



Telescope

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Volume LI; Number 2



MEMBERSHIP NEWS:

GLMI Board of Director, Elizabeth Sherman, lives in Muskegon and operates a Bed & Breakfast. She has also recently released her new book which is now available at the Dossin Great Lakes Museum store.

"Beyond the Windswept Dunes: The Story of Maritime Muskegon" takes the reader into a world of maritime adventure as it was experienced by the sailors, passengers, rescue workers, shipping magnates, industrialists, and many other people whose livelihoods revolved around Michigan's port city of Muskegon. At one time the leading edge of westward expansion, Muskegon was a place where lumbering and lakers merged and where rails met decks, a place situated midway along the coast of a great and sometimes stormy inland sea. Here Elizabeth Sherman offers both a shipping history and a portrait of the city. The events covered range from the visit by the British sloop H.M.S. Felicity in 1779 through Muskegon's boom years as "Lumber Queen of the World", from the city's revitalization with the opening of the St. Lawrence Seaway to its recent establishment of a floating museum complex for historic naval vessels. The book offers many first-hand statements of shipwreck survivors and other witnesses, lending an authentic voice to the accounts.

I would like to add that many of our longtime members will recognize the wide range of vessels covered: Rouse Simmons, Lyman M. Davis, Alabama, Charles H. Hackley, Milwaukee Clipper, Makefjell and USS Silversides. Several stories of these vessels have appeared in *Telescope* and the author has added an excellent bibliography for those interested in research.

Beyond the Windswept Dunes: the Story of Maritime Muskegon by Elizabeth Sherman contains 240 pages with 60 illustrations. Cost is \$29.95. GLMI members receive 10% discount, but please add \$5.00 for postage. To order - call the museum at 313-852-4051 or send your request to Dossin Great Lakes Museum, 100 Strand on Belle Isle, Detroit, MI 48207.

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OUR COVER PICTURE . . . The pilot house from the Bradley Transportation Company's Steamer "CALCITE", 1912/1961, now permanently located in Presque Isle County's Lighthouse Park, adjacent to the 40 Mile Point Lighthouse, about 7 miles North of Rogers City, Michigan. Photo by Tom Stone.

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

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THE CALCITE



Built in 1912 by the Detroit Shipbuilding Company, Wyandotte, Michigan, the steamer, CALCITE, was one of the first self-unloading vessels to sail the Great Lakes.

Commissioned by the Calcite Transportation Company, she was chartered to the Michigan Limestone and Chemical Company to ship limestone from Crawford's Quarry near Rogers City, Michigan.

The CALCITE was the largest self-unloading ship on the Lakes at the time. Four hundred thirty-six feet in length with a 54-foot beam, 29 foot depth and a capacity of 7000 tons, she hauled limestone from the Calcite plant for 49 years under the ownership(s) of Calcite Transportation Company, Bradley Transportation Company and the United States Steel Corporation.. She was one of the many ships that helped provide employment for young people graduating from high school, making it possible for many of them to go on to college.

When scrapped in 1961 at Conneaut, Ohio, the CALCITE's pilot house was removed and retired to Rogers City to be used as a tourist attraction at Harbor View, overlooking the harbor and loading operations at Calcite. Over the years, thousands of people visited the pilot house, looked into its radar screen and listened to the boats on the lake over the pilot house radio.

When the harbor changed, the pilot house was relocated near the Chamber of Commerce building

on U.S. 23. Gradually, it fell into disrepair and was later moved to 40 Mile Point Lighthouse Park. An attempt was made to restore it, but as interest in the project waned, the pilot house fell into further disrepair. Now, neglect and severe weather conditions had taken its toll.

In April 1996, a small group of people interested in Rogers City history, particularly its nautical history, organized the Forty Mile Point Lighthouse Society. The focus of the Society is the restoration and preservation of the 100+ year-old lighthouse, the complementary buildings and grounds. The goal is to create a museum of Great Lakes history with an emphasis on the nautical background of the Rogers City area.

On December 1, 1997, the pilot house made what is hopefully its final move. It remains at 40 Mile Point Lighthouse Park, but with the help of Moran Iron Works and Kiwanis volunteers, it was relocated further back away from the lake so as not to obstruct the view of the lake from the lighthouse. Even though it was in need of serious restoration, it seemed it had found its proper location where it could again serve as a nautical show piece and a link to the nautical past.

Ref: *The Bradley Boats* by Gerald F. Micketti
Information Courtesy of Tom Stone, Board Member
Forty Mile Point Lighthouse Society - January, 2002

A "First Lady" Retires

FAREWELL TO STEAMER CALCITE

Reprinted from *ML Screenings* April - June 1961



The crowd gathers and the Rogers City High School band forms for brief ceremony aboard retiring Bradley vessel.

Nearly a half century of sailing on the Great Lakes and tributary rivers came to an end for the veteran Steamer CALCITE at the close of last year's shipping season. And some 300 people assembled on a late November day to pay their last respects to the first vessel constructed for the Bradley Transportation Line in 1912.

In what Detroit papers acclaimed as a "first" in lake carrier history, a simple, yet impressive ceremony marked the steamer's last cargo and departure from the Port of Calcite.

Officers and crews from other Bradley vessels that were in port at the time joined the Northern District personnel in a brief recounting of the greyhound's service to industry since that day in 1912 when she sailed into the port for her first load of limestone. Members of the clergy praised the vessel's part in the economy of Rogers City and blessed her final voyage to Conneaut, Ohio.

The brief program started as soon as the last stone was poured into the Calcite's holds. The stone was destined for the Division's Conneaut Plant. Captain J.J. Parrilla, Manager of Bradley Transportation, directed the ceremonies from the loading deck of the vessel. Before introducing Northern District Manager J.N. Suliot, he presented the ship's clock to Captain Donald E. Nauts, Shore Captain of the Bradley Line and an early skipper of the CALCITE.



Captain D.E. Nauts accepts CALCITE's ship clock from Captain J.J. Parrilla, Manager Bradley Transportation Line, during shipboard program at dockside.



Captain Hilton Gould presents vessel's house flag to Curtis Haseltine.

In reviewing the 48-year service of the vessel that spanned the entire history of both Bradley and Michigan Limestone, Captain Nauts pointed with pride to her safety record. He stated that the vessel had not experienced a disabling accident in the last 18 years of sailing. For marine historians he said that the CALCITE had carried 4,605 cargoes for a total of 24,794,340 tons of limestone and 6,526,170 tons of coal. The CALCITE was built by the Detroit Shipbuilding Company at the firm's Ecorse yards and at the time of her launching was the largest self-unloader in the world. Her total days in commission amounted to 10,721.

Highlight of the program that was marked by sentiment was the presentation by Captain Hilton Gould, Master of the vessel, of the CALCITE's house flag to the Marine Historical Society of Detroit. On hand to accept the flag was Curtis Hazeltine, vice president of the Society and marine writer for a Detroit newspaper. As a final tribute a Bradley house flag was raised on the Dossin Marine Museum's halyard at its Belle Isle vantage point and was viewed as the Steamer CALCITE steamed down the Detroit River for the last time. Signal flags, spelling "Adieu, 1960" were also hoisted on the staff. The flag was dipped as the CALCITE whistled her salute.

Also aboard the vessel were officials of Rogers City municipal government, the city's Chamber of Commerce, representatives of the United States Coast Guard station in St. Ignace, and the Lake Carriers Association of Cleveland.

A wide, red ribbon was secured from a forward railing on the vessel to a mooring spile on the dock by Dolly Smarszcz, 1960 Miss Michigan Limestone queen,

and Sunhild Erlach, a foreign exchange student. The ribbon, representing the vessel's ties to the Port of Calcite, was ceremoniously broken as she slipped away from the dock.

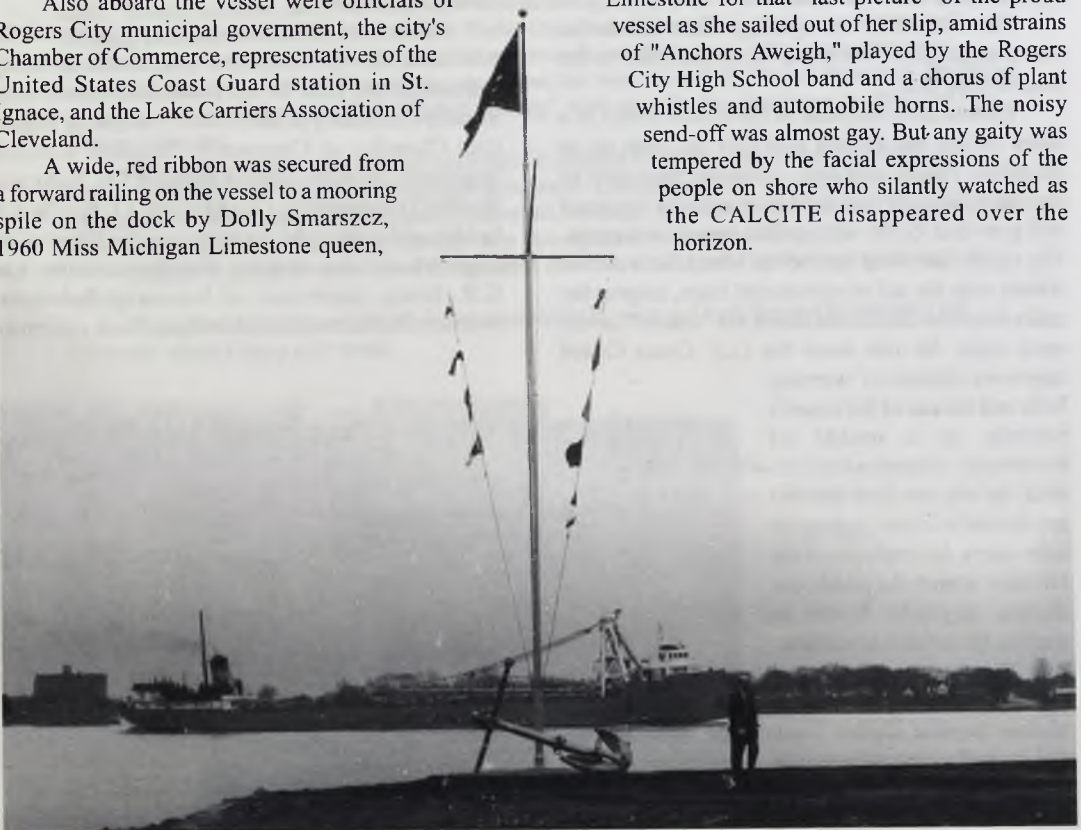
Aboard the CALCITE on its last voyage was Captain Gould, First Mate Henry Kaminski, Second Mate Herbert Friedrich, Third Mate Raymond Modrzynski, Chief Engineer John Claus, First Assistant Engineer Richard Brege, Second Assistant Engineer Charles Horn, Third Assistant Engineer Lloyd Mayes and Repairman Reinhold Radtke.

Other crew members were Clarence Strzelecki, Edward Rygwelski and Stanley Haske, wheelsman; Charles Robinson, Richard McDonald and Neil Ryerson, watchmen; and Donald Burns, Edward Muzyl and Clayton Haselhuhn, deckwatchmen.

Deckhands were Ronald Paull, Richard Hein and Louis Urban, Jr.; Oilers were Vernon Halbert, Robert Strain and John Appelt. Stokemen were Clifton Morris, Russell Sigsby and Willis Roc.

Wilbert Zemple, steward; Lance McGinn and Henry Dietlin, second cooks; Harold Parsons and Donald Bissin, porters; Stanley Centala, conveyorman and Paul Darga, assistant repairman, completed the crew.

Newsmen scrambled aboard the tug Limestone for that "last picture" of the proud vessel as she sailed out of her slip, amid strains of "Anchors Aweigh," played by the Rogers City High School band and a chorus of plant whistles and automobile horns. The noisy send-off was almost gay. But any gaiety was tempered by the facial expressions of the people on shore who silently watched as the CALCITE disappeared over the horizon.



The CALCITE passing the Dossin Great Lakes Museum November 18, 1960

Str. CALCITE'S Pilothouse "Home to Stay"



The Rogers City High School band performs during ceremonies dedicating the veteran pilothouse at Harbor View.

The gleaming white pilothouse of the retired Steamer CALCITE has been spared destruction by the vessel's scrapping crew and has been returned to the vessel's home Port of Calcite. Here it will serve in the dual capacity of a tourist attraction and as a memorial to the first vessel of the Bradley Transportation Line and the many men who sailed it.

The dedication and opening of the pilothouse was a highlight of Michigan Week activities in the Rogers City area.

Enthusiastic reception of the control center of a lakes carrier has already provided its value as an education exhibit. For here, countless thousands of tourists will gain a first-hand look at the navigational aids provided for the safety of the vessels and crews. The visitor can stand behind the wheel, scan distant waters with the aid of operational radar, inspect the radio direction finder and check his "course" on the open sight. He can learn the U.S. Coast Guard approved system of warning bells and the use of the vessel's whistle as a means of waterway communication. And, he can see how courses are charted to insure passage in safe waters. An employee of the Division attends the pilothouse during daylight hours to explain the exhibit to visitors.

The marine exhibit will add further interest to the already popular Harbor View that annually attracts thousands of tourists intent on gaining a close look at the loading

operations of Great Lakes carriers. The combination of Harbor View and Quarry View has provided the Rogers City area with a top state tourist attraction. Only last year, during Michigan Week observances the Michigan Historical Society officially listed Calcite as one of the state's significant points of historical interest.

Officers of the Division joined heads of the Northern District, Calcite plant and Bradley Transportation Line in the dedication ceremonies. Speakers included President Carl G. Hogberg, Rogers City Chamber of Commerce President Kenneth Vogelheim, Northern District Manager J.N. Suliot and Bradley Transportation Line Manager J.J. Parrilla. On hand to add color to the occasion was the Rogers City High School band. Helping plan the ceremony was G.R. Jones, supervisor of Industrial Relations, Northern District and local Michigan Week chairman.



Part of opening day crowd that filed through fully-equipped pilothouse.

**FORTY MILE POINT
Lighthouse
SOCIETY**



**P. O. Box 205
Rogers City
Michigan 49779**

January 14, 2002

President
G.L.M.L./Dossin Museum
100 Strand on Belle Isle
Detroit, MI 48207

Dear Sir:

Enclosed is a current color photograph of the pilot house from the Bradley Transportation Company's Steamer "Calcite," 1912/1961, and a brief history. The pilot house is now permanently located in Presque Isle County's Lighthouse Park, adjacent to the 40 Mile Point Lighthouse, about 7 miles North of Rogers City, Michigan. The pilot house suffered years of neglect and overall deterioration, but about five years ago the 40 Mile Point Lighthouse Society from Rogers City undertook its restoration and, with the help of over a dozen retired Great Lakes sailors, we were able to save the structure. Our job is nearly complete at this point.

A core group of sailors retired from the old Bradley fleet (3 captains, 4 chiefs, a wheelsman and a cook), Society members, and local volunteers worked during the summer months chipping, welding, scraping, painting and cleaning. Moran Iron Works from Onaway brought out heavy equipment and moved the pilot house, still within the park, but to a more favorable location. The interior has been completely restored and most of the original equipment has been reinstalled. We are about 90% finished at this point, and are planning an official "Grand Opening" celebration for the pilot house on Memorial Day Weekend this year.

However, over the years the ship's bell and the binnacle compass disappeared. We may never recover the bell, but we would like to replace the binnacle. Can you help us? Do you know of any organization or individual willing to donate, loan or sell a binnacle common to the Calcite? The pilot house is owned and insured by Presque Isle County. It is also equipped with a security system.

Incidentally, I believe more retired Great Lakes sailors live in Rogers City than any other town in Michigan.

I have been a member of GLMI for approximately 25 years and look forward to receiving the *Telescope*, which I enjoy very much.

Sincerely,

Tom Stone

Tom Stone, Board Member



Capt. Dick Peacock, Munson; Chief Engineer Jerry Badjero (sitting), Gott; John Houk (standing), M.L.O.; Capt. John Szczeorowski (leaning), Munson; Cook Henry Deitlin, Bradley boats. (All are retired)
Above: Renovation in process - Cover: Renovation completed

WEATHER
Clear and sunny tonight and
Tuesday with rain.

The Detroit News

HOME
EDITION

MONDAY, MAY 11, 1947, VOL. 82, NO. 30

THE HOME NEWSPAPER—ESTABLISHED 1875

44 PAGES

SEVEN CENTS

SHIP SINKS IN SUPERIOR, 31 ADrift IN LIFEBOATS

Churchill Urges Big-Power Talk *Rescuers Spot 8 Aboard Raft*

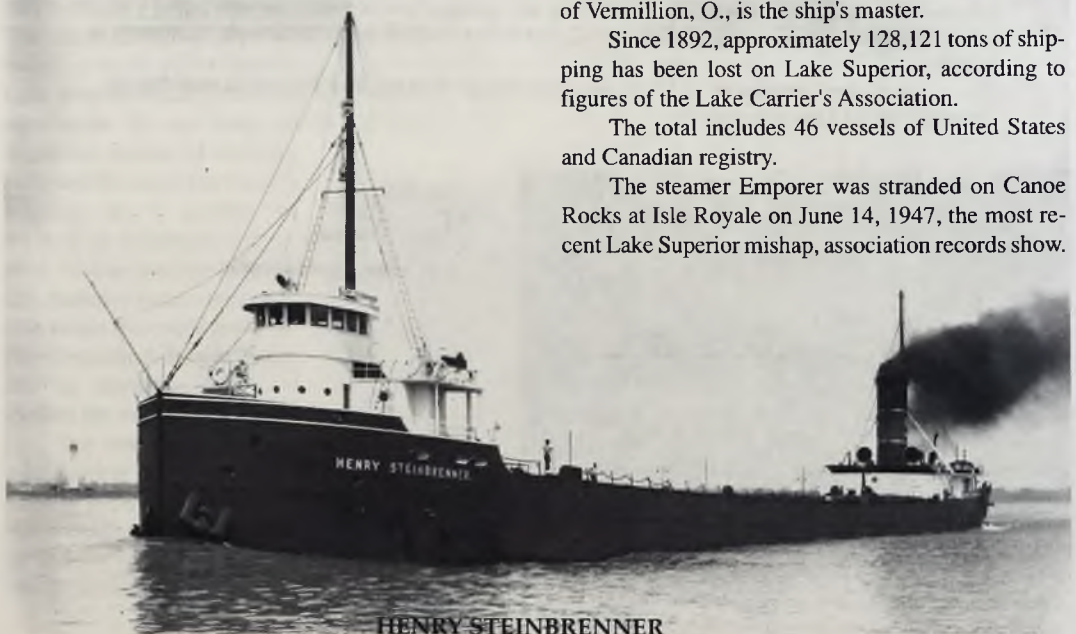
Counsels

HOUGHTON, Mich., May 11. — Rescue ships, fighting the storm to get to the scene of the sinking, reported spotting eight men aboard a life raft.

HOUGHTON, Mich., May 11.—A 6,900-ton ore carrier, the Henry Steinbrenner, sank in Lake Superior today and its 31-man crew abandoned ship.

The ship, buffeted by winds up to 72 miles per hour, called for help about 18 miles off Isle Royal, between Rock of Ages and Passage Island.

The Coast Guard station here said a steamer in the area received the Steinbrenner's "abandon ship" message at 7:30 a.m. and it sank at 9:00 a.m.



HENRY STEINBRENNER

Coast Guard ships raced to the distress scene but first reports were the stricken carrier and its crew could not be found.

One Coast Guard ship reported finding only hatch covers floating on the surface.

At least five Coast Guard ships and an airplane searched the area after a report that the ship's crew had taken to lifeboats.

The Coast Guard also dispatched rescue ships from Grand Marais, Minn.; Hancock, Mich; Two Harbors, Minn.; Ashland, Wis., and Portage Island.

The 52-year-old Steinbrenner, a 427-foot-long ore carrier, is operated by the Henry & G.M. Steinbrenner Co. of Cleveland. Capt. Albert Stiglin, of Vermillion, O., is the ship's master.

Since 1892, approximately 128,121 tons of shipping has been lost on Lake Superior, according to figures of the Lake Carrier's Association.

The total includes 46 vessels of United States and Canadian registry.

The steamer Emperor was stranded on Canoe Rocks at Isle Royale on June 14, 1947, the most recent Lake Superior mishap, association records show.

The Detroit News - May 12, 1953

Cheers for Ship Hero

Seamen Tell of Rescue by Mate

(FROM A STAFF CORRESPONDENT)

SAULT STE. MARIE, Mich., May 13. — Exhausted from their 4 1/2 hours on a bobbing life raft in thunderous seas, three crewmen of the sunken steamer Henry Steinbrenner paid tribute today to Richard Olson, 27, of Poshtigo, Wis., the third mate of the Joseph H. Thompson, the huge ore carrier which brought them to a hospital here.

But Olson shrugged off his heroic role in the rescue.

"It wasn't too hard to get the men aboard after we got a line on the raft," he said, "But I don't know how those poor fellows stood it."

Kenneth H. Smith, an electrician on the Thompson, said he sighted a lifeboat containing two men who were waving and a third who appeared to be dead.

"As we drew closer," he said, "I could hear one of the men yelling, 'Oh, God, I'm freezing, I'm freezing.'"

Smith said the lifeboat was tossing so in the heavy seas that the Thompson couldn't get a line on it. It drifted away and was picked up by the freighter Wilfred Sykes.

HEAVE-LINE TO RAFT

"Then we sighted the life raft," Smith said. "We got alongside it and heaved a line to it. Then we lowered a Jacob's ladder and our third mate, Olson, tied a line around himself and climbed down.

"It took us about an hour to get them on board. They had been on the raft four and a half hours and were almost frozen. We rubbed them with towels and wrapped them in blankets while the cook poured coffee into them."

"The captain said we were 15 miles from the nearest ship when ours went down," said one of the rescued, James Lambaris, of Lorrain, O., a deckhand.

When the Thompson hove in sight, her tall bows loomed "high as a house" beside the tiny bobbing life raft, the men said.

Among those hospitalized with Lambaris were Archie Mulloy, Minneapolis, another deckhand, and Frank Jazapaitis, Nanticoke, Pa., a watchman.

The Thompson's crew threw a heaving line, but the half-dead seamen missed it. The vessel then made a wide sweep—her 714-foot hull is the longest on the lakes—and turned again. This time Lambaris caught the line.



RICHARD OLSON

SCORNFUL LIFE JACKET

"The Thompson let down a Jacob's ladder, and the third mate climbed down," the sailor said. "He wasn't even wearing a life jacket.

"He tied lines on us and pulled us up. We keeled over on the deck from cold and fatigue."

Litters were lowered for one injured man and another who later died on the Thompson of exposure.

The trio told how Joe Radzevicz, Wilkes-Barre, Pa., wheelsman who later was injured, clung to his bunk and at first refused to abandon ship.

"He was seasick," they recalled, "and said it was no use, that we might as well stay there.

Radzevicz, his shipmates said, was a survivor of the 1943 sinking of the steamer Humphrey in the Straits of Mackinac off St. Ignace.

The Steinbrenner's crew expected only 35-mile winds on Lake Superior when they set out from the lakehead Sunday morning.

"It began to really blow about 2 o'clock Sunday afternoon," they said.

"We tried to lie in between Isle Royale and Passage Island."

But the seas pushed by a 72-mile storm worked under the covers of the hatches, they said. The steel covers overlap like siding on a house, and the men swore that the heavy steel was lifted off the hatches by the enormous strength of water.

WAIT FOR SINKING

"At 4 p.m. Sunday we all tightened the hatch dogs," they said. "Supper time was the last time we had contact between the forward and after ends.

"The fantail settled all night, and the wind rose."

Mulloy and Jazapaitis agreed that the only worse storm they had experienced was the 1945 Ikinawa typhoon, which they endured while in the Navy.

Ten men huddled on the fore-castle peak, waiting to ride the life raft off the sinking ship.

"When we abandoned ship" they said, "we looked aft and watched the boats launched. The starboard boat went out without passengers, because the line was jerked out of the men's hands. They worked their way over to the port boat."

At the last minute someone asked Lambaris whether he had his precious seaman's identity papers.

COOK CREDITS MIRACLE

He rushed back to his stateroom, kicked a hole in his suitcase, and returned to the wave-lashed raft with the papers stowed in his clothing.

Bernard Okarski, of East Plymouth, Pa., second cook on the Steinbrenner, was put ashore at Duluth, Minn., by the tugboat. He said "miracles" saved him.

The boat, he declared, sank in "about a minute" and the suction pulled him under. When he came up, he said, "everyone was screaming and then I saw a life-boat with two men in it."

JOSEPH H. THOMPSON downbound on 1st trip — photo taken from Ambassador Bridge Nov. 6, 1952

GREAT LAKES & SEAWAY NEWS



Those who have contributed to the
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AUGUST

Aug 24 ... In a ceremony held at the Canadian Coast Guard Base in Amherstburg, Ontario, Essex MP and Minister for International Co-Operation Susan Whelan christened the tall ship H.M.S. DETROIT. The festivities marked the completion of Phase I for Project H.M.S. Detroit, there are two more phases to go before the H.M.S. DETROIT will be ready to sail.

SEPTEMBER

Sep 1 ... The Gaelic tugs WILLIAM HOEY & SUSAN HOEY towed the former Bob-Lo Boat STE. CLAIRE from the Lakefront Dock in Toledo up the Maumee River to the International Park Dock. She will be used as a Halloween Haunted House called Nautical Nightmare. Her third deck bar area has been temporarily turned into a maze named First Class Nightmare. The second deck dance floor area called Ballroom of Terror is set up as a scary area. She will be open for tours from September 13 through October 31. In September they will be open Wednesday through Sunday beginning in October they will open on Tuesday's. The hours are 7:00 P.M. to 11:00 P.M. on week nights and 7:00 P.M. to 1:00 A.M. on Friday & Saturday. Tickets cost \$13.00 per person for each exhibit.

... The former Great Lakes tanker TRADEWIND SPIRIT (Ex -GULF GATINEAU - 76, J. C. PHILLIPS - 85) which left the lakes in 1995 has been sold to Seaforce Shipping, Nigeria and renamed SIR MICHAEL.

Sep 2 ... The Cruise Ship C. COLUMBUS arrived at the Davie Shipyard in Levis, Quebec and was placed on the drydock. She is being drydocked to have a leaking controllable pitched propeller repaired, this led to excessive vibration on the trip over from Europe. She was removed from the drydock the next day and departed for Montreal.

Sep 3 ... The McKeil tugs BONNIE B. III (bow) & PROGRESS (stern) towed the WINDOC out of Hamilton bound for Montreal. Her new owners Groupe Ocean are looking at several uses for her, but have not decided on any at the time.

... Upperlake's JAMES NORRIS arrived in Hamilton and went into temporary lay-up.

Sep 4 ... The McKeil tug LAC VANCOUVER joined the WINDOC tow as it entered the St. Lawrence Seaway. The tow arrived in Montreal on September 6, the WINDOC was tied up at Section 74.

GREAT LAKES & SEAWAY NEWS •

Photo by Jim Morris



WINDOC laid up at Pier #8 in Hamilton - May 10, 2002

Sep 6 ... The Cruise Ship C. COLUMBUS passed up the Welland Canal on her first trip into the Great Lakes in the 2002 season.

Sep 7 ... McKeil's tanker CAPT. RALPH TUCKER arrived in Hamilton and was placed on the drydock at Heddle Marine. She will have damage repaired to her port ballast tank from her recent grounding and be repainted.

Sep 9 ... The Erie-Western Pennsylvania Port Authority informed Contessa Cruise Lines that their month to month lease for the VIKING I is being terminated. The lease will end on October 31, 2002 and the VIKING I will have to be moved to make room for the LANSDOWNE.



CONNECTICUT upbound at Bridge #21 on Welland Canal - 8/25/02

Photo by Jim Morris

... Canadian American Transportation Systems announced it has received \$14 million from the State of New York in the form of loans and grants, \$6.6 million is a loan and \$7.4 million in a grant. They have placed an order for a high speed catamaran ferry with the Australian Shipbuilder, Austal Ltd. who expect to deliver the ship in August 2003. She will run from Rochester to Toronto in a high speed ferry service. The fare for a one way trip is expected to be \$25 to \$29 for walk on passengers, \$35 to \$40 per car with an additional \$15 to \$20 per person. The City of Rochester will begin converting an abandoned warehouse along the Genesee River shortly into a passenger terminal at a cost of \$20 million.

Sep 11 ... The Canadian Coast Guard Cutter GRIFFON departed the drydock at Port Weller Dry Docks. She arrived on August 10 and has been undergoing routine repair work since.

• **GREAT LAKES & SEAWAY NEWS**

Sep 12 ... The tug SUHAILI towing the ALGORIVER arrived at the scrapyard in Aliaga, Turkey.

Sep 16 ... Upperlake's CANADIAN TRANSFER departed Sarnia ending her temporary lay-up, she proceeded upbound heading for Calcite.

... Kinsman's KINSMAN INDEPENDENT ended her temporary lay-up when she departed Buffalo bound for Duluth.

Sep 17 ... Algoma's ALGOCEN arrived in Toronto and went into temporary lay-up.

Sep 18 ... The tug AKHTIAR and the CANADIAN VOYAGER arrived at the scrapyard in Aliaga, Turkey, The VOYAGER was beached on September 20. The VOYAGER was launched 40 years ago to the day on September 20, 1962 at Collingwood as BLACK BAY.

Sep 21 ... While upbound in the Welland Canal, Canada Steamship Lines HALIFAX suffered an engine failure and tied up between Lock #6 and Lock #7 for repairs in the early morning hours. Where she tied up she was blocking upbound traffic in the canal. At daybreak she shifted ahead to allow Upperlake's CANADIAN LEADER to exit Lock #6, once she cleared the lock the HALIFAX shifted back toward Lock #6 to give the LEADER enough room to enter Lock #7. After about 12 hours the engine was repaired and she continued on her trip.



HALIFAX tied up between Lock #6 and Lock #7 on Welland Canal.
CANADIAN LEADER is in background waiting to pass her - September 21, 2002

Photo by Jim Morris

Sep 26 ... Upperlake's CANADIAN MINER was removed from the drydock at Port Weller Dry Docks and placed at the fitout wall by unnamed tugs.

Sep 28 ... The downbound container ship CANMAR VICTORY ran aground in the St. Lawrence River about 30 miles west of Quebec City. She was pulled free the next day by the Groupe Ocean tugs OCEAN DELTA & DUGA at high tide. She was allowed to proceed to Quebec City for inspection, after which she returned to Montreal to offload her containers and then she will head to a shipyard for repairs.

Sep 29 ... The CANADIAN MINER departed the fitout wall at Port Weller Dry Docks and proceeded upbound in the Welland Canal headed for Duluth.

GREAT LAKES & SEAWAY NEWS •

... Canada Steamship Lines TEAKGLEN (Ex - MANTADOC) departed Montreal bound for Quebec City. She will load a cargo of grain bound for Goderich. It is reported that this will be her only trip and she will be used as a storage hull upon her arrival.

Sep 30 ... Algoma's ALGOCEN departed Toronto ending her temporary lay-up. She headed downbound for Pointe Noire to load taconite for Hamilton.

OCTOBER

Oct 2 ... A ceremony was held in Toronto to christen the tug/barge EVERLAST/NORMAN MCLEOD.

Oct 3 ... Algoma's ALGONORTH departed Montreal heading downbound for Pointe Noire on her first trip of the season.

Oct 4 ... Upperlake's MONTREALAIS departed the fitout wall at Pascol Engineering in Thunder Bay ending her temporary lay-up. She had arrived on August 9 and was placed on the drydock for her five year survey. After a month she was removed and placed at the fitout wall and into temporary lay-up.



EVERLAST / NORMAN MC LEOD downbound in Welland Canal on level between Lock #2 and Lock #3 - August 25, 2002

Photo by Jim Morris

... The Container Ship CANMAR VICTORY arrived at the Davie Shipyard in Levis, Quebec and was placed on the drydock. Repairs to her bottom are expected to take about three weeks.

... The TEAKGLEN passed up the Welland Canal on her one way trip to Goderich.

Oct 5 ... The TEAKGLEN arrived in Goderich during the evening hours. On October 7 after unloading part of her cargo she shifted alongside the retired WILLOWGLEN and laid up.

Oct 6 ... Upperlake's CANADIAN PROVIDER departed Hamilton on her first trip of the season and headed upbound for the Welland Canal.

... Algoma's ALGOSOUND departed Montreal bound for Port Cartier on her first trip since the 2000 season.



TEAKGLEN upbound in Welland Canal approaching Lock #8 - October 4, 2002

Photo by Skip Gillham

Oct 7 ... Marinette Marine launched the ocean going tug COASTAL RELIANCE. She will be mated with a tank barge under construction at Bay Shipbuilding and then depart the lakes.

... Reigel Shipping's EMERALD STAR and DIAMOND STAR have been transferred to Europe due a shortage of cargo's on the St. Lawrence and Great Lakes.

• GREAT LAKES & SEAWAY NEWS

... The United States Coast Guard released its report on the sinking of the J. W. WESTCOTT II on the Detroit River on October 23, 2001. The following is a summary of that report:

The first contact was made at 5:45 A.M. when the SIDSEL KNUTSEN called the J. W. WESTCOTT dispatcher and agreed to a 7:15 A.M. pilot transfer. At about 6:50 A.M. the J. W. WESTCOTT II capsized and sank just inside United States waters while approaching the tanker SIDSEL KNUTSEN to conduct a pilot change. On board the WESTCOTT were the Captain, One Deck Hand and two Pilots, one for the KNUTSEN and one for the salty KAPITONAS ANDZEJAUSKAS which was anchored in the Ojibway Anchorage.

The weather at the time was - winds South-Southwest at 10 - 15 Knots, Temperature was 61 degrees, Water temperature was 53 degrees. It was cloudy with a visibility at 7 miles and seas running at 1 to 2 feet. It is known by the operators of the WESTCOTT II that as she comes alongside a moving ship that she is drawn down in the water near the bow, reducing freeboard and a list develops away from the ship. Captain Kathy Nasiatka made her first trip as Captain on September 11, 2001, she had made 116 trips as Captain at the time of the accident. There was no communication between vessels on the morning of the accident, neither verbally, by light or sound or any other means.

CONCLUSION: The apparent cause of the casualty is the failure on the part of the operator of the J. W. WESTCOTT II to adequately assess the hydrodynamic effects that the SIDSEL KNUTSEN would have on the WESTCOTT. The WESTCOTT came alongside the KNUTSEN too far aft, or at or near the location of greatest hydrodynamic forces. It is possible that Captain Nasiatka misjudged the speed of the KNUTSEN and began her turn too late to meet the ship further forward. If this assumption is correct, by the time she finished her turn, the WESTCOTT would have been too far aft to meet the KNUTSEN in a safe spot. The KNUTSEN was traveling between 8.8 and 9.2 knots as determined by the onboard GPS Receiver. They were heading into a current of approximately 1.4 knots, making the speed over water between 10.2 and 10.6 knots. While it is not possible to determine the precise effect a lower speed would have had, it is a valid assumption that a lower speed would have resulted in less water coming over the bow of the WESTCOTT and onto the ship. It is acknowledged that there is an informal agreement of vessel operators that the WESTCOTT will service ships at river speed, which is acknowledged at 10.4 knots. The KNUTSEN was travelling at or below river speed when the WESTCOTT came alongside. However, as in any maneuvering situation, all variables should be considered including weather, current, wind and water conditions, vessel size and handling characteristics, not just the regulatory speed limit alongside.

From the time the KNUTSEN entered the Detroit River until the accident, no member of either vessel communicated with the other. Communications between the vessels would have alerted the KNUTSEN that the pilot exchange was about to take place. This would have allowed each the opportunity to discuss the earlier pilot change than had been previously been agreed upon and a safe speed at which to conduct the transfer. The fact that the WESTCOTT met the KNUTSEN in a location 2,900 yards before the expected location explains why the pilot on the KNUTSEN was not ready. It is not uncommon for vessels to not communicate with the WESTCOTT when she comes alongside, three reasons for this surfaced - The engine noise of the WESTCOTT makes hearing radio traffic difficult, because deep draft ships typically request service from the Westcott Co., There is an apparent assumption that the ships are expecting the WESTCOTT and it had become fairly standard practice to conduct transfer operations without hailing the ship. The pilot nor the Captain of the KNUTSEN were found negligent with respect to the speed of the vessel. There is no evidence that drugs or alcohol contributed to the accident, there is no evidence that structural or mechanical failure contributed to the accident. Weather and Sea did not appear to be a factor in the accident, There is no evidence of actionable misconduct, negligence, incompetence or wilful violation of law or regulation on the part of any licensed or certified person. There is no evidence that any personnel of the United States Coast Guard or any other agency of any other government or any other person contributed to this accident.

RECOMMENDATIONS: It is recommended that pilot vessel operators develop standard protocols for transferring pilots. Protocols should include at a minimum standards for communications, safe speeds and location of transfer. It is recommended that the J. W. Westcott Co. conduct a review of its training procedures to determine if their current training standards are sufficient.

GREAT LAKES & SEAWAY NEWS •



MARINETTE downbound in Welland Canal at the Homer Bridge - October 19, 2000

Oct 9 ... As the salty MARINETTE was passing through the Menekaunee Bridge in Marinette her port bow struck the northwest corner of the bridge. As she tried to correct her course the starboard side struck the bridge tenders house. Damage to the ship was superficial, damage to the bridge included the bridge tenders house, a concrete railing, a pier and one of the gears used to raise and lower the bridge. The repairs are estimated at \$60,000 and could take up to two weeks to complete. The bridge will remain in the up position until repairs are completed.

... Durocher Dock & Dredge Co. went out of business when all their equipment was auctioned off today. The Company was founded in 1904 and ran into financial trouble when they didn't get paid for a Offshore Liquefied Natural Gas Terminal for unloading ships in the Dominican Republic that they had built. Durocher had extensive operations in both the Great Lakes and the Caribbean with offices in Cheboygan, MI and Jacksonville, FL.

... McKeil's tanker CAPT. RALPH TUCKER departed the Heddle Marine drydock in Hamilton bound for Oshawa.

Oct 11 ... Algoma's ALGOSOO ran aground between Trois Rivieres and Quebec City on the St. Lawrence River after a mechanical failure, she was able to free herself with no apparent damage.

Oct 12 ... The Heavy Lift Ship STELLANOVA and Upperlake's CANADIAN PROSPECTOR had a almost head on collision in the St. Lawrence Seaway near the Cote Ste. Catherine Lock. The upbound STELLANOVA veered into the downbound PROSPECTOR, both ships suffered heavy damage and began taking on water. The Seaway was closed until the next morning while crews cleaned up a small oil spill from the STELLANOVA. The PROSPECTOR was allowed to continue down to Port Cartier



STELLANOVA downbound in the Welland Canal in the cutoff
October 22, 2000

Photo by Jim Morris

Photo by Jim Morris

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CANADIAN PROSPECTOR downbound in St. Clair River off St. Clair, MI - May 26, 2002

Photo by Pat Kaminski

after temporary repairs were done, she will proceed to a shipyard for permanent repairs after unloading. The STELLANOVA was towed back to Montreal the next day by the Groupe Ocean tugs Ocean Intrepide & Ocean Jupiter.

... The upbound salty DOXAD. hit the downbound salty TAMPICO BAY near the Cote Ste. Catherine Lock in the St. Lawrence Seaway due to an engine failure. Only minor damage resulted and the TAMPICO BAY continued on her trip. The DOXA D. tied up along the lock wall and was allowed to continue the next day after completing repairs.

Oct 15 ... The Cruise Ship C. COLUMBUS passed down the Welland Canal on her way out of the lakes, ending her 2002 cruising season. She is not scheduled to make any trips into the Great Lakes during the 2003 season.

Oct 17 ... The tug OCEAN RELIANCE departed Marinette Marine bound for Bay Shipbuilding to pick up her barge 550-3.

... Interlake's MESABI MINER departed Bay Shipbuilding after repairs were completed to her hull damage.

... The ferry ISLAND ROCKET III departed Sandusky bound for New York City. She has been chartered for the winter by New York Waterway. She will be operated between New York City and New Jersey and will return to Sandusky next spring.

Oct 18 ... The tug/barge OCEAN RELIANCE/ 550-3 were christened by Molly Crowley in a ceremony held at Bay Shipbuilding in Sturgeon Bay. They were built for Crowley Maritime Corp., a conglomerate based in Oakland, CA. A Crowley subsidiary Vessel Management Services will charter the new tug/barge combination to the New Jersey based Intrepid Ship Management a subsidiary of New Jersey based Marine Transport Lines. A second tug/barge combination is due for delivery in December.

Oct 19 ... Canada Steamship Lines MAPLEGLLEN departed Thunder Bay ending her temporary lay-up which began in May, she headed for Duluth to load.

... Austial Ltd., the Australian Shipyard building the fast ferry for Canadian American Transportation Systems stated they had halted construction due to a missed \$5 million payment, the ferry is currently about 25% completed. The payment was missed when the State of New York failed to release promised funding. Gov. George Pataki announced that a deal has been reached to release the funding, the delay was blamed on lawyers and no more obstacles are expected.

Oct 20 ... A group named The Mackinac Project have applied to various agencies for permission to sink the former ferry STRAITS OF MACKINAC off Chicago. She was towed from Kewaunee, WI down to the

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Calumet River on June 24, 2002 by a unnamed tug. She is in the process of being stripped for the sinking. Once ready, the plan is to tow her 9 or 10 miles off Navy Pier and sink her as a dive attraction. Another group named Neptune's Nimrods Scuba Diving Club was planning to sink her off Algoma, WI. But the owner of the marina where she was docked insisted she be moved off the property.

Oct 21 ... The Ontario Northland ferry CHI-CHEEMAUN arrived in Owen Sound ending her season.

Oct 23 ... Upperlake's CANADIAN PROSPECTOR arrived at Port Weller Dry Docks and tied up at the fitout wall. Her damaged bow was covered by a tarp for the trip to the shipyard. She was placed in the drydock the next day for repairs.

Oct 24 ... The Container Ship CANMAR VICTORY departed the drydock at the Davie Shipyard following repairs from her grounding on September 28, she headed upbound for Montreal.

... Canada Steamship lines announced the purchase of the FRASER from Fednav Ltd. of Montreal. She will be renamed SPRUCEGLEN when she arrives in Montreal in November from overseas.

Oct 30 ... The McKeil tugs JERRY NEWBERRY, BONNIE B. III and EPINETTE II towed the Heavy Lift Ship STELLANOVA out of Montreal and down the St. Lawrence River. They are headed for the Verreault Shipyard in Les Mechins, Quebec. The STELLANOVA will then be placed on the drydock to repair her damage from the October 12 collision with CANADIAN PROSPECTOR.

Oct 31 ... A company by the name Heritage Harbour Marine Ltd., London, Ontario recently purchased the tugs SALVAGE MONARCH and CATHY MCALLISTER from Groupe Ocean. The SALVAGE MONARCH entered the St. Lawrence Seaway upbound heading for Godrich towing the CATHY MCALLISTER on the hip. The MCALLISTER has her name painted out on the hull.

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

RENAMES:

... COLOMBIA (Ex - COLUMBUS - 00, ESPERANCE III - 86, MILLARD COUNTY (LST 987) - 73, LST 987 - 55) Built 1944, Hopper/Dredge/Sand Carrier was sold by Unspecified Owners, USA to Proteus Co., USA in 2001 and was renamed COLUMBIA.

... COLUMBUS (Ex - ESPERANCE III - 86, MILLARD COUNTY (LST 987) - 73, LST 987 - 55) Built 1944, Hopper/Dredge/Sand Carrier was sold by B & B Dredging Corp., USA to Unspecified Owners, USA in 2000 and renamed COLOMBIA.

... GRANT CARRIER (Ex - RADNIK - 96) Built 1984, was sold by Grant Carrier Ltd., Malta to Chios Sailor Shipping & Trading S.A., Greece in 2001 and was renamed CHIOS SAILOR.

... KAPITONAS DAUGIRDAS (Ex - KAPITONAS RESTOV - 96, KAPITAN RESTOV - 92) Built 1976, was sold by Lithuanian Shipping Co. (Lisco), Lithuania to Belize Shipping & Trading Co., Cambodia in 2001 and renamed BELIZE CITY.

... KAPITONAS SEVCENKO (Ex - KAPITONAS DUBININ - 96, KAPITAN DUBININ - 92) Built 1977, Was sold by Lithuanian Shipping Co. (Lisco), Lithuania to Maya Land Shipping & Trading Co., Cambodia in 2001 and renamed MAYA LAND.

... SCAN PACIFIC - Built 1997, Was renamed PALAMOS in 2001 by Harren & Partner Schiffahrts GMBH & Co KG M.S. "Palamos". Antigua and Barbuda.

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... SCAN PARTNER - Built 1997, was renamed PALAWAN in 2001 by Harren & Partner Schiffahrts GMBH & Co. KG M.S. "Palawan", Germany.

CASUALTIES:

... ALGOWOOD - Built 1981, Self-unloading Bulk Carrier, owned by 3013286 Canada Inc. (Algoma Central Marine), Canada. Grounded 4-15-2002 near Mission Point, South of the Soo Locks in position 46.20N, 84.18W blocking the channel. Refloated 4-16-2002 with assistance and berthed alongside at Carbide Dock. Her cargo of coal was transferred to ALGOSOO, after which she sailed for Pascol Engineering, Thunder Bay for permanent repairs.

... WORLD DISCOVERER (June Issue) - Passenger Ship, Built 1974, (follow - up) Reported to have been refloated arrived Singapore 11-9-2001 and sailed 4-19-2002.

... WORLD DISCOVERER (July Issue) - Passenger Ship, Built 1974, The report in Marine News in June stating that she had been refloated is incorrect. She remains beached in the Solomon Islands and the unstable political situation precludes any attempt at refloating her. She is considered beyond repair and fit only for scrap.

SCRAPS:

... ANANGEL SPIRIT - Built 1978, was sold by Anangel Spirit Compania Naviera S.A., Greece to Indian Breakers and arrived Alang 4-17-2002.

... BELLA (Ex - PELLA - 00, PATRICIA - 93, PATRICIAL. - 91) Built 1971, was sold by Akropolis Maritime Ltd., Cambodia to Bangladesh Breakers and arrived Chittagong 10-21-2001.

NOVEMBER

Nov 1 ... Contessa Cruise Lines missed the October 31 deadline for moving their idle ferry VIKING I from her dock in Erie, PA. The lease terminated yesterday, however the Erie-Western Pennsylvania Port Authority will give them a little more time before legal action is taken. The VIKING I has to be moved so the LANSDOWNE can move into the vacated dock where she will be used as a restaurant.



VIKING I laid up at Erie, PA - September 22, 2002

Photo by Jim Morris

Nov 2 ... The tug SALVAGE MONARCH reported that the tug CATHY MCALLISTER had broken free and was drifting on Lake Ontario about 11 miles from Salmon Point. The MONARCH left the scene with engine problems and headed for Oshawa. The Canadian Coast Guard Cutter GRIFFON arrived early the next morning and took the MCALLISTER in tow and headed for Oshawa.

Nov 3 ... The former Bob-Lo Boat STE. CLAIRE was towed back to the Lakefront Coal Docks by the Gaelic tugs WILLIAM HOEY & SUSAN HOEY. She had near downtown Toledo as a Halloween Haunted Ship. Over the coming winter more restoration work is scheduled to be done.

GREAT LAKES & SEAWAY NEWS •



CANADIAN PROSPECTOR on drydock at Port Weller Dry Docks - November 2, 2002

Photo by Skip Gillham

Nov 4 ... The heavy lift ship **STELLANOVA** was placed on the drydock at the Verreault Shipyard in Les Mechnis, Quebec. She will have her damaged bow repaired from the collision with the **CANADIAN PROSPECTOR** on October 12.

Nov 5 ... The tug **SALVAGE MONARCH** towing the **CATHY MCALLISTER** passed up the Welland Canal bound for Goderich. Transport Canada reported that the **CATHY MCALLISTER** was renamed **SEVEN SISTERS** on October 31, no name appeared on the hull as she passed up the canal. They stopped at Wharf #16 in Port Colborne for the night.

Nov 6 ... The former Paterson vessel **VANDOC** is now almost completely scrapped at the Canadian Soo.

... The **SALVAGE MONARCH** developed engine trouble on Lake Erie and the Nadro tug **MISEFORD** arrived and towed both tugs into Port Maitland for repairs.

... Inland Lakes Transportation's **J. A. W. IGLEHART** arrived at Bay Shipbuilding and tied up at Berth #5 waiting for the drydock. She was placed on the drydock the next day for her 5 year survey.

... The Michigan Department of Natural Resources officially excepted the **Big Sable Lighthouse** from the Federal Government. The **Big Sable Lighthouse Keepers Association** will operate the lighthouse for the state. It will become part of the **Ludington State Park**.

Nov 7 ... The Mckeil tugs **JERRY NEWBERRY & BONNIE B. III** towed Upperlake's idle **CANADIAN RANGER** out of Montreal bound for Trois-Rivieres. They were assisted out of the harbor by the Groupe Ocean tug **OCEAN JUPITER**. The tow arrived in Trois-Rivieres the next day and tied the **RANGER** up alongside the **CANADIAN TRADER**. The **RANGER** has been laid up since December 31, 2000.

Nov 8 ... Upperlake's **CANADIAN MARINER** departed Toronto bound for Port Cartier ending her lay-up. She has been brought out as a replacement for the damaged **CANADIAN PROSPECTOR**.

Nov 10 ... The cruise ship **CARIBIC STAR** was assisted by the Groupe Ocean tugs **Ocean JUPITER & OCEAN INTREPIDE** in departing Montreal. She is the former **ARCADIA** which has been under arrest since July 2001. She is headed for Cuba to be refurbished, then will run cruises out of the Bahamas.

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Nov 12 ... Oglebay Norton's BUCKEYE transferred part of her cargo of taconite pellets into fleetmate EARL W. OGLEBAY. The transfer took place in the St. Mary's River near Squaw Island. After unloading the BUCKEYE proceeded upbound to the Carbide Dock in the Soo for temporary repairs.

... The tug SALVAGE MONARCH towing the SEVEN SISTERS departed Port Maitland after completing repairs.

Nov 13 ... Central Marine's WILFRED SYKES ran aground in Muskegon Lake while inbound with a cargo of limestone. The tug MARI BETH ANDRIE arrived but was unable to free her. Awhile later the tug UNDAUNTED arrived, but the two tugs failed to pull her free. The UNDAUNTED departed and came back with the barge PERE MARQUETTE 41, the Sykes offloaded part of her cargo into the barge. She floated free about 24 hours after she grounded with no apparent damage.

Nov 14 ... The tug SALVAGE MONARCH towing the SEVEN SISTERS arrived in Goderich.

Nov 15 ... Oglebay Norton's BUCKEYE arrived at the Toledo Shipyard and was placed on the drydock. She will have her #6 ballast tank repaired.

Nov 17 ... The Juniper Class United States Coast Guard Buoy Tender OAK (WLB - 211) passed down the Welland Canal on her delivery trip out of the lakes.

Nov 18 ... The tug/barge OCEAN RELIANCE/550-3 passed downbound past Detroit on their delivery trip out of the lakes.

Nov 19 ... The BUCKEYE departed the drydock at the Toledo Shipyard after completion of repairs bound for Superior.

Nov 20 ... The Mckeil tugs JERRY NEWBERRY & PROGRESS departed Montreal towing the ferry



FEDERAL HUNTER upbound at Bridge #5 on Welland Canal - May 10, 2002

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DALMIG bound for Hamilton. McKeil purchased the ferry last year and she had been towed into Montreal from Dalhousie, New Brunswick on April 18.

Nov 25 ... Inland Lakes Transportation's J. A. W. IGLEHART was removed from the drydock at Bay Shipbuilding by unnamed tugs and placed at the fitout berth.

Nov 26 ... The replica of the H.M.S. DETROIT was seized by federal sheriffs in Amherstburg, Ontario. Hike Metals of Wheatley, Ontario had the papers served because the last payment of \$323,000 was not made. The hull is currently sitting at the Canadian Coast Guard Base in Amherstburg.

... The Purvis Marine tug RELIANCE towed the salty FEDERAL HUNTER from the Algoma Steel Dock at the Canadian Soo bound for Thunder Bay. She was assisted in the upper St. Mary's River by the tug SCOTT PURVIS. The HUNTER damaged her propeller and rudder while docking last week. The tow arrived in Thunder Bay the next day and the HUNTER was placed on the drydock at Pascol Engineering for repairs.

Nov 28 ... The bunkering tanker IMPERIAL LACHINE was shifted from the Imperial Oil Dock in Montreal to Section 75. She was recently purchased by McKeil Marine and will be renamed JOSEE M..

DECEMBER

Dec 2 ... Scrapping operations are underway on the COMEAUDOC and ALGOGULF at the International Marine Salvage Scrapyard in Port Colborne. Scrapping operations have not begun on the KINSMAN ENTERPRISE which is sitting alongside the ALGOGULF.



COMEAUDOC, ALGOGULF, and KINSMAN ENTERPRISE at Port Colborne December 2, 2002

Dec 3 ... The research vessel CALEDONIA departed Halifax bound for Hamilton. She was recently purchased by Canadian Sailing Expeditions Inc. and is reportedly to be reconstructed into a sailing ship. She entered the St. Lawrence Seaway on December 7. She was built in 1947 as a fishing trawler by Cook, Welton & Gemmill Ltd., Benerly, England as Cape Harrison.

Dec 6 ... The fish tug LELOND LAFOND towed the retired Chicago Firetug JOSEPH MEDILL out of Sturgeon Bay bound for Algoma, WI. Once out on Lake Michigan the pair encountered heavy seas running at 8 to 10 feet. When they were about a mile and a half away from Algoma, the tow line parted. After several unsuccessful attempts to retrieve the MEDILL, the LAFOND departed for Algoma. The MEDILL drifted ashore a short time later and grounded in 6 to 8 feet of water.

... Lower Lakes Towing's SAGINAW suffered rudder damage while departing Wharf #6 on the Welland Canal. She tied up along the lock wall above Lock #7 for inspection. The Nadro tug MISEFORD then escorted her down the canal bound for Hamilton. The pair arrived the next morning and proceeded to Heddle Marine for repairs.

• **GREAT LAKES & SEAWAY NEWS**

Dec 7 ... While downbound in the St. Lawrence Seaway the tug/barge EVERLAST/NORMAN MCLEOD touched bottom while passing the southside of Hamilton Island. After inspection they were allowed to continue onto Valleyfield, there was only minimal damage.

Dec 8 ... The tug COASTAL RELIANCE departed Marinette Marine bound for Bay Shipbuilding to get her barge 550-4. The tug was built at Marinette Marine and the barge at Bay Shipbuilding. After picking up the barge the pair headed for sea trials out on Green Bay.

Dec 9 ... Lake Express LLC filed a Title XI loan guarantee application with the United States Maritime Administration. They hope to have a decision in 90 days so construction of their cross lake ferry could begin in March 2003, with delivery in April 2004. The ferry is to be a 191 foot twin hulled aluminum catamaran that can carry 250 passengers and 46 vehicles. It will cost \$17 million and make the trip from Milwaukee to Muskegon in 2 1/2 hours.

Dec 10 ... Upperlake's CANADIAN PROSPECTOR departed Port Weller Dry Docks after completing repairs. She headed downbound for Hamilton, where she arrived a few hours later and went into lay-up.

... Canada Steamship Lines renamed the recently purchased FRASER, the SPRUCEGLEN in Quebec City.

Dec 11 ... The Nadro tugs VAC & SEAHOUND towed the retired Canadian Navy Tribal Class Destroyer H.M.C.S. HAIDA from her berth at Ontario Place in Toronto bound for Port Weller Dry Docks. The tow was delayed several hours as finishing touches were made to the special channel that had to be dug in order to get her out. She has been used a museum ship for more than 30 years. The tow arrived at the shipyard a few hours later and the tug JAMES E. MCGRATH assisted the other tugs in positioning her in the drydock. She will under go a \$3.5 million refit over the next 9 months, when she comes off the drydock she will be towed to her new home in Hamilton.

Dec 13 ... Kinsman's KINSMAN INDEPENDENT cleared Duluth with a load of grain bound for Buffalo on what is believed to be her last trip. Reports are that she will be retired when her storage cargo of grain is removed.

... The tug/barge COASTAL RELIANCE/550-4 passed down the Welland Canal on their delivery trip out of the Great Lakes.

Dec 14 ... The downbound salty NOGAT grounded in the St. Lawrence Seaway below Prescott near Chimney Island. She was able to free herself and proceeded to the Iroquois Lock for inspection. Divers were sent down and found a 77 foot by 8 foot tear in the forepeak. She was allowed to proceed to Sorel to offload her cargo and then head for a shipyard for repairs.



KINSMAN INDEPENDENT upbound in St. Clair River - 5/26/02

... Lower Lakes Towing's SAGINAW completed repairs and shifted to the Dofasco Steel Mill to load mill scale.

... The fish tug PETER PAUL pulled the fire tug JOSEPH MEDILL free after several attempts. She then towed her to Algoma, WI where she will spend the winter. Next spring plans are to sink her in Lake Michigan as a dive attraction.

GREAT LAKES & SEAWAY NEWS •



Photo by Jim Morris

DOUG MC KEIL downbound in Welland Canal at the Homer Bridge - September 17, 2002

... While downbound in the Huron Cut at buoy's 11 & 12 Mckeil's tug **DOUG MCKEIL** suffered an engine failure. The Malcolm tug **MANITOU** arrived early the next day and towed her and her barge **OCEAN HAULER** down to the Government Dock in Sarnia for repairs.

... The **PIONEER** (Ex - **CANADIAN PIONEER** - 86) passed up the Welland Canal bound for Port Colborne with Petroleum Coke. This is her first trip back in the Great Lakes since she was renamed and reflagged to Vanuatu. She also was the last foreign flagged vessel to pass up the canal for the 2002 season.

... The City of Superior, WI unveiled the Barker's Island Redevelopment Plan. Wharfs alongside the Northwest side of the island would contain shops and restaurants, plus a visiting boats dock. The museum ship **METEOR** would be renovated, the dredge would be removed and replaced by a mini golf course, which would be placed next to a playground. The current shops located there would be torn down and replaced with a parking lot. A recreational vehicle park would be put on the island's northern side. The beach would be expanded and a new park by the name "Festival Park" would be placed where the boat launch is now. Also in the planning stages is a water taxi service to Duluth's Canal Park, Spirit Mountain or Superior's Billing's Park.

Dec 15 ... The last salty of the season passed up the St. Lawrence Seaway, the **NELSON** has a load of steel bound for Toronto.

... Contessa Cruise Lines sold their idle ferry **VIKING I** to K & K Warehousing of Menominee, MI. They plan to cut her down to a barge to haul pulpwood from Marathon and Thunder Bay down to Menominee. The **VIKING I** a former Ann Arbor Railroad Ferry has been laid up in Erie, PA since she sailed into port on October 17, 1996. K & K plans to tow her to Menominee sometime in January, weather permitting.

Dec 16 ... The **KINSMAN INDEPENDENT** arrived in Buffalo and went into lay-up.

Dec 17 ... Canada Steamship Lines **ATLANTIC HURON** arrived at Port Weller Dry Docks and was placed on the drydock. Over the winter she will have a mid-life refit, which will include new steel in her ballast tanks and cargo holds. She will also be widened from her current 76 feet to 78 feet.

• GREAT LAKES & SEAWAY NEWS

... Upperlake's CANADIAN OLYMPIC hit the lower lock wall at the MacArthur Lock at the Soo while upbound. After inspection revealed damage to the forepeak and starboard #1 ballast tank, she was allowed to continue on to Superior for repairs. She arrived at the Fraser Shipyard the next day. Repairs were completed on the 19th and she departed bound for Thunder Bay, where she laid up at the Pascol Shipyard.

... Just after the Purvis Marine tug/barge RELIANCE/PML 9000 passed under the Blue Water Bridges in Port Huron the barge broke free. She hit the seawall at Pine Grove Park before the tug could retrieve the barge. They stopped in Port Huron for inspection before being allowed to continue on to Zug Island in Detroit. Damage was minimal to the barge, but the seawall sustained quite a bit of damage.

Dec 18 ... Canada Steamship Lines SPRUCEGLEN arrived in Toronto with a load of sugar on her first trip, after unloading she went into lay-up.

Dec 19 ... The salty NOGAT arrived in Sorel to unload her cargo of grain. After unloading she will proceed to the Davie Shipyard in Levis, Quebec to be drydocked.

... Lower Lakes Towing's MISSISSAGI and the American Subsidiary Grand River Navigation's CALUMET arrived at Bay Shipbuilding and were drydocked. They were both placed in the same drydock, the CALUMET was placed in first heading bow first. The MISSISSAGI was then backed into the drydock. They were set on the blocks at an angle to each other, their sterns overlap by about 100 feet. They were assisted by several unnamed Selvick tugs, they will have their 5 year surveys done and will be repaired.

... Inland Lake Transportation's J. A. W. IGLEHART departed Bay Shipbuilding returning to service bound for Alpena.

... The McKeil tug CARROL C. 1 departed Montreal towing the bunkering tanker IMPERIAL LACHINE bound for Hamilton.

Dec 21 ... The tug JANE ANN IV left her barge SARAH SPENCER in Thunder Bay and departed for the Fraser Shipyard in Superior. She will have a damage kort nozzle repaired. It is believed she damaged it when she is reported to have touched bottom in the St. Mary's River on December 12.

Dec 22 ... The last upbound transit of the St. Lawrence Seaway was made by Upperlake's CANADIAN MARINER with a cargo of sugar bound for Toronto.

Dec 23 ...Canada Steamship Lines announced the purchase of the MACKENZIE from Fednav, she will be renamed BIRCHGLEN. She is currently in Europe and will be renamed upon her arrival at Montreal sometime during the winter. She was built in 1983 as CANADA MARQUIS, she was renamed FEDERAL RICHELIEU in 1991, she was renamed FEDERAL MACKENZIE later in 1991 and then in 2001 was renamed MACKENZIE.

Dec 24 ... The last upbound transit of the Welland Canal was made by St. Mary's Cement tug/barge PETITE FORTE/ST. MARY'S CEMENT, they made an overnight passage and cleared the next morning. The last downbound passage was made by Canada Steamship Lines CSL LAURENTIEN which also made an overnight passage and cleared the next morning. Algoma's PETER R. CRESSWELL actually followed the LAURENTIEN into the canal, but only went as far as Wharf #10 (Welland Dock) where she laid up.

Dec 25 ... The SPAR JADE passed down the St. Lawrence Seaway as the last salty of the 2002 season.

Dec 26 ... The last downbound transit of the St. Lawrence Seaway was made by the CSL LAURENTIEN, she cleared the St. Lambert Lock at about 8:00 P.M.. She tied up along the lower lock wall for the night, departing the next morning for Baie Comeau.

Dec 31 ... American Steamship's AMERICAN REPUBLIC departed the Lorain Pellet Terminal in Lorian, OH with the last load of taconite Pellets bound for Cleveland. Sometime in the near future the loading machinery will be dismantled and moved to Whiskey Island in Cleveland, where is it will re-assembled.

GREAT LAKES & SEAWAY NEWS •



Photo by Jim Morris

CSL LAURENTIEN inbound at Hamilton's Burlington Pier - September 18, 2002

MISC:

... The Marine News, Journal of the World Ship Society reported the following items in their August & September Issues:

NAVAL NOTES:

... The SAMUEL ELIOT MORISON (FFG13) was transferred to Turkey at Norfolk, VA on April 11, 2002.

SALES:

... AL JOUL (Ex - LE SAULE NO. 1 - 97, LUDGER SIMARD - 82) Tanker - Built 1970, Was sold by Eitokaween International Shipping Co., Panama to Navstar Shipping Co., Panama in 2002 and renamed NAVSTAR.

... APTMARINER (Ex - DEVONBROOK - 81) Built 1979, Was sold by Aptmariner Shipping Ltd., Hong Kong to Golden World Development Co. Ltd., Panama in 2002 and renamed HONG TA.

... ARCTIC VIKING (Ex - BALTIC VIKING - 81) Built 1967, Was sold by C. A. Crosbie Shipping Ltd., Canada to La Cooperative De Service La Compagnon, Panama in 2002 and renamed LA COMPAGNON.

... CARTIERDOC (Ex - MONTCLIFFE HALL - 88, (Aft Section - EMS ORE - 76) Built 1978, Was sold by N. M. Paterson & Sons Ltd, Canada to Canada Steamship Lines Inc., Canada in 2002 and renamed CEDARGLEN.

... FALCON ICE (Ex - DEEPSEA ICE - 98, DANWOOD ICE - 90, JEAN SCHNEIDER - 74) Drill Ship, Built 1959, was renamed FRONTIER ICE by R & R Falcon Corp., Bahamas in 2002.

... GEMINI (Ex - YANNIS D. - 88) Built 1977, Was sold by Orpheus Maritime Inc., Panama to Cresta Shipping Co. S.A., Panama in 2001 and renamed SEA CRESTA.



GEMINI upbound in Welland Canal above Guard Gate - 5/9/01

Photo by Gary Morris

• GREAT LAKES & SEAWAY NEWS

... KRISTIAN LEE HANNAH (Ex - KRISTIAN LEE, HENRY FOSS - 84, LT 815) Tug - Built 1945, Was sold by O.L. Schmitd Barge Lines Inc., USA to Hannah Marine Corp., USA in 2000 and renamed DAVID E.



Photo by Jim Morris

LYNX in Welland Canal above Guard Gate - 5/9/01

... LYNX (Ex - KAPITAN MEDVEDEV - 96, FELICIA V - 83) Built 1978, was sold by Stockwell Holding Co., Bahamas to Tobin Transport Co., Liberia in 2002 and renamed SALINA.

... MANTADOC - Built 1967, was sold by N. M. Paterson & Sons Ltd., Canada to Canada Steamship Lines Inc., Canada in 2002 and renamed TEAKGLEN.

... SIMON FRASER - Buoy Tender/Supply Vessel, Built 1960, was renamed **2001-07** by the Government of Canada (Transport Canada), Canada in 2001.

... SIR HUMPHREY GIBERT - Icebreaker/Buoy Tender/Supply Vessel. Built 1959, was renamed **2001-06** by the Government of Canada (Transport Canada), Canada in 2001.

... Tug MALCOLM (Ex - ALLEGHENY - 78, ATA179 - 72) Tug - Built 1955, was sold by Malcolm Marine Salvage & Construction Co. USA to Beyel Brothers Inc., USA in 2002 and renamed MATTHEW BEYEL.

CASUALTIES:

... ALGONTARIO - Has been laid up at Thunder Bay, Ontario without any repairs being undertaken, it is reported she will not sail again.

... AUDACIOUS (Ex - OLYMPIC LEADER - 93, LONDON VOYAGER - 83, WELSH VOYAGER - 82) Built 1977, Owned by Audacious Shipping Co. S.A. (Pyrros Managing Co.), Bahamas. Grounded November 2, 2001 at Keleman Island, Indonesia in position 22.57S, 107.13E and although Lloyd's Open Form was signed, was able to refloat by own means November 4. After underwater inspection and temporary repairs, she was towed to Singapore where further repairs were presumably considered uneconomic.

... VAASABORG - Built 2000, Owned by Vaasborg B.V. (Wagenborg Shipping B.V.), The Netherlands. Grounded about May 23, 2002 St. Lawrence off St. Anne De Sorel, Quebec following mechanical failure in the steering system. Refloated May 30 without damage. She was inward bound for Menominee, MI with a cargo of bleached wood pulp.

SCRAPPED:

... ALCOR - Reported July 2002 that the partially demolished hull had been moved in the Richelieu River following complaints from local residents. Demolition had been suspended late in 2001, but is expected to resume in August 2002.

... AUDACIOUS (Ex - OLYMPIC LEADER - 93, LONDON VOYAGER - 83, WELSH VOYAGER - 82) Built 1977, Was sold by Audacious Shipping Co. S.A. (Pyrros Managing Co.), Bahamas to Indian Breakers and arrived Alang April 27, 2002.

BACK COVER: Just off the western shore of Lake Ontario, between the cities of Hamilton and St. Catharines, there rests a nautical enigma. The little-understood landmark is a large wooden sailing ship, which lists strongly to one side as it half-rests, half-floats only a few metres off the shore in a small artificial cove. From up close, one can see that the vessel was once a floating restaurant called LA GRANDE HERMINE (The Big Weasel), after the ship Jacques Cartier used to sail up the St. Lawrence in 1535. Photo by Jim Morris of LA GRANDE HERMINE at Jordan Harbor, Ontario May 7, 2003.

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