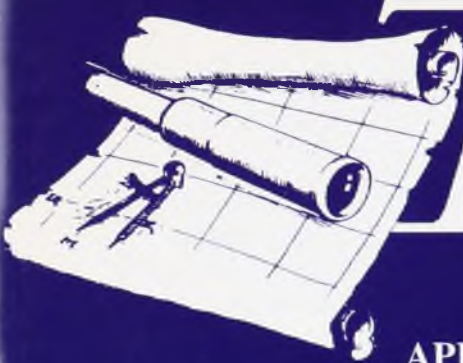


Telescope



APRIL - SEPTEMBER, 2006
Volume LIII; Number 2-3



Membership News:

The Detroit Historical Society announced that the Dossin Great Lakes Museum will be closed during the months of January, February and early March for cleaning and minor work. More details will follow in the next Telescope issue. Last August the Detroit Historical Society closed the Detroit Historical Museum for a similar makeover and reopened in late September to large crowds of visitors.

Normally at this time of year, you would receive your membership dues renewal for 2007. At the time this issue went to print, it was decided to wait until after the December Board meeting before announcing dues structure for next year.

This year's "Lost Mariners Remembrance", held Friday, November 10, 2006, had over a hundred people in attendance. Dennis Hale, the sole survivor of the DANIEL J. MORRELL, was the featured guest and Great Lakes folksinger, Lee Murdock, entertained with his musical remembrances.

The Marine Mart was held December 9, 2006. This year it was held at the Grosse Pointe War Memorial which turned out to be a great new venue for this annual event. There were 36 dealers, including some new vendors and 4 displays of ship models, occupying 50 tables. Thanks to all who participated.

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OUR COVER PICTURES . . . MEDUSA CHALLENGER

STEAMBOAT AMONG SKYSCRAPERS. Field Newspapers Building, Tribune Tower, Time-Life Building and Equitable Building join raised Michigan Bridge to form backdrop for the slowly advancing star of the show. Photo from the Dossin Museum Collection

Telescope© is produced with assistance from the Dossin Great Lakes Museum,
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Visit our Website at: <http://www.glmi.org>

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WILLIAM P. SNYDER (1906)

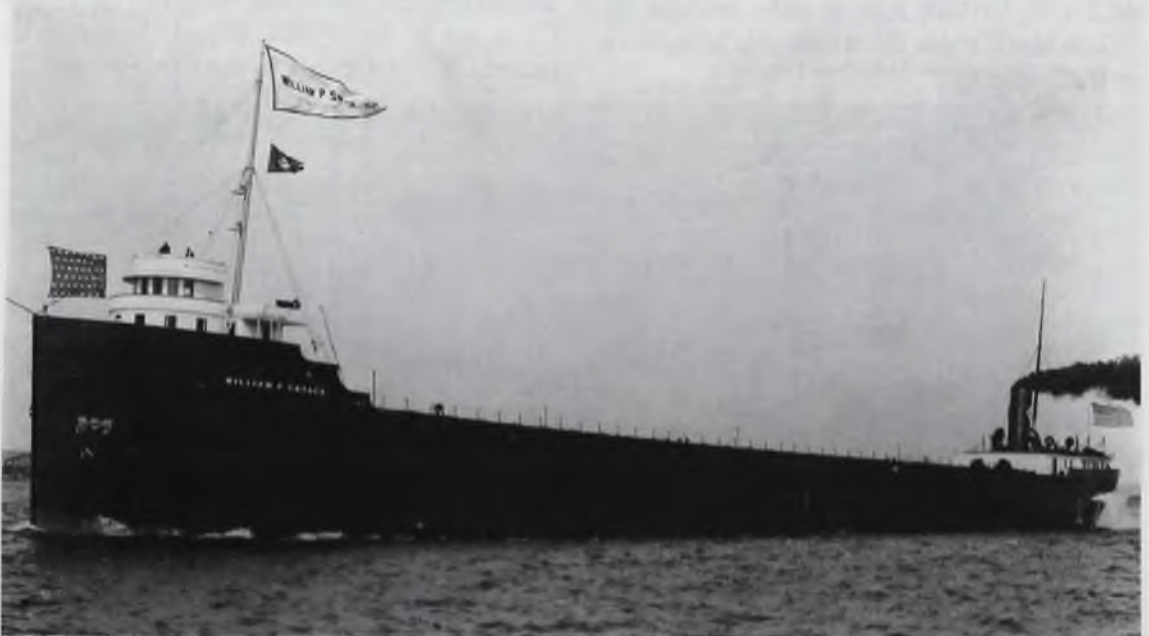
The One-Hundred Year Steamer

The Great Lakes Engineering Works was a busy place in 1906. All its building ways were full. They had already launched the B. F. JONES (i), and were building, or scheduled to build, the FRANK C. BALL, MICHIGAN, ISHPEMING, JAMES LAUGHLIN, J. M. McKERCHY, E. L. WALLACE, JOHN MITCHELL and the J. H. SHEADLE that same year. Work was continuing on Hull 17, which would become the WILLIAM P. SNYDER, built for the Shenango Steamship Co., a division of Shenango Furnace., and named for its president, William Penn Snyder. She was the first vessel in a fleet that would eventually include, among others, the elegant WILLIAM P. SNYDER, JR. and COL. JAMES M. SCHOONMAKER of 1911 and 1912.

The SNYDER was of average size of the era, 552' 9", overall, 56 ft. beam, 31 ft. depth, 6939 gross tons, 5492 net tons. She had 33 hatches spaced on 12-ft. centers, and was

powered by a triple-expansion engine of 1760 i.h.p., with cylinders 23', 37" and 63" with a 42" stroke. The engine was built as No. 328 by The Great Lakes Engineering Works. Steam was provided by two coal-fired Scotch boilers. The vessel appointments were much more luxurious than the standard lake carrier of the day, as Mr. Snyder personally paid for upgrades in the passenger quarters.

The vessel was launched on February 17, and was christened by Miss Mary C. Dyer of Pittsburgh, daughter of C. D. Dyer, secretary of The Shenango Steamship Co. Many notables were at the ceremony, but not present was William P. SNYDER himself, who was in the south with his family. He was represented by William B. Davock, Manager of the Shenango Steamship Co. The SNYDER successfully completed her sea trials April 24, 1906, and departed for her first trip on April 26.



WILLIAM P. SNYDER



Mr. W.B. Davock, Manager of the Shenango Steamship Co., Miss Mary B. Dyer and Mr. C. D. Dyer at launch of the WILLIAM P. SNYDER

The WILLIAM P. SNYDER sailed for Shenango until 1926, when she was transferred to The Stewart Furnace Co., part of Pickands Mather, and renamed ELTON HOYT II. She transferred to the Youngstown Steamship Co. in 1929. In 1930, Pickands Mather consolidated Youngstown Steamship and all their vessel holdings under the Interlake Steamship Co. banner. She was re-powered in 1950 with a four-cylinder Skinner Uniflow engine of 3500 i.h.p. In 1952, she was renamed ALEX D. CHISHOLM in order to clear the "Elton Hoyt" name for a new ship being built in Baltimore.

Eventually, she became too small for the ore trade, and remained laid up in Erie, PA from 1962 until 1966, when she was sold to The Medusa Cement Co. She was converted to a cement carrier at Manitowoc Shipbuilding, and re-named MEDUSA CHALLENGER. This gave her a niche where her size enabled her to visit cement docks in restricted waters. In the spring of 1967, she created quite a stir when she first showed off Medusa's sky-blue hull and dark blue Medusa Head on her stack.

She continued sailing through various corporate restructurings, as Medusa was sold to various owners. Her renames mirrored some, but not all, of the new corporate entities. She was re-named SOUTHDOWN CHALLENGER in 1998 when owned by Southdown, Inc. Southdown was sold to Cemex in 2000, and, under the Jones Act restrictions, she was sold to Wilmington Trust, Wilmington, DE, and managed by HMC ship Management, a division of Hannah Marine Corp. In 2005, she was sold to St. Marys, Inc.-Detroit, a division of St. Marys Cement,-Toronto, whose parent company is Votorantum Cimentos of Sao Paulo, Brazil. In 2005 she became ST. MARYS CHALLENGER.



ELTON HOYT II



Photo from the Dossin Museum Collection

ALEX D. CHISHOLM

In 2006, she passed a milestone that those in the 1906 launch party would never have imagined – 100 years of sailing! One can only

hope she continues on for much longer to add to her record.

– Special thanks to Skip Meier.



Photo by Greg Rudmich

MEDUSA CHALLENGER during her first year as a cement carrier in 1967



SOUTHDOWN CHALLENGER at Cleveland

Photo by Greg Rudnick



ST. MARY'S CHALLENGER as she appears today

Photo by Steve Crain

BEN E. TATE

By ALAN MANN

The name "Ben E. Tate" would mean little except to a select few. However, during an earlier era when steamboats made regular trips to Wallaceburg, the "BEN E. TATE", a Great Lakes vessel that carried sand or gravel, unloaded cargo locally during the 1940's and was well known to waterfront watchers.

To three individuals, one living in Ohio, another in Sarnia and the latter's brother (a life long Wallaceburg resident) the BEN E. TATE is well remembered, forming a memory chapter for each. First, a bit about the BEN E. TATE itself. The 356 ft. ship was built in Chicago, 1902, by the Chicago Ship Building Co. originally named PANAY. From 1930 to 1935, this U.S. registered vessel was known as the WILLIAM NELSON. During this period the ship was converted to a self unloader which allowed offloading of sand and gravel. Her last name BEN E. TATE was given in 1935 during which time being owned by the J.A. Paisley Steamship Co. Name honoured Benjamin Ethan Tate, a U.S. coal company executive. Records reveal the BEN E. TATE called to the port of Wallaceburg several times between 1942 and 1946. The ship's last season of operation was 1968 for the Oglebay-Norton Co. In 1969 her 66 year career was over, the vessel towed to Bilbao, Spain for scrapping, far from her familiar Great Lakes waters.

Charles "Chuck" Siferd, who eventually became an undertaker in Lima, Ohio, sailed on the BEN E. TATE as a teenager during the second world war. At age 17 in 1945, too young for the military, Chuck nevertheless felt he did his part for the war effort by crewing on the BEN. E. TATE as the ship went about its task of providing sand and gravel to various U.S. and Canadian ports. One of the most picturesque ports during his time aboard was the inland trip to Wallaceburg which took the vessel through the Chenal Ecarte (Snye) to the Sydenham River and then to Wallaceburg. Ont. The unloading spot along the route was located at the westerly end of the Base Line Rd. where it meets Bluewater Line, while the Wallaceburg dumping spot was near the present east side of the Base Line Bridge.

In communication with this writer, following are extracts from the diary Chuck Siferd kept while serving as a crew member on the BEN E. TATE in 1945.

Sat. June 23-"Made her ready for port. Tied up at Port Inland (Wisconsin) at 7:30 a.m. loaded stone. Left port at 11 a.m. headed for Wallaceburg, Canada. Rinsed down on noon watch. Have been aboard a month now."

Sun. June 24-"Nothing to do to-night, deep sea watch. Got up at 12 noon and worked till 6 a.m next morning. The temporary 3rd mate got off at Port Huron and Ed. regular mate, got on. Made her ready to dock halfway up the Snake River (Snye) All of us went swimming off boat. I went in shorts(the striped ones.) I opened doors in the tunnel. I'll get on to that yet. When the boat started on its way again, Bill Kraft and I went in a car to Wallaceburg to help tie up. Unloaded in some farmer's back yard. Tied up at 8 pm. And 1 :30 a.m. on Monday.

At this point some explanation concerning Chuck's diary is required. He referred to the Snye River as the "Snake River." It is not clear if they did not know the correct name but it is understandable using the "snake" reference given all the twists and turns in the river. The BEN E. TATE's first stop to unload was at the Chatham Township dock located at the extreme





BEN E. TATE - 1945

Photo from Mann Historical Files

west end of Base Line Rd. After this partial unload, the vessel continued on to Wallaceburg for a second unloading. Log quotes continue.

Mon. June 25-"Dear Log: The trip to Wallaceburg is one of those that is worth a little description. We went up the Snake River, a tributary of the St. Clair River and it was so shallow that we had to stop and unload one cargo hold to lighten up. We unloaded that in some farmer's back yard. All the fellows went swimming off the boat and the current was strong in the river. There were a lot of girls along the river and all the fellows were on deck waving to them. When we started on our way again up the river, Bill Kraft and the two deckhands and I threw off the lines and then hopped in a car which took us to Wallaceburg to wait there to tie up again. We (Bill and I) walked around town in our work clothes and were all dirty. I had boots on and he had only shoes! The boat looked as if it were going through pastures as it wound its way up the river. We did some wolfing in Wallaceburg."

In his correspondence to this writer, Chuck made one other comment. "One of my memories that morning we left Wallaceburg, was a lot of people coming down a hill on bicycles to war industries in

the town." Of course Wallaceburg has few hills but we suspect he may be referring to the Wallace St. (west) railroad incline near Schultz Die Casting and the Wallaceburg Brass Co. plants, both heavily engaged in war work at the time.

We now switch back to 1942 when a Wallaceburg teenager, Dino Martinello explains his unique encounter with the BEN E. TATE and how a simple gesture with his thumb earned him a unique experience which made him the envy of his friends. We relate the story as told to us recently by Dino Martinello, a Sarnia resident who still keeps close track of his hometown.

It was customary for teenagers to explore the countryside during leisure time. This was the summer of 1942, Dino ventured out Dufferin Ave and highway 40 on his bicycle, no particular destination in mind. Eventually he reached the western end of the highway at Baldoon Golf Course and decided to follow the Snye River along what is now Bluewater Line. After rounding Mirwin Park area (now Shiloh Park) he noted in the distance a ship unloading gravel where Base Line Rd. ends at the Snye. Hurriedly he speeded up and drew closely reading the ship's name, BEN E. TATE. The unloading boom was stretched landward and dropping gravel in a

pyramid-like pile. He watched with fascination until the flow stopped and the boom was pulled back to the ship. Then the master (whose name was later to be identified as Capt. Frank L. Meno) became engaged in conversation with George Arnold who lived close by just south of the gravel pile. Obviously they knew each other as likely an acquaintance was nurtured during previous stops by the BEN.E. TATE. Listening intently to their conversation, Dino heard Capt. Meno invite George Arnold to come aboard for a ride into Wallaceburg. Mr. Arnold accepted but first hustled into his house to get his camera. Just at that moment, an enraptured Dino Martinello instinctively put up his thumb in the hitchhiking sign in clear vision of Capt. Meno's sightline. Perhaps never dreaming the sign would be acknowledged, both George Arnold and Dino Martinello were soon aboard the BEN E. TATE as passengers on the short but scenic and eventful trip into Wallaceburg where the vessel was to drop off the remainder of her gravel cargo. A ladder had been dropped over the ship's side allowing both to scramble aboard.

Dino's bicycle? Without due concern, when he was "picked up" by the passing freighter, Dino tucked his bicycle along the nearby ditch to be picked up later.

Already a lucky day, Dino's fortunes were further enhanced as he was invited to sit at the captain's table for a meal, a hearty sailors feed complete with roast beef, potatoes, trimmings and apple pie for dessert. Following the meal he had the run of the ship even attempting to enter the pilot house but a crew member headed him off. Enjoying the rustic scenery never previously eyed from this perspective, all too soon the BEN E. TATE arrived in Wallaceburg (near the present Base Line Bridge) where he once again became a landlubber setting foot on land via the ship's ladder. He made his thanks to Capt. Meno and excitedly scurried home anxious to tell his family of this great adventure.

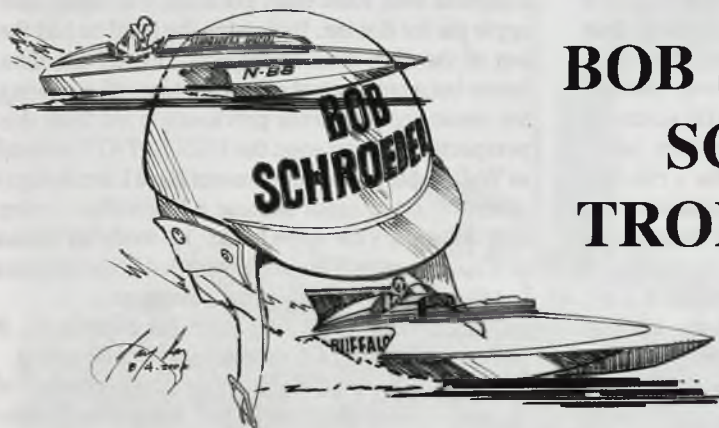
Later telling his friends of his experience, it took some convincing to make them believe him.

The bicycle? Dino's brother Aldo volunteered to ride out on his bicycle and bring Dino's bike back. After retrieving the second bike he crossed back to paved highway 40 via present Arnold Rd. and somehow made it home. Riding a bike and steering another might be a story in itself. And Aldo took the accompanying photo of the BEN E. TATE (turning at the Sugar Co. slip) as a visual reminder of his brother's famed shiphiking venture.



BEN E. TATE - 1942

PIONEERS OF POWERBOATING



BOB SCHROEDER SCHENLEY TROPHY AWARD

This award is presented in conjunction with the Niagara Frontier Antique Boat Show & Raceboat Reunion and Pioneers of Powerboating, and is intended to honor the contributions of Robert (Bob) Schroeder for pioneering efforts to establish the Vintage and Historic powerboat movement. Its annual presentation is also intended to honor and to recognize ongoing contributions of persons within this category.

The Schroeder award trophy is centered around a gold, leather Cromwell racing helmet. This original Cromwell helmet design was the first protective headgear devised for speed competition. Similar Cromwell helmets were worn by famous racing drivers in auto and boat racing events.

This gold helmet was awarded to Bob Schroeder for a racing victory during the Canadian Racing Circuit by the Schenley Liquor Company. During the 1950s, dozens of similar Schenley awards were given to winners at Canadian boat races - Bob Schroeder had ten (10) in his collection.

In addition to honoring Bob Schroeder and future recipients, the award also honors the historical significance of the Canadian Boating Federation and powerboat racing in Canada.

The inaugural presentation of the award to Bob Schroeder was made by Fred Alter representing Pioneers of Powerboating and by Katherine Shuler representing GLMI on September 9, 2006 at the Buffalo Launch Club, in Grand Island, NY. The 2006 recipient of the award was Tom Bertolini, race director for the Detroit Gold Cup, who was presented with a take-home award by Bob Schroeder. Artwork for the award was created by Ray Dong.



The Gold Helmet award will be on permanent display at the Buffalo Launch Club.

PATRICK LABADIE Headlines Successful GLMI Annual Dinner

An excellent blend of maritime music and history entertained approximately 120 guests of the 2006 Great Lakes Maritime Institute's annual dinner on Sunday, October 1, held in the large ballroom at the historic Blossom Heath Inn in St. Clair Shores. This year's keynote speaker was historian and author C. Patrick Labadie, whose in-depth presentation on "Archaeology and the Evolution of the Laker" was illustrated with a number of slides showing Great Lakes sailing vessels and steamships as they developed in size and technology over the past two centuries. Opening the after-dinner program were author Joe Grimm and folksinger Lee Murdock, who provided a musical and pictorial story of maritime music on the Great Lakes, and specifically the efforts of the late Professor Ivan Walton, who succeeded in rescuing many old songs of the aging sailors during the 1930s.

The program included a silent auction, with a number of books, prints, videos and nautical items up for bidding. In addition, a framed print by noted Great Lakes artist Robert McGreevy was raffled off. In all, the annual dinner raised \$1200 which will help fund future GLMI events. Next year's annual dinner is tentatively scheduled for Sunday, October 7, 2007.



C. Patrick Labadie



Dinner was enjoyed by all in the beautiful ballroom at historic Blossom Heath.



Donna Flaherty and Elizabeth Sherman handled dinner arrangement and ticket sales.



GLMI President, Denne Osgood, introduced speakers.



Lee Murdock and Joe Grimm provided entertainment.

GREAT LAKES & SEAWAY NEWS



Editor: Greg Rudnick
mgrudnick@cox.net

Thanks for assistance in preparing this issue to:

Rod Burdick	Mike Delaney	Skip Gillham
William M. Howell	Dick Lund	Mark Shumaker
Mike Skinner	Jim Sprunt	John Vournakis
Wheelhouse	World Ship Society	

JUNE, 2006

June 1 ... The Trustee of Davie Industries announced that the Quebec shipyard has been sold to Teco Management of Norway. The sale was based on renewal of labor contracts and resolution of pension issues. The prospective owners didn't want to assume pension liabilities of approximately \$15 million. The future of the shipyard has been uncertain since a 2001 bankruptcy. The shipyard dates from 1825.

June 6 ... The Museum Ship MACKINAW (WAGB83) was given permission to dock at the Michigan State Docks in Mackinaw City, MI. The Ice Breaker MACKINAW Maritime Museum, Inc. has applied to the General Services Administration to receive the ship after it is de-commissioned. They had hoped to keep the ship in Cheboygan after retirement, but plans did not come together after fund-raising difficulties.

June 3 ... EDWARD L. RYERSON was moved into drydock at Sturgeon Bay to evaluate the possibility of further operation.

June 4 ... Six vessels of Oglebay Norton have been sold to a division of The American Steamship Company. The Oglebay Norton vessels tied up for the process of name changes and new crew assignments. The new names are:

COURTNEY BURTON -	AMERICAN FORTITUDE
ARMCO -	AMERICAN VALOR
OGLEBAY NORTON -	AMERICAN INTEGRITY
COLUMBIA STAR -	AMERICAN CENTURY
FRED R. WHITE, JR. -	AMERICAN COURAGE
MIDDLETOWN -	AMERICAN VICTORY

At this time, Oglebay Norton continued to operate their river class vessels: WOLVERINE, DAVID Z. NORTON and EARL W. OGLEBAY.

June 6 ... The USCG ACACIA (WLB406), last of the Coast Guard's 180-ft. buoy tenders, was de-commissioned at Charlevoix, MI.

GREAT LAKES & SEAWAY NEWS •



Photo by Mark Shumaker

AMERICAN FORTITUDE (ex COURTNEY BURTON, ex ERNEST T. WEIR) - July 2006 - Marine City



Photo by Mark Shumaker

AMERICAN VALOR (ex EXARMCO) - July 2006 - Marine City

• GREAT LAKES & SEAWAY NEWS



Photo by Mark Shumaker

AMERICAN INTEGRITY (ex OGLEBAY NORTON, ex LEWIS WILSON FOR) - July 2006 - Marine City



Photo by Rod Burdick

AMERICAN COURAGE (ex FRED R. WHITE JR.) arrives in Marquette June 11, 2006

GREAT LAKES & SEAWAY NEWS •



Photo by Mark Shumaker

AMERICAN VICTORY (ex MIDDLETOWN) - May 2006 - Marine City

... The replacement for the DUC D'ORLEANS arrived in Sarnia. The 70-ft., SPIRIT OF NEWPORT, hails from Newport, RI, and is powered by twin 210 HP diesels and licensed for 250 passengers. She will be renamed DUC D'ORLEANS II. Plans for the original DUC D'ORLEANS have not been released.

June 7 ... It has been decided to fit out the EDWARD L. RYERSON, after an eight-year lay up.

June 8 ... An unused Shepler Ferry dock in Mackinaw City has been made available to the new owners of the MACKINAW(WAGB83).

June 10 ... USCG MACKINAW (WAGB83) was de-commissioned at Cheboygan, MI.

... The Canadian Coast Guard Cutter CAPE DISCOVERY was christened in Sarnia.

June 12 ... The WINDOC departed Montreal at 4:00 p.m., bound for PORT COLBORNE. EVANS McKIEL (ex BARBARA ANN) was towing with assists from PROGRESS and LAC COMO. International Marine Salvage was slated to remove the fire-damaged stern section and notch the stern.

June 13 ... VOYAGEUR INDEPENDENT struck a cement abutment of the St. Louis deGonzague Bridge in the St. Lawrence River after she lost steering. She went to anchor. Extent of the damage to the VOYAGEUR is unknown. The bridge sustained enough damage to be closed to vehicular traffic.

June 16 ... The SS COLUMBIA Project, based in New York, has acquired the Str. COLUMBIA with the plan of restoring her to service in the Hudson River. Richard Anderson, President of the SS COLUMBIA

• **GREAT LAKES & SEAWAY NEWS**



Photo by Jim Sprunt

WINDOC upbound in the Welland Canal - June 16, 2006

Project, said “We in New York are well aware that the COLUMBIA is a beloved icon in her hometown and can assure you that she will be treated with the love and respect she deserves. We are counting on your help and support as we plan the vessel’s restoration.”

June 17 ... The continued inability to carry maximum cargoes has limited the amount of tonnage that U.S. vessels carry. In April, 10-3 million tons were carried – a decrease of 1.6%, compared to 2005.

...American locks and the Seaway shut down when a piece of equipment fell in above the Snell Lock.

June 18 ... BIRCHGLEN was towed into Goderich Harbor by the Tug MENASHA with the assistance of tugs DEBBIE LYN and DOVER, after developing mechanical difficulties.

June 21 ... MACKINAW (WAGB83) made her last trip from Cheboygan to Mackinaw City, where she will become The Icebreaker Museum MACKINAW.

June 25...Iron ore shipments on the Great Lakes and St. Lawrence Seaway headed for Great Lakes destinations were 12.8% higher during the first three months of 2006 than they were during the same period of 2005. During the first three months of 2006, 5.65 million tons were shipped.

Duluth shipped 762,557 tons – 73% more than 2005. Two Harbors shipped 1.4 million tons – a 56% increase. Superior shipped 636,775 tons – a 17% decrease from the same 2005 period, and Silver Bay shipped 391,145 – a 43% decrease.

GREAT LAKES & SEAWAY NEWS •



Photo by Jim Sprunt

D. C. EVEREST on her last trip through the Welland Canal en route to Port Colborne for scrapping. - June 28, 2006

June 25 ... The International Tug Boat Race on the Detroit River was a success, with 22 tugs participating. Sarnia's MENASHA took 1st place over all.

June 26 ... D.C. EVEREST was heading for scrap in Port Colborne from Montreal. EVANS McKIEL was on the point, assisted by POINT VIGOR on the stern.

JULY, 2006

July 1 ... Iron ore shipments on the Lakes totaled 419 million net tons in April – an increase of 3% compared to 2005. A five-year average for the year's iron ore tonnage is 11.6 million net tons – up 5.5% over 2005.

July 2 ... Detroit News reported that the Detroit Fireboat, CURTIS B. RANDOLPH, is back in service. The boat was laid up in 2005 due to lack of funds.

July 6 ... The Canadian Soo Lock was closed to all vessel traffic because of structural failure of the water discharge system. A structural assessment was underway. If and when the lock can re-open is unknown.

July 7 ... L. E. BLOCK departed Escanaba under tow on her last voyage to the scrapyards in Port Colborne. She was towed by the Gaelic Tug SHANNON.

July 8 ... Canadian Soo Lock was re-opened.

• GREAT LAKES & SEAWAY NEWS



Photo by Jim Sprunt

L. E. BLOCK arriving at Port Colborne.

July 9 ... L. E. BLOCK tow passed under the Ambassador Bridge. Stern tug was Gaelic's CAROLYN HOEY.

July 11 ... The new vessel, FRISIAN SPRING, was towed from Port Weller Drydocks, heading for the Netherlands, where she will be completed. The RADIUM YELLOWKNIFE and SALVAGE MONARCH assisted at the Shipyard. The Tug FAIRPLAY XIV then took her in tow for the overseas journey.

... L. E. BLOCK arrived at the International Marine Salvage Dock. The Tug SHANNON was assisted by the Tugs VAC and SEAHOUND.

July 13 ... Limestone shipments from Great Lakes ports totaled 4.5 million net tons in June – a decrease of 6% from 2005. Lack of dredging was blamed for the decrease.

July 14 ... Voyageur Marine Transport, Ltd. announced that it has purchased the LADY HAMILTON, bringing their fleet to three. The LADY HAMILTON was built as the SASKATCHEWAN PIONEER by Fairfield Shipbuilding in Govan, Scotland for Pioneer Steamship, Ltd. (Richardson) in 1983, and was renamed in 1995.

July 15 ... There was a breakdown of the FRISIAN SPRING tow at the Snell Lock.

July 16 ... LANDSDOWNE was towed to Buffalo, New York by the Great Lakes Towing tug OHIO. The vessel is moored on the Niagara River.

July 22 ... EDWARD L. RYERSON departed Sturgeon Bay, returning to service. She was heading for Escanaba.

July 23 ... The 94-year-old LS&I Ore Dock in Marquette loaded its 400 millionth ton of ore.

July 27 ... Iron ore shipments from US and Canadian ports in July, destined for the region's steel mills, were 6 million net tons – an increase of 3% compared to 2005.

GREAT LAKES & SEAWAY NEWS •

July 28 ... June shipments of coal totaled 4.3 million net tons - a decrease of 14% compared to 2005.

... Canadian Shipbuilding & Engineering, Ltd., owner of Port Weller Drydocks, has filed for bankruptcy protection. Shipbuilding has been suspended, but the drydocks are still open. The shipyard was closed until early August.

AUGUST, 2006

Aug 2 ... Str. HERBERT C. JACKSON, while headed up the Rouge River to Severstal Steel at the Rouge Plant, assisted in the opening of the Dix Street Bridge. Extreme heat had expanded the bridge, making it impossible to open more than a crack. The swelling meant the bridge could not be lowered. The JACKSON pulled up to the bridge and used a fire hose to cool the steel. After about 20 minutes, the bridge was able to open

Aug 4 ... A 130-ft. dredge, COURTNEY, owned by the King Co. of Holland, MI, capsized off Ludington in 800 ft. while in tow of the Tug CAROL ANN.

Aug 5 ... The ROGER BLOUGH lost her rudder near Lime Island.

Aug 8 ... Oglebay Norton announced the sale of its three remaining river class ships to Wisconsin & Michigan Steamship Co. This firm once operated the MILWAUKEE CLIPPER, AQUARAMA, and HIGHWAY 16. The three vessels are: DAVID Z. NORTON, WOLVERINE, and EARL W. OGLEBAY. The vessels will be dispatched by Lower Lakes Transportation Co. and Oglebay Norton. All remaining customer obligations for bulk cargoes were assumed by Lower Lakes. The new company will keep former Ogelbay crewmen on the ships.

... EDGAR B. SPEER tied up alongside ROGER BLOUGH and prepared to tow her to Gary to unload, then to Sturgeon Bay for repairs.

Aug 9 ... U.S. flag ships moved 11.9 million net tons of dry cargo in June – a 1.5% decrease from 2005. Iron ore shipments stood at 5 million net tons – an increase of 6.5% compared to 2005. High inventories of coal tonnage led to a 15% decrease in June from 2005.

...ROGER BLOUGH and SPEER passed under the Mackinac Bridge, lashed side by side.

Aug 10 ... Two hours out of Superior, WI, EDWARD L. RYERSON had to return because of mechanical trouble.

Aug 11 ... RYERSON departed Superior.

... LAKE EXPRESS temporarily suspended operations because of high seas.

Aug 12 ... BLOUGH unloaded in Gary, IN.

Aug 14 ... Steve Libert, an underwater explorer who believes he has found the GRIFFON, has hired a Michigan maritime research group to establish whether or not the wreck is the 1679 vessel. The State of Michigan claims ownership of all wrecks in its portion of the Lakes, and would like to handle the research,

• GREAT LAKES & SEAWAY NEWS



Photo by Greg Rudnick

Museum Tug JOHN PURVES will be returned to Roen colors as seen in the above photo.

but doesn't know the location. The State is battling Libert in Federal Court, each side claiming rights to study the wreckage.

... BLOUGH arrived at Sturgeon Bay, accompanied by two tugs.

Aug 15 ... LAKE EXPRESS will be out of service for three days because of a damaged reduction gear. A new gearbox will be installed. The Ferry could run on three engines.

Aug 17 ... Museum Tug JOHN PURVES left drydock at Bay Ship to be stored at the Roen Dock, awaiting a permanent home at the Door County Marine Museum. She will eventually be repainted into Roen Steamship Co. livery.

... A group of divers had reported finding the HENNEPIN. Built in 1888 at Milwaukee as the GEORGE H. DYER, she was re-built in 1902 as the Great Lakes' first self-unloader. She was used as a barge, being towed to Grand Haven, when she sank during a storm on August 18, 1927. The HENNEPIN is noted as being in pristine condition.

Aug 21 ... EDWARD L. RYERSON arrived in Lorain to unload pellets at the Jonick Dock. This is the farthest south and east that she has ever sailed.

Aug 24 ... RYERSON departed Lorain just after midnight.

SEPTEMBER, 2006

Sept 1 ... Tug BRANDYWINE was launched at Marinette, WI.

GREAT LAKES & SEAWAY NEWS •



EDWARD L. RYERSON entering Lorain for the first time.

Photo by Greg Rudnick



New Tug BRANDYWINE at Marinette, Wisconsin

Photo by Greg Rudnick

• GREAT LAKES & SEAWAY NEWS



Photo by John Yournakis

JOHN SHERWIN, towed by Tugs OHIO and MISSOURI downbound at Little Rapids Cut - September 4, 2006

Sept 2 ... The JOHN SHERWIN left Duluth/Superior en route to Chicago, where she will be used for grain storage. The OHIO was towing, assisted by the Tugs KENTUCKY and NORTH DAKOTA.

Sept 4 ... SHERWIN tow cleared the Poe Lock downbound at 12:45, with assistance of Tug MISSOURI.

Sept 5 ... Assisted by ARKANSAS, the tug OHIO arrived off Milwaukee with the JOHN SHERWIN at 8:00 p.m. The vessel will load grain at the Nidera Elevator.

... CAMILLA DESGAGNES experienced main engine failure on a voyage to the Arctic. The vessel's work boats started to tow her to an anchorage, but assistance was given by CCGS HENRY LARSON and the vessel was taken to Inlet Milno on the northern tip of Baffin Island.

Sept 7 ... Greek saltwater vessel TORO grounded downbound below the Snell Lock. Cause was unknown. The vessel, loaded with wheat from Thunder Bay, was headed for Mexico.

... According to The Lake Carriers Association, U.S. Flag Great Lakes fleets moved 12.3 million tons of dry bulk cargo in July – an increase of 3.4% compared to 2005. Coal shipments were down 700,000 tons from a year ago because of high inventories. Limestone shipments totaled 4.3 million tons in August, down 7.7%

Sept 8 ... TORO remained aground in the St. Lawrence Seaway and will have to be lightered.

Sept 9 ... ALGONORTH rescued two people from an overturned sailboat five miles off the Burlington Piers.

Sept 10 ... The new City Centre Airport Ferry has been named the TCCA-I, which stands for Toronto City Centre Airport. The ferry was built by Hike Metal Products in Wheatley, Ontario, and should be delivered soon.

Sept 13 ... SHERWIN tow departed Milwaukee.

GREAT LAKES & SEAWAY NEWS •

Sept 14 ... SHERWIN arrived in South Chicago.

Sept 16 ... Lightering of TORO began. It was estimated that approximately 3,000 metric tons would have to be removed. The job was being done by a consortium of McKiel Marine and Titan Salvage.

Sept 18 ... The tugs TONY MACKAY, PROGRESS, and CARROL C. NO. 1 attempted to re-float the TORO with no success.

... The former BUCKEYE, now the Barge LEWIS J. KUBER, being pushed by the rebuilt OLIVE L. MOORE, entered into service.

Sept 20 ... TORO was re-floated, and is going to be checked for damage in Montreal.

Sept 23 ... Tanker CLIPPER KRISTEN went aground near the TORO grounding. The tanker reportedly lost power.

Sept 24 ... Tugs OCEAN JUPITER and DUGA released the CLIPPER KRISTEN.

Sept 25 ... TORO was still being repaired.

Sept 26 ... USS FREEDOM was launched in Marinette, WI. The first of the Navy's littoral combat warships, she is very automated and very fast.



USS FREEDOM - The first of the Navy's Littoral combat vessels on the ways at Marinette, WI

• GREAT LAKES & SEAWAY NEWS

... The Tug OCEAN FOXTROT left BAIE COMEAU to tow the CAMILLA DESGAGNES back to the St. Lawrence for repairs to her main engine. The MATHILDA DESGAGNES was reactivated for another Arctic run. She was slated to be sold.

Sept 29 ... TORO arrived at Les Mechins to be repaired at the Verrault Shipyard.

... The newly re-powered LEE A. TREGURTHA departed Sturgeon Bay bound for Escanaba to load for Indiana Harbor.



Photo by Mike Skinner

LEE A. TREGURTHA being repowered at Bay Shipbuilding at Sturgeon Bay, WIS

SALES AND RENAMINGS:

... BORDEAUX, ex VIKING BORDEAU ('04), STELLA MARIS II ('98), BGREMERHAVEN ('65), renamed MADAGASCAR.

... VOLMEBORG renamed FINEX.

... WESTERBORG, ex BOTHNIABORG ('04), renamed MAPLE.

... OSTKAP renamed SDS RAIN.

... FETISH, ex KENT ('04), MILLENIUM OSPREY ('02), LT ODYSSEY ('98), renamed AETEA SIERRA.

... CEC CRUSADER renamed CEC CONCORD.

GREAT LAKES & SEAWAY NEWS •

... McKiel Marine of Hamilton, Ontario, has purchased two tugs from SMIT. SMIT BONAIRE will be renamed DANIEL M. and SMIT ARUBA will be renamed NICOLE M.

... A new pilot boat for Port Weller has arrived with the name MRS. C. She will replace the JULEEN I. The MRS. C. is 50 ft. in length, with 600 h.p.

... The pilot boat PLACENTIA PILOT is a total loss after running onto the rocks at Placentia Bay, Nfld. She was built by Hike Metal Products in Wheatley, Ontario in 2000.

... Tug HUDSON, ex EVENING LIGHT ('00), FORT LAUDERDALE ('68), has been sold for scrap.

... MED GENERAL, ex EUROBULKER V ('01), ISIDORA ('95), ECUADOR ('94), HITTEN ('90), SHARPNES ('83), arrived at Chittagong, Bangladesh for scrapping March 3, 2006.

... POLYDEFKIS, ex LA RICHARDAIS ('93), PHILIPPE L.P. ('85), PETER ('81), arrived at Chittagong, Bangladesh March 26, 2006 for scrapping.



Photo by Greg Rudnick

LADY HAMILTON has been sold to Voyageur Marine Transport

BACK COVER: AMERICAN REPUBLIC - (clockwise from top left) Christening Ceremony, July 18, 1981 (4); Carrying the Olympic Torch to Cleveland for the 1996 Olympic Games; Unloading first cargo at J & L Steel in Cleveland, July 19, 1981. **Photos by Greg Rudnick.**



M/V AMERICAN REPUBLIC CELEBRATES 25th ANNIVERSARY

As new vessels were launched from shipyards in the 1960's and 1970's, the standard design with the pilothouse forward would only appear on a few new vessels. Boat watchers got used to the new design with cabins built on the stern as an economical design, but as a class, they weren't unique to ship photographers.

However one such vessel, the American Republic did garner attention from photographers as she loaded iron ore pellets in Lorain, Ohio for delivery to Republic Steel docks along the winding Cuyahoga River in Cleveland. The American Republic was built as Hull #724 for American Steamship at Bay Shipbuilding in Sturgeon Bay, WI. She measured 634'10"(oa) x 68' x 28'4". Built as a self-unloader, cargo capacity was 24,590 long tons with an unloading rate of 6,000 tons per hour.

She was launched on July 14, 1980. After completing sea trials in April and May, 1981, she departed Sturgeon Bay on May 21, 1981 on her maiden voyage to load iron ore pellets in Escanaba, MI for delivery to Cleveland. She was christened by Mrs. Janet Voinovich, wife of Cleveland mayor George Voinovich on July 18, 1981.

Unique to this vessel was her maneuvering ability in rivers. The christening brochure states, "Designed to navigate the narrow, winding Cuyahoga River, the American Republic incorporates advanced marine technology that fulfills the critical performance requirement of the

boat's big volume trade. This river size shuttle has unique maneuvering characteristics that enable safe, efficient transit of the curving Cuyahoga. Equipped with twin, controllable pitch propellers enclosed in Kort nozzles, the propulsion system includes eight rudders - four flanking rudders located forward of the propellers and four in the conventional position aft. Augmenting these navigational systems are a 1,000 horsepower bow thruster and stern thruster. The ship has maneuvering capabilities unequalled for any vessel in Great Lakes service." The pilothouse crew would have great visibility with large windows in the front and back with controls in both locations. A round trip from Lorain to Cleveland would take about 24 hours.

The American Republic spent most of her early years on the iron ore shuttle, but occasionally left Lake Erie ports to load for delivery to docks on the Rouge River in Detroit. As she came up the Rouge River stern first, people got out of their cars to watch as she passed through bridges. One of her famous trips on the lakes occurred in the summer of 1996 when she carried the Olympic torch. A special holding area was designed on the bow section to prevent high winds or rain from extinguishing the flame. On June 9, 1996 the Republic docked in Detroit to receive to torch runner and also docked in Cleveland later that day. From Cleveland, the torch would continue on to Buffalo and eventually Atlanta, GA, host of the games.

M/V AMERICAN REPUBLIC VITAL STATISTICS

Length Overall	634' 10"	Shaft Horsepower, Normal	7,000
Length Between Perpendiculars	623' 3"	Speed	15 M.P.H.
Beam, Molded	68' 0"	Unloading Rate, Ore	6,000 L.T. per hour
Depth, Molded to Main Deck	40' 0"	Designer & Builder	Bay Shipbuilding Corp.
Draft, Midsummer	28' 4"	Keel Laid	November 10, 1979
Deadweight at 27'6" Draft	24,590 L.T.	Launched	July 14, 1980
Propulsion Machinery	Diesel	Christened	July 18, 1981

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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Send to: Kathy McGraw
G.L.M.I.
P. O. Box 1990
Dearborn, Michigan 48121

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Great Lakes Maritime Institute
P.O. Box 1990
Dearborn, MI 48121
(313) 852-4051 Saturday - Sunday
(313) 833-1805 Monday - Friday

TELESCOPE STAFF:
Managing Editor

KATHY MCGRAW
(313) 791-8452 (home phone)
MARY MASON DILLON
DAVID MIRAMONTI
GREG RUDNICK
11822 Davis Court
Lakewood, OH 44107-5116

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