



# Telescope

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## Membership News:

**ALAN G. SYKES**, 53, died at his home in Fort Erie, Ontario on Monday, November 22. One of the founders of the Welland Canal Ship Society, Al was a member of the International Shipmasters Association Lodge 20, the Toronto Marine Historical Society and the Detroit Marine Historical Society. A marine photographer and historian, Al wrote "PULP AND PAPER FLEET: A HISTORY OF THE QUEBEC AND ONTARIO TRANSPORTATION CO." with Skip Gillham.

Thank you to everyone who responded to our Appeal Letter. Your generosity and support of GLMI and the Dossin Great Lakes Museum is appreciated and greatly needed to update our exhibits, improve our web site and fund the live River Cam. If you have not yet sent a contribution, please consider doing so as we bring this year to a close and embark on a new year. Our ability to continue what we do now and to help in the future depends on dedicated friends and supporters like you. The Great Lakes Maritime Institute is a 501(c)3 charitable organization and your gift is fully deductible to the extent allowed by law.

**New Book Available:** EIGHT STEAMBOATS - SAILING IN THE SIXTIES, authored by Patrick Livingston, detailing Life on board various freighters, the SOUTH AMERICAN and the Bob-Lo Boat. With every book you will receive a 16 x 24 inch deck plan of the passenger vessel S.S. SOUTH AMERICAN to help your imagination orientate you on this classic passenger boat that last sailed the Great Lakes in 1967.

### 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 PICTURES . . .** The FRED R. WHITE JR. taken by James R. Hoffman at Torco Ore Dock in Toledo, January 1997.

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## USCG Cutter Sundew Retired Becomes A Museum Ship in Duluth

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Visitors to museum ships around the country view large vessels of all types from sail to steam. From yachts to freighters, all have the common thread of “workhorse” during their careers. Some were famous, others were remembered for their daily efforts in aiding navigation along the waterways.

One such vessel is the recently retired USCG cutter *Sundew* in Duluth, MN. The *Sundew* has been involved in many search and rescue efforts, but she will mainly be remembered for icebreaking and aids to navigation work.

The *Sundew* was built by Marine Iron and Shipbuilding Company in Duluth, MN. The 180-foot cutter was launched on February 8, 1944. Assigned to Manitowoc, WI., she began

the usual Coast Guard work of icebreaking and aids to navigation work. Shortly thereafter in 1947, she rescued twenty-eight crewmen from the freighter *Jupiter* and towed the vessel to safety. After short stints in Milwaukee and Sturgeon Bay, the *Sundew* was transferred to Charlevoix, MI in 1958.

On the night of November 18, 1958, the self-unloader *Carl D. Bradley* radioed “Mayday” as she was breaking up in northern Lake Michigan. The 250-foot German freighter *Christian Sartori* spotted the red flares from the *Bradley* and turned around to search. The USCG cutters *Hollyhock* from Sturgeon Bay and the *Sundew* from Charlevoix joined the *Sartori*. Because of the urgency, the *Sundew* departed Charlevoix without a full crew. All



USCG SUNDEW

three vessels fought 30-40 foot waves in an effort to locate survivors. As dawn approached, a liferaft was spotted. When the *Sundew* arrived on scene, the captain radioed, "picked up two survivors"... The two men, Frank Mays and Elmer Fleming received medical attention onboard the *Sundew* and asked to remain onboard until their shipmates were found. As hopes dimmed for more survivors, the *Sundew* returned to Charlevoix with Mays and Fleming.

The *Sundew* remained stationed at Charlevoix in the 1960's and 1970's, working aids to navigation, icebreaking and when necessary, carrying emergency supplies to Beaver Island when ice became too thick for workboats.

In August, 1977, the *Sundew* underwent renovations at the Coast Guard Yard in Curtis Bay, MD. These upgrades included a more powerful diesel engine, large propeller and shaft to assist in icebreaking on the lakes. She returned to Charlevoix in August, 1978 to resume the fall schedule of removing buoys from the channels before ice set in.

In 1980, the *Sundew* was transferred to Duluth. During the winter she departed on

December 10, 1987 for the Caribbean for search and rescue, law enforcement and aids to navigation. She returned to Duluth on April 4, 1988 to assist vessels in Duluth harbor and also traveling several miles out into Lake Superior to begin opening a channel thru the ice. Later that fall, she underwent \$200,000 worth of engine and generator repairs that were thought to be caused by her trip to the Caribbean.

In December, 1991, the US Coast Guard announced a new program for a new class of buoy tenders to replace the aging *Sundew* class. The new cutters would be more versatile and require less crew. One of the new class, *Alder* would arrive in Duluth to replace the *Sundew*.

After sixty years of service on the lakes, the *Sundew* was decommissioned last May in Duluth. Her engines will remain silent when she is alongside the freighter *William A. Irvin* in the Minnesota Slip. In July, the *Sundew* welcomed her first visitors in her new role as a museum ship. It is fitting that an icebreaker is moored alongside an ore-carrier, both of which were workhorses for decades on the Great Lakes.



USCG SUNDEW - Photo Courtesy of WWW.boatnerd.com

## H. LEE WHITE Celebrates Thirty Years

The early 1970's brought a wave of new shipbuilding on the Great Lakes. Title XI of the Merchant Marine Act of 1970 guaranteed government financing and tax deferred benefits, which allowed US shipping companies to build new ships or modernize older vessels in their fleets. American Steamship took full advantage of this program, building ten new vessels within eight years. They would all follow the new pattern in shipbuilding with the pilothouse located on the

the WHITE was the largest vessel ever built by Bay Shipbuilding. The record would be broken when the M/V ST. CLAIR (42,000 dead weight) would be delivered in 1976. After sea trials were completed in May, the WHITE departed Bay Shipyard on June 1, 1974 to load iron ore at Escanaba for Indiana Harbor.

Unfortunately her first year on the lakes was marked by several incidents. On June 26, 1974, she suffered damage when she grounded while loading at Port Dolomite, MI. Near the end of



Photo by James R. Hoffman

stern. Boatwatchers referred to this new design as "stemwinders".

The H. LEE WHITE (2) was the third vessel to be built under this program for American Steamship. Built as *Hull #711* by Bay Shipbuilding in Sturgeon Bay, WI, she measured 704' x 78' x 45' with cargo capacity of 30,900 long tons. She is powered by two 3,500 horsepower diesel engines which provide 15.2 mph. Christened on December 6, 1973,

her maiden season, she collided with the salty GEORGIOS A. in the St. Clair River on December 11, 1974. According to the *Detroit Free Press*: "Two tugboats pulled a large ocean-going cargo ship stern-first down Lake St. Clair and the Detroit River late Wednesday night away from the site of an early morning collision with another cargo vessel on the fog-bound St. Clair River. U.S. Coast Guard officials ordered the unusual towing, fearing



H. LEE WHITE upbound St. Mary's River - Soo, Michigan - Sept., 2002

further damage to the GEORGIOS A., a Greek-flag ship loaded with barley. The port bow of the 600-foot ship was ripped and smashed during a bow-on collision in the dense fog with the H. LEE WHITE, a new Great Lakes cargo ship in her maiden season. There were no injuries in the 2:30 a.m. accident, said Lt. Comm Robert Rickard of the Coast Guard's Marine Safety Office in Detroit. He said the GEORGIOS A. suffered severe damage above and below the water line and the forepeak and port ballast tank were flooded. Damage to the northbound WHITE was restricted to an area above the waterline, he said. She returned to Detroit under her own power. The collision occurred on the river about a half-mile north of St. Clair. Shortly after the accident, visibility on the river was reported at zero due to fog. . . After the accident, the WHITE immediately put out anchors. GEORGIOS' were unusable because of the collision and the ship drifted 1-1/2 miles downstream before lowering her stern anchor." The WHITE departed Detroit the next day, proceeding to Sturgeon Bay for repairs to

her port bow. The GEORGIOS A. was towed to Toledo where barley was unloaded from two cargo holds. She departed Toledo on December 13th, which allowed her to transit the St. Lawrence Seaway before the closing date.

The next several decades were uneventful for the WHITE, carrying cargoes to various ports. In September, 1992, while on a routine trip to McLouth Steel, the WHITE was under tow with tugs COLORADO and LOUISIANA. As they entered the Trenton Channel downbound, they struck the Grosse Ile toll bridge, knocking a 150-section into the river. The WHITE was not damaged and a new bridge section was built in January, 1993.

Footnote: The other vessels built for ASC under Title XI were ROGER M KYES (1973), CHARLES E. WILSON (1973), SAM LAUD (1975), ST. CLAIR (2)(1976), BELLE RIVER (1977), BUFFALO (3)(1978), INDIANA HARBOR (1979), AMERICAN MARINER (1980), AND AMERICAN REPUBLIC (1981).

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# Three Famous Saginaw Shipbuilders

By B.E. O'Keefe

Reprinted from  
August, 1956 Telescope

The finest ships that sailed the Great Lakes during the last half of the nineteenth century were built in the shipyards located on the shore of the Saginaw River. There was a good reason for this: the world's choicest white pine, which grew in great abundance in the Saginaw Valley. These great ships were built of this pine whose strength so well withstood the onslaughts of the Lakes' worst storms. However, even aside from the fact this pine was used for the ribs and sinews of these ships, in yet, another way the lumber contributed to the fame of Saginaw's shipyards. There was a critical need for transportation of this white pine from the forests of the Saginaw Valley to the cities of the New World. There were no railroads leading into the wilderness, and the one road was often impassable. There was just one way by which lumber might be transported to market, and that was water. Thus it was that white pine contributed twice to Saginaw's fame as a shipbuilding center. Equally as important as the white pine was the contribution made by the men of vision and courage who invested all their resources in building these ships.

The best known of Saginaw's shipbuilders was without a doubt Jesse Hoyt. His contribution, indeed, to the development of this area was so great that it can't be measured. His memory shall endure so long as this city, which he helped to carve out of a boundless wilderness, upon the sawdust-filled bayous, shall exist. Every school child knows and loves Hoyt Park, Jesse's Hoyt's gift to Saginaw. Every resident has, at one time or another, availed himself of the opportunities offered by Hoyt library, another of Hoyt's gifts to the city he built and loved. Jesse Hoyt's name is indelibly written upon the Saginaw Valley, but a man whose name is very nearly now forgotten contributed even a greater share to the development of the city and with Hoyt was

engaged in shipbuilding. His name was Norman Little. The first steamboat built in Saginaw, the *Julia Smith*, was constructed by Norman Little's brother-in-law, Nelson Smith, in 1838. Since without Norman Little there would, in all probability, have been no Jesse Hoyt, at least as far as Saginaw's history is concerned, and indeed, there might not even have been any Saginaw, as it is known today. This article must begin with the former individual.

Norman Little was born in Avon, New York, in the year 1806. With his father Dr. Charles Little, he came to Saginaw in 1822, but he did not stay long. However, in 1836, he came once more to the swampy Indian Village on the shores of the Saginaw. He made the journey from Buffalo on the *Governor Marcy*, the first steamboat to come up the Saginaw. This time he stayed, as he saw possibilities for the development of this region. He was the first to foresee the day when this dismal, swampy, ague-infected land would become a busy center of trade. So great was his enthusiasm, indeed, that he was able to enlist the support of a New York firm in its development. Unfortunately, in the financial crash of 1838, Norman Little lost his backers. In spite of this setback, he kept his dreams and his hopes for his beloved Saginaw, through all the disappointments and failures of the years that followed. At last in 1850 he once more, through his faith and enthusiasm, cajoled an old friend of his father's James M. Hoyt and his son, Jesse Hoyt, of New York city, to invest money; in the development of Saginaw.

James M. Hoyt quickly lost interest, but Jesse Hoyt's enthusiasm for his latest venture matched Norman Little's. With Hoyt's money and Little's knowledge of the region, the two entered into a fabulously successful career. All of Little's years of frustration were forgotten,

as he saw buildings rising out of the sawdust piles, and schooners, loaded with lumber and supplies, plying busily up and down the Saginaw River. Unfortunately, Norman Little wasn't destined to enjoy his good fortune for long, as he drowned in the Saginaw River in 1854. However, before his death, he did see many of his dreams come true. He became associated with Hoyt in many enterprises, including a shipyard, which began at once turning out superior boats of all kinds. Overnight, Little became wealthy. He built himself a fine mansion on the shores of his beloved Saginaw, where he spent the last years of his life.

Norman Little's good friend and backer Jesse Hoyt, unlike himself, never actually made his home in Saginaw. It was said that he enjoyed his visits to the city, which he was building out of a wilderness, but he always spent as little time as possible there. The only house in which he ever stayed overnight was that which he built for his son-in-law and daughter, Mr. and Mrs. Mott. (Mr. Mott was Saginaw's first mayor). This house, built of Saginaw's famous white pine, stood across the street from Norman Little's home, on the southwest corner of Fitzhugh and Water streets. On the northwest corner, on the banks of the Saginaw River was the Mayflower Mills, Hoyt's sawmill. The Mott house was a large, seventeen room Victorian mansion, complete with three marble fireplaces. Atop the square edifice was perched a square cupola where Jesse Hoyt, upon his rare visits to Saginaw, used to go to watch his numerous schooners and barges on their trips in and out of Saginaw.

Saginaw began to boom from the day Jesse Hoyt took an interest in the wilderness settlement. He built a sawmill, flourmill, and a plank road to nearby Flint. One of his enterprises was a shipyard, down whose ways came some of the finest schooners to sail the Great Lakes. This shipyard was located on the east bank of the Saginaw River. Here were built the barges, brigs and schooners, which formed the Hoyt fleet. In 1858, the fleet was made up of the following vessels: *Sunshine*-516 tons; *Starlight*-400 tons; *Quickstep*-300 tons; plus the steamers *Magnet* and *Alida*, a total value of \$120,000.

The *Magnet*, built in 1855, was a towboat adapted to freight and passenger use with a 600 hp engine. The *Magnet* was built after the type favored by Maine shipbuilders, blunt at the stern. She was a curious sight on the Great Lakes. When first seen by a veteran Lakes captain, one Captain Marsac, he was quoted as saying, "Be gad! Been in this country good many times. Seen great many steamboats. Never saw him built straight up and down behind, before!"

Another famous shipbuilder, who if not the most famous, was, beyond question the most colorful, was Curtis Emerson. Emerson was born in Vermont in 1810. He first came to the struggling settlement in 1838 as agent for a land company. He became so interested in the possibilities of the region, that he returned eight years later and became a permanent resident. Emerson went into the lumber business, but didn't meet with much success. Shortly after his failure in this venture, he built a frame structure on the east bank of the Saginaw River, at the foot of Bristol Street, which became known as the Emerson Mill. Here in 1848, he went into the manufacturing of lumber with another early pioneer, C.W. Grant. The first consignment of lumber ever shipped from Michigan out state sailed from the Emerson Mill in that year. Thus began a profitable career in lumber for Curtis Emerson. He began interested in shipbuilding and many famous ships on the Great Lakes were born at the Emerson Mill. The first steamboat built in Saginaw, the *Buena Vista*, was constructed by Emerson in 1847.

In 1850, Emerson built a mansion, which he called the "Halls of Montezuma". This large, two-story house was the scene of many parties. It was said that each launching of a new ship was celebrated appropriately at "The Halls". Emerson was very lavish in his entertaining and no expense was spared in providing for the pleasure of his guests.

The stories told about his adventures are many. His quick temper and love of fun often got him into trouble, but his kindness and generosity endeared him to all. A favorite story, involving a boat trip is as follows. One day he was on a steamboat, bound for Buffalo with a



friend Albert Williams. As another steamboat drew alongside, Williams bet that boat would reach Buffalo ahead of theirs. "Very well", said Emerson, "No boat afloat can beat my boat." Shortly thereafter, the other boat started gaining. Emerson, after conversing with the captain, learned a cargo of ham and bacon was onboard. "Put them in the boiler", Emerson demanded of the captain. "I'll pay for them". The captain objected, naturally, but eventually gave into Emerson's demands. Emerson himself helped stoke the boiler and with mounting excitement, watched the pressure rise. At last the safety escape valve was fastened and the boat trembled under the pressure, groaning and creaking under the stress and strain. Then, with a sudden burst of speed, the vessel bore down on its competitor, and in a few moments, out-distanced it. Emerson collected his bet, and then treated everyone onboard to a round of whiskey. When the steamboat docked in Buffalo, everyone, including the captain, was highly intoxicated. Curt's one weakness was a love of the bottle, but this was a weakness he shared with many of the old pioneers. It was contended that whiskey was the best prevention and cure of the ague, that dread malady of the swampy lowlands of the Saginaw!

Emerson's "Halls of Montezuma" burned to the ground in 1866, much to his grief. It's said that the only other thing in his life that caused him such sorrow was the death of his dog, Caesar, who, like himself, was a volatile and pugnacious individual, and his constant companion on the streets of Saginaw for many years. In 1864, Curt celebrated the Fourth of July with his usual originality and exuberance. He set fire to his mill on the banks of the Saginaw. All spectators agreed it made quite a sight.

Curt Emerson died penniless and without family, but he left behind many friends and a rich and colorful career. So long as the city he helped carve out of the wilderness remains, he shall be remembered.

## Staten Island Ferry Sen. John J. Marchi

On October 10, 2001 The Manitowoc Company they had received a contract worth a \$120 million from the New York City Department of Transportation to build three Staten Island ferries. They were to replace the aging Kennedy Class ferries AMERICAN LEGION, JOHN F. KENNEDY and GOVERNOR HERBERT H. LEHMAN which were built in 1965. Each of these ships can carry 3,500 passengers and 40 vehicles and has a crew of 13 plus one female attendant. They are 297 feet long, 69 feet wide and have a draft of 13 feet 6 inches, they have 6,500 HP and a service speed of 16 knots. The AMERICAN LEGION will be the first retired, she will be followed by the KENNEDY and last the LEHMAN.

The new ferries will be 310 feet long, 70 feet wide and have a draft of 13 feet 6 inches. They will have a capacity of 4,400 passengers and a crew of 22. They will have 7,500 HP and a service speed of 17 knots.

The first of the ferries, the GUY V. MOLINARI was launched on September 20, 2003 and is expected to depart for New York via the St. Lawrence Seaway in the summer of 2004.

The second ferry, the SEN. JOHN J. MARCHI was launched on May 8, 2004, she is the 25<sup>th</sup> ferry built to service the Staten Island to Manhattan route since the ferry became a municipal service in 1905. She was christened by Mrs. Maria Luisa Marchi, wife of the Senator. She was named after a New York State Senator and respected community leader, John J. Marchi. He was recently recognized by the National Conference of State Legislatures as the longest serving legislator at all levels in the United States.

She was different at the time of launch than the MOLINARI in that the stack casing on her upper deck was not present. Her side windows were covered with plywood in an attempt to limit the damage to the windows (However, as seen in the picture it didn't work).

The last ferry THE SEPTEMBER 11<sup>TH</sup> is scheduled to be launched in the fall of 2004.

# GREAT LAKES & SEAWAY NEWS



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CORRECTION to Volume 3, page 73. A photo of the Sen. John J. Marchi launch was inadvertently used for the Feb. 7 news story on the launch of the USCG ALDER. Below is the correct photo with caption.



U.S. Coast Guard Cutter ALDER being launched at Marinette Marine - Feb. 7, 2004

MAY, 2004

May 1 ... Algoma's ALGOISLE completed repairs and departed the North Slip in Sarnia and headed upbound for Thunder Bay.

... The HOLLAND PRINCESS had her maiden voyage on Lake Macatawa in Holland, she will do two hour cruises on the lake. She is a 65 foot replica of a Victorian paddle wheel boat that can carry 120 passengers per trip. The lower deck is enclosed and the upper deck is open. She was brought from Gull Lake, Minnesota where she operated as KNOTTY BEAR. The pilot house, upper deck railings and canopy were all cut off so she could be hauled under highway overpasses on the 100 mile trip to Superior, Wisconsin. Once there she was restored and she sailed for Holland last November.

Photo by Greg Rudnick

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**GREAT LAKES & SEAWAY NEWS •**

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May 2 ... The former Corps of Engineers tug FORNEY departed the Rouge River upbound heading for Manitowoc and her new homeport, she arrived on May 6.

May 3 ... Algoma's ALGONTARIO was removed from the drydock at the Pascol Shipyard in Thunder Bay and placed at the fitout wall by unnamed tugs.

... Great Lakes Fleet's PHILIP R. CLARKE opened the port of Gladstone when she arrived with a load of coal.

May 4 ... The new Fednav salty FEDERAL KUSHIRO passed up the Welland Canal bound for Cleveland, this is her maiden trip into the Great Lakes.

... The current owners of the former Bob-Lo Steamer STE. CLAIRE announced plans to tow her to Wyandotte, Mi in late June to be part of the Wyandotte Fireworks and Street Art Fair from July 1 to July 18. However, they are looking for donations to cover the \$35,000 towing fee from Lorain, OH to Wyandotte.

May 5 ... The Lake Express LLC ferry LAKE EXPRESS departed the shipyard in Mobile, Alabama on her delivery trip to Milwaukee.

May 6 ... The Manitowoc Company announced that they will build a second double-hulled tank barge for Hornbeck Offshore Services. The barge will be built at the Bay Shipbuilding yard in Sturgeon Bay. It will be identical to the barge ordered last November with a 110,000 barrel capacity. Hornbeck retained the option to purchase three additional barges. The first barge is currently under construction at the Toledo Shipyard.

May 7 ... The Desgagnes tanker MARIA DESGAGNES arrived at Port Weller Dry Docks and was placed on the drydock for her five year survey.

... The salty BBC PERU was placed in the drydock at the Pascol Shipyard by unnamed tugs for rudder repairs.

... Canada Steamship Lines CSL LAURENTIEN arrived at Port Weller Dry Docks and was placed on the drydock for repairs to her propeller.

May 8 ... Marinette Marine launched the second of three Staten Island ferries, the SEN. JOHN J. MARCHI.

Right - Sen. John J. Marchi just starting to hit the water at Marinette - May 8, 2004



Damaged windows on Sen. John J. Marchi at Marinette - May 8, 2004

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• GREAT LAKES & SEAWAY NEWS

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Photo by Pat Kaminski

WILF SEYMOUR and LAMBERTS SPIRIT downbound on Lake St. Clair - May 30, 2004

May 9 ... The McKeil tug/barge WILF SEYMORE/LAMBERT'S SPIRIT passed up the Welland Canal for the first time bound for Manistee.

May 10 ... Canadian National Railroad announced they have completed the acquisition of the rail and Marine holding of Great Lakes Transportation LLC. CN acquired the 212 mile Duluth, Mesabi and Iron Range Railway, The Class II Bessemer and Lake Erie Railroad, The Pittsburgh & Conneaut Dock Co. and Great Lakes Fleet Inc.. Under a demise charter and vessel management agreement, Keystone Shipping Co. of Bala Cynwyd, PA will operate the ships of the Great Lakes Fleet.

... The United States Coast Guard announced that it had disciplined the captain of the cutter HOLLYHOCK for the collision with the STEWART J. CORT in March. He was to have put his crew and vessel into hazard while navigating, violating a portion of the Uniform Code of Military Justice. The captain will receive a letter of admonition in his permanent record. The CORT sustained only cosmetic damage, the HOLLYHOCK sustained \$26,000 in damage to the ship's upper bow.

... While working on a new public walkway at the former Winkworth Transit Co. site at the foot of Water Street in Port Huron, the hull of a schooner was discovered. The land is now owned by Acheson Ventures and they announced that the hull will remain where it was discovered. The new walkway will be built over the bow of the schooner, but the stern will remain visible depending on water depth. Plans call for marking the site on the walkway so everyone will know where the wreck is. It is believed by historians the wreck is a schooner barge that was sunk in place, a common practice was to sink vessels to create or reinforce new sea walls. The schooner is about 135 feet long and believed to be more than 100 years old.

May 12 ... While docked in Toronto the salty FEDERAL BERGEN was renamed MANORA NAREE.

May 14 ... The Canadian American Transportation ferry SPIRIT OF ONTARIO arrived in Toronto for the first time and tied up at Pier 52. She is scheduled to stay in Toronto for three weeks undergoing engine repairs. She has four diesel engines made by MTU Friedrichshafen GmbH of Germany, two engines are in each hull of the ferry. Each engine has a maximum Horsepower of 11,000. The repairs are estimated to cost \$1 million. One of the engines was leaking water on the delivery voyage from Australia. The problem turned out to be a manufacturing flaw. As a result all of the engines are being modified.

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**GREAT LAKES & SEAWAY NEWS**

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... Lake Michigan Carferry's BADGER departed Ludington on her first trip of the 2004 season.

May 15 ... The Lake Express LLC ferry LAKE EXPRESS passed up the Welland Canal on her delivery trip to Milwaukee.

... Inland Lakes Transportation's PAUL H. TOWNSEND departed Muskegon on her first trip of the 2004 season bound for Alpena.

May 17 ... The tug/barge TRADEWIND SPIRIT/ENERGY 5501 passed up the Welland Canal bound for Burns Harbor. They are scheduled to run between Burns Harbor and Toledo for the summer.

... The ferry LAKE EXPRESS stopped at Bay Shipbuilding for minor repairs to a door on the car deck that came off its runner in the Gulf of Mexico and some scraps due to locking up the St. Lawrence Seaway. She departed on the 18th and arrived later in the day at Milwaukee.

... It was announced that the tug REISS has been donated by Ronald J. Peterson of the Keewatin Maritime Museum to The Northeastern Maritime Historical Foundation. They plan to restore her in her original Great Lakes Towing colors. They also will rename her Q. A. GILLMORE, her original name.

May 18 ... The Luedtke tugs CHRIS E. LUEDTKE and ERICH R. LUEDTKE towed the carferry CITY OF MILWAUKEE from her berth near 10<sup>th</sup> Street in Manistee up the Manistee River to the Moonlite Motel and Marina Property. Several rooms onboard the ferry have been converted into Bed & Breakfast Rooms. The ferry attracted 5,000 visitors at the old location and expect to more than double that number at the new location. The ferry will now be visible from the highway on Manistee's north side.

... The United States Corps of Engineers announced the MacArthur Lock at the Soo will be closed at 6:00 A.M. on June 14 and remain out of service until June 23. It is for a routine five year inspection, this was put off from last winter because of the extended shipping season. During the down time the Poe and Davis Locks will be in service 24 hours a day.

... International Steel Group announced that they completed the acquisition of the Weirton Steel Corporation for \$253 million including assumption of certain liabilities. A subsidiary named ISG Weirton Inc. has been set up to run the steel mill.

May 19 – The Woodward Shipping tanker TUNGA passed up the Welland Canal bound for Sarnia on her first trip into the Great Lakes since being acquired in 2002.

May 20 ... The McKeil tug DOUG MCKEIL towed the M.A.C. GAGNE (Ex – SAGUENAY) out of Thunder Bay bound for Montreal and overseas scrapping. They were assisted out of port by the tug POINT VALOUR.

May 21 ... The salty ONEGO MERCHANT passed up the Welland Canal on her maiden voyage bound for Toledo.

... Group Desgagnes's ANNA DESGAGNES passed up the Welland Canal for the first time bound for Toledo, she usually only makes runs up to the Arctic.

May 22 ... The ferry LAKE EXPRESS arrived in Muskegon for the first time. It was a slow crossing due to crew training exercises conducted on the way across Lake Michigan. Once tied up at the new terminal, shore workers began making adjustments to equipment and ramps so the that docking will go smoothly once service begins on June 1.

... The DOUG MCKEIL / M.A.C. GAGNE were met in Whitefish Bay by the Great Lakes Towing tug MISSOURI, which assisted the tow down the St. Mary's River. The tow tied up at the Algoma Export Dock above the locks due to storms in the area.

May 23 ... The United States Coast Guard Cutter SEQUOIA (WLB – 215) passed down the Welland Canal on her delivery trip bound for her new homeport in Guam.

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**• GREAT LAKES & SEAWAY NEWS**

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May 24 ... The DOUG MCKEIL/M.A.C. GAGNE/MISSOURI departed the Algoma Export Dock and proceeded down to the Soo Locks and into the Poe Lock. They were assisted through the lock by the Purvis Marine tug ADANAC.

... The deepsea tug SIMOON arrived in Montreal to tow the M.A.C. GAGNE to Bangladesh for scrapping.

May 25 ... The tug MISS LAURA departed the Fraser Shipyard in Superior, WI with the newly constructed barge GREENSTONE II bound for Houghton, MI, arriving the next morning. The barge was built at Fraser's over the past three months for the National Park Service for use between Houghton and Isle Royal.

... Canadian American Transportation Systems announced the ferry SPIRIT OF ONTARIO will begin service from Rochester to Toronto on June 17. The maiden voyage will be a \$500 a ticket black tie event. It will include a reception in Rochester and then the first official trip across Lake Ontario to Toronto. The first public trip will come the next day and company officials say they have a waiting list for that trip.

May 26 ... The DOUG MCKEIL/M.A.C. GAGNE tow was met in lower Lake Huron by the Great Lakes Towing tug WYOMING, which assisted the tow through the St. Clair and Detroit Rivers.

May 27 ... The United States Coast Guard Cutter SUNDEW (WLB 404) was retired in a ceremony behind the Duluth Entertainment Convention Center. The SUNDEW was turned over to the Duluth Entertainment Convention Center to become a museum ship along with WILLIAM A. IRVIN and tug LAKE SUPERIOR. It is hoped to have her open for public tours by July 2.

... Traffic was delayed several hours on the Welland Canal after the downbound salty VAMAND WAVE struck the ship arrester in Lock #1 and damaged it.

... The salty ZIEMIA CIESZYNSKA passed up the Welland Canal for the first time under this name. She has been sailing into the Great Lakes for years as the LAKE CARLING.

... The DOUG MCKEIL/M.A.C. GAGNE tow passed down the Welland Canal assisted by the tugs SEAHOUND and VAC. At Lock #7 the DOUG MCKEIL departed the tow as lead tug and the VIGILANT I took over. Once the tow cleared the Port Weller Piers, the tugs SEAHOUND and VAC left the tow and the DOUG MCKEIL returned as the stern tug.



M.A.C. GAGNE in tow of VIGILANT I at Bridge #5 on Welland Canal - May 28, 2004

## GREAT LAKES &amp; SEAWAY NEWS •



Photo by Herm Phillips

Steamer ALGOSOUND upbound in the lower Soo Harbor - St. Mary's River - Aug. 14, 1999

... The Manitowoc Co. announced that its subsidiary Marinette Marine have been awarded a contract to complete the final design of the new Littoral Combat Ship as part of the Lockheed Martin team. The contract includes options to build two ships. Construction will begin in early 2005. The launch date will be in early 2006. The United States Navy will use the ship for anti-submarine warfare, surface warfare and mine warfare missions. She will be 378 feet long and 57 feet wide, with a top speed of 45 to 60 knots. The ship's innovative design will allow turns of 360 degrees in less than eight boat lengths at top speed. She will accelerate to top speed in less than two minutes.

... The deepsea tug AKHTIAR arrived in Montreal to tow Algoma's ALGOSOUND to Alang, India for scrapping.

May 28 ... The Lafarge Corporation renamed the tug JACKLYN M. She became the G. L. OSTRANDER in honor of Lafarge Executive Gary L. Ostrander who retired at the end of March.

May 29 ... The ferry LAKE EXPRESS made a second training run to Muskegon to conduct tests at the dock and continue crew training.

... The tanker MARIA DESGAGNES departed Port Weller Dry Docks after completing her five year survey and headed downbound.

May 30 ... The VIGILANT I/M.A.C. GAGNE/DOUG MCKEIL tow was met by the McKeil tug LAC VANCOUVER at the mouth of the St. Lawrence Seaway and she joined the tow for the trip to Montreal.

May 31 ... The cruise ship LE LEVANT passed up the Welland Canal on her first cruise of the 2004 season bound for Chicago.

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• GREAT LAKES & SEAWAY NEWS

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JUNE, 2004

Jun 1 ... The Lake Express LLC ferry LAKE EXPRESS made its maiden voyage from Milwaukee to Muskegon. There were some slight problems. It took 20 minutes to tie up in Muskegon upon arrival and the ship's touted anti-seasickness devices lost the battle with Lake Michigan as the ship crossed at 40 MPH in 3 to 5 foot waves.

... The United States Coast Guard Cutter HOLLYHOCK arrived at the Group Detroit Dock for repairs to her damaged bow. It is expected to take two weeks to complete the repairs.

... The tug SALVAGE MONARCH departed Goderich upbound for drydocking at the M.C.M. Floating drydock in the Soo, she will have a five year survey done.

Jun 4 ... The ferry SPIRIT OF ONTARIO departed Toronto bound for Rochester after completing three weeks of repairs to her engines.

Jun 5 ... Algoma's ALGOSOUND departed Montreal behind the tug AKHTIAR heading for scrapping in Alang, India. They were assisted down the St. Lawrence River by the McKeil tug LAC VANCOUVER.

Jun 7 ... The M.A.C. GAGNE was towed out of Montreal by the tug SIMOON heading for a scrapyard in Bangladesh. They were assisted down the St. Lawrence River by the Group Ocean tug ANDRE H..

Jun 8 ... The tug HUNTINGTON passed up the Welland Canal on her delivery trip bound for Holland. She was recently purchased in New York City by Ben and Sarah Fogg, who plan to use her as a houseboat in Holland, MI.



HUNTINGTON upbound in Welland Canal on her delivery trip - June 8, 2004

Jun 9 ... Algoma's ALGOISLE arrived at Port Weller Dry Docks and was placed on the drydock for her five year survey.

Jun 10 ... The ferry LAKE EXPRESS had a slight problem when wood became stuck in her jets as she backed away from the dock in Muskegon. Once out on Lake Michigan the crew stopped the ferry and used the throttles to move back and forth and dislodged the wood, the ferry then continued onto Milwaukee arriving about 40 minutes late.



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**GREAT LAKES & SEAWAY NEWS**•

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... The cruise ship LE LEVANT has cancelled all their stops into Port Huron for the 2004 season, A lack of passenger demand was the cause.

Jun 11 ... A potential stumbling block to the start up of the ferry service between Toronto and Rochester has not been settled with the start of service scheduled to begin on June 17. The Canadian Government wants Canadian American Transportation Systems (CATS) to pay the costs for customs service, estimated at between \$1.5 million and \$2 million (Canadian). The other issues that have not been settled are that CATS still hasn't taken ownership of the ferry SPIRIT OF ONTARIO yet from Austal Ships, the Australian shipbuilder. A short term deal has been made while the companies negotiate the ownership transfer, it allows CATS to train its crew and do other work aboard the ferry. Another issue is that since the ferry is registered in the Bahamas, it will require a pilot since all foreign flagged vessels operating on the Great Lakes require pilots under an international agreement between the United States and Canada, the annual pilot fee would be \$1.7 million.

Jun 12 ... The tug ATLANTIC ELM and barge NEWFOUNDLAND SPIRIT I arrive at Port Weller Dry Docks and tie up at the fitout wall. They will load the oil rig modular that has been built at the shipyard and take it to the east coast of Canada.

Jun 13 ... The ferry SPIRIT OF ONTARIO was christened in a ceremony held at her dock in Rochester. She was christened by 11-year old Alissa Amalfi with help from her father Michael. She suffers from McCune-Albright syndrome. However, when she cut the ribbon the bottle of champagne stayed in place because one of the ropes holding it in place hadn't been loosened. A worker on the ship, hauled the bottle up by hand and smashed it against the hull to loud cheers. Alissa was chosen because legend has it that the person who christens a ship becomes its guardian angel.

Jun 14 ... The barge SEA CASTLE is being scrapped by an unknown firm in Muskegon.

... The Detroit Economic Growth Corporation announced that the relocation of the Lafarge cement terminal from its current location east of downtown Detroit to the new facility on the old Rouge River is scheduled for July 2005.

Jun 15 ... The tug JACKLYN M. was christened G. L. OSTANDER in a ceremony held at the Lafarge Terminal in Detroit. She was named after Garry Ostander, who retired from Lafarge in March. He was the person responsible for the purchase of the tug/barge in operation for Lafarge since 1996.

Jun 16 ... The ferry SPIRIT OF ONTARIO made a practice run from Rochester to Toronto and back with employees, Rochester Firefighters, Monroe County Health Department workers and the news media playing the part of customers. Employees practiced issuing tickets, loading passengers and vehicles at both Toronto and Rochester and serving the passengers onboard.

Jun 17 ... The Keystone Shipping tug/barge MICHIGAN/GREAT LAKES struck the CSX Railroad bridge over the Maumee River in Toledo. Strong currents running in the river are believed to be what caused the incident. The tug/barge were pushed up against the pilings by the bridge and unnamed tugs assisted in freeing them about three hours later. Both the bridge and the barge received minimal damage.

... Canadian American Transportation Systems agreed to pay for the Customs operations in Toronto and the Pilotage fees to cross Lake Ontario. They have added a \$4 surcharge to a northbound ticket and \$3 to a southbound ticket. They stated they will continue to negotiate to get the surcharges eliminated. They also made a special \$500-a-ticket fundraiser trip from Rochester to Toronto for the Rochester and Toronto Rotary Clubs. The SPIRIT OF ONTARIO departed an hour and fifteen minutes late when a power line to the ferry terminal was severed and caused delays in issuing tickets to passengers.

... Algoma Tankers ALGOFAX passed up the Welland Canal bound for Sarnia. This is her first trip into the lakes in many years. She is reported to be retired when she completes a couple trips on the Great Lakes.

Jun 18 ... The Great Lakes Towing tugs MINNESOTA and NORTH DAKOTA towed the former Coast Guard Cutter SUNDEW from the dock in front of the Duluth Entertainment Convention Center to the slip alongside the facility. She was placed near the WILLIAM A. IRVIN and tug LAKE SUPERIOR and will open for tours in early July.

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**• GREAT LAKES & SEAWAY NEWS**

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... The first official trip was made by the ferry SPIRIT OF ONTARIO from Rochester to Toronto. Although the ferry can carry 774 passengers and 238 vehicles, on the first trip they only had 67 passengers and 12 cars. When they returned to Rochester, they had 170 passengers. They ran only one trip today and have scheduled two for tomorrow, one will depart at 7:30 A.M. and 3:00 P.M..

Jun 19 ... The 28<sup>th</sup> annual tugboat race was held on the Detroit River with 23 vessels in the race. First to cross the finish line was the Cadet Boat GREY FOX just ahead of the SHANNON. However, the first place overall trophy was awarded to the SHANNON because the GREY FOX did not qualify since it was a non-displacement hull. The Class 1 trophy went to the SHANNON beat the KAREN ANDRIE, The Class 2 trophy went to the PATRICIA HOEY which finished ahead of the HUNTINGTON, The Class 3 trophy went to PAUL E. NO. 1 which beat out 2. ACUSHNET 3. ELIZABETH 4. MAGNETIC, The Class 4 Trophy went to JUNIOR C. which finished in front of 2. JULIE ANN 3. SINDBAD 4. R & R 5. JOAN V 6. NORMA B., The Class 5 Trophy went to ISABELLE when she finished in front of ENTERPRISE, The Class 6 Trophy went to the GREY FOX 2. J.W. WESTCOTT II 3. K. SEA 4. DANNY BOY 5. JOSEPH J. HOGAN 6. BIONIC. The JOAN V was voted most decorated in the race.

... American Steamship's JOHN J. BOLAND arrived in Port Washington with a load of coal for the We-Energies Power Plant. This is the last load of coal to be delivered to the power plant, it will be converted to natural gas after the remaining coal has been used up.

Jun 21 ... The tug COMMODORE STRAITS towed Upperlake's CANADIAN VENTURE out of Toronto heading down Lake Ontario for Montreal, she was assisted by the tug VIGILANT I. Once in Montreal the VENTURE will be readied for an overseas scrap tow to Bangladesh.

... The mayor of Superior, WI announced that a \$38,000 grant had been awarded to the city and Superior Public Museums for a study on how to restore the whaleback museum ship METEOR. She was recently designated as one of Wisconsin's 10 most endangered historic structures. The Wisconsin Coastal Management Program awarded \$33,000 and the other \$5,000 comes from The National Trust for Historic Preservation. The main concern with the METEOR is her hull, which has been buried in sand since the early 1970's. A concrete floor was put in then also which makes it difficult to assess the hull's condition. There is severe rusting and they are worried of possible hull decomposition. The study will document the history and significance of the ship and provide a blueprint for restoration, outlining the necessary short-term and long-term steps.

Jun 22 ... The tug HUNTINGTON arrived in Holland, upon arrival the Fogg's announced that they plan to rename the tug. Since they are both alumni of Michigan State University the new name will be SPARTACUS and the tug has already been repainted into the green and white colors.

... Algoma's ALGOISLE departed Port Weller Dry Docks and proceeded upbound in the Welland Canal heading for Thunder Bay.

Jun 25 ... The tug ATLANTIC ELM and barge NEWFOUNDLAND SPIRIT I depart Port Weller Dry Docks with modular. They are assisted by the yard tug JAMES E. MCGRATH.

Jun 26 ... The ferry SPIRIT OF ONTARIO had to cancel its afternoon trip from Rochester to Toronto when one of her diesel engines had a blown gasket. The morning trip had been sold out and the company had to charter buses to get about 300 passengers back from Toronto in the evening. The repairs took six hours to complete and the ferry will run its regular schedule the next day.

... Oglebay Norton's DAVID Z. NORTON paid a rare visit to Marquette to load for Cleveland.

Jun 27 ... The United States Coast Guard issued its findings in the cutter HOLLYHOCK and STEWART J. CORT collision in the St. Mary's River on March 25, 2004. The CORT was stationary in the ice when the HOLLYHOCK ran into her. The crew of the cutter was found not to have used all the navigational technologies available onboard. Computer mapping devices that overlay the exact location of other ships was not used, regular reports to the captain were not given about ship movements and the bridge crew other than the captain had little or no experience in ice breaking on the Great Lakes. A letter of admonition was given to the cutters captain and the crew were directed to

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**GREAT LAKES & SEAWAY NEWS •**


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participate in numerous and detailed drills and to better adhere to and use risk assessment tools.

... Interlake's HERBERT C. JACKSON arrived in Port Washington and was opened up for tours as the last Great Lakes Freighter to use the port. With the power plant being converted to use natural gas, lake ships will no longer call in Port Washington.

Jun 28 ... The new cruise ship ORION passed up the Welland Canal on her first trip into the Great Lakes. She will run four nine day cruises from Montreal to Chicago and then four more from Chicago back to Montreal.

Jun 30 ... The ferry SPIRIT OF ONTARIO had to cancel all trips today due to a hydraulic leak in the steering system. The leak first appeared yesterday when the ship was approaching Toronto in the afternoon. It delayed the ferry a couple hours while repairs were made. It was discovered leaking again as the ferry was preparing to depart on her morning trip. Parts had to be ordered and so the decision was made to cancel both trips today. The company chartered some buses for the passengers waiting to make the trip to Toronto.

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

**RENAMES**

... ALIOTH – Tanker, Built 1999, was sold by Alioth Marine Inc. to HLL Ionian Shipping Inc., both Liberia in 2003 and renamed MCT ALIOTH.

... ALMAK – Tanker, Built 1999, was sold by Almak Marine Inc. to HLL Aegean Shipping Inc., both Liberia in 2003 and renamed MCT ALMAK.

... ALTAIR – Tanker, Built 1999, was sold by Altair Marine Inc. to HLL Barents Shipping Inc., both Liberia in 2003 and renamed MCT ALTAIR.

... ARCTIC KALVIK (Ex – KALVIK – 97) Offshore Tug/Supply Ship, Built 1983, was sold by Fednav Ltd., Canada to Premiero Shipping Co. Ltd., Russia in 2003 and renamed VLADIMIR IGNATYUK.

... ARCTURUS – Tanker, Built 1999, was sold by Arcturus Marine Inc. to HLL Indian Shipping Inc., both Liberia in 2003 and renamed MCT ARCTURUS.

... ARGONAUT (Ex – ZIM NOVOROSSIYSK – 01, ARGONAUT – 01, RANDI – 97, HAMILTON TRADER – 92, ALEX – 89, LYS CALYPSO – 89, AROS CALYPSO – 88, FJORDTRADER – 86, AROS CALYPSO – 86, AROS TRADER – 85, ARGONAUT – 83) Built 1978, was sold by Osprey Shipping Co. Ltd., Antigua and Barbuda to International Shipping Ltd., Belize in 2003 and renamed SEA MERMAID.

... ARKLOW DAWN (Ex – Daisy Green – 99, URI – 97, FALKNES – 93, FITNES – 88, FALKNES-86) Built 1983, was sold by Coastal Shipping PLC, Irish Republic to Polydefkis Maritime Ltd., Malta in 2003 and renamed POLYDEFKIS.

... ATLANTIC OAK – Tug, was sold by Atlantic Towing Ltd., Canada to Remolcadores Dominicanos S.A., Dominican Republic in 2003 and renamed OCOA.

... CEDAR – Built 2002, was sold by Sabine Trading S.A. to Kgms “Atlantic Castle” Schiffahrtsgesellschaft Mbh + Co., both Greece in 2003 and renamed ATLANTIC CASTLE.

... GLENLIVET II – Tug, Built 1944, was renamed VIGILANT I in 2002 by Shepard Boats Ltd., Canada.

... GLENMONT – Tug, Built 1943, was renamed CAROLINA BOREALIS in 2002 by Shepard Boats Ltd., Canada.

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• GREAT LAKES & SEAWAY NEWS

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Photo by Jim Morris

ATLANTIC OAK downbound in Welland Canal above Lock #1 - Sept. 16, 1999

... SATURN – Tanker, Built 1974, was sold by Cleveland Tankers (1991) Inc., USA to Mar Shipping Enterprises Ltd., Panama in 2003 and renamed CENTENARIO TRADER.

**CASUALTIES:**

... MARGIT GORTHON – Built 1977, owned by Gorthon International Shipping Ltd., Bermuda. Sustained serious damage to her steering gear and rudder November 9, 2003 when in the Gulf of St. Lawrence and assisted to Comeau Bay by the tug ATLANTIC HEMLOCK. Cargo was discharged and she was towed to Halifax for repairs which are expected to take at least six weeks.

... OFFSHORE SUPPLIER – Tug, Built 1979, The wreck was later cut in two and the two halves were scuttled in deep water, work was completed by November 2003.

... STELLAMARE (Ex – VALKENSWAARD – 87) Built 1982, Heavy Load Carrier, Owned by Jumbo Navigation N.V. ( Kahn Scheepvaart B.V.), Netherlands Antilles. Capsized at the dockside at Albany, NY December 9, 2003 whilst loading steel turbines. 15 crew were thrown into the water and rescued, but 3 were reported missing. The salvage is likely to be challenging. (Feb. Issue)

... STELLAMARE (March Issue) – Two floating cranes with a combined lifting capacity of 1500 tons, started rolling the hull upright December 29 and on December 30 were able to lift out a 308 ton electric generator. On January 1, 2004 she was righted and after all the water had been pumped out, was refloated January 5. All 3 missing crew members have been found and the vessel has been declared a constructive total loss. Subsequently reported sold for \$125,000 to Herbert Brake and towed January 18 to Bethlehem where her future will be assessed.

**SCRAPPED:**

... MAGIC S. (Ex – MAGIC STAR – 03, GUR MASTER – 03, PLANET – 89, UNTERTURKHEIM -83) Built 1978, was sold by unspecified owners to Indian Breakers and boarded off Alang January 16, 2004

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**GREAT LAKES & SEAWAY NEWS •**

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... MAPLEGLLEN (Ex – ALGOCAPE – 94, CAROL LAKE – 87) Built 1960, was sold by Canada Steamship Lines Inc., Canada to Indian Breakers and arrived Alang in tow and beached December 4, 2003.

**JULY, 2004**

Jul 1 ... After a ribbon cutting ceremony in Duluth, the Duluth Entertainment Convention Center opened the retired United States Coast Guard Cutter SUNDEW up for tours.

Jul 3 ... The tug PRESQUE ISLE passed down the Welland Canal heading for Port Weller Dry Docks. She left her barge in Erie when she headed for the shipyard. She was assisted down the canal by the tug VAC.

... Algoma's ALGOWAY arrived in Escanaba and tied up at the North Reiss Dock with salt from Goderich.



Photo by Rod Burdick

ALGOWAY docked at Escanaba - July 3, 2004

... The Great Tugboat Race was held at the Soo on the St. Mary's River. Here are the results: In the Over 500 HP Class – 1. RELIANCE 2. WILFRED H. COHEN 3. SCOTT PURVIS. In the 200 to 500 HP Class – 1. MINK ISLE 2. OSPREY 3. REGAN. In the Under 200 HP Class – 1. SHEILA P. 2. RENESUE 3. GRAND BANKS. Fish Tugs – KELSEY T., Hobby Tugs 1. SIR HISS 2. GERI ANN, Gator Class Tugs – 1. COBRA 2. NEW BILLY 3. WHITNEY III.

Jul 5 ... The tugs COMMODORE STRAITS and VIGILANT I towed Upperlake's CANADIAN MARINER out of Toronto heading down Lake Ontario for Trois-Rivieres. She will replace the CANADIAN TRADER as a storage hull. The TRADER has been sold for scrap and will be towed overseas in tandem with the CANADIAN VENTURE heading to Bangladesh.

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**• GREAT LAKES & SEAWAY NEWS**

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Jul 6 ... Canadian American Transportation Systems announced a major shake-up in the management of the company that runs the ferry SPIRIT OF ONTARIO. Founder and CEO Dominick Delucia is leaving the company and President Howard Thomas is stepping down. Cornel Martin was named as the new President and an independent board of directors and strong management team will manage the company.

Jul 7 ... The tug PRESQUE ISLE departed Port Weller Dry Docks and proceeded up the Welland Canal bound for Erie to pick up her barge. She was assisted up the canal by the tug VAC.

Jul 10 ... Upperlake's CANADIAN RANGER was towed out of Toronto by the tugs SEAHOUND and VAC. They took her across Lake Ontario and up the Welland Canal to Port Weller Dry Docks and placed her in the drydock for her five year survey.

... The McKeil tug/barge EVANS MCKEIL/OCEAN HAULER ran aground just above Algonac in the St. Clair River around 4:00 A.M. while upbound. The barge took out several private docks and a 24 foot cruiser before coming to a stop. After being unable to free herself, a call for assistance was sent out. The tugs MENASHA and PAUL E. NO. 1 arrived about 2:00 P.M. They managed to free the barge OCEAN HAULER and the PAUL E. NO. 1 took her up to Courtright, Ontario and tied her up. Upon her return both tugs worked to free the EVANS MCKEIL, but were unsuccessful and quit for the night at about 8:00 P.M..



CANADIAN RANGER on drydock at Port Weller Dry Docks - July 12, 2004

Jul 12 ... The EVANS MCKEIL was refloated around 1:00 P.M. with the assistance from the tugs MANITOU and MENASHA. She proceeded under her own power up to Courtright. The MENASHA stayed alongside in case she was needed. After divers went down and found no damage to her hull she was allowed to depart with the OCEAN HAULER bound for Amherstburg.

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**GREAT LAKES & SEAWAY NEWS**

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Jul 13 ... Authorities announced that the pilot of the EVANS MCKEIL has been cited for negligence and faces up to 92 days in jail and/or a \$500 fine. He left the wheelhouse believing the tug was on auto pilot to use the bathroom, by the time he returned the tug/barge had veered toward land.

Jul 16 ... American Steamship's ST. CLAIR had an engine room fire while she was upbound in the St. Mary's River. A fuel line or oil line on her starboard engine broke and caused the fire. She went to anchor near Detour and the fire was put out by the crew. She departed later on her remaining engine upbound heading for Duluth.

... Canada Steamship Lines JEAN PARISEAN had her name, billboards and stack markings painted out at Port Weller Dry Docks. She has been laid up there since last December 14 awaiting word on a possible forebody replacement.

Jul 17 ... In a ribbon cutting ceremony held in Hamilton, the official opening of the HMCS HAIDA at the National Historic Site of Canada took place at Pier #9. Over a thousand people were in attendance including former sailors who had served on the HMCS HAIDA and her ill-fated sister ship HMCS ATHABASKAN.

Jul 19 ... A company by the name Mackinaw Tall Ship Company, LLC told the St. Ignace City Council they want to build a combination boatyard and tourist shopping building on the St. Ignace waterfront. They want to build seven replica Great Lakes schooners. The first would be modeled after the 1844 Great Lakes cargo schooner CLIPPER CITY. They would operate three types of sail cruises and tie up one schooner at Mackinac Island to serve as a wedding ship. Among the businesses in the downtown boatyard will be an art gallery, bookstore, theater and coffee shop arranged around the shop's main floor and sail and rigging loft. For a fee, visitors will be able to view construction as they shop and have access to a live video hook up to view unnamed shipwrights in Lunenburg, Nova Scotia. They would like to use the old CHIEF WAWATAM dock, where they would construct a 52 foot high building. The council was favorable to the idea, but an official response to the lease request will depend on the business plan, which has not been received yet.

Jul 21 ... A five member shipwreck search team led by Jerry Eliason announced they had found the wreck of the ROBERT WALLACE on June 5 about 13 miles south-southeast of Two Harbors. She sank on November 17, 1902 while downbound with iron ore at about 11:00 P.M.. The night was calm when a heavy vibration was felt throughout the ship and water started pouring in through the stern. The captain ordered everyone into a lifeboat and they went to the barge ASHLAND which they had been towing. They burned distress flares and the tug EDNA G. spotted them and towed the barge into Two Harbors - there was no loss of life. It is believed that she hit a log or something and tore out the stern post. The wreck was found in Wisconsin waters - for more than 100 years the wreck was thought to be in Minnesota waters. She is resting upright on the bottom in about 300 feet of water.

Jul 22 ... Upperlake's CANADIAN PROVIDER arrived in Hamilton and after unloading her cargo of taconite departed the next day for Toronto where she went into lay-up.

Jul 23 ... The ferry LAKE EXPRESS had to cancel its return trip from Muskegon to Milwaukee due to rough water on Lake Michigan. It's the first time the ferry has cancelled a scheduled trip since beginning service on June 1. The lake had calmed down and the ferry departed on its regularly scheduled trip in the afternoon. The passengers affected by the cancellation were offered a choice of refunds, rescheduling or bus rides.

Jul 24 ... The downbound containership HORIZON ran aground near Sorel in the St. Lawrence River when she lost power. The Group ocean tugs OCEAN INTREPID, OCEAN JUPITER, OCEAN CHARLIE, OCEAN HERCULE, OCEAN DELTA and DUGA arrived but were unable to free her.

Jul 25 ... Upperlake's CANADIAN PROSPECTOR arrived in Escanaba and loaded a cargo of taconite, she is the first straightdecker since the EDWARD L. RYERSON in 1998 to load there. She returned for a second load on August 9.

Jul 27 ... The McKeil tug/barge SALVOR/KTC 115 ran aground in the St. Lawrence Seaway near Alexandria Bay, NY on Frontenac Shoal. The cause of the grounding was the cables to the barge from the tug snapping, sending the barge onto the rocks. About 12,000 gallons of calcium chloride spilled into the seaway, however it is considered non-toxic and poses no threat. Traffic in the seaway was stopped for about 13 hours and was restricted to one way in the area of the grounded barge with upbounds going first.

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**• GREAT LAKES & SEAWAY NEWS**


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Jul 28 ... The ALYCIA S. I (Ex – HORIZON MONTREAL) departed Montreal on her delivery trip to her new owners in Panama. She has served as a bunkering vessel in the harbor for many years.

Jul 31 ... An example of the pooling of American Steamship and Oglebay Norton vessels came when Oglebay Norton's EARL W. OGLEBAY arrived in Marquette's lower harbor with a cargo of stone. This would have been a run made by an American Steamship vessel in the past. After unloading she shifted to the ore dock to load the next day. Oglebay Norton's WOLVERINE arrived on August 14 and repeated the operation.



WOLVERINE docked at Marquette - Aug. 14, 2004

Photo by Rod T. Burdick

**AUGUST, 2004**

Aug 1 ... Upperlake's QUEBECOIS arrived in Hamilton and after unloading proceeded to Wharf #10 and went into lay-up.

... The St. Lawrence Seaway barge HERCULES was brought from Montreal to the grounded HORIZON to offload some of her containers to lighten her.

Aug 2 ... The annual United States Coast Guard festival started with the parade of ships that included the MACKINAW, HOLLYHOCK, MOBILE BAY and MCLANE.

Aug 3 ... Upperlake's GORDON C. LIETCH ran aground in the St. Lawrence Seaway just above the Cote St. Catherine Lock due to an engine failure. The Group Ocean tugs OCEAN JUPITER and OCEAN INTREPIDE left the grounded HORIZON and proceeded to the LIETCH. They pulled her free and towed her to the Cote St. Catherine Wharf. An inspection revealed a two foot gash in her hull, temporary repairs were made and she continued on to Quebec City the next day. She will proceed to a shipyard after unloading for permanent repairs.



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**GREAT LAKES & SEAWAY NEWS**

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... A 53 year old Cheboygan man pleaded guilty in 89<sup>th</sup> District Court to stealing the beam from the Straits Underwater Preserve shipwreck of the WILLIAM H. BARNUM. The artifact was brought up in 2001 and was intended to be used in his fireplace mantel. The judge ordered the man to pay \$4,650 in court costs, fines and restitution. The BARNUM sank on April 3, 1894 about two miles east of the Mackinac Bridge. As she was passing through an ice field, seams in her hull opened up and she sank, her crew were rescued by the tug CRUSADER. She was headed to Port Huron with 55,000 bushels of corn loaded in Chicago.

Aug 4 ... The container ship HORIZON was finally pulled free and taken to the anchorage outside Sorel for inspection. She then proceeded into Sorel to reload the 91 containers that had been offloaded.

Aug 6 ... Canada Steamship Lines HALIFAX ran aground in the St. Clair River near Fawn Island. The tugs WYOMING and MANITOU arrived and pulled her free several hours later. She was turning to go to the stone dock behind the island when she grounded. Once free she proceeded up to Sarnia for inspection.

... The Sarnia based tug MENASHA passed down the Welland Canal for the first time bound for Montreal to pick up the barge CHARLIE XX, the pair returned up the canal on August 14.

Aug 7 ... The Staten Island ferry GUY V. MOLINARI departed Marinette, WI on her delivery trip to New York City. However, shortly after departure she had engine trouble and headed back, she waited outside the harbor until the next morning when the tugs ERIKA KOBASIC and ESCORT towed her back up the river to Marinette Marine for repairs.

... Lower Lakes Towing's MICHIPICOTEN arrived in Brevort for the first time to load sand for Fisher Harbor in Georgian Bay.

Aug 8 ... Upperlake's GORDON C. LIETCH arrived at Port Weller Dry Docks and was placed on the drydock for repairs to her hull from the recent grounding.



GORDON C. LIETCH upbound in the Welland Canal at Port Colbourne - May 11, 2002

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• GREAT LAKES & SEAWAY NEWS

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... An accident occurred as the Chicago tour boat CHICAGO'S FIRST LADY took 120 passengers on the popular architecture tour of the downtown area of the Chicago River. When they passed under the Kinzie Street Bridge a black bus passing overhead was discharging sewage into the river. The upper deck was covered with what was believed to be human waste. The tour boat turned around and headed back to her dock where all passengers were refunded the price of their tickets. Chicago police have interviewed the members of the Dave Mathews Band in connection with the incident.

Aug 9 ... The Bob-Lo boat COLUMBIA was towed from her lay-up berth across the slip to Nicholson's floating drydock and tied up behind it by the Gaelic tugs PATRICIA HOEY and CAROLYN HOEY. She was placed into the drydock the next day as part of the feasibility study to see how much work she needs to be repaired.

Aug 10 ... Optima Shipbrokers reported in their newsletter that Algoma Tankers have sold the ALGOFAX for scrapping in India, she is currently laid up in Montreal.

Aug 12 ... The St. Lawrence Seaway Authority reported traffic up in the first half of the 2004 season. As of July 31, 1884 vessels had transited the system compared to 1621 in 2003.

... The Staten Island ferry GUY V. MOLINARI departed Marinette on her delivery trip around noon.

... The RV STURGEON was christened in a ceremony at Cheboygan by the United States Geological Survey, Department of the Interior. She will join the MV TOGUE and RV GRAYLING in their fleet of Great Lakes Vessels.

... The tanker ALGOFAX arrived in Halifax under her own power, she is bound for scrapping in Bangladesh. Her name, stack markings and port of registry have been painted out for the trip to the scrapyards.

Aug 13 ... Algoma Tankers ALGOSCOTIA arrived in Halifax on her delivery trip from China.

Aug 14 ... Lake Michigan Contractors auctioned off their equipment in Holland, MI.

... The Staten Island ferry GUY V. MOLINARI passes down the Welland Canal on her delivery trip to New York City.



Photo by Marilyn Rudnick

GUY V. MOLINARI downbound above Lock #8 on Welland Canal on her delivery trip - Aug. 14, 2004

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**GREAT LAKES & SEAWAY NEWS**

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Aug 15 ... The Fednav salty FEDERAL MAAS hit the bascule bridge at the Iroquois Lock on the St. Lawrence Seaway damaging her bridge wing.

... The ALGOFAX departed Halifax heading for the scrapyard. She was renamed HALIFAX and re-registered to Batumi, Republic of Georgia for the trip.

Aug 16 ... Canadian American Transportation Systems owners of the ferry SPIRIT OF ONTARIO have applied to the United States Department of Transportation for a loan. It would be through the departments TIFIA program which provides money for transportation projects. It has not been decided how much the loan would be for at this time.

Aug 18 ... The ferry LAKE EXPRESS had to cancel the morning trip from Milwaukee to Muskegon when a routine inspection discovered repairs needed to one of her water jets.

Aug 19 ... As workers were working on scrapping the KINSMAN ENTERPRISE at the International Marine Salvage Yard in Port Colborne, a worker became pinned under about 100 feet of anchor chain that fell on top of him. The Port Colborne Fire Department arrived and after surveying the situation asked the Buffalo Heavy Urban Search and Rescue Unit for help. With a police escort from the Peace Bridge the unit arrived at the scene in about 40 minutes. The worker was safely removed from the ship with a badly broken leg and flown to Hamilton General Hospital.



Photo by Herm Phillips

KINGSMAN ENTERPRISE, now named ENTERPRISE, at her scrapping berth in Port Colborne, Ont. being stripped prior to scrapping by International Marine Salvage Company on June 23, 2003. The partially scrapped stern of the ALGOWOLF is visible to the right.

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• GREAT LAKES & SEAWAY NEWS

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... Upperlake's CANADIAN LEADER departed Hamilton on her first trip of the season, she passed up the Welland Canal heading for Thunder Bay.

Aug 20 ... The Mariport Group Ltd. of Ontario, Canada has hired a consulting firm to do a feasibility study for a proposed ferry service from St. Joseph, MI to Chicago. The proposed ferry would carry 149 passengers and make the trip in two hours, the fare would be \$25 for a one way ticket or \$45 for a round trip ticket.

Aug 23 ... Canada Steamship Lines announced a contract has been signed with Canadian Shipbuilding and Engineering to build a new forebody for the JEAN PARISIEN. The work will be done at Port Weller Dry Docks on the Welland Canal. The PARISIEN is currently laid up along the fitout wall at Port Weller Dry Docks.

... The Detroit Princess Riverboat Co. announced they have purchased the PLAYERS RIVERBOAT CASINO II and are currently sailing her to Detroit. After arrival, she will be renamed DETROIT PRINCESS. She was built at Leevac Shipyards in Jennings, LA as a casino boat. She is 222 feet long and 62 feet wide. They plan several sailings a day starting sometime this fall, a lunch cruise for \$39, a dinner cruise that costs between \$49 and \$89 and a moonlight cruise that costs \$30 to \$50. The two hour cruises will depart Atwater Street and go up to Belle Isle, then turn around and head down river to about Wyandotte and turn around and head back to her dock.

Aug 28 ... The Lake Express LLC ferry LAKE EXPRESS had her bow door come off its hinges when she was hit by 10 foot waves while crossing Lake Michigan on a trip from Muskegon to Milwaukee. The door damaged two vehicles on the car-deck when it came off. This pushed them into two other vehicles which were also damaged. The ferry cancelled her last trip and the first two scheduled for the next day while repairs were done. The ferry company will cover all expenses for fixing the damaged vehicles.



LAKE EXPRESS, the fastest commercial boat on Lake Michigan, began her runs from Milwaukee-to-Muskegon on June 2, 2004. She is a twin-hulled catamaran carrying a crew of 14, passenger capacity of 250 and vehicle capacity of 46. She is powered by four diesel engines generating 12,000 hp with a cruising range of 700 miles. She has a routine operating speed of 34 knots (40mph) and is scheduled to make 3 round trips per day from June to September and two per day from October to December. Photo by Ken Stevens. Associated Press. Reprinted from The Detroit News - May 30, 2004.

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**GREAT LAKES & SEAWAY NEWS**


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**MISC:**

... The TEAKGLEN currently laid up in Goderich and used as a storage hull has been purchased by Goderich Elevators Limited, Goderich from Canada Steamship Lines and has been permanently retired.

... The tug JAMES E. MCGRATH owned by Hamilton Marine & Engineering and stationed at Port Weller Dry Docks has been bought by McKeil Marine of Hamilton

... The tug HAEDONG STAR NO. 55 which has been laid up in Montreal for over a year has been reflagged Panamanian and renamed STRONG DELIVERER.

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

**RENAMES:**

... ANTOINE (Ex – RUBIN EAGLE – 03) Built 1985, was sold by Antoine Maritime S.A.R.L., Lebanon to Villa Denizcilik Sanayi Ve Ticaret AS, Turkey in 2004 and renamed BATUR-V.

... BBC BRAZIL (Ex – BRAKE – 03, BBC BRAZIL – 03, INDUSTRIAL HARMONY – 00, Launched as TORUM) Built 1997, was renamed SKAFTAFELL by Briese Schiffahrts GMBH & Co. KG M.S. “Torum”, Germany in 2004.

... FRINES (Ex – FREENES – 92, FRINES – 88) Built 1978, was sold by Fulton Bulk AS, Bahamas to Megoni Shipping Co., Panama in 2003 and renamed MEGONI.

... JAKOV SVERDLOV – Tanker, Built 1988, was sold by Northwest Chemical Carrier K/S, Cypress to Blystad Tankers I Inc., Marshall Islands in 2003 and renamed LAKE EVA. (NOTE: The renaming took place in December at Sarnia.)



PEONIA above Lock #7 on Welland Canal - Oct. 18, 2000

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• **GREAT LAKES & SEAWAY NEWS**

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... KAPITAN RUDNEV – Tanker, Built 1988, was sold by Kapitan Rudnev Shipping Ltd., Cypress to Blystad Tankers II Inc., Marshall Islands in 2003 and renamed LAKE MAYA.

... PEONIA – Built 1983, was sold by Cargoship Maritime Corp. to Cazenove Maritime Inc. both Liberia in 2004 and renamed SCOTER.

... RUBIN EAGLE – Built 1985, was sold by Ever Bright Shipping S.A., Panama to Antoine Maritime S.A.R.L., Lebanon in 2003 and renamed ANTOINE.

... WELLINGTON KENT (Ex – IRVING NORDIC – 93) Tanker, Built 1980, was sold by Irvingdale Shipping Ltd., Barbados to Bryygen Shipping & Trading A/S, Norway (NIS) in 2004 and renamed BEFFEN.

**SCRAPPED:**

... MARINETTE (Ex – ABITIBI JOHN CABOT – 98, TUNADAL – 97) Built 1967, was sold by Great Lakes-European Shipping AS (Wilson Ship Management (Bergen) AS), Norway (NIS) to Indian Breakers and boarded off Alang on March 3, 2004, Beached on March 9, 2004.

... OAKGLEN (Ex – T. R. MCLAGAN – 90) Built 1954, was sold by Canada Steamship Lines Inc., Canada to Indian Breakers and boarded off Alang on February 12, 2004, Beached the next day.

... SEAWAY QUEEN – Built 1959, was sold by Upperlakes Shipping Ltd. (Upperlakes Group Inc.), Canada to Indian Breakers and beached Alang February 13, 2004.



Photo by Jim Morris

MARINETTE just departed Lock #4 on Welland Canal - May 9, 2001

**BACK COVER PHOTO:** Steamer MAPLEGLLEN, downbound, St. Mary's River - August 12, 1998. Photo by Herm Phillips. Reported as scrapped in the June Seaway News.

The Great Lakes Maritime Institute, Inc. promotes interest in the Great Lakes; preserves items related to their history; encourages building of scale models of lake ships, small craft and racing boats and furthers programs of the Dossin Great Lakes Museum, repository of the Institute's holdings. The Institute was organized in 1952 as the Great Lakes Model Shipbuilding Guild. It is incorporated under the laws of the State of Michigan as a nonprofit corporation and donations to G.L.M.I. have been ruled deductible by the Internal Revenue Service. No member is paid for services.

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