



# Telescope

FALL, 2010  
Volume LVIII; Number 3



MISS PEPSI UNLIMITED MULTIPLE STEP HYDROPLANE  
1949 - 1956

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



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



**DOSSIN**  
**GREAT LAKES**  
**MUSEUM**  
CELEBRATING  
50 YEARS

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# DETROIT HISTORICAL SOCIETY / DOSSIN MARITIME GROUP

## Upcoming 50<sup>th</sup> Anniversary Events at the Dossin

**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.

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

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 business, their success racing hydroplanes in the 1940s and 1950s and how they came to make the Dossin Museum a reality in 1960. The event starts at 2 p.m. with a reception and silent auction, followed by lunch catered by Sindbads and our speaker.

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

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**OUR COVER PICTURE . . .** MISS PEPSI was designed by John L. Hacker and built by Les Staudacher in Kawkawlin, MI. MISS PEPSI was the first hydroplane to qualify for a race at more than 100 mph. In 1963, following a complete restoration, she was placed on permanent display at the Dossin Museum. Photo by John Higgins.

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## DETROIT HISTORICAL SOCIETY NEWS

### **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 the sidewheel steamer LADY ELGIN, which sunk 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 maritime tragedy on the open waters of the Great Lakes. Speakers will include maritime historian Pat Labadie; Brendon Baillod, 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. Also participating will be Valerie van Heest introducing her recently published book on this tragedy, Robert McGreevy introducing his new paintings of the LADY ELGIN, and Lee Murdock with his recordings.

Admission is \$5 per person and is payable at the door on a first-come, first-served basis.

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. Free admission.

### **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 sunk after being rammed by a schooner on Lake Michigan in the early morning hours of September 8, 1860. It was the worst maritime tragedy 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 for receipt by a flotilla of Great Lakes vessels, and a special program with award-winning author Valerie van Heest, who recently completed her book on the LADY ELGIN and this disaster.

\$5 for Society/Dossin Maritime Group members and Marine Professionals in uniform, \$10 for guests and \$25 for a family of up to six people

### **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!

Early birds looking for that special gift can gain admission at 9:30 a.m. for \$10. Regular admission for \$7 begins at 10 a.m. The event runs until 3 p.m. All tickets will be sold at the door.

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....SOCIETY NEWS continued from page 63

Space is available to rent at \$40 per table, with a maximum of two tables per vendor. 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.

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# MASCO

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

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## THE MAN IN THE MAHOGANY CIGAR

by  
STEVE GAREY

(Reprinted from July-August 1990 *Telescope*)

Russell, Walter and Roy Dossin had dominated the Gold Cup Class in 1947. The brothers, who owned and operated a large PepsiCola distributorship in Detroit, were in love with boat racing and became the first owners to utilize the sport as an advertising vehicle for their business. Their entry that year was MISS PEPS V, driven by Danny Foster and powered by an Allison war-surplus aircraft engine. They won six out of eight races entered - including the APBA Gold Cup - and were the season champions.

The PEPS V had been one of Lou Fageol's SO-LONG race boats that had been reworked to house the big V-12 Allison. The motor took up so much space that the cockpit had to be relocated hanging off the transom, giving the driver an extremely rough ride. The Dossins ordered a new, larger boat for 1948.

The new MISS PEPSI - G-99, designed by Clell Perry, proved to be a sluggish craft compared to other new Gold Cuppers like MY SWEETIE, SUCH CRUST, and SKIP-A-LONG. In 1949 Chuck Thompson, a champion outboard racer from Detroit, took over the G-99, but fared only slightly better than Perry had the year before. The Dossins made plans for a newer, more powerful boat and hired respected marine architect John Hacker to design it.

The 1950 version of the MISS PEPSI was a long - 34 feet - low slung, giant, multi-step hydroplane powered by two Allisons set in tandem and linked at the center by a gear box. Her beautiful wood finish quickly earned her the nickname 'The Mahogany Cigar.'



Chuck Thompson in MISS PEPSI - one of the toughest competitors in the 1950s.

Thompson and the Dossin crew were still working out the bugs of newness from the hull at mid-summer, and failed to qualify for the 1950 Gold Cup race at Detroit. By late August, though, the craft began showing her potential. The *U-99* qualified for the defending Harmsworth team, but was passed over by the selection committee, who chose the more established SLO-MO-SHUN IV, MY SWEETIE and SUCH CRUST II to meet the Canadian challenge. Undaunted, the MISS PEPSI team was not to be shut out of the Silver Cup race, held two days after the Harmsworth.

SLO-MO-SHUN won the first heat of the Silver Cup, which was a five-heat event. Then, the "Mahogany Cigar" came to the forefront and won all four remaining heats easily over Danny Foster in SUCH CRUST and eight other Unlimited contenders. Following the race, in a gesture of true sportsmanship, Chuck Thompson admitted cutting inside two buoys during the second heat. Although no race official or course judge had witnessed the infraction, the PEPSI was disqualified from the second heat. The Silver Cup was awarded to Danny Foster, whose SUCH CRUST entry had garnered 1525 points to Thompson's downgraded total of 1500.

Still, no one could deny that the MISS PEPSI was ready to roll. Her twin Allison's wound up and took the next event - the President's Cup at Washington, D.C. in dramatic fashion over Bill Cantrell in MY SWEETIE and Danny Foster in SUCH CRUST. The following weekend, at New Martinsville, West Virginia, the PEPSI barrelrolled while leading the first heat of the Imperial Gold Cup race. Thompson and riding mechanic Harold Beardsley were injured, but both men recovered. The PEPSI incurred minor damage and was ready for the 1951 season.

Race victories and speed records were the order of the day for Chuck Thompson and MISS PEPSI the next two years. They opened 1951 with three wins in the east before heading west to Seattle for the Gold Cup race and a showdown with the record-



Chuck Thompson (left) accepts the Gold Cup in disputed 1956 race. The cup was later awarded to Bill Muncey in MISS THRIFTWAY.

setting SLO-MO-SHUN team. It was shaping up to be a classic old style "step-hull" vs. the new "three-point hydroplane" matchup, and it was going to happen at the biggest race of all - the Gold Cup.

Unfortunately, it was no contest after the first heat as the PEPSI dropped out on the fifth lap with engine trouble and withdrew from the rest of the contest. SLO-MO-SHUN V went on to win and keep the Cup in Seattle.

After their Gold Cup setback, the Dossin team returned to Detroit and continued their winning pace, taking the Detroit Memorial, Silver Cup and the President's Cup in rapid succession to become the National Champions.

1952 saw no let up of the PEPSI domination as Thompson, the little electrical contractor, heavy-footed the giant hull to first places in the Maple Leaf and Detroit Memorial regattas prior to heading back to Seattle for one more shot at wresting the Gold Cup away from Stan Sayres' SLO-MO-SHUN.

The motor city duo topped all qualifiers at Seattle with a record breaking nine mile average of 103.746 miles per hour. SLO-MO-SHUN V and Lou Fageol did 102.564 as their nearest challenger. Then came race day.

The two antagonists roared around the three-mile course together for five record smashing laps,

each travelling over 100 miles an hour and leaving the other contenders far behind. On the sixth lap Fageol's engine quit and Thompson went on to win averaging 101.024, the first heat ever run over 100 miles an hour.

During the second heat, MISS PEPSI lost her gear box while duelling with SLO-MO-SHUN IV and conceded the Gold Cup to Seattle for another year.

Thompson concluded the '52 campaign with a third straight win in the President's Cup before the Dossin brothers decided to retire their now-legendary hydroplane. Thompson spent the next three years driving his own boat the SHORT CIRCUIT in races in the east, but his name was always linked with the mighty MISS PEPSI whenever the "greats" in boat racing were discussed.

In 1955, Lee Schoenith was finally successful in returning the Gold Cup to Detroit. Walter and Roy Dossin were contemplating placing MISS PEPSI in a local Detroit museum when they heard the news of Schoenith's victory in the GALE V out in Seattle. Here was a chance for one more crack at the big mug that had eluded them and driver Chuck Thompson for so long. And the '56 race would be held on the Detroit River before hometown fans who still held their boat in awe.

Chuck Thompson agreed to drive and the "log" was back in business. But a two-and-a-half year layoff would ultimately prove too costly. Hull design and the number of first-class race teams from the west were pushing the once proud step hydros into oblivion. One last try for the Gold Cup, nonetheless, appeared to be MISS PEPSI's destiny.

As a warm-up, the PEPSI ran in the '55 Silver Cup and President's Cup events, scoring high but failing to find the winner's circle.

The 1956 Gold Cup on the Detroit River was a wild affair, with 19 entries, 13 qualifiers and a hornet's nest of haggling over the race rules. Bill Muncey appeared to have the race in the bag as he flashed

across the finish line ahead of Chuck Thompson and the seemingly defeated U-99. As Muncey was about to be presented with the Gold Cup, the announcement was made that his boat, MISS THRIFTWAY from Seattle, had hit a marker buoy and was disqualified. MISS PEPSI was the winner! Muncey, who had lost the '55 race to Lee Schoenith in a similar "judgemental" fashion, couldn't believe his ears, and protested to the American Power Boat Association. Meanwhile, Thompson and the Dossins were accepting the Gold Cup as the winners of the race. The decision was ultimately reversed some three months later at hearings in Washington, D.C. Muncey was cleared of any infraction and the Gold Cup returned to Seattle for 1957.

MISS PEPSI was retired again and now rests in her own glass building at the Dossin Great Lakes Museum on Belle Isle in Detroit. Chuck Thompson continued to race and win in the limiteds, but could never capture that elusive Gold Cup. It was in the pursuit of that trophy in 1966 that Chuck ultimately lost his life at the age of 54.

For the Dossin brothers and Chuck Thompson, the quest for the Gold Cup dominated their racing lives. Together, they won every other major trophy at least once. Russell, Walter and Roy got one Gold Cup, but the great Chuck Thompson will always be remembered as a superlative, winning driver who just couldn't seem to catch the gold ring.



MISS PEPSI, restored and on display at Dossin Museum.

## Str. WILLIAM G. MATHER

The mid-1920s were an expansive time for Great Lakes fleets. The shipyards were kept busy with new construction.

The Cleveland-Cliffs Iron Company was no exception. In 1925 they were operating about 25 ships having just taken delivery of their second FRONTENAC in 1923. An order was sent to the Great Lakes Engineering Works in downriver Ecorse, Michigan for a new vessel which was to be more than just tonnage. The new vessel, Hull No. 250, was to be the flagship and accordingly was to be named WILLIAM G. MATHER after the company's president. The Cliffs' existing WILLIAM G. MATHER, built in 1905, was re-named J. H. SHEADLE to honor the secretary of Cleveland-Cliffs, and to make the name available for the new leviathan. The MATHER's dimensions are 618 x 62 x 32, and she was powered by a quadruple expansion engine of 2600 ihp. Steam was supplied by three coal-fired boilers. Her gross tonnage is 8,662 tons. The MATHER could load 13,950 tons of iron ore, 14,000 tons of coal, and 460,000 bushels of grain.

She was christened by Claire Schneider, daughter of the marine manager, and launched on May 23, 1925. On July 24, 1925, she departed the shipyard for Ashtabula, OH to load her first cargo, coal for the Canadian Lakehead ports of Port Arthur/Fort William.

Due to her status as flagship, her plans included stylish and comfortable passenger accommodations. Staterooms for ten passengers were located in the large forward house, on both the observation and spar decks, with entry from both decks. The staterooms all had access to the graciously appointed observation lounge, which included a butler's pantry for the convenience of the steward's department.

Stateroom B, occupied by Mr. William G. Mather and his bride, Elizabeth Ring (Ireland) Mather, on their honeymoon in 1929, was reserved for Mr. Mather's use. It is said Mr. Mather always kept a change of clothes in the closet so he could board and ride on a moment's notice.



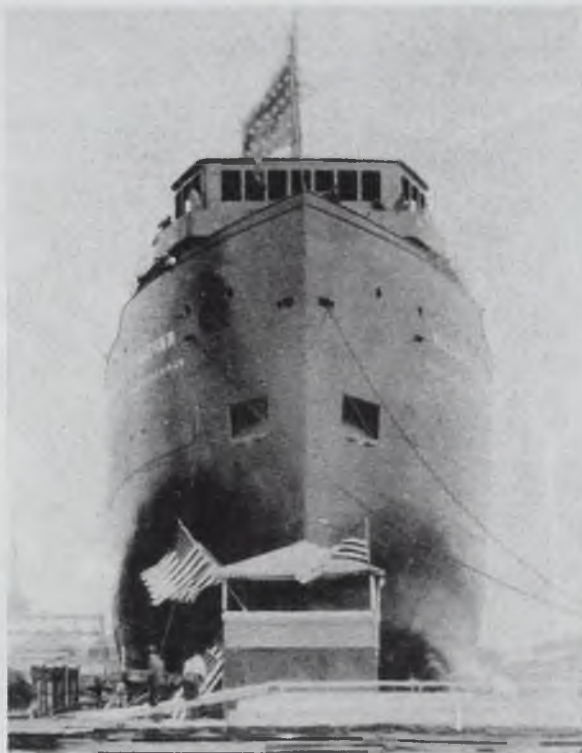
WILLIAM G. MATHER downbound at Belle Isle



Her guest dining room at the after end, starboard, was paneled in oak, and featured leaded glass cabinet doors. The Steward's Department took pride in providing gourmet cuisine and top-notch service to guests. The MATHER's passengers were served on special china, emblazoned with the CCI diamond. The CCI diamond was also used on the ship's silver service, and appeared on other pieces of the ship's equipment.

Crew accommodations were good for the times, with running water in each cabin. Arrangements were traditional, with forward-end crew housed forward, and after-end crew housed aft. The Dunnage Room, forward and one deck below the spar deck, was available to the crew as a recreation area. A large round oak table was provided for card games.

The MATHER has had many captains. One of them, "Heavy Weather Harry" Anderson, is still going strong at 100 years of age and occasionally can be seen on board, wearing his uniform. Another beloved former captain was



WILLIAM G. MATHER  
christening May 23, 1925



Claire Schneider christening STR. MATHER

Gerard Bebeau, who was known for his quirky humor. During one spring fit-out, he met Coast Guard inspectors by coming down the deck in sunglasses and tapping a white-tipped cane. Captain Bebeau once built an airplane aboard, but there were no reported take-offs.

In 1946, the MATHER was the first Great Lakes commercial vessel equipped with radar. When the EDWARD B. GREENE was launched in 1952, the MATHER lost her title of flagship to the new vessel. After 28 years of operation, and because of advances in technology, the MATHER was re-powered during the winter of 1953-54 at Manitowoc Shipbuilding in Manitowoc, WI. During the \$2-million conversion, the original funnel was removed and replaced with a new, streamlined stack. The original engine was removed via a hole cut in the starboard side of her hull, and replaced with a 5500 SHP steam turbine. The new turbine increased MATHER's speed to 15 mph.



.. MENU ..

FOR THANKSGIVING 1962  
ABOARD  
STEAMER WM. G. MATHER

YOUR HOST  
The Cleveland-Cliffs Iron Company

THANKSGIVING DAY  
November 22, 1962

Master .....	S. C. Koontz
First Mate .....	Carl A. Gustafson
Second Mate .....	John Johnson
Third Mate .....	Edward M. Peichel
Wheelsman .....	Allen E. Glantz
Wheelsman .....	William E. Edwards
Wheelsman .....	Norman M. Proctor
Watchman .....	Arvo A. Kovi
Watchman .....	Joseph Sabor
Watchman .....	Burleigh R. Hartman
Deckwatch .....	William Wittenmyer
Deckwatch .....	Waino H. Impola
Deckwatch .....	Robert G. Carey
Deckhand .....	Alfred E. Lande
Deckhand .....	Charles L. Kelley
Deckhand .....	John Mihalek
Chief Engineer .....	Donald Currie
First Assistant Engineer .....	Martin M. Leppala
Second Assistant Engineer .....	George Moran
Third Assistant Engineer .....	Virgil Matheson
Fourth Assistant Engineer .....	Frederick E. Ash
Oiler .....	Ward Greenes
Oiler .....	Leslie Hejduk
Oiler .....	William U. Wilson
Fireman .....	Ward Greenes
Fireman .....	James A. Granahan
Fireman .....	Karl Hedlund
Wiper .....	Kenneth Lane
Wiper .....	Daniel Talam
Wiper .....	Donald Metcalf
Steward .....	Jesse Geitna
Second Cook .....	Donald Beauchamp
Night Cook .....	Gilbert Arko
Porter .....	William Wilkerson
Porter .....	Robert Hazel

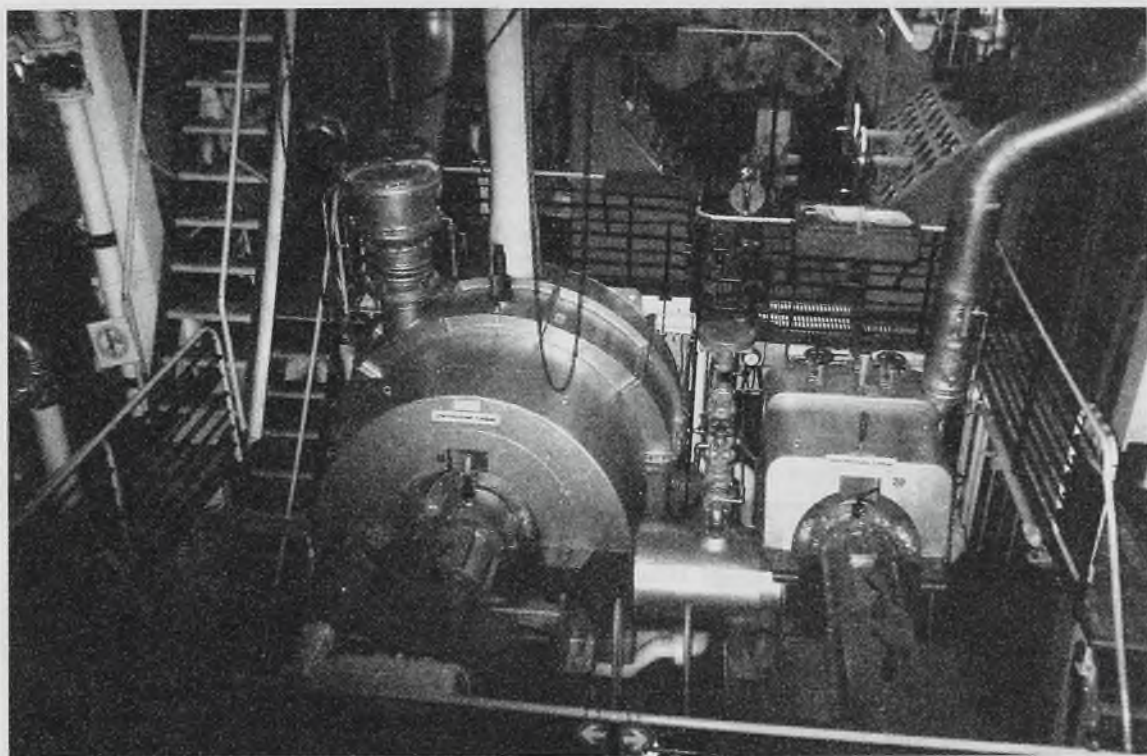
Thanksgiving Day 22, November, 1962

MENU

APPETIZERS	
LOUISIANA SHRIMP COCKTAIL	PICKLED WATERMELON RHINE
SOUPS	
CHICKEN NOODLE	
RELISH TRAY	
SWEET GERKINS	PIMENTO STUFFED SPANISH OLIVES
TOMATO WEDGES	
STUFFED PASCAL CELERY	DEVILED EGGS
ENTREES	
ROAST YOUNG MINNESOTA TOM TURKEY WITH SAVOY DRESSING	
with GIBLET GRAVY and NEW ENGLAND CRANBERRY SAUCE	
ROAST LONG ISLAND DUCKLING WITH APPLE DRESSING	
BAKED PINEAPPLE GLAZED VIRGINIA HAM	
VEGETABLES	
WHIPPED IRISH POTATOES	
ORANGE GLAZED SOUTH CAROLINA YAMS	
BUTTERED FRESH ASPARAGUS	BRUSSEL SPROUTS IN LIME BUTTER
SALADS	
NEW YORK STYLED WALDORF SALAD	

MENU

CRISP PARADISE VALLEY ICEBERG LETTUCE WITH		
THOUSAND ISLAND DRESSING		
HOT PARKERHOUSE ROLLS	FRESH BAKED FRENCH BREAD	
FRESH CREAMERY BUTTER		
DESSERTS		
HOT MINCE MEAT PIES	PUMPKIN PIE with WHIPPED CREAM	
GREEN APPLE PIE a la MODE		
OLD ENGLAND PLUM PUDDING with BRANDY SAUCE		
OLD FASHIONED COUNTRY FRUIT CAKE		
BEVERAGES		
ASSORTED BEERS	OHIO SWEET APPLE CIDER	ASSORTED WINES
COFFEE, TEA, ASSORTED MILKS--HOMO, BUTTER, SKIM, BUTTERMILK		
AFTER DINNER MENTS	MIXED NUTS	MIXED CANDIES GUM
FRESH FRUIT BOWL		
ARIZONA TREE RIPENED TANGERINES		
CALIFORNIA EMPEROR GRAPES		
MICHIGAN BARTLETT PEARS	FLORIDA TREE RIPENED ORANGES	
OHIO DELICIOUS APPLES		
CIGARS	CIGARETTES	



MATHER's turbine.

Photo by Greg Rudnick

The new single water tube boiler was heated by four oil burners. Two oil tanks of 55,000 gallons capacity each replaced the former 500-ton capacity coal burner. The re-powering also included an oversized water tube heating boiler and a large Caterpillar-diesel generator, with a 5,000 gal. diesel fuel tank. In an emergency the heating boiler could provide enough steam to enable the MATHER to limp home at approximately 3 mph. During the conversion, the electrical system was changed from DC to AC, and the steam auxiliaries such as pumps, windlasses and deck winches were updated to electric models. She was one of the first Great Lakes ships to be equipped with a bow thruster. In June, 1954, the MATHER successfully completed her sea trials in Lake Michigan, and went back to work.

In 1964, the MATHER was automated by the Bailey Meter Co., and was the first U.S. commercial vessel certified to operate without firemen. During all normal operations, including maneuvering, the only manual valve adjustment was the turbine throttle. The system was designed to automatically correct any burner fault.

As most Great Lakes ships have a lengthy life span, there are bound to be accidents, the MATHER being no exception. On September 7, 1975, the loaded MATHER was forced out of the channel in the St. Marys River by a salt-water vessel, and suffered bottom damage. She was beached at Frying Pan Island, and had to be lightered by the crane ship BUCKEYE, and then sailed to Bay Shipbuilding for a \$1.4 million repair.

In financially good years, CCI granted passenger trips onboard WGM to interested employees having the required seniority. Some of these trips sparked romances leading to office guest/crew marriages, earning WGM the fleet "love boat" title for a time.

The MATHER continued her 55-year-long career until retirement on December 21, 1980. During her lengthy lay-up at the Hocking Valley Coal Dock in Toledo, OH, a vagrant broke into the after-cabin, and apparently lived aboard for some time before losing his life in a blaze he accidentally started in the Galley.

Cleveland-Cliffs sold its last two operating vessels, EDWARD B. GREENE and WALTER A. STERLING, in 1985, and ceased fleet operations. The WILLIAM G. MATHER was donated to the Great Lakes Historical Society, the intention being to operate her as a museum in Cleveland, OH. She was towed to Cleveland, and arrived on October 8, 1986. Many local volunteers donated time to her refurbishing, and she shone like new when placed on display in Cleveland's North Coast Harbor. In light of her new status, she was re-christened on May 23, 1991 by the same sponsor who had christened her in 1925, Mrs. Claire Schneider Kirchner.

MATHER began her museum career painted in her original Cliffs' livery. For political reasons, she has been re-painted in a red, white and black color scheme with a dramatic stripe running diagonally down the side. Originally docked at East Ninth Street, she now resides on the west side of the harbor, with access from the Great Lakes Science Center, her current operator.

In an interesting footnote, the original WILLIAM G. MATHER of 1905 operated longer than the 1925 WILLIAM G. MATHER as a self-unloader under the name NICOLET.



Photo by Greg Rudnick

MATHER crew's quarters



Photo by Greg Rudnick

WILLIAM G. MATHER at Silver Bay



Photo by Greg Rudnick

WILLIAM G. MATHER as a museum.



Photo by Greg Rudnick

Onboard WILLIAM G. MATHER sailing down St. Mary's River



Photo by Greg Rudnick

Forward cabins of WILLIAM G. MATHER Museum

# GREAT LAKES & SEAWAY NEWS



*Editor:* Greg Rudnick  
mgrudnick@cox.net

APRIL, 2010

Apr. 1 ... The Duluth Aerial Lift Bridge is back in business after a \$5,000,000 taxpayer-funded re-painting. The bridge was sand-blasted and given three coats of paint. The bridge rendered the Duluth entry closed until March 30.

... The Aerial Bridge will operate on a set schedule for small boats in 2010, opening every half-hour. In the past, the bridge was frequently in motion during the small-boating season, making it sometimes impossible to go back and forth to homes on Park Point. Some residents have moved away from the Point because of the inconvenience. The bridge will open at any time for large commercial vessels. Some charter boat operators are unhappy with the new schedule, and are threatening to move operations to Barker's Island in Superior, WI.

... Lafarge Cement (the former Huron Cement) has announced that it will shut down its Alpena kilns for at least two months, and lay off 77 workers because of a continuing slump in the economy.



KAMINISTQUA makes rare visit to Silver Bay

Photo by Dave Michelson

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**GREAT LAKES & SEAWAY NEWS •**


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USCG PENOBSCOT BAY heads back to Bayonne, NJ

... Rare visitors in Silver Bay, MN, the KAMINISTIQUA loaded pellets for Hamilton, followed by the MANITOWOC, CSL LAURENTIEN and JOHN D. LEITCH.

... CSL TADOUSSAC departed her lay up dock in Hamilton and headed for Silver Bay.

Apr. 3 ... USCG PENOBSCOT BAY was scheduled to return to her home port of Bayonne, NJ after temporary assignment to the Great Lakes for winter ice-breaking duty. The Coast Guard's largest yearly ice-breaking operation is Operation Taconite on the Great Lakes.

... The Saginaw River will be deepened by dredging this year to allow vessels to load approximately 15% more cargo. Ryba Marine Construction of Cheboygan, MI will earn \$1.3 million to remove 100,000 cubic yards of material from the upper Saginaw. Luedtke Engineering Co. of Frankfort, MI will get \$3 million to remove 400,000 cubic yards at the river entrance.

... Miller Boat Line is using a 10% to 20% bio-fuel mix in the diesel fuel used in its ferries. The fuel is made from ethanol and soybean oil. It is 99% agricultural, and reportedly smells like french fries when burned.

... FEDERAL ELBE passed Detroit heading for Duluth to load grain. She was the first salty to pass Detroit in 2010.

Apr. 4 ... Str. ALPENA opened St. Joseph for 2010.

... The State of New York has legislation pending which could threaten the St. Lawrence Seaway. By 2012, New York will require all ships to have a water treatment plant on board that would have to

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• GREAT LAKES & SEAWAY NEWS

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Photo by Herm Phillips

Steamer ALPENA at St. Joseph, MI

make ballast water 1,000% cleaner than the International Maritime Organization requires. Ballast water would basically become distilled water. Richard Corfe, CEO of St. Lawrence Seaway Management Corp. fears a situation where Ontario steel companies could not get Quebec iron ore because Canadian ships would not be allowed to pass through New York waters. Terry Johnson, Administrator for the St. Lawrence Seaway Development Corp. in the U.S., urged Canadians to act. "We were not consulted," Johnson said..."and I'm dismayed by the U.S. making a decision that affects Canadian sovereignty without adequate consultation."

... AMELIA DESGAGNES was the first arrival in Menominee, MI, and passed the departing JAMES L. KUBER and tug VICTORY outbound on their first trip.

... Luxury passenger ship CLELIA II was scheduled to return to the Lakes with five cruises in 2010. The vessel is marketed by Travel Dynamics International.

... PELEE ISLANDER suffered a mechanical failure on her first trip of the year into Kingsville. It is reported that the ISLANDER may require dry-docking. The JIMAAN wasn't scheduled to sail until May. Supplies to the Island may have to be airlifted unless the PELEE ISLANDER is returned to service quickly.

Apr. 5 ... FEDERAL ELBE arrived at Duluth anchorage, the first salt water visitor to the Twin Ports.

... The J. W. SHELLEY tied up at the CHS Dock in Superior to load the first grain cargo of 2010.

Apr. 6 ...JOHN G. MUNSON opened the Port of Green Bay, WI. PAUL R. TREGURTHA departed Sturgeon Bay on sea trials to try out her new engines.

... The brand-new ALGOBAY finished loading at Sept Iles, Quebec, and was heading to the Torco Dock in Toledo with the first cargo for the Lakes.



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**GREAT LAKES & SEAWAY NEWS** •

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Apr. 9 ... IRYDA arrived in the Port of Indiana-Burns Harbor, opening the port, which celebrates 40 years of operation in 2010.

... A three-year joint operational study by the St. Lawrence Seaway Development Corp., Transport Canada, the Canadian St. Lawrence Seaway Development Corp, the US St. Regis Mohawk Tribe and the Canadian Mohawk Council of Akwesasne was recently completed. The study determined that there is no adverse impact on shorelines by ice-breaking activity. The forces imposed on the shore by ice floes driven by wind and current are far greater.

Apr. 10 ... Toronto welcomed its first saltwater visitor of 2010 when the BRANT arrived with a cargo of raw sugar. This is the BRANT's first trip to the Lakes. Capt. Kuznetsov received the traditional 182-year old beaver top hat.

Apr. 11 ... Lakes visitor C. COLUMBUS is in the Gulf of Oman, heading for Kish Island, Iran.

... ALGOBAY arrived at Torco to unload.

Apr. 12 ... The Corps of Engineers has warned Ohio Governor Ted Strickland that Cleveland could be closed to commercial shipping by 2015 unless the State comes up with \$133 million to build a new dredging storage facility. The Corps spokesman said that after 2014, even one major storm could halt navigation in the upper reaches of the Cuyahoga. The upriver Arcelor mill receives 4 million tons of iron ore and limestone annually. The entire cost of the dredging spoil facility is estimated at \$302 million, all to be taxpayer funded.

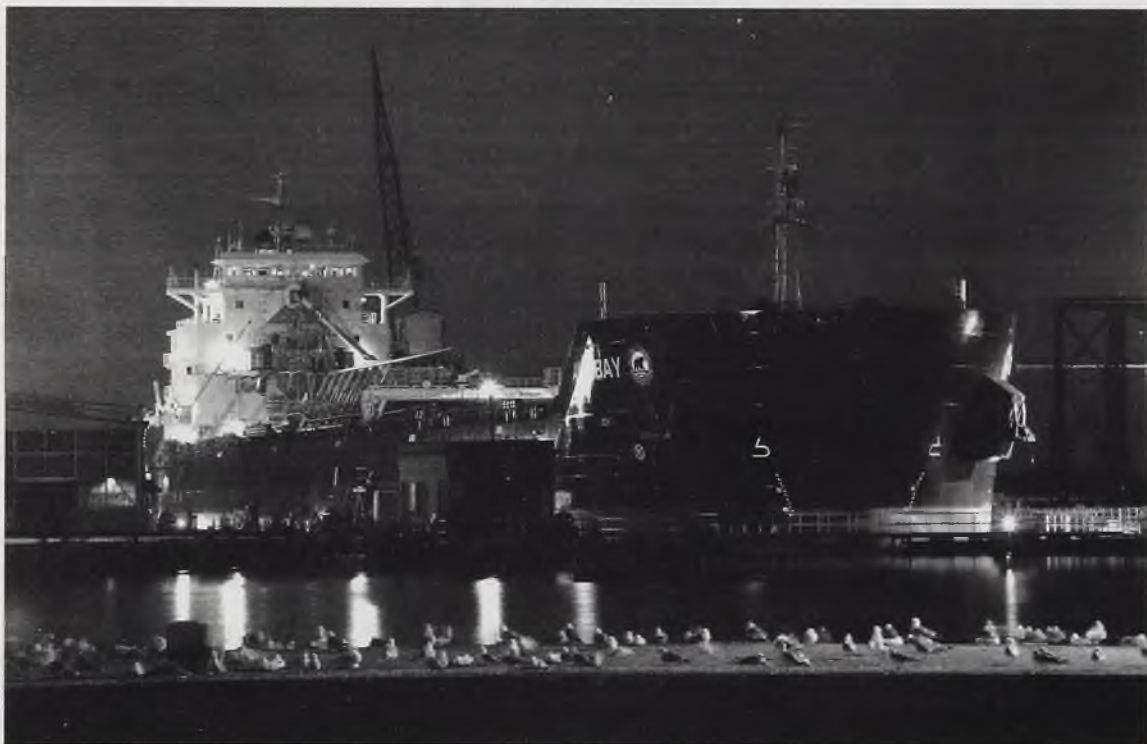


Photo by Mark Schumaker

ALGOBAY at Port Weller for repairs after grounding.

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• GREAT LAKES & SEAWAY NEWS

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Photo by Greg Rudnick

SAGINAW drops its boom.

Apr. 13 ... ALGOBAY ran aground while upbound in the St. Marys River at Johnson's Point. She tied up for inspection at the Southeast Pier of the Soo Locks.

Apr. 15 ... The New York State Department of Environmental Conservation requested an explanation of why the St. Lawrence Seaway Development Corp. requested an early opening-of- navigation date. "Save The River" of Clayton, NY filed a petition with the Seaway Corp. demanding an explanation, but had not received a response as of this date. The New York DEC was concerned about ice-breaking, and worried broken ice would hinder oil-spill clean up. Save the River believed a later start - in early April - would ease the impact on eco-systems. They feel the study just issued is too narrow in scope, and does not answer many concerns voiced by river towns.

... ALGOBAY was downbound heading for repairs at Port Weller.

Apr. 16 ... The FEDERAL KUMANO was the first salty into the Port of Toledo.

... SAGINAW's boom fell to her deck when her boom hoist failed at the Essar Algoma steel mill at the Soo. The end that was drooping over the side was cut off and placed on deck. She headed to Bayship in Sturgeon Bay for repairs.

... The IRYDA, downbound and loaded with wheat, grounded at Big Point above the Soo. She was pulled free by the G-tug MISSOURI. She locked through, and anchored in the Six-Mile Anchorage in the St. Marys River for inspection.

Apr. 17 ... U.S. Steel and employees have ended an eight-month lockout at the mill in Hamilton, ON.

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GREAT LAKES & SEAWAY NEWS •

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Photo by Dave Michelson

SALARIUM appears on the lakes.

... The SALARIUM stopped in Toledo to unload ore at the Torco Dock. She is the former NANTICOKE, and she is to replace the retired SAUNIERE in the East Coast salt trade.

Apr. 18 ... Davie Yards, Inc. of Levis, Quebec, halted work on the first offshore supply ship in a five-ship order, and laid off 100 employees to “preserve working capital.” The company has been under protection since February 24 and has already laid off 1,600 employees.

... SAGINAW arrived in Sturgeon Bay for boom repairs.

... Tug IRYDA departed the Six-Mile Anchorage.

Apr. 19 ... JOSEPH L. BLOCK struck bottom near Detour Reef Light, while upbound with a cargo of limestone for Duluth. The vessel anchored in Maude Bay awaiting inspection.

... CUYAHOGA grounded near Courtright, Ontario in the St. Clair River. The tug MANITOU and a barge lightered and released the CUYAHOGA, which was backing into the Courtright stone dock when she grounded.

Apr. 20 ... The USCG Air Station Detroit HH65C helicopter crashed into southern Lake Huron during a night training mission. The crew was rescued by the USCG 41-ft. boat from Port Huron.

... JOSEPH L. BLOCK departed her anchorage, and headed to Indiana Harbor to unload, and then proceeded to Sturgeon Bay for repairs.

Apr. 22 ... US Army Corps of Engineers derrick barge NICOLET was dredging the channel near Johnson’s Point because of the ALGOBAY grounding. The USCG BUCKTHORN and USCG ALDER were also working in the area.

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• GREAT LAKES & SEAWAY NEWS

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Photo by Greg Rudnick

JOSEPH L. BLOCK touches bottom.

Apr. 25 ... The USCG helicopter was salvaged from Lake Huron.

Apr. 27 ... The wrecks of the schooners WILLIAM TELL and A. P. DUTTON have been identified near South Haven, MI in lower Lake Michigan.

Apr. 28 ... Marinette Marine has been awarded two contracts worth a total of \$130 million. The contracts include a \$63-million fleet of 30 boats for the USCG and a \$73-million research vessel for delivery to NOAA.

Apr. 29 ... Cliffs Natural Resources reported a profit of \$93.5 million for the first quarter of 2010; the increase was attributed to rebounding global demand for steelmaking raw materials.

... The Port Huron Museum is looking for ways to cut the operating expenses of the former USCG BRAMBLE. If costs cannot be reduced, they might have to sell or lease out the vessel. The BRAMBLE was built in Duluth by the Zenith Dredge Co. in 1944. In 1957, she navigated the Northwest Passage around the top of North America. She was based on the west coast for a time, and later was transferred to the Lakes, where she was based at Detroit and, lastly, Port Huron. The buoy tender was re-powered in the 1980s, and decommissioned in 2003, with ownership passing to the Port Huron Museum.

Apr. 30 ... Limestone shipments on the Lakes increased 59% to 2,465,294 net tons in April. April tonnages were still 19% below April's five-year average.

... Coal shipments totaled 2.5 million tons in April, a decrease of 9.5% compared to 2009. Coal loading on Lake Erie climbed 81% because of low inventories at steel mills and power plants. Shipments of western coal fell by one third.

... Iron ore shipments for April totaled 5.4 million net tons, a 146% increase over 2009. April tonnage improved on the month's five-year average by 5%.

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GREAT LAKES & SEAWAY NEWS •

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MAY, 2010

May 1 ... The Wolfe Island-Cape Vincent ferry service, provided by the WILLIAM DARRELL for 58 seasons, resumed after work during drydocking in Hamilton was completed. The ferry's owners, the Horne family, have been in the ferry business since 1798.

May 2 ... The Keweenaw Excursion Co. has moved its operations to the Charlevoix, MI area, offering trips on Lake Charlevoix and Lake Michigan on the KEWEENAW STAR. The location is more accessible to a larger population base.

May 3 ... Tour boat TORONTONIAN was damaged by fire. The fire was extinguished by land-based trucks and the Toronto fire boat, WM. LYON MACKENZIE. The TORONTONIAN, built in 1962, will probably not see service this year.

... Interlake Steamship Co. is running a series of commercials on Detroit radio station WJR. They speak of their efficiency at moving bulk cargoes inexpensively and quickly in an environmentally-friendly manner.

May 5 ... The Lighthouse at Point Breeze on Lake Ontario was built in 1871 and was washed away in 1916. A replica is being constructed by a local group, which began fund-raising in 2003. The construction was expected to be completed in May. The lighthouse is located in Carlton, 30 miles west of Rochester, NY.

May 8 ... ATLANTIC HURON anchored in the Detroit River because high winds lowered the water level. While anchoring, she was blown onto a mud bank. With the assistance of Gaelic and GLT tugs and a rising water level, she was released.

... High winds caused the AMERICAN INTEGRITY to run aground in the mud at the lower approach to the Poe Lock. To release her, the MacArthur and Poe locks were filled, then dumped simultaneously to raise the water level around the INTEGRITY. The remedy was a success.

May 10 ... A man was rescued from one of the ore pockets in the old Soo Line Ore Dock in Ashland, WI. He called 911 at 1:30 a.m. after he spent the evening climbing the ore dock, and was rescued by 6:30 a.m.

... ALGOWAY collided with a small cruiser on the Cuyahoga River at the aptly-named Collision Bend. The small boat sank.

May 15 ... CSL's BIRCHGLEN made a rare visit to the Escanaba Ore Dock.

May 20 ... Captain Roger Stahl passed away at his home in Westland, Michigan. He was a tugboat captain for Roen Steamship Co., Dunbar & Sullivan, and later, Fleet Engineer for Gaelic Tugboat Co. He was involved with the re-powering of numerous Gaelic tugs, including the former USCG KAW, which was re-named ROGER STAHL in his honor. Captain Stahl technically retired from Gaelic in 2003, but continued to remain active with Gaelic.

May 21 ... The J. W. WESTCOTT II returned to service. The mailboat's 6-71 Detroit Diesel was replaced by a Cummins 305-h.p. QSB5.9.

May 22 ... Str. KAYE A. BARKER departed the Fraser Shipyard on her first trip since 2008. She returned to port the next day with mechanical problems.

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• GREAT LAKES & SEAWAY NEWS

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May 23 ... The tug/barge JOSEPH H. THOMPSON, JR./JOSEPH H. THOMPSON was hit by a pleasure craft in Lake Erie south of Colchester, Ontario at 10 p.m. CCG CAPE DUNDAS took the four occupants of the pleasure craft to a hospital. There were no life-threatening injuries.

May 25 ... An electrical malfunction on the ferry SUGAR ISLANDER II cut off Sugar Island from the mainland. The DRUMMOND ISLANDER III was brought up-river to fill in. Sugar Islander resumed her run on the 27<sup>th</sup>.

May 31 ... Limestone shipments totaled 3,639,048 net tons in May, an increase of 27.3% over 2009. Tonnage was down more than 16% compared to the five-year average.

... Iron ore shipments totaled 6.3 million net tons in May, an increase of 16.4% over April and 106% over 2009. May loadings at U.S. ports increased 118% over 2009. Shipments from Canadian ports rose 38%. There are currently 49 lakers sailing, up from 31 in 2009.

... Coal tonnage on the Lakes totaled 3,187,868 net tons in May, a 27.2% increase over April, but a decrease of 11.5% compared to 2009.

JUNE, 2010

June 2 ... FEDERAL ST. LAURENT collided with a wall in a slip in Antwerp, and was holed forward. The hole was patched by local firemen.

June 3 ... The idled limestone quarry on Kelley's Island was being considered as a possible location to dump dredging spoils from Cleveland. Before this could happen, multiple permits and local approvals would have to be issued, which is not likely to occur.

... It was announced that C. COLUMBUS will return to the Lakes in 2011 for cruises from September 5 to October 2.

June 4 ... The Corps of Engineers have decided not to close locks in the Chicago Sanitary and Ship Canal. They have recommended temporary closures when biologists use poisons to search for and control the Asian carp.

June 9 ... SALARIUM delivered a cargo of gypsum to the St. Mary's Cement Dock in Charlevoix, MI. The cargo was very sticky and one crewmember was hurt while in the cargo hold. Other crewmembers had to use jack hammers to loosen the gypsum.

June 10 ... The Canadian government is toying with the idea of closing almost 1,000 Canadian lighthouses, which could then be sold. Under the Heritage Lighthouse Protection Act, individuals and interested groups could take over lighthouses for preservation, tourism or other uses. The Lighthouse Keepers union rejects this plan.

June 15 ... A group in Port Stanley is attempting to obtain the submarine HMCS OJIBWA, built in the 1960s, for display on shore. A sister-sub, the HMCS ONANDAGA, mounted on shore, became a popular attraction in Rimouski, Quebec.

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GREAT LAKES & SEAWAY NEWS •

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Photo by Greg Rudnick

NORDMEER wreck - 1977

June 16 ... The barque NIAGARA, a replica of Perry's ship when he won the Battle of Lake Erie in 1813, stopped in Cleveland to publicize the coming Tall Ship Festival, scheduled there for July 8 through 11. Eleven sailing vessels are to participate. The NIAGARA then sailed to Lorain on the 18<sup>th</sup>, where she was open for tours.

June 18 ... The Toronto side-wheel steam ferry, TRILLIUM, turned 100 years old. The Mayor of Toronto presented the ship with a framed proclamation making June 18 TRILLIUM Day. A 100<sup>th</sup>-anniversary plaque was awarded and displayed, and a parade of vessels sailed past the ferry. The fireboat, WM. LYON MACKENZIE gave a water salute.

... Northwest Research's idea to raise an almost-intact sailing ship for display in Buffalo has been rebuffed by a local judge. State historic preservationist officials say the wreck is better off on the lake bottom. She is resting in deep water about 20 miles from Dunkirk, NY. The two-masted ship may have seen service during the War of 1812.

... The M/V BUCCANEER, a 98 ft. vessel that dates to the WWII era, was sunk in 70 feet of water in Lake Michigan ten miles off Burns Harbor. The intent was to create an artificial reef, which will provide diving adventure and attract fish.

June 19 ... Results from the International Tugboat Race at Detroit show winners as follows:

First overall:	ELMER DEAN
Class 1:	SHEILA KAYE (1 <sup>st</sup> ) and DRYDEN IV (2 <sup>nd</sup> )
Class 2:	JESSIE T. (1 <sup>st</sup> ) and MARVIN O. (2 <sup>nd</sup> )
Class 3:	ELMER DEAN (1 <sup>st</sup> ) and JOSEPHINE (2 <sup>nd</sup> )
Class 4:	SINDBAD (1 <sup>st</sup> ) and DEBBIE LYNN (2 <sup>nd</sup> )
Class 5:	J. W. WESTCOTT II (1 <sup>st</sup> ), ISABELLE (2 <sup>nd</sup> ), and JOSEPH J. HOGAN (3 <sup>rd</sup> )
Last overall:	NORMA B.

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• GREAT LAKES & SEAWAY NEWS

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June 20 ... Two new cranes at Toledo's Overseas Terminals have been named Muddy and Spike after mascots for Toledo's Mud Hens and the Toledo Walleyes hockey team. The names were entered in the "Name the Cranes" contest by Madison Phillips, a local eighth grade student.

June 24 ... A 19-pound Asian carp was found in Lake Calumet, about six miles from Lake Michigan and about 20 miles south of the Chicago Sanitary & Ship Canal.

... The whereabouts of the L. R. DOTY have been identified in Lake Michigan. On October 25, 1898, the 300-ft. wooden steamer was towing the schooner/barge OLIVE JEANETTE upbound with a cargo of corn for Midland, Ontario. She was off Milwaukee when she was overwhelmed by a storm. The OLIVE JEANETTE survived in a damaged condition, but the DOTY disappeared 20 miles off Oak Creek, WI.

... The ownership of four lighthouses has been transferred to local historical groups by the USCG. The buildings are Muskegon Michigan South Pierhead Light and South Breakwater Light, the Harbor Beach Light, and the Detour Reef Light.

... Mayflies have invaded some areas of Lake Erie in large numbers. This inconvenience means two things. Lake Erie is healthier, and large fish will be caught in Lake Erie as mayflies are prime food for perch and walleye. At times of mayfly emergence, they can swarm over Lake ships, sometimes piling up on deck to a height of two to three feet.

June 26 ... The wreck of the NORDMEER has disappeared beneath the surface of Lake Huron off Alpena. Until recently, the remains of the NORDMEER have been visible. The German freighter was wrecked in 1966 when she ran aground in a storm and broke her back.



ALGONTARIO used as fireworks barge.



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## GREAT LAKES & SEAWAY NEWS •

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June 29 ... Congress has decided to fund construction of two research vessels for use on the Great Lakes by the U.S. Geological Survey. One will be based on Lake Erie, and the other on Lake Ontario at Oswego, NY. The combined cost for the two vessels is \$8.2 million.

... Tugs M. R. KANE and COMMODORE STRAITS towed the retired laker ALGONTARIO out of Humber Bay in Toronto to Ontario Place, where the anchored vessel served as a fireworks barge for the "Festival of Fire."

June 30 ... The Arnold Transit Co., founded in 1878, has been sold to Petoskey Attorney James F. Wynn by the Prentiss M. Brown family, owners since 1921. Arnold Transit pioneered dependable ferry service to Mackinac Island, and is one of the oldest passenger transportation companies on the Lakes.

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### SALES AND RENAMINGS:

... Transport Desgagnes has renamed the three former Rigel tankers purchased in 2009. JADE STAR is now JANA DESGAGNES. EMERALD STAR becomes ESTA DESGAGNES. DIAMOND STAR is renamed DAR DESGAGNES.

... Enthusiasts in Sheboygan, WI are hoping to obtain the 165-ft. patrol ship USS CAÛON to display on the waterfront. The group tried to get support for relocating the 700-ft cruiser USS DES MOINES to Milwaukee, and later the 418-ft. destroyer USS EDSON. These ideas fell through because each of the two large warships would block lake views. The CAÛON is named after Cañon City, Colorado, dates from 1968, and served in Viet Nam. The CAÛON has never visited the Lakes.

... Great Lakes Feeder Lines has added a second ship to its fleet, the ARCTIC SEA. She was built in Tuzia, Turkey in 1991 as the OKHOTSKOE, is 3,988 GT, and can carry 270 TEUs.

... More information has surfaced about the sinking of the CONCORDIA, the Canadian tall ship and Lakes visitor. While under full sail, the CONCORDIA was hit with a micro-burst of high winds, which knocked the ship on her side. She recovered, but then experienced a second micro-burst, which knocked her over with such force, it shattered her portholes and shorted out the electrical cabinet, ultimately causing the sinking.

...The lengthening by Great Lakes Towing of the Miller Ferry, PUT-IN-BAY, has been completed. The ferry, now 40 feet longer, is back at work at South Bass Island.

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### Thanks for assistance in preparing this issue to:

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**BACK COVER PHOTO:** The hydroplane MISS PEPSI displayed at the Dossin Museum was the third in a series of MISS PEPSIs built for the Dossin family. Driven by Chuck Thompson. This watercolor print of MISS PEPSI battling with SLO-MO-SHUN on the Detroit River is by marine artist Bob McGreevy.

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