



# Telescope

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GREAT LAKES  
MARITIME  
INSTITUTE

DOSSIN GREAT LAKES MUSEUM  
Belle Isle, Detroit, Michigan 48207

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**MEMBERSHIP NOTES** ●

The Dossin Great Lakes Museum is pleased to announce that it has received a \$26,000 matching grant from the Michigan Department of Natural Resources to install the exhibit to commemorate the 75th anniversary of the Great Storm of 1913. The disasters that occurred on Lake Huron will be the focus of the exhibit, for it was in that lake that the greatest toll of vessels took place. Visitors will see the world as it was in 1913, and how the storm destroyed vessels in that storm. The exhibit will open to G.L.M.I. members on Wednesday, November 9th from 6-9 p.m. Volunteers will serve light refreshments during the evening.

The annual Marine Mart will be held on Saturday, December 3rd from 10-3 p.m. in DeRoy Hall at the museum. Some of the items for sale will be lithographs, postcards, photographs, books, timetables, and souvenirs from Great Lakes vessels.

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**MEETING NOTICES** ●

The next Board of Directors meeting (which all members are invited to attend) will be held on Thursday October 13 and December 8th at 7:30 p.m. at Dossin Museum.

Mr. Dave Trotter will be our guest speaker on Friday, November 18th at 8:00 p.m. Mr. Trotter will show slides on the *Argus*, a victim of the Storm of 1913. The *Argus* sank with all hands and until recently her location was unknown.

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*OUR COVER PICTURE* . . . The *Nipigon Bay* was one of several ships converted from tankers to bulk carriers when shipping companies needed new tonnage after World War II. Unfortunately, the economic upswing in the last two years has not enabled the *Nipigon Bay* to be recalled back into service and she remains in limbo along with several others. This photo was taken by Don Richards in November, 1966. □

## CAN THE NIPIGON BAY REALLY BE THROUGH?

by  
SKIP GILLHAM  
*Special to Telescope*

She has been idle since late 1982, waiting to be recalled to service. She has reposed at Montreal, then Kingston and now Toronto. Her recent travels have been astern of a tug, certainly much less glamorous than the early days.

Indeed the carrying capacity of *Nipigon Bay* (C176115) a) *Imperial Leduc*, has not been required. One question remains. Will the need for this 692-foot bulk carrier arise again?

Times were different after World War II. For many years the 633-foot *Lemoyne* (i)

had reigned as the lakes giant and gradually newer ships were being built. *Hochelaga*, and *Coverdale*, each at 639'6" overall length, emerged on the Canadian side while *Wilfred Sykes*, at 678 feet, was the early post war queen of the American fleet.

But these were all bulk carriers designed for the traditional haulage of ore, coal and for the Canadian ships, grain. The largest tankers were under 500 feet long. That was before the discovery of oil in Alberta.

The earliest pipeline bringing the "black



*Imperial Oil ordered the IMPERIAL LEDUC to carry oil from Alberta via Superior, to the lower lakes.*



Photo by Robert Walton

*The IMPERIAL LEDUC was converted to a dry bulk carrier and lengthened to 692 feet at Port Arthur in 1957.*

gold" to the hungry markets in the east stopped at Superior, Wisconsin. Tankers would complete the final leg of the journey to the refineries on the lower lakes.

Imperial Oil ordered four large tankers of 620 feet length to transport the crude. The contract was let to the Collingwood shipyard for the first of this new breed.

Keel laying ceremonies for this liquid cargo carrier, known as *Hull 146*, was held on March 7, 1950.

Construction moved quickly and on the following November 4, *Imperial Leduc* was sidelaunched into the chilled waters of Georgian Bay.

The name *Leduc* was chosen to honor the community south of Edmonton where the massive oil reserves were first discovered in 1947.

The finishing touches were applied during the winter and *Imperial Leduc* cleared the yard for trials on April 13, 1951. She then headed

for Superior, Wisconsin, to load. It was expected that the vessel would take the first cargo of crude out of Superior to Sarnia, but the small tanker *Makaweli* received that honor. *Imperial Leduc* followed on April 24.

Work for such a large tanker declined and as a result, CSL sent *Nipigon Bay* to Port Arthur for rebuilding in late 1957. The ship was modified to a dry bulk carrier for the ore, grain and coal trades and lengthened to 692 feet.

When *Nipigon Bay* resumed trading in 1958, she was registered at 13,274 gross tons and 9,711 net. Her carrying capacity was 18,030 tons deadweight. She joined the main CSL fleet and acquired the traditional hull colors of their bulkers.

There was still one year before the Seaway was to open so *Nipigon Bay* worked the five Great Lakes carrying grain, coal and iron ore. When the long awaited St.

Lawrence Seaway project opened on April 25, 1959, the *Nipigon Bay* was now able to trade east to the Gulf of St. Lawrence. There she unloaded grain and tapped the newly developed rich supplies of iron ore for delivery to the blast furnaces of the Great Lakes.

Beginning in 1966, and running for seventeen seasons before going to the wall, *Nipigon Bay* carried a total of 381 cargoes. Half, 50.1 percent, were grain while ore accounted for 44.4 percent. There were also twenty shipments of coal, but none after 1972.

Her final coal cargo to Stelco at Hamilton was delivered in 1965. All of her remaining coal was dropped off at the Algoma Steel dock at Sault Ste. Marie, Ontario.

Ore was actually the dominant payload in the early years of this study, but it trailed off badly from 1978 on and was almost non-existent in 1981 and 1982.

The busiest ore year was 1970 when twenty-one of the thirty-six cargoes were of that commodity. It was also the year when *Nipigon Bay* handled the most cargoes. On

average the ship carried 22.4 loads per season.

Six shipments of ore out of Picton, Ontario for Bethlehem Steel at Buffalo helped increase her cargo total in 1970 as it was a relatively short haul.

Eleven cargoes of ore, including five from Thunder Bay, went to Hamilton while the rest of the ore was discharged at Ashtabula, Gary, Cleveland and Chicago. Backhaul up the lakes with coal, also helped increase the ship's productivity.

During these final seventeen years Thunder Bay was the busiest loading port calling for 41.7 percent of the cargoes. She took on 158.5 loads there and most were grain. Only eleven were ore.

The St. Lawrence ore ports of Pointe Noire, with 69 shipments, and Sept. Iles with forty were followed by the thirty-nine payloads (20 coal and 19 grain) out of Toledo. *Nipigon Bay* called at nineteen different loading ports during these years.

Hamilton and Montreal topped the twenty four discharge ports. The ship stopped there



Massman Coll./Dossin Museum

*With the opening of the Seaway in 1959, she carried grain downbound and iron ore upbound.*



*Aground near Brockville on October 15, 1980.*

to deliver one hundred cargoes each. Quebec City, Midland and Sault Ste. Marie, completed the top five unloading centers.

Among the harbors visited by *Nipigon Bay* for unloading were single stops at Indiana Harbor, Lorain, Huron and Contracoeur with ore plus Kingston with grain.

Her quietest year proved to be 1969, the season preceding her busiest. She hauled but thirteen cargoes and the ship was noted to be idle at Lauzon, Quebec from May 8 to October 24. Again, in 1974, *Nipigon Bay* spent considerable time at Lauzon being idle from August 7 to October 4.

An unusual freight cargo occurred in 1981 when she loaded at Shed 48 in Montreal on June 27 for the Keefer Terminal at Thunder Bay. Unfortunately the record does not reveal the nature of the cargo.

*Nipigon Bay's* last year of service was 1982 and she only carried fourteen cargoes. Eleven loads of grain came out of Thunder Bay while another originated in Toledo. Eight

went to Montreal and three to Quebec City while the remaining load proceeded to Baie Comeau, Quebec.

Her only two loads of ore in 1982 came from Sept Iles for Hamilton with the last one discharged on October 21 at Stelco. Her final grain shipment cleared Thunder Bay November 26 for Montreal.

During these years *Nipigon Bay* made news on a few occasions. On April 29, 1967, the vessel went aground in mud on the St. Lawrence and was released the same day.

A much more damaging accident occurred October 15, 1980, when the big laker grounded on a shoal near Brockville, Ontario. The vessel was upbound on the St. Lawrence out of Pointe Noire to Hamilton with ore. Repairs cost about \$500,00 and *Nipigon Bay* was drydocked at Thunder Bay from October 24 to December 3 before returning to service.

On the positive side *Nipigon Bay* opened the port of Midland for the 1977 season on April 17. It was a special occasion for

the vessel's Master, Capt. Ken Lowes, who received the Harbormaster's Top Hat.

A year later, on December 31, *Nipigon Bay* was the last ship of the season passing down in the Welland Canal. She was taking ore to Hamilton on that trip.

The economic slump of the early eighties claimed many vessels. Some failed to fit out for 1980 and others tied up after that year or 1981. The good times had come to an end for the inland fleet and before long entire companies were in jeopardy.

The surprising swiftness of these events can be evidenced in the fact that Canada Steamship Lines sent *Nipigon Bay* to Thunder Bay from January to March, 1981 to receive a new trunk deck. This allowed the vessel to handle a greater payload, but I doubt if the expense was recovered as the ship only carried thirty cargoes in the next two years. Most, twenty-four, were grain. Sadly, *Nipigon Bay* seems to be at the end of the line. Yet, to mid-1988, she has eluded the scrappers.

The vessel spent 1983 tied up at

Montreal. On April 27, 1984, *Salvage Monarch* and *Helen M. McAllister* took the vessel to Kingston to repose beside *Hoche-lagu* to the west of the grain elevator. She was later joined by the *T.R. McLagan*.

There, on September 21, 1986, vandals set fire to the mate's cabin and caused some smoke and water damage.

With the old elevator slated for demolition, the lay-up fleet was moved to Toronto. *Nipigon Bay's* turn came and *Glenside*, *Glenevis* and *Glenbrook* towed her there. They arrived on November 4, 1987.

Can *Nipigon Bay* really be through? One can hope not. She remains a sound ship and, despite the neglect of inactivity, a refit, even with the fire, would not be prohibitive.

But a better economic climate must exist for a return to her old runs or a new specialized service must be developed. *Nipigon Bay* is too good a ship to be scrapped just yet, but then the same could have been said about the *Arthur B. Homer*, *Wm. Clay Ford* and *Frank Sherman* . . . □



NIPIGON BAY laid-up next to the HOCHELAGA at Kingston on September 21, 1986.

## A CLASS WITH STAYING POWER

by  
GARY DEWAR  
Part I

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The season of 1905 saw the start of the biggest steel shipbuilding boom in the history of the Great Lakes. In the course of that year, twenty-seven new freighters, totaling 163,157 gross registered tons, appeared in the bulk trade. The activity peaked in the next two years, which produced seventy-four bulk carriers. By the end of 1910, the total stood at 169. Then no more than half a dozen came off the ways in any year until 1917, when American industry was moving toward a wartime footing.

During that period, The American Ship Building Company was producing more tonnage than any other shipbuilder in the world. It delivered two-thirds of the lake bulkers commissioned in 1905, and in the process, established the first three standardized designs of the large modern carrier, which it had pioneered with the *Augustus B. Wolvin* a year before.

The new carriers that began their careers in 1905 were a varied lot. The largest were the *Elbert H. Gary* and her three sister steamers for the Pittsburgh Steamship Company. At 569 feet overall, they eclipsed the *Wolvin's* record length in only her second season, and even with a foot less depth and correspondingly lower registered tonnages, they matched her carrying capacity. The *William G. Mather (i)*, built by Great Lakes Engineering Works, was the first lake freighter sixty feet wide.

While American Ship Building's "provincial" yards at South Chicago, West Superior and West Bay City were coupled with turning out the Steel Trust's *Gary* class, its "home" yards at Lorain and Cleveland, and the Detroit Ship Building Company yard at Wyandotte, busied themselves with building most of the other large bulkers.

The *James C. Wallace*, a slightly smaller version of the *Wolvin*, built for the same owner, was to spawn an important class of its own, 552 by 56 by 31 feet.

Then, of course, there were the first eight members of the largest and best known of all the standard classes, 524 by 54 by 30 feet. Although Great Lakes Engineering built three of those in 1905, thereafter it was to be, in effect, strictly an American Ship Building class. They built all but one of the balance of the thirty-five ships that made up the group.

An additional six 500-footers were similar in dimensions to the *James J. Hill* class of 1900, but incorporated the new cargo hold construction patterns introduced in the *Wolvin*. Three smaller carriers came out, including a pair which had been left over on the ways from the bankruptcy of the Columbia Iron Works at St. Clair, Michigan.

The remaining four bulk carriers that made their debut were the vanguard of the third standard class. At 545 by 55 by 31 feet, they were somewhat less than maximum



size for the time, intended for operators, especially independents, with lower carrying capacity needs, or with difficult ports to serve (notably the Cuyahoga River). Six more of the same size came out the next year, and one in 1908. But the *Wallace's* proportions seem to have suited the industry's needs better, and the 545-foot design was allowed to lapse. However, the builders revived the class in 1910, with an increased beam of 58 feet, for unlimited production.

The *Amasa Stone* slid down the ways at Wyandotte on March 25, 1905. She left the yard on the 9th of May to embark on a life-long career in the fleet of Pickands Mather and Company. Her original operating owners, the Mesaba Steamship Company, were merged into The Interlake Steamship Company in April of 1913. In 1938, she was given new stoker-fired boilers. At that time a deckhouse was fitted on her spar deck in the place of her number two hatch, but it was removed in 1952, when she was repowered with a 2,100-horsepower uniflow engine.

The *Stone* served reliably and for the most part uneventfully for fifty-five seasons. She was laid up at Toledo during the steel strike in the summer of 1959, and never returned to operation. P-M sold her in August of 1964 to Marine Salvage Ltd. for scrapping. She escaped the cutting torches by being resold the next May, to be used as part of the base of a loading dock at the new plant being built for the Medusa Portland Cement Company at Charlevoix, Michigan.

In the first decade of the century, Brown and Wilkinson, of Cleveland, managed a fleet of bulk vessels controlled by the Smith family of Syracuse, New York, founders of the L.C. Smith & Brothers' Typewriter Company. This comprised the United States Transportation Company and several separate, but affiliate operating companies. One of these, the L.C. Smith Transportation Company, placed an order shortly after the P-M contract, for a similar vessel. She was built at Wyandotte as their next hull, and launched on May 27, 1905 as *Lyman C. Smith*.

W.W. Brown had died early in 1903. In 1911 Horace S. Wilkinson organized the Great Lakes Steamship Company to acquire all the vessels of the Smith interests. The *Lyman C. Smith* carried on in this

ownership for forty-five years, until she was included in another wholesale transfer of vessels.

In the spring of 1957 there occurred a series of transactions which involved no less than six members of this class. The Wilson Transit Company of Cleveland, one of the lakes' oldest independent operators, formed the Wilson Marine Transit Company. This new concern then purchased the assets of the older company, and on April 9 bought all but the largest three of Great Lakes Steamship's sixteen units. For the other three, it arranged long-term bareboat charters from their new owners, the Northwestern Mutual Life Insurance Company of Milwaukee.

Concurrently, Wilson Marine assumed the management of the Lake Fleet Division of the Republic Steel Corporation, with which it signed a fifteen-year ore floating contract, and at once resold six steamers of its expanded fleet to the division. It also sold four of the smaller former Great Lakes Steamship freighters to the T.J. McCarthy Steamship Company of Detroit.

The *Lyman C. Smith* was one of the vessels retained by Wilson Marine, and spent nearly a decade in their service. Her cargo hold and spar deck were rebuilt by 1960, with hatches on 24-foot centers, and one-piece steel covers.

Wilson Marine sold the *Smith* early in 1966 to the Hindman Transportation Company, Ltd. of Owen Sound, Ontario and she entered Canadian registry as *Martha Hindman*.

The Hindman fleet ended its operations at the close of the 1977 season, and sold its vessels the next March to the Quebec and Ontario Transportation Company Ltd., St. Catharines, Ontario. This firm was owned by the Tribune Company of Chicago, through its subsidiaries, the Ontario Paper Company Ltd. and the Quebec North Shore Paper Company Ltd. It originally had engaged primarily in transporting pulpwood and newsprint, and rather incidentally in the movement of grain, but about this time was turning exclusively to the grain trade.

A year after the sale, the *Martha Hindman* was rechristened *Lac des Iles*. She grounded briefly in the Detroit River on October 6, 1980, but freed herself with no apparent harm. However, when she was dry-docked a month later for her regular four-year hull inspection, her bottom was found

to be so badly damaged that she was undocked and laid up at once.

Q&O sold the *Lac des Iles* in December to Marine Salvage, but they resold her in the spring to Panamanian owners for use as a grain storage hulk in Mexico. Early in May, she and her former fleetmate in the Hindman and Q&O lines, the *Marthill*, set out from Quebec City for the Gulf of Mexico in an ill-fated tandem. The *Marthill* sank in the Atlantic on May 31st, and the next day the *Lac des Iles* foundered 62 miles ESE of Cape Charles, Virginia.

The *William A. Rogers* was launched next, on July 8th at Lorain, for the Niagara Transit Company of North Tonawanda, New York, part of the so-called Mills Fleet, which was managed by Charles Weston, and later by H.A. Farrell of Cleveland.

The Mills Fleet was sold off in 1915 and 1916, and the *Rogers* went in January of the latter year to the Johnstown Steamship Company of Cleveland. Johnstown was one of the firms managed by M.A. Hanna and Company for the Cambria Steel Company of Johnstown, Pennsylvania, itself owned by the Midvale Steel and Ordnance

Company, Bethlehem, PA.

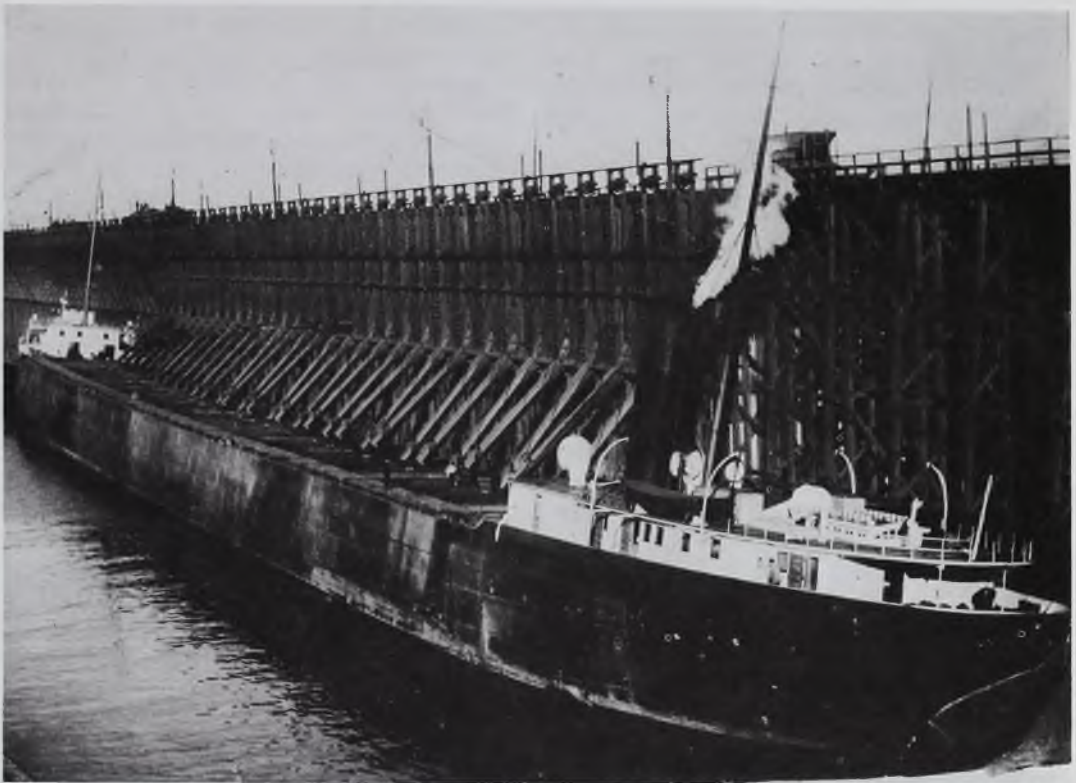
The organizing Bethlehem Steel Corporation gained control of Midvale and its subsidiaries in 1923. At the end of the 1924 season, Bethlehem consolidated all of its lake freighters, until then operated by Hanna and by Herbert K. Oakes, into their new Bethlehem Transportation Corporation, managed by Oakes. The *Rogers* was renamed *Lehigh (ii)* the next spring.

Bethlehem transferred ownership of the *Lehigh* and several other units in 1942 to another subsidiary operation, the Iron Mines Company of Venezuela, but they still sailed for Bethlehem Transportation.

When the United States entered the Second World War, the U.S. Maritime Commission tried to induce lake shipping interests to build a number of new bulk freighters, but found no cooperation. They therefore undertook a program of having sixteen L6 Class carriers built on their own account, for sale to various operators. In partial payment, each buyer turned over to the Commission an equivalent tonnage in older, obsolcent bottoms. The *Lehigh* was one of those traded for Bethlehem's two "Maritime" steamers.



The LYMAN C. SMITH sailed in Great Lakes Steamship fleet from 1911-1956.



*The WILLIAM A. ROGERS was renamed LEHIGH when Bethlehem consolidated their lake freighters in 1924.*

Dossin Museum Coll.

Since one of those was christened *Lehigh* (iii), the former *Rogers* was renamed *Johnstown* (i).

Bethlehem Transportation chartered the *Johnstown* from the War Shipping Administration for wartime operation. By the fall of 1944, though, with the invasion of Europe accomplished and ultimate victory assured there, the demand for ore began to fall off. One by one the chartered trade-ins from the various fleets unloaded their last cargoes and steamed to the large harbor at Erie, to lay up at anchor side by side.

The entire group, including the *Johnstown*, was sold in 1945 to the By-Products Iron and Steel Company of Cleveland, and resold in 1946 to The Steel Company of Canada Ltd. They all were cut up at Stelco's plant at Hamilton, Ontario.

The three Bethlehem trade-ins had been larger and newer than those turned in by any other company. Early in 1950, legislation was introduced in Congress to permit their return to service, but it failed. They were the last of the twenty-nine to go to Hamilton, later that year. (Seven other trade-ins remained in

operation, under charters, for from three to eight years after the war. Had the legislation been considered a few months later, after the start of the Korean conflict, the three might well have sailed on into the Sixties.)

The fourth 545-footer to appear in 1905 was the *Joseph G. Butler, Jr.*, delivered to the Tonoph Steamship Company, Cleveland, managed by Hutchinson and Company. Hutchinson's main operation, the Pioneer Steamship Company, bought the *Butler* early in 1914, to replace the *John A. McGean*, which it had lost in the "Great Storm" the previous November.

The *Butler* was renamed *Donald B. Gillies* in 1935, but remained with Pioneer Steamship through the 1961 season. Marine Salvage bought her late that year, but instead of scrapping her, arranged a resale in early 1963.

The buyers were Redwood Enterprises Ltd., of Hamilton, Bermuda, one of the operating companies of Captain Norman J. Reoch, managed by Westdale Shipping Ltd. of Montreal. They registered her under the British

flag as *Grovedale* (ii), but of course, she stayed in lakes service. The owners were restyled International Cruising Company, Ltd. in 1970, after Captain Reoch had disposed of his interest.

The *Grovedale* was sold in the spring of 1971, and also went to Stelco at Hamilton. She was not scrapped there, though, but was sunk as part of the facing for their new coal dock.

John Mitchell's Cleveland Steamship Company ordered two similar steamers during 1905. The Lorain yard launched the *Joseph Sellwood* on January 6, 1906 and the *Loftus Cuddy* on February 10th.

Mitchell sold the vessels of Cleveland Steamship to Pickand Mather's Interlake Steamship Company on December 31, 1915. The *Sellwood* retained her name to the end, but the *Cuddy* was renamed *C.S. Robinson* in 1916.

The end for the *Sellwood* came after forty-six years with P-M, when they sold her to Marine Salvage in December, 1961. She was resold to Societe A.R.D.E.M. SA, and

was towed to Genoa, Italy the next summer, to be dismantled.

Interlake sold the *Robinson* in 1954 to the Kinsman Transit Company, Cleveland, operated by Henry G. Steinbrenner. In a bit of corporate rearrangement, Kinsman Transit sold its ships on June 24, 1965 to a new Kinsman Marine Transit Company. They renamed the *Robinson* that November, the *Uhlmann Brothers* (ii).

Kinsman withdrew the *Uhlmann Brothers* from service during the slow summer of 1971, and sold her in July, 1973 to Marine Salvage. Resold to Spanish breakers, she arrived in tow at Castellon on September 20th.

W.A. and A.H. Hawgood of Cleveland took delivery of three of the 545-footers in 1906. They were the *Abraham Stearn*, built at West Superior for the Milwaukee Steamship Company and the *Harvey D. Goulder* and *Henry B. Smith*, from the Lorain yard, for the Hawgood's biggest operating concern, the Acme Transit Company.

The Hawgood's were long-standing opera-



The DONALD B. GILLIES was sold in 1961 for scrap, but was used as a new dock face for Stelco at Hamilton.



*P-M sold the C. S. ROBINSON to Kinsman Transit in 1954 and she carried this name until 1965 when they renamed her UHLMANN BROTHERS.*

Peter Worden/Dossain Museum Coll.

tors or assorted wooden vessels, and at the time, also were managing owners of nine steel bulk carriers in the 400-foot range, all but one of them built since 1902. From 1905 to 1907, they had American Ship Building build ten steamers to their account, all well over 500 feet long.

During 1911, the Hawgoods defaulted on the large payments due on the bonds issued to finance this ambitious expansion. The demands of the bondholders forced them to sell nine of their large new freighters late in 1911 and early in 1912.

The *Henry B. Smith* was the one 500-foot unit that remained in the fleet, but her career was tragically short. On the afternoon of Sunday, November 9, 1913, she was one of the many ships that cleared Lake Superior ports at what seemed the end of a violent storm which had swept the lake for two days. She sailed from Marquette with iron ore, in thirty-mile-an-hour winds and heavy, but diminishing seas, without battens

on her hatch covers.

The moderating weather proved a deceptive lull, and the worst of the "Great Storm" struck Lake Superior a few hours after the *Smith* had entered it. She foundered not far from Marquette, taking with her all of her crew. (The loss of life has been given variously at 22, 23 and 25; the last is most likely.)

The *Abraham Stearn* was sold to the Commonwealth Steamship Company of Cleveland, under the management of Joseph H. Speddy. When Speddy's modest fleet was sold during the winter of 1914-15, M. A. Hanna and Company formed the Scott Steamship Company to acquire the Commonwealth ships. The former *Stearn* came out in Hanna colors in 1915 as the *Edward N. Saunders, Jr. (i)*.

Her travels within the Hanna organization were typical of that fleet's vessels over the next two decades. She was transferred to the Calumet Transportation Company in 1919,

and in 1930 to the Producers Steamship Company when it became the shipping arm of the lately-organized National Steel Corporation. She was renamed again at that time, *John C. Williams*. National Steel took over ownership of the Producers units in 1936.

The *Williams* was sold to the Midland Steamship Line, Inc., also of Cleveland, in 1946. Ten years later, she was rechristened *Michael K. Tewksbury*.

Midland sold her in December of 1962 to Comet Enterprises Ltd., Hamilton, Bermuda, an affiliate of Quebec and Ontario Transportation. They renamed her *Outarde (ii)* in April, 1963, and operated her for eleven seasons. Marine Salvage bought her in December, 1973, while she was still in service, and resold her for scrapping in Europe. She left Montreal for the long Atlantic tow on April 29, 1974.

The Continental Steamship Company of Duluth, one of G.A. Tomlinson's operations, bought the *Harvey D. Goulder* in February, 1912. She was one of seven steamers acquired in the winter of 1915-16, three of them from Tomlinson, by companies operated by W.C. Richardson and Company, Cleveland. The Castille Steamship Company purchased the *Goulder* in December, 1915.

Wesley C. Richardson died in October of 1919, and his firm was incorporated to carry on operation of the fleet for the 1920 season. It had long made a large part of its living carrying ore for Oglebay, Norton and Company, and in the fall of 1920 that firm organized the Columbia Steamship Company to acquire the Richardson ships.

The *Goulder* sailed for Oglebay, Norton through her owner's restyling in 1931 as the Columbia Transportation Company, and through the general reorganization of October 31, 1957, which formed the Oglebay Norton Company and consolidated all its vessels into the Columbia Transportation Division. She was rechristened *J. Clare Miller* in 1937. Her cargo hold was divided into four compartments in the 1930's, and rebuilt with hatches spaced at 24 feet, during the 1950s.

Columbia chartered the *Miller* to the Gartland Steamship Company of Chicago from 1964 through 1968, then laid her up as reserve tonnage. The end came in the summer of 1973, when she was sold to Marine Salvage. Like so many other old lakers, she was towed from Toledo by the tug *Salvage Monarch* on August 14th. On the 21st of September, she arrived at Santander, Spain to be broken up. (Cont'd in next issue.) □



National Steel sold the JOHN C. WILLIAMS to Midland in 1946. Later she was rechristened MICHAEL TEWKSBURY for Midland.

## 1988 INDUCTEES

### NATIONAL MARITIME HALL OF FAME

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

The Great Lakes inductees announced for 1988 are Henry Ford and the *S.S. Octorara*. Few people associate Henry Ford with shipping, but he was a shipowner, shipbuilder and maritime pioneer on several counts. By choosing waterway sites for many of his major car factories, he greatly bolstered shipping on the Great Lakes and Erie Canal. By connecting his docking facilities to rail lines, he anticipated intermodal transportation. During World War I, he built and sold 199 small wooden tugs and minesweepers. After the Great War, he bought hundreds of surplus ships, converting many to barges and the rest to scrap. He was one of the first U.S. owners to adopt diesel propulsion to his fleet when the *Henry Ford II* and *Benson Ford* sailed in 1924.

Joining Ford as this year's inductees are Capt. Edward P. Bartlett, who gained a reputation as master of Pacific Steamboat Company's most popular steamships over three

decades; VADM Harry Manning, perhaps the most prominent shipmaster of the modern era; and Capt. Mary Greene, who operated her company, Greene Line, from the pilothouse

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*Henry Ford*

of her riverboats.

The *Octorara*, built in 1910, appropriately bears the name of the Iroquois word for "long remembered". She was built primarily for the 2,952-mile trip from Buffalo to Duluth and back, with a stop in Chicago, a trip costing less than \$100 in the 1930s. Her 594 passengers enjoyed a daily newspaper, library, barbershop, soda fountain, large diningroom, shore excursions and bridge tournaments. During World War II she served as a Coast Guard barracks ships and ended her career as a Pacific inter-island steamer. When the vessel was scrapped in 1952, the bell was removed and was later brought to the Dossin Museum. Each year the bell is rung to commemorate those who have lost their lives on the Great Lakes.

Joining the *Octorara* among this year's inductees are the *Standard*, a benchmark in tanker design as the first all-steel, steam-propelled tankship; the *Malolo*, the first passenger liner built for the Hawaiian tourist trade; and the *State of Pennsylvania*, a popular excursion ship on the Delaware River for three decades.

No living person can be considered for inclusion in the Hall. Although a candidate's birthplace need not be the United States, his or her contributions must have been made in service to America's merchant marine. Similarly, a nominated vessel must have passed from the active shipping scene, and its accomplishments made under the American flag, although the ship need not have been built in America.

The nomination of candidates for the Hall of Fame is open to the public, as long as supporting material accompanies the nomination. Each September 1, the Selection Committee begins considering the candidates. Their choices are announced the following spring. The winners are inducted on the third Saturday in May, a date close to National Maritime Day, celebrated each year on May 22.

Visitors are welcomed to the Maritime Hall of Fame. Operating hours are 11-3:30 p.m. on Tuesdays and Wednesdays and 1-4:30 p.m. on Saturdays and Sundays. The museum is closed on federal holidays and during the month of July. □



*The OCTORARA, built in 1910 for passenger service on the lakes and served as a troop barracks ship in World War II.*



# GREAT LAKES & SEAWAY NEWS



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Section in this issue are:

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W. HOWELL	C. HUDSON	W. KELLER
R. JOHNSON	D. MCCORMICK	T. SECHEN
A. SYKES	J. WALTER	S. WELCH

May 1. . . *Norstar* (ex-*Kingdoc*), cleared Sorel for Genoa, Italy. Her new owner is Polaris Navigation Ltd., which is a subsidiary of N.M. Paterson & Sons. When she cleared Sorel, she carried the funnel markings of N.M. Paterson & Sons and was flying the Paterson houseflag.

May 2. . . *H.M.C.S. Assinboine* cleared Lauzon for Halifax, Nova Scotia after completing a refit. She had been at Lauzon for several months.

. . . Grain shipments from the Twin Ports of Duluth-Superior were off to a good start. Fifteen ocean vessels were loaded in April as well as six lakers. Shipments through Superior totaled 21.15 million bushels of grain in April. Duluth shipment figures were not available.

. . . Lakeshore Inc. has expressed interest in purchasing the Wedtech of Michigan shipyard at Ontonagon. The firm's parent company, Wedtech of New York, filed for bankruptcy in November of 1986. Lakeshore operates plants in Iron Mountain, Iron River, Marquette and subcontracts some of their work to Wedtech of Michigan.

. . . The Cyprus-flag *Mitera Vassiliki* arrived in Thunder Bay and was still there in early June. It's not known why she was laying over for such a long period.

May 3. . . Interlake's *John Sherwin* was moved from her berth at Cargill D Elevator in Duluth to the Fraser Shipyard. It's rumored that she may return to service after being laid-up for several years.

. . . Erie Sand's *Consumer Power* arrived at Port Colborne under tow of tug *W.N. Twolan*.

. . . The tour boat *Spirit of Chicago* entered the Seaway, bound for Chicago and arrived three days later.

May 4. . . The *Benson Ford* opened the port of Ashland when she unloaded 13,900 tons of stone to be used in rebuilding a road on Madeline Island. She cleared the next day for Duluth.

. . . The *YP 696* cleared the St. Lambert Lock on her delivery trip to the east coast. She was the first naval vessel to transit the Seaway this year and was followed by her sistership *YP 697* on May 21st.

● GREAT LAKES & SEAWAY NEWS

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. . . *Consumers Power* passed down the Welland Canal with tugs *Glenbrook* and *W.N. Twolan*.

. . . The Lake Carriers Association announced that by mid-May, 61 US-flag lakers will be in operation. Not since August, 1984 have this many vessels been operating. All of the Poe Lock class vessels are in service as well as the *Edward Ryerson*, *Joseph H. Frantz* and *E.M. Ford*.

May 6. . . The Cyprus-registered *Pontokratis* collided with the CSX railroad bridge over the Calumet River in Chicago. After the accident, the vessel continued on for about 50 feet with the bridge draped over the pilothouse and after cabins. The vessel had unloaded a cargo of steel and left Lake Calumet for Lake Michigan with two tugs. The pilot and the captain of the vessel claim the bridge fell or was lowered onto the vessel. The railroad claims the vessel struck the bridge. Damage to both the vessel and bridge were extensive, but there were no injuries.

. . . The *J.A.W. Iglehart* delivered the first cement cargo to the LaFarge Terminals in the Twin Ports.

May 7. . . C.S.L.'s *T.R. McLagan* cleared Toronto with tug *Glenevis* for Port Weller Dry Dock.

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Photo by Don Dube

*The T.R. MCLAGAN entering Lock 7 in the Welland Canal on May 20, 1988.*

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**GREAT LAKES & SEAWAY NEWS** ●

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. . . Two old-time lake vessels have visited Grand Haven. The 83-year old *Nicolet* arrived today and the *Medusa Challenger* arrived on April 25th. Later in the day, the tanker *Jupiter* arrived at the tank farm.

May 8. . . The *Herbert C. Jackson* unloaded her cargo at McLouth Steel in Trenton, Michigan. She was originally scheduled to enter the Calumet River, but was rerouted when the Calumet River was closed after the *Pontokratis* accident.

. . . The huge car carrier *Nissan Laurel* arrived in Montreal. For one week she was used as a floating salesroom and the public was allowed to purchase cars directly from the stock that was aboard. She made similar stops in Quebec City and Halifax. She was Japanese owned, but registered in Panama.

For the second time in just over three months, a tanker collided with the pier at St. Romuald, which is owned by Ultramer. (See page 80 of May issue.) The Liberian-flag, Polish-owned *Czantoria* collided with the pier and about 2000 barrels of crude oil was spilled into the river, causing pollution for several kilometers downstream. The vessel was placed under arrest at Quebec City and cleared on May 22 for overseas.

May 10. . . Sandra Welch reports from Clinton, Ohio that the tug *W.C. Harms* arrived from the east coast. She has been purchased by Mr. Chaffe plans to live aboard the tug. The sand sucker *John R. Emery* arrived to unload sand at Port Clinton Lumber Co.

May 11. . . The *Joseph H. Frantz* unloaded at Grand Haven at Verplanks Dock on her first visit of the season.

. . . The sand dredge *James B. Lyons* was purchased by Erie Builders Concrete last winter. The 125-foot, 40-year old vessel is presently at Erie, PA.

. . . The *Pontokratis* was still in the Calumet River with the bridge on the after cabins. Crews continued to remove 5 to 10 ton sections of the bridge and have cut away about 100 feet of the 234-foot span. A federal lawsuit was filed by the ship owners, Folkstone Maritime Ltd. of Cyprus against CSX, charging that the bridge tender was negligent and that the bridge was not opened to the required angle. CSX responded with a \$12 million counter claim against the ship owners in U.S. District court. The vessel was "arrested" until financial security can be arranged. Damage to the vessel was estimated at one million.

May 12. . . The *E.M. Ford* cleared Milwaukee for Alpena to begin the season.

May 13. . . The Danish tanker *Robert Maersk* entered the Seaway. She was the first Danish vessel to enter the lakes since 1985.

May 16. . . A fire aboard the *Eastern Shell* caused about \$100,000 in damage. The fire was extinguished by the Sarnia fire department and was believed to been caused by sparks from a cutting torch. She was docked at the Government Dock.

. . . The *Manila Prime* entered the Seaway for Detroit. She was the ex-*Union Peace* and was renamed in Montreal on April 9th.

May 17. . . The *Pontokratis* was towed from the Calumet River to an unknown destination.

. . . Bob Johnson reported that the historic Coast Guard station in Jackson Park,

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## ● GREAT LAKES & SEAWAY NEWS

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Chicago was gutted by fire. The Coast Guard vacated the buildings about 30 years ago, but they were to be restored for use by the Harbor Masters office.

May 19. . . The ferry *Holiday Island*, which is owned by Marine Atlantic, arrived Les Mechins and entered the shipyard there for overhaul. She was built in 1971 at Port Weller as *William Pope*.

. . . The *T.R. McLagan* cleared the Port Weller shipyard for Thunder Bay to load grain. She had been laid up since November, 1984. Owned by C.S.L., she is on charter to P&H shipping for two years.

May 20. . . The *George A. Sloan* went aground in the St. Clair River at Port Huron due to fog. She was freed by the tug *Barbara Ann* and river traffic was not disrupted.

. . . The American Iron Ore Association reported that iron ore shipments were running 2.3 million tons ahead of last year shipments. Shipments from Lake ports totaled 6.6 million tons through April compared to 4.3 million tons last year.

. . . A proposal to dredge Maxton Bay near Drummond Island has been made by Tom Monaghan, who recently purchased the schooner *Victory Chimes*. (She departed Duluth last fall to be sold on the east coast.) The dredging is needed so that the *Domino Effect*, ex-*Chimes*, can reach the dock at Monaghan's lodge. The dredging is expected to draw considerable opposition due to perch spawning beds in the area. The vessel is presently in an east coast shipyard being refitted.

May 21. . . *Algocape* went aground in Lake St. Louis while downbound in the Seaway, bound for Baie Comeau. She was freed two days later after being lightered by *P.S. Barge No. 1*. McAllister tugs and the tug *Duga* assisted in refloating her. On May 23rd, she went to anchor in Montreal for inspection and to reload the cargo.

. . . The *Americana*, ex-*Block Island*, entered service between Buffalo and Crystal Beach.

May 25. . . Although there was no "declaration of war", the port of Montreal was "Invaded" by Yugoslavia today. Of the 21 ships in that port, one third were flying Yugoslavian colors. They were the *Mljet*, *Omisalj*, *Pristina*, *Split*, *Cast Caribou*, *Trianesti Juli* and *Petka*.

May 26. . . *Baltwind* passed upbound in the Seaway for the first time under that name. From 1976 to 1981, she was the Canadian *A.C. Crosbie*, owned by Common Bros. and operated by Chimo Shipping Ltd. She was registered at St. Johns, NFLD. After 1981, she was Swedish *Barken* and made several trips into the lakes. She was registered again in St. Johns, but flies the flag of Antigua and Barbuda.

May 28. . . The small tanker *Vezina No. 3* arrived in Montreal to be used to collect bilge water from vessels cleaning their tanks. She was purchased by R. Berthiaume Marine Inc. She had been owned by Sam Vezina and was built at Levis in 1973.

. . . C.S.L.'s *Stadacona* unloaded part of her cargo at the Ojibway dock in Windsor and later crossed over to the Inland Stone dock in the Rouge River to unload the remainder.

. . . The *Oakglen* arrived at Port Colborne from Thunder Bay. She is carrying grain for Quebec City. It is rumored that Marine Salvage has bought her for scrapping overseas.

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GREAT LAKES & SEAWAY NEWS ●

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Jun. 1. . . C.S.L.'s *Saguenay* unloaded Canadian ore at the Ford's Rouge Steel plant.

Jun. 2. . . The *J.L. Mauthe* arrived at Fraser Shipyard for a 5-year inspection. She was not expected to enter the drydock until about June 16th.

. . . *Algoosoo* made a rare visit to the D.M.&I.R. ore dock in Duluth to load 21,075 tons of pellets for Algoma Steel at the Soo.

Jun. 3. . . Shipments of spring grain from the Twin Ports were more than triple for the same period last year according to the Seaway Port Authority. However, the continuing drought in the midwest could have a marked effect on exports in the coming weeks.

. . . *Oakglen* arrived for lay up in Sorel. She has been sold for scrap, but remained in Sorel at the end of the month.

Jun. 4. . . The tug *Salvage Monarch* arrived in Duluth and cleared later in the day with the *Irving S. Olds* for Port Colborne. The tow was assisted by the tug *New Jersey*.

. . . The *Joshua Hatfield* was moved by tugs from the Azcon Scrap Dock and into the scrapping berth near the remains of the *Pargny*.

Jun. 5. . . The Greenpeace vessel *Beluga* passed up in the Welland Canal. She will be measuring pollution in the lakes this summer.



Photo by Cyril Hudson

*Tugs GLENBROOK and W.N. TWOLAN tow the CONSUMERS POWER down the Welland Canal on May 5, 1988.*

● GREAT LAKES & SEAWAY NEWS

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Photo by Bill Bruce

*First trip of the 1988 season for the CANADIAN RANGER in the Welland Canal.*

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. . . The *Quedoc* cleared Port Weller and entered service after completing repairs due to colliding with the *Birchglen* tow last spring.

Jun. 6. . . *Canadian Progress* arrived at Port Weller Dry Dock.

Jun. 7. . . Divers claimed to have found the wreck of the iron-hulled *Onoko* in Lake Superior. She lies in more than 200 feet of water, about six to eight miles south of Knife River, Minnesota. The wreck is in two pieces, with the bow upside down. The *Onoko* was bound for Duluth from Buffalo and foundered within minutes of taking on water. All of the crew abandoned ship. She was built in 1882 as the prototype for lakers with the pilothouse forward and the engines aft. The only other wreck thought to be in this area may be the *Benjamin Noble*. More dives were planned to make identification positive. Divers can work only a few minutes at this depth.

. . . *T.R. McLagan* arrived in Duluth for with a load of cement for the St. Lawrence Cement Dock. She still had the C.S.L. stack, but flew the P&H flag.

. . . The *Paul Townsend* arrived in Montreal to load cement for Oswego and Buffalo. She was expected to make another rare visit to Montreal in July.

. . . *Beauport*, a Canadian Coast Guard vessel arrived in Sorel after being retired in June.

## GREAT LAKES &amp; SEAWAY NEWS ●

Within a few weeks, her name and markings were painted out. *Jean Bourdan*, a much smaller fleet mate was also retired in June. The *Beauport* was built in 1960 at Lauzon and the *Bourdon* was built in 1968 at Kingston.

Jun. 8. . . Fortune Navigation plans to rebuild the tug *Johnny B.* to operate as a passenger vessel out of Lock 3 Park in the Welland Canal.

Jun. 10. . . The *Stewart J. Cort* loaded 52, 844 gross tons of pellets at the Burlington Northern dock in Superior in 3 hours and 35 minutes. This works out to 245.8 tons per minute.

Jun. 11. . . The *Elton Hoyt II* departed lay-up at DeTour, MI. for Superior to load 20,500 gross tons of pellets at Burlington.

. . . *Irving S. Olds* down the Welland Canal with tugs *Salvage Monarch* and *Helen M. McAllister*.

. . . *Merle M. McCurdy* arrived at Port Colborne's outer scrapyard under tow of *Glenevis* with assistance of *Michael D. Misner*.

Jun. 12. . . A barge towed by the tug *Ohio* broke loose in the St. Clair River below the Blue Water Bridge and struck the seawall at the Edison park. Damage was estimated at \$80,000. The barge was loaded with fuel oil and was bound for Duluth. The river was closed to traffic for an



Photo by Skip Gilham

IRVING S. OLDS at Port Colborne on June 11, 1988.

● GREAT LAKES & SEAWAY NEWS

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ISLE ROYALE, ex-OREFAX with tugs THUNDER CAPE and VAC in the Welland Canal.

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hour while the *Ohio* retrieved the barge. The tug *Ohio* was owned by Great Lakes Towing Company and the barge by Hannah Marine Corp.

Jun. 13. . . The *Henry Steinbrenner* arrived at the Azcon Scrap Dock in Duluth and tied up behind the *Hatfield*. No, she's not there to be scrapped. She took aboard about 42 feet of anchor chain from the scrapped *Pargny*. The chain is bound for Buffalo. The *Henry* spent about 20 minutes at the Azcon Dock and got out of there and proceeded to General Mills.

. . . A federal court judge handed down a ruling that cleared the owners and crew of the Yugoslavian freighter *Jablanica* from civil liability in the deaths of 3 crewmen of the commercial fishing tug *Razal Bros*. The judge ruled that "the sole proximate cause" of the collision was the "last minute, unexpected starboard turn" of the fishing vessel. The judge also cites that the fishing tug did not post a lookout while on automatic pilot and that the crew was below deck in the windowless blind area.

Jun. 14. . . The *Olds* arrived in Montreal under tow of *Helen McAllister* and *Cathy McAllister*. She will go to Quebec City and then overseas.

. . . The Panamanian flag tug *Omega 809* cleared Lauzon with *Consumers Power* and *John T. Hutchinson* for Kaohsiung, Taiwan.



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GREAT LAKES & SEAWAY NEWS ●

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Jun. 15. . . In dense fog, the coaster *Coudres De L'Ile* collided with the *Algowest* in the St. Lawrence off Pointe au Boisvert near Les Excoumins. She foundered in a short time with 9 crewmen rescued and one missing, presumed lost. The *Coudres* had cleared Sept Iles and was westbound for Cote St. Catharines with scrap iron. The *Algowest* was bound for Baie Comeau and had minor damage.

Jun. 16. . . *Enerchem Laker* arrived at Port Weller Dry Dock.

Jun. 17. . . *Salvage Monarch* clears Duluth with *Benjamin Fairless* for Quebec City. With the departure of the *Fairless*, there were no longer any of U.S. Steel's fleet laid-up in the Twin Ports. At one time, about 20 straight-deckers laid-up in the Twin Ports when the recession hit the steel industry.

Jun. 20. . . *Hon. Paul Martin* passed upbound in the Seaway for Cote St. Catharine. She cleared for Port Colborne where it has been reported she will be reflagged.

Jun. 21. . . *Roger Blough* arrived in Duluth to pick up 20 executives who are from USX and the firm of Blackstone Capital Partners of New York. Blackstone signed a letter of intent to purchase a majority of stock in USX's six railroads and their Great Lakes fleet of 11 ships for \$500 million.

. . . *Solfa* cleared Port Colborne after loading scrap at International Marine Salvage from the *B.F. Affleck*.



LEMOYNE below Lock 2 in Welland Canal on April 20, 1988.

● GREAT LAKES & SEAWAY NEWS

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Jun. 22. . . *Algowest* in Welland Dock for repairs.

Jun. 23. . . *Fairless* down the Welland Canal with *Monarch* and *Helen McAllister*.

. . . Kinsman Lines announced the purchase of the *Harry Coulby* from Interlake and the *Ernest R. Breech* from Rouge Steel. The *Breech* will be renamed *Kinsman Independent*. The next day the new *Kinsman Independent* cleared the Ford Basin in Detroit. On Saturday, June 25th, the tug *Salvage Monarch* towed the former *Kinsman Independent* out of the frog pond in Toledo for scrap.

. . . The Liberian-flag *OSA Ravensturm* arrived at Quebec City for the *Fairless* and *Olds*.

. . . The American frigate *Antrim* arrived cleared Ogdensburg, N.Y. to visit 21 Canadian and American ports on the Great Lakes.

Jun 25. . . At Massena, N.Y., high winds parted one of the tow lines on the *Fairless* while she was approaching the Eisenhower Lock. The *Fairless* drifted to the southside of the lock approach and stopped against the bank.

Jun 26. . . On her maiden trip for Kinsman, the *Independent* had boiler problems and crossed Lake Superior at reduced speed. Repairs were completed at Duluth.

. . . *Enerchem Travaileur* arrived at Port Weller Dry Dock.

Jun. 28. . . *Pontokratis* cleared the Seaway.

. . . The Lake Carriers Association announced that Great Lakes bulk shipping is off to its best start since 1981. Bulk shipments in May were up 18.2 percent compared to last year. May was also the first month since 1984 that 16 million tons of coal, ore and limestone have been shipped. Iron ore shipments were up 22.6 percent, coal was up 13.2 percent and stone was up 11.7 percent.

Jun 29. . . Tugs *Stormont* and *Paul E. No. 1* brought a barge from Hamilton with the pilot house from the *Fort Henry* on it to Lock 3 Park.

#### Great Lakes Calendar

October 13 - G.L.M.I. Board of Directors meeting at 7:30 p.m. at Dossin Museum.

Nov. 18 - G.L.M.I. entertainment meeting at 8:00 p.m. at museum. Mr. Dave Trotter will show slides of the *Argus*, a victim of the 1913 storm.

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

Dec. 8 - Board of Directors meeting at 7:30 p.m. at 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.

*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.

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## GREAT LAKES MARITIME INSTITUTE

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BELLE ISLE  
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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 selection of items used. Please direct ALL NEWS MATERIAL to the NEW EDITOR. ALL OTHER CORRESPONDENCE to the COORDINATING DIRECTOR.



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