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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

The Dossin Great Lakes Museum will present an exhibit on the vessels built at Great Lakes Engineering Works in 1987 as part of Michigan's 150th birthday. Anyone with material on this shipyard should write John Polacsek at Dossin Museum, 100 Strand/Belle Isle, Detroit, MI. 48207.

The G.L.M.I. will sponsor a model shipbuilding contest at the museum on October 18-19th. Those wishing an entry form should write the museum.

New books available: *Life at the Flats* by Michael Dixon tells the story of the development along this famous waterway at the turn of the century when excursion boats brought vacationers to this resort community on the St. Clair River. Many photos used in this book have never been seen before and they are worth the \$25.00 cost of the book. *Namesakes 1910-1919* by John Greenwood is the ninth in the *Namesakes* series and deals with the vessels on the lakes prior to and after World War I. Many of these ships were used by the government for salt water service during the war. Five hundred vessels are covered with a cross-reference index. The cost is \$26.75. Both of these books are available at the museum or can be ordered by mail (\$2.50 postage).

MEETING NOTICES ●

There are no meetings scheduled for July. The Curator Robert E. Lee Dinner will be held on Friday, September 19th on the *Lansdowne* in Detroit. Notices will be sent to members living in the tri-county area in mid-August. Future Board of Directors meetings (which all members are invited to attend) will be held on August 15th and October 17th at 7:30 p.m. at the museum.

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OUR COVER PICTURE. . . A story all too familiar with our readers, another ship is sold for scrap. This photo of the *R. Bruce Angus* was taken by Jim Charlton on the *Gordon C. Leitch* as the *Angus* was leaving the Victory Mills Elevator after unloading her last storage cargo in 1985. She was being towed into position for stripping and boarding up. The story of her career by Skip Gillham is our lead story this month. □

R. BRUCE ANGUS SCRAPPED

by
SKIP GILLHAM

The discovery of large quantities of crude oil near Leduc, Alberta, south of Edmonton in 1947 was a significant influence in Canada's post-war economic growth. To that point the country's known amounts of crude oil deposits did not meet her needs.

Moving the "Black Gold" from the western prairies to the markets of eastern Canada necessitated the construction of a pipeline. Thus, the international pipeline was built linking the western prairies with Superior, Wisconsin, as the eastern terminal.

The first load of crude was pumped aboard the small tanker *Makaweli* in late April, 1951 and she sailed for Sarnia where the cargo was to be refined.

Imperial Oil, which had brought in Leduc and subsequent wells, recognized the need for a fleet of large tankers to transport the crude from Superior to Sarnia. Four tankers of 620 feet long and 68 feet at the beam were

ordered by Imperial while the British-American Oil Company decided to build one of similar dimensions.

Imperial Leduc, Hull 146 of the Collingwood Shipyard, followed *Makaweli* into Superior and began service April 24, 1951. *Hulls 147* and *148* came in 1952 from Collingwood and named *Imperial Woodbend* and *B.A. Peerless* respectively.

The fourth tanker, the only one not built at Collingwood, was constructed by the Port Arthur Shipbuilding Company. Her keel was laid March 7, 1950, and was built as their *Hull 106*. She was christened *Imperial Red-water*.

The remaining Imperial tanker, their fourth on order, was sold while under construction. Her hull was changed during the building process and she has spent her entire career to date in service for Canada Steamship Lines as the bulk carrier *Georgian Bay*.

This story will feature *Imperial Redwater* (C192769) because in 1985, she became the first of these large tankers to go for scrap.

Officially, *Imperial Redwater* was owned by Pipeline Tankers Ltd., an Imperial Oil subsidiary, and operated between Superior and Sarnia with occasional trips to Clarkston, Ontario. She was launched November 18, 1950, and delivered to Imperial Oil on May 14, 1951. She cleared Superior with her first cargo two days later.

Many similar loads followed and after one year of service, she had carried in the neighborhood of 5,000,000 barrels of crude.

The demand for petroleum was such that within three years the International pipeline had been extended to Sarnia. Now these ships were no longer required on the crude run and were too large for the transportation of refined petroleum products.

Imperial Woodbend was the first to be sold. She was purchased by Mohawk Navigation and converted to the bulk carrier *Golden Hind*. This vessel still sails and is now under the banner of Desgagnes Navigation.

Imperial Redwater, after travelling 49,065 miles for Imperial in 1953, was sold to the Upper Lakes and St. Lawrence Transportation Company (now ULS International). They took the ship to Collingwood where she was

rebuilt as a bulk carrier. Reconstruction moved the ship's pilothouse forward and converted the inner cargo space from oil tanks to bulk cargo holds. Gross tonnage changed from 12,582 as a tanker to 11,816 as a bulker. Net tonnage moved from 9,581 to 7,950. Her 4,500 horsepower John Inglis steam turbine engine remained as did two Foster-Wheeler boilers.

Upper Lakes christened their new vessel *R. Bruce Angus* honoring the company's first Master. Capt. Angus had taken command of the *Sarnian*, a *Chili*, in 1931 when company operations began as the Northland Steamship Company. Later, Capt. Angus came ashore and served as Marine Superintendent and later a company Vice-President.

On June 6, 1954, *R. Bruce Angus* entered service when she loaded 503,000 bushels of #2 Northern Wheat at Port Arthur and set sail for Port Colborne.

During her first season the *R. Bruce Angus* handled thirteen payloads and nine of these were grain. All grain loaded at the Canadian Lakehead ports of Fort William and Port Arthur and five, including a winter storage load, went to Port Colborne. There were also two grain cargoes to each of Toronto and Midland.

Four ore cargoes were carried in 1954 and



IMPERIAL REDWATER, shown here at the Sault, was originally built in 1950 for Imperial Oil.



Author's Photo

R. BRUCE ANGUS above Lock 3, bound for Ashtabula with ore on July 15, 1976.

they came aboard at each of Port Arthur, Two Harbors, Duluth and Superior. All were delivered to the Dofasco dock in Hamilton.

Coal was carried for the first time in 1956 and four such cargoes loaded that year at Sandusky, Ohio for Hamilton.

Ore dominated the 1957 and 1958 seasons as the *R. Bruce Angus* ran from Lake Superior ports, mainly Duluth, to Hamilton while other, older, Upper Lakes ships handled most of the grain. During these years Prescott and Port McNicoll also became grain receiving ports for the ship's travels while Silver Bay, Marquette and Presque Isle were new ore loading ports.

Two loads of Canadian ore came aboard in the pre-Seaway years and they travelled from Port Arthur to Huron, Ohio and Erie, PA.

The opening of the St. Lawrence Seaway in 1959 changed, for all time, the nature of Great Lakes shipping. To that point, *R. Bruce Angus* had carried 120 cargoes and 44.2% were grain, 41.7% ore and 14.1% coal.

Upper Lakes loaded the *R. Bruce Angus* for the St. Lawrence for the first time on June 11, 1959, when she cleared Port Arthur with #2 Northern Wheat for delivery to the company elevator at Trois Rivieres, Quebec. After discharge, the vessel proceeded to Sept

Isles, Quebec, and took on ore for Hamilton. Ore dominated the early Seaway years as the *R. Bruce Angus*, and other ships often went downbound through the waterway in ballast. Quite a change from recent years when ore has been scarce. *R. Bruce Angus* carried 16 ore cargoes in 1959 and 20 in 1960, while hauling only five grain cargoes the latter season.

It was also noted that in 1960 the ship carried what appears to be her only cargo of limestone. It was loaded at Calcite, Michigan for Hamilton.

The *R. Bruce Angus* was a busy ship during the 1960's, often handling thirty or more payloads in a season. She visited new ports to load ore. In addition to Sept Isles, she called at Port Cartier, Pointe Noire and Contracoeur on the St. Lawrence and Picton on Lake Ontario. Ore was delivered to Buffalo, Lackawanna, Conneaut, Ashtabula, Cleveland, Lorain, Toledo and Detroit. Later, beginning in 1964, she travelled to Gary, Chicago and Indiana Harbor with ore.

Grain came not only from the Canadian Lakehead, but also Duluth, Superior, Milwaukee, Chicago, Toledo and Huron for the St. Lawrence elevators located at Montreal, Sorel, Trois Rivieres, Quebec City, Port

Cartier and Baie Comeau.

Coal was carried a few times most years and usually loaded at Sandusky for Hamilton. Occasionally the vessel took on coal at Toledo for Sault Ste. Marie, Ontario or Fort William.

Salt was carried for the first time in 1962 with three loads out of Goderich for Hamilton. All but one of her thirteen career loads of salt were destined for the streets of Montreal. The exception occurred in 1967, when a small cargo was taken to Trois Rivieres.

During the 1970's grain again became the most common cargo carried by *R. Bruce Angus* and there was never again a season after 1968 when she carried more ore than grain. In her final two seasons, 1980 and 1981, she carried 21 grain cargoes and only 3 of ore.

There were a few unusual cargoes in the seventies. In 1972 she took on two loads of rolled steel at Indiana Harbor for Hamilton. One cargo of coke was carried out of Contraceur in 1974. Then in 1976 and 1977, she hauled a deckload of unspecified freight from Hamilton for delivery to Gary and Burns

Harbor respectively.

The *R. Bruce Angus* was a good ships for Upper Lakes. Her only significant problem occurred October 26, 1968, when she ran aground in the St. Lawrence. It was necessary to lighter 1,606 tons of ore to the *P.S. Barge No. 1* (coincidentally a former Upper Lakes vessel as *Edwin T. Douglas*). The *R. Bruce Angus* was refloated October 29 and, after discharging, arrived at Port Weller Drydocks November 11. There, 65 bottom plates needed attention. It brought a premature end to the ship's season.

Upper Lakes had the boilers of the *R. Bruce Angus* automated at Toronto during the winter of 1979-80, but the economic downturn of the 80's would mean only two more seasons of work.

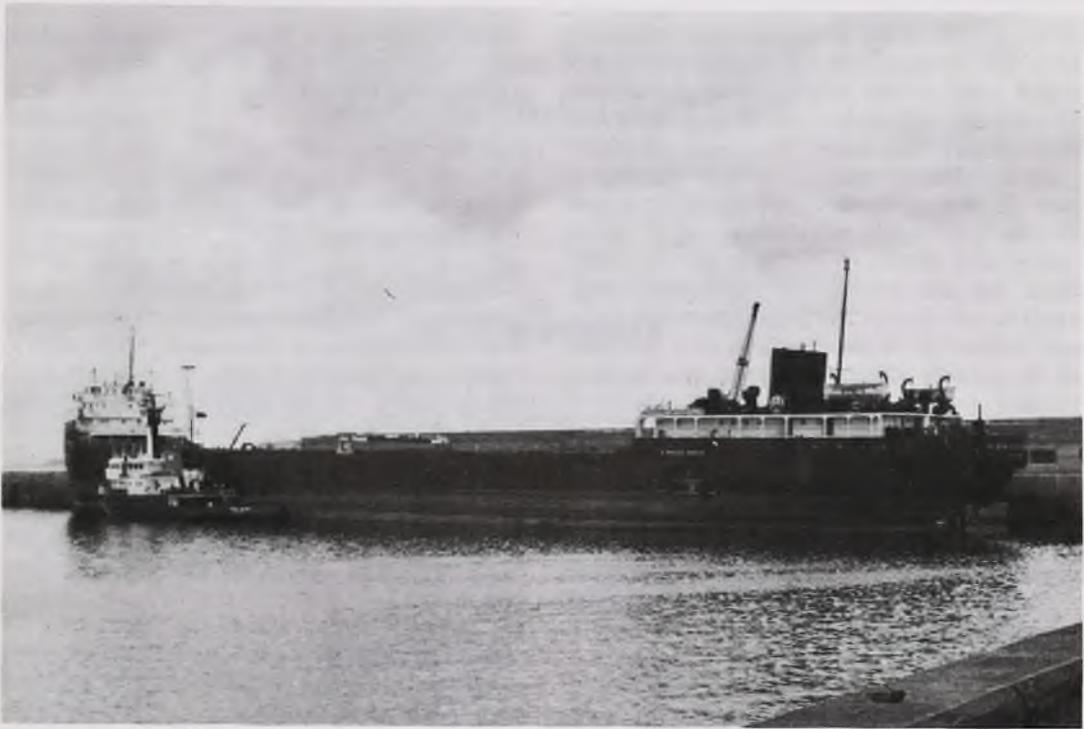
What proved to be her last cargo was loaded at Thunder Bay in December, 1981 and consisted of 15,342 metric tons of wheat. The ship sailed for Toronto arriving December 25.

In the years that followed, the *R. Bruce Angus* and other ULS vessels, remained at the



Author's Photo

The NIPIGON BAY has been idle at Kingston since 1984.



The IRVING CEDAR and R. BRUCE ANGUS at Quebec on July 20, 1985.

Photo by M. B. Mackay

wall. Occasionally this ship would receive storage loads of soybeans from company self-unloaders. These cargoes would be discharged, as needed, at the Victory Mills grain elevator.

Finally it was decided to sell the *R. Bruce Angus* and *Gordon C. Leitch* for scrap. The *R. Bruce Angus* cleared Toronto for the last time July 15, 1985, behind the tug *Glenada*. After going down the Seaway, the tug *Irving Cedar* picked up the *Leitch* and *Angus* at Quebec City and took them to Setubal, Portugal. They arrived August 20, 1985 and were broken up.

Looking back on her career as a bulk carrier, *R. Bruce Angus* apparently carried 739 cargoes. Grain dominated, but only slightly at 47.2% of the trips while ore followed at 43.4%. Coal accounted for 7.2% of her trips with salt amounting to only 1.8%. Stone, rolled steel and coke were only handled in small amounts adding up to the remaining .4%.

The term grain, in the career of the *R. Bruce Angus*, meant quite a variety of cargoes. Wheat dominated, but oats, barley, corn, flax and soybeans were handled in full loads

or as mixed cargoes. To a much lesser extent, the ship also carried rapeseed, sugarbeet pellets, peas and yellow beans.

This ship called on almost fifty Great Lakes and Seaway ports during her career as *R. Bruce Angus*, but the Canadian Lakehead was the only one visited in each of her twenty-eight seasons. She called at Hamilton and Toronto most years and laid up for the winter at the latter port on twenty-two occasions.

And now the *R. Bruce Angus* has departed. Her sistership, *Imperial Leduc* sits idle at Kingston as *Nipigon Bay* while *Georgian Bay* has been at Thunder Bay since December 9 1982. *Golden Hind* saw brief service in 1985 after over a year of inactivity. Only the old *B.A. Peerless* is still a tanker. She was shortened in 1958-59 and operated in 1985 as *C0 Coastal Canada*.

The *R. Bruce Angus*, and her old tanker running mates, served well in their designed roles and those to which they were redesigned. They have become victims of the changing shipping patterns and economic times. □

TURTLE ISLAND LIGHT

by
KENNETH DICKSON

Turtle Island which was once the guardian of the port of Toledo now stands as a ghost of its former self. The once proud lighthouse which watched over the commerce of western Lake Erie, now watches over the occasional picnicker and the fishermen on their way to someplace else.

The main shipping channel which used to be on the western shore of Turtle Island

was relocated two miles to the east. The complex of buildings have long since vanished leaving only the lighthouse shaft. The six plus acres have been reduced to less than one-fourth.

The occasional visitor to the island tries to climb the lighthouse, but finds vandals have reduced the spiral staircase to its support shaft. The iron framework of the original



The brick dwelling at Turtle Island Light was built in 1866 to replace the original structure built in 1839.

tower vanished after the Palm Sunday tornado of 1965, but the persistent still climb the tower to the imaginary platform. And the view is fantastic.

About five miles to the southwest lies "little" Cedar Point, famous for its duck hunting. One school of thought has it that a narrow peninsula extended across the mouth of the Maumee Bay, with the only opening between the island and Bay Point, or Woodtick Peninsula. Careful examination of the nautical charts of the area tends to confirm this belief as it shows shoal water extending from "little" Cedar Point to Turtle Island. A few of the residents of Point Place remember their parents telling how in times of low water, you could take a horse and buggy from "little" Cedar Point to Turtle Island and not be in water deeper than a foot. Further, the old shipping channel passes to the west of the island.

The island's early history can only be caught in the bits and pieces that early writers have given us. Guckel, in *The Early History of the Maumee Valley* states, "The island was the home of seagulls and annually visited by the Indians who secured hundreds of dozens of eggs in season. Turtle Island was named after the Indian Chief Meshekenoghqua, or Little Turtle, whose wigwam was located under the elms on Presque Isle."

The earliest recorded history of Turtle Island comes from the British in the late 1700's. Lord Dorchester in April of 1794, ordered Governor John Graves Simpson of Upper Canada to establish a post with reinforcements and artillery on Turtle Island. The primary purpose of the fort on Turtle Island was to prevent the armies of General Anthony Wayne from being resupplied from the lakes. The fort was ordered abandoned on June 13, 1795, by Lieutenant Governor Simcoe and was left to the elements and soon disappeared.

The next mention of the island appears in 1827 when it was sold at public auction by the U.S. Government at Monroe, Michigan. It is interesting to note that the island contained 6.68 acres, and was sold to Edward Bissel of New York. Four years later the government realized its mistake and purchased the island from Bissel for the sum of \$300.

Congress appropriated \$5,000 for the purchase of the island and construction of a lighthouse, and another \$2,000 for suitable shore protection. Apparently the shore pro-

tection proved inadequate for on July 2, 1836, the *Toledo Gazette's* editorial noted the need for further work. "Turtle Island, upon which the lighthouse is erected at the entrance to Maumee Bay, was since our recollection, sufficiently large for a farm of moderate size, and a considerable portion of it covered with wood. Before the erection of the lighthouse in 1831, it was reduced to about two acres. Notwithstanding, the government has been vigilant in fortifying it for the past two of three seasons, it is now reduced to somewhat less than an acre, and is gradually wasting, in so much that the structure is in danger, without the immediate care of the government. The immense increase of commercial business in this River demands some prompt action on the part of the citizens of Toledo." The editorial was not written in vain, for the government appropriated \$8,000 and sent its best naval engineers to the island to find a solution.

Issac Smith proposed, "to drive a continuous row of piles around the island, in close contact, and to fill in behind with stone and brush for the space of 20 feet inward, the island to be reduced in size, and the sand from the area outside the piles to be thrown over to the area enclosed, and the whole to be covered with good soil." With the Smith proposal well underway, it was discovered that an additional \$6,700 would be needed to finish the project.

The eight fixed lamps lighted the way into the harbor of Manhattan and Toledo, and was quite an improvement for western Lake Erie in 1838. The lighthouse provided its service well for only a couple of documented shipwrecks can be found. The schooner *Essex* in 1842, and the steamer *Lucille* in 1906. The cargo of the *Lucille*, Canadian whiskey in oaken kegs, is worthy of note.

From 1839 to the aftermath of the Civil War, the Turtle Island Lighthouse performed its duties admirably. The Government Inspectors noted an increasing need for repairs, but the government's funds were badly needed elsewhere.

In 1866 when the government had a chance to turn to more peaceful pursuits, \$12,000 was appropriated for repairs and a general renovation of the lighthouse. The plans and estimates concluded, construction was started in May of 1866 and concluded in September. The new tower and keeper's dwelling were constructed of Milwaukee brick and they were considered the finest on the Great Lakes.

As the years passed, a fog bell, cistern,

and orchard were added to the lighthouse complex. The old boathouse was rebuilt and a new ramp with rollers and a winch was constructed. The lake which had remained relatively calm for the past thirty years, again started its relentless assault on the island. In 1883 after spending an additional \$6,000 on shore protection, the government finally listened to the local residents and appropriated \$15,000 to install a concrete break-wall around the island. This project was the last attempt to protect the island from erosion. Constant repairs and improvements were made on the lighthouse, keeper's dwelling, and light until 1903. At that time, with the Toledo Harbor Light nearing its completion, the government took steps to abandon the light station. The fourth-order fixed white light was permanently discontinued on May 15, 1904. The light was packed up and stored in the Maumee Range light station, to be sent to Buffalo at a later date.

In 1904 the light was discontinued and the property was sold on December 6, 1904. The *Toledo Daily Blade* which carried the notice of the sale, described the property:

"What the washing waves have left of Turtle Island will be offered for sale at auction at the Toledo Customs Office at noon tomorrow . . . There have been several inquiries at the customs house with reference to Turtle Island and the old lighthouse on it, and it is expected that the bidding will be spirited . . . Side by side, at the customs office, are two large photographs of Turtle Island, one taken in 1835 and the other in 1885. To all external appearances the light tower, rebuilt in 1867, has not changed in half a century. The early picture shows that some thrifty keeper had set out some small trees, evidently apple trees, in front of his lonely home. . . The latter picture shows the same trees, gnarled and rugged giants. In 1883 the government, to stop erosion which threatened to carry away the entire island, built a concrete retaining wall on the exposed shores 561 feet long. Since that time there has been little loss of territory. . . Information compiled for the benefit of prospective purchasers is to the effect that the keeper's dwelling attached to the light tower is a story and a half, five room brick structure in good repair . . . Grass does not flourish upon the island's sandy soil, but trees and vegetables thrive there. Almost the entire island is covered with trees and shrubbery, but a fugal, thrifty

keeper reserved a quarter-acre plot for a kitchen garden."

At the public auction which followed, the island was sold at A.H. Merrill for \$1,650. A few weeks later, Merrill conveyed a one-third interest to each of the Craig Brothers.

For the next twenty-eight years, activity on Turtle Island was restricted to the occasional vandal or an occasional fishing party that went ashore to explore the ruins. All that was left of the lighthouse was the roofless building with its empty light tower.

The Associated Yacht Clubs leased the property and buildings from G. Merrill for the purpose of establishing a club house and harbor of refuge. The property was cleaned up and the buildings restored. In 1933 with the restoration completed, the legislatures of the State of Ohio and Michigan, established the center of the light tower on Turtle Island as the boundary line between the two states. In 1935 a bill was proposed in the Ohio legislature to purchase Turtle Island and establish a marine park and harbor of refuge. The bill met with favor in the Senate, but was defeated in the House. The Associated Yacht Clubs kept their lease until 1937, when they let it expire. The island was just too remote to be used constructively for the purpose they had in mind.

When you mention Turtle Island to the boaters and residents of the Maumee Basin in the 1980's, various responses can be anticipated: "Great place to picnic, but the flies are terrible" or "fishing is just great north of the island". However, if you were to ask the same question to the residents of times gone by, the responses would be quite different. It might have brought back pleasant memories of excursion rides in the 1890's as it welcomed back memories of a novel by H.S. Drago, *Call of the Loon*, who used the island as the location of a romantic marooning of a couple during the winter months.

But now, residents ask, "Is it still there? Haven't the recent high water levels of Lake Erie completely washed away the island?" The island still exists, defiant in its stature, and the skeleton of the light tower still stands vigil over the entrance to the Maumee Bay, as another generation of boaters ply Lake Erie. □

Mr. Kenneth Dickson is a mathematics instructor in Toledo and is a member of several organizations working to preserve Great Lakes and Ohio history. He has previously written the two-part story on the *David Dows* that appeared in the September/November, 1985 issues of *Telescope*.

RECOLLECTIONS OF A JADED LADY

by
PAUL J. SCHMITT

Most readers of *Telescope* are well aware of the numerous, exciting tales of shipwrecks in the waters of the Great Lakes. Nineteenth century sailing ships that went missing out on one of the big lakes, the tragedy of vessels caught in Lake Huron's "Pocket" during the big blow of 1913, or the violent collisions that frequently occur on the connecting rivers, all make for exciting reading.

But what of the thousands of vessels that spend their career hauling the products of man's industry, serving their masters well, then meeting their final end under inglorious and frequently obscure circumstances. No mournful ballads written about them, no headlines, no tall tales of wreck and rescue, only a cold silent tomb in the inland seas. Many of these long forgotten work horses lie beneath the surface of the St. Clair River. The following is the tale of one of them.

The steamer *A.R. Colborn* was built at Saugatuck, Michigan in 1882 for Mr. Austin Rose Colborn, who maintained a lumbering operation at Michigan City, Indiana and Capt. Charles Brittain of Saugatuck, who was her first master. The 129-foot wooden-hulled vessel boasted a 240 h.p. steam engine and a 223 ton capacity (272 tons overall).

Built for the then booming lumber trade, the saucy little vessel was somewhat irreverently referred to, along with many of her

contemporaries, as a "lumber hooker". She, like some of her more jaded human sisters, would follow the lumberjacks as they moved their camps further and further into the wilderness. Lumber hookers, like the



A.R. COLBORN was built in 1882 with a 240 horsepower steam engine. Note the pilot house on stern.

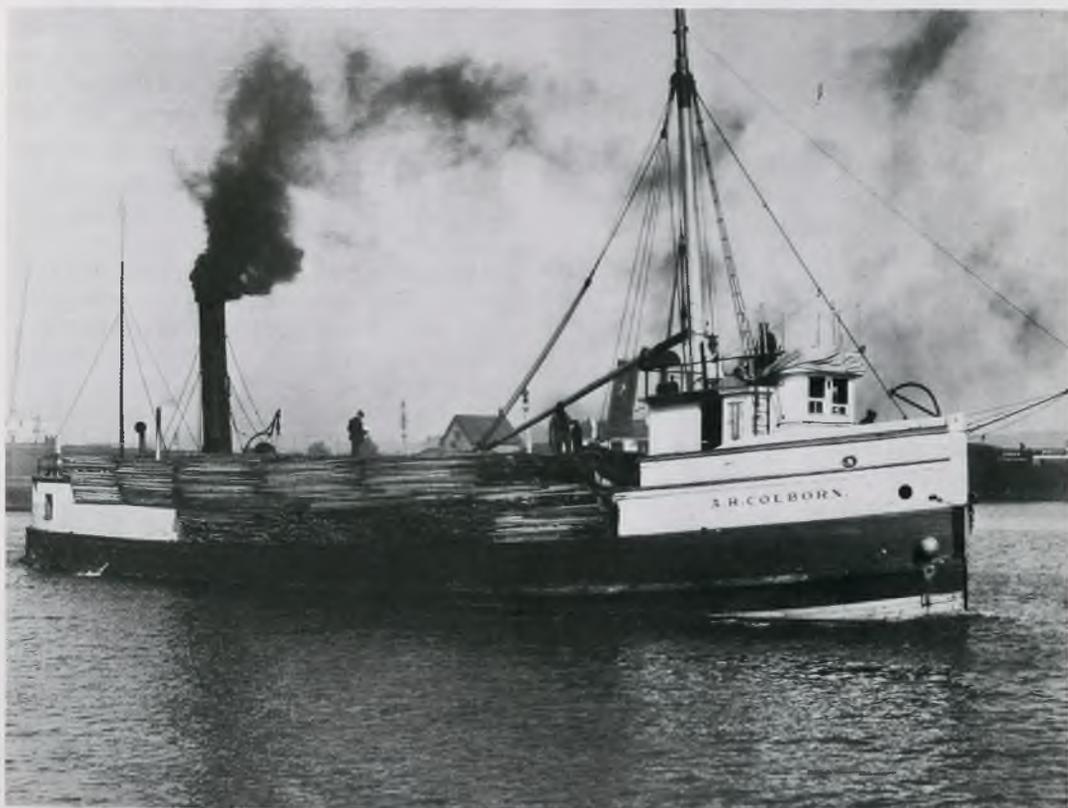
Colborn, were usually small, shallow draft vessels built specially for hauling lumber. Since there was little attention paid to their appearance, they were lowly regarded during the Victorian age of the late 19th century. While larger, faster, streamlined passenger and freight steamers called at then glamorous ports such as Chicago, Buffalo or Detroit, the little lumber hookers were relegated to such places as Rapid River, Naubinway or Ontonagon.

The *A.R. Colborn* continued in the profitable, but humble lumber trade sailing out of the Lake Michigan ports of Saugatuck, St. Joseph and Michigan City until 1909, when she laid up for lack of work. The once inexhaustible forests of Michigan and Wisconsin were a thing of the past. The lumber camps had moved to the far west and with them, the purpose for the lumber hooker. Hundreds of the now graying little ladies were laid up, awaiting the shipbreakers or abandoned at obscure backwater ports.

But such was not to be the fate of the *Colborn*, for in 1910, she was purchased by Franklin Moore, Jr. of St. Clair, Michigan for the Douglas Transportation Line. She was to begin a new career as a salt ferry for the Diamond Crystal Salt Company.

Like any great lady embarking on a new career, the *Colborn* received a facelift, some major structural changes, as well as a complete paint job. Her forecabin was removed along with her remaining mast, and a second deck was installed over her gunwale to keep her salt cargo dry. Thus gussied up, the *Colborn* embarked on her second career, hauling salt from the Diamond Crystal plant at St. Clair to the rail head at Courtright, Ontario with an occasional trip to Detroit or a Lake Erie port to spice up her routine.

She continued in this service through the world war until the building of the Port Huron and Detroit Railroad, which provided Diamond with a direct link to Detroit and other markets. Thus the *Colborn* again found herself without



The COLBORN carried lumber on the lakes until 1909 when she was sold to carry salt.



The propeller from the COLBORN at St. Clair Comm. College.

Author's Collection

a job. Chances of selling the old vessel seemed remote, as the post war glut of unneeded Great Lakes ships had even relegated many newer and larger vessels to the shipbreaker's yard.

But it seemed as if fate would once more intervene as the old girl was again saved from scrapping. In 1920 the *Colborn* was purchased by Capt. Bob Thompson of Port Huron, a well seasoned mariner, who maintained a tug and marine contracting service on the St. Clair River less than a mile north of the Black River. Capt. Thompson apparently intended to convert the *Colborn* to a tug boat as he brought her to his dock on the St. Clair River and was preparing to make the necessary conversion. But, old age was taking its toll on both the captain and his vessel. Capt. Thompson took ill, and within a year, had passed away. Meanwhile, the old lumber hooker had sprung a leak and sunk at her mooring. With her owner's death and the ensuing litigation over the estate occupying the time of the heirs and employees alike, the *Colborn* was allowed to remain on the river bottom over the winter. The spring ice floes

finished the job that time and nature had begun; the *A.R. Colborn* was formally abandoned on April 28, 1922.

Today, the old girl lies in forty feet of water just north of the YMCA in Port Huron. While the engine and boiler remain intact, the river's current is slowly breaking up her once stout, white oak hull. Recently her propeller was salvaged and is now displayed on the campus of St. Clair County Community College; a tribute to a gallant, but jaded lady. □

References

Namesakes of the Lakes 1920-1929 by John Greenwood.

The engine was a Steeple compound type with 14" and 32" diameter pistons with a 22" stroke. It was built by the Montague Iron Works, and in 1896, was rebuilt by the Bloecker Iron Works.

Milestone in Salt - The 75-year history of Diamond Crystal Salt Company 1886-1961.

Mr. Paul Schmitt is an administrator at the St. Clair Comm. College. He has been an Institute member for fifteen years and previously wrote an article on the *Eliza H. Strong* for *Telescope* in March, 1983.

1986 NATIONAL MARITIME HALL OF FAME

Established in 1982, the Hall of Fame is the only museum gallery in the nation honoring ships and seafarers who have contributed to America's maritime heritage. The Hall is part of the American Merchant Marine Museum on the campus of the U.S. Merchant Marine Academy at Kings Point, New York.

The Great Lakes inductees announced for 1986 are Capt. A.E. Goodrich and the D&C sidewheeler *Greater Buffalo*. The Hall of Fame since its inception, has inducted four other mariners and four others ships representing the Great Lakes. In 1982 Capt. Alexander McDougall, designer of the whalebacks was inducted along with the sidewheeler *Walk in the Water*. In 1983 Frank E. Kirby, architect for many Great Lakes passenger vessels was inducted with the whaleback *Christopher Columbus*. In 1984 Harry Coulby, manager of the Pickands Mather Steamship Company was inducted with the whaleback *Meteor*. In 1985 John Ericsson, designer of a patented screw propeller in 1836 was inducted with the passenger ship *Tashmoo*.

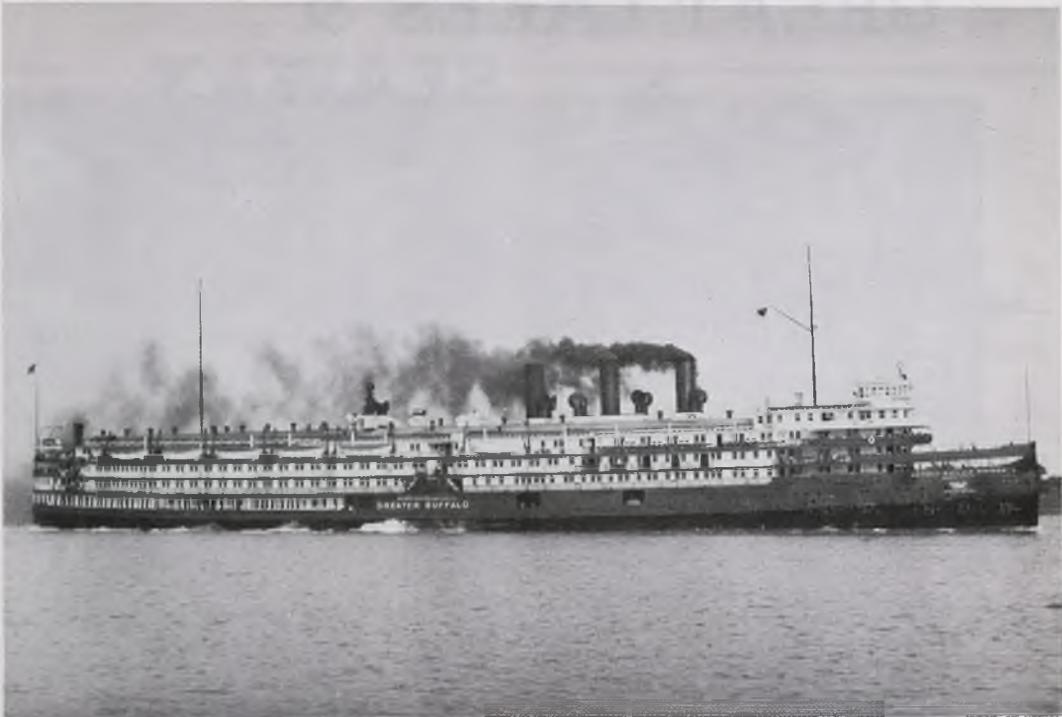
Capt. A.E. Goodrich (1825-1886) - Born in Buffalo, A.E. Goodrich began his career with the Ward Line, then operating passenger ships between Chicago and St. Joseph, Michigan. The ships catered to immigrants who were going west. In 1855 old Capt. Ward retired. He sold some of his vessels to one of his favorite masters, Capt. Goodrich, who established the Goodrich Transportation Company. He succeeded grandly, building new ships and establishing new routes. Among his best known early steamers were the *Northwest*, *Sea Bird*, *Comet*, *Ottawa* and *Manitowoc*. He was a pioneer in the use of propeller-driven

craft instead of the traditional sidewheelers. Capt. Goodrich was particularly proud of his paddle steamer *Northwest*, built in 1876. She had an engine of an earlier steamer, the *Detroit* of 1859, and was a long-lived and highly successful vessel. Capt. Goodrich remained president of the Goodrich Line until his death.

Greater Buffalo - Built in 1924 at Lorain, Ohio, the vessel was 536 feet long and had a beam of 96 feet, wider than most great liners of the world. Her passenger capacity



Captain A.E. Goodrich



Dossin Museum Coll.

The GREATER BUFFALO carried passengers on the lakes until she was converted into an aircraft carrier in 1942.

was also startlingly large - 2,127 persons, and her huge dining room could seat 375. Called in company brochures "the palatial floating hotel" of the Lakes, the sleek steamship had a telephone in every cabin long before modern liners had them. Some staterooms had private verandas and private baths; a few even had bathtubs. The beds had "the best mattresses money can buy", according to one folder, and "the rooms are perfectly ventilated and flooded with fresh lake air." Designed by Frank E. Kirby, she represented the apex of Great Lakes passenger ship design. She and her sistership, the *Greater Detroit*, were the largest sidewheelers ever built. They were operated by the Detroit and Cleveland Navigation Company in overnight passenger service between Detroit and Buffalo. The *Greater Buffalo* was taken over by the U.S. Navy in 1942 and converted into an aircraft carrier for flight training on the Lakes. Renamed *Sable*, she served in this capacity throughout the war and was scrapped at war's end.

Other ships inducted this year were the *Ann McKim*, the prototype of the famous clipper ship design; the *Natchez*, an illus-

trious Mississippi River steamboat; the *Meredith Victory*, involved in one of the most dramatic rescue missions of the Korean War; and the *Evangeline*, a popular east coast passenger ship.

Other seafarers inducted this year were Donald McKay, designer of many of America's great clipper ships; John Fitch, who successfully experimented with steamboats a decade and a half before Robert Fulton built his *Clermont*; and Mary Patten, a young woman who guided a clipper ship through the treacherous waters of Cape Horn.

The nomination of candidates for the Hall of Fame is open to the public, as long as supporting material accompanies the nomination. Each September 1, the Selection Committee begins considering the candidates. Their choices are announced the following spring. The winners will be inducted on May 17, 1986 at Kings Point, New York. The museum is open to the public 1-4:30 p.m. on Saturdays and Sundays. Tours during the week are by reservation only (516 482-8200, ext. 304). The museum is closed on federal holidays and the month of July. There is no admission charge. □

GREAT LAKES & SEAWAY NEWS



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Ray Barden
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Cyril Hudson
Dan McCormick
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. . . Erie Steamship Company will charter American Steamship's *Richard J. Reiss* in 1985. She was built in 1943 at Great Lakes Engineering Works and was converted to a self-unloader in 1964 at Manitowoc. She will be renamed *Richard Reiss* and only her stack will be repainted in Erie Sand colors. Her hull will remain black instead of the familiar green hull as seen on the *Consumers Power* and *Niagara*.

Mar. 1. . . The *Jala Godvari* departed Montreal. There are still several law suits which total several million dollars pending because of the accident at the St. Louis de Gonzague Bridge at Valleyfield, Quebec on November 29, 1985.

. . . The *Savic*, ex-*Cliffs Victory* still remains in Montreal waiting for a cargo. She is supposed to sail under her own power to Taiwan for scrapping.

Mar. 2. . . The Singapore flag vessel *Wilhelm Wesch* left Quebec City under tow for Montreal. She was towed by the tugs *Capt. Ioannis S.* and *Donald P.* and arrived the next day. From Quebec to Trois-Rivieres, they were led by the icebreaker *Norman McLeod Rogers*.

Mar. 5 . . . The *James Transport* entered drydock at Versatile Vickers in Montreal.

. . . The *Federal Hudson* arrived in Montreal flying the Panamanian flag. She had been under Liberian registry.

Mar. 6. . . The Port Weller Drydocks have received government aid to purchase a microcomputer system.

Mar. 7. . . . A fire aboard the *Algosoo* at Port Colborne severely damaged the afterend accommodations. The fire was started by a welder's sparks which ignited the conveyor belt under the hold. The fire raged for several hours before being extinguished and severely damaged the self-unloading gear.

. . . The *Federal Great Lakes* was surveyed at Bremerhaven for damage sustained in heavy weather enroute from the lakes to Bremerhaven on December 15-16, 1985.

. . . The Toledo Shipyard has been awarded a contract to build a 600 passenger vessel for Bob-Lo



Photo by Peter Worden

The city of Duluth plans to purchase the WM. A. IRVIN as part of their new waterfront development.

GREAT LAKES & SEAWAY NEWS ●

JUL ★ AUG, 1986
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● GREAT LAKES & SEAWAY NEWS



Photo by Peter Worden

RICHARD J. REISS with her stack in Erie Sand colors at Erie on April 2, 1986.
The "J" will be painted over before she begins the season.

Island Amusement Park. The vessel will be 100-feet long and 32-feet wide. She will run from Gibraltar, Michigan to the island.

. . . Repairs are being made to the Eisenhower Lock at Massena, N.Y. The concrete was deteriorating because an inferior grade of concrete was used in the lock construction. Repairs to the lock will cost \$2.27 million and were expected to be completed by March 23rd. The inferior grade of concrete was permitted because Portland Cement was in short supply.

Mar. 9. . . *Coastal Canada* arrived in Montreal after spending the winter trading in the Gulf of Mexico. She suffered boiler damage while enroute from Seven Islands from Port Arthur and was repaired in Charleston in January.

. . . Capt. Albert Nelson of Muskegon has been appointed master of the *Ranger III*. He succeeds Capt. Bill Wittenmayer, who passed away last fall. The *Ranger III* operates between Houghton and Isle Royale.

Mar. 10. . . A recent report indicates that the Canada Malting Company's elevator in Toronto will close.

Mar. 11. . . *Atlantic Superior* cleared Lauzon, Quebec after drydocking for a 5-year survey and repairs incurred at Bremen.

Mar. 12. . . The Seaway Port Authority of Duluth has given tentative approval for the construction of a \$10 million wood processing plant at the Clure Public Marine Terminal. International

GREAT LAKES & SEAWAY NEWS ●



Photo by Terry Sechen

EDWIN H. GOTT opening the season at Two Harbors on March 31, 1986.

Bio-Fuels, Inc. of Minnesota proposes to convert the port terminal's east warehouse into a facility that would process wood chips into fuel for domestic and industrial use.

Mar. 13. . .The icebreaker *J.E. Bernier* entered the Seaway to clear ice between the entrance and the St. Lambert Lock.

. . .The first vessel to open the season on the lakes was the *J.A.W. Iglehart*. She cleared Cleveland to load at Alpena, Michigan.

. . .The tug *Glenada* arrived from Sarnia to break ice in the Chenal Escarte and Sydenham Rivers to ease flooding threats at Wallaceburg and Dresden.

Mar. 14. . . The tug *Prescotont* arrived at the mouth of the Thames River from Sarnia to break ice in the lower Thames.

. . .*Savic* moved from section 52 to section 37 in Montreal to make room for other vessels.

Mar. 17. . .The *American Republic* cleared Cleveland to carry ore to Lorain.

Mar. 18. . .A tentative labor agreement between LTV Steel and the Miner's Union would cut wages of 120 iron range workers and possibly set the pace for other workers contracts.

Mar. 20. . .Mr. J. Bruce McLeod has been named to replace retiring Malcolm Campbell as vice president of the western region of the St. Lawrence Seaway Authority.

● GREAT LAKES & SEAWAY NEWS

. . . Mr. Harold Lawson has been named Acting Area Engineer at the Soo Locks, replacing Mr. Jim Bray, who was killed in a plane crash. Mr. Lawson has been a civil engineer with the Corps of Engineers for thirty years.

. . . Misener's *Selkirk Settler* arrived below the St. Lambert Lock and tied up behind the *Frankcliffe Hall* to wait for the opening of the Seaway on April 3rd.

. . . Mr. Bill Beck was elected president of the Seaway Port Authority of Duluth.

Mar. 22. . . The new Canadian Coast Guard ship *Edward Cornwallis* was at the fit out berth at Marine Industries at Sorel and being launched several days before.

. . . The *Richelieu* cleared Montreal. Her first cargo should be a load of ore at Sorel.

. . . The new CN Marine ferry *Caribou* cleared Lauzon after undergoing seatrials in the Gulf of St. Lawrence. She was built by Versatile Davie and home port will be North Sydney, N.S.

. . . The *Daring*, which had been owned by the Canadian Coast Guard until last year, was laid up at Notre Dame de Pierreville on the St. Francis River. She was sold to Arctic Dredging or one of their subsidiaries. She was better known as the *R.C.M.P. Wood* and spent the entire summer docked in Montreal for Expo 67.

Mar. 24. . . The icebreaker *Pierre Radisson* entered the Seaway to break and clear ice in the system which is scheduled to open in ten days.

. . . The ferry *Trans-St. Laurent* departed Sorel for Riviere de Loup to go back into service between there and St. Simeon on the north shore.

Mar. 25. . . C.S.L.'s *Stephen B. Roman* opened the season at Toronto and was given the Harbor-master's Hat for the third straight year.

Mar. 26 . . . Versatile Davie at Lauzon was awarded a \$30 million contract to build a second *Caribou* class ferry for CN Marine. Completion is scheduled for 1990 and she will travel between Argentia, NFLD. and North Sydney, N.S.

Mar. 27. . . The sale of Nipigon Transports to Algoma Central Marine was completed. Vessels included in the sale were the *Lake Wabush*, *Lake Manitoba* and *Lake Nipigon*. The *Carol Lake* will be a separate sale and isn't completed as yet.

. . . The U.S. Congress has approved an \$11 billion package for new waterway construction and improvements. This package includes a \$12.2 million dredging project for Duluth-Superior harbor to deepen the major channel depths to 27 feet.

. . . Duluth is planning a major waterfront improvement that involves several miles of lakefront property from the Arena to Leif Erickson Park. The city and the convention center are working to purchase U.S. Steel's *William A. Irvin* as a museum ship in this complex.

Mar. 31. . . The icebreaker *Mackinaw* began working in the upper St. Marys River and Whitefish Bay.

Mar. 31. . . U.S. Steel's *Edwin H. Gott* departed Duluth from her lay-up berth to open the season. She traveled to Two Harbors to load taconite for Conneaut.

GREAT LAKES & SEAWAY NEWS ●

Apr. 1. . . C.S.L.'s *Louis Desmarias* opened the season at the Soo Locks.

. . .The *Belle River* departed Duluth with her first load of coal from the Superior Midwestern Energy Terminal.

. . .The *Algoport* opened the season in Thunder Bay when she arrived to load potash.

. . .The *Laketon* wintered in Montreal with her stack markings painted off.

Apr. 2. . . The U.S.C.G. cutter *Mariposa* arrived in Montreal and a few days later left for Detroit. She had been in the Carribbean during the winter on drug enforcement.

Apr. 3. . .The *Frankcliffe Hall* opened the Seaway when she entered the St. Lambert Lock.

. . .The *Island Transport* opened upbound traffic in the Welland Canal and the *Kiisla* passed downbound.

. . .The *Rebeka Oma* was the first saltie up the Seaway and was bound for Detroit.

. . .The railferry *Incan Superior* opened the season in Duluth. She operates between Thunder Bay and Duluth-Superior.

. . .The *Richelieu* was undergoing repairs in Montreal for damage sustained when her bow struck a dock in Quebec City.



The fire on the stern of the ALGOSOO severely damaged her unloading gear and crew accommodations.

● GREAT LAKES & SEAWAY NEWS



Photo by Peter Worden/published in Marine Historian

The ALGOSOO above Lock 8 on April 3rd with lines secured for towing.

. . .The stack markings on the *Lake Nipigon* have been painted in Nipigon Transport colors even though she was sold to Algoma Central Marine.

Apr. 4. . .The *Gott* opened the season at Conneaut when she arrived with taconite pellets.

Apr. 5. . .The *Stella Desgagnes* ex-*New York News*, loaded grain at Port Colborne for Cardinal.

. . .When the *Lakeshell* departed her winter mooring in Montreal, she lost power and called tugs for assistance.

Apr. 6. . .The *Franquelin* entered drydock at Whitby for routine survey.

. . .The Canadian flag *Portland Carrier* arrived in Montreal on her first trip into the Seaway and headed for Toronto.

Apr. 8. . . The *Mesabi Miner* loaded 57,000 tons of taconite pellets for Lorain. She was the first vessel to load at Burlington Northern's dock in Superior.

Apr. 9. . . The *Edgar Speer* arrived in Duluth and docked at the Port Terminal. She was listed to port to expose the starboard propeller for repairs. No mention was made on how it occurred.

GREAT LAKES & SEAWAY NEWS ●



The ALGOSOO passing through Lock 8 to be repaired.

● GREAT LAKES & SEAWAY NEWS

. . . The *Portland Carrier* arrived in Clarkston, Ontario and began carrying cement across the lake to Oswego, N.Y.

. . . There is considerable opposition to Canada Post's decision to close the marine post office at Lock 5 in the Welland Canal. They are trimming costs and the closing will save \$48,000. The only remaining marine post offices are at the Soo Locks and the J.W. Westcott Company in Detroit.

Apr. 10. . . The *Speer* departed Duluth for Two Harbors.

. . . The *Ernest R. Breech* arrived in Duluth-Superior and loaded the first grain cargo for the twin ports in 1986.

Apr. 14. . . The *Laketon* was returned to her original name *Lake Nipigon*.

. . . The Indian flag vessel *Jalatapi* was the first saltie into the twin ports. She loaded a Food for Peace cargo at the Meehan Dock in Superior.

Apr. 15. . . The Hong Kong registered container ship *San Lorenzo* arrived in Montreal on her first trip for the joint services of Canada Maritime, Italian Line and Transatlantica Spanish Line.

. . . *Lake Manitoba* departed Montreal for Sept Iles still in the Nipigon Transport colors.

. . . Fraser Shipyards in Superior, Wisconsin will send workmen, equipment to assist an Hawaiian shipyard in repairing the U.S. Navy ship *U.S.S. Jason*. Seven Fraser employees will perform the lost art of riveting on the *Jason* at the Honolulu shipyard. Nice duty.



Tugs *ELMORE MISNER* and *VAC* arrive with the *ALGOSOO* at the Welland Dock.

GREAT LAKES & SEAWAY NEWS ●



Photo by Peter Worden

ISLAND TRANSPORT opening the Welland Canal on April 3rd to win the Top Hat.

Apr. 16. . . *Lake Nipigon* departed Montreal for Sept Iles wearing the Nipigon Transport colors, but flying the Algoma Central Marine houseflag.

Apr. 17. . . The *Kiisla* was a success on the lakes and made money after the middle of January. However, she was a little too small and Sun Oil hopes to charter a ship of the 16,420 class from Neste. Neste is well known for their operations in the Baltic, Canadian Arctic and Greenland. Their vessels in this class are the *Lunni*, *Sotka*, *Tiira* and *Vikku*.

. . . The *Telson Queen*, a former research vessel for the University of Wisconsin-Superior, sank at her dock in Superior. She had seen little service in the last few years.

Apr. 18. . . American Steamship's self-unloader *Sharon* was towed from Monroe, Michigan to the "frog pond" in Toledo.

Apr. 20. . . The *Eglantine* was the first saltie into Thunder Bay and loaded 18,500 tons of mixed grain for Rotterdam.

. . . *Chemical Transport* was in Port Weller Drydocks along with the *Elmglen*.

Apr. 22. . . *Coudres de L'île* passed upbound in the Welland Canal. This is an unusual appearance for a coastal vessel on the lakes.

● GREAT LAKES & SEAWAY NEWS

Apr. 24. . . The Maltese flag *Eurco Team* arrived in Montreal and departed for Detroit. This was a surprise for she was scheduled to go to the shipbreakers as early as January. It may be that her owners have found a cargo of scrap to load before going to Bangladesh shipbreakers. She was a regular Seaway visitor as *Euros* and *Capt. Yannis*.

Apr. 25. . .C.S.L.'s *Saguenay* went aground off St. Zotique near Valleyfield and was refloated the same day.

Apr. 26. . .The *Henry Steinbrenner*, ex-*Wm. A. McGonagle*, departed Duluth on her first trip of the season with a load of grain.

Apr. 27. . . The *Atlantic Superior* was in Hamilton for minor repairs.

Apr. 29. . .The *Federal Seaway* arrived in Montreal and left the same day for Toledo. (Ed. note: See page 46 of the March *Telescope*.)

. . .*Birchglen* entered Port Weller Drydocks.

. . .The *Franquelin* was downbound at Montreal and it is reported that she will be renamed *Genevieve Desgagnes*.

Apr. 30. . .The *Savic* was still in Montreal with no indication when she might sail for the shipbreakers.



KIISLA passing downbound in the Welland Canal on April 3, 1986.

GREAT LAKES & SEAWAY NEWS ●

MISCELLANEOUS . . .

. . . Inland Steel's *Edward L. Ryerson* will not operate this year, but has been placed in ready reserve status.

. . . U.S. Steel's *Irvin L. Clymer* was not expected to operate this year. Her 5-year inspection was completed at Fraser Shipyard in Superior.

. . . The *Kinsman Independent* remained laid-up in Duluth with a fresh coat of paint. She is expected to operate later this year.

. . . The research vessel *Mai*, which traveled on the lakes last year was laid up in Halifax and is for sale by her owner Sefel Geophysical due to bankruptcy.

. . . A total of 74 different foreign flag vessels arrived in Montreal in January-February. This may be a record for that port.

. . . In the March issue of *Fairplay* was an advertisement by Supply and Services Canada offering the retired *Wolfe* for sale. She is at Victoria, B.C.. She was built in Montreal in 1959 at Canadian Vickers and was lengthened at Port Weller in 1974.

. . . The two type-1100 light icebreaker/navaids under construction at Sorel will be placed in the Maritimes. Four others of this type are being built at other shipyards. The *Martha L. Black* and the *George Pearkes* are being built on the west coast and will be in service there. The *Ann Harvey* is being built at Halifax and will be based in Newfoundland. The *Sir Wilfred Laurier* is being built at Collingwood and delivery is expected in July. She will replace the *Montcalm* and be based in Quebec City.

. . . The coaster *Glencoe*, which loaded supplies at Montreal for the arctic last year has been sold to the Canadian Navy and will be used as a target ship.

Seaway Salties sold for scrap: The *Aliveri Hope* has been sold for scrap at Mamonal, Columbia. She was better known as *Atlantic Hope* on the lakes. The *Niki R.* has been sold for scrap at Calcutta. She was better known as the Dutch vessel *Hermes* on the lakes. The Canadian research vessel *J.E. Jonsson* arrived in England on February 7, 1985 for scrap. The *Louis (ex-J. Louis)* arrived in Kaohsiung on February 20 for scrap. The *Capetan Alekos* arrived in Karachi about July 4, 1985 for scrap. She was better known on the lakes and *Wienertor* and *Tina Lentoudis*. The *Feng Sheng* arrived in Beilun, China about August 7, 1985 for scrap. She was better known on the lakes as *King Leonidas*. The Russian vessel *Dolinski* will be scrapped in China. The Spanish vessel *Lujua* will be scrapped in China. The Spanish vessel *Serantes* will be scrapped in Spain. Other salties scrappings: The Panama vessel *Florissant*, better known as *Olympic Phaethon*. *Islander*, came into the Seaway as *Ellinida* and possibly *Elli*. *Kelaniya*, came into the Seaway as *Mary Stone*. *Lamyaa*, came into the Seaway as *Gladys Bowater*. *Pegasus*, better known *Olympic Pegasus* on the lakes. *Good Wind*, better known in the Seaway as *David Marquess* or *Milford Haven*.

Saltie renames: The Liberian flag bulk carrier *Quebec* was sold to Maltese interests and renamed *Tabec*. *Kentucky Home* has been sold to New York interests and renamed *Mount Imitos*. The Greek flag *Chloe* has been sold and renamed *Elini*. □

Correction: In the March issue of *Telescope* I used the wrong photo of C.S.L.'s *Stadacona*. The photo used was the *Stadacona* which became the *Nordale* in 1969. The current *Stadacona* was the former *Thunder Bay (ii)* and was renamed *Stadacona* in 1969.

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 non-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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