

Telescope

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DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES •

Wreck Ashore: The United States Life-Saving Service on the Great Lakes by noted marine historian Frederick Stonehouse tells the story of those in charge of rescuing vessels in distress and their crews. This book is divided into several parts, each depicting different aspects of the Life-Saving Service. The first part recalls the early formative years. Part II traces the Great Lakes organization including station locations, station operations and the training required for equipment use. Part III is divided into several chapters on actual rescues. Some of the vessels covered are schooner *Morning Light*, went aground in November, 1882, south of Ludington Station. *Robert Wallace* and her barge *David Wallace*, aground off Marquette and the extra equipment and men from the Portage Station arrived by train from Houghton. The freighter *L.C. Waldo*, wrecked on Gull Rock in Lake Superior during the Storm of 1913. This book retails for \$24.95 and is available at the museum or write to: Lake Superior Port Cities, Inc. P.O. Box 16417, Duluth, MN 55816-0417.

The gift shop at the museum will be expanded and in keeping with the woodwork theme of the Gothic Room, the extra display cases and lithograph rack will be constructed of oak. Board member John Jay Trafford will design the plans for the expansion. More details will follow in the November issue.

MEETING NOTICES •

Our next entertainment meeting is scheduled for Saturday, November 19th at 11:00 a.m. at Dossin Museum. Our guest speaker will be Mr. Mike Davis presenting a slide show titled "The Ford Fleet", which not only traces the Great Lakes fleet, but those vessels that served overseas during the war. This talk is a prelude to the forthcoming book "The Ford Fleet 1918-1989" by Clare J. Snider with Mike Davis.

CONTENTS •

Membership Notes, Meeting Notices, etc.	114
The Requiem of the Georgian Bay Line	by Donald J. Miller 115
The Grand Old <i>Maunaloa II</i>	by Skip Gillham 120
World's First Diesel Powered Ship	by John F. Devendorf 125
Great Lakes & Seaway News	Edited by Donald Richards 129
Great Lakes Calendar & Back Cover Picture	136

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OUR COVER PICTURE . . . A scene reminiscent of a by-gone era of overnight passenger ship service to Mackinac Island, the *North American* has just departed the Georgian Bay Line Dock. Passengers had spent the day on the island and will now head southbound for Buffalo. In the background is the *Algomah II*. This lithograph by marine artist Paul C. LaMarre, Jr. is available at the museum for \$60.00.

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

THE REQUIEM OF THE GEORGIAN BAY LINE

by
DONALD J. MILLER

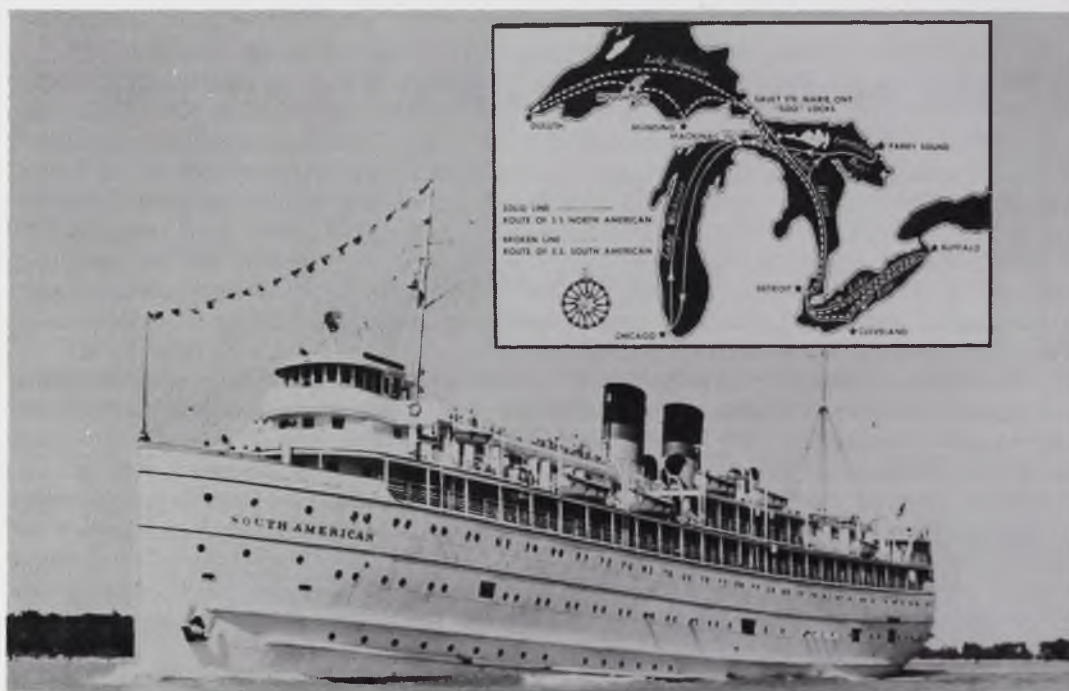
The Chicago Duluth & Georgian Bay Transit Co., popularly known as the Georgian Bay Line, operated on the Great Lakes from 1913 to 1967. It was the last overnight passenger service on the Lakes. Its great white ships, the *North American* and *South American*, no longer in existence, live in the memories of those who saw their beauty and those who have seen them depicted in marine art, and photographs. It also operated the *Alabama* briefly during the 1940s. This article is not intended to review the illustrious history of the company*, but to cover only the last six years of operation, 1962 to 1967. After the 1967 season, the company proudly concluded its cruise business by paying 100% on the dollar to all its

creditors, severance pay to all its employees and a lucrative liquidation for its shareholders. This article is dedicated to those who made these achievements possible. Special distinction goes to President E.J. Goebel**, Vice President Harry Brown, Corporate Secretary Marie Tritle**, Capt. Joseph Testyon and most of all, to attorney Dean Lucking, the architect of these accomplishments who influenced these events through family ownership of the majority of the voting stock.

After World War II, the interstate highway system, air travel and increased costs doomed the cruise lines of the Great Lakes, which were only operable less than five months a year. One by one the



Both the NORTH and SOUTH AMERICAN in Chicago with group charters.



The SOUTH AMERICAN sailed from Detroit to Duluth and back in five days. The route of the NORTH AMERICAN is shown on the solid line.

Dossin Mus. Coll.

venerable lines fell. From 1952 to 1962, the Georgian Bay Line had seven loss years and three years of modest profits. Yearly passenger totals declined during this period from 24,000 to 14,000.

The company offered schedules of 7, 5, and 2 day cruises with interesting stops on the way. The *South* sailed from Detroit to Duluth and back to Detroit in 5 days, then two days to Buffalo, and back to Detroit. The *North* sailed from Detroit to Chicago to Detroit to Buffalo and back to Detroit.

In 1962, a confluence of events began to unfold, which eventually culminated in the termination of the company. On June 6, 1962, the *South American* grounded for thirty-seven hours in the St. Clair River. This was a financial disaster as the passengers were disembarked and refunds made.

Each ship's regular season lasted from late June to the end of August. Charters were arranged with various groups for several weeks before the regular season began and several weeks after the regular season concluded. Thousands of high school seniors had the experience of cruising on these charters. The *North's* charter season at the end of the 1962 began with a ten day cruise to religious sites. The promoters of this cruise ran into financial difficulties and cancelled the cruise. The company could not keep the vessel idle during this period and was forced to cancel

the rest of the late season charters and laid the *North* up early.

The company suffered a loss of \$100,000.00 for the 1962 season. The Directors considered a proposal to sell the vessels and to liquidate the company, but by December they reached a compromise to operate in 1963 with only the *South* running. The *North* would remain tied up at Holland, Michigan.

A strange and tragic fate awaited the *North*. On March 25, 1963, the Georgian Bay Line sold the *North* to the Canadian Holiday Company of Erie, Pennsylvania, for \$135,000.00. It was the buyer's intention to use the *North* on day excursions between Erie and Port Dover, Ontario and other Canadian ports. This ship was also to be used as a place for dockside meetings, dining and hotel accommodations. Unfortunately, these Erie businessmen knew nothing about the cruise business. The Georgian Bay Line afforded them much technical knowledge and some personnel on a temporary basis. After a few cruises, Canadian Holiday sank into a financial abyss.

The Georgian Bay Line had a preferred ship's mortgage on the *North* for \$60,000.00 and other claims of \$6,500.00 and threatened seizure of the vessel when the loan defaulted. The People's Security Bank of Erie stepped in and settled the indebtedness to the Georgian Bay Line for \$44,444.44.



Harry Wolf Photo



Harry Wolf Photo

Top: From right to left are Donald Miller, Harry Brown, and E.J. Goebel of the Georgian Bay Line with representatives of the Harry Lundeborg School of Seamanship finalizing the papers to sell the SOUTH AMERICAN. Bottom: The decommissioning ceremony of the SOUTH on October 23, 1967 at Montreal.

to obtain yearly extensions, since their vessel was always within sight of a shore line.

With this hurdle overcome, the Georgian Bay Line looked to 1967. The company had booked 5 cruises to EXPO 67 in Montreal. The demand was overwhelming for the 8 day cruises which started in Detroit, navigated the St. Lawrence Seaway, and acted as a hotel for three days of the spectacular EXPO 67 in Montreal, and returned to Detroit. The Company cancelled their entire traditional schedule and sailed exclusively to EXPO67 on 14 cruises, each one filled to capacity.

During 1967, company officers visited Europe and South America inspecting modern cruise ships which might be used on the Great Lakes in place of the *South American*. Ship brokers were also hired to help in this search. The *Seaward* and *Princess Isabella* were seriously considered. Since foreign crews would be involved, inquiries were made of our labor unions to determine what they would need by way of support jobs to avoid their opposition.

Again, the Directors voted to put everything on hold at the conclusion of the 1967 season. Although the company earned the greatest profit in its history in 1967, the risk of another season was not inviting. Insurance premiums in 1968 for the *South* were estimated at double the 1967 figures.

In June, 1967, the Seafarers International Union purchased the *North American* for \$32,000.00 to be used as a shoreside training ship at the Harry Lundeberg School of Seamanship at Piney Point, Maryland. While being towed to Piney Point, she sank off Nantucket Island.

With insurance proceeds from the *North*, the Seafarers began negotiations for purchase of the *South*. On October 4, 1967, a contract of sale was executed for a purchase price of \$111,111.11. Delivery was made at 4 p.m. October 23, 1967 in Montreal.

The formal delivery of possession included the muster of the ship's personnel, an address by Mr. Goebel and Mr. Clifton Wilson of the Lundeberg School. The beloved Capt. Joseph Testyon then read the decommissioning order and the colors were lowered. Tears freely flowed from the officers and crew of the *South*.

The company made a final effort to charter the new *Prince Hamlet*, but their efforts failed due to operating costs, union demands, government regulations and finally, the desires of the shareholders to liquidate the company on a favorable basis. On January 7, 1968, the Board of Directors unanimously approved a plan of liquidation which was then adopted

by the shareholders.

The *South* never served as a classroom, because it could not pass fire inspection. For years it rotted away in Camden, New Jersey, while numerous plans for its use were proposed. Sufficient funds were never forthcoming. She finally succumbed to the scrap heap in 1992. The dismal fate of its ships should not obscure the successful and graceful conclusion of the Georgian Bay Lines' cruise business.

Ed. note: Donald J. Miller became a director of the Georgian Bay Line in November, 1966. He acted as attorney in all of the transactions mentioned. He presently practices law with his daughter Beth Anne Miller in the law firm, Helm, Miller & Miller.

*An excellent history of the Georgian Bay Line was written by William M. Worden, and published in #105, Spring, 1968, *Steamboat Bill*.

**The other Directors were William A. Lucking and George Turnbull, Chairman.



THE GRAND OLD MAUNALOA II

by
SKIP GILLHAM
Special to Telescope

The grand old *Maunaloa II*, a veteran of seventy-two seasons on the Great Lakes, was the last 19th century built member of the Upper Lakes Shipping fleet. She was retired twenty-three years ago and cut up for scrap in Hamilton.

Maunaloa II dated from 1899 and construction as Hull 37 of the Chicago Shipbuilding Company of Chicago. She was completed for the Minnesota Steamship Co., although another firm had authorized the original contract. They had intended to name the ship, *Tennessee*.

Instead she was christened *Maunaloa* (US 92974) and went to work in the iron ore trade hauling from docks on Lake Superior to steel company piers

to the south and east.

The turn of the century was an era of change as some companies prospered while others disappeared. Mergers were common. This took *Maunaloa* to Federal Steel in 1900 (a holding company for Minnesota) and then to the Pittsburgh Steamship Division of United States Steel. The ship was part of the original "steel trust" fleet on its formation in 1901.

Maunaloa's duties changed little as she hauled ore and coal in the downbound/upbound shuttle for forty-four years. Frequently, especially in the early years, the vessel towed a consort barge and this contributed to a problem on Lake Superior on October 13, 1902.



The MAUNALOA was built in 1899 by Chicago Shipbuilding for the Minnesota Steamship Co.



Pesha Photo/Dossin Mus.



Photo by Skip Gillham

Top: The MAUNALOA became part of the original "Steel Trust" fleet in 1901. She flies the houseflag of Pittsburgh Steamship Division. Bottom: Unloading 203,197.2 bu. of wheat at Toronto in July, 1961.

Maunaloa was bringing the ore laden *Barge 129*, a whaleback, across Lake Superior when they were caught by a storm some thirty miles to the northwest of Vermilion Point. The tow line broke and *Maunaloa* tried to reconnect. In the process the wind and waves drove the freighter into the barge and *Maunaloa's* port anchor ripped open the hull of *Barge 129*. The latter sank, but all of the crew was rescued.

Less than a year later, on May 18, 1903, another collision resulted in another sinking. This one occurred in fog at the Superior entry and led to the loss of the tug *Edward Gillen*. One sailor, the cook, perished when the wooden vessel sank.

Although an early steel giant on the lakes, the 452 foot long by 50 foot, 3-inch wide *Maunaloa* was soon surpassed by other members of the Pittsburgh fleet. The 4,951 gross ton carrier was powered by a quadruple expansion engine of 17-1/2, 27-1/2, 40, 62-1/2 x 42. She originally had coal fired Scotch boilers, but two Water tube boilers were installed about 1926.

Maunaloa was active during World War II and wasn't among the aging Pittsburgh ships traded to the United States Maritime Commission when the new "Maritime Class" freighter were built in 1943. Instead, *Maunaloa* moved to the Upper Lakes and St.

Lawrence Transportation Co. (now ULS Corporation), along with her longtime running mate, the *Douglass Houghton*, in 1945.

Both came to Canadian registry and the numeral "II" was added to *Maunaloa's* name at the time. She was assigned the official number (C174977) and was registered at 4,678 gross tons and 2,949 net tons. *Maunaloa II* was noted as able to carry 7,800 tons deadweight or 240,000 bushels of grain.

During her eight years in Upper Lakes colours, *Maunaloa II* was predominantly a grain carrier. Cargo information available for a 17 year period, 1949-1965, reveals she handled 395 payloads in that stretch. A total of 335, or 88.8%, were grain. In addition she carried 47 cargoes of ore, 10 coal, 2 salt, and one of stone.

Most of her work in the ore trade occurred in the early years. She hauled six loads in 1949 and, with the outbreak of the Korean War, twelve shipments in 1950 and fifteen more in 1951. To this point, all of the ore came aboard at Duluth, Superior and Two Harbors and most was delivered to U.S. ports with stops at Cleveland-13, Ashtabula-5, Lorain-4, Conneaut-2 and Huron-1.

Meanwhile, at the port of Hamilton, a new steel



MAUNALOA II downbound at Port Colborne on June 16, 1971 on her final voyage.



Photo Courtesy of ULS Corp.

MAUNALOA II unloading the last shipment at Toronto on June 17, 1971.

maker, known as Dominion Foundries and Steel (Dofasco) was being established in the post war boom years. Upper Lakes gained the contract to deliver their raw materials of iron ore and coal. *Victorious* took the initial ore shipment to their docks in 1950.

Maunaloa II loaded 7,094 tons of ore at Duluth on July 28, 1951, and headed to Hamilton for the first time. The vessel made a total of eight stops there in 1951, eleven more with ore in 1952, but only one, a shipment from Presque Isle, in 1953. By then the *Gordon C. Leitch (i)* and *James Norris* had been built and they took over the major responsibility of bringing raw materials to Dofasco.

This freed *Maunaloa II* for the grain trade and she kept busy in this work to the end of her career. Various types of grains were carried including wheat, oats, barley, corn, flax, screening and soybeans.

Most of the grain cargoes originated at the Lakehead ports of Ft. William and Port Arthur (now Thunder Bay). There was much more variety, however, among the discharge ports. In the pre-Seaway era, Toronto was the most popular receiving center, but in 1953 Port McNicoll topped the list with seven payloads while Goderich led in 1958. In addition, Port Colborne, Sarnia, Duluth, Erie, Midland, Prescott, Kingston and Buffalo all received grain from the holds of the *Maunaloa II*.

Only on rare occasions did coal from a backhaul cargo out of Toledo or Sanduskey for the Lakehead. There were two trips in 1954 and one in each of 1951, 1952, and 1958 plus a load of coal to Hamilton in 1955.

The most unusual cargo for this period was a single shipment of stone from Calcite to Hamilton in 1953.

Maunaloa II towed consort barges as she had for U.S. Steel. *John Fritz* or *John A. Roebling* often accompanied *Maunaloa II* to the Bayports, Goderich, Sarnia or Port Colborne with grain.

The opening of the St. Lawrence Seaway changed the Great Lakes trading patterns for all time, but had little effect of the travels of the *Maunaloa II*. The ship's first voyage down the new waterway began at the Lakehead on August 13, 1959, as the vessel loaded grain for Three Rivers and Quebec City. A second trip to Quebec City followed and, during one of these runs, *Maunaloa II* returned with 7,462.56 tons of iron ore from Contracoeur for Cleveland.

There were no Seaway adventures in 1960 and two in 1961. One was a load of grain to Baie Comeau with 7,594 tons of iron ore from Sept Iles returning to the Great Lakes for Hamilton. This likely proved to be *Maunaloa II*'s last ore cargo. Her other Seaway grain shipment that year was 166,900 bu. of wheat from

Duluth -Superior to Three Rivers.

Three more trips to Three Rivers with grain in 1962 and a single stop at Montreal the following year brought *Maunaloa II's* Seaway trading to an end with eight trips and ten cargoes. The Great Lakes grain trade would keep the ship busy to the end.

Goderich was now the predominant port and, by the end of 1965, had led all discharge ports for the 1949-65 period accounting for 31.4% of all shipments. Collingwood became a prime grain receiving port and the ship often visited there with a split cargo for Midland.

On two occasions in 1964 the *Maunaloa II* loaded rock salt at Goderich for Ft. William. Another time the ship took coal from Fairport, Ohio to the Lakehead.

During this period the Lakehead was easily the most popular loading port with 320 or 81% of all cargoes originating there. Duluth ranked second with 8.2% while Superior, Toledo and Two Harbors trailed and were the only other cities among the seventeen loading ports to account for more than one percent of her cargoes.

We move to 1969 and note *Maunaloa II* hauled thirty-three cargoes that year including thirty loads of grain from the Lakehead to Goderich-18, Collingwood-7, Milwaukee-2, Midland-2, and Toronto-1. The Lakehead received the remaining three cargoes with two shipments of about 7,000 tons of rock salt out of Goderich and 2,000 tons of stone from Calcite for the Valley Camp dock.

The last season for this aging veteran was 1971 and she carried 7.5 cargoes before going for scrap.

The year began clearing Collingwood on April

18 for Thunder Bay to take on oats, barley and screenings for Goderich. There were three trips to Goderich, two to Collingwood and a split load shared between Port Colborne and Buffalo before the final cargo came aboard.

Early in June *Maunaloa II* left Thunder Bay with 238,453 bushels of wheat. The vessel arrived at Sarnia and discharged #3 hold, 39,346 bushels, before reloading 33,910 bushels of soybeans. *Maunaloa II* then sailed to Toronto entering the Welland Canal at Port Colborne at 1455 hours June 16 and leaving Port Weller 0107 hours June 17.

Following her arrival at Toronto *Maunaloa II* was unloaded and cleared at 1905 hours June 18 for the short run across Lake Ontario to the dock of United Metals in Hamilton. There the vessel was retired and the crew paid off on June 19.

Maunaloa II was broken up for scrap in the months ahead and the final remains were pulled from the water in 1972.

Maunaloa II had proven to be a durable carrier, and, other than the incidents in 1902 and 1903, was generally free of significant accidents. She joined Upper Lakes when her career in the American ore trade had ended and she survived another twenty-six years in their colours outlasting *Ridgetown* and *Warton*, a pair of post-Seaway additions to the fleet. They had once been her running mates in the Pittsburgh fleet. The grand old *Maunaloa II* was a fine ship.

Note: The author wishes to thank Al Sykes and the ULS Corporation for research assistance.



The scrapping of the MAUNALOA II underway at Hamilton on March 19, 1972.

WORLD'S FIRST DIESEL POWERED SHIP

by
JOHN F. DEVENDORF

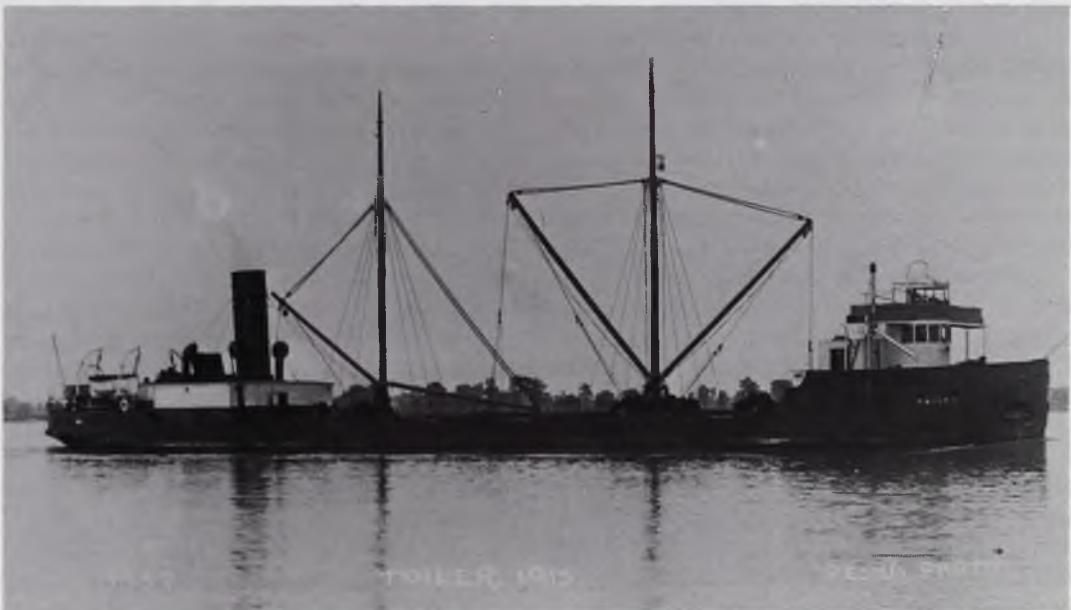
The scrapping of the lighter *Mapleheath*, ex-*Toiler*, in the fall of 1993 brings to mind that this 82-year old ship could be considered the world's first motorship. This credit usually goes to the *Selendia*, built in 1911 by Burmeister & Wain of Copenhagen, Denmark, however, it appears that the *Selendia* wasn't completed until 1912, whereas the *Toiler* completed its maiden voyage when it arrived at Halifax on September 21, 1911. It is questionable if the *Toiler*, being a lake ship, is eligible for this honor.

Between 1911 and 1913 four diesel powered ships were built for Great Lakes service: three bulk and one package freighter. Three were built in England and one in Scotland, and all were built to the dimensions of the existing St. Lawrence canals, or 250 feet long and 43 feet wide. The *Toiler* came from the yard of the well-known shipbuilder Swan, Hunter

& Wigham Richardson Ltd. of Newcastle, and was fitted with two 2 cycle, 4 cylinder (9.85" x 14.6") engines made by A.B. Diesel Motorm of Stockholm, Sweden; sometimes known as Bolinders. These produced a total of 360 brake hp. but, when loaded, the *Toiler* could only make six knots.

The *Toiler* was operated by J. Richardson & Sons of Kingston, but ownership remained with the builder. However, in 1914 she was purchased by the Great Lakes Transportation Co., Ltd. (J. Playfair). At this time the diesel engines were removed and replaced by an old two cylinder compound (27"44" x 42") made in 1889. (Does anyone know what ship this engine came from?)

In 1916 she went to the predecessor of the Quebec & Ontario Transportation Co., Ltd. and then to Canada Steamship Lines in 1919. She was renamed



In the 1914 the TOILER was purchased by the Great Lakes Transportation Co., Ltd.



Photo by John Devendorf

Scrapping of the McAllister barge MAPLEHEATH at Valleyfield, Quebec on September 2, 1993.

Mapleheath in 1920 and continued in the St. Lawrence canal and lake trade along with many other similar ships. In 1929 she received her third engine; a triple expansion (17"28"46" x 36") from the *Simla* originally built for the Calvin Co. in 1903.

In 1959 the present St. Lawrence Seaway was completed, which made some 150 St. Lawrence canallers not just obsolete, but almost useless. Most all of these ships were scrapped within a few years, however some of the newer diesel powered canallers were lengthened and a few survive to this day. Even fewer of the older ones were converted into construction barges or salvage lighters as was the *Mapleheath*.

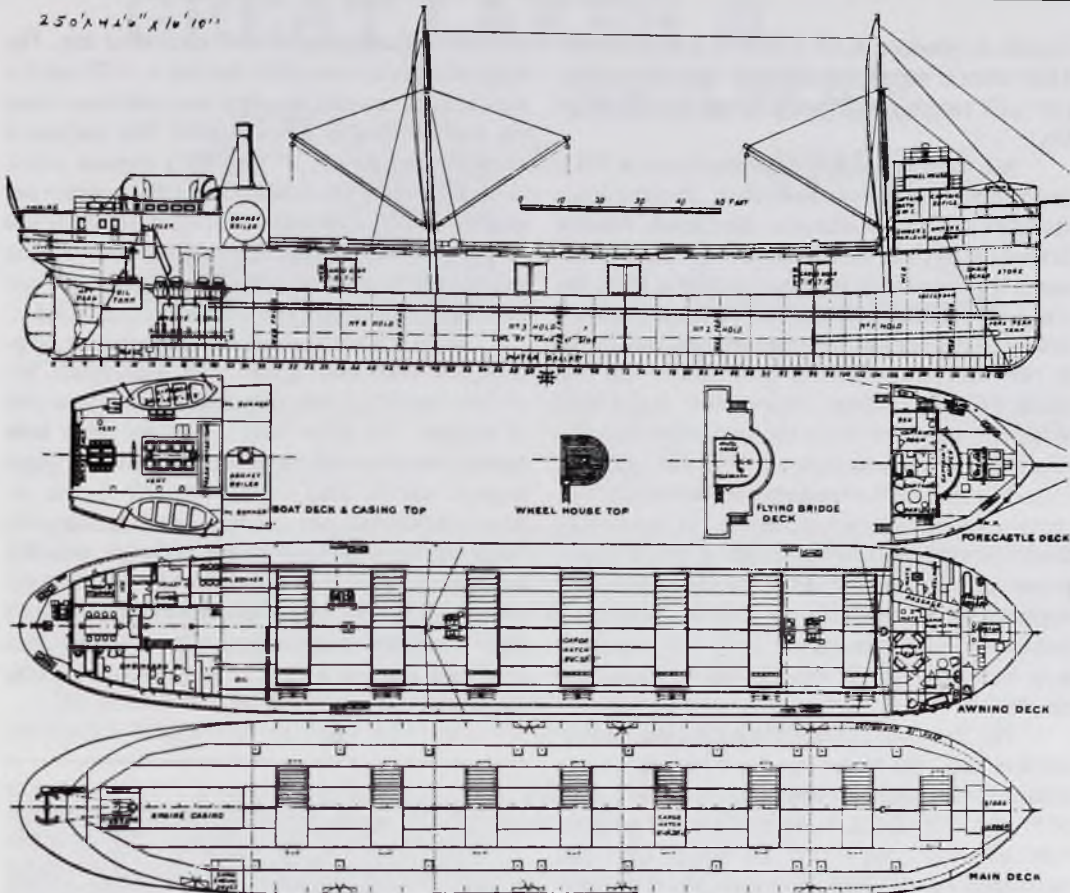
No doubt the *Toiler* received much press at the time she was built. She is featured in *Steamship Conquest of the Sea*, published in 1912, just after the *Titanic* sank. However, the *Mapleheath*, ex-*Toiler*, is seldom mentioned during its operating years, and only a few knew of its interesting if not very successful beginning. However, as a salvage lighter the *Mapleheath* was involved in many of the groundings along the St. Lawrence from Kingston to the sea during the past thirty-three years. "Cargo being lightered by the *Mapleheath*" or "*Mapleheath* enroute to grounded ship" became frequent phrases in the marine press.

During the great storm of November, 1913, the

Toiler, in her last hours as a motorship, sought shelter at Port Hope on Lake Ontario, where she attracted considerable attention from the local residents. On November 28, 1978 while under tow on Lake Ontario in a storm the tow line parted. The crew was rescued by a helicopter, and as there is no further mention of the incident, it is presumed that she was picked up by the tug, and continued on her way.

Swan, Hunter built a sister to the *Toiler* in 1912, the *Calgary*, with similar engines, but with slightly larger cylinders (11.4" x 16.9"). She was also operated by J. Richardson & Sons and also went to the Great Lakes Transportation Co. Ltd. In 1916 she went to US registry, was converted to a tanker, renamed *Bacoi* and went to the Atlantic coast. The original engines were replaced in 1921. These were much larger 2 cycle, 6 cylinder (16.5" x 24") engines made by McIntosh & Seymour. As the *Bacoi* she made a few trips into the lakes, and was scrapped in 1948.

In 1912 the Clyde Shipbuilding & Engineering Co. of Port Glasgow built the package freighter *Fordonian* for the Canadian Interlake Line. The length and width were similar to the *Toiler* and *Calgary*, however, being a package freighter, she had two decks and a moulded depth of 26'6" as compared to 19' for the *Toiler*. Her engine was apparently the most successful of these four ships. It was an Italian Ansaldo



Profile and Deck Plans of Carels-Diesel Engine Ship "Fordonian," for the Canadian Lake Trade.



Top: The Clyde Shipbuilding & Engineering Company of Glasgow, built the FORDONIAN. Her engine was the most successful of the four similar ships. Bottom: The GRAINMOTOR of 1929 was powered by a Bessemer 4-cycle, 8-cylinder (16" x 22") engine.

2 cycle, 4 cylinder (18.13" x 32.25"), and lasted until 1928 when it was replaced by a 4 cycle, 6 cylinder (18" x 22") engine made by the Bessemer Gas Engine Co.

She went to Canada Steamship Lines in 1913, and then to US registry and salt water. She returned to the lakes and was chartered to the Canada-Atlantic Transit Co. by 1923. Renamed *Yukondoc*, she became one of the first ships in the Paterson fleet in 1926. She was sold in 1929 and became the *Georgian*. Returned to US registry in 1934, she was cut down on one deck in 1934 and further altered for service on the Erie Canal. She was renamed *Badger State* at this time. While in coastal service in the Gulf of Mexico, she struck a derelict on January 14, 1946 and sank.

The shortest lived and with the least satisfactory engines was the *Tynemount*, built in 1913 by Smith's Dock. Co. of Middlesborough for the Montreal Transportation. There are few details available about the engines, but she apparently had two 6 cylinder, 600 brake hp engines with electric drive. They appear to have been made by the Electric Marine Propulsion Co., Ltd.

The *Tynemount* was sold the next year to Forwarders Ltd., the diesel engines removed and an unusually small triple expansion steam engine (14.5", 24.5", 40" x 30") fitted. At this time she was renamed *Port Dalhousie*. Sold in 1915, she left the lakes, and was torpedoed March 19, 1916 in the North Atlantic.

And so ends the early attempts for diesel propulsion for lake ships, not a total failure but certainly not a success. It would be eighteen years after the *Toiler* before another Canadian lake ship would be diesel powered, the *Grainmotor* of 1929. She was powered by a Bessemer 4 cycle, 8 cylinder (16" x 22") engine. In 1924 Henry Ford built the *Henry Ford II* and *Benson Ford* fitted with the very successful Doxford opposed piston engines. These are 2 cycle, 4 cylinder (23.63" x 91.2" combined stroke), 3000 brake hp engines with two pistons in each cylinder. The lower piston operates to the crank in the normal manner, but the upper piston operates to a cross-head, from which connecting rods straddle the cylinder and operate on cranks on either side of the crank for the lower piston; there being two pistons and three cranks for each cylinder.

Numerous St. Lawrence canalers were fitted with diesel engines following the *Grainmotor*, but because of the Depression and the war, it would be 38 years after the *Benson* and *Henry Ford II* before a new upper lake ship would be powered by a diesel engine.

Returning to the first high seas motorship, the

Selendia was apparently a very successful ship. The original engines were still in the ship in 1938 and it is reasonable to assume that they were still there when she was wrecked in Japan in 1942. She had two 4 cycle, 8 cylinder (21.9" x 28.75") engines which produced only 2500 indicated hp (like a steam engine). This low power out-put assured reliability and longevity. Essentially all the early motorships were twin screw as these engines were considered too unreliable to trust only one engine.

There is a totally irrelevant, but amusing, situation this writer can't ignore. The *Mapleheath*, ex-*Toiler* is one of four lake ships that have had three sets of engines. The other three are upper lakes bulk carriers that all started out with triple expansion steam engines, and the third engines were all diesels, although the manufacture and design vary. I know of no major lake ship that is on its fourth engine, though a few tugs are. However, the *Mapleheath* did it backwards, starting out with a diesel and ending with a triple expansion steam engine. The *Mapleheath* is now gone, and was a piece of history that lasted far longer than ever expected.



TOILER in Buffalo Drydock on May 11, 1918.

GREAT LAKES & SEAWAY NEWS



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May 1 . . . At 12:01 a.m., the Norfolk-Southern Railroad ceased all tug/railbarge operations across the Detroit River. The final run was made by the tug *R.G. Cassidy* with the barge *Windsor*, which departed the Canadian Pacific slip in Windsor, Ontario at 2335 hours (11:35 pm.) on April 30, 1994. Thus ends over 100 years of railferry service across the Detroit River.

. . . The giant Hulett unloaders at the Pittsburgh and Conneaut Dock in Conneaut, Ohio are about to be dismantled. They are no longer needed as most iron ore is shipped on self-unloaders.

May 2 . . . C.S.L.'s *James Norris* returned to service following her refit. She had been laid up in Toronto since November, 1992. On May 7th, she arrived at Drummond Island to load stone.

May 3 . . . The *Arthur M. Anderson* opened the port of Ashland Wisconsin when she unloaded coal at the Reiss Coal dock and then cleared for Two Harbors, MN.

May 5 . . . Algoma Central Marine has sold the *Algocape* to P & H Shipping and they have renamed her *Mapleglen*.

. . . The *Paul Thayer* opened the port of Holland when she unloaded coal at the Holland Board of Public Works.

. . . The *Adam E. Cornelius* passed upbound at the Soo in her new Inland Steel fleet colors.

May 7 . . . Oglebay Norton's *Armco* arrived in Duluth and entered the drydock at Fraser Shipyard for unknown hull repairs. She departed on the 9th for Silver Bay to load pellets.

. . . *Skillsings Mining Review* reported that iron ore shipments in March declined 10% compared to March of last year. Heavy ice on the upper lakes and St. Lawrence River was blamed for the decline.

May 8 . . . P&H's *Mapleglen* passed upbound at the Soo for the first time in her new fleet colors. She was bound for Thunder Bay to load grain.

. . . C.S.L.'s *Halifax* arrived in Halifax, N.S. with the first Great Lakes grain cargo of the season.

May 10 . . . The *Federal St. Laurent* "touched" bottom off Neebish Island while upbound in the St. Marys River. She received a six-inch gash that ran about seventy-five feet and her bottom was deeply creased. Although she took on a considerable amount of water, she was able to proceed to the American Soo where she tied up

• GREAT LAKES & SEAWAY NEWS



Photo by Terry Sechen

*Smokestack of the JOHN A. FRANCE being changed to reflect the new ownership of Algoma Central.
Photo taken on April 23, 1994 when the FRANCE was off Duluth Port Terminal.*

at the Carbide Dock. Some of her cargo of semi-finished steel was unloaded at the Carbide Dock to allow inspection of her damaged ballast tanks. Her destination was the McLean Dock at the Canadian Soo above the locks. She will need permission from the Corps of Engineers and the Canadian Coast Guard to move to the McLean Dock to unload the remainder of her cargo.

May 11 ... *Thegur Maiden* snagged a cable under the Ogdensburg Bridge after unloading Alumina at Oswego, NY. She was ordered held at the Iroquois Lock. The cable, which is used for maintenance, snapped with minor damage to the vessel.

May 12 ... The tanker *Nordic Blossom* passed upbound through the Welland Canal. She has been a visitor to the Seaway as the a) *Nordic Sun* and b) *Nordic*.

... The U.S. Dept. of Transportation has taken two actions that could help revitalize Great Lakes ports and shipyards. The Coast Guard will define what constitutes ship repair as opposed to rebuilding. This is important to Great Lakes shipyards as under the Canadian Free Trade Act, duties on ship repairs are to be phased out. The failure of the Coast Guard to spell out the difference between repairs and rebuilding has led to a threat of costly duties on repairs to Canadian vessels in US shipyards.

... The second action is a Maritime Administration regulation that will institute a pilot cargo preference program that will enable Great Lakes ports to compete for Federal food aid cargoes. Federal law requires that government cargoes such as food aid must be carried in U.S.-flagged vessels. Most U.S.-flagged vessels are too large to enter the Seaway. The new regulation would permit foreign-owned vessels to load such cargoes at Great Lakes ports and transport them to the mouth of the St. Lawrence Seaway where it would be transferred to U.S.-flagged vessels.

May 13 ... The *Atlantic Trader* was expected to load 25,000 metric tons of Appalachian coal at Ashtabula, Ohio for delivery to a New Brunswick power plant. CSL has contracted with New Brunswick Power to deliver

GREAT LAKES & SEAWAY NEWS •

about 300,000 metric tons of Appalachian coal this shipping season to their Belledune generating plant. The Seaway will be used to deliver the coal and Seaway officials hope that this trade will expand in the future.

May 14. . . The *Richard Reiss* cleared Port Weller Drydock and entered service with the boom from the *Hochelaga*.

. . . The *Petka* struck the ship arrestor cable at the Iroquois Lock. No information was given as to damage to the vessel or the lock.

. . . Upper Lakes' *Canadian Explorer* arrived in Duluth with a cargo of cement for the St. Lawrence Cement Terminal. This was the first shipment of the season for this terminal. She cleared Duluth in the morning of the 17th for Thunder Bay.

. . . Both Canadian and U.S. Seaway officials have proposed a "new building" incentive program. The program offers owners and operators of newly-built Seaway vessels a discount of 100% of the tolls charged for its first year of Seaway operation. The tolls would be discounted 80% the second year, 60% the third year, 40% the fourth year and 20% the fifth year. The program covers vessels of any size, class and flag delivered between January 1, 1996 and December 31, 2001.

. . . Fednav Group, reported to be Canada's largest ocean-shipping company, has contracted for four deep-sea bulk carriers that are designed to operate in the St. Lawrence Seaway and the Great Lakes. Sad to say, the four vessels will be built at Jiangnan Shipyard in Shanghai, China. The shipyard reported to be China's oldest and was founded in 1865. The four vessels are due for delivery in 1996-1997.

. . . At Menominee, Michigan, the remains of the schooner *Alvin Clark* have been broken up. The 113-foot wooden schooner was built at Trenton, MI. in 1846 and sank in a squall in Green Bay in June, 1864. Her remains were discovered in 1967 and she was raised from the bottom in 1969. The schooner was on display and opened to the public in 1970. However, she slowly began to deteriorate. Efforts were made to preserve the *Clark*, but they were too costly. Decayed beyond repair, the *Clark* was broken up to make room for a parking lot.

. . . The *Yankcanuck*, owned by Purvis Marine, cleared the Soo under her own power, bound for Chicago with a load of scrap.

May 18 . . . The straight-deck *Paterson* loaded a whopping 29,016 tons of durum wheat at Thunder Bay, Ontario. This broke her 1993 record cargo of 28,972 tons of wheat. The cargo sets a new record for the port of Thunder Bay and possibly the Great Lakes.

. . . The tug *Edna G.* cleared Superior for Two Harbors under tow of tug *Kansas*. The *Edna G.* underwent a \$200,000 renovation at Fraser Shipyard. At Two Harbors, she will be displayed and opened for tours.

May 19 . . . The barge *Clarkson Carrier* has been renamed *St. Marys Cement III*.

May 20 . . . The car/passenger ferry *Badger* resumed service between Ludington and Manitowoc on Lake Michigan. The *Badger* will make daily runs until October 10th.

May 21 . . . The *Algowood* delivered a cargo of stone to Amherstburg, Ontario. It's believed that she is the largest vessel to dock there.

May 24 . . . *USS Estocin* passed upbound through the Welland Canal on a goodwill tour of the Great Lakes.

• GREAT LAKES & SEAWAY NEWS

... Figures released by the Thunder Bay, Ontario Harbour Commission indicate that total cargoes shipped through that port through mid-May were down 7% from the same period last year. Shipments were also well below the last 5-year average.

May 25 ... The Greek-flag *Silver Leader* arrived in Ashland, WI. with a load of copper concentrate which she unloaded at the Reiss Coal Dock. She was Ashland's first saltie of the season and was assisted in docking by tugs *Minnesota* and *Vermont* out of Duluth.

May 27 ... The tug *Steven M. Selvick* arrived at St. Ignace, MI. She will be sunk off Grand Island near Munising as part of the Alger Underwater Preserve.

... The US Congress has approved \$200,000 that will be used for preconstruction engineering and design studies for a new Poe-size lock at the Soo. Congress authorized a new Poe-size lock in 1986, but has never approved funds to build it. Federal law requires that non-federal sources contribute to the cost of all federal water projects. So far, private sources have been reluctant to contribute to the cost of a second lock, which is estimated to be \$300 million.

May 28 ... *Arthur M. Anderson* arrived at Canada Starch in Port Colborne, Ontario. It's believed that she is the longest vessel to use Lock 8 in the Welland Canal. She made a second trip on June 15th.

... *Heavenbound*, ex-*Ville Marie* of the Canadian Coast Guard, has been ordered out of Cobourg Harbour by a vote of the city council. She sailed for Deseronto, which is near Belleville, Lake Ontario. Heavenbound Ministries, owners of the vessel use it in a program for troubled youths, giving them training in seamanship and religious counselling.

Jun. 2 ... *Henry Steinbrenner*, under tow, arrived in Port Maitland, Ontario for scrapping by the International Marine Salvage.

Jun. 3 ... It was a busy day for the 80-year old Davis Lock at the Soo. Three upbound lakers were locked through the seldom-used lock. They were the *Canadian Prospector*, *Kinsman Independent* and *John A. France*, now *Algoriver*. The MacArthur Lock was closed for repairs and the Poe Lock was busy with two large vessels: *Edwin H. Gott*, upbound and *Lee A. Tregurtha* passing downbound.

Jun. 4 ... A replica of the sailing ship *Nina* passed upbound in the Welland Canal.

... Scrapping of the railferry *Grand Rapids* at Port Maitland is now complete. The ferry *Madison* has been cut down to her car deck.

... The American Iron Ore Association reported that April iron ore shipments to US and Canadian ports were down by 15% compared to April of last year. Heavy ice conditions on the Great Lakes and the St. Lawrence River were blamed for the decline.

Jun. 5 ... The 1,000-footer *George A. Stinson* arrived in Superior to load pellets and cleared later that day with 42,802 gross tons of pellets for Algoma Steel at the Soo. She arrived there shortly after midnight on June 6th and was assisted by tugs *Avenger IV* and *W.I. Scott Purvis*. After unloading part of her cargo, she backed out of the slip and turned around and backed down to finish unloading. The *Stinson* is the first 1,000-footer to unload pellets at Algoma Steel, but is not the first 1,000-footer into Algoma. The *Indiana Harbor* made a trial run on May 11, 1985, but didn't unload a cargo. The *Stinson* will make several trips to Algoma this year. Information is that Algoma Central Marine and Upper Lakes Shipping, who normally handle Algoma Steel's pellet needs were unable to do so because of an increased demand for pellets and other commitments.

GREAT LAKES & SEAWAY NEWS

Jun. 6 . . . The carferry *Viking* was drydocked at Sturgeon Bay.

. . . The tug *Offshore Supplier*, ex-*Elmore M. Misner*, entered the Welland Canal on her first trip for McKeil Marine. She was bound for Port Maitland.

. . . The U.S. research vessel *Edwin Link* began a six-week study of pollution in the Great Lakes. The *Link* carries a three-man submarine that will take lake bottom samples and explore wrecks on the Great Lakes. Work has already begun on Lake Ontario, which will include one or more dives on the wreck of the 1812 warship *USS Hamilton*. She passed upbound in the Welland Canal on June 8th.

Jun. 8 . . . The barge *Kellstone I* made a rare appearance in the Welland Canal when she was bound for Hamilton with a new type of slag.

Jun. 9. . . Workers searching for barrels of military waste in Lake Superior near Duluth, have found a wreck which is believed to be that of the 135-foot yacht *Fiorgyn*. The yacht had left Duluth on May 16, 1926, on a trial run after a refit at the Marine Iron and Shipbuilding yard. While out in the Lakes, she caught fire and sank. Her crew escaped in a lifeboat and rowed to shore. The wreck is located about a mile off Knife Island, which is about ten miles north of Duluth and in about 410 feet of water.

Jun. 11 . . . The cruise boat *Garden City* transits the Welland Canal for Port Colborne and returns to the next day. The *Garden City* operates out of Port Dalhousie and offers two-hour cruises of the Welland Canal.



Photo by Skip Gillham

HENRY STEINBRENNER arrives Port Colborne on June 4, 1994. She will be scrapped at Port Maitland.

• GREAT LAKES & SEAWAY NEWS



Dossin Museum Collection

While upbound in Whitefish Bay, the CHARLES M. BEEGHLY lost a propeller blade.

Jun. 14 . . . The *Enerchem Travailleux* entered Port Weller Drydock for hull and interior work.

. . . The *HMCS Nipigon* cleared Port Weller Drydock for sea trials after an extensive refit at Port Weller Drydock. She returned the next day and departed for sea on June 20th.

. . . The *Paterson* arrived in Duluth and entered the Fraser Shipyard for repairs to her bottom. She grounded in the Seaway on April 13, 1994. Since there is no longer a drydock in Thunder Bay, Ontario, the only one available to Canadian vessels on the upper lakes is Fraser Shipyard. In addition, the free trade agreement will allow Canadian vessels to be repaired in US shipyards without paying duties.

Jun. 15 . . . The *Buckeye*, ex-*Sparrows Point*, cleared Toledo after completing her fitout and returned to service. She was bound for Silver Bay to load pellets. Because of an increased demand for iron ore, she will operate mainly between Silver Bay and the Torco Dock at Toledo. With the *Buckeye* in service, Oglebay Norton will have 12 of their 14 self-unloaders in service. The *J. Burton Ayers* and *Crispin Oglebay* remain in lay-up in Toledo.

. . . The tug *Krystal K* of Basic Marine passed upbound through the Welland Canal with new tug for the company. *Krystal K* left the lakes in 1993.

Jun. 17 . . . Dredging began on widening of the cross-channel in the Duluth-Superior harbor between the D.M.&I.R. ore docks and the Superior Midwest Energy Terminal. When the dredging is completed, the widened channel will allow 1,000-footers bound for Superior Midwest Energy Terminal to turn around directly off the dock, instead of having to turn around in the harbor off the Port Terminal dock and then back under the High Bridge and up the river to the coal dock.

Jun. 18 . . . The former *Federal Rhine* passed upbound in the Welland Canal as *Steel Flower*.

. . . While upbound in Whitefish Bay, the *Charles M. Beeghly* lost a propeller blade. She returned to the Soo and tied up at the Carbide Dock for repairs. The stern was raised out of the water to replace the broken blade. Examination of the remaining portion of the blade indicated that it was damaged earlier. When the blade broke

GREAT LAKES & SEAWAY NEWS •

off, it struck the overhang of the stern, putting a 2-foot dent in the plating. The *Beeghly* cleared the Soo on the 21st for the Fraser Shipyard to have her stern plated replaced. She arrived on the 22nd and departed late in the evening on the 23rd.

... The *Kinsman Enterprise* arrived in Duluth and tied up at the AGP Elevator lay-up berth #4 for a two to three week lay-up.

Jun. 21 ... The American-Canadian Caribbean Cruise Line's *Mayan Prince* passed upbound in the Welland Canal. The 92-passenger vessel will operate between Montreal and Chicago this summer.

Jun. 22 ... The Lake Michigan Carferry Service has agreed to sell the carferry *City of Midland* to Contessa Cruise Lines of Eden Prairie, MN. Contessa Cruise Lines is involved in the gaming industry.

Jun. 23 ... In a joint press release, National Steel and the United Steelworkers of America announced that they have reached an agreement on cost reduction targets for National Steel's Keewatin pellet plant in Keewatin, MN. If the cost reductions targets can be met, the pellet plant could reopen in late 1994. Union workers went on strike on August 1, 1993 when their contract with National Steel expired.

... The Polish sailing vessel *Pogoria* passed upbound in the Seaway. She is the first "tall ship" to visit the Great Lakes this summer.

Jun. 25 ... The Seaway Port Authority of Duluth reported that domestic shipments through the Twin Ports



The USS ESTOCIN (FFG 15) at Muskegon, MI. on June 11, 1994.

• GREAT LAKES & SEAWAY NEWS

ending May 31 were down 20.1% compared to the same period last year and 17.3% below the 5-year average. International trade rose 7.3% as of May 31st and 61.2% above the 5-year average.

... A total of 216 vessels have called at the Twin Ports as of the end of May. This was 37 less than the same period last year.

... The new Canadian tankers *Emerald Star* and *Diamond Star* passed upbound in the Welland Canal.

... Traffic in the Welland Canal was delayed several hours as the Greek saltie *Pantazis* caught the arrestor cable at Lock 3.

Jun. 26 ... While attempting to turn around in the Saginaw River, the barge *McKee Sons* encountered strong currents and attempted to tie-up along the east bank. However, the currents swung her stern around and she grounded on the west bank, blocking the river. The Veteran's Memorial Bridge, which is near the grounded barge was closed to all traffic. Four tugs were called to free the *McKee Sons*. (Ed. note: I have no information as to when she was freed, but I suspect it was the next day.)

... The Greek Saltie *Island Gem* went aground on Southeast Shoal in Lake Erie.

Jun. 29 ... The brig *Niagara* passed downbound through the Welland Canal for "Sail Toronto 94".

... The former Star Line dinner -cruise ship *Star of Chicago II* cleared Lee Marine Terminal, Port Lambton, Ontario and proceeded to Port Huron under her own power. She departed on the 30th for the Soo. She arrived at the Twin Soo Drydock and Marine on July 2nd where she will undergo a refit to operate on Lake Michigan as a dinner-cruise ship between Douglas and Saugatuck, MI. She had been laid-up at Port Lambton since April, 1991 and with her departure, there are no longer any of the Star Line ships at Port Lambton.

Jun. 30 ... At Duluth, scrapping of the *Irvin L. Clymer* is proceeding slowly. The entire engineroom is gone, however, her self-unloading boom remains intact as well as all of her forward cabins.

Back Cover Picture: Schooner *Nellie Redington* (US 18731). Built in 1872 at Cleveland, Ohio. Measured 205.9' x 33.8' x 14.0'. 816.6 Gross tons and 775.8 net tons. Sold Canadian in 1919 and became schooner barge. Sank in St. Lawrence River in 1933 as total loss. Tug *Arctic* (US 106040). Built in 1881 at Mantiowoc, WI. Measured 64.5' x 18.1' x 9.1'. Rebuilt and lengthened at Manitowoc in 1898-9: 76.5' x 18.1' x 9.1'. Abandoned for age in 1930. Dismantled and hull beached at Manitowoc. Used mostly as harbor tug at Manitowoc.

Great Lakes Calendar:

Sat.-Nov. 19th: GLMI and Mar. Hist. Society of Detroit's Entertainment meeting at 11:00 a.m. in DeRoy Hall. Guest speaker will be Mr. Mike Davis presenting "Ford Fleet".

Fri.-Nov. 25th: GLMI Auction to benefit the Dossin Museum at Alcamo's 21810 E. Nine Mile in St. Clair Shores. Doors open at 5 p.m.

Sat.-Dec. 3rd: Annual Marine Mart in DeRoy Hall at Dossin from 10-3 p.m.

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Telescope, the Institute's journal, is published six times per year and covers Great Lakes topics. The Editors welcome the opportunity to review manuscripts on Great Lakes marine history for publication.

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