

Telescope



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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

Members have been consistently sending in donations for the *Wm. Clay Ford* pilothouse project. During the winter months, plans for the base will be completed and in future issues of *Telescope*, we will keep you posted on coming events.

Two books have been republished and are available at the museum. *Freshwater Fury* by Frank Barcus tells the story of the Great Storm of 1913 that sank eight ships with their entire crews and stranded other vessels as they fought to overcome the three-day storm. *The Honorable Peter White* by Ralph Williams has been reprinted in hardcover. The biography of Peter White also chronicles the early history of the Lake Superior mining country and the efforts to ship the ore to the lower lakes. *Honorable Peter White* is \$14.75 plus \$2.50 for UPS postage. *Freshwater Fury* is \$7.50 plus \$2.50 for UPS postage. G.L.M.I. members deduct a ten percent discount.

MEETING NOTICES ●

The meeting on Friday, January 16th will be an open house for members to preview the Great Lakes Engineering Works exhibit at the museum from 6-10 p.m. Members living in the metropolitan Detroit area will receive invitations. The museum will resume regular Wednesday-Sunday hours beginning Wednesday, January 21st. On Friday, March 20, 1987, Mr. Jeff Dwor of Marine Salvage in Port Colborne, Ontario will be our guest speaker at 8 p.m.

The Board of Directors will meet on the THIRD THURSDAY of the month beginning on Thursday, February 19, 1987 at 7:30 p.m. Nominations for the Board of Directors election will be finalized at this meeting.

CONTENTS ●

Membership Notes, Meeting Notices, etc.	2
The "Yellow Kid" and Her Kid Sisters	by Gary Dewar 3
The Nightboat Lines of Lake Erie	by Gordon Bugbee 9
Great Lakes & Seaway News	Edited by Don Richards 18

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OUR COVER PICTURE . . . Launched in 1898 as the *Presque Isle* for the Presque Isle Transportation Company, this vessel may sail for 100 years on the lakes. The *E.M. Ford's* appearance has been modified several times during her career. Most members will remember her sinking in Milwaukee harbor in January, 1980 and repaired at Bay Shipbuilding. This photo was taken by Jim Bearman on August 8, 1986 while the *Ford* was at the Huron Cement Plant in Alpena. □

THE "YELLOW KID"

AND HER KID SISTERS

by
GARY S. DEWAR
Part I

Augustus B. Wolvin of Duluth was an energetic entrepreneur with broad interests in iron and copper mines, timber, railroads and shipping. Near the close of the nineteenth century, he operated a fleet of bulk vessels for the account of the American Steel and Wire Company and its predecessor firms. In the spring of 1901, that virtual wire and nail trust became a link in the stupendous chain of mergers that created the United States Steel Corporation. Wolvin was the driving force in collecting and organizing the new Steel Trust's vast Pittsburgh Steamship Company, as its first vice-president and general manager.

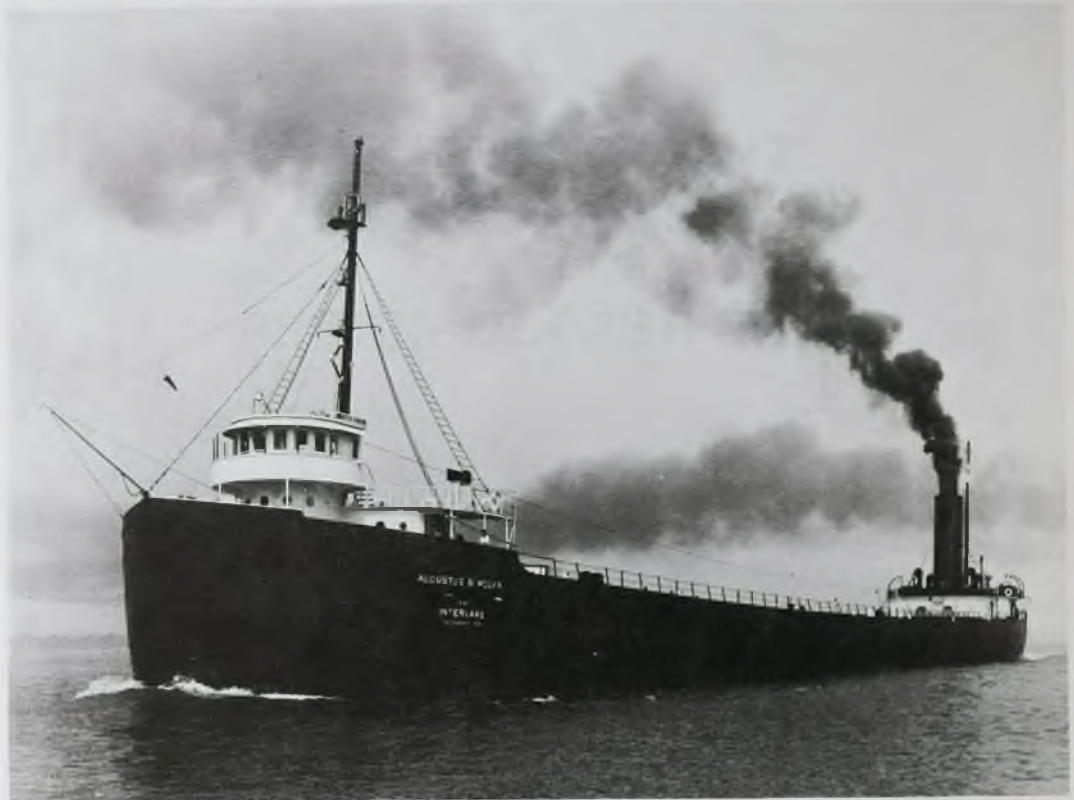
Of course, Wolvin's own group of bulkers was included in the merger, but presently he resumed having steamers built for his personal operation, as distinct from that of the Pittsburgh fleet. Some were for his own account, some were managed for others, and some were part of a joint venture. There were both large upper lakers and canallers, and in just a few years they amounted to a sizable fleet.

The largest ships sailing the lakes then were the *James J. Hill* and her three sisters, built for Wolvin's American Steamship Com-

pany in 1900. They were normally the first five-hundred footers, but their overall length was, in fact, 497 feet. During 1903, Wolvin contracted with the American Ship Building Company for construction of a far bigger freighter, which would be one of the half-dozen or so landmarks in the development of Great Lakes bulk carriers.

James C. Wallace, the builder's vice-president, designed a steamer of 560 feet overall length, 56 feet beam and 32 feet molded depth. Besides the unprecedented increase in length, the dimensions were four feet broader and two feet deeper than those of the *Hill* class. Several aspects of its design departed radically from established practice. Most of the innovations were meant to offer better access to the Hulett unloaders, fast coming to dominate lower lakes docks.

The internal construction of all large bulk freighters built before 1904 had incorporated vertical stanchions and transverse and longitudinal beams in the holds, to support the upper decks and the sides. In the new steamer, the builders substituted steel girder arches at the top of the hold to serve both functions. This left the entire cargo space free of obstructions from the tank top (the upper plating



Besides an unprecedented increase in length, several aspects of the WOLVIN'S design departed radically from established practice.

of the double bottom) to the main deck, and from end to end.

The improvement was so successful that virtually all large carriers built afterward followed the pattern, and within the next two decades, most existing carriers were rebuilt to this configuration. (The *Sahara* often is credited as the first vessel of arch construction, but she was the next number on the builder's hull list, and was launched nearly a month later than the *Wolvin*.)

Water ballast tanks flanked the hold on each side, sloping inward from a ledge at the level of the main deck stringer, to form a modified hopper bottom.

The hatch openings were arranged on twelve-foot centers fore and aft, a pattern introduced in *Wolvin's James H. Hoyt* of 1902, but for the first time telescoping steel covers replaced the standard wooden ones.

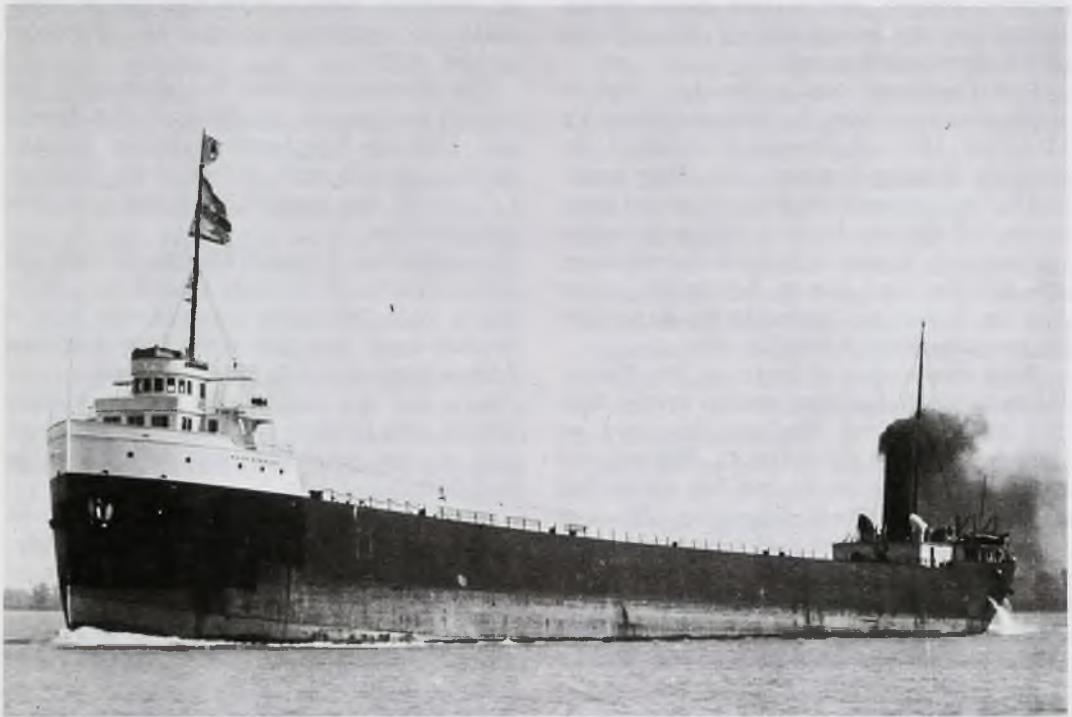
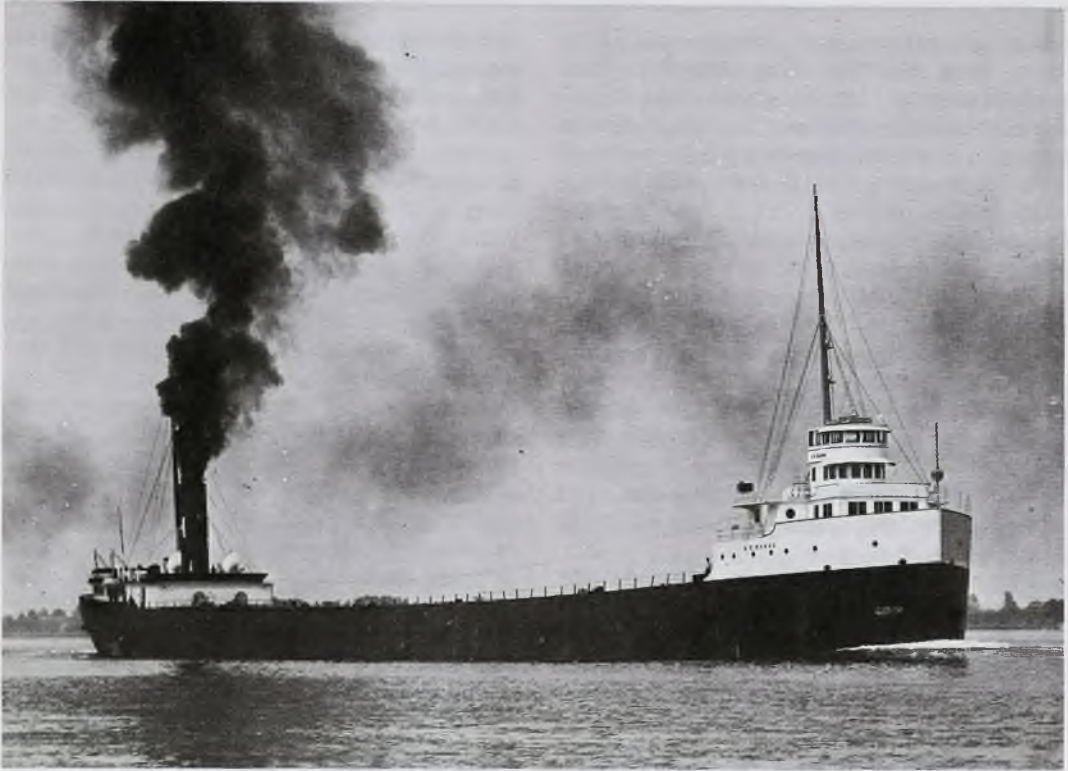
The upper deck was flush from stem to fantail, with no raised forecastle or poop deck. The only erections above this deck were the pilothouse and master's cabin forward, the stack casing and the engineroom skylight aft, and two tall, heavy masts, one just abaft

the forward house and the other well aft of the funnel.

She was launched at Lorain on April 9, 1904, and christened *Augustus B. Wolvin*. She went into service in June for Acme Steamship Company of Duluth, formed to operate her. On her first trip she loaded a record cargo of 10,694 net tons (9,548 long tons) of iron ore at Two Harbors, Minnesota.

Like the *Wilfred Sykes* nearly a half-century later, the *Wolvin's* colors were as spectacular as her credentials. Her hull was painted a vivid yellow, approaching orange, with bright green boot topping and a broad yellow band on her stack. This, with the flush deck line and the sharp rake of her masts and funnel, all emphasizing her sheer, gave her an unmistakable identity. She was known around the lakes as the "Yellow Kid".

A.B. *Wolvin* resigned from the Pittsburgh organization early in 1904 to become president of the Zenith Furnace Company of Duluth. Harry Coulby, the managing partner of Pickands Mather and Company of Cleveland, became president of Pittsburgh (succeeding Henry W. Oliver), and replaced *Wolvin*



Top: The D.R. HANNA had a short career on the lakes, sinking in Lake Huron on May 16, 1919. Bottom: The HUGH KENNEDY was sold by Buffalo Steamship Company to American Steamship Company in 1922.

as its general manager. Management of the Steel Trust fleet had been offered to Pickands-Mather in 1901, but declined by Coulby because of conflicting interests. But operations of both companies' vessels were co-ordinated closely over the two decades of Coulby's dual tenure, during which P-M's Interlake Steamship Company grew to be second in size to the U.S. Steel fleet.

Pickands Mather took over management of Wolvin's large freighters in 1906, although his operating companies retained ownership. For unclear reasons, four of them were operated (or perhaps chartered) in 1912 by A.T. Kinney of Cleveland. In April of 1913, P-M organized Interlake Steamship to consolidate and expand its shipping operations, and bought seven of Wolvin's ships, including the *Wolvin*.

The *Augustus B. Wolvin* sailed in the Interlake fleet for fifty-three years. New boilers were placed in her in 1938, an after cabin was erected on the upper deck and her cargo hold was divided into four compartments. About 1946, she was rebuilt with hatches on twenty-four foot centers, with one-piece covers; a raised forecastle and new forward houses, and a new stack casing. Thereafter, she looked entirely different and much more modern vessel.

P-M transferred her in January, 1966 to a Canadian subsidiary, the Labrador Steamship Company Ltd. of Montreal, managed by Sutcliffe Shipping Company Ltd. They operated her that season in the Seaway ore and grain trade, but sold her the next spring to Marine Salvage Ltd. Resold to Spanish shipbreakers, she left the lakes late in September, under tow for Santander, Spain, to be dismantled by Recuperaciones Submarines SA.

Soon after taking delivery of the *Wolvin*, Acme Steamship ordered another carrier from the same builders. She was launched on March 9, 1905 as the *James C. Wallace*, and was basically similar to her big sister, but there were significant differences. She was eight feet shorter and a foot less in molded depth, and had a half-sized (or sunken) fore-castle and an after deckhouse. Her ore-carrying capacity of 10,300 long tons at 21-foot draft was 200 tons less than that of the *Wolvin*, but her cubic capacity for coal and grain was about the same.

The *Wallace* also came into the Interlake fleet in 1913, and served out her career there. Sold in December, 1961, to Marine Salvage,

and resold to A.R.D.E.M. SA of Italy, she cleared Cleveland in tow on the first of July, 1962, with a ballast load of scrap steel for the breakers at Genoa.

With construction of the *James C. Wallace*, American Ship Building established a standard class of carrier, a common practice in those years. From 1905 through 1908, lake builders delivered an average of thirty-five large bulk freighters each year. It was economical for all concerned to standardize design in several proven classes, and it was not uncommon for several vessels to be built from the same set of plans, with minor or only superficial variations, even though for different buyers and by various yards of the same builder. Over the next three years, American Ship Building built ten more ships of identical dimensions, and four others differing in beam or depth. (Curiously, the four modifications were the only further members of the group built for Wolvin and Pickands Mather.)

The very next vessel of the group was one of the latter. She was the *Samuel Mather (iii)*, built in 1906 for the Mesaba Steamship Company of Cleveland, organized and managed by Pickands Mather. This was one of their operating companies merged into Interlake in April of 1913.

The *Mather* was sixty feet wide, only the second freighter on the lakes of that beam, and although her length between perpendiculars was the same as that of the *Wallace*, her overall and registered lengths each was two feet less.

She sailed for Pickands-Mather through the 1960 season. They rechristened her *Pathfinder (ii)* in 1925 when a new, fourth *Samuel Mather* came from the yard. They had new boilers fitted in her in 1941, and in the early 1950's had her cargo hold and spar deck rebuilt with hatched on 24-foot centers, and had a new pilothouse and forward cabin installed.

Upper Lakes Shipping Ltd. of Toronto purchased the retired *Pathfinder* in July, 1964, and placed her in Canadian registry as *Goderich (ii)*. After sixteen years in their service, they sold her in the spring of 1980 to Pierson Steamship Ltd. who renamed her *Soo River Trader*. The new owners were a subsidiary of Robert Pierson Holdings Ltd. of Thorold, Ontario, whose vessels were operated as the Soo River Company by Westdale Shipping Ltd. of Mississauga, Ontario.

The firm entered bankruptcy in the summer of 1982, and its fleet was sold on August 13th to Parrish and Heimbecker Ltd., Winnipeg grain merchants, whose cargoes had provided the main business of the Pierson interests. They formed a P&H Shipping Division to operate the ships, and gave the *Soo River Trader* her last name, *Pineglen*.

Despite her good cubic capacity, the *Pineglen* was old and her boilers were failing. Due for inspection early in 1983, she was laid up instead, and sold a year later to A. Newman and Company Ltd., who cut her up at Port Maitland, Ontario.

William A. and Arthur H. Hawgood were partners in the family firm of Hawgood and Company of Cleveland, and managing owners of a varied fleet of wooden schooners and steamers, and several medium-sized steel bulk freighters. They ordered, late in 1905, two vessels in dimensions and similar in design to the *Wallace*. The *J.Q. Riddle* was launched at Lorain on June 30, 1906, the *Henry A. Hawgood* followed shortly at Cleveland, and both were in service by late summer. The *Riddle* was owned by the Milwaukee Steamship Company and the *Hawgood* by the Minerva Steamship Company. Ownership of the *Hawgood* was transferred to Hawgood's primary operating arm, the Acme Transit Company in 1909.

The Hawgoods fell into financial difficulties during 1911, and defaulted on their bond payments.* All of the large steamers built for them in 1906 and 1907 were sold near the end of 1911. The *Riddle* went to the Commonwealth Steamship Company of Cleveland, managed by Joseph H. Speddy, and the *Henry A. Hawgood* to the Hubbard Transit Company, also of Cleveland, one of W.C. Richardson and Company's operating entities.

The *J.Q. Riddle* retained her name under Speddy's management, and was sold again late in 1914 to the Scott Steamship Company of Cleveland, part of the growing fleet of M.A. Hanna and Company. She was renamed *J.J. Turner* for the start of the 1915 season, and transferred in 1919 to the Calumet Transportation Company. In 1922, the Hanna firm was incorporated as The M.A. Hanna Company. The *Turner* was transferred in 1930 to the Producers Steamship Company, which had become a subsidiary of the new National Steel Corporation, organized on November 7, 1929. She was renamed *George R. Fink (i)* early in 1931. Ownership of the Producers

Steamship units was assumed by the parent National Steel in 1936.

On September 11, 1952, the *Fink* knocked the Livingstone Channel Lighthouse into the Detroit River. After repairs, she returned to service in November as the *Thomas E. Millsop (i)*.

National Steel sold the *Millsop* in November of 1953 to the Midwest Steamship Company of Detroit, an affiliate of the T.H. Browning Steamship Company, Inc. These owners, who renamed her *W. Wayne Hancock* in April, 1955, were merged into Browning Lines, Inc. in 1957. In September, 1959 they chartered her to another affiliated company, the Detroit-Atlantic Navigation Corporation, to establish a service to move grain from Duluth-Superior to Buffalo, carrying on deck containers of the Chung King brand of oriental foods, to Detroit and Lake Erie ports. Difficulties in the handling of the containers ended the experiment during 1960, and the *Hancock* was retired. She was sold to Marine Salvage in 1962, and resold to A.R.D.E.M. She foundered in the Atlantic, some 30 miles southeast of the Azores, on December 8th, while under tow for Genoa.

Meanwhile, the *Henry A. Hawgood*, sold on September 27, 1911, was renamed *C. Russell Hubbard* at the start of the 1912 season.

The shipping interests of Captain (an honorary title) Wesley C. Richardson rested mainly on the floating of ore for Oglebay, Norton and Company. After "Cap" Richardson's sudden death on October 2, 1919, his firm was incorporated and continued in business through the 1920 season. In the fall of that year, Oglebay Norton organized the Columbia Steamship Company to acquire the eleven vessels of Richardson's ten operating companies. It began operations in March of 1921, under Oglebay Norton management, as one of the first tenants of Cleveland's new Hanna Building.

In 1930, as part of the ambitious maneuvering by Cyrus Eaton to form a huge Midwest Steel Corporation, the Cleveland-Cliffs Iron Company formed a holding company, the Cliffs Corporation, to acquire the assets of Cleveland-Cliffs and of other key firms which, merged with Republic Steel Corporation, were to form the core of the new combine. One of the firms of which the new corporation came into control was Oglebay, Norton and Company. As an incidental result, the Columbia Steamship Company was restyled the Columbia Transportation Company in 1931.

In one of the great struggles of American corporate history, Eaton's projected merger was defeated by the concerned efforts of the Bethlehem Steel Corporation and Pickands Mather and Company. Nevertheless, the Cliffs Corporation retained its ownership of Oglebay Norton until 1943. Oglebay Norton reorganized itself on October 31, 1957 as the Oglebay Norton Company, and integrated its shipping operations into the Columbia Transportation Division.

Meanwhile, the *Hubbard* was renamed *W. W. Holloway* in 1937. She was converted to a self-unloader by the Christy Corporation at Sturgeon Bay in 1957, and repowered with a 2,250-horsepower Nordberg diesel engine over the winter of 1962-63. The owners kept her in operation through the 1981 season, then laid her up in the C&O "Frog Pond" boneyard at Toledo.

Over the next couple of years there were reports that certain Canadian interests were contemplating buying the ship; but the nature of Columbia's trades subjects its vessels to very hard use, and they hardly are fit for further service when Columbia has done with them. During the summer of 1985, the owners received approval from the U.S. Maritime Administration to sell the veteran carrier to Marine Salvage for scrapping. On August 20, 1986, the tug *Salvage Monarch* towed her out of Toledo on the first leg of the long tow to overseas breakers.

Shortly after the Hawgood's double order, the Pioneer Steamship Company of Cleveland signed a contract for construction of a steamer of identical dimensions. She was delivered in the late summer of 1906 as the *D.R. Hanna*. She differed noticeably from her predecessors in having a full forecastle. (That is, the entire forecastle was built above the level of the spar deck, as opposed to the so-called "Sunken" or half forecastle, where the space itself was depressed a half deck level, and the forecastle deck raised only four feet above the hatch deck.)

The *Hanna* was managed in the Pioneer fleet by Hutchinson and Company, but had an unhappily short career. On the afternoon of May 16, 1919, she was downbound on Lake Huron with a cargo of wheat, in a heavy fog.

About six miles off Thunder Bay Light, near Alpena, she collided head-on with the *Quincy Shaw*, upbound with coal. Within minutes, the *Hanna* capsized and sank in ninety feet of water. Her crew of 32 were rescued by a local fishing tug, but the ship and her cargo were a total loss, and remain on the lake bottom.

The *Hugh Kennedy*, a steamer quite similar to the *Hanna*, was delivered early in 1907 to the Buffalo Steamship Company, an affiliate of the Susquehanna and Buffalo Railroad, managed by the veteran Cleveland vessel operator, John Mitchell. This operating unit outlasted the rest of the Mitchell's fleet by six and a half seasons, but in August of 1922, its four vessels were sold to Boland and Cornelius's American Steamship Company of Buffalo. The *Kennedy* was rechristened *J.F. Schoellkopf, Jr.* in 1930.

The Great Depression had a generally debilitating effect on lakes bulk shipping, and BoCo in particular was threatened by the anticipated impact of the opening of the new Welland Ship Canal in its grain transshipment business at Buffalo. To maintain its viability, in the winter of 1931-32, the firm embarked on a program of converting its larger straight-deckers to self-unloader. The *Schoellkopf* went to the American Ship Building yard at Lorain at the end of 1932 for such a conversion. At the time, she was the largest bulker to have been made over into a self-unloader.

The *Schoellkopf* served American Steamship for forty years in her new role. She was fitted with a new 2,000 horsepower uniflow engine and water tube boilers in 1950, and in 1961 was one of the first pair of lakes carriers to be equipped with a bow thruster. (The *J.R. Sensibar* was the other.)

BoCo sold the *Schoellkopf* in June, 1973 to the Erie Sand Steamship Company of Erie, PA., a subsidiary of the Erie Sand and Gravel Company, itself an affiliate of the Koppers Company of Pittsburgh. She ran for six years in Erie Sand's green, buff and orange colors, but inspection in the drydock at Port Weller late in 1979, found her unfit for further service, and she was sold that December to Marine Salvage. They resold her to Italian breakers, C.N. Santa Maria, and she left Quebec City in tow late in June, 1980 for LaSpezia. □

*Dr. Richard Wright, on pages 150-1 of his history of the American Ship Building Company, *Freshwater Whales*, gives a detailed and instructive description of the bonding method of construction financing, related specifically to the Hawgood interests. □

End of part one. In the next issue we will begin with the Matthew Andrews, which was built for the Kinsman Transit Company.

THE NIGHTBOAT LINES

OF LAKE ERIE

by

GORDON P. BUGBEE

Reprinted from Sept., 1975

The Era of Wooden Steamers

The first sailing of the Detroit and Cleveland Line was made October 19, 1849, by the small Canadian steamer *London*. A month later, Capt. Arthur Edwards (d. 1855) added his *Southerner*, the second steamer the line needed for maintaining sailings from each terminal daily except Sundays. For thirty years until then, steamers plying to Detroit or Chicago from Buffalo had handled the Detroit-Cleveland traffic in their calls at South Shore ports on Lake Erie.

The new line joined a growing family of "Michigan Central" steamer lines running non-stop from Lake Erie ports to Detroit as connections for Michigan Central trains crossing Michigan. Approaching Cleveland at that time were three more railroads under construction from Buffalo, from Pittsburgh and from Cincinnati. The Michigan Central never owned any D&C boats. But for about ten years its agents doubled as agents for the line on behalf of the owners of its steamers. For over a century the D&C sidewheelers sailed from Detroit's Third Street Wharf, which was long called the "Michigan Central Wharf."

The first man to take up a career with the

Detroit and Cleveland Line was Capt. Lawson A. Pierce (1816-1881). In 1850 he took the bridge of *Southerner* for Capt. Edwards. Two years later he brought out *Forest City*, the first new ship built for the line. That year David Carter (1832-1901) was his new clerk (the officer who kept a ship's business books in the days before that was done in an office ashore). The principal owner of *Forest City* was the Detroit banker John Owen (1809-1892). For six seasons Owen and his associates supplied one steamer for the line, while the other came from the large fleet of Eber Brock Ward (1811-1875).

The Central began to lose interest in steamer connections after the depression of 1857, for railroad tracks already criss-crossed the midwest. John Owen's syndicate began to furnish both of the line's steamers in 1858, and to manage them as well. Capt. Pierce was by then the line's agent in Cleveland, a post he held more than twenty-five years. David Carter followed him ashore in 1861 and served forty years, first as Detroit agent and then as General Manager. In 1868 the steamship company that existed in all but name and legal papers was at last incorporated as the Detroit and Cleveland Steam Navigation Company.

TELESCOPE

Page 10

London (Can.), 1845 Chippewa, C.W. by Niagara Harbour & Dock Co. for Henry Allen et al. Dimensions 168 x 24 x 10; 432 gross tons. Vertical (walking) beam engine 44' x 10'. In the Detroit and Cleveland Line 1849. Rebuilt 1854 as bark *Oliver Lee*; lost 1857. Engine to *Forester* and later to *Alpena*.

Southerner, 1847 Monroe, Mich., for Benjamin Fifield and William Sterling. 170 x 28 x 11; 550 gross tons. High pressure square engine from *General Wayne*, 27' x 8'. In the line 1849 through 1851. Stranded 10/18/1853 in Lake Erie at Ashtabula.

Baltimore, 1847 Monroe for George W. Strong. 169 x 26 x 11; 531 gross tons. High pressure horizontal engine, 25' x 8'. In the line 1850 and 1851. Stranded 9/17/1855 in Lake Michigan at Sheboygan, Wisconsin.

Samuel Ward, 1847 Newport (now Marine City), Mich., by Jacob Wolverton for Samuel and Eber Brock Ward. 170 x 24 x 9; 433 gross tons. Vertical beam engine, 40' x 10'. In the line in 1850 and 1852. Engine to *Sea Bird*, 1859; rebuilt as a bark 1861 and as a barge 1872.

Forest City, 1852 Trenton, Mich., by E. Bates for John Owen et al. 200 x 26; 479 gross tons. Engine 42' x 10'. In the line 1852. Renamed *Bay City* 1853. Rebuilt 1861 as a towboat. Stranded 5/21/1862 near Pointe Pelee in Lake Erie.

St. Louis, 1844 Perrysburg, Ohio, by Samuel Hubbell for the Hollister family. 185 x 27 x 12; 618 gross tons. Square engine from *Sandusky*, 44' x 9'. In the line 1852 and stranded off Kelleys Island in Lake Erie 11/8/1852.

Cleveland, 1852 Newport by Wolverton for the Wards. 190 x 28 x 10; 574 gross tons. Side-lever engine, 42' x 11'. In the line 1853, 1854 and 1862. Stranded 11/1864 on Lake Superior above Whitefish Point.

Pacific, 1848 Newport by Wolverton for the Wards. 175 x 27 x 10; 462 gross tons. Vertical beam engine, 44' x 10'. In the line 1853. Burned 1855 at Chicago; rebuilt as a bark. Engine to *Forest Queen* and later to *Saginaw*.

May Queen, 1853 Trenton by E. Bates for John Owen et al. 217 x 30 x 11; 688 gross tons. Vertical beam engine 45' x 11. In the line 1853 through 1863. Burned 1/15/1866 at Milwaukee and rebuilt as a barge. Lost off Saugatuck in Lake Michigan 11/1868. Engine to *Manitowoc* and later to *Chicago*.

Ocean, 1850 Newport by Wolverton for the Wards. 245 x 33 x 13; 1052 gross tons. Vertical beam engine, 60' x 11'. In the line 1854 to 1857 through 1861. Rebuilt 1862 as a brig and later as a barge. Engine to *Morning Star*. Lost 10/1873 off of Tawas Bay in Lake Huron.

City of Cleveland (I), 1857 Buffalo, N.Y., by Bidwell & Banta on speculation. 220 x 29 x 10; 788 gross tons. Vertical beam engine from *Garden City*, 44' x 12'. In the line 1857 and 1864 through 1866. Rebuilt 1867 as a barge; lost 11/1868 on Lake Erie. Engine to *Sheboygan*.

Morning Star (US 16463), 1862 Trenton by A.A. Turner for John Owen et al. 243 x 34 x 14; 1075 gross tons. Vertical beam engine from *Ocean*, 60' x 11'. In the line 1862 to 1868 and lost 6/20/1868 in Lake Erie off Oak Point, Ohio, in collision with bark *Courtland*; 50 lives lost.

R.N. Rice (US 21191), 1867 by Campbell, Owen & Co. (predecessor to Detroit Dry Dock Co.) for John Owen et al. 239 x 32 x 13; 1096 gross tons. Vertical beam engine, 62' x 11'. In the line 1867 to 1877 and burned 6/10/1877 at dock in Detroit. Rebuilt as a barge; lost 10/1/1888 off Holland, Michigan. Engine to *City of Detroit (I)*.

Northwest (US 18107), 1867 Manitowoc, Wis., by Greenleaf S. Rand for Albert E. Goodrich. 236 x 32 x 13; 1109 gross tons. Vertical beam engine from *Canada*, *Caspian*, *E.K. Collins* and *Planet* (upper cabin joiner work also from *Planet*), 62' x 10'. Engine replaced 1875-76 with vertical beam engine from *Detroit*, 60' x 12'. Purchased by D&C to replace *Morning Star*. In fleet 1868 through 1885. To Red Star Line 1886 as excursion steamer *Greyhound (I)*, 621 gross tons. Rebuilt 1902 as a barge; engine to *Greyhound (II)*.

Saginaw (US 115118), 1866 Marine City, Mich. for Eber Ward. 194 x 27 x 11; 707 gross tons. Vertical beam engine from *Pacific* via *Forest Queen*, 44' x 10'. Chartered 1877 by D&C to replace *R.N. Rice*. Rebuilt as a propeller in 1890s and abandoned 1910.

Composite and Iron Steamers

The modern era in D&C history began in 1878 with the first *City of Detroit*. She had a composite hull, that is to say, iron frames planked in wood. Beginning with her hull, a

new iron shipyard in Wyandotte built all new D&C and C&B hulls, but those of *Greater Detroit* and *Greater Buffalo*, which were launched at Lorain. All had their cabins and engines erected at a yard upriver at the foot of Orleans Street in Detroit. Both yards be-

longed to another of John Owen's enterprises, the Detroit Dry Dock Company (later the Detroit Shipbuilding Company). Remarkably, in nearly half a century all these sidewheelers were designed by the same naval architect, the eminent Frank E. Kirby (1849-1929).

Expensive new composite or iron steamers required money beyond John Owen's resources, and the Detroit capitalists Newberry & McMillan invested in D&C stock. The future U.S. Senator James McMillan (1838-1902) became an officer of the company about 1881, and eight years later he succeeded John Owen as President. For over sixty years three generations of McMillans determined D&C policy. Besides the Senator, important D&C presidents in this period included William C.

McMillan (1861-1907), Philip McMillan (1872-1919) and James T. McMillan (1885-1946). The McMillans also succeeded to John Owen's influence in the shipbuilding firm.

The new regime showed its hand as early as 1882 when D&C inaugurated its new "Coast Line to Mackinac." The new route made connections at St. Ignace with the new railway that Newberry & McMillan were promoting across Michigan's Upper Peninsula. By 1883 a pair of new iron steamers offered four round trips between them each week from Detroit to St. Ignace, touching at the Lake Huron ports. One of these steamers, *City of Cleveland* of 1880, seems to have been only the second ship in United States registry to have feathering paddle wheels.

City of Detroit (i) (US 125662), 1878 Wyandotte. Composite hull, 234 x 36 x 13; 1094 gross tons. Vertical beam engine from R.N. Rice, 62" x 11". In fleet 1878 through 1914; renamed *City of the Straits* 1892. Rebuilt 1915 as barge, later renamed *Liberty*. Became a motorship 1928 and abandoned 1940.

City of Cleveland (ii) (US 125808), 1880 Wyandotte. Iron hull, 225 x 32 x 13; 1221 gross tons Vertical beam engine, 56" x 132', from *United States*; joiner work of upper cabin from *Adirondack* (Both from Lake Champlain). Placed in Lake Superior Transit Co. pool 1880 and 1881. In D&C service 1882 through 1892; renamed *City of Alpena* (I) 1885. To C&B Line in 1893 as *State of Ohio*. Burned 5/20/1924 at Cleveland; later a barge. Note: This and subsequent D&C and C&B steamers were built with feathering paddle wheels.

City of Mackinac (I) (US 126150), 1883 Wyandotte. Iron hull, 203 x 32 x 10; 807 gross tons. Vertical beam engine from *Champlain* (Lake Champlain), 44" x 80', compounded 1884 as 36"-44" x 80". In fleet 1883 through 1892. To C&B Line 1893 as *State of New York*. Back in D&C fleet 1908 through 1917. To Goodrich Transit Co. 1918 as *Florida*. Rebuilt 1937 as barge for clubhouse of Columbia Yacht Club at Chicago; still in service.

The First Steel Steamers

Back on the Detroit and Cleveland route the first steel D&C steamer, another *City of Cleveland*, succeeded the last wooden one, *Northwest*. The new flagship was also the first lake ship to have two full decks of staterooms above the main deck. One of William Wright & Company's designers named Louis O. Keil (1862-1918) helped plan her cabin decoration. Thereafter, Keil decorated all of Kirby's D&C boats, but the sisters of 1924-25.

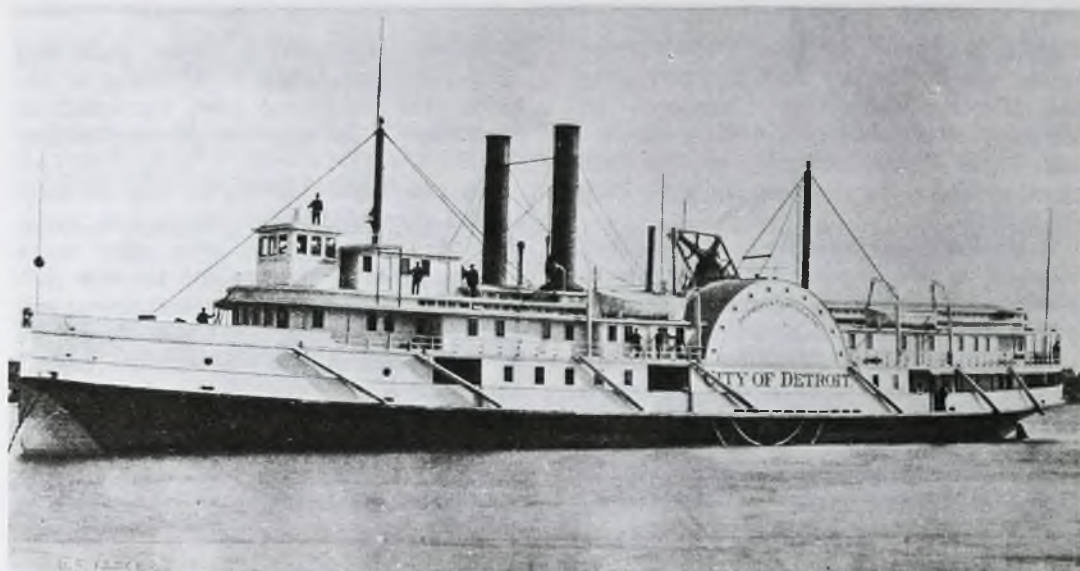
It took only seven seasons before both D&C routes were renewed with their own pair of steel sidewheelers, each having two full stateroom decks. Faster Mackinac steamers also made it possible to extend the line south to Toledo.

In 1893 the two iron steamers went to work

for the newly organized Cleveland and Buffalo Transit Company, but new C&B sidewheelers soon replaced them. In 1896 D&C and C&B jointly opened the Cleveland and Toledo Line. This line offered overnight sailings which were dropped after several years. More popular were its daytime schedules; from Cleveland and from Toledo came the steamers to Put-in-Bay and back with excursionists. The iron and composite steamers served out most of their Lake Erie days in this trade, and D&C ceased its participation after 1917.

All of these nineteenth century composite, iron or steel steamers of both D&C and C&B had new or rebuilt "walking beam" engines from the W. & A. Fletcher Co. of Hoboken, New Jersey. This firm was known for building the country's finest marine beam engines.

City of Cleveland (iii) (US 126333), 1886 Wyandotte, 272 x 40 x 14; 1923 gross tons. Vertical beam engine, 66" x 144". In fleet 1886 through 1924; renamed *City of St. Ignace* 1907. Sold 1925 to Western Reserve Nav. Co.; later renamed *Keystone*. Burned at Ecorse June 23, 1932; hull idle until scrapping at Hamilton, Ontario in 1948.



McDonald Coll./Dossin Museum



McDonald Coll./Dossin Museum

Top: CITY OF DETROIT was built in 1878 and was later renamed CITY OF THE STRAITS in 1892. Bottom: Originally built as CITY OF MACKINAC (i) in 1883, she was sold to C&B Line in 1893 and renamed STATE OF NEW YORK.

City of Detroit (ii) (US 126546), 1889 Wyandotte, 286 x 40 x 14; 1919 gross tons. Compound beam engine, 44"-68" x 96". In fleet 1889 through 1924; renamed *City of Detroit II* 1912. To C&B Line 1924 as excursion steamer *Goodtime*; scrapped at Hamilton 1940.

City of Alpena (ii) (US 126974), 1893 Wyandotte, 266 x 38 x 13; 1735 gross tons. Compound beam engine, 44"-66" x 96". In fleet 1893 to 1921; renamed *City of Alpena II*, 1912. To Graham & Morton Line 1921 as *City of Saugatuck*. Rebuilt 1939 as barge *Leona*; later Canadian barge *Normil*.

City of Mackinac (ii) (US 126998), 1893 Wyandotte. 266 x 38 x 13; 1749 gross tons. Compound beam engine 44"-66" x 88". In fleet 1893 to 1921. Renamed *City of Mackinac II* in 1912. To Graham & Morton Line 1921 as *City of Holland*. Scrapped 1940 at Sturgeon Bay, Wisconsin.

The Golden Age of Lake Erie

Success of the new C&B Company led to reviving daily service on the Detroit and Buffalo route in 1902 after a lapse of 45 years. D&C and C&B collaborated with the ship-building Company in forming the Detroit and Buffalo Steamboat Company, for which were built *Eastern States* and *Western States*. These sidewheelers had the new "inclined compound" engines that banished the familiar walking beam from their hurricane decks. In 1909 D&C absorbed the enterprise outright, and the honeymoon route to Niagara Falls became the company's most prestigious run.

The previous year D&C gave the Cleveland route another new *City of Cleveland*, this time with three full staterooms above the main deck. In 1910 she moved to the Buffalo route where she was joined two years later by a consort which became the largest sidewheeler in the world. This new *City of Detroit III* had the most lavish cabin decoration that ever graced a lake ship, as can be appreciated from her smoking room, the "Gothic Room", now reconstructed as the Dossin Museum foyer.

In addition to bringing roman numerals to the names of the D&C ships, the *D-III* completed the characteristic D&C color scheme although D&C hulls and bulwarks had been black or dark green since 1887. Now railings

and decks formed black bands all the way up to the hurricane deck, set off against cream colored cabins. Stacks and ventilators remained black, the latter with red throats.

Eastern States and *Western States* were the night boats on the Cleveland run for thirteen seasons. For two summer months each year, *City of St. Ignace* supplemented them in four daytime trips a week each way. For a few years *City of Detroit II* made Mackinac trips from Cleveland; then she joined her near-sister to make the Cleveland daytime service a daily offering.

By the mid-twenties the nineteenth century steamers were sold off, the Mackinac sisters in 1921 and the other pair in 1924-5. The services they left became dormant and walking beams retired from the D&C fleet.

Now the largest steamers ever built to be propelled exclusively by paddle wheels came on the Buffalo line: *Greater Detroit* in 1924 and *Greater Buffalo* in 1925. The *D-III* and *C-III* moved over to the Cleveland run. In turn, *Eastern States* and *Western States* inaugurated express service from Detroit via Mackinac Island to Chicago in 1925, with three sailings weekly in each direction. This became the fleet's operating pattern until late in the thirties. Presiding over the best years of D&C was General Manager A.A. (Gus) Schantz, the only non-McMillan to be President in a period of nearly sixty years.

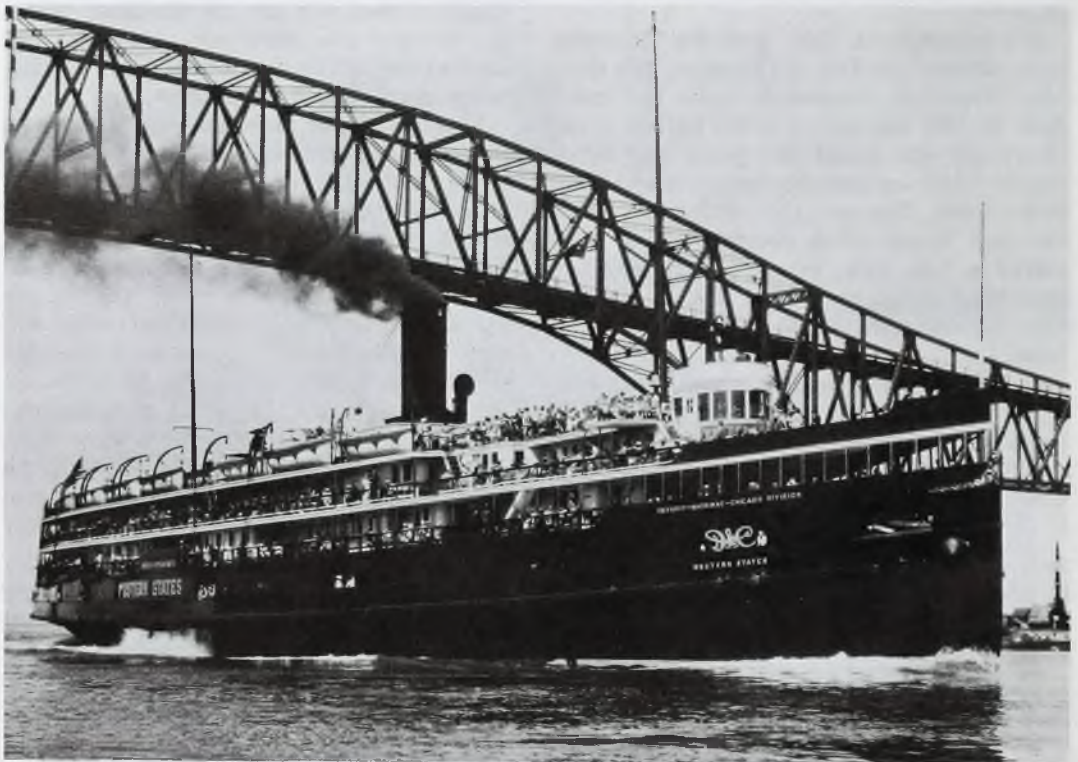
City of Cleveland (iv) (US 204080), 1907 Wyandotte (burned 5/12/1907 before completion and rebuilt). 390 x 54 x 22; 4568 gross tons. Inclined compound engine, 54"-82"-82" x 96". In fleet 1908 to 1954; renamed *City of Cleveland III* 1912. Damaged 6/23/1950 in Lake Huron in collision with *Ravnefjell*, 5 lives lost. Burned 10/20/1954 during scrapping at Windsor, Ontario. First lake ship with three full deck of cabins above the main deck.

Eastern States (US 136981), 1902 Wyandotte for Detroit & Buffalo Steamboat Co. 350 x 44 x 20; 3077 gross tons. Inclined compound engine, 52"-72"-72" x 84". In D&C fleet 1909 to 1956. Set afire in Lake St. Clair 12/12/56 prior to scrapping at Hamilton.

Western States (US 81811), 1902 Wyandotte for Detroit & Buffalo Steamboat Co., 350 x 44 x 20; 3077 gross tons. Inclined compound engine, 52"-72"-72" x 84". In D&C fleet 1909 to 1955. Sold for use as a floating hotel at Tawas, Michigan; burned 3/21/1959 during scrapping.



Dossin Museum Coll.



Dossin Museum Coll.

Top: CITY OF CLEVELAND (iii) was built in 1886 and remained in the D&C fleet until 1924. Bottom: The WESTERN STATES was built in 1902 and was sold for use as a floating hotel at Tawas, Michigan in 1955.

GREAT LAKES MARITIME INSTITUTE

DOSSIN GREAT LAKES MUSEUM
BELLE ISLE
Detroit, Michigan 48207
(313) 267-6440



December, 1986

Dear Members:

The Officers and Board of Directors of the Great Lakes Maritime Institute wish each of you and your family a very Merry Christmas and a Happy New Year.

Your Board has been faithfully working for the betterment of The Institute and The Dossin Great Lakes Museum. Now we are in the process of reassigning responsibilities within the Board so that the many facets of activities can be more adequately covered.

The Model Shipbuilding Contest held in October was a big success in many ways. The quality and diversity of models has improved. There were many interesting static and radio controlled models presented for judging. The R/C models included Great Lakes Freighters such as the Wilfred Sykes, etc. We thank all the participants for their entries and for sharing the products of their skills and labors of love. This is one of the great ways of preserving the heritage of the Great Lakes. The planning for the next contest has already begun.

The annual dues will be coming due on January 1, 1987. We ask that you send them in promptly as this makes our work easier. The dues are the same for 1987, \$12 U.S. and \$14 Canadian. If you wish to help the Institute in furthering the successes of the Museum, would you consider becoming a sustaining member for \$20 per year. But if you prefer not having to write a check every year there is a Life Membership for \$200. There are also the ongoing Museum Development Funds to which donations for any reason can be made. A living remembrance of a friend who loves ships and the Great Lakes, or a memorial gift in memory of a relative or friend who is no longer able to enjoy these treasures. All donations are Tax Deductible under Non-Profit Corporation IRS Code 501 (c) (3).

You can see that in the last few years the Museum has come alive with new exhibits. You can be an active part of this through your dues and donations. We also have a need for volunteers for various projects and activities. More on this in the next newsletter.

2.

The William Clay Ford pilot house preservation drive is well under way. Names of contributors will be given in the next newsletter. Why not add your name to the crew. The donations are as follows:

HONORARY WATCHMAN	\$ 1 -	24
HONORARY WHEELSMAN	\$25 -	49
HONORARY 2ND MATE	\$50 -	99
HONORARY 1ST MATE	\$100 -	249
HONORARY CAPTAIN	\$250 +	

This is Christmas time and everyone has their "Wish List". Well, the Museum has one too.

First - If you are moving or have to dispose of treasurers from the Great Lakes, please call the Curator, John Polascek, before you dispose of them. They may be needed for the Museum collections.

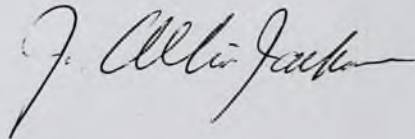
Second - If you have any of the following publications and are willing to donate them, please contact John or Cathy McGraw.

1. United States Merchant Vessels 1973 -1980.
2. Canadian Registry of Shipping 1965 - 1986.
3. Lloyd's Register 1967 -1974.

If you have other registers and want to donate them, please contact us as these would be useful.

We are still building the photographic file. Any and all donations are welcome.

Now that your President is finished with his unexpected drydocking in the hospital and necessary repairs were done for redocumentation, we should be underway for a terrific and challenging year. Happy 1987!



THE STEAMER CITY OF DETROIT III

1912 - 1987

The Michigan State Sesquicentennial gives us the opportunity to reflect on our maritime heritage over the past 150 years. One classic example of water borne commerce was the passenger/freight vessel the *City of Detroit III* which was destroyed in the 1950's. Fortunately the Gothic Room, or smoking lounge of the vessel was saved and installed at the Dossin Museum, and recently other portions of the vessel were discovered at Shane's Restaurant in Baltimore, Maryland.

Installed with a touch of history are two major items, an inlaid counter or bar, and a staircase, both of which are presently being used today. The top of the staircase supports a finely carved railing with two cast torches to light the way. The staircase has a 'fish' motif which is evident at the bottom where a carved fish is shown exhaling water from its mouth.



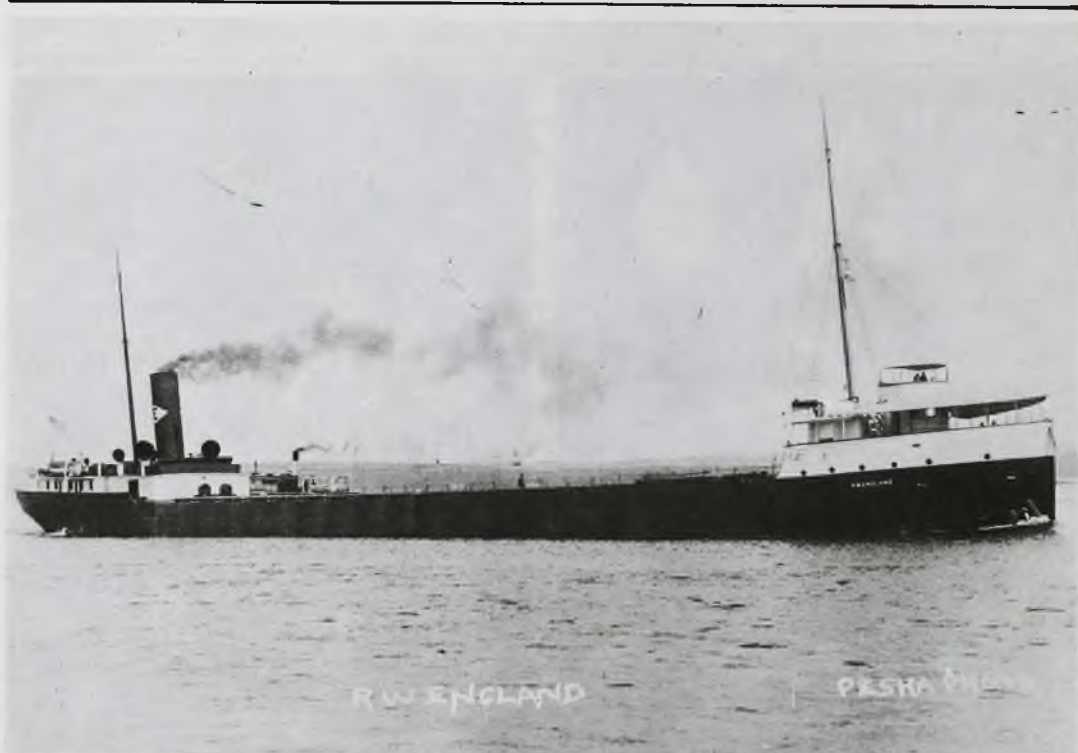
IRON MEN & STEEL SHIPS THE HISTORY OF THE GREAT LAKES ENGINEERING WORKS

From 1904 to 1959 one of the most innovative shipyards in the world was active along the Detroit River at Ecorse, Michigan. Not only did the G.L.E.W. hold production records, but it designed and built vessels that changed the course of Great Lakes commerce.

With the assistance of a grant from the Michigan Coastal Zone Management, Michigan Department of Natural Resources, and the Great Lakes Maritime Institute, the history of the shipyard will be presented in a 1,000 square-foot exhibit, opening January 21, 1987.

During this Sesquicentennial year Michigan can be proud of the fact that the G.L.E.W. constructed the following:

- ☆ The world's first self-unloading bulk freighter.
- ☆ The first lake freighter to have single piece hatch covers.
- ☆ The first of the 730-foot class of lake freighters.
- ☆ Held the record for the shortest time that a vessel was constructed and launched.



The R.W. ENGLAND was the first vessel launched at the Great Lakes Engineering Works, Ecorse, Michigan in 1904.

City of Detroit III (US 209571), 1912 Wyandotte. 456 x 55 x 22; 6061 gross tons. Inclined compound engine, 62"-92"-92" x 102. In fleet 1912 to 1956; scrapped 1957 at Hamilton. First lake ship to be largest sidewheeler in the world.

Greater Detroit (US 223664), 1924 Lorain, Ohio by American Shipbuilding Company. 519 x 58 x 24; 7739 gross tons. Inclined compound engine, 66"-96"-96" x 108". In fleet 1924 to 1956. Set afire on Lake St. Clair 12/12/1956 prior to scrapping at Hamilton.

Greater Buffalo (US 223663), 1924 Lorain, Ohio by American Shipbuilding Company 519 x 56 x 24; 7739 gross tons. Inclined compound engine 66"-96"-96" x 108". In fleet 1925 to 1942; rebuilt 1942 as training aircraft carrier U.S.S. *Sable* (IX81). Scrapped at Hamilton 1948.

The Automobile Carriers

Growth of the automobile industry in Detroit not only contributed more passengers to fill larger D&C ships, but brought shipments

of new cars crowding out package cargoes on the freight deck. This grew into a business employing a converted lake bulk freighter to carry new automobiles.

Wm. F. Fitch (US 81807), 1902 Wyandotte for Franklin Transportation Company (Hanna). 346 x 48 x 28; 3629 gross tons. Screw steamer with triple expansion engine 22"-35"-58" x 42". Purchased 1935 from Jenkins Steamship Company by Detroit and Cleveland Steamship Company and converted as auto carrier. To salt water 1942 for war service.

J.P. Wells (US 203473), 1906 Lorain by American Shipbuilding Company as *Joshua W. Rhodes* for Valley Steamship Company (W.H. Becker). 420 x 52 x 28; 4871 gross tons. Screw steamer with triple expansion engine, 22"-35"-58" x 40". Later *Frank Seither* and *Hazen Butler*. Purchased 1946 from Midland Steamship Company by Detroit and Cleveland Navigation Company, renamed as converted as auto carrier. Sold 1951 to Ecorse Transit Company (Nicholson); scrapped 1961.

The Last Years of D&C

World War II briefly renewed D&C prosperity which the Depression had taken away. James T. McMillan died in 1946 and his family sold their controlling interest to George Kolowich (1897-1955). Oil fuel replaced coal, and two ships were painted all white. More important, one or more steamers were regularly diverted to lake cruises in voyage of three to seven days duration. A serious operating loss for the 1950 season, among other factors, led to retiring the whole fleet for good that fall.

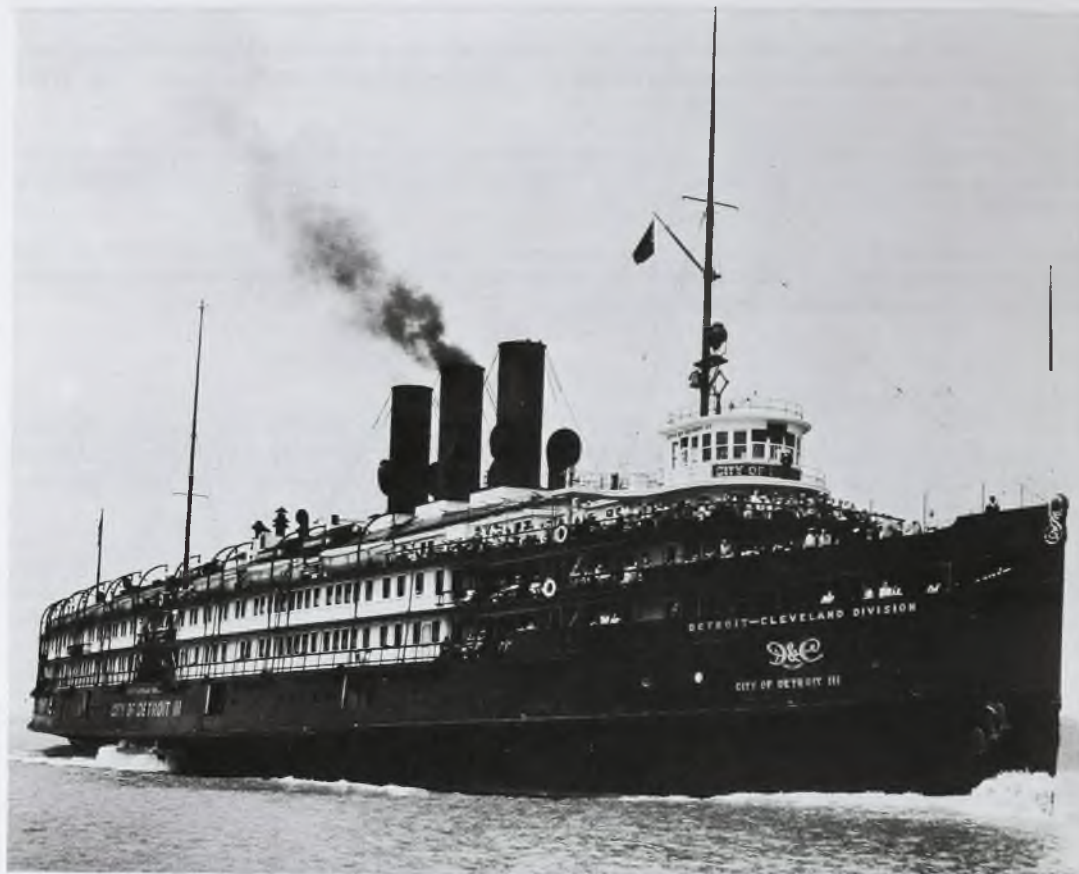
Cleveland and Buffalo Transit Company

The second of the great Lake Erie night boat lines was the Cleveland & Buffalo Transit Company, incorporated in Ohio in 1892. The history of this line and the evolution of its steamers was closely interwoven with that of the D&C line. However, the two companies were independent in ownership and management and were friendly rivals. For half of its forty-six seasons C&B could boast of a larger flagship than D&C owned.

Founder and longtime General Manager of C&B was Thomas F. Newman, the former D&C agent in Cleveland. He enlisted for his company from the same circles that were making Cleveland home port to the growing ore fleets. C&B President Morris A. Bradley owned one of the largest fleets of freighter and schooners of the day.

On April 26, 1893, two rechristened iron steamers borrowed from D&C sailed side-by-side down Lake Erie from Cleveland. Thus were revived daily steamer connections with Buffalo that had lapsed thirty years before. Within five more seasons their places on the run were taken by two Wyandotte-built steamers with compound Fletcher engines that were the largest walking beam engines ever used on the lakes. For a time the little *State of Ohio* took up a parallel route, calling midway at Erie, Pennsylvania.

The two companies shared in reviving two other Lake Erie services that, like the C&B route, had once used great 300-foot sidewheelers back in the 1850s when D&C steamers had hardly measured half their tonnage. One of the restored lines was the Detroit & Buffalo Steamboat Co., swallowed



Dossin Museum Coll.



Dossin Museum Coll.

Top: The D-III, built in 1912, was the first lake ship to be the largest sidewheeler in the world. Bottom: The SEEANDBEE, built in 1913, was sold in 1942 for use as the training aircraft carrier U.S.S. WOLVERINE.

by D&C seven years after its founding in 1902. The other line was begun in 1896 as the Cleveland & Toledo Line to employ older steamers displaced from C&B and D&C routes. By day its steamers met at Put-in-Bay with excursionists and exchanged through passengers; initially, the steamers also ran through by night. D&C swallowed this line, too, but disgorged it by 1917. Afterwards, *State of Ohio* took over the Cleveland and Put-in-Bay excursion run for C&B, and the larger *Goodtime* was later substituted; service to Cedar Point was added as well.

In 1913 C&B brought out the larger side-wheeler in the world for its flagship. *Seeandbee* vastly exceeded the stateroom capacity of her consort on the Cleveland and Buffalo run. The two steamers did a skipstep in their schedule on Saturdays, with an extra trip through by daylight to fit the great ship to the heaviest weekend traffic patterns.

C&B completed its Lake Erie network with service several days a week to Port Stanley across the lake using the steamer fresh in from Buffalo that would otherwise have spent the day idle at Cleveland. Main-

tained for several years before the First World War, the service was reinstated in 1929.

When *Seeandbee* joined the line in its twentieth anniversary season, Newman and Bradley still headed the company. On Newman's death G.A. Bomm served as General Manager in the 1920s and was successful in turn by Philip J. Swartz. President in the line's last years was the well-known ship manager, G.A. Tomlinson, while Chairman of the Board was Alva Bradley, son of the first president.

In the thirties the four-stack silhouette of *Seeandbee* became familiar around the lakes in her seven-day cruises between Buffalo and Chicago. The deepening depression made C&B suspend all services at the end of the 1938 season. *Seeandbee* was sold to the line's Chicago agent, T.J. McGuire, who continued her cruises under a completely separate company known as Cleveland & Buffalo Transit Co. of Illinois. After the Navy requisitioned *Seeandbee*, that company acquired and operated the Lake Michigan screw steamers *City of Grand Rapids* and *Theodore Roosevelt*.

State of Ohio (US 125808), 1880 Wyandotte for D&C as *City of Cleveland* (ii); later *City of Alpena* (i). (See list above for further data.) In C&B fleet 1893 to 1924. Burned 5/20/1924 at Cleveland. Later a barge.

State of New York (US 126150), 1883 Wyandotte for D&C as *City of Mackinac* (i). (See list above for further data.) In C&B fleet 1893 to 1907. Returned to D&C fleet 1908.

City of Buffalo (US 127132), 1896 Wyandotte for C&B. 298 x 43 x 17; 2398 gross tons. Compound beam engine, 52"-80" x 96". Lengthened 1904 at Wyandotte to 340'; 2940 gross tons. In C&B fleet 1896 to 1939. Burned at Cleveland 3/20/1938; scrapped 1940 at River Rouge, Michigan.

City of Erie (US 127242), 1898 Wyandotte for C&B. 316 x 44 x 18; 2498 gross tons. Compound beam engine, 54"-80" x 96". In fleet 1898 to 1941. Scrapped 1941 at Cleveland.

Seeandbee (US 211085), 1913 Wyandotte for C&B. 485 x 58 x 23; 6381 gross tons. Inclined compound engine, 66"-96"-96" x 108". In fleet 1913 through 1938. Sold 1939 to Cleveland and Buffalo Transit Company of Illinois. Rebuilt 1942 as training aircraft carrier *U.S.S. Wolverine* (ii) (IX64). Scrapped at Milwaukee. Only large lake ship with four stacks.

Frank E. Kirby (US 120796), 1890 Wyandotte for Ashley & Dustin. 195 x 30 x 10; 532 gross tons. Vertical beam engine, 48" x 108". Chartered 1924 season by C&B to replace *State of Ohio*. Later *Silver Spray* and *Dover*.

Goodtime (US 126546), 1889 Wyandotte for D&C as *City of Detroit* (ii); later *City of Detroit II*. (See D&C list above for further data.) Purchased 1924 for conversion to excursion vessel and renamed. In C&B fleet 1925 to 1940; scrapped at Hamilton.

Note: Contemporary accounts say that C&B revived briefly with day service from Cleveland to Put-in-Bay in 1945, using the old Goodrich screw steamer *Alabama* which was converted for excursion service. After the 1946 season, *Alabama* was returned to her previous owner, the Georgian Bay Line. However, Mr. W. R. Wingate of Vermillion, Ohio, who was associated with that service, says *Alabama* was owned and operated at that time by a completely separate company, Islands-Bay Steamship Company. Mr. Wingate, who was with the C&B Line in the 1930's, supplied welcome information for this article, just as Mr. Michael O'Brien of Detroit contributed much background on the D&C Line. □

GREAT LAKES & SEAWAY NEWS



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T. SECHEN

R. BARDEN
CORPS OF ENG.
E. LONGMAN

R. BEAUCHAMP
W. HOWELL
D. MCCORMICK
F. WEBER

Sep. 1. . . The *W.W. Holloway* cleared the St. Lambert Lock under tow for Quebec City and arrived there later in the day.

. . . The Yugoslav vessel *Ucka* cleared Montreal for Milwaukee on her first trip in the Seaway. She got as far as the St. Lambert Lock when she suffered engine trouble and had to be towed back to the Pointe aux Trembles anchorage.

. . . Operation of the tankers *Texaco Brave* and *Texaco Chief* have been taken over by Societe Sofati-Soconav. Both were at Toronto and cleared for Montreal with new crews on the same day. They arrived in Montreal the next day and their names were changed to *Le Brave* and *A.G. Farquharson* respectively.

. . . A report in *Marine News* stated that the *Wit Fuel* has been renamed *Witwater*. She sailed the lakes as *Cyclo Chief*, *Texaco Chief*, *Fuel Transporter* and *Fuel Transport*.

Sep. 2. . . The *American Republic* cleared Fraser Shipyard for Taconite Harbor after completing her 5-year inspection.

. . . The Dutch tug *Smit-Lloyd 109* cleared Lauzon towing the *Paul H. Carnahan* and *George M. Humphrey* for scrapping in Taiwan.

. . . The twin ports of Duluth-Superior reported an increase in foreign shipping. There are eleven salties in the two ports and the activity was expected to continue through the rest of the season. The report stated that grain shipments were increasing due to the declining strength of the U.S. dollar, which makes American commodities a better buy for foreign purchasers.

Sep. 3. . . Rene Beauchamp reported that the tankers *Le Brave* and *A.G. Farquharson* have been reverted back to their old names. The explanation that he was given said they were renamed only to see how the names looked on the hulls. They will officially be renamed at a later date.

. . . CN Marine has changed their name to Marine Atlantic. It was in 1976 that Canadian National became CN Marine.

. . . The m/v *Catharine Desgagnes* was surveyed at Hall Beach, NWT for damage by ice between August 17-25. No mention was made of where the damage was incurred.

. . . Union steelworkers were blocking entrances to the idle Reserve Mining Company plant in Silver Bay. They stated that the company must pay for employees health care before they allow

GREAT LAKES & SEAWAY NEWS ●

anyone inside the plant to ship iron ore pellets that were stockpiled.

Sep. 4. . . The ferry *Vacationland* which is owned by CN Marine arrived at the shipyard at Les Mechins, P.Q. for a refit.

. . . Grain handlers in Thunder Bay, Ontario have walked off their jobs after a long simmering dispute with their employers. The work stoppage is the first since 1981 and it affects about half of Canada's grain exporting capacity.

. . . A warrant charging Capt. Seman Franko with two counts of negligent homicide was issued by the Charlevoix County prosecuting attorney. The charges stem from the sinking of the fish tug in Lake Michigan on August 20, 1986, which resulted in the deaths of two commercial fishermen. A third crewman from the tug was still missing. The sheriff stated he will arrest Capt. Franko when the *Jablanica* arrives at the Soo.

. . . Mr. John T. Saunders passed away in Duluth. He was honored in the Twin Ports as Harbor Man of the Year in 1984 and was also inducted into the Harbor Hall of Fame. He sailed for Interlake Steamship from 1949 to 1967 and held a mate's license. He was a licensed pilot in the ports of Buffalo, Gary and Duluth-Superior.

Sep. 6. . . The Liberian flag vessel *Kaptan Guven* arrived in Montreal on her first trip into the Seaway under that name. She went only as far as Prescott, Ontario, which is unusual for a deep sea vessel. On the same day her sister ship *Pioneer* arrived Montreal and left the next day on her first trip in the Seaway under that name. The *Pioneer* had been a visitor under the name *Sea Pioneer*.

. . . The *Northern Ranger* was christened at the Port Weller Dry Docks.

Sep. 7. . . The *Columbia Star* loaded pellets for the first time at the Burlington Northern ore docks in Superior for delivery to Toledo.

Sep. 8. . . The *John E.F. Misener* was towed downbound in the Welland Canal by tugs *Glenside*, *Glenevis* and *Stormont*.

Sep. 9. . . The *H. Lee White* unloaded part of her cargo of coal in Ashland, Wisconsin and became the 5th vessel to arrive there this season. Before arriving in Ashland, she unloaded part of her cargo at Ontonagan, Michigan.

. . . The *Golden Hind* cleared Toronto under her own power for Lauzon after being laid up in Toronto since December, 1985. She has been sold for scrap.

. . . FINALLY! The *Savic* (ex-*Cliffs Victory*), cleared Lanoraie for New York. While underway she received orders to load scrap at Philadelphia. She had been in Montreal since December, 1985. At one time she was to go back to Detroit for a load of scrap, but was refused reentry into the Seaway because of her poor condition. She was still scheduled to be scrapped in Taiwan.

. . . The Canadian Government was making plans to bypass the port of Thunder Bay by moving grain by rail to St. Lawrence ports. The president of Dominion Marine Association estimated that in two weeks about seventy vessels could be laid up for lack of grain cargoes.

Sep. 12. . . Interlake's *John Sherwin* was moved by tugs from her long-term lay-up berth in Superior to the Cargill B1 elevator in Duluth. She loaded over 800,000 bushels of government owned barley for long term storage. Before she was moved, all openings below the water line were welded over. She remained boarded up.

● GREAT LAKES & SEAWAY NEWS

. . . The historic Collingwood Shipyard closed today.

Sep. 13. . . A new barge for the St. Lawrence Cement Company, the *Clarkson Carrier* was enroute to Canada from the Middle East. She was being towed by the tug *Petit Forte* and is to replace the *Robert Koch*.

. . . There was a record number of cruise ships in the St. Lawrence River with four (*Stefan Batory*, *Royal Viking Sky*, *Illiria* and *Sea Goddess II*) in Montreal. The *Stella Solaris* was at Quebec City On Sept. 15th, a sixth vessel, the Greek ship *Royal Odyssey* arrived from New York City.

Sep. 14. . . Inland Steel's *Wilfred Sykes* unloaded limestone at the Great Lakes Steel dock in Detroit at Zug Island. On this rare visit, she tied up between the *George A. Stinson* and the saltie *Hamlet*, which was loading coke.

Sep. 15. . .The *John Sherwin* was moved from the Cargill B1 berth in Duluth to the Cargill B2 berth, which is no longer used to load vessels. She went in stern first.

Sep. 16. . . The port of Quebec was shutdown by a lockout after employers and longshoremen failed to reach agreement on a new contract. The employers are asking for wage concessions to make Canadian ports competitive with U.S. ports. The longshoremen are asking for job security in exchange for wage concessions.



The JOHN E.F. MISENER has been sold for scrap.

GREAT LAKES & SEAWAY NEWS ●

. . . The Polish tug *Jantar* cleared Quebec City with the *Philip D. Block* and *W.W. Holloway* in tow to be scrapped in Brazil.

Sep. 18. . . The Greek flag *Pindos* cleared the Seaway downbound. She was formerly the named the *Yannis C.* and was renamed while in the Great Lakes.

. . . The *John E.F. Misener* arrived at Lauzon under tow of tugs *Stormont*, *Glenside* and *Glenevis*. Earlier that day they passed another tow between Quebec City and Trois-Rivieres. The destroyer *H.M.C.S. St. Croix* was under tow by tugs *H.M.C.S. Glenside* and the *H.M.C.S. Glenevis*. Needless to say, it caused some confusion. The *St. Croix* arrived at the Versatile Vickers Shipyard the next day and entered the drydock. She was the first vessel in drydock after the *H.M.C.S. Skeena* cleared on August 9th.

. . . Canadian labor disputes were threatening 5,000 jobs. Grain handlers at Thunder Bay and the longshoremen were still locked out at Quebec. There are 30 vessels already laid-up and the number was expected to rise as the vessels complete their trips.

. . . Three crewmen from the Polish freighter *Ziemia Opolska* were missing while the vessel docked in Superior, Wisconsin. The two men and the wife of one of them are thought to be asking asylum in the U.S.

Sep. 20. . . The *Columbia Star* loaded a record 70,706 tons of coal at the Midwestern Energy Terminal in Superior for the Detroit Edison plant at St. Clair, Michigan.

Sep.21. . .The *Nipigon Bay* suffered extensive fire damage to her forward quarters while laid-up at Kingston, Ontario. Damage estimates are close to \$200,000. It was suspected that vandals boarded the vessel and set the fire.

. . .The *Lake Manitoba* which has been laid-up in Toronto since July, cleared for the St. Lawrence.

Sep. 22. . .The *Charles M. Beeghly* arrived at Fraser Shipyard for minor repairs and left the next day.

. . .The *Algoway* made a rare visit to Ashland to unload 11,932 tons of road salt at the Reiss Coal Dock. She was the sixth vessel to call this season.

Sep. 24. . . The tugs *Stormont*, *Glenevis* and *Glenside* were upbound in the Seaway towing dredging equipment from Cacouna for Whitby, Ontario. High and dry on one of the barges was the small tug *Whitby*.

. . .The *Joseph H. Frantz* was upbound in the Saginaw River for the Wirt Stone dock when strong currents forced her into the Independence Bridge at Bay City. The currents were caused by high water levels due to excessive rains. She was freed about 36 hours later. Neither the bridge or the vessel were badly damaged.

Sep. 25. . .The *Canadian Mariner* which was laid-up at Toronto since May 31st, returned to service.

Sep. 27. . . The *Federal Polaris*, bound for Chicago, collided with the *Cvijeta Zuzoric* which was bound for the Seaway at buoy 52 in the St. Clair River. Apparently damage was minimal as both vessels were permitted to continue on their way.

● GREAT LAKES & SEAWAY NEWS



Peter Worden Photo/Dossin Museum

Operations of the Texaco tankers have been taken over by Societe Sofati-Soconav.

. . . The Panamanian flag *Yver* entered the Versatile Vickers Shipyard apparently to undergo alterations so that she can proceed up the Seaway. She arrived in Montreal six days earlier and went into drydock on September 29.

. . . The *Bailen* brushed the gears of the raised Bridge 19 at Port Colborne. The bridge will have to be inspected for damage.

Sep. 28. . . The *Roger M. Kyes* arrived at Fraser Shipyard in Superior for repairs. It is believed that she requires work on her engine.

Sep. 29. . . The small Canadian freighter *Hancock Trader* went aground off Champlain in the St. Lawrence River. She was upbound for Contrecoeur and freed herself the next day.

. . . The Polish tug *Koral* cleared Lauzon with the *John E.F. Misener* and the *Golden Hind*. They were bound for Cartagene, Columbia for scrap.

Sep. 30. . . The *Robert Koch* arrived at Contrecoeur in late August, but has not gone to the ship-breaking yard as yet.

. . . Fednav Lakes Services has won their fight for recognition as a low cost carrier for all military vehicles to be moved between the U.S. and northern Europe by the U.S. Military Sealift Command. Fednav operates the *Federal Lakes* and *Federal Seaway* between the Great Lakes and Europe.

GREAT LAKES & SEAWAY NEWS ●

Oct. 1. . . The *John G. Munson* arrived at Fraser Shipyard for lay-up after USX and the union representing unlicensed crewmembers couldn't reach agreement on their contract.

. . . The *Cvijeta Zuzoric* arrived in Montreal from Duluth and was inspected for damage. Temporary repairs were carried out in Montreal and she cleared on October 5th.

Oct. 2. . . The *Calcite II* and the *George A. Sloan* laid-up in Milwaukee. The *Myron C. Taylor* laid-up in Calcite. There are no U.S. Steel lake vessels in operation.

. . . Mr. William O'Neil, Seaway President was the speaker at the first annual William Hamilton Merritt Lecture series held at Brock University in St. Catharines.

Oct. 3. . . Talks were continuing in an effort to settle the grain handlers strike at Thunder Bay. More than 50 Canadian vessels have been laid-up.

. . . Two small U.S. Navy craft, the *YP 683* and *YP 684* passed through the St. Lambert Lock for delivery to an east coast base. They were the first wooden-hulled vessels built by Marinette Marine since World War II.

Oct. 5. . . A tentative agreement has been reached in the grain handlers strike. Details were not released, pending ratification by the union membership.

. . . The *Federal Polaris* was surveyed in Toledo for damage and repairs were carried out afloat.

. . . The *Algosoo* returned to service. She suffered extensive fire damage on March 7th at Port Colborne.

Oct. 7. . . The Maritime Administration has received a request from Bethlehem Steel Corp. to sell the *Arthur B. Homer* to Port Colborne Marine Terminals.

. . . The *Carol Lake* cleared Hamilton and returned to service after being laid-up since August 11, 1984.

. . . The Soviet-flag *Alexsander Nevskiy* cleared Montreal for Thunder Bay and became the first Soviet vessel to enter the Seaway this year. Another Soviet vessel was inspected prior to her entry in the Seaway, but the cost of fitting her out for Seaway passage was too high. Instead, she loaded grain at Sorel.

. . . The supply ship *Skua*, formerly owned by the Canadian Coast Guard, but later sold to Marine Salvage, cleared Sorel under tow by the tug *Quail* for Louiseville. It appears that she has been sold to Paul-Emile Caron of Louiseville rather than to the shipbreaking company at Contrecoeur as previously reported.

Oct. 8. . . As many as 33 lakers are at or under way for Thunder Bay to load grain. It is expected that the grain handlers will vote to ratify the new contract and return to work tomorrow.

. . . The *Canadian Pioneer* has been returned to Upper Lakes Shipping after being chartered to Canada Steamship Lines.

Oct. 9. . . The tug/icebreaker *Capt. Ioannis S.* was surveyed while drydocked at Les Mechin, Quebec. She apparently made contact with the tanker *Amersham* on June 11th. No mention was made of where or how the contact was made.

● GREAT LAKES & SEAWAY NEWS

. . . The *Roger M. Kyes* cleared the Fraser Shipyard for Two Harbors. She arrived at the shipyard on September 28th.

. . . The *Federal Lakes* while on a passage from Rotterdam and Bremerhaven to Montreal and Detroit, reported that her port engine has shut down and did not call for assistance at that time. She reported winds at force 10 and seas running at 35 to 40 feet. She later reported that seas were worsening, but the situation was stabilized and temporary repairs to the engine have been made. She then reported winds at force 11 (violent storm) and seas running 50 feet. A few hours later, she reported that the port engine was running well with the storm unchanged. Because an urgency no longer existed, she discontinued regular radio contact. No further information as to when she arrived in Montreal.

. . . The new port of Grande Anse on the Saguenay River was officially inaugurated.

Oct. 10. . . The *Savic* cleared New York for Koahsiung, Taiwan for scrapping. She cleared Montreal on September 11th. At that time, information was received that she had been ordered to Philadelphia instead of New York to load scrap.

. . . The *Jean Parisien* contacted buoy No. 1 in the east outer channel in the lower Detroit River. She proceeded to the Ojibway anchorage at Windsor to determine extent of damage. She proceeded upbound the same day. No mention of damage, if any, was made in the report.

. . . Grain handlers at Thunder Bay began to return to work, ending a 5 week strike-lockout at that port.

. . . The *H. Lee White* unloaded 12,753 tons of coal in Ashland and unloaded the remainder of her cargo at the Reiss Coal Dock in Duluth.

Oct. 12. . . The *Algoport* cleared Port Weller Dry Dock and the *Northern Ranger* left the wall for east coast service. The same day she passed downbound at the St. Lambert Lock for St. John's, Newfoundland. The name *Northern Ranger* revived the name of a coastal passenger ship that was built in 1936 and scrapped in 1967.

Oct. 13. . . The *Seaway Queen* was towed from Toronto by the *Glenside* and *James E. McGrath* to the Port Weller Dry Docks.

. . . The museum-ship *William A. Irvin* was moved around the corner to a permanent slip at the Duluth Arena. She was placed in the slip bow first.

Oct. 14. . . The Canadian tug *Canadian Viking* arrived at Lauzon from Vancouver where she was laid-up since last year.

. . . The *Cartiercliffe Hall* cleared Prescott for Thunder Bay on her first trip of the season. The next day the *Canadian Hunter* cleared Toronto on her first trip of the season. The *Steelcliffe Hall* cleared Prescott for Thunder Bay on her first trip of the season.

Oct. 15. . . Columbia's *Armco* was fitting-out at the Fraser Shipyard at Superior. She had been laid-up here since October 6, 1984.

Oct. 18. . . The *Manitoulin* was downbound from Thunder Bay to Sept-Iles with a cargo of wheat when she suffered engine failure and went aground in the St. Lawrence River.

GREAT LAKES & SEAWAY NEWS ●



Masman Photo/Dossin Museum

The *SEAWAY QUEEN* returned to service this fall.

. . . The *Murray Bay* stopped short of Bridge 11 while downbound in the Welland Canal. The bridge failed to open and she was forced to drop both anchors and go to full astern.

Oct. 19. . . The *Ottercliffe Hall* arrived at Duluth-Superior with a load of cement for the St. Lawrence Cement Company in Duluth. This was a rare visit for her in the twin ports.

. . . *P.S. Barge No. 1* arrived alongside of the grounded *Manitoulin* and the tug *Leonard W.* was dispatched from Quebec City to help in refloating her.

. . . A new Canadian Coast Guard ship was launched at Sorel as the *Sir William Alexander*. In contrast, across the river was the old Canadian Coast Guard ship *N.B. Mclean* which dates back to the 1930s.

Oct. 20. . . *P.S. Barge No. 1* lightered 2,300 tons of cargo from the grounded *Manitoulin* and she was pulled free by three tugs. She proceeded to Montreal under her own power for inspection.

. . . The *Seaway Queen* cleared the Port Weller Dry Dock after completing a 5-year inspection and returned to service.

● GREAT LAKES & SEAWAY NEWS

. . . The *Scott Misener* arrived at Port Weller towed by the *Stormont* for a 5-year survey.

. . . The *Philip R. Clarke* and *Cason J. Callaway* were shifted so that the *Armco* could leave Fraser Shipyard. She loaded taconite pellets in Duluth and cleared for Toledo on October 23rd.

. . . The U.S. Navy vessel *Algol* arrived Quebec and entered drydock at the Versatile Vickers Shipyard at Lauzon for an overhaul. She was removed from the drydock the next day because several supports forming the bed of the drydock gave way because of her weight. She again entered the drydock on the 26th.

Oct. 21. . . The *Stadacona* cleared Thunder Bay on her first trip of the season. Last November she grounded at Stoneport and suffered extensive damage. She was towed to Thunder Bay for repairs.

. . . Dense fog forced the U.S. Coast Guard to close the St. Marys River to navigation for three hours.

. . . The *Maplecliffe Hall* cleared Montreal for Thunder Bay on her first trip of the season. However, she suffered mechanical problems and returned to Montreal. She cleared on October 25.



Jim Bearman Photo/Doosin Museum

The ARMCO returned to service after being laid-up since 1984.

GREAT LAKES & SEAWAY NEWS ●

Oct. 22. . . The tug *Petite Forte* and the barge *Clarkson Carrier* arrived in Montreal from the Middle East. She will be fitted-out for her passage through the Seaway and will enter service on Lake Ontario carrying cement mainly between Clarkson, Ontario and Oswego, N.Y. Both the tug and the barge were registered in Hamilton, Bermuda. The tug was built in 1969 as the *E. Bronson Ingram* and renamed *Jaramac 42* in 1972. She was renamed *Scotsman* the following year. She was renamed *Al Battal* in 1981 when she was under the Saudi Arabian flag.

. . . The Panamanian flag *Cervinia* (a type 36L freighter) struck the wall of the Snell Lock and anchored off Grasse Island for inspection. Apparently she wasn't damaged as she proceeded to Montreal to load scrap.

. . . It has been confirmed that the *Arthur B. Homer* will be sold for scrap to Port Colborne Marine Terminals. She has been laid-up at the Perry Shipbuilding Co. at Erie, PA. since October, 1980 and the property is for sale.

. . . The ferry *Chi-Cheemaun* passed through the Soo Locks on her way to Thunder Bay for a 5-year survey. She operates between Tobermory and South Baymouth, Manitoulin Island.

Oct. 23. . . The *Manitoulin* cleared Montreal for Sept-Isles.

. . . The *Fred R. White* unloaded 15,638 tons of coal in Ashland.

Oct. 24. . . Marine Industries has purchased Versatile Davie Shipyard in Lauzon and Versatile Vickers Shipyard in Montreal.

. . . C.S.L.'s *Stadacona* unloaded grain at Midland after clearing Thunder Bay. This was her first trip of the season.

. . . Plans to convert the carferry *City of Milwaukee* into a combination museum, bed and breakfast, restaurant have been abandoned.

Oct. 27. . . The tug *Canadian Viking* cleared Lauzon towing the *Frank A. Sherman* and the *Red Wing*. They are bound for Taiwan for scrapping.

. . . The *James R. Barker* suffered an engine room fire minutes after she passed under the Blue Water Bridge at Port Huron. She anchored north of the bridge in Lake Huron out of the shipping lane. There were no injuries and a broken fuel line was suspected as the cause of the fire. She was bound for Escanaba to load pellets. The *William J. Delancey* towed the *Barker* to Sturgeon Bay for repairs.

Oct. 31. . . Halco, Inc. of Montreal has sold the tankers to Enerchem Transport, Inc. of Montreal. The tankers will be retained by Halco, but under the management of a new company, Navicon Management, Inc. of Montreal.

. . . The *B.F. Affleck* broke loose from her moorings at the Azcon scrap dock in Duluth at 3:00 a.m. She blew across the harbor and beached at the Coast Guard Station. Winds were blowing only 30 m.p.h. at the time. Two "G" tugs pulled her back to Azcon and the Coast Guard gave Azcon one day to properly secure their ships. The *Affleck* was only held by three cables when she broke loose. The *Affleck* has been sold to ULS for scrapping at Port Colborne.

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