manitowoc Marine Group announced that the United States Coast Guard awarded them a \$82.4 million contract to build a new Great Lakes icebreaker. She will replace the MACKINAW and will be 240 x 60 and will displace 3,500 long tons. She will be built at their Marinette Marine Yard and is to be delivered in 2005.

... The tug SPANKY PAINE was sold by Fred Paine Sr. of Superior, WI to Dalo Marine of Seward, Alaska. The tug was built as CALUMET for the United States Revenue Service at Buffalo, NY in 1894. She was renamed TIOGA by the United States Coast Guard in 1934. The New Haven Towing Co. renamed her JOHN F. DREWS in 1947. Dunbar & Sullivan renamed her WILLIAM J. DUGAN in 1967. In January 1990 Mr. Paine bought her and she was renamed SPANKY PAINE, he then took her to Alaska. Dalo Marine plans to use her on a drilling operation in Katalla, Alaska.

... IMC Global Inc. announced they had signed a definitive agreement to sell its Salt and Ogden businesses to an entity formed by affiliates of Apollo Management L.P. of New York City. The merger transaction is valued at approximately \$640 million, include in the deal is the Sifto Salt Mine in Goderich.

Oct 16 ... The German cruise ship C. COLUMBUS passed down the Welland Canal on her way out of the lakes ending her 2001 cruise season.

... As the downbound salty LUCKY LADY was approaching the Iroquois Lock on the St. Lawrence Seaway she struck the approach wall hard. Seaway officials held her there for an inspection, which showed no damage. She was cleared to proceed the next day but high winds in the area forced the closing of the seaway. On October 18 the seaway was reopened and she finally cleared the lock.

... The Erie City Planning Commission approved plans from Specialty Restaurants Corp.

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owners of the LANSLOWNE, although for a second straight month no company representatives were present. The Commission only approved the ship renovations, they withheld approval plans for the Sassafras Street Pier. Specialty must still provide the location and style of lights in the parking lot area. They must conform with the type of lights now used in the bayfront area. They also still must provide their landscaping details, make sure any signs they put up match those in the area, about the type and size gangway to used to get aboard the ship and the plans for the 12 foot walkway on the western side of the pier they agreed to build. Specialty's plans currently call for renovation of the LANSLOWNE to start after January 1, 2002 and to be completed by Memorial Day.

Oct 17 ... Canada Steamship Lines NANTICOKE departed the Anderson "K" Elevator on the Maumee River in Toledo in the morning, a combination of strong currents and winds pushed her sideways across the river. She came to rest near the Norfolk Southern Railroad Bridge just down stream from the elevator. Heavy rains in the area last night caused the current in the river to be about three times faster than normal. Her stern is resting almost up against the east bank and her bow is almost against the west bank. At the time of her departure she was being assisted by one Great Lakes towing tug. A second tug was summoned and now the ILLINOIS and LOUISIANA were pulling to free her. A short time later a third tug, the MONTANA arrived, she was followed by Gaelic's SUSAN HOEY. But all four tugs were unable to move the ship, a call for more tugs went out and Gaelic's ROGER STAHL arrived from Detroit in the evening. Great Lakes Towing's TRITON arrived early the next morning, but with six tugs they still couldn't move the ship and she was drifting toward the railroad bridge. The LOUISIANA became disabled when a tree jammed between her propeller and rudder. She came alongside the NANTICOKE and with the use of the big ships winches and cables the tree was pulled out. After a short while the MONTANA and LOUISIANA were back on station. It was decided to off load some of her grain cargo, the SUSAN HOEY and ILLINOIS departed and returned with barges. The NANTICOKE used her self-unloader to unload the grain into the barges. Even after unloading some cargo she still didn't budge. On October 20 the Purvis Marine tug ATLANTIC CEDAR arrived from the Soo. The SUSAN HOEY and ILLINOIS were placed on the bow and the rest on her stern, about four hours later she was pulled free. She was taken to the ADM Countrymark Elevator for inspection and reloading of the offloaded cargo, later in the day she departed for Baie Comeau. Several ships were delayed because of this incident, the FRONTENAC was stuck at another elevator unable to depart. The ALGOMARINE and MISSISSAGI were unable to reach the elevators to load.

Oct 19 ... The tugs DUGA and ADVANTAGE arrived off Port Weller towing the disabled salty SYLVIA. They proceeded into the Welland Canal and tied up at Wharf #2. After several hours they departed and proceeded up through Lock #1 and placed her in the drydock at Port Weller Dry Docks.

... American Classic Voyages filed for Chapter 11 bankruptcy protection in the United States Bankruptcy Court in the State of Delaware. They are the owners of the passenger ship CAPE MAY LIGHT which ran cruises from Buffalo to Quebec City this past summer. They announced that by October 22 all Hawaii cruises, Delta Queen Riverboat Cruises and Coastal Cruises will cease operations, with the exception of the legendary DELTA QUEEN. She will continue on her regular schedule. It is hoped that by the spring of 2002 the MISSISSIPPI QUEEN will resume cruises as well. This means the CAPE MAY LIGHT's scheduled Great Lakes Cruises in 2002 have been canceled.

... All traffic through the St. Lawrence Seaway System including the Welland Canal was halted at midnight due to the impending strike by seaway workers at 3:00 P.M. on October 20. A tentative agreement was reached about an hour before the deadline, a ratification vote is set for October 24. At 3:00 P.M. on the 20th traffic was resumed in the system.

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Oct 20 ... The tug MOUNT MCKAY departed Michigan City, IN bound for Duluth, she arrived in Duluth on October 24.

... The HMCS NIPIGON was towed into Rimouski, Quebec by the tug ATLANTIC HICKORY. She was decommissioned in Halifax in July 1998 and is to be stripped over the next year. Then she is to be sunk as a dive attraction in 70 feet of water off Ste-Luce, Quebec, which is 10 miles east of Rimouski.

Oct 21 ... While in the Snell Lock on the St. Lawrence Seaway the salty NST CHALLENGE suffered a engine failure and struck the ship arrester. Traffic was stopped for 19 hours while repairs were made, it resumed at 7:00 A.M. the next day.

Oct 23 ... At about 7:00 A.M. as the Detroit River mailboat J. W. WESTCOTT II came alongside the salty SIDSEL KNUTSEN a Norwegian tanker bound for Sarnia, it rolled over and sank to the bottom of the river. Two Canadian pilots Alain Gindroz and Tom Roesslein made it out of the mailboat, her crew of two, Captain Catherine Nasiatka and deckhand Dave Lewis are missing. The KNUTSEN immediately sent out a distress call and turned and located the pilots in the water with their searchlight. The McKeil tug STORMONT which was preparing to depart her dock with a barge, unhooked and headed to the scene. Guided by the KNUTSEN's searchlight they rescued the two pilots. After searching for more survivors they took the men to Windsor, where they were rushed to a nearby hospital. The Coast Guard launched a search and rescue effort for the missing crew members and closed the Detroit River to all traffic from the Ambassador Bridge to Fighting North Light. The United States Corps of Engineers vessel PAJ was brought in to locate the WESTCOTT. Around 10:00 A.M. the PAJ found the hull resting upside down on the Canadian side of the river off the



J.W. WESTCOTT II approaching the HENRY FORD II in July, 1972

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Photo by Jim Morris

SIDSEL KNUTSEN downbound in Welland Canal at Bridge #5 on September 19, 2001

... Chief Judge William T. Bodoh of the United States Bankruptcy Court in the Northern District of Ohio signed an order approving the sale of LTV Steel Mining Hoyt Lakes Property to Cleveland Cliffs and Minnesota Power.

Oct 25 ... The Canadian Auto Workers Union announced its members had ratified the contract with the St. Lawrence Seaway Corporation. Production workers voted for the deal with a 75% majority and skilled trade workers voted for the contract by a 69% majority. The 3 year deal is retroactive to January 1, 2001 and gives workers a 2% pay hike this year, followed by an increase of 3% in each of the following two years. The deal also agrees to maintain current staffing levels during the contract.

Oct 26 ... The Riverside Grain Products grain elevator was destroyed in a spectacular fire in Thunder Bay. The elevator has been closed since January 2000.

Oct 27 ... Marinette Marine launched the Juniper Class United States Coast Guard Cutter CYPRESS (WLB - 210) at Marinette, WI. She was christened by Caron Jackson, wife of Michael Michael Deputy Secretary of Transportation. The CYPRESS is the 10th of 16 cutters to be built at Marinette Marine. She will be stationed in Mobile, Alabama. She is named after an earlier cutter which served the Coast Guard from 1908 until 1946, she decommissioned on August 20, 1946 and had been stationed in Charleston, South Carolina.

... The salty SYLVIA was removed from the drydock at Port Weller Dry Docks by the tugs MISEFORD and JAMES E. MCGRATH. Once clear she headed upbound in the Welland Canal bound for Duluth.

Oct 28 ... The Gaelic tug CAROLYN HOEY and a crane barge worked on raising the sunken

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mailboat J. W. WESTCOTT II. They were able to turn her upright on the bottom and started raising her. Just as she started to break the surface one of the slings holding her let go and she slipped back to the bottom. With the wind and waves picking up the effort was ended for the day.

Oct 29 ... The salty MARINUS GREEN passed up the Welland Canal bound for Thunder Bay. On board were 32 more railway cars for Via Rail from England.

... The tug CAROLYN HOEY and barge returned to the Detroit River and salvage crews were able to raise the J. W. WESTCOTT II from the bottom. The body of Captain Catherine Nasiatka was found inside the ship, deckhand Dave Lewis's body is still missing. A United States Coast Guard patrol boat towed the WESTCOTT to Nicholson's. The ship was lifted out of the water by crane for inspection the next day.

... The upbound salty LIA lost power as she was about to enter the St. Lambert on the St. Lawrence Seaway. She started to drift across the channel and a unnamed Groupe Ocean tug came and secured the ship to the tie up wall below the lock. After several hours she was able to continue on her trip into the lakes.

Oct 30 ... The family of missing deckhand Dave Lewis filed a \$10 million federal lawsuit against the J. W. Westcott Co., owners of the J. W. WESTCOTT II mailboat. They are accused of negligence in the October 23 sinking.

... USS Great Lakes Fleet's ARTHUR M. ANDERSON arrived at the Fraser Shipyard in Superior and went into lay-up.

... The Juniper Class United States Coast Guard Cutter ASPEN (WLB - 208) passed down by Detroit at noon on her delivery trip out of the lakes.

MISC: The Marine News, Journal of the World Ship Society reported the following items in their June and July Issues:

RENAMES:

... ADVENTURER (Ex - MARKA L. - 98) Built 1975, was sold by Adventurer Ocean Nav. Ltd., Malta to Da Tong Shipping S.A., Panama in 2000 and renamed YING TONG.

... DENNIS DANIELSON (Ex - OTTO DANIELSON - 96, ATLANTIC CAPE - 95, FLEX FORTUNE - 85, AMIGO FORTUNA - 79) Built 1978, was sold by Seacore Shipping Ltd., Cypress to unspecified owners, Boliva in 2000 and renamed DENNIS.

... KYDONIA (Ex - MIKOLADY - 87, SWEET SULTAN - 84) Built 1977, was sold by Bacup Shipping Co. Ltd., Cypress to Sunlight Marine Ltd., Malta before 1996 and was renamed OSIOS DAVID.

... LAKE RUNNER (Ex - MARINE COURIER - 97) Ferry, Built 1984, was renamed ESPRIT II by Shaker Cruise Lines Inc., Canada in 2000.

... SUN BIRD (Ex - MELLUM TRADER - 99) Built 1999, was renamed INDUSTRIAL HORIZON by Hermann Buss KG M.S. "Mellum Trader" Antigua and Barbuda in 2000.

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... UNITED (Ex - ALAM UNITED - 98, SILVER LEADER - 95) Built 1984, was sold by Alam United Ltd. Partnership, Bahamas to Bounty Shipholding Inc., Greece in 2000 and renamed MILO.



Photo by Jim Morris

UNITED downbound in Welland Canal below Lock #1 on May 15, 1998

... VEKUA (Ex - AKADEMIK VEKUA - 94) Tanker, Built 1987, was sold by Vekua Shipping Co. Ltd., Malta to Gali Shipping Co. Ltd., Marshall Islands in 2000 and renamed GALI.

... VIKING SKY (Ex - POLIANNE DUE - 98, VENTO - 96, MARCO POLO - 90, ESTHER DEL MAR - 89, MANCHESTER RAPIDO - 77, was launched as ESTHER DEL MAR) Built 1971, was sold by Orfheo Maritime Inc., Panama to Universal Oceans Trading Ltd., Panama in 2000 and renamed NYMROD.

CASUALTIES:

... ALCOR - it is reported that she has been sold for scrap.

... CANADIAN TRANSFER (Ex - Fwd & Cargo Sections HAMILTON TRANSFER - 98, Aft section CANADIAN EXPLORER, CABOT - 83) Built 1965, owned by Upperlakes Shipping Ltd. (Upperlakes Group Inc.), Canada. Struck bottom 5-14-2001 off Goderich Harbour and sustained considerable holing to the port side No. 1 ballast tank. Her cargo of salt was transferred to CANADIAN PROGRESS and she was then dry-docked at Thunder Bay, Ontario.

... CHERYL C. (Ex - CATARINA CALDAS - 91, CATARINA - 89, NORBRIT RIJN - 87, NORBRIT HOPE - 85) Built 1983, owned by Carisbrooke Shipping Ltd., Barbados. Grounded on rocks 4-8-2001 near Peniche, Cabo Carvoeiro about 100 km north of Lisbon due to a navigational error. She subsequently sank in shallow water and the crew were rescued. She was on a passage from Porto Nogaro for Goole with steel.

SCRAPPED:

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... CHIOS GLORY (Ex - CARLOMAGNO - 91, YPAPANTI - 89, ARGO IV - 86, ARGO - 85, NAFTOPOROS - 81) Built 1972, was sold by Endeavor Shipping & Trading S.A. (Harbor Shipping & Trading S.A.), Greece to Indian Breakers and arrived Alang 3-25-2001.

... MICHIGAN (Ex - I.L.I. 105 - 36, INTERWATERWAYS LINE INCORPORATED 105 - 32) Coastal Tanker, Built 1921, was sold by Michigan Atlantic Corp., USA to Witte's Salvage Yard, Rossville, Staten Island. The stern was reported cut away 10 - 1996, but work was later stopped.

... NAZ K. (Ex - MALERO M. 1 - 83, TASSOS - 82, CHARLOTTE - 78, PHYLLIS BOWATER - 73) Built 1960, was sold by Kalkavan Denizcilik Ve Ticaret A.S., Turkey to Indian Breakers and arrived Alang 3-8-2001.

... P.S. BARGE NO. 1 (Ex - EDWIN T. DOUGLASS - 59) Canaller. Built 1923, In use as salvage barge was sold by Groupe Ocean Inc., Canada to Canadian Breakers and in course of demolition at Beauport, Quebec 12 - 2000.

... PARADISE (Ex - FAY II - 94, MOSOR - 91, TROPICAL PLYWOOD - 75) Built 1967, was sold by Starfish Shipping Ltd. (Nasser Ibrahim Co.), St. Vincent & The Grenadines to Unknown breakers, reported 1999.2



EDWIN T DOUGLASS - 1950

Dossin Mueum Collection

NOVEMBER, 2001

Nov 1 ... N. M. Paterson & Sons bought the WINDOC back from the insurance underwriters for \$1 million.

... Lake Michigan Carferry announced the BADGER's schedule for the 2002 season. It will be a little shorter than 2001, starting on May 17 and ending on October 14.

... The Juniper Class United States Coast Guard Cutter ASPEN passed down the Welland Canal on her way out of the lakes.

Nov 2 ... Inland Lakes Transportation's PAUL H. TOWNSEND arrived in Milwaukee and went into lay-up ending her 2001 season.

... Cleveland Cliffs announced the acquisition of Cannelton Iron Ore Company's 45% interest in the Tilden Mine pending court approval. Cannelton is a wholly owned subsidiary of Algoma Steel Inc.. This will increase Cliffs stake in the Tilden Mine to 85%, Stelco owns the other 15%. Cliffs and Algoma Steel have entered into an agreement that will make Cliffs the sole supplier of taconite pellets to Algoma for the next 15 years.

Nov 3 ... The downbound salty VERMAND WAVE struck the ship arrester at the Iroquois Lock

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on the St. Lawrence Seaway. The Seaway was closed for 12 hours while repairs were completed.

... As Upperlake's downbound CANADIAN TRANSPORT approached Lock #8 on the Welland Canal, the tug/barge JAMES A. HANNAH/HANNAH 5101 were tied up on the lock wall above the lock. A cable parted on the barge and she swung away from the wall and into the Transport, causing some damage to both vessels.

... The ferry PELEE ISLANDER passed down the Welland Canal bound for Hamilton. She is headed for the Heddle Marine drydock for her five year survey.

Nov 4 ... Oglebay Norton's BUCKEYE arrived in Toledo and went into lay-up at the Lakefront #3 Dock.

Nov 5 ... The ferry INDIAN MAIDEN passed up the Welland Canal after completing her five year survey in Hamilton at Heddle Marine, she is heading for Georgian Bay.

Nov. 6 ...The Mckeil tug/barge FLORENCE MCKEIL/ECRC 100 ran aground shortly after departing a dock in Montreal. After several hours they were freed and returned to Montreal for inspection.

... The Bob-Lo Boat STE. CLAIRE was removed from the drydock at the Toledo Shipyard by unnamed tugs. She was then towed to the Torco Dock and tied up, where she will have repairs completed to her superstructure.

... Sellers Holdings, a Greek Company made the highest bid of \$890,000 for the Cruise Ship ARCADIA under arrest in Montreal.

Nov 9 ... The EVERLAST departed Hamilton for sea trials on Lake Ontario. After passing she headed for the Welland Canal, she proceeded up through Lock #1 and tied up at the fitout wall at Port Weller Dry Docks.

... The Transportation Safety Board of Canada looking into the WINDOC accident on the Welland Canal have determined the bridge was operating fine before the accident. They have also found the WINDOC was proceeding normally through the canal at the time of the accident. They are now focusing on human error as the cause.

Nov 12 ... Ferry service between the Soo and Sugar Island was halted due to a bomb threat. The ferry SUGAR ISLANDER II stayed tied up at her Soo Dock while the Michigan State Police and United States Coast Guard searched the ship. After about an hour the ship was cleared to resume service when no bomb was found.

Nov 13 ... Interlake's idle ELTON HOYT II was towed from Fraser Shipyard by unnamed tugs and tied up alongside the long idle JOHN SHERWIN at the Superior Municipal Dock.

Nov 14 ... Ontario Northland's CHI-CHEEMAUN departed the drydock at Pascol Engineering in Thunder Bay. Once clear she departed downbound for winter lay-up in Owen Sound.

... Mesabi Nugget LLC announced that Cleveland Cliffs, Kobe Steel and Steel Dynamics have reached an agreement to build a \$22 million, 25,000 ton iron nugget plant at North Shore Mining. If the plant is successful, a \$88 million, 350,000 ton plant will be built. The iron nuggets will

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contain a higher amount of iron that could be used in blast furnaces or electric furnaces. The plant is scheduled to be in operation by January 2003.

... Specialty Restaurants, owners of the LANSDOWNE missed a scheduled design review meeting with the City of Erie. This is the third month in a row representatives from Specialty have failed to appear at a scheduled meeting.

Nov 15 ... Lake Michigan Carferry began exploratory communications with officials from Racine, WI about establishing cross lake ferry service using the idle SPARTAN. They would like to run out of Milwaukee, but the port is working with Lake Express on a ferry service plan and is not interested in using the SPARTAN. Thomas Rankin, who's Hydrolink LLC failed to get a ferry service started out of Milwaukee has formed a new company by the name Viking High Speed Ferries Inc. of Eau Claire, WI. He has applied to the United States Maritime Administration for a low interest loan to build ferries. He is now planning to run a from Waukegan, IL to St. Joseph, MI.

Nov 16 ... The upbound salty CEDAR suffered a steering failure and ran aground near Deschailons, Quebec on the St. Lawrence River. She was refloated at high tide and proceeded to Quebec City for inspection, where bottom damage was found. She was cleared to proceed to Thorold to unload her cargo of Bauxite and Alumina on November 26, after unloading she is to proceed to a shipyard for repairs.

... Bridge #11, the Alanburg Bridge over the Welland Canal was re-opened to vehicular traffic at 10:00 A.M.. The work was completed ahead of schedule and on budget by Diamond Stonebridge Contracting of Port Colborne. The repairs included repairing the center span, the bridge guide assemblies at each end of the span and fixing the roadway and sidewalks.

... A company named Can-Am Panther Phast Pherries Group of St. Catherines is planning a year round ferry service across Lake Ontario to Toronto by next summer. The group stated that 90% of the financing is already in place, but they have not located docking facilities yet. They plan to operate two ships, one would hold 1,000 passengers and 250 cars, the other would carry 400 passengers and up to 28 tractor trailers, plus 250 cars. They hope to have at least 20% capacity by the second year, but have enough money to operate for two years without a single customer. The proposed fares are \$15.00 for a one way trip for a walk on passenger. For a car and driver it will cost \$25.00 or \$30.00 one way.

Nov 17 ... A non-profit group by the name Waterfront Alliance Corp. purchased the decommissioned destroyer HMCS GATINEAU from the Canadian Government. She is to be towed to Kingston from Halifax and sunk as a dive attraction. She was launched at the Davie Shipyard in 1957 and was decommissioned in 1996.

... The salty LYKES RUNNER hit the approach wall at the Eisenhower Lock on the St. Lawrence Seaway in high winds. After locking through the lock she tied up on the lower approach wall for inspection. She was cleared to proceed the next day after divers found no damage.

Nov 19 ... The ferry PELEE ISLANDER entered the Welland Canal and made an overnight passage bound for Leamington.

Nov 20 ... LTV Steel filed a motion in United States Bankruptcy Court to implement an asset protection plan. The plan would allow LTV to remove itself from all labor agreements in place and close all their steel making operations. Company executives are scheduled to appear in Bankruptcy Court in Youngstown, Ohio on December 4 for a hearing. LTV Steel stated they don't have enough

GREAT LAKES & SEAWAY NEWS •



Photo by Al Mann

SANDRA MAY at Ecarte Marine - Chenal Ecarte, Port Lambton – November 24, 2001

money to keep the plants running.

Nov 23 ... McNally Marine tugs & barges arrived in Port Lambton. They are to start dredging the cut off channel in the lower St. Clair River under contract with the Canadian Government. They will use the tugs SANDRA MAY and LE TAUREAU along with a scow and two barges.

... Interlake's JAMES R. BARKER arrived at Bay Shipbuilding and went into lay-up ending her 2001 season.

Nov 24 ... The tugs MISEFORD, SEAHOUND and JAMES E. MCGRATH pulled the barges NORMAN MCLEOD and LE VENT out of the drydock at Port Weller Dry Docks and placed them at the fitout wall. The tug EVERLAST then entered the notch of the NORMAN MCLEOD. They departed upbound in the Welland Canal on November 26 bound for Port Colborne. They tied up at Wharf 18-3 the old Valley Camp dock to finish fitting out the barge. The LE VENT is expected to depart for Hamilton in about two weeks.

Nov 25 ... The Erie-Western Pennsylvania Port Authority asked a lawyer to look into why the LANSLOWNE renovation project has stalled. The Authority which signed a lease with Specialty Restaurants in July stated they can cancel the lease if Specialty doesn't start renovating the ship and dock area within eight months.

Nov 26 ... USS Great Lakes Fleet's PRESQUE ISLE ran aground in the Detroit River while turning to enter the Ojibway Anchorage around noon. At about 10:00 P.M. Canada Steamship Lines FRONTENAC arrived and tied up alongside the PRESQUE ISLE. About 2,500 tons of taconite was transferred into the FRONTENAC and the PRESQUE ISLE floated free shortly after midnight. After a Coast Guard inspection found no damage the two vessels departed downbound. Once they reached Lake Erie the FRONTENAC came alongside the PRESQUE ISLE again and transferred the taconite back to her for delivery to Conneaut.

... Manitowoc Company Inc. announced they have been awarded a contract to build two additional Juniper Class Buoy Tenders for the United States Coast Guard. The contract is valued at

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\$60 million and is an extension of the contracts awarded in 1993 and 1998. The cutters will be built at their Marinette Marine Yard and are scheduled for delivery in April 2004 and September 2004.

Nov 27 ... A ceremony was held at Lock #3 on the Welland Canal to celebrate William Hamilton Merritt Day. Algoma Tankers ALGOEAST stopped in the lock and took part in the ceremony. Once over she continued upbound for Nanticoke.

... The body of deckhand Dave Lewis from the J. W. WESTCOTT II was located on the Canadian side of Fighting Island about six miles downstream from where the vessel sank.

Nov 29 ... A Port Colborne group named The Waterfront Regeneration Trust would like to turn the former industrial land on the east side of the Welland Canal into a tourist attraction.

DECEMBER, 2001

Dec 1 ... The Canadian Marine Officers Union went on strike against Algoma, Canada Steamship Lines and Paterson. The union represents about 150 engineering officers. The union is asking for a three year contract with wage increases of 3% each year. The companies have counter offered a five year contract with a 3% wage increase the first year and cost of living adjustments the last four years. So far the strike has not disrupted vessel movements, management and replacement workers are running the ships.

Dec 2 ... The salty CEDAR arrived in Thorold at Wharf #6 on the Welland Canal to unload. She departed back down the canal on December 6 bound for the shipyard in Les Mechins, Quebec for repairs.

Dec 3 ...As the Gaelic tug ROGER STAHL and two barges were upbound on Lake Ontario, one of the barges started taking on water. When they arrived at the Welland Canal BARGE 31 had a serious list, the STAHL proceeded in and tied up at Wharf #2. Pumps were placed on the barge, but the water was coming in as fast as it could be pumped out. The STAHL and barges departed and headed for Port Weller Dry Docks above Lock #1. Once at the shipyard BARGE 31 was placed at the fitout wall, then the STAHL and COMANCHE departed upbound for Detroit.

Dec 4 ... Lafarge's ENGLISH RIVER suffered an engine failure while upbound on Lake Ontario bound for Cleveland. The Mckeil tug ATOMIC came from Toronto and towed her back to Toronto, they arrived early on December 5. The decision was made to unload her in port while repairs were made. She finally cleared on December 13 light ship bound for Bath.

... The wreck of the THELMA has resurfaced due to low water at the Presque Isle State Park in Erie, PA. This is the first time in many years that the wreck has become visible. She was wrecked on July 4, 1956 after she grounded in the early morning hours. She was built in 1941 by James Nolan Sr. as a ferry designed to carry 80 passengers. Around 1950 she was sold to Peter Kaschak and Norb Kennerknecht who used her as a fishing boat suitable for parties. She was sold again to Paul Root and Stanley Wisniewski in the early 1950's, they used her for fishing parties. She was out on a fishing party when a storm hit and broke her steering cable. She ran aground and was abandoned by the 21 aboard who waded ashore. She was damaged beyond repair and left where she grounded.

... The Port Weller Dry Dock tug JAMES E. MCGRATH placed BARGE 31 on the drydock for repairs.

Dec 5 ... The United States Maritime Administration gave approval to the Nicholas Transit Co. of

GREAT LAKES & SEAWAY NEWS

Cleveland, OH to sell the Kinsman Enterprise to International Marine Salvage Inc. of Port Colborne, Ontario for scrapping.

Dec 6 ... After Sellers Holdings failed to pay off the balance of the \$890,000 owed on the cruise ship ARCADIA, the Canadian Federal Court awarded the ship to the next highest bidder Anaconda Maritime Inc. of Greece for \$860,000. Sellers lost their down payment of \$81,000.

... The Great Lakes Cruise Co. announced that the chartered German cruise ship C. COLUMBUS will not stop in Detroit or Windsor in 2002. She will run out of Port Huron instead tying up at the old Port Huron Seaway Terminal when she arrives in September.

Dec 7 ... The tug WILLIAM L. COLNON passed upbound in the Welland Canal bound for Bay Shipbuilding to assist the new dredge LIBERTY ISLAND on her delivery trip out of the lakes.

... The J. W. WESTCOTT II mailboat was hoisted back into the water by a crane at Nicholson's Terminal & Dock. She was towed back to the Westcott Dock below the Ambassador Bridge the next day.

... United States Bankruptcy Court Judge William Bodoh granted LTV Steel Corp. permission to stop making steel. LTV blast furnaces and basic oxygen furnace will be idled by December 9. The equipment will be maintained in restart mode while a search for a buyer is conducted until February 28.

Dec 9 ... Upperlake's CANADIAN CENTURY was placed on the drydock at Port Weller Dry Docks by the tugs JAMES E. MCGRATH, VAC and MISEFORD. Over the winter she will undergo a \$25 million re-fit, she will have her cargo hold rebuilt similar to the CSL TADOUSSAC. She will have flat tank tops and a one belt unloading system.



Photo by Jim Morris

CANADIAN CENTURY upbound in Welland Canal at Bridge #11 on October 19, 2000

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Photo by Greg Rudnick

M. V. MONTREAL tied up alongside the VILLA MARIE II in Montreal - August, 2000

... The ferry M.V. MONTREAL arrived in Port Dalhousie, Ontario. She is owned by Croisieres AML Inc. of Montreal and has been leased by the Port Mansion Entertainment Group of Port Dalhousie. They plan to rename her DALHOUSIE PRINCESS shortly and will operate her from May to October. She is to run sightseeing excursions, educational tours and sunset cruises. She was built in 1975 as the M.V. MONTREAL by Chrisandra Aluminum Ltd. in Oshawa.

... The United States Coast Guard released its report on the grounding of Canada Steamship Lines NANTICOKE in the Maumee River on October 17. The investigation deemed the grounding as accidental, the only recommendation is that ship captains closely monitor the wind direction as well as the river depth and current speed prior to departing.

Dec 12 ...The Erie City Planning Commission approved detailed plans for the LANSLOWNE floating restaurant project. Specialty Restaurant Corp. representatives who had missed three straight meetings finally appeared on November 29 to ease concerns by the city about the project. Now the plan has to go before the Erie City Council for a public hearing and final approval, the hearing will be scheduled for sometime in February. A spokesman for Specialty stated the LANSLOWNE will be a showplace that will serve hand cut Angus steaks, prime rib and fresh seafood. Renovation will include 15 foot high windows that will provide a spectacular view of Presque Isle Bay.

Dec 15 ... The McKeil tug GLENEVIS departed Hamilton towing the fueler HAMILTON ENERGY bound for the Welland Canal. After arriving they proceeded up through Lock #1 and were met by the McKeil tug PAUL E. NO. 1. The two tugs then placed the ENERGY on the drydock at Port Weller Dry Docks. Over the winter a new engine, a variable pitch propeller and a stern thruster will be installed. The repairs are a result of the INVIKEN colliding with the ENERGY last spring in Hamilton.

... The new Great Lakes Dredge & Dock dredge LIBERTY ISLAND passed down the Welland Canal on her delivery trip bound for New York. She was escorted by the tug WILLIAM L. COLNON in case tug assistance was required anywhere along the trip.

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Dec 16 ... The sandsucker JOHN R. EMERY departed Erie, PA bound for Fairport, OH. She was recently sold by Erie Navigation Co. to Osborne Materials Co. of Mentor, OH and is on her delivery trip.

Dec 17 ... Upperlake's CANADIAN VOYAGER passed down the Welland Canal on a trip from Duluth to Port Cartier with grain. She arrived in Montreal for lay-up on December 23 amid reports she will be retired.

... As Grand River Navigation's CALUMET approached the Anderson "K" Elevator on the Maumee River in Toledo, strong river currents caused her to swing across the channel. A unnamed Great Lakes Towing tug arrived and assisted getting her straightened out. Then assisted her into the dock, which was early on the next morning. After loading she departed for Hamilton with a storage load for the Can-Amvera Vegetable Oil Dock, she passed down the Welland Canal on December 19.

Dec 18 ... Sheila Copps, Minister of Canadian Heritage announced a three part plan for Parks Canada to restore and relocate the HMCS HAIDA. She is the 58 year old Tribal Class Destroyer currently berthed at Ontario Place in Toronto. The ship is currently owned by the Province of Ontario and will be transferred to Park Canada, which will spend \$5 million to restore and relocate her to Hamilton. She will be berthed at Pier 8 the Canada Discovery Center on Marine Conservation being constructed there. The restoration is expected to be completed by the fall of 2003. The HAIDA was built in England and commissioned in 1943 as one of 27 Tribal Class Destroyers. She was decommissioned in 1963 and was to be sold for scrap. A group of naval enthusiasts saved her when they bought her for \$20,000 and moved her to Toronto in 1965. She was later sold to the Province for \$1.00 and became part of Ontario Place.

Dec 19 ... The back up mailboat JOSEPH J. HOGAN departed the J. W. Westcott Co. dock on the Detroit River towing the J. W. WESTCOTT II. She headed upbound to Gregory Marina for winter lay-up. Over the winter the WESTCOTT II will have a new engine installed.

Dec 20 ... The last salty of the season to pass through the Soo Locks was the GRIGORIY ALEXSANDROV downbound from Thunder Bay.



Photo by Jim Morris

JOHN R. EMERY tied up alongside the DAY PECKIN PAUGH in Erie, PA – May 2, 2000

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Photo by Jim Morris

CANADIAN VOYAGER on last trip at Homer Bridge - December 17, 2001

... The downbound salty MILLENIUM RAPTURE lost power in Lake St. Clair and was spun around in high winds. After restoring power, she was directed by the Coast Guard to proceed up to the Recor Point Anchorage below St. Clair, MI for inspection. After completing repairs to her emergency generator she was cleared to proceed on her trip.

... The Duluth Seaway Port Authority signed a contract worth \$105,000 with The Afton Historical Society Press to design and publish a book exploring the history of the Duluth-Superior Port. Another \$41,625 contract was agreed to with The Lakeside Writers Group to research and write the history from the 17th century to present day. The key people involved will be Bill Beck, a former staff writer for the Duluth News Tribune and Pat Labadie, former Director of the Lake Superior Maritime Visitors Center. The book is scheduled for release in the fall of 2003.

... The former Cedar Point paddlewheel boat OGONTZ which was bought last spring by Ed Ellis from a Fremont restaurant owner arrived in Port Clinton. This is Ed's second attempt at restoring one of the amusement parks former paddlewheel excursion ride boats of the late 1980's. His first ship GREAT LAKES sank in rough seas off Avon Point last April while under tow from Cleveland to Port Clinton. He plans to use the OGONTZ for tours of the Portage River.

Dec 21 ... The McKeil barge LE VENT departed the fitout wall at Port Weller Dry Docks under tow of the tugs CARROLL C. 1 and VAC bound for Hamilton.

Dec 22 ... As Paterson's CARTIERDOC made her way into the Port of Sorel for lay-up, she struck the Turcotte Bridge. The bridge will be closed to traffic for several weeks due to damage received in the collision. The CARTIERDOC sustained only minor damage and continued on to her lay-up dock.

... The last salty to clear the Welland Canal for the 2001 season was the GRIGORIY ALEKSANDROV.

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... The Erie City Council scheduled the public hearing on the LANSLOWNE project for February 6 at 9:30 A.M.. Specialty Restaurants will be required to have a representative at the hearing with detailed plans for the project. The public will have the opportunity to voice opinions either for or against the project at this time.

Dec 23 ... The SAUNIÈRE arrived at Port Weller Dry Docks on the Welland Canal and tied up at the fitout wall. She was assisted to the wall by the tugs VAC and JAMES E. MCGRATH. She will be placed in the drydock later this winter for hull repairs and work on her self-unloader.

... The Federal Government of Canada announced a two year \$50 million loan guarantee to help Algoma Steel in the Canadian Soo. This will help Algoma be able to raise the bank financing it needs to survive. The unions at Algoma voted to accept pay cuts of 15% in a new 2 1/2 year contract in order to get the Government loan.

Dec 24 ... The last complete downbound transit of the Welland Canal was made by Grand River Navigation's tug/barge INVINCIBLE/ MCKEE SONS. They are bound for the Can-Amera Vegetable Oil Plant in Hamilton with a storage cargo. The last upbound transit was made by Algoma's JOHN B. AIRD bound for Ashtabula.

... The last downbound transit of the St. Lawrence Seaway was made by the Desgagnes tanker PETROLIA DESGAGNES. After clearing the St. Lambert Lock she tied up to the lower approach wall for the night. In the morning she proceeded on her trip to Sorel. The last salty to clear the Seaway was the SOLTA earlier in the day. She had departed Oshawa, Ontario on Lake Ontario.

Dec 29 ... Lake Shipping's KAYE E. BARKER arrived at Bay Shipbuilding and was assisted into the drydock by several unnamed Selvick tugs. She will have her five year survey completed over the winter.

MISC: ... The Marine News, Journal of the World Ship Society reported the following items in their August and September issues

RENAMES:

... ALGOSCOTIA (Ex - IMPERIAL ACADIA - 98) Tanker - Built 1966 was sold by Algoma Tankers Ltd., Canada to McKeil Marine Ltd., Canada in 2001 and renamed RALPH TUCKER.

... ALGOSEA (Ex - AMBASSADOR - 00, CANADIAN AMBASSADOR - 86) Built 1983, was renamed AMBASSADOR by Marbulk Canada Inc., Canada in 2000 and was transferred to Vanuatu Registry.

... ATLANTIC OAK (Ex - CANMAR TUGGER - 93) Tug - Built



ATLANTIC OAK downbound in Welland Canal
approaching Lock #1 – September 16, 1999

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1981, was renamed ISLAND TUGGER by Atlantic Towing Ltd., Canada in 2000.

... BBC GERMANY (Ex - RANGINUI - 99, ZIM BANCOCK - 94, ANKE - 93, GLOBAL EXPRESS 4 - 89, ANKE - 88, FALCON - 88, ANKE - 87) Built 1986, was renamed INDUSTRIAL CARBIDE by Rottum Shipping Co. Ltd., Antigua and Barbuda in 2001.

... BETTY GALE (Ex - MISS PEGGY, GOPHER STATE, HARBOR ACE) Tug Built 1955, was sold by O.L. Schmidt Barge Lines Inc., USA to Hannah Marine Corp., USA in 1996 and renamed HANNAH D. HANNAH.

... CORAL (Ex - ERNE - 87, YERAL - 84) Built 1981, was sold by Afalona Shipping Co. Ltd., Malta to Kopli Maritime Ltd., Malta in 2001 and renamed POLARIS.

... CORRIN (Ex - HARMONY -00, SNOWROSE - 98, GOLDEN TRADER -95, GOLDEN TRADER I - 88, GOLDEN TRADER - 86) Built 1979, was sold by Braveheart Shipping Co. Ltd., Malta to Aqua Blue Shipping Co. Ltd., Malta in 2001 and renamed PIGI.

... LUCIEN PAQUIN (Ex - MESANGE - 85, SUNEMERILLON - 82, BORELAND - 79) Built 1969, was sold by Logistec Nav. Inc., Canada to Igen Sea Transport Ltd., St. Vincent and The Grenadines in 2001 and renamed IGEN ICE.

... THORSHOPE (Ex - COBRA - 99, NORDANA KAMPALA - 97, GLOBAL HAWK - 98, ALIOTH STAR - 97, MARCELA R. - 96, YEVGENIY MRAVINSKIY - 96) Built 1990, was renamed LYKES WINNER in 2000 by Starocean Shipping Ltd., Cypress.

... THORLAKE (Ex - RES COGITANS - 99, ELENA K. - 98, KRASNODON - 96) Built 1990, was renamed LYKES INSPIRER in 2000 by Oceanopaz Shipping Ltd., Cypress.

CASUALTIES:

... CANADIAN TRANSPORT - Built 1979, Owned by Upperlakes Shipping Ltd. (Upperlakes Group Inc.), Canada. A fire started June 24, 2001 when a fuel line fractured in the engine room. Although extinguished the same day, considerable damage was caused and she was towed to Port Colborne for repairs. She had been discharging coal at the Nanticoke Generating Station.

... CIC VISION (Ex - ARKTIS VISION - 99) Built 1994, owned by K/S Habro Kongea 4 (Elite Rederi A/S), Denmark. Fire broke out in engineroom May 20, 2001 when off Venice - Gulf of Mexico and soon spread to the cargo hold. She was able to berth at Mooreco Ship Repair in the lower Mississippi and the fire damaged cargo was discharged. She was on a passage from Itaquí for New Orleans with Brazilian timber.

... REAL PROGRESS (Ex - ENERCHEM FUSION - 91, CHEMICAL TRANSPORT - 86) Tanker - Built 1969, owned by Tatton Inc. (Real Shipping Co. Ltd.), Liberia. An explosion onboard June 1, 2001 while repairing at Ijora Fishing Jetty, Lagos resulted in the death of at least ten workman. The resulting fire was extinguished the following day.

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SCRAPPED:

... **ALCOR** - Departed Quebec City on May 19, 2001 under tow and arrived Sorel May 20, 2001 and was delivered to Multi-Pressage and Multi-Recyclage for demolition. Work is expected to take five months.

... **DELFSHAVEN** (Ex - **IVAN DERBENYOV** - 99) Built 1978, was sold by Ikaria Shipping Co. Ltd. (Altex Shipping Co. Ltd.), Malta to Indian Breakers and arrived Alang May 22, 2001.

... **G.T.S. KATIE** (Ex - **INZHENER YERMOSHKIN** - 98) Built 1980, was sold by Third Ocean Marine Navigation Co. L.L.C. (Dero Ocean Navigation Co. Ltd.), St. Vincent & The Grenadines to Indian Breakers and arrived Alang May 31, 2001. She had been under arrest at Montreal since November 13, 2000.

... **HARMONY DOVE** (Ex - **LADY SHARON** - 97, **SLEVIK** - 93, **NORTWEEN SLEVIK** - 90, **ARC ODYSSEUS** - 89, **CITY OF WINCHESTER** - 81) Built 1976, was sold by Sea Coral Maritime Ltd. (Harmony Shipping L.L.C.), Malta to Indian Breakers and arrived Alang May 26, 2001.

... **VILLE MAIRE II** (Ex - **CALEDONIA** - 83, **BLUE WATER BELLE** - 81 **LAVIOLETTE** - 77) Built 1947, Floating Restaurant (former ferry), was sold by AML Cruises Inc., Canada to Mult-Recyclage SD Inc., Canada and arrived Sorel-Tracy, Quebec on May 18, 2001 in tow from Montreal.



CORRIN downbound in Welland Canal between Lock #1 and Lock #2 on October 18, 2000

Photo by Jim Morris

BACK COVER: Some of the many books published by the Great Lakes Maritime Institute. Top Left: *Great Lakes Ships*, containing many of the photographs from the Dossin Museum compiled by Mr. Lloyd C. Chapman and committee along with Robert E. Lee, Curator. Top Right: *The D-III*, written by Gordon Pritchard Bugbee, the story of the Sidewheel Steamer City of Detroit III, published in 1976. Left Middle: *SETH ARCA WHIPPLE, Lake Marine Artist 1855-1901*, Published in 1973. Bottom Right: *Great Lakes Ships, Book No. 2*, Photos by Pesha, compiled by the GLMI Board of Directors, Lloyd C. Chapman and Robert E. Lee, Curator.

• GREAT LAKES & SEAWAY NEWS

Ludington Daily News

October 2, 2001

By PATTI KLEVORN

News Editor

The SS Badger's crew is working fervently today in an effort to return the carferry to service as soon as possible, maybe by Tuesday.

Two small water pumps broke Saturday, causing some major problems. They left the vessel without power, meaning it was adrift in Lake Michigan for 10 to 12 hours. The Badger called for assistance from two Selvick Marine tugs from Sturgeon Bay. The tugs brought the Badger back into the Manitowoc, Wis., harbor early Sunday morning, passengers got off the Badger, and it took all day Sunday for the tugs to bring the disabled vessel back to Ludington.

The Badger's crew ran into trouble Saturday afternoon after leaving Manitowoc en route back to Ludington. They were about five miles out when the pumps broke, according to Bob Manglitz, president of Lake Michigan Carferry. There are two water pumps that feed the boilers. "When they don't get water to the boilers, you have to shut the engines down," Manglitz said. Otherwise, the engines overheat. The two pumps feed all three boilers, and both pumps malfunctioned.

Lake Michigan Carferry officials announced their engine situation to their 215 passengers, and told them they'd have to be tugged back into Manitowoc.

The repairs could have been done in Wisconsin, but that wouldn't have helped the Badger make it home. The boat needs a 400 amp electrical supply to restart its engines, Manglitz said.

While there is some shore power available at the Manitowoc dock, it's not enough for the engines. Even the boat's sea gate, also an electrical mechanism, had to be operated manually Sunday morning.

Manglitz said the carferry service was fortunate that one of Selvick's tugs was already in Manitowoc. Once the company rounded up the boat's crew, that tug, and a second tug in Sturgeon Bay, started heading toward the Badger. It was 10 to 12 hours later that the tugs had the Badger docked in Manitowoc.

Once passengers arrived back at the dock, the Salvation Army had coffee and doughnuts for them. Lake Michigan Carferry paid for their motel rooms and bought them breakfast. Passengers then took their own vehicles or tour buses and continued their travels on the road.

The tugs travel slowly, which means a trip hauling the Badger across Lake Michigan takes almost 10 hours.

The Badger left Manitowoc at 7 a.m. Sunday and was docked by 5 p.m. Seeing the Badger tugged to shore is an oddity, and dozens of people lined the stub pier, the walkway along the channel, and Waterfront Park to watch the vessel come in.

Bonnie Gorzynski, of Lewis Street, said she kept checking to see how close the Badger was to shore, but was able to watch the entire Green Bay Packers football game Sunday afternoon while she waited.

The Badger is scheduled to continue sailing through October.



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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 nonprofit corporation and donations to G.L.M.I. have been ruled deductible by the Internal Revenue Service. No member is paid for services.

Telescope ©, the Institute's journal is published six times per year and covers Great Lakes topics. The Editors welcome the opportunity to review manuscripts on Great Lakes marine history for publication.

Send to: Kathy McGraw
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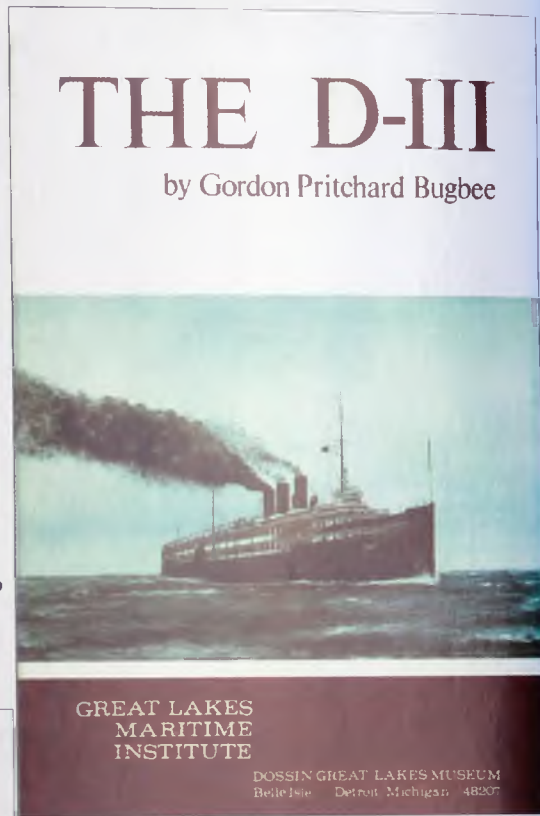
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