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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

Welcome back to those of you that have renewed and hello to the new members. Judging by the number of renewals and new members on December 1, 1980, we should surpass last years' record increase in membership. We didn't raise the dues this year, but we think that Telescope is still a good bargain for the money.

Most of the articles in Telescope are written by the members. We try and publish something for everyone, but every once in a while we run into trouble. So, if you think you have a story to share, send it in. Telescope is only as good as its members.

MEETING NOTICES ●

The January entertainment meeting will feature Mr. Donald Richards as the speaker. (see meeting notice on page 27.) The other entertainment meetings are scheduled for March 27 and May 29, 1981.

The Board of Directors meetings will be held on February 27 and April 24, 1981. All meetings begin at 8:00 p.m. at the Dossin Museum.

Special Note: Blessing of the Fleet will be held on Sunday, March 8, 1981 at Mariners Church in Detroit. The service will begin at 11:00 a.m., but those wishing a seat should arrive at 10:00. There is ample parking in the Ford underground garage that is entered from eastbound Jefferson Avenue.

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OUR COVER PICTURE. . .Dusk settles as the carferry *City of Milwaukee* prepares for another crossing of icy Lake Michigan. The ferry has just finished taking her cut of rail cars at Kewaunee, Wisconsin and awaits the *Viking* at an adjoining slip before she departs for another voyage. The photo was taken by Paul Wiening and is the subject of this month's lead article.

THOSE CLASSY CLASSIC CARFERRIES



by
PAUL G. WIENING

It takes awhile to appreciate the design of the Great Lakes carferries. Carferries, because of the nature of their business, have never been exactly beautiful. Even from the beginning, the ferries were never gracefully curved or arched, even when they were still built of wood. When Ann Arbor Railroad's *Ann Arbor 1* was first introduced to Lake Michigan in 1892, she was a virtual floating box. Carferries designed for crosslake traffic had to have wide spaces internally to allow them to carry railroad cars. Because the car deck had to be almost perfectly flat there was not much room for design esthetics.

Carferry design improved somewhat from the days of the first Ann Arbor boats, but even up into the 1900's their design remained rather bland. Actually, this did not really matter, since from the beginning, they were designed as work boats and had tough time tables to meet in carrying trains across the

wild waters of Lake Michigan.

The first of the distinctive design of the Lake Michigan carferry was introduced in 1896, when the Pere Marquette Railroad launched the *Pere Marquette*. Designed by marine architect Robert Logan, this vessel became a floating blueprint for other carferry companies to follow. Logan improved the design in later years, adding more cabins and more style, but the basic plan remained rather bland.

With the introduction of the proven crosslake carferry, carferry operations were begun primarily on Lake Michigan and Lake Erie. The biggest business and longest lived was the Lake Michigan trade. Three operators competed for business in routes that zigzagged the Lake. Ann Arbor had the worst weather routes, operating out of Frankfort, Michigan into Kewaunee and Manitowoc, Wisconsin as well as Manistowic and Menomonie, Michi-



For many years, the MADISON remained the regular boat on Grand Trunk's cross-lake service from Muskegon to Milwaukee.

gan. Pere Marquette (now Chessie System) also covered Kewaunee and Manitowoc with Milwaukee as well and dispatched vessels out of Ludington, Michigan. The third was the Grand Trunk Milwaukee Carferry Company, operating from Milwaukee to Muskegon and Grand Haven, Michigan.

All three of these lines became quite competitive in the carferry business in the early years of this century, using boats from various shipyards, but all based on the Logan design. It was not until the early 1920's that the most famous of all Lake Michigan carferry designs was created. The design coming from the drawing boards of the Manitowoc Shipbuilding Company featured the traditional boxlike design of the main hull but added attractive yet simple cabins, along with twin smokestacks and tall, raked masts. A total of six of these vessels were built at Manitowoc and were later updated in some respects. Even though later models were built, these boats remain alone as the most attractive of all carferries.

As the railroad traffic crosslake hit boom times in the early 1920's the largest of the carferry operators, Pere Marquette turned to Manitowoc for two new boats to update it's aging fleet of carferries. Although it was the shipyard's first venture into this type of ship, they had some experience along the lines since they had built some of Pere Marquette's river ferries for the Detroit River trade.

Working within the confines of specifications required by the railroad as far as size and power was concerned and in keeping with the limitations of design, Manitowoc engineers turned out a majestically simple design. The boats were named *Pere Marquette 21* and *22* and were launched in 1924.

The first two vessels were basically freight carrying boats, with only limited passenger accommodations. They were built along a keel length of 348 feet, were wide for their length at 56 feet and could carry about 26 to 28 rail cars. They were bigger and faster than any carferry that preceded them, being power-

ed by two 1350 hp, triple expansion steam engines. The engines powered individual propellers which could be independently controlled to enable them to manipulate in even the tightest of harbors. The boats could travel at about 17 to 18 knots.

After their initial acceptance, Pere Marquette found that passengers were becoming a viable income for the carferries for several reasons. Primary among them was the fact that the once ubiquitous passenger fleets were disappearing. Carferries could handle passengers easily and were becoming more popular with the public since they handled regular schedules and were fast and dependable. Although carferries offered very little in the way of frills, the carferry operators could afford to stay in passenger business because their primary income would come from the railroad freight they were handling.

With this trend increasing, Pere Marquette returned both of the twins to the yards and had their passenger cabins extended and

refurbished. Both the *Pere Marquette 21* and *22* returned to their routes in the 1930's with the ability to carry about one hundred passengers as well as about 20 passenger cars or more.

Almost immediately the *Pere Marquette* twins became profitable time keepers and the company's Lake Michigan competitors wasted no time in obtaining similar vessels. *Ann Arbor* was the first to place an order with Manitowoc. They ordered the same basic boat as the two *Pere Marquettes*, except it was to be built with extra passenger capacity and an ice-breaking hull. *Ann Arbor* needed extra hull strength because of the severity of ice encountered on it's northernmost runs. After being built, the *Ann Arbor 7* was to be the only new vessel built for the railroad by Manitowoc, although it was to be the primary repair station for the fleet.

In comparing profiles, one can find very few variations from the plan between the *Ann Arbor 7* and the PM twins.



The GRAND RAPIDS suffered considerable damage in heavy ice in 1970's and is tied up in Muskegon, her future uncertain.



Perhaps the most modern of all present carferries is the VIKING. She is shown in 1966 at Manitowoc after an icy crossing.

Author's Collection

Further on down the lake, the third of the Lake Michigan carferry operators, the Grand Trunk, was operating two elderly vessels. They too placed an order in 1926 for the now standard design. When launched, the new *Grand Rapids* appeared almost identical to the previous vessels. It featured relatively little passenger accommodations since the railroad never had a need to carry passengers because of its parallel routes with several major passenger fleets that operated into Milwaukee.

About the time the *Grand Rapids* was getting into the water, a twin sister, the *Madison* was rising from the builder's ways. When the *Madison* entered as a perfect duplicate in 1927, the five boats apparently were to have completed the run of the design.

By 1929, Manitowoc engineers had created a successor to their most successful design. Unfortunately, the country was becoming streamline conscious in 1929 and the design of the new *City of Saginaw 31* and *City of Flint 32* reflected this. In addition, the old tired and true triple expansion steam engine had about reached the peak of its efficiency

and engineers were eager to try to find better alternatives.

While the two Pere Marquette boats were being built, Ann Arbor introduced its new *Wabash*, which was built by a different yard. Ironically, the *Wabash* and the two PM boats were similar in appearance as well as the clumsy attempts at streamlining. None of the three were able to capture the esthetic lines that Manitowoc had achieved in their previous design.

While the Manitowoc yards were kept busy building the new PM boats in 1929, the Grand Trunk's aging carferry *Milwaukee* succumbed to the stress of weather late in the year and sank a short distance from its namesake city with no survivors. The disaster not only came at a bad time for the season for Grand Trunk, it left them with heavy schedules and only three vessels. Its old *Grand Haven* was the smallest of the trio and was considerably less adept at speed and capacity than the fleet's new vessels.

As the Grand Trunk began chartering carferries from other fleets to handle its traffic, it turned back to Manitowoc for a new

boat. Since the economies of the design were proven, GT chose to have a new boat built along the plans of the *Grand Rapids* and *Madison* rather than accept the new departures of the later PM boats.

That order and decision resulted in the sixth and last of the classic Lake Michigan carferries, the *City of Milwaukee*. It was delivered in 1931, just two years after the loss of the *Milwaukee* and just in time for the Great Depression. She was identical to the two other Grand Trunk boats of the same design and a near sister of the three others owned by the two other lines.

The *City of Milwaukee* was the last boat to be built for the carferry companies until after the Depression was over. So called "modernization" and streamlining were introduced in 1939 when Pere Marquette had Manitowoc build the new *City of Midland 41*. The *Midland* would eventually become one of the most efficient of carferries ever designed, at least mechanically. Even in these straggling times, the *City of Midland*

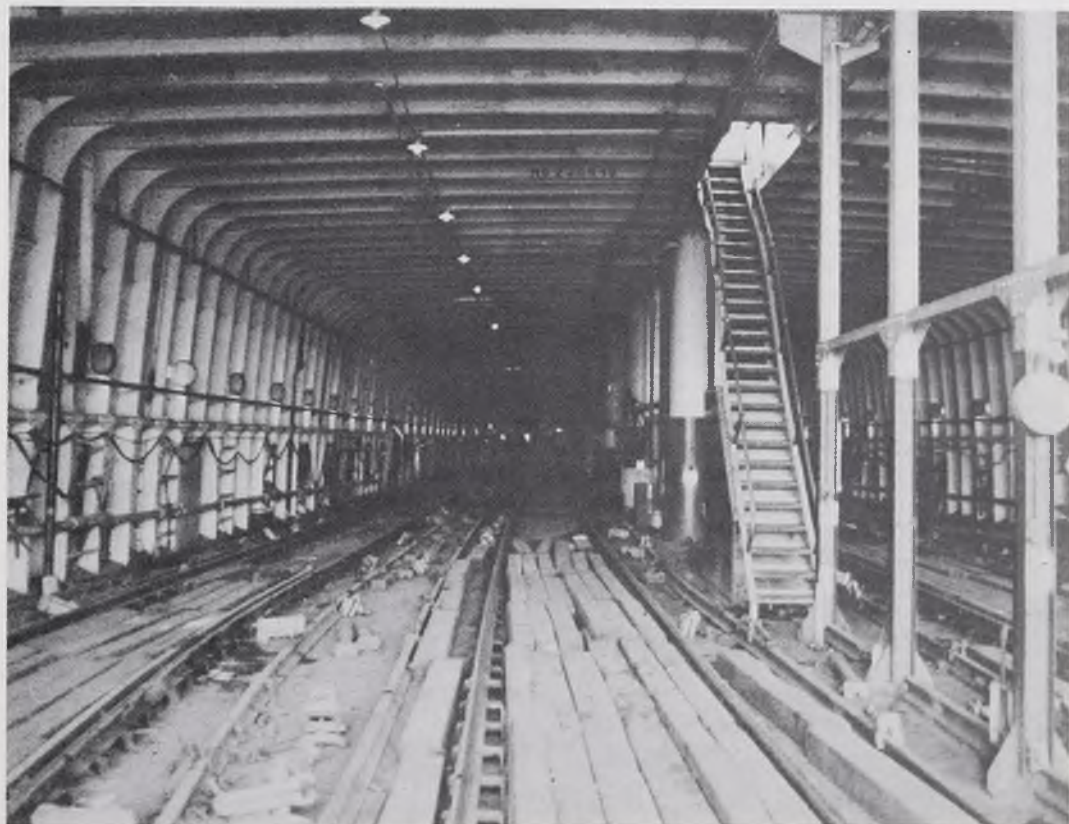
remains in service while newer boats are tied to the dock and used for spare parts.

But as far as esthetic design goes, the *Midland* left much to be desired. Engineers attempted to make the boat look graceful through a flared bow and modern looking cabins. The boat, however, presented a somewhat awkward appearance. As it's introduction, however, the *Midland* became the most popular of the carferries.

Ann Arbor reportedly had interest in buying a similar boat, but it never materialized.

In the early 1950's, with business good, Chesapeake & Ohio (which had absorbed the Pere Marquette in 1947) ordered two new ferries as part of a multi-million dollar program. Part of that program was a modernizing of the *Pere Marquette 21* and *22*.

When Chessie's *Badger* and *Spartan* appeared, they were hailed as the newest and most modern of the fleet. What the two carferries may have lacked in appearance, they more than made up for in performance and cargo carrying capacity. The two new ferries were a radical



The car deck on the port side.



Author's Collection

View down the crankshaft of one of the CITY'S triple expansion engines.

departure with a hull design similar to the *City of Midland* with a severe flair at the bow. Topsides, they had extremely awkward appearing cabins and even today still give the vessels a clumsy, top-heavy look.

However, the lines and capacity of these new vessels resulted in improvements for the two PM twins. Both the 21 and 22 were lengthened and repowered with 4500 hp Unaflow Compound steam engines similar to those installed in the *Spartan* and *Badger*. Gone were the rakish dual stacks, replaced by a large cone-shaped single stack, which had become a trademark of the C & O. Both also received wings to the pilot house because it was no longer easy to see around the new large smokestack.

In stretching the twins, passenger accommodations were also increased. The two old Manitowocs eventually outlasted the *City of Saginaw* and *City of Flint*, the boats designed to replace them. However, even the 21 and 22 became the target of economics by the mid-1970's. They eventually had the

troublesome Unaflow engines removed and were stripped down to the cardecks. Both apparently are still in operation as barges on the Atlantic coast.

Ann Arbor kept the *Ann Arbor 7* operating virtually unchanged until 1964 when it was finally sent to the yards and completely rebuilt. In addition to losing her two steam engines, she also received a considerable facelifting and a new name. As the *Viking*, the carferry emerged with four 1500 hp diesel engines, a new pilot house and the now traditional large carferry funnel.

Meanwhile, at Grand Trunk, the three triplets operated year after year with no major change in appearance or design. The three GT boats, like most of the other older carferries eventually had the car deck heightened to allow them to handle the high cube cars that were becoming popular on the railroads. The *City of Milwaukee* in its later years was usually a reserve boat as the *Grand Rapids* and *Madison* alternated crossings of Lake Michigan. The *City of Milwaukee*

was also quite often chartered out to Ann Arbor to help out in that fleet's late season business.

In 1980, the Lake Michigan carferry business has been ailing for many years. It may not be dead yet, but it is not exactly breathing easily. The State of Michigan has been helping the Ann Arbor under it's Transportation Department, similar to aid given to the *Chief Wawatam* in the Straits business. Michigan has also come to the aid of Chessie, which is operating only two boats (*City of Midland* and *Badger*) and has been trying to terminate it's Milwaukee operations and eventually the entire ferry business.

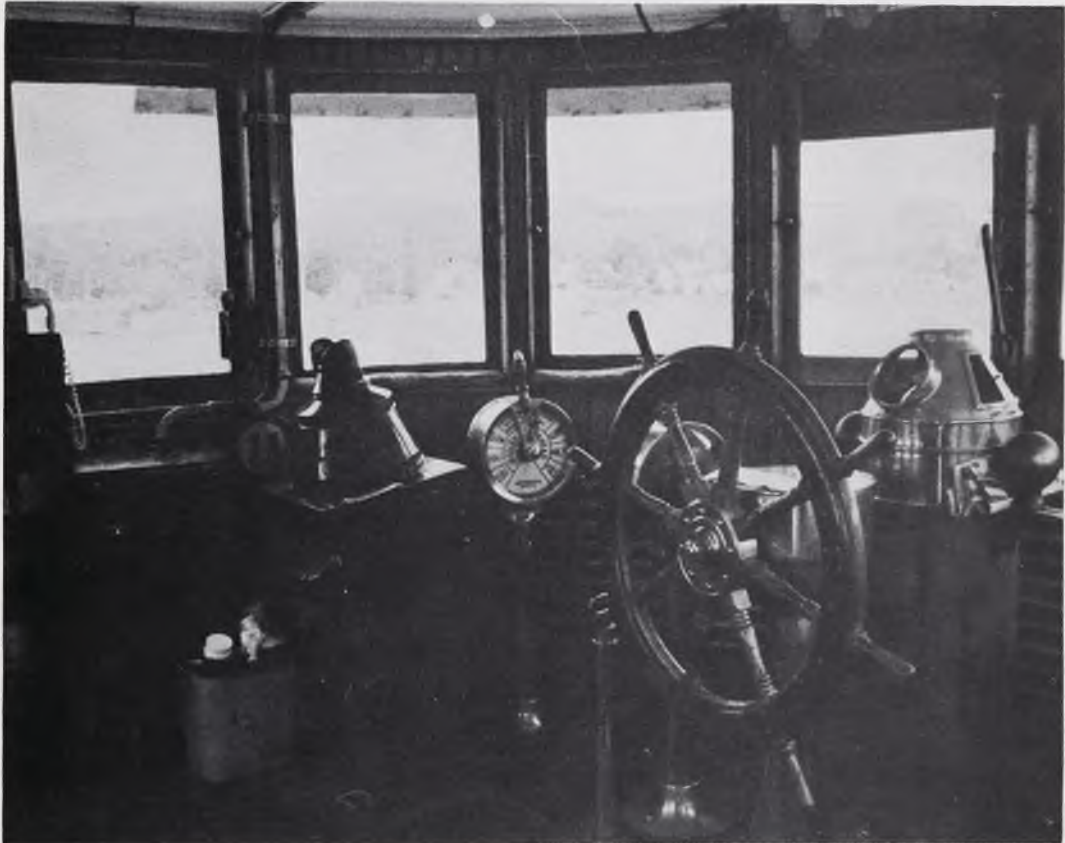
Grand Trunk abandoned it's operations in 1978. As of August, 1980, the operating Lake Michigan carferry fleet has diminished to only four boats, two of them the classic Manitowoc design. All six of the hulls of these boats are still afloat and in use somewhere. The *Grand Rapids*, which was seriously damaged in an ice-related incident and the *Madison* remain tied in Muskegon with their

futures unknown. They are used to supply parts to keep the *City of Milwaukee* operating. As previously stated, the two PM's are barges and the *Viking* operates daily. The *City of Milwaukee* went into layup status late in August, perhaps never to operate again.

Both the *Viking* and *City of Milwaukee* now run for Ann Arbor, the latter under charter from Grand Trunk. When compared side by side, the heritage and lineage is still apparent, but the years have definately aged them differently.

Just how long the *City of Milwaukee* with her tired steam engines can keep operating is purely conjecture, especially since the State of Michigan has repaired and returned the diesel powered *Arthur K. Atkinson* to operation on the Ann Arbor.

In any event, the *Viking* will remain in operation and the *City of Milwaukee* remains at least for the present, as the last two remaining vessels of those classy classic Manitowoc carferries. □



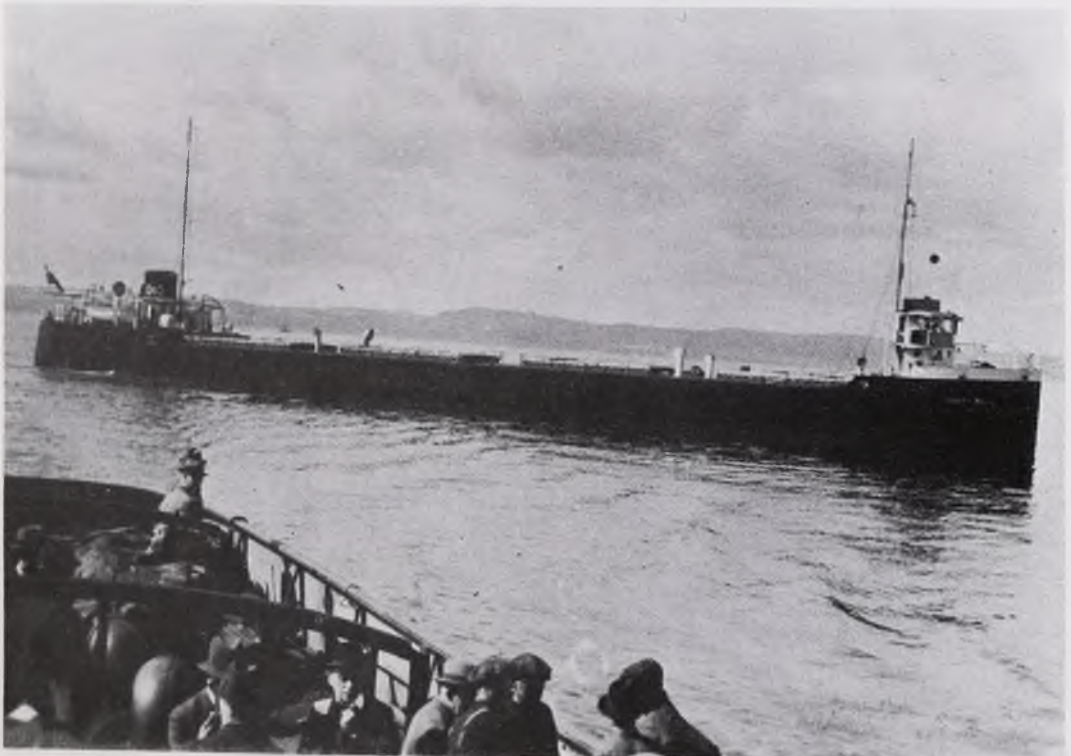
Inside the pilot house of the CITY OF MILWAUKEE.

JOSEPH MEDILL NEVER ARRIVED

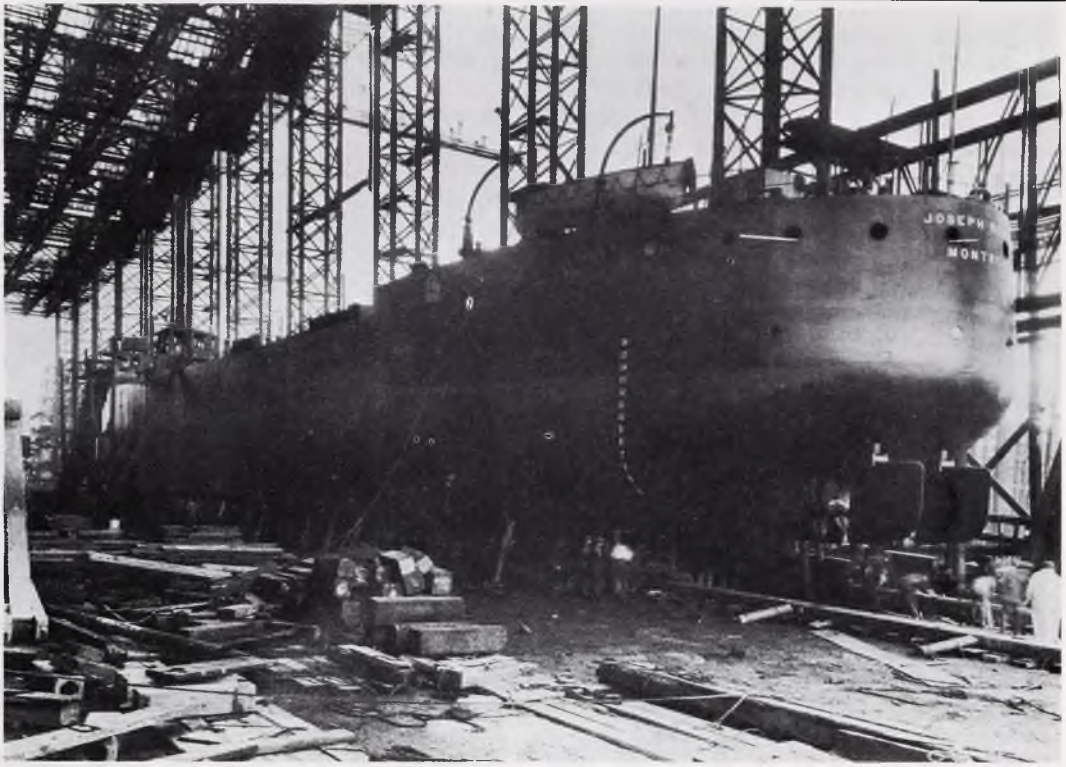
by
SKIP GILLHAM

The Great Depression of the thirties had disastrous results for lake commerce. Ships tied up for the duration and others at best, sailed sporadically.

The shipbuilders also felt the crunch. The United States yards produced a few large lakers during the twenties but the early thirties were dry. Canadian ship owners had taken



JOSEPH MEDILL *during sea trials.*



Skip Gilham Collection



Skip Gilham Collection

*Top: JOSEPH MEDILL under construction.
Bottom: Launching day on July 4, 1935.*



FRANQUELIN in Snell Lock on November 11, 1963.

Photo by Dan McCormick

numerous orders to the United Kingdom in the twenties and a steady parade of canallers crossed the Atlantic for freshwater service.

Several companies, notably Matthews Steamship were over extended in their purchases and went bankrupt. Needless to say, orders for new vessels halted abruptly.

It was therefore a bit of a surprise when Quebec and Ontario Transportation placed an order in 1935 for a canal sized bulk carrier. The Canadian company, a subsidiary of the Ontario Paper Company, needed a new, efficient carrier to haul pulpwood from Shelter Bay and Franquelin to the paper mill at Thorold.

The new vessel was designed to carry record cargoes through the 14 foot draft limits of the St. Lawrence canals. It was therefore decided to use the relatively new all welded type of construction.

To describe corporate plans for this ship it is best to quote for Ontario Paper's history *Trees to News*. This vessel was to have "large, clear holds, large hatches for ease in handling cargoes and decks without needless encumbrances so that deck loads of pulpwood could be stowed with ease and safety. Smooth surfaces in holds so that paper rolls would not

be damaged and large ballast tanks to provide for stability for deck cargoes."

Other changes included a cruiser shaped stern and a bluff bow. Twin diesel engines replaced the more common steam plants. This meant hundreds of tons of hull, equipment and boiler water could be eliminated and replaced by cargo.

The firm turned to Swan Hunter and Wigham Richardson of Wallsend in Tyne, England. They had built a number of canallers and were well equipped to meet the needs of constructing a lake ship. This went on their books as *Hull 1507*.

Named the *Joseph Medill*, this was the largest vessel of welded construction yet to be built. Her hull was 259 feet in overall length and the beam was 43 feet, 10 inches.

This ship was completed and launched on July 4, 1935. Her naming honored the founding editor of the Chicago Tribune.

After routine trials the *Joseph Medill* loaded 2784 tons of Scotch anthracite coal for delivery to Montreal. On August 10, she set out from Leith, Scotland for the transatlantic run but she never arrived on the Canadian side.

It was later reported that the ship was seen

August 17 by a Norwegian passenger ship but this was the last indication of her being afloat. A severe storm struck the area and the *Joseph Medill* vanished without a trace. The entire crew was lost.

What happened remains a mystery. Considerable speculation, which inevitably accompanies all such losses, developed. The court of inquiry suggested that in light of her sudden disappearance she could have been sliced open by any of the icebergs that populated that area of the Atlantic. Some feared that the all-welded construction was responsible and the ship split up in the storm.

Perhaps the most plausible explanation was the cargo of anthracite, known to be slippery, shifted in the storm and the *Joseph Medill* rolled over and sank.

To demonstrate faith in their design and tests, the owners ordered a similar vessel with only an increased support for the hatch covers as a change. This ship was named *Franquelin* and sailed with a cargo of clay on May 16, 1936.

The *Franquelin*, which would have not have been built except for the loss of the *Joseph Medill*, sailed the Lakes and St. Lawrence until 1974. She proved the value of her design averging 1360 cords of pulpwood per trip to Thorold. On downbound voyages, she

handled coal and grain cargoes. Her record was 3,330 tons of coal and 120,109 bushels of corn. Both were records for the St. Lawrence Canals.

The *Franquelin* was sold to North Shore Shipping Ltd. in 1964 and was renamed *Prince Ungava*. In 1967 she became the *Jean Talon* for Desgagnes Navigation and traded along the St. Lawrence and occasionally into the Lakes.

The Panamanian flag Balboa Navigation Company purchased this vessel for off lakes use and her registry was closed May 3, 1974. Her new name became *Sovereign Opal* and she operated on Gulf of Mexico and West Indies runs. Late in 1975, she was reported as laid up at Mobile, Alabama.

On February 6, 1976, she returned to service as *Falcon III* and sailed for Antigua. Later in the year she was reported as trading into the Black Sea.

At that point I have lost track of the old *Franquelin*, but she continues to prove the value of her design. She is a credit to her builders and the faith of her owners. Likely if it were not for an Atlantic storm in August, 1935, the follow up of the *Joseph Medill* would have been the same as for *Franquelin*, but unfortunately the *Joseph Medill* never arrived. □



JEAN TALON in the Iroquois Lock on December 1, 1968.

A JOURNEY ON THE GREAT LAKES 1880

by
JOHN C. CARTER

"Go west, young man!"* While this frequently quoted directive popularly describes the phenomenon of the movement westward of the American frontier, it has applications in the opening of the Canadian west.

In an attempt to populate vast expanses of territories west of Ontario, the fledgling Canadian Government began an exerted campaign to promote settlement in these regions in the 1870's. The Dominion Lands Act of 1872 permitted settlers to take a quarter-section of unoccupied lands and work 160 acres as a free homestead after payment of a ten dollar registration fee. The Immigration and Colonization Act passed in the same year, added further inducements to move west. Such legislation underlined the determi-

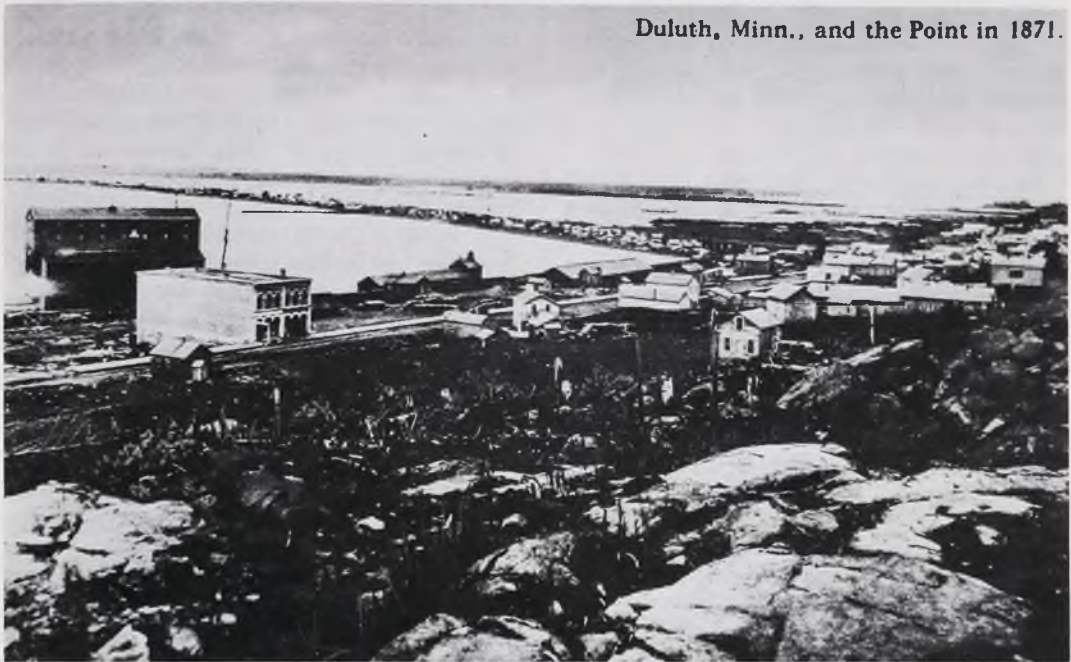
nation of the Federal Government to make Manitoba and the North West Territories the chief object for plans connected with immigration and settlement.

Many English Canadians and Immigrants from Europe looked towards the lands in the west as a place of promise and the start of a new life. While the expected tidal wave of settlement did not materialize immediately, it has been noted that the period between 1870-1885, "came as the last and probably the most important event in that period of momentous development. Those fifteen years form a crucial watershed in the history of the west's transformation."*

Transportation became the key factor in the opening of the Canadian west. Home-



The appointments on the EMPIRE STATE were as fine as any steamer in America according to the author.



Duluth, Minn., and the Point in 1871.

Passengers departed at Duluth and continued by trains to their western destinations.

Richard J. Wright Collection

steads chose various routes, with many moving from the more settled areas of Ontario by way of the Great Lakes. The following description of such a journey was recorded by William Murphy in August, 1880. This unedited account from Murphy's diary, provides a personal glimpse of the first leg of a long, arduous trip experienced by many settlers of the period. We are given a first hand, daily record of a week-long passage from Detroit to Duluth aboard the steamer *Empire State*. Murphy's observations provide an unique description of places and events witnessed during his Great Lakes journey and a fascinating insight into water transportation of a century ago.

Sunday, August 1, 1880.

Left Wardsville at 6:00 a.m. for Manitoba. Spent day at Chatham with my brothers. Left there at 8:00 p.m. for Detroit which place we reached at 9:40 pulling up at the Cass House the best conducted in the city.

Monday, August 2.

Still in Detroit. It is raining hard. Can't make up my mind how to go, whether by boat or rail. Sad occurrence, a little child

dies in the arms of its' Mother. They were immigrants from the county of Waterford, Ireland bound northwest. Left Detroit at 12 midnight on the fine steamer *Empire State* of the Transit Company. The appointments of the steamers of this line are the finest I have seen on any steamers in America, having all the accommodations of first class hotels, bathrooms, barber shops, etc. While the officers and waiters are simply perfection in their courtesy, there is not many passengers on board thereby adding to the comfort. Quite a number of immigrants on board on the lower deck. Took massive machinery for Superior Mining district.

Tuesday, August 3.

Arose at 6:30 and found ourselves in the St. Clair River. Magnificent scenery, numerous villages. St. Clair is on the American side. Courtwright and Moretown on American side. Arrived at Point Huron at 8:30, took on some freight and left at 9:00, stopping opposite Point Edward and taking on a lot of German immigrants. They are huddled together like pigs on the lower deck. God help them. After which we entered the blue

*While generally attributed to Horace Greeley, this statement was actually written by John Soule in the *Terre Haute Express* in 1851.

*Douglas Hill, "The Opening of the Canadian West" (London, 1967), page 184.

waters of Lake Huron. The breeze is delightful in which we remained all day. This evening passed very pleasantly. The captain and officers doing all in their power to make the passengers feel at home.

Wednesday, August 4 - 7:00 a.m.

Still in Lake Huron. Arrived a fishing port at the head of Lake Huron at 9:00 a.m. We now enter St. Marie River. During the last two hours previous to entering the river, we ran among a beautiful scenery. Arrived at Sault St. Marie at 4:00 p.m. Unloaded freight then went through the canal to Lake Superior. Detained at White Fish Point three hours -by wheel chain breaking.

Thursday, August 5.

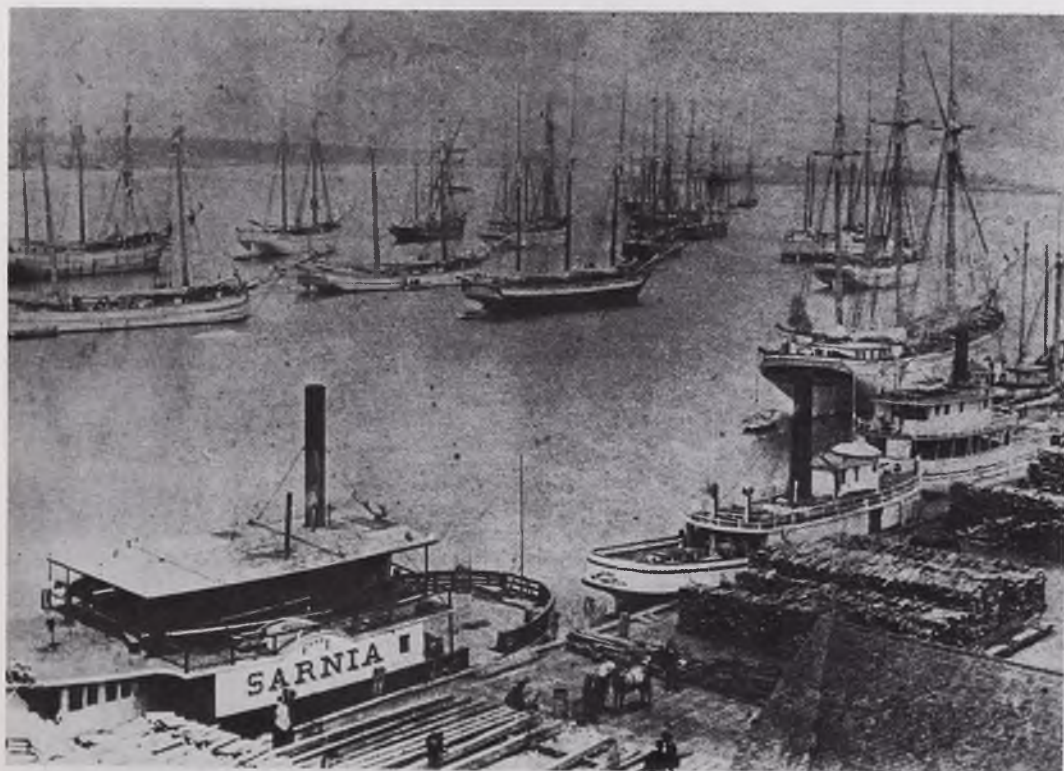
Out in the broad Superior, a beautiful sheet of water. Smooth as glass. Passed the Pickerel Rocks at 9:00 a.m. Reached Marquette at 1:00 p.m. A very busy town of 8,000. Chief industry of this section is iron mines. The ore is brought in from the mines 14 miles distant on small flat cars, which are run out in the lake on high trestle work. From the cars, the ore is dumped into what

looks like long boxes stood on end and from them shoot into the hold of the boats. There are some fine buildings here of a public character such as churches and schools. The population is mixed. Left at 2:00 p.m. Arrived at Portage entry 70 miles distant at 10:00 p.m.

Friday, August 6.

Woke up at 5:30 this morning and found ourselves just leaving Hancock, a great mining district. From here we went through a Canal, a distance of 1½ miles to the lake, again to save going round a long point. Reached Bayfield at 5:30 p.m. quite a nice little town. Have been running for sometime among the Apostle Islands. Scenery very beautiful. Are within two hours run of Duluth and just that much behind time. Quite a number of passengers got off and as many got on. Saturday, August 7 at Minnesota.

Reached Duluth at 1:30 this morning and found that we had missed connection with railroad. No trains starts until Sunday at 5:00 p.m. This is an awful dull town, all rock and built on the side of an immense hill.



Sarnia Bay in the 1880's.



Fort Gratiot Light.

They are building an immense elevator capacity of 1,000,000 bushels. Raining today. Sunday, August 8, 1880.

Am still in Duluth and will be until 5:00 p.m. today. Have ran across many Canadians since coming here. Some going home and some leaving. Asked the landlord where they buried people here when they died as I saw no earth. He told me the climate was so healthy they only died of old age and when they did die, they drove them down in the rocks with a pile driver. It's my private opinion he lies. The only thing that makes life tolerable is the fact that it is a beautiful climate. Quite a number of invalids are here from eastern states and cities. Half the men employed on the new elevator are Canadians. Householders here buy their water at 25 cents a barrel, which is brought from the lake. Business of all kinds is going on although it is Sunday.

At Duluth, Murphy completed his economical journey on the Great Lakes. His package trip would continue overland by train to Winnipeg, with his final destination being Portage La Prairie. Any optimism the young

farmer had for a new life would be quickly dashed by his experiences in Manitoba during the following weeks. Any opportunity to return home via the Great Lakes ended with Murphy's untimely death in September, 1880.

Disbursements:

Fare to Detroit	\$2.35
Cup and Railroad Guide	1.25
Street Car fare	.20
Liquor and Shaving	2.10
Hotel Bill in Detroit	2.00
Ticket to Winnipeg	38.00
Tobacco	.20
Newspaper and Books	.50
Waiter and Porter's Fees	.75
Hotel Bill at Duluth	1.85
	<u>\$49.20</u>

I would like to thank Mrs. Ken Smith of Kingsville, Ontario for loaning me William Murphy's diary, as well as Father Edward Dowling Frank Crevier and Kathleen Fitzgerald for assisting me in locating accompanying photographs. □

GREAT LAKES & SEAWAY NEWS



P.L.

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EDWARD N. MIDDLETON

BARRY ANDERSON
PERRY HAUGHTON
J. McLELLAN
KARL STREK

Sep. 1. . .Ontario Hydro awarded contract totaling \$200 million for the supply and delivery of coal from U.S. The contracts were awarded to Algoma Central Railway, Canada Steamship Lines and Upper Lakes Shipping Ltd. for a 10 year delivery of U.S. coal, totaling \$140 million. A \$60 million contract was awarded to Shamrock Coal Company in Knoxville, Tennessee for supply of low-sulphur coal from West Virginia. The current contract with Canada Steamship Lines and Upper Lakes expires in 1981.

Sep. 2. . .Upper Lake's *James Norris* was towed from Toronto to Port Weller for conversion to a self-unloader.

. . .Great Lakes Towing's tug *America* is still lying in her burned out condition at the company repair yard at Cleveland. No decision to repair her has been made as of this time.

Sep. 4. . .The Canadian tugs *Salvage Monarch* and *Helen M. McAllister* towed the *Tom M. Girdler* down the Welland Canal.

Sep. 5. . .Quebec Radio reported that the Canadian m/v *Soodoc* from Kingston, Ja. suffered engine trouble about 10 miles east of Quebec City. She proceeded to Three Rivers, P.Q. on one engine.

. . .Tugs *Barbara Ann*, *Stormont* and *Argur Martin* towed the old laker *J. P. Morgan, Jr.* down the Welland Canal.

Sep. 7. . .Quebec Radio reported that the Spanish m/v bulk carrier *Pola De Allande* anchored in the St. Lawrence River about 35 miles east of Quebec City with engine trouble. Later: She was expected to be anchored about 2 days while awaiting new parts.

. . .The Liberian vessel *Olympic Harmony* was surveyed at Ulsan in regards to striking a lock wall April 29 and grounding in Thunder Bay in Lake Superior on May 6.

. . .The Canadian freighter *Soodoc* arrived at Three River, P.Q.

. . .The Canadian tug *Pointe aux Basques* departed Seven Islands, P.Q. to tow the Canadian tanker *Congor* which was disabled with salt water in her boilers. The *Congor* was anchored 15 miles east of Natashquan, P.Q.

Sep. 8. . .*Pola de Allande* having completed repairs headed for sea.

GREAT LAKES & SEAWAY NEWS ●

. . .The ex-Grand Trunk carferry *Grand Rapids* which has been laid up at Muskegon, Michigan has been damaged by fire. The fire was in the pilings next to the former ferry slip where she is moored. She burned for 4 hours and has buckled the plates above the car deck on the port quarter. The fire was put out by the Coast Guard and fire department. The fire was believed to have been started by children. The *Grand Rapids* has been owned by Bultena for several years.

Sep. 9. . .The tug *Pointe aux Basques* and tanker *Congor* arrived at Seven Islands.

. . .*Soodoc* departed Three Rivers for Sorel, P.Q.

Sep. 10. . .The old laker *Governor Miller* towed by the tug *Malcon*, sprang a leak in her engine room and has to be pumped out. They were in Thunder Bay in Lake Huron when the leak occurred.

Sep. 11. . .*Soodoc* arrived at Sorel where she will be drydocked for repairs.

Sep. 12. . .The Spanish motor bulk carrier *Monte Zapola* anchored in the St. Lawrence River about 1.5 miles from St. Laurent, P.Q. with engine trouble. Nine hours later with repairs completed, she headed for sea. She was on a voyage from Montreal to Spain.

. . .The Canadian tug *Techmo-Venture* reported engine trouble and anchored about 15 miles east of Quebec for repairs.

Sep. 13. . .With repairs completed the *Techmo-Venture* headed for Quebec City.

Sep. 16. . .Two Canadian companies are going to establish roll-on, roll-off between the U.S. and Canadian ports on Lake Ontario. They are Lakespan Shipping and Sherwood Marine.

Sep. 16. . .The tug *Captain Ioannis S.* towed the old lakers *Thornhill* and *Helen Evans* out of Quebec City enroute overseas.

Sep. 20. . .*Edgar Jourda*, built in 1956 at Collingwood, Ontario lies wrecked at Foxe Bay in the Arctic.

. . .The divers aboard Jacques Cousteau's research vessel *Calypso* have discovered the 69 year old wreck of the yacht *Gunilda*, which sank in Lake Superior in 1911. They say she is in perfect condition in about 260 feet of water.

Sep. 21. . .The new directors of the Detroit-Wayne County Port Authority are: Henry Ford II, William F. McLaughlin, Hugh C. Daly, Abraham S. Venable and Woodrow W. Ferguson.

Sep. 22. . .The U. S. Corps. of Engineers began today trying to see if damage caused by a ship colliding with the north pier of the Duluth ship canal on May 23 is more than skin deep.

Sep. 23. . .The north pier of the Duluth ship canal was struck again by a boat about 1:00 a.m., less than 75 feet from the previous accident. The old laker *D. G. Keer* loaded with scrap was being towed outbound by the tug *Tusker*. The *Kerr* suffered no apparent damage and she and the tug cleared the canal ½ hour later.

. . .Scrapping of the *Pinedale* is underway at United Metals in Hamilton, Ontario.

. . .With repairs completed, *Montrealais* returned to service.

. . .Tugs *Ohio* and *Ste. Marie II* towed the self-unloader *Irving L. Clymer* up the Soo, headed for Fraser's Shipyard at Superior, Wisconsin. She has been idle since 1973. She was to be refitted and returned to service most likely in the salt trade.

● GREAT LAKES & SEAWAY NEWS

Sep. 25. . .Mr. Ralph S. Misener was announced as the new Chancellor of Brock University in St. Catherines, Ontario.

. . .Iron ore receipts at U.S. iron and steel plants fell 38% in July to 9.5 million gross tons from 15.3 million in July, 1979.

. . .*D. G. Kerr* towed down the St. Marys River by the tugs *Tusker* and *W. J. Ivan Purvis*.

Sep. 26. . .Quebec Radio reported that the British bulk carrier *Anadria* went aground ½ mile down from Bouy K-131 in the St. Lawrence River and has requested tugs. Later: *Anadria* was refloated and proceeded to Quebec City for inspection.

Sep. 27. . .Welland Canal shipwatchers were treated to a rare visit by the *Buffalo*, loaded with grain, headed for Baie Comeau, P.Q. and the *Richard J. Reiss* loaded with salt, headed for Toronto Ontario.

Sep. 28. . .The British motor bulk carrier *Carchester*, on a voyage from Manchester, England to Toledo, Ohio, anchored in the St. Lawrence River eight miles south of Escoumins, P.Q. with engine trouble.

. . .Tugs *Tusker* and *Glenada* towed the *D. G. Kerr* downbound passed Detroit.

Sep. 29. . .The new 1,000 footer *Burns Harbor* passed the Soo, upbound on her maiden voyage.

. . .*Anadria* departed Quebec City for United Kingdom.

. . .The Canadian bulk carrier *Montcliffe Hall* anchored in the St. Lawrence River five miles below Cap au Saumon, P.Q., due to water in her fuel. Later she departed anchorage for cleaning at Quebec City.

Sep. 30. . .Halco's self-unloader *Halifax* arrived at the Canadian Soo with a load of coal for the Algoma Steel Works. She went aground in the slip and it was 20 hours before she could free herself.

. . .The Liberian vessel *Federal St. Clair* went aground in the Seaway off Summerstown, Ontario just east of Cornwall, Ontario. She was loaded with grain and the grounding was caused by engine failure.

. . .*Governor Miller* towed down the Welland Canal by the tugs *Malcolm*, *Stormont* and *Argue Martin*.

. . .*D. G. Kerr* towed down the Welland Canal by the tugs *Tusker*, *James E. McGrath* and the *Glenada*.

Oct. 1. . .*Calypso* passed Detroit downbound.

. . .Tugs and salvage barge headed for *Federal St. Clair* from Montreal.

Oct. 2. . .*Federal St. Clair* was refloated and proceeded to Montreal for further inspection.

. . .*Carchester* arrived at Toledo.

. . .Quebec Radio reported that the Canadian m/v *Mathilda Desagnes* grappled a scaffolding at Section 21, Quebec Harbor when she entered Bassin Louise.

GREAT LAKES & SEAWAY NEWS ●

Oct. 3. . .At about 11:00 p.m., a fire broke out under the stern section of Algoma's new self-unloader *Hull 219*. The fire started in a wooden launching way timber, which had already been greased for the launching at Collingwood Shipyard. Heavy damage has been reported, but should not delay the launching. There has been no report of damage to the hull, but repairs are all ready under way.

Oct. 4. . .The Collingwood Fire Department extinguished the fire by 12:30 a.m.. The suspected cause was a spark from a cutters torch.

. . .The tug *Ste. Marie II* joined the tug *Ohio* in towing the old laker *Peter A. B. Widener* down past the Soo Locks. They tied up for the night at the Carbide dock at Sault Ste. Marie, Michigan.

Oct. 5. . .*Peter A. B. Widener* towed by the *Ohio* departed the Sault and headed for Saginaw, Michigan. The *Widener* will serve as a grain storage barge.

. . .The Canadian naval training vessel *Port St. Jean* went aground in the St. Marys River just above Pointe Louise and was able to free herself.



Photo by Barry Anderson

BROOKDALE enroute to be scrapped under bridge #5 at the Welland Canal.

● GREAT LAKES & SEAWAY NEWS

Oct. 6. . . Upper Lakes's bulk carrier *Gordon C. Leitch* loaded, went aground off Three Rivers, P.Q. on the south side of the Lottinville Range at 10:00 p.m.

. . . The Canadian Bulk carrier *Lac des Iles* went aground about 11:30 p.m., just below Grassy Island near Bouy 93 in the Detroit River due to a steering failure.

Oct. 7. . . Algoma's Central's new 730 foot self-unloader the *Algowood (Hull 219)* was launched at the Collingwood Shipyards. She will enter service next spring.

. . . *Lac des Iles* worked herself free at 12:30 a.m..

. . . *Gordon C. Leitch* was refloated with the aid of two tugs after being lightered of about 600 tons of wheat at 10:15 p.m..

. . . The *Lawrencecliffe Hall* has completed repairs and has sailed for Valleyfield, P.Q., where she will reload her cargo and continue her voyage.

Oct. 8. . . *Alva C. Dinkey* towed down the Welland Canal by tugs *James E. McGrath*, *Stormont* and *Barbara Ann*.

Oct. 9. . . *Ralph Misener* upbound the at the Welland Canal for the first trip since the accident.

Oct. 10. . . *Brookdale* upbound at the Welland Canal towed by tugs *Glenada* and the *James E. McGrath*.

Oct 11. . . Paterson's bulk carrier *Quedoc* and the Greek motor bulk carrier *George L.* collided in Lac St. Louis of the St. Lawrence River. The *Quedoc* has sustained damage to the starboard bow side shell plating, accommodations and wheelhouse. She proceeded to Three Rivers for discharge of cargo. *George L.* proceeded to Thunder Bay, where she was surveyed.

. . . The Canadian bulk carrier *Lac des Iles* paid her first visit to Owen Sound, Ontario since she had been sold to Quebec and Ontario Transportation Company by Hindman Transportation. While with Hindman, she was named *Martha Hindman*.

Oct. 12. . . *Quedoc* arrived at Three Rivers.

Oct. 12. . . *Lawrencecliffe Hall* upbound at the Welland Canal.

Oct. 13. . . The port of Churchill on Hudson Bay closed for the 1980 season with the sailing of the bulk carrier *Uniwersytet Wroclawski*.

. . . *Quedoc* was surveyed at Three Rivers.

. . . *Brookdale* arrived at Port Maitlant, Ontario for scrapping.

Oct. 14. . . Canada's St. Lawrence Seaway Authority was in the black for the first time in its 20-year history. A net profit of \$1.389 million was recorded for the year ending March 31, 1980 compared with a loss of \$1.671 million the previous year.

. . . The *Algobay* had a problem leaving Lock 7 at the Welland Canal and swung across the canal blocking traffic. It was later remedied.

Oct. 15. . . Quebec Radio reported that the Brazilian bulk carrier *Sanista* from Montreal bound

GREAT LAKES & SEAWAY NEWS ●

for sea, anchored at Bouy 38Q in the St. Lawrence River near Ste. Croix, P.Q.. The cause was steering trouble and 3 hours later, she was ready to proceed.

. . . *Quedoc* arrived at Montreal for repairs.

Oct. 16. . . *George L.* from Russia, arrived at Thunder Bay, Ontario where she was surveyed.

. . . The Greek vessel *Megalohari II* arrived at Montreal.

Oct. 17. . . The Canadian tanker *Gulf Canada* collided with the *Megalohari II* in Montreal harbor at 10:36 p.m.. The *Gulf Canada* headed for Charlottetown, P.E.I.. *Megalohari II* headed for Ashtabula, Ohio.

. . . U.S. Coast Guard latest new ice-breaker tug *Neoh Bay* passed up the Welland Canal.

. . . Upper Lakes's *R. Bruce Angus*, outbound below Lock 1 of the Welland Canal in fog, struck the wall of the old coal dock and was holed. She went out into Lake Ontario and then returned to the canal. She tied up below Lock 1 for repairs.

Oct. 18. . . N. W. Railroad's motor tug *R. G. Cassidy*, while backing downbound in the Detroit River with a car flow in tow, rubbed into the port quarter of the Liberian m/v *Silver Med*. The *Silver Med* was downbound from Burns Harbor. The incident took place just below Woodward Avenue at 8:15 p.m.. Both vessels proceeded with no apparent damage.

. . . The Canadian m/v *Roland Desgagnes* touched bottom in the St. Lawrence Seaway holing forepeak and shell plating in No. 1 hold. She was beached off Alexandria Bay to prevent sinking.

. . . *Sounion*, up the Welland Canal, lost power under the Garden City Skyway Bridge and dropped anchor. She stopped just short of the Homer Bridge.

. . . C.S.L.'s *Nipigon Bay* went aground in the St. Lawrence River near Brockville, Ontario.

. . . *Quedoc* sailed from Montreal for Goderich, Ontario.

. . . *Algoway* rescued four people from a pleasure craft in Lake Huron off Goderich.

. . . *R. Bruce Angus* returned to service.

Oct. 19. . . With pumps aboard the *Roland Desgagnes* arrived at Kingston, Ontario where temporary repairs will be made.

Oct. 20. . . With temporary repairs completed, *Roland Desagnes* sailed for Ashtabula, Ohio.

. . . *Silver Med* arrived at Hamilton, Ontario.

. . . *George L.* cleared Thunder Bay for Russia.

. . . E. S. Fox Ltd. of Niagra Falls, Ontario wants to build a multi-million industrial complex at Port Robinson, Ontario. Included are pipe and sheet metal fabrication shop, marine fabrication facility and a long term possibility of a wharf and drydock.

Oct. 21. . . *Megalohari II* arrived at Ashtabula from Montreal.

. . . Yugoslav vessel *Zirje*, light from Montreal to Huron, Ohio, struck a lock wall in the Seaway. Temporary repairs will be made at Huron, when she loads grain.

● GREAT LAKES & SEAWAY NEWS



Photo by Bob Ruetz

The research vessel CALYPSO visited the Lakes, drawing crowds wherever she went.

Oct. 22. . .*Silver Med* cleared Hamilton for Montreal.

. . .The Taiwan motor bulk carrier *Ever Honor* anchored off Morin Shoal in the St. Lawrence River about 70 miles east of Quebec City with cooling system trouble. With repairs in hand, she continued her voyage to Duluth from Leghorn.

. . .Shipments of bulk commodities from Great Lakes ports fell 24% in August to 17.2 million tons from 22.4 million tons in August, 1979. This was mostly due to a drop of 33% in iron ore shipments.

Oct. 24. . .*Megalohori II* cleared Ashtabula for Duluth.

Oct. 25. . .From Quebec Radio came a report stating that the m/v *Ile aux Coudres* reported having lost the Canadian tug *J. P. P. No. 12*, which was tied to her. She said the tug capsized in the St. Lawrence River abeam Ste. Croix Lotbiniere 30 miles west of Quebec City. No one was aboard the tug at that time. Winds were easterly 20 to 30 knots.

. . .*Mathilda Desgagnes, ex-Eskimo*, cleared Montreal for Africa with powdered milk.

Oct 26. . .*Peter A. B. Widener* loaded soy beans at Saginaw.

Oct 27. . .The West German vessel *Almut Bornhofen* struck a channel marker in the lower St. Marys River. She has a gash 30 by 15 feet in her bow. She tied up at the Government dock in Sault Ste. Marie, Ontario for temporary repairs. Permanent repairs will be made at Bay Shipbuilding yard before she heads for sea. She is on a voyage to Talcahuano.

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Oct. 28. . .Halifax Industries won the contract for \$1 million to lengthen Halco's *James Transport* this winter. Thirteen meters will be added.

. . .Tugs *Ohio* and *Ste. Marie II* towed the *Peter A. B. Widener* downbound passed Detroit.

Oct 29. . .The passenger boat *Cayuga II* felt the competition from the hydrofoils in the Niagara to Toronto lake trade. Business down 43% with only 27,400 customers.

. . .The *N. B. McLean* owned by Marine Industries, has been moved to Sorel, P.Q.

Oct 30. . .*Peter A. B. Widener* entered the Welland Canal headed for Sorel, P.Q. Passage was delayed by high winds.

MISCELLNEOUS. . .

. . .September 26 was World Maritime Day.

. . .Sep. 26. . .A report from London states that the Greek motorship *Saronic Sea* was struck by Iranian shell fire in the Shattel-Arab and the crew abandoned ship. She was a Lakes visitor in May of 1979.

. . .*Company, ex-Pierson Independent* arrived in tow at Santander on June 11, 1980. She will



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be broken up.

. . . The Canadian vessel *Sir John Crosbie* has been sold by Chimo Shipping Ltd. to the Canadian firm Puddister Trading Company Ltd. She has been renamed *Terra Nova*.

. . . With expansion of the export coal trade in the U.S. and the congestion at the coal loading ports on the east coast, some U.S. coal is now being transhipped through the Port of Quebec City, P.Q. Most of the coal shipped through Quebec comes from Pennsylvania from where it is sent by rail to Lake Erie ports. It travels up the Seaway to Quebec City where it is unloaded to await shipment overseas. By the end of July 150,000 tons had already been shipped out.

. . . The U.S. Merchant Marine Fleet reached a record 23.6 million tons d.w. on June 1, 1980. A total of 723 deep draft vessels were recorded at the beginning of June. 567 were ocean-going and 156 served on the Lakes.

. . . A report from London states that the British m/v *Derbyshire* 169,044 tons deadweight, has been lost in the Pacific Ocean about 650 miles from Tokyo Bay. Her last reported position was Latitude 16° 22' N., longitude 127° 39' E. when she radioed on September 6. Arrival date was to have been September 14. She was believed to have sunk with all 44 hands when typhoon Orchid passed over her position. She was on a loaded voyage carrying iron ore from Seven Islands, P.Q. to Kawasaki, Japan. She passed Capetown, S.A. on August 6.

. . . Last May 23 we reported that the Canadian bulk carrier *Lake Winnipeg* struck the canal pier at Duluth inbound. We were wrong. She was outbound and loaded. The casualty occurred at precisely 8:45 p.m. She went out into the Lake and anchored for a "look-see" and then was instructed to return for inspection and some patching. She cleared Duluth the second time on May 24 at 7:25 p.m.

SEAWAY SALTIES NAME CHANGES. . .

Laurentian Forest now *Grand Encounter*

Wearfield now *Fair Wind*

Federal Seaway now *Michalis*

Marie Reith now *Ayan I*

Manchester Mercurio now *Folita*

Maj Ragne now *Eastern Rainbow*

Navishipper now *Crystal*

Canadian Framer now *Salamis*

Pantokrator now *European Master*.

NAME CHANGES. . .

Manchester Fame now *Panagis K.*

Paul Lorenz Russ now *Pampana*.

Paula Howaldt Russ now *Roherto*.

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Continental Trader now *Sonia M. G.*

Magdalena Reith now *New Hero.*

Edwin Reith now *New Hyde.*

Ravnefjell now *Pacific Malia.*

Delphic Sky now *Kyriakoula.*

Toronto City now *Free Spirit.*

La Loma now *Fiskardo.*

Jarosa now *Iapetos.*

Beaverash now *Agios Nikolaos.*

CASUALTIES of SEAWAY SALTIES. . .

Rigoletto burned as the *Maddalena Lofaro* on July 1, 1980 off the southern coast of Italy. Towed to Messina, Sicily on July 3, 1980 and sank in shallow water.

Troyan as the *Sunrise* foundered in outer anchorage in Bombay, India on June 13, 1980. She developed leaks in heavy weather.



JANUARY MEETING. . .

Mr. Donald Richards will present the January program at 8:00 p.m. on Friday, January 31, 1981. Don will give an interesting presentation titled "The Four Seasons of the Great Lakes." Don retired from the Detroit Fire Department Arson Squad and is now working as a field representative for the Veterans Administration. He has been a member of the Great Lakes Maritime Institute for 20 years and a Board member for 17 years, serving as president for 3 years. Don served as Editor of Telescope for several years and has written many articles, one of which appeared in *Imperial Oil News*. Don has had 2 life long interests which he will share with us. Mark your calendar now to join us January 31, 1981 at 8:00 p.m. □



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