



# Telescope

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VOLUME XXXVII: Number 4



GREAT LAKES  
MARITIME  
INSTITUTE

DOSSIN GREAT LAKES MUSEUM  
Belle Isle, Detroit, Michigan 48207

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**MEMBERSHIP NOTES** ●

There has been yet another delay in the installation of the pilothouse from the *Wm. Clay Ford* on the museum grounds. As of June 1st, the ground still had not been broken for the foundation, however, everyone is still committed to working towards the deadline in the fall for completion of the project. The funds needed for the foundation have been raised and current donations will be used for an exhibit of the vessel's history, separate heating and air conditioning units and reconditioning the radar units for public display.

This is the last reminder of the closing of the Michigan Nautical Time Capsules exhibit at the end of September at the museum. During the month of October, the museum staff will install the Storm of 1913 exhibit. The exact for the opening of the new exhibit will be announced in the next issue.

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**MEETING NOTICES** ●

The next Board of Directors meeting will be on Thursday, August 11 at 7:30 at Dossin.

Ann and John Mahan will be our guest speakers for the Curator Robert E. Lee Dinner on Friday, September 16th on the Lansdowne. Your invitation should have been included with this issue. Dinner tickets will be mailed in September.

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**OUR COVER PICTURE** . . . In mid-May a small crew reported on the *Ernest R. Breech* at the Ford Rouge plant and began repainting her. The familiar "Ford" logo that she carried for over 20 years was replaced by the green band and white "S" of the Kinsman Lines. The *Kinsman Independent* was expected to depart in mid-June to load grain in Superior. This photo was taken on May 28, 1988 by Mike Nicholls. □

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# TOTAL LOSSES OF VESSELS ON THE GREAT LAKES

## DECEMBER 1868 TO NOVEMBER 1869

by

FREDERIC HOLLISTER

Part II

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October (1869)

Bark *Water Witch* struck by a squall, capsized and sunk near Timber Island, Lake Ontario. Total loss. 391 tons, rate B2, est. value \$12,000. In September she struck upon a reef in Lake Huron and suffered severe damage.

Bark *Forest King* totally wrecked on the Western Islands, Georgian Bay. 400 tons, rate B1, est. value \$18,000.

Barge *Paragon* ran on Pinnepog Reef, Lake Huron. 244 tons, est. value \$3,000.

Schooner *Alfred Allen*, laden with salt, ran ashore at Port Colborne. Total loss, 186 tons, rate B1, est. value \$6,000. Three scows broke adrift from tug *Frank Perew* on Lake Erie and were lost.

Schooner *Nora*, laden with stone, run into [by schooner *Sweepstakes*] and sunk sixteen miles outside of Sheboygan. Total loss, 90 tons, rate A1, est. value \$8,000.

Schooners *John Weeden* and *Orion* collided on Lake Ontario. Former drifted ashore and became a total wreck. Cargo consisted of corn which was lost. 269 tons, rate B1, est. value \$14,000. In July the *Weeden* sprung a leak on Lake Michigan. In August she arrived in Chicago in leaky condition. In October she lost canvas on Lake Michigan while carrying grain and collided with the bark *Favorite* off Sheboygan. Both vessels considerably damaged. She again arrived at Chicago in leaky condition.

Barge *Illinois*, lumber-laden, totally wrecked near Lakeport, Lake Huron. 926 tons, est. value \$5,550. [Steamer, 826 tons; built Detroit in 1854; made barge 1869, lost same year Lake Huron.]

Sloop *Eureka*, totally wrecked near Au Sable, Lake Huron. 25 tons, rate B1, est. value \$800.

[Schooner *Norway* sunk at Sheboygan.]

November

Schooner *Magic* ran ashore at Bailey's Harbor, total loss. 100 tons, rate B2, est. value \$7,000. In June, the bark

*Potomac* and schooner *Magic* damaged by collision on Lake Michigan.

Schooners *Pilgrim* and *P. Hayden* totally wrecked at Stony Creek, Lake Michigan. *Pilgrim*: 228 tons, rate B2, est. value \$8,000. *P. Hayden*: 167 tons, rate B2, est. value \$4,000. In October she lost a mast on Lake Michigan.

Schooner *Ariel* driven ashore near Collingwood and totally wrecked. 253 tons, rate C2, est. value \$3,000.

Schooner *Titan* with a cargo of 17,643 bushels of wheat, ran ashore near Pentwater. All of her crew, Capt. Holford and seven seamen - but one lost. 336 tons, rate B1, est. value \$15,000. In September the *Titan*, ore laden, sprung a leak on Lake Huron. Also in September she and the schooner *Kewaunee* were damaged by collision at Racine.

[One of the most severe and destructive storms in the history of lakes occurred in the month of September [sic: should read November] 1869. It's special violence was not felt at any particular place, but with a fearful sidespread gust it swept the chain of lakes . . . The large steamer and propeller escaped its violence no less than the small scow and schooner engaged in shore-trading; all were piled in a wrecked mass along the beach or sunk in the engulfing waves. There was scarcely a lake port that did not feel the effects of the storm, and scarcely a ship owner of importance who did not suffer some loss of property. The wind began to blow in a gale from the northwest on the evening of September [sic] 16, accompanied by a blinding snow-storm at the Straits of Mackinac and other ports. The storm spread rapidly, and continued to blow to the eastward and to the westward for four days. All craft upon the lakes sought shelter at once . . . During the first hours of the storm several boats went ashore on Lake Michigan, some on Lake Erie and Lake Huron; and this number constantly increased until the shore lines



were strewn with wreckage . . . Vessels of all descriptions to the number of 97 were stranded or foundered during the rough weather . . .]

Bark *Naomi*, coal-laden, totally wrecked four miles north of Manistee. Capt. Jas. Carpenter and wife died of exposure on wreck. Seaman Dennis Burke drowned while trying to swim ashore. 435 tons, rate A2, est. value \$20,000. [Among those lost was the bark *Naomi*, a fine vessel, Capt. James Carpenter, which was wrecked at Manistee, Lake Michigan, and under the circumstances, was most distressing. Capt. Carpenter had himself and wife lashed to the mizzen-gaff. After saying to a member of the crew "Mother is dead," he rolled off and disappeared in the waves. He had been many years on the lakes, was a man of strict integrity and had lived a Christian life. He was a resident of Painesville, Ohio.] Scow *Grace A. Green* driven ashore at South Haven and totally wrecked. 84 tons, rate C1, est. value \$2,000. In May thrown upon her beam ends while endeavoring to reach Chicago Harbor under canvas, but righted again and got inside with three feet of water in her hold.

Schooner *Raliegh* with cargo of 10,000 bushels of wheat, was totally wrecked at Portage Bay, Lake Michigan. 212 tons, rate B1, est. value \$9,000. In May schooners *Raliegh*, *Ralph Campbell* and bark *British Lion*, damaged by collision at Chicago. Barges *Saguenay* and *Oak Leaf*, laden with 28,450 bushels of wheat, sunk in Lake St. Francis. Total loss. *Saguenay*: 288 tons, est. value \$5,500. *Oak Leaf*: 210 tons, est. value \$4,500.

Lake Propeller *Her Majesty* struck a rock and sunk in Gulf of St. Lawrence. Total loss. 613 tons, rate A2, est. value \$40,000. In October steamers *Her Majesty* and *Magnet* broke crossheads on Lake Ontario. Schooner *James B. Martin* with cargo of 21,000 bushels of wheat, foundered in Lake Huron. 360 tons, rate A1, est. value \$22,500. *Thos. Lord*, Captain, Samuel Webb and Edward Lord, mates, Frank Martin, steward and Edward Bentley, John Martin, Hugh Corbitt, two other seamen, drowned.

Schooner *Live Yankee*, totally wrecked on High Island Reef, Lake Michigan. One life lost - Jos. Furnio, steward, died of exposure. 300 tons, rate B1, est. value \$12,000.

Steamer *Excelsior* burned at Portsmouth, Saginaw River. Total loss. Est. 50 tons, est. value \$3,000. (Official number 8514; 28 tons, built 1863 Lewiston, New York; first home port - Suspension Bridge, New York; burnt November 9, no lives lost.) Schooner *Son and Heir* totally wrecked on Winfield Point, Georgian Bay. Crew saved. 268 tons, rate B1, est. value \$10,000.

Sloop *Dart*, laden with stone, totally wrecked at Oswego. 25 tons, rate B1, est. value \$800. Tug *Admiral Porter* and barge *Iowa* ran ashore near Keweenaw. Tug got off; barge total wreck. 981 tons, est. value \$6,000. Schooner *Tracy J. Bronson*, coal-laden, ran ashore near Forty-Mile Point. Probably total loss. 381 tons, rate B1, est. value \$12,000. Schooner *W. W. Arnold*, ore-laden, foundered in Lake Superior. Twelve lives - all hands - lost. 426 tons, rate A1, est. value \$20,000. In May she broke her rudder in the ice at Escanaba. In August she arrived at Chicago in leaky condition.

Brig *Racer*, ore-laden, lost canvas on Lake Superior and was afterward totally wrecked at Hammond's Bay, Lake Huron. 317 tons, rate B1, est. value \$13,000.

Schooner *Adell*, loaded with wood, totally wrecked at Milwaukee Bay. 19 tons, rate C2, est. value \$500.

Propeller *Thos. A. Scott*, with cargo of 22,000 bushels of wheat, 2,400 barrels of flour and sundries in the Straits. Vessel and cargo total loss. 1,159 tons, rate A1, est. value \$80,000.

Schooner *L. S. Hammond*, with cargo of 19,560 bushels of wheat, ran ashore on North Manitou Islands. Vessel and cargo total loss. 329 tons, rate A1, est. value \$25,000.

Brig *Supply* with 300,000 bricks, ran ashore on North Manitou Island. Vessel and cargo a total loss. Mrs. Mary Ross, stewardess, died of exposure. 396 tons, rate B1, est. value \$12,500. In May, lumber-laden, she came to anchor off Chicago in water-logged condition. Deck load of lumber lost.

Schooner *Arrow*, lumber-laden, ran ashore on Grosse Point near Chicago. Vessel a total loss. Capt. Durgan and entire crew of seven drowned; Thomas Ibertson drowned by upsetting of the lifeboat which attempted the rescue of the crew. 281 tons, rate B1, est. value \$12,000. In October she was damaged by collision with schooner *Kate Hinchman* near Plum Island, Lake Michigan.

Schooner *Ringgold* ran ashore near Chicago.

Probably a total loss. 52 tons, rate C1, est. value \$1,500. In May, lumber-laden, she became waterlogged and capsized off Michigan City. Crew saved. Vessel drifted upon beach, afterwards got off.

Schooners *John Lillie*, *Alice Craig*, *Traveler* and scows *Wm. Bates* and *Milton*, driven ashore near St. Joseph, Michigan. All got off, but *Traveler*, which is reported a total loss. 109 tons, rate C2, est. value \$2,000. In July she sprung a leak on Lake Michigan. Scow No. 1 broke adrift from harbor pier at Chicago and was totally wrecked.

Steam barges *Henry Howard*, *H. Warrington* and barges *Niagara* and *Hatten-J.A. Hollon?*, beached at Alabaster. The two first-named got off, the others supposed to be total losses. *Niagara*: 295 tons, est. value \$2,000. *Hatton*: 182 tons, est. value \$5,000.

Schooner *John F. Warner*, lumber-laden, driven ashore near Alabaster, Lake Huron. Total loss. 400 tons, rate B1, est. value \$12,500. In July she arrived at Detroit with rudder post broken and otherwise damaged. Schooner *Carlingford*, coal-laden, ran ashore on North Manitou Island. Vessel reported broken in two and a total loss with her cargo. 630 tons, rate A1, est. value \$40,000. In November, Second Mate Curtis, drowned off Erie.

Brig *Concord* foundered off Port Stanley, Lake Erie. Five lives lost, 234 tons, rate B1, est. value \$10,000. In July the *Concord* reached Detroit in slightly damaged condition.

Schooner *Eagle Wing* driven ashore near Colchester Point, Lake Erie. One life lost—John Murphy, steward, died of exposure. Vessel reported a total loss. 356 tons, rate B1, est. value \$12,500. In May she was damaged by collision at Chicago. In November the *Eagle Wing* lost both her anchors and chain on Lake Ontario.

Schooner *Monteagle*, lumber laden, ran ashore at Point Peter, Lake Ontario. Crew saved; vessel total loss. 296 tons, rate B1, est. value \$12,000.

Bark *Geo. Thurston*, loaded with wheat, ran ashore on Nickerson's Island, Lake Ontario. Vessel and cargo total loss. 324 tons, rate B1, est. value \$15,000. In November she was damaged by collision on Lake Erie. Afterward lost small boat and canvas in gale.

Propeller *Belle* destroyed by fire off Port Washington. Two lives lost—Capt. Patrick Barnes and Charles Memfus, wheelsman, drowned from the yawl after leaving the

burning propeller. 129 tons, rate B1, est. value \$15,000. (Official number 2159; built 1860, Port Huron, Michigan; first home port: Detroit, MI.; burnt November 20, 1868; two lives lost.)

Scow *Spanker* with cargo of wood, dragged ashore at Amsterdam, Lake Michigan, and went to pieces. 45 tons, rate B1, est. value \$2,700.

Vessel, name not given, loaded with coal and provisions, wrecked on Western Islands. Scow *Geo. Neville* dragged ashore in Sand Bay, Lake Michigan. Total wreck. 84 tons, rate C2, est. value \$2,000. In June she ran ashore at Bode's Pier, Lake Michigan. Got off.

Propeller *Colonist*, bound from Milwaukee to Montreal with bushels of wheat and barrels of flour, pounded in Manitowoc Harbor. Broke pipe and fatally scalded fireman Chas. McCun. Afterward sunk in Lake Huron, twenty-five miles below the Straits. Vessel and cargo a total loss. 347 tons, rate B1, est. value \$17,000. In May propeller *Colonist* and schooner *Wanderer* collided off Port Hope. Both considerably injured. In October she ran ashore in St. Lawrence River. Got off in damaged condition.

Propeller *Equator*, upbound, totally wrecked on the North Manitou Island. Crew saved. 620 tons, rate B1, est. value \$21,000. In August she twisted her stem by striking dock at Milwaukee. In September the *Equator* was damaged by collision during a freshnet at Buffalo. In October she ran ashore on Racine North Point. Got off in damaged condition. In October, two canal boats run into by propeller *Equator* at Buffalo and seriously damaged. ( Official number 7233; built 1857, Buffalo, New York; first home port: Buffalo, New York; stranded on November 17th, no lives lost.)

Bark *Cream City* with cargo of 31,850 bushels of wheat, ran ashore near DeTour. Vessel and cargo a total loss. 767 tons, rate A2, est. value \$25,000. In August she sprung a leak on Lake Huron. In September she arrived at Chicago in leaky condition. In October, schooner *C.P. Minch* damaged by collision with bark *Cream City* in the Straits.

Bark *John Miner*, loaded with railroad ties, driven ashore on Forty Mile Point, Lake Huron. Probably a total loss. One man, Wm. Corson, killed by a falling spar. 375 tons, rate A2, est. value \$20,000. In July she and tug *Sampson*, severely injured by collision on St. Clair Flats.



Bark *Invincible* with cargo of 19,300 bushels of wheat, dragged ashore near Presque Isle, Lake Huron. Vessel and cargo a total loss. 437 tons, rate B1, est. value \$15,000. In July she lost canvas and suffered other damage on Lake Erie.

Scow *Sea Bird* ran ashore at Rock Falls, Lake Huron. Will be got off. 102 tons, rate C1, est. value \$3,500.

Schooner *Bermuda*, loaded with supplies, ran ashore on Short Point, Lake Superior. Probably a total loss. 394 tons, rate B1, est. value \$12,500. In May, damaged by collision at Chicago. In June she and scow *Selt* collided on Lake Michigan. Both vessels considerably damaged. In July she had canvas damaged on Lake Michigan.

Scow-Schooner? *Sarah Clow* or *Sarah Olow*, ran ashore fifteen miles north of Manistee. Total loss. 283 tons, rate C2, est. value \$4,500. In July she sprang a leak on Lake Michigan.

Schooner *Melvina* ran ashore on White Shoal, Straits of Mackinac. Vessel and cargo total loss. John Proctor, seaman, drowned. 392 tons, rate A2, est. value \$17,000.

In September she arrived at Chicago in leaky condition.

Schooner *J.E. Sutherland* ran ashore at Michigan City. Total loss. 99 tons, rate C2, est. value \$1,500. In April, seriously damaged in a squall on Lake Michigan, Capt. George W. Dodge, master, knocked overboard and drowned. In April she lost her foremast on Lake Michigan.

Scow *Aleck* ran ashore at Blue Ledge, Lake Huron. Total loss. 70 tons, rate B2, est. value \$2,000.

Schooner *Shook*, coal-laden, ran ashore at Rondeau, Lake Erie. Total loss. 361 tons, rate B1, est. value \$12,500.

Steam barge *Mariner* totally destroyed by fire on the Thames River, Canada. 193 tons, rate B2, est. value \$8,500. In June, beached near the Clay-banks, Lake Erie. Got off in badly damaged condition.

Tug *Kate Gerlach* destroyed by fire off Cleveland.

Schooner *Grand Trunk*, loaded with wood, ran ashore near Carp River, Lake Michigan and became a total wreck. 327 tons, rate B2, est. value \$11,000.

Schooner *St. Peter*, laden with 7,000 bushels of wheat, struck a reef near Kelly's Island and sunk in twenty-five feet of water. Vessel and cargo a total loss. 127 tons, rate A2, est. value \$7,000.

Schooner *Excelsior*, with cargo of salt, struck a reef, sprung a leak and sunk near the Charity Islands, Saginaw Bay. Total loss. [136 tons.] Rate A1, est. value \$8,000. Brig *Robert Burns*, grain-laden, foundered on Lake Huron near the Straits with all hands: Capt. Henry Crum, First Mate Green and seven seamen drowned. Vessel and cargo a total loss. 307 tons, rate B1, est. value \$11,000. In October scow *J. Bean Jr.* and brig *Burns* were damaged by collision at Chicago.

Schooner *John H. Drake* with a cargo of two hundred and thirty barrels of salt and one hundred and sixty-three thousand feet of lumber, ran ashore in Grand Traverse Bay and filled with water. Will be got off. 350 tons, rate B1, est. value \$11,000. In July schooner *St. Andrew* damaged by collision with the schooner *J.H. Drake* at Marquette.

Schooner *Ocean Wave* with thirteen thousand bushels of corn, ran ashore in Hammond's Bay and became a total loss. 308 tons, rate B2, est. value \$10,000.

Sidewheel steamer *Alliance* broke adrift from her moorings in Niagara River and went over Niagara Falls. Est. 50 tons, est. value \$1,500. (Official number 300; built 1857, Buffalo, N.Y.; first home port, Buffalo; 85 tons, lost March 31, 1869 [sic].)

Schooner *Wm Fiske*, loaded with supplies, ran ashore at Devil River, Lake Huron [and went to pieces]. Total loss, with a portion of her cargo. 401 tons, rate A2, est. value \$20,000.

Sconner *Lewis C. Irwin* pounded to pieces at Brown's Pier, east shore of Lake Michigan. Total loss. 113 tons, rate C1, est. value \$3,500. In April damaged by collision with *Sea Gem* at Chicago. In July schooner *Irwin* had her mainmast carried away by collision with steam barge *M. Groh* on Lake Michigan.

Schooner *Fremont*, laden with twenty-two hundred barrels of salt, run into by propeller *Wenona* on Lake Erie and sunk. *Fremont* and cargo total loss. 288 tns, rate B1, est. value \$10,000. In July damaged by collision at Chicago.

(Schooner *Persia*, foundered with all hands Lake Huron, November 18 - Bowen, *Shipwrecks of the Lakes.*)

December

[Steam barge *M. Groh* wrecked in Sandy Bay.] Also see November entry for schooner *Lewis C. Irwin*. □

## SEA SCOUTS END ERA ON THE LAKES

by  
CARL A. NORBERG

Henry N. Barkhousen's account of his 1937 trip on the three-masted Nova Scotia schooner, *J.T. Wing*, revived memories of the last windjammer on the Great Lakes. Grant Piggot of Detroit, had brought her for repairs bills at Noank, Connecticut, and vainly tried to make expenses with her hauling wood products from 1936 to 1939. The last Great Lakes built schooner to operate on the lakes was the venerable *Our Son*, which was lost on Lake Michigan in 1930.

In that era, Commander Thomas J. Keane, the flamboyant national director of the Sea Scout program leaped into nautical history by accepting the *J.T. Wing* as a training vessel. Mr. Piggot loaned or donated the sailing craft and aided with other Detroit businessmen in rebuilding the

schooner. The Sea Scouts renamed her *Oliver Hazard Perry*, after the famed hero of the battle with the British on Lake Erie.

The vessel was provided with accommodations for a crew of boys numbering about thirty, including a forecabin dining salon, and room for stowing gear and supplies. Her length of 140 feet; gross tonnage of 431, would be a monument for the entire Sea Scout program. Somewhere in her checkered career she had been equipped with a very small, cantankerous and totally unreliable engine, that made pure sailing a necessity in tight quarters.

From 1939 to 1941, the schooner made summer cruises on Lake Michigan with a crew of Sea Scouts from various areas, under the command of Oscar Johnson, son of an



Photo by D.R. Olson





Photo by D.R. Olson

*Crewmen become familiar with their quarters before the PERRY sails on her final voyage.*





Photo by D. R. Olson

*Some of the cabins were added for training operations.*

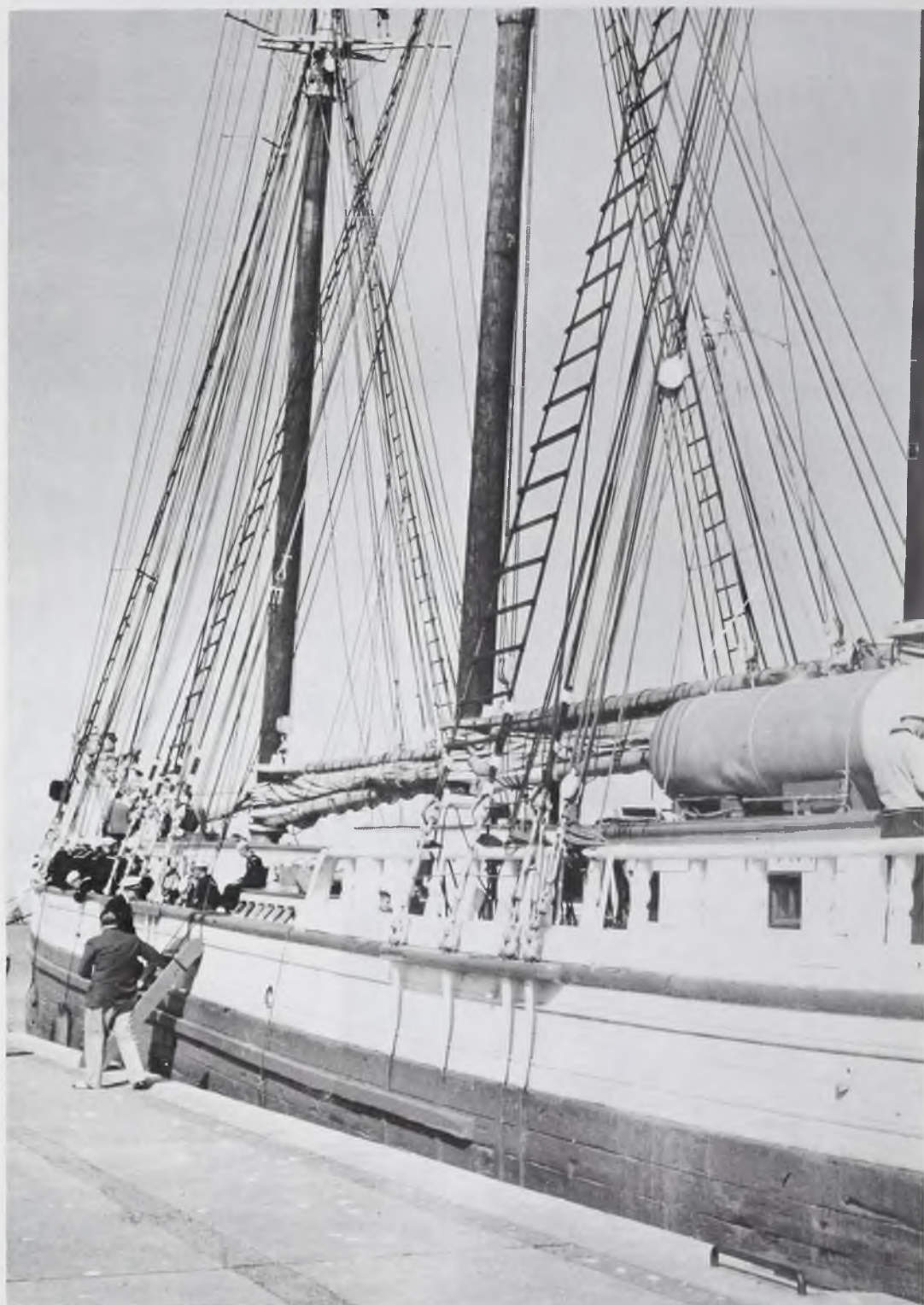


Photo by D. R. Olson

*The PERRY dockside in Grand Haven on July 12, 1941, awaiting her final voyage.*



old schooner captain. These cruises began with a crew of boys and returned them to anxious parents as young men. However, some hairy tales of groundings, pumping for their lives and gales of wind, made the departure in July, 1941, the absolute last of the glorious era of sailing on the lakes.

Reliable tales of the three seasons as *Oliver H. Perry* are hard to come by. She ran aground on Skillagalle (Isle Au Galet) and was pulled off by the Coast Guard cutter *Escanaba*. The *Wing* is credited with a run into Manistee, a narrow river port in Lake Michigan, which in the old days, required a tug, but the Sea Scouts made it with foresail and forestay sail. She is reported to have anchored at Washington Island, Wisconsin, in spite of a fleet of yachts in the harbor. I sailed around her aboard my sloop *Victory* on July 4, 1939, at Macatawa on Black Lake, Michigan. She has been reported at Milwaukee in 1940 and at Mackinaw City and Cheboygan in 1941.

Years later, I had contact with a fine photographer, Don A. Olson, who had moved to Arizona, at which time I was given a dozen

spectacular glimpses of the departure from Grand Haven in July, 1941. Olson made the last trip on her.

Briefly, the *Oliver H. Perry* was renamed *J.T. Wing*. She found herself at the "Museum of the Great Lakes" on Belle Isle in Detroit. The three-masted schooner was the largest, but not the only training ship under the inspiration of Thomas Keane, National Sea Scout director. Seven scouts were part of the crew on the schooner *Northern Lights*, sailing from "Frisco" to the Bering Sea with owner John Borden. In Chicago, the schooner yacht, *Nokomis*, on which this writer sailed in the twenties; the schooner yacht *Idler*, which also sailed in the twenties; both on Lake Michigan. The fishing schooner *Pinta* sailed on Lake Michigan in the thirties.

The good part of the Sea Scout program was that the above were old vessels, badly in need of repair and were seldom at sea without some breakdown and gave the boys valuable experience. I am sure the Sea Scout crews of the *Perry*, now in mid-life, are still proud of their experiences. WELL DONE SEA SCOUTS! □



Left: The sail-training ship NOKOMIS off Saugatuck on July 29, 1926.  
Right: The schooner IDLER, sail-training vessel for Chicago, IL.

# 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:

J. AHO	B. ANDERSEN	R. ARMSTRONG
R. BARDEN	T. BEAHEN	R. BEAUCHAMP
B. BRUCE	R. BURDICK	P. CARR
P. CLAYTON	CORPS OF ENG.	C. HUDSON
W. KELLER	D. MCCORMICK	R. OLSON
T. SECHEN	J. WALTER	S. WELCH

*News Editor's Note:* Since I have become the news editor, I can't remember receiving so much mail and so many pictures as I have the last month or two. I want to thank all of you and I tried to use at least one item from each of you. I would have liked to have been able to use all of the pictures, but space will not permit it. I'm sorry that I can't answer all of your letters, but there were just too many. Again, thank you and please keep the information coming. It is you the contributors that keep this magazine going.

Don Richards

Pierce McLouth, 89, died in Marine City, MI. on April 17, 1988. Pierce took over managing the family shipyard in Marine City when his father died in 1923. The McLouth Shipyard owned, operated and managed 22 vessels and built, rebuilt or converted 19 others. During the Depression, he sold coal and lumber at the dock and began marketing stone. Today modern self-unloaders dock there on the St. Clair River near the Belle River, keeping the McLouth legacy going onto the next generation.

*Correction:* We announced that the *South American* would be scrapped at her dock in Camden, New Jersey when the shipyard buildings surrounding her were also demolished. A group of investors came forward at the last minute and arranged to tow the *South American* to an east coast shipyard for reconstruction. They plan on returning the *South American* to the Great Lakes area, however, no final plans have been announced. Stay tuned.

Feb. 19. . . The Duluth Arena and Convention Board, owners of the *Wm. A. Irvin*, have decided to spend \$40,000 to build a waiting area in the third cargo hold of the ship for visitors waiting for tours of the ship. Part of the waiting area will be used as a gift shop. The work began this month and was expected to be completed by May 1.

Feb. 22. . . Longshoremen began unloading 850,000 bushels of storage barley from the *John Sherwin*, docked at Cargill B2 Elevator in Duluth. The work was completed

TELESCOPE

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## GREAT LAKES &amp; SEAWAY NEWS ●

on February 26th. There was no word if the *Sherwin* would receive another storage cargo. A dispute broke out between the local longshoremen and Cargill when Cargill hired dock workers from Minneapolis to unload the ship instead of local men. Cargill stated that the local men didn't have the proper equipment to unload the ship. Cargill won the dispute.

Feb. 23. . . The city of Superior has decided not to attempt to bring the retired U.S. Navy cruiser *Newport News* to Superior's Barker Island for tours. It would cost too much to repair the vessel and bring her to the city. Duluth and Two Harbors have also turned down the proposal.

Mar. 1. . . The engineers on the *Edward L. Ryerson* began fitting her out. She has been laid-up at the Inland Steel Plant in Indiana Harbor since 1985.

Mar. 2. . . The Panamanian-flag, self-unloader cement carrier *Mary Nour* began unloading the storage cement cargo from the *Lemoyne* and finished on March 6th. The *Nour* arrived back in Montreal on February 20th.

. . . The tanker *L'Orme No. 1* went back into service.

. . . The Greek freighter *Capetan Yiannis* went back into service, clearing Lauzon for Quebec City and then onto Halifax. The vessel was heavily damaged during a storm in Milwaukee on December 13, 1987. (See pages 51, 53-4 in March *Telescope*.)

Mar. 5. . . The *Cabot* (ex-*Cavallo*), which is owned by Atlantic Container Express, arrived in Montreal for the first time under her new name. She and her sister ship *Cicero* also call at St. John's and Corner Brook, Newfoundland. It has been reported that *Cicero* will be renamed *Cartier* at the time of her next refit. *Lucien-Paquin* is no longer on charter to Atlantic Container Express. Late in March she loaded at Quebec City for overseas.

Mar. 9. . . The 27-ton, 46-foot tug *Kate B.* sank in Collingwood harbor and was raised by two large mobile cranes and was found to be holed in three places. The tug is owned by Pitts International Inc. of Toronto. No reason was given for the sinking and it's being investigated by Transport Canada.

. . . Meehan Seaway Service and the Duluth Longshoremen union agreed to a new contract. The contract still to be approved by the membership calls for work rule changes and a wage cut from \$14.00 to \$11.00 an hour. The Seaway Port Authority of Duluth has been operating the port terminal since last May when the former operator opted out of its contract.

Mar. 11. . . A severe winter storm struck Duluth with winds in excess of 70 m.p.h. The *Wm. A. Irvin* began to break away from her moorings. Boarding crews discovered all 12 mooring lines broken and she had begun to drag both of her bow anchors that were buried down 10 feet. She drifted 50 feet down the slip and destroyed two gangways, but there was no serious damage to the vessel or dock.

Mar. 15. . . The *American Republic* opened the 1988 season when she departed Cleveland for Lorain. At Lorain she loaded pellets for the LTV Steel dock in Cleveland. Early forecasts indicate that this season will be a repeat of last year's upturn. Last year nearly 150 million tons of iron ore, coal, stone, cement, potash and petroleum products were carried on U.S. and Canadian lakers, an increase of 13.1 percent.

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● GREAT LAKES & SEAWAY NEWS

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It's expected that 58 of the 71 U.S.-flag lakers will operate this year. This represents 90 percent of the fleets carrying capacity. The 13 vessels left in lay-up status have an average of less than 15,000 tons.

Mar. 16. . . The U.S.C.G. cutters *Mackinaw* and *Katmi Bay* arrived in Duluth and began breaking ice in the harbor. The largest amount was in the Superior Entry, pushed there during the storm on March 11-12. The *Mackinaw* cleared for Whitefish Bay on the 18th while the *Bay* stayed in Duluth.

Mar. 18. . . The Canadian Coast Guard's hovercraft *Waban-Aki* was clearing ice at the St. Lambert Lock. On the previous day, the icebreaker *Norman M. Rogers* entered the Seaway and was followed on the 21st by the *Sir Wilfrid Laurier*.

Mar. 18. . . The railferry *Incan Superior* loaded the first railroad cars of the season at Thunder Bay and cleared for Duluth later the day.

. . . The Duluth Longshoremen rejected the contract offer from Meehan Seaway Service of Milwaukee. This rejection leaves the management of the Duluth port terminal in doubt. Negotiations will continue.

Mar. 19. . . The railferry *Incan Superior* opened the Twin Ports shipping season. She will make approximately 160 round trips between the Twin Ports and Thunder Bay this year.

. . . The pilothouse was cut away from the *Eugene Pargny* in Duluth. Scrapping is about sixty percent completed.



Photo by Terry Sechen



## GREAT LAKES &amp; SEAWAY NEWS ●



Photo by Skip Gilham

*The L.E. BLOCK at Ramey's Bend in Port Colborne on March 26, 1988.*

Mar. 22. . . *The Algowest* passed upbound at the Soo Locks, opening the season at 8:30 a.m. She was followed by the *Algocape*, *Algomarine* and *Algosound*. All were headed for Thunder Bay. The *Algowood* was first vessel downbound.

Mar. 23. . . The *Roger Blough* passed upbound at the Soo for Duluth, thus becoming the first cross-lake vessel into Two Harbors. The *John G. Munson* followed the *Blough* to Two Harbors and both cleared for Gary, Indiana.

. . . Mr. Stephen B. Roman died today. His namesake vessel opened the port of Toronto today for the 5th consecutive year.

Mar. 24. . . The *Rimouski* was the first vessel to depart winter lay-up in Montreal. She loaded bunkers at Montreal-east, which was rare for a C.S.L. vessel. She cleared for Pointe Noire to load for Hamilton.

. . . Bethlehem Steel announced the closing of the Drummond Island Dolomite quarry and stone crushing plant on March 31st. Talks with Osborne Materials Company of Grand River, Ohio which signed a letter of intent to purchase the site are continuing. The plant and quarry employ about 90 people and has been in operation for about 40 years.

● GREAT LAKES & SEAWAY NEWS

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Mar. 25. . . Another tentative agreement has been reached between Meehan and the Duluth Longshoremen. If approved, the port terminal will be in operation this season.

. . . *Coastal Canada* avoided a close call when the Cuban-flag freighter *Balta De Cochinos* lost power while overtaking her between Varennes and Vercheres. The Cuban vessel dropped anchor and avoided a collision.

Mar. 26. . . The *John B. Aird* opened the port of Marquette when she loaded pellets for Algoma at the Soo.

. . . The *Agawa Canyon* was the first vessel out of the Welland Canal when she cleared Port Colborne.

. . . The *Myron C. Taylor* was floated out of drydock at Fraser Shipyard after completing a 5-year inspection. The *Calcite II* was delayed in entering the drydock for her 5-year when it was discovered that ice had built up on her keel, thus preventing her from sitting on the blocks. As of April 1st, she was still outside the drydock.

. . . The *Edward L. Ryerson* cleared for Escanaba. She will make most of her runs between Escanaba and Indiana Harbor with occasional trips to the Twin Ports.

. . . The m/v *Massey D.* has been purchased by K. Chaffe of Port Clinton, Ohio. She will be renamed *Steven H.* and will be used to haul stone and custom dredging.

Mar. 27. . . The *Tadoussac* opened the port of Superior when she loaded 24,510 gross tons of pellets. She cleared the next day for Nanticoke and Steelco Steel.

Mar. 29. . . The *John A. France* was the first commercial vessel to transit the St. Lambert Lock when she passed upbound for Chicago. She had departed from winter lay-up in Montreal with a cargo of storage iron ore from Port Cartier.

. . . The Panamanian-flag *Johanna K.* was the first saltie to transit the Seaway. She had made previous trips under the names *Kiyo* and *Atlantic Seaman*.

. . . The tug *W.N. Twolan* was the first commercial vessel downbound in the St. Lambert Lock. She was headed for Montreal to pick up a barge for Parry Sound.

. . . The *David K. Gardiner, ex-Lawrencecliffe Hall*, was the first of the ex-Halco vessels to enter service. She cleared Prescott for Thunder Bay.

. . . The *Algocape* was the first vessel into Port Colborne and won the traditional top hat.

. . . The *Joseph L. Block* joined her sister ships, *Ryerson* and *Sykes* in service when she cleared Indiana Harbor for Escanaba.

. . . The *Capt. Henry Jackman* was the first upbound vessel in the Welland Canal.

Mar. 30. . . Mines Seleine which operates the salt mines in the Magdalen Islands was sold by the Canadian Government to Canadian Salt, a subsidiary of the American multinational Morton Thiokol, based in Chicago.



## GREAT LAKES &amp; SEAWAY NEWS ●



Photo by Terry Sechen

*The JOHN SHERWIN in Superior after her storage grain was unloaded.*

Mar. 31. . . The Quebec Dept. of Transport announced that on April 1st, ferry service between Ile-aux-Coudres and Ile-aux-Grues will no longer be free. The islanders feel that the tourist industry will be severely affected. The free service began in 1985.

. . .The *Mantadoc* arrived at Port Weller Dry Dock for a 5-year inspection.

. . . The Duluth Longshoremen agreed to a new contract with Meehan and the Seaway Port Authority of Duluth signed a two year contract with Meehan to manage the port terminal.

. . . Bay Shipbuilding Corp. of Sturgeon Bay announced that they are no longer in the shipbuilding business. Domestic shipbuilding contracts have declined to a point that the firm can no longer support a shipbuilding facility. Activity will be reduced to repair and conversion work, affecting about 1,500 employees. The only graving dock to accommodate 1,000-footers is located at Bayship. The last ships built there were the three container ships built for Sea-Land.

Apr. 1. . . The *Windoc*, ex-*Steelcliffe Hall*, departed lay-up in Montreal for Thunder Bay. The "P" hasn't been painted on her funnel as yet.

. . . The *Indiana Harbor* opened the season in Taconite Harbor when she loaded

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● GREAT LAKES & SEAWAY NEWS

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54,687 gross tons of pellets for Lorain and LTV Steel.

Apr. 2. . . The *Wm. J. Delancey* loaded the first pellets of the season in Duluth. She cleared with 53,829 gross tons for Lorain and LTV Steel.

Apr. 3. . . The U.S.C.G. *Acacia* returned to Grand Haven, MI. after a 4-month drug patrol duty off Miami.

. . . The *Winnipeg*, ex-*Cartiercliffe Hall*, passed upbound in the Welland Canal for the first time under her new name. The next day the *Windoc* and *Quedoc* passed upbound in the Canal for the first time under their new names.

Apr. 4. . . The U.S.C.G. cutter *Sundew* arrived back in Duluth after drug patrol duty in the Gulf of Mexico. She went to work placing navigation buoys the next day.

. . . The *J.A.W. Iglehart* was floated out of drydock at Fraser Shipyard and tied up to the west end to complete fit-out. She received about 2 million dollars worth of hull repairs.

Apr. 5. . . The *Peter Misener*, ex-*Ottercliffe Hall*, made her first trip upbound in the Welland Canal under her new name.

. . . The *Black Bay* went aground in the Seaway off Brockville, Ontario after losing steering. She was bound for Hamilton with iron ore from Pointe Noire. On the 7th,

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Photo by Terry Sechen

*The J.A.W. IGLEHART in drydock at Fraser Shipyard for hull repairs.*



GREAT LAKES & SEAWAY NEWS ●



Photo by Skip Gillham

The WINNIPEG (ii) below Lock 3 in the Welland Canal on April 3, 1988.

2,000 tons were lightered into the *P.S. Barge No. 1* and she was freed on the 8th. She was towed to Bay State Anchorage for inspection. She was reloaded at Linda Island Anchorage and resumed her trip to Hamilton of the 10th.

Apr. 6. . . The saltie *Johanna K.* was the first saltie into the Twin Ports and loaded 16,000 tons of spring wheat at Peavey Connors Point Elevator. She departed on the 9th for Italy.

. . . The *Quedoc* snagged a power cable in DeTour Passage. She had anchored because of a back up of traffic in the St. Marys River due to ice and poor visibility. There were 17 vessels anchored with the majority between Lime Island and DeTour. The *Jean Parisien* was stuck in ice floes at the south end of Neebish Island and was freed by the *Katmi Bay* the next day.

Apr. 7. . . The *Halifax*, ex-*Frankcliffe Hall* passed downbound through the Welland Canal for the first time under her new name.

. . . The *Richelieu* struck a shoal and was holed while clearing Thunder Bay with a cargo of grain.

. . . The *Stewart J. Cort* departed Bayship to load pellets in Superior for Burns Harbor.

. . . The port of Thunder Bay was busy with 13 lakers loading grain.

● GREAT LAKES & SEAWAY NEWS

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. . . The tanker *Enerchem Refiner* was the first tanker into Marine Fuel Dock in Superior. She departed on April 8.

. . . The Panamanian-flag *Union Peace* arrived in Montreal and was renamed *Manila Prime* under the Philippine flag while anchored.

. . . A new problem has the Minnesota D.N.R. very concerned. It's suspected the ocean ships entering the Great Lakes may be carrying European ruff fish and white perch that are considered to be pests because of their large appetites and aggressive behavior. The ruff fish feed on the young of other fish and the European plankton is the predator type. The fish have been found in the St. Louis River between Duluth and Superior and has also been found in Lake Huron in 1984.

Apr. 8. . . The *Wilfred Sykes* opened the port of Grand Haven and was followed by the *Medusa Challenger* about 3½ hours later. The *Challenger* offloaded into the storage barge *Badger State*.

Apr. 9. . . Fraser Shipyard crews were attempting to remove the ice from the keel of the *Calcite II*. She was floated into the small drydock with a crane on each side, dragging a cable on the bottom of her hull. The cable was pulled from stern to bow and she was set on the blocks on April 11th.

. . . Sen. Wm. Proxmire of Wisconsin planned to introduce a bill that would help the Twin Ports. By Law, 70 percent of government cargoes must be carried aboard U.S.-flag ships. This includes Food for Peace cargoes that have dwindled in the last year. There

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Photo by Skip Gillham

*The CARTIERDOC below Lock 2 in the Welland Canal on April 9, 1988.*



## GREAT LAKES &amp; SEAWAY NEWS ●



Photo by Phil Clayton

*The G.A. BOECKLING was towed to the Toledo Shipyard for a multi-million dollar renovation.*

are no American ocean ships operating on the lakes, so Proxmire's bill allows for foreign ships to be reflagged.

. . . The *Cartiercliffe Hall*, ex-*Montcliffe Hall*, passed upbound in the Welland Canal for the first time under her new name.

. . . The *Lemoine*, ex-*Maplecliffe Hall*, was the last of the former Halco ships to enter service. She cleared Montreal for Pointe Noire.

Apr. 10. . . While passing an Indian Reservation near Massena, N.Y., at least 12 rifle shots were fired at the *Beechglen*. There were no injuries, but one bullet entered the captain's office.

. . . The *Oriole*, a replica of the Muskoka Lakes passenger ship was downbound in the Welland Canal for service in Toronto.

Apr. 11. . . The *Philip R. Clarke* was pulled into drydock at Fraser Shipyard by the tug *Illinois* for a stern thruster.

Apr. 12. . . The *Vista Star*, was upbound in the Seaway. She arrived in Duluth on April 29th after being ice-bound in Whitefish Bay for a week. She will operate as a tour boat.

● GREAT LAKES & SEAWAY NEWS

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Apr. 13. . . The tug *Wm. A. Whitney* arrived in Sandusky to tow the passenger ferry *G.A. Boeckling* to drydock at Toledo Shipyard. Plans are to renovate the ferry into a dinner-cruise ship at a cost estimated between 4.6 and 5.4 million dollars. The Skinner Engine Company of Erie, PA. was asked to recreate the original engine. If restored, the *Boeckling* will be the oldest and largest operating paddle-wheel steamer in North America.

Apr. 13. . . Tugs *Galway Bay* and *Patricia Hoey* towed the *Adam E. Cornelius* from the Lakefront frog pond in Toledo to the Toledo Shipyard for drydocking. She was towed back to the frog pond on the 21st.

Apr. 14. . . The *Dary Kamal* arrived in Thorold Industrial Dock with cargo of ferro-manganese ore.

Apr. 17. . . The *Edwin H. Gott* struck the south face of the east entrance of the Poe Lock while approaching the lock. The 12-foot split in her hull was 3 feet above the waterline. After inspection she was permitted to continue to Duluth and she docked at Hallett Dock 5 for repairs by Fraser Shipyard crews. She cleared for Two Harbors on the 21st. High winds and brash ice were blamed for the mishap.

. . . Strong winds and ice blown from Whitefish Bay into the St. Marys River caused delays in ships locking through. It took the *Columbia Star* six hours to transit. A wind shift on the 20th broke up the ice jam and cleared the river.

. . . The Cyprus-flag *Sunpassant* arrived in Montreal under her new name. She is on charter to Saguenay Shipping and cleared for the Seaway. She was been on the lakes as *Luise Leonhardt*.

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Photo by Phil Clayton

*The ADAM E. CORNELIUS was towed to the Toledo Shipyard for drydocking and was later returned to the frog pond.*

## GREAT LAKES &amp; SEAWAY NEWS ●



Photo by Greg Rudnick

*Tugs W.N. TWOLAN and GLENSIDE towed the JOHN T. HUTCHINSON down the Welland Canal for scrapping overseas.*

Apr. 18. . . The *Irvin L. Clymer* was pulled away by tugs *Illinois* and *New Jersey*. They turned her around in the harbor and placed her stern first back into the yard under the High Bridge to complete fit-out.

. . . The tug *W.N. Twolan* towed the *John T. Hutchinson* from the Toledo frog pond for scrap. The *Glenside* assisted the tow in the Welland Canal. They arrived in Lauzon on the 27th.

Apr. 19. . .The *Atlantic Huron* was renamed *CSL Innovator* in a ceremony in Brazil. She will re-enter service as a self-unloader in May.

. . . The *Calcite II* was floated out of drydock at Fraser Shipyard and cleared for Two Harbors.

. . . The *Algosoo* unloading at Concrete Supply Dock in the Rouge River.

. . . The Soviet saltie *Stepan Razin* arrived in Duluth to load at Harvest States Elevator in Superior. She was the first Soviet vessel in the Twin Ports since 1984.

Apr. 20. . . Archer Daniels Midland shocked the Twin Ports when they announced the closing of their Superior grain elevator on December 31, 1988. Lack of business and profit were given as the reason. The elevator is really owned by Burlington Northern and leased it to A.D.M. in the 1930's. B.N. said it was doubtful if someone will operate the 12.5 million bushel elevator.



● GREAT LAKES & SEAWAY NEWS

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Apr. 21. . . *Henry Steinbrenner* arrived in Duluth to load her first cargo at Globe and Peavey Connors Point Elevators.

. . . The *Kuzma Minin* was the second Soviet saltie to enter Duluth. She loaded at A.D.M. and cleared on the 23rd.

Apr. 22. . . Tug *Avenger* with barge *Scurry*, ex-*Hudson Transport* arrived at Midwest Petroleum in the Rouge River.

Apr. 23. . . The *Birchglen* passed downbound in the St. Lambert Lock late in the day with tugs *Thunder Cape* and *Elmore M. Misner*. Near the entrance of the canal at Kanawahke, they collided with the *Quedoc*. The *Quedoc* began taking on water and anchored for a few days before clearing for the Port Weller Dry Dock for repairs. There was no information available as to damage sustained by the tugs or *Birchglen*. They anchored off Orleans Island and the next day the tug *Orion Expeditor* was expected to tow the *Birchglen* to Sydney, N.S. but they didn't clear until the 26th.

Apr. 24. . . The *Canadian Ranger* arrived in Duluth to load a partial load at A.D.M. This was her first trip since being converted to a self-unloader.

. . . Winds caused brash ice to clog the St. Marys River again. Delays of 8 to 10 hours were experienced by downbound vessels while upbound vessels had fewer problems.

Apr. 25. . . The *Kingdoc* passed down in the Welland Canal for Sorel. At Sorel she was renamed *Norstar* and was registered in Nassua, Bahamas.

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Photo by Terry Sechen

The IRVIN L. CLYMER at the fit-out wall at Fraser Shipyard in April.

GREAT LAKES & SEAWAY NEWS ●



Photo by Terry Sechen

*The PHILIP R. CLARKE received a stern thruster during the winter at Fraser Shipyard.*

Apr. 26. . . The ro/ro container ship *Canmar Spirit* arrived in Montreal with the Greenpeace vessel *Beluga*. The *Beluga* was to work collecting data to toxic locations in the St. Lawrence River. Canada Customs refused to allow it and ordered them out of Canadian waters. They went to Massena, N.Y. and two days later an agreement was worked out and she returned to Montreal.

Apr. 27. . . The *Irvin Clymer* was towed to Hallett Dock 5 by tugs *Arkansas* and *New Jersey*. After she loaded coal for bunkers, she remained at the dock for further repairs.

Apr. 28. . . The *Richelieu* entered drydock at Port Weller for repairs sustained on the 7th.

Apr. 29. . . The *Isle Royale*, ex-*Orefax*, was below Lock 1 in the Welland Canal under tow of *Thunder Cape* and *Elmore M. Misner*. She arrived the next day at Ramey's Bend under tow of *Vac* and *Misner*.

. . . The British tug *Anglian Lady* was upbound in the Seaway. She was purchased by Purvis Marine and was built in 1953 in England as *Hamtum*. In 1972 she was sold to Belgian owners. In 1975 she was rebuilt at Hemixen by the St. Pieter Shipyard. In 1987 she was returned to British registry as *Anglian Lady*.

Apr. 30. . . The *Philip R. Clarke* departed Fraser Shipyard with a new stern thruster. Adjustments were made while she docked in Two Harbors. She departed the next day for Lorain.

● GREAT LAKES & SEAWAY NEWS

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Miscellaneous. . .

. . . The March issue of *Marine News* reported the sale of the *Tharros*, ex-*Hamildoc* for scrap. She was sold to Dominican Republic breakers according to a report dated December 1987. She had been laid up at Santo Domingo since December 10, 1982.

. . . There are some changes in dock operations at Duluth and Two Harbors. In the past, USS has shipped about 50 percent of their pellets thru Two Harbors along with Inland Steel shipping 100 percent of theirs. At Duluth, USS shipped 50 percent of theirs along with 100 percent of Eveleth Mines. For 1988, USS will ship all their pellets thru Two Harbors. Inland Steel and Eveleth Mines will ship theirs thru Duluth.

. . . Member Richard Olson described the arrival of the *Isle Royale* at Ramey's Bend: On April 29th the *Isle Royale* with the *Michael Misner* on the bow and *Thunder Cape* on the stern, was tied up at Wharf 1 for inspection and the tugs switched places. They arrived at Marine Salvage on Saturday. The tug *Vac* came down the canal and traded places with the *Thunder Cape* below the slip because the draft on the *Thunder Cape* was too deep for the slip. The *Vac* let go her lines and the *Misner* pushed the *Isle Royale* part way into the slip. The bow line was tied to a truck which was pulling. The *Misner* ran out of water about the time the *Royale* found the east side bank mud and stopped about 300 feet short of the slips end. I must add that there was a good-size welcoming committee of ship watchers on hand for the last.

Great Lakes Calendar

July - no meetings.

August 11th - Board of Directors meeting at 7:30 p.m. at Dossin Museum.

September 16th - Curator Robert E. Lee Dinner on Lansdowne in Detroit at 7:00. Guest Speaker: Ann and John Mahan.

October 13th - Board of Directors meeting at 7:30 at Dossin Museum.

November 18th - G.L.M.I. meeting at 8:00 at Dossin Museum. Guest Speaker: David Trotter on the *Argus*, victim of the Storm of 1913.

December 3rd - G.L.M.I. Marine Flea Market at Dossin Museum 10-3 p.m.

December 8th - Board of Directors meeting at 7:30 at Dossin Museum.



The Great Lakes Maritime Institute, Inc., promotes interest in the Great Lakes; preserves items related to their history; encourages building of scale models of lake ships and furthers programs of the Dossin Great Lakes Museum, repository of the Institute's holdings. The Institute was organized in 1952 as the Great Lakes Model Shipbuilder's Guild. It is incorporated under the laws of the State of Michigan as a non-profit corporation and donations to the Institute have been ruled deductible by the Internal Revenue Service. No Institute member is paid for services.

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(313) 267-6440

### TELESCOPE STAFF

Editor: KATHY MCCRAW  
Seaway News Editor: SKIP GEEHAM  
News Editor:

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

Curator of Dossin Museum: JOHN POLACSEK

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