



# Telescope

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GREAT LAKES  
MARITIME  
INSTITUTE

DOSSIN GREAT LAKES MUSEUM  
Belle Isle, Detroit, Michigan 48207

## MEMBERSHIP NOTES ●

The annual Robert E. Lee Dinner will be held on Friday, October 5, 1984 on the floating restaurant *Lansdowne* on the Detroit River. Our guest speaker will be Mr. Harry Wolf presenting Part 3 of his audio-slide shows. The dinner notices will be sent to members in September and those living outside the Detroit area (480--, 481--, 482--) should send a postcard requesting a dinner invitation.

The renovation of the Belle Isle bridge was started last April and will continue for two years. Traffic is reduced to two lanes on the east side of the bridge and will be changed to the two lanes on the west side next year. Members can visit the museum with minimum traffic delays if they come early and avoid the late afternoon rush on the bridge.

*Wooden Ship-Building* by Charles Desmond is now available at the museum's gift shop. Vestal Press has reprinted Desmond's classic work which covers ships from the small pilot boats to the 5,000 ton ocean vessels. Chapters include technical data covering the properties of wood to stress calculations for hulls. The book also contains over 90 photographs of vessels under construction (most of them taken during World War I). There are numerous architect's drawings showing the deck plans and elevations for a wide variety of ships. The paperback book contains 224 pages and cost \$14.95. Those ordering by mail should include \$2.50 for UPS postage.

## MEETING NOTICES ●

There are no meetings held in July. Future business meetings (which all members are invited to attend) are scheduled for August 17 and October 19 at 7:30 p.m. The next entertainment meeting will be held on November 16 at 8 p.m. All meetings are at the Dossin Museum.

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GREAT LAKES MARITIME INSTITUTE

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**OUR COVER PICTURE.** . . The month of April will be remembered for the worst ice jam in recent memory. High winds pushed the ice into western Lake Superior and the St. Clair River, creating long delays for shippers and overtime for the American and Canadian icebreakers. This photo of the *Mackinaw* and *Britsol Bay* assisting the *J.L. Mauthe* in the St. Clair River was taken by Rudi Rabe while working for the Gaelic Tugboat Company.

# LEGACY AT THIRTY FATHOMS

by  
DAVID TROTTER  
Undersea Research Associates

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*David Trotter, Scott Gegesky and Ken Maurer are Great Lakes wreck divers with a keen interest in preservation of Great Lakes maritime history through location, personal survey and photographic documentation of shipwreck sites.*

*Undersea Research Associates, founded by David Trotter, Scott Gegesky and Ken Maurer, offers the Great Lakes community an electronically sophisticated, advanced technology means of underwater survey and search for both archeological and commercial purposes. State of the art, side scan sonar bottom profiling at depths up to 1000*

*feet, underwater site survey and underwater photography to 200 feet are provided. By combining history, artwork and film, high quality audio-visual programs are assembled which graphically illustrate shipping disasters before, during and after the sinking. The Undersea Research Associates team located two new shipwrecks during the summer of 1983 which brings the number of programs on maritime history to eight.*

*For information on Great Lakes Bottomland surveys and programs that depict our maritime history, contact URA P.O. Box 1281, Dearborn, MI. 48121 or David Trotter at 455-7585.*

Descending the mooring line in the blue grey waters of Lake Huron to the deck of the schooner *Dunderberg*, we swim into a bygone period of maritime history. This is another place, another time, another life; a period where iron men sailed wooden ships. We enter a time capsule and reflect upon the

tragic circumstances that have provided an opportunity to share, for a few minutes, a friendship with this vessel that has rested quietly on the floor of Lake Huron for 115 years.

In 1866 Mr. E. Trowbridge and Mr. O. Wilcox, two well known Detroit businessmen,

commissioned the master shipbuilder James Jones to oversee the construction of a large cargo vessel intended for the Great Lakes trade. The two partners held uneven shares in the venture, with Mr. Trowbridge investing two-thirds of the capital. The keel of the *Dunderberg* was laid in early 1867 and on June 15th of the same year, the three masted schooner was given enrollment number 142 at the port of Detroit, Michigan. She was large by 1860's standards; the square-sterned schooner grossed 596 tons with a length of 187 feet and a beam of 33 feet. A local newspaper reported that "she presents a fine appearance and is, no doubt, one of the staunchest vessels afloat".

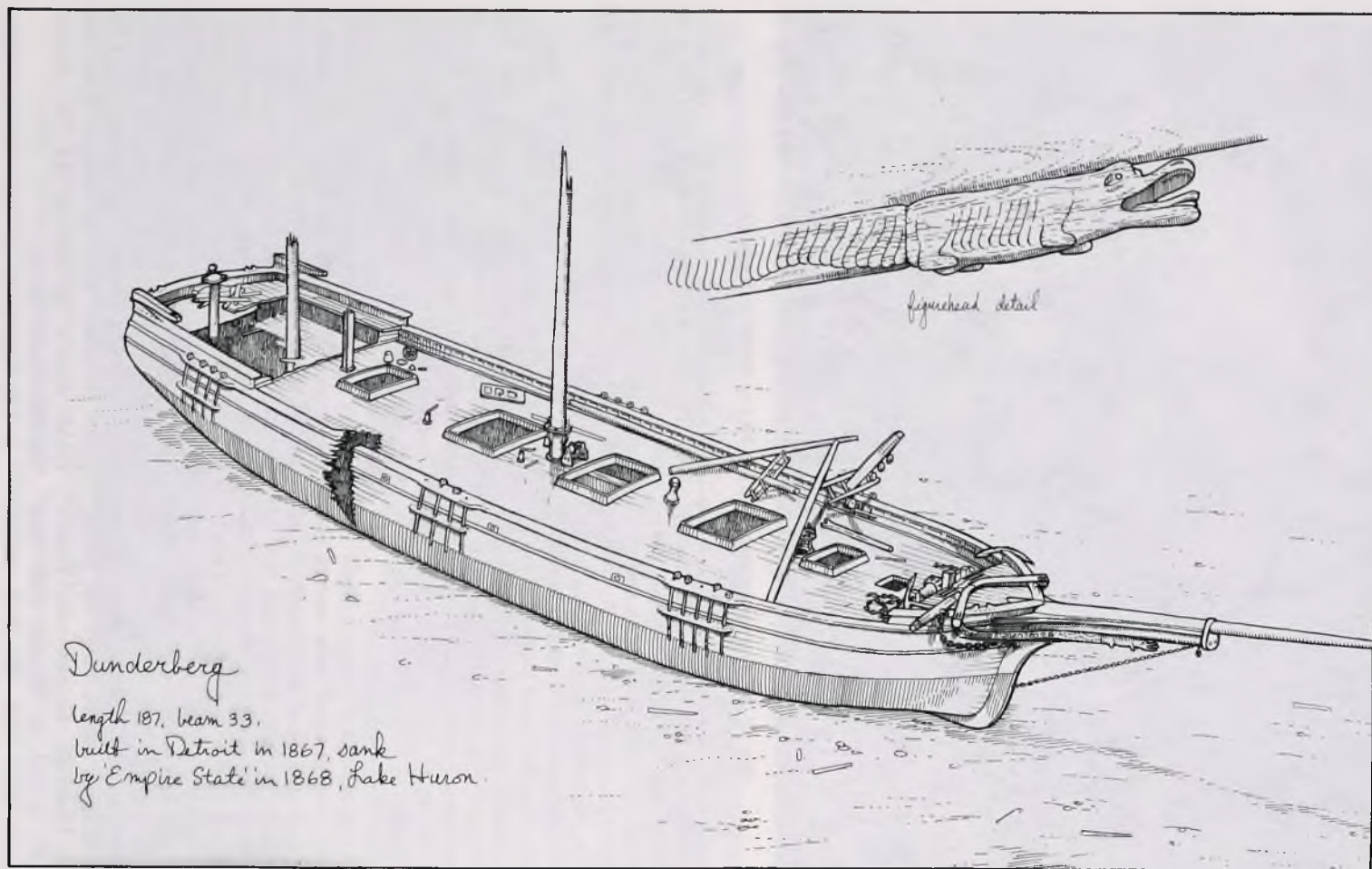
The *Dunderberg*, captained by Charles Green, took on supplies in her home port on June 20, 1867 and left empty on her maiden voyage for Cleveland, Ohio. In Cleveland her holds were loaded with coal destined for Chicago. She passed back through Detroit on June 22nd on the first of many profitable trips for her owners during the 1867, and part of the 1868 shipping seasons. Unfortunately, she was to ply the lakes only briefly before sinking in a disaster barely fourteen months after being launched.

Well into her second season, the *Dunderberg* sailed from Chicago on August 8, 1868 with a crew of ten and a cargo of 40,000 bushels of corn. Also on board were six passengers, five women and a man, there to enjoy a pleasure cruise on one of the finest and safest schooners of the area. By the evening of August 13th, she was traveling downbound for Detroit at 10-12 knots, off the "Thumb" area of Michigan. On this particular clear and starlit night, Captain Green remained at the helm. He was concerned with passage through this area of Lake Huron as it was well known to be a most dangerous section of the Great Lakes.

Out of the darkness appeared the lights of the steamer *Empire State*, upbound from Detroit. The Captain watched her approach for at least half an hour. Suddenly, when the two ships were in close proximity, the *Empire State* swung hard-to-port and changed course. Captain Green, realizing that a collision was eminent, called all the passengers topside. The *Empire State* struck a mortal blow on the starboard side of the *Dunderberg*, between the cabins and rigging with such force that a portion of the *Dunderberg's* corn cargo stuck to her bow.

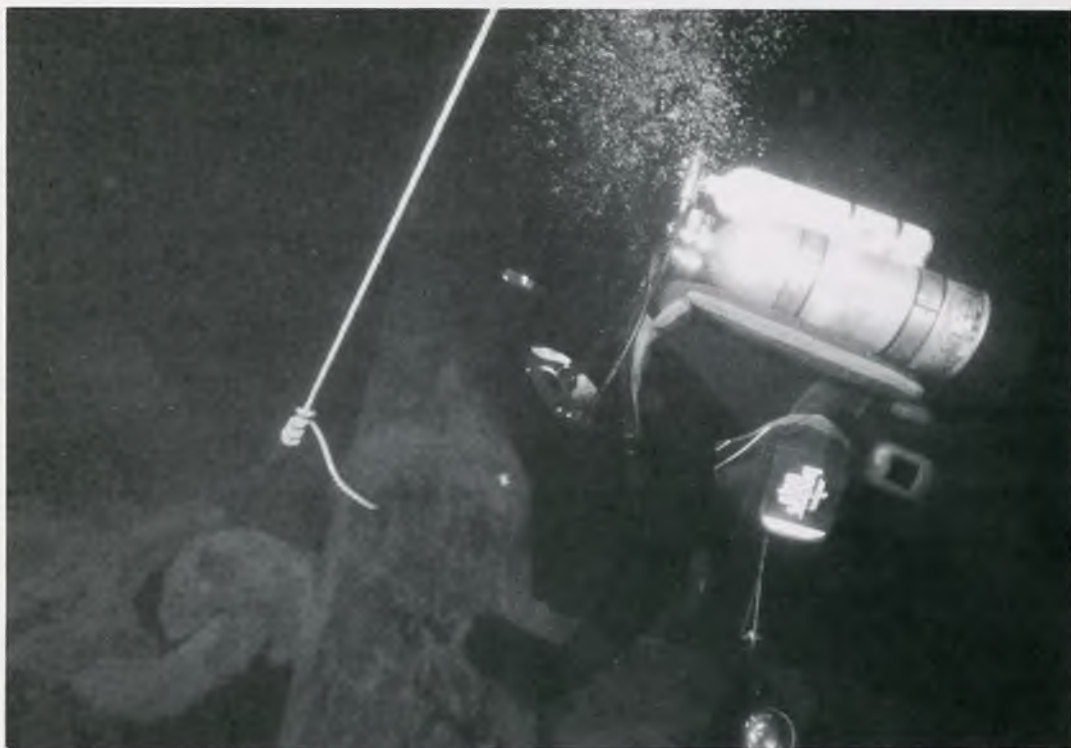


Both bow anchors are still held in place.



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*Marine artist Bob McGreevy worked closely with the divers to illustrate the DUN—  
DERBERG on the bottom of Lake Huron.*



Author's Photo

*One of the divers appears dwarfed by the woodstock anchor.*

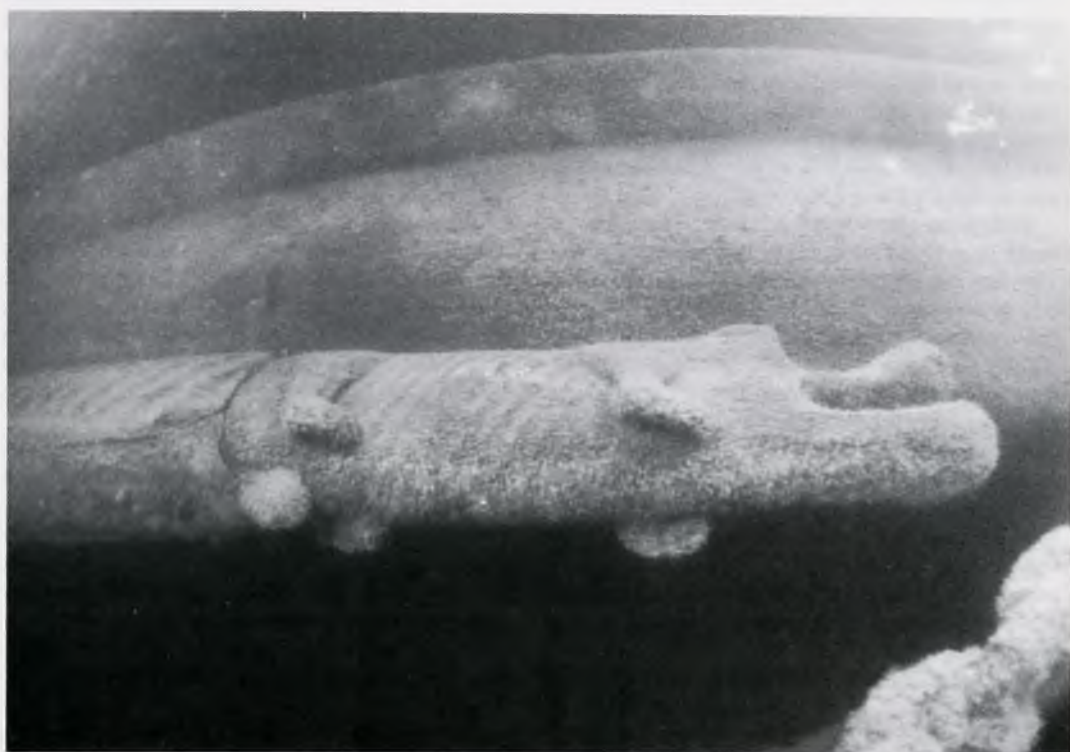
The *Dunderberg's* yawl was immediately launched from the stern davits and made several trips to carry the passengers and crew to safety on the *Empire State*. Mrs. O. Wilcox, wife of one of the owners, was standing aft on the quarterdeck when the collision occurred and ironically, she was never to be seen again. After conducting a final search for the missing Mrs. Wilcox, Captain Green left the deck of his ship with water lapping at his feet, for the safety of the yawl. The *Dunderberg* slid beneath the surface of Lake Huron less than thirty minutes after the collision.

After the collision, the *Empire State* reversed course and headed back toward the St. Clair River, arriving at the Campbell and Owens shipyard in Detroit with six feet of water in her hold. Captain Pheatt of the *Empire State* realized that his vessel would be considered at fault in the accident and rushed to complete temporary repairs. The *Dunderberg's* owners, Trowbridge and Wilcox, heard the rumors of the Captain's actions and had attachment papers drawn up. Albert Gore, U.S. Marshall, arrived with papers in hand only to find the *Empire State* had already taken flight from the dock earlier

that Sunday evening. Marshall Gore, a very persistent fellow, formed a posse and requisitioned the tug *General U.S. Grant* to pursue the escaping Captain Pheatt and the *Empire State*.

Directing the *General Grant* up the St. Clair River, Marshall Gore sighted the *Empire State* laying over at a wharf near port Sarnia on the Canadian side. Not one to be thwarted, Marshall Gore continued up the St. Clair River to await his prey. The U.S. Marshall was well aware that he did not have jurisdiction in Canada. Between five and six o'clock Monday morning (August 9th), the *Empire State* left the port dock. Moving up the river into Lake Huron and American waters. Marshall Gore and a member of his posse boarded the ship, waking up Captain Pheatt, and informing him that his vessel was now in the custody of the U.S. authorities. Captain Pheatt and members of his crew were not easily dissuaded by this show of authority and a fist fight ensued. The Marshall and his posse prevailed, and the *Empire State* was forced against the dock at the Fort Gratiot Light and made secure.

It was appropriate in these circumstances,



Author's Photo



Author's Photo

*Top: The unique figurehead on the DUNDERBERG.*

*Bottom: When the divers touched the figurehead's jaw, bits of wood dissolved easily.*

the *Empire State* and its crew were returned to Detroit. The second mate, John Langdon, who was at the wheel during the fatal accident, was charged with manslaughter on the high seas. In addition, the first mate William Smith was arrested and charged with resisting and striking a United States officer.

Today the short lived schooner *Dunderberg* rests intact and upright in her watery grave. The fragile, aft cabin structure has collapsed, but her main deck is solid and still reveals the caulking placed between the oak deck planks so many years ago. The schooner is uniquely ornate for a Great Lakes cargo ship. Her gunnels still cling to the two-tone paint, and multifaceted oak trim. The helm wheel was found adjacent to where a small portion of the damaged stern wheel lies on the floor of Lake Huron. The result of escaping air during the sinking. Just forward of the cabin structure remnants of galley contents are evident: a dinner bell, eating utensils, and a crock lie undisturbed.

One hundred and thirty feet aft of the bow, on the starboard side, the results of the fatal collision are evident. The impact sliced a wedge shape section through the heavy oak

hull from deck to bottom planks. The spectacle of the massive broken timbers and missing eight foot section of the rail is a poignant reminder of the tragedy.

As we swim forward from the stern, we encounter the massive mizzen and main masts in place and upright. Upon ascent, however, we find that the mizzenmast is sheared off fifteen feet above the deck, while the mainmast terminates some thirty feet above the planking. Still further forward, the foremast has shed the wedges that held it in place in the deck and now the mast rests on the port rail angling into the clay bottom of the lake.

We continue our swim with history, over the winch, and arrive at the bow. Under the catheads that hold both anchors in place, intricate and ornate oak carvings suddenly appear on the side of the bow, illuminated by the diving lights. We follow the carvings part way out underneath the sixty foot bow sprit to find a most unique and mysterious carving of a six foot animal that forms the figurehead. The beauty of this scene reminds all of us that the schooner *Dunderberg* is truly a "Legacy at 30 Fathoms". □



A close-up view of the ornate scrollwork carved along the sixty-foot bow sprit.



# CARRIE A. RYERSON

by  
EDWARD MIDDLETON

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*Edward Middleton of Kansas City, MO. is seventy and has spent most of the summer vacations of his life at White Lake, Michigan. He says that he can barely remember child-*

*hood trips aboard the CAROLINA to White Lake, or aboard the ALABAMA to Muskegon. He concentrates on histories of passenger steamers to the east shore of Lake Michigan.*

Although the end of an era was closer than most people realized, Muskegon in 1883 was still a booming sawmill town, one of the biggest and most productive on the lakes. As a matter of fact, peak production of over 660 million feet of lumber was reached in 1887, but by the early nineties, the shut-down had begun in earnest. The little steamer *Carrie A. Ryerson* was built for Muskegon owners in that year of 1883, and her mission in life had to do with the flourishing lumber industry. She was built principally to act as a ferry on Muskegon Lake, carrying workmen and other passengers for Ryerson-Hills & Company between their mill on Western Avenue at the foot of Pine Street and their branch mill at Bay Mill, at the west end of Muskegon Lake (now a part of the State Park property).

The *Ryerson* was built at Grand Haven by the famous Duncan Robertson, and was

launched on July 26, having been built to the order of Henry Jacobs and Henry H. Getty of Muskegon, both of these men being officers and directors of Ryerson-Hills & Company. The boat measured 58.55 tons gross and 30.65 tons net, 66' x 17.5' x 7.8'. Her engine was said to have been built in Chicago, but the maker and the type and size of it remain to be discovered. Her boiler was built by Johnston Brothers, Ferrysburg. She was also equipped with a Worthington fire pump and plenty of hose and other equipment for fighting deck fires, a very great hazard in times when both sides of Muskegon Lake were dotted with sawmills and mill docks stacked with lumber.

The *Ryerson* was probably built in anticipation of the creation of Bay Mills Park. Under the direction of Mr. Jacobs, a work-force spent a year in clearing land, building walks and erecting a pavilion as well as bath houses on the Lake Michigan shore. The park



C. Patrick Labadie Coll.

*The RYERSON in early days on Muskegon Lake.*

was dedicated on July 20, 1884, with a picnic and music festival there. Eventually, even the company offices were built at Bay Mill.

On her trips down the lake, the *Ryerson* made stops all along the way, at Central Wharf, the M.,G.R.&I. railroad dock, Hamilton's, Barker and Akeley's, P.P. Leonard's and F. Alberts and Company's mills.

Her ads in the *Muskegon Daily Chronicle* also said that parties wishing to enjoy the fresh breezes on Lake Michigan could do so by taking the 1:00 p.m. boat and letting the captain know of their desire, weather permitting.

In 1888, owner Henry Jacobs sold out his share in the boat to his partner, Henry Getty, but that did nothing to change the picture. Surviving photos also indicate that the *Ryerson* went through a number of fairly moderate structural changes, but the times and purposes of these in an unknown. It can probably be assumed that her bow was closed in when she later began to run on the open waters of Lake Michigan.

In 1891 when the *Ryerson* was eight years old, Bay Mill was closed down by the company. The cut was nearly finished, and one-by-one, the Muskegon mills were shutting down.

In 1892 the mill on Western Avenue was also sold, and was moved to the Soo.

The *Ryerson* was therefore without her normal function and was sold in September of 1892 to Crosby & Company, marine contractors and tug operators. They had the new big tug *E.G. Crosby*, the smaller tug *Cora Fuller* and a number of scows and barges, large and small. The *Crosby* was used for towing on Lake Michigan, but the smaller tugs were usually used on Muskegon Lake. The jobs of the *Ryerson* were many and varied. Just as an example, the steam barge *J.C. Suit* lost part of her deck load outside Muskegon in July of 1893, about 40,000 feet being lost due to overloading. While the *Suit* came into Muskegon long enough to straighten up the balance of her deck load, the *E.G. Crosby* and the *Carrie Ryerson* went out to rescue the drifting lumber. There being no wind, it had drifted slowly southward until by the time they reached it, it was about ten miles off Black Lake (Lake Macatawa). The two tugs took it all in with boom sticks covering a swath about a quarter of a mile wide and brought it safely into Bluffton, at the west end of Muskegon Lake. Let it suffice to say that the little tug was kept very busy indeed.

In 1894 the entire nature of the Crosby operations began to change. In the early part of that year, E.G. Crosby and his associates in Crosby & Company bought the big passenger and freight steamer *Nyack* of 1878 and began running her between Muskegon and Milwaukee, doing business as Crosby Transportation Company. The *Nyack* arrived from Buffalo in the early morning of April 20, and left on her first regular trip to Milwaukee that same evening.

The effect on the *Carrie Ryerson* was almost immediate. In July of that same year, Crosby Transportation company established a ferry line to North Muskegon and Interlake park, using the *Ryerson* as the ferry, bringing an end to her various towing jobs. At the same time, there was some talk of selling her, but she was thought by others in Muskegon to be so valuable as a fire tug that several companies petitioned and subscribed to a subsidy fund to keep her on the lake for at least the rest of the season. In September the tug *E.G. Crosby* was transferred to Milwaukee to engage in the towing business there.

During the next two years, while the *Ryerson* was presumably kept busy on her ferry run to North Muskegon, dramatic changes were taking place in Crosby Transportation company. In 1895 the big *Nyack* was chartered to Gregory Hurson to run on his newly formed line from Chicago to Milwaukee. The Saugatuck boat *Charles McVea* was chartered by Crosby to take her place. *Nyack* returned home in early December and resumed her regular run, sailing right on through the winter months. Eighteen ninety-six began with the sale, March 13, of the tug *E.G. Crosby* to the Lake Michigan Car Ferry company. A month later, the tug *O.M. Field (a)Cora Fuller* was sold to the booming company at Menominee. At about the same time in April, the Detroit, Grand Haven and Milwaukee Railroad at Grand Haven decided to dispose of its two boats, the *City of Milwaukee* and the *Wisconsin*. They sold the former to Graham and Morton and the latter to Crosby with the understanding that Crosby Transportation Co. would inaugurate service into Grand Haven as well as Muskegon and handle their cross-lake freight to Milwaukee. This was done and the Crosby Company then adopted the use of the name "*The Grand Trunk Line*", since the D.G.H.&M. was a Grand Trunk subsidiary. All this was so upsetting to the Muskegon, Grand Rapids and Indiana rail-

road, whose freight Crosby had been handling, that they cancelled all relations with Crosby and had the Northern Michigan Line bring their propeller *Lawrence* to Muskegon to handle their cross-lake traffic. In Muskegon, Crosby Transportation company moved from the M., G.R. & I dock to the Toledo, Saginaw and Muskegon dock (the latter being another Grand Trunk subsidiary) and also moved their offices from Eleventh and Western to the T.S. & M. dock.

All of this had changed the Crosby picture so drastically, in such a comparatively short length of time, that it really left the *Ryerson* in position of being more or less an orphan. Accordingly, she was sold in June of 1897 to David M. Wilson of Montague.

All during the season of 1897, the *Whitehall Forum* had very little to say about the *Ryerson*, so it is difficult to discover just what use Wilson made of her. On June 28, there was a fire alarm when flames were discovered in her upper works, but this was extinguished before there was any serious damage. In October in the 18th, she left to tow barges loaded with iron ore "from the north" to Fruitport, where the Spring Lake Iron company had a blast furnace at the time. It was not until the next year, 1898, that her mission became apparent. Aside from all sorts of miscellaneous towing jobs in the spring and the fall, she was to spend her summers on a run between White Lake and Muskegon, carrying passengers, baggage and light freight and making connections with the cross-lake steamers to Milwaukee and to Chicago. She was not the first to inaugurate this service. Her place had been occupied in 1894 and 1895 by the steamer *Erie L. Hackley* and in 1896 and 1897 by the *Joe*.

This was a time when the lumbering era was just about finished and was in a rapid decline. At the same time, the summer resort business was developing quite rapidly. At White Lake, a sizeable resort, Michillinda was incorporated in 1894, and the Sylvan Beach Resort Company was organized the following year. Both resorts were on the Lake Michigan shore, and both had docks suitable at least for small steamers, located at the west end of White Lake. The Sylvan Beach dock was larger, and was getting direct service from Chicago from Hugh Bradshaw's little passenger steamer *Mabel Bradshaw* from 1895 through 1899. All of these boats also served the villages of Montague and Whitehall

at the east end of White Lake, and since the only other mode of travel in those days was by railroad, we can imagine that they had at least moderate, if not overwhelming amount of business.

The *Whitehall Forum* of May 20, 1898, said "The steamer *Carrie Ryerson* makes a very pretty appearance in her new garb of white paint. The extensive alterations are being made to fit her for freight and passenger service are nearly completed, and her owner, David Wilson, expects soon to be plying the waters at a great rate. With her compound engines, she will make at least 10 m.p.h."

There are indications that for at least a part of that summer, she was running all the way south to Grand Haven.

With the exception of one year between July of 1901 and May of 1902, when she belonged to the Nufer Cedar Company (a shingle mill) in Whitehall, she was owned, wholly or partially by David Wilson from 1897 to 1905, and during most of that time continued to run between Whitelake and Muskegon. In 1900 there was some temporary competition. The Goodrich people, having made arrange-

ments for the *Ryerson* to carry their freight and passengers between the two ports, got their nose out of joint when the *Ryerson* also made similar arrangements with the competing Barry Line. The Goodrich Transportation Company then switched to *Sailor Boy* to carry her passengers, leaving the *Ryerson* to handle the Barry Line traffic. This was really too bad, in view of the fact that the Barry's had earlier been planning to use their own *Robert E. Burke* for this service, but had decided in the end that it was better for both lines to use the *Ryerson* rather than split the business. The trouble was caused because a big freight was developed that summer between Goodrich and the Barrys.

In the spring of 1901, Wilson got together with Miles Barry and with Fred Torrent of Muskegon, and a great plot was hatched whereby Torrent would acquire the steamer *E. G. Maxwell* of Sands & Maxwell, Pentwater and together with the *Ryerson*, form a line between Ludington and Muskegon. There is some indication that Torrent actually did buy the *Maxwell*, but apparently the boat line scheme fell through and the *Ryerson* resumed



*The RYERSON approaching the White Lake piers from Muskegon.*

her old run for the summer.

In the spring of 1902, David Wilson bought the double-decked steamer *Eagle* (a) *Gazelle* of 1873, to run between White Lake and Muskegon. The *Eagle* arrived on May 24th, but there was work to be done on her, and she didn't go on the line until June 10th. The *Ryerson* made her trips until the *Eagle* was ready, and was then put into the local ferry service on White Lake, running between Montague and Whitehall at the east end to Michillinda and Sylvan Beach at the west end, and stopping at any resort boarding along the way, wherever a signal flag was run up. In this service she ran opposite the steam ferry *Cayuga*, for many years a fixture at White Lake. The *Ryerson* did resume the Muskegon run for a short time in late July, when the *Eagle* broke her shaft and was laid up for repairs. As late as November of that year, the *Ryerson* was still busy, having gone to Holland to assist in salvage work on the steam barge *Hattie B. Perue*, which had missed the entrance there in a storm and stranded.

The next summer, 1903, Wilson chartered *Eagle* to run from Milwaukee to the Whitefish Bay Resort, just north of Milwaukee. The *Montague Observer* of June 18, 1903, said "Word from Hugh Martin, who is working on the steamer *Eagle*, which left here last Friday to run between Milwaukee and Whitefish Bay, says that the boat made two trips last Sunday, carrying over a thousand passengers".

The resort, operated by the Pabst Brewing Company, was a very popular spot in those days, and it is very possible that in this service, the *Eagle* was running with the *Chequamegon* (1903), which was first enrolled that year, with Milwaukee as her home port.

So the *Ryerson* spent the summer back on her old run to Muskegon. All went well with her until September 23rd, when she accidentally unshipped her rudder when leaving the dock in Muskegon. Fortunately by that time, the *Eagle* had returned home and could make her evening trip south, getting started so late that she had to run all the way to Grand Haven to connect with the translake steamers.

For the season of 1904, the *Eagle* went back to the run to Muskegon, and Wilson took the *Ryerson* north, where she spent the season running between Manistee and Portage Lake Inn, once more taking the place

of the steamer *Joe*, which had had the run in 1903. The *Ryerson* returned to White Lake in the fall and went to work carrying her share of the Michigan fruit crop to Muskegon to be forwarded to Chicago and Milwaukee by the Goodrich and the Barry boats.

In late May of 1905, David Wilson sold the *Carrie Ryerson* and on June 1, he sold the *Eagle* to Chicago parties. The *Whitehall Forum* said that the *Ryerson* was sold to the *Stony Lake Resort Co.* (about 12 miles north of White Lake), but according to enrollment documents, she was sold to John Hiltill of Chicago. There was some connection between the two, because the *Ryerson* not only stayed on the west shore, but extended her run to as far north as Pentwater, which would take in a stop at *Stony Lake*. At that spot, there was no connecting channel, but just a little dock on the Lake Michigan shore. The *Ryerson* was running that summer in connection with the Hackley line steamers, successors to the former Barry line. The only incident that seems to have interrupted her service occurred on August 16. She was running down White Lake with a load of passengers on board when she suddenly lost her steering, reared toward the shore at Long Point, and went hard aground. That was at five in the afternoon, and it was after eight before the *Zion City* prophet, John Alexander Davie, whose estate, Ben Mae Dhui, was located at the point, came to their rescue. Someone had finally seen the signals of distress and notified him, and he came out in his launch, rescued the passengers and took them to Sylvan Beach. There they spent the night and the next day made their various ways home by means of local ferry to Whitehall and rail connections to Muskegon. The *Ryerson* was finally pulled off without damage and went to Whitehall for repairs. By August the *Ryerson* had extended three trips a week to Grand Haven to make connections there with the Crosby boats to Milwaukee.

For the summer of 1906, the *Ryerson* resumed her trips between Pentwater and Muskegon, but this time in connection with the Goodrich Transit company, who by that time were also running direct service between Chicago and White Lake, as well as Muskegon. It was in that year that the *Ryerson* suffered what was perhaps the worst accident of her entire career.

On the evening of June 17, the Goodrich steamer *Georgia*, having left Whitehall and



Photo by Bees Middleton

*The RYERSON lies on her side after the collision with GEORGIA in 1906.*

made her stops at both Michillinda and Sylvan Beach, was leaving the piers at White Lake, bound for Chicago. The *Ryerson* came out with some late passengers to be transferred to the *Georgia*, and crossed her bow so closely that the big boat ran her down. The lifesaving crew, witnesses to the accident, promptly removed the passengers and the *Ryerson* in spite of the hole stove in her, made full speed back into White Lake. She barely made it to shallow water, just south of the Sylvan Beach dock. One of my aunts, age 18 at the time, got out her trusty Kodak and recorded the incident. Captain Joseph Oliver was given a contract for raising her. She was raised by July 5th and was soon repaired and put back into service. In late September, the Montague Works libeled her for \$138.00 for supplies and repairs furnished, and the boat was tied up in Muskegon. By that time, the resort at Stony Lake, which owned her, was closed for the winter, so it wasn't likely that she would run any more that year, even when the matter was settled. In late November, new writs of attachment were filed by L.G. Smith and Company and by the Manitowoc Dry Dock company by various amounts owed. In the meanwhile, the claim of the Montague Iron Works had still not been settled. There

were no other claims in Muskegon which had not been filed. Further, the boat itself, tied up at the foot of 8th street in Muskegon, was leaking and had to be pumped out every few days.

Under these circumstances, it was no surprise when an auction sale was announced for February 7, 1907. The boat was picked up at this sale by William Brinen, Sr. of the Brinen Lumber company, Muskegon. They operated her for three years, until May of 1910. She was used by them for towing, both on Muskegon Lake and on Lake Michigan and also Lake Michigan excursions during the summer.

I'm sorry to say that your author, a lifetime vacationer at White Lake, lost interest in the *Ryerson* after she left the area. On May 10, 1912, she was sold by Brinen to Thomas Young of Chicago and left the White Lake and Muskegon area forever. Young and various associates owned her through 1913 and until March of 1914. After going through one more short change in ownership, she ended in the hands of John Collnan and associates of Chicago. It was under this final ownership that she burned on April 23, 1921 at Willow Springs, Illinois. At the time there were five people on board, but all escaped. □

# ICE JAM-APRIL 1984

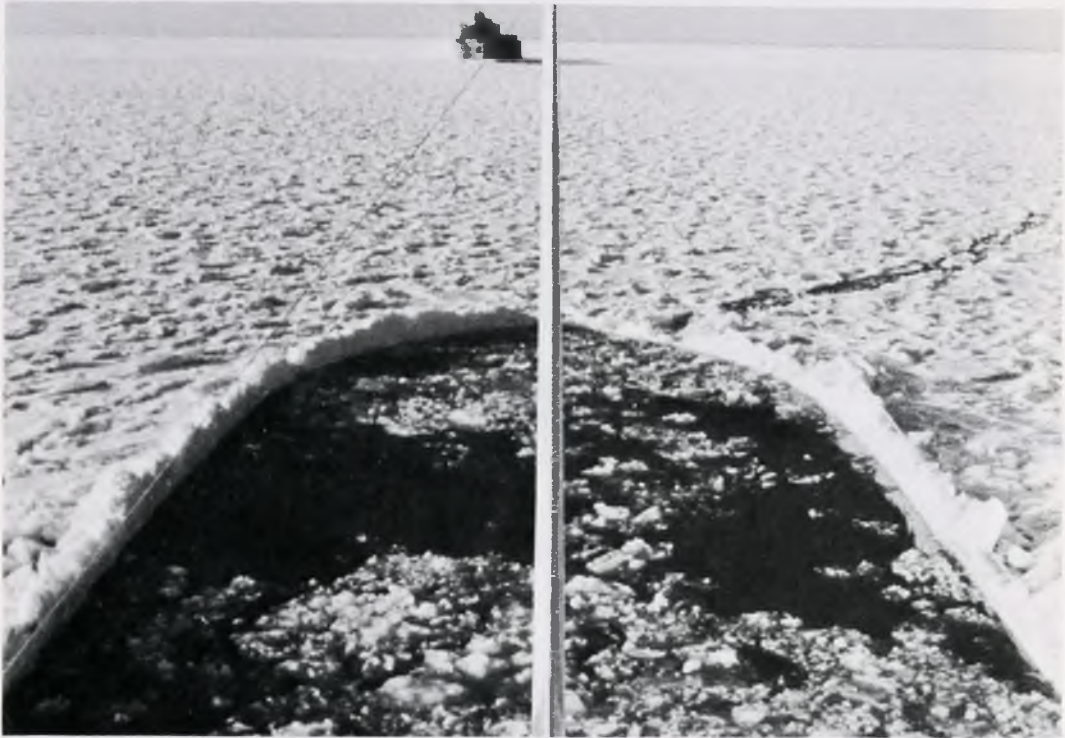


Photo by Don Erickson



Photo by Charles Perushak

*Top: Stopped in the ice above Port Huron, the WILLIAM CLAY FORD reverses her engines and prepares to try again. Bottom: The upbound and downbound convoys pass each other below Marysville.*



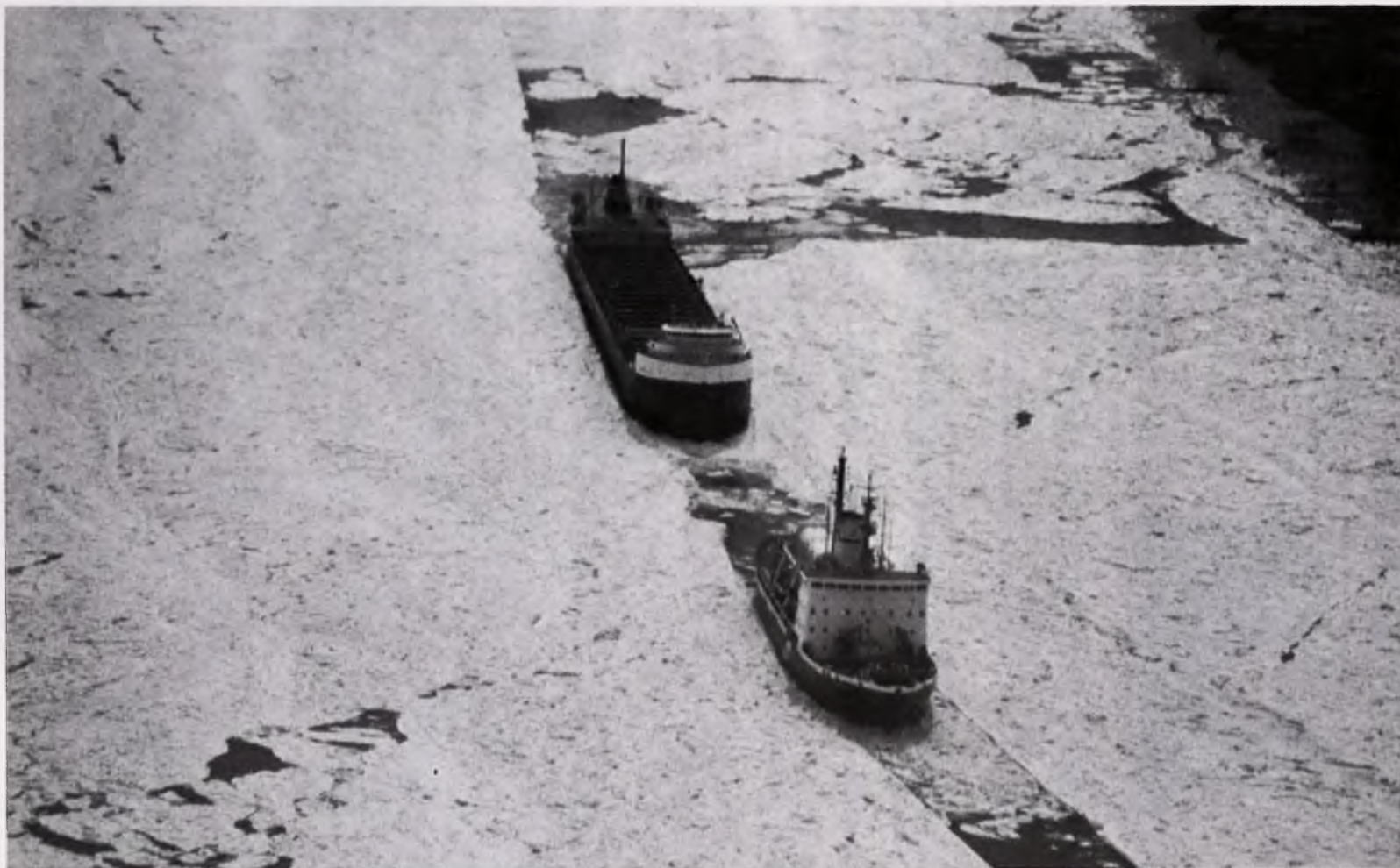
Photo by Charles Peruhet



Photo by Harry Wolf

*Top: The STEWART CORT passes the KINSMAN INDEPENDENT and slows down to allow her to follow in her track. Bottom: Ships anchored in the Detroit River waiting for a Coast Guard escort up the St. Clair River on April 25th.*





*The DES GROSELLIERS breaking up the slush ice for the JOHN A. FRANCE  
on April 21, 1984.*

Photo by William Hoey

# GREAT LAKES & SEAWAY NEWS



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J. Duerkop	R. DuFresne	J. Dwor	D. Erickson
R. Falkner	T. Holden	M. Howell	W. Howell
C. Hudson	J. Klinger	R. LaDue	J. Lindholm
D. McCormick	J. Michael	P. Phillips	M. Smothers
K. Streck	T. Stromberg		A. Sykes

Mar. 3. . .Scraping has begun on the *Pic R.* at Hamilton, Ontario. She has been at the United Metals yard since 1978.

Mar. 4. . .*Erindale* was siezed at Port Colborne, apparently for nonpayment for drydocking.

. . .U.S. Steel's self-unloader *Philip R. Clarke* and *Cason J. Callaway* began the 1984 season when they departed Milwaukee.

Mar. 6. . .*Pineglen* was sold to a Port Maitland Shipbreaking firm for scrapping. She will be followed by the *Fernglen* and *Elmglen*.

. . .The tug *Robinson Bay* began icebreaking duty in the St. Lawrence River.

Mar. 10. . .The British vessel *Nonia* was disabled with engine trouble at Lat. 40° 23' N, Long. 63° 20' W and was unable to repair at sea. The motor tanker *Mega Pilot* was standing by and the U.S. Coast Guard cutter *Tamaroa* was enroute to relieve the *Mega Pilot*. A Moran tug was sent to assist. The winds were clocked at force-10 which is storm winds.

Mar. 10. . .Rouge Steel's self-unloader *Henry Ford II* began the season when she departed the Ford Basin for Toledo.

Mar. 11. . .A Moran tug arrived at the *Nonia* at 12:00 and they will proceed to New York harbor.

Mar. 12. . .Halco's bulk carrier *Steelcliffe Hall* suffered some damage while in lay-up at Montreal. She will be shifted to a lay-up berth where repairs can be made to the fracture found between frames 45 and 46.

. . .The Welland Canal will open on March 28th and the Seaway will open on April 2nd. The Canadian Soo will open on April 24th.

Mar. 14. . .The Superior Shipbuilding Company has made a security deposit in good faith for the purchase of the Upper Peninsula Shipbuilding Company assets and properties in Ontonagon.

Mar. 15. . .The Canadian Coast Guard ship *Simcoe* sailed from Prescott, Ontario, upbound to Lake Ontario ports to place navigation aids.

## GREAT LAKES &amp; SEAWAY NEWS ●

Mar. 19. . .U.S. Steel's self-unloader *John Munson* arrived at Conneaut, Ohio, escorted by the icebreaker *Neah Bay*. She loaded ore for Lorain, Ohio, making this the first time ore was loaded there for shipment to another port.

. . .*Saskatchewan Pioneer* was enroute to Canada with a cargo from the Netherlands.

Mar. 24. . .Paterson's *Ontadoc* was towed from Hamilton to Port Weller by the tug *R&L No. 1*.

. . .The tug *Atomic* began icebreaking duty in Port Colborne and down through the Welland Canal.

Mar. 25. . .*Arctic* was off the Port Weller Drydock and the *Ontadoc* entered the drydock the following day.

. . .U.S. Steel's self-unloader *Cason J. Callaway* arrived at the Soo Locks seven hours before they officially opened. She was headed for Two Harbors.

Mar. 26. . .Preceded by the U.S.C.G. icebreaker *Mackinaw*, the *Callaway* was the first ship in the Poe Lock at 12:14 a.m.

Mar. 27. . .*Stephan B. Roman* opened the season in Rochester, New York.



Photo Courtesy of Conneaut News-Herald

The JOHN G. MUNSON opened the 1984 season in Conneaut. The U.S.C.G. icebreaker NEAH BAY is docked on the left.

● GREAT LAKES & SEAWAY NEWS

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. . .U.S. Steel's 1,000-footer *Edgar B. Speer* departed winter lay-up in Duluth and sailed for Two Harbors.

. . .The *Callaway* arrived at Two Harbors.

Mar. 28. . .The *Speer* and *Callaway* finished loading taconite and departed Two Harbors. The *Speer* was headed for Gary, Indiana and the *Callaway* headed for Lorain, Ohio.

. . .The Canadian Coast Guard icebreaker *Des Grosselliers* passed upbound through the Iroquois Lock in the Seaway and headed for the upper lakes.

. . .The *Ralph Misener* was the first vessel downbound in the Welland Canal and the *Jean Parisien* was the first vessel upbound.

. . .Misener Financial Corp. has taken control of Atlantic Trust.

Mar. 29. . .*Algoport* arrived at Thunder Bay to load potash and opened the season there.

. . .The 16,230 ton Greek freighter *Iapetus* was hit by an Iraqi missile near Iran in the Persian Gulf. She was a former Seaway visitor as *Ivory Star*, *Jarosa* and *Turicum*.

. . .A 120-ton crane malfunctioned at the Collingwood Shipyard and sent its boom crashing down on the deck of Canada Steamship Line's new 50 million vessel being built there.

. . .The British vessel *Hopeclipper* reported heavy weather damage while on a ballast voyage from France to the St. Lawrence River. She will go to St. John's, N.F. for repairs.

Mar. 30. . .Amoco Oil has closed its Dollar Bay, Michigan terminal for economic reasons.

. . .The *Maratha Envoy* (British) was in drydock in Japan to repair the damage sustained when she contacted the wall in the Snell Lock and when she touched bottom in the Seaway. Both incidents occurred on November 4, 1983.

Mar. 31. . .The *C.L. Austin* has been sold for scrap.

Apr. 1. . .*E.G. Grace* has been sold to Marine Salvage.

Apr. 2. . .*Erindale* was towed from the Stone Dock at Port Colborne to a dock in the old canal.

. . .Algoma's *Algobay* and *John B. Aird* passed upbound at Port Huron to begin their season. The *Algobay* was headed for Goderich and the *Aird* was headed for Stoneport, Michigan.

. . .The St. Lawrence Seaway opened at 11:00 a.m. when the *Selkirk Settler* entered the St. Lambert Lock. The *Ralph Misener* was the first vessel in the Eisenhower Lock. A brief ceremony was held on the *Misener* marking the 25th anniversary of the Seaway.

. . .The *William Clay Ford* departed the Ford Basin and headed for Duluth to begin the 1984 season. On the bow of the Ford ships is the red and white logo of the Rouge Steel Company.

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GREAT LAKES & SEAWAY NEWS ●

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Apr. 4. . .The *Benson Ford* departed the Ford Basin and headed for Duluth on her first trip of the season.

. . .National Steel's 1,000-footer *George A. Stinson* bucked the heavy ice in western Lake Superior and became the first vessel through the Superior entry of the twin ports of Duluth-Superior.

. . .Huron Cement's *S.T. Crapo* was the first vessel into Waukegon, Illinois.

. . .The *Canadian Navigator* struck the gate guard arrestor boom in the Iroquois Lock and delayed shipping for six hours.

. . .The first ship in the Amherstburg Channel of the Detroit River was the bulk carrier *Senneville* passing upbound.

. . .Rouge Steel's *Ernest R. Breech* departs the Ford Basin on her first trip.

. . .Strong northeast winds on Lake Huron are moving the ice field to the American side of the lake.

. . .Apr. 5. . .*Canadian Ranger* off the drydock at Port Weller.

. . .The *Hopeclipper* arrived at St. John's, N.F. for repairs.

Apr. 6. . .*Laketon* entered service in the Welland Canal after a brief survey at Port Weller Dry Docks.

Apr. 7. . .*Imperial Sarnia* on Port Weller Drydocks.

. . .The 1,000-footer *Burns Harbor* departed winter lay-up at Erie, PA., but was forced to drop anchor with bow thruster problems.

Apr. 8. . .Drifting ice was being pushed into Whitefish Bay from Lake Superior and has formed layers up to five feet thick.

. . .North winds push more ice into the St. Clair River. The U.S. Coast Guard began assisting three ships slowed by the heavy ice slush.

. . .The Liberian vessel *La Liberte* reported hull damage due to the ice jam in Lock 8 in the Welland Canal. She was headed for Duluth from Antwerp.

. . .The 1,000-foot tug/barge *Presque Isle* departed winter lay-up at Erie, PA. to begin her season.

. . .The *Banja Luka* became trapped in the ice near Marine City. She was freed with the assistance of tugs.

Apr. 9. . .*La Liberte* arrived at Detroit, becoming the first saltie in port.

. . .The *Federal Maas* became the first saltie in Erie, PA. with a cargo of slab steel.

. . .U.S. Steel's self-unloader *Myron C. Taylor* delivered a load of stone to the Ireland and Lester dock in St. Joseph, MI.

. . .*Burns Harbor* returned to the Litton Shipyard in Erie for repairs.

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● GREAT LAKES & SEAWAY NEWS

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. . . *Canadian Progress* was trapped in the ice near Algonac. She was forced to run aground because of high winds. A tug has been called for. Some fifteen vessels are dead in the St. Clair River, making little headway up or down the ice-packed river.

. . . *Benson Ford* anchored in the Detroit River with other vessels waiting for ice conditions to improve in the St. Clair River.

. . . *Stephan B. Roman* was delayed at Rochester, N.Y. with bow thruster problems and turned back to Toronto.

Apr. 10. . . The U.S.C.G. *Mackinaw* arrived in the St. Clair River to assist the other Coast Guard vessels in freeing the trapped ships in the river.

. . . The U.S.C.G. icebreaker *Mobile Bay* arrived at Duluth from Sturgeon Bay, Wisconsin to help break ice at Duluth and western Lake Superior.

Apr. 11. . . Ford's *Ernest R. Breech* became trapped in an ice field near the entrance of Duluth harbor. The ice field in western Lake Superior was about 16 miles out from the harbor and measured between 8 to 13 feet thick. Later the Canadian railferry *Incan Superior* became trapped in the ice near the *Breech*.

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*On April 1st, the Interlake Steamship Company announced that the E.G. GRACE was sold to Marine Salvage for scrap.*

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GREAT LAKES & SEAWAY NEWS ●

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Apr. 12. . .Desgagnes new freighters *Franquelin* and *Thorold* passed upbound in the Welland Canal.

. . .*Stephan B. Roman* returned to Rochester to unload her cargo.

. . .While the *Breech* and the *Incan Superior* were still trapped in the ice, the Russian freighter *Tim Buck* passed through the ice field with ease. Her hull was especially designed to break ice and she has been in service in the Russian Arctic. She passed close to the *Breech* and *Superior*, but was unable to free them.

. . .The *Benson Ford* became trapped in the ice field near Duluth and the Coast Guard ordered restrictions on vessels entering and leaving Duluth harbor.

. . .The *George A. Stinson* went aground at the Burlington Northern Dock in Superior, Wisconsin.

. . .The Canadian icebreaker *Des Grosselliers* arrived in the St. Clair River to assist the slow-moving or trapped ships in the river.

. . .The U.S. Maritime Administration has selected the InterOcean Management Corp. of Philadelphia to serve as manager and operator of the first auxiliary crane ship converted under a Joint Navy/Mar Ad program. The vessel was the ex-*President Harrison*, now the *Keystone State*.

Apr. 13. . .C.S.L.'s new vessel *Prairie Harvest* lost power near Lock 7 on her maiden voyage. She dropped anchor, but was still dragged into the west wall. The anchor chains scrapped off paint on the bow and the bow was also dented. She was there for about 5 hours.

. . .The Panamanian vessel *Duteous* went aground near Light 2 in Lake St. Clair. She was loaded with newsprint, steel sheets and asbestos for Green Bay. Tugs have been called for.

. . .The Coast Guard cutter *Bramble* made a special run between Harson's Island and the mainland in the St. Clair River in time for the baby to be born.

. . .With repairs completed, the *Burns Harbor* departed Erie, PA.

. . .Late in the evening the Greek vessel *Anangel Harmony* and Interlake's *Herbert C. Jackson* became trapped in the ice field outside Duluth.

Apr. 14. . .The first vessel into Grand Haven, MI. was the *Algorail* with a load of foundry sand.

. . .The 1,000-footer *Stewart J. Cort* departed winter lay-up in Erie, PA. She didn't sail in 1983.

. . .The *Ernest R. Breech* was freed with the aid of North American tugs *Sioux* and *Dakota*. The *Mobile Bay* broke the ice and the tugs pulled her free. She was scheduled to load grain for Buffalo.

Apr. 15. . .After lightering some of her cargo into the *Herbert C. Jackson*, the *Stinson* was refloated.

. . .The *Duteous* still remained aground, even with the assistance of four tugs.

. . .Both the Canadian and American Coast Guard's declared the St. Clair River closed to navigation at 5:00 p.m. today because of ice jams.

. . .The ships trapped in the ice field near Duluth were freed by the Coast Guard when the wind finally shifted. The *J.L. Mauthe* became trapped in the ice later, but was freed by the *Mobile*

● GREAT LAKES & SEAWAY NEWS

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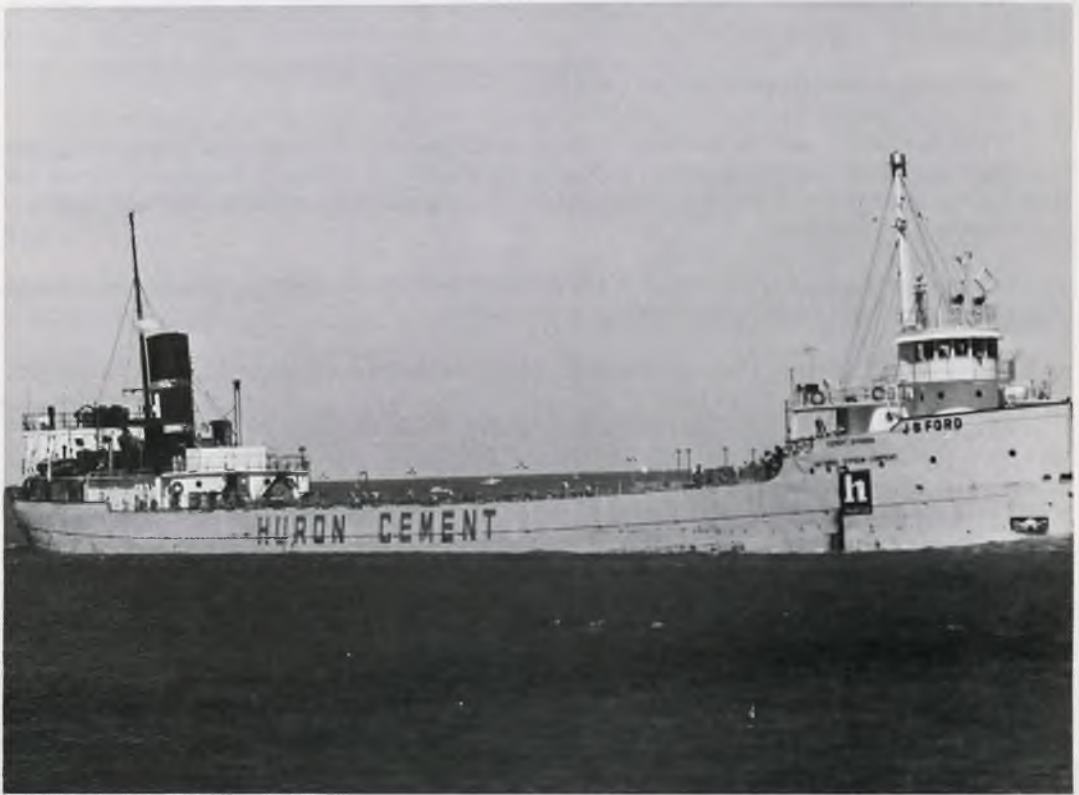


Photo by Paul Wiering

*The J.B. FORD was towed to Bay Shipbuilding to remove her propeller.*

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*Bay.*

. . .The yawl *Peter Von Danzig* and some other ships departed Malo, France in an attempt to recreate the voyage of Jacques Cartier from Malo to Quebec, Canada. Cartier made the voyage 450 years ago.

. . .The *Stewart Cort* stopped at the Sterling Fuel dock in Windsor and remained there overnight. The ice still extends 16 miles out into Lake Huron.

Apr. 16. . .The St. Clair River was reopened to ships traveling the river with a Coast Guard escort.

. . .Huron Cement's *J.B. Ford* was towed to Bay Shipbuilding to remove her propeller.

. . .The *Keystone State* was due to depart from Bay Shipbuilding to Milwaukee for fuel. After fueling she will begin sea trials on Lake Michigan until April 21 then sail for Norfolk, Virginia.

Apr. 17. . .After offloading 280 tons into the *New York News*, the *Duteous* was refloated with the aid of the Gaelic tugs *Wm. A. Whitney*, *Bantry Bay* and *Tiperary*. She returned to Windsor to reload her cargo.

. . .C.S.L.'s *Murray Bay* went aground on the Canadian side of the St. Clair River. She was freed shortly and continued down to Lake Erie.



## GREAT LAKES &amp; SEAWAY NEWS ●

. . .The St. Clair River was closed to ship traffic for the next 24 hours. Icebreakers are working to free the ships trapped in the ice and will attempt to move the slush-like ice that extends to the bottom of the river.

. . .Shipping returned to normal in the Duluth area.

Apr. 18. . .With ships being allowed travel the St. Clair River only with an Coast Guard escort, seventeen ships were forced to anchor in the Detroit River and western Lake Erie awaiting their turn. The Sarnia Traffic Control begins to assign each ship a number.

. . .*Medusa Challenger* was in drydock at Bay Shipbuilding for propeller damage suffered in the ice jam.

. . .Algoma's self-unloader *E.B. Barber* loaded stone at Port Colborne to begin her season. She received new bulkheads during the winter.

Apr. 19. . .The number of ships waiting to transit the St. Clair River continues to rise daily and there are now 7 U.S.C.G. icebreakers working in the river.

Apr. 20. . .Eighteen ships were anchored in Lake Huron waiting to travel down the St. Clair River, while 64 ships were waiting below Detroit to travel upbound.

. . .The *George A. Stinson* went aground in the St. Clair River. The water level had dropped more than two feet. After the tugs *Olive Moore*, *Bantry Bay*, *Barbara Ann* and *Malcolm* tried to free her, she still remained aground.



Photo by Peter Worden

*The GEORGE A. STINSON offloaded her cargo into the PAUL H. CARNAHAN when she went aground in the St. Clair River.*

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● GREAT LAKES & SEAWAY NEWS

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Apr. 21. . .The *Incan Superior* became trapped in the ice near Duluth and was freed by the *Mobile Bay*.

. . .The *Paul H. Carnahan* departed Detroit to receive some of the *Stinson*'s cargo.

Apr. 24. . .While inbound to Grand Haven, the *Calcite II* became trapped in a spring current and tore out a six-foot section of the breakwall. The vessel reported no damage.

. . .*John G. Munson* struck the breakwall at Lorian, Ohio and lost her port anchor. She was towed by two tugs to Conneaut for inspection. The extent of damage was unknown.

. . .The Canadian vessel *Jenson Star* passed upbound in the Welland Canal to begin new service hauling trailers to Thunder Bay. The *Caribbean Trailer* sailed the same route last year.

. . .The *Mobile Bay* was ordered to the St. Clair River to assist in the ice jam.

. . .After offloading into the *Carnahan*, the *Stinson* was refloated.

Apr. 25. . .Cleveland Cliffs Iron Company announced plans to recall 85 employees to their Tilden Mine in upper Michigan. The Tilden and Empire mines are now operating at full capacity.

Apr. 26. . .The *Imperial Sarnia* departed Port Weller Drydock and headed down the Welland Canal.

. . .*Canadian Ranger* on sea trails in Lake Ontario.

. . .*Keystone State* passed down the St. Clair River.

. . .The Canadian vessel *Sauniere* went aground in the St. Lawrence River after departing Three Rivers, P.Q. She was headed for Baltimore with a load of phosphate. She was refloated four hours later and returned to Three Rivers for inspection.

Apr. 27. . .The number of ships waiting transit of the St. Clair River rises to 89. The Coast Guard escort six ships in each convoy in daylight hours only.

. . .*Duteous* arrived at Green Bay, Wisconsin.

. . .Interlake's self-unloader *Charles M. Beeghly* went aground in the Superior Entry. She was traveling outbound after loading 26,174 tons of ore pellets for Chicago. After she grounded the strong winds swung her stern around into the breakwall. She tore an 8-foot by 5-foot hole in the port side, about 3 feet above the waterline. Most of her stern anchor broke off and landed on the breakwall. She blocked the entry and was freed by three tugs. She went to the Duluth Port Authority Dock for inspection. She hasn't sailed since 1982.

. . .The *Tadoussac* went aground in the St. Clair River. The five other ships in the downbound convoy made it through the ice.

. . .The *Maria Lemous* was the only ship in the upbound convoy that didn't make it through and returned to Detroit.

Apr. 28. . .C.S.L.'s *Nipigon Bay* arrived at Kingston, Ontario in tow of tugs *Rival* and *Salvage Monarch* and *Helen M. McAllister* from Montreal. She was laid up alongside the *Hochelaga*,

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 GREAT LAKES & SEAWAY NEWS ●
 

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*Fort Henry and Fort York.*

. . .The tug *Rival* remained at Kingston to enter the drydock on April 30. She has a leak aft. The other tugs returned to Montreal.

. . .With the aid of tugs, the *Tadoussac* was refloated and headed down the St. Clair River.

. . .The salties *Baltic Trader* and *Photinia D.E.* have returned to the Detroit River anchorage after battling the ice in the St. Clair River for three days.

. . .The tug *R&L* towed the *Robert Koch* from winter lay-up to the Lake Ontario Cement Dock in Oswego, N.Y. to unload her cargo.

Apr. 29. . .Algoma's *E.B. Barber* passing down in the Welland Canal, reported a slab of concrete was about to fall off into the lock. The maintenance crew went to work after she passed through.

. . .The ice jam in the St. Clair River was still heavy, but warm weather and a windshift have created open water near the mouth of Lake Huron.

Apr. 30. . .With warm weather and winds clocked at 41 knots, the slushy ice was blown out of the St. Clair River. The river was reopened to unrestricted vessel traffic at 3:00 a.m. The Coast Guard required vessels to enter the river fifteen minutes apart and also allow a three mile space. The back-up should be cleared up in three days and the icebreakers returned to their home ports.

. . .*Canadian Ranger* was back in Port Weller Drydock for further work.

. . .Twenty-five years ago in March, 1959: While at anchor off Istanbul, Turkey, Capt. Wylie of the U.S. Navy cruiser *Macon* learned that his ship was scheduled to be in Chicago on July 4th. The *Macon* participated in Operation Inland Seas, in recognition of the opening of the St. Lawrence Seaway.

## Miscellaneous. . .

. . .The largest Lake Erie drydock has been christened by the Great Lakes Towing Company in Cleveland. The 250-ton steel dock called *Favorite* was specially designed for commercial craft such as tugs and floating craft.

. . .To help celebrate the 450th anniversary of Cartier's arrival in North America, dozens of tall ships will sail into Quebec City on June 25th.

Seaway Scrappings: *Thors Drake* bound for mainland China port on September 7, 1983 as *Ushurika*. *Bambi* arrived at La Spezia, Italy on October 7, 1982 as *Viola*. *Navi Champion* and *Euro-champion* arrived at Kaohsiung on December 5, 1983 as *Shui Fai*. *Dagfred* b)*Appollonian* arrived at Kaohsiung on November 28, 1983 as *Glee*. *Mathilde Bolten* b)*Scaphill* arrived at Karachi on November 29, 1983 as *Chids Merchant*. *Afram River* arrived in Aviles, Spain on January 6, 1984. *Learina* b)*Lamda* arrived in Split, Yugoslavia on January 19, 1984 as *Alexandroupolis*. *Manchester Concorde* arrived at Kaohsiung on December 10, 1983 as *Char Lian*. *Monksgarth* arrived at Karachi on November 27, 1983 as *Eupo Sailor*. *Bregaglia* arrived at Shanghai on June 1, 1983 as *Kord sea*. *Favorita* arrived at Santander, Spain on December 30, 1983 as *Martha L. Sungate* arrived at Kaohsiung on January 17, 1984 as *Montevideo*. *Scotia* b)*Neptune Amber* arrived at Bombay as *Sri Kailish*.

. . .*Begonia* was sold by Stag Line Ltd. to Southbulk Shipping Ltd. in Singapore and renamed *Timur Swallow*.

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.

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