



Telescope

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UPCOMING EVENTS

- Apr. 26 **G.L.M.I. Entertainment Meeting** – Dossin Great Lakes Museum Grounds – 12:00 - 4:00 pm
The Annual 'SPRING FIT OUT' will have tours of the Sea Scout vessel, the Gray Fox, at the dock next to the museum parking lot. Additional programming is currently under review and an announcement will be forthcoming. Free with paid admission or G.L.M.I. membership.
- May 17 **G.L.M.I. Entertainment Meeting** – DeRoy Hall – 1:00 pm
Thad Koz, a world renowned expert on Tall Ships will give an illustrated lecture of the current status of Tall Ships and what will be coming to the Great Lakes this summer. If you are a fan of these sailing vessels, come and be informed as to what vessels, where, and when they will be here. Don't miss this opportunity– then make your summer plans. Tickets are \$5.00 with paid admission or G.L.M.I. membership.

WEB CAMERA TO LINK PATRONS TO THE DETROIT RIVER

The Great Lakes Maritime Institute and the Dossin Great Lakes Museum are fundraising to install a web camera on top of the William Clay Ford pilothouse on Belle Isle. The new "River Watch" will capture the passing lake and ocean freighters, motor and sailboats, rowing shells, the coming tall ships, and water conditions.

Kicking off the project at the 2003 Detroit Boat Show, a number of incentives for donors are being offered. For a donation of \$20.00 or more you will receive an original Detroit & Cleveland Navigation Company Stock Certificate, or a special Bob-Lo Island commemorative package. These reminders of Michigan's nautical heritage will be used to raise funds to promote a live link to current activities on the Detroit River.

Since the Dossin Great Lakes Museum is located on a main shipping channel, plans call for the 'River Watch' to be interactive. Control access will be available to viewers on a limited time frame to actually follow and zoom in on a passing vessel. It is hoped funding will allow the project to come on line later in the spring of 2003.

Donations can be sent to the Great Lakes Maritime Institute, c/o Dossin Great Lakes Museum, 100 Strand Drive, Detroit, Michigan 48207 or call 313-852-4051 for additional information. Thank you for your interest in the maritime heritage of the Great Lakes.

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OUR COVER PICTURE . . . "Downriver Night Run: the Steamer Tashmoo" by Amherstburg, Ontario artist, Peter Rindlisbacher. (E-mail: pjrindli@sympatico.ca for information on this and additional artwork by Peter Rindlisbacher

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Photos from Great Lakes Dossin Museum

TASHMOO

An appreciation of the beloved "Glass Hack" by a noted collector specializing in her lore,
J. Michael O'Brien

Reprinted from the October, 1965 TELESCOPE

Did you ever have an occasion to stroll beneath towering funnels that emitted great plumes of smoke, and to feel beneath your feet the syncopated throbs of great sidewheels forcing the ship's hull through the water, leaving a picturesque pattern astern? If you were so lucky, you may have been aboard the Queen of the St. Clair River. And of course, there was only one.

Tashmoo resulted from a search for a steamer to carry the multitudes that found pleasures of the Harsen's Island area and that had to settle for the smaller, crowded steamers of the 1870s and 1880s. This search brought into play the talents of the famous father of Great Lakes ships, the noted architect, Frank E. Kirby. The Star Line commissioned him in 1898 to produce a suitable steamer. With hull characteristics of the famous Hudson River steamer *New York*, the ultimate in excursion steamers began to appear upon his drawing boards. Detroit Shipbuilding Company was chosen to build the ship, and construction began in the early summer of 1899. On December 31 of that year, the hull was launched amid a

shivering party of officials and shipyard employees at the Wyandotte yard. As was the usual practice, the hull was towed up to the Orleans Street yard for joiner work to be built during the winter. Decor was styled after some of the most lavish hotels of the era. Mr. Kirby wrote to Messrs. J. T. Hall of New York, the decorating firm, "the finish on the main deck is to be quartered oak, natural color. Dining saloon mahogany. Bar - pine, enamelled and gilded. ... Stairs of mahogany throughout. Promenade deck saloon mahogany. Staterooms as parlors, trimmed in different styles. Smoking room - chestnut stained dark green." As winter became spring and the last ice floes left the river, the efforts of many craftsmen began to show as the big flyer emerged in sparkling white dress. Lifeboats and ventilators were installed. Rolls of canvas were put aboard, awaiting warm weather for fastening down on decks. The smell of paint was in the air. And then signs were hung out, simply stating: Help Wanted.

Time was of the essence. June 1st was the deadline. The Star Line would pay a bonus if the



TASHMOO hull was launched on December 31, 1899 and towed from the Detroit Shipbuilding Company in Wyandotte to the Orleans Street yard for joiner work.

big ship was finished, given trials and accepted before then. April arrived, and the engines were given life. Adjustments were made and dynamos checked; and Kirby and the Barlums scrutinized last minute details to be sure they were according to contract. These engines were the low-lying "inclined" design, giving her greater stability and the smoother operation of a balanced engine. The absence of vibration was vital, as was the greater thrust on the shafts per pound of coal per horsepower. This was the third installation of this type on a Great Lakes merchant sidewheeler. The much less expensive first cost of vertical beam engines had made them standard for sidewheelers before then; but after *Tashmoo*, no new beam engines were installed in large lake paddlers.

On May 13, 1900, with a mighty whistle blast, *Tashmoo* left Orleans Street for her builder's trial run to Lake St. Clair. Out in the lake she began a series of crash or collision stops and rudder exercises. Finally she made a twelve-mile run at half speed for engine calibration and adjustment under steam.

Fitting out continued. Two grand pianos were placed on "B" Deck at the forward and after areas of the salon. Elaborate Wilton carpeting was laid down. Heavy mahogany furniture was generously distributed at convenient points around the second

and boat deck salons, as were wicker rockers and arm chairs, writing and library tables. The marbled columns in the dining room, as well as the chandeliers, testified to a richness never seen before in an excursion ship. The Barlums intended *Tashmoo* to be a money-maker. But more than that, *Tashmoo* would be an entertainment center for the wealthy families of Detroit, particularly those with cottages in the "Flats."

Fourteen days after the first trials, *Tashmoo* entered Lake Erie for her final adjustment trials and a speed run over a measured mile. To her new



owners' satisfaction, she proved her ability to move at a fast clip. The flyer began service officially on June 11, 1900. A series of private trips to various ports was made to show off the new vessel. President McKinley was aboard for one of her early trips. On another occasion, she was host to Admiral Dewey, the victor of Manila Bay, and led a celebration parade up river.

When *Tashmoo* took her berth at the Griswold Street dock, she was the longest passenger ship on the



Detroit waterfront. The largest D&C steamers were shorter by fifteen feet or more, and Frank E. Kirby by over a hundred feet. Of less-than-daily visitors, *India*, *China* and *Japan* were much shorter; only North West and North Land were longer.

Great disappointment to Detroiters was *Tashmoo's* loss of the famous 100-mile race on Lake Erie with Cleveland's honeymoon special, *City of Erie*, in 1901. A forty-five-second defeat stayed with *Tashmoo* throughout her career. Overconfidence of her crew and owners, and a carefree attitude toward the event, made the loss that much of a mockery. Her designer was certain privately that *Tashmoo* was the faster (and he designed both contestants). But facts are cold, and needless to say, the 1901 season was a little less glamorous.

It was during one of her moonlights out of Toledo that *Tashmoo's* first alteration was considered. Dancing being popular, "C" Deck was reserved for this. On a moonlit night nothing could be so romantic as to dance with nothing but stars for your roof. But when a thousand people start to waltz twenty-five feet above the waterline with only a slender hull below, things begin to happen. With a fair wind offshore and a 180-degree turn, *Tashmoo* would list so much that she would dip her guards under the swells of Lake Erie. Most disconcerting to those enjoying the breeze on the main deck aft! Needless to say, dancing after this became confined to main deck.

Some profile changes were made. Several years after her debut, her "C" Deck was extended to the jackstaff. Some years later, a large social hall was added aft of the funnels on "C" Deck. Officers' quarters were built behind the round pilot house. Elaborate furniture gave way to more serviceable chairs, and linoleum replaced Wilton rugs.

Larger passenger ships of the D&C and Anchor Lines came to dwarf *Tashmoo*. But these all served overnight or cruising service. A day boat being free of stateroom and cargo carrying requirements, its design could approach the most ideal form for passenger ships; and *Tashmoo* always remained the most magnificent day boat on the river. Seldom did *Tashmoo* run with less than her ample share of Detroit excursionists. Ashley and Dustin's



(Interior photos Courtesy of The Mariners Museum)

new *Put-in-Bay* joined the *Kirby* in 1911, but White Star Line still led year in and out with more than sixty per cent of the excursionists. *Tashmoo* was classed as a lake steamer, rather than a river steamer, but she was not ideal for open lake runs. Heavy engines, low freeboard, a slender hull and broad choppy Lake Erie waters. When the White Star Line brought out *Greyhound* (ii) in 1902, her hull was deeper and her beam altered, making her ideal for the Detroit and Toledo run. But *Greyhound* suffered in being underpowered, having inherited the 43-year-old beam engine of the first *Greyhound*. And she was 24 feet shorter than *Tashmoo*. So *Tashmoo* remained the queen. As for interior arrangements, both ships were similar, and from outward appearance the *Tashmoo* profile could be seen in *Greyhound*.

The years were kind to *Tashmoo*. She stayed in first class condition, even while other White Star ships were sacrificed in one way or another. *Tashmoo* offered wide shaded decks, as well as sunny "C" Deck for those who liked sunshine. Over six hundred windows offered a view of river or lake shoreline. Seeing *Tashmoo* from the shore of Belle Isle, one could appreciate why she became known as the "Glass Hack." All one could see at night was hundreds of lights and a very dark

outline of a slim steamer, long and majestic.

The White Star Line had to be an energetic company to support its five steamers: *Tashmoo*, *Greyhound* (ii), *City of Toledo*, *Owana* and *Wauketa*. The best charters were always assigned to the flagship. Political moonlights, church and benevolent organizations all travelled aboard the "Glass Hack." Many times *Tashmoo* and *Greyhound* would travel in consort to Tashmoo Park with four or five thousand excursionists. This was a sight to behold for those living in the Flats area. Often this consort arrangement was due to some large group or several groups planning trips on the same day. For smaller crowds, *Tashmoo* and *City of Toledo* would sail for the Flats within five minutes of each other, usually with "you know who" leading the way.

Tashmoo usually ran all the way to Port Huron, as the comparative timetables below show. Stops were made at Old Club, Star Island, Marshland, Joe Bedore's, then on to Tashmoo Park. Then Grande Pointe, Algonac, Stag Island, Sarnia, and finally Port Huron. The Sarnia stop was arranged with Northern Navigation Company; and certain passengers from Detroit would leave *Tashmoo* there to board one of the big Duluth steamers whose southern terminus was Sarnia.

COMPARATIVE TASHMOO TIMETABLES THROUGH THE YEARS

	1908		1913		1929		1936	
	NORTH READ DOWN	SOUTH READ UP	NORTH READ DOWN	SOUTH READ UP	NORTH READ DOWN	SOUTH READ UP	NORTH READ DOWN	SOUTH READ UP
DETROIT	8:30am	8:30pm	8:45am	8:50pm	9:00am	7:45pm	9:15am	7:50pm
Old Club	10:20	6:50	10:35	7:10	10:55	6:00	11:00	6:05
Hotel Mervue	10:26	6:45	10:41	7:05	11:00	5:58	—	—
			(Hotel Muscamoot)	(Miller's)				
Rushmere Hotel	10:30	6:42	10:45	7:02	—	—	—	—
Star Island Landing	10:35	6:40	10:50	7:00	11:03	5:55	—	—
Marshland Hotel	10:40	6:30	10:56	6:56	—	—	—	—
Riverside Hotel	10:44	6:25	11:00	6:45	11:12	5:45	—	—
					(Idle Hour)			
Gue Trautr's Hotel	10:50	6:20	11:05	6:40	11:17	5:40	11:12	5:50
			(Forster's)				(Club Aloha)	
Joe Bedore's Hotel	10:53	6:17	11:10	6:37	11:20	5:37	11:20	5:45
Muir's Hotel	11:05	6:10	11:20	6:30	—	—	—	—
TASHMOO PARK	11:15	6:00	11:35	6:20	11:45	5:20	11:45	5:30
Sans Souci	—	—	—	—	11:55	4:50	11:55	4:55
					(Russell's Isl.)			
Grande Pointe	11:35	5:45	11:45	5:48	—	—	—	—
Algonac	11:50	5:10	12:00pm	5:34	—	—	12:10pm	4:50
Port Lambton, Ontario	12:05pm	5:20	12:15pm	5:15	—	—	—	—
Narine City	12:25	5:05	12:35	4:58	—	—	—	—
The Oakland	11:57	4:40	—	—	—	—	—	—
St. Clair	1:00	4:30	1:10	4:28	—	—	—	—
Stag Island	1:30	4:05	1:33	4:09	—	—	—	—
South Park (Pt. Huron)	1:40	4:00	1:51	4:54	—	—	—	—
Sarnia, Ontario	1:50	4:50	2:10	3:39	1:55	3:20	2:25	3:30
PORT HURON	2:00pm	4:45pm	2:15pm	3:30pm	2:00pm	3:10pm	2:30pm	3:20pm
	NORTH READ DOWN	SOUTH READ UP	NORTH READ DOWN	SOUTH READ UP	NORTH READ DOWN	SOUTH READ UP	NORTH READ DOWN	SOUTH READ UP

—Compiled by J. Michael O'Brien

When Northern's ships later began sailing from Windsor, in the thirties, the agreement was still in effect, so *Tashmoo* still called at Sarnia.

It was not unusual to have your breakfast aboard *Tashmoo*. Many excursionists would pack the lunch basket the night before. In morning you would dress hurriedly and take the streetcars to the closest point to the foot of Griswold. To get the best seats, you arrived around 8:00 a.m. Leaving your brother or sister to stand guard over your private deck area, the rest of your family would go below to enjoy freshly baked rolls and coffee, or else a full breakfast could be had quickly.

From the choice seats on the port side, you could see the waterfront. As *Tashmoo* backed off from her dock, you would be awed by the giant sides of the D&C steamer just in from Cleveland, and often the big Buffalo liner would still be approaching Third Street. Many times you backed downriver to First Street, and *Put-in-Bay* might be just beginning her swing downriver. The "*Bay*" stood high and majestic, and each would be signalling the other; the thrills of steamboating were in full swing. If the river was clear of freighters *Tashmoo* would turn almost perpendicular to the Windsor shore and soon straighten out for the run to Lake St Clair. If downbound freighters approached however, *Tashmoo* would keep about a hundred feet off the docks until her chance came to join upbound traffic—perhaps not until she reached the foot of Jos. Campau. Interspersed with the Windsor-bound ferries, the two Bob-Lo steamers would be loading at Woodward Avenue. At the foot of Brush, the little *Thousand Islander* would have steam up, awaiting the last stragglers before she could cast off for Chatham, Ontario. Since she sailed at the same time as the St. Clair express, she might lay over a few minutes near the foot of Jos. Campau out of respect to *Tashmoo*'s wash. Other times, she would leave a minute or two early and head for Canadian waters until she could slip in behind *Tashmoo*. Following to Lake St. Clair, *Thousand Islander* would then change course almost due east for Thames River Light.

You could see plenty of marine traffic from *Tashmoo*. Small cruisers and speedboats would come out to greet the Queen and frolic in her heavy wake. Within the endless parade of freighters and tugs with barges would be other passenger liners bound to or from the upper Great Lakes. Sometimes the giant *Seeandbee* would pass (in opposite direction), the only four-funnel steamer on the lakes. Luckily *Tashmoo* never seems to have tested her reputation for speed against this big sister to City of Erie. *Seeandbee* was considered a real speed wagon, and the White Star Line knew it. Somehow, there was an air of "We'll meet again,

going the same way," and the results were a foregone conclusion.

Perhaps I dwell too much on speed, but you always felt this sense of superiority aboard *Tashmoo*. When she passed a freighter in the lake, you were aware that you were moving at a brisk clip. As stops were made in the Flats, *Tashmoo*'s wheels never stopped turning, because of the St. Clair River current; and in between stops, she moved with a time schedule apparent.

While lunch baskets were in multitudes, the dining room was something reserved for a special occasion. With wide windows to watch the passing scenery, and immaculate tablecloths adorned with sterling silver, you dined in absolute luxury. The ballroom was also on the main deck, forward of the engines. In the twenties and thirties, Jack Oakie and his Country Club Orchestra would play to the many couples that found dancing a part of steamboating. The children too young to dance stood around the brass railing that protected the band from fox trotters. Jack would place a clean handkerchief under his chin; violin in position, he would lead a romantic serenade while the other nine men would play or take solos to the applause of the people. Sometimes Jack would try to sing a popular ballad; those listening were glad to hear *Tashmoo* voice her intentions to pass another ship. But Jack was as much a part of *Tashmoo*'s history as the ship, itself. They say he carried two cases; one for the violin and one for all the handkerchiefs he would use on a hot day. It must be said that Jack was a very good musician, well respected by his band members.

Tashmoo sometimes carried a little freight—perhaps a piano to be put ashore at one of her stops, or perhaps an automobile. But little of her main deck space was reserved from passengers. A small area at the fantail was kept for the dining room help, while the deck far forward was roped off for winches. Sugar Island, another playground for Toledo and Detroit excursionists via White Star steamers, was also a moonlight stop for *Tashmoo*. This was a competitive sailing with the moonlight run to Bob-Lo Island which lies opposite Sugar Island at the river mouth on Lake Erie. *Tashmoo* would leave Griswold Street at 8:45 p.m., fifteen minutes later than *Columbia* or *Ste. Claire*. Before the Bob-Lo steamer reached Lime Kiln Crossing, *Tashmoo* would summon a passing signal and politely (?) pass on her way. Crowds on each steamer would whistle and yell, and the strains of dance orchestras could be heard easily. Further on would appear lights of *Put-in-Bay*, and the same bedlam would occur. The wake from each steamer was a delight to see, with moonlight accenting the waters, until the shores were quiet again. An hour was spent at the Island for dancing before



TASHMOO in dry dock after her sponsons were fitted in the winter of 1935 to 1936.

Tashmoo turned homeward again. As she left the Sugar Island channel, a dark silhouette would appear, announced only by a red and green light. Soon *Tashmoo*'s many lights would reveal on the stranger's side the name of *City of Cleveland III* or *City of Detroit III*. Cleveland-bound, the big ship would shake the 'Glass Hack', and waters surrounding the two were a veritable whirlpool. This was moon lighting, steamboat style, and it cost only seventy-five cents.

Tashmoo was a well-behaved ship. In a fall gale of 60 m.p.h. winds on December 9, 1927, however, she parted her fourteen winter cables and sailed upriver, brushing the ferry *Promise* on her way. The Belle Isle Bridge stopped her at last, but the concrete arches damaged her superstructure. *Tashmoo* was repaired for the 1928 season. Running downbound, from Algonac, on August 3, 1934, she ran aground at Squirrel Island, disabling her port wheel. Put-in-Bay took her stranded passengers to Detroit; *Tashmoo* was towed down and repaired in time to run August 5th.

In her survey in the fall of 1935, the inspectors decreed a cut in her capacity to 2600 passengers. To keep her former 2800-passenger load, *Tashmoo* was stabilized with sponsons on her hull, adding almost 100 tons of weight and increasing her hull beam to 48 feet. At the same time, new chrome-and-leather furniture was put aboard, and the "C" Deck beer garden was renovated. Her first trip of 1936 was an afternoon run to the Flats. She looked as good as when new, but no longer did she have the speed of old.

In Hamtramck existed a large club of young people called the Pals Club. They often

sponsored dances in ballrooms around Detroit, as well as moonlights. On June 18, 1936, a crowd of 1400 gathered at the foot of Griswold. *Tashmoo* had been delayed by river traffic, coming back from the Detroit News Excursion, a cut-rate affair held every Friday. With a long blast of her whistle she began her moonlight at 9:20 p.m. *Columbia* had already left for Bob-Lo and was due back in Detroit at 12:30 a.m. Very seldom late, the 'Glass Hack' did her best to make up the 20-minute deficit, and she reached Sugar Island at 10:35 p.m. Cutting the time allowed ashore, she left again at 11:20. As she came out of Sugar Island Channel, a shock was felt throughout her length. Curious passengers were told that *Tashmoo* had engine trouble, and was heading for the nearest dock. The story in the engine room was different. Water was filling the bilge and was apparent through the grates, so the pumps were begun. While *Tashmoo* ran toward Brunner-Mond coal dock above Amherstburg, preparations were made to disembark passengers and have them taken to Detroit. The band played on, and people danced to the wake of the Queen. No one noticed any gain in draft, and there was no panic. At the dock,



the passengers went ashore in orderly manner. Many walked to Amherstburg to await the chartered *Columbia*, deadheading from Detroit for them. Others took a chartered bus to Windsor. As the excursionists walked up the hill to the road, some looked back at the gaily-lit steamer, unaware that this had been her last cruise. Once passengers were safely ashore, steam was shut off aboard *Tashmoo*. She settled in fourteen feet of water, with only the main deck under water.

For many days afterward, passing ships offered a salute of condolence to *Tashmoo*. Salvage work was begun by a Hamilton firm. Rumors from the Griswold Street office said *Tashmoo* would return in 1937, while a Goodrich steamer might be chartered to finish the 1936 season. But a miscalculation caused *Tashmoo's* bow to be raised too fast, breaking her keel. This was the end of *Tashmoo*. When she was afloat, weeks later, her



Photos from Great Lakes Dossin Museum



superstructure had been removed. At the upper part of Bob-Lo Island, the hull-and-engines were used for a time to pump water for soil reclamation. Ultimately, she was totally dismantled at Nicholson's Dock. For some years her two stacks stood next to a dock shanty there. Finally, they were also destroyed. *Tashmoo* was never replaced. The D&C Line and then the Ashley & Dustin ran St. Clair River excursions through the 1951 season, trying to keep alive the pleasures that only *Tashmoo* could give. Her name, Indian in origin, became a revered word to excursionists. The era of the Flats and of Sugar Island moonlights is now but a memory.

But if you happen to drive through the St. Clair Flats in your 1966 fastback and hear a ship's whistle, let your imagination carry you back 30 years. Perhaps you will see a ghost of a long, white excursion steamer, trailing smoke and thundering water as she enters Southeast Bend. *Tashmoo* will always be with us, in photographs and written word, but, most of all, in fond memory.

DIMENSIONS OF TASHMOO

(Letter of July 19, 1900, from Frank E. Kirby to Andrew Fletcher, Jr. of the famous engine-building firm. Letter in Burton Collection of Detroit Public Library. Note: U. S. Registry #145843; registered at 1344 gross tons. 766 net tons. -Ed.)

Replying to yours of May 11th, re *Tashmoo*:

Length, waterline, moulded:	300'-8"
Length overall	311'-6"
Beam; hull	37'-6"
Beam over guards	68'
Depth	13'-6"
Draft (outstanding keel 41/2")	8'-4"
Weight of hull as launched	440 tons
Weight of machinery:	
Engines and wheels	203 tons
Boilers and water	313 tons
Auxiliaries	34 tons

Weight of joiner work, furniture	220 tons
Weight of coal	50 tons
Light Displacement in tons of 2000 lbs	1310 tons
Dimensions of engines—33", 51", 82" x 72".	
Wheels 22'-6"x 12'.	
Nine buckets 45" wide.	
Boilers—two double ended. 11'-1" diameter x 22' long.	
Three single, 11'-1" diameter by 11'-4" long.	
Total grate surface 294 sq. in.	
Total heating surface 8750 sq. in.	
Boilers worked natural draft.	
Two stacks, 6'-9" diameter. 62' above grates.	

I enclose you a set of cards taken with 150 pounds steam. With full steam 120 lbs. will get 2500 h.p. for which the engines are designed. They have made 361/2 r.p.m., which would give 2550 i.h.p.

Trusting I have covered all points of your inquiry. With regards, yours truly,
 Frank E. Kirby

GREAT LAKES & SEAWAY NEWS



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APRIL

Apr 25 ... The tug THEODORE TOO arrived in Halifax and tied up alongside the idle Canadian Coast Guard Cutter SIMON FRASER. The tugs owners Cochran Communications Inc. went into receivership on April 3. The THEODORE TOO was in North Carolina on a promotional tour and was ordered to go directly to Halifax. The tug is now for sale along with the rest of Cochran Communications Inc. assets. She made a promotional tour of the Great Lakes last summer.

MAY

May 1 ... Algoma Tankers ALGOEAST departed the fitout wall at Port Weller Dry Docks and headed up the Welland Canal.

May 2 ... Upperlake's CANADIAN PROGRESS arrived at Port Weller Dry Docks and was placed on the drydock assisted by the tug JAMES E. MCGRATH. She will have her five year survey done.

... Southdown's SOUTHDOWN CHALLENGER departed Chicago on her first trip of the season. She headed for Ferrysburg, MI and then onto Milwaukee.

May 3 ... While Interlake's PAUL R. TREGURTHA was downbound on Whitefish Bay, her crew discovered Capt. Mitchell Hallin dead in his cabin. He apparently passed away in his sleep the night before.

May 4 ... The Island Express Boat Line ferry AUK NU arrived in Sandusky on her delivery trip. She was purchased in Vancouver recently and has been in transit for about three weeks. She was placed on a yacht carrier and taken from Vancouver to Fort Lauderdale via the Panama Canal. From there she sailed up the east coast to the St. Lawrence Seaway and into the Great Lakes. She will be renamed ISLAND ROCKET III and will operate out of Sandusky to Kelley's Island and Put-In-Bay. She will enter service on May 11, but will only operate on weekends until May 24 when daily service will begin. She is a 110 foot catamaran that can carry up to 149 passengers. The fleet's other two ferries ISLAND ROCKET and ISLAND ROCKET II will operate out of Port Clinton instead of Sandusky.

May 6 ... Specialty Restaurants began work on gutting the LANSDOWNE in Erie. The plan is to take the ship down to its iron shell by removing all the rotting wood floors, smashed windows, drywall, duct work, and electrical wiring. The work is scheduled to be done by July 1. Then it is expected to take 9 months to rebuild her.

GREAT LAKES & SEAWAY NEWS •

... The Canadian marine Officers Union voted to accept the contract offer. They have been on strike for 20 weeks against Algoma, Canada Steamship Lines, Parrish Heimbecker and Paterson. The five year agreement has a 3% pay increase the first year, increases in years three to five are tied to the cost of living. The contract is retroactive to June 2001.

May 7 ... The McKeil tanker CAPT. RALPH TUCKER ran aground around 7:30 A.M. just below the old Bob-Lo Dock in the Amherstburg Channel in heavy fog. She tried to free herself but was unsuccessful. The Gaelic tugs SHANNON & PATRICIA HOEY arrived in the late afternoon. A short time later they pulled her free and escorted her up to the Allied Chemical Dock. After she completed unloading she departed upbound for Sarnia where a four foot crack in her forward ballast tank will be repaired. All day long upbound traffic was diverted to the Livingston Channel, this is normally used for downbound traffic only. Since no passing is allowed in the channel, ships had to wait until a vessel travelling the other way cleared.

May 9 ... Algoma's ALGOWOOD was removed from the drydock at Pascol Engineering in Thunder Bay by the tugs GEORGE N. CARLTON, GLENADA and PENINSULA. She then departed for Superior.

May 11 ... McKeil's tug/barge WILLIAM J. MOORE/MCCLEARY'S SPIRIT departed Hamilton on their maiden voyage bound for Montreal. They both had been recently renamed, the tug ALICE A. became the WILLIAM J. MOORE and the barge LE VENT became MCCLEARY'S SPIRIT.

... Marinette Marine launched the twelfth Juniper Class United States Coast Guard Cutter HICKORY (WLB - 212). She was christened by Lula Young, wife of Congressman Don Young of Arkansas. The HICKORY will be stationed in Homer, Alaska. She is named after two previous Coast Guard Cutters by the name HICKORY. The first served from 1852 through 1924 and was stationed on Shovelful Shoal in Massachusetts. The second was commissioned in 1933 and served until 1967, she was stationed at Staten Island, NY.

May 13 ... Upperlake's CANADIAN CENTURY was removed from the drydock at Port Weller Dry Docks by the tugs LAC COMO, LAC MANITOBA, and JAMES E. MCGRATH.. She was placed along the fit out wall.

May 14 ... Groupe Ocean of Quebec purchased the WINDOC from N. M. Paterson & Sons. She is currently laid up at Wharf #8 in Hamilton. Groupe Ocean plans to tow her to Quebec later this summer.

... Can-Am Panther Phast Pherries Group announced plans for a ferry service between Port Colborne, Ontario and Dunkirk, New York beginning in the fall of 2003.

... Canada Steamship Lines MAPLEGLLEN arrived in Thunder Bay and went into lay-up at the Keefer Terminals.



MAPLEGLLEN upbound in Welland Canal on level between Lock #1 and Lock #2 – May 11, 2002

• GREAT LAKES & SEAWAY NEWS

... A purchasing agreement was announced between the City of Lorain and the International Steel Group involving the Lorain Pellet Terminal. The City of Lorain will use federal and state grants to purchase the terminal. They plan to put offices, condominiums, shops, restaurants, parks and a marina on the 19.5 acre site. The Cleveland-Cuyahoga County Port Authority will dismantle and reassemble the loading system at the Cleveland Bulk Terminal at the west end of Whiskey Island. The estimated cost of the move is \$2.5 million. Oglebay Norton will operate the terminal once it is reassembled. The loader is currently able to handle iron ore, when it is reassembled it will be fitted to handle stone, salt and other products. The system should be ready for operation in February 2003. International Steel Group expects to save \$1 million annually in shipping costs because the terminal will be closer to the mills.

... Grand River Navigation's tug/barge INVINCIBLE/MCKEE SONS arrived at the International Steel Group Mill in Cleveland with stone. This is the first shipment into the mill since it was acquired from LTV Steel last winter.

May 15 ... Upperlake's CANADIAN CENTURY was renamed JOHN D. LEITCH in a ceremony at Port Weller Dry Docks. She was christened by Catherine Leitch, wife of John D. Leitch.

May 16 ... Upperlake's CANADIAN TRANSPORT departed Toronto after completing engine repairs. She crossed Lake Ontario and proceeded up the Welland Canal bound for Conneaut.

May 17 ... Lake Michigan Carferry's BADGER began her 2002 season when she departed Ludington bound for Manitowoc.

May 18 ... Muskoka Steamship & Historical Society's new cruise ship WENONAH II entered service.

May 20 ... Lower Lakes Towing purchased the COMEAUDOC from N. M. Paterson & Sons. They plan to tow her from her lay-up berth in Montreal to Port Colborne later this summer. Once there the diesel engine will be removed for use in one of their other ships and the hull scrapped.

... Upperlake's JOHN D. LEITCH departed Port Weller Dry Docks in the morning downbound through Lock #1 on the Welland Canal for her sea trials on Lake Ontario. After passing she returned to the Welland Canal and made an overnight passage bound for Ashtabula on her maiden voyage.

May 21 ... Canada Steamship Lines NANTICOKE grounded in the St. Clair River off Fawn Island. She was turning around to anchor in the Recor Anchorage because the Detroit River had been closed by the Coast Guard due to a threat of a tanker with a bomb. The Malcolm tug MANITOU and the Gaelic tug SHANNON arrived and managed to pull her free with no apparent damage.

May 22 ... The United States Maritime Administration has assigned the 225 foot former Naval Utility Ship PERSISTENT to the Great Lakes Maritime Academy in Traverse City. She is being drydocked in New York City and before she makes the trip to the Great Lakes will be renamed STATE OF MICHIGAN. She is expected to depart around August 1 and arrive around August 14. Plans call for the ship to be used as a dockside laboratory for two years while it is fitted out. Then she will be used to take cadets on 60 day cruises. Because the ship will continue to be government property, federal funds will be provided for maintenance. She was built in 1986 and was used to tow sonar arrays that traced Soviet Submarines.

... The JOHN D. LEITCH passed down the Welland Canal on her first downbound trip with a load of coal bound for Hamilton.

May 23 ... The salty VAASABORG ran aground in the St. Lawrence River about 25 miles east of Montreal. She was upbound with bleached wood pulp destined for Menominee. Four unnamed Groupe Ocean tugs arrived and tried to free her. On May 25 they departed for Montreal and towed the laid up Aivik back to lighter the VAASABORG, arriving on May 28. She was finally pulled free on May 31 with no apparent damage. She proceeded to Contrecoeur and reloaded the 1800 tons of cargo that had been offloaded.

... Oglebay Norton's EARL W. OGLEBAY resumes the Lorian to Cleveland ore shuttle as steel making operations resume at International Steel Group. The service had been stopped when LTV Steel went bankrupt last December.

GREAT LAKES & SEAWAY NEWS •



Photo by Jim Morris

ALGOGULF just departed Lock #2 upbound in Welland Canal - May 12, 1995

May 25 ... The McKeil tug PROGRESS and the Nadro tug SEAHOUND towed Algoma's ALGOGULF away from Pier #10 in Hamilton bound for the scrapyard in Port Colborne. Once they cleared the harbor, the SEAHOUND joined the PROGRESS at the bow due to the 8 foot seas. After several hours they arrived off Port Weller and the ALGOGULF was anchored due to high winds and the tugs proceeded into the harbor.

... The Society for the Preservation of the S.S. City of Milwaukee, owners of the carferry CITY OF MILWAUKEE are looking for new dock space. They believe the ship could attract 60,000 visitors a year if it were located off a major highway or be associated with a downtown area. She is currently located in a industrial area of Manistee at the Sengs Excavating Yard. She only drew 10,000 visitors last year and has a monthly rent of \$2,000.

May 26 ... The tugs PROGRESS, SEAHOUND and VAC departed Port Weller and proceeded out to the anchored ALGOGULF to resume the tow. By early afternoon they were inbound the Welland Canal. The tow proceeded slowly up the canal and arrived in Port Colborne at about 4:00 A.M. the next morning, tying up at Wharf #17. Once daylight arrived the tugs positioned the ALGOGULF at the International Marine Salvage Yard in the dock where the TARANTAU had been scrapped.

May 27 ... Desgagnes MELISSA DESGAGNES departed Halifax after repairs were completed from her grounding last year – she had arrived in Halifax on July 22, 2001. She was bound for Pugwash, Nova Scotia to load a cargo of salt.

May 28 ... The tugs PROGRESS and SEAHOUND arrived in Buffalo and tied up to the idle KINSMAN ENTERPRISE. After hooking up they towed her away from the Euro United Dock bound for the scrapyard in Port Colborne. Once clear of the harbor the SEAHOUND again joined the PROGRESS at the bow for the tow across Lake Erie. The tow arrived off Port Colborne in the early afternoon and the tug VAC moved out to assist them into the harbor. The KINSMAN ENTERPRISE was swung around and towed in stern first. The tugs positioned her alongside the remains of the LOUIS R. DESMARIAS at the International Marine Salvage Yard.

May 31 ... The Purvis Marine tug ATLANTIC CEDAR was renamed RELIANCE at the Soo sometime in the last two weeks.

• GREAT LAKES & SEAWAY NEWS



ATLANTIC CEDAR upbound in Welland Canal below Lock #1 – May 7, 2002

Photo by Jim Morris

JUNE

Jun 1 ... Divers descended down to the wreck believed to be the CHICORA. The ship is sitting upright on the bottom in 260 feet of water about 5 miles off shore. The hull is intact, but her cabins and wooden superstructure are missing. The hull is painted black and is headed toward Milwaukee. However, no positive identification was made and more dives are planned later in the summer. The CHICORA disappeared on January 21, 1895 with all hands while on a trip from Milwaukee to St. Joseph.

... The United States Coast Guard has officially designated the MILWAUKEE CLIPPER as a permanently moored vessel. This puts the ship under oversight of the City of Muskegon not the Coast Guard. The move was made by S.S. Milwaukee Preservation Inc. because Coast Guard regulations would not allow overnight stays or large groups on board unless a standby crew was present, be able to operate under her own power and would have to undergo five year inspections. The ship will now be classed as a building and have to adhere to the Muskegon building standards. The preservation group estimates it will take \$10,000 to upgrade the fire suppression system to meet city approval. They plan to use the CLIPPER for group receptions and banquets. Eventually they plan to use her as a floating museum and convention center.

... A new St. Lawrence Seaway Interpretive Center opens at the Iroquois Lock on the St. Lawrence Seaway. It is located in the former lockmaster's house. It is operated by a local conservation group of volunteers and contains photo's and artifacts related to the seaway.

Jun 2 ... The tug ZEPHYR began taking on water while on Lake Michigan about one mile from Little Sable Light. The United States Coast Guard sent out a rescue craft from Ludington with extra pumps. With the pumps in place the rescue craft escorted the tug into Pentwater for repairs.

GREAT LAKES & SEAWAY NEWS •

... Oglebay Norton's EARL W. OGLEBAY was outbound in the Cuyahoga River in Cleveland when she collided with three pleasure craft tied up at Shooters Restaurant. They were heavily damaged, but no one was injured. The OGLEBAY sustained no damage.

... The Kellys Island ferry Boat Line announced the purchase of the Neuman Cruise & Ferry Line of Sandusky. Included in the sale were the three ferries COMMUTER, ENDEAVOR and KELLY ISLANDER plus the docks in Marblehead and Sandusky. Kellys will close the dock in Marblehead and the Sandusky dock will be sold.

... Groupe Ocean of Quebec City announced the purchase of Three Rivers Boatmen Ltd. of Trois-Rivieres, Quebec. Included in the purchase were the tugboats ANDRE H., ADVANTAGE, DUGA and ESCORTE, plus their pilot boats.

Jun 3 ... Fund raising for the museum ship NORGOMA in the Canadian Soo is set to begin in the fall. \$750,000 in public funds must be raised as part of the \$3 million project.

Jun 5 ... As the MISS BUFFALO II was about to pass through the Canadian National Railroad Bridge over the Black Rock Canal it began to close. The bridge struck the ferry and collapsed her upper deck canopy. About 175 second grade students and chaperons were onboard at the time of the accident. Two women and a 7 year old girl received minor injuries. The MISS BUFFALO II was the third vessel in line to pass through the bridge behind the MISS BUFFALO and a unnamed Coast Guard ship. It is believed that bridge operator error was the cause of the accident.

Jun 7 ... The United States Corps of Engineers renamed the tug METACOM in a ceremony at the Detroit Dock. She was christened JAMES C. DEMOLEN in honor of a long time deck hand from the tug FORNEY.



METACOM docked at the Corps of Engineers dock on the Detroit River – August 5, 2001

Jun 8 ... Purvis Marine of the Canadian Soo recently purchased the idle Paterson vessels VANDOC and QUEDOC. They have been in lay-up at Thunder Bay since 1991.

... Oglebay Norton's BUCKEYE departed her lay-up berth in Toledo on her first trip of the season. She headed upbound to load in Superior.

• GREAT LAKES & SEAWAY NEWS

... The tug EVERLAST departed the Government Dock in Sarnia and proceeded upbound into Lake Huron for sea trials on her new engine. Having passed she returned downbound headed for Hamilton to pick up her barge NORMAN MCLEOD.



EVERLAST downbound in Welland Canal on level between Lock #2 and Lock #3 – August 25, 2002

Jun 9 ... The ferry PELEE ISLANDER departed Wharf #10 (The Welland Dock) on the Welland Canal upbound headed for Leamington. She has been there several months having new engines installed.

... Uperlake's CANADIAN PROGRESS was removed from the drydock at Port Weller Dry Docks by the tug JAMES E. MCGRATH. She departed upbound in the Welland Canal bound for Ashtabula.

Jun 10 ... The Purvis Marine tug RELIANCE towed the VANDOC away from her lay-up berth in Thunder Bay and headed out the Mission River for Lake Superior, she was assisted by the tug POINT VALOUR. The tow is bound for the Canadian Soo where the VANDOC will be scrapped.

... Canada Steamship Lines CEDARGLEN ran aground in the Beauharnois Canal in the St. Lawrence Seaway. The St. Louis Bridge suffered a breakdown just as it was about to open, as the CEDARGLEN tried to stop to avoid a collision it ran aground. She was pulled free by the Groupe Ocean tugs OCEAN JUPITER and OCEAN INTREPIDE.

... The tug JANE ANN IV tied up her barge SARAH SPENCER at Wharf #13 (Robin Hood Mill) on the Welland Canal to unload. She then departed downbound in the canal for Port Weller Dry Docks, upon arrival she was placed in the drydock for work on her rudders and a five year survey.

Jun 11 ... The tugs ADVANTAGE and OMNI ST. LAURENT towed the former Canada Steamship Lines Self-Unloader MANITOULIN from her lay-up berth in Sorel out into the St. Lawrence River. Waiting there was the Russian Deep Sea Tug AKHTIAR. She took over the tow with the ADVANTAGE on the stern and they headed toward the Atlantic Ocean, the ADVANTAGE will assist until the river widens out and then will drop off. The tow is bound for Turkey where the MANITOULIN will be scrapped.

... Uperlake's CANADIAN MARINER arrived in Toronto and went into Lay-up.

... The Tall Ship HIGHLANDER SEA passed up the Welland Canal on her delivery trip to her new owners Acheson Ventures of Port Huron. She arrived in Port Huron on the 16th and tied up at the Port Huron Seaway Terminal.

GREAT LAKES & SEAWAY NEWS •



Photo by Jim Morris

MANITOULIN downbound in Welland Canal on level above Lock #7 – April 29, 1982

Jun 12 ... The RELIANCE & VANDOC were met at Gros Cap in the upper St. Mary's River by the tug ADANAC. She assisted the tow down the river to the Soo. The tug SCOTT PURVIS met the tow upon arrival and assisted in docking the VANDOC at the Purvis Dock near Algoma Steel.

Jun 13 ... The Gardiner Marine tug JOYCE B. GARDINER passed up the Welland Canal on her delivery trip to the Canadian Soo. She was recently purchased from Sorel Tugboats Inc.. The 72 foot tug was built in 1962 as ANGUS M. and was renamed OMNI SOREL in 1992.

Jun 4 ... The United States Corps of Engineers proposed a plan to lengthen and widen the locks on the St. Lawrence Seaway and the Welland Canal. They would also deepen the connecting channels through out the Great Lakes.

... The ferry ISLAND ROCKET III suffered a hole at Kelley's Island when high winds blew her against the dock.

... A blow-torch ribbon cutting ceremony was held at the former Buffalo Dry Dock Co., reopening the 12 acre site. It had recently been purchased by The Buffalo Industrial Diving Co.. They have dug out the old drydock, which had been filled in after the shipyard closed in 1962. Plans are to build barges for their own use at first and then expand into the commercial barge building business.

Jun 15 ... Oglebay Norton's COURTNEY BURTON departed her lay-up berth in Toledo on her first trip of the season. She is bound for Superior, WI.

... The tug/barge EVERLAST/NORMAN MCLEOD returned to service when they departed Hamilton. They crossed lake Ontario and proceeded up the Welland Canal bound for Detroit.

Jun 16 ... Plans to sink the HMCS GATINEAU near Kingston as a dive attraction have been postponed for at least a year.

Jun 17 ... The Canadian Coast Guard Cutter SAMUEL RISLEY passed down the Welland Canal bound for Port Weller Dry Docks. Upon arriving she tied up at the fitout wall.

• **GREAT LAKES & SEAWAY NEWS**

Jun 19 ... Erie Sand's J. S. ST. JOHN passed down the Welland Canal bound for Port Weller Dry Docks for work on her propeller. Once she arrived she tied up to the fitout wall next to the RISLEY.

Jun 22 ... The 26th Annual International Freedom Festival Tug Boat Race was held on the Detroit River. The results are as follows - 1st Overall ELMER DEAN, 1001 to 2000 HP ELMER DEAN, 351 to 1000 HP DOVER, 176 to 350 HP JULIE ANN, under 175 HP BAY TAZ.

Jun 23 ... Kinsman's KINSMAN INDEPENDENT arrived in Buffalo and went into temporary lay-up.

Jun 24 ... The Canadian Coast Guard Cutter SAMUEL RISLEY was placed on the drydock at Port Weller Dry Docks. She was assisted by the tug JAMES E. MCGRATH.

Jun 25 ... The tugs AVENGER IV and POINT VALOUR towed the QUEDOC away from her lay-up berth in Thunder Bay, then proceeded down the Mission River until reaching Lake Superior. The tug POINT VALOUR dropped off and the tow continued for the Canadian Soo.

Jun 26 ... Canada Steamship Lines CEDARGLEN had to anchor in the St. Lawrence Seaway near Whiskey Island with electrical problems. After several hours repairs were completed and she continued on her trip.

Jun 27 ... The AVENGER IV & QUEDOC and arrived in the Canadian Soo. The Quedoc was tied up near the Algoma Steel Plant to await an uncertain fate.

Jun 29 ... Interlake's JAMES R. BARKER departed Bay Shipbuilding on her first trip of the season.

A new visitor to Marquette's ore dock this spring and summer has been carrying taconite to Rouge Steel in Detroit. The photo below was taken in Marquette, Michigan June 27, 2002. Her last Marquette visits were in 1988 delivering stone.



Photo by Rod Burdick

GREAT LAKES & SEAWAY NEWS •

MISC: The Marine News, Journal of the World Ship Society reported the following items in their March Issue.

RENAMES:

... RHEA (Ex - MICHALIS LEMOS - 91) Built 1978, was sold by Mystery Maritime Corp., Greece to Nebula Maritime Co, Ltd., Malta in 2001 and renamed ZOGRAFIA.

... TRIDENT MARINER - Built 1984, was sold by Continental Commercial Enterprises Inc., Greece to Taxideftis Corp. Ltd., Malta in 2001 and renamed TAXIDEFTIS.

... YING TONG (Ex - ADVENTURER - 00, MARKA L. - 98) Built 1975, Was sold by Da Tong Shipping S.A., Panama to Shun Tong Shipping S.A., Belize in 2001 and renamed DA YING.

CASUALTIES:

... ANANGEL ENDEAVOUR - Built 1978, is reported to have completed repairs in the New Orleans area and has been renamed BOLMAR I and is expected to return to service.

... CSL YARRA (Ex - RIVER YARRA - 00, ANDAX -91, STAR KANDA -87) Built 1984, Self-Unloading Bulk Carrier owned by CSL Australia Pty, Ltd. (International Ship Management Pty. Ltd.) Water entered a hold storing 700 tons of cement mix January 3, 2002 when a fire hydrant was activated creating about 1,000 tons of solid concrete. The vessel is at the center of a serious industrial dispute and it is thought that the action may have been deliberate. The crew were all questioned by the Australian Police at Adelaide. The cost of removing the solid concrete is reported to be substantial.

SCRAPPED:

... BRAZIL (Ex - GEMARELA - 97, JOHANNA K. - 96, ATLANTIC SEAMEN - 88, KIYO - 84) Built 1976, was sold by Primeo Shipping Co. Ltd. (International Marine Services S.A.), Cypress to Kumar Steel, India and delivered to Alang on December 14, 2001.

JULY

Jul 1 ... Divers working on the wreck thought to be the CHICORA stated the evidence is getting thinner. They now believe it is more likely to be the H. C. AKELEY. She was a steamer on a trip from Chicago to Buffalo hauling a cargo of corn when she sank on November 13, 1883 off Holland, with a loss of six lives. The divers stated that the stern of the wreck has a lot of damage and that the AKELEY went down stern first.

Jul 3 ... The salty KAPITONAS MARCINKUS arrived in the Port Weller Anchorage and went to anchor awaiting orders. She did not depart until July 31 when she headed for Duluth.

Jul 6 ... The ferry AMHERST ISLANDER passed up the Welland Canal bound for Leamington. She is going to assist the PELEE ISLANDER on the Pelee Island ferry run. The ferry JIIMAAN suffered an engine failure on June 22 and will be out of service for about six weeks.

Jul 7 ... The tug AKHTIAR towing the former Canada Steamship Lines Self-Unloader MANITOULIN passed Gibraltar on the long voyage to the scrapyards in Turkey.

Jul 8 ... American Steamship's AMERICAN REPUBLIC departed Toledo on her first trip of the season bound for Lorain.

Jul 9 ... Port Weller Dry Dock employees ratified a new five year contract. The old contract was to expire in June 2003 and this one will start at that time. The new agreement provides a 3.5% wage increase the first year and an average increase of 2.6% for each year of the contract. It also includes production minimums for the workers.

Jul 10 ... Grand River Navigation's CALUMET arrived in Menominee with a load of coal. She is the first ship of the 2002 season.

• GREAT LAKES & SEAWAY NEWS



Photo by Rod Burdick

CALUMET unloading coal in Menominee, Michigan – July 10, 2002

... Scrapping operations began on the pilot house of the FORT HENRY, which was on display alongside the road next to Lock #3 at the Welland Canal. The pilot house has been vandalized in recent years and was in poor condition.



Photo by Skip Gillham

FORT HENRY – Scrapping of Pilot House L.3, July 11, 2002

GREAT LAKES & SEAWAY NEWS •

Jul 12 ... Algoma's **ALGOLAKE** was removed from the drydock at Pascol Engineering in Thunder Bay. She has been on the drydock since June 29 under going repairs to her kort nozzle.

Jul 15 ... Marinette Marine launched the 127 foot tug **OCEAN RELIANCE**. She is fitted with the Intercon Coupling System to link her with the 512 foot barge currently under construction at Bay Shipbuilding in Sturgeon Bay.

Jul 16 ... Lake Express LLC has pushed plans for a high speed ferry service from Milwaukee to Muskegon back from a 2003 start up to 2004. Financing remains incomplete and with a construction schedule of 18 months, starting up in 2003 is not feasible. Lake Michigan Carferry has put plans for a ferry service from Racine to Muskegon on indefinite hold. Thomas Rankin's planned ferry service from Waukegon to St. Joseph is also stalled due to financing problems.

Jul 17 ... The Gillespie Oil & Transit tug **AMERICAN GIRL** departed the M.C.M. Shipyard at the Soo towing the former research vessel **CISCO**. She is headed for Beaver Island where the **CISCO** will be turned over to another tug and towed to Muskegon. She is to be sunk as a dive attraction in Lake Michigan near Muskegon.

... Oswego officials met with Canadian American Transportation Systems representatives about extending the proposed Toronto to Rochester fast ferry service into Oswego.

Jul 20 ... Central Marine's **EDWARD L. RYERSON** currently laid up in Sturgeon Bay was opened for tours. 1,200 tickets were purchased for the tours which run today and tomorrow. The money raised goes to the Door County Maritime Museum.

Jul 23 ... Algoma's **ALGORAIL** suffered an engine failure in the St. Clair River near the Dow Chemical Dock and went to anchor. The next day the McKeil tug **JOHN SPENCE** arrived and towed her up to the North Slip in Sarnia for repairs. They were assisted into the slip by the tug **MENASHA**.

... The tug **AKHTIAR** towing the **MANITOULIN** arrived in Aliaga, Turkey, where she will be cut up for scrap.

... As Algoma's **ALGOMARINE** was sailing near White Shoal Light north of Gary's Reef Passage a crewmen spotted a flare. They turned and found six people clinging to their capsized sailboat. A nearby sailboat was hailed and they came over to rescue them as the **ALGOMARINE** stood by for any assistance they might need. All were safely rescued.

Jul 24 ... Algoma Tankers announced they awarded a \$47,000,000 (Can.) contract to Jiangnan Shipyard in Shanghai, China to build a 18,000 DWT tanker. She will be 488 X 78 X 42 and is scheduled for delivery in June 2004. Upon her arrival the tanker **ALGOFAX** will be retired from service.

... Cleveland Cliffs Inc. announced that they have amended their Iron Ore Pellet Sales Agreement with Rouge Steel. It now will provide that Cliffs will be the sole supplier of iron ore pellets to Rouge Steel. Sales last year were less than one million tons, in 2002 they are expected to be about 1.3 million. Rouge Steel is expected to purchase in excess of 3 million tons per year and has an annual minimum obligation through 2007. Cliffs also announced they have loaned \$10 million on a secured basis to Rouge Steel with a final maturity in 2007.

... The City of Thunder Bay has authorized \$20,000 to investigate the possibility of purchasing the museum ship **KEEWATIN**. She is currently in Saugatuck, MI. Her owner R.J. Peterson has stated he would consider an offer from Thunder Bay.

Jul 26 ... The J. S. **ST. JOHN** departed the drydock at Port Weller Dry Docks and proceeded upbound in the Welland Canal bound for Erie.

Jul 29 ... The Canadian Coast Guard Cutter **GEORGE R. PEAKES** arrived at Port Weller Dry Docks and tied up at the fitout wall.

Jul 30 ... The Great Lakes Maritime Academy training vessel **STATE OF MICHIGAN** departed New York City on her delivery trip bound for Traverse City. The trip is expected to take about two weeks.

• GREAT LAKES & SEAWAY NEWS

AUGUST

Aug 1 ...The Gaelic tug ROGER STAHL departed Toledo towing the carfloat MANITOWOC bound for Menominee, MI. She has been purchased by K & K Warehousing and is to be used to unload salt water ships.

Aug 5 ... As workers were taking the paddle wheel apart on the LANSDOWNE, a blowtorch caused one of the wooden beams to catch on fire. When workers could not put the fire out, they called for the Erie Fire Department. Although not considered a serious fire, it took 40 minutes to put out.

Aug 6 ...The STATE OF MICHIGAN entered the St. Lawrence Seaway on her delivery trip to Traverse City.

Aug 8 ...Lower Lakes Towing's MISSISSAGI arrived in Sarnia and went into temporary lay-up in the North Slip.

... The submarine USS CROAKER was towed from Lackawanna back to Buffalo by the tugs NEW JERSEY, WASHINGTON and JACKLYN. She was tied up near the new Naval Park.

Aug 9 ... Upperlake's MONTREALAIS arrived in Thunder Bay and was placed on the drydock at the Pascol Engineering Shipyard for her five year survey.

Aug 10 ... Capt. William Hoey received an appreciation plaque from Harold Martin, founder of Wambo (Wallaceburg Antique Motor & Boat Outing). The plaque was presented when Diamond Jack's DIAMOND BELLE arrived in Wallaceburg on her 8th year making the trip.

Aug 11 ... Algoma's ALGOSOO suffered a bow thruster failure while docking in Clarkson, Ontario and dropped her starboard anchor. She ran over the anchor and suffered a hole in her #1 starboard ballast tank. She departed downbound to the Verreault Shipyard in Les Mechins, Quebec for repairs.

Aug 12 ... Reports indicate that work on tearing the LANSDOWNE down to her main frame have been completed. According to the construction schedule submitted to the Erie Port Authority the project could be completed by July 15, 2003. The LANSDOWNE will feature a main dining room, lower deck lounge and an outside patio with room for 300 patrons. The schedule calls for electrical, plumbing and sprinkler systems to be installed by the end of the year. Stairs, an Elevator, Kitchen Equipment and Parking Lot Lighting are to be done by April 2003. Flooring, Furnishings and Decorations are to be completed by July 2003.



Photo by Alan Mann

Aug 13 ... The STATE OF MICHIGAN arrived in Traverse City completing the trip from New York City. She tied up at the tall ship dock.

Capt. Wm. Hoey receiving placque from Harold Martin August 10, 2002

Aug 14 ... The Desgagnes Tanker VEGA DESGAGNES passed up the Welland Canal for the first time bound for Sarnia.

Aug 15 ... Upperlake's CANADIAN VOYAGER was towed from Montreal by the tug AKHTIAR bound for scrapping in Turkey. She was assisted by the Groupe Ocean tug OCEAN HERCULE.



CANADIAN VOYAGER upbound in Welland Canal at Bridge #11 - May 9, 2001 - Photo by Jim Morris

GREAT LAKES & SEAWAY NEWS •

... The tanker WELLINGTON KENT was reflagged from Canada to Barbados.

... A christening ceremony was held at the Great Lakes Maritime Academy in Traverse City for their new vessel STATE OF MICHIGAN.

... The Panamanian registered deep sea tug SUHAILI arrived in Montreal. She is scheduled to depart sometime during the next week towing the ALGORIVER to scrap overseas.

Aug 17 ... Hike Metals launched the replica tall ship H.M.S. DETROIT.



Photo by Mike Skinner

H.M.S. DETROIT tied up at Amherstburg, Ontario October 13, 2002

Aug 18 ... In the early afternoon the tug SUHAILI towed Algoma's ALGORIVER out of Montreal bound for a scrapyard in Turkey. She was assisted by the Groupe Ocean tug OCEAN HERCULES.

... Marinette Marine launched the Juniper Class Coast Guard Cutter FIR (WLB 913). The launch was delayed from yesterday due to high winds. She was christened by Sheila Barrett, wife of Coast Guard Vice Admiral Thomas J. Barrett. The FIR is named after an earlier FIR which was stationed in Puget Sound and served from 1939 until 1991. The new cutter will be stationed in Astoria, Oregon.

Aug 19 ... Lower Lakes Towing's MISSISSAGI departed the North Slip in Samia and proceeded upbound ending her temporary lay-up.



Photo by Jim Morris

ALGORIVER in Welland Canal
just above Lock #1 - September 19, 1997

... Paterson's COMEAUDOC was towed out of Montreal by the McKeil tugs BONNIE B. III, PROGRESS and LAC VANCOUVER bound for the International Marine Salvage Scrapyard in Port Colborne around 10:30 P.M.. The BONNIE B. III is on the bow and the other two on her stern.

• **GREAT LAKES & SEAWAY NEWS**

Aug 20 ... Upperlake's JAMES NORRIS departed Hamilton bound for Colborne ending her temporary lay-up.

... Upperlake's CANADIAN MINER was towed from Hamilton by the Nadro tugs MISEFORD and VAC bound for the Welland Canal. When the tow arrived off Port Weller the tug Seahound joined the tow and assisted up through Lock #1. The tugs then maneuvered the MINER into the drydock at Port Weller Dry Docks for her five year survey. The MINER has not sailed this season.

Aug 23 ... The salty GREENWING hit the dock at the Toledo Overseas Terminal while tying up. She damaged a 20 foot section of the dock with her bulbous bow. The GREENWING is on her maiden voyage.

... Frank Grzywacki announced plans to run a ferry service from Monroe to Put-In-Bay. He wants to use Plum Creek to tie up the boats, However it would need to be dredged for about a mile 20 feet wide and 10 feet deep.

Aug 24 ... The COMEAUDOC scrap tow arrived at the Port Weller Anchorage and was met by the tugs SEAHOUND and VAC. The tug BONNIE B. III then departed for Hamilton and the PROGRESS moved to the bow and the other two took over on the stern, the tow then headed for the Welland Canal. Later in the day as the tow was about to depart Lock #2, the PROGRESS had the towline wrap around her propeller. A diver was summoned and removed the towline after a couple hours. The tow then departed and made an overnight passage up the canal. They arrived in Port Colborne early the next morning and tied up at Wharf #16.



COMEAUDOC with tugs VAC, PROGRESS & SEAHOUND
upbound in Welland Canal bound for scrapyard – August 25, 2002

Photo by Jim Morris

Aug 25 ... The deep sea tug ALLIE B. passed up the Welland Canal bound for Bay Shipbuilding in Sturgeon Bay. She is going to get the new hydraulic dump barge GL 65, recently completed for Great Lakes Dredge & Dock. The pair returned downbound in the Welland Canal on September 2.

... The tugs PROGRESS, SEAHOUND and VAC shifted the ALGOGULF at the International Marine Salvage Scrapyard from the inner berth out to one next to the KINSMAN ENTERPRISE. The tow took a couple hours as the ALGOGULF was aground and they had trouble pulling her free. The tugs then proceeded down to the COMEAUDOC and towed her up to the space vacated by the ALGOGULF.



ALLIE B. upbound departing Lock #3
on Welland Canal August 25, 2002

Photo by Jim Morris

GREAT LAKES & SEAWAY NEWS •

Aug 26 ... The Great Lakes Towing tug TRITON towed the LOUIS J. GOULET away from Wharf #19 in Port Colborne and down the Welland Canal. She was assisted on the canal passage by the Nadro tug SEAHOUND. The GOULET has been purchased by Bahamas Oil and is bound for Walker's Cay, Bahamas. The tug TRITON has been transferred to the south and will tow her all the way. The GOULET is reportedly going to be renamed LIBERTY HUNTER upon arrival.



ALGOGULF with tugs PROGRESS, SEAHOUND & VAC being shifted to outer berth at scrapyard August 25, 2002

... Oglebay Norton's ARMCO arrived at the Fraser Shipyard in Superior, she was assisted into the yard by the Great Lakes Towing tug NORTH DAKOTA. She had rudder repairs done and departed the next day.

Photo by Jim Morris



LOUIS J. GOULET tied up at Wharf #19 in Port Colborne May 10, 2002 – Photo by Jim Morris

Aug 27 ... The salty ELM ran aground below the Eisenhower Lock on the St. Lawrence Seaway. The tugs ROBINSON BAY and OCEAN JUPITER arrived and pulled her free, she proceeded to the Wilson Anchorage for inspection.

Aug 28 ... Purvis Marine's YANKCANUCK arrived at the Canadian Soo and went into lay-up at the Purvis Marine Dock.

... The TRITON/LOUIS J. GOULET tow was assisted down the St. Lawrence Seaway by the Groupe Ocean tug OCEAN JUPITER.

... As the salty FRASER was turning to make the Aerial Bridge in Duluth she ran aground just off Bayfront Festival Park in mud due to heavy fog. She was freed the next day by the tugs MINNESOTA, NORTH DAKOTA, KENTUCKY and SENECA, after being stuck for almost 24 hours. Once free she proceeded out to the anchorage for inspection. After passing she departed downbound bound for Antwerp, Belgium.

Aug 29 ... Lower lakes Towing's CUYAHOGA arrived in Buffalo and tied up at the General Mills Frontier Elevator. She is the first self-unloader to use the new hopper system recently installed at the elevator.

MISC: The Marine News, Journal of the World Ship Society reported the following items in their April & May Issues:

NAVAL NOTES:

... Turkey - The United States has formally approved the purchase by Turkey of an additional pair of Oliver Hazard Perry Class (FFG) Guided Missile Destroyers. Thus, USS ESTOCIN (FFG 15) and USS SAMUEL B. MORISON (FFG 13) will be transferred during the middle of the year. Thereby bringing to seven the total of FFG Class Destroyers serving in the Turkish Navy.

• GREAT LAKES & SEAWAY NEWS

RENAMES:

... BACALAN (Ex - ACILA - 99, SHELLTRANS - 94) Tanker, Built 1982, was sold by Petromarine S.A., St. Vincent and the Grenadines to Desgagnes Inc., Canada in 2001 and renamed VEGA DESGAGNES.

... YONG QING (Ex - CAROLINE SCHULTE - 93, EVELYN - 92, RANK - 88, FRANK SCHRODER - 86) Built 1976, was renamed HEBEI MERCY by Hebei Shipping Co. Ltd., St. Vincent and the Grenadines in 2001.

... ALGOWEST - Built 1982, was renamed PETER R. CRESSWELL by 3013286 Canada Inc., Canada in 2001.

... JANE A. BOUCHARD (Ex - CHRISTINE E. - 85) Tug - Built 1975, was sold by B. No. 135 Corp., USA to McAllister Towing & Trans. Co. Inc., USA in 2001 and renamed AMY C. MCALLISTER.

... IRVING JUPITER (Ex - ATLANTIC JUPITER - 99, IRVING JUPITER - 98, THORNESS - 84) Tug - Built 1961, was renamed ATLANTIC JUPITER in 2001 by Atlantic Towing Ltd., Canada.

CASUALTIES:

... LAKE CARLING (Ex - ZIEMIA CIESZYNSKA - 93) Built 1992, owned by Lake Carling Inc. (Bay Ocean Management Inc.) Marshall Islands. Developed a stress crack and reported to be taking water into No. 4 hold on March 19, 2002. When about 240 nautical miles off Sydney, Nova Scotia in position 48.13N, 61.11W. Subsequently anchored off the Magdalen Islands with the tug RYAN LEET alongside and pumping in progress. She was on a passage from Seven Islands for Trinidad with iron ore.

... OSTKAP - Built 2000, owned by Gibraltar Flag interests associated with Krey Schiffahrts GMBH & Co. K.G.. reported an engine failure January 28, 2002 and dropped anchors when about to enter Keil Canal Locks at Keil. Taken in tow by the local tugs Holtenuau and Bulk and escorted to Keil Nordhafen for examination.

... SJARD (Ex - SEA BREEZE - 98, ANTJE - 97) Built 1989, owned by Briese Schiffahrts GMBH & Co. K.G. M.S."Sjard", Antigua & Barbuda. Started taking water in severe weather on January 27, 2002 following a bilge pump failure and sank in the North Atlantic in position 48.40N, 45.02W. She was bound for St. John's Newfoundland with a cargo of oil field pipes. The crew of 14 were rescued from their lifeboat by the fishing vessel Beiramar Tres.

SCRAPPED:

... CHEETAH (Ex - STEPAN ARTEMENKO - 96, Lavinia V - 83) Built 1977, was sold by Slater Trading Co. (V. Ships (Cypress) Ltd.), Bahamas to Indian Breakers and arrived Alang January 15, 2002.

... IGEN ICE (Ex - LUCIEN PAQUIN - 01, MESANGE - 85, SUNEMERILLON - 82, BORELAND - 79) was sold by Igen Sea Transport Ltd. (Igen Ship Trading LLC), St. Vincent and the Grenadines to Pakistan Breakers and arrived Gadani Beach November 11, 2001.

... IOANNIS L. (Ex - SPIROS M. - 94, GOLDEN HARVEST - 91, AKADEMOS - 87) Built 1972, was sold by Golden Future Navigation S.A. (Comar Shipping & Management Inc.), Greece to Bangladesh breakers and arrived Chittagong March 31, 2001.

... IRO (Ex - RUDER BOSKOVIC - 97) Built 1974, was sold by Gemini Mist Oceanways S.A. (Corner Shipping Co. Ltd.), Bahamas to Priti Marine PVT. LTD., India and was beached Alang January 29, 2002.

... STAVROS (Ex - LAS BOLINAS - 00, ALEXANDER'S UNITY - 92, HURON - 91, FEDERAL HURON - 89, Fontenoy - 79) Built 1978, was sold by Sea Priority S.A. (DST Shipping Inc.), Panama to Hatim Steel, India and was beached at Alang on February 16, 2002.

... TITANAS (Ex - BERGEN SEA - 99, SAINT VASSILIOS - 89, GEMINI PIONEER - 86) Built 1977, was sold by Wave Maker Shipping Co. Ltd. (Leros Management S.A.), Malta to Atammanohar Ship Breakers Ltd., India and was beached at Alang on February 9, 2002.

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Postcard of steamer TASHMOO entering the St. Clair Flats Ship Canal on her way to Tashmoo Park.