



Telescope

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est. 1921



DOSSIN
MARITIME
GROUP



DOSSIN
GREAT LAKES
MUSEUM

DETROIT HISTORICAL SOCIETY / DOSSIN MARITIME GROUP

Mark your calendars for these upcoming events at the Dossin Great Lakes Museum!

Sunday, October 4 – Fair Winds Fall Dinner

This year's event will feature guest speaker Bob McGreevy on the topic "Lost Legends of the Great Lakes." Watch your mail this summer for more details on this event!

Tuesday, November 10 – Lost Mariners Remembrance – 6 – 9 p.m.

This special evening begins with a lantern-lighting ceremony and honors all sailors lost on the Great Lakes. Please call Rebecca McDonald at (313) 833-1801 for more information.

Also coming soon . . .

Saturday, December 12 – Marine Mart at the Grosse Pointe War Memorial

This annual event, sponsored by the Dossin Maritime Group, features vendors offering such unique items as model ships, artifacts, books and artwork – just in time for the holidays! Contact Ebani Lowrey, Development Specialist, at (313) 833-1980 for more information or to purchase a table.

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OUR COVER PICTURE . . . CHARLES M. BEEGHLY outbound Rouge River.
Photo from the Dossin Museum Collection.

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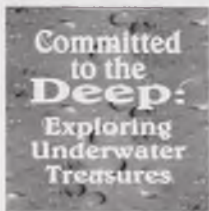
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DETROIT HISTORICAL SOCIETY NEWS

NEW EXHIBITS AT THE DOSSIN GREAT LAKES MUSEUM

April and May have been busy months at the Dossin Museum on Belle Isle. Two new exhibits opened, accompanying a few updated displays in the "City on the Straits" permanent installation. A Member Preview Reception, the Annual Dossin Regatta, and several weekday tours rounded out April. May began with the highly successful Dossin Gala, a fund raiser with a riverboat gambling theme. Patrick Livingston also introduced his latest book, "Eight Steamboats: Sailing Through the Sixties," as part of the Scholars Series.



New to the Great Lakes Gallery is "Committed to the Deep: Exploring Underwater Treasures." The exhibit dives into shipwrecks, examining how they are discovered, studied and preserved. Starting with the loss of LaSalle's LE GRIFFON in 1679, shipwrecks have been a source of fascination to every generation of Great Lakes residents. That interest has increased recently with rapid advances in science and technology. Each year divers find more wrecks, giving scientists, historians and archaeologists tons of material to review – literally.

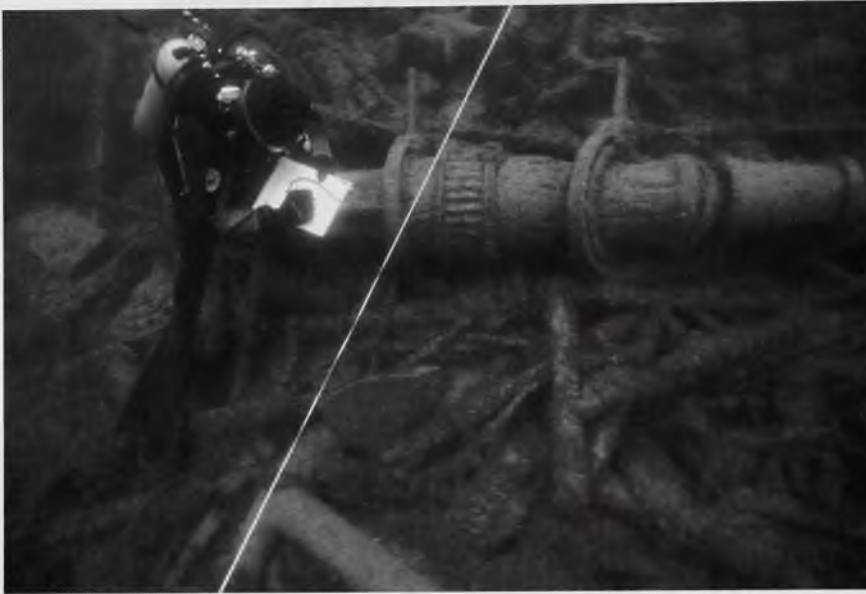
"Committed to the Deep" features a sonar "fish" and plotter, the tools of choice for finding wrecks. Guests also enjoy the vintage hard hat diving "jake," and the modern scuba diver "investigating" artifacts brought up from local rivers and lakes. Of particular interest are items salvaged from the schooner ALVIN CLARK in Georgian Bay. The story of the ALVIN CLARK is told in detail – how the ship was found, raised, praised, and then neglected to the point of disintegration by state and federal agencies.



Photo by Joel Stone

The hard hat diving suit is one of the featured artifacts in the Great Lakes Gallery for "Committed to the Deep." It is on loan from the Maritime Exchange Museum.

Photo from Thunder Bay National Marine Sanctuary



NOAA archaeologist uses a baseline while mapping the schooner OSCAR T. FLINT in the Thunder Bay National Marine Sanctuary.

Because of the fate of the ALVIN CLARK, the irreplaceable time capsules represented by shipwrecks are protected by law, preserved for posterity in the cold water of the Great Lakes. Michigan currently leads the nation in establishing underwater bottomland preserves, and several organizations around the lakes work to protect these non-renewable historic resources.



Photo by Tony Gramer

Diver investigates the unusual anamorphic figurehead on the schooner DUNDERBERG in Lake Huron.

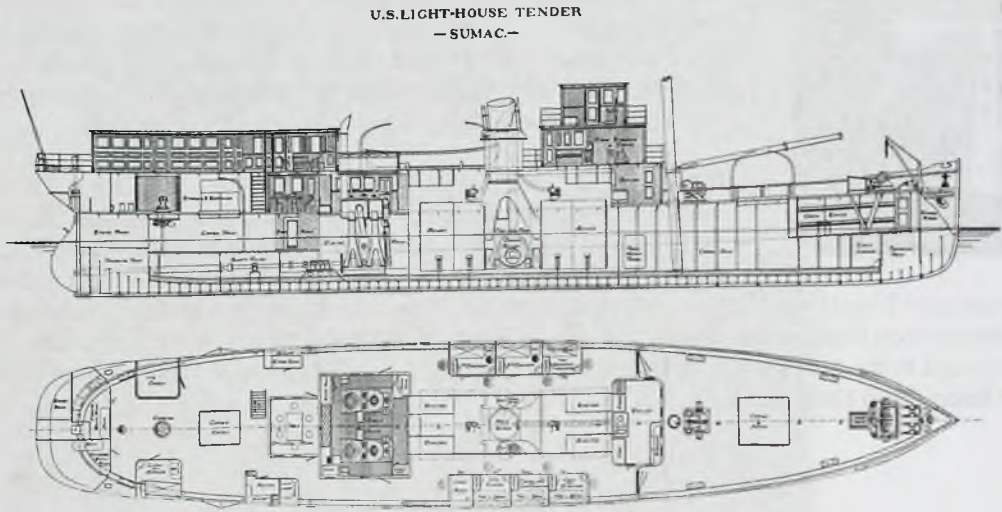


DeRoy Auditorium is now featuring “L is for Lighthouse,” a look at the luminous guardians of our lakeshores. Their indispensable role in guiding ships and seamen around treacherous shoals and safely into harbors is being replaced today by their place as romantic nautical icons. In either role lighthouses are an integral part of our maritime heritage.

This exhibit discusses lenses and lamps, the lives of lighthouse keepers – ladies, included - lightships and tenders, logistics, looks and location of the buildings, and the unquenchable love that lighthouse fans have for these structures. Numerous artifacts are set throughout the auditorium, augmenting the beautiful collection of the lenses that the Dossin has on permanent display. Included are rare items on loan from the Michigan Lighthouse Conservancy. Of special note is the coffer dam model that was used in the construction of the Spectacle Reef Light in Lake Huron in 1869, on loan from the United States Coast Guard Archives.



Engineers Model of Spectacle Reef Light coffer dam on display at the 1893 Columbian Exposition in Chicago.



Profile illustration of the Light House service tender SUMAC.

Join us for a simultaneous look at the underwater world of shipwrecks, and the cycloptic sentinels designed to prevent such maritime disasters. Special thanks to Steve Gronow, Jim and Diane Richards, and Jeff Shook for assistance with artifacts in both exhibits.



Photograph of the Belle Isle Lighthouse, c. 1900. The structure was located on the site that the Coast Guard Station currently occupies.

Committed to the Deep: Solving Underwater Mysteries

Discovering underwater treasure is always fun, particularly when there is a mystery involved.

On Wednesday, May 6, 2009, during a morning practice dive, officers from the Detroit Police Department's Underwater Recovery Team discovered a seven foot bronze statue in the Detroit River. It was a graceful maiden – the proverbial Lady of the Lake. Or river, in this case.

From the boat, they contacted Detroit Historical Society staff at the Collections Resource Center (CRC) about their find. The DPD and Society staff have worked together many times before, a partnership that has yielded everything from Prohibition era whiskey bottles to 18th century cannons.

Meanwhile, local television stations became aware of the discovery via police scanners, and contacted the Society's Public Relations Director. Everyone wanted to know where the statue had come from. Phones were ringing. Emails were flying. Speculation was rife.

It was known that statues had been stolen from Cranbrook and several churches over the last decade. Society CEO Bob Bury recalled that a statue had disappeared from the Grosse Pointe War Memorial several years ago, just a few miles from the recovery site.



Photo by Sgt. Dean Rademaker

Photo by Sgt. Dean Rademaker



From the boat, divers sent a photo of the relic via cell phone to the CRC. The photo was forwarded to the War Memorial, whose staff confirmed the statue's identity. Within thirty minutes, the mystery was solved.

Because of the weight of the bronze, the police took the statue to the Coast Guard Station on Belle Isle, where guardsmen used their large boat hoist to lift the Edward McCartan's "Bronze Nymph" back to dry land. With television cameras recording the scene, staff from the War Memorial were reunited with their \$100,000 sculpture – truly a treasure that had been committed to the deep.

The Detroit Police Department divers responsible for finding the sculpture are:

- Sgt. Michael Carpenter
- Sgt. Dean Rademaker
- Sgt. John Fisette
- PO Patrick Tomsic
- PO Ken Steil
- PO Zach Weishuhn
- PO Donnie Espinoza
- PO Grigg Espinoza
- PO Michael Smith
- PO Raymond Diaz
- PO Jeff Lemaux -HMU
- PO Charles Kelly -HMU



Photo by Sgt. Dean Rademaker

THE FIFTY-YEAR OLD CHARLES M. BEEGHLY NOW REPOWERED TO BECOME MOTOR VESSEL

By
Kathy McGraw

When construction of the St. Lawrence Seaway was announced in the early 1950s, steamship companies made plans to expand their fleets. The Shenango Furnace Company was no different as they contracted with American Shipbuilding at Toledo, Ohio to build the SHENANGO II (US 278807). Her design would be identical to Hull 192, the S.S. JOHN SHERWIN, built for Interlake Steamship Company in 1957. Both vessels measured 710 feet in length, 75 feet wide and 37'6" in depth. Both vessels were built to maximum size for the Soo Locks. The SHENANGO II was launched on November 22, 1958, and sea trials were completed the following spring. When she

was christened on May 14, 1959, she became the luxurious flagship of the Shenango Furnace Company's fleet, joining her older fleet mates COL. JAMES M. SCHOONMAKER, built in 1911 and WILLIAM P. SNYDER, JR., built in 1912.

The SHENANGO II operated less than a decade before her owners sold the fleet. The SCHOONMAKER would later be renamed WILLIS B. BOYER and sail for Cleveland-Cliffs. The SNYDER, JR. and SHENANGO II were sold to Interlake Steamship in March, 1967. A few months later the stack markings and unique green hull were repainted Interlake colors and the SHENANGO II was renamed CHARLES M. BEEGHLY.



SHENANGO II



SHENANGO II leaving Detroit Harbor Terminals - August 1963

While her original length of 710 feet made her one of the largest vessels on the lakes, Interlake made the decision to lengthen the BEEGHLY by ninety-six feet during the winter of 1971-72. Her hull was cut apart at hatches number 15 and 16, with the stern section floated out of drydock while the new 96-foot section was repositioned. When all three sections were rejoined, the 806-foot, straight-deck BEEGHLY would only be surpassed by the ROGER BLOUGH and STEWART J. CORT in length.



SHENANGO II



Dossin Museum Collection

Lengthening of the CHARLES M. BEEGHLY at Fraser Shipyard.

Shipping on the lakes remained steady until the early 1980s when the economic downturn forced many smaller straight-deck vessels to be withdrawn from service. To remain competitive, the decision to convert the BEEGHLY to a self-unloader was made in fall of 1979 and she entered Fraser Shipyard during the summer of 1980. As a straight-decker, cargo capacity was 32,500 gross tons, but unloading by shore side machinery could take eighteen hours. Conversion to a self-unloader will cause a slight decrease in cargo capacity, but now the vessel can unload at 6,000 tons per hour and complete the job in 5-1/2 hours. No changes were made to the stern quarters to accommodate the 250-foot unloading boom. The BEEGHLY would keep her beautiful profile for photographers.



Photo by Kathy McGraw

CHARLES M. BEEGHLY as a straight-decker loading at Taconite Harbor, MN - June, 1980



Photo by Scott McClellan

CHARLES M. BEEGHLY downbound 9 Mile Point, St. Mary's River - 1988



Photo by James R. Hoffman

CHARLES M. BEEGHLY upbound St. Mary's River, Soo, Michigan - June 1997

Photo by James R. Hoffman

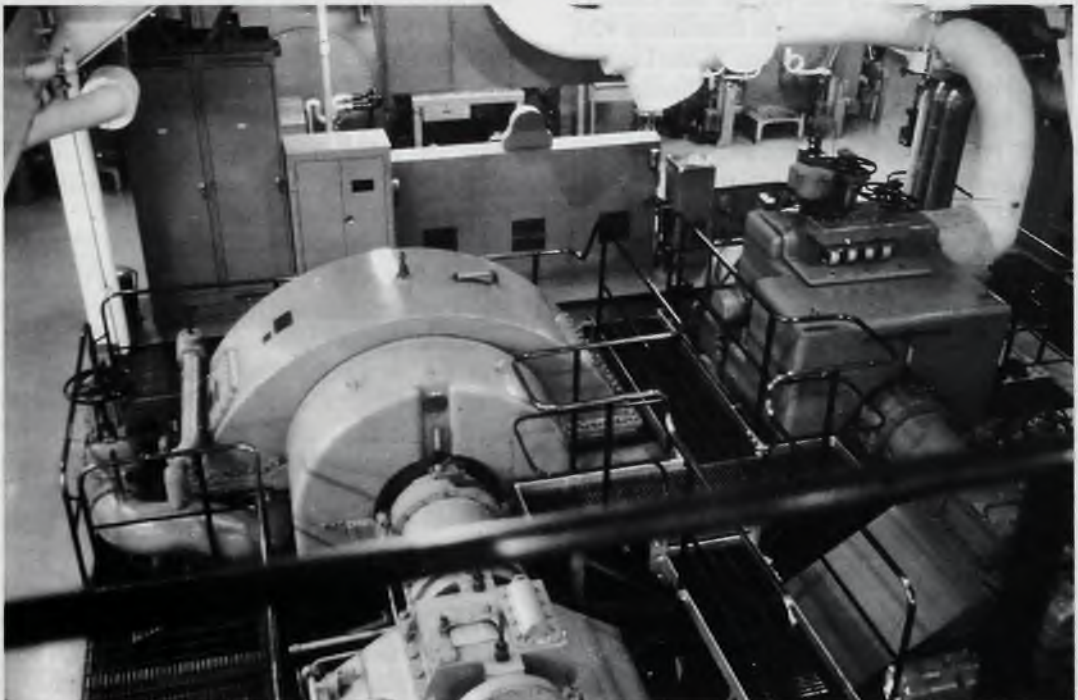
CHARLES M. BEEGHLY inbound
Maumee Bay, Toledo - November, 2001



CHARLES M. BEEGHLY

Dossin Museum Collection

The BEEGHLY's sailing career has been one of continuous service for her owners and relatively safe. In today's ever-changing shipping industry, the BEEGHLY has been repowered to extend her sailing career. On November 25, 2008, she arrived at Fraser Shipyard where her 8,500-horsepower steam turbine will be replaced with two Bergen 6-cylinder diesels. When the work is completed, the M/V CHARLES M. BEEGHLY should sail on the lakes in 2009. We hope the economy will turn around to allow us to help celebrate her long and ever-changing life.



Dossin Museum Collection

TALE OF THE TURNCOAT TUGBOAT

By Richard J. Wright

Reprinted from

January, 1962 Telescope

With the emphasis on the Civil War Centennial celebrations today, one does not have to look far for some connection with the Great Lakes. One little-known story is that of the Lake Erie "turncoat tugboat" UNCLE BEN. For the first four years of her life, she led a normal existence engaged in towing in and around Buffalo, NY. She had been built at Buffalo in 1856 by Bidwell and Banta, for Jacob W. Banta, Benjamin and Vincent Bidwell, and Sidney Shepard, all of Buffalo (Permanent Enrollment #199, Buffalo, October 14, 1856). She was registered as being ninety-five feet long, twenty feet-five inches wide, had a depth of nine feet, and was 155 31/95ths tons. UNCLE BEN was subsequently owned by Harvey M. and Leander W. Mixer of Buffalo (Permanent Enrollment #20, Buffalo, March 27, 1857); Harrison B. and Leander W. Mixer of Buffalo (Permanent Enrollment #144, Buffalo, September 14, 1857); and David R. Morse, Henry E. Perine, and Morris Hazard, all of Buffalo (Permanent Enrollment #61, Buffalo, July 13, 1859).

On December 31, 1859, the Buffalo tugboat was sold to Andrew F. Wiggins and Henry W. Johnson of New York (Permanent Enrollment #115, issued at New York). On January 9, 1861, the steamer STAR OF THE WEST was driven out of Charleston, South Carolina, by gunfire while attempting to bring supplies to Fort Sumpter. On April 12, 1861, Fort Sumpter was bombarded by Confederate shore batteries and was forced to surrender. In the interim, as the fort was running short of supplies, a plan was devised to relieve the besieged garrison by carrying supplies in under Confederate guns. Accordingly, the Union frigates POWHATTAN, PAWNEE, and POCOHONTAS, the revenue cutter HARRIET LANE, and steamer

BALTIC, and three tugs, the FREEBORN, YANKEE and UNCLE BEN, set out from New York on April 6, 1861. The tugs had been chartered at exorbitant rates, through the insurance brokers Johnson and Higgins of New York and their agent, Russell Sturgis. The UNCLE BEN was under the command of Capt. W.H. Dare. The tugs were to be used to carry supplies through shallow water from the steamers to the fort.

The flotilla encountered rough weather as they moved south, and on April 20, the UNCLE BEN was forced to put into Wilmington, North Carolina, because of a shortage of fuel. That afternoon, she was seized by Southern sympathizers, and her crew was imprisoned for their own well-being by the Cape Fear Flying Artillery. After eleven days imprisonment and through the interposition of persons no less than President Lincoln, Secretary of War Steward, and Secretary of Navy Welles, the crew was released and taken to New York by the ALBA. The subsequent expedition to relieve Fort Sumpter was a dismal failure.

On August 6, 1861, Captain J.W. Livingston, commander of the U.S.S. PENGUIN of the Atlantic Blockading Squadron, discovered four Negroes in an open boat off Wilmington. After taking them onboard, he was informed of a plot by Capt. Price of the tug UNCLE BEN, which was to be armed by the Confederates, along with the steamer NORTH CAROLINA, to capture the PENGUIN. The tug was armed with one gun, but the abortive plot was never initiated. Instead, the UNCLE BEN was used to patrol Wilmington Harbor.

We next hear of the tug in a report submitted by Acting Rear-Admiral Samuel Lee, regarding the blockade-runner KATE on September 17, 1862, in which he mentioned that there were two iron-clads

building at Wilmington, with only one steam engine, that of the *UNCLE BEN*, being available. It was finally installed in the *C.S.S. NORTH CAROLINA*, which was lost at Wilmington in 1864.

On October 25, 1862, a letter of marque was issued by J.B. Benjamin, Secretary of State, Confederate States of America, to Thomas B. Power of Texas, Amos P. Chamberlain of New Orleans, and John D. Freeman of Jackson, Mississippi, as owners of the Confederate privateer *RETRIBUTION*, then being fitted out at Wilmington. This group of men had originally planned to send to sea a squadron of privateers, the steamers *PELICAN*, *MOCKING BIRD*, *DOVE*, *BONITA* and the schooner *RETRIBUTION*, of about 150 tons.

Sure enough, the schooner was the former Buffalo tugboat *UNCLE BEN*! She set sail for Charleston on November 24, 1862, safely running the blockade along with the *POCATALIGO*. She arrived safely at Charleston, where she loaded a cargo of cotton and turpentine. She cleared port bound for St. Thomas, Danish West Indies, arriving there on December 7, 1862, under the command of Capt. John Parker.

RETRIBUTION was described by Commander Edward T. Nichols, commanding the U.S.S. *ALABAMA*, stationed at St. Thomas, on January 14, 1863, as "rigged as a schooner, with short lower masts, very square lower sails, and unusually large gaff-topsails; her fore staysail comes down to the stem. She has a rounded steamboat bow, without cutwater and a round, overhanging stern, and carries a waist boat. She is said to be armed with three 9-pounder rifles, and is very fast." Her hull was painted black, but it was easy to spot where the hole left by the shaft had been boarded over.

Upon arriving at St. Thomas, Capt. Parker immediately sold his cargo, and purchased the small Danish schooner *DIXIE*, which was brought alongside. All war materials were immediately transferred. Quite naturally, the United States consul, John T. Edgar, was much disturbed by this flagrant disregard for neutrality and lodged a protest with Governor W.L. Birch. Before the protest could be acted upon, on the night of December 15, 1862, the *DIXIE* slipped her anchor cable and set sail, without first bothering to obtain clearance papers. The fort fired a few shots at her,

but she was not struck. The following day, an examination of the *RETRIBUTION* by Danish authorities found that vessel to be in good order.

Early on the morning of December 18, 1862, the Confederate vessel left St. Thomas, after first inducing some twelve or fifteen men from American merchant vessels then in port to join her. Accordingly, the two vessels rendezvoused at the island of Blanquillo, where arms and ammunition were retransferred. The *DIXIE* then left for Turks' Island, loaded a cargo of salt, and ran the blockade to a Southern port. The *RETRIBUTION* was now armed with a 20-pounder rifle and two smoothbore 12-pounders. She also refitted her rigging and made ready for her role as a privateer.

On January 3, 1863, she appeared off St. Thomas, and chased back into port by the American brig *GILMORE MEREDITH* of Baltimore, and the schooner *WESTWARD* of Bangor, Maine. Many American vessels in St. Thomas stayed there, afraid to sail for fear of being captured.

The *RETRIBUTION* then sailed north, and on January 10, 1863, succeeded in capturing her first prize, the American brig *J.P. ELLICOTT* of Buckport, Maine, bound from Boston for Cienfuegos. A prize crew of five seamen and two officers were put on board with orders to remain close-by overnight. The next morning, the privateer not being in sight, the prize crew overcame the officers, Gilbert Hay and Thomas Gilbert (The *ELLICOTT*'s crew, with an exception of her captain's wife, having been taking to the privateer the night before); the vessel was brought about and headed for New York. The two officers were put in irons. Bad weather and the leaky condition of the brig forced the leaders of the conspiracy, Thomas Coin and John Wilson, to turn back and put into St. Thomas, where the offenders were taken into custody by officers from the U.S.S. *ALABAMA*. Coin and Wilson, who had deserted from an American vessel in St. Thomas, who had received twenty-five dollars in advance, and a promise of fifty dollars more should they have been successful in running the blockade, requested clemency, which was granted. Hay had been captured once before, while commanding the privateer *BEAUREGARD*, and Gilbert had deserted from the brig *MEREDITH*, of which he

had been second mate. Gilbert was to have received twenty-five dollars per month and two shares in prizes. The RETRIBUTION landed the crew of the ELLICOTT at Dominica, near the end of January, and they were later transported back to their vessel.

The U.S.S. ALABAMA was sent in pursuit and narrowly missed catching her quarry at Blanquillo on the morning of January 24, 1863. The warship learned that the night before, the privateer had appeared off the island, but had been unable to reach a suitable anchorage due to strong currents and light winds. It might also be added that the search was intensified as the Confederate raider 290, or C.S.S. ALABAMA, was thought to be in the vicinity.

On January 31, 1863, the RETRIBUTION took her second prize, the schooner HANOVER of Boston. The captured vessel was taken to Fortune Island, where she was run ashore and loaded with salt. Her cargo, consisting of boxes of fish, were in part taken by the captor, and in part given to the inhabitants of the island. The HANOVER under John T. Gordon was then sent to Wilmington, North Carolina. She was run aground near there, under the guns of Fort Fisher, while eluding the blockade squadron on February 20, 1863. The following day a gale sprang up, damaging her hull and destroying her cargo of salt. The final figure arrived at by a prize court held at Wilmington on February 26, 1863, showed a profit of \$471, to be split into sixty-two shares. The profit came from the sale of equipment, hull, and rigging. Gordon later applied for a letter of marque for the schooner PAUL JONES.

The RETRIBUTION took her third and final prize, the brig EMILY FISHER, on February 19, 1863. After this, the hull of the tug-schooner-privateer began to show signs of strain, and she put into Nassau, British West Indies, where she was condemned as being unseaworthy. She was sold at public auction, June 22, 1863, for \$760, to Bryon Bode and Gustave Renouard (G. Renouard & Co.), of Nassau. The former owner was listed as Thomas Stead, a British subject, who sounds suspiciously like either Parker or Thomas Powers of Texas. After the required repairs were made, the cost of the vessel to her new owners amounted to about 416 pounds sterling (\$2,000).

But what about Captain Parker? It appears that his real name was Vernon G. Locke, a subject of Great Britain, who had assumed the name Parker

to get around neutrality law. He no longer was protected by Confederate law, and had no right to carry on war. Nonetheless, he left for St. John, New Brunswick, where he organized a plot to take over an American steamer operating in Canadian waters. On December 5, 1863, his party boarded the steamer CHESAPEAKE in New York bound for Portland, Maine. When about twenty miles northeast of cape Cod, the Confederate took over the vessel, killing one crewman and wounding another. The vessel put into the Bay of Fundy the next day, where Locke (alias Parker), who had remained behind to arrange for refueling, came aboard and assumed command. The next morning, December 9, 1863, the U.S.S. ELLA and ANNIE steamed straight toward the rebel-held vessel, and in so doing, invaded neutral waters. The Confederates immediately abandoned the CHESAPEAKE and escaped ashore. Locke surrendered himself to the sympathetic provincial Government of Nova Scotia, and it is assumed that he was afterwards released. It is interesting to note that his correct name appears in the Admiralty Court records for the settling of shares of the prize HANOVER.

But back to the RETRIBUTION. She was loaded with a cargo of pineapples (sic.) and put into Newark, New Jersey, where she was seized by federal authorities because of her past record. The Libel of Information was filed there on September 5, 1863. By this time, the vessel had been renamed ETTA. The final decree was entered on October 7, 1864, to whom it is unknown, for \$900.

Here the author ran into stone wall in his research. However, a schooner ETTA was captured by a boarding party from the U.S.S. SAGAMORE off Cedar Keys, Florida, on March 28, 1864, while attempting to run the blockade. She was burned and two crewmen, both claiming to be British subjects, were sent to Key West. Whether this was the same vessel, noting the difference in dates of the last bill of sale and the loss of the above-mentioned vessel, is unknown.

And so the tale of the "turncoat tugboat", UNCLE BEN-RETRIBUTION-ETTA, comes to an uncertain end. Who would have believed that a lowly, common Lake Erie tugboat could have led such an adventurous livelihood, encompassing so many varied avenues of excitement and history? But, it is all a matter of record.

GREAT LAKES & SEAWAY NEWS



Editor: Greg Rudnick
mgridnick@cox.net

Thanks for assistance in preparing this issue to:

Rod Burdick	William Keller	William Maher Howell
Jim Sprunt	Scanner	Wheelhouse
Lake Carriers Association		

MARCH, 2009

Mar. 5 ... The Loran Port Authority hopes to start a fast ferry service to the Lake Erie Islands this summer. The Put-in-Bay Boat Line, the company that runs the Jet Express of Port Clinton, would be the operators. \$1.4 million to purchase the boat will come from the Federal Highway Administration through the Ohio Department of Transportation. The service is expected to appeal to Metro-Clevelanders who do not like the drive to Port Clinton or Sandusky. Jet Express expects to add \$300,000 of its own money to the project. The trip from Lorain would take approximately 70 minutes, and would initially operate once a day. The boat would be available for charters.

Mar. 8 ... U. S. Steel will shutter its Lake Erie Works in Nanticoke, Ontario and Hamilton Steel in Hamilton, Ontario because of the economic doldrums. The coke ovens at the Lake Erie Works will continue to operate.

Mar. 9 ... Two fishermen were rescued from an ice floe in Lake Erie near Long Point by the Ontario Provincial Police. The fisherman were inside their ice shanty, heard sirens, and came outside only to realize the ice was adrift. They were removed by helicopter.

Mar. 14 ... The U. S. Coast Guard is temporarily increasing ice-breaking capability on the Great Lakes this spring. The tug THUNDER BAY (WTGB108) from Rockland, Maine, will temporarily be assigned to the Great Lakes. She is similar to the RARITAN-class tugs recently retired on the Lakes.

... Str. ALPENA departed her lay up dock in Cleveland and headed to Alpena for her first cargo of 2009. CANADIAN OLYMPIC departed Port Colborne and headed for Goderich for salt, escorted by CCG SAMUEL RISLEY.

Mar. 16 ... Fraser Shipyards received a \$3.6 million grant to improve their facilities. They plan to repair their 856' drydock.

... The barge GREAT LAKES TRADER and tug JOYCE C. VAN ENKEVORT loaded Taconite in Escanaba, opening the port for 2009.

• GREAT LAKES & SEAWAY NEWS



Photo by Greg Rudnick

Barge GREAT LAKES TRADER and tug JOYCE L. VAN ENKEVORT
opened the Port of Escanaba for 2009

... USCG MACKINAW locked up through the Soo to start breaking ice in the upper St. Marys River and Whitefish Bay.

... The Burlington, Ontario lift-bridge is to be repaired and repainted. The present bridge dates from 1962, and is the fifth bridge on the Canal since 1830.

... The former steam tug ESSAYONS sank in Duluth harbor. The tug, built in 1908 for the US Army Corps of Engineers, had her steam engine removed for display in the Canal Park Maritime Museum. The tug's owner was hoping to convert the vessel into a bed and breakfast.



Photo by Greg Rudnick

Tugboat ESSAYONS sinks in Duluth Harbor.

GREAT LAKES & SEAWAY NEWS •

... USCG has seen a 25% increase in ballast tank inspections of saltwater ships entering the Seaway to 99%. Nearly 2000 ballast tanks were inspected in 2008. The St. Lawrence Seaway Development Corp. implemented regulations requiring all ships with no ballast in their tanks to flush their tanks with saltwater to kill invading species.

... The owner of a ferry that once ran between New Brunswick and Prince Edward Island hopes to start ferry service between Port Stanley, Ontario and an unnamed American port. His ship, the FUNDY PARADISE, was built as the double-ended ferry VACATIONLAND by Port Weller Drydocks in St. Catherines, Ontario. The harbor in Port Stanley would have to be dredged.

... Ownership of the Chicago harbor lighthouse was transferred to the City of Chicago from the USCG. The city wants to make it accessible to the public. The present lighthouse, built in 1893, had a ten-sided lantern and living quarters built into the base of the structure. A fog signal and boat house were added to the facility.

Mar. 25 ... The 2009 navigation season is officially underway. The Soo Locks opened to commercial traffic. The first upbound vessel was the tanker ALGOSAR (below).

Mar. 30 ... ALPENA entered Duluth, opening the 2009 season in Duluth/Superior. The thousand-foot JAMES R. BARKER departed later in the day.

Mar. 31 ... Marinette Marine is working hard and keeping busy. Despite the laying off of approximately 170 staff, work is continuing on the new sea-going tug, which will be christened DUBLIN SEA. The yard is already building modules for construction of another Navy littoral combat vessel similar to the recently completed USS FREEDOM. The yard is working to secure several contracts, including an Arctic research vessel and other commercial and government projects.



Tanker ALGOSAR, first upbound commercial vessel at the Soo.

• GREAT LAKES & SEAWAY NEWS



Photo by Greg Rudnick

Str. ALPENA opens the Port of Duluth for 2009 season, shown in Port Colborne, Ontario

... MONTREALIS departed Hamilton lay up to become the first upbound commercial vessel in the Welland Canal for 2009. Captain Austin Peckford was presented a top hat, being the first arrival of the year.

... The SPRUCEGLEN opened the St. Lambert Lock in a ceremony celebrating 50 years of the St. Lawrence Seaway. She broke a blue ribbon with her bow as she entered the lock and then shot blue confetti over her bow. She was followed by the LAGUNA D., the first saltwater visitor.

... Gale winds on the upper lakes delayed a number of vessels. The AMERICAN MARINER spent all day tied up above the locks. Later, the barge GREAT LAKES TRADER and tug JOYCE L. VAN ENKEVORT joined her. The tug RELIANCE and her barge were anchored above Detour, waiting to head downbound. ALGOMARINE anchored behind Mackinac Island. The gale also forced ice into the approaches of Duluth Superior Harbor. The LEE A. TREGURTHA became stuck outbound, just east of the Ship Canal with the ALPENA stuck behind her. The USCG ALDER and a wind shift freed the vessel from approximately three feet of ice.

As this issue goes to press, the following vessels are not scheduled to operate. This could change.

American Steamship: AMERICAN COURAGE (ex FRED R. WHITE, JR.), AMERICAN FORTITUDE (ex COURTNEY BURTON), AMERICAN REPUBLIC, AMERICAN VALOR (ex ARMCO), AMERICAN VICTORY (ex MIDDLETOWN), BUFFALO, ST. CLAIR.

Great Lakes Fleet: ROGER BLOUGH, PHILLIP R. CLARKE.

Interlake Steamship Co.: KAYE A. BARKER, STEWART J. CORT

Upper Lakes Shipping, Ltd.: CANADIAN MINER

GREAT LAKES & SEAWAY NEWS •

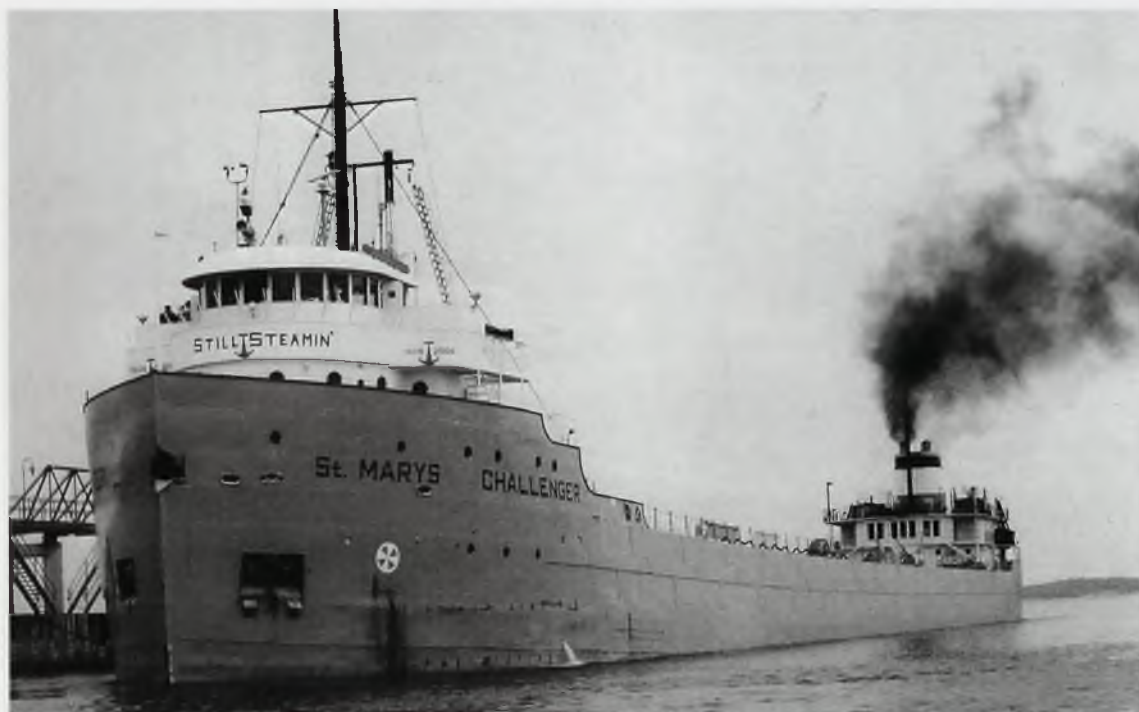


Photo by Steve Crain

Str. **ST. MARYS CHALLENGER** to operate on her 103rd year.

Two vessels that are scheduled to operate are the 103-year-old **ST. MARYS CHALLENGER**, currently undergoing her five-year inspection at Bay Shipbuilding, and the **EDWARD L. RYERSON**.

... **JAMES R. BARKER** unloaded the first cargo of coal in Marquette for 2009.

APRIL 2009

Apr. 2 ... The **JOSEPH P. FARNAN**, which burned and sank in 1889, has been located about 17 miles west of South Haven, Michigan. Shipwreck Research Associated worked with the National Underwater and Marine Agency to identify the wreck.

... The previously announced shutdown of Cliffs Natural Resources' Empire and Tilden Mines may not happen as the company hopes to increase production by 600,000 tons for 2009.

... **ALGOPORT** sailed from winter layup at the Welland Dock on the Welland Canal to Port Weller Drydocks where preparations will be made for her trip to China for rebuilding. She is in drydock beside of the remains of **WINDOC**.

... The new fore-body for **ALGOBAY** was recently launched in China.

... It has been announced that Marinette Marine, newly purchased by Fincantieri Marine Group, will build a second littoral combat ship for the U.S. Navy. She will be named **USS FORT WORTH**. The yard is also hoping to land a USCG contract for another icebreaker similar to the new Mackinaw.

• GREAT LAKES & SEAWAY NEWS



Photo by Mark Schumaker

Lakes favorite, Str. EDWARD L. RYERSON, back in service for 2009, shown in Lorain, OH

Apr. 4 ... USCG MACKINAW narrowly missed hitting a deer while breaking ice in the upper St. Marys River Rock Cut west of Neebish Island. Four deer ran across the ice ahead of the ship. One of the deer fell through the ice where the cutter had already made a transit. The MACKINAW was slowed down to avoid running over the doe, which eventually crawled out of the river, and ran to join the other three. The MACKINAW's Wheelsman recently hit a deer on US 27 near Cheboygan, and did \$9,000 damage to his vehicle. He said, "It always seems to happen when I'm driving."

Apr. 6 ... EDWARD L. RYERSON arrived at Dofasco in Hamilton, Ontario with her first cargo of the season.

Apr. 7 ... MONTREALAIS was downbound in the Welland Canal when the accident at Bridge 11 was almost re-enacted on her. The automated bridge failed to open properly, and the MONTREALAIS had to drop her anchors while running the engine full astern. In performing this maneuver, she set over to one side of the Canal, striking the bank and sustaining a three-foot gash in her port side. She continued on to Port Weller Drydocks for inspection, and then to Hamilton for temporary repairs before resuming her trip to Port Cartier.

Apr. 12 ... CAPTAIN HENRY JACKMAN arrived in Marinette with a cargo of salt to replenish the supply. All the salt from the delivery in January was gone

... MEDEMBORG is the first saltwater vessel to enter Duluth for 2009.

Apr. 13 ... EDGAR B. SPEER docked at Duluth to have her propellers inspected.

GREAT LAKES & SEAWAY NEWS •



Photo by Rod Burdick

Str. MONTREALAIS, shown in Marquette, opens Welland Canal, and has an adventure at Allanburg..

Apr. 14 ... The MONTREALAIS has been given a two-month extension to allow her to run with the damage she sustained in the Allanburg Bridge accident.

... Arcelor Mittal will indefinitely idle its bar mill operations at Indiana Harbor Works in East Chicago, Indiana beginning in mid-June. Because of the slow economy, the domestic steel industry is currently running at 40%, a fall not experienced since the 1930s.

Apr. 15 ... A 73-foot replica schooner, re-named SPIRIT OF BUFFALO was due to depart Baltimore this day, and is expected to arrive in Buffalo in approximately six weeks. She will have a permanent home in the historic commercial slip area in downtown Buffalo, and will be used for education and charters as a non-profit. The vessel can accommodate 48 passengers.

... The 1829 Fort Gratiot lighthouse's future is unclear. Tours were halted last August when deteriorating brickwork was an issue. The Port Huron City Engineer says almost \$4 million would have to be spent on the station's seven buildings to bring them into compliance. The deed transfer has been delayed, but the City Manager hopes to have an agreement between the City and the USCG sometime in May. The City is concerned that it will be responsible for environmental problems and health concerns of those who served at the station during the years of USCG ownership.

Apr. 17 ... The U.S. Geological Survey will get two new vessels out of the \$7 billion stimulus package. They will replace two older vessels stationed on Lake Erie and Lake Ontario.

• GREAT LAKES & SEAWAY NEWS



Photo by Greg Rudnick

Fort Gratiot Light Station mired in controversy.

... Toledo Light has been hit by thieves again. The aluminum dock, ramp, and lift were stolen. A \$500 reward is offered for information.

... A Corps of Engineers project manager said that bids are being let to build cofferdams around both ends of the idled Davis and Sabin Locks. Dredging contracts for the approaches have been let. The total estimated cost is \$17 million.

Apr. 19 ... EDWIN H. GOTT arrived at Bay Shipbuilding in Sturgeon Bay for unspecified repairs.

... U.S. Steel has shut down their No. 14 blast furnaces at the Gary Works, after a three-foot wide "blow through" of molten metal occurred. Repairs to the nearly-new furnace will take approximately two months. About two months ago, their No. 6 Furnace had a similar problem and the damage is still not repaired. That could take one more month.

...Arcelor's Indiana Harbor West Side No. 4 Blast Furnace is shutting down for repairs.

Apr. 20 ... Desgagnes' new tanker, SARAH DESGAGNES, was in the Seaway heading for Quebec City on her maiden voyage.

Apr. 23 ... USCG will train on the museum ship WILLIS B. BOYER. The ship is a realistic training site for law enforcement members to gain experience responding to threats.

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Apr. 24 ... A WWII Dauntless dive bomber was pulled from Lake Michigan. It was lost during a training mission during the war. The plane is to go to New Orleans for restoration, before being displayed at the National WWII Museum.

... ADAM E.

CORNELIUS (iv) arrived at General Mills with the first grain cargo of the year, a far cry from years ago when Buffalo was a bustling ore and grain port that hosted fleets of grain carriers.



Photo by Greg Rudnick

**TORONTO DRYDOCK ex MENIER CONSOL
lifts largest vessel to date.**

Apr. 27 ... MESABI MINER is due in Sturgeon Bay to lay up after only about one month of operation. The lay up is attributed to weak steel demand and the blow-out of U. S. Steel's #14 blast furnace.

Apr. 28 ... The Army Corps of Engineers said it will not use stimulus money to pay for a new lock at the Soo, and that the previously announced cofferdam project will proceed.

Apr. 29 ... The U. S. House unanimously passed a bill that will provide a new icebreaker similar to the current MACKINAW. The bill was called the Great Lakes Icebreaker Replacement Act.

... Minntac in Mountain Iron, Minnesota will shut down because of low demand and the furnace accident in Gary, IN. With the closure of this plant, the entire Mesabi Range will be shut down.

SALES, RENAMINGS AND REPOWERINGS:

... CSL's NANTICOKE has been renamed SALARIUM, and will enter the St. Lawrence River salt trade from The Magdalen Islands, replacing Algoma's 1970 SAUNIERE (a. BULKNES - 1970, b. BROOKNES - 1976, c. ALGOSEA - 1982), which may be retired.

... Tug KAREN ANDRIE has been re-powered at Great Lakes Towing's Cleveland shipyard. Two Tier II-certified EMD 8-710G7C engines, producing 2,000 hp each, have replaced the older 16-645-E6 engines. In addition to other improvements, a new upper pilothouse was added.

BACK COVER PHOTO: SHENANGO II, later renamed CHARLES M. BEEGHLY
Photo by Kathy McGraw

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