



Telescope

MARCH ☆ APRIL 1988
VOLUME XXXVII: Number 2



GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

This year is the 75th anniversary of the Storm of 1913. In November the museum will open an exhibit commemorating this event. The Michigan Nautical Time Capsules exhibit will be taken out of the Robert E. Lee Hall at the end of September.

Many museum visitors inquire about the future of the *South American* and when will she be returning to Mackinac Island. Word from the east coast states that the shipyard in Camden, New Jersey where she has been docked, will be torn down and the *South American* will be scrapped where she lies. Many plans were made to save her, but the total costs of such projects were more than the vessel was worth.

Special events on Belle Isle that members should be aware of include the Spirit of Detroit hydroplane races on June 12 and the Grand Prix coming into town the following weekend. The museum will be closed on Saturday, May 21 for the annual 24-hour bike race on Strand Drive in front of the museum.

MEETING NOTICES ●

Mr. Greg Rudnick will be our guest speaker at the next entertainment meeting scheduled for Friday, March 18. See notice on page 54. Mr. Paul LaMarre will show slides titled "A Day on the Great Lakes" at the May entertainment meeting scheduled for Friday, May 20th. Meetings begin at 8:00 p.m. Doors open at 7:00 p.m.

The next Board of Directors meeting (which all members are invited to attend) will be held on Thursday, April 21 at 7:30 p.m. All meetings are at Dossin Museum.

CONTENTS ●

Membership Notes, Meeting Notices, etc.	30
The Wonderful Arks of the Great Lakes by Robert McGreevy & Bob Misky	31
Great Lakes Maritime Institute Shop	39
1987 Model Shipbuilding Contest	42
Great Lakes & Seaway News	<i>Edited by Don Richards</i> 43
March Entertainment Meeting	54

Published at Detroit, Michigan by the
GREAT LAKES MARITIME INSTITUTE

©All rights reserved.

Printed in the United States by
Macomb Printing Specialties.

OUR COVER PICTURE . . . In the last six years many of our long time favorites have gone to scrapyards on the lakes or overseas. This recent parade of scrap tows will remind older members of the numerous scrap tows that occurred after the Seaway opened in 1959. This photo of the tugs *Atomic* and *Patricia McQueen* towing the *Superior* to the scrapyard at Port Weller was taken by Cliff Morrison. □

THE WONDERFUL ARKS OF THE GREAT LAKES

by
ROBERT MCGREEVY & BOB MISKY
Part II

Travelers who have never sailed before seem to be fascinated by the captains, although some travelers appear to be disappointed that D&C skippers are ordinary looking men who wear only the merchant marine uniform of their rank. They would perhaps prefer the getup of the old-time lake captains, who wore Prince Albert coats, high silk hats and fierce looking whiskers.

The overnight ships had no regular ship's doctor, and one night aboard the *Greater Detroit*, there was no doctor on the passenger list when a young wife decided to have her baby between Buffalo and Detroit in Lake Erie. She was attended successfully by a young woman who was studying medicine in college during the winter and working on the *Greater* during the summer.

Captains are prime targets for strange questions asked by passengers, usually groups of middle-aged ladies. Sometimes the captains amuse themselves by responding with preposterous answers. Capt. William McDonald, general superintendent of D&C was noted for

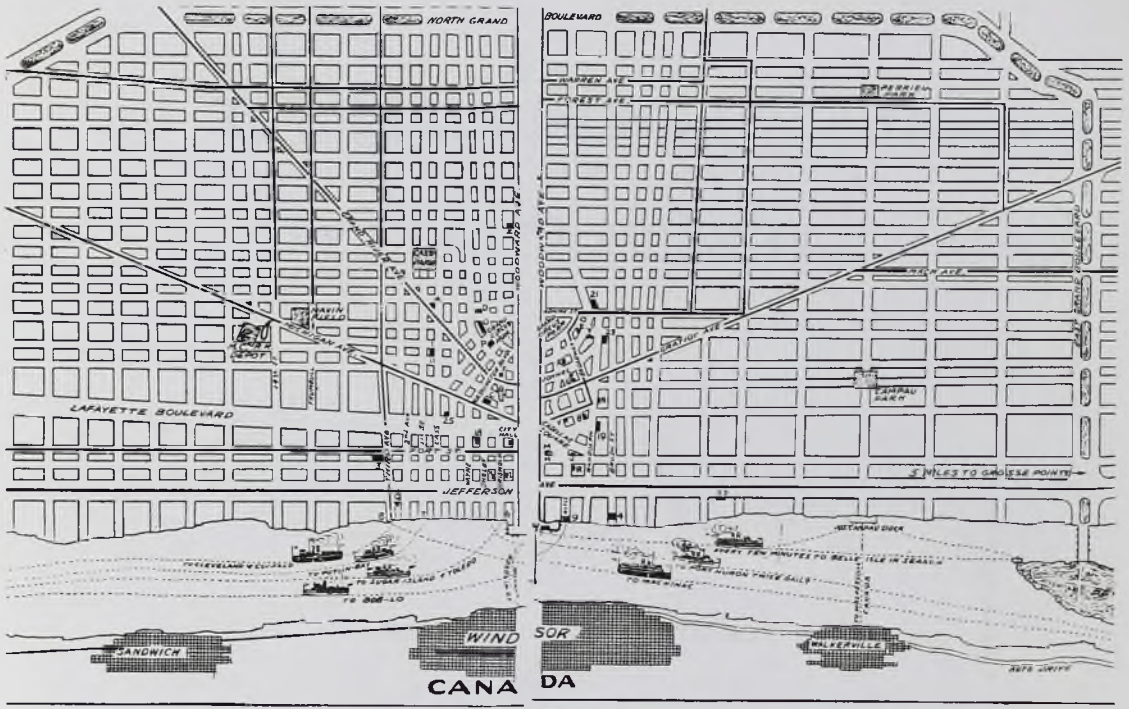
this when he was a shipmaster.

On the upper lakes, where the water is extremely clear, clouds on a sunny day cast reflections that change the color of the water in certain spots. Ladies are always wanting to know what causes the color change. Sometimes Capt. McDonald would explain carefully that it was caused by ice cutters, who cut out sections of ice when the lakes are frozen in winter and store it for summer use. In places where the ice had been removed, Capt. McDonald would point out, the sun shone on the water more than in places where the ice was left intact. Thus exposed patches of water had turned darker from sunburn. Coming from the captain, this answer seemed to satisfy the ladies.

Once Capt. McDonald's ship was forced to anchor because of low fog on the water, which blotted out any ship that might have been in the vicinity. Looking upward, however, one woman noticed the stars shining brightly and complained that she saw no sense in anchoring.

"There's no fog to speak of," she said.

1920's map of principal steamer docks along Detroit River. Note D&C main office building is six blocks east of dock at foot of Wayne.



- | | | | | | | |
|--|--|--|---|--|---|--|
| <p>DEPOTS</p> <p>1—Interurban. All sub-urban electric cars leave from.</p> <p>2—Mich. Ave. Michigan Central; New York Central Lines; Detroit Toledo & Francon.</p> <p>3—Union Station; Washash; Pere Marquette; Canadian Pacific.</p> <p>4—Brush Street; Grand Trunk; L. S. & M. S.</p> | <p>DOCKS (In Season)</p> <p>5—White Star Line. To Toledo.</p> <p>6—Sugar Island. The Flats, Tashmon and Port Huron.</p> <p>7—Str. Put-in-Bay. To Put-in-Bay and</p> | <p>Sandusky, Cedar Point.</p> <p>8—D. & C. N. Co. To Buffalo, Cleveland, Toledo, Mackinac and Way Ports.</p> | <p>9—To Bob Lo.</p> <p>10—Detroit & Windsor Ferry Co. To Belle Isle.</p> <p>10—To Windsor. (Open year around)</p> <p>PUBLIC BUILDINGS.</p> <p>18—Post Office.</p> <p>19—Court House.</p> | <p>21—Y. M. C. A.</p> <p>22—Art Museum.</p> <p>23—Detroit Athletic Club.</p> <p>25—Board of Commerce.</p> <p>HOTELS.</p> <p>A—Brunswick.</p> <p>B—Buras.</p> <p>C—Cadillac.</p> <p>D—Chasleviz.</p> | <p>E—Henry Clay</p> <p>F—Griswold</p> <p>G—Library Park.</p> <p>H—Metropole.</p> <p>I—Morgan House</p> <p>J—Normandie.</p> <p>K—Notion.</p> <p>L—Oriental.</p> <p>M—Poncechartrain.</p> | <p>N—Ste. Claire.</p> <p>O—Tuller</p> <p>P—Stratler.</p> <p>Q—Wayne.</p> <p>R—Franklin.</p> <p>V—Berghoff.</p> <p>X—St. Charles</p> <p>Y—Madison-Linos.</p> <p>Z—Arcadia Hall.</p> |
|--|--|--|---|--|---|--|

“Look up there; how bright the stars are.”
“That is true madam,” the captain replied,
“but we’re not going that way.”

Of all the questions that passengers ask the captain, the most common one is “How deep is it where we are now?” The captain usually knows the answer to that one right off. Lake captains say that because of the thousands of shoals, shallows and points of land, the relatively restricted area of the lakes as compared with the sea, and the heavy traffic in narrow channels, the master of a Great Lakes vessel must know the lakes as he does his own back yard. He can't depend on a sextant to determine his position because celestial calculations are not exact enough on the lakes.

Besides regular navigation knowledge, Great Lakes captains have to know all the buoys, lighthouses, points of land, shore lines and harbor markings. Before the days of radar, D&C captains used to work their ships into some of the small fog-shrouded harbors of the upper lakes by sounding their whistles and

listening to the echo. They could tell by the angle of the echo and the time it took to return from some unseen hill.

When there is a storm, the lakes' comparatively shallow water makes choppy waves that give a ship a worse beating than a similar blow would give a ship at sea. In spite of this and the bad reputation of lake storms, skippers are more concerned about fog and heavy traffic than they are about blows, which are seldom severe in the late spring, summer and early fall.

Traffic hazards include the small yachts of sportsmen, some of whom, disregarding the danger of suction, like to run their craft up near the side of a D&C steamer going full speed to get the thrill of riding the waves of the ship's wake. Three or four years ago a yacht carrying two men and two women came too close to the *Western States* steaming up the St. Clair River. Boat and passengers were sucked into the paddle wheel. The boat came out chewed to a pulp, but miraculously, none of the occupants were seriously

injured.

The big traffic item on the lakes, however, is the freight movement. There are about 625 freighters on the lakes, ranging in size from 100 tons to about 18,000 tons carrying capacity. There are also more than half a hundred large barges, thirty car ferries and about fifty passenger vessels of various sizes and types, although D&C is one of the only two companies that provide regular overnight service. The other firm is the Michigan-Wisconsin Steamship Company, which operates the streamlined *Milwaukee Clipper* between Milwaukee and Muskegon.

In normal times, something like 35 per cent more freight is moved on the Great Lakes in seven and one half months than passes annually through the Panama, Suez, Manchester and Kiel canals. It is said that more tonnage passes the port of Detroit than any other point in the world. Lake traffic is as heavy as it is because the freighters can make a surprisingly large number of trips in a season. They can do it because their runs are shorter than ocean trips and because of the speed with which they can be loaded and unloaded.

Once, 12,598 gross tons of iron ore were loaded on a lake freighter in the astounding time of sixteen and one half minutes. Ore has been unloaded at the rate of 13,856 tons in two hours and fifty-five minutes. On another occasion, 302,000 bushels of wheat were loaded in one hour and fifty-five minutes.

With that sort of loading and unloading speed, lake freighters have to remain in port for only short periods and are able to spend almost all their time carrying payloads. Since most of the heavy work of loading and unloading is done mechanically, crews of not more than thirty to thirty-five men are needed, and the freight business, therefore, is highly lucrative.

This hasn't been the case in recent years with the passenger business. Wages have gone up, and the D&C people figure that they have to take in at least \$15,000 on a round trip from Detroit to Buffalo to break even. Besides operational expenses, it costs about \$300,000 a year to lay up the ships in the fall and refit in the spring.

The *Greater Detroit*, largest of the D&C ships, carries a minimum crew of 175, but she needs the full complement of 240 when business is heavy. Salaries range from \$103.50 a month, plus overtime, for such

employees as messmen, crew waiters, galley men and dishwashers, on up to around \$600 a month for the captain. Base pay for able-bodied seamen is \$218 a month and for ordinary seamen \$171 a month, plus their keep, which is more than twice the money the same positions command in the British merchant marine on such fabulous giants as the *Queens Mary* and *Elizabeth*.

On the other hand, lake passenger-steamer jobs for most of the crew last for only about three and one half months. The captain is the only one paid on a yearly basis. Officers and crew members work during the winter at small businesses of their own, drive trucks or work in factories or ship-fitting establishments. Some of the waiters and bellmen, go to college in winter, while some of older hands go south to work in resorts.

However, when sailing time rolls around each year, most of the old-timers head back to Detroit. They say there is something about lake sailing that gets in their blood. In spite of this call of the lakes, D&C over the past few years has had many labor troubles, and sailings have been delayed on several occasions because of disputes.

Coupled with increased operational expenses and the fall-off in passenger business was D&C's loss of its package-freight business, which had previously kept the ships going from March to December, instead of the present three and one half months of exclusively passenger business, and had supplied more than half of the company's income.

That was the situation when George Kolowich entered the picture about five years ago by buying a block of D&C stock. Kolowich is a widely known and highly controversial figure in Detroit financial circles, where some people claim he is ruthless in his business methods. Kolowich says he doesn't think he is ruthless. "I just make money and try to build up the value of property I acquire," he has explained.

Kolowich, who is fifty-two, is a stocky, stubby man with piercing black eyes and a forceful personality, who says he knows of nothing too big for him to tackle. He started his career at fourteen as a bank messenger, and by the time he was twenty owned a bank in Hamtramck, a suburb of Detroit. He owned three banks and had a personal fortune, made real estate of between \$2,000,000-\$4,000,000 at the time of the 1929 stock market crash, in which he says he was caught for

\$500,00. In June, 1930, his Bank of America at Hamtramck failed.

After a court battle lasting several years, Kolowich was sentenced to serve ten to twenty years for embezzlement by Judge Ferguson, now a U.S. senator. He was pardoned after serving fifteen months in state prison. Kolowich came out of prison about fifteen years ago, broke. He borrowed \$2500 and set out to make a comeback, which has been remarkably successful. At present he owns the Detroit Towers, one of that city's most exclusive apartment buildings, also a large interest in the Whittier Hotel, probably Detroit's swankiest apartment-transient hotel. He and his family own 85 per cent of the Griswold Building, a twelve-story office and store building in the center of downtown Detroit, also the National Bank Building in Jackson, MI. His fortune is conservatively estimated at \$2,000,000, but he believes he could cash out for three or four times that.

Kolowich started buying D&C stock at sixty-five cents a share, its par value was twenty-one dollars, as a real-estate investment in D&C waterfront properties. "But after I got

into the company," he said not long ago, "I began to realize that it still had great possibilities as a shipping concern if it was backed by a man with ambition who would develop it."

For the next two or three years, D&C stockholders' meetings consisted largely of Kolowich's criticisms of the management, until in the fall of 1947, when Kolowich bought out the McMillan family's controlling stock. Since taking over as president, Kolowich has done probably the most intense job of merchandising in D&C history. Besides starting new excursions and cruises, D&C last spring for the first time took high school senior classes on carefully supervised cruises as their class trips before graduation.

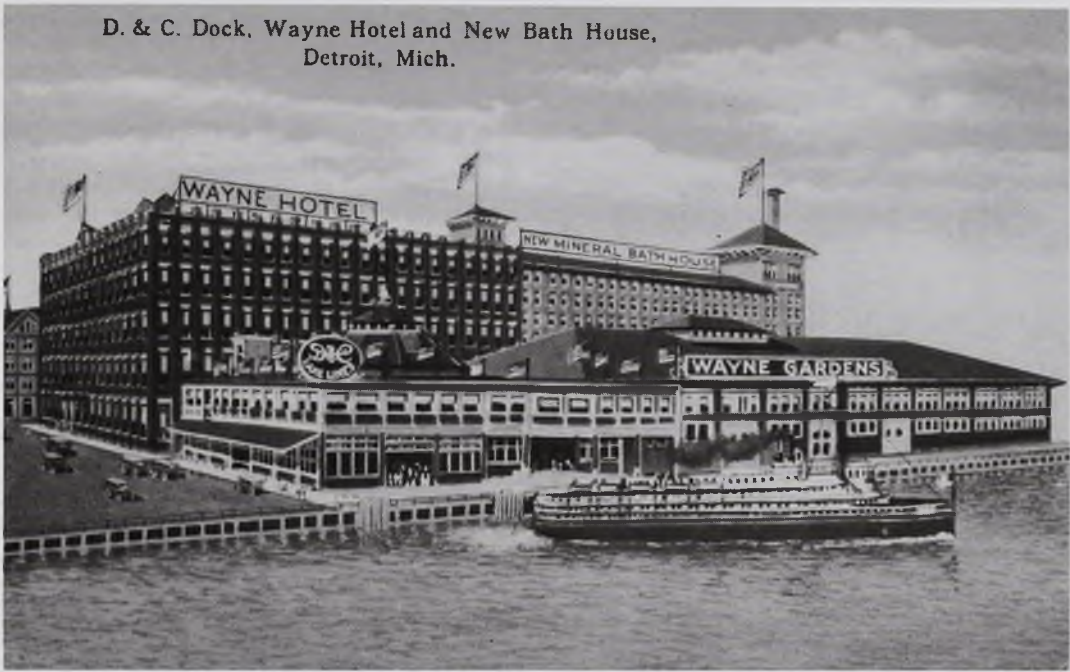
Between May eighteenth and June third, D&C vessels cruised with 3750 seniors from high schools in Michigan, Ohio, Indiana, Pennsylvania, Illinois and Wisconsin, charging an average of twenty-five dollars per student. Next year the company hopes to be host to at least 8000 high-school seniors. The company is not only interested in immediate patrons of high-school seniors who make the trips.



8-10-06 Wayne Hotel Pavilion, Detroit, Michigan.
Just leaving here for
Chicago R. + M.

Wayne Pavilion and D&C dock facing south.
From a postcard dated 1906.

D. & C. Dock, Wayne Hotel and New Bath House,
Detroit, Mich.



Miramonti Coll.



McGreevy Coll.

Top: D&C dock at Third St. (see map) looking west from the river.
From a postcard dated 1909. Bottom: CITY OF CLEVELAND III at D&C dock facing
south. From a Detroit Publishing Company postcard dated 1914.



D&C main office at foot of Wayne St. in 1942.

Dossin Coll.

Under Kolowich, D&C has put cafeterias in its ships for passengers who feel that they cannot afford to eat in the main dining room. Kolowich has now installed oil-burning boilers in all his ships. But he plans to go further than his present fleet of dated sidewheelers.

According to the future, the success of passenger business on the Great Lakes depends upon the more modern vessels that will not only offer passengers greater comfort, but carry freight as well.

The expense of building new ships now is almost prohibitive to private capital. Where it cost \$3,500,000 to construct the *Greater Detroit* in 1924, it is estimated that it would cost \$10,000,000 to \$12,000,000 to duplicate her now. However, Kolowich and Mark McKee head of the Michigan-Wisconsin Steamship Company, have hopes of Government help in the form of subsidies.

An enabling bill for this purpose has been introduced in the present Congress. Kolowich, McKee and others argue that there is as much sense in the government's subsidizing lake ships with the idea of using them

in case of war as there is in granting subsidies to transoceanic and coastal vessels. They point out that an attack on this country might well come from the north, through Alaska and Canada. In which case, they argue, the government would badly need a modern fleet for troop transports and hospital ships.

Specifically, Kolowich hopes to buy two or more C-4's-Army transport ships of some 15,000 tons used in the last war. These ships are being offered for sale by the government for \$1,500,000. It is the idea of Kolowich and McKee to buy the ships with the specification that the government would put two thirds of the purchase price back into rebuilding the ships as its subsidy. Kolowich figures on spending an additional \$1,000,000 per ship to complete the rebuilding.

According to plans that have been drawn by George G. Sharp, New York naval architect, these ships would be made into streamlined, modernistic vessels carrying perhaps 1500 passengers, 200 to 300 automobiles and freight. The public rooms would have large picture-type windows and attractive murals, as

compared with the present Victorian decor. Staterooms would also have large windows and the smaller rooms would be built like Pullman compartments, so that beds could be folded away in the daytime. All rooms would have cross-ventilation.

Kolowich believes these ships could be operated nine or ten months each year, carrying freight the entire period, and passengers in season. His idea is not to handle freight in individual crates, in the old manner, but to haul loaded trucks across the lakes.

Recently the D&C articles of incorporation were changed to allow the company to go into businesses other than shipping. This is Kolowich's idea, to diversify the business so that another operation could absorb shipping losses in case of a bad season. Furthermore, he plans to make these operations complementary to shipping, so that he could keep his organization intact the year round by giving key men on the ships employment within the company during the off season for passengers.

"The future of this company depends entirely upon two factors," Kolowich said not

long ago. "One is new ships to carry passengers and freight; the latter for nine or ten months a year. The other is labor. If I cannot get the cooperation of the unions, this company cannot survive, but if I get their cooperation, I'm willing to gamble."

Kolowich says that conferences with the government and with organized labor encourage him to believe that he will be able to get both the ships he wants and an understanding with labor. If this proves impossible, he will likely liquidate extensive water front properties and dispose of the present ships the best way he can.

Thus, it appears that in the next two or three years, either the old D&C will be decked out with modern, streamlined superships or this century-old overnight service between the principal ports of Lake Erie will go out of existence.

In either case, the days of the old sidewheelers, with their carved mahogany and their gingerbread splendor and their memories dating back to the days of the horse and buggy and the mustache cup, are numbered. □



*D&C ticket office at Third St. facing east.
From photo dated 1953.*

RULES

FOR

**SEAMEN**

The following rules are posted for your guidance and must be obeyed. Any violation of these rules will be ground for disciplinary action, including discharge from the employ of the Company.

1. FOOD—

No crew member will be allowed to carry food, dishes, glasses, etc., to his quarters except in case of illness, and then only by permission of the Chief Steward. Employees in charge of the food service must see that this rule is carried out. Destruction or misuse of food by a crew member shall be reason for immediate discharge. Food may not be carried off the ship at any time. Crew waiters may not at any time set up or pass a "kitty" or solicit tips from the crew members they serve in the mess halls or dining rooms, nor shall any crew member be slighted in this service because he refuses to tip.

2. SMOKING—

While in uniform, no crew member may smoke in the waiting room or concourse. At no time may any crew member smoke (1) in the cabin; (2) on the fantail of ships having bars aft of the lobby; or (3) on the quarter deck or parts of the freight deck open to the view of the passengers.

3. PERSONAL SANITATION—

Each crew member must keep himself and his berth and his quarters in a clean and sanitary condition at all times, not only in body but in habit and language as well. The use of vulgar and obscene language shall be a violation of this rule and shall be reason for discharge.

VISITORS AND RELATIVES—

No person may visit a crew member aboard ship without special permission of the department head. Crew members may not visit with friends, relatives or other crew members in the waiting rooms or concourse. No crew members may visit with friends or relatives who are traveling as passengers without special permission of the head of his department. No visitor may be brought aboard while the ship is loading passengers and all visitors must be ashore one-half hour before the ship is opened for passengers.

USE OF GANGPLANK—

All crew members must use the gangplank assigned for the use of the crew. At no time may any crew member other than a bellman on duty use the passenger gangplank. This is without exception. All packages being carried on or off the gangplank must be inspected by the watchman, and a refusal to allow this inspection will be cause for discharge. Crew members must identify themselves at all times when crossing the gangplank.

INTOXICATING LIQUORS—

Crewmen may not bring or drink intoxicating liquors aboard ship. They may not purchase drinks at the bars aboard ship. Any employee who sells liquor or beer to members of the crew will be discharged immediately. Anyone found selling his own liquor or his own set-ups to passengers will be discharged immediately.

PERSONAL CONDUCT—

Crewmen may not mingle or associate with passengers. Service crewmen must not indulge in personal conversations in the presence of passengers. The constant smell of liquor on the breath of service men will be cause for discharge. Crewmen are not allowed in the cabin at any time unless assigned to duty in that area. No couple married to each other may work on the same ship. There shall be no fraternization between the sexes aboard ship. Immoral conduct aboard ship will be ground for immediate dismissal.

GAMBLING—

While the company can at no time condone gambling, it does not see any harm in friendly card games between crew members on off duty hours. But making a racket out of what should be a form of recreation by cutting or taking money out of the pots of such games is an abuse of a privilege. Therefore, any crew member who sees any department head or their agents take any money or a "cut" from any game for the privilege of playing should immediately report such action to the management. Any person taking such a "cut" will be subject to disciplinary action, and for repeated offenses, discharge.

COMPANY-OWNED UNIFORMS—

Middies and pants will be issued to porters, galleymen, linenmen, lavatory attendants, cafeteria runners and messmen only, for use in the normal duties of those classifications only. Those crew members issued such middies and pants will be held responsible for their return in good condition as required by your Seafarer's International Union contract. No middies or pants will be issued to anyone for fit-out or lay-up work or any other purpose.

RENTAL GARMENTS—

Coats (for waiters, bus boys, bellmen and cooks), aprons (for cooks, maids, pantry girls, bartenders and snack bar attendants), pants (for cooks, bartenders and snack bar attendants) and bartenders' and snack bar attendants' vests, as well as company-owned middies and pants, will be issued only on a garment-for-garment basis. This rule will be strictly enforced. The cost of any such garment destroyed, mutilated or stolen may be charged to the crew member to whom such garment was issued, and for repeated offenses such crew member will be subject to discharge.

CREW QUARTERS—

Since crew quarters are furnished to all crew members who must spend the night aboard ship, such quarters will be assigned to the crew members by or through the authority of the captain. No crew member may dictate the policy governing the assignment of any crew quarters.



GREATER DETROIT and WESTERN STATES with steamer CITY OF DETROIT III in background at site of demolished Wayne Pavilion in 1953.

**GREAT LAKES MARITIME INSTITUTE
GIFT SHOP**

100 Strand/Belle Isle

Detroit, MI. 48207

(313) 267-6440 Wednesday-Sunday

Prices effective February 1, 1988

BOOK LIST

*Indicates paperback editions	
*Lakers of World War I by Fr. Edward Dowling, S.J.	\$2.00
*Pigboat: Story of Whalebacks by Lydecker	2.50
*Passages: Great Lakes Ship Photographs by Wiening	4.95
*Great Lakes Ladies: Great Lakes Ship Photographs by Wiening	4.95
*Michigan Nautical Time Capsules Exhibit Book	5.00
*Edmund Fitzgerald 1957-1975 by Lee	5.00
*Shipwrecks of Thunder Bay by Stonehouse	5.00
*Weather Wise Boater by Sillars	5.95
*Isle Royale Shipwrecks by Stonehouse	6.95
*Lake Superior Shipwreck Coast by Stonehouse	6.95
*Munising Shipwrecks by Stonehouse	6.95
*Went Missing by Stonehouse	6.95
*Shipwrecks of Lake Huron by Parker	6.95
*Freshwater Fury: Storm of 1913 by Barcus	7.95
*Autos on the Water by Brough	8.95
*Best of Ships Along the Seaway by Gillham	9.95
*Ships Along the Seaway - Vol. IV by Gillham	9.95
*Ten Tales of the Great Lakes by Gillham	8.95
*The Changing Seaway by Salgon-King & Gillham	9.95
*The Welland Canal by Revell & Gillham	6.95
*Great Stories of the Lakes by Boyer	9.95
*True Tales of the Lakes by Boyer	9.95
*Ghost Ships of the Lakes by Boyer	9.95
*Great Lakes History: Bibliography Sources by Feltner	9.95
*Shipwrecks & Survivals by Ratigan	9.95
*How to Make a Steamship Float: American Steamship Cookbook	9.95
*Cargo Carriers of the Great Lakes by LesStrang	9.50
*Gales of November by Hemming	10.95
Lore of the Lakes by Bowen	9.50
Memories of the Lakes by Bowen	9.50
Shipwrecks of the Lakes by Bowen	9.50
Honorable Peter White by Williams	14.75
Namesakes of the Lakes by Greenwood	18.95
Namesakes 1900-1909 by Greenwood	23.00
Namesakes 1910-1919 by Greenwood	26.75
Namesakes 1920-1929 by Greenwood	23.00
Namesakes 1930-1955 by Greenwood	20.25
Namesakes 1956-1980 by Greenwood	24.75
Namesakes of the 80's Vol. II by Greenwood	23.00
Ladies of the Lakes by Clary	24.95
Northern Lights of the Great Lakes by Hyde	27.95
Great Lakes Ships We Remember Vol. I by Mar. Hist. Soc. of Detroit	26.75
Great Lakes Ships We Remember Vol. II by Mar. Hist. Soc. of Detroit	34.75
Life at the Flats - Vol. II by Dixon	34.50
When Eastern Michigan Rode the Rails by Henning & Schramm	35.95
*The Lakers - Vol. I by Hirsimaki	32.50

TELESCOPE

Page 40

Ship Mugs - white ceramic mug with black ink sketch of the following vessels: U.S.C.G. Bramble, U.S.C.G. Mackinaw, Adam Cornelius, Detroit Edison, Roger Blough, Rogers City, J.A.W. Iglehart, Paul Townsend Wm. Clay Ford (1953), Henry Ford II, Ernest R. Breech, Cliffs Victory, Edmund Fitzgerald, Stewart J. Cort, Yankcanuck, Lightship Huron, James R. Barker, Edward L. Ryerson, Belle River, North American and Tashmoo each \$6.00

1988 Favorite freighter calendar with pen and ink sketches 7.50

1988 Marine Historical Society of Detroit calendar with black & white photos 6.00

1988 Great Lakes lighthouse calendar by Leo Kuschel 5.95

Dossin Great Lakes Museum patch 3.00

G.L.M.I. member's patch 3.00

G.L.M.I. member's pin 2.50

Freighter tie pin 5.00

Magnets - white background with ink sketch of a tug, freighter or hydroplane each 1.00

Pewter belt buckle celebrating 100th anniversary of Soo Lock 8.00

Small pewter buckle for one-inch belts 5.00

Pewter Key Ring 4.50

Detroit & Cleveland Navigation stock certificates 2.00

Great Lakes wreck charts - Midwest Explorers League wreck chart for each Great Lake, gives location and depth data. Lake Superior, Lake Michigan, Lake Ontario, Lake Huron and Georgian Bay, Lake Erie with Detroit River and Lake St. Clair and St. Clair River each 6.00

Captain of the Fleet Game 14.50

Back issues of Telescope in stock: 1976-March, 1977-none, 1978-January, March, 1979-January, March, May, 1980 - none, 1981-May, 1982-January, May, November, 1983-January, March, May, September, 1984-87-all available. Back issues are \$1.00 each.

PAUL LAMARRE, JR. - Color Lithographs
Tug Shannon \$25.00
Tug Edna G. \$50.00
Benson Ford & Wm. Clay Ford \$50.00
Kinsman Independent & Kin. Enterprise \$50.00
Sylvania \$50.00
Edmund Fitzgerald \$60.00
G.A. Tomlinson & Grosse Ile Light \$60.00
Miss Budweiser challenging Atlas Van Lines \$60.00

ROBERT MCGREEVY - Color Lithographs
Carl D. Bradley \$75.00
Cliffs Victory \$75.00
Pewabic \$75.00
Ruth Hindman \$75.00
Ste. Claire \$75.00
Tashmoo \$75.00
Greater Detroit \$80.00
South American \$80.00

LEO KUSCHEL - Color Lithographs
Detroit River Light \$60.00
Pte. aux Barques Light \$60.00
Edmund Fitzgerald \$50.00
John T. Hutchinson \$20.00
Ste. Claire \$20.00

JIM ANNIS - Color Lithographs
North American \$75.00
Medusa Challenger \$75.00

RICHARD CORNWALL - Pen & Ink Sketches
Assiniboia \$40.00
Edmund Fitzgerald \$40.00
Henry Ford II \$40.00
A.A. Hudson \$40.00
City of Detroit III \$55.00

JERRY CROWLEY - Pencil Sketches
Greater Detroit \$25.00
Tashmoo \$25.00
Columbia \$25.00
Put-in-Bay \$25.00
Old Detroit Skyline \$45.00
Color Lithographs
John Kendall \$60.00
Huron Lightship \$60.00

PAUL ESSMAKER - Pencil Sketches
William Schiller \$30.00
Edmund Fitzgerald \$30.00
Arthur M. Anderson \$30.00
Roger Blough & Phillip Clarke \$30.00
Color Lithographs
Wm. Clay Ford \$50.00
Charles M. Beeghly \$50.00
December Run \$50.00
William Livingstone \$60.00
Belle River \$60.00
Sewell Avery \$60.00 (later in spring)

SHIP BLUEPRINTS

Plans are available in sets only. Unless otherwise indicated, plans are drawn in 1/8 inch scale.

Alabama (1910 Steamer)	\$10.00
Butcher Boy (1938 Huron Boat 1/2 inch)	6.00
Calcite (1912 U.S. Steel Corp.)	6.00
Champion (1868 Steam Tug)	6.00
City of Cleveland III (1907 Sidewheel)	22.00
Detroit (1912 Motorboat)	4.00
Ecorse (1908 GLEW Tug)	6.00
Ericsson, John (1896 Whaleback)	6.00
Fitzgerald, Edmund (1957 Columbia Trans.)	6.00
Flint, Pere Marquette (1882 Carferry)	6.00
Grampion (1894 Towbarge)	8.00
Houghton, H. (Wooden Steambarge)	6.00
Kendall (Detroit Fireboat 1/4 inch)	3.00
Lake Erie Fishing Boat	6.00
U.S.C.G. Lifeboat (1/2 inch)	6.00
McLeod, Helen (1925 Huron Boat 1/2 inch)	5.00
Massachusetts (1881 propeller)	6.00
Michigan (1833 Sidewheel)	6.00
Milton (1867 Scow Schooner)	4.00
Minnesota (1888 Passenger Steamer)	8.00
Onoko (1882 Iron Freighter)	5.00
*Put-in-Bay (1911 Passenger Steamer)	8.00
South American (1914 Passenger Steamer)	10.00
Fisherman Stake Boat (1884 3/4 inch)	3.00
Sykes, Wilfred (1951 Inland Steel Corp. 1/16 inch)	4.00
Transfer (1888 Carferry)	9.00
Wabesi (Mackinaw Boat 1/2 inch)	4.00
Walk-in-the-Water (1818 Steamboat)	4.00
Wing, J.T. (1919 Nova Scotia Schooner)	5.00

*No outboard profile available.

MAIL ORDERS

Members ordering \$10.00 or more can deduct 10% from the total cost. Please include \$2.50 for UPS postage and handling. Those wishing ship model blueprints to be mailed in a tube should include \$5.00 for postage. Make your check or money order (payable in U.S. Funds) to the G.L.M.I. and mail to: Dossin Great Lakes Museum, 100 Strand on Belle Isle, Detroit, MI. 48207.

1987 MODEL SHIPBUILDING CONTEST

Twenty models were entered in the shipbuilding contest held at the Dossin Museum from October 16-25, 1987. The model judged Best-in-Show-Great Lakes was the *H. Houghton* by Irvin Schulz. The date for this year has not been finalized yet. All

contestants that have entered models in the past will automatically receive an entry form for 1988. Those who wish to enter for the first time should contact the museum for an entry form.

Power

- 1st - *H. Houghton* by Irvin Schulz
- 2nd - *Mesabi Miner* by Steve Kohls
- 3rd - *Don-De-Dieu* by Steve Kohls

Sailing Vessels

- 1st - *Challenge* by Michael Guzzo
- 2nd - *Wasa* by Otto Schindler
- 3rd - *Challenge* by Robert Pollack

Workboats

- 1st - *Jenks* by Peter Baker
- 2nd - *John Kendall* by Herman Chapman
- 3rd - *Amsterdam* by O.F. Reeder

Pleasure Craft

- 1st - *Constellation* by Robert White

Other Entries

- Ann Arbor No. 4* by Steve Elve
- Argonaut* by Harry Carle
- Arrow* by Charles Parker Jr.
- El Tigar* by Tom Malisewski
- Charles E. Wilson* by Fred Van Wesep
- Mare Nostrum* by Dean Masouredis
- Jarek & Misty* by Clayton Pinkos
- Eugene Thomas & Huron Brave* by Milan Scholz



Best in Show was H. HOUGHTON by Irvin Schulz.

GREAT LAKES & SEAWAY NEWS



Editor: Donald Richards
21101 Violet
St. Clair Shores, MI. 48082

Seaway News Editor: Skip Gillham

Those who have contributed to the News
Section in this issue are:

B. ANDERSEN	R. BEAUCHAMP	R. BEAUPRE
B. BRUCE	R. BURDICK	CORP OF ENG.
C. HUDSON	B. JOHNSON	W. KELLER
M. MACKAY	D. MCCORMICK	P. NASH
D. POHTO	T. SECHEN	J. WALTER

Robert Zeleznik, 69, died on February 6th after a long illness. Bob was an early contributor to the museum collections, lending his material to be copied. He was fortunate to see and photograph vessels that are only memories today. A regular rider on the Bob-Lo boats, Bob would meet the gang on "B" deck at the bow and the informal marine meeting would begin. The G.L.M.I. extends their deep sympathy to his wife, Wilma and daughter.

Nov. 2. . . The *Danilovgrad* reloaded her lightered cargo from *P.S. Barge No. 2* at the Wilson Hill Anchorage. She had gone aground off Ogdan Island in the St. Lawrence.

. . . An increase in iron ore shipments and record breaking shipments of western coal are keeping the Great Lakes overall traffic volume 8.3 percent ahead of the 1986 season. The Lake Carriers Association reported that 91 percent of the U.S. flag vessel capacity was in service. This is the highest utilization rate since the recession of 1982. They did not include the number of lakers withdrawn from service and sent to the scrapyard.

Nov. 3. . . The *Sirius* cleared the Seaway with the disappearance of her captain still unsolved. He disappeared on the morning of October 21 and his body has not been recovered. The investigation will still continue into the possible homicide, but no evidence of foul play was found. She cleared Montreal on November 4th.

Nov. 4. . . The *Nipigon Bay* arrived in Toronto from Kingston under tow of *Glenside* and *Glenevis*.

Nov. 5. . . The Buffalo-based ferry *Block Island* arrived at Port Weller Dry Dock.

. . . The *Federal Lakes*, ex-*Avon Forest*, was delivered to the U.S. Navy and will be renamed *Cape Lambert*.

Nov. 7. . . The *Cecilia Desgagnes* made a rare trip through the Welland Canal on her way to Toledo to load coal.

Nov. 9. . . The *Fort York* arrived in Montreal with tugs *Tusker* and *Robert H.* The *Robert H.* was replacing the *Glenada* which had engine problems. They arrived at Lauzon on the 11th.

Nov. 10. . . The *Hochelaga* arrived in Toronto with tugs *Glenevis*, *Glenside* and *Glenbrook*.

 ● GREAT LAKES & SEAWAY NEWS



Photo by Greg Rudnick

The former tanker AMOCO INDIANA was converted into a cement barge at Bay Shipbuilding. The stern was notched for a tug. This photo of the MEDUSA CONQUEST was taken shortly after she entered service last fall.

. . . The tugs *Avenger IV* and *Thunder Cape* arrived in Duluth for the *Ralph Watson*. There was low water in the St. Louis River, so the tugs *Arkansas* and *New Jersey* towed the *Watson* from her long term lay-up berth to the Port Terminal. The *Avenger IV* and *Thunder Cape* towed her out the ship canal. Both the *Watson* and *Stanley* were tentatively scheduled to be scrapped at Taiwan. After clearing the Poe Lock on November 12th, they tied up at the Canadian Government Dock at the Soo. The *Avenger IV* returned to Duluth for the *Stanley*. The *Watson* departed the Soo on the 14th.

. . . The *Sea-Land Kodiak* passed down the Welland Canal. She was the third and last container ship built by Bay Shipbuilding for Sea-Land Services, Inc. She was launched on December 20, 1986.

Nov. 13. . . The *Harry Coulby* was pulled from the frog pond at Fraser Shipyard and went into the drydock. Interlake Steamship and Kinsman Lines are negotiating for her purchase. The *Coulby* was floated out of the drydock on the 23rd and returned to lay-up next to the *Irvin L. Clymer*.

Nov. 14. . . The *Avenger IV* arrived in Duluth for the *Robert S. Stanley*. Tugs *Arkansas* and *New Jersey* towed her to the Port Terminal. The *Avenger IV* and the *New Jersey* departed Duluth with the *Stanley*.

. . . The ferry *Ambrose Shea* entered service on the north Shore between Matane and Godbout. It is thought that she will move extra cargo trucks across the river between Matane

GREAT LAKES & SEAWAY NEWS ●



Photo by Greg Rudnick

Tugs W.N. TWOLAN and GLENSIDE towing the SAMUEL MATHER to the scrapyards last fall.

and Baie Comeau. The *Camille Marcoux* remained in service.

. . . The *Scott Misener* unloaded steel beams at the Port Weller Dry Dock for winter work in the Seaway.

Nov. 15. . . The sailing ship *Ciudad de Inca* tied up at Victoria Pier in Montreal. She was expected to remain at Montreal for 15 days before leaving for England. She was flying the British flag and is registered at Gibraltar.

. . . *Condarrell* has been sold by Marine Salvage to McKeil Work Boats.

Nov. 17. . . The *Irvingwood* arrived in Halifax, Nova Scotia with furnace ore. The former lakes visitor will be scrapped in Sydney, Nova Scotia.

. . . The *Avenger IV* and the *Stanley* anchored near Marquette for weather.

Nov. 18. . . The Superior Midwest Energy Terminal shipped a record load of 10 millions tons of low sulfur coal through the terminal in Superior. They expect to ship 11 millions tons by the end of the season in mid-December.

. . . The *Edwin H. Gott* was downbound in the St. Marys River above the Rock Cut when her bow struck the side of the channel and she was holed

● GREAT LAKES & SEAWAY NEWS

below the waterline. She anchored in Munuscong Lake to be inspected by the Coast Guard. Air compressors were brought in to take care of the 30 inches of water in the fore-peak. On November 20th she proceeded to DeTour and anchored. The next day she departed for Gary, Indiana to unload over 60,000 tons of pellets. Afterwards she went to Bay Shipbuilding for repairs. She is scheduled to resume service this season.

Nov. 19. . . The *Montrealais* unloaded a 35-foot Christmas tree from Baie Comeau at Lock 1 in the Welland Canal for St. Catharines.

. . . The *Yankcanuck* made a rare visit to Marquette to load pellets.

. . . An \$80,000 study commissioned by the state of Minnesota, the U.S. Steel Workers of America and the bankruptcy trustee for Armco and Reserve Mining indicated that Reserve Mining's Babbitt Mine and the processing plant at Silver Bay could be reopened. It would be an employee owned operation that would have 445 saleried and hourly workers. It would take about 12 million to restart the operation. Under this ownership, Reserve could produce pellets for \$23.81 a ton which would make them competitive with world prices. The price would also be below some other plants in Minnesota and Michigan.



Carferry VACATIONLAND breaking ice in the Straits of Mackinac in 1952.

GREAT LAKES & SEAWAY NEWS ●

Nov. 21. . . The Liberian *Dimitrios* reported a minor fire while downbound in the St. Marys River between Mission Point and Six Mile Point. The fire was extinguished before the Coast Guard arrived and only minor damage was reported.

. . . A fire aboard the restaurant ship *Jadran* in Toronto was extinguished with little damage. The fire originated below decks and was apparently caused by welders sparks.

Nov. 22 The *Ralph Watson* arrived at Port Colborne with tugs *Elmore Misner* and *Thunder Cape*.

. . .The former Canadian Coast Guard vessel *Edward*, ex-*Edward Cornwallis*, cleared Lanoraie Anchorage under tow of *W.N. Twolan* and *Stormont*. They arrived in Cobourg on the 25th.

. . . The Liberian *Sunwind* entered the Seaway for the first time under that name. She was the first vessel chartered by Saguenay Shipping having the "Sun" prefix to enter the Seaway. She was built in 1970 and *Sunwind* is her 9th name.

Nov. 23. . . The *Hudson Transport* is to be renamed *Scurry* by Bocadan Transport of Toronto. She entered the Port Weller Dry Dock on the 26th for survey prior to entering service as a barge.

. . . The Burlington Northern docks in Superior loaded 1.1 million tons of iron ore into lake vessels in October. This brings the total loaded in 1987 to 8.89 million tons, an increase of 1.7 million tons for the same period last year.

. . . The D.M.&I.R. ore docks in Duluth loaded 5.9 million tons of ore through October, an increase of 4.1 millions tons.

. . . Taconite Harbor has shipped 5.3 million tons of ore through October, an increase of 1 millions tons.

. . . Marquette has shown nearly an 100 percent increase over last year. Through October, they shipped 4.9 million tons compared to 2.55 million tons last year.

. . . Shipments through Escanaba were down from last year. Through October, they shipped 4.13 million tons compared to 5.7 million tons in 1986.

. . . Shipments of ore through September, 1987 totalled 43.5 millions tons and were trailing total shipments for 1986 by only 200,000 tons. All figures were from the American Iron Ore Association in Cleveland.

Nov. 24. . . The carferry *Vacationland* was sold for scrap. She had been docked in Vancouver, British Columbia since 1979. Plans to bring the *Vacationland* to the Great Lakes have failed in the past. After the Mackinac Bridge was opened in 1957, she was moved to Detroit and renamed *Jack Dalton* to carry trailer trucks to Cleveland. She was later renamed *Pierre Nouvel* and worked on the St. Lawrence River. She was later purchased to support drilling in Alaska as *Gulf Kanayak*.

Nov. 26. . . Cleveland-Cliffs Inc., announced that the company is for sale or faces restructuring. Their holdings in Minnesota include Pickands Mather & Co., which manages LTV Steel Mining Co. in Hoyt Lakes and also owns 15 percent of Hibbing Taconite. They also manage and own part of the Tilden and Empire mines in Michigan.

● GREAT LAKES & SEAWAY NEWS



Photo by Greg Rudnick

Tugs MICHAEL MISNER and GLENADA towing the BIRCHGLEN to the scrapyards last fall.

. . . The Wismar class Yugoslavian flag *Split* arrived in Montreal for the first time after being purchased by Yugoslav-Great Lakes Line. She collided with the *Canada Marquis*, which was anchored for Trois-Rivieres. Damage to both vessels was minor. She is the former *Mira*.

Nov. 27. . . The *Olympic Melody* was honored on Merritt Day ceremonies at Lock 3 at St. Catharines. This marked the 158th anniversary of the opening of the canal.

Nov. 28. . . The Finnish tanker *Kiisla* arrived in Montreal for her third season of winter operations on the lakes.

Nov. 29. . . The *Rogers City* arrived at Port Colborne with *Avenger IV* and *Glenbrook*. She cleared on December 2nd with *Glenevis*, *Stormont* and *Argue Martin*.

Nov. 30. . . A fire aboard the *Canadian Pioneer* was confined to the control panel and was extinguished by her fire fighting system. She was unloading at Nanticoke.

. . . The *Sibyl W.*, not *Sybil W.* arrived in Montreal for the first time under her new name. The ex-*Imperial Quebec* cleared on December 2nd for Oshawa, Ontario.

Dec. 1. . . Chief Engineer Stanley Chapin, 59, died in Milwaukee from injuries sustained in an explosion on the *Middletown* in September, 1986. Assistant Engineer Jack Morrell, 52, died 16 days after the accident.

 GREAT LAKES & SEAWAY NEWS ●

Dec. 2. . . The *Canadian Pioneer* under her own power arrived at Welland Dock for repairs.

. . . The East German tanker *Schwedt* unloaded in Montreal. She is on charter to Stena Line of Sweden and it is believed that she is the first East German tanker to visit.

Dec. 3. . . In the Pacific Ocean, 100 miles off the state of Washington, the *Gulf Kanayak*, ex-*Vacationland* foundered while under tow from Seattle to Kaosiung.

. . . The tug *Captain Ioannis S.* cleared Lauzon for Sydney, Nova Scotia towing the *Samuel Mather* and *A.H. Ferbert*. They will go overseas for scrap.

. . . The *American Mariner* unloaded coal in Ashland and thus closed the port for the season. She unloaded a partial cargo in Ashland and the remainder in Duluth. For the season, Ashland received 59,265 net tons of coal in seven loads, 9,632 tons of salt and 4,209 tons of limestone. In the past, Ashland would receive 150,000 tons of cargo in one season.

December 4. . . The *Robert C. Stanley* arrived in Port Colborne with tugs *Thunder Cape* and *Elmore Misner*. The same tugs towed her to Sorel on December 9th.

. . . The *Maplecliffe Hall* which was a museum ship in Montreal last year, is now being used for cement storage. The Panamanian *Mary Nour* unloaded cement into her. Since arriving in Montreal on October 18th, the *Mary Nour* has been used as a storage and transfer vessel. She was still in Montreal at the end of December.

Dec. 5. . . The *W.M. Vacy Ash*, ex-*Lakeshell* passed up the Seaway under her new name. She was bound for Sarnia, Ontario.



KINSMAN INDEPENDENT tied up at the Frog Pond in Toledo.

● GREAT LAKES & SEAWAY NEWS

. . . The *Leon*, ex-Northern *Shell* took on bunkers in Toronto. She is now registered in Greece.

. . . The Corps of Engineers announced that the Soo Locks would remain open until January 8th to assist in late season shipping. Tonnage at the American Locks was up 13 million tons as of November 25th over the same period last year. Nearly 74 million tons moved through the locks during the 1987 season.

Dec. 6. . . Erie Sand's *Richard Reiss* passed through the Welland Canal on her way to Port Weller Dry Dock for a new bow-thruster.

. . . The *Rogers City* cleared the Seaway with the *W.N. Twolan* and *Glenbrook* and arrived in Lauzon the next day. Since the Seaway opened in 1959, the *Rogers City* was the first laker to pass through in December on her way to the scrap yard. She passed through ahead of the *Robert C. Stanely* and her tugs.

Dec. 8. . . The tanker *Kiisla* cleared Montreal after receiving part of the cargo from her fleet mate *Tavi* which was overloaded for the Seaway. The *Kiisla* departed for Toledo while the *Tavi* was bound for Hamilton and then went overseas a few days later.

. . . The Canadian Coast Guard vessel *Simcoe* cleared the Seaway for Marystown, Newfoundland for a \$9.9 million refit at the Marystown Shipyard. The 25-year old *Simcoe* will have improvements to her main and emergency electrical systems, increased buoy handling, vessel maneuverability and upgrading fire protection.

Dec. 9. . . The *Beavercliffe Hall* made a rare visit to the Twin Ports to load grain at Harvest States Elevator and at the Connors Point Elevator. She departed the next day.

Dec. 10. . . The U.S. Coast Guard cutter *Sundew* cleared Duluth for drug patrol in the Caribbean this winter. The *Katmi Bay* will replace the *Sundew* until April.

. . . Socnav's tanker *Le Cedre No. 1* cleared Sept-Iles for the Maritimes. Since this date she hasn't returned to the St. Lawrence River. It is thought that she was finally delivered to her new owners.

Dec. 11. . . The Maltese-flag tug *Phocean* arrived in Lauzon and cleared on the 15th with the *Rogers City* in tow for scrapping in Brazil. They stopped in Sydney for 4 days, but were expected in Brazil in mid-January.

. . . The *Canada Marquis* was the last laker to load grain at the Twin Ports this season.

. . . The tugs *Ohio* towed the *Merle M. McCurdy* out of Buffalo for scrapping in Ashtabula, OH. On the 12th the *McCurdy* anchored off Presque Isle Point due to high winds. When the tug *Ohio* returned on the 14th, the anchor chain had to be cut. The tow arrived in Ashtabula that same day with the tugs *Iowa* and *Minnesota* assisting the *McCurdy* up the river stern first.

Dec. 12. . . The Greek tanker *Leon* passed through the St. Lambert Lock for Sorel. She had been laid in Toronto since December, 1986 and when Soconav purchased her in April, they immediately offered her for sale.

GREAT LAKES & SEAWAY NEWS ●



Photo by Dale Pohrt

MERLE M. MCCURDY being towed into Ashtabula for scrapping.

Dec. 13. . . The *Captain Ioannis* cleared Lauzon with the *Fort York* in tow for scrapping at Sydney, Nova Scotia.

. . . The *Belle River* loaded the 11th million ton of coal in Superior, therefore passing Toledo to become the leading port for coal. This will be the last cargo for the *Belle River* because burning coal stockpiles at the St. Clair Power Plant has forced suspension of coal shipments.

. . . Because of good weather, the rail carferry *Incan Superior* may continue operating into January between Duluth and Thunder Bay. She has already surpassed her best season of 1984 with 142 trips.

. . . A \$102 million plan to redevelop the Collingwood Shipyard property was approved by the city council. The project will apparently include the *Fort Chambly*.

. . . The Greek *Maria G.L.* was the last saltie to load wheat in the Twin Ports. She cleared the next day for Algeria.

. . . The supply ship *Lady Franklin* cleared for Tasmania, Australia to load supplies for the Antarctic. The coaster owned by C.A. Crosbie Shipping usually carries supplies to the Arctic.

. . . The Greek freighter *Capetan Yiannis* broke loose from her moorings in Milwaukee and turned 90 degrees and became wedged between two piers during high winds. Three tugs fought the same high winds and waves to free her. Sometimes the tugs were as high

● GREAT LAKES & SEAWAY NEWS

as the freighter's deck. The vessel sustained hull damage, but wasn't in danger of sinking. The damage to piers 2 and 3 was estimated about \$100,000.

Dec. 18. . . The *Canadian Pioneer* arrived in Sorel and a few days later, her name was shortened to *Pioneer* and re-flagged in Vanatu.

Dec. 19. . . The *Ralph Watson* arrived in Sorel with tugs *Elmore Misner* and *Thunder Cape*. She was anchored next to the *Stanley* in the Richelieu River. Good weather kept the Seaway opened past the closing date.

. . . Rouge Steel's *Ernest R. Breech* made a rare visit with ore to Cleveland's C&P dock.

Dec. 21. . . The *Pioneer* cleared Sorel and a few days later she departed the system for Savannah, Georgia.

. . . The *Woodland* cleared Montreal for Brazil.

. . . The *Canada Marquis* cleared Montreal for Italy.

. . . The tug *OSA Ravenstorm* cleared Quebec City with the *Thomas Wilson* and *Ashland* in tow. She was assisted by the tug *Rembertiturm* until Sydney and then the *Rembertiturm* departed to pick up one of the lakers towed there.



ROBERT S. STANLEY above Lock 2 in Welland Canal on December 5, 1987.
Tug ELMORE M. MISNER at stern.

GREAT LAKES & SEAWAY NEWS ●



Photo by Skip Gilham

RALPH WATSON at Port Colborne on November 28, 1987.

. . . When the *Roger Blough* finished loading pellets in Two Harbors, the hydraulic pump on her hatch crane stopped. New parts would take several days, so she went to Duluth with her hatches open and tied up at the Port Terminal to use the container crane. It is only the fourth time the crane has been used in Duluth since it was erected in 1975 at a cost of 2.75 million. The crane which was too small to handle containers, easily replaced the hatch covers on the *Blough*. She departed on Dec. 22nd for Gary.

. . . The *John G. Munson* brought in the last cargo of coal for the Reiss Coal Dock in Duluth. The *J.A.W. Iglehart* arrived in Duluth with the last cargo of cement. The *Iglehart* later laid-up for the winter at Fraser Shipyard for a 5-year inspection.

Dec. 22. . . The *Myron C. Taylor* arrived at Fraser Shipyard for her 5-year inspection this winter.

Dec. 24. . . The *Capetan Yiannis* arrived at Port Colborne with tugs *Minnie Selwick*, *Carl Selwick* and *Chippewa*. She passed down the Welland Canal with tugs *Salvage Monarch*, *Helen McAllister* and *Duga*. She was the last saltie in the Welland for the season.

● GREAT LAKES & SEAWAY NEWS

Dec. 25. . .The *Calcite II* brought in the last cargo of stone in Duluth and laid-up for the winter at Fraser Shipyard.

. . . Columbia's *Armco* loaded the last pellets in Duluth for U.S. Steel's plant in Lorain. (Ed. note: A cargo of U.S. Steel's pellets being loaded on a competitor's ship?)

. . . The *Medusa Challenger* closed the port of Grand Haven with storage cement loaded into the *Badger State*.

Dec. 27. . .The *Roger Blough* loaded her last cargo in Two Harbors. As long as the good weather continues into January, she and several other U.S. Steel vessels will load iron ore at Escanaba for Gary, Indiana.

. . .The *Algosound* was the last laker upbound in the Welland Canal. The *Steelcliffe Hall* was the last laker to clear the Seaway downbound.

Dec. 28. . .The *Algobay* arrived at Port Weller Dry Dock for the winter and the Welland Canal closed.

Dec. 29. . . The *Capetan Yiannis* was the last commercial vessel of the season in the Seaway. She was towed by tugs *Duga*, *Cathy* and *Helen McAllister* and *Salvage Monarch* to the M.I.L. Davie shipyard in Lauzon for repairs.

. . . The *Seaway* closed today with the Canadian icebreaker *Tracy* passing through the St. Lambert Lock.

MARCH ENTERTAINMENT MEETING . . .

The entertainment meeting scheduled for Friday, March 18th will focus on the cement carriers on the Great Lakes. Mr. Greg Rudnick will be our guest speaker for the evening. The history of cement carriers on the lakes is not limited to the few remaining vessels that we see carrying the Huron and Medusa Cement logos.

Greg's hobby of Great Lakes shipping started in 1964 and many of his interesting slides are blended into the program. Greg presently owns and operates the Cleveland bumboat *Forest City*. Before starting his business venture in 1979, Greg sailed for Cleveland-Cliffs on the *Frontenac*, *Wm. G. Mather* and *Walter A. Sterling*. Last May many of us enjoyed Greg's slide program on the history of the Cleveland-Cliffs fleet.

Prior to his Great Lakes career, Greg lived in the Detroit area and graduated from the University of Detroit. He is married and resides in Lakewood, Ohio. Please join us on March 18th for another fine program by Greg Rudnick. □



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 further 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.

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

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

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

Institute membership is available by calendar year in these forms:
REGULAR MEMBERSHIP \$14.00 Annually
CANADIAN & FOREIGN \$16.00 Annually
SUSTAINING \$20.00 Annually
LIFE MEMBERSHIP \$200.00 Complete

Subscription to *Telescope*® is a benefit of membership. Single copies are priced at \$2.00 each and current year publication is limited to members only.

GREAT LAKES MARITIME INSTITUTE

DOSSIN GREAT LAKES MUSEUM

BELLE ISLE

DETROIT, MICHIGAN 48207

BOARD OF DIRECTORS

(TERMS EXPIRE IN 1988)

RICHARD KRUSE	THOMAS ROCKWELL
RICHARD BOGDAN	ROBERT IRWIN
WILLIAM CAREY	J. ALBIN JACKMAN

(TERMS EXPIRE IN 1989)

ROGER H. WLETT	ROBERT SCHELLIG
THOMAS RYAN	JERRY CROWLEY
TED MCCUTCHEON	ROBERT MCGREEVY

(TERMS EXPIRE IN 1990)

DAVID MCDONALD	CHRIS KLEIN
JOHN POLACSEK	KARL STREK
PHIL NIEWWALD	HOUGHTON SMITH

OFFICERS

President: J. ALBIN JACKMAN

Honorary President: REV. EDWARD J. DOWLING, S.J.

Vice President: TED MCCUTCHEON

Secretary: THOMAS ROCKWELL

Treasurer: THOMAS RYAN

Coordinating Director:

(313) 267-6440

JOHN POLACSEK
DOSSIN MUSEUM
BELLE ISLE
DETROIT, MI. 48207

TELESCOPE STAFF

Editor: KATHY MCGRAW

Seaway News Editor: SKIP GILLHAM

News Editor:

DONALD RICHARDS
21101 Violet
ST. CLAIR SHORES, MI. 48082

Curator of Dossin Museum: JOHN POLACSEK

All members are invited to submit items to the News Section. Those who contribute to this issue are listed in the News Section heading. The Editors must reserve the final decision of selections of items used. Please direct ALL NEWS MATERIAL to the NEWS EDITOR. ALL OTHER CORRESPONDENCE to the COORDINATING DIRECTOR.



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



RESOLUTE

GRAND TRU
26 33