



# Telescope

MAY • AUGUST, 2002  
Volume L; Number 2



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## MEMBERSHIP NOTES •

- Nov.-Dec. Exhibit – **"The City On The Straits: The History & Ecology of the Detroit River"** –  
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.
- Inspect the 21 foot paddlewheel from the 1850 steamboat NORTHERNER, the only side wheel paddlewheel in a Great Lakes museum.
  - Count the automobiles on the only scale model in a Great Lakes museum of an automobile carrying freighter.
  - Bring your camera and have your photo taken while seated in the Bob-Lo Island Swan Boat Ride.
- Dec. 7 **Marine Mart** – At Harbor Hill Marina at the foot of St. Jean , Detroit – Saturday, 10 am - 3 pm  
The dealers in books, artwork, slides, and artifacts will again fill the main room at Harbor Hill Marina with a selection of Great Lakes collectibles. This is your opportunity to get that hard-to-buy-for Christmas gift. To find the site head east from Belle Isle on Jefferson to St. Jean. Follow St. Jean towards the river and you will run into the marina parking lot. For more information call the Dossin Great Lakes Museum at 313-852-4051.
- Dec. 9 **"Rumrunning & Bootlegging"** – Tune in to the History Channel, 9 - 11 pm, for the national airing of this documentary filmed mostly in and around Detroit. GLMI Board members, Mac McAdam along with Fred Alter and others were instrumental in the filming for this program.
- December Visit the Ship's Store at the Dossin Great Lakes Museum and see the many new books and items on sale – just in time for holiday gifts. December hours: Weds.-Sun. , 10 am - 5 pm. Closed 12/25/02.
- Dec. 26-27 **Ford Fleet Festival** – On hand will be members of Detroit Lodge #7 of International Shipmasters Association along with members of the former Ford Fleet to talk about life on the Great Lakes, 10:00 am - 4:00 pm.

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**OUR COVER PICTURE . . .** The MANTADOC upbound at Homer Bridge on Welland Canal, October 22, 2000.

See March 21st and April 10th Seaway News. Photo by Jim Moren.

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# Twin, sunken ferries — rediscovered in Lake Huron

By Robert McGreevy

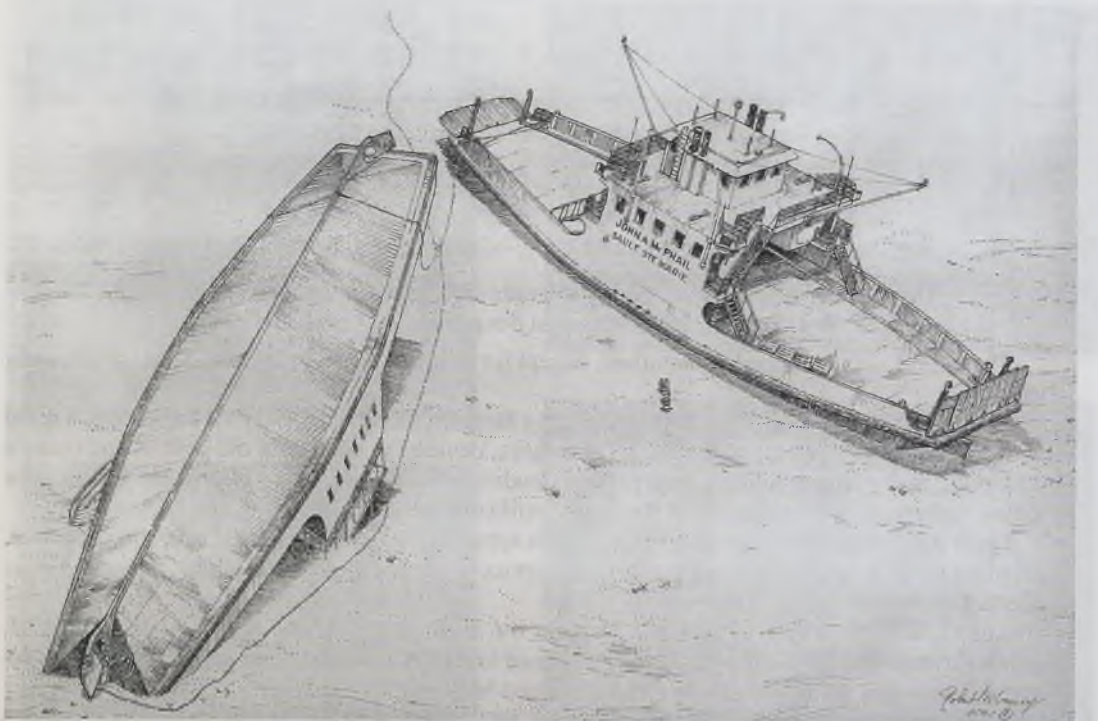
Few vessels have the distinction of being built from the same blueprints at the same shipyard, sailing together all their lives, then sinking at the same time and place. But this sums up the stories of Lake Huron's newest shipwreck discoveries, the auto ferries JAMES W. CURRAN and JOHN A. McPHAIL.

They were built in 1947 and 1955, respectively, at Collingwood, Ontario, to serve as links between Sault Ste. Marie, Ontario, and Michigan. The double-ended steel hulls were designed with a capacity for 19 automobiles on the main deck and had accommodations for passengers in small cabins on a raised second deck. Rudders and propellers at each end, and pilothouse on the top deck completed the typical ferry layout. The half-hull builder's model for their design is still on display at the Collingwood Shipyard Museum.

When traffic increased to the point that a bridge was needed, both ferries were laid up in the early 1960s until a new use could be found for them.

It was finally decided to send them to Kingston, Ontario, for ferry operations there, and preparations were begun for the long tow south. This was the beginning and the end of new careers for the twin ferries, for in just a few hours later they would be at the bottom of Lake Huron.

On May 8, 1964, the G.W. ROGERS, a large ocean-going tug, left the Soo with the ferries in tow. All went well as the threesome headed down the lake, encountering normal spring weather. A haunting last photograph taken at noon that day shows the tow under way in calm water and clear skies.



This drawing by Robert McGreevy, from data provided by Marine Technologies, show the two vessels resting in 190 feet of water, still entangled by the heavy towing cables that pulled the McPHAIL under.

But conditions changed drastically that night as a line of fierce, tornado-spawning thunderstorms raced across Lake Huron directly in their path.

Caught at the most vulnerable point, the run across Saginaw Bay, the tow could only turn toward Point Aux Barques for the shelter of Michigan's thumb, but headway was painfully slow as gale force winds and 8-foot waves forced the ferries lower in the water.

It was at this time that the CURRAN, directly behind the tug, was reported to have turned upside down. The McPHAIL, still attached by tow lines, was in danger of being pulled under with her.

What had caused the unmanned CURRAN to turn over and sink? The tug crew believed she had been struck by a waterspout or tornado. In fact, tornadoes had been reported all along the storm's track.

The concern now was to free the McPHAIL from the CURRAN's 150-foot tow line. The water depth in this area was 200 feet and it would not take long for the water logged CURRAN to pull her sister under.

For 12 hours in heavy seas the tug crew worked to free the tow line, but it was useless. At 7 p.m. Saturday, the second ferry slipped under.



The CURRAN is turned upside down, possibly by a waterspout or tornado off the tip of Michigan's thumb, as shown in this painting by Robert McGreevy.

The two vessels remained undisturbed, except for a film expedition by John Steele in the early 1980s.

Then in 1999, Pam and Chris Roth of Sterling Heights, along with Andy Donato, rediscovered the lost ferries. Their group, Maritime Technologies, decided to document the wrecks and make a multimedia presentation showing their present condition. The video makes fascinating viewing for the two vessels are sitting exactly as they sank, still connected by the heavy tow cables.

Other than broken windows, there is very little apparent damage. The McPHAIL, sitting upright, looks like it could be refueled and put back in service. Even a cargo of crated propellers still rests in her aft deck.

The CURRAN lies upside down resting on the pilothouse, one of her life boats along-side. Signs and directions for passengers remain fastened to railing and walls. Her undamaged 104-foot-long hull also appears waiting to be righted and put back to use.

The twin ferries had uneventful sailing careers, transporting thousands of passengers and vehicles safely in all types of weather. Their dramatic sinking is a reminder of how unpredictable Lake Huron's waters can be.



Photos by Andy Donato



JAMES CURRAN - August 2001



Propeller from JAMES CURRAN



JAMES CURRAN Life Float - August, 2001



McPHAIL - August 2001



McPHAIL Nameplate



McPHAIL Telegraph



Wheel from McPHAIL



McPHAIL Anchor

## Minesweeper With A Cabbage Heart

by Alan Mann

September, 2002

By the middle of the second world war, my interest in Great Lakes shipping had been fully inspired. In 1942, my parents had established a summer cottage at Port Lambton(Ontario) where the many sights and sounds of St. Clair River shipping helped to exploit my new found passion. Soon I came to recognize stack fleet colours, could decipher some of the unique whistle sounds (SOUTH AMERICAN, IMPERIAL OIL TANKERS, GREATER DETROIT as examples) and interpret distant configurations of ship outlines. I felt proud when the bow name coincided with my guess. My cousin, Capt. Donald Langridge would give us three long, two short salutes whenever his Bradley boat passed our location. My dad's friend, Capt. Wm. Taylor, master of the Northern Navigation liner NORONIC, also gave us a full whistle salutes each Friday around noon, further padding my interest in the passing panorama on the busy St.Clair River.

At home in Wallaceburg (about 10 miles away) several ship arrivals each week gave many more months of ship watching. My grandmother's house was

opposite the dock where the "Toonerville Trolley of the waterways", the sandsucker JOHN R. EMERY dropped sand almost every week. In fact, when she turned about, it seemed I could almost reach out and touch the ship from my grandmother's back yard. Yes, Wallaceburg, then known as Canada's Inland Deep Water Port was heavy with ship action and I was soaking it in.

Something special awaited in 1943, when it was announced in local papers that a military ship, named for Wallaceburg would stop in our port for a couple of days before proceeding to the Atlantic war front. And better still, it was rumoured we could go aboard. For a seven year old, well, this anticipation was a good as sliced bread (which we wouldn't experience until after the war!)

Fast forward a few years before we return to wartime. In later years, the viewing of Great Lakes vessels led me to researching, finding the "meat and potatoes" of the why's, what's and where's. Wartime brought crash building programs to shipyards on both



H.M.C.S. WALLACEBURG at Municipal Dock - Wallaceburg, Ont. November 20, 1943





Photo from Mann Historical Files

H.M.C.S. WALLACEBURG ready for tours – dockside, Wallaceburg, Ont. – November 20, 1943

sides of the border, many Great Lakes yards benefitting as U.S. and Canadian naval fleets were hurriedly bolstered. I not only remembered the plethora of (merchant) ships busily running up and down the St. Clair River, but the frequent intermingling of gray-hulled war vessels (as we called them) complete with deck guns. In particular, one special recall is seeing the former CLEVELAND BUFFALO (C & B Line) passenger sidewheeler "SEEANDBEE", cut down to an aircraft carrier (called Wolverine) pass upbound in August of 1942. She had been converted at Buffalo (didn't know that then) and was on her way to Chicago where she would be used to train U.S. airmen preparing for overseas combat.

Canada's wartime naval fleet grew from a meager 13 ships when the war broke out to a phenomenal 450 vessels of various sizes, most involved in the Battle of the Atlantic. Great Lakes shipyards that had suffered through a dry period following the Great Depression of the 1930's, suddenly saw ship ways spring to life once again. The twin city to Fort William, Port Arthur, Ontario (now Thunder Bay) was busy turning out what was called the Bangor Class minesweepers. They were fast, burned oil (rather than coal) and were used principally as escorts for coastal or trans-Atlantic convoys. An improvement in design came when a "sub-species", the Algerine Class were built (12 in Port

Arthur) subsequently finding favour as Senior Officers ships. One particular vessel of this group which was to make an impact on me, was included in a 1941-42 Canada National Defense building program. She would ultimately make an historic stop in her namesake port late in 1943. Fifty years later (even though the ship would be long gone) I would enjoy the distinct honour of taking part in a reunion of the ship's crew.

As an appropriate wartime gesture, Canadian warships were often named for communities across the Dominion of Canada. Local officials would petition the appropriate government department and hope for the best. Wallaceburg municipal and Chamber of Commerce officials followed this course of action and were duly informed early in 1943 that an Algerine Class minesweeper being built in Port Arthur, would be named H.M.C.S. WALLACEBURG. On November 18, 1943, the new ship was commissioned and with dispatch she headed downbound, slated to arrive in Halifax by December 13, 1943 where she would be assigned to the Western Atlantic Escort service. However, on November 20, 1943, she would slide into Wallaceburg, leaving the St. Clair River at Walpole Island where she would head inland for the 10 mile twisting and turning trek via the narrow Chenal Ecarte (Snye) and Sydenham Rivers. Here, she would

undergo close scrutiny by the excited and passionately patriotic community, myself one of the most excited.

In later years, I learned the H.M.C.S. WALLACEBURG stopped temporarily at Sarnia where she took on fuel and a few local officials. A Wallaceburg native Capt. George Sharen, veteran Great Lakes pilot came aboard at Sarnia to guide the vessel along the challenging inland passage to Wallaceburg.

On November 20, 1943, the H.M.C.S. WALLACEBURG ceremoniously arrived in port, the river banks filled with local townsfolk who were witnessing an historic occasion. I recall the late fall day as cold, damp, slate gray but remarkably brightened by such an exciting event. Sailors on deck looked so military-like while officers stationed throughout the ship sparkled with officiousness and wartime grins. It is a picture that remains with me today. There were various official functions to follow, including a champagne bottle breaking over her bow by the local mayor and his wife. Various presentations were made to the crew while the local Scottish kilted band played stirring music in the background. Newspaper reports estimated 8000 people were at dockside for the welcoming. Once all the preliminaries were completed, the moment I (and everyone else) arrived, a tour of the ship was to begin.

Ship inspection was reasonably well organized with a certain number allowed on board in shifts. I

was to carry with me a rather unusual memory as we toured the galley. A ship's galley hand was cutting cabbage for the crew's supper. As I passed his position, he offered me the heart of the cabbage which I accepted, but somewhat frazzled as to what to do with it. Should I keep it as a souvenir or eat it? (I ate it after clutching it for awhile, warming it with hand perspiration!) The cabbage heart incident would form an unusual lasting impression.

All day Sunday, November 21, 1943, the ship remained open for public inspection. I toured her more than once as an overwhelmed and inquisitive lad (and new ship fan) eager to take full advantage of the opportunity. Fifty years later, I would be surrounded by some of the very crew who were aboard during the "Wallaceburg's" visit back in 1943.

Early on Monday, November 22, our special ship left port, on to more serious work that would eventually see her serve in the Atlantic force.

In the spring of 1993, I received a call from local resident Willie Sharrow (who had served aboard the H.M.C. S. WALLACEBURG during wartime duty.) To my surprise and delight, he indicated a 50th reunion for crew members would be held in town during mid November. Would I like to serve on the organizing committee? Of course, with little hesitation, I accepted and felt duly honoured. Over the next few months I met with Jim McAlister of Toronto, event



GEORGES LECOINTE (formerly H.M.C.S. WALLACEBURG)

Photo courtesy of Skip Gillham





Photo from Mann Historical Files

Nov. 20, 1943 – H.M.C.S. WALLACEBURG Arriving Municipal Dock – Sydenham River

organizer, assisting with various duties. From November 11 to 14, 1993, about 35 former H.M.C.S. Wallaceburg crew members (several who were aboard during the 1943 local visit) rehashed old times, likely told a few lies, embraced each other, swapped stories, renewed friendships and generally benefitted from the stimulation provided through the warmth and camaraderie of such a nostalgic occasion. I provided photos, helped set up displays, acted as a guide for a bus trip of the area, shot a video tape of all events and prepared a take-away booklet capturing events of both 1943 and 1993. Needless to say, I enjoyed the opportunity in a very special way where I could show my appreciation in a small way to those brave men

who defended freedom under less than ideal conditions. At this writing, eight years after the 1993 reunion, networking still exists through a newsletter put together through the continuing efforts of organizer Jim McAlister. Sadly, each newsletter lists recent obituaries of some of the fine gentlemen I had met. But that is the expense of time.

What an honour and privilege to be part of both ends of the 50 year saga of the H.M.C.S. WALLACEBURG, definitely one of the town's most shining moments. My only regret was I could not find the galley hand who handed me the cabbage heart. I wanted to thank him again!

### Ship Facts-

His Majesty's Canadian Ship H.M.C.S. WALLACEBURG

Algerine Class Minesweeper

Builder: Port Arthur Shipbuilding Co., Port Arthur, Ont.

Launched: Dec. 17, 1942

Building Duration: 16 months, 12 days

Dimensions: 235 ft x 35 1/2 ft. X 10 1/2 ft.

Displacement: 1040 T.

Commissioned: Nov. 18, 1942

Christened: Wallaceburg, Ont., Nov. 20, 1943

Machinery: Geared turbines 2 shafts 2000 hp.

Crew: 104

Wartime Career:

Arrived Halifax N.S. Dec. 13, 1943, assigned to EG W-8 of the WLEF in February, 1944; reassigned to W-6 as senior officers ship and returned to W-8 at end of war.

Postwar Career:

Attached to HMCS Cornwallis as a training vessel summer of 1945; visited namesake port of Wallaceburg second time in July, 1946; paid off Oct. 7, 1946; recommissioned Nov. 1, 1950 for service as training vessel for cadets, spending summers of 1955 to 1957 on Great Lakes; paid off for last time Sept. 24, 1957; sold to Belgian Navy July 31, 1959, renamed Georges Leconte; scrapped 1959.



## DIVING GROUP TO SINK OLD MACKINAC FERRY

Reprinted from the Detroit Free Press, September, 2002

Before there was a Mackinac Bridge, there was a fleet of ships that carried people and their automobiles between Michigan's two peninsulas.

The last of those ships soon will slip below the surface of Lake Michigan, 350 miles from the waters it plied and for which it is named: the Straits of Mackinac.

Thirty-four years after it last sailed, its new owners – a group of divers calling themselves the Mackinac Project – plan to sink the 201-foot ship nine or ten miles off Chicago's Navy Pier. They expect it to happen this fall or next spring.

"You just don't see ships like this anymore," David Wetherald said while standing on the ship's steel deck at its mooring on Chicago's Calumet River. "This was pretty high class in its heyday. It's from

another era. It was a completely different way of life."

Wetherald owns a Chicago-area dive shop and is president of the Tim Early Foundation, which is paying to prepare the STRAITS OF MACKINAC for its final journey.

After the ship is sunk, the club plans to dive on it.

Built in 1928 in River Rouge, the vessel was the flagship of a fleet of state-owned ships that ferried people and cars across the waterway linking lakes Michigan and Huron, and was the first built especially for the straits route.

Its crew members over the years included former Attorney General Frank Kelley.

"You ate together, you slept together and, especially on pay-day, you fought together," Kelley, 77, said.

*By the Associated Press*



Photo from Great Lakes Dossin Museum

STRAITS OF MACKINAC - Built in 1928 at Great Lakes Engineering Works in Ecorse, MI  
Measured 190 ft. long, 48 ft. wide, 16.6 ft. depth



# STRAITS FERRY ADDS CAR DECK

State Acts To Improve Service as the Tourist Business Increases.

CHEBOYGAN, Mich., June 1.—The efforts of the State Highway Department to keep the ferry system, connecting the Upper and Lower Peninsulas, up with the constantly growing tourist demand are evidenced here by addition of a new automobile deck on the steamer Straits of Mackinac, the newest boat of the fleet plying between Mackinaw City and St. Ignace.

In 1927, the tourist traffic between the peninsulas broke all records and overtaxed facilities of the St. Ignace and the Mackinaw City, the two boats in operation, and the State decided that the only relief for the situation was a third ferry. A new boat was built during the winter of 1927, and was placed in operation last summer.

But the popularity of Michigan as a resort and tourist mecca had progressed more than the State had anticipated, and last year's traffic took an enormous jump. All records were broken as motorists from every state sped to Michigan resorts and the scenic wonderland of the "fingers" of the Michigan Palm and into the Upper Peninsula.

Still further expansion of ferry capacity was necessary, although the new boat had only been in service one season. As a temporary relief, a new auto deck was ordered built on the ferry Straits of Mackinac.

The contract was awarded to the J. B. Lunds Sons firm of Cheboygan, and called for construction of a fore-deck capable of holding 25 automobiles, at a cost to the State of \$25,000. The work was completed this week with a steam operated elevator to lift cars from the first to the second decks.

The boat was taken to St. Ignace to undergo stability tests. It went into operation between Mackinaw City and St. Ignace Wednesday. Two boats will be operated until June 30 when the third will be added.

The growth of the tourist movement in Michigan as reflected in the traffic between the two peninsulas, is shown by the following statistics based on cars transported by the ferry boats: 1924, 28,468; 1925, 80,374; 1926, 91,324; 1927, 93,768; 1928, 107,566. Traffic receipts in 1927 were \$289,712, and last year \$334,103.25.

## FERRY BOAT ADDS AN AUTO DECK



THE State ferry boat, Straits of Mackinac, as it appears with a new deck, built to carry motorists' automobiles.

Article printed in the Detroit News June 2, 1925



Post Card of STRAITS OF MACKINAC and CITY OF PETOSKY

# GREAT LAKES & SEAWAY NEWS



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

*Editor:* James Morris  
22919 Alger  
St. Clair Shores, MI 48080

Greg Rudnick  
Emily Oset  
Dan McCormick  
Mike Skinner  
Roger Chapman

Dan Kaminski  
Ray Oset  
Rene Beauchamp  
William Howell  
Great Lakes Log

John Vournakis  
Jim Sprunt  
Steve Elve  
Terry Beahen

*Seaway News Editor:* Skip Gillham

Several errors were discovered in Volume L, Number 1, Seaway News. We apologize and would like to point out the following corrections:

On page 31 – the picture of the CANADIAN TRADER is in 1996 not 2001. It says she did not operate after 1999 and have a picture taken in 2001 (oops).

On page 50 – the CANADIAN VOYAGER picture is taken by Skip Gilliam not Jim Morris.

On page 38 – the story of the J.W. WESTCOTT II ends in midsentence and is missing the conclusion of the article. Following is the complete sentence along with the missing portion:

– Around 10:00 A.M. the PAJ found the hull resting upside down on the Canadian side of the river off the north end of Zug Island in 30 feet of water. At about 6:00 P.M. the river was opened to one way traffic on the American side and the search was suspended for the missing crew. The Port Huron pilot boat HURON MAID was brought to Detroit to act as pilot boat and mailboat. –

## JANUARY

Jan.1 ...The 40 foot Buffalo Industrial Diving Co. tug DEEP SEA sank in the Buffalo River due to weight of accumulated snow on her deck. She was raised by crane and placed on blocks.

...Figures were released for the St. Lawrence Seaway showing 40.76 million tons of cargo of all types moved through the system in 2001. It was down from 42.6 million tons in 2000.

Jan.3 ...Oglebay Norton announced it had reached a multi-year agreement to pool their fleet operations with American Steamship. The agreement provides for the coordination of dispatch and other fleet operations, but will not involve the transfer of any assets.

Jan.4 ...The Midwest Energy Terminal in Superior, WI shipped a total of 17.2 million tons of coal in 2001, up from 16.4 million tons shipped in 2000. The dock has increased its every year since 1992.

...LTV Steel announced the procedures for the sale of its Cleveland Works East and Indiana Harbor Works integrated steel assets. An auction will be conducted at 9:00 A.M. on February 27, 2002 in Cleveland. A hearing to approve sale of assets will be held in Youngstown, OH at the United States Bankruptcy Court the next day.

Jan. 11 ...The Port Clinton City Council approved a seven year contract with Island Express Lines Ltd. to lease city dock space for \$10,000 a year. Island Express will run a ferry service to Put-In-Bay from the dock.



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**GREAT LAKES & SEAWAY NEWS •**


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Jan. 14 ...The last upbound to pass through the Soo Locks for the 2001 season was Great Lakes Fleet's PHILIP R. CLARKE bound for Superior. The last ship of the season was downbound ALGOMARINE. The locks will officially close tomorrow at midnight, but no vessels are expected to pass through.

... Oglebay Norton announced it had entered into an agreement in principal to acquire Erie Sand & Gravel Co.. It is a cash for stock transaction and includes all six companies that make up Erie Sand & Gravel. They are Erie Sand & Gravel, Erie Navigation, Erie Sand Steamship Co., Serv-all Concrete, S. & J. Trucking and Mountfort Terminal. The deal includes the company's ships RICHARD REISS, J. S. ST. JOHN and DAY PECKINPAUGH.

Jan. 15 ...Great Lakes Fleet's PHILIP R. CLARKE arrived in and was placed on the drydock at the Fraser Shipyard. ...The research vessel R/V BLUE HERON departed her berth in Duluth to study the effects of winter on Lake Superior. The mild winter and lack of ice on the lake made the trip possible. Until today the latest trip out on the lake had been on December 20, 1998.

Jan. 16 ...Lake Shipping's KAYE E. BARKER and the Andrie barge A-397 were removed from the drydock at Bay Shipbuilding in Sturgeon Bay. They were placed at berths in the shipyard by several unnamed Selvick tugs.

Jan. 17 ...United States Steel Corporation announced they had entered into an option agreement with NKK Corporation of Japan. The agreement grants U. S. Steel an option to purchase all of NKK's stock in National Steel and to restructure a \$100 million loan previously made to National Steel by an NKK subsidiary. NKK's stock represents 53% of National's outstanding shares, the option expires on June 15, 2002. U. S. Steel is not going to exercise the option at time, National must satisfy several conditions first.

Jan. 18 ...Great Lakes Fleet's EDGAR B. SPEER was placed on drydock at Bay Shipbuilding by several unnamed Selvick tugs.

Jan. 22 ...Essroc's STEPHEN B. ROMAN departed her lay up berth in Toronto to make three trips from Picton carrying cement to Lake Ontario ports.



J.S. ST. JOHN – Erie, PA – September, 2001

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**• GREAT LAKES & SEAWAY NEWS**


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Photo by James R. Hoffman

DAY PECKINPAUGH – Erie, PA – September, 2001

...The Marinette Marine built Juniper Class Coast Guard Cutter CYPRESS (WLB - 210) departed Marinette Marine to conduct sea trials on Green Bay. She returned the next day after completing her trials. She was assisted in and out of the Menominee River by the tug ERICA KOBASIC.

...N. M. Paterson & Sons announced they have entered into an agreement with Acomarit Canada to manage its ships starting on April 1, 2002.

Jan. 24 ...Inland Lakes Transportation's J. A. W. IGLEHART arrived in Detroit and went into lay-up ending her 2001 season.

Jan. 25 ...The fueler HAMILTON ENERGY was removed from the drydock at Port Weller Dry Docks by the tugs VAC and JAMES E. MCGRATH and placed at the fitout wall. The tugs then took the SAUNIÈRE from the fitout wall and placed her in the drydock. She will have her five year survey done, have some bottom plating replaced, a new forward half for self-unloading boom and have her hatch covers replaced.

Jan. 26 ...Marinette Marine launched the United States Juniper Class Coast Guard Cutter OAK (WLB - 211). She was christened by Artie Winifred "Billye" Brown, wife of Congressman Henry E. Brown Jr. of South Carolina. The OAK will be stationed in Charleston, SC upon commissioning. She was named after an earlier cutter named OAK that was stationed in Staten Island, NY, she was decommissioned on November 6, after 43 years of service.

Jan. 27 ...The salty SJARD got caught in a gale with 20 to 30 foot seas of the coast of Newfoundland. Her bilge pump failed and she was abandoned by her crew of 14. The ship sank approximately 400 miles off St. John's, Newfoundland. She was on a voyage from Liepaja, Latvia to St. John's with steel products.

Jan.30 ...Central Marine's JOSEPH L. BLOCK arrived at the Bay Shipbuilding Yard and went into lay-up ending her 2001 season.



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**GREAT LAKES & SEAWAY NEWS •**


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Jan. 31 ...Mesabi Nugget secured \$16 million in loans from the State of Minnesota for their new plant. \$8 million will come from the Iron Range Resources and Rehabilitation Board, the other \$8 million from the Minnesota Department of Trade and Economic Development. The Pilot Plant will be constructed at Cleveland Cliffs North Shore Mining Co. property in Silver Bay. The plant is expected to be in operation by February 2003.

**FEBRUARY**

Feb.1 ...The tug/barge MARK HANNAH/E-63 ran aground in a snow squall near Buoy 13 in Saginaw Bay, the barge is loaded with Calcium Chloride. The Malcom tug MANITOU arrived late the next day to assist refloating the barge. However, with gale force winds blowing in the area the two tugs didn't free the barge until February 4. They then proceeded into the Saginaw River bound for Dow Chemical, once there the United States Coast Guard conducted an inspection.

Feb.6 ...The 300 foot Purvis Marine Crane Barge G.L.B. NO. 2 sank at its dock in the Canadian Soo. A heavy lift crane was brought in and removed the deck crane from the barge on February 9. The barge was refloated on February 18 and moved to the Shell Oil Dock for inspection. A crack in her bottom was discovered and several holes that resulted from her settling on the river bed.

...Specialty Restaurants Corp. owners of the LANSDOWNE presented plans for her restoration to the Erie City Council. The Council Members have reservations and put off looking at the project until next week. Members are worried that this project will stall out like a restaurant project Specialty has in Buffalo.

Feb.7 ...Minnesota Power resumed operations at the closed former LTV Power Plant in Taconite Harbor. They plan to use the plant to generate electricity to be sold on the open market.

Feb.8 ...300 workers went on strike at Bay Shipbuilding in Sturgeon Bay due to unfair labor practices. They have been working without a contract since August 31, 2001. The workers returned to work on February 12 because they felt they had made their point.

Feb.9 ...The tug/barge JOYCE L. VAN ENKEVORT /GREAT LAKES TRADER departed their lay-up berth in Escanaba and moved over to the ore dock. They then loaded and departed for Indiana Harbor on their first trip of the 2002 season.

Feb.13 ...The Erie City Council approved plans for Specialty Restaurants LANSDOWNE Project. Specialty officials stated they expect to start the renovation by May 15. They plan to strip the boat down to bare metal, the project is expected to be completed in 10 months.

Feb. 15 ...The United States Coast Guard Cutter SWEETGUM was decommissioned at Mobile, Alabama. She was stationed at Grand Haven, Michigan in the 1940's for a short time.

Feb.16 ...Algoma's PETER R. CRESSWELL arrived in Sarnia and went into lay-up alongside Algoma's ALGOWOOD at the Government Dock, she has been running salt out of Goderich.

Feb.20 ...The Norfolk Southern Railroad Lift Bridge over the mouth of the Cuyahoga River has been ordered to remain closed by the United States Coast Guard. Cracks were discovered in the bridge that must be repaired before it returns to operation. This could delay the ships wintering in Cleveland from starting the season as scheduled.

Feb.25 ...A Canadian Court fined Prime Maritime Orient of the Philippines \$80,000 for bilge oil dumped by their salty BALTIC CONFIDENCE. An additional \$45,000 was to be paid to an environmental damages fund. The BALTIC CONFIDENCE was off Nova Scotia in 1999 when a Canadian Coast Guard Helicopter spotted the ship trailing an oil slick. This is the largest fine ever issued by a Canadian Court for offshore pollution. In June of 2001 the BALTIC CONFIDENCE was sold and renamed MILLENIUM BALTIC.

...Acheson Ventures of Port Huron announced the purchase of the Canadian Tall Ship HIGHLANDER SEA from Secunda Marine Services of Nova Scotia. The amount of the purchase was put as in the high six figures area. They plan to dock her at the Port Huron Seaway Terminal Dock. She was built in 1924 by James Tarr Shipwrights in Essex, Mass. as a 154 foot Grand Banks Topsail Schooner.

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• GREAT LAKES & SEAWAY NEWS

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Feb.26 ...The tug/barge EVERLAST/NORMAN MCLEOD departed Port Colborne upbound on their maiden voyage bound for Windsor. They arrived at Sterling Fuels the next day. After tying up the barge was loaded with a test cargo of oil. The oil was then pumped right back off to test her pumping systems. Once her systems passed they departed and crossed the Detroit River and proceeded up the Rouge River to load a cargo of Asphalt.

Feb.27 ...As many as four ferry plans across Lake Erie to Canada are in the planning stages. In Toledo the Port Authority has received a \$500,000 Federal Grant to buy a hovercraft. The total cost is estimated at \$2 million, the balance is to be paid by selling bonds. The plan is to operate a year round service between Toledo and Windsor, making four trips a day. The destination would be the Windsor Casino and they hope to have the service in operation by the fall of 2002.

...A company by the name Island Rocket is working on a ferry service from Sandusky to Leamington. They hope to be in operation by the summer of 2003. The Cleveland Port Authority has received a \$800,000 Federal Grant to explore a ferry service to Port Stanley. No start up date has been set at this time. The Erie Port Authority is looking into a two boat service to Port Stanley or Port Dover. They hope to have it in operation by 2005.

Feb.28 ...United States Bankruptcy Judge William Bodoh approved the sale of LTV Steel to W. L. Ross & Co. LLC. The deal includes the LTV Steel Mills in Cleveland, OH, East Chicago, IL and Hennepin, IL. It also includes the Coke Plant in Warren, OH, the Iron Ore Transfer Facility in Lorain, OH and three short line railroads. It does not include a Coke Plant in Chicago, IL, LTV's Mining Operations or Tubular Steel Division. W. L. Ross will pay \$80 million in cash and \$47.5 million for inventory and assume various obligations, which include any environmental costs and liabilities. The liability costs are estimated to be \$200 million.

**MISC:** The Marine News, Journal of the World Ship Society reported the following items in their October and November Issues:

RENAMES:

AYANE (Ex - BIRKNES - 92, BULKNES - 89, COBO BAY - 88, KIELDRECHT - 86) Built 1977, was sold by Yardimri Den. Ve Nak S.A., Turkey to unspecified owners, Turkey and renamed KARADENIZ S. in 2000.

D. C. EVEREST (Ex - CONDARRELL - 89, D. C. EVEREST - 81) Built 1953, was renamed CONDARRELL by McKeil Marine Ltd., Canada in 2000.



Photo by Jim Morris

FEDERAL FRASER downbound in St. Clair River off St. Clair – May 28, 1995



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FAIRPLAY XII - Tug built 1968, was sold by Fairplay Schlepdpampfschiffs - Reeder Richard Borchard GMBH, Germany to Jadran Tuna D.O.O., Croatia in 2001 and renamed CEDAR.

FEDERAL FRASER (Ex - FEDERAL ST. LOUIS - 91, SELKIRK SETTLER - 91) Built 1987, was renamed FRASER by M & N Shipping Corp., Panama in 2001.

FULLNES (Ex - FARNES - 88) Built 1979, was sold by Morosaco Shipping Co. Ltd., Cypress to Fulton Bulk A.S., Bahamas in 2001 and renamed CEM K..

JOHN JACOBSON research & rescue vessel was renamed 2000-03 by the Government of Canada (Transport Canada), Canada in 2000.

LOUIS R. DESMARAIS - Built 1977, was renamed CSL LAURENTIEN by Canada Steamship Lines Inc., Canada in 2001.

MALENE SIF - Tanker Built 1994, was renamed SICHEM MALENE by Kil Singapore Pte. Ltd., Singapore in 2001.

TADOUSSAC - Built 1969, was renamed CSL TADOUSSAC by Canada Steamship Lines Inc., Canada in 2001.

#### CASUALTIES:

WINDOC (Ex - STEELCLIFFE HALL - 88, Aft Section RHINE ORE - 76) Built 1977, Owned by N. M. Paterson & Sons Ltd., Canada. Struck a bridge at Allanburg, Ontario August 11, 2001. Sustained serious damage to her funnel and wheelhouse and caught fire. The fire was extinguished but she was holed when she ran over her anchor and started to flood. It has been suggested that she is likely to be declared a constructive total loss. She was on a passage from Thunder Bay for St. Lawrence Ports with 26,000 tons of wheat.

NOTE: November - WINDOC has been declared a total loss. she is to be towed to Hamilton then Montreal where the cargo will be discharged and a decision will be made with regard to her future, scrapping is a possibility.

#### SCRAPPED:

ALFARAH I (Ex - ALFARAH - 96, ZABRZE - 95) Built 1969, was sold by Abdul Kader Sabra (Riamar Shipping Co. Ltd.), Syria to Indian Breakers and arrived Alang July 21, 2001.

#### MARCH

Mar.1 ...Inland Lakes Transportation's ALPENA was unable to sail as scheduled due to the Norfolk Southern Railroad Bridge being inoperable at the mouth of the Cuyahoga River in Cleveland. They brought out the PAUL H. TOWNSEND instead.

Mar.6 ...Great Lakes Transportation LLC announced that the shipping arm of the company will now be called Great Lakes Fleet Inc..

Mar.9 ...A storm with winds gusting over 50 MPH hit the eastern end of Lake Erie and the western end of Lake Ontario in the evening hours. In Hamilton, Paterson's WINDOC had her lines part and she floated away from Pier #8, she drifted across the harbor until she grounded in shallow water. Canada Steamship Lines JEAN PARISEAN also had lines part, however her anchor kept her bow against Pier #12 but her stern swung around up against Pier #14. Grand River Navigation's MCKEE SONS lines parted and she started to drift out into the bay. Two unnamed McKeil tugs came to her rescue and tied her back up to Pier #10. In Port Colborne Algoma's JOHN B. AIRD had her lines part and she drifted across the Welland Canal up against Upperlake's CANADIAN OLYMPIC. Canada Steamship Lines CSL TADOUSSAC had her forward lines part, but the stern lines held and she just drifted off the dock. The drill ship LOUIS J. GOULET also had her forward lines part.

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Photo by James R. Hoffman

WINDOC downbound Welland Canal – September 6, 2001

Mar.11 ...The tug/barge EVERLAST/NORMAN MCLEOD stopped in Monroe with the tug experiencing engine trouble.

Mar.12 ...The Mckeil Tugs BONNIE B. III, CARROL C. I, SALVAGER and LAC MANITOBA pulled the WINDOC free and towed her back to Pier #8 in Hamilton, where she was tied back up.

...The 67 ton steam engine from the carferry CHIEF WAWATAM was placed at the Wisconsin Maritime Museum in Manitowoc. The engine was placed at its permanent site and they will build a room around it as part of a \$1 million expansion project. The engine had been in storage at Bay Shipbuilding and was placed on a barge and brought to Manitowoc last week.

Mar.13 ...The Provmar Tanker HAMILTON ENERGY departed the fitout wall at Port Weller Dry Docks and proceeded down through Lock #1 of the Welland Canal. Once clear of the lock she tied up to the approach wall to have work done to her new variable pitch propeller. She departed the next day and conducted sea trials on Lake Ontario, after passing she headed for her homeport of Hamilton.

Mar.15 ...The ferry VILLE MARIE II, currently being scrapped at Sorel, capsized.

Mar.16 ...The Purvis Marine tug ATLANTIC CEDAR and the MenashaTugboat Co. tug MENASHA towed the tug/barge EVERLAST/NORMAN MCLEOD to the Sun Oil Dock in Sarnia. The ATLANTIC CEDAR then towed the tug EVERLAST up to the Government Dock. The EVERLAST will have her engine repaired and the ATLANTIC CEDAR took over with the MCLEOD until repairs are completed.

Mar.17 ...Inland Lake Transportation's PAUL H. TOWNSEND arrived in Muskegon and went back into lay-up.

Mar.19 ...The salty LAKE CARLING developed a four meter crack in her #4 cargo hold while transiting the Cabot Strait east of Cape Breton Island. A Canadian Coast Guard helicopter dropped additional pumps to help with the incoming water. She altered course for Sydney, Nova Scotia and was proceeding at slow speed. Early the next morning the crack started to get larger and the ship was forced to stop. Tarps were placed over the crack to try and slow down the incoming water. The Canadian Coast Guard Cutter GEORGE R. PEARKES arrived and is standing by to assist. On the morning of March 21 the salvage tug RYAN LEET arrived and by March 23 was able to make temporary repairs to the crack. After the weather subsided they departed for Quebec City to have permanent repairs done, arriving on March 26. The LAKE CARLING had been on a trip with ore from Seven Islands, Quebec to Trinidad.



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Photo by Roger Chapman

WINDOC aground on the north side of Hamilton Harbour  
(at the Pier 31 area) Burlington, Ontario side – March 10, 2002

...The United States Coast Guard Icebreaker MACKINAW passed up through the Poe Lock bound for Thunder Bay to break the harbor out. The Bay Class tug KATMAI BAY worked in the lower St. Mary's River where the ice is reported to be 6 to 14 inches thick. The Bay Class tugs NEAH BAY and BISCAYNE BAY worked in the Straits of Mackinac clearing a path through the channel.

...Great Lakes Fleet's EDGAR B. SPEER was removed from the drydock at Bay Shipbuilding in Sturgeon Bay by unnamed Selvick Tugs. She was tied up alongside Interlake's MESABI MINER.

Mar.20 ...Canada Steamship Lines FRONTENAC was removed from the drydock at the Pascol Shipyard in Thunder Bay by the tugs GEORGE N. CARLTON & PENINSULA and placed at the fitout wall. The same two tugs then moved Algoma's ALGOSOO into the drydock.

...Repairs were completed on the Norfolk Southern Railroad Bridge at the mouth of the Cuyahoga River in Cleveland. The damaged shaft in the bridge's eastern tower was replaced. The shaft in the western tower is in better shape and will be replaced after the shipping season ends. With the bridge back in operation Inland Lakes Transportation's ALPENA departed upbound for Alpena.

...Captain Normac's Riverboat Inn Ltd. of Toronto, owners of the JADRAN, filed for bankruptcy protection. Owner John Letnik stated they owe unsecured creditors more than \$3 million, including \$475,000 to himself, \$2 million to a Slovenian man by the name of Andrej Pintar (who was described as a close relative) and the balance to suppliers. The JADRAN has been valued at about \$200,000 by a Toronto Appraisal Co.. A majority of the creditors approved the bankruptcy plan. The plan is to create a new company that will not have the debts of the present one. The new company will be purchased by a friend of Letnik's for at least \$600,000 and he will hire Letnik to manage the restaurant.

Mar.21 ...Canada Steamship Lines announced they have finalized an agreement with N. M. Paterson & Sons to purchase the ships PATERSON, CARTIERDOC and MANTADOC. They will be renamed PINEGLEN, CEDARGLEN and TEAKGLEN respectively.

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Mar.24 ...The McKeil Marine tug JOHN SPENCE departed Port Colborne towing Canada Steamship Lines CSL TADOUSSAC bound for Toledo. They arrived the next day and the TADOUSSAC was placed on the drydock at the Toledo Shipyard for rudder repairs.

Mar.25 ...American Steamship's INDIANA HARBOR was the first commercial ship to pass through the Soo Locks for the 2002 season. She was downbound with coal for Muskegon and cleared the Poe Lock at 2:13 A.M.. The first upbound of the season was Great Lakes Fleet's EDGAR B. SPEER, she cleared the Poe Lock at 8:00 A.M..

...WL Ross & Co. LLC. announced that the former LTV Steel Mills will be operated by the newly formed International Steel Group Inc.. They plan to start limited production within the next eight weeks and will increase operations consistent with market conditions.

Mar.26 ...A ceremony was held at Lock #3 on the Welland Canal honoring Lower Lakes Towing's MISSISSAGI as the first ship of the season. She had departed Hamilton and stopped at Wharf #12 on the canal later in the day to load stone. The first downbound was Canada Steamship Lines RT. HON. PAUL J. MARTIN which had wintered in Port Colborne, bound for Quebec City. Canada Steamship Lines MAPLEGLLEN had the honor of being the first ship to arrive and transit the canal downbound.

...The St. Lawrence Seaway was opened by Canada Steamship Lines CSL NIAGARA when she passed upbound through the St. Lambert Lock. The first downbound transit was made by Canada Steamship Lines JEAN PARISEAN out of Hamilton bound for Pointe Noire. The first upbound salty was the STRANGE ATTRACTOR bound for Toronto.

...For the first time in its 125 year history, the Arnold Transit Co. was able to run ferries all winter between St. Ignace and Mackinac Island. They used the HURON and CHIPPAWA which have reinforced steel hulls. The service usually stops in January, but due to a lack of ice this winter they never had to stop.

...Upperlake's GORDON C. LIETCH departed Hamilton bound for Thunder Bay. She arrived at the Welland Canal in the evening and made an over night passage. She did not operate during the 2001 season.

Mar.28 ...The CHIOS PRIDE passed up the Welland Canal, she is the first salty of the season and is bound for Thunder Bay.

Mar.29 ...Canada Steamship Lines CEDARGLEN struck the sill in the Snell Lock on the St. Lawrence Seaway while upbound with titanium slag for Ashtabula. She sustained damage to her forepeak area several feet above the waterline, it was slightly cracked and dented inward. After an inspection she was allowed to continue. She passed up the Welland Canal on April 1 and stopped at Wharf #16 in Port Colborne for repairs.

...The United States Juniper Class Coast Guard Cutter SYCAMORE (WLB - 209) passed down the Detroit River on her delivery trip to Cordova, Alaska. She passed down the Welland Canal on March 31.

...Upperlake's CANADIAN OLYMPIC lost power while upbound in the Amherstburg Channel in the lower Detroit River. She dropped both anchors, but still ran aground. The next morning she was pulled free by the McKeil tugs DOUG MCKEIL, STORMONT and SALVOR. She has no apparent damage, but did lose an anchor.

Mar.30 ...A broken unloading belt at the P & C Ore Dock in Conneaut, Ohio forced Great Lakes Fleet's EDGAR B. SPEER to stop unloading. Since the SPEER is designed with only a 52 foot unloading boom, Lake Shipping's LEE A. TREGURTHA tied up alongside the SPEER to assist her in unloading. The SPEER unloaded into the TREGURTHA which then unloaded the ore on the dock.

**APRIL**

Apr.1 ...The Great Lakes Naval Memorial and Museum of Muskegon is applying for a \$32,000 grant from the State of Michigan Coastal Zone Management Program. They want to use the grant money to bring the LST - 393 up to museum quality. A second grant of \$10,500 is being sought to develop a historical curriculum. Any grants would require matching funds by the museum. As part of the plan to put the ship on display, museum officials want to open



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the LST's bow door permanently and put glass panels and a workable door way in the front of the ship.

...The Pere Marquette Shipping Company tug/barge UNDAUNTED/PERE MARQUETTE 41 departed Ludington bound for Marinette. They were laid up all of the 2001 season.

Apr.2 ...The cruise ship ARCADIA was sold to Panamanian owners and renamed CARIDIC STAR. She has been under arrest in Montreal since last summer.

Apr.3 ...Rouge Steel is in the process of applying for a Federal Loan under a Department of Commerce Program. It will allow Government backed loans to steel companies that have been hurt by cheap foreign imports. A consortium of local banks are willing to back Rouge's application. With the loan Rouge plans to phase out its blast furnace operations. In there place Rouge will install a new system of melting scrap steel in electric furnaces.



Photo by Skip Gillham

GORDON C. LEITCH upbound between Lock #1 and Lock #2 on Welland Canal – April 27, 2002

...A Grimsby Ontario Conservation Club is hoping to raise \$20,000 to move the hull of the CANADIANA off Grimsby, where they want to sink it as a dive attraction. She is currently resting at Ramey's Bend on the Welland Canal.

Apr.4 ...Algoma Tankers ALGOEAST arrived at Port Weller Dry Docks and tied up at the fitout wall to wait for room in the drydock.

Apr.5 ...The salty LAKE CARLING had repairs completed at Quebec City and started reloading her cargo.

...N. M. Paterson & Sons have put the QUEDOC, WINDOC and VANDOC up for sale in as is where is condition with no restrictions as to use. Sealed bids are to be opened on May 3.

Apr.6 ...As a taxi cab arrived at the Port Weller Pilot Station on the Welland Canal, something went wrong and the cab with driver inside plunged into the canal. The salty IRA was inbound at the time and had to tie up at Wharf #2 while rescue workers searched for the cab. They located it a short time later, but they could not save the driver. Preliminary findings indicate the driver suffered a heart attack as he arrived, hit the accelerator pedal and plunged into the canal.

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Apr.7 ...The SAUNIÈRE was removed from the drydock at Port Weller Dry Docks by the tugs JAMES E. MCGRATH & SEAHOUND and was placed at the fitout wall.

Apr.8 ...Algoma Tanker's ALGOEAST was shifted from the fitout wall into the drydock at Port Weller Dry Docks by the tugs JAMES E. MCGRATH & VAC.

Apr.9 ...The J. W. WESTCOTT II returned to service on the Detroit River. She met Great Lakes Fleet's upbound PHILIP R. CLARKE as her first delivery since last October's sinking.

...The Great Lakes Dredge & Dock dredge LIBERTY ISLAND was christened at a ceremony in Port Everglades, Florida. She was built at Bay Shipbuilding last year.

Apr.10 ...The SAUNIÈRE departed Port Weller Dry Docks downbound through Lock #1 of the Welland Canal bound for the Magdalen Islands.

...Canada Steamship Lines MANTADOC had her new name TEAKGLEN painted on her hull in Montreal.

Apr.11 ...Canada Steamship Lines CSL TADOUSSAC was removed from the drydock at the Toledo Shipyard by the Great Lakes Towing Tugs ILLINOIS & LOUISIANA. Once clear she departed bound for Picton, Ontario.

...The salty YARMOUTH ran aground shortly after departing Montreal due to generator problems. She was freed by the Groupe Ocean tugs OCEAN INTREPIDE & OCEAN JUPITER and towed to the Pointe-Aux-Trembles anchorage for inspection.

Apr.12 ...Cleveland Cliffs announced they have entered into a long term agreement to supply iron ore pellets to International Steel Group Inc. (the old LTV Steel). The 15 year contract provides that Cliffs will be the sole supplier of pellets to International Steel. The estimated annual requirement of pellets is 5 million tons. Cliffs also announced it had purchased \$13 million in International Steel Common Stock, which is about 7% of the company.

...International Marine Salvage of Port Colborne have almost finished scrapping the TARANTAU and work has started on the forebody of the LOUIS R. DESMARAIS.

Apr.15 ...Algoma's ALGOWOOD was downbound in the St. Mary's River when she ran aground at Mission Point in the fog shortly after 9:00 A.M., she apparently made too wide a turn. The grounding caused damage to her forward ballast tanks. The river had been closed overnight due to heavy fog in the area, the ALGOWOOD was the first ship down after the Coast Guard re-opened the river. The Coast Guard closed the river again until the ALGOWOOD was freed. After grounding she developed a 10 degree list to port. The list was finally corrected at about 2:30 A.M. the next day. At about 8:00 A.M. the Purvis Marine tug AVENGER IV and the Great Lakes Towing tugs FLORIDA & MISSOURI pulled her free and towed her up to the Carbide Dock for inspection. She had been bound for Nanticoke with a load of coal.

Apr.16 ...The Coast Guard opened the St. Mary's River at about 12:30 P.M.. The first downbound ship was the CANADIAN OLYMPIC, the first upbound was the GEORGE A. STINSON. There are 19 vessels waiting their turn to transit the river.

Apr.17 ...Algoma's ALGOSOO departed Algoma Steel in the Canadian Soo and passed down through the Soo Locks and tied up along side the ALGOWOOD just before midnight. On May 18 shortly after midnight the ALGOWOOD started transferring her coal cargo to the ALGOSOO.

Apr.18 ...Just before 10:00 P.M. the ALGOSOO pulled away from the ALGOWOOD and proceeded down the St. Mary's River bound for Nanticoke. A short time later the ALGOWOOD departed the Carbide Dock upbound heading for the Pascol Shipyard in Thunder Bay for repairs.

Apr.19 ...The legal team representing N. M. Paterson & Sons Ltd. in the WINDOC accident last August is seeking a case management judge to move the case along. Paterson is seeking \$20 million to cover financial damages suffered by the company. A lawsuit was filed last October against St. Lawrence Seaway Management.

...The ALGOWOOD arrived in Thunder Bay just before midnight and went to anchor off the breakwall. The next morning at daybreak she was met by the tugs PENINSULA and GEORGE N. CARLTON which helped her



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into the drydock. Once the drydock was drained, the damage was found to be 70 feet long and 8 feet wide.

Apr.21 ...The McKeil tug PROGRESS was upbound in the St. Lawrence Seaway near Morrisburg with a deck barge when a strong current pushed her into Buoy #82. She suffered some hull damage near the waterline. She stopped at the Iroquois Lock and made temporary repairs, she departed on April 23 bound for Hamilton and permanent repairs.

Apr.24 ...American Steamship's ST. CLAIR lost power in the lower St. Clair River and had to anchor. Malcolm's tug MANITOU along with the Great Lakes Towing tugs WYOMING & PENNSYLVANIA arrived and towed her up to Marysville Contaminated fuel is believed to have been the problem.

Apr.26 ...Algoma Tankers ALGOEAST was removed from the drydock at Port Weller Dry Docks by the tug JAMES E. MCGRATH and placed at the fitout wall.

Apr.28 ...American Steamship's ST. CLAIR arrived at Bay Shipbuilding to have her fuel system checked out. She departed on April 30 heading upbound.

Apr.30 ...The LADY N. was relaunched in Toronto after sitting idle on a pier for several years. She is a Toronto sightseeing boat.

...The Georgian Bay ferry SANDY GRAHAM passed down the Welland Canal bound for Hamilton. She will be drydocked at Heddle Marine for some bottom work.

**MISC:** The Marine News, Journal of the World Ship Society reported the following items in their December & January Issues:

**RENAMES:**

BALTIC CONFIDENCE (Ex - BALTIC - 91, BALTIC - 89, TRUST - 84) Built 1979, was renamed MILLENIUM BALTIC in 2001 by Prime Orient Maritime Corp., Philippines.

DANIS KOPER (Ex - CARLE - 94, CARLETON PROGRESS - 88, FORT CARLTON - 86) Built 1978, was sold by Fast Shipping Ltd., Malta to Villa Denizcilik Sanayi Ve Ticaret A.S., Turkey in 2001 and renamed MERT V.

FEDERAL MACKENZIE (Ex - FEDERAL RICHELIEU - 91, CANADA MARQUIS - 91) Built 1983, was renamed MACKENZIE by M & N Shipping Corp., Panama.

JAYA STAR (Ex - THORSCAPE - 00) Built 1977, was sold by Xinet Pte. Ltd., Singapore to Maidavine Ltd., St. Vincent and the Grenadines in 2001 and renamed SARA STAR.

LAURA LYNN (Ex - NEWCASTLE - 92, WILLIAM S. BELL, Minn, YANKEE, MARY T. TRACY, SEAVAL, NAVAJO) Tug Built 1950, was sold by Unspecified Owners, USA to Gaelic Tugboat Co., USA in 1999 and renamed SUSAN HOEY.

MINA CEBI (Ex - Loretta V - 91, PROTECTOR - 88, EL GENERAL - 83) Built 1980, Was sold by Cebi Metal Sanayi Ve Ticaret S.A., Turkey to Arizona Navigation Ltd., Malta in 2001 and renamed ARIZONA DREAM.

ST. GEORGE (Ex - ST. GEORGE A. - 00, JEANNIE - 99, OLYMPIC PHOENIX - 92, LONDON BARON - 83) Built 1977, Was sold by Continuous Shipping Ltd., Panama to Chios Pride Shipping & Trading S.A., Panama in 2001 and renamed CHIOS SKY.

TIGNISH SEA (Ex - BOMARE - 92, OURO FINO - 81) Tug Built 1978, was sold by Secunda Marine Services Ltd., Canada to Unspecified Owners, Canada in 2000 and renamed JANE ANN IV

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Photo by Jim Morris

PROGRESS on dry dock at the McKeil yard in Hamilton – May 8, 2002

**CASUALTIES:**

**LYKES INSPIRER** (Ex - THORSLAKE - 00, RES COGITANS - 99, ELENA K. - 98, KRASNODON - 96) Built 1990, Owned by Oceanopaz Shipping Co. (Combine Marine Inc.), Cypress. Reported immobilized October 18, 2001 some 700 nautical miles west of Waluis Bay. The tug MOTOMAN arrived alongside October 22, 2001 and took her in tow for Cape Town.

**NANTICOKE** - Built 1980, Owned by Canada Steamship Lines Inc., Canada. Caught by the current and wind on October 17, 2001 and lodged sideways in the river channel while departing from Toledo. Much of her cargo of soy beans was discharged into barges before she was refloated October 21, 2001. The cargo was reloaded and she was cleared to sail.

**VAASABORG** - Built 2000, Owned by Vaasaborg B.V. (Wagonborg Shipping B.V.), The Netherlands. Reported a fire in one hold October 21, 2001 when off the Grand Banks in position 45N, 56W. CO2 was released into the hold but the fire continued to burn. She was on a trip from Hernosand for Detroit with wood pulp.

**SCRAPPED:**

**GOLDEN SKY** (Ex - GOLDEN STAR - 92, DRY SACK - 87) Built 1975, Was sold by Aiggaion Maritime Ltd. (Chartwood Shipping Corp.), Malta to Pakistan Breakers - Reported October 2001.

**MARIA KAL** (Ex - MARIA K. - 00, ANANGEL FORTUNE - 95) Built 1974, Was sold by Kalmar Navigation Ltd. (Pikey Navigation S.A.), Malta in 2001 to Diamond Ind., India and beached Alang November 8, 2001.

**MUNDRA** (Ex - SOMPORT - 00, LEON - 90, NORTHERN SHELL - 87, FROBISHER TRANSPORT - 77, AXEL HEIBERG - 74, OLAU SYD - 72) Tanker Built 1970, was sold by Oakley International Ltd., Bahamas to Indian Breakers and arrived Mumbai on September 17, 2001.

**MUNKSUND** - Built 1968, Sold by Great Lakes - European Shipping A.S. (Wilson Ship Management (Bergen) A.S.), Norway to Indian Breakers and arrived July 20, 2001.

**YRIA** (Ex - FURIA - 93) Built 1977, was sold by Montelindo C. A. Naviera S.A., St. Vincent and the Grenadines to Chinese Breakers and arrived Shanghai November 5, 2001. (Note: As FURIA she was the ship that was in Lock #7 on the Welland Canal when the lock wall collapsed on October 14, 1985, shutting down the canal for about a month.)



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**Canadian Transportation Safety Board Report**

On December 11, 2001 the Transportation Safety Board of Canada released its report on the collision between the Canadian Steamship Lines Self-Unloader ATLANTIC HURON and the Canadian Coast Guard Cutter GRIFFON. Here is a summary of that report.

The ATLANTIC HURON completed loading operations at 20:40 EDT on September 24 in Windsor. She was loaded with 25,250 tons of wheat and soya pellets. She turned on left wheel and proceeded down the Detroit River bound for Halifax, Nova Scotia. She cleared East Outer Light at the mouth of the Detroit River at 23:15 EDT. She altered course to 096 degrees true toward Pelee Island Passage at a speed of 12 knots. There was a slight list to starboard associated with the settling of her cargo. The captain left the bridge and she was put on auto-pilot. At the change of watch at 23:30 EDT the second mate took over and was informed the CSL NIAGARA was upbound and had called in at Southeast Shoal.

At 01:08 as they approached Southeast Passage, the salty LADY SANDALS and the RESERVE were approaching upbound. The mate called the LADY SANDALS on the radio and after completing his conversation disengaged the auto-pilot and altered course to 099 degrees true, at this time a vessel was noticed off to starboard. At 01:10 EDT the course was altered to 110 degrees true to give the LADY SANDALS a wider passage, but the ship was slow to respond and the course was altered to 120 degrees true. With the rudder angle indicator now at 20 degrees to starboard and the ships heading only changing slowly the mate ordered the helm hard to starboard, this made the ship shudder. When the mate was satisfied the LADY SANDALS would clear, he ordered the helm to midships. However, the ship continued to swing to starboard towards the GRIFFON. It now became apparent that a collision was imminent, the helm was ordered hard to port and the whistle was sounded. At 01:16 EDT the ATLANTIC HURON struck the GRIFFON in position 41 degrees 51'15" N and 82 degrees 34'26" W at an 80 degree angle. After the collision emergency procedures were implemented and no injuries were reported on the HURON.



ATLANTIC HURON downbound in the Welland Canal at the Homer Bridge – May 16, 1999

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Photo by Mike Skinner

GRIFFON downbound in the Detroit River in the summer of 1995

The GRIFFON went to anchor at 13:34 on September 24 and remained there until the collision. On the GRIFFON, the officer of the watch (OOW) was alone on the bridge. All lights were lit to show an anchored vessel, its main engine was on 30 minute standby. The OOW monitored the oncoming vessels and at 00:50 tracked both vessels. Both ships would pass like other vessels had since they went to anchor. He had also monitored the radio conversation between the two oncoming ships. As the ATLANTIC HURON altered course the OOW became concerned and advised the captain. The port search light was turned on to raise the attention of the ATLANTIC HURON. Once the collision was imminent the OOW attempted to sound the general alarm, but was unsuccessful when he had difficulty locating the switches in the darkness. After the collision the general alarm was sounded, four crewmen sustained minor injuries.

The weather at the time of the collision was 15 to 20 knot winds out of the North North West, visibility was greater than 10KM and no precipitation. The ATLANTIC HURON sustained damage to the starboard bow and shell plating above the spar deck which had a fracture approximately 3 meters long. The GRIFFON sustained damage to the port bow above the ice belt up to the bulwarks. There was also damage to the forecastle deck, boatswain store, motor generator, buoy winch compartments and the buoy workshop.

**FINDINGS** - The detection of the GRIFFON by the other vessels was hampered by its proximity to a large light structure and the lights racon signal.

The detection of the GRIFFON was further exacerbated by assumptions of the OOW of the ATLANTIC HURON that no vessel would anchor at that location at night.

The radio was not used to advantage by either the ATLANTIC HURON to obtain pertinent information from the approaching ship or by the GRIFFON to broadcast a security call.

That the GRIFFON did not inform other vessels of its location.

The LADY SANDALS did not keep as close as was practicable to the starboard outer limits of the recommended route.

The OOW of the ATLANTIC HURON did not fully appreciate that his vessel was experiencing squat, which reduced the maneuverability of his ship.

**BACK COVER:** MISSISSAGI upbound departing Lock #3 on Welland Canal, March 26, 2002.  
See March 26th Seaway News. Photo by Skip Gillham



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Send to: Kathy McGraw  
G.L.M.I. / Dossin Museum  
100 Strand on Belle Isle  
Detroit, Michigan 48207

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Dossin Great Lakes Museum  
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(313) 852-4051 Wednesday - Sunday

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