



# Telescope

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**DETROIT HISTORICAL**  
**SOCIETY**  
*est. 1921*



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# DETROIT HISTORICAL SOCIETY / DOSSIN MARITIME GROUP

## Upcoming Events

### **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 2:30 p.m. All tickets will be sold at the door.

Space is available to rent at \$40 per table, with a maximum of two tables per vendor. Contact Erika Davis, Development Associate, at (313) 833-7938 for more information or to purchase a table.

### **Saturday, March 5, 2011 — The 30<sup>th</sup> Great Lakes Shipwreck Festival Washtenaw Community College's Morris Lawrence Building, Ann Arbor**

Whether your interest lies in shipwrecks, diving, history, or you just have a fascination with the underwater world, this year's festival promises something for everyone. This full-day festival is sponsored by the Ford Seahorses Scuba Diving Club. The Dossin Great Lakes Museum is a partner in this event, so look for our special display. Tickets are \$15 in advance. For more information or tickets, visit [www.shipwreckfestival.org](http://www.shipwreckfestival.org).

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**CORRECTION:** The cover of our previous issue, Fall 2010, had an incorrect date regarding the racing career of the MISS PEPSI hydroplane. It should have read 1950 - 1956.

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**OUR COVER PICTURE . . .** The Old Channel Lights: Lake St. Clair, with J.A.W. IGLEHART upbound. Limited edition lithograph print by Leo Kuschel.

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## DETROIT HISTORICAL SOCIETY NEWS

**Friday and Saturday, March 25-26, 2011 — Michigan in Perspective: The 53rd Annual Conference on Local History**  
**Michigan State University Management Education Center, Troy**

Presented by the Historical Society of Michigan and sponsored in part by the Detroit Historical Society, the conference includes premier offerings on topics in Michigan and regional history. Complete conference information will be available and registration will get underway in January 2010. For more information, visit [www.hsmichigan.org](http://www.hsmichigan.org) or call (800) 692-1828.

### 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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# Saving the South Channel Lights

by Arthur M. Woodford

From March 2009 through April 2010 the Dossin Great Lakes Museum hosted a fascinating exhibit, "L is for Lighthouse" which told the story of the lighthouses of the Great Lakes. One segment of the exhibit looked at the many types of lighthouse structures around the Great lakes. Another described how lenses were designed and adapted for diverse locations. Finally, the exhibit focused on local lights – those unique and historic structures scattered strategically up and down the Detroit and St. Clair Rivers.

Interestingly, several of these lighthouses are within a short distance of the museum. One of the oldest of these, and yet one of the least known, is a pair of lighthouses, or more correctly range lights, located about half a mile southwest of the tip of Harsen's Island at the head of the "Old Cut," where the South Channel of the St. Clair River flows into Lake St. Clair. This is the story of these two range lights and the dedicated group of volunteers working to save them.

By the 1850s, commerce between the upper and lower Great Lakes was beginning to boom. The only connecting waterway between Lakes Erie and Huron was up the Detroit River, across Lake St. Clair and on up the St. Clair River to Port Huron. Navigation up the rivers at night was a challenge, but not impossible. However, navigating the St. Clair Flats region of the St. Clair River Delta was only possible during daylight hours. The "Flats", as the area is still known to this day, consist of a series of channels, islands, marshes and bays at the mouth of the St. Clair River where it flows into Lake St. Clair. In the 1850s this shallow area of the St. Clair River was a major navigational obstacle to shipping and a source of significant loss through accidents and delays. In fact the bay on Lake St. Clair's northern shore takes its name from the many schooners that had to "heave to" for the night and resume their voyages in the morning – it is still called Anchor Bay.

To help alleviate this bottleneck, the federal government in 1858 authorized the construction of a pair of range lights at The Flats to mark the way into the South Channel, the deep channel, of the St. Clair River where the schooners could head north. Construction of the St. Clair Flats South Channel Range Lights, as they were officially named, began in early July 1858. Construction was completed the following fall and the lights went on line for the first time on November 1, 1859.

The lights are of a unique design. Both were built on filled wooden timber cribs. The front light was a 23 foot brick tower with a small



View of the Front and Rear St. Clair Flats South Channel Range Lights, circa 1898.

entry room used for storing fuel. This light was tended nightly by dinghy from the 37 foot high rear light, located approximately 1,000 feet to the northeast. The rear light also included a two-story brick keeper's dwelling, attached to the tower by a gable-roofed passageway, and docking facilities for the tender boats. Both towers were built of Milwaukee creme brick and were visible for 11 and 13 miles respectively.

These lights immediately proved to be very important to lake commerce. Almost at once, traffic doubled as now upbound vessels could find their way into the channel at any hour of the day or night. At one point, 88 boats a day passed by these beacons.

Shipping on the lakes continued to grow at such a rate that in 1871, a second channel was dredged to accommodate this growing level of traffic. The larger, faster steamers used the newer, deeper channel leaving the older lumber schooners and other slower boats to the old channel.



Chart of Lake St. Clair, 2010

By 1907, more dredging and an expansion of the new channel had made the old South Channel and the famous pair of lights obsolete and they were deactivated that year.

Over the years that followed, the lights deteriorated and both vandals and Mother Nature took their toll. Ice was a major problem with spring icejams working their way down the channels and hammering the aging cribs every year. During the years of Prohibition some very prestigious gentlemen procured a lease of the keeper's quarters at the rear light and formed a group called the "Prosit Club." Then, sometime during the 1930s, the keeper's dwelling was demolished reportedly after a fierce storm did heavy damage to the structure.



View of the Rear Light and Keeper's Dwelling, circa 1904

Over the next decade the lights continued to deteriorate. The front light began once again to list noticeably as the ice and water continued to erode its foundations. The light had been rebuilt in 1875 for the same problem. Then in 1970 the upper portion of the lantern room on the front tower was removed to allow for the installation of a solar-powered navigation beacon by the Coast Guard.

By the early 1980s, the original timber cribs for both towers had deteriorated to the point of submersion and both of the lights were now in a pitiful state. This was the condition of these South Channel Range Lights on that sunny summer afternoon in 1988 when avid boater Charles "Chuck" Brockman sailed past and said to his wife, Scotty, "You know, someone really ought to do something about those lights..."



View of Rear and Front Range Lights, 1988.



View of Front Light, 1988. Note the solar-powered navigation beacon installed by the Coast Guard and the deterioration of the base.

That "doing something" turned out to be quite a job. In early 1989 Chuck helped organize and then became the founding president of a non-profit corporation, Save Our South Channel Lights (SOSCL). The saving of these lights became a long, uphill battle, struggling against public opinion and multiple jurisdictions of various federal and state agencies. But now, 20 years later, real progress has been made for what was once thought of as a "hopeless" project.

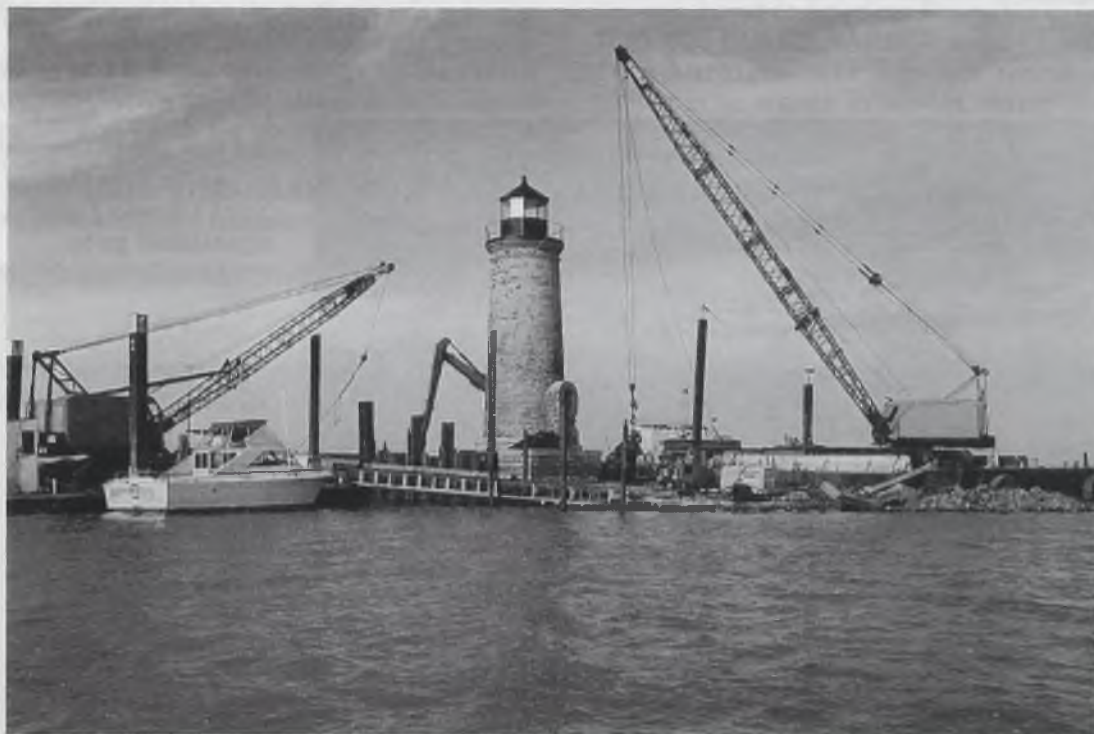
Over these past 20 years this group of volunteers has shown their perseverance to get the job done. The members of SOSCL have spent countless hours at boat shows and other community events, selling T-shirts, photos, paintings and a host of other items to

raise the money needed to obtain funds from private donors and matching grants. It is estimated that the complete restoration of these lights will take upwards of \$1.6 million. To enhance their eligibility for grant funding the group worked to have the lights listed on the National Register of Historic Places in April 1990. Another major step was, finally, outright purchase of the lights by SOSCL as surplus government property from the federal government for one dollar.

Under the leadership of Chuck Brockman, the group developed a plan of both short term and long term goals. The long term plan was to be made up of four phases: Phase 1 was to save the front light by installing first a temporary then a larger, permanent seawall; Phase 2 was to save the rear light by installing a



The restored Rear Light Lantern Room was installed October 13, 2005.



The new seawall for the Rear Light was installed in the fall of 2005.

seawall, then completely restoring the structure from “the first step to the ventilator ball and spike” atop the lantern room; Phase 3 was to straighten the front light and restore its foundation; and finally, Phase 4 is to reconstruct the keeper’s dwelling as it was back in 1859. Phases 1 and 2 have been successfully completed, and Phase 3 is well underway. Phase 4 is the final goal, but may be the toughest to accomplish. It will require a large infusion of money and will entail the complete construction of the building with its host of permit problems and the discovery of plans that, as of yet, have not been found.

In 2009, on the 150<sup>th</sup> anniversary of the lights and the 20<sup>th</sup> anniversary of SOSCL, the organization was honored with a State of Michigan Governor’s Award for their accomplishments. The award was presented at an impressive ceremony held in the rotunda of the state capitol on May 5, 2009. The event and this award are a fitting tribute to a dedicated group of volunteers who continue to work to save the South Channel Lights.



The Governor's Award for Historic Preservation was presented to SOSCL on May 5, 2009. Accepting the award are President Chuck Brockman, left, and Vice President Rob Schoenmann.



For restoration updates and how you can support or join the *Save Our South Channel Lights* organization go to: [www.soschannellights.org](http://www.soschannellights.org)

**All photos are courtesy of the SOSCL organization.**

Rear Light as it appeared in 2010 following renovation of the tower, installation of seawall, restoration of lantern room and construction of wooden picket fence.



# BURNS HARBOR CELEBRATES 30<sup>TH</sup> ANNIVERSARY

*In the September-October, 1980 issue of Telescope, we published a short article on the new class of 1,000-footers that were becoming commonplace on the lakes.*

The thousand-footer, that phenomenon of the 1970s, has changed the looks of things on the lakes as nothing since the opening of the Seaway. That event spelled disaster for all of the old canallers, and now the sight of one of them is an event to note. In the case of the superships, the cost has been the loss of many of our old favorites that have been consigned to the scrap yards around the world. The lakes will never be quite the same.

It all began when the STEWART J. CORT emerged from the Litton Yard in Erie, like toothpaste being squeezed from a tube, a section at a time. While this was going on, the bow and stern were being built at Pascagoula, Mississippi, were joined together to form a funny looking midget ship, and sailed into the lakes through the Welland Canal to join the midbody.

Once sailing she created a spectacle wherever she went. On her maiden voyage up the Detroit River, thousands lined the shores on both sides of the river to watch her go by. Belle Isle was so crowded a traffic jam resulted.

Now eight years later and 11 ships later, the sight of a thousand-footer is commonplace, and seasoned

boat watchers might not look up from their newspaper to watch one go by.

The BURNS HARBOR was the tenth 1,000-foot vessel to be built and the third supership built for Bethlehem Steel. She was built as Hull 720 at Bay Shipbuilding and launched on October 28, 1979. Christened BURNS HARBOR on May 24, 1980, she measured 1000' x 105' x 56'. Carrying capacity was 35,652 gross tons and she was powered by four 3,600 hp diesel engines. Her design was similar to her fleet mate LEWIS WILSON FOY launched in 1978. After she was christened, the slow economy forced Bethlehem to keep the BURNS HARBOR dockside until September, 28, 1980 when she departed on her maiden voyage to load iron ore pellets at Superior, WI. for delivery to Burns Harbor, IN.

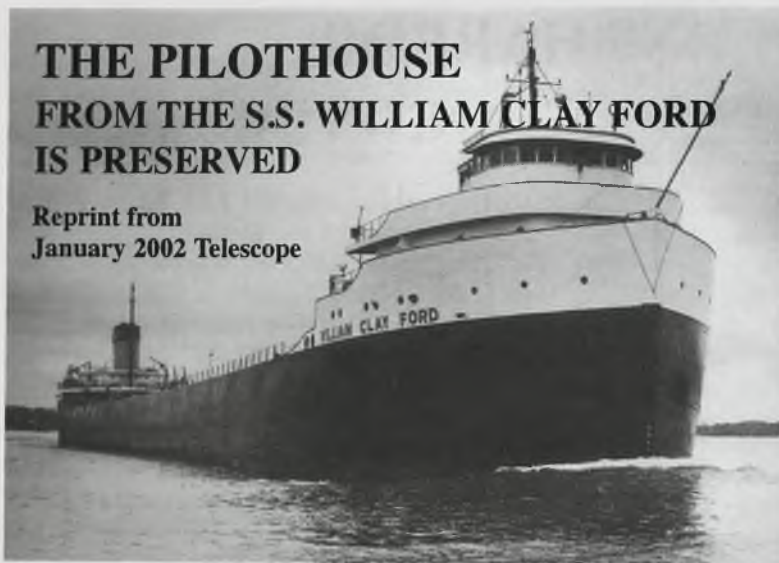
The BURNS HARBOR withstood the ever-changing steel market throughout her career. As bankruptcies forced the steel industry to consolidate, ownership of the BURNS HARBOR was transferred to American Steamship in June, 2005. The BURNS HARBOR usually operates Lake Michigan-Lake Superior routes and continues to remain in service during tough economic times. As the economy slowly improves, the BURNS HARBOR began her 30<sup>th</sup> year loading iron ore pellets at Silver Bay, MN on March 31.



Stern view of BURNS HARBOR entering a bit of lingering mist above Mission Point - 6/28/09

## THE PILOTHOUSE FROM THE S.S. WILLIAM CLAY FORD IS PRESERVED

Reprint from  
January 2002 Telescope



The S.S. WILLIAM CLAY FORD was built in 1953 by the Great Lakes Engineering Works in River Rouge, Michigan. She spent her entire sailing career with the Ford Motor Company fleet until she was withdrawn from service after the 1984 shipping season when Rouge Steel, a subsidiary of Ford Motor, purchased the two remaining self-unloaders from Cleveland-Cliffs.

On August 21, 1986, the pilothouse was removed from the vessel at the Detroit Marine Terminal in the Rouge River. Before the shipping season ended, the hull would be towed to Port Colborne and cut up for scrap. In order to install the 30-foot by 30-foot steel and glass pilothouse at the museum, detailed plans were needed. Early drillings on the museum grounds showed that supporting the pilothouse would require driving pilings deep down.



Pilothouse stored at Detroit Marine Terminal



Radar units still intact and in working condition.

Later drilling tests would produce a surprise. In front of the museum, along the river, the old foundations of the J. T. WING were discovered. This would allow the plans to be changed and the money saved would be considerable. A cement pad was poured, allowing the roof of the pilothouse to be the same height at the museum's roof. Visitors to the pilothouse enter the lower area to study the history of the WM. CLAY

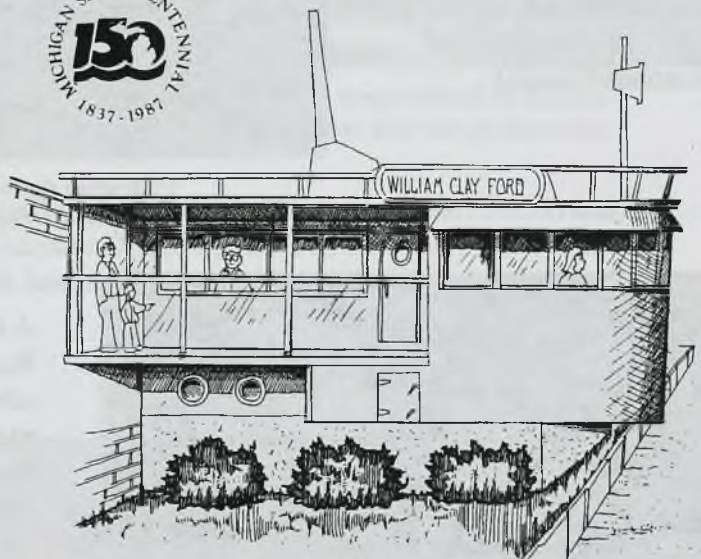


The WILLIAM CLAY FORD at Bay Shipbuilding drydock - June, 1984

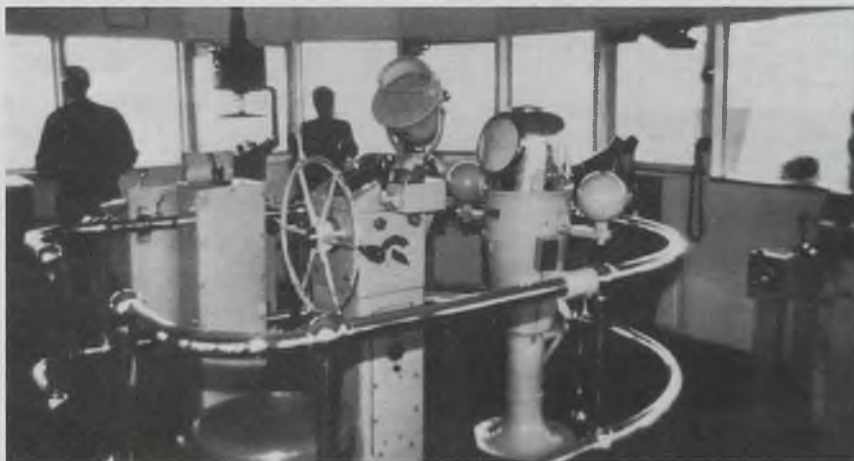


Left: GLMI past Board member, Dick Kruse  
Center: Capt. Edward Baganz sailed 51 years on the Great Lakes; Right: Capt. Don Erickson on WILLIAM CLAY FORD from 1964-1984.

FORD and then ascend the interior steps into the pilothouse. Most of the original control panels were left intact as well as navigation instruments such as the working radar. With the addition of the pilothouse, visitors could now look up and down the Detroit River to view commercial and recreational vessels that pass by daily.



ARTIST'S SKETCH OF PROPOSED PROJECT



## *The Winds Blow Fair at the Annual Dossin Dinner*

Over 50 guests gathered to celebrate the Dossin Great Lakes Museum's 50th Anniversary on Sunday, October 3, 2010 at the annual Fair Winds Fall Gathering. Sponsored by the Detroit Historical Society's Dossin Maritime Group, the party offered guests the opportunity to meet fellow fans of the museum and share best wishes for its continued success.



Following dinner in DeRoy Hall, the guests enjoyed the presentation by Doug Dossin.



Richard Dossin signs a MISS PEPSI print for a guest.

A delightful buffet, catered by Sinbads Restaurant, complimented other refreshments and spoke well for the excellent taste of the event's organizing committee – Kathy Shuler, Donna Flaherty and Rebecca McDonald.

Guests enjoyed a presentation by Society Trustee Doug Dossin on the history of his family in Detroit, their involvement in American hydroplane racing, and their subsequent support of maritime history that has lasted half a century. Many in attendance were unfamiliar with the family's management of Dossin Food Products Co., even if they guessed at their association with Pepsi through their iconic speed boat, MISS PEPSI.

The audience was even more intrigued by Doug retelling of various bits of lore and legend related to various family boats and Detroit racing history. Also in attendance were Doug's wife, Diane, and his Uncle Richard – there to confirm or deny his tales.



Doug Dossin (left) is congratulated by Society volunteer Denise Pereyt after his presentation.

Master of Ceremonies for the event was the Dossin Maritime Group's board president, Denne Osgood. He made sure that the proceeding went smoothly, and the raffle and silent auction were well-promoted.

Other DMG members in attendance were Dick Bell, Jerry Crowley, Tony Gramer, Kay Schloff, Earl Stilson and Art Woodford. Society staff included Executive Director & CEO Robert Bury, Vice President of Collections and Interpretation David Janssen, Director of Public & External Relations Bob Sadler, and curator Joel Stone.

Looking forward to next year!



Guests enjoyed socializing and viewing the items for the raffle and silent auction.

# GREAT LAKES & SEAWAY NEWS



Editor: Greg Rudnick  
mgradnick@cox.net

JULY, 2010

July 1 ... Interlake Steamship Co. received the Midwest Clean Diesel Initiative Leadership Award. President Mark W. Barker accepted the award at a ceremony in Chicago. During the 2009-10 winter, their PAUL R. TREGURTHA was re-powered with two medium speed 6-cylinder MAK model 6M43C diesels, each producing 8,040 BHP, for a total of 16,080 BHP. These diesels replaced the vessel's original twin 16-cylinder Pielstick diesels, which had been in the ship since she was built in 1981. "We are appreciative of this recognition of our efforts to...re-engine our fleet," said Barker. "These projects reduce our fleet's emissions and increase our fleet's reliability so that we can maintain dependable service to our customers."

... Great Lakes Towing has received a \$6 million loan from the State of Ohio for the construction of the largest mobile ship hoist on the Great Lakes, with a capacity of 700 tons. The hoist will enable the shipyard to work simultaneously on repair and new construction, and allow them to work on up to ten vessels at once.

July 3 ... ALGORAIL laid up in Sarnia alongside the CANADIAN TRANSFER.

July 4 ... ALGOBAY, fresh from repair after a St. Mary's River-grounding, grounded again, this time in the Seaway, out of the shipping channel, near Chippewa Bay, NY. The ship was partially loaded with corn for Prescott, Ontario.

July 6 ... ALGOBAY was re-floated and proceeded to Prescott to unload. Tugs WILF SEYMOUR and ECOSSE assisted.

July 7 ... The tall ships were arriving in Cleveland for the Tall Ship Festival.

... Fog closed the St. Mary's River for several hours, delaying vessel traffic.

July 9 ... CSL's BIRCHGLEN departed the port of Gros-Cacouna in Quebec with a load of wind turbine components. The cargo was scheduled to be unloaded at the Port of Indiana-Burns Harbor. This was the first of five such loads. It is believed that this was the largest single movement of wind turbine equipment ever carried on the Lakes. Shortly after this, the MAPLEGLLEN loaded a similar cargo.

... Archeologists were investigating the recently-unearthed lighthouse base at Dunkirk, NY. The lighthouse was built in 1826; the tower was moved in the 1850s; and the original base was covered over. The original location was forgotten until recent storms uncovered it. Various artifacts have been found, including pottery.

... Great Lakes sailors, members of Steelworkers Local 5000, were still striking against American Steamship. Most of the sailors were employed when certain American Steamship Co. vessels were owned by Columbia Transportation Division of Oglebay Norton Co. The parent company, GATX, won't talk, and won't sign a contract with Local 5000, which has been on strike since September of 2009.

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## GREAT LAKES & SEAWAY NEWS •

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July 10 ... ALGOBAY returned to the drydock in Port Weller after her recent grounding. She was assisted by tugs VIGILANT I, ECOSSE and SEA HOUND.

... The Norwegian tanker, SONGA RUBY, arrived in Cheboygan, MI for the first time to unload at the former BP/AMOCO fuel terminal. The terminal was once the regular port of call for the tug MICHIGAN and barge GREAT LAKES. After BP/AMOCO sold the terminal in 2009, the terminal was supplied by various Algoma tankers.

July 12 ... The Canada Steamship Line's RICHELIEU lost power near the Cote Sainte-Catherine Lock, and dropped anchor. Unfortunately, she ran over her anchor, which punctured a fuel tank, which caused a leak of possibly 200 tons of oil. Oil booms were immediately deployed to contain the oil. All CSL ships carry them onboard. The RICHELIEU was loaded with approximately 25,000 metric tons of grain. While crews dealt with the spill, the Seaway closed, stacking up waiting ships.

... CATHERINE DESGAGNES was delayed in the MacArthur Lock by a sailboat ahead of her. The line thrown from the dock above got caught in the sailboat's propeller. After a delay of about 45 minutes, Soo Locks Tour Boat NOKOMIS towed the sailboat out of the lock so that DESGAGNES could proceed.

... USCG ALDER departed Duluth for a 56-day deployment to the Arctic in a NATO exercise that took her to Resolute Bay, about 1,800 miles north of Duluth, in support of Canadian forces in exercises designed to improve the ability of member countries to respond to security problems. The U.S. Navy, Danish Navy and Canadian Coast Guard and Naval forces were also involved.

July 13 ... After a long and colorful career, George M. Steinbrenner, III died in Tampa, FL after suffering a heart attack. Born in 1930 in Rocky River, OH, he was the son of Henry G. Steinbrenner. In addition to his tenure as principal New York Yankees owner, he was the last operator of Kinsman Marine Transit Co, which was founded in 1901, and held a controlling interest in American Shipbuilding in Lorain, OH.



Photo by Mark Schumaker

RICHELIEU - Punctured tank causes small oil spill

• GREAT LAKES & SEAWAY NEWS

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July 14 ... In the era of self-unloaders, it is rare for a straight-decker to load low sulfur western coal at the Midwest Energy Terminal in Superior, WI, but CSL's MAPLEGLLEN loaded a cargo there.

July 15 ... The Lake Michigan Carferry Co. is thinking about re-powering the Str. BADGER with diesels to meet the 2012 EPA deadline to stop discharging ash into Lake Michigan. The company had to submit a pre-application for a grant before it could later submit a final application by August 23, 2010. At one time, almost every vessel on the Lakes discharged ashes, a natural material, into the Lakes.

July 19 ... The Port of Montreal was shut down by a lockout of the workers by the Marine Employers Association, a group representing dock owners and vessel owners. The MEA said it can't afford to pay longshoremen when they are not working.

... Suncor applied to the Canadian Transportation Agency to use the Norwegian tanker SIDSEL KNUTSEN to move product from Sarnia to Montreal between July 21 and August 20. Petronav applied to use the tanker GLEN to move product from Levis, Quebec to Oakville, Ontario between July 21 and August 20. No suitable Canadian tankers were available for this trade at these times.

July 20 ... The states of Michigan, Minnesota, Ohio, Pennsylvania and Wisconsin filed suit, demanding action to keep the Asian carp from entering Lake Michigan, stating the threat was immediate.

... High-speed catamaran JET EXPRESS IV experienced problems with her engines, and was out of service until parts arrived. The vessel is owned by the Lorain Port Authority and Jet Express. She runs out of Lorain to Put-in-Bay and Cleveland, OH.

July 21 ... The first pieces of a cofferdam were being placed at the Canadian Lock at the Soo to enable the complete de-watering of the lock for repairs.

... WILFRED SYKES had a partial collapse of her unloading boom at Port Inland. She went to Sturgeon Bay for repairs.

July 23 ... The Great Lakes Maritime Research Institute was awarded a taxpayer-funded \$750,000 U.S. EPA Region 5 Midwest Clean Diesel Initiative Grant to help lower the emissions of the 1,000-ft EDWIN H. GOTT. The re-powering work will be done at Sturgeon Bay after she lays up for the winter. The Great Lakes Maritime Research Institute is a consortium of the University of Wisconsin-Superior, and the University of Minnesota-Duluth with eleven affiliate universities in the Great Lakes area.

... ST. MARYS CHALLENGER was in Calumet Harbor for temporary layup. She arrived with a storage cargo.

July 24 ... Longshoremen were back at work at the Port of Montreal. Both sides decided to resume negotiations.

... USCG is working on a federal ballast rule that would help prevent more invasion of non-native species. Even if a federal rule is enacted, individual states could come up with their own standards, much higher than already-crippling federal rules. The President and Congress would have to change the law and make federal law the national standard to prevent excessive regulation.

July 27 ... Rand Logistics, Inc. announced that the MICHIPICOTEN will be re-powered this winter. The project should cost about \$15 million, and is expected to save fuel and result in higher speeds. The turbine-powered MICHIPICOTEN was built at Bethlehem Steel's yard in Sparrows Point, MD as the ELTON HOYT 2ND for Interlake, and was one of three identical sister ships built for Interlake and Bethlehem Steel. The other surviving sister, the former SPARROWS POINT, has been converted to a barge, renamed LEWIS J. KUBER, and is pushed by the OLIVE L. MOORE. The third sister, JOHNSTOWN, was scrapped by 1985.

... The Duluth Aerial Lift Bridge stopped in the up position at 5:00 p.m. after a possible lightning strike during the afternoon commute. The bridge had been raised for the JOSEPH L. BLOCK, and had to be lowered manually. Power was restored, and the bridge was back in service by 7:20 p.m.



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## GREAT LAKES & SEAWAY NEWS •

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... CSL's CEDARGLEN loaded pellets in Lorain at the Republic Engineered Products plant. The company shut down their blast furnaces, and is selling the taconite inventory. The plant was formerly the U.S. Steel National Tube Works. U.S. Steel still operates several mills at the site.

July 28 ... JET EXPRESS IV was back in service.

July 29 ... The Canadian Federal Government and the Province of Quebec are funding experimental submerged turbines, which hopefully will draw electrical power from the constant current in the St. Lawrence River. The project is estimated to cost C\$5.8 million, and the two turbines will be placed to the northeast of Montreal's Harbor Clock Tower in a pilot project that will run until June, 2011. The turbines will rest on the bottom of the river so they will not be affected by ice.

July 31 ... This year marks the 100<sup>th</sup> anniversary of Split Rock Lighthouse on Minnesota's north shore. The lighthouse was constructed after the storm of 1905, sometimes known as the MATAAFA Storm, littered the north shore with the wrecks of the Str. CRESCENT CITY, Str. WILLIAM EDENBORN, Str. LAFAYETTE, and barge MADEIRA, most of which lost their bearings in the gale and ran into the steep rocky cliffs. The lighthouse Anniversary was celebrated at various events throughout the year.

... Iron ore shipments totaled 5.9 million net tons in June, a decrease of 6.4% compared to May, but an increase of 109% over 2009.

... Coal shipments on the lakes totaled 3,874,216 net tons in June, an increase of 21.5% over May, and an increase of 7.2% compared to 2009. Loadings were down 9.6% compared to the five-year average. Shipments from Superior, WI were approximately the same as last year. Chicago coal shipments were up by 45%. Lake Erie tonnage increased by 15.5% over 2009, but was 26% off the five-year average.



Photo by Greg Rudnick

Experts recommend putting NORISLE back to work.

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• **GREAT LAKES & SEAWAY NEWS**

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... Limestone shipments on the Lakes totaled 3,865,782 net tons in June, an increase of 6.2% compared to May and an increase of 29% compared to 2009. The trade was down 8% compared to the month's one-year average

... Thunder Bay grain tonnage was down 20% for 2010. A wet spring on the prairies has affected planting. Thunder Bay is also hurt by grain going to the west coast and down the Mississippi.

AUGUST, 2010

Aug. 1 ... In a new feasibility study, the S.S. NORISLE Steamship Historical Society has been advised that they should consider refitting and upgrading their museum ship and returning her to service. The study states that in 20 to 30 years, the Lakes will be a hotbed of cruising activity. The refitting would have to be extensive, and would involve converting the ship to oil, and refurbishing the car deck into luxury dining rooms, staterooms and public spaces.

Aug. 2 ... While loading western coal at the Superior Midwest Energy Terminal, the ALGOLAKE apparently experienced a problem which required immediate unloading of the cargo. The CANADIAN PROGRESS, which was waiting to load at the same dock, positioned herself to take on the ALGOLAKE's coal cargo.

... It was Coast Guard Festival time in Grand Haven, MI. The USCG NEAH BAY, USCG BUCKTHORN and CCG SAMUEL RISLEY were in port for the week-long festivities. Hundreds lined the seawall to welcome the vessels.

... Tug JENNY LYNN sank in Duncan Bay off Cheboygan, MI while tied to the former WILLIAM HOEY. The LYNN sank in 18 feet of water. She is the former CAROLE ANN and B.H. BECKER. The B. H. BECKER will be remembered as the tug that was pushing the cement barge that collided with and sank the British salt water vessel MONTROSE in the Detroit River in 1962.



Tug JENNY LYNN sinks near Cheboygan. Seen here tied to former WILLIAM HOEY.

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**GREAT LAKES & SEAWAY NEWS •**


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Photo by Greg Rudnick

**Tanker SIDSEL KNUTSEN aground and anchored off The Voyageur restaurant in St. Clair, MI.**

Aug. 3 ... The SIDSEL KNUTSEN, a Norwegian tanker, grounded near the Pine River in St. Clair, MI after losing power because of an engine room fire. The vessel had departed from the Sun Oil Dock in Sarnia with cargo for Montreal. The drifting vessel came within a few feet of the seawall at the Voyageur Restaurant, alarming bystanders, swung around in the mud off the restaurant, and anchored about 40 feet off shore. During the incident, KNUTSEN ran over and sank a buoy, entangling the buoy's anchor chain in her propellor.

... The Rogers City, MI Nautical Festival started off with the annual Sailors Memorial, wherein the names of sailors lost in shipwrecks of the CARL D. BRADLEY and CEDARVILLE are read.

Aug. 4 ... A Newfoundland trucking company hired the McKiel Marine Co. and their barge, NIAGARA SPIRIT, to haul containers from Conception Bay, Nfld, to Hamilton, Ontario. Hunt's Transport Ltd. thought of the idea when it became difficult to get space on Marine Atlantic's ferries. The barge is a supplement to the ferry service.

Aug. 5 ... The Murphy Inn and the St. Clair, MI Chamber of Commerce representatives boarded a pilot boat to take pizza to the anchored tanker, SIDSEL KNUTSEN.

... A three-foot Asian carp was netted in Lake Calumet, above the electric barriers. It is believed the fish was planted by unknowing people.

... Tanker CLIPPER LANCER grounded while approaching a dock in Clarkson, Ontario. She was freed after unloading 1,100 tons of product into tanker VEGA DESGAGNES.

... MANITOWOC experienced a failure of one of her two Alco 251 engines, and went to Toledo for repairs. These engines have always been weak point of the River Class vessels.

Aug. 7 ... The NORDMEER wreck, off Alpena, MI in Lake Huron, has been leaking a small amount of oil, which has caused a sheen on the surface. The leak has been located and plugged.

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**• GREAT LAKES & SEAWAY NEWS**

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Aug. 8 ... ALGOLAKE departed Fraser Shipyards after repairs which required unloading.

... SIDSEL KNUITSEN departed St. Clair assisted by the G. tugs WYOMING and IDAHO, and proceeded to the Lake Huron anchorage for inspection. The buoy that had been entangled in the tanker's propellor was removed. Divers were able to locate the buoy because the light was still flashing under water. When recovered, the buoy was in almost perfect condition.

Aug. 10 ... A crewmember on the STEWART J. CORT was killed when he was crushed between a roller and the conveyer belt. EMTs from Bayfield, WI were ferried by the USCG to the vessel off Devils Island in Lake Superior. The CORT's crew had been performing CPR on the man for over an hour.

... SIDSEL KNUITSEN resumed her trip to Montreal.

Aug. 13 ... The Miller Ferry MV WILLIAM MARKET rescued passengers from a Cessna that crashed into Lake Erie near Put-in-Bay, OH in 22 feet of water, about 30 feet from the end of an Island dock. The pilot said he ditched the plane near the ferry dock to be rescued quickly.

Aug. 14 ... France, the State of Michigan, and private divers have reached an agreement to find out whether or not a shipwreck between Escanaba and the St. Martin Islands is the GRIFFON. Initially, nothing will be removed from the ship, and images will be taken of the ship. It is hoped that the images will reveal a Louis XIV insignia on a cannon, thereby verifying authenticity.

Aug. 15 ... USCG closed the St. Clair River to commercial traffic from noon to 8:00 p.m. for an event called "The Port Huron Float Down," wherein participants in inner tubes and other devices floated from the Blue Water Bridges to the beach at Marysville, MI. A number of vessels were delayed at a cost of up to \$1,000 per ship per hour. Some of the delayed vessels were ALGOWAY, BBC RIO GRANDE, CANADIAN ENTERPRISE, TIM S. DOOL, JOHN D. LEITCH, and MESABI MINER.

Aug. 17 ... China's Chengxi Shipyard has obtained a C\$514-million contract with Canada Steamship Lines to build up to ten self-unloaders. The order is for two handy-size vessels and three Panamax vessels, with an option for an additional three Panamax and two more handy-size unloaders. The Panamax vessels are too large to enter the Great Lakes, and the smaller vessels might not see the Lakes unless the Canadian government scraps the tax that would add \$10 million to each seaway-size ship. The engines will be ordered from Europe and the self-unloading equipment from Canada.

Aug. 18 ... The tall ship ROALD AMUNDSEN grounded on a sandbar five miles north of the Sturgeon Bay ship canal. The Selvick tug JIMMY L. re-floated the vessel several hours later.

Aug. 20 ... Problems with one of the gates at the Poe Lock caused a shutdown until after midnight. Smaller vessels used the McArthur Lock. Those delayed were MESABI MINER, GREAT LAKES TRADER, EDGAR B. SPEER, INDIANA HARBOR, and WALTER J. McCARTHY, JR.

Aug. 21 ... A blaze on Division Street on Kelleys Island proved too much for Island firefighters. Reinforcements from Sandusky, Huron and Marblehead were ferried on the Kelleys Island Ferry Boat Lines to fight the fire, which destroyed at least two businesses and damaged others. There were no reports of personal injury.

... ALGOCANADA is in temporary lay up in Sarnia, tied up at the SIDNEY E. SMITH, JR. dock.

Aug. 24 ... S.S. BADGER's departure from Ludington was pushed back four hours because a piston in one of her Skinner engines had to be changed.

... ALGOSOO and CSL NIAGARA brushed each other somewhere between Locks 7 and 8. The ALGOSOO has scuffed paint, and CSL NIAGARA suffered minor damage. ALGOSOO was repaired and continued to Ashtabula, OH to take on coal.

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**GREAT LAKES & SEAWAY NEWS •**

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Aug. 26 ... The City of Ludington is hoping to obtain \$14 million in taxpayer funds to re-power the carferry BADGER. Rival ferry line, Lake Express, said federal re-powering money would give the BADGER an unfair market advantage. However, Lake Express received \$17.5 million in Marad federal loan guarantees for the construction of the passenger catamaran to compete with the S.S. BADGER ferry service, an established business.

Aug. 30 ... After unloading coal at the Detroit Edison Trenton Power Plant in Trenton, MI, the AMERICAN REPUBLIC sucked up a large earthmover-size fender tire, which jammed one of her propellers. The REPUBLIC moved to the old McLouth Steel dock where divers attached a line to the tire, which was pulled free by an excavator.

Aug. 31 ... The Turkish tanker HULIN grounded on Horseback Shoal at the west end of Lake St. Francis in the St. Lawrence Seaway. The grounding was the result of an engine room emergency. The tanker was completely out of the channel. She later was able to work herself free.

... Iron ore shipments on the Lakes totaled 6 million net tons in July, a slight increase over June, but a 72% increase over 2009. Loadings were down about 6% compared to the month's five-year average.

... Coal shipments on the Lakes totaled 4,096,149 net tons in July, an increase of 5.7% over June, and an increase of 26% over 2009. Loadings were down 3.4% compared to July's five-year average.

... Limestone shipments on the Lakes stood at 3,682,302 net tons in July, a decrease of 4.7% compared to June, but a 27% increase over 2009. The cargoes were down 11.5% compared to the month's five-year average. U.S. ports loaded 850,000 tons more than 2009, but Canadian ports decreased by 65,000 tons. July iron ore cargoes increased 70% over 2009.



AMERICAN REPUBLIC sucks up large tire in propellers.

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• GREAT LAKES & SEAWAY NEWS

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Photo by Greg Rudnick

HMCS FRASER heads for her last port of call assisted by ECORSE and LAC MANITOBA.

SEPTEMBER, 2010

Sep. 1 ... September 1 marks the 130<sup>th</sup> anniversary of the founding of the Cleveland Vessel Owners Association. It was one of the predecessors of today's Lake Carriers Association. Captain Alva Bradley was its first president.

Sep. 2 ... The Great Lakes Fish Corporation plant in Wheatley, Ontario, the former Olmsted Foods facility, has been closed and sold along with its quotas of yellow perch, walleye and whitefish. The plant dates to 1911.

... The heavy lift ship BELUGA RECOGNITION unloaded a mammoth 388-ton electrical transformer at the port of Indiana-Burns Harbor. The piece of electrical equipment originated in Cordoba, Spain, and is destined for an Excelon nuclear power plant in Ottawa, IL. When loaded on a special rail car, the combined load will total 650 tons.

Sep. 5 ... The S.S. BADGER's crossing from Manitowoc for Ludington was delayed by 14 ft. waves. While the BADGER can easily handle such conditions, sailing was delayed until better weather in the interest of passenger comfort.

... AMERICAN REPUBLIC departed from Trenton, MI after repairs to the damage to her propeller caused by ingesting the tire.

Sep. 6 ... The retired Canadian Forces frigate, FRASER, departed Halifax bound for a Port Maitland scrapyard. She is the last of the St. Laurent class of frigates, the first frigate designed and built in Canada. She was constructed in 1957 in Vancouver by Burrard Drydock Co., Ltd. In 1965, she was made helicopter-capable, and spent the rest of her career in Halifax. One group wanted to preserve her, and another wanted her sunk as a reef. Neither was successful.

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**GREAT LAKES & SEAWAY NEWS •**

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Photo by Greg Rudnick

**ACAWA CANYON** heads for scrap in Cleveland while in service.

Sep. 8 ... High winds halted traffic in the upper St. Marys River, delaying **FRONTENAC**, **PHILLIP R. CLARKE**, **ST. CLAIR** and **SAM LAUD**.

Sep. 9 ... Tug formerly known as **WILLIAM HOEY** was towed to the Durocher Yard in Cheboygan. The Coast Guard considers the vessel abandoned, and has taken over salvage of the **JENNY LYNN**.

... The cruise ship **CLELIA II** had a computer malfunction, which caused the main engines to shut down in Little Current, Ontario in Georgian Bay's North Channel. The vessel hit the shore with a bang. The ship dropped anchors, regained power, raised anchors and snagged a green buoy in the process.

Sep. 9 ... Barge **McKEE SONS** had a failure of the boom slewing winch while loading coal at CSX in Toledo. Control of the boom swing was lost. The boom contacted the loader, then fell to the deck, causing more damage. The last twenty feet of the boom were destroyed, and the remainder was bent. The loaded barge proceeded to Bay Shipbuilding for repairs. This is the third boom incident on the Lakes this year.

Sep. 13 ... The scrap tow of the **HMCS FRASER** was delayed because of engine problems on board tug **TONY MACKAY**.

Sep. 17 ... **FRASER** tow departed the anchorage at Port Weller late in the day for her trip through the Welland Canal. The ailing tug, **TONY MACKAY**, remained at anchor in the Lake Ontario Anchorage, and her post was taken by **ECOSSE** with **LAC MANITOBA** as the stern tug, after she arrived from Hamilton.

Sep. 18 ... The **AGAWA CANYON** left Montreal, her name and stack markings painted out, under tow to an Aliaga, Turkey scrapyards. The bow tug was the **SIROCCO**, and the stern tug for the Seaway portion of the tow was

## • GREAT LAKES & SEAWAY NEWS

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VIGILANT I. The tow should take about a month. The AGAWA CANYON was built in 1970, and spent her entire career under that name with Algoma Central. Her Canadian registry was closed on August 27, 2010. It is possible she is the newest laker to be scrapped.

Sep. 19 ... The FRASER arrives at Port Maitland, her final port of call.

Sep. 23 ... Local Thunder Bay businessmen, marine industry leaders, and local politicians met to discuss matters that could hurt their city and the entire Great Lakes Basin. Legislation passed by New York State requires all ships passing through state waters to adhere to ballast water standards many times greater than those set by the International Maritime Organization. The new standards, which make ballast water comparable to distilled water, become effective January 1, 2012, could cost the port of Thunder Bay three quarters of its international marine trade.

... A new barge built at Great Lakes Towing's Cleveland shipyard was christened HAVASU II. The pedestal crane barge will be used by its owners, the New York Power Authority, to retrieve ice booms strung across the Niagara River at Buffalo.

... Great Lakes Towing has also been awarded an \$8.2 million contract by the U.S. Geological Survey for two new research vessels that will replace the MUSKY II on Lake Erie and KAHO on Lake Ontario. The vessels will be used for fisheries and oceanographic missions on the Great Lakes.

Sep. 28 ... Suncor Energy in Montreal was working at containing a diesel oil spill in the St. Lawrence River, where it created a slick approximately one and a half miles long.

Sep. 30 ... Iron ore shipments on the Lakes totaled 6 million net tons in August, a slight increase over July, but 85% over 2009. August tonnage loaded at U.S. docks was up 74% over 2009. Canadian shipments were nearly tripled.

... Coal tonnage on the Lakes in August totaled 13,915,684 net tons in August, a 4.4% decrease from July, but 9.8% more than 2009. Loadings were down 11.5% compared to the five-year average.

... Limestone shipments on the Lakes totaled 3,339,540 net tons in August, a decrease of 9.3% compared to July, but 9.5% more than 2009. The trade was 18.4% less compared to the five-year average. U.S. port limestone loadings were up 115,000 tons compared to last year. Canadian port tonnage was up by 176,000 net tons.

### SALES AND RENAMINGS:

... Tug MARK HANNAH has been renamed SPARTAN by her new owners, Occidental Chemical Corp. of Dallas, TX. Also purchased was the HANNAH 6301, renamed SPARTAN II.

... Former Zenith Tugboat Co. tugs ANNA MARIE ALTMAN and SIOUX were purchased by Purvis Marine, Ltd. of the Canadian Soo.

... The EPA has placed a new research vessel has been placed in service. The LAKE EXPLORER II has replaced the 40-year-old LAKE EXPLORER and was christened in Duluth on August 6. The 1966, 90-ft. long vessel, formerly with NOAA as RUDE, has been refurbished. She will operate out of Duluth.

... Tug REUBEN JOHNSON was scrapped at Fraser Shipyards in Superior in July. She was 78'x17'x7', and built by Great Lakes Towing in 1912 as BUFFALO (U.S. 210571). She was renamed CHURCHILL in 1928, renamed BUFFALO in 1946, renamed TODD FRASER in 1974, and received her current name in 1978.



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**GREAT LAKES & SEAWAY NEWS •**

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Photo by Tom Caine

Tug REUBEN JOHNSON is scrapped in Superior.

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**BACK COVER PHOTO:** BURNS HARBOR in an icy slip at the ore dock in Escanaba loading taconite pellets on a beautiful day (a bit chilly) - January 22, 2006. Photo by Dick Lund.



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