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**GREAT LAKES
MARITIME
INSTITUTE**

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

Due to the economic conditions in the tri-county area, the special Boat Show Preview scheduled for February 4 has been cancelled. The museum will have a display booth at the Boat Show from February 5-13. Those interested in volunteering should contact John Polacsek at the museum.

Thirty four models were entered in the shipbuilding contest sponsored by the Institute. The models were on display at the museum from October 27-November 20. The model judged Best in Show was *Chris Craft* by William Daniels. The model judged Best In Show-Great Lakes was the *Pewabic* by Robert McGreevy. A full list of winners will appear in the next issue of Telescope.

MEETING NOTICES ●

Business meetings are scheduled for February 18, April 15 and June 17. Following the business meetings, those present frequently show their latest accomplishments with lenses pointed at ships. Bring yours and join this impromptu slide presentation. Don't worry about quality, some of the most unique slides weren't planned.

The subject of the January entertainment meeting will be the St. Lawrence Seaway. (See notice on page 27.) Other entertainment meetings are scheduled for March 18 and May 20.

The Blessing of the Fleet service will be held on March 13 at Mariner's Church on Jefferson Avenue. The service will begin at 11:00 a.m., but those wishing a seat should arrive by 10:00.

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OUR COVER PICTURE. . . The Holland South Pierhead Lighthouse is one of the few "live-in" lighthouses remaining on Lake Michigan. It was built in 1907 and is the third lighthouse to stand on the south pierhead. This photo was taken by Harry Wolf while working as ship's photographer on the *North American* in 1937. In 1956, the Coast Guard sand blasted the structure and painted it red, to help mark the southern edge of the channel.

THE COASTAL LIGHTHOUSES OF LAKE MICHIGAN

by
ROGER LOSEY

The beaches of the west coast of Michigan are white and sandy and seem to go on forever. They are flat at the shore and slowly rise back to the dunes. The huge sand hills are unique to this coast and are best typified by the Sleeping Bear and Silver Dunes.

The sentinels of this coast, guardians of the mariner are the lighthouses and on the Lake Michigan coast, they are numerous and varied. They are generally located at harbor entrances or on lonely stretches of beach at points strategic to navigation. All of them are now unmanned and many of the original structures (keeper's homes, lifeboat houses) have been destroyed by the elements or simply torn apart by man.

Each of the lights has had a unique and necessary part to play in the commercial history of Michigan and their fascinating stories would fill volumes. Due to space limitations, research materials and records available to the author, this article will only deal with shoreline lights on Lake Michigan and we will attempt to record island lights in a later article.

If the reader is interested in seeing these lights, a copy of the *Long Blue Edge of Summer* by Doris Scharfenberg and a good map of Michigan are the necessary tools. Another good source and a necessity in some cases is to ask the natives in the area lots of questions. Most of the lights in this area are accessible by car and others are private residences or located in positions remote to roads so that a good hike in the Lake Michigan sand is

necessary to reach the light.

Boaters will be able to locate most of the lights as they travel the shore but there are several of the older, discontinued lights that are often obscured by the growth of trees and brush between the shore and light.

A brief history of the lights along this coast is in order. As the population moved westward in the 1820's and 1830's, increased navigation brought about the need for increased aids to the seafarer. Lighthouse building on Lake Michigan's east coast began in 1839 and the last light was built in 1936.

The first light was built at Grand Haven by the office of the fifth auditor of the Treasury Department. Because of problems caused by bureaucratic scandals, this post was replaced by Congress in 1852. This overhauling of the system resulted in the creation of the U.S. Lighthouse Board which was responsible for the construction of most of the lights in our area. In 1910, the efficiency of operation was increased by the creation of the Bureau of Lighthouses in the Commerce Department. This bureau created what came to be called: "a system first ranked in all the world".

On July 7, 1939, lighthouse control passed into the hands of the U.S. Coast Guard which offered the civilian keepers the opportunity of becoming members of the U.S.C.G. or remaining civilians. The personnel split and in 1969 there were still seven civilian keepers. They have since retired and all the lights are now under the auspices of the U.S.C.G.



All Photos by Author

Our tour starts at the harbor mouth of St. Joseph where an imposing two-part structure

sits in the lake at the pierhead entrance to the harbor.



North of St. Joseph is the South Haven Light built in 1872 and rebuilt in 1913. The visitor is advised to seek out and tour the Lake Michigan Maritime Museum while here for a fascinating glimpse at the history of the southern end of Lake Michigan.



Proceeding up the coast to Holland State Park, a charming and picturesque old red lighthouse awaits. She was built in 1907 and rebuilt in 1936. This building is viewed from across the channel to Lake Macatawa because the structure is located on land owned by a resort and access is only open to members.



The "Coast Guard City", Grand Haven is the next stop. This two-building lighthouse

was built out on a long pier and is easily accessible.



North of Grand Haven is Muskegon, the largest city on this part of the coast. The pierhead light can be photographed from the Muskegon State Park. Just in from the light on the chan-

nel, is the U.S.C.G. Muskegon Station, making this the only combination lighthouse/Coast Guard facility on this coast.



This lighthouse is one of the author's favorite structures. The White River Light Station was built of limestone in 1875. It is not easy to find, but ask questions locally and head for the lake. The light is located five miles west of Whitehall at the mouth of the White Lake Channel and was built at the request of

Capt. William Robinson, who became its keeper for 47 years. He was replaced by his son-in-law, who kept the light for 22 more years. The fourth Fresnel lens is now out, but the structure houses a fascinating museum open in the summer.

Take the old roads closest to the lake from Whitehall and ask questions to find the 80-foot tall brick tower of Little Sable Light. It's intact and has a second order Fresnel lens still in the tower. The beach is glorious and the fruit trees in the dunes give evidence of the care of a long forgotten keeper.



Proceed north into Ludington (don't miss the C&O docks) and north along the beach about five miles into Ludington State Park. Drive north into the farthest parking lot and put on your hiking shoes. It is a four mile walk to the tallest and most unique lighthouse on this coast. The 105-foot black and white striped tower is like many on the oceans. Built in 1875, the keepers' house and other structures are intact, but deserted and worse for the wear. This light is the pivot light on the coast located at the point where southbound vessels leave the coast to head across the lake to Chicago, Gary and southern lake ports.



The Ludington pierhead lighthouse has seen many C&O carferries over the years.

Manistee Pierhead Light

North to Frankfort, the docking port of the Ann Arbor carferries. (Retired in 1982 and awaiting an uncertain fate). The Frankfort Light is located at the pierhead.



From Point Betsie north, it's almost 100 miles to Northport and another two miles to the Northport Light on the tip of the Leelanau

Peninsula. The lighthouse grounds have been well kept and the buildings are in good shape.

At the top of the lower peninsula in Michlimackinac State Park is the Mackinac Light which is a marine museum associated with the Fort in Mackinaw City. This is victorian romanesque lighthouse architecture at its finest. The view of the Straits and the Mackinac

Bridge are spectacular. The lighthouse is open the same hours as Fort Michlimackinac. This ends our tour of the coastal lights of eastern Lake Michigan and hopefully other lighthouses will be covered in the future. □

FROM METEOR TO JUPITOR: THE TANKER SAGA

by
PAUL WIENING

In the days of cheap water transportation, before the times of the competition from pipelines, waterborne commerce in petroleum promised to be the thing of the future. At Port Washington, Wisconsin, the days of tankers took a giant step forward in 1960, when a major oil storage facility

was constructed on the city's southwest side.

Back in the days when gasoline was selling for less than 30 cents a gallon, we watched tens of thousands of barrels of gasoline and oil being pumped off of any one of dozens of colorful lake tankers. When the River



The POLARIS was among the most regular visitors to Port Washington. The former LST was a perpetual winter opener at the dock until she was scrapped in 1976.



Author's Photo

The whaleback METEOR was always a popular attraction. She was a regular visitor until being scrapped in 1969.

States Oil Company first announced in 1960 that they would be receiving petroleum products by water, it meant that yet another facet of boat watching would be coming to our little city on Lake Michigan.

Construction of a mile-long pipeline from the city terminal at the harbor to the storage facilities generated much interest for most of the spring and early summer. The large pipelines had to cross several streets, a creek and many other obstacles before reaching the large storage tanks.

Before the first ship docked, the oil company began a promotional campaign. They knew that there was some potential opposition from local residents to the prospect of dangerous tankers docking almost in the heart of the Port Washington business district. Some opposition was expressed that the pipeline and tankers could explode and virtually wipe out most of the harbor area of the city.

Although the fears were real, publicity helped allay the anxieties by helping explain that the dangers were protected by many safeguards. Perhaps even more vocal in their opposition than those fearing possible conflagration were those opposed for reasons of free fishing areas at the harbor. Anglers at the lakefront were vehement in their opposi-

tion because they were fearful that the tankers would somehow cause the perch to disappear from the harbor.

Eventually the perch did leave. . .but not necessarily because of the tankers. Fishermen, who are not usually credited with being overly conservative in those days, more or less overfished the area, and the perch left on their own.

Most of the dismay, however, was expressed by fishermen who had to give up about 400 feet of their fishing area each time a tanker would come in to the dock. The local harbormaster and other authorities occasionally had to oust these people when they simply refused to move. It was cane poles versus steel hulled tankers. The cane poles lost, but not without much grumbling.

Fishermen can be a rather stubborn breed.

But, for the boat fans amongst us, it was indeed a period of anticipation. For over a hundred years ships of all types had been coming to Port Washington with various cargoes. In the 1800's it was farm produce and passengers. In the mid-1900's it was coal, sometimes over a million tons a year. But suddenly it was 1960. Tankers with petroleum would be added to the shipping ledger.

As construction neared a point where the tanks could be filled for the first time, there



Author's Photo

When coexistence became possible between the fishermen and tourists, both found tankers such as the VENUS an attractive sight.



Author's Photo

Gone from the scene are the long hoses of the tankers. The AMOCO WISCONSIN often opened the harbor in January.



Author's Photo

Small tankers found it easier to negotiate the narrow confines of the harbor. The TOLEDO SUN was a forerunner to the tanker barges that would come in the 1970's.

was publicity in the local newspapers indicating what tankers were, what they looked like and which boats would likely be coming to Port. Illustrated were our first looks at the likes of the *Meteor*, *Mercury* and *Taurus*.

The anticipation turned to out-and-out anxiety.

Finally on August 2, 1960 the big day arrived. Choosing a special vessel for a special day, the venerable old whaleback *Meteor* arrived in the early morning rain with the first cargo of petroleum. What a sight! Not only was it the first tanker I had ever seen. . .but it was also the first whaleback. The selection of the first tanker could not have been better suited for favorable publicity.

The *Meteor*, with its round snout and cannon-like retort of steam from its pumps was as noisy as it was unusual. It was an attraction throughout the day, despite the weather.

Two days later came the *Mercury*, with another loud blast of steam and the pump off of petroleum products. In the first year a total of twelve tankers visited the city. The following year found 31 tankers unloading in the city, and the harbor was indeed a busy place.

In those halcyon days before OPEC, it seemed that the tankers, just like the coal

boats across the harbor, would continue forever. And, for a long time, it appeared that they would. In just over 20 and one half years, a total of 573 tankers brought their products to Port Washington. Most of them were less than 400 feet long, since the layout of the harbor required that vessels make an almost 90 degree turn to get to the dock. Occasionally there were bigger tankers such as the *Amoco Indiana*, but the smaller vessels prevailed.

Shipments reached a high of 36 loads in 1965, and this was repeated in 1973. As the 70's emerged the smaller vessels began to disappear. The smaller *Meteor*, *Detroit*, and *Polaris* were quickly ending their reign. In their place came barges and newer vessels such as the *Jupiter*.

By 1978 the writing was on the wall. Oppressed by city councilmen who were increasingly disturbed over the dangers of the tankers, concerned about irreparable damage to the harbor front, and intent on "saving the view of the lake", raised dock rentals for the tankers. Shipments fell to only 20 loads. In 1979 only 12 tankers docked. . .with 14 in 1980.

Even though the dangers of floating petroleum tankers were always present in newspaper editorials, in reality the tankers did

little in the way of actually causing damage at the harbor. Several instances of damaged fences and dock cleats caused by mooring lines were reported. There was an occasional oil spill and a tanker hitting and splitting the sheet metal facing caused the area beneath a city owned restroom facility to undermine and collapse. But that was all that could be attributed to the vessels.

In 1970 a sewer construction crew dipped a backhoe through the gasoline pipe about halfway between the dock and the storage facility, and ripped it open. Many thousands of gallons of gasoline leaked into the sewer system and caused several fires. Gasoline fumes eventually leaked into the basements of nearby homes, and were ignited by pilot lights on furnaces and water heaters. Fortunately, most of the damage was light, and no one was injured. Fire departments from many surrounding communities aided the city in pumping water into the sewers to flush out the gasoline. The most severe danger lasted for about 24 hours, but pumping continued for many days.

For three or four weeks after the worst of the danger was over, there would be an occasional underground explosion in the sewers. In many cases the explosions would cause man hole covers, weighing in excess

of one hundred pounds, to sail higher than the treetops much like a "Frisbie". Scary, but no one was injured.

1981 spelled the end for the tankers. The local Murphy Oil Company terminal (the successor company to River States Oil Company) finally decided to close the Port Washington facility. The company cited increasing costs, along with stiff competition from pipelines as part of the reason. Only three loads were received. The *Jupitor* docked on April 17, 1981 with what was to be the last load ever to go through the terminal's pipelines.

Although the terminal has now closed, no final disposition has been made of the property. The pipelines remain, the connections still appear ready at the harbor, and the giant tanks are empty. But no ships have docked for over a year and no trucks have hauled away the petroleum. An era has ended, not only in Port Washington, but in many other Great Lakes ports. Tankers appear to be a kind of dying breed, with only a few new American flag vessels being built in recent years, and most of those being tank barges.

Just like the passenger boats that were once prominent here and at other ports on the Lakes, the tankers have now disappeared from here. We remember them fondly! □



Author's Photo

The last of the tankers to Port Washington was the JUPITOR, bringing its final cargo on April 17, 1981.

THE LYMAN M. DAVIS: LAST OF THE GREAT LAKES SCHOONERS

by
RICHARD F. PALMER

On September 29, 1930, newspapers chronicled the loss of the three-masted schooner *Our Son* on Lake Michigan, during a gale

off Sheboygan, Wisconsin. Since then, historians and official reports have credited her with being the last schooner on the Great



In spite of her age, the DAVIS did not show it and many claim she was sound enough to last many more years.

Lakes.

It is true she was built as a laker and that she remained as a reasonably intact sailing vessel until the end. However, another schooner, the two-masted *Lyman M. Davis*, owned by Capt. Henry Daryaw of Kingston, Ontario, was still in service a year later, transporting coal across Lake Ontario. According to accounts, she remained in operation, under full sail, until the end of the 1931 navigation season, and possibly part of 1932. The *Oswego* (N.Y.) *Palladium Times* carried a small news item on September 4, 1931 proving the *Davis* was in service a year after the *Our Son* foundered: "The schooner *Lyman M. Davis* is loading at the Lackawanna (coal trestle) for the Bay of Quinte and the tug *Salvage Prince* and barge *Warrenco* will load anthracite at the same trestle for Kingston, Ontario."

In spite of her age, the *Davis* did not show it and was remarkably well preserved. Her numerous owners had properly maintained her and she did not show the scars of pounding. Her planking was not scrapped and scarred by time. Some claim she was sound enough to last many more years.

Technically speaking, the *Lyman M. Davis* was built by J.P. Arnold at Muskegon, Michigan in 1873. Her dimensions were 123 feet in length, 27'2" width and 9'4" depth. She registered at 195 gross tons and 185 net tons and was a medium schooner for her day. Her original U.S. registry number was 15934.

The *Davis* was equipped with two high masts. John O. Carlson who made the spars said the original masts were in two sections, totaling 136 feet from keel to tip and 114 feet above the deck. The lower part was 86 feet high and the upper part another 50 feet. Both masts were the same height.

The *Davis* grew out of massive demand for timber resulting from the Great Chicago Fire in October, 1871. Lyman Mason and Charles Davis, owners of the Mason Lumber Company, owned considerable acreage of standing timber in Oceana, Muskegon and Ottawa counties in Michigan.

Seeing there would be an enormous market for timber, they drew up an agreement with Arnold to build them a schooner. During the winter of 1871-72, Arnold selected the choicest white oak he could find in the Mason Lumber yards and cruised their timber holdings for naturally shaped curved ribs and knees from standing trees. In the spring of 1872, Arnold assembled a team of Swedish and Norwegian shipwrights who had learned

their trade in the old country. Capt. Bert Barnes was retained as "ship's husband" and the keel of the schooner was soon laid. The vessel was named for Lyman Mason Davis, the young son of William Davis. She was enrolled at Grand Haven, Michigan.

Capt. E.J. Buzzard of Erieau, Ontario recalled: "My grandfather built her at the foot of Pine street in Muskegon in the year 1873. I worked on her all winter and on January 26th, I was 18 and went as an able seaman in the spring."

He said the lumber company had the distinction of cutting 250,000 feet of pine lumber in 24 hours. The *Davis*, he said was commanded by Capt. Fred Barner for 11 years and never was drydocked. "And in all that time no vessel, large or small, ever sailed by her, either in head winds or fair winds, nor in gale or light winds, so she was some sailor."

The shipbuilders did their work well. The *Lyman M. Davis* was built to last. Much of her planking was two inches thick, 14 inches in width and 40 feet in length without a knot. Sixty years later, the seams of the planks, where the oakum had been horsed in by caulking irons and mallets, still held.

Capt. William J. "Billie" Drumm of Muskegon, a retired tugboat runner, recalled the *Davis* was rigged as a fore-and-aft schooner carrying nine sails. These included foresail, mainsail, fore and aft topsails, a staysail jib, flying jib, jib topsail and a square sail or raffee.

Also unusual about the ship was its special accommodations for several passengers. It had cabins which were often used by guests of Capt. Barnes and his successors. Fred Trott of Muskegon said he made several trips on her when he was a boy and was quartered in the guest cabin. On one such trip, on August 16, 1886, the *Davis* ran into a sleet and snowstorm on Lake Michigan. She was driven off course into the islands in the northern part of the lake far north of Muskegon.

Bert Barnes was on the job every day during construction of the *Davis*. He personally supervised the placing of every timber, plank and fitting. When she was finished, he asked for and was given command of her. She was launched at Muskegon in the spring of 1873.

Isaac Arnold presented Capt. Barnes with a barometer in a beautifully carved wooden case picturing an anchor and coiled anchor-line. This barometer remained aboard until the *Davis* was sold in 1918 and for years

was in the home of Murray Graham of Kingcarding, Ontario.

Capt. Barnes was intimately acquainted with the vessel. He knew when to ease her and when she would stand a hard blow. He saw to it that she was immaculately maintained. Every winter, during lay-up, he inspected her frequently. If he detected problems, they were quickly corrected. It is said the *Davis* was a consistent money maker for all her owners. She was a fast sailor and her record passages were known to every schooner man on the lakes.

Eventually she earned the reputation of being the fastest schooner on the Great Lakes. Newspaper accounts state she made three round trips from Muskegon to Chicago in a single week. Some feel, however, this is a slight exaggeration as the labor involved would preclude this. It is also recorded the *Davis* actually beat the steamer *George C. Markham* in a run across Lake Michigan from Kewaunee to Muskegon in the early fall of 1887.

The *Davis* was one of the vessels that picked up survivors of the wreck of the propeller *Vernon* which foundered on Lake Michigan on October 31, 1887. A few days later, the *Davis* put out from Muskegon, headed for Kewaunee. At midnight, Capt. Barnes went below to snatch a few hours sleep. He felt the discomforts of a sore throat coming on. But he had his own remedy. Before lying down, he pulled off a red woolen sock from his left foot and pinned it around his neck. When he was called for breakfast, his sore throat had left him. He ate a hearty breakfast, bundled up warmly and stepped through the companionway to the quarterdeck aft of the stern quarters.

The schooner was bowling across the lake. The spume and spray made his blood tingle, and the whistling of the wind in the cordage was music to his ears. The schooner, running light, seemed to skim over the clear green waves, their tops whipped to foam by the strong wind. Warm, well-fed and dry, Capt. Barnes was enjoying this exhilarating ride. He thought how pleasant it was to sail the lake with a sturdy breeze and a bouyant ship. It was a fine sunny, but brisk day for November. The sky was blue, with small white fleecy clouds skimming high above the sparkling water. Everything was clean and fresh. Capt. Barnes took a deep breath as he stepped on deck and said he seemed glad to be alive to enjoy this moment.

With his first instinctive glance, he took in the set of the drawing sails, the angle of the direction and the cant of the deck.

"Looks like we're cutting sixteen miles of water to make four miles ahead, Onesime," Capt. Barnes remarked to his wheelsman, Onesime Marentette.

"T geeve her leetle wheel an' sharp watching, Capitaine," Onesime replied. "Say Capitaine! I theenk I see sometheeng ovaire there." He indicated with his chin, the direction over the starboard bow. "He ees not knee high to a squateeng bed bug yet, Capitaine, but he ees there."

Sliding back the cabin hatch, Capt. Barnes plucked his telescope from the becket and putting it to his eye, scanned the windward horizon to the north and west. He commented: "there is something, Onesime, and the the way it's skimming around, it looks like somebody sitting in some kind of saucer. Keep her on this course till we come abreast. If it is somebody, we will put her into the wind and go alongside."

Closer inspection revealed two persons floating in the upturned cupola off the top of a steamship wheelhouse. One man was crumpled and unconscious. His companion had arranged him, bottom center for ballast, and spread a neckerchief on his back, marked so that the game of crown and anchor could be played. A bearded sailor was doggedly tossing two pair of crown and anchor dice with all the absorption of a dedicated solitaire player. He was oblivious to the fact that the *Davis* was nosing alongside, the noise of the waves masking her presence.

A loud "hello" from above momentarily startled the lone mid-lake gambler. He made another throw before he fully realized help was at hand. A heavy cargo net was thrown down the side of the schooner. Two deckhands scrambled down and grappled the bouncing scallop. Lines were secured around the two men and they were hauled aboard. The crown and anchor player was Ambrose Wigfield. His companion was Levi Girardin. They were wheelsmen on the *Vernon*. Wigfield described the foundering of their ship and the passage of a downbound steamer and a schooner without stopping. Girardin suffered from cold and exposure and was taken below and placed on a bunk.

Capt. Barnes had his mainsail boom lashed midships. The only other sail being used on the schooner was the fore staysail. Lines were run to blocks on each rail, from the butt

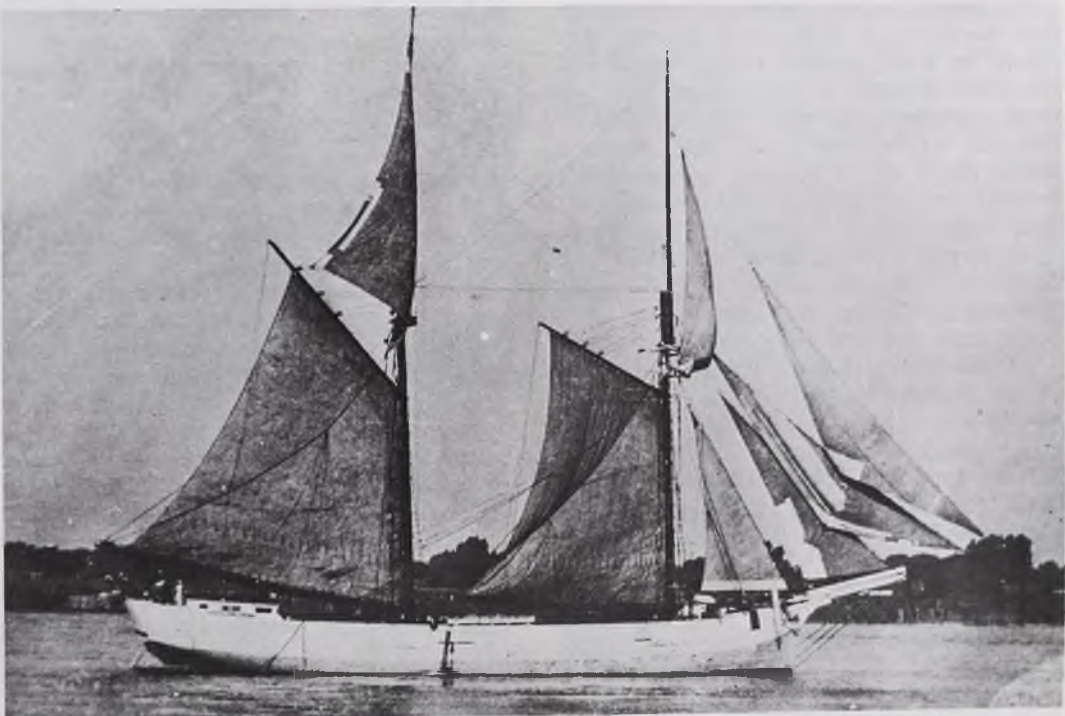
end of the staysail boom, then to the capstan. Aided by the power of the capstan, Capt. Barnes manipulated the staysail to keep the schooner's nose into the eye of the wind and was actually backing her down the lake while the rescue was being made.

Within minutes, a bobbing lifeboat was sighted. The same rescue technique was successfully effected. Two women, Mrs. Jephtha Van Kleek and her 20-year old daughter Alwilda and two men; Vilas Brown and Aaron Bullard, were retrieved from the lake, all in good condition. The women had been wrapped in blankets on the floorboards by the stern thwart. The men, warmly employed keeping the bow into the wind and bailing, suffered no ill effects, although they were tired.

The three able-bodied male survivors were fed and quartered in the forecabin. The women were taken to the after cabin, to aid and nurse the unconscious Levi Girardin. It is said the sharp-tongued mother insisted immediately that a mustard plaster be placed on Girardin's chest. The daughter, who had worked for a Chicago doctor, said the lungs were located closer to a person's back and that the plaster should go on his back. Both women were self-willed. There was no compromise. So Girardin was made into a human

sandwich. Another mustard plaster was placed on his back. Capt. Barnes, bashful before so many fluttering females in his cabin, neither interfered, nor took sides. During the off watch hours of the night, the captain sat with the patient until he regained consciousness. To relieve Girardin's obvious misery, Barnes stepped softly across the boards of the deck planking of the cabin floor, so not to wake the women curtained in their bunks. He reached for a bottle of brandy in Mrs. Van Kleek's portmanteau from which he had surreptitiously noticed her sneaking the odd snort.

He passed the bottle to Girardin for a swig to ease the pain. The wind changed and Capt. Barnes was called on deck. When he returned to the cabin, the brandy bottle was empty and Girardin was again unconscious. This time sweat was rolling off of him almost in a cloud of steam. Capt. Barnes fearfully filled the bottle to its former level with cold tea and replaced it. By daylight, when the women stirred, Girardin awoke with the congestion of his lungs cleared, with just a little headache remaining. Both women argued all morning that their respective remedies had cured the patient, But Levi Girardin winked owlishly at Capt. Barnes, indicating



The LYMAN M. DAVIS under full sail in the 1920's in the Bay of Quinte on Lake Ontario.

that he credited his cure to the captain.

By noon the next day, the *Davis* made the Kewaunee offing and proceeded north for sea-room, then luffed and rode down wind to the lumber dock in the port. The rescued were reported and put ashore. By coincidence or perhaps in reprisal, the schooner *Blazing Star*, which had made no effort to rescue survivors, ended her days a month later piled on the beach at Bailey's Harbor.

The rescue of some of the passengers and crew of the foundered steamer *Vernon* was a bright highlight in the career of the *Lyman Davis*. When it was over, the crew took to loading her cargo and life returned to normal.

By 1887, Thomas Monroe of Muskegon was listed as owner of the *Davis*. Her career was devoid of recorded incident until the spring of 1907, when Capt. Hans Hermanson took over command following the death of Bert Barnes. Later, she was sold to the Brinnen Lumber Company of Muskegon.

The name of Capt. Bert Barnes and the schooner *Burt Barnes* was strictly coincidence. The *Davis* and the *Barnes*, a three masted schooner, were both owned by the Graham Brothers of Kincardine, Ontario. The schooner *Burt Barnes* was built by G.S. Rand at Manitowoc, Wisconsin and was named for John Wilburt Barnes, one of her first owners.

The *Davis* remained the property of Monroe until the winter of 1912, when she was purchased by John, Donald, Colin, Angus and Alexander Graham of Kincardine. She was given Canadian registry number 130436. Business for schooners on Lake Michigan slackened off so the Graham Brothers made contracts to carry lumber, posts and slabwood from Lake Huron, Manitoulin and North Shore lumber docks to lower lake ports. The *Davis* was completely refitted by the Graham Brothers during the early months of 1913. On May 6th, she was ready to sail once more.

William Brinnen went to the dock for sentimental reasons and offered to repurchase his old schooner plus a \$500 bonus and costs of refitting. But the Graham Brothers wanted her for practical reasons and declined his offer. The following day, Mr. Brinnen died while the *Davis* was sailing out of Muskegon.

The trip up Lake Michigan demonstrated to the new owners that they had made a splendid and sea-worthy purchase. The wind came out of the southwest as she sailed out of Muskegon. The waves, curling up in scrolls, continued to run after each other, to reassemble and climb on one another and between

them, the hollows deepened. In an hour of sailing, the calm of the harbor was forgotten. Instead of the quiet shore, the uproar of the wind was deafening.

By midday the schooner was completely snug for dirty weather; her hatches battened down, her working sails storm-reefed and the raffle and topsails clewed-up. She bounded light and elastic. For all the confusion of the wind and waves, she handled easily as if amused at the storm - simply scudding before the wind.

Angus Graham was at the wheel. His brother Colin was alongside. Alf Schaeffer, a deckhand and his wife, who was the cook, were snug in the galley. Jimmie Smith and Bob Whipbread, the two other deckhands, were dry in the fore-castle. Alex Graham was forward, hugging the paul post on lookout duty. It became quite dark overhead - stretching, heaving, crushing vault.

The *Davis* fled faster and faster before the wind. The gale, the waves, the schooner and the clouds, were all lashed into one great madness of hasty flight towards the same point. The waves tracked the schooner with their white crests, tumbling onward in continual motion. The schooner, though always being caught up, still managed to elude them by means of the eddying waters she spurned in her wake. In this flight, the sensation particularly experienced was of bouyancy, the delight of being carried along without effort or trouble, in a springy sort of way. The *Davis* mounted over the waves without any shaking, as if the wind had lifted her clean up and her subsequent descend was a slide. She almost slid backwards though, at times, the mountains lowering before her as if continuing to run.

She suddenly found herself dropped into one of the measureless hollows that evaded her. Without injury, she sounded their depths amid a loud splashing of water, which did not even sprinkle her deck, but was blown on and on, evaporating away to nothing. In the trough, it was darker and when each wave had passed, the men looked behind them to see if the next to appear was higher.

They glimpsed Big Sable Point before darkness fell on them. Angus pulled her nose closer to the wind and bore out to the west to clear the Beaver Islands. On, one after the other, rushed the waves, more and more gigantic in the blackness. They resembled a long chain of mountains with yawning valleys and the madness of all the movement under a black sky, accelerated the height of the

intolerable clamor.

Colin joined Angus at the wheel. They were thrilled, intoxicated with the quiver of the sliding speed. They called out loudly, laughing at their inability to hear each other in this prodigious wrath of wind. Generally speaking, they could not see far around them either. A few yards off all seemed entombed in the fearfully big combers, with their frothing crests shutting out the view. Then, suddenly, a gleam of sunrise pierced the eastern clouds. The same fury lay on all sides. There was no limit to the expanse of the storm, but they rode bouyant in its midst. Then came other sounds. Nearer, less definate, threatening destruction, and making the water shudder and hiss as if on burning coals. The disturbance increased in volume. Somehow the *Davis* was in between Gull and High Islands.

Notwithstanding their flight, the sea began to gain on them, to 'bury them up' as they phrased it. First, the spray fell down on them from behind. Then, masses of water, thrown with such violence as must surely break everything in their course. The waves were shorter and higher and the wind roared little ridges up the backs of the big waves. Heavy masses of water curled over the rails in the waist and fell on the deck planks with a hammering sound. Nothing could be distinguished over the side because of the screen of creamy foam whipped off the tops of the waves.

When the wind soughed more loudly, this foam formed into whirling spouts. At length, a heavy rain fell crossways and soon straight up and down and all of these elements of destruction came together, clashed and interlocked. Only one who has stood on a heaving deck through the duration of a blow on the Great Lakes can really relate to such an experience.

Angus and Colin, one on each side of it, held staunchly to the wheel. They were suited in their water-proofs, hard and shiny oil-skins; they had firmly secured them at their throats with tarred strings and at their wrists also to prevent the water from running in. The rain and spindrift only poured off them. When it fell too heavily, they arched their backs and held on the more firmly, not to be washed overboard.

After each sea was shipped and spewed out the scuppers, they exchanged glances, grinning when they felt the bouyant lift under their feet. They weathered High Island, then the Trout and Squaw Island. Then instead of luffing, they turned her head into the wind, came about easily and headed the bowsprit

for the Straits of Mackinac.

As the *Davis* lay over on her new course, the wind slackened off. The Mackinac Passage was accomplished safely. It was as if Lake Michigan knew the *Davis* would never return and had made an extra effort to hold her in home waters. Upper Lake Huron was crossed. The now moderate breeze held out of the same quarter and with little tacking, the schooner entered the Mississagi Strait and sailed down the North Channel, threading the islands easily to Little Current on the Manitoulin.

Here she loaded her first Canadian cargo. The bill of lading destined the first shipment of lumber for the Rouge River below Detroit. A fast passage was made down the lake. George 'Fry' McGaw, skipper of the fishing tug *Onward* of Kincardine was lifting nets over the West Reef. He spotted the down-bound *Davis*. He threw a bouy at the end of the next net and ran out to the schooner to inform Colin Graham that he was the father of another son Donald, born April 27, 1913.

The berth at the Rouge River was reached and the cargo was unloaded and the Graham Brothers proudly sailed their 'new' schooner into Kincardine harbor for the first time on June 12, 1913. The *Lyman M. Davis* immediately captured the hearts and imaginations of the town's residents. Natives for years claimed her as theirs, although she was kept fairly busy during the season and only wintered in Kincardine.

In new waters, similarly to noted gunslingers of the Old West, she was challenged at every opportunity for trials of speed by all the remaining sailing ships. Only once she was beaten. In the fall of 1915, the *Davis* was loading posts at Silver Inlet on Georgian Bay. The three-masted *Hattie Hutt*, commanded by Capt. Francis Granville of Southampton, was ready to sail. Granville wanted to race. He waited until the *Davis* finished loading. The two schooners cleared the harbor together. During the first night out a gale of wind was encountered. Granville, having a three-master, was able to take in only his mainsail and keep canvas on his foremast and mizzen. Angus Graham decided it was prudent to take in his huge mainsail. He continued with only his inner jibs and reefed foresail. The *Hattie Hutt* passed Gratiot Light at Port Huron six hours ahead of the *Davis*.

This concludes part 1 of the history of the Davis. In our next issue, we will rejoin the Davis after World War I. □

GREAT LAKES & SEAWAY NEWS



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Aug. 15. . .The ferry boat *Isle Royale Queen* struck a reef near Rock Harbor, Isle Royale. The grounding heeled the *Queen* over to a 45° angle, throwing passengers to one side of the vessel. There were minor injuries to passengers and little damage to the vessel. Capt. Kilpela radioed "Mayday" and the park patrol boats arrived within minutes. The passengers were taken off the *Queen* and the park patrol assisted in unloading the cargo. The two park service boats freed the *Queen* 45 minutes later and she was checked by park divers for damage. She returned to Copper Harbor the next day. There was dense fog at the time of the grounding.

Aug. 27. . .Cleveland Cliffs Iron Company announced that they will resume operations at 2 of its Marquette County iron mines. The Tilden Mine is scheduled to open September 19.

Sep. 1. . .The Canadian tug *Pointe aux Basques* cleared Seven Islands enroute to assist the Panamanian tanker *Grand Eagle*. She was adrift with engine trouble. The tug arrived at 8:00 p.m. and took the *Eagle* in tow.

Sep. 3. . .Monroe County (N.Y.) has obtained a restraining order stopping the dredge *Dodge Island* from dredging the Genesee River. The dredging was allegedly polluting the Ontario Beach and officials wanted it open for the Labor Day weekend. The *Dodge Island* is in Oswego, N.Y., awaiting Coast Guard orders.

Sep. 4. . .The Bob-Lo Amusement Company has until October 15 to restructure its debt to their creditors.

. . .The Canadian vessel *Chimo* cleared Montreal for lay-up at Sorel. She had been to the Arctic this summer.

Sep. 6. . .Divers from the St. Clair County were searching the St. Clair River for a Detroit youth believed to have drowned when the tug *Daryl C. Hannah* and her barge struck the 22-foot fishing boat near Harsen's Island. Two other passengers in the boat were rescued by a passing boat.

Sep. 8. . .The new Canadian icebreaker *Des Groseilliers* was on sea trials on Lake Ontario.

. . .The Canadian freighter *Cabot* was towed from Montreal to Sorel to be laid up next to the *Chimo*.

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Sept. 11. . .The 98-year old ex-carferry *Lansdowne* received a reprieve today when a judge agreed to give the new owners more time to raise the money needed to keep it from being repossessed by her former owners, Windsor-Detroit Barge Lines. The *Lansdowne* was sold several years ago to a group hoping to convert her into a floating restaurant on the Detroit River.

. . .From Thunder Bay, Ontario comes a report that dense fog prevented the Canadian Coast Guard from assessing the seriousness of an oil spill reported in the Black Bay of Lake Superior. The oil spill measured nearly one square mile and was reported on September 8 by a ship passing through the area 34 miles northwest of Thunder Bay.

Sep. 12. . .The American tug *Christine E.* and her barge *NEPCO 140* arrived at the Delray Power Plant to load 20,000 barrels of No. 6 oil (bunker oil). She then headed for Marysville to finish loading and departed for Oswego, N.Y.

Sep. 13. . .The *Canadian Leader* off the Port Weller Dry Docks.

Sep. 15. . .The *Des Groseilliers* was drydocked at Port Weller for final work and was joined by the tug *R&L No. 1*.

. . .The Canadian vessel *Algosea* has been renamed *Sauniere*.

Sep. 16. . .The old cutter *Woodbine* passed down the Welland Canal enroute to Alaska.

. . .P&H Shipping, a division of Parrish and Heimbecker, took control of the Soo River Company vessels.

. . .*Soodoc* in drydock at Halifax, N.S. because of rudder damage.

. . .The Canadian vessel *Mesange* touched bottom at Fort Chimo and anchored for survey at the entrance to Koksoak River, P.Q.

Sep. 18. . .*Mesange* surveyed and damage found in the main starboard engine. She was scheduled to proceed to Churchill on one engine.

. . .After 3 weeks of repair work, the m/v *Thorold* cleared the drydock at Collingwood.

. . .*Birchglen*, ex-*Joan M McCullough*, arrived at the Robin Hood Elevator at Port Colborne. Her new name hasn't been painted on the vessel.

Sep. 20. . .The old Canadian freighter *Pointe Noire* has been sold to Port Maitland Shipbreaking. She cleared Toronto in tow of tugs *Glenevis* and *R&L No. 1*.

. . .Misener Transportation will name their new ships: *Selkirk Settler*, *Canadian Marquis* and *Saskatchewan Pioneer*. All 3 ships are being built in Govan, Scotland and the *Pioneer* will be operated by the Pioneer Shipping Limited Fleet.

Sep. 21. . .The U.S. Corps of Engineers announced they will retire the dredge *Hoffman* in order to transfer dredging of the Great Lakes to private companies. The Buffalo District retired the dredge *Lyman* last year. The *Hoffman* was launched in 1942 and served in World War II carrying supplies to the Normandy beachhead.

. . .Inland Steel Company announced the reopening of its Minorca Mine and plant. Full pellet production is scheduled to resume by October 2.

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Photo by Barry Andersen

SAUNIERE, ex-ALGOSEA, on her first trip upbound in the Welland leaving Lock 1 on September 24, 1982.

Sep. 23. . .As of today, the Branch Line tankers are now under control by the Societe Sofati Soconav.

Sep. 24. . .From Sault Ste. Marie, Michigan comes a report that the No. 3 hold in the museum ship *Valley Camp* has been converted into a theater for showing videotapes of marine subjects. The theater will be named the Shine Sunstrom Memorial Theater in honor of Shine who was a marine editor for the *Evening News* for 44 years.

. . .The 1,000-footer *Indiana Harbor* has been berthed at the Soo Line docks in Ashland, Wisconsin due to a lack of cargo.

. . .Two sailors died aboard the *Pola-Dyo* on Lake Erie when they inhaled toxic fumes from oil drenched steel shavings. Six others were treated at a Port Colborne hospital. The vessel was en-route to Spain from Detroit.

Sep. 26. . . Capt. Paul Allers of the Mackinac ferryboat, picked up a strange blip on his radar while crossing the Straits in heavy fog. The blip turned out to be a sea plane that was forced to set down in the water. Allers guided to plane into the harbor.

. . .From Montreal comes a report that the wreck *Royal Clipper* was refloated today. On September 8th, she was righted by McAllister Towing and the process to refloat her was begun. After tons of silt and other garbage were jettisoned into a container on shore, she was completely refloated. Before the Seaway closes, she will be towed to Port Maitland for scrapping.

. . .The durable *Chief Wawatam* has won yet another reprieve from the State of Michigan. The

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vital railroad link across the Straits of Mackinac will continue for at least another 6 months. The *Chief* has been laid up in Sault Ste. Marie since last May and is undergoing roof repairs.

Sep. 29. . .The 1,000-footer *Presque Isle* entered drydock at the Litton Shipyard in Erie, Pennsylvania. She was expected to remain there for one month. She was assisted by Great Lakes Towing Company tugs *Pennsylvania*, *Montana* and *Idaho*. The drydock was last used in 1978.

Sep. 29. . .C.S.L.'s *Atlantic Superior* went aground on the north bank of the St. Lawrence Seaway Channel, one mile west of Wellesley Island. She was loaded with wheat for Quebec City. Tugs have been called for.

. . .A visit by the ocean liner *Queen Elizabeth II* to Quebec City attracted 50,000 onlookers.

Sep. 30. . .*Atlantic Superior* still aground. Tugs *Robinson Bay*, *Christine E.* and *Daniel McAllister* and salvage barge *Mapleheath* were on the scene.

. . .The old Welland Canal shunters were loaded aboard the *Rimba Balau* for a trip to British Columbia. They will be rebuilt for use at the L.N.G. terminal in Prince Rupert, B.C.

. . .*Cedarglen*, ex-*E.J. Newberry* went aground in the St. Clair River below the Blue Water Bridge. She was upbound, loaded with ore.

Oct. 1. . .After offloading 2,030 long tons into the *Mapleheath*, the *Atlantic Superior* was refloated and headed for Quebec City.



Photo by Barry Andersen

The BIRCHGLEN, ex-MCCULLOUGH, downbound in the Welland at Port Robinson on September 21, 1982.

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Photo Courtesy of Bay Shipbuilding

The tug/barge AMOCO MICHIGAN/AMOCO GREAT LAKES leaving Sturgeon Bay, Wisconsin.

. . .Halco's tanker *Ungava Transport* is idle and for sale at Shelbourne, N.S.

. . .The U.S. Navy awarded a \$104 million contract to American Shipbuilding for construction of two tankers. The bow and stern sections will be built at the Lorain yard. The midsections will be built in Nashville. All three sections will be joined together at the Amship yard in Florida.

. . .The Reagan administration has formally opposed a move in Congress to write off the remaining \$110 million debt owed by the St. Lawrence Seaway Development Corporation.

Oct. 3. . .*Rimba Balau* struck the Danish vessel *Katherine Sif* at Toronto. The damage was significant and was caused by wind.

. . .C.S.L.'s self-unloader *Saguenay* discharged 14,051 short tons of potash into the new dry bulk storage facility in Toledo. She discharged pink-colored fertilizer through the roof openings in the facility in approximately seven hours.

. . .The coal business at the P&C Dock in Conneaut has remained stronger than usual. Over seven million tons have been shipped this year. Last year, just over five million tons were shipped in the same period. Ore shipments are down over five million tons from last year. Just over 300,000 tons have been shipped this year. No shipments of stone have been loaded this year. Last year, 400,000 tons of stone were shipped.

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Oct. 4. . . *Atlantic Superior* unloaded cargo at Quebec City. She will head for Thunder Bay for repairs.

. . . The tanker *Amoco Indiana* paid a rare visit to Cote Ste. Catherine, P.Q., enroute to Montreal.

Oct. 6. . . The Peterson built gunboat *Ogbah* passed downbound in the Welland Canal.

. . . The new tug/barge *Amoco Michigan/Amoco Great Lakes* arrived at the Standard Oil Dock in Mackinaw City with her first cargo.

. . . The 1,000-footer *James R. Barker* was laid up at the Pickands-Mather dock at DeTour, Michigan for the winter. She joined the *Samuel Mather* which didn't fit out this year. The dock once served as a fueling station for coal-fired vessels.

. . . U.S. Steel's self-unloader *Philip R. Clarke* entered Munising harbor with 13,000 tons of coal for the paper mill. She was the largest vessel to enter Munising.

Oct. 8. . . The barge *Buckeye* and tug *Olive L. Moore* tied up at the Carbide dock at the Soo for repairs to the *Buckeye's* deck cranes.

Oct. 9. . . *Atlantic Superior* entered the Port Author Dry Dock in Thunder Bay.

Oct. 13. . . Halco has sold its ship chandlery to Shah Hussain. They had owned the chandlery since 1976 and Hussain had been an executive vice president.



Photo by Alan Mann

The NEW YORK NEWS at Wallaceburg on October 27, 1982.

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. . . Kinsman's *William A. McGonagle* unloaded 15,000 tons of clinker stone at the Huron Cement dock in Superior, Wisconsin. The unloading rig at the dock is the last of its type in the world. When it was constructed, it measured 750 feet in length and was hailed as one of the engineering marvels in cargo handling.

Oct. 14. . . The Indian m/v *Jalagodavari* was damaged at Montreal. Temporary repairs will be made at Montreal.

Oct. 15. . . C.S.L.'s *Sir James Dunn* reentered service after lay-up.

Oct. 18. . . The St. Lawrence Seaway Authority announced the closing of the Welland Canal on December 24 and the Canadian Lock at the Soo on November 26.

Oct. 21. . . Algoma's next self-unloader, *Hull 224* was launched today. She will be named *John B. Aird*. The 600-foot section will be towed from Collingwood to Thunder Bay next spring to be joined with the bow section built at the Port Arthur Shipyard. John Aird is the present Lieutenant-Governor General of the Province of Ontario.

. . . *Jalagodavari* cleared Montreal and headed upbound.

. . . *Chief Wawatam* departed the Carbide dock at the Soo. She will return to service this winter. The operation of the *Chief* has been temporarily transferred from the Department of Transportation to the Eastern Upper Peninsula Transportation Authority.

Oct. 22. . . *New York News* drydocked at Port Weller for tailshaft repairs.

Oct. 23. . . BoCo's *American Republic* unloaded coal at Algoma Steel in Sault Ste. Marie, Ontario. Later she departed for Meldrum Bay on Manitoulin Island.

Oct. 25. . . The tug/barge *Amoco Michigan/Amoco Great Lakes* arrived at the Carbide dock at the Soo.

Oct. 25. . . *Atlantic Superior* returned to service. She will load cargo at Thunder Bay.

. . . *New York News* departs drydock at Port Weller.

Oct. 26. . . Bob-Lo's principal creditors extend the deadline for refinancing for 90 days.

. . . *Lindo*, a three-masted schooner featured in a Chicago movie "All the Sad Young Men", docked in Wyandotte, Michigan for the night. She was enroute to Rhode Island and is owned by the Atlantic Schooner Company of Franklin, N.Y.

Oct. 27. . . *New York News* arrived at the St. Clair Grain Dock in Wallaceburg, Ontario.

Oct. 28. . . *New York News* cleared Wallaceburg after loading corn for Cardinal, Ontario. She was assisted by the tug *Glenada* of Sarnia.

Oct. 30. . . *Columbia's Wolverine* tied up at the Carbide dock at the Soo for repairs to the shaft.

Oct. 31. . . Traffic in the upper St. Marys River was reduced to one way after a barge towed by the tug *Kay Cole* dumped rocks into the shipping channel. The clean up of the accident will take about a week.

Miscellaneous. . .

. . . On September 27, the *Woodbine* suffered engine trouble in the Atlantic and was towed to

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Norfolk, Virginia for repairs. She was on a voyage to the west coast to be converted to a fish-processing plant. She is owned by F.T.C. Fish Company of San Francisco and is registered in Anchorage.

. . . The warship *Mary Rose* was raised from the bottom on October 11 and taken to Portsmouth Dockyard for refitting. She was sunk by the French 437 years ago.

. . . Mr. Richard Bibby retired after 26 years as vessel agent for the Hanna Mining Company in Duluth. He had been with Hanna for over forty years. With his retirement, Hanna closed its Duluth office and the twin port operations will be handled by S.A. McLennan.

Salties renamed. . . *Penny Michaels* now *Belmonte*, *Eshkol* now *Esok*, *Beaveroak* now *Flamingo* and *Diskos* now *Santiago*.

Scrappings. . . *Northern Venture* sold to Spanish shipbreakers as *Crystal* with tailshaft fracture. *Francois L.D.* arrived in Bombay at *Intra Sand* on March 15. *Sunrana* arrived at Bombay as *Sky-rain Grace* on March 1. *Penny Michaels* arrived at Chittagong as *Belmonte*. *George Russ* arrived at Gadini Beach as *Roubine* on April 28.

The first entertainment meeting of the new year will be presented by the St. Lawrence Seaway Authority. The program will include the movie "Seaway to the Heartland" and a slide presentation developed just for this evening. The film will show the purpose and benefits of the Seaway for the mid-continent of North America. The slide presentation, which is being prepared especially for us, will give a historical balance to the present day picture and will show many of the unique passages of recent years and the preparations that were made for them.

Set the evening of January 21 aside and be prepared for an enjoyable trip from the sea to the lakehead and then take a new look at an old friend, the Welland Canal.

While you are marking your calendar, don't forget to mark March 18 and May 21. Jacqueline Rabe will present a historical overview from a Canadian point of view on March 18. Mrs. Rabe is associated with the Fort Malden Museum in Amherstburg, Ontario.

May 21 will be our annual presentation of member's slides. All members are invited to bring 15 of their best slides. The theme this year will be the Soo Locks and St. Marys River.



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All members are invited to submit items to the News Section. Those who contribute to this issue are listed in the News Section heading. The Editors must reserve the final decision in selection of items used.

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