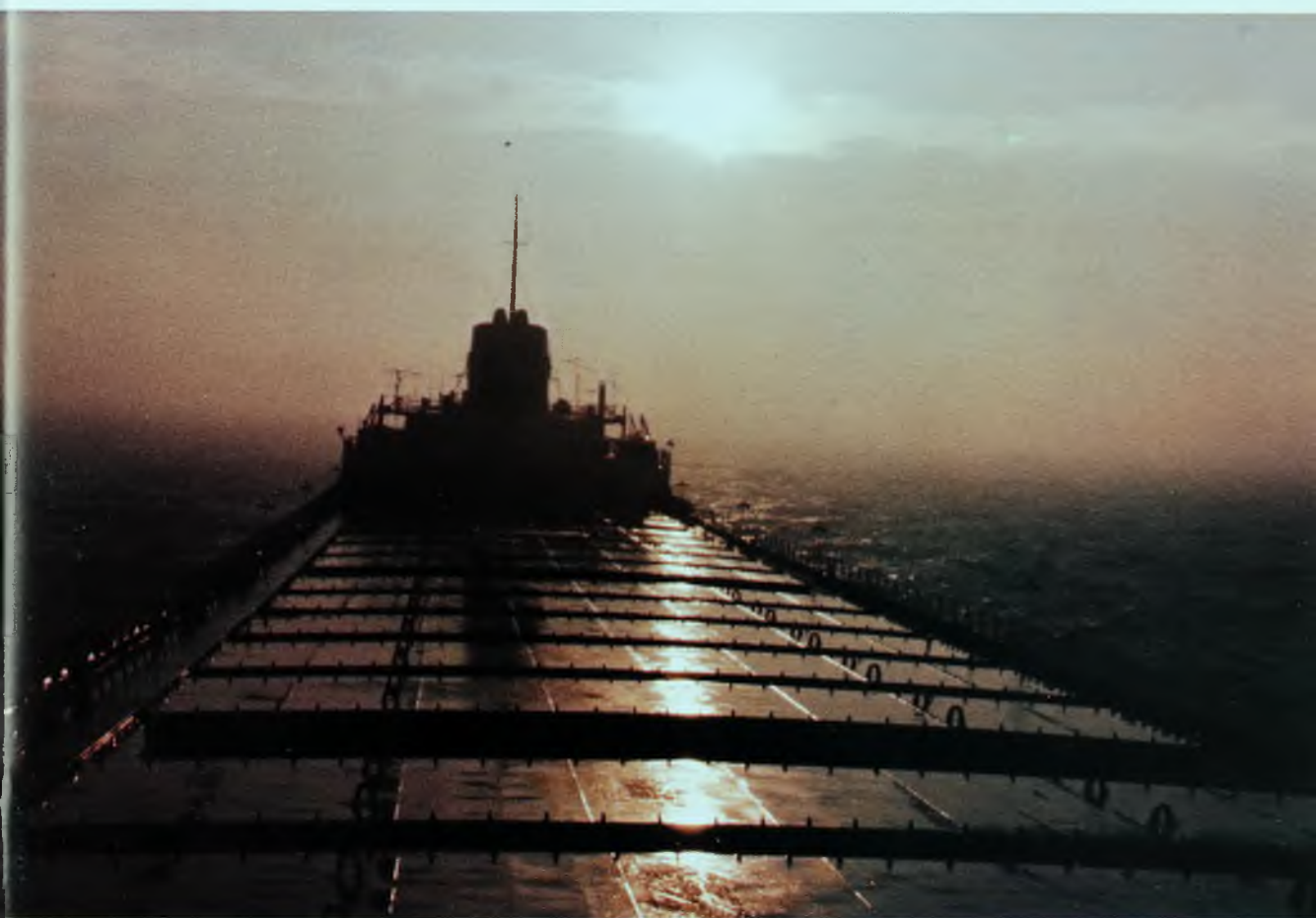




Telescope

JANUARY ☆ FEBRUARY, 1984
Volume XXXIII; Number 1



GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

In early November, Columbia Transportation's *Sylvania* was towed from Toledo to Ashtabula, Ohio to be scrapped. Before she left, the museum and the Institute made arrangements with Triad Salvage to purchase the paneling from the Captain's Quarters and Officer's Dining Room. When she arrived in Ashtabula, John Polacsek and Jim Conway spent a week removing the paneling. There are no immediate plans to install the paneling in the existing museum, but hopefully in the future, a new wing will be built and visitors will be able to walk through the reconstructed rooms as they appeared on the ship.

The Detroit Marine Historical Society has published *Great Lakes Ships We Remember II*. The tentative price is \$34.50 and it should be available by February.

MEETING NOTICES ●

Mr. Herbert Crane will be our guest speaker at the January meeting. (See meeting notice on page 27.) Future entertainment meetings are scheduled for March 16 and May 18. Future Business meetings are scheduled for February 17, April 20 and June 15. All meetings begin at 8:00 p.m. at Dossin.

On February 24, 1983, the Institute and the Marine Historical Society of Detroit will hold a joint entertainment meeting at Dossin. Fr. Edward Dowling, S.J. will present an illustrated program titled "Lake Michigan Passenger Ships I Remember". Please join us for this special meeting.

The Blessing of the Fleet will be held on Sunday, March 11, 1984 at Mariners Church on Jefferson Avenue. The service begins at 11:00 a.m., but plan to arrive shortly after 10:00 for a seat.

CONTENTS ●

Membership Notes, meeting Notices, etc	2
A Maiden Voyage into History	by Thom Holden 3
The Wreck of the <i>Golden Fleece</i>	by Jack Messmer 11
Great Lakes & Seaway News	Edited by Fred Weber 17
January Entertainment Meeting	27

Published at Detroit, Michigan by the
GREAT LAKES MARITIME INSTITUTE

©All rights reserved.

Printed in the United States by
Macomb Printing Specialties.

OUR COVER PICTURE. . .With the recent conversions of several older ships to self-unloaders, the straight-deckers are becoming a rare sight. Institute member Clayton Evans took this photo of the *George M. Humphrey* in Lake Superior in September, 1980.

A MAIDEN VOYAGE

INTO HISTORY

by
THOM HOLDEN

Thom Holden is an Institute member and works for the Corps of Engineers at the Canal Park Museum in Duluth. He is also a volunteer with Isle Royale National Park and Research

Editor for Wilderness Port Shipwrecks, Ltd. in Superior, Wisconsin. He has authored several articles on Lake Superior shipwrecks, this being his first for Telescope.

The year 1983 marked the 50th anniversary of one of Isle Royale's most dramatic and unlikely shipwrecks and the largest mass rescue in the history of Lake Superior shipwrecks as well as the 75th anniversary of the

powerful Rock of Ages Lighthouse. Rock of Ages Lighthouse and the wreck scene are located off the southwest end of Isle Royale, Michigan in northwestern Lake Superior along the shipping route between the Canadian



McDonald Collection/Dossin Museum

The PURITAN was purchased by the Michigan Transit Company in 1924. The schooner B. FEARLESS is alongside.



Rock of Ages Lighthouse built in 1907 and is located four miles south of Isle Royale.

and American Lakehead cities of Thunder Bay and Duluth-Superior.

More than \$80,000 was poured into refitting and rebuilding the Lake Michigan passenger liner *Puritan* (1901) to convert her into the handsome *George M. Cox* in time for opening of the Century of Progress World's Fair Exposition at Chicago in 1933. Yet, she didn't last a week after re-christening, much less the first leg of her maiden voyage as the *Cox* before becoming wrecked on Rock of Ages Reef, just southwest of the lighthouse on May 27, 1933.

The wreck of the *George M. Cox* lay relatively undisturbed for nearly three decades following its 1933 loss. Then, growing popularity of scuba diving began to bring countless visitors to the *Cox's* remains. Today, it is the second most visited diving site in Isle Royale National Park, being surpassed only by the more intact wreck of the smaller passenger-package freighter *America* (1898), lost in June of 1928 in the North Gap of Washington Har-

bor, just a few miles from Rock of Ages Lighthouse.

Scattered wreckage of the *Cox* rests in two gullies on the rocky bottom separated by a shallow ridge. Wreckage depth varies from ten to ninety feet. The bow section is in about ten to twenty feet of water with portions scattered for nearly 250 feet. The stern wreckage is in forty to ninety feet of water, easterly from the bow and about 150 feet away. This wreckage field is about 200 feet long. The *Cox* separated amidships, just forward of her four Scotch boilers, exposing two of them clearly as they rest on the bottom.

The *George M. Cox* and the nine other major ships lost at Isle Royale between 1877 and 1947 are part of a continuing underwater archeological study. Underwater work is being conducted for Isle Royale National Park by the National Park Service's own Submerged Cultural Resources Unit based in Santa Fe, New Mexico. Information gained through the survey is currently being used in pre-

paration of a nomination to the National Register of Historic Places for the entire Isle Royale shipwreck population. This special "collection" of shipwrecks are as a whole and individually nearly unique on Lake Superior and on the entire Great Lakes-St. Lawrence Seaway system in their size, type, propulsion, age, use, condition, and accessibility. They are revealing significant marine architectural design features which evolved over more than a half century covering the range of vessels from wooden sidewheel steamers to triple expansion, steel-hulled bulk freight propellers, few of which are extant today. The wooden vessels in particular are showing features not always available in the ship drawings still around from before the turn-of-the-century.

The Submerged Cultural Resource Team's underwater surveys will result in diver orientation materials, interpretive data for Park Service staff, and a technical report on Great Lakes Ships and shipping history. Field work is expected to continue through the 1984 diving season at Isle Royale. In 1982 the archeologists worked on the *Monarch* (1890),

Cumberland (1871), and *Henry Chisholm* (1880), while the 1983 season saw them on the *George M. Cox* (*Puritan* 1901), *Glenlyon* (*William H. Gratwick* 1893), *America* (1898), and *Emperor* (1901). The upcoming season should see work on the *Algoma* (1883), *Chester A. Congdon* (*Salt Lake City* 1907), and the *Kamloops* (1924) which was only discovered in 1977.

By working cooperatively with sport divers, the National Park Service hopes to improve diver ethics. Artifacts and ship parts are rapidly disappearing from many wrecks on the Great Lakes. A conscientious effort is needed among all divers to help preserve and conserve these unique shipwrecks so that future generations of wreck divers may also enjoy exploring them and underwater archeologists and anthropologists can glean more significant information about the ships and the crews who manned them.

The history of the *George M. Cox* really began 32 years before her loss and not at Isle Royale, but at Toledo, Ohio. The year was 1901, and Craig Shipbuilding Company was busily working to finish their *Hull No. 82* for



PURITAN bulkheaded for return trip from the Atlantic coast in 1920.



GEORGE M. COX departing Manistee.

the Holland & Chicago Steamship Company which planned to christen her *Ottawa*. However, financial difficulties intervened, and the hull was registered as *Puritan* on June 7, 1901, with the builder as owner. The *Puritan* was purchased by Graham & Morton Transportation Company of Benton Harbor, Michigan, on June 28, 1901. It was then that she was duly christened *Puritan* and granted U.S. registry number 150898. With her rich emerald green hull, she was a handsome vessel registered dimensions 237 x 40.5 x 21.9 feet and tonnages of 1547 gross and 1052 net. She was designed to carry both passengers and freight. Deep within a 1,700 hp triple expansion engine (21, 34 and 58 x 40 inches) provided more than enough power to push her sleek hull along at a brisk seventeen knots.

Puritan was so popular and so well suited to her lower Lake Michigan runs that her owners decided to lengthen her in 1907-08, providing additional accommodations for passengers and freight. The rebuild brought her to 270 feet overall (259.0 feet between perpendiculars) and increased her registered depth to 26.6 feet. Her tonnages increased also to 1762 gross and 1267 net. She was destined to be as successful in her rebuild as she had been in her original configuration.

Puritan continued service on Lake Michigan, running between Chicago, Benton Harbor, and St. Joseph with occasional runs up the lake to Mackinac Island and various other ports. Then World War I intervened. About April 1, 1918, *Puritan* was transferred from Graham & Morton to the U.S. Navy for use as a troop transport and training vessel, although her documents were not surrendered until October 13, 1918 in Chicago. Her bow was bobbed about 20-25 feet to allow passage through the Welland Canal. However, in September 1919 she was apparently returned to private hands, being sold by the Government to the Chicago, Racine & Milwaukee Line of the Wisconsin Transportation Company, and re-enrolled at Chicago on July 7, 1920. On May 23, 1924 she became the property of Northern Michigan Transportation Company, which in turn became Michigan Transit Company of Illinois. She was acquired by R. Floyd Clinch of Chicago on May 20, 1927 and then sold again to Michigan Transit Corporation then of Indiana, on July 11, 1927. The *Puritan* continued providing excellent service to her owners until the Depression which forced her to the wall at Manistee.

Puritan had been in mothballs about two years when the Duke Transportation Company, with George M. Cox as financial king-pin, bought an interest in the vessel. She was acquired late in 1932 by Duke, a holding company which retained control of the vessel until formation of the Isle Royale Transportation Company of Arizona on May 16, 1933.

Prior to purchase, the old *Puritan's* plans were hauled out for a complete going over. The transformation from *Puritan* to *George M. Cox* cost about \$80,000, bringing her value up to between \$150,000 and \$200,000 by various estimates. Her capacity was 400 passengers plus about 120 officers and crewmen.

Residents of Manistee anxiously watched the process through the winter and late into the spring. She was completed in mid-May. Then there was a delay in getting her new documents, officially changing her name and denoting her new owner. On May 22, 1933 her name finally became *George M. Cox*. Then on the afternoon of May 23, the *Cox* was shifted from the Arthur Street dock to the Michigan Transit dock in Manistee to the delight of townfolk who gathered in great numbers to tour the newly appointed vessel and enjoy the ship's orchestra. The *Cox* left Manistee for Chicago early on the morning of May 24. A special celebration awaited her in Chicago where the daughter of Mayor Kelly officially re-christened her. Mayor Kelly welcomed the *Cox* and the new endeavor which would provide passenger service for the soon-to-be-opened Century of Progress World's Fair Exposition on the Chicago waterfront.

Entrepreneur in myriad business ventures, primarily in New Orleans and Chicago, Mr. George M. Cox anticipated there would be no trouble filling the *Cox* to capacity. In fact he was so sure of the success of the Isle Royale Transportation Line that the company had previously purchased the passenger liner *Manitou* (1893) which was then undergoing refit and would be out in June as the *Isle Royale*.

After initial voyages of both *George M. Cox* and *Isle Royale*, it was anticipated that the *Cox* would make relatively local runs out of Chicago, being essentially a floating hotel for Exposition visitors. *Isle Royale*, however, was to make regular runs from Chicago to Fort William carrying passengers to the Exposition as well as freight between the various ports enroute.

Mr. Cox's visions of wealth stemming from

the passenger and package freight business budded, but never blossomed. The *Isle Royale* Transportation Line was destined to become a resounding flop. Not only was half of the fleet lost when the *Cox* piled up on Rock of Ages Reef, but the *Isle Royale* had an extremely poor season. End-of-season found her in what became "terminal mothballs". She never sailed again, although she was purchased in 1936 by Manitowoc Shipbuilding Company and hopes revived. But a fire gutted her wooden upper works in the shipyard soon after arrival. She finally met the shipbreaker's torch several years later.

George M. Cox began her maiden voyage on May 25 immediately after christening, returning to Manistee as her first port o'call. At Manistee Mr. Cox took the opportunity to express his business philosophy as well as his intentions for the newly formed company saying, "I never have had to shine shoes, but if I did I would try to do it better than the other fellow. And I am going to follow this same procedure with these boats. The boats are elegantly equipped and everything that can possibly be done will be offered for the

passenger's pleasure. The ships, however, are going to remain clean - ther'll be no gambling or disorder - if we have to sink them first. Our purpose is to supply two ships and perhaps more where every facility will be offered for clean and wholesome amusement and plenty of good times."

One might wonder if there were some less than "wholesome amusement" aboard the *George M. Cox* since she did sink first.

George M. Cox made other stops on Lake Michigan and then was directed to Houghton, Michigan where she arrived early on May 27, The *Cox* was greeted as enthusiastically by folks on both sides of the canal as she had been in Manistee and Chicago. Hundreds of Copper Country residents toured the vessel and saw there was no question the accommodations were first class and the minimum fares were not out of line. For instance a round-trip passage from Houghton to Chicago, including berth and meals, was \$15.50, to *Isle Royale* was \$9.00, to Fort William was \$10.00. One-way fares were about two-thirds the round-trip ticket.

Bidding farewell to Houghton-Hancock,



The salvage barge STRATHBOUY prepares to salvage lifeboats, machinery and equipment from the COX.

the *Cox* slowly made her way northward through the Portage Lake Ship Canal. Once outside the Upper Entry piers, a course of NW $\frac{1}{4}$ N was set by Capt. George M. Johnson, a veteran Lower Lake skipper, who then relinquished command to First Mate Arthur Kronk while he retired to his quarters.

That afternoon seemed to go by pleasantly as the *Cox* headed toward the southwest corner of Isle Royale which she would round and then set a course for the Canadian Lakehead. The sun was shining brightly over a calm lake although there was still a bit of nip in the air.

About mid-afternoon, as the *Cox* drew closer to Isle Royale, she began entering a fog blanket which hung low over the lake. The sun still shone above, but visibility aboard the ship closed to only a quarter mile. Mate Kronk informed Capt. Johnson of the situation when they were still approaching the fog. Capt. Johnson came to the bridge and, after a short while, relieved Mate Kronk and took over the vessel.

The *Cox's* melodious steam whistles droned out the "vessel-moving-in-fog" signal every minute. During the interim silence, Capt. Johnson strained to hear the fog whistle at Rock of Ages Lighthouse. For more than an hour he listened intently at the pilothouse door, anxiously trying to get a fix on the light.

It was 6:20 p.m. (est) when it happened. Only a moment before there had been the usual dining decorum. Instantly that changed to confusion as passengers and crew were thrown wildly about, along with tables and chairs. Fine china and crystal shattered on deck. Everyone and everything movable seemed to settle in an after corner of the salon. There were screams and shouts as cuts and bruises were inflicted. A few sustained serious injuries. The ship finally came to a precarious rest and order began to be restored.

While the majority of the crew scurried about the ship preparing lifeboats and rounding up guests and fellow crewmen, the wireless operator's nimble fingers tapped out an "S.O.S.". Eastern Steamship Company's freighter *Morris S. Tremaine* picked up the message. Capt. William J. Burnes of the *Tremaine* was called to the bridge and the ship immediately headed toward the wreck scene. Meanwhile, the *Tremaine* contacted the Coast Guard at Two Harbors, Minnesota and the cutter *Crawford* was underway toward Rock of Ages within thirty minutes.

Capt. Burnes was reluctant to bring the *Tremaine* alongside the *Cox* in the fog for fear of damaging her as well. He proceeded as close as he dared and stood by to render whatever assistance was possible. He kept in constant radio communication with the *Crawford* and the *Cox*, as long as she transmitted. Coast Guards at North Superior Station in Grand Marais, Minnesota and Portage Lake Station near Hancock were also contacted and sent their 40-foot motor lifeboats to the scene.

Nearby at Rock of Ages Lighthouse, Keeper John F. Soldenski had been maintaining his vigil high in the tower just below the lantern room. From this lofty vantage point, he had heard the *Cox's* whistle and watched her masts above the fog. Then he heard the dreaded sound of metal grinding across the rock as the *Cox* dragged herself over the reef. Then distress whistles cut through the still air with a piercing chill. Quickly he prepared his own motor launch and headed into the fog toward the wreck. Looming high up out of the lake before him was the bow of the *George M. Cox* hovering at least ten feet above the surface with 110 feet of her keel clearly exposed. Lifeboats were being lowered over the port side since she had already taken on a nearly 45 degree list. Taking the boats in tow, Keeper Soldenski proceeded back to the light where his wife assisted him in getting the first of the survivors onto the lonely rock. In all there were 89 crew members and 32 passengers, making a record 121 persons which were rescued from the sinking *George M. Cox* without a loss of a single life, a record for Lake Superior shipwrecks.

First aid was given to the injured as the last of the survivors safely reached the lighthouse. The more severely injured were placed in Soldenski's boat and taken to the *Tremaine* which was standing off about eight miles. These injured included Beatrice Cote with severe back injuries, Alex Mack with extensive burns, and George Janzet with a broken leg and strained shoulder. Mr. Cox and the ship's nurse Adeline Keeling went with the injured to the *Tremaine* which then took them to Port Arthur for treatment.

The following day nearly everyone else was taken back to Houghton on the *Crawford*. A crew of eight or ten men stayed behind and went out to the wreck to survey the damage and retrieve as much of the passenger's personal belongings as could be found. The



George Cox's visions of wealth sank with the wreck of the COX.



Mud drum and boiler exposed after she broke apart.

Left: Thom Holden Coll. Right: John Brooks Photo

salvage tug *Strathmore* of Port Arthur arrived on the scene to assist. The *Strathmore's* crew found the *Cox's* bottom literally torn out of the steamer, her engines jolted loose from their mounts, the vessel listing precariously, and teetering on the reef amidships. They expected the ship to break apart and sink in the first storm to hit her.

Strathmore returned to Port Arthur for the salvage barge *Strathbuoy* to commence operations as quickly as possible. All retrievable machinery, equipment, fixtures, and anything else of value was to be removed and stored at the Booth Fisheries Dock in Port Arthur, where the *Isle Royale* could pick up her sister's remains later in the season.

An inquiry into the wreck was convened in Houghton two days after the incident. Several witnesses were called including the ship's officers and a number of passengers and other crewmen.

Key testimony seemed to pivot around whether or not the ship's course had been altered by the first mate against the captain's orders as well as who was actually in command

of the *Cox* when she struck. Numerous allegations, charges, and counter charges emerged over the course of the three-day hearing.

Most of the blame was heaped upon First Mate Kronk by Capt. Johnson and the other officers. It appears from the available record that Capt. Johnson should have shouldered the brunt of blame. He was clearly unaware of the location of his vessel when he assumed command, was totally unfamiliar with charts covering the waters in which he was operating his vessel, had probably given conflicting orders about the courses to run, and was definitely proceeding at a speed inconsistent with the weather and the proximity of known hazards when the wreck occurred.

The investigating officers saw through the myriad allegations with as astutely clear eye when they rendered their decision more than a month after the accident. Both Capt. George E. Johnson and First Mate Arthur Kronk were stripped of their licenses, being found guilty of "wreckless navigation in fog and inattention to duty".

The *George M. Cox* remained steadily

in the same position in which she was first observed by Lightkeeper Soldenski well into July. By then the *Strathmore* and *Strathbuoy* had salvaged a considerable number of items including two automobiles and most of the lifeboats.

The ship started breaking amidships in mid-July. Her final documents were surrendered on July 18, 1933 at Chicago noting "vessel lost" and also noting a \$95,000 mortgage due on June 1, 1938. Still it took an October storm to cause the *George M. Cox* to slip totally beneath the surface not far distant from the wrecks of the steam barge *Henry Chisholm* (188) lost in 1898 and the side-wheeler *Cumberland* (1871) lost in 1877. □

REFERENCES

Canal Park Visitor Center & Marine Museum Collection
Corps of Engineers, Duluth, MN.

Carrell, Toni. Archeologist, Submerged Cultural Resources Unit. Draft of "National Register Thematic Group Nomination for Isle Royale National Park Historic Shipwrecks", U.S. National Park Service, Midwest Regional Office, Omaha. 1982.

Herman G. Runge Collection, Milwaukee Public Library, Milwaukee, WI.

Holden, Thom. "Above and Below: The Historic Shipwrecks of Isle Royale National Park", unpublished manuscript in possession of Isle Royale Natural History Association, Houghton, MI. 1982.

_____. "50 Years Ago: '83 is Golden Anniversary of the Sinking of the Passenger Liner *George M. Cox*", Superior Evening Telegram, 27 May 1983.

_____. "Liner Had Rough Introduction to Big, Mean Lake Superior exactly 50 Years Ago", Houghton Daily Mining Gazette, Isle Royale Chronicle, 27 May 1983.

_____. "Reef of the Three C's: Part I: Wreck of the *Cumberland*", The Nor'easter, July-August 1977.

_____. "Reef of the Three C's: Part II: Wreck of the *Henry Chisholm*", The Nor'easter, March-April 1978.

_____. "Reef of the Three C's: Part III: Sinking of the *George M. Cox*", The Nor'easter, May-June 1983.

_____. "Summary of Documents of Enrollment for the Steamer *Puritan* (1901) based on Bureau of Marine Inspection and Navigation Documents, Record Group 41, National Archives". 1982.

Wolff, Jr., Julius F. *The Shipwrecks of Lake Superior*. Lake Superior Marine Museum Association, Duluth, MN. 1979.



Underwater archeologists survey the broken buckets of the COX'S propeller.

THE WRECK OF THE GOLDEN FLEECE

by
JACK MESSMER

Jack Messmer is a regular contributor to Telescope. A resident of Lancaster, N.Y., he is currently teaching secondary science in

the Buffalo schools. His primary interest is Lake Erie shipwrecks and he is working to obtain photographs of those wrecks.

The *Golden Fleece* (US 10197) was built in 1862 at Cleveland by Peck & Masters. She was constructed as a 3-masted barque with a length of 161.7 feet, 31 feet in width and 13 feet in depth. Her tonnage was given as 609 gross tons. The barque was built for Buckingham & Sturges Company of Chicago. The first master of the vessel was Capt. Samuel Wood. He would serve as her captain during the entire time that the barque was owned by Buckingham & Sturges. It is probably safe to say that the *Golden Fleece* was involved in the grain trade.

In April of 1865 the Buckingham & Sturges Company reorganized their holdings on the *Golden Fleece*. New enrollment papers were issued and these showed a change in tonnage. Her new measurements showed her as 451 gross, 429 net tons. Later that same year, in September, Buckingham & Sturges sold the barque to Capt. Wiley M. Egan and others of Chicago. While under the ownership of Capt. Egan, the *Fleece* was primarily in the grain trade between Chicago and Lake Erie

ports.

By 1869 Capt. Egan decided it would be prudent to have the barque completely overhauled. In May of that year, the *Fleece* was sent to the shipyard of Fitzgerald & Leighton of Port Huron. There she received a new deck, deckbeams, foremast, mizzenmast and other repairs. These repairs brought her insurance rating back to A1. She returned to service by the first of June. Unfortunately, on August 5, the *Golden Fleece* collided with the schooner *Mediterranean* in the Chicago River. In the collision the *Fleece* lost her jibboom while the *Mediterranean* had her main rigging carried away. Later that same year, on November 3rd, the barque stranded on Hog Island reef. The crew was forced to throw overboard some 100 tons of her coal cargo in order to free her. Although this quick action saved the vessel from complete destruction, a gale tore through Lake Michigan for the next three days and the barque did not escape without injury. The *Golden Fleece* was taken to Doolittle & Bates shipyard

for repairs. The vessel required about 1,000 feet of new planking on her port bottom, a piece of siding keel and a new jibboom.

After sailing sixteen years as a barque, the *Fleece* was rebuilt and rigged as a schooner at the shipyard of Joseph Sloan. This rebuild was started in October of 1877, with work being completed during the spring of 1878. This work cost approximately \$12,000, and brought her insurance rating to A2. These alterations made the *Fleece* one of the fastest sailing vessels on the lakes. As testimony to this, in 1878, the schooner made four consecutive round trips between Buffalo and Chicago in a two month time span. This included loading and unloading delays experienced at each port.

Between 1878 and 1883, the *Golden Fleece* ran without incident usually between Buffalo and Chicago in the grain trade. However, in June of 1883 the *Fleece* collided with the schooner-barge *Chicago Board of Trade* on the St. Clair River off Algonac. The *Board of Trade* was in tow of the *Belle Cross* while the *Fleece* was in tow of the *Mocking Bird*. In the collision, the *Golden Fleece* lost her bowsprit and jibboom.

The spring of 1887 brought the sale of the schooner. She was sold by Capt. Egan to John J. Duffy and James Rourke of Cleveland. These gentlemen sent the schooner to the shipyard once again for an extensive rebuilding.

The schooner sailed for two years under the ownership of Duffy and Rourke. In April 1889 the *Fleece* was sold to E.K. Porter, John Doville and others. She was enrolled at the port of Cleveland. On May 27, 1889, the schooner was involved in a grounding in Lake St. Clair. The schooners *David Vance*, *E. Gerlach* and the *Fleece* were in tow of the steamer *Samoa* when the three schooners grounded opposite the canal. The *Vance* which was closest to the steamer, grounded first. Unable to stop or veer off, the *Fleece* second in tow, struck the stern of the *Vance*. The stern bulwark of the *Vance* was smashed, and the *Fleece* lost her bowsprit and jibboom once again. To make matters worse, the *Gerlach*, third in tow, could do nothing to avoid the collision. She struck the *Fleece*, cutting her yawl in two. Other than this, little other damage was inflicted during the collision. All three schooners were pulled off and repairs effected. Later that same season on November 4, the *Golden Fleece* was caught out on

Lake Michigan during a fierce gale. She was loaded with coal for Milwaukee. The storm did considerable damage including the loss of considerable canvas. She limped into Manitowoc, in order to make repairs.

In May 1890, John Doville bought the shares of Mrs. Kate Dealt. This gave Mr. Doville one-half interest in the *Golden Fleece*. No sooner had Doville purchased the additional shares in the schooner than the vessel was involved in a minor mishap. While in the Sault River, on about the 27th of May, she ran ashore. At first it looked as though the *Fleece* would require lightening to release her, but this proved to be unnecessary. The steamer *Pickands* was able to pull her off. The two remaining shareholders, E.K. Porter and George Porter, also sold their shares in the vessel by September of that year. All but one-third share were bought by Doville. The remaining shares were purchased by Capt. William Somerville (one-sixth), who would become her master, and Nathaniel Lannaer (one-sixth). It is probably safe to say that these men would soon wish they had never had the chance to buy into the *Fleece* for within less than two months, their investment would lie on the beach a total loss.

The *Golden Fleece* began her fateful journey on Monday evening, October 13, 1890 at 7:30. She had left Buffalo harbor after unloading a cargo of pig iron, and was headed for Erie, light. At Erie she was to load a cargo of coal for Escanaba. Aboard her on her final voyage was her master of two months, Capt. Somerville, the mate James Covan, four sailors and a female cook. All went well as the schooner proceeded on her westward trek to Erie. The vessel passed Dunkirk sometime before midnight.

Therefore when the southwest gale struck around 1:00 a.m., Capt. Somerville decided to seek shelter behind Long Point. The vessel was brought about and she tacked off for shelter. The heavy following seas produced by the storm placed a great strain on the vessel. The steering mechanism in particular was subjected to continuous strain. Each wave pulled her rudder from side to side until about 11:00 Tuesday morning when the rudder was torn loose. With only sails for steerage, the schooner could do little but run before the wind. The *Fleece* quickly drifted across the lake. When about seven miles above Van Buren Point, and still quite a distance from shore, Capt. Somerville realized



The GOLDEN FLEECE shortly after she was driven ashore.

that it would be only a matter of time before his vessel would be blown ashore. He gave orders to drop the two anchors. At first it seemed that the anchors would do their job and hold the schooner safely in deep water, but the anchors would momentarily hold and then let go. It was obvious to the captain that nothing could prevent the vessel from continuing her relentless trek toward the shore except a vessel to tow them to safety. The signal of distress was run up as the vessel slowly made her way toward her doom.

About 1:00 Tuesday afternoon, the plight of the *Golden Fleece* was observed by some of the fishermen at Dunkirk. Although the vessel was clearly flying a signal of distress, and the fate of the schooner was obvious, none of the local fishing tugs would venture out into the stormy lake. Finally, at 5:00 the *Fleece* struck bottom some 200 to 300 yards from the beach, near the mouth of Canadaway Creek.

The place where the *Golden Fleece* fetched up, left her in an exposed position. The tremendous seas pounded the vessel relentlessly. Due to this pounding, Capt. Somer-

ville feared that the schooner might soon go to pieces. The first mate, with two volunteers from the crew, Jim Mehan and Harry Brown, agreed to attempt a landing in the vessel's only yawl boat. It was intended that they carry a line from the stranded vessel to the shore. Once ashore, this line would be secured and used as a lifeline to bring the remainder of the crew to shore. The yawl was launched and the men rowed for the beach. Unfortunately, the winds and waves carried the yawl far east of the wreck. Back aboard the *Fleece*, the line was paid out until no more line was left. The yawl which was now in the breakers, was in grave danger of being overturned or swamped. In desperation, Harry Brown grabbed a knife and cut the line, allowing the yawl to drift ashore safely. Although Brown's quick action probably saved the lives of his companions in the yawl, he had severely lacerated three of his fingers. When he cut the line, several waves in rapid succession had thrown the craft wildly about. Tossed about in the yawl, he had somehow cut himself. Upon landing, Brown was taken by horseback to Dunkirk to seek medical

attention.

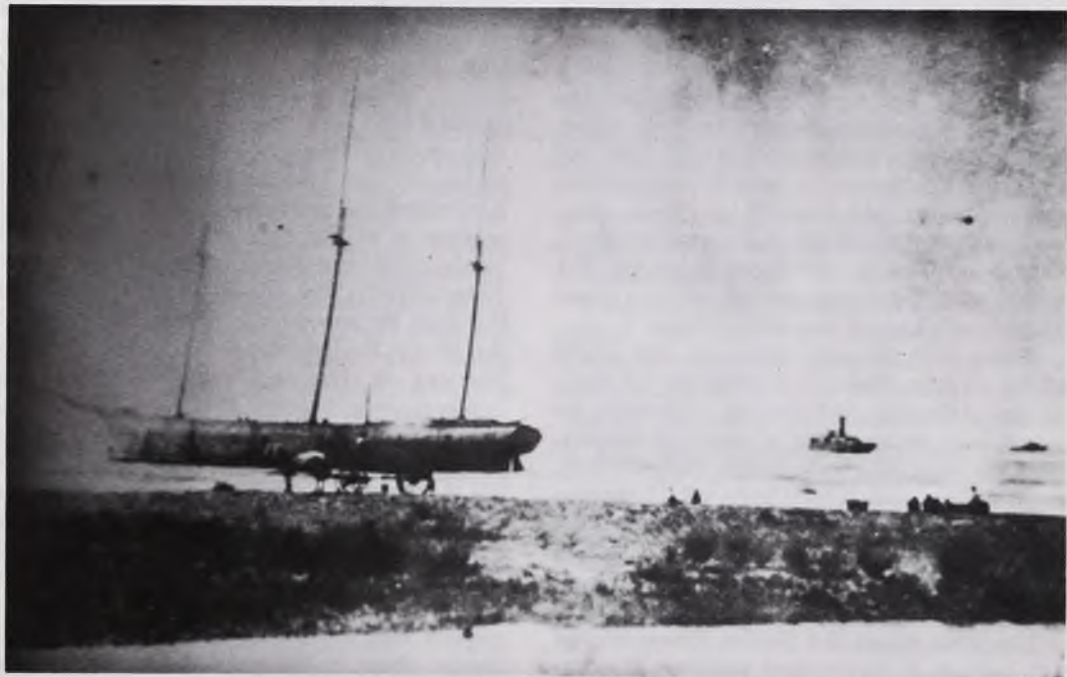
Back aboard the *Fleece*, the situation was very critical, for the storm was just reaching its peak. The schooner pounded heavily and the vessel showed signs of breaking up. With the severing of the line between the wreck and the yawl, those aboard the schooner could only wait for their fate to be decided. The crowd which had gathered on the beach opposite the wreck could do little but build fires to let those still aboard the *Fleece* know that they were not alone. Someone had fortunately sent a telegraph off to Buffalo asking for the assistance of the Life Saving Crew. Upon receipt of the telegraph, the life savers under Capt. Williams set out aboard the revenue cutter *Perry*. They cleared Buffalo at 8:00 p.m.

Throughout the night, the four left aboard the *Fleece* waited and prayed that their vessel would hold together till the storm abated and help would arrive. During the night, the ship was lifted on several occasions and thrown further up on the beach. This action caused the planking on the deck aft to lift up, indicating that the vessel had broken her back. Each wave caused the schooner to shudder and groan, but as dawn approached, it could be seen that the vessel had somehow held together. As a matter of fact, the schooner

laid perfectly upright as though she were floating in deep water.

The winds dimished considerably Wednesday morning, and at daylight, three local fishermen, John Peterson, Joseph and George Wick launched a small skiff from the beach. They succeeded in reaching the wreck and were given a one inch rope to take to shore. This they did and secured it to a large tree down by the beach. Because of the calming seas, Capt. Somerville and those still aboard, chose to stay aboard and take in her anchor chains and sails, now that there was no longer any immediate danger. The mate also returned to the schooner to assist in the work.

Around 9:00 a.m. the *Perry* arrived with the life saving crew. Their lifeboat which had been taken aboard the revenue cutter was launched, and the lifesavers rowed to the stranded vessel. Since the *Fleece's* crew was in no immediate danger, the life savers proceeded to assist the schooner's crew in retrieving their anchor chain. They also helped in gathering up the crew's personal belongings and any loose articles lying about the vessel. The lifesavers then took these items and the *Fleece's* crew ashore. After this Capt. Williams and his men returned to the *Perry*, which had anchored out in deep water, for the return trip to Buffalo.



Workmen of the Reid Wrecking Company attempt to free the schooner.



Courtesy of the Dunkirk Historical Society

Unable to free her, the workmen abandoned the FLEECE in September, 1892.

As soon as Capt. Somerville had landed, he sent a telegram to Cleveland, to the other owners of the *Golden Fleece*. Shortly after noon that day, Mr. C.E. Benham, an insurance representative, arrived at Dunkirk from Cleveland to look after the wreck. Upon Mr. Benham's arrival, both he and Capt. Somerville went out to the schooner and made a careful examination of her condition. It was found that her rudder and steering gear were gone, her deck planks were ripped up, a number of deck support timbers were broken and that she had five feet of water in her hold. However, it was impossible to determine whether her back was broken, but it did not appear to be. Her bow laid in seven feet and her stern in 4½ feet of water. All these conditions considered, it was Mr. Benham's belief that the schooner was worth the trouble and expense of a salvage attempt.

The following day, Thursday, another heavy gale ripped across Lake Erie. This storm pushed the *Golden Fleece* further on the beach. Although no further damage appears to have occurred, the vessel now lay listed on her starboard side. This turn of events did not alter Mr. Benham's decision to proceed with the salvage effort. He informed Capt. Somerville that he would take a train to Buffalo on Friday morning to secure a contract to refloat the schooner. Capt. Somerville

was also informed that a warehouse had been rented in Dunkirk and that he should strip the vessel and store all gear at that place.

Friday morning as the Captain went down to the beach to begin stripping the schooner, he was surprised to find that vandals had visited his ship during the night. The vandals had stolen the rope which linked the schooner with the shore and other ropes lying about on the vessel's deck. If this wasn't enough to make the captain's day, the work crew which he had hired, failed to show up. Because of these problems, the removal of the *Fleece's* gear was not begun until Saturday.

On Saturday afternoon, Mr. Benham returned from Buffalo in the company of Capt. James Reid of the Reid Wrecking Company. Capt. Reid had come to Dunkirk to examine the wreck and give Mr. Benham a price for salvage. After the examination, Capt. Reid informed Mr. Benham that it would cost \$6,000 to release the schooner. This bid resulted in the decision by the underwriters to pay off the *Golden Fleece* as a total loss. By October 23rd, the underwriters had offered the schooner for sale as she lay on the beach. Apparently there were several parties interested including Capt. Reid. Supposedly a \$2,000 offer was made for the schooner, but it is unclear whether this bid was accepted. By November 17, no effort had been made to

release the *Fleece* and apparently the underwriters had not accepted any offers for the purchase of the wreck because a Buffalo paper of that date stated that the insurance company was waiting for additional offers. In their effort to try and get the most for the wreck, the underwriters held out too long and those interested were never able to make the purchase. Due to the lateness of the season, all hopes of releasing her that season were given up.

In the spring of 1891, the *Golden Fleece* was once again offered for sale. The schooner had suffered no damage over the winter. Capt. James Reid again made an offer in early May to buy the wreck. This offer was finally accepted. How much he paid for her is unknown. Sometime in early June, Capt. Reid brought down some of his wrecking equipment to release the vessel. Nearly a month and a half was consumed in trying to release the schooner. On July 26, Capt. Reid called a temporary halt to the wrecking operations when the tugs *Medina* and *Seagull* were unable to pull her off. It is obvious that the *Fleece* was a low priority item as far as Capt. Reid was concerned. Although wrecking operations were in progress to release the schooner right through till late October of

1891, these operations were frequently interrupted. On August 24, work was suspended on the schooner so that the wrecking outfit could be used to raise the steamer *Pontiac* which had sunk in the Sault River. By September 23rd, Capt. Reid had returned to Dunkirk to continue the work. After about six days on the job, it was decided that the only way the schooner would ever come off the shore would be to dredge her off. This work was begun, and although it was said this would require only one good day to release the schooner, by October 23, the *Fleece* had not been freed. At this time Capt. Reid decided that further efforts to release her that season would be a waste of time. Once again the vessel spent a lonely winter on the beach.

With the beginning of the 1892 season, the Reid Wrecking Company returned to the wreck. The schooner was found to have suffered no great harm over the winter. Thus, in early May, Capt. Reid once again made attempts to pull the vessel off the beach. Like the previous year's effort, these too failed. Finally in September of 1892, all further operations were suspended. The *Golden Fleece* was left where she had gone ashore and over the next few years, the schooner slowly succumbed to the ceaseless action of the waves. □



Remains of the FLEECE in 1934.

GREAT LAKES & SEAWAY NEWS



Editor: FREDERIC E. WEBER
11400 Balfour Road, Detroit, Michigan 48224

Seaway News Editor: SKIP GILLHAM

Those who contributed to the news section
in this issue are:

B. ANDERSEN	R. BARDEN	CORPS OF ENG.
H. COWAN, JR.	D. ERICKSON	C. FERRIS
S. FERSON	M. GERASIMOS	J. GOODRICH
J. GREENWAY	T. HOLDEN	W. HOWELL
W. KELLER	J. KLINGER	T. LEINWEBER
R. LEE	D. MCCORMICK	M. SMOTHERS
K. STREK		J. VOURNAKIS

Aug. 25. . .The Panamanian motor vessel *Sun Castor* was drydocked at Lauzon, P.Q. for inspection of possible damage when she grounded.

Aug. 31. . .Algoma's self-unloader *Algosoo* unloaded 21,480 tons of salt at Hancock, Michigan. The salt will be used on roads during the winter.

Sep. 1. . .The self-unloader *Indiana Harbor* cleared Escanaba, Michigan with a record cargo of 67,896 tons of ore.

. . .Ford's bulk carrier *Ernest R. Breech* departed Bay Shipbuilding after completing her five year inspection and headed for Duluth.

Sep. 2. . .The Liberian vessel *Grand Faith* was surveyed in Tenerife for damage sustained when she struck a jetty while in the Seaway.



The INDIANA HARBOR loaded a record cargo of iron ore at Escanaba.

Photo courtesy of American Steamship Company

● GREAT LAKES & SEAWAY NEWS



Maasman Photo/Dosatin Museum

B. F. AFFLECK was built by Toledo Shipbuilding Company in 1927.



Photo by Paul Wisening

JOSHUA HATFIELD was built by American Shipbuilding Company in 1923.

GREAT LAKES & SEAWAY NEWS ●



Photo by Paul Wiering

The CONALLISON, ex-J. R. SENSIBAR, has been sold to Marine Salvage.

. . .Quebec and Ontario Transportation's *Franquelin* loaded pitch at Detroit's Allied Chemical for Baie Comeau, P.Q.

Sep. 3. . .The *Ernest R. Breech* loaded grain for Buffalo. She will make two grain trips and then return to the Ford Basin for lay-up.

Sep. 4. . .The U.S. Navy tug *Naragansett*, built at Marinette Marine in Wisconsin, was aiding in the search for the downed South Korean jetliner.

Sep. 7. . .From Quebec Radio comes a report that the Liberian vessel *Five Star* grounded lightly while she anchored at Quebec City.

. . .The Liberian vessel *Xenia* was surveyed in Duluth for damage sustained when she grounded at Camden, N.J. on August 11 and struck the wall of Lock 8 in the Welland Canal on August 25 and also struck the entrance pier in Duluth on August 30.

Sep. 8. . .Detroit's fireboat *Curtis Randolph* was decommissioned by the city and was laid up.

. . .Ferris Marine Contracting's tug *Magnetic* towed the *Hjemkomst* from Cleveland to Detroit. She was returned to the U.S. by the Norwegian vessel *Brunto*.

. . .Shipments of iron ore, coal and grain on the Great Lakes totaled 14.8 million net tons in July, a drop of 5 percent from a year ago.

● GREAT LAKES & SEAWAY NEWS



Dossin Museum Collection

JOHN HULST was built by Great Lakes Engineering Works in 1938.



Maasman Photo/Dossin Museum

HORACE JOHNSON was built by American Shipbuilding Company in 1929.

GREAT LAKES & SEAWAY NEWS ●



Photo by Skip Gillham

The CHIMO at Port Weller in tow of tugs R&L No. 1 and JAMES E. MCGRATH.

. . . Production workers at Collingwood Shipyard ratified a new contract, however some office workers remain on strike.

Sep. 11. . . The Canadian barge *HBC 1000* was refloated during high winds and is now berthed at Eastmain, P.Q. She went aground on August 24.

Sep. 13. . . *Anangel Honor* grounded in the St. Lawrence River after clearing Ogdensburg, N.Y. She was freed about 45 minutes later and unloaded her cargo of cosmetic talc from Australia.

Sep. 14. . . *Lena II* passed upbound in the Welland Canal. She is the former *Atlantic Skou*.

Sep. 15. . . Michigan State officials said that bids submitted for the carferry *City of Milwaukee* were not only considerably below what they were expecting, but lower than the vessel's estimated scrap value of \$180,000. The disappointing value of the bids raised the hopes of Frankfort residents who want to acquire the vessel for use as a marine museum.

Sep. 17. . . *Chimo* was towed from Hamilton to the Port Weller Dry Docks by tugs *R&L No. 1* and *James E. McGrath*.

Sep. 19. . . The new ship *Shell America* departed Marinette Marine for Bay Shipbuilding and was drydocked for inspection of minor damage sustained during launching.

● GREAT LAKES & SEAWAY NEWS

Sep. 20. . .The U.S. Coast Guard from Portage, Michigan met the *George A. Stinson* in Lake Superior to remove a sick seaman. Upon returning to their base, the seaman was taken to Portage Hospital in Hancock. The *Stinson* was on her first trip with a new unloading boom.

Sep. 21. . .The Canadian tanker *Eastern Shell* has been limited to trading in the upper Great Lakes and the Gulf of St. Lawrence. This is due to repairs that must be made to the hull. Owners hope to drydock the vessel in November for repairs.

Sep. 22. . .Fire broke out in the No. 4 hold of the *Alastair Guthrie*. She returned to Duluth to unload the damaged cargo of barley.

. . .The Canadian vessel *Mathilda Desgagnes* was surveyed in Montreal for damage sustained by ice in the Canadian Arctic.

Sep. 25. . .*Shell America* departed Bay Shipbuilding and returned to Marinette.

Sep. 26. . .An Indian citizen either jumped or fell off the saltie *English Protagonist* while in the Eisenhower Lock. He broke an ankle and both wrists.

Sep. 27. . .The passenger ferry *Pelee Islander* was drydocked at the new drydock at Port Colborne, Ontario located at Ramey's Bend.

Sep. 28. . .The Canadian bulk carrier *Canadian Hunter* departed Toronto and returned to service.



Photo by Skip Gillham

After a fire broke out in No. 4 hold, the GUTHRIE returned to Duluth to unload her damaged cargo.

GREAT LAKES & SEAWAY NEWS ●

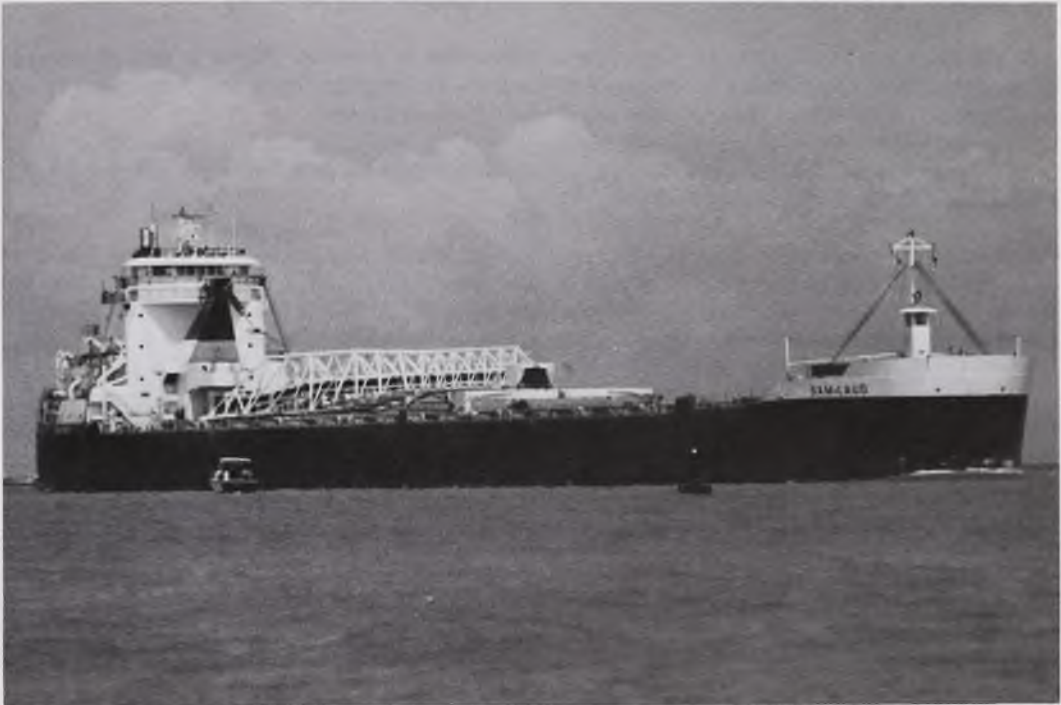


Photo by Jeff Dunn

The SAM LAUD went aground near Ogdensburg and freed herself.

Sep. 30. . .Columbia's *Reserve* passed upbound at the Soo on her first trip as a self-unloader. She was converted in 1982, but didn't fit out until this fall.

Oct. 2. . .In Toronto the *Elmglen* and *Fernglen* are being stripped of equipment for use on the other Parrish & Heimbecker ships.

. . .The Ford fleet will return to service during the first week of October. With the retirement of Capt. Goransson, the *Benson Ford* is now under the command of Capt. Gerasimos. Capt. Cogswell has replaced Capt. Gerasimos on the *Henry Ford II*.

. . .Misener's *Scott Misener* returned to service for the fall grain rush.

. . .The Canadian government has awarded contracts worth \$340 million for new icebreaking and fishing vessels. Four of the six vessels will be Type 110 light icebreakers for the Canadian Coast Guard. Marine Industries of Sorel, P.Q. and the Canadian Shipbuilding and Engineering of Collingwood will each build two vessels.

Oct. 4. . .Quebec and Ontario's *Baie Comeau II* has been sold to Progress Shipping Company of Panama. She will be renamed *Agia Trias* and will be used in the Gulf of Mexico. She has been laid up at Sorel, P.Q. since last January.

. . .The self-unloader *Sam Laud* went aground off Ogdensburg. She freed herself and resumed her voyage to Chicago with a load of marble chips.

Oct. 5. . .The carferry *Chief Wawatam* departed Mackinaw City under tow of tugs *John M. Sel-*

● GREAT LAKES & SEAWAY NEWS

vick and *Soo Chief*. The *Chief* will be drydocked at Bay Shipbuilding for survey.

. . .The Michigan Transportation Department, frustrated in previous efforts to unload the tug-barge shipyard at Ontanogon, has requested the U.S. Bankruptcy Court for permission to use Jacq. Pierot & Sons of New York to act as shipbrokers for the shipyard.

Oct. 6. . .At Toronto the Canadian Dock and Dredge are building a new dock to handle the loading and unloading of the sidewheeler *Trillium*.

Oct. 6. . .A Wayne County Circuit jury has awarded \$964,440 settlement to Richard Reetz of Mio, Michigan. Mr. Reetz was a deckhand on Kinsman's *Merle M. McCurdy* in 1974 and fell into an open hatch and broke both legs and injured his back. He filed suit in 1977 and won the first trial. In an appeal, the Supreme Court awarded a new trial.

Oct. 8. . .Misener's *Royalton*, ex-*Ottercliffe Hall* passed down the Welland Canal on her first trip under her new name.

. . .Marinette Marine Corp. has been awarded a Naval Sea Systems Command contract to build three additional torpedo weapon retrievers at a cost in excess of \$6 million.

Oct. 9. . . *Sun Castor* cleared Quebec City for Contrecoeur.

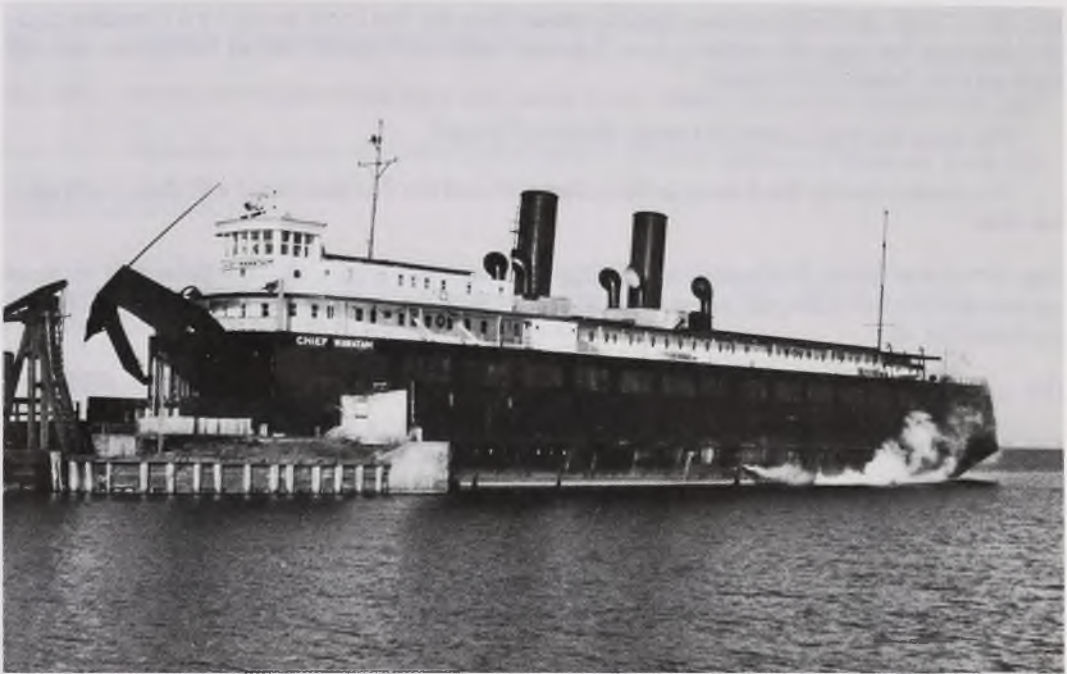
Oct. 10. . .*Chief Wawatam* was drydocked at Bay Shipbuilding.



Photo by Milton Brown

The ROYALTON, ex-OTTERCLIFFE HALL below Lock 1 On November 14, 1983.

GREAT LAKES & SEAWAY NEWS ●



The CHIEF WAWATAM was drydocked at Bay Shipbuilding for survey.

Photo by Charles Keenan

Oct. 11. . .Canada Pioneer Steamship's new 730-foot bulk carrier *Saskatchewan Pioneer* passed upbound at the Soo on her first trip to Thunder Bay.

Oct. 12. . .The Indian flag vessel *Vishua Bhakti* opened a hole in her hull in Lock 6 of the Welland Canal. She will be repaired here.

Oct. 14. . .Passengers aboard the morning run of the Canadian ferry *Chi-Cheemaun* departed Tobermory and found the seas too heavy to travel to South Bay. They tried to return to Tobermory and was unable to dock there either. They proceeded to sheltered waters for a short period. At 5:30 p.m. she tried to dock again, but was unable and returned to anchor. The *Chi-Cheemaun* finally docked the next morning.

Oct. 17. . .The Yugoslav vessel *Marko Marulic* struck the No. 2 Lock in the Welland Canal. She sustained bow damage and will proceed to Montreal for repairs.

Oct. 18. . .Bethlehem's self-unloader *Sparrows Point* went aground in the St. Marys River off Drummond Island. As she approached the Drummond Dolomite dock, she hit the shoal south of the quarry. After inspection by the U.S. Coast Guard, she was allowed to proceed to Bay Shipbuilding for repairs to the hull.

. . .Collingwood Shipyard launched the 736-foot *Prairie Harvest*, making her the largest vessel ever built there. She was built for Canada Steamship Lines. The shipyard also celebrated their 100th anniversary this year.

. . .The Liberian vessel *Pegasus* struck the approach wall in Snell Lock while downbound in the Seaway. Temporary repairs will be made at Montreal.

● GREAT LAKES & SEAWAY NEWS

Oct. 19. . .Algoma's self-unloader *Algolake* passed thru the Soo Locks in tow by 3 Canadian tugs. She damaged her propeller while in Lake Superior. After she unload coal at Nanticoke, she will head for Port Colborne for repairs.

. . .The barge *Buckeye* delivered a cargo of salt to Chicago.

. . .The closing date for the Seaway is December 15th and the Welland Canal will close on December 30th.

Oct. 21. . .The Upper Peninsula Shipbuilding Company has filed a 44-page breach of contract against the State of Michigan. A pre-trial conference with the U.S. Bankruptcy court will be held on November 30.

Oct. 22. . .*Marko Marulic* arrived at Quebec City.

Oct. 26. . .Quebec & Ontario's *Outarde* loaded coke in Buffington for Sorel, P.Q.

Oct. 27. . .The Greek vessel *Odyssey 10* sustained damage while docking at Valleyfield, P.Q. Repairs will be differed.

. . .The U.S. Bankruptcy court gave permission for the State of Michigan to use a shipbroker in an attempt to sell the Upper Peninsula Shipbuilding Co.



Photo by Peter Worden

The City of Duluth is hoping to convert the WILLIAM IRVIN to a marine museum.

 GREAT LAKES & SEAWAY NEWS ●

Oct. 28. . . *Odyssey 10* departed Valleyfield, P.Q.

Oct. 29. . . Temporary repairs have been completed on the *Marko Marulic* at Lauzon Dry Dock.

Oct. 31. . . *Canadian Explorer*, ex-*Cabot* and *Northern Venture* began sea trials on Lake Erie.

MISCELLANEOUS. . .

. . . U.S. Steel has sold the *B.F. Affleck*, *Joshua Hatfield*, *John Hulst*, *Horace Johnson* and *August Ziesing* to Western Metals in Thunder Bay for scrap. The City of Duluth has agreed to lease the *William Irvin* from U.S. Steel for a museum.

. . . Upper Lakes Shipping has renamed *Ontario Power* to *Thornhill*.

. . . Johnstone Shipping has sold the self-unloader *Conallison* to Marine Salvage.

. . . Repairs to the sandsucker *Lakewood* have been completed and she returned to service.

Seaway Scrappings. . . *Chemical Mar*, formerly *Coastal Transport* in southern U.S. location. *Jaladuta* scrapped at Calcutta, India. *Jalakrishna* and *State of Kerala* at Bombay. *Cleo C.*, ex-*Marie Skou* at Valetta. *Chryseis*, ex-*Manchester Faith* at Karachi. *Nudrat*, ex-*Senatore G.B. Biboline* at Chittagong.

Our speaker on January 20, 1984 will be Mr. Herbert Crane, who will present a slide presentation titled "Icebreaking on the Great Lakes". Mr. Crane is a Commander in the Coast Guard Reserve. He served as Commanding Officer of a local Reserve Training Unit, and has qualified as Under Way Officer of the Deck on four classes of Coast Guard Cutters, including the *U.S.C.G. Mackinaw*. He is a registered Professional Engineer, and left the Michigan Department of Transportation after 35 years of service. He is now in private practice as a Transportation Engineering Consultant. He is active in the American Youth Hostels Adult Sailing Program, teaching navigation and sailing instruction.

Mark your calendar for Friday, January 20 at 8:00 p.m. at Dossin.



The Great Lakes Maritime Institute, Inc., promotes interest in the Great Lakes; preserves items related to their history; encourages building of scale models of lake ships and furthers programs of the Dossin Great Lakes Museum, repository of the Institute's holdings. The Institute was organized in 1952 as the Great Lakes Model Shipbuilder's Guild. It is incorporated under the laws of the State of Michigan as a not-for-profit corporation and donations to the Institute have been ruled deductible by the Internal Revenue Service. No Institute member is paid for services.

Telescope[®], the Institute's journal, is published six times per year and covers Great Lakes topics. The Editor welcomes the opportunity to review manuscripts for publication, sent to:

GREAT LAKES MARITIME INSTITUTE

Dossin Great Lakes Museum
Belle Isle, Detroit, MI. 48207

The organization makes no payment for such material, and the Editor cannot be responsible for statements by the authors of articles published. All communication with the Institute should go to the Coordinating Director, addressed as above.

Institute membership is available by calendar year in these forms:

REGULAR MEMBER \$8.00 Annually
CANADIAN & FOREIGN \$10.00 Annually
SUSTAINING \$12.00 Annually
LIFE MEMBERSHIP \$200.00 Complete

Subscription to Telescope[®] is a benefit of membership. Single copies of Telescope[®] are priced at \$1.25 each, and current year publication is limited to sale to members only.

GREAT LAKES MARITIME INSTITUTE

DOSSIN GREAT LAKES MUSEUM

BELLE ISLE

DETROIT, MICHIGAN 48207

DIRECTORS

(TERMS EXPIRE IN 1984)

HARRY WOLF HARRY ARCHER
ROBERT SCHELLIG, JR. F. JORDAN SCHANBECK
JACK GOODRICH DAVID MCDONALD

(TERMS EXPIRE IN 1985)

RICHARD KRUSE THOMAS ROCKWELL
RICHARD BOGDAN KARL STREK
WILLIAM CAREY J. ALBIN JACKMAN

(TERMS EXPIRE IN 1986)

DONALD RICHARDS THOMAS RYAN
WALTER CARPUS JACQUELINE RABE
ROGER HEWLETT CHARLES MCCUTCHEON

OFFICERS

President: KARL STREK
Honorary President: REV. EDWARD DOWLING, S.J.
Vice President: DAVID MCDONALD
Secretary: THOMAS ROCKWELL
Treasurer: F. JORDAN SCHANBECK
Coordinating Director: KATHY MCGRAW
DOSSIN MUSEUM
BELLE ISLE
DETROIT, MICHIGAN 48207
(313) 267-6440

TELESCOPE STAFF

Telescope Editor: KATHY MCGRAW
Editorial Advisor: DONALD RICHARDS
Photo Technician: HARRY WOLF
Special Art: KARL KUTTRUFF
Seaway News Editor: SKIP GILLHAM
News Editor: FREDERIC WEBER
11400 BALFOUR
DETROIT, MI. 48224

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.

Please direct ALL NEWS MATERIAL to the NEWS EDITOR. ALL OTHER CORRESPONDENCE to the COORDINATING DIRECTOR.



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