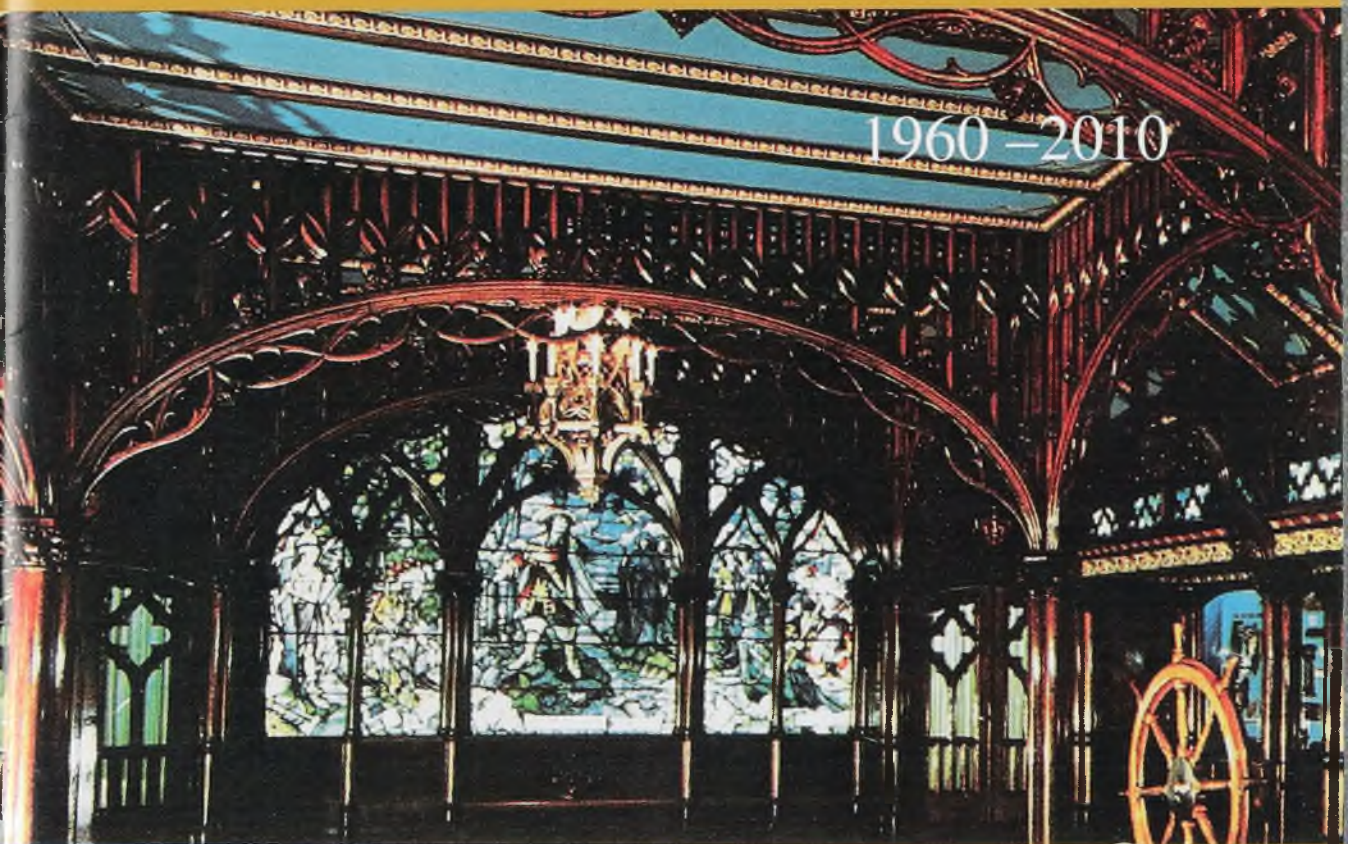




# Telescope

SUMMER, 2010  
Volume LVIII; Number 2

1960 - 2010



**DETROITHISTORICAL**  
**SOCIETY**  
*est. 1921*



**DOSSIN**  
**MARITIME**  
**GROUP**



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# DETROIT HISTORICAL SOCIETY / DOSSIN MARITIME GROUP

**Mark your calendars for these upcoming events!**

## Upcoming 50th Anniversary events at the Dossin

**Wednesday, June 16 – Curator Chat with Joel Stone featuring the new exhibit  
*Life on a Long Ship: Great Lakes Sailors***

Starting at 6 p.m., curator Joel Stone transports you into the lives of Great Lakes sailors and highlights their changing duties on freighters throughout history. Also view the exhibit that celebrates 50 years of maritime history at the Dossin Great Lakes Museum. Learn from this enthusiastic maritime historian about various personal recollections involved in bringing these exhibits to life.

Free for Detroit Historical Society/Dossin Maritime Group members and \$20 for guests. Call (313) 833-1801 to reserve your spot.

## **Saturday, July 24 — Dossin 50<sup>th</sup> Anniversary Celebration**

The Dossin Great Lakes Museum opened to the public for the first time on July 24, 1960. Mark the Museum's 50<sup>th</sup> birthday in a special way with free cake and an appearance by Annessa Carlisle, author of "Bob-Lo: An Island in Troubled Waters," bringing a different perspective to the history of one of metro Detroit's most beloved attractions.

Free admission from 11 a.m. – 4 p.m.

## **Saturday & Sunday, August 21 & 22 and 28 & 29 — Ship Spectacular**

These two weekends provide your chance to get close to some of the vessels that regularly travel the Great Lakes including the GREY FOX, J.W. WESTCOTT and PRIDE OF MICHIGAN! Come talk with the crew and learn more about the boats themselves as they are docked adjacent to the Dossin Great Lakes Museum.

Visit [www.detroithistorical.org](http://www.detroithistorical.org) or call (313) 833-1801 to learn more about these ships, the dates and times they plan to dock.

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## **CONTENTS •**

Detroit Historical Society News . . . . .	35
A River Race . . . . .	37
Gothic Room . . . . .	38
SAM LAUD Celebrates 35th Anniversary . . . . .	42
Report of the Chief Signal Officer . . . . .	44
Seaway News . . . . .	46

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**OUR COVER PICTURE . . . THE GOTHIC ROOM** - Once a smoking lounge on the D&C Steamer City of Detroit III, the Gothic Room has been restored to its original grandeur in the Dossin Great Lakes Museum. Color Photo by Harry Wolf

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## DETROIT HISTORICAL SOCIETY NEWS

### **Thursday, September 16 – Scholar Series Presentation with Roger LeLievre, editor and publisher of “Know Your Ships”**

“Know Your Ships” has covered the waterfront for more than five decades, and this year’s edition looks into the past with more images from its archives, some of the Great Lakes’ most popular lighthouses, and exploration of the St. Lawrence Seaway on the passenger ship CANADIAN EMPRESS. “Know Your Ships” is meant not only for those with a casual interest in the parade of nautical commerce that passes our shores, but also for more serious-minded individuals who have a passion for all the details about the ships that ply the inland seas. This program starts at 6 p.m.

Free for Detroit Historical Society/Dossin Maritime Group members and \$10 for guests. Call (313) 833-1801 to reserve your spot.

### **Save the Date for These Fall Events!**

#### **Sunday, October 3 – Fair Winds Fall Gathering at the Dossin Great Lakes Museum**

Starting at 2 p.m., celebrate the 50<sup>th</sup> Anniversary of the Dossin Great Lakes Museum at this annual event sponsored by the Dossin Maritime Group. Our featured speaker, Doug Dossin, will discuss the history of his family’s food processing and soft drink bottling business, their success racing hydroplanes in the 1940s and 1950s and how they came to make the Dossin Museum a reality in 1960.

Tickets are \$30 for Society / Dossin Maritime Group members and \$40 for guests. Call (313) 833-1801 for reservations or more information.

#### **Saturday and Sunday, November 6-7, Lost Mariners Weekend at the Dossin Great Lakes Museum**

In honor of the 50<sup>th</sup> Anniversary of the Dossin Museum, the Detroit Historical Society is presenting a special daylong symposium on Saturday, November 6 from 11:30 a.m. to 3:30 p.m., in partnership with the Dossin Maritime Group. The symposium focuses on the sidewheel steamer LADY ELGIN, which sank after being rammed by the schooner AUGUSTA on Lake Michigan in the early morning hours of September 8, 1860. Resulting in the loss of over 300 lives, it was the worst tragedy on the open waters of the Great Lakes. Speakers will include maritime historian Pat Labadie; Brendon Baillo, historian and president of the Wisconsin Underwater Archaeological Association; and Sharon Cook, a descendant of both one survivor and two victims of the LADY ELGIN sinking who has participated in dives down to the wreck site. See the next issue of the Telescope for more information and reservations for this program.

On Sunday, November 7, members of the Livonia Amateur Radio Club will conduct their annual broadcast observing the 35<sup>th</sup> anniversary of the sinking of the S.S. EDMUND FITZGERALD from the Dossin Museum from 11 a.m. to 4 p.m.

#### **Wednesday, November 10 —**

#### **Lost Mariners Remembrance at the Dossin Great Lakes Museum**

This annual event takes place from 6 – 8 p.m. and honors the memory of all those lost on the Great Lakes. This year’s remembrance will focus on the LADY ELGIN, which sank after being rammed by a schooner on Lake Michigan in the early morning hours of September 8, 1860. It was the worst tragedy

....SOCIETY NEWS continued from page 35

on the open waters of the Great Lakes. The evening's activities will include a lantern vigil at the S.S. EDMUND FITZGERALD anchor, ballads with Lee Murdock, a color guard escort of the memorial wreath to the Detroit River, and a special program with award-winning author Valerie van Heest, who recently completed her book on the LADY ELGIN. See the next issue of the Telescope for more information and reservations for this program.

**Saturday, December 11 —  
Marine Mart at the Grosse Pointe War Memorial**

If you enjoy shopping for Great Lakes and nautical-themed gifts, don't miss the 29<sup>th</sup> annual Marine Mart sponsored by the Dossin Maritime Group. This event features vendors offering such unique items as ship models, photos, artifacts, books and artwork – just in time for the holidays! Contact Sandy Schuster, Development Officer, at (313) 833-5527 for more information or to purchase a table.

**NEW EXHIBITS AT THE DOSSIN GREAT LAKES MUSEUM**



Life on a Long Ship: Great Lakes Sailors  
Now Open in the Great Lakes Gallery

Have you ever thought of running away to sea? The new exhibit at the Dossin Great Lakes Museum, *Life on a Long Ship: Great Lakes Sailors* might help satisfy that yearning.

This exhibit transports visitors inside a typical lake boat for a look into the lives of individuals who make their living on the Great Lakes. You will view a bridge deck and find out what a ship's captain does, and how that job has changed over the years. Similarly, learn about wheelmen, mates, porters, engineers, lookouts, oilers and deck hands. This exhibit will expose what life can be like on a ship – perhaps less romantic than expected, and a lot of hard work.



*Dossin Great Lakes Museum: Celebrating 50 Years!*  
Now Open in DeRoy Hall

Opened to the public on July 24, 1960, the Dossin Great Lakes Museum was the first building dedicated to telling the many Great Lakes maritime stories. Since then it has focused on that mission, and has successfully moved into the 21st century as one of the premier maritime museums on the Great Lakes.

This exhibit will focus on the early years when it opened in 1949 as the J.T. WING, the last working schooner on the Great Lakes, through featured individuals that made this museum possible. Projects such as the recovery of the anchor from the S.S. EDMUND FITZGERALD, and the installation of the pilot house from the S.S. WILLIAM CLAY FORD, as well as current projects that are underway will be recognized in this anniversary exhibit.

**MASCO**

All Dossin Great Lakes Museum 50th Anniversary  
exhibits and programs presented by MASCO.

## A RIVER RACE

By Dr. Neil F. Morrison

Reprinted from

January, 1966 Telescope

The American Civil War ended in the spring of 1865, and by summer 100 years ago people along the Detroit River felt more like enjoying themselves.

In keeping with this happier spirit was a boat race which took place on August 3, 1865. The contesting vessels were the side-wheelers REINDEER and PEARL. The course was from Detroit to Amherstburg. In command of the REINDEER was Captain Fish, and of PEARL, Captain Sloan.

There were many in Detroit and Windsor on that occasion. Summer railway excursions were popular in those days, and on that particular day, the Great Western Railway (now part of the Canadian National Railways) brought to Windsor and Detroit no less than 28 cars with nearly 2,000 persons. They came from London, Chatham and other points on the railway line.

The race between REINDEER and PEARL developed out of a wager between the boats' proprietors or persons representing them. It's evident that the rivalry was keen. The contemporary press stated it would be difficult to name two steamers so well matched in peculiarities of build and machinery. PEARL, registered 251 tons, was built in 1851 at Newport (now Marine City), Michigan, on the St. Clair River, by J.L. Wolverton. She was sharp and long, and designed for speed. The new REINDEER, built in 1862 at East Saginaw by Captain Kirby, was shorter and heavier. The register of REINDEER was 320 tons. She also was built for speed. The engines of both ships were built by the Detroit Locomotive Works.

Both steamers were lightened for the race by removal of almost everything movable, in fact, nothing was left on board that could be dispensed with, and they each sat in the water almost like pieces of cork. Both had their machinery and paddle wheels adjusted so as to give the maximum efficiency.

Well before 8 a.m. on the day of the race, the crowds began collecting on both sides of the river. In addition, MAGNET, FOREST QUEEN and other ships on the river were loaded to capacity with spectators.

At the tap of ARGO's bell, the respective engines of the contesting boats began to work, and shortly after 10 a.m., the race was underway. REINDEER opened up with an early lead. She passed Fort Wayne several lengths ahead, and for a time continued to add to her lead. But her steam pressure was dangerously high in the opinion of her owner, who was on board. It was considered advisable to reduce the pressure, even though it meant less speed. However, she retained a sufficient margin to win the race quite handily.

REINDEER arrived at the stake opposite T.K. Park's warehouse at Amherstburg one minute and 44 seconds ahead of her opponent, having made the run, estimated at nearly 18 miles, in 66-1/2 minutes.

Note: Dr. Morrison passes on to us this story, which first appeared in the London Free Press of London, Ontario, on 21 August, 1965. Do not confuse this PEARL with the later Put-in-Bay steamer. REINDEER's reputation for speed was recalled 14 years later when her engine (then installed in CHIEF JUSTICE WAITE) was racing the new GRACE MCMILLAN.

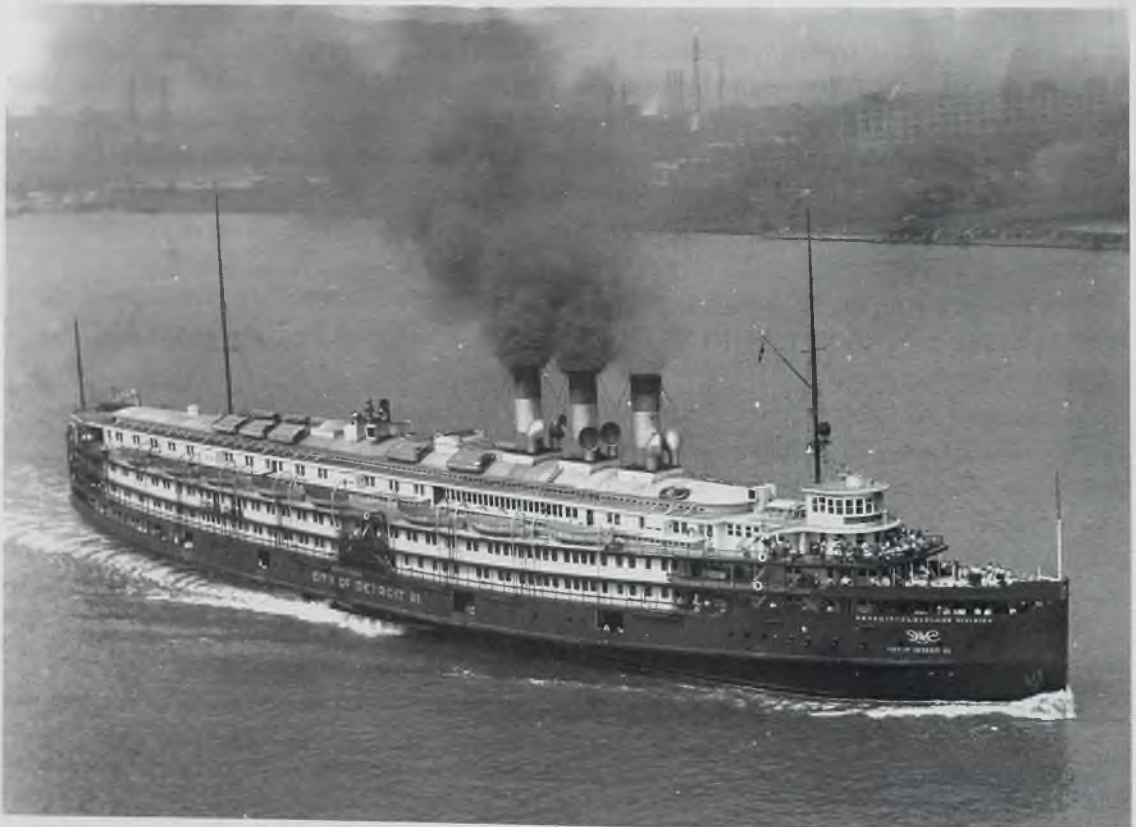
# GOTHIC ROOM

*In February, 1965, the Dossin Museum announced a fund-raising effort to restore the Gothic Room that had been removed from the sidewheel steamer CITY OF DETROIT III. Rather than reprint the entire article on the CITY OF DETROIT III, we chose to reprint the section by Gordon Bugbee on the Gothic Room only.*

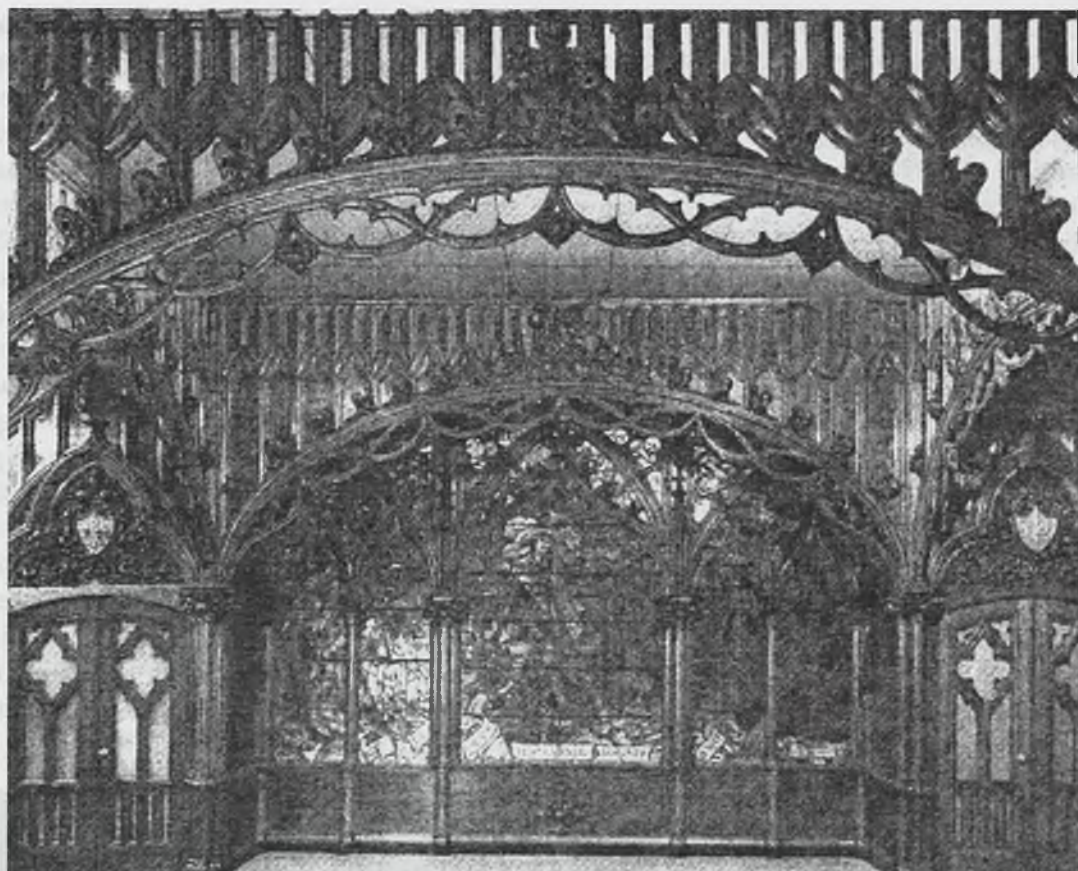
## Introduction

If all goes well, future visitors to Detroit's Dossin Museum will find themselves in the most elegant room, for its size, of any ship that ever sailed the Great Lakes.

This room is the "Gothic Room" of the Detroit and Cleveland Navigation Company steamer CITY OF DETROIT III. When she was dismantled at Detroit in 1956, the late Frank Schmidt of Cleveland bought great portions of her cabin joinery work, including the Gothic Room and much of her forward salon. His death prevented his reassembling them at Cleveland, and last year components were sold to a decorating firm.



Aerial photograph of the CITY OF DETROIT III



Gothic Room installed at Dossin Museum in Fall of 1965.

The timing is a stroke of exceedingly good fortune for the Dossin Museum. When the CITY OF DETROIT III was being stripped of her superstructure in September, 1956, the Belle Isle marine museum's fortunes were at a low point; the schooner J.T. WING that housed it had been condemned as a fire and structural hazard, and destroyed on purpose that same month. There was no Dossin Museum building to receive portions of a ship until 1960, and adopting a whole 470-foot sidewheeler as a floating museum was probably grossly impractical, especially after the experience of the J.T. WING. Mr. Schmidt saved the day with his own efforts, thus buying nine years' time for the present campaign for the funds to buy it and do the job.

The Gothic Room was a lounge and smoking room on the top deck of CITY OF DETROIT III. Its location was hardly promising for a tour de force – it was placed around the funnel casings, which prevented its having the spaciousness of the other major public rooms. The decorator, Louis O. Keil, gained a virtue from this flaw by further dividing the room into a series of observation-window booths with seats, along each side of the ship, separated from one another by open arcade screens. (These screens and the seating were removed in later years.)

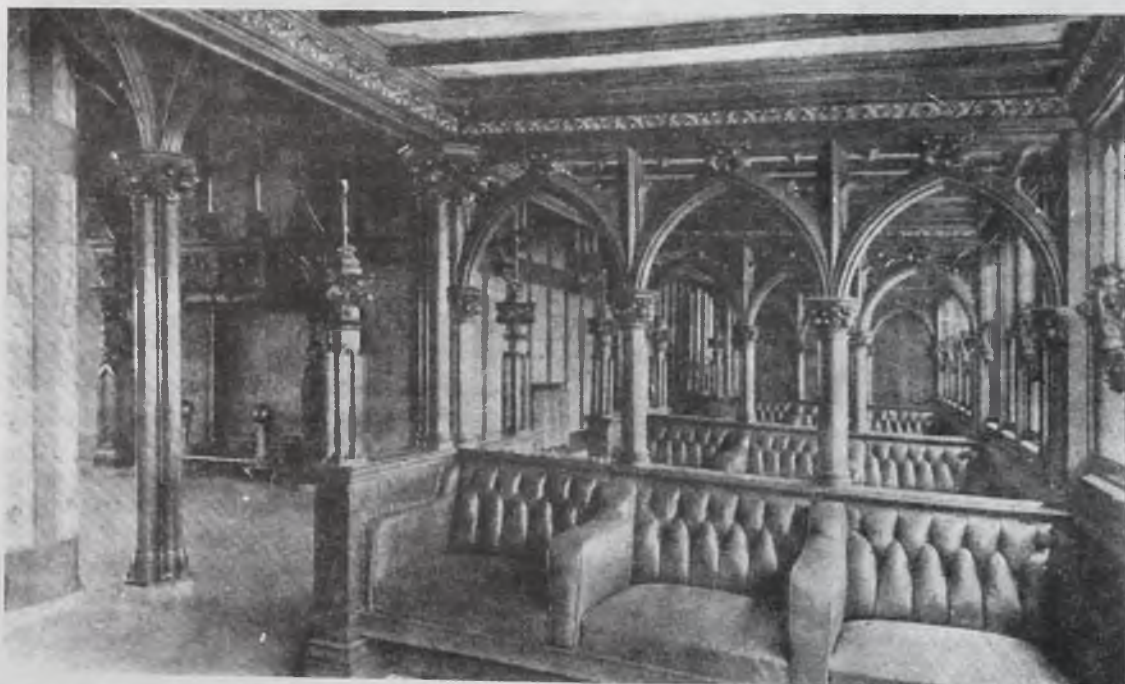
Around the funnel casings, the ceiling rose higher, in a barrel-vault-shaped manner. This was part of a continuous high trunk dome that

extended fore-and-aft for most of the length of the hurricane deck over the major public rooms. The metal funnel casings were creased to resemble the rich English oak panels of the remainder of the room, and a fireplace with a glowing electric "log" stood against one of them. At the forward end of the room was a pipe organ to provide pleasant music in keeping with the atmosphere.

But the room's chief feature was at its after end, under the high ceiling. This was the stained Tiffany glass "LaSalle Window." Dominating the central panel in leaded glass was the figure of LaSalle, leading his band of explorers, while Indians looked on, presumably amicably, from one of the side panels. The window was illuminated by the daylight of a stairwell beyond it.

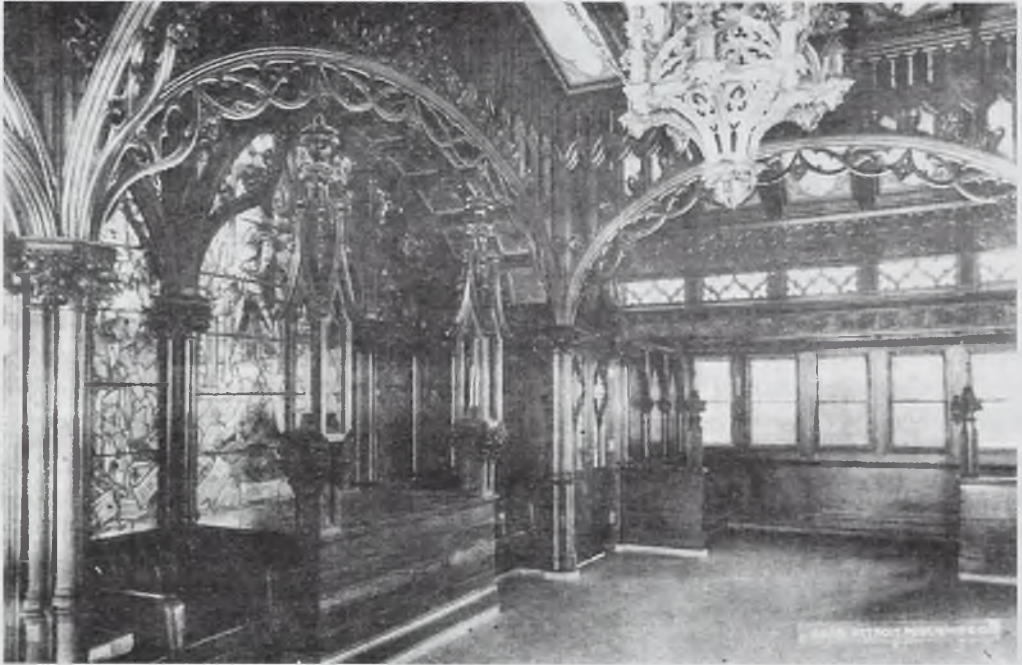
The Gothic Room was reminiscent less of English Medieval buildings as billed than of

the playful rococo "Gothick" of Horace Walpole's Strawberry Hill mansion in England, which helped inaugurate the Gothic Revival two centuries ago. The lacy arches, tracery and blind arcades, and the richly finished wood lent themselves to steamboat joinery work. Curiously, although the Mississippi system has contributed the word "steamboat gothic" to our vocabulary, few major lake ships or Eastern coastal, river or sound ships seem to have used a "Gothic" theme to their decorations in the turn-of-the-century years. (the only major example that comes to mind is the Hudson River night liner ADIRONDACK of 1895, with a Gothic grand salon, although the Fall River liner COMMONWEALTH had an Italian Gothic theme to her grand salon.) Of this showpiece of CITY OF DETROIT III, the Marine Review observed, "It has been reliably stated that the MAURETANIA does not possess any feature that surpasses the design of this room."



Starboard side of the Gothic Room, looking forward. The fireplace appears at left on the stack casing, and the pipe organ is in distant center. This photo is from a 1912 volume of Marine Review given to Dossin Museum by the late William Niles Stevens.





"LaSalle Window" at aft end of the Gothic Room.  
Detroit Publishing Co. photo, collection of William A. Hoey



The LaSalle Window in the Gothic Room is the principal feature that was preserved in the Schmidt collection, and is the focal point of the reconstructed Gothic Room in the Dossin Museum.  
Photograph from Dossin Museum Collection

# THE SAM LAUD CELEBRATES 35<sup>TH</sup> ANNIVERSARY

In an ever changing economy, vessel owners must continue to modernize their fleets to carry a variety of cargoes and travel to a majority of ports. American Steamship Company is an excellent example of this philosophy as they modernized their fleet during the 1970s to allow for versatility. Modernization of their fleet was made possible when Congress passed the Merchant Marine Act of 1970, which assisted American shipping companies to build new vessels and modernize older ones. Very few new U.S. vessels were built during the 1960s and American Steamships acted quickly with the new law and by the end of the program, 10 new self-unloaders were added to their fleet.

The SAM LAUD (US 564002) was built as Hull 712 at Bay Shipbuilding at Sturgeon Bay, WI. She was launched on November 19, 1974 and christened on April 15, 1975. She measured 634' x 67' x 40'. During her first few months of operation, she ran aground near Sturgeon Bay with a cargo of coal bound for Green Bay, WI on June 28, 1975. It was necessary to offload 16,000 tons of coal into the NICOLET before both proceeded to Green Bay to unload. The LAUD arrived at Bay Shipbuilding for repairs on July 3<sup>rd</sup>. The grounding had damaged 7 double bottom tanks and the forepeak area. Repairs were completed on August 21<sup>st</sup> and she returned to service.



SAM LAUD



Photo by Greg Rudnick

SAM LAUD wending her way up the Cuyahoga River.

When the LAUD was launched, she joined new fleet mates ROGER M. KYES (1973), CHARLES E. WILSON (1973) and H. LEE WHITE (1974). The other 6 vessels built under Title XI of the Merchant Marine Act were ST. CLAIR (1976), BELLE RIVER (1977), BUFFALO (1978), INDIANA HARBOR (1979), AMERICAN MARINER (1980) and AMERICAN REPUBLIC (1981). While several vessels were built to carry western coal from Duluth-Superior to lower-lake ports, the remaining new vessels carried cargoes along the winding Cuyahoga River in Cleveland.

History has shown an economic downturn in each decade and when the SAM LAUD was launched in 1975, several fleets were forced to lay-up inefficient vessels during the slowdown.

During the 1980s, the slump in the steel industry caused vessel owners to look for new markets. In October, 1982 the LAUD carried coal down the Seaway to Sept Iles, Quebec and offloaded directly into the ocean carrier MOUNTAIN THISTLE.

The SAM LAUD continued to be a versatile carrier for American Steamship during her many decades of service. While 2009 proved to be a difficult for vessel owners, the LAUD did operate on the lakes. As the 2010 shipping season opens, everyone is hopeful that the economy will rebound from the downturn of last year.

## REPORT OF THE CHIEF SIGNAL OFFICER

Reprint from March, 1957 Telescope

Filed in June, 1881

1. Near Horse-Shoe Bay, the tug W.C. TELLISON broke her rock shaft.
2. Propeller CONEMAUGH broke down off Lexington; towed into Port Huron. Steam-barge POTOMAC aground on the rocky shore of Erie.
3. Scow D.M. NORTON had a hole stove in her bow on Lake Michigan. Scow LOUISA BRECOM water-logged about 30 miles from Cleveland.
4. Propeller ALCONA disabled in machinery. Schooner AMERICAN UNION grounded on middle ground at Point Edward. Schooner OLIVER MOWATT had her bowsprit broken at Port Colborne. Propeller ACADIA is ashore at Fighting Island. Steam-barge MARY JARECKI disabled. A sailor named Robert Morrison was killed by falling from masthead of steamship BRUNSWICK at Wyandotte.
5. Steam-barge TUTTLE ran aground to avoid a collision in the Neebish.
6. Canadian schooner NEW DOMINION collided at Buffalo with the barge OLIVER CROMWELL; had jib-boom and headgear carried away. Schooner BELL BROWN of Conneaut, collided in river at Chicago
7. Yacht EMILIE arrived at Milwaukee in leaky condition.
8. Schooner M.C. UPPER, loaded with lumber, bound from Toledo to Kingston, sprung a leak on Lake Erie; leak stopped and schooner pumped out at Amherstburg. Schooner HARRY BROWN went ashore at Chicago; afterwards released. Tug JOHN LEATHAM disabled off Kenosha.
9. Canadian schooner LADY DUFFERIN ashore at Cleveland; later, scuttled. Steam-barge S.C. BALDWIN reached Milwaukee with boiler in a leaky condition.
10. Schooner GILMORE struck Gull Island reef between Kelly Island and Middle Bass, Lake Erie; valued at \$10,000; later, total wreck.
11. Tug LIZZIE FRANK broke her wheel and shaft at Grand Haven. Anchor Line propeller CONESTOGA ran on a bank at Amherstburg, Ontario; released.
12. Schooner NORTH STAR sprung a leak at Leamington, Ontario. Steam-barges WHITING and CONSORT ran on Goose Island in the straits; jettisoned part of cargo. Schooner FELLOWCRAFT from Collingwood lost her topsail-yard in a gale. Propeller CITY OF WINNIPEG, when 125 miles from Duluth, lost the key of her wheel. Capt. Archie Ferguson of the schooner OSTRICH, was knocked overboard, just outside of Chicago harbor and drowned. Benjamin Cassiburn, fireman tug PROTECTOR, fell overboard at Buffalo by missing his footing and was drowned.
13. Schooner GOLDEN WEST sprung a leak at Escanaba. A sailor on the barge MOHAWK fell into the river at Bay City, striking on a log, he cannot live.
14. Schooner THOS. P. SHELDON collided with PENSUKEE off Kenosha; damaged \$1,000. By collision at Chicago, tug ROBERT DUNHAM had her pilothouse completely demolished. Schooner OTTAWA had an anchor-stock broken and some head-gear carried away, and the schooner WM. JONES mourns the loss of her jib-boom, bowsprit and headgear.
15. Tug MCCLELLAN with schooner JENNIE MATTHEWS in tow ran aground on Fighting Island, below the light; later, MCCLELLAN released; also the schooner, after lightering 8,000 bushels.
17. Steam-barge B.W. JENNIS, upbound, was turned around and driven ashore on Fighting Island; released.
18. Barge JOHN GASKIN ran aground at Point Free Pout; lightered and floated off.



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# GREAT LAKES & SEAWAY NEWS



*Editor:* Greg Rudnick  
mgradnick@cox.net

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JANUARY, 2010

Jan. 1 ... Montreal welcomed its first visitor for 2010 when the OOCL BELGIUM arrived at 15 minutes past midnight on New Year's Day. A gold-headed cane will be awarded to the Captain, Steven Lloyd, a tradition that dates back to 1840.

Jan. 4 ... The mailboat J. W. WESTCOTT II laid up due to thickening ice on the Detroit River. She operated later than usual to provide water taxi service to ships serving Zug Island.

... CHARLES M. BEEGHLY arrived at Severstal Steel in Detroit's Rouge River with a late cargo of taconite.

... McMullen & Pitz tug DAUNTLESS, built in 1937, sank at a marina in Egg Harbor, Wisconsin that the company was reconstructing. The cause of the sinking has not been determined. Egg Harbor is located on the Door County Peninsula north of Sturgeon Bay.

Jan. 5 ... The executive Vice President of the Illinois Chamber of Commerce said closing the lock of the Chicago Sanitary and Ship Canal would clog the area's roads. He said the closure could add \$500 million to transportation costs for corn.

Jan. 6 ... The former Huron Cement terminal in Duluth has been sold to a group that hopes to re-develop the building. The terminal has been superseded by the Superior Terminal, operated by Huron's successor, Lafarge.

... Tanker ALGOCANADA made her first visit to Cheboygan to unload at the B.P. Terminal.

Jan. 7 ... The final Arnold Line ferry of the season sailed to Mackinac Island.

Jan. 8 ... Great Lakes Towing's Lake tug, OHIO, broke ice in Sandusky Bay to clear the way for the ALGOSTEEL to load coal. Other GLT harbor tugs were busy in Toledo breaking ice for the AMERICAN MARINER, MESABI MINER, barge PATHFINDER and tug DOROTHY ANN, and others.

... Seaway Marine Transport stated that the ALGOMA SPIRIT, ALGOMA DISCOVERY and ALGOMA GUARDIAN will be flagged Canadian, and operated in Lakes service during the 2010 navigation season. The ships are now time-chartered to Fednav by Algoma's foreign subsidiary. The vessels' operation will be transferred to Algoma Central Corporation, and time-chartered to Seaway Marine Transport through 2014. ALGOMA SPIRIT was built in 1986 as the PETKA, later known as SANDVIKEN. ALGOMA DISCOVERY was built in 1987 as the OMISALJ, and re-named DAVIKEN. ALGOMA GUARDIAN was built in 1987 as the MALINSKA, later GOVIKEN.

**GREAT LAKES & SEAWAY NEWS •**



Photo by Greg Rudnick

Tug DAUNTLESS sinks in Egg Harbor, WI



Photo by Jeff Cameron

ALGOMA SPIRIT, one of the trio of ships to be brought under the Canadian Flag, 2010

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• GREAT LAKES & SEAWAY NEWS

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... MESABI MINER loaded taconite January 8 and 9 at the Marquette Upper Harbor ore dock. She became the second 1,000-footer during the 2009-2010 season to load ore. In early May, fleetmate JAMES R. BARKER took on ore. The 30-hour load started on the south side of the ore dock and finished on the north side.

Jan. 9 ... M/V ROGER BLOUGH arrived in Duluth to load ore at the CN (former Missabe) Dock.

... Coal cargoes totaled only 2.3 million tons in December of 2009, a 37% drop compared to 2008. Toledo is the only coal-loading port which had an increase in tonnage for December. The largest decrease came at Superior, Wisconsin, where loadings fell by 800,000 tons. For 2009, coal tonnage finished at 29,924,432 tons, a 25% plunge from 2008, and a 27% drop compared to the five-year average. The last time that coal shipments went below 30,000,000 tons was in the year 1932, with cargoes totaling 24,857,369 tons. The highest coal tonnage year was 1948, with 60,563,530 tons shipped.

... The St. Clair River near Algonac has been experiencing an ice jam. The ALGOSTEEL experienced difficulty and was assisted by the 140-ft. USCG tug PENOBSHOT BAY. ALGOSAR, CSL LAURENTIAN, and barge PATHFINDER with tug DOROTHY ANN stopped and waited for the ALGOSTEEL to get moving. The ice jam is causing continuing problems with all St. Clair River traffic, including the Harsen's Island ferry.

... William Mabee Parker Evans passed away at age 95. He was involved with Hindman Transportation and Hindman Evans Timber Co. The steamer PARKER EVANS was named after him.

... STEPHEN B. ROMAN arrived in Toronto for lay up.

Jan. 10 ... Ice was getting heavy on the St. Marys River. MOBILE BAY assisted the BURNS HARBOR upbound east of Neebish Island. ALGOCANADA was assisted by BISCAYNE BAY later in the day.

Jan. 11 ... Brash ice was plugging the lower St. Clair River. Sarnia Traffic told anchored ships above Port Huron that there would be no downbound traffic until the next day. CCG SAMUEL RISLEY was out of service for repairs. The USCG MACKINAW was headed for the area. The NEAH BAY, PENOBSHOT BAY, and BRISTOL BAY were working the lower river with the HOLLYHOCK off Algonac State Park.

Jan. 13 ... In Marquette, DOROTHY ANN and PATHFINDER loaded the last cargo of the season for the Torco Dock in Toledo.

... MACKINAW, PENOBSHOT BAY and BRISTOL BAY were struggling in the St. Clair River to assist the MICHIPICOTEN and CUYAHOGA up through the Harsen's Island area. The upbound MESABI MINER and EDWIN H. GOTT were stuck at Southeast Bend near Harsen's Island. They were heading for Surgeon Bay for lay up.

Jan. 14 ... U.S. flag lakers hauled 66.5 million tons of dry bulk cargo in 2009, a decrease of 34.2% compared to 2008. The decline from the five-year average is 37.8%. Iron ore cargoes totaled 24 million tons for 2009, a 50% decrease from 2008. In better times, the U.S. fleet can haul 63.5 million tons of iron ore.

... Coal cargoes were down 17% compared to 2008. During 2009, 1.2 million tons of coal were delivered to Canada by U.S. ships. In 2005, coal exports to Canada in American ships came close to 5 million tons.

... The 28% decrease in limestone tonnage reflected declines in construction and steel.

... Grain cargoes increased by 57,000 tons.

... The salt trade increased by 36,000 tons. Seven U.S. flag lakers did not operate in 2009. They are ST. CLAIR, STEWART J. CORT, KAYE A. BARKER, AMERICAN VICTORY, AMERICAN FORTITUDE, AMERICAN VALOR, and BUFFALO.



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GREAT LAKES & SEAWAY NEWS •

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... ROGER BLOUGH left Duluth, assisted by tug EDWARD H. Her long stay in port occurred because a gate had been left open in her cargo hold, allowing several hundred tons of taconite pellets to flow into the hold and engine room, which had to be shoveled out before her departure.

Jan. 15 ... ROGER BLOUGH was the last ship through the Soo Locks.

... INDIANA HARBOR, the last arrival in the Twin Ports, went through Superior Entry stern-first on her way to the Enbridge Dock to lay up for the season.

... The U.S. Supreme Court took no action on the State of Michigan lawsuit for an injunction to shut down Chicago-area locks to keep out Asian carp. No dates are set for the court to decide on the injunction or even accept the case. Illinois and the U.S. Government oppose Michigan's request and say the case should not be heard by the Supreme Court, but by a lower court. On the 16<sup>th</sup>, the high court declined the request to close the locks near Chicago to prevent the invasion.

... MICHIPICOTEN arrived at the LS&I Dock in Marquette to load for Essar Algoma at the Soo.

Jan. 20 ... CANADIAN PROGRESS arrived in Milwaukee to unload salt.

Jan. 22 ... BURNS HARBOR and ROGER BLOUGH arrived in Milwaukee for lay-up. The BLOUGH had been out in the lake waiting for the arrival of the BURNS HARBOR because she was to tie up outside of the BURNS HARBOR. The BLOUGH had been scheduled to lay up in the Twin Ports, but her lengthy stay in Duluth kept her from returning through the locks before they closed.

Jan. 26 ... A USCG helicopter picked up three ice fishermen in Saginaw Bay after they were trapped by a widening crack in the ice. The helicopter then had to pick up five additional people on another ice flow.

... A section of the bank below Lock 2 on the Welland Canal collapsed because of high rainfall.



SPRUCEGLEN after her interim colors were painted in correct CSL livery.

• **GREAT LAKES & SEAWAY NEWS**

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Jan. 27 ... The Champion auto ferry re-opened operations to Harsens Island from Algonac. It had been closed since the 25<sup>th</sup> because of ice.

Jan. 28 ... SPRUCEGLEN arrived in Halifax to take on fuel while on a voyage from Port Cartier to New Orleans.

Jan. 30 ... JOSEPH L. BLOCK arrived in Sturgeon Bay for lay-up.

... Arcelor Mittal is planning to re-start Blast Furnace No. 4 and the No. 3 Steel-Producing Shop in Indiana Harbor. U. S. Steel and OAO Severstal are planning to increase production for 2010.

... In January, the Duluth Seaway Port Authority approved a purchase agreement with U.S. Steel to acquire the first 123 acres of USS's former Duluth Works site, located in the Morgan Park neighborhood on the city's far west side. The site is to be re-developed after decontamination. They hope to have buildable sites available by 2012.

**FEBRUARY, 2010**

Feb. 3 ... The Mackinac Bridge Authority and MDOT unveiled a priority mail stamp featuring the Mackinac Bridge at Bridgeview Park in St. Ignace.

... CANADIAN PROGRESS was headed for lay-up in Port Colborne, after unloading the last salt cargo in South Chicago.

Feb. 4 ... Steelworkers are returning to work at Hibbing Taconite. Managing owner, Cliffs Natural Resources is slowly increasing employment at the mine and plant. They hope to have both in operation by April. Hibtac has been idle since May of 2009.

Feb. 5 ... Bay Shipbuilding will be laying off 116 workers by April 3. The shipyard has already laid off 400. The company is seeking new projects to mitigate the need for lay-offs.

Feb. 6 ... Upper Lakes announced that they have entered into a contract with Chenxi Shipyard in China to construct an after-end to go on the completed forebody that had been slated to be fitted to the now-sunken ALGOBAY. The vessel will be crewed by Upper Lakes and named the CANADIAN MARINER (ii), built to full seaway length and fitted with a new M.A.N. B & W, 9655 bhp diesel.

Feb. 7 ... SAMUEL RISLEY assisted BRISTOL BAY in escorting the CANADIAN TRANSPORT through heavy ice in the St. Clair River on her way to lay up in Port Colborne.

Feb. 8 ... The USCG has permanently shut down the Loran C system, now replaced by GPS.

Feb. 9 ... U.S. EPA announced a \$78.5 million plan to prevent the dreaded Asian carp from entering the Lakes. The locks will be opened less frequently, and the officials will aggressively search for and kill the fish when they are found. "We are going to hit the fish with all of the tools in our toolbox," said Cameron Davis, EPA Advisor and Lake Czar. Michigan Governor, Jennifer Granholm, said these measures wouldn't be enough to thwart the carp invasion of the Lakes. "You have to permanently shut the locks down," she said. The State of Illinois has pointed out that the fish can swim through the closed locks, and also are entering the Lakes from other nearby small rivers, thereby making the proposed shutdown irrelevant, expensive, and damaging to the economy.

... ALGOMA DISCOVERY lost power and ran aground on Ile de Orleans. She was down-bound from Quebec to Norway with a cargo of nickel. She was released by Groupe Ocean tugs OCEAN KEITH RUSBY and OCEAN RAYMOND LEMAY. There was no damage found.

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GREAT LAKES & SEAWAY NEWS •

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Photo by Ken Borg

SAGINAW passing USCG BRISTOL BAY as it is clearing ice.

Feb. 10 ... The St. Clair River ice jam decreased coal tonnage in January, delayed ships, and cancelled trips, resulting in a 21% decrease.

Feb. 11 ... With more steel mills operating, iron ore shipments increased 168% to 1.9 million tons in January. Steel mills are running at 67.3% of capacity. In 2009, mills were operating at 45%.

... SAMUEL RISLEY and BRISTOL BAY worked in the St. Clair River to flush ice down into Lake St. Clair to prevent flooding in the Algonac/Harsen's Island area. The Blue Water ferry and the Champion auto ferry stopped operations.

Feb. 13 ... For the first time in 14 years, Lake Erie was reported to be completely frozen over.

... In Montreal, THALASSA DESGAGNES had a small fire caused by a welder's torch when sparks went into a hydraulic oil reservoir. The fire was under control in 30 minutes.

Feb. 16 ... CSL LAURENTIEN came out of the Bayship drydock in Sturgeon Bay. She is one of an increasing number of Canadian vessels that have been using American drydocks in recent years.

... Parks Canada announced that a British gunboat hull found on the bottom of the St. Lawrence River will be moved to Prescott, Ontario, and will be part of a new exhibit on the War of 1812.

Feb. 18 ... The Obama administration attempted to steer a middle path in the Asian carp controversy by offering a 25-pronged \$78.5 million plan which proposed to add more electric barriers, close navigation a few days a week, and test water more frequently for carp. This offer made no one happy.

Feb. 19 ... The Purvis tug, ADENAC, sank at the Essar Algoma dock at the Canadian Soo. She was refloated the next day.

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• GREAT LAKES & SEAWAY NEWS

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Photo by Dave Michelson

Sailing Vessel CONCORDIA, Lakes visitor, sinks off of Brazil.

Feb. 21 ... Canadian sailing vessel, CONCORDIA, which visited the Lakes in 2001, sank off the coast of Brazil, and all 64 people were rescued.

Feb. 22 ... The Obama administration announced a five-year plan to spend \$2.2 billion to control invasive species, restore wildlife habitat, and control pollution.

Feb. 23 ... The newly rebuilt ALGOBAY left her Portland, ME layup dock for her first revenue trip from Port Cartier, Quebec to New Orleans, LA.

MARCH, 2010

Mar. 1 ... DOROTHY ANN, with PATHFINDER, started the Cleveland ore shuttle between the up-river mills and the CBI Dock (former Lakefront Ore Dock) in Cleveland. She was scheduled to be on the ore shuttle for about three weeks.

... The CANADIAN PROVIDER's storage sugar cargo was being unloaded at Toronto's Redpath Sugar.

... Researchers have developed a "love potion," which, when pumped into streams, lures lampreys into traps.

Mar. 2 ... The USCG has terminated the permit issued to the Detroit International Bridge Company, citing the company's failure to obtain property rights for the proposed new bridge, to be constructed just west of the Ambassador Bridge.

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## GREAT LAKES & SEAWAY NEWS •

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Mar. 3 ... The Canadian Soo lock will be closed during 2010 for a C\$2.6 million upgrade. The lock will be drained for the first time since 1988. The lock is operated jointly by the City of Sault Ste. Marie, Ontario and Parks Canada.

Mar. 5 ... The Port of Escanaba opened for 2010 with the arrival of the barge GREAT LAKES TRADER and its tug, JOYCE VAN ENKEVORT.

... The Corps of Engineers tug OWEN M. FREDERICK was breaking ice immediately below the Soo Locks in preparation for their opening .

Mar. 6 ... Essar Corp., based in Bombay, has purchased the Trinity coal mines in Kentucky and West Virginia. The mines will supply coal to the firm's Algoma Steel Mill at the Canadian Soo.

Mar. 8 ... A disgruntled, former N.Y. State employee attempted to scuttle the historic former cement boat, DAY PECKINPAUGH. The vessel was pumped out before it sank. Built in 1921 by the McDougall-Duluth Shipyard in Duluth, she was rescued from scrapping in 2005 by the New York State Museum.

Mar. 9 ... USCG tug PENOBSCOT BAY broke ice off Vermilion, OH as it was feared a quick thaw would cause flooding. The plan was to enable the ice in the river an unobstructed flow into Lake Erie.

Mar. 10 ... The JOSEPH L. BLOCK ends her short layup at Sturgeon Bay. She is headed for Escanaba to load taconite.

Mar. 11 ... Barge INNOVATION and tug SAMUEL DE CHAMPLAIN departed their Cleveland lay-up dock, and headed for Alpena.

Mar. 12 ... Steamer ALPENA departed the Mart Dock in Muskegon, and headed for Milwaukee.



GREAT LAKES TRADER and tug JOYCE VAN ENKEVORT open Escanaba for 2010.

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• GREAT LAKES & SEAWAY NEWS

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Photo by Greg Rudnick

Former employee attempts to scuttle DAY PECKIN PAUCH.

... USCG tug **PENOBSCOT BAY** was breaking ice outside of Fairport Harbor, Ohio in an attempt to keep the ice in the Grand River from backing up and causing flooding.

... **CSL BIRCHGLEN** was in drydock in Halifax for repairs and painting into full CSL livery.

... Marinette Marine broke ground for an expansion of its ship erection building. This is part of a \$100 million investment in the yard by new owners, Fincantieri Cantieri Navali Italiani S.p.A. The building should make it possible to build larger modules of ships being constructed.

Mar. 14 ... Str. **ARTHUR M. ANDERSON** arrived in Lorain. She was to load pellets for Zug Island from Republic Engineered Products, which recently closed its blast furnaces in its portion of the former U.S. Steel facility and laid off 500 employees. U.S. Steel still owns and operates some pipe mills on the property.

Mar. 15 ... The Arnold Transit ferry, **HURON**, started service to Mackinac Island.

... Tug **GENERAL** and barge locked up in the Sabin lock to work on the cofferdam for the new lock.

Mar. 16 ... A month-long netting operation hasn't caught a single Asian carp in the Chicago Sanitary & Ship Canal. The fishing is one part of the plan to stop the invading fish from attacking the Great Lakes. The result was hailed by business interests who are concerned about what the effect of closure will do to tens of thousands of jobs dependent on water-borne commerce on the waterway.

Mar. 17 ... The USCG has declared that the danger of an ice dam flooding the St. Clair River is over for the year because of recent warm and sunny days.

Mar. 18 ... The USCG **MACKINAW** and CCG **SAMUEL RISLEY**, and 140-ft. tugs **PENOBSCOT BAY** and **MOBILE BAY** locked through the Poe Lock to break ice in Whitefish Bay. The **RISLEY** was headed for Thunder Bay. The Soo Locks were not yet officially open.

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**GREAT LAKES & SEAWAY NEWS •**


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Photo by Mark Shumaker

**HURON starts the Mackinac Island route.**

Mar. 19 ... The Pelee Island Ferry service was being delayed until April 1<sup>st</sup>, even though there was no ice on the ferry route. If the ferry would sail even one time before the official April 1 end of ice season, the Canadian government would charge the operators, the Ontario Ministry of Transportation, C\$10,000 a month in ice-breaking fees, even if there was not an icebreaker to be seen. "Why is the Federal Government holding up our economic activity for a service that they'll never provide?" asked Island Mayor Rick Masse.

... CANADIAN PROGRESS opened the Port of Goderich when she arrived to load salt. The Captain was presented with the traditional top hat by the Mayor and City Council.

Mar. 20 ... The St. Lawrence Seaway Development Corp. tug, ROBINSON BAY, was breaking ice on the St. Lawrence River in preparation for the opening of the 2010 navigation season. Fishermen, snowmobilers, and others have been warned to leave the ice because of the tug's activities.

... ROGER BLOUGH and BURNS HARBOR departed their Milwaukee lay-up docks. EDWIN H. GOTT departed Sturgeon Bay, headed for the Soo Locks and Two Harbors, MN.

Mar. 21 ... The former cruise ship CAPE MAY LIGHT, which made one trip into the Great Lakes, and has been laid up since 2002, is being chartered to provide living quarters for relief workers in Haiti under her new name, SEA VOYAGER. The ship was repossessed from failed American Classic Cruise Lines with her sister, CAPE COD LIGHT by MARAD, the government agency which financed the \$76.5 million deal. The two ships were sold for \$9 million each in 2008

... LEE A. TREGURTHA opened the Soo Locks for the 2010 season. She was followed by the downbound JAMES R. BARKER and upbound ROGER BLOUGH and BURNS HARBOR.

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• **GREAT LAKES & SEAWAY NEWS**

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... CHARLES M. BEEGHLY was upbound in the Huron Cut in Lake Huron near buoys 1 and 2 when she was stopped in heavy ice when her engine's water intakes became ice-clogged. Tugs SALVOR and MANITOU assisted her and kept her in the channel until she could clear the ice out of her intakes and resume her trip.

Mar. 22 ... Ice returned to the St. Clair River, slowing the downbound JAMES R. BARKER, which was heading to Recor's Point with a load of western coal. After partially unloading, she was to head for Monroe with the rest of her cargo. The river near Algonac was once again jammed with ice, and vessels were awaiting icebreakers to clear an extensive ice jam above Port Huron. The loaded SAGINAW went as far as the Imperial Oil Fuel Dock to wait for the situation to improve. Ships required the escort of one of the icebreakers before being allowed to proceed. Harsen's Island Ferry operations were again closed because of ice.

... The Supreme Court refused to order the emergency closure of the Chicago area locks to prevent invasion by Asian carp.

... The Royal Canadian Yacht Club's workboat, ESPERANZA IV, sank at its dock on Toronto Island. Toronto Drydocks tug, M. R. KANE, was sent with barge, ROCK PRINCE, to salvage her.

Mar. 23 ... JOHN D. LEITCH arrived in Duluth to open the Twin Ports. She had spent the winter in Thunder Bay. She will load ore for Hamilton, Ontario.

Mar. 25 ... The downbound barge MARINELINK EXPLORER, loaded with wheat for Trois Rivieres, pushed by the tug COMMODORE STRAITS, won the award for opening the Welland. ROBERT S. PIERSON was the first upbound vessel.

... ATLANTIC HURON arrived at the St. Lambert Lock, and was scheduled to open the Seaway.



MARINELINK EXPLORER and COMMODORE STRAITS  
head for official opening of Welland Canal.



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GREAT LAKES & SEAWAY NEWS •

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Photo by Greg Rudnick

CARIBBEAN TRAILER, which once sailed the Lakes, heads to scrap.

Mar. 27 ... SAGINAW opened the port of Thunder Bay this date.

**Sales and Re-namings:**

... CARIBBEAN TRAILER, built in 1972, sailed to Aliaga, Turkey for scrapping. She traded on the Lakes during 1983, when the Panamanian-flagged vessel received a waiver to operate in Canadian coastwise trade. This caused the Canadian SIU to protest, thereby limiting this operation to one year.

... The tug MICHIGAN and barge GREAT LAKES are up for sale as their charter was not renewed. They were built in 1982 as the AMOCO MICHIGAN and AMOCO GREAT LAKES.

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**BACK COVER PHOTO:** The Gothic Room is from sidewheel steamer CITY OF DETROIT III. This fine example of "Steamboat Gothic" is on permanent display at the Dossin Great Lakes Museum, Belle Isle, Detroit. Photo postcard from the Dossin Museum Collection.

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