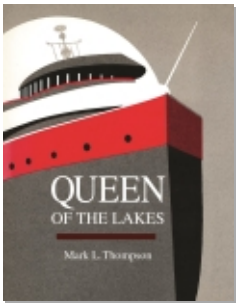
Queen of the Lakes

Mark L. Thompson



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27

The 730s

Columbia's 729-foot *Edmund Fitzgerald* and the 715-foot *Menihek Lake* of Canada's Carryore fleet are generally considered the first maximum Seaway-size freighters in their respective U.S. and Canadian fleets. But even as those two ships were being put into service, U.S. and Canadian shipyards were building vessels that were slightly longer, at 730 feet. U.S. and Canadian Seaway officials had agreed to allow ships of up to that length to transit the locks on the Welland and St. Lawrence. That decision was the catalyst for a major overhauling of the Canadian bulk fleet as vessel owners north of the border placed orders for 730-foot ships.[1]

With trade between the upper lakes, Lake Ontario, and the St. Lawrence critical to the Canadian fleets, many of the ships they operated before 1959 were diminutive "canallers," less than 260 long, with maximum drafts of 14 feet. At the end of the 1958 season, 129 of 210 vessels in the Canadian fleet were canallers.[2] While those vessels' carrying capacities were severely limited, they could fit through the locks of the Welland and the Lachine Canal at Montreal. Once the Seaway opened, however, Canadian fleets moved rapidly to build or buy larger vessels. It was a relatively simple economic decision for Canadian owners: the combined carrying capacity of all 129 canallers could be replaced by only 14 of the 730s.[3]

Between 1959 and 1966, Canadian fleets built 42 new ships,[4] aided by forty percent construction subsidies enacted in 1961 by their government.[5] They also acquired 37 other ships from U.S. owners.[6] Most of the newly built vessels were 730s, while the ships bought from American owners were between 550 and about 600 feet in length, the largest being the 617-foot *Matthew Andrews* purchased by Misener Steamship in 1963.[7] Other well-known U.S. ships that took up operations under Canadian flag were the *J. Pierpont Morgan,* the first of the standard 600-footers, and the *George W. Perkins, Henry C. Frick,* and *William E. Corey,* 569-foot vessels built in 1905. All four of the ships had been Queens of the Lakes when they were launched. Although not built to the maximum dimensions of the Seaway locks, the vessels acquired from the U.S. were larger than the canallers and allowed their Canadian owners to increase the carrying capacities of their fleets.

The 730-foot length became the standard for the Canadian industry, however. Since 1959, some 70 Canadian freighters have been built to that length, compared to only 6 for the U.S. fleet.[8] After the opening of the Poe Lock at Sault Ste. Marie in 1971, U.S. shipowners began to build vessels that were 1,000 feet long and had several times the carrying capacity of the 730s. There are still no ships in the Canadian fleet, however, that are too large to operate in the vital Seaway trade.

The *Murray Bay,* preparing to depart a lock on the St. Lawrence Seaway. Prior to construction of the Seaway, most ships in the Canadian fleet were "canallers" less than 260 feet long, the maximum length that could be handled by the locks in the outdated Welland and Lachine canals. When the Seaway opened in 1959, Canadian shipowners rapidly replaced the diminuitive canallers with 730-foot freighters like Canada Steamship's *Murray Bay*. (Institute for Great Lakes Research, Bowling Green State University)

STR. MURRAY BAY

730'x75'2"x34'3"
Queen of the Lakes
September 17, 1959 to December 7, 1962

The first 730 was launched at Collingwood Shipyard on September 17, 1959. Christened *Murray Bay,* the new Queen of the Lakes was owned by Canada Steamship Lines, the largest of the Canadian fleets. In 1963, CSL sold the landmark vessel to N. M. Paterson and Sons, another major Canadian bulk fleet. Under Paterson colors, the ship was rechristened *Comeaudoc,* the name under which it operates yet today.[9]

STR. ARTHUR B. HOMER

730'x75'1"x33'4"
Queen of the Lakes
November 7, 1959 to December 7, 1962

The *Murray Bay* was followed off the ways by the first of the 730s to join the U.S. fleet, the *Arthur B. Homer.* Launched on November 7, 1959, at Great Lakes Engineering Works on the Rouge River at Detroit, the *Homer* was owned by Bethlehem Steel and operated under their Great Lakes Steamship Division as the flagship of the fleet. The new freighter had been built to slightly modified versions of the plans used to construct the *Edmund Fitzgerald.* In 1975, the *Homer* was lengthened to 826 feet at Fraser Shipyard in Superior, Wisconsin. At that time she was the largest U.S. vessel to undergo lengthening.

In 1980, the *Homer* was laid-up at Erie, Pennsylvania, when the bottom dropped out of the Great Lakes shipping industry. When conditions on the lakes began to improve a few years later, the U.S. industry had undergone a dramatic and historic metamorphosis. The straight-deckers that had always been the backbone of the industry had been supplanted by the more efficient self-unloaders. No work could be found for the *Homer* and dozens of other U.S. ships without self-unloading capability. At the same time, U.S. fleet owners were still struggling, and few could justify the high cost of converting their straight-deckers to self-unloaders. In 1977, Bethlehem officials made the difficult decision to scrap the *Homer.* If the economic climate had been healthier on the lakes, it would probably have been rebuilt as a self-unloader and operated for another three or four decades. But the *Homer* could not escape the scrap heap. The beautiful ship was towed from its berth at Erie to Port Colborne, Ontario, and shipbreakers soon began the process of dismantling the former Queen of the Lakes.[10]

Between 1959 and late 1962, when a slightly larger Canadian ship was launched, the *Murray Bay* and the *Homer* were joined by thirteen other 730-foot freighters that shared honors with them as Queens of the Lakes. Five were U.S. vessels, while eight joined the growing Canadian fleet.

STR. EDWARD L. RYERSON

January 26, 1960 to December 7, 1962

The first of the five U.S. ships added to the 730-class was launched on January 26, 1960, at Manitowac Shipbuilding in Manitowac, Wisconsin, for the Inland Steel fleet. In ceremonies at the snow-covered shipyard, the new freighter was christened the *Edward L. Ryerson*. Ryerson was a former chairman of the board of Inland and its subsidiary, Joseph T. Ryerson and Son, the nation's largest steel service center. The scion of a wealthy family involved in the iron and steel industries since colonial days, Ryerson continued to be a major stockholder in Inland.[11]

The *Ryerson* was a slightly larger version of Inland's *Sykes,* which had been launched in 1949. As in the design and construction of the *Sykes,* much effort and expense had gone into making the big freighter as aesthetically attractive as possible. Compared to the basic, blocky laker, the *Ryerson* actually looks streamlined. Her bow and the top of her pilothouse have a graceful flare, and the massive smokestack on her stern is smoothly tapered and rounded. The effect is accentuated by the same striking painting scheme initially used on the *Sykes* and later adopted for use on all ships in the Inland fleet, including the infamous white stripe running just below the level of the deck for the entire length of the ship. Several generations of Inland fleet deckhands who have had to "polish the stripe" al-

Inland Steel's *Edward L. Ryerson* was one of the 730s that shared the Queen of the Lakes title between 1959 and 1962. Many feel that the *Ryerson* has an even more streamlined appearance than her sister ship, the *Wilfred Sykes.* Today, the striking *Ryerson* is the only straight-decker left in the U.S. fleet that primarily hauls iron ore. (Author's collection)

most every time the ship is in port have come to regard the innovative Inland paint scheme as an archenemy.

In her second season of operations on the lakes, the *Ryerson* set a cargo record for iron ore after loading 25,018 gross tons for delivery from Superior, Wisconsin, to the Inland mills at Indiana Harbor. That record stood until 1965. Today, the *Ryerson* is one of only four straight-deckers still operating in the U.S. fleet and the sole straight-decker committed to the iron ore trade.[12] A battery of bridge cranes unloads the ship when it arrives in the slip at the Inland mills. Whereas that process can often take twenty-four hours, a self-unloader of the same size could unload its cargo in four to six hours without having to rely on any shoreside equipment.

The other two ships in the Inland fleet are both self-unloaders. The *Sykes* was converted to a self-unloader in 1975, and the *Joseph L. Block* was launched as a self-unloader in 1976. Myth or reality, the story has circulated throughout the Great Lakes industry for many years that Inland fleet officials wanted to convert the *Ryerson* to a self-unloader at about the same time they had the *Sykes* rebuilt. That move was reportedly blocked by members of the Ryerson family, who still control a significant percentage of Inland's stock. The Ryersons allegedly did not want the striking appearance of the ship cluttered by the addition of a self-unloading boom and elevator casing.

STR. LEON FALK, JR.

1961 to December 7, 1962

The other four U.S. 730s were all former Maritime Commission T2 tankers that underwent conversion for use on the lakes. National Steel purchased two of the vessels—the *Leon Falk, Jr.,* and the *Atlantic Dealer*—to add to their fleet, which was managed by M. A. Hanna Company. The *Falk* had been built at Sun Ship Building in Chester, Pennsylvania, in 1945. The 526-foot tanker, christened as the *Winter Hill,* spent much of its life in the reserve fleet. After purchase by National Steel, the long-idle tanker was brought into the lakes by way of the St. Lawrence Seaway to be lengthened to 730 feet and converted to a Great Lakes bulk freighter at the Lorain yard of American Shipbuilding.

STR. PAUL H. CARNAHAN

1961 to December 7, 1962

National also bought the tanker *Atlantic Dealer* from Atlantic Refining Company of Philadelphia. The *Atlantic Dealer* had also been launched at the Sun shipyard in 1945 for the Maritime Commission. She was originally named the *Honey Hill,* but her name was changed when Atlantic Refining purchased her in 1946. The tanker operated in the coastal liquid bulk trade, but it had been laid up for several years before being purchased in 1960 for use on the lakes. National had the ship converted at AmShip's Lorain yard. As in the case of the *Falk,* the project included inserting a new section of midbody, just over 200 feet long. The midbody sections used on both the National ships had been built at the Schlieker-Werft shipyard in Hamburg, Germany, and towed across the Atlantic and down the St. Lawrence to Lorain.

The two T2 tankers converted by National were among five U.S. ships lengthened with foreign-built midbodies in the early 1960s.[13] Ship owners had found that while U.S. customs laws prohibited U.S. ships from being built overseas, there was nothing to preclude them from having midbody sections constructed at foreign yards. It did not take the government long to close that loophole, however, and the midbody sections subsequently used to lengthen ships on the lakes were all built at U.S. yards.[14]

After conversion, the 730-foot freighter was christened as the *Paul H. Carnahan*. It and the *Falk* were stalwarts in the Hanna-managed fleet until the early 1980s, when the lakes were hit by a shipping recession. After lying idle for several years with most of the other vessels in the Hanna fleet, the two ships were sent to the shipbreakers. The *Falk* was scrapped in Spain in 1985, and the *Carnahan* was broken up in Taiwan in 1987.[15]

STR. PIONEER CHALLENGER

1961 to December 7, 1962

The third T2 converted for use on the American side of the lakes in 1961 had been launched in the fall of 1942 at Bethlehem Steel's shipyard in Sparrows Point, Maryland. Christened as the *Neschanic* by the Maritime Commission, the 502-foot tanker was put into service with the Navy in 1943. It operated as an oiler, carrying oil and gasoline to fuel warships in the Pacific. In the three years that the *Neschanic* supported

the war effort against the Japanese, she and her crew were awarded nine battle stars, more than were earned by many of the carriers, battleships, and cruisers operating in the war zones. Her combat record included service with the Pacific fleet at the battles of the Gilbert and Marshall islands, western New Guinea, Marianas, Guam, Iwo Jima, Okinawa, and the Third Fleet's operations against the Japanese homeland.

On June 18, 1944, *Neschanic* was attacked by a flight of Japanese bombers in the hours just before the battle of the Philippine Sea. The deck of the lightly armed tanker was struck by a bomb aft on the starboard side. The explosion blew three crewmembers over the side, and thirty-three of the 250 sailors aboard suffered serious burns. Damage control parties battled heroically to keep the ship's cargo from igniting and turning the vessel into a blazing inferno. At the same time, the *Neschanic*'s gunners exacted a toll on the Japanese bombers, downing two before the attack ended. Crewmembers aboard the tanker extinguished the fires, and hurried repairs were made to the ship's damaged fueling stations. That night, the indomitable tanker was once again at work fueling warships going out to meet the enemy.

In 1947, the tanker was purchased by Gulf Oil and renamed *Gulfoil*. The ship was part of the Gulf Oil fleet until 1958, when it collided with another tanker, the *S. E. Graham,* on August 7 at Newport, Rhode Island. The *Graham* was carrying a million gallons of gasoline at the time, and it blew up as a result of the collision. Fifteen crewmembers aboard the *Gulfoil* were killed by the explosion, and the ship was badly damaged. The crippled hull of the *Gulfoil* was purchased by Maryland Shipbuilding on speculation. They held title to the vessel from 1958 until 1960, when it was sold to Pioneer Steamship Company to be converted for service on the lakes. The ship underwent conversion at Maryland Shipbuilding, including lengthening with the addition of a new midbody built by Verholme United Shipyards in Rotterdam. On June 24, 1961, the vessel was christened as the *Pioneer Challenger* by her new owners before it departed on July 1 for its long voyage into the lakes. On July 16, the newly converted 730-foot freighter passed Detroit on its maiden voyage up the lakes.

On the lakes, the *Pioneer Challenger* was managed by Hutchinson and Company during the balance of the 1961 season. When Hutchinson folded early in 1962, the ship was sold to Oglebay Norton's Columbia Transportation, which rechristened the ship the *Middletown* in honor of the Middletown, Ohio, headquarters of Armco Steel, one of the fleet's major customers. In 1982, Columbia had the ship converted to a self-unloader at Bay Ship Building in Sturgeon Bay, Wisconsin.[16] While the *Falk* and *Carnahan* were long ago towed off to the shipbreakers, the *Middletown* is a familiar sight on the lakes yet today, still operating in Columbia's colors. Few who see her are aware of the former tanker's colorful past on both the Pacific and Atlantic oceans.

Among those who recall her earlier service are the U.S. Navy sailors who served aboard the tanker. They formed the USS Neschanic Veterans Association. They held annual reunions around the country at which they remembered the exploits of the gallant little tanker, which they thought had been scrapped. In 1988, Jon Palik, a *Neschanic* veteran living in a suburb of Cleveland, saw a newspaper story about Columbia Steamship's *Middletown*. The article said that the Columbia freighter was the former *Neschanic*. "My God," said Palik, "that's my old ship." After writing to officials at Columbia Steamship, Palik was afforded the opportunity to once again walk the decks of the ship he had served on during World War II. While the vessel's outward appearance had changed dramatically as a result of her conversion to a lake freighter, the machinery spaces that the former machinist's mate had grown so familiar with during the long war years were just as he had left them. "Except for the color of the paint on the bulkheads, it's all the same," he observed.[17]

STR. WALTER A. STERLING

1962 to December 7, 1962

The final converted T2 to join the U.S. fleet was the *Walter A. Sterling,* owned by Cleveland-Cliffs. Built in 1942 at Bethlehem's Sparrows Point, Maryland, shipyard, as the *Mobiloil,* the vessel had been renamed *Chiwawa* at its launching. Cliffs had the former tanker rebuilt and lengthened to 730 feet at the Lorain, Ohio, yard of American Ship Building.

In 1976, after the opening of the new Poe Lock at Sault Ste. Marie, Cliffs had the *Sterling* lengthened to 826 feet by adding a 96-foot section to the cargo hold. Two years later, the vessel went back into the shipyard to be converted to a self-unloader so that it could operate in the growing movement of western low sulphur coal on the lakes. Virtually all of the western coal was being shipped to power plants that did not have shoreside unloading equipment.

When the Cleveland-Cliffs fleet was sold to the Rouge Steel subsidiary of Ford Motor Company in the fall of 1984, the *Sterling* was renamed the *William Clay Ford.* It became the flagship of the Detroit-based fleet, replacing a scrapped AAA-class boat of the same name.[18] The former tanker changed hands again in 1989 when Ford decided to follow the lead of Hanna and Cleveland-Cliffs and get out of the shipping busi-

ness. The ships in the Ford fleet were purchased by Interlake Steamship. As part of the purchase agreement, Interlake also received a large part of the contract to haul iron ore, coal, and stone to the mills at Rouge Steel. After the purchase, Interlake renamed the *William Clay Ford* the *Lee A. Tregurtha* in honor of the wife of one of Interlake's owners.

The former Ford ships are actually owned by Lakes Shipping, a subsidiary of Interlake set up solely to purchase the vessels. The decision to keep ownership of the Ford boats separate was based on a number of reasons. Primary was the fact that deck and engine officers on the Ford boats were non-union, while Interlake officers worked under a contract between the company and the Marine Engineers Beneficial Association (MEBA), the union representing most officers on the Great Lakes. As part of their contract to buy the boats, Interlake agreed to hire the former Ford officers. It was understood that the officers would then join MEBA, but no decision had been made as to whether the former Ford personnel would be somehow merged into the Interlake seniority lists. Such a merger would require approval by MEBA and Interlake's deck and engine officers, some of whom would drop down on their respective seniority lists if the Ford officers were added.

To expedite acquisition of the three Ford boats and forestall problems of merging the non-union officers into their fleet, Interlake officials set up Lakes Shipping to purchase the boats. If a plan allowing the Ford officers to merge into Interlake's MEBA seniority lists could not be agreed to, the company would have the option of operating the boats as a separate fleet. In that case, separate seniority lists would have been established for the former Ford officers, and they would have been covered under a separate contract between Lakes Shipping and MEBA. At the end of the 1980 season, however, Interlake officers and the former Ford officers agreed on a strategy that made it possible to merge their seniority lists. The ships acquired from Ford are technically still owned by Lakes Shipping, but in every other respect they function today as part of Interlake Steamship.

A similar situtation had occurred a decade earlier, when Oglebay Norton purchased the *William R. Roesch* and *Paul Thayer* from Kinsman Marine. Unlicensed crewmembers on the two Kinsman ships belonged to the Seafarers International Union (SIU), while personnel in Oglebay Norton's Columbia Transportation Division were members of Local 5000 of the Steelworkers. With no prospect of merging the members of the disparate unions, the two boats were assigned to another Oglebay Norton subsidiary, Pringle Transit, rather than to Columbia. They operate under the Pringle banner yet today, with SIU crews, even though they are managed by the same people who direct operations of ships in the Columbia Transportation fleet.

STR. RED WING

1960 to December 7, 1962

On the Canadian side of the lakes, the *Murray Bay* was joined in 1960 by the 730-foot *Red Wing* of Upper Lakes Shipping. Like the *Falk, Carnahan,* and *Middletown* of the U.S. fleet, the *Red Wing* had its genesis as a former T2 tanker. It had been launched for the Maritime Commission on February 12, 1943, at Sun Ship Building and named the *Boundbrook*. In 1947, the idle tanker was purchased from the reserve fleet by Imperial Oil of Canada. Her new owners renamed her the *Imperial Edmonton* and operated the tanker in the liquid bulk trade until 1958. At that time the vessel was purchased for $500,000 by St. Lawrence and Great Lakes Shipping for conversion to a dry bulk freighter. Only the stern section and engine machinery of the T2 were maintained during the conversion at Port Weller Dry Docks on the Welland Canal. Forward of the stern, the vessel was entirely rebuilt as a 730-foot laker.

After conversion, the ship was purchased by Upper Lakes Shipping and rechristened the *Red Wing.*[19] The Upper Lakes freighter is named in honor of the Detroit Red Wings hockey team. Mr. Bruce Norris, formerly the owner of the Red Wings, was also a major stockholder in Upper Lakes Shipping.[20] On her last trip of the 1961 season, the *Red Wing* set a Great Lakes cargo record when it loaded 25,004 tons of iron ore at Picton, Ontario, on December 1. That record was broken in 1962 by the *Ryerson,* which topped the record by a scant fourteen tons on August 28. Upper Lakes sold the *Red Wing* for scrap in 1986.

STR. WHITEFISH BAY

November 16, 1960 to December 7, 1962

Another 730 joined the Canadian fleet on November 16, 1960, when the steamer *Whitefish Bay* was launched at Davie Ship Building in Lauzon, Quebec. Built for Canada Steamship Lines, the freighter continues to operate for them today. During the winter of 1968–69, the freighter was converted to a self-unloader at Port Arthur Ship Building in Thunder Bay, Ontario. At the same time, her owners renamed her the *Quetico,* honoring a sprawling wilderness park located west of Thunder Bay. In 1972, title to the ship passed to Davie Ship Building, although CSL continued to operate the *Quetico.* Ownership changed again in 1973, when the vessel was purchased by Pipe Line Tankers, but it still operated as part of the CSL fleet. In 1983, the name of the ship was changed back to *Whitefish Bay.*

STR. LEECLIFFE HALL

September 10, 1961 to December 7, 1962

The fourth Canadian 730 made its debut on May 8, 1961, when the *Leecliffe Hall* was launched in ceremonies at Fairfield Ship Building in Govan, Scotland. Conceived as the new flagship of the Hall Corporation fleet (which operates on the lakes today as Halco), the big freighter was then the largest dry cargo ship ever built in the United Kingdom. After sailing the Atlantic, the *Leecliffe Hall* was feted at a second round of ceremonies held in Montreal in September. From there she departed on her maiden voyage on the lakes. On the downbound leg of that first trip, the vessel established a new record by carrying 1,030,979 bushels of mixed grains from the Canadian lakehead to the Bunge Elevator in Quebec City. During her career, the *Leecliffe Hall* set a number of other records.

The *Leecliffe Hall*'s final record was a tragic one. On September 5, 1964, she became the largest ship ever to sink in the Great Lakes and St. Lawrence system—a dubious mark that stands yet today. While upbound in the St. Lawrence River, sixty miles below Quebec City, the flagship of the Hall fleet collided with the Greek freighter *Apollonia* in heavy fog. The crew and passengers on the *Leecliffe Hall* managed to abandon ship safely, but one crewman chose to stay behind in an effort to save the badly damaged freighter.[21] Later, two other crewmembers returned to the ship to help their shipmate rig towing lines to the tug *Foundation* in an attempt to pull the vessel into shallow water where it could be beached. Sadly, the ship sank before it reached shallow water. The three crewmembers who had tried so valiantly to save their ship died in the effort. Resting in ninety feet of water, the tops of the *Leecliffe Hall*'s masts could clearly be seen rising out of the water at low tide.

After a number of salvage attempts that continued until 1966, her insurance underwriters declared the *Leecliffe Hall* a constructive total loss, and all efforts to raise the ship were abandoned. Because the sunken vessel represented a hazard to ships operating on the St. Lawrence, orders were soon issued to dynamite and remove the hull. In all, ten tons of dynamite were used to blast the sturdy ship into pieces that could be moved out of the navigational channel.[22]

In reviewing the sinking, the Canadian Admiralty blamed the casualty on the actions of officers aboard both ships. They concluded that neither ship's officers were using their radars wisely, even though they were depending on them for navigation in the fogbound St. Lawrence. Both vessels were also judged to have been going too fast for conditions, and the *Leecliffe Hall* was running too close to the center of the channel. The captain of the Hall freighter and pilots aboard both vessels had their licenses suspended until the start of the 1965 shipping season. The judge in the case said he would also have suspended the license of the Greek captain if it had been within his jurisdiction to do so.[23]

STR. MONTREALIS

1962 to December 7, 1962

The fifth Canadian 730 was the first Great Lakes ship built for the Papachristidis Company, which operated solely on the ocean before the opening of the St. Lawrence Seaway. The new freighter was christened the *Montrealis.* It was built at Montreal, Ontario . . . *and* at Lauzon, Quebec! The stern section of the vessel was built at Montreal by Canadian Vickers, which would actually own the ship. The bow was constructed at the George T. Davie shipyard at Lauzon. The two sections of the hull were both launched in September of 1961 and joined together at the Davie yard before going into service on the Great Lakes and St. Lawrence. In 1972, the ship was acquired by Jackes Shipping. Under Jackes ownership, the *Montrealis* was operated as part of the Upper Lakes Shipping fleet. ULS continued their management of the vessel when it was sold in 1975 to Leitch Transport. The following year, ULS purchased the ship, and they operate it yet today.[24]

STR. HAMILTONIAN

April 7, 1962 to December 7, 1962

A sixth Canadian 730, the *Hamiltonian,* was launched at St. Johns Ship Building in St. Johns, New Brunswick, on April 7, 1962. Financed and owned by Canadian General Electric, the *Hamiltonian* was managed by the Papachristidis Company fleet of Phrixos B. Papachristidis. In 1965, ownership of the vessel was transferred to Eastern Lake Carriers, but it continued to operate as part of the Papachristidis fleet. In 1967, the name of the ship was changed to the *Petite Hermine,* honoring one of the three small ships in the fleet that brought the explorer Jacques Cartier to Canada in 1535. Two other ships in the Papachristidis fleet were named the *Grande Hermine* and *Emerillon* after the other Cartier vessels. Interestingly, Cartier's *Petite Hermine* was a bad luck ship. Before Carter's return to France in 1536, the vessel was abandoned after its crew was destroyed by scurvy.

Maybe use of the name *Petite Hermine* also brought bad luck to Phrixos Papachristidis, because his firm folded in 1972. At that time, the ten-year-old *Petite Hermine* was purchased by Jackes Shipping and came under the management of Upper Lakes Shipping as the *Canadian Hunter.* In 1975, ownership of the vessel shifted to Leitch Transport, and in 1976 it was purchased by Port Weller Dry Docks. Under both owners, the ship was managed by Upper Lakes, and they purchased the *Canadian Hunter* in 1979. It operates today as part of the ULS fleet.[25]

STR. LAKE WINNIPEG

1961 to December 7, 1962

The seventh 730 to join the Canadian fleet was another former T2 tanker. Launched at Portland, Oregon, on November 28, 1943, as the *Table Rock,* the ship had been operating since 1948 as the *Nivose,* owned by Compagnie Nationale De Navigation of Rouen, France. In 1961 it was acquired by Nipigon Transport, a Canadian shipping subsidiary of National Steel, and converted at Blythswood Ship Building in Glasgow, Scotland. Like the *Red Wing,* her entire hull forward of the stern cabins was scrapped and replaced during the conversion. Christened the *Lake Winnipeg* by her new owners, the ship crossed the Atlantic and arrived at Quebec City for formal dedication ceremonies on September 1, 1962. She went into service under management of Carryore, another Canadian subsidiary of National Steel. After she sat idle for several years during the early 1980s, the decision was made to scrap the ship. Again she crossed the Atlantic, this time under tow, en route to Lisbon, Spain, for scrapping. The *Lake Winnipeg* arrived there on May 19, 1985, and shipbreakers went to work on her shortly after that.[26]

STR. BLACK BAY

September 20, 1962 to December 7, 1962

On September 20, 1962, the eighth of the Canadian 730s was launched at Collingwood Shipyard. Christened the *Black Bay,* the new freighter was owned by Canadian General Electric and operated by Canada Steamship Lines. When she went into service on the lakes during the 1963 season, the *Black Bay* quickly set two new cargo records. The first was for carrying 24,457 gross tons of iron ore through the Seaway, the largest load ever to move through that system. She set the second cargo record by carrying 1,383,922 bushels of oats in a single load.[27] In 1976, ownership of the *Black Bay* was transferred from Canadian G.E. to Power Corporation of Canada, but CSL continued to operate the ship. The vessel's cabins were rebuilt in 1978 after they were destroyed by fire during the previous winter lay-up period. Damage was set at $1 million. While its cargo records have long since fallen to other, larger ships, the *Black Bay* is still one of the workhorses of the CSL fleet.[28]

STR. BAIE ST. PAUL

November 30, 1962 to December 7, 1962

The steamer *Baie St. Paul* was the ninth 730 to join the Canadian fleet and the last of the class to have any claim to honors as a Queen of the Lakes. It was launched at Davie Ship Building in Lauzon, Quebec, on November 30, 1962, for Canada Steamship Lines, which still operates the vessel today.[29] Before the *Baie St. Paul* went into service during the 1963 shipping season, however, the title as Queen of the Lakes had passed from that first batch of 730s to a slightly longer ship.

Notes

1. For the sake of brevity, the complete dimensions for the balance of the ships in the first group of 730s will not be given. Their overall lengths were 730 feet and their beams and depths were similar to those of the *Murray Bay* and *Homer.*
2. Gary Dewar, "Part II: Changes in the Post-War Fleet," Inland Seas 45, no. 3 (Fall 1989): 173.
3. Ibid., 173.
4. Ibid., 176.
5. Ibid., 173.
6. Ibid., 176.
7. The vessel was originally launched as the *Fred G. Hartwell* in 1923 for the Franklin Steamship Company of Duluth. It was a sister to the *Col. James M. Schoonmaker* and *William P. Snyder Jr.* that had been built in 1911 and 1912 for Shenango Furnace.
8. In sheer numbers, the 730s rival the standard 600-footers built earlier in the century. The combined carrying capacities of the 730s is about double that of the 600-footers, however.
9. Ship Biography, Institute for Great Lakes Research, Bowling Green State University.
10. Ibid.
11. John O. Greenwood, *Namesakes of the Lakes* (Cleveland: Freshwater Press, 1970), 205.

12. The other surviving U.S. straight-deckers are Interlake's *J. L. Mauthe* and Kinsman's *Kinsman Enterprise* and *Kinsman Independent*. They are devoted almost exclusively to carrying grain from elevators in Duluth and Superior to terminals at Buffalo, New York.
13. The others were Interlake's *Charles M. Schwab,* the *Walter A. Sterling* of the Cleveland-Cliffs fleet, and Columbia's *Middletown*. The *Schwab* has since been scrapped, but the other two vessels are still operating. The *Sterling,* a converted saltwater tanker, has changed ownership several times since being brought into the lakes in 1961. Today she operates as the *Lee A. Tregurtha* in the Interlake Steamship fleet.
14. Richard Wright, *Freshwater Whales* (Kent, OH: Kent State University Press, 1969), 246.
15. Ship Biography.
16. Howard W. Serig, "Navy Oiler Finds Second Life in the Great Lakes," *Inland Seas* 47, no. 1 (Spring 1991): 36–40, reprint from *Navy Times.*
17. Ship Biography.
18. The 1953-built *William Clay Ford* had the dubious distinction of being the first of the AAA-class boats to be scrapped. While newer than the *Sterling,* the Ford flagship was a straight-decker.
19. Ship Biography.
20. Greenwood, 405.
21. Hall Corporation President Frank Augsbury, Jr., and his wife and children were aboard the ship at the time and managed to reach safety. Ironically, the ship had been named for Hall's wife Lee.
22. Rev. Peter van der Linden, *Great Lakes Ships We Remember* (Cleveland: Freshwater Press, 1979), 250.
23. *Telescope* 14, no. 3 (March 1965), 67.
24. Ship Biography.
25. Ibid.
26. Ibid.
27. Greenwood, 50.
28. Ship Biography.
29. Ibid.