



# Telescope

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## Membership News:

Normally on this page we would announce upcoming events at the Dossin Great Lakes Museum. However, due to City of Detroit budget problems, the City of Detroit and the Detroit Historical Society have been working on an agreement to keep the Detroit Historical Museum and the Dossin Great Lakes Museum open. When we went to press, the agreement was not finalized as of yet, so we will inform you when the information becomes available.

Your membership dues notice is enclosed. We ask that you send your payment to our post office box, not to the Dossin Museum. Mail will only be delivered to the museum on Saturday, and by sending it to the post office box, we can process membership renewals in a timely manner. We also ask that donations to the webcam be sent to the post office box for the same reason. Our new address is **GLMI, P.O. Box 1990, Dearborn, MI 48121.**

If you have inquiries concerning your GLMI membership, we can be reached at [mcgrawka@sbcglobal.net](mailto:mcgrawka@sbcglobal.net) or phone message at 313-791-8452. Webcam inquiries can be handled through our website: [web@glmi.org](mailto:web@glmi.org). For those interested in obtaining information from the Dossin Museum collections, please call 313-833-1805. This phone is answered daily. For further updates, you may wish to visit the website: [www.detroithistorical.org](http://www.detroithistorical.org).

GLMI will be working with the Detroit Historical Society to present programs and exhibits at the Dossin Great Lakes Museum. The museum is open Saturday-Sunday 11-5p.m.

**March 18 North American Shipwreck & Dive Show** - the premier exposition of scuba diving, shipwreck exploration and dive travel in the Great Lakes Region. Jewish Community Center, D.Dan & Betty Kahn Bldg., 6600 W. Maple Rd. at Drake Rd., West Bloomfield, 9am - 5pm, Tickets: \$20 in advance, \$25 at door, call 888-522-4532. For information go to [www.shipwreckshow.com](http://www.shipwreckshow.com) on the web. Sponsored by GLMI with proceeds from the show going to support the Dossin Museum.

**April 21-22 Local History Conference** - Saturday, April 22, 2006, 10:00am, Alumni Lounge, Wayne State University. Chair: Malcolm A. McAdam, Great Lakes Maritime Institute. **The Great Lakes Preparations for WWII** - Michael W.R. Davis; historian, author, journalist. **Lost, 29 Crew and the Stern of the DANIEL J. MORRELL: a Forty Year Remembrance** - David Trotter; Great Lakes shipwreck researcher, diver, historian. For information call (313) 577-4003.

### SAVE THE DATE!

The 2006 GLMI Annual Dinner and Silent Auction will be held on Sunday, October 1, at 2:00 p.m. at Blossom Heath Inn, St. Clair Shore. Our keynote speaker will be C. Patrick Labadie, with an opening program by Joe Grimm and Lee Murdock. GLMI members are encouraged to donate items for the Silent Auction. To make donations or for more information, contact Elizabeth Sherman at [elizabeth@langelandhouse.com](mailto:elizabeth@langelandhouse.com) or Donna Flaherty at (586) 777-8300.

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**OUR COVER PICTURES . . . J.A.W. IGLEHART** downbound Welland Canal by Lock 7 - September, 1999. Photo by James R. Hoffman.

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# J.A.W. IGLEHART CELEBRATES 40 YEARS ON THE GREAT LAKES

As the automobile replaced the horse and carriage, highway transportation also underwent changes. In 1905, the Michigan State Highway Department was created and shortly thereafter, the state began licensing car owners in order to fund new road construction. Henry Ford would begin production of the Model T in 1908, producing 15,000,000 vehicles by 1927.

To meet the transportation needs in the Great Lakes region, seven men: J.B. Ford, E.L. Ford, George R. Ford, B.F. Berry, George B. Morley, S.T. Crapo and H.J. Paxton organized the Huron Portland Cement Company in November, 1906. The principal plant would be built in Alpena, MI with future distribution plants built in Detroit, Cleveland, Buffalo, Oswego, Muskegon, St. Joseph, Saginaw, Green Bay, Milwaukee, Duluth-Superior and Toledo.

In the beginning, transportation on the lakes was time consuming as cement was loaded into bags and stacked in the ship's cargo hold. With the purchase of the str. SAMUEL MITCHELL in November, 1915, S.T. Crapo decided to ship cement as bulk cargo. The MITCHELL was converted to a self-unloading cement carrier at the S.C. McLouth Shipyard in Marine City, MI and completed in September, 1916. She departed the shipyard to load cement in Alpena and arrived at the new Detroit distribution plant on October 4<sup>th</sup> with the first cargo of bulk cement. Unloading took forty-three hours initially, but machinery changes greatly reduced unloading time by the end of the season.

The fleet expanded to six vessels by the late 1960's. Several were built at Great Lake shipyards, S.T. CRAPO-GLEW, 1927, E.M. FORD -Clev.



J.A.W. IGLEHART

Shipbuilding, 1898, J.B. FORD- American Shipbuilding, 1904, LEWIS HARRIMAN- Toledo Shipbuilding, 1923. The last two vessel additions were converted ocean vessels. The PAUL H. TOWNSEND was originally built in 1945 at Wilmington, CA and converted to a cement carrier in 1952. The J.A.W. IGLEHART was built in 1936 at Sun Shipbuilding & Dry Dock Company in Chester, PA. Launched as the tanker PAN-AMOCO, she measured 501' x 68' x 37'. Renamed AMOCO in 1955, she soon became obsolete and was withdrawn from service in 1960.

Slated for scrap, Huron Cement purchased the tanker and had her towed to Sturgeon Bay, WI. Renamed H.R. SCHEMM, remained in lay-up status until 1964.

In the spring of 1964, Huron Cement officials announced that American Shipbuilding in Chicago would receive a \$2 million contract to convert the SCHEMM to a self-unloading cement carrier, which would be the largest on the lakes. *The Cleveland Press* detailed the conversion process, "A cement carrier, while a self-unloader, is different because instead of a belt conveyor, it has two 10-inch pipes. A blower sends the cement through the pipes to the top of silos. The IGLEHART has a series of cargo holds on each side. Unloading starts from the bottom. An air slide (rectangular box), takes the cement to the pumps

which send it through pipes to the tops of silos. There it is distributed to bins according to type."

The christening ceremony was held on July 7, 1965 at the North Street dock in Cleveland. The vessel was named in honor of Joseph Alexander Wilson Iglehart, Board of Directors of National Gypsum Company, of which, Huron Portland Cement is a subsidiary.

During her forty-year career on the lakes, the IGLEHART was one of the first vessels seen on the Detroit River in March. With the cement carriers in operation, the opening of the shipping season had begun for area residents. It was fitting that in March, 2005, the IGLEHART arrived in Detroit and docked at the new LaFarge Cement Dock, located near Zug Island.

With the downturn in the economy, Great Lakes states have reduced their budgets for new highway construction. The IGLEHART remained in service while several of her fleet mates were withdrawn from service due to age and small cargo capacity. With the addition of the ALPENA in 1991 (formerly LEON FRASER, USS), the BOARDMAN and S.T. CRAPO were reduced to storage barges. The CRAPO has been inactive since the 1996 season, and in October, 2003, the propeller was removed and hull openings were sealed. She was withdrawn from vessel registries and officially designated as a storage barge.



J.A.W. IGLEHART

## Frederick Stonehouse speaks at GLMI Annual Dinner

Over 150 Great Lakes enthusiasts responded to the invitation to the Great Lakes Maritime Institute's annual dinner, which took place on Sunday, October 2, 2005, in the elegant ballroom at the Blossom Heath Inn in St. Clair Shores. For the second year in a row, the event was open to the public.

A wide variety of items were on display for the silent auction, including a number of prints by Jim Clary, Jerry Crowley, Robert McGreevy, and other maritime artists, along with books pertaining to Detroit history and Great Lakes maritime themes. Some one-of-a-kind donations ranged from a black-tie performance at the Players to a strikingly beautiful quilt of sailing ships. The winning bids were announced at the end of the program.

In addition, a successful raffle was held, with the winner taking home a signed and framed print by Robert McGreevy entitled "*Schooner NESHOTO in Distress off Sturgeon Point—The Great Storm of 1872,*" donated by Robert Bunting.

Artist and historian Robert McGreevy opened the after-dinner program with a discussion of the eventful life of renowned ship architect Frank E. Kirby and his remarkable accomplishments. Bob gave the audience insight on the impact Kirby had on the development of steel shipbuilding on the Great Lakes and along the East Coast. His talk was illustrated with some of his artwork depicting such notable Kirby-designed steamships as the TASHMOO and the GREATER DETROIT.

This year's keynote speaker was historian and author Frederick Stonehouse, who gave a lively presentation entitled "*Forgotten Heroes, the U.S. Life-Saving Service on the Great Lakes.*" The talk, which was based on Fred's book "*Wreck Ashore,*" detailed the history of the U.S. Life-Saving Service and the bravery of the men who responded time and again in saving lives on the Great Lakes. The powerpoint program included some rare film footage of surfmen performing drills and using life-saving equipment. Fred's knowledge of the subject and his enthusiasm made the audience fully appreciate the challenges met and sacrifices made by those who served as "storm warriors."

After the program, both Fred Stonehouse and Bob McGreevy were available to answer questions and engage in further discussion on their topics. Attendees also purchased books and prints from them.

The Great Lakes Maritime Institute wishes to thank the event's chairpersons Elizabeth Sherman and Donna Flaherty for their hours of work, the staff of Blossom Heath Inn, and all those individuals and organizations who contributed to this successful event and silent auction.

Already we are planning the 2006 Annual Dinner, to be held in October. We will announce the date and speaker in an upcoming issue of the Telescope.



Fred Stonehouse, speaker and author of *The Haunted Lakes*, signed his books at the 2005 Annual Dinner.



Quilt auctioned off at GLMI Dinner 2005, donated and held by quilter Helen Sherman, Harbor Star Quilts

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# The Great Gale of '75

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by Brian Johnson

A true story of how the hurricane winds of 1975 affected ferry service in Kingston, Ontario.

*"I am very concerned with the welfare of the steamer EDMUND FITZGERALD He was right in front of us... He was taking on a small amount of water and none of the upbound ships have passed him. I can see no lights as before and I don't have him on radar. I just hope he didn't take a nosedive."*

Captain Bernie Cooper of the SS ARTHUR M. ANDERSON to Soo Control, Lake Superior, 19:40hrs. November 10, 1975

*The captain of the UPPER CANADA ferry was seen wringing out his socks when spray flooded the floor of the wheelhouse. It was the only ferry in service during the storm...*

*"Storm Blows the Area off its Feet" The Whig Standard, November 11, 1975*

Thirty years ago, on November 10, 1975 a very worried lake captain reluctantly picked up the mike attached to his marine radio and with a glance to his mates, expressed his fears out loud to the coast guard station at Sault Ste. Marie, Michigan. All afternoon, rolling hard in the heavy seas, the two big American freighters ARTHUR M. ANDERSON and EDMUND FITZGERALD hugged the north Canadian shore of Lake Superior trying to seek shelter in a tumultuous storm of confused seas and blinding snow. The EDMUND FITZGERALD, running ahead, had lost both radar scanners sometime earlier and had asked the ANDERSON for help in plotting her course and position. She had also developed a bad list, which had really concerned her captain, Ernest McSorley. Now, standing up and trying to steady himself to the violent motion of his own ship, Captain Bernie Cooper strained his eyes through his pilothouse windows then walked carefully back to his radar set adjusting the gain, praying for a target. "She's got to be there," he said out loud to his mates. "Dear God... she has to be!"

At about the same time, and about seven hundred miles or three lakes down in Kingston, the captain of the Wolfe Island ferry UPPER CANADA braced himself against the pilothouse door and lifted one soggy foot over the sill followed by the other. Soaked from his knees down, Captain Wayne Eves was also drenched from the waist up. The small pilothouse windows, tightly closed, did little to keep Lake Ontario out, in fact, Captain Eves was sure a good portion of it was still sloshing about almost knee deep in the small confined space he shared with his mate, Dick Kingsley. Tied to the Kingston dock at the end of Brock Street the small ferry was still pitching a little at the bow, tugging on her lines, waiting for her next trip across. Looking down on the car deck, Wayne called down to his engineer, "Hey Johnny, have you got a drill?"

The car deck too, was ankle deep with water still running hard out of the scuppers. Several cars, especially those parked up in the bow, also had water pouring out of every nook and cranny that it had managed to seep into as their wide-eyed and white knuckled drivers drove carefully off, one actually making the sign of the cross on himself as he crossed over the ramp. Taking off his shoes, Wayne stuck them up on a shelf in the wheelhouse and, rolling up his pants, pulled off his socks, wrung them out and stuck them inside his damp shoes.

"At one point, somewhere around seven o'clock, the weather got really nasty," he remembered. "I was steering well above the Kingston Shipyard heading out of the harbour when the waves started breaking over the starboard bow sending heavy spray clear over the wheelhouse!" Sailing the Great Lakes since he was fifteen years old, Captain Eves couldn't remember the last time the lake got so violent.

Up on Division Street, a frantic mother listened as the howling wind blew garbage cans, papers and anything else not nailed down across her front lawn. Even the trees bent, bowed and swayed in a crazy

dance with one another as the wind shrieked higher and higher. Not knowing what else to do, Mrs. Holland picked up her phone and dialed the Kingston Police.

"My son Steve," she began, trying to calm down, "is on Wolfe Island. I mean, I hope he's on Wolfe Island. He and two friends went over to go duck hunting last night, somewhere on Big Bay. They were supposed to come home at noon... it's now half past seven . . ."

*It was as if Mother Nature unleashed a pack of howling banshees...*

*Truck blown off freeway... Power is off for four hours... Buses collide... Farm animals were killed, one jerry broke down, a bus shelter overturned and trees were uprooted... Ontario Hydro crews were working on five households, three on hard-hit Wolfe Island...*

Mild, summer like weather continued into the second weekend of November in 1975. Saturday's *Whig Standard* pictured a couple enjoying a tranquil afternoon in their canoe paddling along the Lake Ontario shoreline just outside the harbour limits. On Sunday evening, November 9, three teenage boys had made up their mind to try their luck at duck hunting off the south shore of Wolfe Island, as the predicted weather called for cloudy skies with some wind. "Perfect duck hunting weather," Harry Heikkila recalled. One of

the boys, 19 year old Richard Vaughn had already called in sick for his job on Monday morning so he could join his two buddies on this great outdoor adventure. "We're going to get a good storm," he said, loading his stuff into the car. Steve Holland, also 19, was the third. Catching the ten o'clock boat from town, the trio made their way over to Carpenter Point where they would camp out and get an early start. By morning, dark, ominous clouds were rolling in from the lake as the boys set out their decoys. "Around noon it got bad," Harry Heikkila said. "You could see the front coming in. I was in a canoe about a hundred feet off shore."

About four miles away, on the north side of Wolfe Island, Captain Lewis Kiell was having his own problems with the older ferry WOLFE ISLANDER. Giving her all she had, it took several minutes for the huge bow to swing out into the open channel into the ever-increasing seaway rapidly building up. Both ferries were using the winter dock at Dawson Point on the island because the dock in the village was now modified, awaiting the arrival of the new WOLFE ISLANDER III, which would depart any day now from the builders yard in Port Arthur on Lake Superior. Swinging the telegraph handle to full ahead, Captain Kiell called down to the engine room for more power, knowing full well what would happen if the bow of the ferry started to fall off the wind. It had happened to him just a few years ago, finally coming to anchor at the foot of



Former Wolfe Island Ferry, UPPER CANADA, shown at Barrack Street Dock, Kingston, Ontario. She was the former ROMEO AND ANNETTE which ran between Dalhousie, New Brunswick and Meguasha, Quebec until 1966. She is now tied up at Lorrain, Ohio

the island in a moderate gale, and before that, in 1950, to Captain Joe Sisty, when everyone thought she had gone down. Rolling heavily, the WOLFE ISLANDER finally made it safely into Kingston harbour after more than an hour. By now the wind had increased, with the seas building anywhere from six to eight feet.

*A spokesman for the Kingston Weather Office said there were no records kept of wind velocity, but that the peak wind was only 13 miles below hurricane velocity of 75 mph.*

Captain Kiell decided to tie the WOLFE ISLANDER up for the remainder of the storm at Brock Street. It was decided that Captain Eves would continue service with the UPPER CANADA into the sheltered dock in the village as she could maneuver into position using her twin engines to advantage. Deckhand Eric Ahrenkiel left the WOLFE ISLANDER and joined the UPPER CANADA to assist. It was now about six o'clock in the evening.

"Coming alongside in the village, we had one chance to get a line on," remembered mate Dick Kingsley. "If we missed, we'd have gone aground. And if one of her engines failed for any reason while we were crossing, well..."

"The danger was stirring up the fuel tank," engineer John O'Shea said. "If the fuel filters became clogged, then we'd have problems."

By now, the power was out on Wolfe Island.

Captain Eves was landing his ship by radar, spotlight and sheer guts. Then Larry Staley showed up with his loaded cattle truck. Unable to persuade him to wait until morning, the truck was loaded aboard, the wheels were chocked and the brakes were set. Backing out, Wayne swung hard to starboard and set out for Kingston. Clearing the bay at Garden Island Wayne directed his searchlight out into the blackness to check sea conditions. "The wind was pulling the tops right off the waves in spindriffs," he said. "I was aiming somewhere up near Portsmouth harbour so I could turn quick about halfway across trying to keep the rolling to a minimum. Honestly, it was as rough as any seaway I've ever been in." Down below on the car deck, Larry and his 'girls' were hanging on to anything their hands and hooves could cling to. White knuckled, Staley kept his foot jammed on the brakes as the huge truck skidded across the deck, banging into one post then the other, as the 'girls' bawled their protests in unison all the way across.

Just south, duck hunters Heikkila, Vaughn and Holland were in trouble. By now, their decoys were all over the bay and probably the eastern half of Lake Ontario. Trying to recover their decoys, the boys almost became disoriented in the darkness with the heavy rain and wind. Harry, up to his neck in the rapidly rising water, decided to strike out for nearby Mud Island, which seemed



**EDMUND FITZGERALD**



closer. Wolfe Island had all but disappeared in the darkness. "Richard couldn't swim so he stayed with the canoe," Holland recalled. "We lost sight of the shoreline so we headed to Mud Island. Gus Brown had a small cottage and they let us in. Later, about one in the morning a rescue helicopter was overhead with a bright light shining down on the cabin. There was a guy being lowered by a wire. 'Need any help' he said and I said 'no, we're okay' and they left."

Captain Wayne Eves and the crew of the UPPER CANADA got through the night without any further incident. Morning finally came lighting the roadways with fallen trees and downed power lines almost everywhere. Three soggy boys drove onto the ferry embarrassed but happy to have come through their ordeal. Local radio stations throughout the Great Lakes were reporting their damages to their respective cities and towns with almost the same stories of power failures and minor accidents. By mid morning one particular story was making headlines. A fully loaded ore carrier was reported missing up on Lake Superior. By day's end it was almost certain that the SS EDMUND FITZGERALD with all 29 of her crew had perished in the storm.

By early December, a twin stacked barge-like vessel appeared on Lake Superior approaching the area of Whitefish Bay. The brand new WOLFE ISLANDER III was headed downbound for Lake Ontario to begin her life as Wolfe Island's newest and by far largest ferry. Searching for survivors of the EDMUND FITZGERALD had all but ceased by now. It had been confirmed that the freighter had gone down with all hands. Her position on the bottom of Lake Superior just outside the sheltered area of Whitefish Bay was also known. I asked Captain Leon Fawcett who was a deckhand on the trip if anyone looked over the side as they went over the area. "No," he replied, "I don't think anyone did. We just quietly went on our way."

Thirty years later, the sudden disappearance of the EDMUND FITZGERALD from the radar set of the ARTHUR M. ANDERSON still remains a mystery.

Brian Johnson is one of five captains of the car ferry WOLFE ISLANDER III.

From the book, *The Wreck of the Edmund Fitzgerald* by Frederick Stonehouse



Port side bow view.



Overhead port side aminship.

Part of a detailed model of the EDMUND FITZGERALD wreck site built by Richard W. Sullivan - based on videos and photos of the site showing the wreck as she sat on the bottom of Lake Superior.

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# GREAT LAKES & SEAWAY NEWS



*Editor:* Greg Rudnick  
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Those who have contributed to the News Section in this issue are:

Rod Burdick	Mike Delaney	Skip Gillham
William M. Howell	William Keller	Alan Mann
Greg Rudnick	Marilyn Rudnick	Jim Sprunt
The Scanner		

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SEPTEMBER, 2005

Sep 5 ... While CSL TADOUSSAC was swinging her boom to unload cement clinker at the Essroc Terminal in Essexville, MI, the brakes on the hoist failed, sending the boom crashing onto the dock.

... New USCG MACKINAW (WLBB-30) departed Marinette on her first trials. Tugs ERIKA KOBASIC and ESCORT escorted her out of the river.

Sep 6 ... Rand Acquisition Corporation is planning to acquire Lower Lakes Towing, Ltd. and Grand River Navigation Co., Inc. Lower Lakes Towing, Ltd. and its U. S. subsidiaries, Lower Lakes Transportation and Grand River Navigation, charter four U.S. flag vessels. The companies have a 30.1% share of the Great Lakes river-class shipping market. For the fiscal year of 2004, ending March 31, 2005, the companies produced net revenue of \$48.9 million, producing a profit of \$9.7 million.

Sep 7 ... TEAKGLEN departed Sarnia enroute to the Thunder Bay Shipyard, assisted by tugs AVENGER IV and MENASHA. Once out in Lake Huron, MENASHA turned back, leaving AVENGER IV to handle the tow as far as Detour, where she was assisted by SCOTT PURVIS for the trip up the St. Marys River. After being refitted at the shipyard, TEAKGLEN is slated to return to service.

... COURTNEY BURTON made a rare trip through the Welland Canal.

... Shipments of limestone from U.S. and Canadian ports totaled 4.7 million tons in August, a decrease of 11%, compared to 2004.

Sep 9 ... WILLOWGLEN departed Hamilton headed for the Seaway in tow of tugs TONY McKAY and PROGRESS.

The Erie-Western Pennsylvania Port Authority voted to negotiate a lease with Van Enkevort Tug & Barge for the shipyard in Erie, PA. Van Enkevort stated it had over \$100 million in contracts lined up for the shipyard over the next five years. They also plan to build a 740 ft. self-unloading barge and 135 ft. tug.

Sep 10 ... EDWIN H. GOTT unloaded at the C&P dock in Cleveland for the first time.

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GREAT LAKES & SEAWAY NEWS •

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Photo by Greg Rudnick

Last of the three Staten Island ferries built by Marinette Marine, the SPIRIT OF AMERICA , shown when launched.

Sep 11 ... The NOVA, ex-FRENCH RIVER, ex-JENSEN STAR (1981), ex-WOODLAND (1986), ex-WOODLANDS (1991), ex-LORENA I (1998), ex-NOVA D (2004), suffered fire damage to her forward end in Turkey. The vessel was on her way to an Indian scrapyard.

... TEAKGLEN tow arrived at Pascol at Thunder Bay, Ontario. Tug AVENGER IV was assisted by GLENADA.

Sep 15 ... The Toledo shipyard will close by the end of October. The Manitowoc Marine Group has leased the facility since 1992, and says it is not competitive.

... Staten Island ferry SPIRIT OF AMERICA arrived in New York. She and her two sisters were built in Marinette, WI, at a cost of \$40 million each. The trip from Marinette took 22 days.

Sep 18 ... ROGER BLOUGH and WALTER J. McCARTHY collided near Detour on the St. Marys River. Both were upbound under foggy conditions. The McCARTHY had visible scrape marks and the BLOUGH sported a 60-ft. crease in her hull. Both vessels continued their journeys.

... Pictured rocks tour boat MINERS CASTLE suffered an engine fire, about 6 miles off Munising. The passengers were transferred to the MISS SUPERIOR. The extent of the damage to MINERS CASTLE has not been determined.

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**• GREAT LAKES & SEAWAY NEWS**


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Photo by Greg Rudnick

ROGER BLOUGH collides with WALTER J. McCARTHY near Detour - Sept. 18, 2005

Sep 19 ... A gate on the lower end of the Poe Lock partially dislodged, delaying a number of vessels for 12 hours. Rocks and debris collected under the gate and jammed it. A total of 70 tons of material had to be removed from the area around the gate. Ships delayed were: MESABI MINER, PAUL R. TREGURTHA, INDIANA HARBOR, PRESQUE ISLE and FEDERAL MAGAREE.

Sep 21 ... JOSEPH H. THOMPSON grounded in Duluth Harbor. She freed herself after unloading some of her salt cargo into a barge.

Sep 22 ... The U. S. House of Representatives voted to transfer the MACKINAW (WAGB-83) to local governments as a marine museum. Cheboygan is hoping to keep the ship as a museum.

Sep 24 ... WILLIAM G. MATHER moved to a new dock in Cleveland. The MATHER was towed to Dock #32 by Tugs MISSISSIPPI and IOWA. Captain Harry Anderson, at 96 years of age, was Honorary Captain for the move. The MATHER was built in Ecorse by The Great Lakes Engineering Works in 1925, and was the flagship of The Cleveland-Cliffs Iron Company's fleet for many years. She was retired in 1980, and donated by Cleveland-Cliffs to the Great Lakes Historical Society in 1987.

Sep 29 ... CANADIAN LEADER ran aground near Grondine in the St. Lawrence River between Trois Rivieres and Quebec City. The LEADER received bottom damage when she strayed from the channel due to engine failure. Water entered the forward cargo hold.

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GREAT LAKES & SEAWAY NEWS •

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Photo by Bob Hom

JOSEPH H. THOMPSON aground at Duluth - Sept. 21, 2005



Photo by Greg Rudnick

Museum ship WILLIAM G. MATHER moves to new dock in Cleveland - Sept. 24, 2005

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• GREAT LAKES & SEAWAY NEWS

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Sep 30 ... A new Canadian Steamship Company began operation with the christening of the MARITIME TRADER, ex-TEAKGLEN (2004), ex-MANTADOC (ii) at Thunder Bay, Ontario.

OCTOBER, 2005

Oct 1 ... Port Weller Dry Docks has won a \$100 million contract from Carisbrooke Shipping of the U.K. for two vessels, the hulls of two more, and an option for an additional four. Port Weller Dry Docks is working on the designs with Peters Kampen Shipyards of Holland

Oct 4 ... MARITIME TRADER is heading for Sorel after loading grain in Thunder Bay for her first trip under her new name. She is owned by Wayne Elliot, contracted to Voyageur Marine Transport of Ridgeville, Ontario, and is hauling grain for James Richardson.

... CANADIAN ENTERPRISE damaged the loader at the P&C Coal Dock in Conneaut when her boom contacted the loader. The ENTERPRISE departed after the damaged loader was moved out of the way.

Oct 6 ... CANADIAN LEADER arrived at Port Weller Dry Docks for repairs after her recent grounding.

... Oglebay Norton announced the sale of the BUCKEYE (iii) for \$4 million to K&K Warehousing of Menominee, MI. The ship will be converted to a barge. The company also announced that it will be looking into disposing of all or part of its fleet. The BUCKEYE is the former SPARROWS POINT.



Photo by Greg Rudnick

BUCKEYE (iii) was sold to K & K Warehousing for conversion to a barge.

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GREAT LAKES & SEAWAY NEWS •

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Photo by Greg Rudnick

Tug PRESQUE ISLE returning to service after her trip to Port Weller Drydocks.

Oct 10 ... ALPENA lost her rudder in the southern end of Lake Michigan. She was taken in tow by two Selvick tugs, and headed for the shipyard at Sturgeon Bay.

Oct 11 ... Tug PRESQUE ISLE entered the Welland Canal, headed for Port Weller Dry Docks.

... DAY PECKINPAUGH departed Lockport, NY enroute to Waterford, NY.

Oct 13 ... The Tug SHARON ELIZABETH arrived in the Welland Canal towing the former Coast Guard tug SNOHOMISH. The pair of tugs came up the New York State Barge Canal from the east coast. The SHARON ELIZABETH was built in Bay City, MI by Defoe in 1938 as the THOMAS MORAN. The SNOHOMISH was being taken to Ludington for refurbishing and operation.

... Limestone shipments totaled 4.3 million tons in September, a decrease of 6.1% compared to a year ago.

Oct 14 ... DAY PECKINPAUGH departed Holley, NY. She was assisted by Canal Corporation tugs LOCKPORT and PITTSFORD.

Oct 15 ... Canadian Coast Guard Patrol Boat CAPE DUNDAS was christened at the CCG Dock in Amherstburg. She is a 91-ft. motor lifeboat and replaced the SORA, a 41-ft. cutter.

Oct 17 ... RT. HON. PAUL J. MARTIN collided with a dock wall at Montreal, Quebec.

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• GREAT LAKES & SEAWAY NEWS

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Photo by Dave Miramonti

STE. CLAIRE docked at Bob-Lo Park during its heyday of cruising the Detroit River.

... Oil was discovered coating the Maumee River. Approximately 2,000 gallons of oil from an unknown source delayed the tug MARY E. HANNAH, Barge 361D, and ALGOSOO.

... Ste. Claire was towed across the river from Windsor to use as a haunted house for Halloween. It's still tied up at the Belanger Park dock. The owners hope to see enough profit from tours to assist in restoring the Ste. Claire to working order.

Oct 18 ... CHI-CHEEMAUN arrived in Sarnia for a major refit designed to extend her useful life. This winter, she will receive new generators, a new bow-thruster motor, boiler equipment and electrical upgrades. Next year, she will return to Sarnia for replacement of her two Ruston diesel main engines by four 6-cylinder Caterpillar diesels.

Oct. 19 ... Iron ore shipments on the Great Lakes and St. Lawrence System fell by 3.8% in July, compared with 2004 levels. July shipments were 6.4 million tons.

Oct 20 ... High-speed Catamaran SPIRIT OF ONTARIO I suffered a ruptured fuel line while on a trip to Toronto. The Ferry returned to her dock in Rochester on three of the four engines. This has been a continuing problem.



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**GREAT LAKES & SEAWAY NEWS •**

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... The wreck of the Str. GEORGE J. WHELAN has been found lying on her port side off Barcelona Harbor, NY. The ship sank on July 29, 1930 with the loss of 15 lives. Built as the ERWIN L. FISHER in 1910 by the Toledo Shipbuilding Company, she sailed as the PORT DE CAEN, BAYERSHER, and CLAREMONT before being sold to the Kelleys Island Lime & Transportation Company in 1929 and assuming her final name.

... SPRUCEGLEN anchored at Prescott, Ont. with engine over-heating problems.

... Salt-water vessel WANNA NAREE anchored at Beauharnois with engine problems.

... DAY PECKINPAUGH tied up for the night at Lock 29 on her way to her new home near Albany. She was running under power with minimal assistance from two tugs.

Oct 22 ... SPRUCEGLEN was underway. WANNA NAREE was still anchored with engine problems.

... The C.G.C. CAPE HEARNE was christened in Kingston. She is another of the 47-ft. motor lifeboats.

... S. T. CRAPO arrived under tow of the tug OHIO at Alpena to load a cargo of cement. She was scheduled to make at least one trip to replace the tonnage lost when ALPENA lost her rudder.



Photo by Greg Rudnick

S.T. CRAPO makes a trip as a barge to replace Str. ALPENA which lost her rudder.

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• GREAT LAKES & SEAWAY NEWS

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GRIFFON of 1679 artwork.

From Dossin Museum Collection

Oct 23 ... Great Lakes Exploration LLC believes it might have found the GRIFFON of 1679. The company has worked out a deal with the State of Michigan to work together to determine the identity of the wreck. The wreck lies between Escanaba and the St. Martins Islands.

Oct 25 ... WANNA NAREE was still anchored above Beauharnois with engine problems.

Oct 28 ... WILLOWGLEN arrived at Aliaga, India for scrapping.

... SPIRIT OF ONTARIO I lost \$4.2 million through August on her run between Rochester and Toronto. Engine troubles and other difficulties delayed the beginning of operation until June 30.

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**GREAT LAKES & SEAWAY NEWS •**

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Oct 30 ... S. T. CRAPO arrived in Green Bay with a cargo of cement. She was towed by the tug OHIO.

... The senate voted to transfer ownership of MACKINAW (WAGB-83) to the City of Cheboygan after it is retired in 2006.



MACKINAW (WAGB-83) is to be transferred to the City of Cheboygan after its retirement.

NOVEMBER, 2005

Nov 2 ... KAPITONAS MARCINKUS reported an engine room fire while heading down the Brockville Narrows. Her crew later extinguished the fire, and she continued her trip.



KAPITONAS MARCINKUS experiences an engine room fire - Nov. 2, 2005

Photo by Greg Rudnick

Photo by Greg Rudnick

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**• GREAT LAKES & SEAWAY NEWS**


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Photo by Greg Rudnick

Barge PERE MARQUETTE 41 and tug UNDAUNTED rescued SNOHOMISH and SHARON ELIZABETH off Ludington - Nov. 2, 2005

... The tug UNDAUNTED and barge PERE MARQUETTE rescued the tow of SHARON ELIZABETH and SNOHOMISH when the SHARON ELIZABETH lost power in heavy seas off Ludington. The two tugs were brought into port by the tug/barge combination. SNOHOMISH, built in 1943, is slated to be refurbished and returned to service as a tug by her charterer, Sable Point Marine. The SNOHOMISH will be leased from the Northeast Maritime Historical Foundation.

Nov. 4 ... Tug MARGOT (ex-MARGOT MORAN) is upbound in the Canal enroute to Fairport to pick up the JOHN R. EMERY, which is destined for new owners in Panama.

... ALGOWAY ran aground at Port Inland due to high winds. After the winds decreased and 300 tons of cargo were unloaded into the ALGORAIL, the ALGOWAY was refloated. No damage was sustained.

... DAY PECKINPAUGH arrived at Waterford, NY, ending her trip from Erie, PA. She will next undergo a restoration, which will see her converted into a museum ship.

Nov. 5 ... The ECHO DES MERS, a passenger vessel arrested at Rimouski, Quebec in the fall 2004, has reportedly been sold to British Columbia interests. The vessel is the former C.C.G.S. NICOLET, built at Collingwood in 1966.

Nov 10 ... CANADIAN LEADER departed Port Weller Dry Docks.

Nov 15 ... Tug KURT R. LUEDTKE lost a barge she was towing to Cleveland. The barge was found aground near the Sandusky docks.

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GREAT LAKES & SEAWAY NEWS •

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Nov 16 ... The new MACKINAW (WCBB-30) was officially accepted by the U. S. Coast Guard.

Nov 17 ... VOYAGEUR INDEPENDENT departed Hamilton headed for the Welland Canal on her first trip for her new owner.

... The bow and forward cabins of the LEWIS G. HARRIMAN locked downbound through the MacArthur Lock. The tow headed for the Purvis Dock at Sault Ste. Marie, Ontario. This may have been the first time a ship locked upbound as an entire ship, then locked downbound as parts of a ship.

Nov. 18 ... The bow and forward cabins of the LEWIS G. HARRIMAN arrived at Detour.

Nov. 19 ... The Tug HOLLY ANN lost power while attempting to enter Holland, MI Harbor with two barges in high seas. One barge drifted onto the beach at Holland State Park, while the HOLLY ANN and the other barge drifted inside the breakwater onto the rocks.

Nov 20 ... HOLLY ANN retrieved her missing barge from Holland State Park.

Nov 21 ... EDWIN H. GOTT struck a submerged object while hugging the Wisconsin shore of Lake Michigan seeking relief from gale force winds. A hole approximately 4" x 47" was found when the vessel arrived at Sturgeon Bay for repairs.



SNO HOMISH (L) and SHARON ELIZABETH (R) waiting for weather at Port Colborne.

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• **GREAT LAKES & SEAWAY NEWS**

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Nov 22 ... Bay Shipbuilding has been awarded a contract for an 80,000-bbl oceangoing hot oil tank barge by Harle Marine Services, Inc. The barge will measure 369 ft. x 78 ft. and 33 ft. molded depth. There is an option for a second identical barge. The new barge will operate between west coast ports.

Nov 24 ... Northshore Mining Co. has received approval for a \$29 million expansion of its taconite plant at Silver Bay, MN. This expansion makes the area the preferred site for the proposed iron nugget plant. This plant would produce nuggets that would be 97% pure iron.

Nov. 25 ... Strong winds caused the EDWIN H. GOTT to break loose from her dock at Bay Shipbuilding and drift into the Bay. She was returned by local tugs.

Nov 29 ... Dean Construction, Ltd., new owners of the barge ALABAMA, former Great Lakes passenger ship, had her towed to LaSalle, Ontario by the tugs STORMONT and ANNIE M. DEAN. The ice-strengthened vessel was built for the Goodrich Transit Company in Manitowoc in 1910 and sailed for other owners, including The Georgian Bay Line. She was cut down to a barge in 1961. Plans for the barge were not revealed.

Nov 30 ... U. S. fleets hauled 11.5 million tons of dry bulk cargo in October, a tie with 2004 and the months five-year average. Coal loading stood at 3 million tons, up 18% compared to a year ago and the months five-year average.

... U.S.C.G. Cutter HOLLYHOCK saw the Canadian fish tug L&R illegally fishing in U.S. waters. L&R was boarded November 30 by Coast Guardsmen from Harbor Beach Station.



Photo by Greg Rudnick

The barge ALABAMA, former lakes cruise ship, has been sold to Dean Construction Ltd.

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GREAT LAKES & SEAWAY NEWS •

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Photo by Greg Rudnick

Fish tug L&R was accused of fishing in U.S. waters - Nov. 30, 2005

DECEMBER, 2005

Dec 3 ... FEDERAL DANUBE, on her way up to the USS mill in Lorain, was unable to get under the 21<sup>st</sup> Street Bridge. Her cargo of coke had to be unloaded at the Jonick Dock downstream, and trucked to the mill.

Dec 4 ... Mittal Steel Company announced that the Weirton Works would be permanently closed. Weirton was a former National Steel facility, which operated independently for some years before joining ISC.

... BUCKEYE arrived in Erie under tow of tug OLIVE L. MOORE.

Dec 5 ... CSL NIAGARA became trapped in Lock 1 of the Welland Canal., as one lock gate would not open. At least eight other vessels were delayed. She was freed before midnight.

Dec 7 ... November shipments of limestone from U. S. and Canadian ports totaled 3.2 million tons, a decrease of 22% compared to 2004. The decrease was blamed on November storms.

... Both the new and old MACKINAW were scheduled to be open for visitors in Marinette, WI.

Dec 10 ... JOHN D. LEITCH holed herself while downbound in the Copelands Cut above the Eisenhower Lock.

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• **GREAT LAKES & SEAWAY NEWS**

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Dec 12 ... New MACKINAW (WCBB-30) hit a pier in Grand Haven, MI. A 10-ft. section of the pier was damaged. Damage to the ship consists of an 8-ft. x 3-ft. dent in the starboard bow.

Dec 13 ... SPIRIT OF ONTARIO I laid up for the season.

Dec 15 ... J. W. Westcott Company ended their 110<sup>th</sup> season.

Dec 17 ... New MACKINAW (WCBB-30) arrived in her new home port of Cheboygan, MI. The old MACKINAW (WAGB-83) was docked there as well.

Dec 19 ... CHIOS SAILOR hit the cable boom in the Cote Ste. Catherine Lock and was stuck in the lock.

... Duluth-Superior saltwater shipping season closed when the FEDERAL ST. LAURENT departed from the AGP Elevator in Duluth. She loaded for Finland.

Dec 20 ... FEDERAL KIVALINA was stuck halfway into Lock Seven, downbound, because of heavy ice. The tug SEAHOUND had been sent into the lock ahead to break up ice, to no avail. Additional pulling on KIVALINA's stern by JOHN SPENCE saw no immediate movement. Eventually, the FEDERAL KIVALINA backed out of Lock Seven so the ice could be broken by tugs VAC and SEAHOUND.



Photo by Greg Rudnick

CHIOS SAILOR hits cable boom in Cote Ste. Catherine Lock - Dec. 19, 2005.



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GREAT LAKES & SEAWAY NEWS •

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Dec 21 ... Iron ore tonnage fell 21% in November to 3.8 million tons due to weather delays and the repair of the EDWIN H. GOTT, one of the 1,000-footers engaged in the ore trade.

Dec 22 ... SPRUCEGLEN ran aground upbound above the Eisenhower Lock.

... Heavy ice blocked the lower portion of the Livingston Channel in the Detroit River. The U.S.C.G. HOLLYHOCK and C.C.G. SAMUEL RISLEY assisted ships. Among those assisted were ADAM E. CORNELIUS, CANADIAN TRANSPORT, SPAR RUBY, FRED R. WHITE, JR., SAM LAUD and WOLVERINE.

Dec 23 ... SPRUCEGLEN continued up the Seaway after being released by the Tugs ROBINSON BAY and PERFORMANCE, and inspected for damage.

Dec 25 ... Former C.N. Carferry LANDSDOWNE sank at her moorings in Erie, PA. The LANDSDOWNE, built in 1884, had reportedly been undergoing another conversion to a restaurant.

Dec 27 ... The last up-bound laker to pass through the St. Lambert lock was the GORDON C. LEITCH.

Dec 29 ... The last ship thru the Seaway was MARIA DESGAGNES.

Dec 30 ... Last ship thru Welland Canal was MISSISSAGI



Photo by Greg Rudnick

Former carferry LANDSDOWNE sank at her dock in Erie, PA. She is shown here in service in the 1960s.

**SALES AND RENAMINGS:**

... The new cement barge being built at Sturgeon Bay will be named INNOVATION.

... McKiels barge, McCLEARYS SPIRIT, has been sold to K-Sea Canada Ltd. of Halifax. McKiel will continue to operate the vessel.

... Toronto Drydock Co. purchased the tug M. R. KANE from Urgence Marine, Inc. of Montreal. She is a 60-ft tug of the WWII TANAC class, built in 1945 at Trenton, Ontario by Central Bridge Company, Ltd.

... JACQUES DESGAGNES, (a) LOUTRE CONSOL, has been sold to Panamanian interests and has been re-named (c) FAIR SEAS. Her Canadian registry was closed October 31.

... The ferry TROIS-RIVIERES, built in 1962 by Marine Industries, has been sold for scrap. The vessel had recently been known as RICHELIEU, but that name had not been painted on her hull. She will be scrapped at Les Machins, Quebec.



Photo from Dossin Museum Collection

# LANSDOWNE

**BACK COVER:** (Top) MARITIME TRADER (ex TEAKGLEN, ex MANITOC ii) entering Hamilton, Ontario. Photo by Marilyn Rudnick. (Bottom) VOYAGER INDEPENDENT about to enter service. Photo by Greg Rudnick

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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