Telescope

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GREAT LAKES
DOSSIN MUSEUM BELLE ISLE
MARITIME INSTITUTE
DETROIT MICH.

Membership News:

We would like to thank those of you who have renewed your membership for 2004. More than 60% have renewed, so we are off to a good start in today's economy. We also appreciate those who have responded to our Letter of Appeal last fall and the donors names appear on page 13.

On your renewal form we asked for feedback on your internet use and with the proposal of printing the Marine News Section monthly on our internet website: www.glmi.org versus quarterly in Telescope magazine. We received a good response with the majority of members preferring the Marine News in printed form. Based on the response the Board has decided to continue inclusion of the news in Telescope, but in a condensed format (a specific date may have several sentences with updates, rather then the news being broken down into specific dates.) This will allow us to maintain an affordable size while including more articles. We realize that most members receive at least two marine publications, so we will try to limit outdated or insignificant news in our quarterly format. We also grasp the idea that our members wish to have the news printed in Telescope because they refer back to it when conducting research on specific vessels or events. Others simply do not have computers or use the internet.

We will continue to enlarge our website with the announcements of events in order to save postage, but will continue to send out first-class mailings when needed. For those who have internet access, we encourage you to visit the website as we continue to expand and develop new information.

We are also striving to reach out for new members. Your membership dues are not only used to publish the *Telescope* but to produce events, exhibits, and programs at the museum. The Detroit Historical Department funding supports operational costs but it is you, the members of GLMI, that support the ongoing commitment of the museum to preserve and inform the public about the maritime history of the Detroit River and Great Lakes.

The Telescope, Museum & Out-Reach Programs, Exhibits, Website and Webcam Project are achieving this because of the support of GLMI members.

Museum Hours –

The Museum continues to be open on Saturday and Sunday from 11:00 am to 5:00 pm.

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OUR COVER PICTURE . . . The HENRY FORD II converted to self-unloader for 50th Anniversary. Photo from the Dossin Great Lakes Museum Collection.

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

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Life begins . . . at 50?!

by
ROBERT E. LEE
Editor, TELESCOPE

(Ed. Note: This article originally appeared in the January-February, 1975 Telescope, celebrating the 50th Anniversary of the HENRY FORD II and the BENSON FORD. When both vessels were launched in 1924, they were the "first" in many ways, which is what Mr. Henry Ford believed in. In 1923, the Short Cut Canal was opened in the Rouge River to allow larger ships to carry coal, limestone and ore to his Rouge Plant. Many older boat watchers will remember the sound of the ships engines as they passed by on the rivers. The unique rhythm of the engines working caused many people to say "making money, making money" as the ships passed.

As the cargo demands changed on the lakes, Ford Motor Company was forced to change with the times and withdrew the BENSON FORD from service at the end of the 1981 season. Her forward cabins were cut off and transferred to South Bass Island in Lake Erie. The Henry Ford II would spend her final years carrying salt from Cleveland and was laid-up after the 1988 season. In the spring of 1989, Rouge Steel announced the sale of their two self-unloaders to Interlake Steamship. The Henry Ford II was towed to the Frog Pond in Toledo and was later towed to Ramey's Bend near the Welland Canal to be cut up for scrap.)

On October 31, 1973, at the end of her 49th year of profitable service for the company that had her built, a ship entered the Lorain, Ohio yard of the American Ship Building Co. August 8, 1974. This dowager lady left the yard as a self-unloader.

She had spent her 50th birthday, March 1st, in the yard where she was built, undergoing this major alteration, along with other work that involved installation of new service generators, a new built-up propeller, and strengthening of her bow in anticipation of winter service, at a total cost of about six million dollars.

None of this is particularly unusual, and yet there is an element of difference present when some of the past events in the career of the particular ship involved are considered.

She was the first ship on the lakes to be launched "electrically", the first to be equipped with the type of engine she was given, perhaps the only Great Lakes ship ever to be equipped with an elevator to ease her owner's ascent from the dock to the main deck, the first non self-unloading ship on the lakes to be given a bow-thruster, and, at the time she was built, easily the most luxurious ore freighter to come down the ways. The ship is Ford Motor Company's HENRY FORD II.

The American people had become used to looking for the unusual in any project undertaken by the senior Mr. Ford. When he announced that the Ford Motor Company would have two ships built for its steel production operation at the Rouge, it was more than a routine announcement to the shipping industry. The contracts were given, to Great Lakes Engineering Works for construction of the BENSON FORD, and American Ship Building Company for the H-II, as she come to be known. They were practically sister-ships, up to a point. Both were 62-feet wide; the HENRY measured in three-tenths of a foot shorter than the

Before Bow Thrusters were installed in early 1960s, ships needed tug assistance to turn around at Ford Dock before passing thru Dix Street Bridge. Photo from Dossin Museum Collection

BENSON at 596.7 feet, but the HENRY was one-tenth of a foot deeper than BENSON, which was 27.8 feet. Both had the same power plant, and more of that later. Here the similarity ended.

Mr. Ford, in his usually canny manner, let it be known that he intended to build a fleet of vessels (today this process is known as leaking information), then gave the contract for one vessel to American Ship and the other to Great Lakes Engineering with the implied suggestion that the one who built the ship he liked best would get the rest of the orders. Oddly enough, the HENRY was his own favorite, but when he had the WILLIAM CLAY FORD built 29 years later, Great Lakes Engineering Works got the order!

So much for the comparison of the two vessels. Now to the specifics of the H-II, which is the purpose of this article.

There were early signs that the ship would be different in such minor notices as one which stated that Charles Cory Company would supply the Cory Engine and Docking Telegraph System and an electric whistle valve. Nothing special about that, but it went on to say: "A departure from the customary finish is being made by the use on all instruments of highly polished nickel surfaces." Obviously, Mr. Ford didn't appreciate the time it took to polish brass. Other signs appeared: the ship would be equipped with Almon-Johnson tension winches, a then new device never before used on the lakes. Another new gadget, the Colson Radio Direction Finder, a battery-operated device, was installed to become the first such on the lakes.

All the evidence seems to indicate that Ford's philosophy would never let a man do a job a machine could do, and never was this more graphically illustrated then in the manner selected to launch the HENRY FORD II, and it was another first for the ship.

In a unique marriage of the 18th Century guillotine and the electric motor of the 20th Century, the ship was launched by the closing of a switch in the hands of Mr. W.B. Mayo, sponsor of the vessel. By a method much too involved to describe in these few pages, throwing this switch caused all six launching ropes, fore and aft, to be chopped at the same instant. It was stated that three seconds after Mr. Mayo closed the switch, the ship was on her way into the water in a perfect side-launching.

Mr. Mayo, who was later to become head of the Detroit & Windsor Ferry Company, once explained the reason for the electric guillotine, which Mr. Mayo invented. Ford said that he would never feel the same if the ship did not have a successful launching, and told Mayo to get busy and learn why launching had not always gone off as intended. After visiting several launchings, he concluded that the trouble lay in the fact that the men with the broadaxes did not always cut the rope on the first swing and took a second one, (apparently due to buck fever), so Mayo set about and came up with the electric guillotine.

Probably the most important first of the several credited to HENRY II was the fact that she had the first appliction of large diesel engine on a Great Lakes freighter.

Earlier in the year, Sun Shipbuilding Company had purchased three ships out of government surplus;

the MILLER COUNTY, Bidwell and CHALLENGER, for conversion to diesel power. The MILLER COUNTY received the first American-built diesel engine ever installed in any ship, and it tested it only shortly before the HENRY II was launched. This new design, the Sun-Doxford opposed piston engine, was selected for the two new Ford vessels.

There were four cylinders, 23-1/2 inches in diameter, each piston having a stroke of 45-1/2 inches, the combined, or effective stroke being 91 inches. The approximate shaft horsepower is 3,000 at 85 revolutions per minute. The advantages claimed for the opposed piston engine have been described as follows:

1. Each unit is self-contained and closely approaches a perfect balance; the thrust is the center connecting rod being equal to the pull on the two side rods, with the result that the crankshaft practically floats in the bearings.

2. For the same reason cited in the preceding paragraph, there is little strain on the housings, aside from that arising from the weight carried.

3. The compression and meaneffective pressures are relatively low.

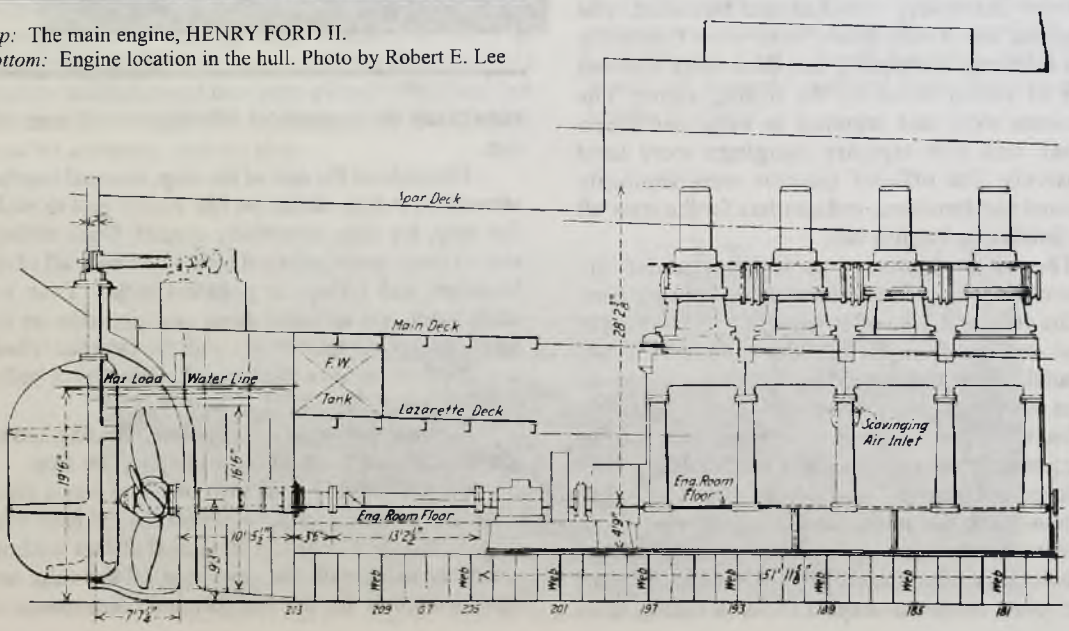
4. The engine can be run continously at a very low rate of revolution (15 to 17 per minute).

5. Very rapid maneuvering is possible, reversal occupying abut 4 seconds.

As innovative as the HENRY II was mechanically, and she was innovative, she was not unique in this respect by virtue of being a sister to the BENSON. Only the fact that she was launched before the BENSON gave her claim to all the firsts she established. However, in the matter of interior appointments she had no peer.

Throughout the remaining years of Mr. Ford's lifetime, the ship was known, never to his face, as "the Old Man's ship." This is evident in one quick look.

Top: The main engine, HENRY FORD II.
Bottom: Engine location in the hull. Photo by Robert E. Lee



Top Left: Guest Lounge looking forward. *Right*: Entrance stairway with carved oak door. *Below Left*: The officer's dining room. *Right*: The pilot house showing the profusion of nickel plating. Capt. Donald Erickson is at window, Mate Mike Gerasimos at radar. All photos by Robert E. Lee

The owner's quarters accomodated eight guests, and were elaborately finished and furnished. The staterooms and private dining room were finished in Santo Domingo mahogany, and there were fourteen kinds of inlaid wood in the dining room. The staterooms were each trimmed in white and cream enamel. and rich tapestry hangings were used extensively. The officers' quarters were similarily decorated and furnished, and quarters for the crew aft were finished in English oak.

The guest lounge was located under the pilothouse, looking forward instead of looking back over the deck as it is so often the case. This room was several steps up from the corridor leading to it, and one had the feeling of ascending these foyer steps into a great state hall, and a room of baronial splendor. Finished in oak, with beamed ceilings and such niceties as lacquered brass stair rails and lamps, deep richly upholstered chairs, and fine quality tables, being in this room gave one more the feeling of being in an English manor than onboard ship. To look out the large windows that circled the arc around the forward half of the room, made one expect to see a rolling lawn rather than the expanse of lake that would meet the eye.

Throughout the rest of the ship, unusual touches attested to a deep desire on Mr. Ford's part to make this ship, his ship, something special. Deck railings and all doors were polished teak wood with all of the hardware and fittings in polished nickel. Even her stack mark was different from anything else on the lakes (except the BENSON) with the familiar "Ford" in script illuminated with electric light bulbs (10 bulbs, to be exact).

Electricity was used for cooking, heating and all mechanical purposes except propelling the ship.

Unquestionably unique to this ship was a piece of gear she carried for several years in the later lives of Mr. and Mrs. Ford; a device that had nothing whatever to do with the operation of the ship, and designed solely for the comfort and convenience of

her owner. This was a self contained elevator that could be placed over the side when needed.

In effect, the device was actually a portable elevator shaft with the cab enclosed within, and with its own propulsion motor, cables and drum. Imagine a long box, twenty-some-odd feet long, and slightly more than four feet square, with an electric motor at the top. Inside this long box was an elevator that could be pulled up the height of the shaft by the cable drum and motor at the top. When placed in an upright position on the dock-edge, there was a door at the bottom inboard of the dock. At the top, a similar door opened toward the ship. The cage was open to both sides so that one might enter its "front" on the dock, then leave by its "rear" onto the ship once it had been raised to the level of her deck. A special gangplank was laid from the elevator to the deck so that it was not necessary to step across the void between the saft and the ship.

It was carried stowed between the number 2 and 3 hatches during trips, and a special davit was also carried to be set up to aid in swinging the contrivance over the side for use.

Of course, the ship had to be at the right level to accomodate the fixed height of the exit door, so it would be necessary to trim ballast each time it was used, and as this could only be accomplished at the coke dock at the Rouge, a special docking would be necessary. When the process was repeated at Marquette, Michigan, the arrival would be timed for the middle of the night so as to allow time for the crew to thoroughly clean the dock area before the Ford's had arisien and had breakfast in the morning. After their vertical journey down some fifteen feet, the crew would then haul the elevator back on board and the serious work of loading cargo would proceed. It is evident that all the time involved in this operation cost money and decreased the ship's overall efficiency, but the economic impact fell solely upon Mr. Ford, and it was his company, and his ship.

In 1962, still enjoying her enviable penchant for being "first", the HENRY II went into Fraser's yard in Superior, Wisconsin, to receive the first bow-thruster installed in a non-self-unloading Great Lakes vessel. This was tempered a bit by the fact that she got the seventh one installed on an American lake ship, but all the others had been on self-unloaders.

Now, after a half-century of life, during which she has carried more than 40 million tons of cargo on 2,782 trips, the venerable HENRY II has been equipped with self-unloading machinery which adds an estimated twenty years to her life and completely changes her profile.

A single conveyor belt carries that cargo forward to a loop belt that lifts it to the unloading boom. In the hold is a reclaiming machine that moves the cargo from the sides of the vessel to the hoppers, thus, eliminating the need for crew in the hold to perform the clean-up operation. And the system is another first, because it is the first American ship with both a loop belt and a reclaiming machine. Major structure alterations were necessary in the hull to accomodate new machinery, and doing this work afforded the opportunity to strengthen the bow for ice operation. The new propeller was also designed for ice. Flying bridges have been added to the sides of the pilothouse to enable the captain to see back behind the usual bulky a-frame. She's changed, but unlike many similar conversions, the changes haven't robbed her of her grace, and much of the lady she's always been and still shows through. Life begins as 40? Nope. For this lady, it's 50!

The author gratefully acknowledges, in addition to material otherwise credited, the help of the following persons in providing information from personal recollections: Capt. Sev Fagerstrom, Capt. Carl Meyers, Capt. Donald Erickson, and Clare J. Snider, all formerly with the Ford Motor Company Marine Division.

HENRY FORD II in original colors on smokestack and teak handrails on forward cabin.

Photos from Dossin Great Lakes Museum Collection

Opening of the Season 1937

When the ice begins breaking up along the lakes, the rivalries of being "first through the locks" and "first ship in port" are grand affairs around the lakes. In Detroit, the opening of the season was marked by the auto carriers racing to Cleveland and Buffalo.

The WILLIAM S. FITCH waiting Sunday to cast off.

Captains Show Rivalry for Honor of Being First to Embark

To most folks the infallible harbinger of spring is the emergence of the frogs from the mud. To the dock-sitters on the Detroit river front, spring's official advent is signaled by the emergence of rivalry between shipping companies.

Spring and that rivalry came out of hibernation Sunday.

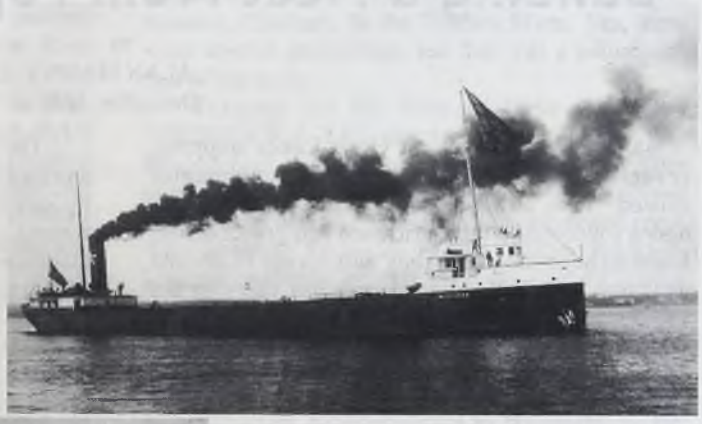
At the foot of Second Ave., Capt. Jack Horn, on the bridge of the Detroit & Cleveland Navigation Co.'s freighter WILLIAM S. FITCH, watched his men load about 300 automobiles for shipment to Cleveland. His sailing time was 6 a.m. Monday, and he hoped that his craft would be the first one out of Detroit with automobiles in 1937.

But Capt. Clyde Tobin, also destined for Cleveland with 216 automobiles on the Erie Steamship Co.'s freighter SOUTH PARK, pushed into the River from the foot of Orleans St. at 6 p.m. Sunday, thus officially opening the season.

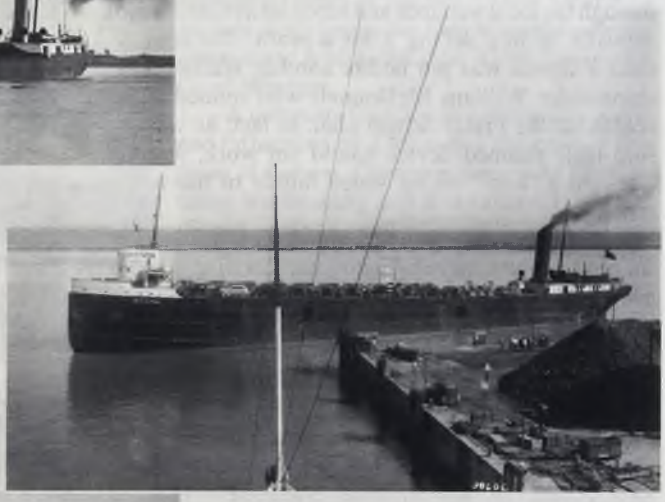
He not only dashed Capt. Korn's hopes of being the first out, but also those of Capt. Emory A. Massman, of the Nicholson Universal Steamship Co.'s freighter CORALIA, who was waiting at the foot of Summit Ave., with 430 automobiles also destined for Cleveland. Capt. Massman said that he planned to leave at 10 a.m. Monday.

Reprinted from the Detroit Free Press.

Post script:
The auto carrier WM. F. FITCH was built in Wyandotte, MI in 1902 and measured 346' x 48' x 28'. She was purchased by the Detroit & Cleveland Navigation Company and converted to an auto carrier in 1935. The FITCH was requistitioned by the US Army Transport and travelled to the Pacific Coast via the Mississippi River in 1942. While in New Orleans, alterations changed the location of her pilothouse



to amidships and reduced the number of hatches to four. She also served the Coast Guard for ship repair duty. After the war she was towed out of Portland, Oregon to southern California for scrapping.



The whaleback SOUTH PARK was originally launched as the FRANK ROCKERFELLER at Superior, WI. in 1896 and measured 380' x 45' x 26'.

Erie Steamship Co.'s SOUTH PARK from the Ambassador Bridge - 1936

She was renamed SOUTH PARK in 1928 and converted to an auto carrier in 1936 at Great Lakes Engineering Works. She was reconverted to an bulk carrier at Superior, WI in 1942. In 1943, she was converted to a tanker and renamed METEOR (2) . She was retired from service and became a museum ship at Superior, WI. in 1972.

Building a Fleet From Popular Mechanics

by
ALAN MANN
December, 2003

During earlier days of Great Lakes shipping, several small, regional independent companies existed. Few, however, started on a bet. Yet, that's how a south-western Ontario sand and gravel carrier found its beginning, operating through the 1920's and well into the challenging depression years of the 1930's. John S. Fraser was a prominent Wallaceburg(Ont.) barrister as well as an avid reader of Popular Mechanics magazine, a yen that satisfied an inventive mind. In addition to his legal duties, he was known to speculate, becoming involved in a varied number of business ventures. One scheme was hatched in 1921 with Chenal Ecarte (Snye)River boatbuilder Jack Scagel.

At the time, there was a brisk demand for sand required in the area construction trades. Fraser and Scagel hoped to develop a device that would move through the local wetlands and scoop up available sand deposits, in turn selling it for a profit. The idea of such a device was put before another Wallaceburg shipbuilder William McDonnell who immediately scoffed at the Fraser-Scagel plan. In fact, he was so sure their planned device would not work, that he wagered a "boat" on his stated failure of the futile scheme.

The two entrepeneurs, firm on their resolve for success, set out to develop their sand scooping device, using all sorts of discarded parts and pieces. It evolved into a tractor-like machine on large "walking wheels" with revolving scoop arms that rotated in a full circle motion. The essence of the device was inspired by Fraser's religious reading of Popular Mechanics magazine. At first test run, the bizarre contraption continued to bog down in the marsh. Several modifications and adjustments found subsequent trials unsuccessful. Eventually Fraser and Scagel gave up, admitting defeat. Rival MacDonnell had been watching intently, radiating the "I told you so,"aura evident on a victor's grin. Finalizing terms of the wager were tantamount with MacDonnell taking full advantage of his position. Toying with his defeated adversaries, his show of good sportsmanship emerged with Scagel eventually accepting his plight and agreed to build a boat. However, MacDonnell allowed Fraser to keep the boat assuming full cost of the construction.

The ANNETTE FRASER, a 65 ft. combined tug and pleasure boat (named for Fraser's wife) was built by Jack Scagel in 1921 at his Chenal Ecarte shipyard, turned over to Fraser upon successful trials, maintaining the latter's desire to engage in the local sand trade. Ultimately, the ANNETTE would be the first unit for Fraser's newly established company, Wallaceburg Sand & Gravel Co. An initial operating capital of $40,000 was set, with the operation hoping to service the St.Clair River area and tributaries from Sarnia on the north, south to Windsor and possibly to extended areas if business warranted.

Early on, it was realized the ANNETTE was underpowered to haul a sand laden barge (scooped by the conventional method!.) The company was forced to charter a tug from the Dominion Sugar Co. with the LEROY BROOKS put into temporary service for the fledgling company. John S. Fraser, company president, hastened to acquire a tug with the "ancient" R.G.A. WEAVER an 1886-built rig purchased from Reid Shipwrecking Co. in Sarnia. Use of antiquated equipment eventually proved to be a detriment to the success of the operation, ultimately compromising the profit column. In any event, the WEAVER ventured south and was put to work late in the 1921 season for the Wallaceburg Sand & Gravel Co.

The company made a leap forward when a new unit, the 167 ft. steam barge ROSE BURGESS was built by the same William MacDonnell who had

Wallaceburg Sand & Gravel Co.'s steam barge ROSE BURGESS, tig JEAN FRASER. Photo taken from Blue Water Bridge - 1927 (Mann Historical Files)

wagered Fraser earlier. Thus, in 1924 the Wallaceburg Shipbuilding Co. turned out their new barge, the launching before hundreds of local school children given the opportunity to view the spectacle. Rose Burgess, namesake and grandaughter of J.S. Fraser broke the champagne bottle over the bow of the ship. In 1926 another new unit, the 75 ft steam tug JEAN FRASER hit the same ways, sliding into the awaiting Sydenham River amid the cheers of hundreds, not realizing at the time, this would be the last major ship launch in Wallaceburg, a tradition dating back to the lumber boom days. The new company had a large outlay of capital in two years but the move paid off as the company gained many contracts, including shipping of coal. As well, operations spread to the Lake Erie area on both sides of the international border.

As business demanded, the fleet increased. In 1932, the former Detroit-Windsor rail ferry GREAT WESTERN (built in 1866) was acquired and put into service as a barge. Yet another tug, the FREDERICK A. LEE was chartered from a Sault Ste. Marie (Ont.) company and put to work as well. The LUCKNOW (built in Saginaw, 1870) was chartered from Burke's Welding Co. in 1924 and used again the next season.

The Wallaceburg Sand & Gravel Co. enjoyed considerable success during operations in the early and mid 1930's. Units could supply sand and gravel inland, as far east as Dresden and north to Becher and Wilkesport on the north branch of the Sydenham, a definite advantage over rival companies. Most of the gravel came from the pit at Sarnia (now location of the Sarnia Yacht Club.) The Wallaceburg-based company also carried out considerable business to another inland location, Chatham, on the Thames River. Yes, there were several groundings, but that was a nature and risk of the trade.

Tragedy hit the firm in 1936 when the FREDERICK A. LEE, chartered for the season, was heading back to Sault Ste. Marie for the winter. After completing her contracts in Wallaceburg, she arrived in Sarnia on Nov. 12 to pick up provisions and crew. After clearing Sarnia on Nov. 13, 1936, the LEE, heading into heavy weather, suddenly sank off Harbor Beach in Lake Huron, taking with her five crew. Wallaceburg Sand & Gravel officials were distraught. Company secretary, Jack Burgess, unaware of what had happened, previously motored to Sault Ste. Marie to return crew members back to Wallaceburg. He, along with other officials were later called to testify at an inquiry in Toronto, eventually found to be partially responsible for allowing a vessel of unsafe condition to venture without official approval. The setback hit the company hard as did worsening economic conditions due to the depression years of the late 1930's. Operating for two more years, the firm wound down and assets were sold to the Pine River Navigation Co of Windsor.

A company founded as a result of a wager and influenced by a magazine did enjoy a few years of success. Crew positions were filled by many Wallaceburg and area sailors. Local and district projects were adequately serviced and the Wallaceburg Sand & Gravel Co. helped the local community to flourish as a viable port connected to the Great Lakes system. Although story of the company is remembered now by only a few, tangible reminders remain through display items at the Wallaceburg Museum.....all on a bet!

Tug FRED E. LEE chartered by Wallaceburg Sand & Gravel Co., 1934 tp 1936 Capsized Lake Huron Nov. 13, 1936, crew of 5 lost
(Photo ourtesy of Ron Beaupre)

ONAPING, built Saginaw, Mich. 1870, renamed LUCKNOW, 1916, chartered by Wallaceburg Sand & Gravel Co. 1924, 1925.
(Photo courtesy of Ron Beaupre)

Ship Data – Wallaceburg Sand & Gravel Co. (researched by Alan Mann Dec.2003)

ANNETT FRASER wood tug/pleasure yacht 58 x 13 x 5 14.37 T.
C 116488

built Scagel Shipyard(Chenal Ecarte) near Wallaceburg 1921
engine 50 hp built by Polson, Toronto, 1897
sold to Osgood McVean/ten Gillard 1931, abandoned Fralick Shipyard, north branch, Sydenham River 1939, registration closed March 10,1947

ROSE BURGESS steel,steam barge 164 x 41 x 6
C 116489

built Wallaceburg Shipbuilding Co. 1924
lengthened 1925 by 43 R x 12 R at Wallaceburg
documents transferred Port St. John's Nov.28, 1942, srrapped 1944

R.G.A. WEAVER Wood tug 71 x 17 x 8 81T
C 90544

built 1886 at Buffalo. N.Y. as NELLIE REID
Rebuilt 1912 by Weddel Dredging Co. Port Dalhousie, Ont. – new dimensions 61 x 17
Owners 1886 Ri' G, Re•¥d Lachine, P. Q,
1895 W. T. Muir, Mdntreal
1899 A. Lormer, Montreal
1901 Canadian Forwarding Co. Montreal
1916 R. Wedde71, Trenton, Ont.
1921 Canada Steamship Lines
1924 J.T. Reid Co.
1924 Wallaceburg Sand & Gravel Co, (in inferior condition)
Abandoned Otter Creek, Sydenham River, Wallacebur, Ont,1925

LUCKNOW steel tug 120 x 19 256 T
C 88623

built Saginaw,Mich. 1870 as W.H Pringle b) International c) Onaping 1887 named Lucknow in 1916, chartered by Wallaceburg Sand & Gravel Co. 1924 from Burke's Welding, Midland, Ont., also used 1925; burned Midland, 1935

JEAN FRASER steel tug 75 x 21 x 7 94.48 T.
C 116490

built Wallaceburg Shipbuilding Co, 1926, engine and machinery •om tug Weaver(John Sutton, Buffalo),second engine built by Polson, Toronto,Ont.
scrapped Port Arthur,Ont. May 1, 1951, registration closed May 3•, 1951

GREAT WESTERN steel rail carferry 232 x 40 x •0
C 80676

built Windsor, Ont. 1S66
purchased by Wallaceburg Sand & Gravel Co. 1932, converted to crane equipped barge1924-1932 operated by Merlo, Merlo & Rae, Windsor, Ont. as derrick, 15 in pump for screening sand, scrapped Sorel, P.Q, 1963

FREDERICK A.LEE wood/oak tug 70 x 16 x 9 65 T.
US 134379

built Port Huron, Mich. (Stewart) 1896
chartered by Wallaceburg Sand & Gravel Co. 1934, !935
capsized off Harbor Beach, Mi. Lake Huron Nov. 13, 1936, sunk with crew of 5 lost; hull located by diver Dave Trotter, Nov. 1997.

The Wallaceburg Sand & Gravel Co. also leased tug HENRY STOKES (C 116320) built 1891, Toledo,Ohio, 75 x 24 x 12 64 T. a) Leroy Brooks(1891) b) Henry Stokes(1925) c) Aburg(1954) d) Dawn Light,still surviving Penetanguishene, Ont. in private use, 2004.

To Those who responded to our Appeal . . .
. . . Your Generosity is Greatly Appreciated

G
L
M
I

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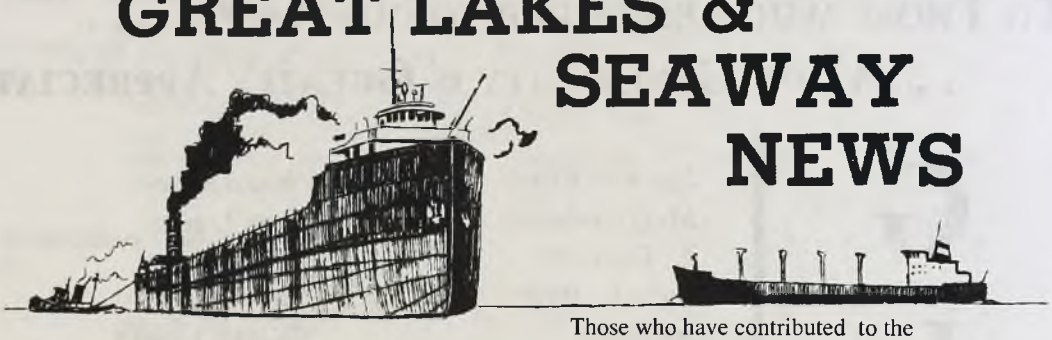
To these contributors, we say thank you. To anyone missed due to print deadline, we apologize.

GREAT LAKES & SEAWAY NEWS



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SEPTEMBER, 2003

Sep 2 ... The Desgagnes tanker PETROLIA DESGAGNES stopped at Wharf #16 in Port Colborne on the Welland Canal with engine trouble. She completed repairs on September 4 and departed downbound in the canal.

Sep 3 ... The Provmar tanker HAMILTON ENERGY arrived at Port Weller Dry Docks to fuel Upperlakes CANADIAN LEADER before her departure.

... Upperlakes SEAWAY QUEEN was towed out of Toronto by the tugs DOUG MCKEIL, SEAHOUND & VIGILANT I bound for Montreal. She was recently sold for scrapping in India and will be readied for the overseas tow in Montreal.

... Lower Lakes Towing's MICHIPICOTEN arrived at Bay Shipbuilding in Sturgeon Bay and was placed in the drydock. She will have bottom plates replaced from a recent grounding in the St. Mary's River.

... The Manitowoc Co. announced they have been awarded a contract from Penn Marine Inc. to build a ocean class tug and a 140,000 barrel double hulled hot oil barge. The tug will be 123 x 38 with a 6,000 HP engine and be equipped with a intercon coupler to link both vessels. The barge will be 480 x 78 x 36.5 and will be equipped with a system of heating coils to maintain cargo temperatures of 135 degrees or above. The contract allows Penn the option to purchase a second tug and barge. Manitowoc stated they will be built at their Bay Shipbuilding Yard with delivery scheduled for December 2004.

Sep 4 ... The Canadian Transportation Safety Board released its report into the buckling of the ALGOWOOD's hull on June 1, 2000. This is a summary of that report:

The ALGOWOOD arrived at Bruce Mines, Ontario at 5:55 P.M. on June 1, 2000 and started loading aggregates and manufactured sand at 6:23 P.M. in accordance with the intended loading/ deballasting plan. On its arrival at Bruce Mines the ALGOWOOD was in ballast condition, with all cargo holds empty. They pumped ballast into port ballast tank #3 to counter balance the unloading boom being swung out over the starboard side of the ship during loading operations. Loading began in hold #5, hatches #19, 20 & 21,

Photo by Jim Morris

ALGOWOOD being towed by the tug PROGRESS at Bridge #5 on Welland Canal – July 14, 2001

loading was completed in hold #5 at 8:35 P.M. with 5,700 tons of sand. The loading moved up to hatch #9, this was a deviation from the loading plan, which was to move to hatch #13 next. Loading commenced at 8:44 P.M. of HL1 Aggregates, until 9:26 P.M. when 1756 tons of cargo was in Hold #3 and the vessel had reached maximum draught aft. The vessel then began to shift aft when it came to a sudden and abrupt stop, indicating the ship may have touched bottom near the end of the slip. The loading rig was just able to reach hatch #2 in cargo hold #1, loading started at 9:32 P.M., the vessel was trimmed forward to reduce the draught aft. The vessel then shifted further aft so loading could begin in hatch #1. By 11:22 P.M. 1800 tons of cargo had been loaded through hatches 1, 2 & 3. At 11:45 P.M. while loading continued through hatch #3 a loud wrenching sound was heard. The ship buckled between hatches #13 & #14, between frames 117 & 119. Loading was stopped and the general alarm was sounded. At 12:10 A.M. all crew members were evacuated to shore except the captain and chief engineer. The hull settled to the bottom as the vessel was flooded through the tunnel, flooding extended from the collision bulkhead to the forward bulkhead of the engineroom. The bow settled in 26 feet inches of water and the stern in 26 feet 7 inches. Salvage operation began in the days following and on July 10, 2000 the vessel was towed to Port Weller Dry Docks.

CONCLUSIONS: The intended loading and deballasting sequence was not adhered to and the vessel was subjected to excessive bending stress which resulted in the hull buckling. The disposition of the cargo and ballast at the time the hull buckled caused a still water bending moment about 2.3 times the maximum permissible. A lack of communication after deballasting instructions had been given, resulted in the loading officer not being kept current of the progress of deballasting. The frequency and accuracy with which the draught marks were read during loading were insufficient to closely monitor hogging of the hull. Draft mark readings became estimates as the weather deteriorated and not all means available to assist in accurately reading draughts was used. The magnitude of the stresses imposed on the ALGOWOOD, as a result of deviating from the intended loading sequence, were not known or appreciated by shipboard personnel. Laboratory examination determined that samples of steel taken from the area of structural failure had no abnormalities which adversely affected weldability and had tensile properties and non-toughness characteristics comparable to those in Lloyd's Grade A Steel. None of the recorded material thickness wastage readings exceeded accepted limits at which replacement of the material would have been required. A post occurrence survey of the bottom alongside the berth confirmed that there were no uncharted obstructions, boulders or other features that could have contributed to the initiation of the hull failure.

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Sep 5 ... A bomb threat against the International Bridge at the Soo closed the Bridge, Soo Harbor and the Soo Locks for about 2 1/2 hours. The threat came in about 5:00 P.M. and ended after a search turned up no explosives. Several vessels were forced to go to anchor - Upbound were CASON J. CALLAWAY, EDGAR B. SPEER, KASTEELBORG and JOYCE L. VAN ENKEVORT/GREAT LAKES TRADER, Downbound - GRANDE MARINER and KAYE E. BARKER.

... Upperlakes CANADIAN LEADER departed Port Weller Dry Docks and proceeded up the Welland Canal bound for Thunder Bay.

... The Detroit Wayne County Port Authority secured a $500,000 loan from the Michigan Department of Transportation. They will use it to buy the Detroit Marine Terminal port operations at Jefferson and Clark Street. The Authority plans to use the money as a debt service reserve on $6 million in bonds it plans to issue later this month to complete the buyout. The Port Authority also received $10.5 million in grants to build a passenger terminal and headquarters next to the RenCen near Bates and Atwater. The original plan for the passenger terminal was on 3.6 acres next to the Detroit Marine Terminal, but the mayor wanted it moved closer to downtown and the Port Authority agreed. They plan to buy Detroit Marine Terminals and then sublease it to Federal Marine Terminals Inc., which is a subsidiary of Fedvav.

Sep 7 ... The SEAWAY QUEEN tow arrived in Montreal, she was tied up in section 56 alongside the retired ALGOSOUND.

Sep 10 ... Algoma Tankers ALGOCATALYST departed Halifax ending a temporary lay-up.

Photo by Herm Phillips

Steamer MAPLEGLEN, downbound, St. Mary's River – August 12, 1998

Sep 12 ... Oglebay Norton announced it has reached agreements with its bank group and senior service note holders to amend its credit agreements. It will give the company relief on restrictive covenants and restore its ability to draw on its credit facility to fund operations and make the interest payment that's due.

... The deep sea tug SEAWAYS 2 towed the MAPLEGLEN out of Montreal bound for Alang, India and scrapping. She was assisted by the McKeil tug PROGRESS, which will stay with the tow for about 250 miles as it proceeds down the St. Lawrence River. The trip to Alang is expected to take approximately 75 days.

Sep 16 ... The Great Lakes Towing tug ILLINOIS towed the former Bob-Lo Boat STE. CLAIRE from her lay-up berth at the Torco Dock in Toledo bound for Lorain. Several hours later the tow was met by the Great Lakes Towing tug Superior off Lorain. The tow then proceeded into the Black River and tied up the STE. CLAIRE at The Black River Landing. She was moved to be closer to her owners, who live in Cleveland.

... Cleveland Tankers SATURN passed down the Welland Canal on her way off the lakes. She has been sold to off lakes interests.

Photo by Jim Morris

SATURN entering Lock #3 on Welland Canal – May 8, 2003

Sep 17 ... The Erie-Western Pennsylvania Port Authority and Upperlakes Shipping are working together to bring a ferry service for semi-trucks to Erie. It would operate year round from Erie to Nanticoke and it is hoped that it can be started in 18 months. They hope to announce a start up date in the spring of 2004.

Sep 20 ... Marinette Marine launched the Staten Island Ferry GUY V. MOLINARI. She was christened by Susan Molinari, daughter of the ships namesake. She is named after Guy V. Molinari, former Borough President of Staten Island, also a former United States Congressman and New York State Assemblyman. The ferry is 310 feet long and can carry 4,400 passengers plus 30 vehicles and will have a crew of 22. She is the 25th ferry built to service the Staten Island to Manhattan run since 1905. Reports indicate she will replace the 1965 built AMERICAN LEGION.

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Photo by Greg Rudnick

Staten Island Ferry GUY V. MOLINARI being launched at Marinette Marine – September 20, 2003

... Upperlakes CANADIAN LEADER lost power while upbound in the St. Lawrence Seaway near Robertson Point and grounded near Ogden Island. She was released the next day with the help of the tug ROBINSON BAY, after an inspection she was cleared to continue on her way to Hamilton.

Sep 22 ... Oglebay Norton's WOLVERINE departed Toledo on her first trip of the 2003 season. She headed for Cleveland to work the ore shuttle service up the Cuyahoga River.

Sep 25 ... The United States Coast Guard Cutter NEAH BAY (WTGB - 105) arrived back in Cleveland ending her deployment to New York and Boston.

Sep 26 ... The Canadian Transportation Safety Board released its report into the grounding of the ALGONTARIO on April 5, 1999. This is a summary of that report:

On April 2, 1999 the ALGONTARIO departed the St. Lawrence Cement Dock at Clarkson, Ontario bound for Duluth with a cargo of 18,910 tons of cement. On April 5 the ALGONTARIO passed the Detour Reef Light at 2:21 A.M. and entered the St. Mary's River. The night was clear and visibility was good, winds were light from the east at 10 knots, sunrise was at 7:10 A.M.. At 4:09 A.M. the vessel reduced speed from 10.9 knots to 7.2 knots as she approached the Mud Lake Junction Buoy and reported their position to Soo Control. At 4:34 A.M. they were proceeding on the Sailor's Encampment Range Lights, there was no ice or traffic reported in the area. At 4:40 A.M. the captain ordered the helmsman to Come to Port when the Johnson Point light was abreast of the bridge. The captain located buoy #22 ahead and made the judgement that the turn was slower than normal and increased the engine speed. The vessel continued to turn to port but also drifted to starboard into the shallow water. At 4:43 A.M. the vessel grounded on a heading of 310 degrees true in the 21 foot projected depth section of the Middle Neebish Channel 50 meters on the Canadian side of the border, near buoys #20 & #22 in position Latitude 46/15.6 N, 84/6.1 W. The starboard side of the vessel was hard aground from #5 double bottom tank aft to the rudder skeg. The engine was stopped right away and the vessel came to rest with a 3 degree list to starboard. At 4:50 A.M. the captain called Soo Control and informed them of the situation, he then had the crew take soundings in the ballast tanks. The depth of water over the starboard side was 6.83 meters forward and 7.62 meters aft. Water was found in Starboard #5 and #6, plus the port and starboard engineroom void spaces.

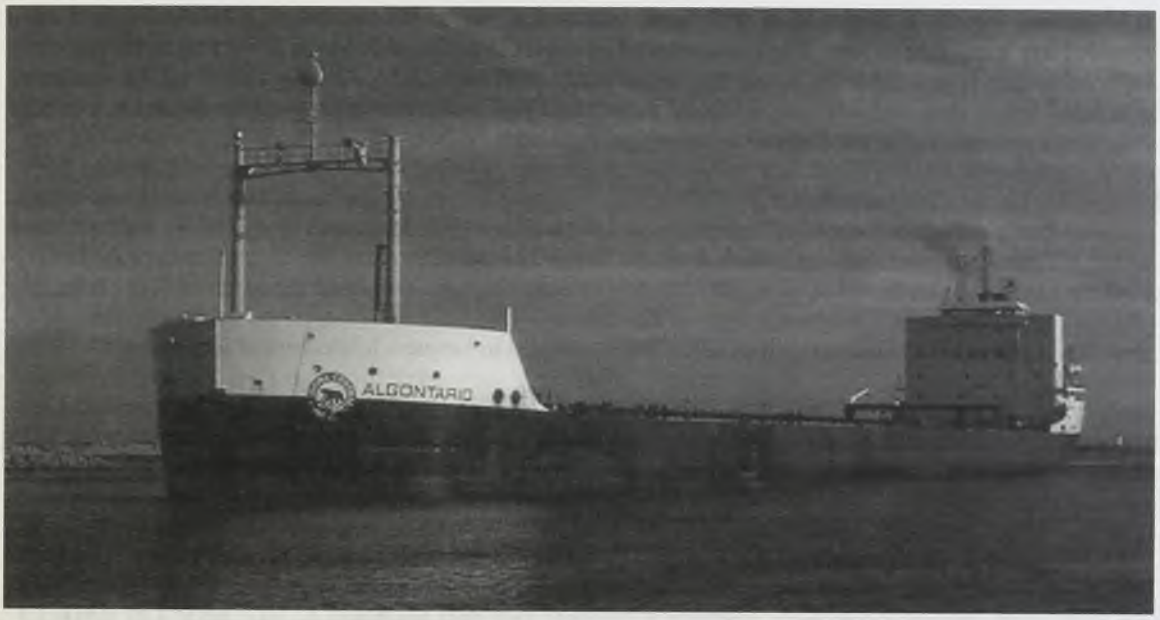

Photo by Jim Morris

ALGONTARIO downbound in Welland Canal at Port Colborne – May 13, 1997

Salvage Operations: The salvage team arrived on the scene at 5:30 P.M. and decided that lightering the vessel was essential to refloat the ship. It was decided to remove all ballast water in the remaining intact tanks and to offload the bunker C oil into a barge. Lightering operations began at 7:33 A.M. on April 7, the ALGONTARIO floated free at 6:30 P.M. that evening.

Damage to the Vessel: A diving inspection revealed that the ship was resting on a mud, gravel and rock bottom. The stern frame skeg was resting on boulders but the rudder was clear. The subsequent dry docking survey revealed the vessel had sustained extensive bottom shell plating damage. Starboard ballast tanks #4, #5, #6 and the feed water tank and cofferdams in way of the engineroom were breached.

Analysis: When the course alteration was made and full port rudder was applied, Johnson Point was abeam and some 60 meters off the port side of the ship. The after half of the ships length was still in the port side lane of the channel, while the forward end was in the wider and clearer water ahead of Johnson Point. Consequently, while the port bow was free of bank suction effect the aft end of the vessel was still under its influence. The effect of bank suction at the aft end drew the stern of the ship to port and nearer the channel side, while the forces of the hard over rudder tended to move the stern to starboard. the opposed actions of bank suction and rudder action continued until the stern cleared Johnson Point and so retarded the initiation of the vessels turn. The delay resulted in the vessel overshooting the intended turning point and for her continuing across the bend in the channel before responding to the rudder action. The channel depth at, and upstream of Johnson Point is relatively shallow. The vessel speed and draughts were such as to cause the hull to squat approximately 0.7 meters. The squat reduced actual under keel clearance at the stern to some 0.33 meters and increased wave making resistance at the bow. When the vessel was clear of Johnson Point and proceeding diagonally across the channel, the action of the 2 knot current was acting on the port side of the vessel and tended to set the bow to starboard. The action in conjunction with the concurrent effects of squat and wave making resistance combined to detrimentally affect the vessels handling characteristics and slowed the rate of change of course from the hard over rudder. The overshoot of the intended turning point and the slower than anticipated rate of course change caused the vessel to ground.

Findings As To Cause and Contributing Factors: While approaching Johnson Point, the helm orders were not given in sufficient time to successfully execute the 63 degree course alteration to port in the 180 meter wide channel. The squat effect reduced the under keel clearance of the vessel from 1.04 meters to

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0.33 meters, which, in conjunction with bank suction and the vessels speed of 7.2 knots, would have retarded her initial rate of turn. The vessels speed of approach to round Johnson Point was not sufficiently reduced to take into account the lower than usual water level in the area. Although the depth of water was at a level lower than had been experienced in years, it was consistent with the United States Corps of Engineers parameters for the channel.

... Canada Steamship Lines JEAN PARISEAN passed down the Welland Canal bound for Montreal. Her certificate expires at the end of September and she will lay-up in Montreal. Plans call for her to be used as top off transfer vessel. Self-unloaders from the fleet will load heavy and then unload in the PARISEAN until up to seaway depth. When she gets fully loaded, one ship will then load the cargo saving a trip.

Sep 28 ... The former Gaelic tug ROGER STAHL arrived in her new home port of Key West, Florida.

...The tugs SEAHOUND, LAC MANITOBA & JAMES E. MCGRATH towed the Canadian Coast Guard Cutter GRIFFON out of the drydock at Port Weller Dry Docks and placed her at the fitout wall. They then towed the HMCS HALIFAX out of the same drydock and placed her along the fitout wall behind the GRIFFON.

... Great Lake's Fleet's EDWIN H. GOTT arrived at Bay Shipbuilding for repairs to a ballast tank bulkhead. It had collapsed last week while they were sailing on Lake Erie.

Sep 29 ... When Hurricane Juan hit Halifax, Nova Scotia, it tore the retired Canadian Corvette HMCS SACKVILLE from its moorings. She drifted until she hit the side of the tall ship LARINDA putting a large hole in her side, which caused her to sink to the bottom of the harbor. Hurricane Juan had winds of 90 miles per hour at the time of the mishap. On October 17, the LARINDA was refloated but is reported to be unrepairable.

LARIINDA upbound on Lake St. Clair – July 22, 2001

Photo by Pat Kaminski

... Lake Express LLC hired Hornblower Marine Services Inc. to operate its planned Muskegon to Milwaukee high speed ferry. They will also oversee construction of the ferry currently being built by Austal USA in Mobile, Alabama. The ferry is expected to be delivered in May 2004.

Sep 30 ... The Manitowoc Co. announced they have been awarded a contract from Moran Towing Corp. to build two ocean class, double hulled, hot oil tank barges. Each will be 425 x 78 with a capacity of 110,000 barrels of oil and configured with 10 cargo compartments serviced by three diesel deep well cargo pumps. The barges will be equipped with a stern notch, a intercon coupling system and a onboard heating system to maintain a cargo temperature of 135 degrees. Manitowoc stated that the barges will be built at their Bay Shipbuilding yard in Sturgeon Bay with delivery scheduled for the fall of 2004 and spring of 2005.

OCTOBER , 2003

Oct 2 ... The Selvick tugs JIMMY L. and WILLIAM SELVICK towed Inland Lakes Transportation's S. T. CRAPO out of Green Bay bound for Bay Shipbuilding in Sturgeon Bay. They arrived several hours later and placed her in the drydock. She will be repainted and have her propeller and tail shaft removed. The shaft tube will then be welded up to make it watertight. Her rudder will then be fixed permanently in the center position. With these changes she will not operated again, she is to be used as a storage vessel and transfer facility, she last operated in 1996.

... The owners of the former Bob-Lo Boat STE. CLAIRE opened her up as a haunted attraction. She is tied up at Black River Landing in Lorian, OH and will be open from 8:00 P.M. to Midnight Thursday to Sunday until November 2. There are two attractions, The Ballroom of Terror and First Class Nightmare. The cost is $14.00 per person for each of the attractions.

Oct 4 ... The tug KEEWATIN and self-unloading barge STONE MERCHANT arrived in Wallaceburg from Port Dolomite with 1050 tons of crushed stone. They tied up at the Southwestern Sales Dock, this is the first shipment of stone to arrive since early in the 1960 season. The Roen Steamship barges LILLIAN, HILDA and MARION were brought in then by the tugs ARROW and JOHN ROEN V.

Oct 5 ... Two men were arrested after they were caught vandalizing the former Bob-Lo Boat STE. CLAIRE in Lorain, OH. A porcelain sink was cracked, a stainless steel faucet broken and a wall was kicked in. A woman working on the boat discovered the men and called police.

Oct 6 ... Algoma Central Corp. & Upperlakes Group Inc. announced they have entered into a memorandum of understanding to increase their partnership in Seaway Marine Transit. The agreement will take place in January 2004 and will integrate the operations of purchasing, accounting and administrative functions.

Oct 7 ... While the tug/barge EVERLAST/NORMAN MCLEOD were upbound in the St. Lawrence Seaway approaching the Iroquois Lock a fuel line broke on the tug. A fire started in the engineroom but was extinguished when the captain activated the carbon dioxide fire extinguisher. They went to anchor right in the middle of the channel blocking all navigation. The tug ROBINSON BAY arrived the next day and towed them up to the tie up wall below the lock. On October 11, the Mckeil tugs CARROL C. I and BONNIE B. III towed the EVERLAST/NORMAN MCLEOD from the Iroquois Lock upbound in the St. Lawrence Seaway bound for Port Weller Dry Docks.

Oct 8 ... Cleveland Cliffs and Laiwu Steel Group of China jointly announced they have made an offer to acquire the assets of Eveleth Mines LLC. The principal assets include an iron ore mine and pelletizing operation in Northeast Minnesota, which ceased operations earlier this year. Eveleth Mines filed for Chapter 11 Bankruptcy protection on May 1, 2003.

Oct 9 ... The dredge COLUMBIA passed down the Welland Canal on her way out of the lakes after completing her job in Toledo.

... Great Lakes Fleet's EDWIN H. GOTT departed Bay Shipbuilding after completing repairs, she headed upbound for Duluth.

Oct 10 ... Inland Lakes Transportation's PAUL H. TOWNSEND arrived in Muskegon and went into lay-up at the Mart Dock.

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Oct 12 ... The Lake Michigan Carferry BADGER arrived in Ludington and went into lay-up ending her 2003 season.

Oct 13 ... The CARROL C. I, BONNIE B. III and EVERLAST/NORMAN MCLEOD tow arrived at Port Weller Dry Docks. The tug EVERLAST was uncoupled from the barge and placed into the drydock. The CARROL C. I then hooked up to the MCLEOD and headed up the Welland Canal bound for Windsor. They arrived the next day and turned the MCLEOD over to the McKeil tug TONY MCKAY, she will push the barge until the EVERLAST completes repairs.

... McKeil's Tanker CAPT. RALPH TUCKER grounded out of the channel in Lake St. Clair near Buoy #2 due to a power failure. The next morning, the McKeil tug TONY MCKAY and Gaelic tug CAROLYN HOEY arrived to pull her free. After the TUCKER shifted some of her cargo of brine, the tugs did pull her free in the early afternoon. They then towed her down to the Morterm Dock in Windsor so she could complete repairs.

Photo by Skip Gillham

CAPT. RALPH TUCKER below Lock #4 on Welland Canal – August 12, 2003

Oct 14 ... The Erie-Western Pennsylvania Port Authority reached an agreement with Specialty Restaurants to have the LANSDOWNE remain docked at the Sassafras Street Pier. Specialty will pay $1,000 a month in rent with a lease for six months. In the lease the Port Authority put in a clause that requires Specialty to move the LANSDOWNE immediately at any time the Port Authority desires. The lease will be renewed in six month increments from now on.

Oct 15 ... The United States Coast Guard accepted the Juniper Class Coast Guard Cutter HOLLYHOCK from Marinette Marine. She will be placed into temporary "In Commission Special Status". She will be officially commissioned at her station in Port Huron, MI at a later date. Her characteristics are: Length - 225 feet, Beam - 46 feet, Draft - 13 feet, Displacement - 2,000 Long Tons. Equipment aboard includes: 2 Caterpillar 3608 - 3100 HP Engines on a single shaft, Bird Johnson Controllable Pitch Propeller, A Bow and Stern Thruster, 2 Caterpillar 3508 - 450 Kilowatt Generators and a 20 ton Hydraulic 60 Foot Telescoping Beam Appleton Crane.

Oct 16 ... The Selvick tugs MARY PAGE HANNAH and JIMMY L. towed the carferry BADGER out of Ludington bound for Sturgeon Bay. The tow arrived several hours later and tied her up at Berth #15 at Bay Shipbuilding.

Oct 17 ... The tugs PROGRESS and VIGILANT I towed Upperlakes SEAWAY QUEEN out of Montreal around 9:00 P.M. and proceeded down the St. Lawrence River. At about 10:30 P.M. the tugs SEAWAYS 5 and LAC VANCOUVER towed Canada Steamship Lines OAKGLEN out of Montreal and also proceeded down the St. Lawrence River. The next day when the tows were below Quebec City, they were arranged in a tamden tow behind the tug SEAWAYS 5 for the tow to the scrapyard in Alang, India. It is expected to take about 80 days to complete the tow, which will take the route around the Cape of Good Hope because of a Suez Canal ban on tamden tows.

... The Selvick tugs JIMMY L. and MARY PAGE HANNAH towed Inland Lakes Transportation's S. T. CRAPO out of the drydock at Bay Shipbuilding. Once clear of the drydock the tow set out to return her to Green Bay. The tow arrived several hours later and proceeded up the Fox River to the Inland Lakes Dock, the CRAPO was tied up there and will be used as a storage vessel.

... After the CRAPO tow had departed unnamed selvick tugs towed the carferry BADGER from Berth #15 and placed her in the drydock at Bay Shipbuilding, she will have her five year survey done.

Oct 20 ... Canadian National Railway Company announced it has reached an agreement to buy the Great Lakes Transportation Company for $380 million. Included in the sale are the 8 ship fleet Great Lakes Fleet, The Duluth, Missabe & Iron Range Railway, The Bessemer & Lake Erie Railroad and The Pittsburgh & Conneaut Dock Company. The purchase still must be approved by several federal regulatory agencies, Canadian National anticipates taking control of the companies in mid 2004.

Oct 23 ... Rouge Steel announced it has reached an agreement with the Russian steel maker OAO Severstal to purchase its assets. As part of the purchase agreement, Rouge Steel filed for Chapter 11 Bankruptcy Protection. This will allow Severstal to renegotiate the UAW Labor Contract and shield them from Rouge's debt and personal liabilities. Since 1999 Rouge Steel has lost more than $360 million.

Oct 24 ... The National Park Service Ferry RANGER III departed her dock in Houghton, MI bound for Bay Shipbuilding in Sturgeon Bay for her five year survey. She passed down through the Soo Locks the next day.

... The Great Lakes Maritime Academy's STATE OF MICHIGAN arrived at Bay Shipbuilding and entered the floating drydock for her five year survey.

Oct 25 ... The Purvis Marine tug AVENGER IV towed the cement carrier LEWIS G. HARRIMAN out of Green Bay at sunset bound for the Canadian Soo. She was assisted out of the Fox River by the Great Lakes Towing tug INDIANA. A group by the name of Northeastern Maritime Historical Foundation had been trying to save the HARRIMAN as a museum ship, but the efforts were unsuccessful and Purvis Marine bought her for scrapping.

Oct 27 ... The Purvis tug ADANAC met the AVENGER IV/HARRIMAN tow at Detour. She joined the tow as stern tug for the trip up the St. Mary's River. The HARRIMAN was tied up at the Government Dock in the Canadian Soo.

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Photo by Greg Rudnick

LEWIS G. HARRIMAN upbound entering Lake St. Clair in May 1971

Oct 28 ... Muskegon City Commissioners approved a lease agreement with Lake Express LLC for a ferry terminal at the Great Lakes Marina in Lakeside. The lease has a duration of 10 years, it can be renewed in stages up to 34 years. The new terminal and docks are expected to cost $1.2 million, the money is to be repaid through rental fees generated from the ferry service.

Oct 29 ... The Purvis Marine tugs ADANAC and ANGLIAN LADY towed the LEWIS G. HARRIMAN from the Government then be moved to the scrapping berth for her turn.

... The Selvick tugs JIMMY L. and MARY PAGE HANNAH towed the carferry BADGER out of the drydock at Bay Shipbuilding. They then set out across Lake Michigan bound for Ludington. They arrived several hours later and tied her up for the winter.

Oct 31 ... McKeil Marine lifted the tug ARGUE MARTIN out of the water at their Hamilton Yard in the past couple months and began scrapping her. She was built in 1895 at Sorel, Quebec as the ETHEL.

... The tanker SATURN was renamed CENTENARIO TRADER at Sorel, Quebec by her new owners Mar Shipping of Panama. She is tied up waiting for her new crew to arrive before departing for Caribbean service.

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

NAVAL NOTES:

On April 4, 2003 the United States Navy decommissioned the Oliver Hazard Perry Class Frigate USS ESTOCIN, she was transferred to Turkey and renamed GOSKU.

RENAMES:

... BBC BRAZIL (Ex - INDUSTRIAL HARMONY - 00, Launched as TORUM) Built 1997, was renamed BRAKE in 2003 by Briese Schiffahrts Gmbh & Co. KG MS "Torum", Germany.

... FLINTERSTAR - Built 2002, was renamed VAL AFRICA by Flinter Groningen B.V., Netherlands in 2003.

... GREAT LAKER (Ex - GREEN LAKER - 94) Built 1987, was renamed KOLGVEV in 2003 by Allgaeu Shipping Co. Ltd., Myanmar and transferred to Russian Registry.

... HUA TIAN (Ex - UNITED CONFIDENCE - 96, REUNITED CONFIDENCE - 91, UNITED CONFIDENCE - 87, DAISY - 83) Built 1977, was sold by Hua Tian Marine Shipping Ltd., Malta to Heng Bin Shipping Ltd., Panama in 2003 and renamed FU XING I.

... IMPERIAL LACHINE - Tanker, Built 1963, Was sold by Imperial Oil Ltd., Canada to Mckeil Marine Ltd., Canada in 2002 and renamed JOSEE M.

... KARADENIZ (Ex - AYANe - 00, BIRKNES - 92, BULKNES - 89, COBO BAY - 88, KIELDRECHT - 86) Built 1977, was sold by Serdar Denizcilik Ve Ticaret Ltd. Sirket, Turkey to Interests Associated with Sam International Shipping & Trading PTE Ltd., Cambodia in 2003 and renamed HANDY OCEAN.

... NOMADIC PATRIA (Ex - PATRIA - 90, UKRANIA - 89, PATRIA - 88) Built 1978, was sold by AS Rederiparter, Norway (NIS) to Older Shipping Ltd., United Kingdom in 2003 and renamed MINALAND.

Photo by Gary Morris

NOMADIC PATRIA downbound in Welland Canal below Lock #7 – September 22, 1998

... NOMADIC POLLUX (Ex - POLLUX - 90, BALTIKUM - 89, POLLUX -88) Built 1977, was sold by Mathilda Shipping AS, Norway (NIS) to Elder Shipping Ltd., United Kingdom in 2003 and renamed BALTICLAND.

... TIIRA - Tanker, Built 1977, was sold by Citibank N.A., Finland to Coastal Shipping Ltd., Canada in 2002 and renamed TUVAQ.

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CASUALTIES:

... CALEDONIA (Ex - CAPE HARRISON - 02, PETREL V - 00, PETREL - 76, AKEROY - 68, AKUREY - 67) Built 1947, owned by Canadian Sailing Expeditions Inc., Canada. Fire broke out March 19, 2003 while berthed at Hamilton, Ontario and damage is estimated at $500,000. She is in the course of conversion to a three masted sailing ship capable of caring 92 passengers.

SCRAPPED:

... DORA (Ex - FEDERAL DORA - 99, FEDERAL ST. LAURENT - 95) Built 1978, was sold by Pacific Investments Maritime S.A. (All Trust Shipping Co. S.A.), Greece to Bangladesh Breakers and was beached Chittagong May 5, 2003.

... G. KING (Ex - GYPSUM KING - 03) Built 1975, was sold by Gypsum Transportation Ltd., Bermuda to Indian Breakers and was beached Alang May 20, 2003. (NOTE: She was built at Collingwood as hull #208 and was launched on July 18, 1975)

... NADA (Ex - NOWRAT AL KHALEES - 99, REXTON - 98, REXTON KENT - 95, IRVING OURS POLAIRE - 93) Tanker, Built 1964, was sold by Fouda Group Maritime S.A., Bolivia to Indian Breakers and was beached April 21, 2003.

... NAVSTAR 3 (Ex - AL JOUL - 02, LE SAULE NO. 1 - 97, LUDGER SIMARD - 82) Tanker, Built 1970, was sold by Navstar Shipping Co., Panama to Indian Breakers and was beached Alang May 1, 2003.

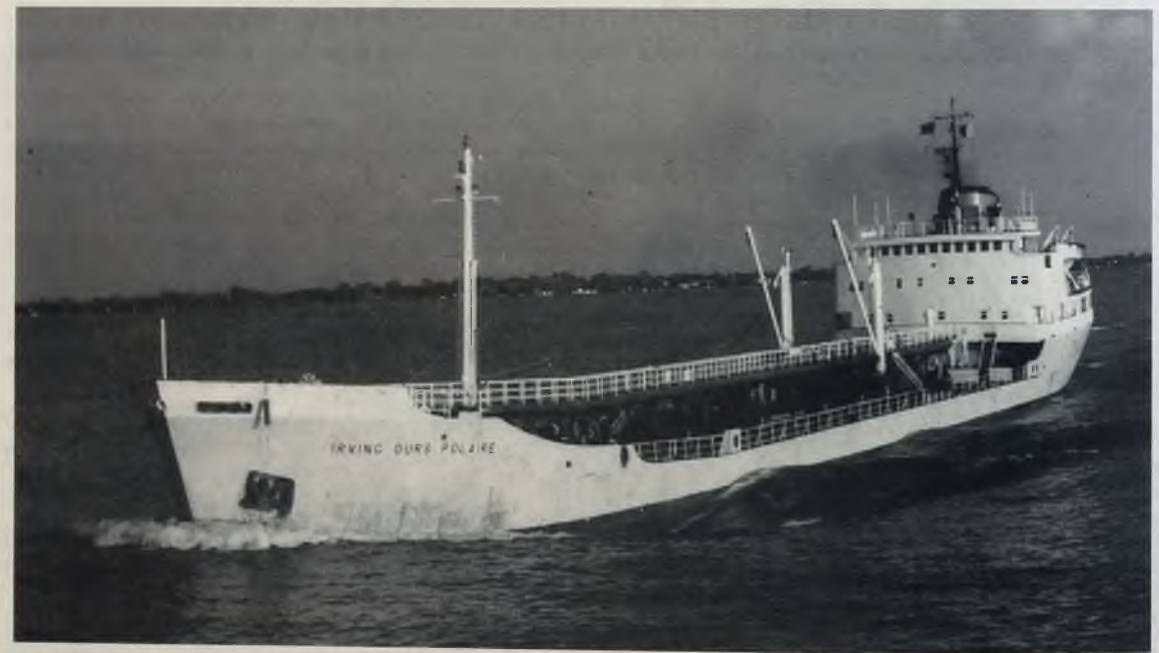

Photo by Greg Burdick

NADA sailing as IRVING OURS POLAIRE upbound in the Detroit River – August, 1968

BACK COVER PHOTO: The subject of this issue's lead article, the HENRY FORD II, glides down the Fleming Channel of the Detroit River, approaching the Dossin Museum, in the first light of dawn, September 24, 1974. Photo by Ruth Lee.

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