

Telescope

An illustration in the top left corner shows a rolled-up map with a grid and a compass rose, and a telescope resting on top of it. The background is a solid orange color.

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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

There will not be an Art Show at the museum in June. In April work will begin on the foundation for the *Wm. Clay Ford's* pilothouse at the museum. Hopefully the weather will cooperate while the pilings are driven and the cement is poured. When the foundation is finished, final preparations can be made to bring the pilothouse upriver to the museum. In the next issue we'll have a complete story on the installation project and show photos of the work completed by June 1st. When the pilothouse is brought over, volunteers from the International Shipmasters' Association and the G.L.M.I. will be needed to install the equipment that was taken out and placed in storage when the vessel was sold for scrap.

MEETING NOTICES ●

Mr. Alan Sykes will present "Fifty American Hulls to Canadian Fleets" on Friday, May 19th at 8:00 p.m. at Dossin. There are no meetings scheduled for July.

The next Board of Directors meeting (which all members are invited to attend) will be held on Thursday, June 8th at 7:30 p.m. at Dossin. The results of the election will be announced at this meeting.

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Back Cover Photo - The <i>Delphine</i> was built in 1921 at Great Lakes Engineering Works and measured 241.7x35.5x22. 1255 gross tons; 653 net tons. US 221218. Originally built for Anna Dodge Dillman and was donated to the U.S. Navy and renamed <i>USS Dauntless</i> . After the war she was returned to Horace Dodge and renamed <i>Delphine II</i> . When she was sold to the Seaman's International Union at Piney Point, Maryland in 1968, she was renamed <i>Dauntless</i> . This photo was taken by the photographic department at Dodge early in her career. Photo from the collection of Charles Matheson, who was associated with the Dodge brothers and their company from 1914 to 1924.	□

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OUR COVER PICTURE . . . As ship watchers say good-bye to their favorites, not only will they miss the colorful vessels, but also lost are the distinct whistle sounds that easily identified a particular vessel. The unique whistle on the *Imperial Sarnia* was silenced when she was sold to Provmar Fuels at Hamilton in December, 1986. This photo was taken as she was entering the St. Clair River at Port Huron. Photo by Mary E. Bearman in July, 1984. □

Telescope is produced with assistance from the Dossin Great Lakes Museum an agency of the Historical Department of the City of Detroit.

FRANK R. DENTON

1911 - 1984

by
STEVE ELVE

As the 1984 shipping season drew to a close, with it died the industry's earlier hopes and expectations for a brighter, busier year. The ore imports continued to cut into the market and demand for raw materials continued to drop on every front. Accordingly Great Lakes fleets once again sent a record number of lakers into lay-up and to the scrappers. One of these veteran carriers was Kinsman's seventy-three year old bulker *Frank R. Denton*.

It was November 14, 1984, and after two idle years at the wall in Buffalo, the steamer was being nudged into the slip of Triad Salvage by the G-tug *Ohio* in Ashtabula. Here the old veteran would await her final dis-

mantling.

One can almost visualize the steamer while in service. The *Denton's* rust colored hull resting beneath the grain elevator as the steamer takes the long elevator shoot down into her hold and the rich buff colored grain streams down into her belly, filling the air with clouds of dust. The mate checks her trim, supervises the last of her thirty-six telescoped hatches being battened down and finally covered with heavy weather tarps. With all ready for departure there is a snort from her deep throated whistle as the carrier's lines are cast off. Steam hisses from her stack as the stern swings out into the channel. The *Denton* turns and heads for the aerial



Massman photo/Dossin Mus. Coll.

The FRANK R. DENTON carried the "Wilson" fleet stack from 1953 until she was sold to Kinsman.

lift bridge and the channel to the cold blue waters of Lake Superior where the bulker will find the steamer track downbound to the lower lakes and Buffalo, her port of call.

The *Frank R. Denton* left the builder's ways at American Ship Building Company at Lorain, Ohio in the year 1911 as *Hull 390*, with overall dimensions of 605'x58'x32'. Her tonnage was 7,763 gross and 6,153 net. The steamer had grain capacity of 425,000 bushels and a coal capacity of 12,900 tons. The carrier was fitted with two scotch boilers 16'x11'6" and a triple expansion engine of 2,000 horsepower. The laker was ordered by the Jones and Laughlin Steel Company and operated by the Interstate Steamship Company of Cleveland, Ohio. Christened as the *Thomas Walters*, the carrier replaced the *William C. Moreland*, wrecked October 12, 1910 on Sawtooth Reef Rocks at Eagle Harbor, Lake Superior. On May 12, 1911 the ore carrier loaded coal in Sandusky, Ohio and delivered it's first consignment to the lakehead in Duluth.

For the next forty-two years the *Walters* served under the J&L banner until the fall of 1952. At that time the Jones and Laughlin Steel Corporation announced it had been sold to Wilson Transit. The sale included it's

fleet of four vessels, *James Laughlin*, *B.F. Jones*, *Willis L. King* and *Thomas Walters*. And so the *Walters* opened the 1953 navigation season as the *Frank R. Denton*; the name given in honor of the vice-president of the Mellon Bank of Pittsburgh and Director of Jones and Laughlin Steel Corporation.

The *Denton* hauled her share through her seventy-three year career. In the 60's she hauled mostly coal and ore. However, during the early months of 1960, she hauled new automobiles for the Nicholson Transit Company under a short-term charter. In 1961 she carried thirty-seven cargoes, fourteen coal and twenty-three ore. In 1964 she left lay-up in Cleveland on April 16th and transported fifty cargoes, twenty-one of coal and twenty-nine ore, finally laying up in Cleveland on December 13 after a busy year.

During the *Denton's* winter lay-up 1962-63, a bow thruster was installed at Fraser Shipyard. This made her the first straight-decker to be given a bow thruster.

On August 20, 1966 an unusual incident happened to the *Denton*. The steamer ran out of fuel when off Windmill Point in the Detroit River. The *Denton's* engineers were able to take enough diesel oil from the bow



Built for Jones & Laughlin Steel Company, the THOMAS WALTERS served them for forty-two years.



McNutt Photo/Dessin Mus.

During the early months of 1960, Nicholson Transit chartered the DENTON to carry automobiles.

thruster to proceed to an anchorage below the Ambassador Bridge. A tug and fuel barge met her and resupplied the thirsty steamer.

In 1970 she was to be sold to the Republic Steel Company, but she never carried Republic colors. Wilson continued to manage her through the 1970 season.

In 1971 she was sold to the Kinsman Company, still retaining her former name. Under the Kinsman houseflag the *Denton* continued to haul ore, coal and occasional loads of stone, grain, etc. In 1973 she spent the entire year hauling ore with the exception of one stone cargo from Calcite. In her declining years, she made grain shuttle runs between Duluth and Buffalo.

In October, 1979, she carried 500,000 bushels of barley from Duluth for Geneses Brewing Company of Oswego. July 1, 1980 she cleared Farmer's Union Elevator in Superior, Wisconsin with a record load of 540,000 bushels of malting barley destined again for Oswego, New York. She was the first American laker to load in 1981, taking on grain at Capital Elevator 6 in Duluth on April 14.

The *Frank R. Denton* was involved in several minor accidents during her service on the lakes. On May 8, 1923 while in Duluth

harbor, she collided with the *Hoover and Mason*, resulting in minor damage. She ran aground on April 25, 1929 and was dry-docked with \$7,000 in damages. Then again, while in the St. Marys River, September 28, 1973, she sustained minor damage when she collided with the *Federal Schelde*. On April 27, 1981 she entered Fraser Shipyard with a cracked stern tube and a reported possible repair bill of ¼ million dollars. Although many felt she was through, the work commenced and she left Fraser on July 22 in ballast for ore in Silver Bay and a trip down the lakes to Ashtabula. And so she avoided the scrapper's torch until the fall of 1984.

Today the old steamer's pilothouse (part of the Great Lakes Marine and U.S. Coast Guard Memorial Museum) is perched on a hilltop overlooking the harbor in Ashtabula. It is fitting that the pilothouse remains as a remembrance of a fine Great Lakes work horse that served on the lakes for over seven decades. □

Note: The author is indebted to Skip Gillham and the Rev. Peter VanderLinden for their help in researching this article.

THE TRAVELS OF HICKOROL

by
SKIP GILLHAM

The tanker *Hickorol* is not likely a familiar name to many ship watchers. The vessel only spent a few years in lakes trading. Most of her career was dedicated to salt water service.

She was scrapped a decade ago, but this was sixty years after her construction. Not a bad record for a deep sea tanker with lakes connections.

Hickorol was one of eighteen tankers constructed by the British Admiralty during the later stages of World War One. It was built by A. MacMillan and Son Ltd. of Dumbarton, Scotland, as *Hull 470*. She began service during March, 1918.

A MacMillan was a noted shipbuilder who contributed a number of canallers to the Great Lakes fleet. These included *Thomas J. Drummond*, *b) Calgadoc (i)*, *Glenmount (i)*, *C.A. Jacques*, *Kenora*, *Kinmount (i)*, *Prince Rupert*, *Regina*, *Stormount* and *Tagona* prior to World War One plus *Birchton*, *Cedarton* and *Oakton* after that war.

Hickorol and her seventeen sisterships all had names ending in "ol" and they worked as port oilers. As a result this ship served a number of locations around the United Kingdom.

Hickorol (BR142314) measured 220 feet, 9 inches in length, 34 feet, 7 inches at



Earl Simmer Courtesy of C. Ayoub

HICKOROL was one of eighteen tankers built by the British Admiralty during the late stages of World War I.



Photo by Antonio Scrimali



Photo by Dan McCormick

Top: The ARDENZA was sold in 1967 and renamed PANNESI. Bottom: CEDAR-TON at Soulange Canal on April 19, 1956.



World Ship Society

HICKOROL was renamed HEMSLEY II in 1948 to serve in the Irish Sea.

the beam and 15 feet, 2 inches in depth. Her tonnage was registered at 1,176 gross and 451 net and the ship could handle a payload of 1,432 tons deadweight. A 700 horsepower triple expansion engine provided power for her entire career. It was built by J.G. Kincaid & Co. Ltd. of Greenwich, Scotland.

Several lakes-based tankers had been built in the United Kingdom prior to the war and they were similar to *Hickorol*. The ship began her Great Lakes adventure in 1932 and spent five seasons travelling in and out of the freshwater seas. The vessel operated on charter to the Sun Oil Company.

Unlike Imperial Oil, Shell, McColl-Frontenac and the British-American Oil Company, Sun Oil did not have their own fleet of Great Lakes tankers. They relied on chartered tonnage and *Hickorol* was used to supply customer's needs around the Great Lakes, along the St. Lawrence and among the many ports of Maritime Canada including Newfoundland. During the winter months *Hickorol* laid up at Halifax, Nova Scotia.

In 1936 this service ended and *Hickorol* returned to the United Kingdom as part of the reserve fleet. Her tanks had deteriorated and as a result the vessel was taken to

Grangemouth, England, in 1938 and given a new tank section. The revitalized vessel was now ready for further duty and again served British ports.

Hickorol survived the dangers of air and torpedo strikes that sank many Allied vessels around the British coast during World War II. It performed steady service in the war effort and was stationed at Ports-mouth for a time after hostilities ceased.

Hickorol was sold to Hemsley, Bell and Company in 1948 and moved from the east to the west coast of Great Britain. Renamed *Hemsley II*, she was based at the Heysham refinery on the Irish Sea and delivered petroleum products on charter to Shell and British Petroleum outlets.

She traded to a variety of ports, many on the Mersey River or Manchester Ship Canal but she also headed north at least as far as Glasgow, Scotland. *Hemsley II* often carried bunker fuel and this could be delivered to ports or directly to large ocean going vessels. *Hemsley II* hauled a total of ninety-two cargoes from Heysham and departed there for the last time on August 20, 1949.

The vessel then had some bunkering duty at Southampton, England, but was soon

put up for sale. There is evidence that among the ships she bunkered was the *Queen Mary*. This was not surprising as the Atlantic "Queens" were regular callers at Southampton.

In April, 1950 *Hemsley II* headed south and east for work on the Mediterranean. The vessel had been sold to N.T. Papadatos of Piraeus, Greece. Renamed *Grammos*, it is believed that the ship was used for short haul and bunkering duties in and around Piraeus. This service lasted until 1956 when she was sold to Gaetano D'Alesio and Ettore Castaldi of Leghorn, Italy. They renamed the ship *Ardenza*.

The owners are better known to Great Lakes historians as the purchasers of two members of the Hall Corporation fleet in the early sixties. Thus when the *Island Transport (i)*, *a) Britamoil* and *Bay Transport (i) a) Britamlube* joined this firm in 1963 and 1964 respectively, their paths and that of *Hickorol* had undoubtedly crossed on the lakes during the mid-thirties.

The old Hall vessels, renamed *c) Elba* and *c) Capraia* respectively, worked along with *Ardenza* and proved to be very useful in the Italian coastal trades. There their relatively shallow drafts could serve river ports while their limited carrying capacity made them

suitable for the bunkering trade.

Ardenza, the oldest of the trio, was sold to Ottario Novella in 1967. The ship continued under Italian registry as *Pannesi*. The new owner kept her in similar work in the Genoa area. The final owner for *Pannesi* was Ciane Anapo Cia di Nav. e Bunkeraggi. The ship ran a few more years, but at age sixty it was put up for sale. De Co Mar, shipbreakers at LaSpezia, Italy purchased the old tanker in 1978 and work on breaking up the hull began on September 18, 1978.

The *Elba* survived to 1981 while *Capraia* was dismantled in 1984. Although both vessels lasted longer than *Hickorol*, they were much newer ships dating from 1931 and 1932. They too were scrapped at LaSpezia.

Hickorol may not be remembered by many for her Great Lakes service, but the ship had a most interesting career. □

Note: The author is indebted to George Ayoub, who inspired this article and provided useful information and to Dan McCormick, who checked details from his records. Much of the overseas data on *Hickorol* was based on an article by Michael Pryce in the World Ship Society, March, 1988 issue of *Marine News*.



Photo by Antonio Scrimali

The ELBA shallow draft made her useful in the Italian coastal trade.

SAUGATUCK — THE SHIPBUILDING CITY

by
CARL A. NORBERG

This is the saga of a venturesome youth who learned his trade as a shipbuilder in the northern waters of Scotland and went to sea, under sail like a Norseman, to traverse the oceans of the world.

Like many sailors after their younger days, who were ordered to go aloft in an icy blizzard to shorten sail, he longed for a life less vigorous. The tales he had heard in the lee of the long boat about sailing on the American Great Lakes, were like the dreams of Columbus about the riches of the Indies. By middle age, he had made it to Chicago, married a girl from Scotland and they had a daughter christened Ida, while he sailed the lakes.

No sooner had William G. Keith commenced his life on freshwater, he began to hear tales of a magical place called the Kalamazoo River, which flowed into the eastern shore of Lake Michigan between what is now South Haven and Holland.

This land, once the domain of the peaceful Pottawattomi tribe, who relinquished it to the United States in 1821, was first explored in 1829 by white settlers from the eastern states. Passages by canoe to its headwaters created early dreams of digging a canal to Detroit, which would avoid 750 miles of treacherous waters through the Straits of

Mackinac, but the dream faded.

As a Lake Michigan port, however, it grew rapidly as investors and home seekers poured into the Kalamazoo valley wilderness, beginning with William Gay Butler in 1832. Early correspondence indicates that land speculators considered Chicago, Milwaukee and the Kalamazoo River the most likely sites for large cities of Lake Michigan. Osha Wilder and O.R. Johnson created the dream village of Singapore, near the harbor-mouth in 1835 with the first sawmills. An unlimited source of fine logs were floated downstream from the heavily wooded valley. At this town of Singapore, sailing schooners, among them the *Octavia* and *Crook*, built on the spot, were loaded with lumber bound for the Chicago market only 100 miles southwesterly across Lake Michigan. The magical sawmill port flourished beyond dreams. It boasted of a private bank with its own money, a fine hotel Astor, which was actually a very good boarding house. It was a complete city laid out on a sandy hill, with several stores and saloons, and all the needs of a typical small town, including a nearby schoolhouse. The daily wages were seventy-five cents a day.

The burgeoning mid-west could use all of

the lumber the sawmills could produce. Logs continued to float down with the current from rich holdings upstream.

Surprisingly, the supply of timber expired for the three mills at Singapore. By 1875 the whine of the saws simmered down to the tinkling wavelets on the sandy river banks. The mill machinery was loaded upon schooners for new forests at St. Ignace in the Straits of Mackinac. In a few weeks the remainder of the settlement became a ghost town. In ten years it was covered by restless, shifting sand. Today beneath the dunes, still lies the buried city of Singapore.

In the meantime, Capt. Keith was hearing tales of the growing shipbuilding industry two miles up the river at the site of the Indian village called Saugatuck. The Kalamazoo valley, not stripped of trees, possessed just what timber the shipbuilders needed for wooden vessels. They required oaken keels, frames, stems and often planking, which were all in abundance through the forests of the

upper Kalamazoo. White pine of the lower valley, tall, straight, and clear, was ideal for decking, deckhouses, spars and often both inner and outer planking. The nature of the Lakes made it tough on wooden boats. Winter gales caused frequent beaching, ice, snow, freezing, overloading took its toll, making the average life of a wooden sailing vessel something like twenty years.

A market was constantly in the making for new vessels. Into this opportunity poured shipbuilders from downeast, the Chesapeake and Europe. Principal among the early artisans was Capt. John B. Mortel in the seventies, who brought with him a contingent of French-speaking boat carpenters from Europe. His specialty was tugboats, of which he launched many at Saugatuck for towing sailing vessels in and out of harbors. For thirty years, there never was a time when there weren't a dozen vessels taking shape. In the seventies, sailing ships dominated, some good one too; like the brig *St. Louis*



Schooner O.R. JOHNSON loading lumber at Saugatuck at the mouth of the Kalamazoo River in 1863.



Author's Photo

Goodrich steamer CITY OF ST. JOSEPH entering Saugatuck in August, 1924.

of 200 tons in 1842, *Ida Keith*, the largest schooner at 489 tons in 1873, *George M. Case*, 344 tons in 1874, *E.J. McVea*, 291 ton schooner in 1873. The most popular social event in the valley for years, was the launching of a ship, often with a brass band. In the later years, Rogers and Bird not only built steamships, but operated them as well. The favorite, under steam, was to Chicago, loaded with vacationers, fruit and general cargo. Peaches meant big money for several generations, until the killing freeze of 1906 ended the peach basket of the Michigan fruit belt.

Hold on! After the wooden shipbuilding was long gone, right up to the present day, large aluminum yachts by Frank Denison, of Fort Lauderdale, Florida were being turned out on the site of old Singapore. Some of these were beauties.

Now, back to the early days. Capt. William G. Keith, the young mariner who had sailed the oceans, was launching his ship, the *Ida Keith* in 1873 at Saugatuck. She is a very beautiful, powerful, three-masted schooner, probably the largest vessel to be constructed

on the Kalamazoo, designed for the great grain trade from Chicago and Milwaukee to Buffalo. The Captain had already built his first ship at Port Huron, named the *William G. Keith* in 1869, but lost her twenty months later in a raging gale on Erie.

The *Ida Keith* was registered in the port of Chicago on August 9, 1873, a free sailing craft of 489 gross tons, 163 feet in length and a thirty foot beam. She was thirteen feet deep, barley able to leave Saugatuck at that time. No doubt his daughter *Ida* was there at the Stewart Yard to christen this fine vessel before a large crowd of well wishers.

The Captain was not one to tarry after fitting out. She was towed to the waiting waters of Lake Michigan where her crew of nine made sail and laid a course for Chicago. Under one of the many grain elevators on the northern branch of the Chicago River, she took on a hold of yellow corn from the midwest prairies. A waiting tug was passed a towline and not long after, she was setting sail for Buffalo. That was the life of the large, able armada

of grain schooners. A vessel on this run, navigating the mess of islands and shoals in northern Lake Michigan, entering the treacherous Straits of Mackinac at Waughchance Point. She may then sail southerly in a fresh nor'wester, pick up a fair breeze through the Detroit Narrows, then eastward to Buffalo.

Here, while discharging her golden cargo, the shipping agent will be seeking a return load westward, perhaps a cargo of coal from Erie back to Lake Michigan. Perhaps on the next trip, she'll carry a cargo of grain from Milwaukee or maybe make a call at Escanaba for iron ore to Cleveland. When all else failed, she was able to carry a payload of lumber, usually bound for Chicago once more. Most of the crew was discharged in port, then hired back at sailing time.

A diligent search of the Press and the Life Saving Service reports indicate that the *Ida* was well sailed and perhaps a lucky ship, considering her deep draft. Undoubtedly, she was a center boarder, a design idea that took hold on Lake Michigan in 1852 from vessels created by W.W. Bates at Manitowoc, Wisconsin.

Disaster did strike the *Ida* on April 10, 1880, when she was beating northward with a cargo of corn from Chicago. In heavy weather, she was enshrouded with fog and was driven upon the beach of North Manitou Island. In spite of a man taking soundings while half-frozen in ice seas, she had struck bottom, unable to free herself. The crew lowered all canvas. The United States Life Saving Crew was soon on the scene, ready to take the men off, but the Captain sent a note ashore on a shingle that he wasn't ready to give up the ship. In the violent nor'wester that prevailed this April date, they held on until a tug arrived, but it was impossible to move her. At this time, the crewmen were taken off by the Life Service. Days later, the *Ida* was towed and pumped to Milwaukee by a wrecking crew, where she was made ready for sea again. The swelling grain had badly strained the hull, but she was a staunchly built ship and returned to sea as before.

A crewman was lost in a gale on Lake Erie, but that wasn't considered a great misfortune in those days. While carrying coal from Buffalo to Chicago on Lake Huron, she was riding out a storm with two anchors down when both chains parted. Some sail was made and they worked into Tawas Bay until she stranded. With the aid of the Life Saving

Service, a steamer pulled her free when conditions moderated and she could make sail again.

So, on through the years, the *Ida Keith* continued her assigned task. The official records show that she was sold to M.J. Galvine, Edward Gaskin and Robert Todd, the new master in 1893. Captain Keith went into steam vessels. Over the years she changed hands several times according to official enrollments. In 1901 an inconspicuous entry revealed that she had two masts and a crew of only six, indicating that she was probably being towed by a tug or a steamer, using sail only in fair winds. This fate befell many of the older and larger sailing vessels in a passing era.

The fateful day came on January 16, 1922, when the old, worn vessel *Ida Keith*, built in that lovely port of Saugatuck, to which she never returned, was towed out into Saginaw Bay. No longer able to do her assigned work, she was set to the torch and destroyed by fire.

In Saugatuck after 1873, vessels continued to slip down the ways until the end of the "wooden ship" era when steel and iron, in large metropolitan city foundries, produced the ships of today. Over the years, Saugatuck harbor was improved. The winding channel reduced by the "new cut" in 1906. Big ships like the *North* and *South American* found winter quarters here and a few steamers carried tourists and freight until automobiles took over. The Kalamazoo River and Lake Michigan largely became the waters enjoyed by the sail and power yachts of today. One fine old vessel, the *Keewatin*, towed into the Kalamazoo in later years still remains docked at Douglas, Saugatuck's sister village. She was the former Canadian Pacific cruise ship, maintained as beautifully as in her happier days, for tourists to visit and admire. The author is grateful to fate for the happy vacations along the Kalamazoo River since 1912, for twenty-seven visits by sailing yacht to the port of Saugatuck and to the following sources:

History of the Great Lakes by Mansfield

Saugatuck Through the Years by James E. Sheridan

U.S. Life Saving Service Annual Reports
Enrollment of Great Lakes Ships from the National Archives

Early Memories of Saugatuck by Mary Frances Heath, from which the following list of vessels built at Saugatuck appears. □

Ships Built at Saugatuck

In summing up the boats built at Saugatuck, our thanks are due to Charles E. Bird and L.S. Brittain for the following complete list which has one hundred and ninety crafts arranged alphabetically as to the names:

Names	Type	Date	Builder
<i>A.P. Wright</i>	tug	1881	J.B. Martel
<i>Anna C. Wilson</i>	steamer	1912	W.P. Wilson
<i>Albian</i>	schooner	1895	H. Perkins
<i>Allen A.</i>	schooner	1869	McMillan
<i>Annie</i>	schooner	1855	A. Johnson
<i>A. Porter</i>	schooner	1861	Morrison
<i>Annie S.</i>	tug	1886	J.B. Martel
<i>Addie</i>	scow	1850	
<i>A.B. Taylor</i>	steamer	1884	R.F. Rogers
<i>A.R. Colborn</i>	steamer	1882	R.C. Brittain
<i>Alice Purdy</i>	steamer	1881	J.B. Martel
<i>Adelaide</i>	steamer	1859	
<i>A. McMillan</i>	tug	1867	A. McMillan
<i>Allegan</i>	tug	1884	P. Hancock
<i>A.R. Heath</i>	steamer	1900	Cal Heath
<i>Bon Voyage</i>	steamer	1891	Rogers & Bird
<i>Bon Ame</i>	steamer	1894	Rogers & Bird
<i>Bertha G.</i>	tug	1920	Perkins
<i>Bob Teed</i>	tug	1884	Martel
<i>Bessie M.</i>	tug	1884	Martel
<i>Beele</i>	sloop	1859	
<i>Belle</i>	tug	1880	Martel
<i>Boss</i>	tug	1882	Martel

<i>Burleigh</i>	tug	1881	James Elliott
<i>Berwick</i>	tug	1894	Brittain
<i>Clara Elliott</i>	tug		Elliott
<i>City of Holland</i>	steamer	1893	Rogers & Bird
<i>Combine</i>	steamer	1891	Brittain
<i>Charles McVea</i>	steamer	1880	Brittain
<i>C.W. Elphickee</i>	tug	1889	Elliott
<i>Comm. Jack Barry</i>	tug	1885	Elliott
<i>C.E. Bird</i>	tug	1879	Cal Heath
<i>Charles E. Bird</i>	tug	1880	Heath
<i>Cora Sheldon</i>	tug	1883	Elliott
<i>Charles West</i>	tug	1883	Elliott
<i>Content</i>	sloop	1834	McLaughlin
<i>Cornet</i>	steamer	1852	McLaughlin
<i>C.E. Kremer</i>	schooner	1879	Igleston
<i>Colonel Bersell</i>	schooner	1840	Coates
<i>Cuckoo</i>	tug	1907	Rogers
<i>C.C. Trowbridge</i>	steamer	1842	McLaughlin
<i>C. Holloday</i>	tug	1881	Elliott
<i>Clara</i>	tug	1880	Martel
<i>Defiance</i>	schooner	1850	Morrison
<i>Dawn</i>	schooner	1858	Morrison
<i>Delta</i>	tug	1883	Martel
<i>Douglas</i>	steamer	1882	Martel
<i>Dauntless</i>	sloop	1860	Morrison
<i>Dragon</i>	tug	1885	Martel
<i>Elsie</i>	tug	1893	Harvey
<i>E.E. Rice</i>	tug	1888	Martel
<i>Edward Shelby</i>	tug	1882	Elliott
<i>Edith</i>	tug	1878	Brittain
<i>Eva</i>	tug	1886	P. Hancock



The *IDA KEITH* was the largest vessel built on the Kalamazoo River.

Ella S. tug 1889 Elliott
Empire scow 1860 McLaughlin
Forest schooner 1839 McLaughlin
Franklin schooner 1859 McLaughlin
F.B. Stockbridge schooner 1874 Martel
F.B. Atwood schooner 1862 McMillan
Free Mason schooner 1847 Morrison
Frank Miller schooner 1852 Morrison
F.O. Eamskow tug 1886 Martel
Flora tug 1889 Elliott
Fashion tug 1886 Martel
Fashion tug 1887 Martel
F.E. Stonewood tug 1884 Martel
Frank Woods steamer 1888 Brittain
F.S. Burton tug 1886 Martel
Francis C. tug 1912 Perkins
Greyhound tug 1894 Perkins
Georgia tug 1885 Elliott
Gertrude tug 1883 Martel
Ganges tug 1881 Brittain
G.J. Dorr tug 1880 Martel
Groton sloop 1832 W.G. Butler
George Nelson tug 1886 Martel
Gertrude tug 1886 Martel
George M. Co. schooner 1874 Elliott
Callenipper schooner 1843 McLaughlin
Gallow schooner 1838 McLaughlin
G.P. Heath steamer 1872 McMillan
Gypsy tug 1911 Perkins
Gazelle scow 1864 McMillan
Gladys steamer 1897 Heath
H. Watson tug 1893 Brittain
H.G. Den schooner 1874 Pierce
H.B. Moore schooner 1873 Rogers
H.D. Moore schooner 1874 Elliott
Hero sloop 1845 McLaughlin
Hausler Bros. tug 1880 Martel
H.A. Roof tug 1880 Brittain
Hancock steamer 1886 Rogers & Bird
H. Dahlke steamer 1890 Martel
Invincible tug 1892
Ida H. tug 1890 Perkins
Ida Keith schooner 1873 Stewart
J.A. Aliber steamer 1897 Wilson
James Hoy tug 1888 Martel
J.E. Martel tug 1875 Martel
J.P. Condres schooner 1873 Elliott
Josephine schooner 1866 Bush
J.C. Suit steamer 1884 Brittain
John Gordon tug 1884 Martel
J.J. Hickman tug 1885 Martel
J.W. Parmelee tug 1883 Martel
J.S. Severns steamer 1880 Brittain
J.S. Crouse steamer 1898 Brittain
Jessie Boine scow 1860 McLaughlin
Jennie King tug 1882 Preston
Kalamazoo steamer 1888 Martel
Kingfisher schooner 1857 McLaughlin
Leslie tug 1892 Martel
L.B. Coats schooner 1874 Martel
Laurie schooner 1853 McLaughlin
Lester tug 1881 Martel
Little, F. schooner 1854
L. Lyon schooner 1843 Morrison
Lodestone scow 1854
Mentor tug 1883 Martel
Macatawa steamer 1882 Martel
Mayflower tug 1885 Martel
Maude tug 1878 Heath
Munson tug 1880 Martel
Monteagle tug 1860
Mary sloop 1868 McMillan
Mary McVea schooner 1871 Elliott
Marinette schooner 1873 Martel
Menekomee schooner 1873 Martel
Mae Martel steamer 1895 Brittain
M.J. Housler tug 1893 Elliott
New Haven schooner 1863
Napoleon schooner 1840
Natural Crook schooner 1839 McLaughlin
New Hampshire schooner 1836 Nichols
Nellie M. tug 1886 Martel
Neptune schooner 1857
O.E. Parks steamer 1891 Brittain
O.C. Williams steamer 1879 Rogers
O.R. Johnson schooner 1866 McMillan
Octavia schooner 1841 McLaughlin
Paddy Murphy schooner 1883 Martel
Pup tug 1894 Rogers & Bird
Pilgrim steamer 1888 Rogers & Bird
Pelican schooner 1845 McLaughlin
Paisley schooner 1849 McLaughlin
Pamella schooner 1848 McLaughlin
P.B. Campbell tug 1883 Martel
Pilot tug 1893 Menter
R. Schulz tug 1887 Martel
R.C. Reed steamer 1889 Brittain
Ruby tug 1891 Martel
Rosaline tug 1889 Brittain
Richmond tug 1888 Brittain
R.C. Brittain steamer 1887 Brittain
R.F. Rogers tug 1878 Rogers
Richmond tug 1878 Elliott
Rocky Mountain schooner 1852 Morrison
R.P. tug 1896 Brittain
Saugatuck steamer 1887 Martel
Saugatuck tug 1875 Martel
Starlight schooner 1897 Martel
Seaman schooner 1862
Scud schooner 1848
St. Louis brig 1842 Martel
Shriver Bros. tug 1882
Skylark schooner 1848
Sea Gull schooner 1845
S.E. Hart schooner 1837
Spray schooner 1860 Morrison
Tillie M. tug 1884 Martel
Two Brothers tug 1877 Martel
Taxeth schooner 1893 Elliott
Tuscasora tug 1906 Perkins
Trix scow 1864 John Link
Uncle Charlie tug 1888 Perkins
Undine scow 1855
Uncle Sam tug 1905 Heath
Viola tug 1889 Martel
Vennone schooner 1849 Morrison
W.B. Minter tug 1868 McMillan
W. Rollins tug 1884 Martel
W.H. Webb schooner 1840 Morrison
Willie schooner 1841 McLaughlin

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COMMEMORATIVE STAMP OF WALK-IN-THE-WATER

On March 9th, the U.S. Postal Service conducted a special 2nd Day of Issue Stamp Ceremony at the Dossin Museum. Their new series of Steamboat Stamps included the 1818 *Walk-in-the-Water*. As Detroit was one of its first ports of call, a special cancellation was issued at the Dossin Museum Station. What few cancellations were issued, soon were

purchased by collectors.

On a similar note, one local stamp club issued a special 75th Anniversary cancellation on March 12th. The museum was able to have these done with the Steamboat Stamps on *S.S. South American* envelopes. A limited supply is available at \$1.50 each through the gift shop.



GREAT LAKES & SEAWAY NEWS



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DALE POHTO

RENE BEAUCHAMP
ALAN MANN
M. B. MACKAY
JERRY WALTER

Cruise from Port Dalhousie into the Welland Canal

The motor vessel *Garden City* will enter service mid-May, 1989, operating two hour Welland Canal cruises. The ship was completely rebuilt, 1988-89, to Canadian Coast Guard Inland Class II standards allowing unlimited travel anywhere on the Great Lakes. With dimensions of 100 feet overall, 22 feet beam and 9 feet depth, the twin screw vessel is seaworthy and licensed to carry 300 passengers. She is fitted with the latest electronic navigation aids and under command of an experienced Great Lakes captain.

The main deck has an enclosed area 72 feet long with large windows along the sides and across each end. More than 140 people can be completely seated at tables and chairs for buffet dining. The top deck, reached by one interior and two exterior staircases, is partially covered by an awning. Bench seating is provided to allow patrons to relax while enjoying the passing scenery and spectacular views of the Welland Canal.

All departures from Port Dalhousie harbor, St. Catharines at the following times: May 16-June 18 and September 5-October 15: 10:00 and 1400. June 19-September 4: 1000, 1230 and 1500. The ship is available for group charters and discounts for groups over 35. Reservations for all trips are advised.



Photo by Phil Clayton

JOHN G. MUNSON at *Rogers City* for winter lay-up.

● GREAT LAKES & SEAWAY NEWS



Photo by Phil Clayton

H. LEE WHITE on her last downbound trip at the Soo Locks on January 14, 1989.

Jan. 1. . . The Soviet container ship *Nikolay Golovanov* arrived in Montreal to become the first vessel of the year. She arrived from Rotterdam and Capt. Vladimer Pimushkin was awarded a gold-head cane, a tradition in Montreal for over 150 years.

Jan. 2. . . Grain shipments through Thunder Bay, Ontario were down last year. As of December 24th, only 11.5 million metric tons of grain had been shipped compared to 14.4 million tons for the same period last year. The outlook for the 1989 season wasn't much better. The drop is blamed on the drought of 1988 and the loss of some grain trade to Vancouver, British Columbia. Although Thunder Bay had a poor year, it shipped more than double the amount of grain that was shipped through the Twin Ports of Duluth-Superior.

. . . *Atlantic Erie* ex-Hon. *Paul Martin*, arrived in Halifax to load gypsum.

Jan. 3. . . *Arthur M. Anderson* arrived in Superior for winter lay-up at Fraser Shipyard. She went directly on the blocks for a 5-year inspection and installation of a stern thruster.

. . . *Stewart J. Cort* anchored in Green Bay because of high winds. The next morning she entered Bay Shipbuilding for winter lay-up and her 5-year inspection.

. . . *OOCL Challenge* was towed to Lauzon and entered the Champlain dry dock. She had cleared Montreal for Felixstone, England on December 18th, but she grounded near the Quebec Bridge when she lost power. On December 31st, she was

GREAT LAKES & SEAWAY NEWS ●

towed back to Quebec City by the tugs *Duga*, Capt. *Ioannis S.* and *Donald P.*, not *Jerry G.* as previously reported.

Jan. 4. . . *Columbia Star* cleared Taconite Harbor with 56,076 gross tons of pellets for Lorain and closed the port for the season.

Jan. 5. . . *Mesabi Miner* arrived in Duluth to lay-up for the winter at the Port Terminal. She was scheduled to load at Two Harbors, but it was cancelled due to heavy ice in the St. Marys River.

. . . After clearing Montreal, the Yugoslavian container ship *Biokovo* went aground at Pointe aux Trembles when she lost power due to ice blocking her intakes. Attempts by local tugs failed to free her. She was lightered by the floating crane *VM/S Hercules*, *P.S. Barge No. 1* and *Genmar 130* and was refloated on the 10th. *Biokovo* was built in 1970 and began her career with Canadian Pacific Steamship Ltd. as *CO Voyageur*.

Jan. 6. . . *Reserve* made a rare trip into Fairport Harbor and laid up for the winter at Northeast Improvement Dock. She was scheduled to lay-up in Toledo and is the first vessel in over fifteen years to lay-up in Fairport.



Pete Worden photo/Dossin Museum

The PHILIP R. CLARKE docked at Two Harbors a few extra days to clear out frozen ore.

● GREAT LAKES & SEAWAY NEWS

Jan. 7. . . *American Mariner* arrived in Superior to load at Burlington Northern. Loading was delayed because of bad weather and she didn't clear until the 10th. She loaded 29,779 gross tons for National Steel at Ecorse. She was the last vessel to load in the Twin Ports.

. . . *Wilfred Sykes* cleared Escanaba with 19,957 tons of pellets from the Empire Mine for Indiana Harbor. She closed Escanaba for the season.

Jan. 8. . . The tanker *Jupiter* cleared Grand Haven and closed that port for the season. Twenty-one different vessels handed 112 cargoes. Forty-four outbound and sixty-eight inbound.

. . . *Falcon Crest ex-Labradoc*, cleared Montreal for Sorel to load for overseas at the Quebec & Iron Titanium dock.

. . . Three Polish sailors deserted the Cyprus-flag *Althea* while she was loading in Becancour. A few days later they reported to authorities and were flown back to Poland. They claimed that the vessel was unseaworthy although she had received some repairs at Becancour and was certified by the Canadian Coast Guard.

Jan. 9. . . *Philip R. Clarke* arrived in Two Harbors to load her final cargo. Dock officials requested that she stay a few days to allow them to empty the dock and clear the frozen ore in them. She cleared on the 12th for Gary and winter lay-up in Milwaukee.

. . . For the first time since it opened in 1976, the Superior Midwest Energy Terminal did not have a record-setting year. The dock shipped only 10.1 million tons of coal this year compared to 11.1 million tons last year. A spokesman stated the dip was expected since Detroit Edison scheduled shutdowns at several plants for maintenance. The dock also expects to exports coal again this year to Canadian power plants to test low-sulfur western coal.

Jan. 10. . . The tanker *Enerchem Asphalt* went aground on a sand bar in Lake Ontario near Oswego. She was freed by the tug *Apalache*. Although she was not scheduled to dock in Oswego, she docked there and became the first vessel of the season. The captain was given a bottle of brandy. (Ed. note: I have been given two dates for the grounding: the 10th and the 12th.)

Jan. 11. . . The Sarnia City Council has refused permission for the *Aquarama* to remain at her present berth after March 31st.

Jan. 12. . . *Edgar B. Speer* arrived in Two Harbors to load her last cargo. Mechanical problems and frozen ore slowed her loading.

. . . Talks are continuing between Armco Steel and Cyprus Minerals regarding the reopening of Reserve Mining's facilities in Silver Bay and Babbitt. An agreement must be reached soon if they are to reopen this year.

Jan. 13. . . *Enerchem Catalyst* went aground off Round Island in the Straits of Mackinac. She was bound for Chicago with caustic soda. Over the weekend, four tugs failed to free her. On the 15th, the *Enerchem Avance* cleared Sarnia for the Straits and lightered the *Catalyst*. She was refloated on the 17th with apparently little or no damage.

GREAT LAKES & SEAWAY NEWS ●



Fr. Pete VanderLinden photo/Dossin Museum

... *Edwin H. Gott* arrived in Two Harbors to load ore, but was forced to wait for the *Speer*. After anchoring for a few hours, she proceeded to Duluth for winter lay-up at the Port Terminal.

... The *Cason J. Callaway* arrived in Two Harbors and loaded at the older gravity dock. She waited for the *Speer* to finish and they cleared on the 14th. Both were bound for Gary and winter lay-up in Milwaukee.

... *Algowood* was the last laker to pass upbound at the Soo Locks. She will winter in Thunder Bay.

Jan. 14. . . Scrapping begins on the *Chicago Trader* at Port Colborne.

Jan. 15. . . *Callaway* and *Speer* were the last two lakers to pass downbound at the Soo Locks.

Jan. 18. . . The Seaway Port Authority of Duluth reported that shipments through the Twin Ports rose 3% last year. In 1988, the ports handled 35.6 million metric tons of cargo, nearly 6 million tons above the port's 5-year average. Grain and grain by-products shipments totaled 4.4 million tons compared to 3.2 million tons last year.

● GREAT LAKES & SEAWAY NEWS

... Iron ore shipments in the Twin Ports were slightly ahead of last years. Shipments totalled 19.3 million as compared to 19.1 million tons last year. Coal shipments were down from 10.3 million tons last year to 9.4 million tons this year. Shipments of limestone, cement, salt and other bulk products increased 33% to 1.8 million tons. Exports of petroleum coke, an industrial fuel, jumped threefold to 303,000 tons. A total of 1,243 vessels called at the Twin Ports in 1988, an increase of 100 over last year.

Jan. 19. . . The Lake Carriers Association reported that the 1988 shipping season for bulk shipments was the best since 1981. U.S. and Canadian fleets carried about 136 million tons of iron ore, coal and stone in 1988 and the first two weeks of 1989. This is an 8% increase over last year.

Jan. 22. . . *Lucien Paquin* arrived in Izmir, Turkey, presumably for scrapping. (See page 97 of July issue.)

... A New York State man was charged with last April's shooting at the *Beechglen* in the St. Lawrence near Massena. (See page 105 of July issue.)

Jan. 23. . . The tug/supply vessel *Triumph Sea* cleared Montreal with *Adam E. Cornelius* for Halifax where she will be converted into a barge. The tug *Donald P.* assisted the tow as far as Quebec City where the tug *Capt. Ioannis S.* relieved her for the remainder of the trip.



Tugs BARBARA ANN, STORMONT and GLENEVIS tow the ADAM E. CORNELIUS down at Port Colborne on November 25, 1988.

GREAT LAKES & SEAWAY NEWS ●

Jan. 24. . . Shipments through the St. Lawrence Seaway during the 1988 season were the best in the last four years, despite a drop in Canadian grain shipments. A total of 40.5 million metric tons of cargo were shipped through the Seaway which is an increase of 561,000 tons over 1987. The Seaway extends from Duluth-Superior to the Gulf of St. Lawrence.

Jan. 25. . . A fire that originated in the crew quarters and spread to other accommodations, forced the evacuation of the crew of the Norwegian-flag *Star Rover*. She was downbound in the St. Lawrence River off Mont-Joli when the fire occurred. The Canadian icebreaker *Des Groseillers* responded to the scene and removed the crew. After the fire was extinguished, she was taken in tow to Quebec where she arrived three days later. Bad weather delayed the tow to Quebec.

Jan. 26. . . Scrapping of the *Kinsman Independent* has been completed at Aliaga, Turkey.

Jan. 30. . . Ontario Northland Marine Services has purchased the Norwegian carferry *Skudenes* for service between Tobermory and Manitoulin. She will be refitted at Halifax later this spring and hopefully in service by July or August. She was built in 1976 and is classified as a RO/RO vessel.

Feb. 2. . . Talks are continuing between Cyprus Minerals and all other interested parties concerning the reopening of Reserve Mining. Cyprus Minerals wants a commitment from Armco Steel to purchase 1.5 million tons of pellets a year for the next seven years and it appears that such an agreement is near. Other problems include an \$18 million bill owed to Minnesota Power by Armco and LTV Mining for power used when they were operating Reserve. Reserve's bankruptcy trustee must also accept the purchase bid. Cleveland-Cliffs and Northfield Mining were also expected to submit bids for Reserve Mining which has been shutdown since 1986.

Feb. 3. . . In a new winter weekly service, *CTMA Voyageur* arrived at Matane for the first time. During February and March, she is scheduled to make nine round trips to the Magdalen Islands. On her second trip, ice was so bad that it took seventy hours to make the normal fifteen hour trip.

Feb. 3. . . The Chinese-flag *Hua Dong* arrived in Montreal. This was the first time that a Chinese ship has entered the St. Lawrence River in the winter. Built in 1966, the vessel is relatively old, but like most of the Chinese fleet, she is kept in excellent condition.

Feb. 4. . . *Enerchem Fusion* went back into service. She had been in winter lay-up since December in Montreal.

Feb. 8. . . The R.C.M.P. announced that they have discovered more than \$32 million worth of hashish at Montreal. It was found hidden in drums of sardine oil from the *Biokovo* which docked in December.

Feb. 13. . . *Hubert Gaucher* arrived Verreault Navigation shipyard at Les Mechins.

. . . The container ship *OOCL Challenge* arrived in Montreal from the M.I.L. Davie shipyard at Lauzon. Her repairs were completed earlier than expected.

● GREAT LAKES & SEAWAY NEWS

Feb. 17. . . Pollution, possibly oil or other petroleum products, was discovered at the Montreal east oil docks near the Shell Oil berth. Clean up lasted three days. At first several nearby tankers were suspected, but the source of the pollution has not been found.

Feb. 24. . . Scrapping of the *Oakglen* began at Aliaga, Turkey with the pilothouse and part of the bow being taken off.

Miscellaneous. . .

. . . Salvage efforts on the capsized barge *OLS-30* near Rogers City have been suspended until spring. Bad weather and mechanical breakdowns are responsible for the delay. (See page 22 of January issue and page 43 of March issue.)

. . . *Feder Gulf* has been renamed *Agios Nicolas I* and registered in Panama. (See page 50 of March issue.)

. . . *Ashland* arrived in Mamonal of May 2, 1988 and scrapping began in July. *Benjamin Fairless* and *Irving S. Olds* arrived in Kaohsiung on November 8, 1988.

*Not quite right Department:*The *Chauncey M. Depew* that was mentioned on page 47 in the March issue was built in 1961 at Dublin, Ireland, not in 1913 as reported. She has been purchased by Roger Pioux, who owns the ferry service Traverse Trios-Pistoles-Escoumins Ltd. and will be renamed *Le Gobelet D'Argent II*. It's thought that she will be used as an excursion vessel.

May Entertainment Meeting . . .

Mr. Alan Sykes will present "Fifty American Hulls to Canadian Fleets" at the Dossin Museum on Friday, May 19th at 8:00 p.m. His slide program will cover the history of vessels that began their second careers in Canadian colors. Mr. Sykes has had a long interest in the history of ships, writing articles for the *Welland Evening Tribune* and other Ontario newspapers. In 1988, he co-authored the *Pulp & Paper Fleet* with Skip Gillham, covering the Quebec & Ontario Transportation fleet.



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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