

Telescope

An illustration of a rolled-up map with a compass rose and a telescope, positioned diagonally across the top left of the cover.

MARCH ☆ APRIL, 1991
VOLUME XXXIX: Number 2



GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

Institute member Paul Wiening has written *Reflections: Stories of the Great Lakes*. Most of our readers will recognize Paul's contributions to marine publications around the lakes. This 144-page book contains several articles that have appeared in *Telescope* such as the C-4 Class, *E.M. Ford*, A.A. carferries and the *Middletown*, but Paul has updated these articles and printed more photos on these vessels. Skip Gillham contributed four chapters to make *Reflections* representative of all aspects of Great Lakes shipping. Besides the vessels mentioned above, other chapters include the Great Lakes Transit Corp., *Georgian Bay*, *W. W. Holloway*, *Wheat King*, *Cliffs Victory*, *Trois-doc* and the Lake Michigan carferries. *Reflections* has 169 photos, making it worth the \$19.95 price. This book can be purchased at the museum or by mail (please include \$2.50 for postage). Remember that you are entitled to a ten percent discount on purchases over \$10.00.

The National Maritime Society has published a guidebook to *American and Canadian Maritime Museums*. This first edition contains short histories on museums from the small river towns to both coasts. The Great Lakes are well represented as the editors asked the museum curators to write their own descriptions. This book costs \$10.00 and is available at the museum. Members traveling around the lakes will be surprised at the number of communities that are preserving their marine heritage.

MEETING NOTICES ●

The next scheduled entertainment meeting will be held on Friday, March 15th at 8:00 p.m. at the museum. Mr. Keith Steffke will present a slide program on the history of the Pioneer Metal Ship-building industry in Wyandotte, MI. On Friday, May 17th, Mr. Wayne Garrett will present a slide program on marine engines. All entertainment meetings begin at 8:00 p.m. at the museum.

Future Board of Directors meetings are scheduled for Thursdays, April 11 and the annual meeting on June 13th. Board meetings (which all members are invited to attend) begin at 7:00 p.m.

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Published at Detroit, Michigan by the
GREAT LAKES MARITIME INSTITUTE

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Macomb Printing, Inc.

OUR COVER PICTURE . . . As the older ships have vanished from the lakes, their colorful histories remain only in artifacts and photographs. The small size of the *Superior* allowed her to survive the Depression and the modernization of fleets after World War II. When the Seaway opened, her small size worked against her and she was laid up. This photo of the *Superior* in Wallaceburg on September 12, 1954 was taken by Alan Mann. Part I of her story begins on the next page. □

Telescope is produced with assistance from the Dossin Great Lakes Museum, an agency of the Historical Department of the City of Detroit.

NORTHWEST STEAMSHIP - GONE, BUT STILL ALIVE!

by
ALAN MANN
Part I

The commerce of the world today, generally lies in the hands of the huge corporate giants. The remaining portion of the business strata consists of the smaller-scaled entrepreneurial types who attempt to persevere despite often overwhelming odds to compete. There was a period when the "pulse" of the Great Lakes was dominated by small scaled shipping companies, many regional in nature. This phase of marine history was colorful, marked by enterprise, ingenuity, and a unique cordiality between management and staff. One such company was North West Transportation Company, Ltd., a package freight firm based initially in Midland, Ontario on Georgian Bay. Its beginning was marked by rich lineage and even today, traces of the company's history remain on the Great Lakes.

Andrew Jackson Hudson was born in Port Perry, Ontario, spending his early life farming. The family moved to Midland, Ontario where three boys, Harold, Archie and Dalton were

raised, all soon answering the call to life on the Great Lakes. Harold captained several vessels for the St. Lawrence & Chicago Navigation Company, eventually being named shore captain. The other two brothers, Archie and Dalton advanced in the shipping ranks as well.

Our story revolves around the younger two Hudson brothers and their involvement and contributions to an exciting chapter of Great Lakes history. Both sailed for the legendary James Playfair, a giant in Canadian shipping annals, whose influence no doubt had a positive effect on the eventual success of the Hudsons from Midland.

A visit to the ever busy Toronto waterfront in 1928 changed the course of life for the Hudson brothers. N.M. Paterson Co. had laid up the canaller *Yukondoc* at the foot of Spadina Avenue, to remove her engines. Archie Hudson entered the scene. After discussion with the owners, including company

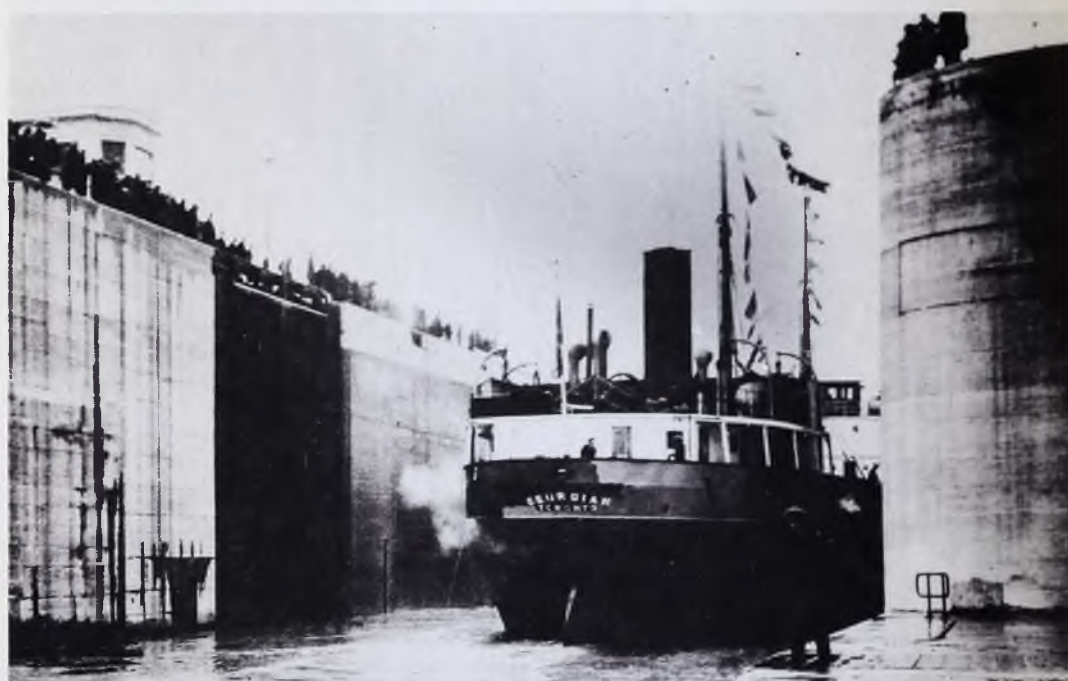


Skip Gilham

The first vessel in the fleet was the YUKONDOC, purchased in 1928. Renamed GEORGIAN, she specialized in package freight.



Ron Beaupre Coll.



Ron Beaupre Coll.

Top: The crew of the GEORGIAN prepares her flags for the opening of the Welland Canal. Bottom: The GEORGIAN was the first vessel to thru Lock 1 in the new Canal on April 21, 1930.

executive Daniel McKay, the *Yukondoc* was purchased by Hudson. The North West Transportation Co. Ltd. was formed officially in August of 1928. Archie Hudson was president, M.E. Tully was secretary and directors included G.C. Leitch, T.C. Luke, L.B. Beath and A.A. Hudson.

The newly acquired *Yukondoc* was refurbished in the James Playfair fleet colors, crimson stack, black smoke band, grey hull with white cabins and forecastle. She would specialize in package freight. Her new name was *Georgian*, honoring Georgian Bay, home waters of the Hudson boys. A package freight route was established from Toronto, with connecting points at Leamington, Windsor, Wallaceburg, Sarnia, Goderich and upper lake ports. Grain was hauled downbound, usually to the Georgian Bay ports as well as Goderich. Powered by a unique Swedish diesel engine, *Georgian* had the distinction of first ship to pass through Lock One of the new Welland Canal on April 21, 1930. The new company and refurbished vessel were off and running!

The 1889-built Globe Iron Works vessel *Parks Foster* passed through several owners during the first two decades of the century. In 1928 she was stranded at Alpena, Michigan in Lake Huron and abandoned to the underwriters. She was salvaged by Reid Wrecking Co., and ultimately towed to Ogdensburg, N.Y. for insurance evaluation. Towed by the *Joseph L. Russell*, she laid over briefly in Toronto before heading to Port Dalhousie where repairs were completed at the Muir Brothers Dock. Returning to Toronto, she was fitted out in Playfair colors. Archie Hudson, who had enjoyed initial success with his Playfair backed company, was considering a second hull for North West. A deal was struck for the refurbished *Parks Foster* with her owners, Great Lakes Transit Company. This firm, prominent in Canadian shipping circles, was owned by James Playfair. On November 6, 1927 she was purchased as the second ship for North West. However, she was besieged with mechanical disorders and as a result, in July, 1931, she was returned to Playfair due to her unsatisfactory condition. Lying at Midland, she was re-boilered and a new triple expansion GGMM engine was installed. The repairs satisfied Hudson and as a result, the ship was re-acquired once the new installations were completed. The 262-foot vessel was renamed *Superior*, and the North West Transportation had doubled to two vessels.

The outlook for the new company seemed promising. Unfortunately, however, a severe setback hit the company during the late 1932 shipping season. Enroute downbound to Toronto in late November, the *Georgian*, mastered by Capt. Dalton Hudson, ran aground on a reef near Munising, Michigan during a typical November storm. Shifting winds made her position perilous and she swung broadside, buffeted continually by the vicious winds. Reid's *Maplecourt* was dispatched and removed the *Georgian's* crew. Abandoned, the damaged hull was sold to the underwriters in December of 1932. Eventually she was salvaged and repaired, sailing again as the *Badger State* for New York Barge Canal service. Her books were closed in January, 1946 when she sank in the Gulf of Mexico.

The depression years of the 1930's slowed service for many lakes' shipping companies,



Captain Archie Hudson



Dossin Museum Coll.



Author's Coll.

*Top: The SUPERIOR spent much of her career hauling mixed cargoes. Bottom:
Loading beans at Wallaceburg in 1938.*

including North West. Down to one vessel with the loss of the *Georgian*, the company fought for survival. Parrish & Heimbecker, grain handlers across the Dominion of Canada, chartered the *Superior* to haul grain down-bound from the Lakehead. Mixed freight continued to be transitted from the various ports along the lake routes. In November, 1934 a record cargo of mixed products was loaded onto the *Superior* at Wallaceburg, one of her regular ports. It included 15,000 cans of Libby's products, 40 tons of glassware, 750 bags of beans, 335 bags of corn, 100 bags of calcium chloride, 400 bags of onions and nine International trucks. Forty-eight locals were hired by the Wallaceburg wharfinger, another record, providing a much needed injection of employment to the work force.

The year 1937 saw Capt. Hudson and the *Superior* involved in a dramatic rescue. A September gale had disabled the 90-foot fishing smack *Gilly*, bound for Sarnia from Southhampton, with a load of 35,000 cedar posts. Her motors failed after an oil line had broken, seizing the bearings. The

converted package freighter and the crew of six were at the mercy of a raging Lake Huron.

Fortunately, the *Superior* came into sight of the mishap and attempted to effect a rescue. The tossing waters made a tow line connection hazardous for both vessels. After circling the helpless *Gilly* for two hours, finally a tow line was passed successfully and the vessel was towed to Goderich. Final rescue of the crew was completed by Capt. Bert McDonald and his gasoline launch *Annamac*. The *Superior* played an important role in bringing the *Gilly*'s crew to safety.

On many occasions, the *Superior*, usually mastered by Capt. Sam Bell of Midland, would open navigation at her various ports of call. Over the years, Wallaceburg town officials awarded Capt. Bell the ceremonial topper several times, allowing him to become well known by the town's haberdashers when he redeemed his voucher for a new chapeau.

In Part II the history continues as North West acquires the steamer *Rahane* and renames her — A.A. Hudson. □



From left to right are Wm. Spero, Chamber official, Alan Brander, Mayor of Wallaceburg, Capt. Sam Bell and Wm. Collins, president of the Chamber of Commerce.

THE LAST LIGHTSHIP ON THE GREAT LAKES

by
DON THUROW and PAUL SCHMITT

Throughout the late 19th and early 20th century lightships dotted the waters of the Great Lakes. Utilitarian and somewhat homely in appearance they none the less faithfully served their designated purpose in the transportation system. Once no longer needed their lot was usually: "sold to a marine contractor", "scrapped" or simply "abandoned". One of these faithful little vessels however, will now enjoy a more honorable retirement.

On Thursday August 2, 1990 the only remaining Lightship on the Great Lakes was designated a National Historic Landmark by the National Park Service. The *Huron Lightship* (WAL 526) is the only remaining example of the almost two dozen light vessels that served on the Great Lakes during the late 19th and first half of the 20th century.

Lightships, both on fresh and on saltwater, represented the most efficient and up to date technology for warning mariners of shoal



Huron Lightship Mus. Coll.

LIGHTSHIP #103 in 1922.



Dasson Museum Coll.

LAKE HURON LIGHT VESSEL NO. 61 on station.

waters for almost one hundred years. Powered lightship usage on the Lakes began in the fall of 1891 with the newly commissioned *Lightships* #55, #56, and #57 being assigned to stations at Simmon's, White Shoals, and Gray's Reef respectively. As the years passed these pioneers were joined by other lightships until, by the early twentieth century, a total of twenty vessels were in service at eighteen different locations around the lakes. Their equipment was also updated and improved with addition of submarine fog-bells in 1907 (later fog horns) and radio fog signals in 1925. However, technological development not only improved the efficiency of the lightships but also, ultimately, resulted in their undoing. With better lighthouse building techniques and the development of automated and radio controlled navigation aids, the need for lightship diminished. By 1953 only one lightship, *WAL 526*, remained in active service on the Great Lakes; and in 1970 she too was retired. The *Huron Lightship* is thus not only the remaining survivor of the lightship fleet, but the last lightship to see active service on the inland seas.

Her career began in 1920 at the Consolidated Shipbuilding Company, Morris Heights, New York where she was com-

missioned by the U.S. Lighthouse Service for a contract price of \$161,074.00. On December 3 and 4, 1920 she completed her sea trials and was conditionally accepted by the Lighthouse Service as *Lightship* #103. In the spring of 1921 she steamed to Maine and on May 18 her voyage to Milwaukee began via the St. Lawrence River. She arrived in Milwaukee on June 9, 1921 and was assigned relief duty. For the next 15 years, in addition to her role as Relief Lightship, she was assigned to various stations including Grays Reef and North Manitou Shoal. In 1935 *Lightship* #103 was assigned to the east side of the upbound channel at Corsica Shoal in southern Lake Huron. The following year she was moved to the west side of the channel, her red hull repainted black, and designated the *Huron Lightship*. The black color coincided with the side of the channel on which she was anchored. If she were there today her color would be green.

In 1939 the *Huron* began to fly the Coast Guard Ensign as the Lightship Service was merged into the U.S. Coast Guard. During World War II the Coast Guard became part of the Navy and the little vessel flew the U.S. Navy Commission Pennant from the mainmast. The crew was continually



Huron Lightship Mus. Coll.

LIGHTSHIP #103 on station from 1949 to 1970 after her conversion to diesel.

changing and there was very little maintenance done. Not being a priority vessel, wartime shipyards had no time for her either.

After the war, the Coast Guard was transferred back to the Treasury Department. During the winter of 1946-47 at her Detroit base, plans for her long delayed renovations were made. It took until 1948 before all the plans and contracts were completed. At the end of the shipping season (approximately December 15, 1948), the cutter *Acacia* took the 103 in tow and headed for the DeFoe Shipyard in Bay City, Michigan.

After arriving at her destination, the crew except for one man, were all transferred to other assignments. The one member that remained was given the title of "Resident Ship's Inspector" and had quarters at the YMCA in Bay City.

Work began at once. Topside, the old wooden decking was removed. The rear of the deckhouse was moved aft about three feet to make room for the radio beacon transmitting equipment. The doorway for going below was moved to the rear to the port side of the

deckhouse and a new quick acting watertight door was installed. The tall black smokestack with fog horn at the top was replaced by two deck mounted fog horns and a stubby stack.

Below deck, the steam anchor windlass was replaced by an electric one. The galley and crew's quarters were also significantly modified.

Down in the engine room, the biggest changes of all took place. The coal bunkers, boilers, steam engine, generator and water system were all removed and replaced by fuel tanks, diesel engine, air compressors, generators, a heating system and a water system.

All work was completed in time for the start of the 1949 shipping season. A new crew was assigned and the lightship headed for Port Huron, escorted by the cutter *Acacia*. She arrived in Port Huron on Tuesday, March 29 and went on station the next day; a full week earlier than in 1948.

During the next twenty years the little vessel saw few changes. In the 1950s her number was changed from 103 to WL 526 as the Coast Guard was transferred from the

Treasury Department to the Department of Transportation. In the early 1960s the fog horns were changed to diaphones and a more modern radar system was installed. During these years she spent the winter months moored in the Black River at Port Huron, rather than her former Detroit base.

In the late 1960s it was deemed no longer cost effective to maintain the lightship. On August 20, 1970 she was replaced by a lighted horn buoy and taken out of service. After a short stay in Port Huron, she proceeded to Detroit and was decommissioned August 25, 1970.

Over the next year disposition of the vessel was hotly debated as a number of lake's communities expressed an interest in her. On June 5, 1971 she was donated to the City of Port Huron. She was towed to the Black River and remained there until her final resting place was determined. In August of 1972 the tug *Taboga* towed the *Huron* to Pine Grove Park where she was dry berthed and remains to this day.

For a time during the 1970s the vessel was used as a meeting and training site for the U.S. Naval Reserve and later the Naval Sea Cadets. During the 1980s however,

no one used the vessel and she was subject to neglect and vandalism. Her condition had deteriorated significantly when a group of concerned members of the Lake Huron Lore Marine Society, led by Capt. Ted Richardson, decided to come to the rescue.

In April of 1989, with cooperation from the City of Port Huron, the task of restoration began. With the help of volunteers from the Lake Huron Lore Society, Port Huron Museum of Arts and History, a few former U.S. Coast Guardsmen and other concerned citizens, she began to regain her dignity. A few structural changes were made in the process of restoring the vessel as a marine museum. The vessel was opened to the public on August 2, 1990 and will remain open during summer months, Wednesday through Sunday 1:00 p.m. to 4:30 p.m.

Life Aboard A Lightship

I was a crew member of the *Huron Lightship* (106/526) during part of 1946, all of 1947 and part of 1948. During my tour of duty the crew was both colorful and unique. What made the crew so unique was that two were former commissioned officers, two former C.P.O.'s (Chief Petty Officers), two former P.O.1C (Petty Officer First Class) and three former



Designated as a National Historic Landmark, the HURON LIGHTSHIP was opened to the public on August 2, 1990.

Navy seamen. What made them colorful were some of the antics that occurred and are best left unpublished. The camaraderie among the men was overwhelming.

The ship's complement consisted of twelve men, one O.C. (Officer in Charge), one B.M. (Boatswain's Mate), four seamen, an engineering force of four (black gang or snipes as they were referred to) and two cooks. A tour of duty on the lightship was to be two years, but few spent that long a time. Life was neither dull or boring. Duty was twenty-one days on and seven full days off. The day of departure and the day of return didn't count. The time off was known as compensatory leave. All hands stood watch, as many time there were only four or five on board. In the daytime the O.C. or the cook on duty usually looked after the radio and the snipes looked after the firebox and boiler. Watches consisted of monitoring the radio beacon transmitters, checking the visibility, firing the boiler, tending the water in the boiler and the fire in the galley stove. Evening and night watches were either two or four hours depending on the number of men on board.

The food was good and the galley was always open to the crew in the evening and late hours. The only rule was "clean up your mess" and "the person that took the last cup of coffee make the next pot". There were always eggs

and lunch meat (we didn't call it that) if you wanted a snack. There were no locks on the refrigerator or the freezer.

When not on watch, time was spent keeping things ship shape and listening to the radio (Arthur Godfrey or the ballgame). In good weather, when the cargo ports were open, we often sat around talking and telling war or sea stories. Most of us had considerable sea duty and war experiences. The skipper was an old time cutter man and often talked of the old rum running days.

We had a fifteen-foot boat on board and often went to shore for stores (groceries), the mail or other shenanigans. The trip from the lightship to the Coast Guard Station took about an hour.

Before her conversion to diesel power she was said to be the last coal burner in the U.S. Coast Guard, but I can't verify this. Her little steam engine (175 ihp) didn't have enough power to take her against the St. Clair River current under the Blue Water Bridge and thus we needed help getting her on station. One of the tenders from the Detroit base (*Acacia* or *Dahlia*) would generally tow her from Port Huron to her station out in the lake.

Even though we often referred to the *103* as the Nut House, we took pride in her and felt that she looked as good as any cutter in the U.S. Coast Guard. □

DATA and CHRONOLOGY of the *103/526*

Vessel Designation: *LV 103/WAL 526*

Year Built: 1920

Place Built: Morris Heights, N.Y.

Builder: Consolidated Shipbuilding Co.

Contract Price: \$161,074

Design: Steam screw; steel hull; tubular lantern mast forward, small jigger mast aft; steel pilothouse at foot of lantern mast; smokestack amidships.

Length: 96' 5" (LOA) Beam: 24' 0" Draft: 9' 6"

Tonnage: 310 displ. (freshwater)

Propulsion: Steam. One compound reciprocation engine, 175 ihp; coal fired Scotch boiler.

Illuminating apparatus: One acetylene lantern 300 mm.

Fog signal: 10" steam whistle; hand operated bell.

Construction Notes

Modifications · Equipment Changes and Improvements: *LV 103*

1920 · December 3 and 4, sea trials and conditional acceptance.

1921 · June 9, delivered to 12th District H.Q. Milwaukee

1924 · Submarine Bell Signal installed; discontinued 1931

1927 · Illuminant changed from acetylene to electricity

1933 · Fog signal changed to steam diaphragm horn (17" Leslie Typhone)

1934 · Radio beacon installed

1934 · Illuminating apparatus changed back to acetylene operation.

1935 · Radio beacon synchronized with fog signal for distance finding

1937 · Illuminating apparatus converted to duplex electric 375 mm lens lantern

1948-49 · Refurbished. Steam to diesel, new fog horns, radar and many other changes.

1962 · U.S.C.G. lists F&T air diaphone, CT-103 radar.

1970 · August 25th decommissioned.

1971 · Donated to the City of Port Huron.

1972 · Dry berthed at Pine Grove Park in Port Huron.

1972 · Registered Historical Exhibit.

1989 · Added to the National Register of Historic Places.

1990 · Opened to visitors.

Station Assignments

1921-1923 Relief

1924-1926 Grays Reef

1927-1928 Relief (12th District)

1929- Grays Reef (MI)

1929-1933 Relief (12th District)

1934-1935 North Manitou Shoal (MI)

1935- Relief (11th District)

1936-1970 Lake Huron (hull changed red to black)

1942-1945 Only U.S. Lightship to remain on station.

References

U.S. Coast Guard publications and documents.

Port Huron *Times Herald*

Numerous old photographs and documents.

Guardians of the Eighth Sea: A History of the U.S. Coast Guard on the Great Lakes. □



GREAT LAKES MARITIME INSTITUTE

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INTRODUCING THE PIONEERS OF POWERBOATING

Gar Wood, Chuck Thompson, Bill Muncey, Danny Foster, Fred Alter, Chris Smith, and the Schoeniths . . . Remember the exciting races and speed that they gave us?

The Great Lakes Maritime Institute takes great pride in introducing the "Pioneers of Powerboating", a new segment of the Maritime Institute, which is working to preserve the pleasure and racing heritage of Detroit.

Powerboating was basically born in Detroit. For example, at the turn of the century, there were some fifty inboard/outboard engine manufacturers in Detroit alone. The Dossin Family, well-known in hydroplane racing circles, provided one-half of the funds for the construction of the Dossin Museum and the preservation of *Miss Pepsi*. The Aaron DeRoy Family, also active in the powerboating scene over the years, provided the majority of funds to add the DeRoy Hall Auditorium.

The "Pioneers of Powerboating", is cooperating with the Dossin Great Lakes Museum through the Institute to plan for the preservation and display of pleasure and racing memorabilia. The rich heritage available in Detroit will allow for the following plans to be developed:

1. The establishment of an archival library, for both photographic material and official records.
2. A repository of memorabilia - programs, pins, badges, etc.
3. A video library for films and video tapes - both professional and home variety.
4. The development of a major powerboating heritage exhibit to open at the Dossin Museum in late 1992.

This is an open invitation to anyone to donate material so that movies, photographs, records, memorabilia, and other articles can be preserved for future generations. The accompanying article on the 1931 Harmsworth Trophy Race was made available from material in the Dossin Museum Library. If you are contemplating moving or just want to donate items, please call - John Polacsek, Curator of Marine History (313) 267-6440.

There is also a need for financial support for such an undertaking. Immediate cash donations and memorial gifts in the name of living and deceased relatives and friends can be made and will be gratefully appreciated.

The membership of the Great Lakes Maritime Institute is open to any interested person. The "Pioneers of Powerboating" and the Institute invite you to join and become part of the challenging program. The annual Regular Membership dues are \$25.00, Contributing Membership is \$50.00, Corporate membership is \$100.00 and Life Membership is \$300.00. Canadian and Foreign Memberships are \$30.00. First Class mailing is \$5.00 additional.

J. Albin Jackman
President, G.L.M.I.

John Polacsek
Curator of Marine History

THE 1931 HARMSWORTH TROPHY RACE

by
STEVE GAREY

Garfield A. Wood's most dramatic defense of the Harmsworth Trophy took place on the Detroit River in 1931. Lord C.C. Wakefield of London, England forwarded a challenge to America. He was shipping his record-holding boat *Miss England II* to Detroit for the express purpose of wrenching the trophy from Wood's grasp.

Prior to the challenge, Wood and his throttleman, Orlin Johnson, had piloted the *Miss America IX* to a new world speed record of 102.256 m.p.h. and became the first men to average over 100 miles an hour in a boat. *Miss America IX* was powered by two Packard

V-12 engines. Wood turned the trick on the Indian River at Miami Beach, Florida.

Then came word that the British flying ace, Kaye Don, had officially driven *Miss England II* to a 103.49 at Buenos Aires, Argentina. Two months later, Don took the record-holder to Lake Garda in Italy, and upped his speed to 110.223.

With the record in the hands of the British, Gar Wood shipped his boat to Algonac, Michigan to prepare for the Harmsworth defense.

News of the mighty English boat's challenge to Wood's Harmsworth supremacy



MISS ENGLAND II makes her first trial run on August 26, 1931.



The Detroit Yacht Club was the scene of the 1931 Harmsworth Trophy Race.

piqued the interest of a world audience and all eyes were focused on Detroit that Monday, September 6, 1931. More than 600,000 spectators occupied every vantage point along the shores of the Detroit River race course.

There was a deafening clamor from the assembled crowd as *Miss England* appeared on the race course and was towed across the river to the judge's stand to await the start. Kaye Don and his two riding-mechanics stood proudly on the bow of their huge, white, rear-engined charge. They knew that, after eleven years of unsuccessful challenges to

Wood, England had, at last, fielded a formidable contender.

The five-minute warning cannon was fired and Don pushed the starter on his two 2,000 horsepower Rolls-Royce engines. The Britons thundered up the river to prepare for the start. But there was no sign of Gar Wood.

All eyes were riveted far up the river to where Wood's home and boathouse were located. Still nothing from the defender's corner.

As *Miss England II* swung around to begin her approach to the line, another cheer rose up from the crowd as Wood's two *Miss America* boats could be seen far in the distance, gunning down the starting line at break-neck speed. The three giant hulls crossed the line together, with Don ahead and to the inside. He had Wood where he wanted him, behind and to the outside.

Gar Wood, in *Miss America IX*, and his brother, George Wood in *Miss America VIII*, never got around the English boat. Don led all the way and became the first man to beat the silver-haired master in a heat of Harmsworth competition. To the scores of American fans on shore, the impossible had happened. But the Harmsworth race was the best-two-out-of-three affair, and Wood was not yet down for the count.



Closeup of the two Rolls-Royce engines that propelled MISS ENGLAND II.

The second heat was scheduled for the following day and, fifteen minutes before the start, Wood found leak in the IX's gas tank. A request for a delay was refused by the English team, so Wood was forced to solder the full gas tank or miss the race.

George Wood entered the course in *Miss America VIII* while Gar was frantically performing his perilous surgery, finishing just in time to come roaring out of the slip and down for the flying start.

Miss England II was already on a straight course for the line when Wood shot by him like a bullet. Don accelerated in an attempt to keep Wood from crossing the line first, but it was too late. *Miss America IX* crossed over first and on the inside, with *Miss England* behind and to the outside. *Miss America VIII* was left far astern by the two chief antagonists.

Then came the announcement that both boats had crossed the line early and were disqualified. Wood had drawn his opponent over too soon, leaving George Wood alone to finish the race unchallenged.

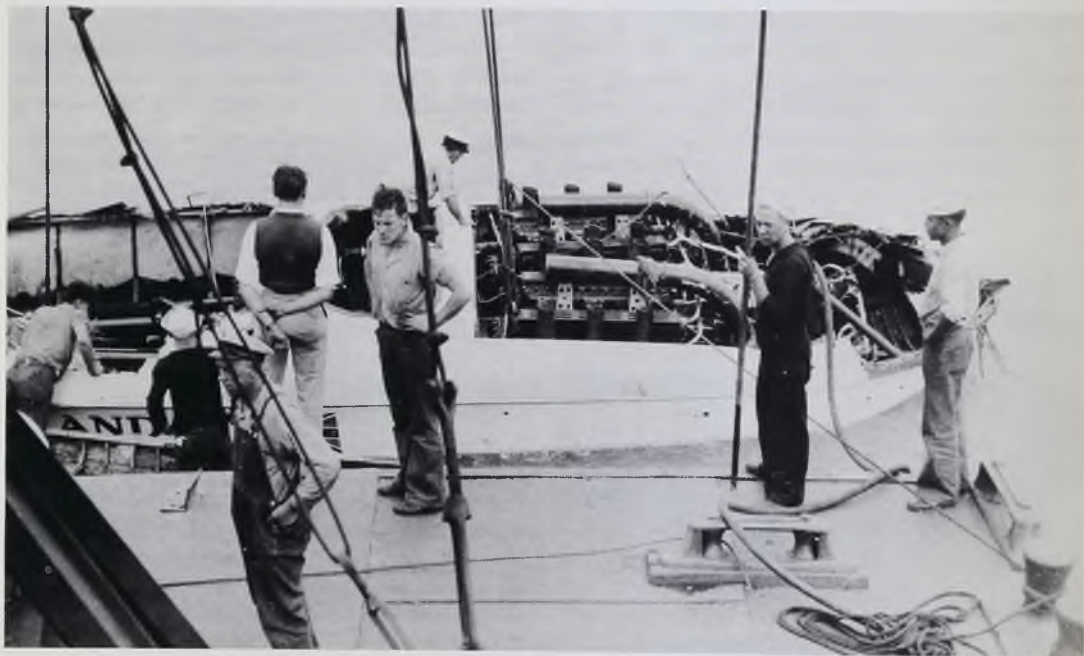
The racers, not knowing of their infraction, roared on into the first turn. Wood entered the backstretch with a commanding lead. Don, in a desperate attempt to catch up, lost control of his boat and the huge hull rolled over in a cloud of spray and sank. Don and his men were thrown clear and uninjured.

Gar Wood had outfoxed his most serious opponent and, although cries of "foul" rang up, citing the fact that Wood used his two boats in an unfair advantage to gang up on the lone English challenger, the Harmsworth Trophy would remain in the United States.

All photos were taken by John A. Wiederhold and are currently part of the Dossin Great Lakes Museum collection. ®



MISS ENGLAND II being hoisted from the bottom of the Detroit River on September 8, 1931.



The damaged MISS ENGLAND II next to the recovery barge on September 8, 1931.

CANA ISLAND LIGHTHOUSE

The Cana Island Light was built in 1869-70 on the east side of the Door Peninsula on Lake Michigan. Being built in an exposed position, the waves broke over the keeper's house violent storm in 1880. The 88 foot tower was sheathed in steel to protect the brickwork. The 10-sided lantern is now fully automated. □



Photo by Leo Kusche!

GREAT LAKES & SEAWAY NEWS



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J. MICHAEL	D. POHTO	G. SCHWEITZER
J. SPRUNT	T. SECHEN	J. VOURNAKIS

Nov. 3 . . . At Port Weller the *Silver Isle* returned to service. However, she was delayed three hours when a line caught in her bow thruster.

. . . Paterson's *Quedoc* and *Cartierdoc* cleared Thunder Bay with cargoes of grain, ending their summer lay-up.

Nov. 4 . . . *Edgar B. Speer* completed her 5-year inspection and cleared Bay Ship for Two Harbors.

. . . While clearing the Poe Lock downbound, the *Walter J. McCarthy Jr.*, ex-*Belle River*, had a fire in the bow thruster room. She tied up at the end of the lock to assess the damage. Apparently, there was not enough to delay her as she cleared about two hours later.

. . . Upper Lakes' *Seaway Queen* returned to service.

. . . *H.M.C.S. Okanagan*, a Canadian submarine was upbound in the Seaway, bound for Hamilton a goodwill and recruiting tour. She arrived on November 7th.

Nov. 5 . . . The *Irvin L. Clymer* passed upbound through the St. Marys River for Duluth with a load of stone on her final trip. She anchored off the Carbide Dock at the Soo to offload surplus supplies. She cleared the McArthur Lock about 2:00 p.m. Because of bad weather, she anchored in Whitefish Bay. She finally cleared for Duluth in the morning of the 6th.

. . . The *USS Scout* passed through the Welland Canal today while the *USS Devastator* was downbound in the Seaway. They are mine-counter measurer vessels. (Ed. note: To you old Navy men, they are minesweepers, built at Marinette, WI.)

Nov. 6. . . The dredge *Charles Huntley* suffered extensive damage in a severe fall storm off Halifax. Three crew members were evacuated by helicopter and extra pumps were put aboard. She arrived in Halifax safely the next day.

Nov. 7 . . . *Irvin L. Clymer* arrived in Duluth, blowing 3 long and 2 shorts when she passed under the canal bridge. She tied up at the Hallett Dock 5 to unload limestone. The next morning she moved to her lay-up berth at the Fraser Shipyard. When she tied up there, the 3 long and 2 short salute was heard again. By afternoon the pilothouse was boarded up, but the afterend continued to show some life with one boiler going.

GREAT LAKES & SEAWAY NEWS ●

. . . C.S.L.'s *Tadoussac* anchored in Whitefish Bay because of bad weather. She was bound for Duluth to load pellets. When she cleared Whitefish Bay the next morning, about four hours later she was hit by strong winds. While turning to return to Whitefish Bay, her engines quit. For about forty-five minutes she rolled heavily and suffered extensive damage. In her galley, a pop machine broke loose and damaged a steel doorway and there was extensive damage to tables, chairs and other furnishings. On the upper decks a lifeboat was holed. Crewmembers said they were in the same area at the *Edmund Fitzgerald*. A deckhand was injured and removed by helicopter. Three other vessels stood by until power was restored aboard the *Tadoussac*.

Nov. 10 . . . A crewman was injured in an accident aboard the *Canadian Progress* in Lake Erie off Fairport. A 41-foot utility boat suffered minor damage when she made contact with the *Progress*. Seas were running three to four feet at the time of the accident.

Nov. 11 . . . Today is the 50th Anniversary of the 1940 Armistice Day Storm which swept Lake Michigan. Lost with all hands were the *William B. Davock*, *Anna C. Minch* and two fishing tugs: *Richard H.* and *Indian*. At least six others were blown ashore, including the *Novadoc*, which lost two crewmen. Several other vessels were so badly damaged that they required dry-docking and extensive repairs. At least fifty hunter froze to death in Minnesota and about sixty-five were lost on Lake Michigan. The total death count across the Plains to the Atlantic Ocean was 144. The storm is described in great detail by Dwight Boyer in *Strange Adventures of the Great Lakes*.

Nov. 14 . . . *Enerchem Laker* passed down the Welland Canal. Rumors are that she will be sold to foreign operators.

. . . Dale Pohoto reported that three vessels in Fairport Harbor today are the *Algoway*, loading sand at Osborne Materials while the *Richard Reiss* unloaded stone at the same dock. The *Sparrows Point* unloaded stone at the LTV Lime Dock. Dale reports that this is the first time in many years that three vessels have been in Fairport Harbor at the same time.

Nov. 15 . . . Algoma's *John B. Aird* returned to service after completing repairs at Sarnia. The fire broke out on October 16th at East Chicago.

Nov. 16 . . . The last railroad-auto ferry operating on Lake Michigan ceased operation today. The old C&O ferry *Badger* had been operating between Ludington and Kewaunee with autos and some railroad freight cars. The Michigan-Wisconsin Ferry Service purchased the *Badger*, *Spartan* and *City of Midland* in 1983, but only the *Badger* remained in operation. The owners blame the suspension of service on shallow water at Kewaunee. His insurance company notified the company that they wouldn't pay for damage to the ferry's bottom because of continued damage. This was denied by Kewaunee city officials and by crewmen from the *Badger*. It had been hoped that service between Ludington and Manitowoc could be established, but this was ruled out because of the poor condition of the ferry dock at Manitowoc.

Nov. 17 . . . The tug *Torrent* passed up the Seaway bound for Ontonagan. The tug was owned by Marine Specialty in Texas. The tug will pick up the UPSCO barge in Ontonagan.

. . . The *Seaway Queen* arrived in Thorold on a rare visit with bauxite.

Nov. 19 . . . *Indiana Harbor* loaded 69,370 net tons of coal at the Superior Midwest Energy Terminal for the Cyprus Mining Company's Silver Bay power plant. She returned to Superior to load 70,482 net tons of coal for Marquette. This is the first time that she has been used on the short shuttle coal runs.

Nov. 20 . . . The strike at Algoma Steel ended as union workers ratified a new labor pact.

● GREAT LAKES & SEAWAY NEWS



Dossin Museum Coll.

Nov. 24 . . The *Yankcanuck* went back into service after a three month lay up. She cleared with a scrap cargo bound for Detroit.

. . . While bound for Thunder Bay for grain, the *Kinsman Independent*, (a. *Charles Hutchinson*, b. *Ernest R. Breech*) went aground on Isle Royale near the Siskiwit Bay. Her bow was reported to be in six feet of water. It's also reported that she was about twenty-four miles off course to Thunder Bay. There were no injuries to the crew.

Nov. 25 . . *Kinsman Independent* was refloated by the tugs *W.J. Ivan Purvis* and the *W. I. Scott Purvis* from Thunder Bay and *Anglian Lady* from the Soo. After refloating, she sailed on her own to Thunder Bay, arriving on the 26th. She then entered the Port Arthur Shipyard for drydocking.

. . . Interlake's *J.L. Mauthe* loaded pellets in Duluth for South Chicago. This was the first time in at least two years that she has loaded at this dock.

Nov. 26 . . The *Middletown* went aground at the Birch Point turn in the upper St. Marys River. She was downbound with a load of pellets. Because of low water, it was decided to lighter her cargo. The tugs *W.I. Scott Purvis* and *Anglian Lady* with the *PML Salvager* arrived from Thunder Bay. After lightering about 4,500 tons of pellets, she was pulled free by the two tugs assisted by tugs *Missouri*, *Vermont* and *Wilfred M. Cohen*. Apparently the vessel didn't suffer any damage in the grounding and was permitted to proceed downbound.

. . . It was a busy day at the Soo with the passage of 35 vessels: 14 upbound and 21 downbound.

GREAT LAKES & SEAWAY NEWS ●

. . . Gary Schweitzer reported that the *Joseph H. Frantz* unloaded 12,500 tons of coal at the Traverse City Light and Power dock. This was the *Frantz's* first visit to this dock since 1982. She also delivered the last cargo of coal to that dock for this season.

Nov. 27 . . . The tug *Torrent* cleared Ontonagan with the still unnamed UPSCO barge. When the tug arrived at Ontonagan on the 23rd, four crewmen quit because of the stormy trip across Lake Superior. They were replaced by four local men.

Nov. 29 . . . Merritt Day, the 161st Anniversary of the opening of the Welland Canal was celebrated at Lock 3 aboard the *Algocape*.

Nov. 30 . . . Two fishermen were rescued in Whitefish Bay by the *Tarantau* after their 16-foot boat became disabled. The two men had been fishing near Tahquamenon Island when their motor failed. They were found near Parisienne Isle area by the *Tarantau*. Winds were blowing about 25 to 30 mph and seas were running 8 feet. The upbound *Edwin H. Gott* assisted in the rescue by using her massive hull as a lee to shelter the *Tarantau's* rescue. Neither man required medical treatment.

. . . While downbound in Whitefish Bay, the UPSCO barge broke loose from her tug. The *Torrent* was able to get another line aboard the barge and she anchored below Gros Cap. Later, she was unable to raise her anchor and the *Soo River Belle* brought out hydraulic oil for her windlass. The barge then had to be ballasted so it could pass through the MacArthur Lock. She was assisted by the tug *Missouri*. (Ed. note: Continued next month.)



Photo by Ray Bawal Jr.

The mine-countermeasures USS SCOUT is downbound in the St. Clair River on November 4, 1990.

● GREAT LAKES & SEAWAY NEWS

Dec. 1 . . The *USCG* buoy tender *Mariposa* was tied up below Lock 1 of the Welland Canal when the *W.M. Vacy Ash* passed outbound. The *Mariposa* was slammed into the wall and one crewman was injured.

Dec. 2 . . The *Day Peckinpaugh* passed up the Welland Canal for her winter lay-up berth at Erie.

. . . The *Amelia Desgagnes* passed up the Welland Canal for the first time since being renamed. She was bound for Milwaukee with pig iron.

Dec. 3. . . The tug *Torrent* and the UPSCO barge remain at the Soo waiting for weather. While at the Soo, there was a change of captains.

Dec. 4. . . The St. Lawrence Seaway announced that rebates and discounts will be offered to its customers under a 3-year program. Rebates of up to 50 percent will be offered to certain customers. Ship owners who move commodities in a volume higher than the 5-year average will be offered a 20 percent discount. Officials hope to attract new customers and recover some business from the railroads.

Dec. 6 . . The *Canadian Enterprise* arrived in Duluth to load a partial load of grain at Capital Elevator #6. She cleared late in the evening for Thunder Bay to top off. She usually loads coal, not grain in the Twin Ports.



Photo by Terry Sechen

The IRVIN L. CLYMER arriving in the Twin Ports on November 7, 1990 on her final trip.

GREAT LAKES & SEAWAY NEWS ●



Photo by Terry Sechen

The MIDDLETOWN in drydock at Fraser Shipyard for tailshaft repairs. This photo was taken on October 26, 1990.

Dec. 7 . . *Enerchem Laker* clears Montreal as *Recovery VIII*. She cleared Halifax on December 25th under tow of *Russell Jr.* for New York. She is now owned by Energy Recovery Systems and will be used for bunkering at the Panama Canal.

. . . The *Torrent* and the barge cleared the Soo for the lower lakes. However, their luck held. The tow ran aground at Moon Island below the Rock Cut. The tow was being escorted by the *Missouri*. After being freed, the they tied up at Lime Island. The tow cleared the next day to calm Lake Huron.

Dec. 8 . . *Federal Schelde* was the last saltie upbound in the Welland Canal.

. . . The *Tadoussac* was at Port Weller Dry Dock and cleared on the 10th.

Dec. 9 . . The *Quebecois* was the last Canadian vessel to load grain in the Twin Ports.

Dec. 10 . . Duluth's Hallett Docks received their final stone cargo of the season when the *Presque Isle* arrived.

Dec. 11 . . The *Kinsman Enterprise* unloaded grain for the first time at the Port Colborne elevator.

. . . The *Torrent* and barge arrived at Port Colborne.

Dec. 12 . . The newest and largest research vessel *Lake Guardian*, passed upbound in the Welland Canal. She is owned by the U.S. Environmental Agency and chartered to Seaward Services in Port Everglades, FL. Her home port will be Bay City, MI.

● GREAT LAKES & SEAWAY NEWS

Dec. 13 . . . The *Canada Marquis* cleared Duluth flying the Hong Kong flag, closing the International shipping season in the Twin Ports. She loaded grain at the Harvest States Elevator for Limasol, Cyprus.

. . . The Erie-Western Pennsylvania Port Authority voted unanimously to grant a lease to the Jonathan Corp. to develop a shipyard on the old Litton property at Erie. Jonathan plans to re-activate the shipyard and repair and lay-up two, 1,000-footers and one 800-footer this winter. The new company's name is Erie Marine Enterprises, which is a division of the Jonathan Corp. On January 2nd, the *Paul R. Tregurtha* arrived for winter lay-up and the *James R. Barker* arrived the next day.

. . . With the lease of the Litton property, the Port Authority must find a new home for the brig Niagara.

Dec. 14 . . . For the first time since it opened in 1976, the Mid-West Energy Terminal will ship over 12 million tons of coal this season. The previous record of 11.6 million tons was established in 1989.

Dec. 14 . . . The Port Weller Drydock will build a new ferry to replace the *Pelee Islander*. The \$26 million vessel is due for delivery in 1992. The *Pelee Islander* will replace the *Upper Canada* on the Kingsville-Leamington run.

Dec. 15 . . . The *J.L. Mauthe* cleared Duluth after loading grain at the Peavey Elevator to close the grain shipping season in the Twin Ports.

. . . The *Federal Danube* was the last saltie to pass downbound at the Soo.

Dec. 16 . . . The *Canada Marquis* followed the *Federal Danube* as they cleared the Port Weller piers. They were the last salties for the season.

Dec. 18 . . . Port Huron's Seaway Terminal closed for the season when the last saltie cleared for Ireland with a cargo of sugar beet pellets. Officials state that this has been a record year with 72,000 tons of cargo being shipped. Prior to this year, the terminal had never shipped more than 60,000 tons in any one year.

Dec. 20 . . . *John B. Aird* unloaded 26,000 tons of ore at Cleveland's lakefront C&P Dock. This was her first visit to this dock. The ore was loaded at Point Noire. Canadian ore is usually brought in by straight-deckers. The *Algowood* unloaded ore at this dock the next day.

Dec. 20 . . . Oglebay Norton announced that they have purchased the *Lewis Wilson Foy* and the *Sparrows Point* from Bethlehem Steel. A letter of intent to purchase the two vessels was signed earlier this year. Nothing was mentioned in the announcement of possible renames.

Dec. 21 . . . The *Paul R. Tregurtha* was the last vessel to load coal at the Mid-West Energy Terminal. The terminal loaded 257 vessels this season.

. . . The railferry *Incan Superior* cleared the Twin Ports on her final run of the season.

. . . The *Caribbean Queen* was the last saltie to pass down the Seaway.

. . . McKeil Marine's *Lac Manitoba* arrived at Lighthouse Cove for possible icebreaking on the Thames River. The \$68,000 contract was authorized by Chatham-based Lower Thames Valley Conservation Authority.

GREAT LAKES & SEAWAY NEWS ●

Dec. 22 . . The final tanker of the season arrived in the Twin Ports as the *Enerchem Refiner* unloaded at the Marine Fuel Dock.

. . The *Algosoo* arrived at Port Weller Drydock for winter work.

Dec. 24 . . The Welland Canal closed for the season with the *Quebecois* upbound and the *Manitoulin* downbound.

. . The Twin Ports saw its final inbound cargo as the *Cason J. Calloway* unloaded a cargo of stone at the Cutler Dock. She cleared late in the evening for Two Harbors to load pellets.

Dec. 25 . . The St. Lawrence Seaway closed for the season. The *J.N. McWatters* was the last upbound vessel and the *David K. Gardiner* was the last downbound. (Ed. note: The newspaper article indicates that the *Gardiner* cleared the Seaway on the 26th.) Seaway officials state that this year was one of the worst on record in terms of tonnage which passed through. Officials predicted that 39 million tons of cargo would be carried through the Seaway this year, but the actual amount fell far short of their goal. The Seaway's best year was in 1977 when 57 million tons passed through. The Seaway will reopen in March, 1991.

Dec. 30 . . The *Charles M. Beeghly* arrived in Duluth late this afternoon for lay-up at the Fraser Shipyard. Once in the yard, she went on drydock for repairs.

Dec. 31. . The *Mesabi Miner* loaded the last pellet cargo of the season for the D.M.&I.R. Ore dock. She cleared the next day with 51,263 gross tons.

. . . The *James R. Barker* closed the shipping season at Taconite Harbor when she cleared with 54,396 gross tons of pellets for Lorain.



Photo by Terry Sechen

The ALGOMARINE downbound in the St. Marys River off Mission Point on November 2, 1990.

● GREAT LAKES & SEAWAY NEWS

Miscellaneous

. . . The hull of the *Robert Koch* was towed from Trois Rivières by the tug *Duga*. They were bound for the small Davie Shipyard at Levis, Quebec. It's reported that the hull will be scrapped at this shipyard.

. . . Late this fall an Oriental crew was busy on the Sandrin tug *Tusker* and the barge *Scurry* (ex-*Hudson Transport*). Information was that they were bound for the Caribbean. Apparently the sale did not take place as the crew left and the tug/barge stayed in Sarnia.

. . . There are rumors that the Finnish-flag tanker *Kiisla* has been sold to Enerchem.

. . . Early in the morning hours of September 8, 1860, the sidewheel steamer *Lady Elgin* sank in Lake Michigan after colliding with the schooner *Augusta*. About 300 people perished in the disaster. The wreck was located in 1989 by Harry Zych, a professional diver, who formed the *Lady Elgin* Foundation. In December, 1990, the U.S. District Court in Chicago ruled that the Foundation has clear claim to the wreck. Zych plans to salvage the wreck in an "archeological responsible manner" if funds can be raised through the Foundation. He hoped to place the wreck in a museum.

. . . So far this fall, three World War II Navy aircraft have been salvaged from Lake Michigan near Chicago. Two dive bombers were found in October and the third, a F4F Wildcat was found in December. The Wildcat crashed on August 17, 1943 while taking off from the U.S.S. *Wolverine*. The *Wolverine* was the former sidewheel passenger steamer *Seeandbee*.

Great Lakes Calendar . . .

Fri. Mar. 15th-GLMI entertainment meeting at 8:00 p.m. at museum. The guest speaker will be Mr. Keith Steffke presenting "On the Ways in Wyandotte", a history of the Pioneer Metal Shipbuilding industry in Wyandotte, MI. Anyone who would like to share marine artifacts from their collection relating to Wyandotte is invited to bring them to this meeting.

Thurs. Apr. 11-GLMI Board of Directors meeting at 7:00 p.m. at the Dossin Museum.

Fri. May 17-GLMI Entertainment meeting at 8:00 p.m. The guest speaker will be Mr. Wayne Garrett presenting an illustrated program on marine engines.

Mon. May 27-Annual Bob-Lo boat ride up the St. Clair River. Call museum for details if you lost the information flyer.

Thurs. Jun. 13-GLMI Board of Directors Annual meeting at 7:00 p.m. at museum.

Jun. 6-9-A.P.B.A. Detroit Gold Cup hydroplane races on the Detroit River.

July-no meetings scheduled.

Our Back Cover Picture . . Freighter *John Rugee* US 76753. Built in 1888 at Milwaukee, WI. 223.5 x 35.3 x 18.8. 1261 gross tons: 765 net tons. Sold Canadian in 1918 and changed registry number 141375. Dismantled and hulk burned in Ogdensburg, N.Y. on January 18, 1925. □

The Great Lakes Maritime Institute, Inc., promotes interest in the Great Lakes; preserves items related to their history; encourages building of scale models of lake ships and furthers programs of the Dossin Great Lakes Museum, repository of the Institute's holdings. The Institute was organized in 1962 as the Great Lakes Model Shipbuilder's Guild. It is incorporated under the laws of the State of Michigan as a non-profit corporation and donations to the Institute have been ruled deductible by the Internal Revenue Service. ☐

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Printed in the United States of America
by Macomb Printing, Incorporated
Mt. Clemens, Michigan

