



Telescope

MARCH ☆ APRIL, 1990
VOLUME XXXIX: NUMBER 2



GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

Institute members Skip Gillham and Al Sagon-King have co-authored *Canadian Fleets Along the Seaway*. This book provides a brief history of sixty Canadian fleets, tracing the changes from steam powered straight-deckers to diesel powered self-unloaders. The photos of the old and new ships in the various fleets confirm the need for adaptability in a changing Seaway. This book is available at the museum for \$14.95 US funds or can be ordered from the publisher for \$16.95 Canadian funds. Those ordering from the museum should add \$2.50 for postage and those ordering from the publisher should add \$1.50 for postage. Publisher: Stonehouse Publications, 17 Queen Street, St. Catharines, Ontario L2R 5G5.

The annual G.L.M.I. model shipbuilding contest will be held at the museum from April 21-28. Entry forms were sent to previous contestants and anyone wishing to enter can obtain a form from the museum.

In the January issue of *Telescope*, the photo of the crew's quarters on the *Nicolet* was used erroneously. The author Steve Elve sent two articles for publication and that photo was the crew's quarters at the Sleeping Bear Life-Saving Station, which will appear in the July issue of *Telescope*.

MEETING NOTICES ●

Mr. Robert Frederick will be our guest speaker on Friday, March 16th at the museum. Working for Stephens-Adamson, Mr. Frederick will present a program on the self-unloaders that dominate the shipping industry today. The program begins at 8:00 p.m.

Future Board of Directors meetings (which all members are invited to attend) are scheduled for Thursdays April 12th and June 14th. Meetings begin at 7:00 p.m. at the museum.

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Back Cover Picture: The <i>Finland</i> departing the Soo Locks. Originally built as the <i>Harry Coulby</i> (US 202960), she was launched in 1906 at the Detroit Shipbuilding Company's yard in Wyandotte, MI. She was renamed <i>Peter Robinson</i> in 1967. In 1978 she was renamed <i>Marinsol</i> and experimented with shunters in the Welland Canal. In 1980 she was sold overseas for scrap.	

Published at Detroit, Michigan by the
GREAT LAKES MARITIME INSTITUTE

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Macomb Printing Specialties.

OUR COVER PICTURE . . . The *Sparrows Point* along with the *Johnstown (ii)* and *Elton Hoyt 2nd* were built for Great Lakes service at the Bethlehem Steel shipyard at Sparrows Point, Maryland in 1952. All three were lengthened at the AmShip yard in Chicago in the late 1950's to keep up with the demand for more tonnage. The *Johnstown* remained a straight-decker and was sold for scrap while the *Hoyt* and *Point* were converted to self-unloaders. This photo of the tug *Arizona* towing the *Sparrows Point* inbound on the Calumet River at the 100th Street Bridge was taken by member Bob Johnson in 1984. □

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

A STEAMBOAT RIDE TO WALLACEBURG

ON THE OMAR D. CONGAR

by
ALAN MANN

Let us drift back to early in the century when a steamboat ride was an accepted routine; a time to have fun and spend a few hours on one of the most beautiful waterways in the world, the St. Clair River area.

Everyone who rode steamboats had their favorite memory and likely their favorite steamboat too. We are going to relive a trip on the *Omar D. Congar*, a trim little passenger vessel so familiar to the St. Clair River area. We hope this trip will conjure up some pleasant memories for those who were fortunate enough to ride steamboats like the *Omar D. Congar*. For those who missed the steamboat era, allow your minds to imagine that you are with us on our nostalgic voyage, but watch for the haunted house, the many treacherous bends of the Chenal Ecarte and if you look carefully, you might see native Indian children romping on the site of an ancient battleground.

Hurray! The long blast of the *Congar's* chime whistle tells us it is time to leave the Port Huron mooring at the mouth of the Black River for our downriver trip to

Wallaceburg, a port in a nearby, but foreign country.

Looking across the St. Clair River waters, we see many kinds of marine craft; row boats, skiffs, sailboats and just coming in from huge Lake Huron, it looks like a lumber hooker followed by one of those modern Steel Trust boats.

As our voyage continues downstream, we pass close to Marysville on the American shore as Stag Island looms in sight, temporarily dividing the river. Perhaps on the return trip we will pass through the Canadian channel near the small village of Corunna.

Often the *Congar* is abreast of the many large vessels going upstream, many of steel construction, but a few shaped from the tough timbers of some dense forest. Salutes are exchanged with the speedy *Tashmoo*, the famous flyer of the St. Clair River while we also pass the *Chippewa* and the *R.B. Hayes*, two other familiar river liners. Let us stretch the imagination a bit and allow our eyes to see some schooners being towed upstream to Lake



Steamers docked at High Banks in 1898. On the left is the CITY OF CHATHAM, which ran to Detroit and on the right is the BYRON TERICE, which ran from Wallaceburg to Dresden.

Author's Coll.

Huron by the powerful tug *Champion*. And looming in sight we see our old friend the *Oliver H. Perry* busily hustling to her destination.

The old river towns of St. Clair on the American shore and Courtright on the Canadian side are both marked by their tall salt work stacks. And look closely and you will see some activity at the St. Clair shipyard with another large freighter taking shape. What a thrill to watch the huge, few seconds splash as a newly christened vessel is side-launched. We hope we can view this thrilling moment the next time a launching is announced.

Another few minutes of pleasant downriver travel brings us to Recors Point and soon Marine City, home of so many Great Lakes sailors. The ferry launch *Whitely* has just brought over some passengers from Sombra, the cross river Canadian equivalent of a sailor's town. Some of the passengers on the decks of the *Congar* are scanning the Canadian shoreline with binoculars, looking for friends who are staying at the Grand Union Hotel in Sombra.

Could that tall man standing on the Marine City shoreline, holding a camera be

Louis Pesha? It seems everytime we pass this spot, he takes a photo of the *Congar*. Look across to the Canadian shore and you will see the white church steeple that is in the background of so many of Pesha's photos. On the port side we see Fawn Island, also known as Woodtick Island, according to charts. We've heard that this spot is over run with wild pigs and poisonous snakes. This dense patch of mid-river land also forms the background for many of Pesha's photos.

Just after passing Port Lambton on the Canadian side and Robert's Landing on the U.S. shore, the master of the *Congar* begins to hug the starboard shoreline in preparation for the approach to Algonac, where we will pick up some more passengers. As we hear the telegraph ring "slow ahead" we pass more upbound steamers. After the brief tie up at the foot of Fruit Street, we head northeast across the St. Clair River, seeking a narrow passage that will take us several miles inland to the "unknown". This gives us the feeling of an explorer, as many aboard have never strayed from the busy waters of the St. Clair River.

BALDOON, HAUNTED HOUSE, ON SNYE - CARTE
RIVER, NEAR WALLACEBURG, ONT.



Author's Coll.



Author's Coll.

Top: The Baldoon Mystery House on the Chenal Ecarte River. Bottom: The JOHN LEE docked on the Sydenham River at Wallaceburg.

The *Congar's* master seems to know these waters well as we slide into a narrow channel of clear, fast flowing water. We are now in the Chenal Ecarte, which some have nicknamed the "Snye". The name Chenal Ecarte was given by early French explorers who thought the passage was "blank" or "unknown". It has been said that LaSalle sailed his *Griffon* along this same narrow channel before venturing upriver.

Old time residents say that this was the site of an Indian battleground years ago, with many of the casualties buried in the cemetery, which is tucked away amongst the trees atop the bluff. We see many picnickers are enjoying the park area which has been aptly called Highbanks. No doubt many arrived there on the *City of Chatham* which is moored at the Highbanks dock. Others reach Highbanks by crossing over the Chenal Ecarte from the mainland by way of the hand pull Indian cable ferry which is awaiting our passage. Ferry operators Charlie Jacobs and Sam Shipman cheerfully drop the cable and wave as we pass through.

After rounding a gentle bend of the river, someone mentions that the Haunted House is just a few minutes away. As the rather ordinary looking structure is pointed out on

the port side, the story of the famous Baldoon Mystery is related by a friendly crew member. Apparently, strange, unexplained supernatural happenings besieged the inhabitants of the house many years before. Stones crashed through the windows, house furnishings would fly through the air, mysterious fires broke out and soon the troubled McDonald family was totally fret with fear. As the mystery unfolds, the strange events didn't end until McDonald was advised to shoot the wing of a black goose with a special silver bullet given to him by an advisor. The apparent instigator of the curse, an old woman who possessed strange power, was found to have suffered a broken arm. She soon died and the McDonald's were finally at peace. The story, called the Baldoon Mystery, is something we must investigate further some other time.

On the starboard side of the ship, the virtually untouched land of Walpole Island is breathtaking. Indian children are seen swimming along the shoreline while the older folk are fishing for pike or bass from their canoes. We are so close to the shore at times that we can almost touch the branches of the overhanging willows.

We soon approach a juncture in the



The OMAR D. CONGAR turning about to dock in Wallaceburg.



Author's Coll.



Pesha Photo/Author's Coll.

*Top: CONGAR'S dock at the foot of Nelson Street in Wallaceburg.
Bottom: James Street in downtown Wallaceburg around 1910.*



OMAR D. CONGER — DESTROYED BY BOILER EXPLOSION 1922

The CONGAR in Wallaceburg, circa 1920. The Arlington Hotel and Town Hall are in the background.

Walt Smith Coll.

waterway at Johnston's Point. The starboard channel would take us to Lake St. Clair while the main waterway which follows around St. Anne's Island, shows the narrowest part of the river at this point. We are told to watch for wild ponies in this area of St. Anne's Island. They are a cross between Arabian breeds and the Indian pony, resulting in a hardy stock. The herd multiplied and there are hundreds of these wild horses roaming both Walpole and St. Anne's. Perhaps on the return trip we might see some of these wild ponies.

The channel straightens for a while until we reach the Dark Bend, so called for its heavy shadows from overhanging trees. It was pointed out that this section of the mainland was the original site of the Baldoon colony settled in 1804 by Lord Selkirk, a Scottish nobleman. In a short while we easily negotiate two other rather abrupt turns in the river, the Baldoon Bend and the Devil's Elbow, the latter a near ninety degree turn, but easily taken by the skilled master of our ship.

Again we see a division in the waterways and to our amazement a distinct beginning and ending of the clear water of the Chenal Ecarte. At this point the muddy Sydenham River ends and meets the Chenal Ecarte

and we can easily see the division between the two contrasting streams.

Our destination, Wallaceburg is just a few miles ahead on the Sydenham River. After traveling a two mile stretch of straight channel, the *Congar* checks down to "slow ahead". On the starboard side, we see the steamer *Simon Langell* loading products from the Sugar Company. Many locals wave to us from the shore as we pass by. Rounding another bend we see the stacks of the Dominion Glass Company, apparently the largest industry in Wallaceburg. As the factory slides out of sight, we pass through the open span of a railroad bridge that awaited us after the *Congar's* whistle blew three long blasts.

Another quarter mile towards the heart of the community we see much marine activity. There's the *John Lee Senior*, a local passenger and freight vessel moored at the Lee Shipyard. This is the same site where the world famous Lee-Enfield military rifle was perfected by a local gun maker.

We are just barely moving now as we pass through the Centre Bridge in the heart of Wallaceburg. We easily turn about at the juncture of the two branches of the Sydenham River, close into shore just behind the town's Carnegie Library. In no time

we are secured at the town dock at the foot of Nelson Street.

The excited passengers disembark in this foreign country and throng to the nearby business section. A well known bakery is the destination of few who have been here before, while other curious minded meander down the main street, some purchasing a souvenir from this "foreign" country.

The visit seems all too short as the *Congar's* throaty whistle warns us to scurry back aboard for the return trip. We are soon underway, passing through the already open bridges. Friendly waves are exchanged with those on shore as we catch a second glance of the many sights along the shore of this quaint and friendly Canadian community of Wallaceburg. We must come this way again!

Close to an hour returns us to the wide expanse of the St. Clair River. We slip downstream to Algonac to unload our passengers there. In this vicinity we notice some of the Speedy runabout pleasure boats made by the C.C. Smith Boat & Engine Works of Algonac.

For the short stopover, a couple of passengers hurry into the nearby Worthy's Meat Market to replenish their picnic baskets for the return trip to Port Huron. With the ropes heaved, we head upstream heading home.

We notice one passenger writing down the names of all the vessels passed during the trip. Glancing over his shoulder, I notice the list is quite lengthy and see the names *Isaac L. Elwood*, *Samuel Mitchell* and *Comfort*. Wonder if he counted the ship on the stocks at the McLouth Shipyard at Marine City?

It has been a long and eventful day. Many of the menfolk can be seen snoozing after several hours of intaking St. Clair River air. Soon the Port Huron skyline comes into focus and we tie up at the Black River as we are greeted by many on shore. Did they think we would never return from the foreign country of Canada?

The *Omar D. Congar's* telegraph signals "engines finished" and we all go our separate ways after a memorable trip that we will relish for a long time. □



Whiteley's Ferry Line dock in Sombra, Ontario.

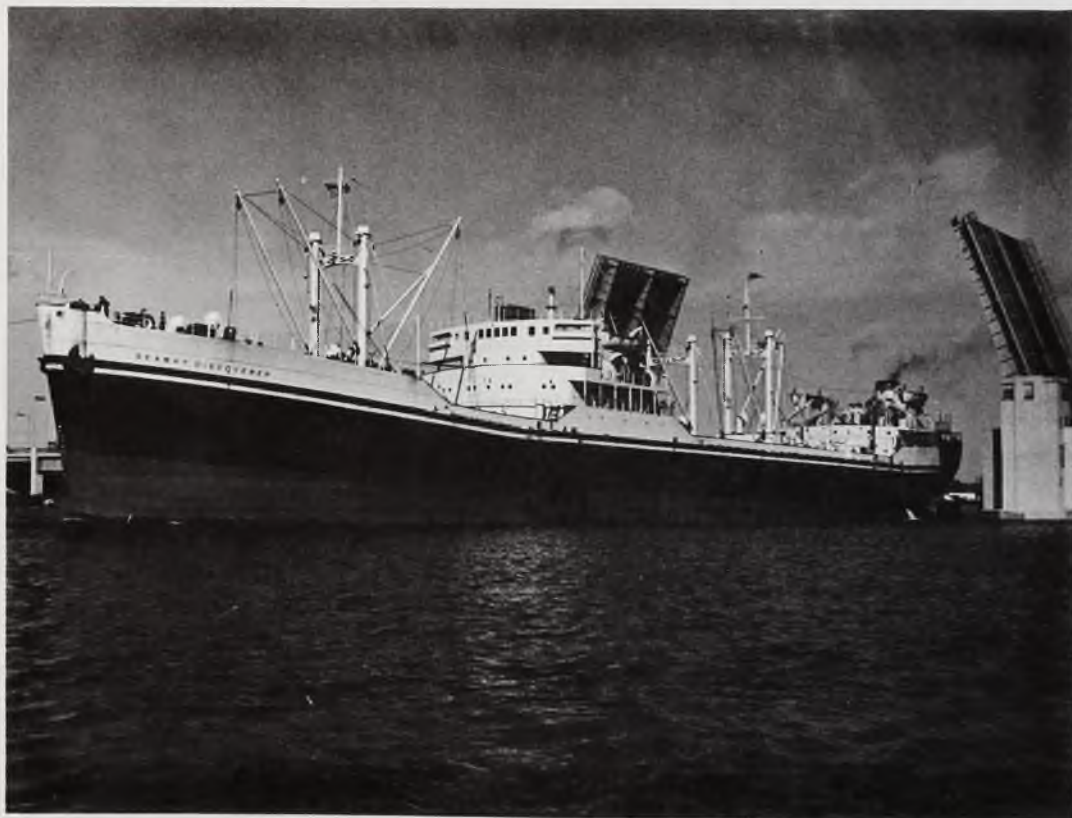
THE SCRAP DOCK

by
LAWSON BROWNE

It's proper name was Saginaw Dock & Terminal Co., but affectionately, or otherwise, the sailors called it "The Scrap Dock". Located on the west bank, that's the starboard side, inbound, on the Saginaw River, at the north edge of Saginaw. It was actually in the village of Carrollton, a suburb of Sagi-

naw.

For the unacquainted, Saginaw is a mid-sized city in lower Michigan, centrally located to many industries. The Saginaw River flows northward through Saginaw, winds its way down through Bay City and on to Saginaw Bay and Lake Huron.



The British saltie SEAWAY DISCOVERER, inbound through the Veterans Memorial Bridge on October 17, 1960.



Photo by Jim Gerger

The tug LIBERTY assisting the BELLE MICHAELS to the scrap dock on July 23, 1971.



Author's Coll.

The tug COLUMBIA assisting the windbound KALLY in the Saginaw River on November 2, 1965.

Carrollton, being sixteen miles south via the river from the bay, is considered a half day's trip by ship from the river mouth to tied-up at Carrollton. Most "security" calls refer to this destination as "The Scrap Dock in Saginaw". Only the long time frequent traders said "Carrollton".

Although Saginaw Dock & Terminal had been operating for several decades, the author's familiarity spanned only its last fifteen years. From the opening of the St. Lawrence Seaway until its cease of operations.

The terminal covered a very large area, having been a shipyard during World War I, building ocean-type ships. I will call them "Lake" class, partly because I don't know their proper classification and because all the ones I saw or heard of were named for lakes, such as *Lake Pachuta*. Built to pass through the Welland and St. Lawrence locks, they were small by today's standards.

Next to the terminal, on the upriver side,

is the Huron Cement Division of National Gypsum terminal. This is a group of siloes for receiving shiploads of bulk cement to store and distribute "Huron Portland Cement".

Directly across the river was a bulk stone dock called Wallace Stone Co. Downriver from Wallace lies a conglomerate of General Motors, consisting of Chevrolet Receiving Dock and in back of it was the Chevrolet Saginaw Castings Plant, the General Motors Grey Iron Foundry and the Chevrolet Parts Division. The large acreage between is storage for sand, stone, coal, pigiron and whatever their needs may be. The Chevrolet dock made a good place for turning ships up to 600-feet in length.

Both the Chevrolet dock and the Scrap Dock were receivers of pigiron. Chevrolet used it in their foundries and the Scrap Dock stored and forwarded it to other plants. Buick Motor Company, located thirty miles south in Flint was such a customer.

Common ship turnarounds were to bring in

pigiron to Chevrolet at the Scrap Dock and then load scrap iron at the Scrap Dock to take to the furnaces along Lake Erie.

Dealers and brokers in scrap iron classify their wares in types. There are "turnings and borings" from lathes and drills, "slashings" from punched and pressed out sheets, heavy steel, light steel, heavy and light cast iron and many more. The scrap iron business is a very complicated operation, with the different types and qualities, fluctuating prices, changing markets and demands.

When a large sale was made and water transportation was contemplated, the dealer would stockpile his pre-classified material along the many railroad spurs in the terminal yard. When the ship arrived, a locomotive crane would load scrap into railroad cars and locomotive would take it to the dock where the pier cranes would load it into the ship.

The actual contact with the scrap iron and pigiron is made with huge electro-magnets hung from cranes. Five or six feet in diameter and more than a foot thick, they are "turned on and off" by the operator. I'm sure they will lift more than a ton easily. A wonderful tool, now taken for granted.

When the St. Lawrence Seaway opened in 1959, the Great Lakes became the Fourth

Seacoast and Bay City and Saginaw became "world ports". There had been ocean ships in Saginaw and Carrollton, but only small tramp steamers. Now the lakes could welcome world traders up to 730 feet long and 75 feet wide. However, the channel depth, bridge openings, dock space and turning basins of Saginaw would not accommodate the full "seaway size". Salties 300 to 500 feet long started coming in Saginaw and some 600-footers in Bay City.

Saginaw Dock & Terminal would now be loading cargoes that went literally to the far sides of the earth. This had been done before, but in ships limited to 250 feet in length and 45 feet in beam. Lakers 350 to 520 feet had used the dock steadily for years. Almost all were in Columbia Transportation Company colors.

During these last few years, of the hundreds of cargoes shipped out, seventy-two flag ships were on record as having used American Tug & Transit Company tugs in and out of the terminal. (Lakers have not been counted.) A few of the smaller ships needed only partial service, but most wanted total assistance, that is a pickup at the river mouth and towing and turning till leaving the river mouth.

Sometime in the early sixties, having



The Yugoslav VIRPAZAR traveled directly from the shipyard in Spain to load her first cargo in 1970. She is shown outbound at the Third Street Bridge in Bay City.



Photo by Jim Gerger

The saltie BERTIE MICHAELS at the new dock on October 12, 1971.

problems with the larger ships led to lengthening the berth and dredging. A turning basin for 500 foot ships was also made, fronting the dock. A rather tricky place to turn, but done very often, under the watchful eye of Jim Gerger, who was taking historical photographs of our antics.

Around 1960 the U.S. Maritime Administration was disposing some surplus ships. World War II Liberty-type were prominent in the sales. Their condition varied, some were fairly well preserved. The majority showed why they were sold. Having been in the reserve fleet rafts so long, without cosmetic care, they were ragged and rusty, ill equipped, but workable. Of all the salties assisted by tugs in Carrollton, twenty-four were Liberty-type, both U.S. and Empire versions, one an extended model 520 feet long.

The cargoes went worldwide. Remembered destinations were Spain, Italy, Turkey, Taiwan, Hong Kong and no doubt other iron hungry places.

Some of the tows will remain forever in the memory of pilots and tugmen. Not always pleasant, but now in retrospect, comical.

In 1960 the first saltie we towed up there was a bulky British ship named *Seaway Discoverer*, 500 feet long and sixty feet wide. There seemed to be something irritating the ship's captain. He was curt on the radiophone and directly toward the pilot. At that time a license was issued to foreign masters and mates who had certain qualifications. It was called a "Class B" license, and allowed the holder to do his own piloting on the lakes, but to use local pilots where available.

When the local pilot went aboard, the captain told him abruptly to take over. Then, as we crawled up the river, he found fault continuously. The pilot, being up there took the brunt of his complaints. "Are you trying to hit that buoy?" "Where is that tug going?" "He's on the wrong side!" "You're holding too close on the turns."

We stopped at the Chevrolet dock to let the *Harry T. Ewig* pass, having just left the scrap dock loaded. The tug laid aft of the ship where I noticed the ship's propeller bent. Perhaps that was bothering

him. We turned the ship at Chevrolet and backed him up to the dock. When finished the captain, who had found many faults, said to the pilot, "Capt. McNeil, you have done a wonderful job. Tell that tugman I've never been towed better." The pilot nearly fainted, as he had been wondering how to apologize for not pleasing him. As for me, I needed a new cap, mine was suddenly too tight.

Then there was the *Kally*, a Chinese flag ship. Came in flying light, blew out of the channel and rested on the bank in Bay City. No harm done unless you call extreme embarrassment harm. The crew was great, it was the tug putting on the clown act to the pilot's consternation.

A rarity was the *Virpizar*. A new Yugoslav ship built in Spain, coming in to load a record cargo. There were more, exciting then, funny now, the version from the armchair is the best.

Oh yes, the *Aristides*, an old *Park* steamer with a Greek crew. Shy diminutive captain, from whom I learned something. He took life so seriously it was comical. One deckhand was missing so he wouldn't sail. He waited half a day for him to return.

For various reasons, the shipment of scrap for overseas from Saginaw was declining in the late sixties. In 1969 there was a slight gain, but pigiron was not coming in by ship very often either. Salties declined, only five in 1971, none in 1972 and five in 1973. The Scrap Dock just seemed to fade away.

After a few idle years, the place has been re-activated. Some new machinery installed by new owners is shredding scrap. Large Canadian ships are bringing salt and potash to stockpile. Is it possible the place will bloom again? Perhaps, perhaps.

The author, now semi-retired, was active on the Saginaw River from 1958 to 1982. On a recent sojourn to Florida, he attended the annual brunch meeting of the Great Lakes Marine Club. Chatting with Capt. Gordon Locker and Chief Engineer Al Washio, he realized Chief Washio had been Chief on the *W.C. Richardson* when he towed her in the Saginaw River. Inasmuch as his contact with ships was usually with the captains, he inquired and found several former skippers of the "crane boats". The Lord willing, he'll try to attend another annual meeting. □



The ROBERT C. NORTON outbound with a cargo of scrap iron on December 5, 1964.

PORT AUSTIN REEF LIGHT

Congress appropriated a total of \$81,871 to build a lighthouse to mark Port Austin Reef. The light was first exhibited on September 15, 1878. Originally built on an octagonal pier eighty feet in diameter and thirty-three feet on a side, twenty-nine feet high, it was only six feet under the water line. The shape of the pier was modified in 1899 with the addition of a new section that attached to the existing

pier. At the same time the station was rebuilt to its present configuration. After the 1899 reconstruction this lighthouse exhibited a rotating Fourth Order Fresnel lens, manufactured by La Paute of Paris. The lens now in service in a 200 mm. glass lens. This station didn't have a permanent house for the keeper since he normally lived on the mainland.



Photo by Leo Kuschel

GREAT LAKES & SEAWAY NEWS



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W. KELLER	T. KROEFF	D. MCCORMICK
D. MERCER	S. SAN	J. SPRUNT
A. SYKES		J. VOURNAKIS

In the January issue, we were forced to omit certain ships from the news section because several letters on the Compugraphic keyboard quit while the news was being typed. Therefore, the following ships should have been included in the January issue.

Sep. 10. . . The Panamanian-flag bulk carrier *Lung Hao* was lost near Hualien, Taiwan during typhoon Sarah. She was a visitor to the lakes under the names *Polarland*, *Iscelu*, *Trakya* and *Trakya I*.

Sep. 13. . . The American tug *Allie B.* arrived in Montreal pushing the barge *B16*. She will be towed by the tug *Carl William Selvick* to her Great Lakes destination which is Oswego, New York. The *Selvick* is Selvick Marine Towing's largest tug and is registered in Sturgeon Bay.

Sep. 19. . . *The Wilfred Sykes* entered Bay Shipbuilding for bow thruster repairs. She cleared the yard the next day.



The STAR I docked at Padnos Iron & Metal Company in Holland on November 19, 1989.

● GREAT LAKES & SEAWAY NEWS

Oct. 16. . . The remains of the *Robert Koch* were towed from Contrecoeur for Trois-Rivieres by the tug *Manic*. She grounded off Oswego, New York in December, 1985. The scrapping process had been off and on since November, 1986. After departing with the tow, the *Manic* went aground the next day in Lake St. Peter in the St. Lawrence River between Sorel and Trois Rivieres. She was freed later that day and arrived in Trois Rivieres the next day.

Oct. 26 . . . The Polish bulk carrier *Ziemia Krakowska* collided with Berth 15 while docking at Trois-Rivieres. She was being assisted by two tugs at the time. Damage to the berth was extensive, but there wasn't any apparent damage to the vessel, except a few scratches. She had loaded grain in Duluth and was topping off her cargo at Trois-Rivieres.

Nov. 1 . . . The *Nordic*, ex-*Nordic Sun* arrived in Quebec City for the first time under her new name. She was sold by Welland Shipping Company (managers were Sun Transport Inc.) to undisclosed interests who in turn have chartered her to Enerchem Transport Inc. of Montreal. She was renamed at Gothenburg, Sweden.

Nov. 2 . . . The tug *Omni-Saint Laurent*, ex-*Diligent* entered service for Sorel Tugboats Inc. (Ed. note: See page 158 of the November, 1989 issue of *Telescope*.)

Nov. 3 . . . *Nordic* arrived in Montreal and cleared the same day for Sarnia. She is now carrying the stack markings of Enerchem Transport Inc.

Nov. 5. . . In the March, 1989 issue of *Telescope*, the arrival of the *Chauncey M. Depew* at Les Mechins was reported. She has now been renamed *Gobelet D'Argentz* and will be used as a tour boat operating out of Trois-Pistoles in the whale watching trade. She cleared Les Mechins for Trois-Pistoles.

. . . The ferry *Drummond Islander III* arrived at the island to replace the ferry *Drummond Islander II* which was built in 1961. The new ferry was built by Moss Point Marine, Inc. at Escanaba, Mississippi. The 4,500 mile journey began on September 27 and the vessel encountered two gales, hurricane Hugo and an air-sea rescue off Prince Edward Island.

Nov. 6 . . . Upper Lakes' *Canadian Progress* will have a new engine installed during winter lay-up at Sarnia.

Nov. 8 . . . Terry Sechen reports that the last of the *Joshua A. Hatfield* has been pulled from the water at the Azcon Scrap Dock in Duluth. He also reports that for the first time in many years, Azcon doesn't have any vessels waiting to be scrapped.

. . . The *Roger Blough* tied up at the Port Terminal dock in Duluth for propeller repairs. She cleared for Two Harbors later that evening.

Nov. 9 . . . The *Columbia Star* arrived at the D.M.&I.R. ore docks in Duluth to load pellets. This visit to the Twin Ports was the first in at least two seasons.

. . . *H.M.C.S. Nipigon* cleared Port Weller Drydock after a fifteen month, \$24 million refit. She also becomes the first co-ed combat ship in the Canadian Forces.

GREAT LAKES & SEAWAY NEWS ●

. . . The Canadian icebreaker *Samuel Risley* cleared the Port Weller Drydock for Thunder Bay.

Nov. 10 . . . The Canadian icebreaker *Bartlett* cleared the Port Weller Drydock for Parry Sound. Both the *Risley* and the *Bartlett* entered the drydock on October 11th.

Nov. 12 . . . The *Baltic Trader* lost power above Lock 1 in the Welland Canal and struck the end of the tie-up wall. No information was available as to damage to the ship or wall.

Nov. 13 . . . The *USS Defender* cleared Marinette, Wisconsin for Little Creek, VA. She is one of fourteen minesweepers that are being built at Marinette Marine and at Peterson Builders at Sturgeon Bay. The wooden minesweepers are 224 feet long and will replace ships that were built in the 1950's.

Nov. 14. . . The Canadian Coast Guard crews went on strike over wages and other grievances. The strike will eventually create havoc on the St. Lawrence River and the Seaway. Summer buoys were due to be replaced by winter buoys and the weather forecast predicts the worse weather in years. On the positive side, crews will man their vessels in the event of mayday calls or vessels in serious trouble. This is the first strike in twenty-one years by the Canadian Coast Guard.

Nov. 15 . . . At Quebec City the *Soodoc* was re-registered Bahamian. She had been temporarily registered Canadian in July at Montreal. (See page 160 in the Nov. issue.)

Nov. 16 . . . The *Sir James Dunn* and the *Georgian Bay* arrived in Aliaga, Turkey for scrapping. They cleared Sorel on August 25th under tow of *McThunder*.

Nov. 18 . . . The Panamanian *Star I* struck the rocks along the Holland breakwater while entering that port. Strong winds are thought to have caused the accident as the entrance is narrow. She was scheduled to load metal turnings at the Padnos Iron & Metal. There is no information available as to damage.

Nov. 20 . . . C.S.L.'s *English River* was drydock at Port Weller. The drilling platform *Mr. Neil* came off and went to the fit-out wall.

Nov. 21 . . . The *Algocape* made her first visit to Superior in Algoma Marine colors. She loaded wheat at the Harvest States Elevator.

. . . The Cuban freighter *Sandino* arrived in Montreal on her way to Thunder Bay. Although she has made a prior trip into the lakes, she couldn't pass inspection for this trip. She then cleared for St. John, N.B. and will be replaced by the Panamanian flag, Cuban owned *Rose Islands*. She was expected to pass upbound in the Seaway in early December.

. . . Shipments of iron ore through the port of Marquette were far ahead of last year's. From January through mid-November more than 8.2 million tons of pellets were shipped as compared to 7 million last year.

Nov. 22 . . . The tug *Thunder Cape* cleared Thorold for Quebec City with the barge *Gulf Fleet 265*. The tow was assisted by the *Elmore M. Misner*.

. . . The tug *Paul E. No. 1* cleared Port Weller Drydock for Port Colborne with the drilling barge *Mr. Neil*.

● GREAT LAKES & SEAWAY NEWS

Nov. 24 . . . Soconav's tanker *J.C. Phillips* went aground in the Seaway in the Beauharnois Canal near Valleyfield. She was downbound for Halifax. She was refloated the same day by the tug *Patricia B. McAllister* and cleared Valleyfield two days later for inspection at Quebec City. She was escorted by the *Salvage Monarch*.

Nov. 28 . . . The water between Lock 1 and Lock 2 in the Welland Canal was lowered to check damage to the tie-up wall above Lock 1. This area was struck by the *Baltic Trader* on the 12th.

Nov. 29 . . . The *Willowglen* arrived at the St. Lawrence Cement dock in Duluth with the last cargo of cement for the season. She departed on December 2nd.

. . . Paterson's *Vandoc* was recognized in a ceremony commemorating the 160th Anniversary of the opening of the Welland Canal. The ceremony was held at Lock 3.

Nov. 30 . . . Bethlehem's *Sparrows Point* ran aground off the tip of the Door Peninsula in Lake Michigan. She was bound for Chicago with a cargo of pellets that were loaded at Escanaba. Although she is taking on water, there was no danger of sinking.

. . . Inland Steel Industrie's board of directors have approved \$20 million for capital investments to develop their Laurentian Reserve ore body near Gilbert, Minnesota. The company plans on shipping ore from the site to its Minorca taconite plant at Virginia early in 1991.

Dec. 1 . . . C.S.L.'s *Atlantic Huron, ex-Prairie Harvest* cleared the Port Weller Drydocks to load her first cargo of coal in Sandusky.

. . . The Panamanian freighter *Agios Nicolaos I* was still in Montreal. She arrived in Montreal on December 18, 1988 under the name *Feder Gulf*. (See page 50 of the March, 1989 issue and page 82 in the May issue.)

. . . Navigation was suspended on the St. Lawrence River between Quebec City and Les Escoumins. Buoys were covered with ice or had drifted out of position causing hazards to navigation.

. . . As of this date there were fifty salties in the Seaway and on the lakes with the Seaway scheduled to close on December 19th. There have been storm warnings on the lakes, forcing many ships to anchor or remain at their docks.

. . . The small Maltese-flag *Malibou* cleared Quebec City for Montreal, but was forced to return because of severe ice conditions. She wasn't powerful enough to break through the ice packs without the assistance of the icebreakers whose crews are on strike.

Dec. 2 . . . The *Henry Steinbrenner* arrived to load her last cargo of wheat at the Cargill and Peavey Elevators. The cargo will be unloaded in Cleveland and Buffalo.

. . . Ice conditions on the St. Lawrence River were deteriorating, forcing smaller vessels to remain in port or lay-up for the season. The *Stella Desgagnes* laid-up at Joseph de la Rive.

. . . Efforts continued to refloat the *Sparrows Point* off the Door Peninsula. She was lightening her cargo of pellets into two barges from Sturgeon Bay.

GREAT LAKES & SEAWAY NEWS ●

(Ed. note: Although I received several clippings about the grounding, none of them gave the date she was refloated. Reading between the lines, it appears that she was refloated on December 2nd or 3rd.)

. . . The Midwest Energy Terminal in Superior announced that it has set a new record for shipping low sulfur western coal. On November 29th the old record of 11.1 million tons which was set in 1987 was surpassed. The terminal expects to ship about 11.8 million tons this year.

Dec. 3 . . . The tanker *Enerchem Asphalt* struck the gate of the St. Lambert Lock and shut down the Seaway which was already crippled by the Coast Guard strike and severe weather. Damage to the lock gate was estimated at \$1 million. Damage to the vessel was minor. The damaged gate was replaced by the floating crane *VM/S Hercules*. The Seaway reopened on December 6th.

Dec. 4 . . . The U.S. Coast Guard buoy tender *Mesquite* went aground near the Keweenaw Peninsula off Copper Harbor. The *Mesquite*, usually based at Charlevoix, Michigan was working in Lake Superior as a replacement for the *Sundew*, which was down for maintenance. The *Mesquite* had just removed a buoy and was pulling away from the area when she grounded. The grounding opened a hole in the engine room which flooded. The two lake pilots onboard the Indian freighter *Mengal Desai*, assisted Capt. Pohonerkar in answering the *Mesquite's* distress call. All crewmen were taken aboard the *Desai*, with only three of them injured. The *Mesquite* will remain grounded until spring.

. . . Although they were on strike, seven crewmen manned the Canadian Coast Guard cutter *Samuel Risley* and went to aid the *Mesquite*. Canadian Coast Guard crews are civilian employees of the Canadian Department of Transport and have been barred from striking by law. However, this year the government failed to legislate them essential employees and they were free to strike. They are asking for higher wages and other benefits.

. . . While downbound in the Seaway and approaching the Quebec Bridge, the *Enerchem Catalyst* lost control and drifted sideways under the bridge. Fortunately, she didn't strike the bridge.

. . . It was a very busy day at the Soo Locks with seventeen vessels passing upbound and thirteen passing downbound.

Dec. 5 . . . Inland Steel's *Edward L. Ryerson* arrived in Duluth for the first time this year to load pellets for Indiana Harbor.

. . . Navigation resumed between Quebec City and Les Escoumins during daylight hours only. Traffic is restricted to one way on alternating days.

. . . The Cyprus flag *Clipper Atlantic* went aground entering Port Colborne. There was no other information available concerning how she was refloated or the extent of damage. She passed through the canal on the 8th.

. . . Because of severe ice conditions, about 100 vessels were stalled in the Seaway. More than forty vessels were anchored east of Quebec, a dozen between Quebec City and Montreal and fifty-four above the St. Lambert Lock as far as the Welland Canal. So far the canal hasn't been effected by the strike or weather.

. . . The *Paul H. Townsend* went aground on a sand bar while entering St. Joseph harbor. She was scheduled to unload at LaFarge Cement. She was able to free herself with

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no damage. Recent storms on Lake Michigan were blamed for the build up of sand at the entrance.

Dec. 6 . . . *Kinsman Enterprise* arrived in Duluth to load her last cargo of the season for Buffalo. She departed Peavey Elevator that evening.

Dec. 7 . . . The *Sparrows Point* arrived at Bay Shipbuilding for repairs. She was drydocked on the 11th for temporary repairs. She will be placed on the blocks in the spring for repairs. Damages were not as extensive as first thought.

. . . The saltie *Pacific Trader* was the last saltie to pass upbound in the Seaway. She was bound for Detroit, but was forced to turn around in Lake St. Louis when it was decided that she couldn't make the round trip from Quebec City before the Seaway closed on December 19th. The remainder of the salties scheduled to enter the Seaway have been cancelled for the season.

Dec. 8 . . . Capt. S.V. Pohonerkar of the *Mengal Desai* was honored by the U.S. Coast Guard in Duluth for assisting in the rescue of the *Mesquite's* crew.

. . . The crew of the container ship *Capitaine Torres* abandoned ship in the Gulf of St. Lawrence. Heavy seas caused the cargo of containers to shift. The Canadian Coast Guard responded to her distress calls and found two life rafts, but no survivors of the twenty-three crewmen. She had passed down in the Welland Canal on December 1st.

. . . A distress call was also received from the small cargo vessel *Johanna B.* in the Gulf of St. Lawrence, but no trace of the vessel or her crew of sixteen was found.

. . . The barge *Capt. Edward V. Smith, ex-Adam E. Cornelius* broke free from her tug *Arctic Nanook* off Gaspé Peninsula. By December 13th she was about ten kilometers from the village of Cheticamp, N.S. and still adrift. She was heading for shore when her anchor finally held. The tug was able to get a line secured and they got underway for Souris, P.E.I.

. . . In the same storm that sank the *Torres* and *Johanna B.*, a Canadian fishing vessel was lost, but several crewmen were rescued. The Canadian Coast Guard reported thirty foot seas and force 12 winds during the storm.

Dec. 9 . . . The conversion of the maritime training ship *Empire State, ex-Mormactide* was completed at Bay Shipbuilding and she cleared for the east coast.

Dec. 10. . . The saltie *Rose Islands* passed upbound in the Welland Canal for Thunder Bay. She was expected to be the last saltie to pass upbound in the canal this season.

Dec. 11 . . . Weekend storms on Lake Superior pounded the *Mesquite* into a total wreck. Seas of up to ten feet cracked her hull, toppled her mast and broke her rudder off. A ruptured fuel tank is now leaking oil into the lake. Efforts will continue to remove all fuel oil from the wreck as well as all salvageable gear.

. . . The *Canada Marquis* cleared Duluth to close the international shipping season. She cleared with 24,383 metric tons of wheat for Italy.

Dec. 13. . . The *Henry Steinbrenner* arrived to lay-up at the Lakefront dock in Toledo. This winter she will enter Merce Shipyard for her 5-year inspection.

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. . . The *Rose Islands* was the last saltie to pass downbound at the Soo.

. . . Wellington Towing's tug *Chippewa* was assisting 1,000-footers in the lower St. Marys River where ice was six to eight inches thick and getting worse as the temperatures continued stay below zero.

. . . The Great Lakes shipping season was supposed to run another month with as many as forty U.S. registered vessels planning to stay in operation. The National Weather Service warned of ice accumulations in the lower St. Marys River, Escanaba, Green Bay and other restricted waterways. The U.S. Coast Guard's icebreaking capability is limited this year because the *Mackinaw* remains drydocked for repairs. Record cold temperatures are causing rivers in Lake Erie ports to freeze earlier than normal.

. . . The *J.L. Mauthe* arrived in Duluth to load the last cargo of wheat at the Harvest States Elevator. She cleared on the 15th for Buffalo and will lay-up at Rouge Steel in Dearborn for the winter.

Dec. 15 . . . C.S.L.'s *Rimouski* entered Port Weller Drydock.

. . . The *Empire State* cleared Ogdensburg, N.Y. after docking yesterday for engine repairs. She ran aground on a sandbar in the St. Lawrence River and was refloated two days later by the tugs *Glenbrook*, *Evens McKeil* and *Angus M.* During refloating operations there was a minor accident on the *Angus M.* and the tug requested an ambulance to meet them when they docked at Ogdensburg.



Photo by Skip Gillham

The ROSE ISLANDS was the last saltie in the Welland Canal on December 16, 1989.

● GREAT LAKES & SEAWAY NEWS

. . . The Canadian government passed legislation ordering the Coast Guard crews back to work. Conditions in the Seaway continue to worsen with several lakers and salties in the system.

Dec. 17 . . . The U.S. Coast Guard's *Neah Bay* was removing summer buoys above Cote St. Catharine Lock. The tugs *W.N. Twolan*, *Sinmac* and *La Prairie* were breaking ice between the St. Lambert and Beauharnois Locks as there are still several vessels still in the Seaway.

Dec. 18 . . . The *Philip R. Clarke* unloaded the last cargo of stone for the season at the Hallett dock in Duluth. The next day she loaded the last cargo of coal at the Midwest Energy Terminal. She cleared on the 20th for Marquette.

Dec. 19 . . . The *Mesabi Miner* loaded 51,058 tons of pellets at Taconite Harbor for Lorain, Ohio and closed that port for the season.

. . . The tanker *Coastal Canada*, a) *B.A. Peerless*, b) *Gulf Canada*, cleared Halifax, N.S. under tow of the Russian tug *Gigant* for possible scrapping in Pakistan. She had been laid up in Halifax since January 12, 1989.

. . . Jerry Walter reports that the *Wilfred Sykes* closed the port of Grand Haven. Twenty-four (16 U.S. and 8 Canadian) accounted for 116 cargoes this year.

. . . This was the original closing date for the Seaway, however about a dozen vessels were still in the system including the *Empire State*. The Canadian icebreakers *Pierre Radisson* and *J.E. Bernier* have entered the Seaway to break ice.

Dec. 20 . . . The *Armco* was the first vessel to arrive at the Twin Ports for lay-up. She was followed by the *William J. DeLancey*.

. . . The *J. W. McGiffin* arrived at Port Weller Drydocks.

Dec. 21. . . The *Enerchem Avance* was the last vessel to pass upbound in the Eisenhower Lock with a cargo of lubricating oil for Sarnia.

. . . The Indiana Harbor arrived to load pellets at the Burlington Northern ore docks. She cleared for Ashtabula on the 22nd to close the Twin Ports shipping season.

. . . The tanker *Enerchem Travailleur* was stuck in the St. Marys River ice at the Rock Cut. It took the *Samuel Risley* and the tug *Chippewa* fifteen hours to free her.

. . . The Corps of Engineers announced that the Soo Locks will close on December 28 which is about three weeks early due to heavy ice. Brash ice in both channels around Neebish Island was reported to be eighteen feet thick. The icebreakers *Samuel Risley*, *Biscayne Bay* are working and will be joined by the *Katmai Bay*.

. . . The U.S. Coast Guard has established a 100 yard zone around the *Mesquite* to prevent people from removing equipment from the vessel. Those entering without permission are subject to heavy penalties.

. . . The *Agios Nicolaos I*, ex-*Feder Gulf* cleared Montreal after loading a partial cargo at the Fednav Dock. However, she only went as far as Les Escoumins and was still there at the end of the month.

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Dec. 22 . . . The *Seaway Queen* was the last vessel to pass down in the Welland Canal.

. . . The Coast Guard cutter *Sundew* returned to the Twin Ports from Bay Shipbuilding after receiving repairs.

Dec. 23 . . . The St. Lawrence Seaway closed today, bringing to an end the 1989 season. The last foreign flag vessel was the *Saskatchewan Pioneer*. The last vessel to pass was the Canadian icebreaker *J.E. Bernier*.

. . . The *Enerchem Avance* was the last vessel to pass upbound in the Welland Canal. The canal officially closed on December 24th.

. . . The West Neebish Channel in the St. Marys River was closed for the season.

. . . The *Edgar B. Speer* closed the port of Two Harbors when she loaded pellets for Gary, Indiana.

Dec. 24 . . . The *Empire State* cleared Montreal for New York. She was delayed two days at Trois-Rivieres because of bad weather.

Dec. 26 . . . The *Burns Harbor* arrived at Bay Shipbuilding for winter lay-up and her 5-year inspection.

. . . The *Clipper Atlantic* was refloated with the assistance of the tugs *Duga* and *Capt. Ioannis S.* and towed to Trois-Rivieres for inspection. There was no serious damage and she cleared for overseas two days later.

Dec. 27 . . . The *American Republic* was the last vessel to pass downbound at the Soo. The locks closed at 2400 on December 28th. An estimated 2 million tons of cargo, mostly iron ore was left undelivered in upper lake ports.

. . . Cyprus Northshore Mining opened the former Reserve Mining Company's mine at Babbitt, Minnesota.

Dec. 29 . . . The *Sparrows Point* and the *Mackinaw* came off the drydock at Bay Shipbuilding. The *Point* will re-enter the drydock in the spring.

. . . The tanker *Kiisla* went aground in Lake Erie off Buffalo. Her cargo of 6000 tons of hazardous chemicals didn't leak and she was refloated a few hours later by U.S. Coast Guard and towed into Buffalo. Inspection found a hole in the outer hull, but the inner hull wasn't damaged.

. . . The Lake Carriers' Association reported that shipments of iron ore, coal and stone were down from a year ago. Coal strikes, a slumping steel industry and bad weather in November and December were blamed for the slump.

Dec. 31 . . . For the first time in this century, a decade passed with the loss of a major U.S. vessel on the Great Lakes. The largest vessel to sink on the lakes in this decade was Dunbar & Sullivan's dredge *Niagara* which sank in Lake Superior on August 30, 1989 without loss of life.

. . . U.S. Steel's *Roger Blough*, *Arthur M. Anderson* and *Philip R. Clarke* were making runs between Escanaba and Gary, Indiana. They were expected to operate until January 15th.

 ● GREAT LAKES & SEAWAY NEWS

Miscellaneous. . .

The tug *Lorna B.* was reported to have foundered off Alaska on August 19th. The British tug is remembered as having towed the Canadian icebreakers *D'Iberville* and *N.B. McLean* from Sorel last February to Kaohsiung, a journey that lasted five months.

Robert S. Stanley and *Ralph H. Watson* arrived in Aliaga, Turkey under tow of *Fairplay IX* on June 19th. The tow cleared Sorel on May 16th.

. . . The former Canadian icebreaker/buoy tender *Wolfe*, which was renamed *1100*, arrived in Kaosiung on February 2, 1989 for scrapping.

The following list of salties have been sold and all have made at least one trip into the Great Lakes.

. . . The Cypriot-flag bulker *Blue Diamond*, owned by Overlink Maritime Inc., was sold to undisclosed interests. She also made trips under the name *Asia Hawk*.

. . . The Danish-flag bulk carrier *Dan Bauta*, owned by J. Lauretizen has been reported sold to Norwegian interests. Under that name she made a single trip into the lakes, but she made several trips under the name *Nosira Lin*.

. . . The Maltese-flag bulk carrier *Pearl*, owned by Geomar Ltd., U.K., was sold to undisclosed interests. She made several trips under the names *Transocean Pearl* and *Federal St. Clair*.

Corrections . . .

. . . On page 107 of the July, 1989 issue, it should read on April 11th: *Atlantic Erie*, ex-*Hon. Paul Martin* arrived in Contrecoeur for the first time . . .

. . . One April 18th) it should read: Tha Panamanian-flag *Mela*, a regular visitor to the lakes was seen for the first time with the name *Louis Dreyfus* painted in large letters on her hull. She is owned by Malda Maritime Inc., a subsidiary of Buries Markes Ltd. and Louis Dreyfus & Cie is an affiliate French firm.

. . . On page 19 in the January issue, the tug *Anglian Lady* was misspelled as *Anglican Lady*. To our knowledge there are no religious-affiliated tugs operating on the lakes. For future trivia players, *Anglian* is the dialect spoken by the Angles, especially the Old English of Northumbria.

 Great Lakes Calendar:

March 16th-G.L.M.I. Entertainment meeting at 8:00 p.m. Mr. Robert Frederick will speak on self-unloaders.

April 12th- G.L.M.I. Board Of Directors meeting at 7:00 p.m. at museum.

April 21-29th-G.L.M.I. Annual Model Shipbuilding Contest at museum.

May 18th-G.L.M.I. Entertainment meeting at 8:00 p.m. Guest speaker will be Mr. Robert MacDonald on the port and ships of Erie, PA.

May 28th-Cruise to Port Huron on the Bob-Lo boats.

June 2nd-Maritime Flea Market from 10-3 p.m. at the Port Huron Museum of Arts & History, 1115 Sixth St., Port Huron, MI. (313) 982-0891.

June 14th-G.L.M.I. Board of Directors meetings at 7:00 p.m.

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.

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

