



Telescope

SPRING, 2008
Volume LVI; Number 1



CITY OF PETOSKEY
Michigan State Ferry

DETROIT HISTORICAL
SOCIETY
est. 1921



D O S S I N
G R E A T L A K E S
M U S E U M

DETROIT HISTORICAL SOCIETY / MARITIME AUXILIARY GROUP

MARK YOUR CALENDARS

Don't Miss the 27th Annual Great Lakes Shipwreck Festival

The 27th Annual Great Lakes Shipwreck Festival will be held on Saturday, April 19, at Schoolcraft College. Sponsored by the Ford Seahorses Scuba Diving Club, this conference takes an in-depth look at the history of shipwrecks on the inland seas.

The Dossin Great Lakes Museum is a partner in this event, so look for our special display. The featured speaker is Dave Trotter, one of the most prolific shipwreck explorers in the region and one of the subjects of a new book called "Shipwreck Hunters." Cost is \$20 and covers all of the day's activities. For more information, visit www.shipwreckfestival.org.

2008 Detroit Regatta scheduled

On Sunday, April 27, the Dossin Great Lakes Museum will feature a dual meet regatta between the Detroit Boat Club and the Grosse Ile High School varsity rowing teams. Activities begin at noon and run until 4 p.m. In addition to the races, guests will be able to try out simulated rowing machines, view a video on the history of rowing and receive instruction from actual rowers.

Don't forget...admission to the museum – and this event – is free!

Edmund Fitzgerald 50th anniversary of launch commemoration

On Saturday, June 7, the Dossin Great Lakes Museum will appropriately play host to a special program commemorating the 50th anniversary of the launch of the fabled Edmund Fitzgerald. Specific program details are still being finalized, but be sure to either visit the web site soon at www.detroithistorical.org or call (313) 833-1801 for more information.

Maritime Auxiliary Group Annual Dinner - SAVE THE DATE!

Sunday, October 5, 2008,
Blossom Heath Inn, 24800 East Jefferson, St. Clair Shores

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OUR COVER PICTURE . . . Stern view of the CITY OF PETOSKEY. Photo from the Dossin Great Lakes Museum Collection.

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DETROIT HISTORICAL SOCIETY NEWS

NEW EXHIBITS

The Detroit Historical Society is excited to announce the opening of two new exhibits at the Dossin Great Lakes Museum:

Smugglers on the Straits

Open April 12, 2008 – April 2009

Great Lakes Gallery

The Great Lakes may not have had blood-thirsty pirates, but the Detroit River has been a Smuggler's Paradise for centuries! Since the founding of Detroit in 1701, French, English and American administrators have attempted to stem the steady tide of contraband smuggled across the river coming from or going to Canada. Everything from furs to liquor have been cargoes, but there have been many more. This exhibit tells the stories of these controversial and illegal endeavors!

Fun, Fast and Fancy:

Great Lakes Yachts

Open April 12, 2008 – October 26, 2008

DeRoy Hall

Metro Detroit has been a national leader in the boating world for many decades with hundreds of firms and thousands of individuals involved in some aspect of Detroit's yacht-building industry. The same spirit and resources that were shaping the automotive industry helped drive the development of sleek hulls and powerful engines. Local designers and builders gave their names to companies that became legends in the yachting world and still have legacies that survive today. This exhibit is the story of the companies, builders and the individuals who made waterborne entertainment great!

SPRING 2008 PROGRAMS AT THE DOSSIN GREAT LAKES MUSEUM

The Ford Seahorses Scuba Diving Club

Saturday, May 3rd (Sunday, May 4th rain day)

8 a.m.

This local club will be actively diving just off picnic pavilion #9 located adjacent to the Museum. Visitors can stop over to talk with the divers and learn about this unique activity!

"Mail by the Pail" Family Day

Saturday, May 10th

11 a.m. – 4 p.m.

On Saturday, May 10, be sure to stop by the Dossin Museum between 11 a.m. and 4 p.m. and learn about Detroit's unique mail delivery system for Great Lakes freighters! You can also purchase the children's book "Mail by the Pail" by Colin Bergel, which tells this delightful story.

After visiting the Museum, drop by the dock at Pavilion #9 and visit with the crew of the *J.W. Westcott* mail boat and Captain Sam Buchanan to experience the operation firsthand!

Scholar Series

Featured Author: Joe Grimm, Windjammers

Tuesday, May 20

6 p.m. – 8 p.m.

White-winged schooners once dominated commerce and culture on the Great Lakes, and songs relieved the hours on board, but that way of life and its music ended when steam-driven mechanical boats swept schooners from the inland seas. Recognizing in the late 1930s, almost too late, that this rich oral tradition was going to the grave along with the last generation of schooner men, Ivan H. Walton undertook a quest to save the songs of the Great Lakes sailors. Walton reconstructed songs from one of the most colorful periods in American history, discovering melodies and lyrics to more than a hundred songs. With its stories, lyrics, musical scores by folksinger/historian Lee Murdock, and accompanying CD, *Windjammers* ensures that sailing chanteys that have not been heard for over 100 can be heard again and again far into the future. FREE for Detroit Historical Society/Maritime Auxiliary Group Members and \$10 for Guests. Advance RSVP is requested by calling (313) 833-1801.

A Mackinac Straits Odyssey

Al Trudeau

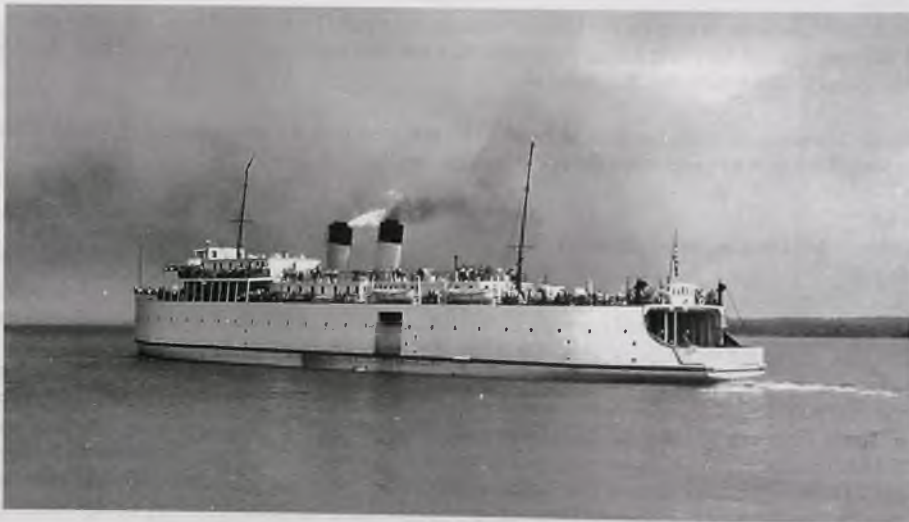
The Mackinaw Bridge celebrated its Fiftieth Anniversary last year. Various memorials reminded us of a time when technology and engineering finally united Michigan's peninsulas permanently. The bridge ended the era of ferry crossings between Mackinaw City and St. Ignace. Nostalgia for the ships is often tempered by memories of ice bound winter trips, or long traffic backups at the height of the summer or deer season.

However, there is nothing like a great boyhood adventure to put things back into perspective. This one is recounted by a long-time friend of the museums, who found himself in the catbird seat.

In the summer of 1947, when I was twelve years old, I spent the month of July with my grandparents in Cheboygan, Michigan. Grandma's younger brother, Captain Ben Houle, my great uncle, was skipper of the CITY OF PETOSKEY, one of the Michigan State Ferries that would transport people and automobiles across the Straits of Mackinac before the Mackinac Bridge was built. One day, grandma decided to visit another brother, my great uncle Fred Houle, in St. Ignace, and to take me with her.

Accordingly, at about 6 am we caught the early morning Greyhound bus from Cheboygan to Mackinaw City where we arrived in time to catch Uncle Ben's ferry. I'm sure Grandma had prearranged it, for when we got to the pier Uncle Ben immediately escorted us aboard — we needed no tickets as guests of the Captain. During the crossing, which probably took about an hour or more, we had breakfast with him in the Captain's quarters where we were waited upon by white-coated attendants. We spent the day at Uncle Fred's, which, as I recall, was a rather large house on a hill overlooking the Straits of Mackinac in which he and his wife took care of some elderly people.

That evening on the return trip to Mackinaw City, we again joined Uncle Ben in the officer's dining room. Dinner consisted of liver & onions, something I had never eaten before and which I was sure I would not like. I accepted it anyhow, so as to not offend. To my great surprise, it was delicious, and I loved it! Uncle Ben then invited me to stay aboard with him for the next couple of days. Grandma said it was OK, and I delightedly accepted.



CITY OF PETOSKEY - Postcard, c1946. Photo by Mrs. A.G. Cook.



Bow view of the PERE MARQUETTE 17. Photo by Fr. Edward J. Dowling

Over the next two days or so the ship made many crossings round the clock between Mackinaw City and St. Ignace. I had my own private stateroom right behind the Captain's cabin, and I took all my meals at the Captain's table with Uncle Ben.

During one particular crossing we were in the pilothouse where Uncle Ben explained to me how they guided this huge ferry loaded with automobiles and passengers safely across the Straits of Mackinac. The helmsman at the wheel showed me how he steered the ship on a compass heading by keeping a point on the compass in front of him aligned with the jack staff, a small flagpole on the very bow of the ship. If the compass and jack staff began to veer out of alignment, he would simply turn the wheel to bring them back into alignment. Uncle Ben then asked me if I would like to take a turn at the helm and for the next few minutes that great ship, laden with automobiles and passengers, was being steered by a twelve year old boy! Of course, the helmsman was standing right behind me and all was under the watchful eye of the Captain himself, but if the passengers had known what was happening in the pilothouse that beautiful summer day in 1947, they'd probably have had heart failure!

On a couple of occasions, Uncle Ben gave me "liberty" in St. Ignace and Mackinaw City where he would drop me off at the pier between crossings, and then pick me up on the return trip a few hours later. He also gave me a little bit of pocket money to spend as I pleased on snacks and/or souvenirs. All in all, those few days aboard the CITY OF PETOSKEY in July of 1947 probably constituted the most adventurous time I had ever experienced to that point in my life.

The CITY OF PETOSKEY began her career as the PERE MARQUETTE 17, launched at American Ship Building Co. in Cleveland in 1901. Hull 406 was 338'L, 56'B, 19.5"D, and placed in service between Ludington and Manitowoc for the Pere Marquette Railroad Co. based in Detroit. In January, 1909 it went aground north of Ludington, and lay beached for two weeks. Following repair in Milwaukee, it served for thirty more years without major incident.

In 1940 the ship was sold to the State of Michigan Department of State Highways, and renamed the CITY OF PETOSKEY. Following conversion to an auto and truck ferry at the Great Lakes Engineering Works, it began serving the Straits trade.



Bow Door is the CITY OF MUNISING, identical to the one fitted on the CITY OF PETOSKEY.
Photo from the Dossin Great Lakes Museum collection.

In the winter of 1946, she went to Bay City to have a bow door installed, the first of three Michigan State Ferry ships to under go the conversion. The new apparatus allowed loading from either end, and increased the ferries efficiency. In the spring of 1947, Capt. Houle arrived in Bay City, and following a minor ice delay, sailed the CITY OF PETOSKEY back to the straits. They arrived in mid-April, and commenced spring fit out.

Capt. Benjamin Houle had enjoyed a long career on the lakes, including service as a tug skipper on the Detroit River and Lake Erie between 1926 and 1935. The year 1947 marked his third season as skipper of the CITY OF PETOSKEY. It was the fourth season for Chief Engineer Douglas Bynorth, recently elected secretary of the Michigan State Ferry Officer's Club. Mates that year included Harry McNulty, Kenneth Smith, and Vernon Brown. Engineering assistants were William Kelly, William Singer, and Evart Powers.

It was to be a busy year for the ferries. Post-war tourism was booming, reflected by record pre-season bookings at Mackinac Island's Grand Hotel. By the end of the year, business had jumped fourteen percent over 1946, and the ferries had carried over 500,000 vehicles. This would have underscored the

need for another ferry, or the final solution...a new bridge. However, the former was delayed by legislative wrangling – the VACATIONLAND finally arrived in 1952 – and the Mackinaw Straits Bridge Authority was foundering on charges of poor engineering and financial mismanagement that caused it to be dissolved in 1947.

For the time being, the ferries ran at capacity around the clock. A one way trip took about sixty minutes, including off-loading and reloading. Despite this, cars often waited hours for passage, and prior to hunting season the traffic backed up for several miles. Capt. Houle skippered the CITY OF PETOSKEY through the following season, when it was turned over to Capt. Harold Hill. In 1952, the ferry was involved in a collision with the ore carrier ROBERT B. WALLACE. Despite only slight damage to both boats, and no injuries, Hill was cited for not decreasing speed entering a fog bank, and had his license suspended for six months.

The Mackinaw Bridge finally opened on November 1, 1957, putting the ferries out of business literally overnight. The cross straits service, begun in 1923 with the tiny ARIEL, had transported over twelve million vehicles and thirty million passengers. The CITY OF PETOSKEY finished her last crossing at



Cars lined up at Mackinaw City ferry dock.

Photo courtesy of
Michigan Dept. of Transportation Photography Unit.

St. Ignace the day the bridge opened. Eventually sold to a Lake Michigan concern in 1959, the vessel was never licensed or commissioned. In 1961, she was towed to Ashtabula, Ohio for scrapping, and removed from documentation in 1964.

Life-long Detroit area resident, Al Trudeau, is a retired Technical Writer from General Dynamics Corporation. A volunteer Docent at the Detroit Historical Museum, he conducts tours for school children and other groups. He is also active in the French-Canadian Heritage Society of Michigan as a volunteer proof reader and editorial assistant for Michigan's Habitant Heritage, the Society's quarterly journal.

Notes on the CITY OF PETOSKEY were compiled by Joel Stone, curator, Detroit Historical Society.

Photos came from the Dossin Great Lakes Museum collection, unless otherwise noted.



View from the bridge deck.

Photo from the Dossin Great Lakes Museum collection.



CITY OF PETOSKEY being towed past Detroit and the J.W. WESTCOTT by Great Lakes Towing Co's. SAMUEL E. BOOL, May, 1961. Photo by C.F. Turnquist

Same Family

Four St. Clair Ferry Owners

By HAROLD MANN

Not unlike Mark Twain and his love of the Mississippi River, Morgan Dalgety (born in Sombra, Ont. 1906) was beckoned by the St. Clair River which played a most significant role in his life and that of his family to follow.

The Grand Trunk Railway was extended north to Sarnia from Wallaceburg in 1885 creating new opportunities for communities paralleling the St. Clair River, including Sombra which is opposite Marine City, Michigan. About the same time a similar rail transit system was established from Detroit to Port Huron via the Detroit Interurban Electric Railway. The two "riverside" lines complimented each other, both close to the St. Clair River with several connecting depots and transfer points for passengers.

As a mere youth, Morgan Dalgety would cart passengers' luggage (on a wheelbarrow which still exists) from the busy Sombra rail depot to the ferry dock which then was adjacent to the well patronized Grand Union Hotel, a magnificent Victorian styled lodging house. Many patrons crossed between

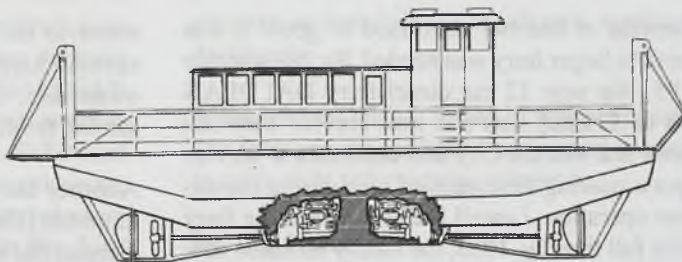
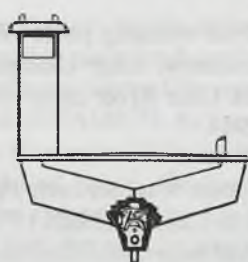
Canada and the United States using the existing ferry system, making rail connections. This was the beginning of Morgan's close attachment to the ferry business. Little would the young business entrepreneur realize the scope St. Clair ferry services would impact his life and also members of his family.

Cross river ferry service from Sombra to Marine City was of course very primitive in the beginning, progressing from row and sail boats to the powerful motorized car and truck ferries of today. The same was true of other crossing points along the river from Walpole Island-Algonac, north to Lake Huron at Sarnia-Point Edward to Port Huron, Michigan.

After working at various tasks near his beloved St. Clair River, Morgan Dalgety eventually made a bold business decision. In 1939 he purchased the Walpole to Algonac ferry service which at the time consisted of a pair of wooden, motorized launches, the DELOS W and RITA. They towed barges that would each carry as many as four vehicles, the tricky landing maneuver rather challenging depending on the wind and weather.



Launch RITA and towed barge - Walpole Island - 1930s



New steel car ferry LOWELL D. - 1946 - Owner Capt. Morgan Dalgety (inset).

Service between the two international ports entered the modern era in 1946 when a new diesel powered steel ferry was constructed for the run by Erieau Shipbuilding and Dry Dock Co. The new ferry was called the LOWELL D. for the owner's son who would eventually take over the business. This service remained under the Dalgety family operation until 1952 when the line was purchased by Grant B. Dean. His son Dale succeeded his father and continues as operator with modern steel ferries WALPOLE ISLANDER (built in 1986) and MISS ALGONAC that arrived new in 1990. The line also utilized the LOWELL D. for a period and briefly was a three boat fleet.

Meanwhile Capt. Morgan Dalgety formed a partnership with Wallaceburg businessman George Dean resulting in the Blue Water Ferry Co. The duo purchased the Sombra-Marine City line from Hans Werner, the ferry fleet consisting of the WIT (built in 1932) a wooden six car vessel originally constructed for the Harson's Island-mainland run. Also included in the purchase was a wooden launch and barge ferry. The self propelled ferry was immediately renamed ARIEL D. and registered in Canada. The LOWELL D. was also put into this service at Sombra until it returned to Walpole Island by 1952. The two vessels WIT and LOWELL D. operated at both Sombra and Walpole Island at various periods.



Wooden car ferry ARIEL D. at Walpole Island

As service at Sombra continued to grow it was apparent a larger ferry was needed. By late summer of 1951 the new 12 car diesel ferry DALDEAN (built at Erieau) was put into service between Sombra and Marine City and continues to service the ports making thousands of runs during the all-season operation. Lowell Dalgety joined the ferry service full time by 1953, the family business now under two generations of operation at this point.

The Courtright (Ontario) to St. Clair (Michigan) ferry service dated back to the 1860's. It had been envisioned that a rail car crossing service would be established between Ontario and Michigan at this location, but never materialized. The New York Central Railway was so confident, in 1873 they built a rail line from St. Thomas, Ontario to Courtright but the venture failed to reach its expected potential. This rail link closed in April of 1960. In 1959, Lowell Dalgety purchased the Courtright ferry service thus marking the family's third connection to St. Clair River ferry service. Included was a self propelled wooden ferry, 65 ft. in length called QUEEN MARY which previously operated between Red Bank, New Jersey and Philadelphia. Capt. Sherwood Anderson, purchaser and Ray Ingles brought the ferry (renamed COURTRIGHT) by

water to the St. Clair River crossing point after several harrowing experiences. After changing ownership, this historic St. Clair River cross river service finally ended in 1964.

Another busy crossing point was between Port Lambton (Ont.) and Roberts Landing (Mich.) First commercial ferry service had been established early in the 19th century progressing through to self powered rigs in the next century. In 1919 Webster Dawson purchased the larger line and was eventually succeeded by his son Earl who had the steel ferries LARRY and LU built. In 1973 the next owners, the Jillson brothers, had purchased the larger ONTAMICH (formerly on the Harson's Island to mainland run). In 1983 Lowell Dalgety purchased the ferry line making a four crossing, same family link in operating St. Clair River ferry services. This distinction was quite unique, this extensive St. Clair River connection never fathomed by Morgan Dalgety when he first became engaged in the ferry business many years previously. Unfortunately, despite being a busy crossing, in 1985 this popular ferry service was terminated when U.S. authorities would not provide customs officers at Roberts Landing thus forcing the closure between the two international points.



Launch IOLA Walpole-Algonac route 1930s

Mann Historical Files

The Dalgety family of Sombra has established an enviable record and continues to operate the busy Sombra to Marine City service with the DALDEAN and ONTAMICH. As long lines and waits surge at the Bluewater Bridges between Sarnia-Pt. Edward and Port Huron, the downriver ferry services are often favoured as quicker and much more relaxing. In fact the popular service is now in the third generation with Morgan II and Robert (sons of Lowell Dalgety) involved and occasionally a fourth

generation maintaining the family tradition as deckhands.

Although the Dalgety family of Sombra is down to one ferry service their long and varied connection to cross river ferry service is legend.

By Alan Mann
Wallaceburg, Ontario
January, 2008



DALDEAN assisting MANCOX that ran out of fuel near Marine City. DALDEAN brought out a fuel truck.

Mann Historical Files

COMPETING IN A CHANGING MARKETPLACE

By Kathy McGraw

During the past decade the shipping industry has undergone major changes due to economic conditions. Fleets have been forced to downsize as their customers business needs have changed. Vessels built during the post World War II shipbuilding boom years have been lengthened and converted to self-unloaders to extend their careers, and then several have been cut-down to barges.

This article traces the history of a vessel class built in the early 1950's that represented a larger version of the "super" ore carrier ENDER M. VOORHEES, built for the Pittsburgh Steamship Company in 1942. All eight vessels measured 647' x 70' x 36' and had a cargo capacity of 19,000 gross tons, 2,000 tons more than the VOORHEES. The vessels were modern in every sense. The latest navigation equipment included a radio direction finder, radar, gyro compass and a ship-to-shore radiophone. Interior hallways in the bow and stern allowed the crew to enter their quarters from the inside. Also fore and aft tunnels on both sides, extending the length of the ship, eliminated the need for the crew to walk outside on deck during severe weather as was custom on older vessels because space was limited.

The PHILIP R. CLARKE was the first vessel built as Hull 867 by American Shipbuilding in Lorain, Oh. in 1952. The other seven vessels were built at various shipyards within two years. The cabin arrangements were the same on six of the vessels: PHILIP R. CLARKE, CASON J. CALLOWAY, ARTHUR M. ANDERSON, ARMCO, RESERVE and WILLIAM CLAYFORD. The J.L. MAUTHE, built for Interlake Steamship would differ in aft cabin arrangement and the EDWARD B. GREENE, built for Cleveland-Cliffs would add a third deck to the forward cabins. The GREENE was originally scheduled to be built at the Lorain shipyard, but couldn't be completed until the spring of 1953, so the decision was made build the vessel at Toledo, Ohio. Since the GREENE would be the flagship, the forward cabins were changed to accommodate eight passengers and the observation windows faced forward, instead of overlooking the cargo hatch area. The GREENE was completed in thirteen and one-half months, but was delayed in sailing due to a steel strike in 1952.

These vessels mirrored the changes on the Great Lakes and Seaway. The iron ore industry had undergone a transformation using iron ore pellets that wouldn't freeze in the loading chutes. Work had



PHILIP R. CLARKE, U.S. Steel Corporation - 1954



Dossin Museum Collection

CASON J. CALLAWAY has just been towed out of dry dock at Great Lakes Engineering Works, River Rouge, Mich. by Great Lakes Towing Co. steam tug WISCONSIN and diesel tug SUPERIOR - May 1, 1954

begun on the construction of the St. Lawrence Seaway, which would allow vessels to travel down to Port Cartier for Canadian ore to mix in steel furnaces. With the opening the Seaway, connecting rivers and channels were dredged for uniform depth throughout the waterway system. The decade of the 1960's came to a close with further changes in maritime history when the new Poe Lock at the Soo was opened in anticipation of larger vessels. The Poe Lock measured 1200 feet by 110 feet and the PHILIP R. CLARKE was given the honor of being the first vessel to pass upbound on June 26, 1969.

Another change at the end of the 1960's was the experiment to lengthen the shipping season. It began slowly by sailing later into January and into February by 1972. Federal funding became available for year around navigation for the remainder of the 1970's. U.S. Steel had the majority of vessels sailing during this period. Some winters were mild while other years vessels encountered snow squalls that delayed sailing. At the end of the decade, year-round navigation ended with cuts in funding and also the declining economy.



Dossin Museum Collection

ARTHUR M. ANDERSON - 1958



Dossin Museum Collection

ARMCO

As this class of vessels neared their 20th anniversary, fleet owners looked for ways to improve cargo efficiency. As plans for new 1,000-foot ships were becoming known, older ships were being lengthened by 120 feet and would be limited to using the Poe Lock only. The CASON J. CALLOWAY was drydocked in April, 1974 at Fraser Shipyard in Superior, WI. for a new 120-

foot section and returned to service in May. The CLARKE followed in the fall of 1974 and ANDERSON completed in spring, 1975. The others vessels ARMCO (1974), RESERVE (1975), GREENE (1975) and FORD (1979) were also lengthened, but the J.L. MAUTHE would remain untouched.



Dossin Museum Collection

WILLIAM CLAY FORD



EDWARD B. GREENE downbound in the Detroit River off River Rouge, Michigan - July 22, 1956

As ships were lengthened to increase cargo capacity, fleet owners and steel companies looked for further ways to control operating costs. The 1980's continued the economic downturn with major changes developing. Larger fleets needed to keep their vessels busy, so they began bidding on cargoes that had been previously carried by smaller fleets. The steel companies had cut back production so

several 1,000-foot vessels remained idle. The American fleets withdrew several straight-deckers from service or converted them to self-unloaders. Converting to self-unloaders allowed shoreside companies to dismantle their Hullett unloading equipment. By reducing unloading times, vessels could make more trips per season in a struggling economy.



RESERVE

The GREENE was the first to be converted to a self-unloader in 1918 as Cleveland-Cliffs Steamship tried to remain competitive. The ANDERSON, CALLOWAY, and CLARKE were converted for the opening of the 1982 season. The ARMCO (1982) and RESERVE (1983) would extend their careers while the FORD and MAUTHE remained straight-deckers.

In the spring of 1982, vessel owners announced reductions in the number of ships that would sail. Telescope news section dated April 1, 1982 states: "Fewer lake vessels will operate because of the recession. American Steamship will operate 13 of 19 ships; Columbia will operate 8 of 17; Inland Steel will operate 3 of 6; Bethlehem will operate 4 of 7; U.S. Steel will operate 12 of 25 and Ford will sail all 4 of their ships. Cleveland-Cliffs and Interlake have not reported their operations for 1982. If business improves, more vessels will be brought out into service." But the economy didn't improve. U.S. Steel like many other fleets expanded their trade routes to include trips to new ports, such as delivering coal to Munising, MI. By mid-summer,

only the CLARKE and 1,000-foot EDWIN H. GOTT were operating for U.S. Steel. The J.L. MAUTHE became a grain carrier to Buffalo.

Obsolete straight-deckers were sent to the scrapyard by both American and Canadian fleets during the remainder of the 1980's. Several fleets disbanded such as Cleveland-Cliffs Steamship. On October 30, 1984, Rouge Steel, a subsidiary of Ford Motor Company announced they had purchased Cliffs two remaining self-unloaders: EDWARD B. GREENE and WALTER A. STERLING. They would be renamed BENSON FORD (iii) and WILLIAM CLAY FORD (ii) respectively. Rouge Steel in turn withdrew the WM. CLAY FORD (i) and BENSON FORD (ii) from service at the end of the season. Both vessels were later sold for scrap in 1986 with the pilothouse removed from the WM. CLAY FORD and installed at the Dossin Great Lakes Museum. In 1989 Rouge Steel sold the two vessels to Lakes Shipping, operated by Interlake Steamship. The BENSON FORD (iii) was renamed KAYE E. BARKER.



KAYE E. BARKER (ex-EDWARD B. GREENE) upbound, Soo, Michigan - July 1999



Photo by James R. Hoffman

PATHFINDER (ex-J. L. MAUTHE) upbound Maumee River, Toledo, OH - January 1, 2001

The J.L. MAUTHE would remain in the grain trade until 1993 when she was laid-up. Several years later Interlake converted the MAUTHE to a barge and renamed PATHFINDER. On March 21, 1998, the PATHFINDER and tug JOYCE VAN ENKEVORT arrived in Escanaba to load iron ore for Indiana Harbor.

The ANDERSON, CLARKE and CALLOWAY would remain in service, but undergo further changes such as adding an additional cargo hold. In January, 2001, the CALLOWAY was automated to one-man engine room. This allows the vessel's master to run the engine room from the bridge. The ANDERSON and CLARKE would also be converted during the following two years. The ARMCO and RESERVE continued to operate for

Oglebay Norton until June, 2006 when the company sold six vessels to American Steamship and the ARMCO was renamed AMERICAN VALOR. The RESERVE unloaded her last cargo at Green Bay, WI on August 1, 2007. Her owners, K.K. Integrated Shipping announced plans to convert her to a barge at Menominee, MI. When completed she will be renamed JAMES J. KUBER with tug VICTORY and sail in the spring of 2008.

Fifty-five years ago, eight new vessels were launched for service on the lakes. When shipping resumes this spring, only five of the eight original vessels will operate as steamers. It's a tribute to their builders and the shipping companies that have been constantly changing in a competitive marketplace.

NAME	OWNER	LENGTH	BEAM	DEPTH	H.P.	TONNAGE	BUILDER	LAUNCH
Philip R. Clarke	Pittsburgh Steamship	647	70	36	7,000	19,720	Am. Ship	1952
Edward B. Greene	Cleveland-Cliffs Iron Co	647	70	36	7,000	19,720	Am. Ship	1952
Arthur M. Anderson	Pittsburgh Steamship	647	70	36	7,000	19,720	Am Ship	1952
Cason J. Calloway	Pittsburgh Steamship	647	70	36	7,000	19,720	Great Lakes	1952
J.L. Mauthe	Interlake Steamship	647	70	36	7,000	19,720	Great Lakes	1953
Armco	Columbia Steamship	647	70	36	7,000	19,720	Am. Ship	1953
Reserve	Columbia Steamship	647	70	36	7,000	19,720	Great Lakes	1953
William Clay Ford	Ford Motor Company	647	70	36	7,000	19,720	Great Lakes	1953

GREAT LAKES & SEAWAY NEWS



Editor: Greg Rudnick
mgrudnick@cox.net

Thanks for assistance in preparing this issue to:

Rod Burdick	Bob Hom	William Keller
Dick Lund	Mark Shumaker	Jim Sprunt
Lake Carriers Association		Scanner
Wheelhouse		

NOVEMBER, 2007

Nov. 1 ...United States Steel has purchased Stelco, Inc. for \$1.2 billion. The company's new name will be U.S. Steel Canada, Inc. Stelco has a capacity of approximately 4.8 million tons and is based in Hamilton, Ontario. Stelco also owns 14.7% of Hibbing Taconite in Hibbing, MN.

... Tug CHRISTIANA and barge DOUBLESKIN 143 were downbound in the Welland on their delivery trip from Sturgeon Bay to the East Coast.

Nov. 3 ...Canada is creating a 10,000 square-kilometer protected area in Lake Superior. It will become the largest freshwater conservation area in the world.

Nov. 5 ...FEDERAL PATROLLER departed for Liverpool. She had completed repairs after her October 6 excursion out of the channel and over some rocks in Lake St. Louis in the Seaway.

Nov. 7 ...Tug NICOLE and her barge came adrift in the lower St. Marys River, near the Drummond Island Ferry.

Nov. 8 ...Seaway Marine Transport has announced that Algoma Central Corp. and Upper Lakes Shipping, Ltd. have together contracted for two maximum-Seaway-size, self-unloading forebodies for the ALGOPORT and ALGOBAY. The forebodies will be constructed by Chengxi Shipyard Co. Ltd. in Jiamgyin, China. The vessels are expected to enter service by December, 2009 and September, 2010. The ALGOBAY last operated in 2002.

... Congress has approved construction of a second Poe-sized lock at full Federal expense. The locks handle approximately 80 million tons of cargo per year.

... Tug CHRISTIANA and barge DOUBLE SKIN 143 arrived in Halifax. Their owner is Vane Line Bunkering, in Baltimore.

... The SPIRIT OF NANTUCKET ran aground in the Inter-Coastal Waterway after she began to leak. The ship was grounded to keep her afloat. The passengers ate breakfast as they waited to be taken

GREAT LAKES & SEAWAY NEWS •



Photo by Greg Rudnick

SPIRIT OF NANTUCKET ran aground in the Intercoastal Waterway - November 11, 2007

ashore. The vessel was traveling on a ten-day cruise from Alexandria, VA to Charleston, SC. She was formerly known as NANTUCKET CLIPPER.

Nov. 10 ...Oglebay Norton stockholders approved the company's merger with Carmeuse North America.

Nov. 12 ...EARL W. touched bottom outside of Muskegon Lake because of a sand bar. She backed out and unloaded several thousand tons of stone elsewhere before trying again.

Nov. 15 ...Limestone loading at U.S. and Canadian Great Lakes ports totaled 3.6 million tons in October, a decrease of 11.6% compared to 2006, and a 20% drop compared to the five-year average.

... Algoma has ordered two 25,000 dwt double-hulled IMO II petroleum product tankers from Nantong Mindge Healy Industries Stock Co., Ltd. in Jiangsu, China. These tankers will be operated as part of Hanseatic Tankers, a new venture being established with the Bernhard Schulte Group, Sloman Neptun, Intrepid Shipping LLC, and Algoma. Deliveries are scheduled for August, 2010 and April, 2011 for a cost of US \$90 million in total.

... Tug RELIANCE experienced an engine room fire of an electrical nature. A Detroit fire engine responded along with the fireboat, CURTIS RANDOLPH.

Nov. 17 ...The CALUMET struck a wall in the Cuyahoga and damaged her starboard side.

Nov. 18 ...BBC EMS, after unloading windmill parts in Menominee, and being assisted by the GLT tug INDIANA, ran over a buoy just outside the piers and tangled the buoy chain in her propeller. Divers were shuttled out to the EMS by the INDIANA to cut the chain. The buoy was a casualty of the EMS losing her main engine after the tug cast off.

• GREAT LAKES & SEAWAY NEWS



Photo by Jim Sprunt

CALUMET is towed to the scrap dock in Port Colborne after being stripped of equipment.

... Carferry barge ROANOKE arrived in Port Colborne for scrap.

... CALUMET departed Cleveland for the Port Colborne scrapyard.

Nov. 20 ...CALUMET was moved to the scrap dock in Port Colborne by tugs VIGILANT and SEAHOUND.

... Tug TENACIOUS was downbound in the Welland with the new barge, WHITTE 4003, built in Erie, PA.

Nov. 21 ...A 54-year-old crewmember on the DAVID Z. passed away onboard. CPR did not revive him. The ship was docking at the LaFarge stone quarry.

... JIIMAAN was out of service after one of her propellers snagged a fish net in Lake Erie, causing one of her engines to shut down. The PELEE ISLANDER will fill in.

Nov. 22 ...DONGEBORG anchored off Chambers Island in Green Bay.

Nov. 25 ...Tug EILEEN M. ROEHRIG was upbound in the Welland Canal en route to Sturgeon Bay to pick up the new tank barge, HOUSTON.

Nov. 28 ...ALGOBAY arrived in Hamilton under tow from Toronto. She is awaiting a new forebody to be built in China that will make her a maximum-size laker.

GREAT LAKES & SEAWAY NEWS •



Photo by Greg Rudnick

JIIMAAN tangles with a fishnet.

.....MANISTEE docked at the old G&W Dock to repair a two-ft.-diameter hole, caused by an encounter with the Cleveland Breakwall.



Photo by Jim Sprunt

MANISTEE has a hole punched in hull.

• GREAT LAKES & SEAWAY NEWS



Photo by Greg Rudnick

Former excursion vessel DUC D'ORLEANS is to return to her WWII appearance.

Nov. 29...U.S. flag vessels hauled 11.2 million net tons of dry bulk cargo in October, a virtual tie with a year ago.

Nov. 30...DUC D'ORLEANS is to be restored to former appearance as a naval vessel, the Q 105, a Royal Canadian Navy subchaser. The cost will be between C\$200,000 and C\$500,000. The Q 105 was built in Sarnia in 1943, and was used to escort convoys between Newfoundland and mainland Canada.

.....DONGEBORG finally arrived at her dock in Menominee and tied up after ten days at anchor in Green Bay. Low water in the harbor was the reason given. Finally, the former carfloat MANITOWOC was towed out to her by the tugs JIMMY L. and WILLIAM C. SELVICK. The barge returned with bales of wood pulp from the DONGEBORG. Then the JIMMY L. escorted the ship into port.

.....Twelve ships were sheltering behind Long Point for weather, including CANADIAN ENTERPRISE, WM. J. MOORE and barge ST. CLAIR, ALGOLAKE, CUYAHOGA, ISOLDA, ALGOPORT, CANADIAN PROVIDER, CSL TADOUSSAC, JAMES R. BARKER, RT. HON. PAUL G. MARTIN.

GREAT LAKES & SEAWAY NEWS •



Photo by Jim Sprunt

DONGEBORG collided with ship arrester cable at Iroquois Lock September 23, 2007

DECEMBER, 2007

Dec. 1...WOLVERINE visited Marquette for the first time in the livery of her new owners, Lower Lakes Towing.

Dec. 3...Operation Taconite began. It's aim is to lengthen the shipping season on Lake Michigan, Lake Superior, the St. Marys River, and the Straits of Mackinac.

Dec. 4...MISSISSAGI grounded outside of Grand Haven while heading in to unload in Ferrysburg. The MISSISSAGI loaded to a depth of 20' 2". The channel is supposed to be 23". The vessel went to Muskegon to lighter and then returned to unload the remainder of her cargo.

Dec. 6...Iron ore shipments on the Great Lakes/Seaway System totaled 6.2 million net tons, on average, a decrease of 4.3% compared with 2006.

.....ALGOWAY loaded ore at Marquette for Algoma Steel at the Soo. These trips are the first for an Algoma self-unloader since Lower Lakes took over the contract in 2003.

Dec. 7...JAMES NORRIS is starting a C\$4 million refit, which will include re-powering and hull work. This should extend her life by at least 15 years.

• GREAT LAKES & SEAWAY NEWS



Photo by Greg Rudnick

ALGONORTH spills oil into the Maumee River

Dec. 10...Lake Erie Bio Fuels will load an export cargo into the Tanker CLIPPER TOBAGO.

Dec. 14...ALGONORTH spilled approximately 3,300 gallons of fuel oil into the Maumee River. The river was closed until clean-up was completed. Her stern contacted the dock as she was leaving the Midwest Marine Terminal, opening two fuel tanks ten feet above the waterline.

Dec. 15...WOLVERINE was downbound in the Welland Canal bound for Hamilton, Ontario.

Dec. 17...RESERVE departed Menominee for Bay Ship in Sturgeon Bay under tow by JIMMY L. and WILLIAM C. SELVICK.

.....WOLVERINE was upbound in the Welland Canal.

Dec. 18...The new tank barge HOUSTON, on her delivery voyage from Sturgeon Bay, broke away from her tug, the EILEEN M. ROEHRIG off of Cape Breton Island. Canadian Coastguardsmen were put aboard to drop the anchors, but had to be air-lifted off because of the seas.

.....ISADORA was stuck at Bridge 19A, just outside of Lock 8. The tugs LAC MANITOBA and VIGILANT I assisted, while trucks of hot water were sprayed on the ice beside the ISADORA to free her.

GREAT LAKES & SEAWAY NEWS •



Photo by Greg Rudnick

ISADORA stuck at Lock 8 in the Welland Canal - December 18, 2007

Dec. 19...CANADIAN OLYMPIC was beset in 16" of ice at Serpent Harbor, Ontario. KATMAI BAY headed to her aid.

Dec. 21...Coal shipments totaled 3.8 million tons in October, a decrease of 6.3%. Iron ore shipments totaled 5.7 million tons, a 1.5% increase over 2005.

Dec. 22...Last ocean vessel downbound in Welland Canal was FEDERAL KUMANO.

Dec. 23...Barge ST. MARYS CONQUEST, pushed by SUSAN W. HANNAH, was holed at her water line on the starboard bow in ice in Green Bay. The barge was ballasted to bring the hole above the water and the two headed for Bay Ship in Sturgeon Bay for repairs.

Dec. 26...Barge HOUSTON and tug EILEEN ROEHRIG arrived in New York City. The barge is owned by Petroleum Transport Corp, a division of Moran Towing.

Dec. 27...Last downbound vessel in Welland Canal was CANADIAN NAVIGATOR.

Dec. 28...St. Lawrence Seaway closed with the passage of the BIRCHGLEN. Last upbound was the PINEGLEN on Wednesday, Dec. 26.

Dec. 29...Welland Canal closed on 29th with PINEGLEN upbound.



Photo by Greg Rudnick

CANADIAN OLYMPIC stuck in ice at Serpent Harbour, Ont. - December 19, 2007

SALES AND RENAMINGS:

Tug BEAVER D. was sold from McKiel to Vic Powell of Dunnville, Ontario.

Barge ROANOKE was sold for scrap to International Marine Salvage. She was built as the CITY OF FLINT 32 in 1930, and converted to a barge for the N&W Railway in 1970.

CECILIA DESGAGNES, ex CARL GORTHON, (b) FEDERAL PIONEER, has been sold by Groupe Desgagnes to Panamanian interests and renamed (d) MASTER JOY.

VAMAND WAVE was renamed YAMASKA.

KAPITONAS A. LUCKA, ex IVAN NESTROV (91) was renamed QUANTUM.

KOLGUYEV, ex. GREAT LAKER '02, GREEN LAKER '94 renamed PLATYTERA.

SONGA MAYA, ex LAKE MAYA '06, KAPITAN RUDNEV '03, renamed SICHEM MAYA.

NORDIC BLOSSOM, ex NORDIK '94, ex. NORDIC SUN '89, renamed THERESA BLOSSOM.

MARY ELLEN I, a 45-foot tug, was launched at Port Lambton, Ontario for Lampton Marine Contracting Company. The vessel was built by them and powered by a 350 hp Detroit Diesel.

BACK COVER PHOTO: Postcard of Bluewater Ferry DALDEAN when it was the largest ferry on the St. Clair River. Postcard was published by Thompson Tourist Promotions, Dresden, Ontario.



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