



# Telescope

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GREAT LAKES  
MARITIME  
INSTITUTE

DOSSIN GREAT LAKES MUSEUM  
Belle Isle, Detroit, Michigan 48207

## MEMBERSHIP NOTES ●

With the interest in sport diving increasing each year, members maybe interested in a *Divers Guide to Michigan* by Steve Harrington. This 300-page book provides basic information about various wrecks including Loran coordinates, drawings, photos, diving conditions and skill levels. Divers will want to study this book in planning new trips. Other sections include are the bottomland preserves, inland dive sites, and a section detailing the diving laws. The last section lists accommodations, dive charters and shops. This book is available at the museum or can be ordered for \$19.95 plus \$2.50 UPS postage. G.L.M.I. members receive a 10% discount on purchases over \$10.00

Institute member Peter Carr sent along copies of steamship passes from his collection. Periodically we'll print steamship passes, advertising blotters and other steamship memorabilia, providing it can be reproduced in black and white.

The passenger ships on the back cover of the January issue were the *North* and *South American*, *City of Grand Rapids* and the *Greater Buffalo* at the Soo Locks in the 1930's.

## MEETING NOTICES ●

Mr. Robert MacDonald will be our guest speaker on Friday, May 18th at 8:00 p.m. at the museum. The topic of his program will be "Erie - The Lake and the Port".

Future Board of Director meetings are scheduled for Thursdays June 14th and August 9th at 7:00 p.m. at the museum. There are no meetings scheduled in July.

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Back Cover Photo: <i>Schuylkill</i> (US 116526). Built in 1892 at Cleveland, OH. Measured 274.8 x 40.4 x 13.3; 2205 gross tons and 1819 net tons. Left the Great Lakes for Atlantic coast in November, 1916. Reconstructed for ocean service and changed to 2720 gross tons. Torpedoed and sunk on first trip into the Mediterranean Sea on November 21, 1917. □		

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**OUR COVER PHOTO** . . . With the decline in the number of lake ships, boat watchers seldom see two ships within minutes of each other. This photo of Algoma's *V.W. Scully* was taken by Mike Crawford in October, 1986 when she was downbound in the Livingstone Channel. In 1987 the *Scully* was renamed *Algosound*. □

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

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## THE SMALLEST 500-FOOTERS

by  
GARY DEWAR  
Part I

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In June of 1892, the Minnesota Steamship Company's *Mariposa* and *Maritana* entered the water, and for the first time bulk carriers displaced package freighters as the largest vessels on the Great Lakes.\*

The change was indicative of the shifting cargo patterns of the times. Only within the last decade had iron ore surpassed grain as the most important commodity in lakes transportation. Fed by the great Mesabi Range, which began shipping that very year, it soon would grow to dominate the trade.

The size of these "coarse freight steamers" grew accordingly: the *Centurian* in 1893; the *Victory* and *Zenith City*, 400 feet long in 1895; a whole fleet of seven steamers and three consort barges in 1896 for the new Bessemer Steamship Company, and further Bessemer steamers in 1898 and 1899.

During the 1900 season this development was capped by the appearance of the four *James J. Hill* class ships of Wolvin's American Steamship Company, the *Hill*, *John W. Gates*, *William Edenborn* and *Isaac L. Ellwood*. They were, nominally and for practical purposes, the first 500-footers, although their actual overall length was 497 feet.

Four years later, the *Augustus B. Wolvin* established new standards for freighter size and design.

On May 5, 1904, twenty-six days after the *Wolvin* went down the ways at Lorain, the same yard launched their next hull, the *Sahara*. She was three feet shorter and a foot less in depth than the *Hill* and her sisters, but she had the new arch construction, and hatches on twelve-foot centers with telescoping steel covers. She was the forerunner of a group of smaller modern carriers based on the general dimensions of the *Hill* class.

The *Sahara* was built for the account of George Ashley Tomlinson of Duluth, who had started in 1902 to build one of the largest and most modern of the independent bulk fleets. She was registered to the Globe Steamship Company, and sailed for her entire career in the same fleet. After G.A. Tomlinson's death in 1942, his vessels were managed by Warren C. Jones as "The Tomlinson Fleet" until August 1954, when the various companies were consolidated and incorporated as the Tomlinson Fleet Corporation. Renamed *Cuyler Adams* in 1913, the steamer was sold in 1960 to Marine Salvage Ltd., and resold to The Steel Company of Canada Ltd., who cut her up at their plant in Hamilton, Ontario.

The *Ball Brothers*, launched at the same yard for the same owners on December 12th of the same year, was an even 500 feet long, and

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\*Based on registered tonnages. The bulk steamer *E.C. Pope* of 1891 was larger in two dimensions than the package freighter *Susquehanna* of 1886, but had lower tonnages:

<i>Maritana</i>	2957 GRT	2429 NRT	348'0" LOA x 45'0" x 24'8½"
<i>Susquehanna</i>	2781 GRT	2347 NRT	326'6" LOA x 40'0" x 25'2"
<i>E.C. Pope</i>	2637 Grt	2064 NRT	332'0" LOA x 42'0" x 24'0"





Pesha Photo/Dossin Museum Coll.



McDonald Coll./Dossin Museum

*Top: The SAHARA was built in 1902 for G.A. Tomlinson and sailed her entire career in the same fleet. Bottom: In 1913 the SAHARA was renamed CUYLER ADAMS. She was sold for scrap in 1960.*

matched the *Hill's* beam and depth. Like the *Sahara*, she remained in the Tomlinson organization until September, 1963, when she too was sold to Marine Salvage and then to Stelco for scrapping.

The American Ship Building Company's Lorain yard also launched the *Philip Minch* on March 18, 1905 for The Kinsman Transit Company of Cleveland, managed by Henry Steinbrenner. Hers was another mostly uneventful career spent with her original owners. She was given new Scotch boilers in 1928, and was transferred on June 24, 1963 to a new Kinsman Marine Transit Company, still controlled by Steinbrenner family interests.

The Ship Exchange Act of 1965 provided that the U.S. Maritime Administration no longer could sell vessels of its Reserve Fleet outright, but might dispose of them in exchange, or partial exchange, for other existing vessels of the U.S. Merchant Marine. In response, several American salt water operators acquired obsolete and inactive Great Lakes hulls, and traded them in to the Administration. MarAd then would offer them for sale at their scrap value, with the stipulation that they not be operated or resold for operation, and would apply the proceeds to the account of the exchanging company, against the price of a ship from the Reserve Fleet.

Sea-Land Services, Inc. of New York, bought the *Philip Minch* early in 1969 and traded her in under the Exchange program. Later in the same year, an affiliated concern, Oxford Shipping Corporation, purchased her from MarAd, and sold her to Recuperaciones Submarinas SA for scrapping at Santander, Spain, where she arrived in tow on September 27th.

The Craig Shipbuilding Company launched the *James P. Walsh* at Toledo on May 6, 1905. Eight and a half feet longer than the *Ball Brothers* and the *Minch*, but alike in other dimensions, she was unusual among bulkers built after 1904 in still having stanchions and beams in her cargo hold rather than upper deck arches. She was built for the Ohio Steamship Company of Cleveland, managed by Charles O. Jenkins.

Hutchinson and Company took over management of the *Walsh* in January 1911, and their Pioneer Steamship Company bought her in 1916. During the following winter she was rebuilt to arch construction by the

Rud Machine Company, a Hutchinson subsidiary at Cleveland. New Scotch boilers were installed in 1928. The *Walsh* remained in the Hutchinson fleet until June 1960, when they sold her to Afram Brothers, Inc. for scrap. The new owners cut off her upper works at Milwaukee, then resold her the next April to Eisen and Metall AG, of West Germany. She was loaded with a cargo of scrap steel, and towed to Hamburg to be cut up, arriving on June 18th.

The *Stephen M. Clement* was launched at Lorain on May 20, 1905. She sailed on her maiden trip on June 24th, for the Buffalo and Susquehanna Steamship Company. Controlled by principals of the Buffalo and Susquehanna Railroad and the Buffalo and Susquehanna Coal Company, and managed by John Mitchell of Cleveland, the company's name was shortened to Buffalo Steamship Company in 1911. It remained under Mitchell's management after the sale of his older vessels at the end of 1915. After Captain Mitchell's death in April 1920, his son, Ralph D., operated its four vessels for a time, then sold them in August 1922 to the American Steamship Company. This concern - not to be confused with Wolvin's company of the same name, which had been merged into the Steel Trust in 1901 - was owned by the Buffalo grain dealers and vessel managers, Boland and Cornelius.

The *Clement* sailed under several names for BoCo, who became notorious for complex shufflings of their vessel names, in the 1930s and again in the 1950s. She was rechristened *United States Gypsum (i)* in 1931, *John J. Boland (ii)* in 1939, and *Niagara Mohawk* in May 1953.

The Kinsman Marine Transit Company bought the *Niagara Mohawk* in December 1965 and bought her out the next spring as the *Peavey Pioneer*. After only a few trips, she went aground at Ashland, Wisconsin. Dry-docked at Superior, she was found to have damaged so many bottom plates that she was deemed a constructive total loss and laid up there.

The Waterman Steamship Company of New York bought her in August, and turned her over to the Maritime Administration in November under the Ship Exchange Act. MarAd sold her the same month to the Hyman-Michaels Company, Inc., who dismantled her at Duluth in 1969, hurrying to meet a contractual deadline of December 31st.

At Cleveland on June 29, 1905, American Ship Building launched the *William A. Paine* for The Pioneer Steamship Company. She left the yard on August 7th, and sailed in the service of the Hutchinson fleet through 1960. In April of 1961 - Pioneer Steamship's last year of operations - Marine Salvage bought the *Paine* and resold her to Italian breakers, Societe A.R.D.E.M. SA. She arrived at Genoa in tow on October 4th.

The Detroit Ship Building Company launched the *W.K. Bixby* at Wyandotte on November 15, 1905, for Maurice B. McMillan's National Steamship Company of Detroit. Those owners sold her on April 12, 1920 to the Minnesota Steamship Company, a subsidiary of The C. Reiss Coal Company, Sheboygan, Wisconsin, who renamed her *J.L. Reiss*. The next March, they transferred her to the Reiss Steamship Company.

(There were two Reiss Steamship Companies during this period. The first was formed in January, 1916 to purchase the four vessels of the Peavey Steamship Company. It was managed for two years by R.A. Williams and F.I. Kennedy, both of Cleveland. In January,

1920 it was merged into the North American Steamship Company, and restructured as the Reiss Steamship Company in March, 1921. All these firms were interests of Reiss Coal.)

During the winter of 1932-33, the owners had the *J.L. Reiss* converted to a conveyor-type self-unloader by the Manitowoc Shipbuilding Corporation.

The Reiss Coal firm sold Reiss Steamship in June, 1969 to the American Steamship Company of Buffalo, by then a subsidiary of the Oswego Shipping Corporation, New York, but still managed by Boland and Cornelius. They continued to operate the Reiss fleet as a division, but sold the *J.L. Reiss* in mid-1971 to the Erie Sand Steamship Company of Erie, Pennsylvania, in which the Koppers Company of Pittsburgh held a controlling interest at that time. She was idle during that season, but came out the next spring as *Sidney E. Smith, Jr. (ii)*, looking trim in her new green and buff colors.

Just before two o'clock on the morning of June 5th, the *Smith* was upbound in the St. Clair River, passing Port Huron, on



*AmShip* launched the PHILIP MINCH for Kinsman Transit in 1905. She spent her entire career with her original owners.





Photo by Bob Zclenznik

Photo by Norman Hart

*Top: The SIDNEY E. SMITH, JR. upbound in the Detroit River on June 4, 1972. Bottom: The PARKER EVANS anchored in the St. Clair River after the collision.*

her way to Lime Island with a cargo of 6,200 tons of coal. As she entered the Huron Cut, just below the Blue Water Bridge, the strong currents caught her bow and swung her into the path of the downbound *Parker Evans*, which struck her near the forward end of the spar deck, on the starboard side. She quickly settled and turned onto that side, near the American shore, but within the shipping channel, almost under the bridge.

The width of the channel at that point is only a little more than 600 feet, so the *Smith* presented a serious obstacle. Moreover, not only were the ten mile an hour current and the wakes of passing vessels threatening to draw the wreck farther into the river, but the current's scouring action was creating a hole under the bow, which eventually reached a depth of ninety feet or more. On June 22nd, during a storm spawned by Hurricane Agnes, the hull broke about 200 feet from the stern and the bow sank into the hole.

The owners had abandoned the vessel as a total loss. Because of the acute hazard to navigation and the unstable nature of the wreck, the U.S. Army Corps of Engineers assumed responsibility for its clearance, and the U.S. Navy was directed to conduct salvage operations. Meanwhile, vessel traffic from a mile above the wreck to a mile below was limited to one-way, alternately upbound and downbound in daylight and upbound only during hours of darkness, and speed was sharply restricted.

The Navy began actual salvage work on June 28th. All hatch openings had to be covered with steel bulkheads, the break in the hull bulkheaded and the hole in the starboard side patched, and all other openings sealed. Most of the cargo had been carried away by the current and presented no problem. Steel cables were embedded in 100-ton concrete anchors sunk as much as ninety feet into the ground ashore.

When the after section had been made watertight, styrofoam was pumped into it to expel the water and create buoyancy, and huge winches ashore began to pull on cables attached to its upper side. Pulling operations started on July 20th, and by August 6th, the 200-foot section had been floated, stabilized at a ten-degree list, and brought alongside the dock.

The forward end presented far greater difficulties and risks. Besides its precarious position, it was larger by half, and contained the top-heavy unloading gear. The wreckage of the boom had to be cut up and lifted free of the wreck. Four 100-foot by three-foot cylindrical steel caissons were sunk alongside the bottom of the hull, with access ports to allow the divers to work. Pulling on the forward section was begun on September 21st. In less than a week it had been moved sufficiently to permit reopening of the full channel.

The Engineers contracted with Reid Aggregates Ltd. of Sarnia to remove and dispose of both halves of the wreck for \$259,000. Both were towed to the Government Dock in Sarnia, the after end in November and the forward the next April. Later they were sunk off Sarnia Bay, in a trench thirty feet deep, eighty feet from shore, to provide a breakwall and a base for landfill to accommodate future development.

Total cost of the salvage operation to the federal government had been \$5,277,000. On November 28th, federal court judge approved an out-of-court settlement requiring the *Smith's* owners to reimburse the government for \$3,218,000 of the costs, and the Canadian owners of the *Parker Evans* to pay \$218,000, with no admission of negligence by either party.

A lasting effect of the accident was the prohibition of two-way traffic in the Huron Cut.

The *Eugene Zimmerman*, duplicate of the *James P. Walsh*, was launched at Toledo by Craig Shipbuilding on January 18, 1906, for L.S. Sullivan, also of Toledo, an operator of wooden steamers and barges. On her maiden voyage, while upbound in the St. Marys River with a cargo of coal on April 14th, she collided with the downbound steamer *Saxona*, and settled in twenty feet of water on the Canadian side of the river. There were no casualties in the accident, and the *Zimmerman* was refloated in the latter part of May, repaired at AmShip's Cleveland yard, and returned to service on the 10th of July.

Sullivan sold the *Zimmerman* in 1911 to the Toledo Steamship Company, owned by Thomas Adams of Detroit and John and George Craig of Toledo, and managed by John Craig. They operated her under her original name for five seasons.





Dossin Museum Coll.

*Originally launched as the STEPHEN M. CLEMENT, she was renamed JOHN J. BOLAND (ii) in 1939.*

The Grand Island Steamship Company, a subsidiary of The Cleveland-Cliffs Iron Company, bought the *Zimmerman* in November, 1915 and renamed her *Grand Island* in the spring. The company was restyled The Cleveland-Cliffs Steamship Company in January, 1921. They had the *Grand Island* rebuilt to arch construction, and in 1938 had new Scotch boilers installed.

Cliffs withdrew the *Grand Island* from service in July, 1960, and sold her with two fleet mates in 1963 to the Acme Scrap Metal Company of Ashtabula. A New York firm, Auxiliary Power Corporation, bought the three, and another old laker, in September.\* They renamed her *Poweraux Chris*, but failed to make any use of her, and sold her the next year to Eckhardt und Kompanie, Hamburg, West Germany. She was towed into that port on September 11, 1964, for scrapping.

The *David Z. Norton (ii)* was launched on March 10, 1906 for the Norton Transit Company, Cleveland, managed by W.C. Richardson and Company. Oglebay, Norton and Company organized The Columbia Steamship Company during the winter of 1920-1 to acquire and consolidate the one and two vessel companies of the Richardson fleet. It was restyled The Columbia Transportation Company in November 1931, and reorganized on October 31, 1957 as the Columbia Transportation Division of the Oglebay Norton Company.

The *Norton* was idle after 1959, and was sold in February, 1964 to Marine Salvage, then to A.R.D.E.M. of Genoa, where she arrived on June 4th that year.

The *Sir Thomas Shaughnessy* went into the water at Wyandotte on May 19, 1908, for the National Steamship Company of Cleveland. This company was a subsidiary of the Jenkins Steamship Company, managed by Charles O. Jenkins, and had no relation to the Detroit company of the same name, managed by McMillan, which had the

\*The others were the *Joliet*, *Marquette*, and the *Ralph S. Caulkins*.

*W.K. Bixby* built at the same yard in the same year.

Jenkins resigned as president of Jenkins Steamship in January, 1911, and was replaced as both president and manager by A.T. Kinney, who also had his own fleet of ore vessels. The new management transferred the *Shaughnessy* to the parent firm by the start of the season.

Jenkins returned as manager in 1912 and 1913, with J.J. Sullivan, who also was an officer in Hutchinson's Pioneer Steamship Company, as president. Jenkins resigned again in 1914, and Hutchinson and Company assumed the fleet's management, with James P. Walsh, a vice-president of the Pittsburgh Coal Company, becoming president of Jenkins Steamship.

In 1916, Jenkins was once again managing the fleet, and remained in control until the company was forced into bankruptcy in January of 1933. H.R. Sullivan, who had been treasurer of Jenkins Steamship for twenty years, was appointed receiver, but the vessels remained idle until disposed of to various operators.

The *Shaughnessy*, which had been extensively rebuilt at Cleveland in 1920, was sold on October 13, 1935 to Thomas Reid of Sarnia, on behalf of Robert Campbell, president of International Waterways Navigation Company Ltd., Montreal. Campbell also had been president of Sin-Mac Lines Ltd., which had failed in 1934, and was likewise head of its successor, Sincennes-McNaughton Tugs Ltd. International Waterways was one of several affiliated firms of which he was either president or managing director. One of the latter was the Mohawk Navigation Company Ltd., organized early in 1936, to which he at once transferred the *Shaughnessy*.

The *Sir Thomas Shaughnessy* operated in Canadian registry until early in 1969. She was sold while in service, through Steel Factors Ltd. of Montreal, to Spanish shipbreakers. She passed down the Seaway under her own power near the end of May, and arrived at Castellon, Spain in tow, on August 9th.

*In the next issue, we'll continue this vessel class history with the Verona and Crete.*



*The SHAUGHNESSY was sold to Canadian owners in 1935 and retained her name until she was sold for scrap in 1969.*

## A VIEW FROM A SHIP'S LOG



by  
T.S. Doyon

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Through the years, countless numbers of aging American-owned steamers were purchased by Canadian shipping interests and rescued from the scrapper's torch.

One ship from this group was the *Joan M. McCullough*, built in Lorain, Ohio in 1927 as *Hull 793*. This ship first sailed as the *William McLaughlan* for Pickands-Mather & Company and in 1966 was renamed *Samuel Mather (v)*. After forty-eight years of service for PM the *Mather* was sold to the newly formed Canadian Soo River Company and late in 1975 she was brought to Port Colborne and tied to the west wall in the Welland Canal.

Over the winter months the ship was refurbished and renamed and by April 1st, a skeleton crew had arrived to fit out their 'new' ship for her first season as the

*Joan M. McCullough*. According to the ship's log, by April 5th, the remainder of the crew had arrived and following various inspections and drills, the ship was ready to start her first trip of the 1976 season.

At 1505 hours, April 7th, they departed the west wall. While approaching the Port Colborne piers, a mere sixteen minutes after leaving the dock, Capt. John Hill was requested by the Chief Engineer to stop the engines. After sitting at anchor for half an hour, they proceeded back into port to tie up at the Valley Camp Coal dock for repairs. The next afternoon they were underway once again and set their course for Huron, Ohio.

The *McCullough* arrived at Pillsbury Elevator on the 9th shortly after lunch and commenced loading 400,412 bushels of soy beans for Toronto. Following a 24-hour trip



they tied up at Victory Mills on the evening of April 13th and began unloading the cargo. While still unloading at 8:00 the following evening, a fire was reported in the boiler room. Fire boats and trucks were called in to assist and after two hours the fire was under control. Surprisingly enough there was little damage and they resumed unloading their first cargo of the season.

They departed Toronto early in the morning of the 18th under clear skies and calm seas, bound light for Thunder Bay. After experiencing slight engine problems early in trip, they arrived at the Lake Head on the 23rd and tied up stern first at Pool #5. After seven hours of loading, the *McCullough* was shifted to the Grand Trunk Elevator where she loaded for three more hours and then moved to Pool #7 where the cargo was topped off by lunch time the next day. With one hold of barley, two holds of #3 Durham and one hold of Utility, totaling close to 500,000 bushels, the *McCullough* departed Thunder Bay with a bright clear sky and started the

six day trip through four of the Great Lakes and numerous locks and rivers to the port of Montreal where they discharged the cargo at #3 and #4 elevators. So ended the first month of the *Joan M. McCullough's* new life on the lakes.

Many of the trips through the season were routine and uneventful with a few exceptions. On May 10th, while enroute from Sept Iles to Buffalo with 13,000 tons of iron ore pellets on board, a deckhand was seriously injured while working. Fortunately, the *McCullough* was approaching the Iroquois Lock and the deckhand was put ashore and taken to Brockville Hospital.

On the 30th of May, less than an hour after leaving the St. Lambert Lock while enroute to Quebec, the *McCullough's* steering gear failed and they dropped anchor to investigate the problem. After forty minutes the engineers found no visible reason for the failure so they hove anchor and proceeded on.

On September 9th the *McCullough* was in Baie Comeau attempting, with the aid of the



Dossin Museum Coll.

The WM. MCLAUGHLAN, built at Lorain, Ohio in 1927 for Pickands Mather. In 1966 she was renamed SAMUEL MATHER (v).



Peter Worden/Dossin Museum Coll.

*In 1975 Pickands-Mather sold her to the Soo River Company and they renamed her JOAN M. MCCULLOUGH.*

tug *Pt. Vibert*, to shift from one elevator to another so the remainder of her 467,000 bushels of Canadian wheat could be unloaded. While coming around to line up with the dock, the pilot onboard ordered the tug full back up. The tug line broke, causing the ship to go on the rocks and punched a hole in the forward peak on the starboard side. They finally docked, unloaded the rest of the cargo and departed early the next day for Vickers Dry Dock in Montreal where they spent nine days undergoing repairs.

After loading her 22nd cargo in Thunder Bay, the *McCullough* made her way to Owen Sound to lay up for the winter. She arrived on the 16th of December and the crew was immediately paid off.

Four months later, on April 24th, the *McCullough* left Owen Sound light and proceeded to Thunder Bay to start the 1977 season. Over the next six years the *McCullough* continued her runs to U.S.

and Canadian ports, carrying her cargoes of wheat, grain, soy beans, corn, iron ore, coke from U.S. ports to Contracoeur and even a few cargoes of cement from Clarkson, Ontario and Montreal to Duluth.

Following the demise of the Soo River Company, the *McCullough's* ownership was transferred to Parrish & Heimbecker Feed Mills and she was renamed *Birchglen* late in the 1982 season. There she remained with her sailing days interrupted by numerous mid-season lay-ups.

Finally after a lengthy stay in Midland, the *Birchglen* was towed to Toronto in October, 1987 where she spent the winter as a storage barge only to be unloaded in the spring and taken in tow towards an east coast scrap yard. Another of our romantic old steamer slips away. □

*On the following page is a summary of the 1976 season when the McCullough visited sixteen ports, including four in the United States.*

Trip Number	Loading Port	Unloading Port & Cargo
1	Huron	Toronto-soya beans 400,000 bushels
2	Thunder Bay	Montreal-mixed grain 473,000 bushels
3	Sept. Iles	Buffalo-iron ore pellets 13,000 tons
4	Thunder Bay	Quebec-Durham 500,000 bushels
5	Sept. Iles	Buffalo-iron ore pellets 13,000 tons
6	Thunder Bay	Montreal-mixed grain 500,000 bushels
7	Sept. Iles	Buffalo-iron ore pellets 13,000 tons
8	Thunder Bay	Midland-Durham 500,000 bushels
9	Thunder Bay	Montreal-mixed grain 500,000 bushels
10	Sept. Iles	Buffalo-iron ore pellets 13,000 tons
11	Sept. Iles	Buffalo-iron ore pellets 13,000 tons
12	Pt. Noire	Lorain-iron ore pellets 13,000 tons
13	Goderich	Baie Comeau-wheat 500,000 bushels
14	Pt. Noire	Hamilton-iron ore pellets 13,000 tons
15	Thunder Bay	Montreal-mixed grain 500,000 bushels
16	Prescott	Montreal-mixed grain 500,000 bushels
17	Sept. Iles	Buffalo-iron ore pellets 13,000 tons
18	Huron	Prescott-corn 500,000 bushels
19	Huron	Prescott-corn 500,000 bushels
20	Montreal	Buffalo-iron ore pellets 13,000 tons
21	Toledo	Prescott-corn 500,000 bushels
22	Thunder Bay	Owen Sound-mixed grain 400,000 bushels



*Following the demise of the Soo River Company, she was transferred to P & H and renamed BIRCHGLEN in 1982.*



## GREAT LAKES LIGHTHOUSES

### GRAY'S REEF LIGHT

Located west of the Straits of Mackinac, Gray's Reef was a serious threat to navigation and received one of the earliest lightships for Great Lakes service in October, 1891. The lightship was replaced by the tower in 1936 and this design was typical of lights built for manned stations on isolated reefs. The light (identical to the light at Minneapolis Shoal) rests on a concrete pier, measuring 64 feet square by 30 feet high. The light tower measures 30 feet square and 15 feet tall, surmounted by a steel tower, 17 feet tall to the parapet and tapers to 10 feet square at the top. The Fourth Order Fresnel lens is encased in a round steel lantern, 8 feet in diameter. □



Photo by Leo Kuschel

# STEAMSHIP PASSES FOR GREAT LAKES TRAVEL

From the Collection of  
PETER CARR

**THE RICHELIEU & ONTARIO NAVIGATION CO.**  
1833

Pass *H. S. Phelps Esq*  
BEETWEEN *Port* & *Port*  
*Chicago West Island & Pacific By way*  
*J. Schellert*  
*Manager* *President*

**DETROIT & CLEVELAND**  
NAVIGATION COMPANY  
1901

PASS *MR. F. A. DURBAN*  
GEN. COUNSEL, MAR. COL. & CLEV. R.R.  
no. 694  
*Stewart*  
GENERAL MANAGER

**LAKE MICHIGAN & LAKE SUPERIOR**  
TRANSPORTATION COMPANY

Pass *G. W. Kramer, V.P.*  
*Coll. Duland By*  
No. 49  
*W. H. Sinner*  
Genl. Mgr.

**Grand Trunk Western**

Pass *Mrs. H. P. Scheiman, wife, Asst. J. P. Ross*  
Account *Grand Rapids & Indiana Ry*  
17  
*J. P. Ross*

**GRAHAM & MORTON LINE**  
1908

Pass *G. F. Beyer, V.P.*  
*Wholesale Dist. Reg. Co.*  
No. 485  
*J. M. Mott*  
PRESIDENT

**GRAND TRUNK MILWAUKEE CAR FERRY COMPANY**

1953-1954 FA 118

PASS *Mr. E. F. Flinn -*  
ACCOUNT *Asst. General Freight Agent*  
*G.T.W. R.R.*

BETWEEN **MUSKEGON and MILWAUKEE \***

UNTIL DECEMBER 31ST, 1954 (UNLESS OTHERWISE ORDERED AND VALID ONLY WHEN COUNTERSIGNED BY A. J. GIGNAC, T. T. UEBRICK OR M. M. MACPHERSON)

COUNTERSIGNED BY *M. M. MacPherson* PRESIDENT

**Goodrich Transit Company**  
1927

Pass *Mr. V. General*  
CHICAGO

**GOODRICH LINE STEAMERS**

No. X 2317  
MIDLAND RY. CO.

OVER ENTIRE SYSTEM  
UNTIL DECEMBER 31ST UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK  
VALID WHEN COUNTERSIGNED BY R. W. THORP, OR R. J. WEIMER

COUNTERSIGNED BY *R. W. Thorp* PRESIDENT & GEN. MGR

**GOODRICH STEAMSHIP LINES**

**GOODRICH TRANSIT COMPANY**  
GEORGE F. GETT AND EDW. E. TAYLOR, RECEIVERS

1931 No. X 2845

PASS *Mr. D. E. Ferner,*  
Supt. Passenger Service,  
C. S. S. & B. R. RAILROAD.

VALID WHEN COUNTERSIGNED BY GEORGE F. GETT AND EDW. E. TAYLOR OR MYSELF.

COUNTERSIGNED BY *George F. Gett* *Edw. E. Taylor*  
MANAGER FOR RECEIVERS



Pass *H. Aguas to Lady*



**THE CEDAR POINT RESORT COMPANY**  
GOOD ON BOATS OF CEDAR POINT LINE  
SEASON 1907

No. A 93

*E. Broeckling*  
PRESIDENT & GENL. MGR.

**CLEVELAND & BUFFALO**  
**THE TRANSIT CO.**

1932-33 2030



PASS *Mr. J. J. Doane,*  
G. P. A.  
Maine Central RR

NOT GOOD UNLESS COUNTERSIGNED BY MYSELF  
OR P. J. SWARTZ, GENERAL MANAGER.

*P. J. Swartz*  
PRESIDENT

April 1932.

**PERE MARQUETTE LINE STEAMERS**  
1931 No. 409

PASS *David G. Joyce*  
General Manager

ACCOUNT *Crofton, Martin & Northern*  
Railway Co.

VALID UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK

VALID UNLESS COUNTERSIGNED BY MYSELF OR E. H. CROW

COUNTERSIGNED

*E. H. Crow* *J. M. Cleveland*

1931

**1930 GEORGIAN BAY LINE**

PASS *MR. J. EDW. REILLY*

ACCOUNT *General Western Passenger Agent*  
PERE MARQUETTE RAILWAY

OVER ENTIRE LINE

DURING SEASON 1930

VALID UNLESS COUNTERSIGNED BY MYSELF OR J. J. JOHNSON, GENL. MGR. & BOAT PROPRIETOR & MATCH

*J. J. Johnson*  
PRESIDENT

**The Bay Transportation Company**

1934 No. 333

PASS *Neil J. Sanders*

Good during season unless otherwise ordered

**The Bay Transportation Company**

*Admiral*

1913

**Chicago and South Haven**  
**Steamship Company**

Pass *Chas. W. Graham*  
Secretary  
Central R.R. of Oregon

UNTIL CLOSE OF SEASON UNLESS OTHERWISE ORDERED

No. 426 *P. Joud*  
PRESIDENT

**Chicago Roosevelt Steamship Co.**

1940 No. 111

Pass *Mr. John E. Eisele,*  
Division Passenger Agent,  
Baltimore & Ohio R. R.  
Dayton, Ohio

UNLESS OTHERWISE ORDERED AND SUBJECT TO  
CONDITIONS ON BACK

VALID ONLY WHEN COUNTERSIGNED BY J. E. THIELL, E. J. MANNING OR MYSELF

*B. J. Markham* *Charles G. Thiel*  
COUNTERSIGNED PRESIDENT

**C&B LINE** **CLEVELAND-BUFFALO**  
**TRANSIT CO.**

1898

Pass *Mr. M. J. Mahoney*  
*J. A. Quinn & United RR*

No. 546 *P. J. Swartz*  
PRESIDENT



## DOSSIN MUSEUM'S LIBRARY NEEDS

Periodically members contact the museum, wishing to donate vessel directories or other marine journals. Mr. Sterling Berry volunteered to compile the following list of journals in the museum's

collection. If you can donate or know of other sources for donations to fill in some of our gaps, please contact the museum at 100 Strand on Belle Isle, Detroit, MI. 48207 or (313) 267-6440.

Beeson's Marine Directory of the Northwestern Lakes published from 1888-1921. Museum has: 1891-2, 1896, 1899-01, 1903, 1905, 1907, 1911-14, 1919-21.

Lynn's Marine Directory-published 1905-1919. The museum has 1917 and 1919.

Bluebook of American Shipping: Marine and Naval Directory of the U.S.-published 1895-1915. Museum has 1901.

American Bureau of Shipping-published since 1867. Museum need those printed before 1919.

Lloyd's Register of Shipping-published since 1834. Museum needs those printed before 1935 or after 1978.

List of Merchant Vessels of the U.S.-published since 1868. Museum needs those printed between 1974-9.

Book discontinued after 1979.

Canada List of Shipping-published since 1866. Museum needs those printed before 1911. Museum has 1914, 1917-20, 1922, 1924, 1926, 1928-9, 1932, 1952-3, 1955, 1957-9, 1963-4, 1987.

Greenwood's Guide to Great Lakes Shipping-published since 1960. Museum has 1973-4 and those printed after 1981.

Green's Great Lakes & Seaway Directory-published since 1909. Museum needs those printed before 1920.

Greenwood & Dill's Lakeboats-published since 1965. Museum only needs 1973 and 1976.

Know Your Ships-published since 1958. Museum only needs 1961 and 1967.

Great Lakes Redbook-published since 1902. Museum needs those printed before 1929.

Great Lakes News-published since 1915. Need:

1930-Feb., May, June, Oct.

1931-Jan., Mar., July, Aug., Nov.

1932-March

1933-Jan., March-July, Oct.

1934-January-May, July

1935-April

1936-March, Dec.

1937-have complete set

1938-July-November

1939-March

1940-Jan., Feb., June

1941-April, June

From 1942 on-museum has complete set

Great Lakes & Inland Waterways (previously titled Great Lakes News). Museum needs:

1957-Nov., Dec.

1958-January-April

1959-July-December

1961-March-December

1963-Jan., April-December

Lake Carriers' Association Bulletin-published since 1911. Museum needs the following:

1944-May

1945-May

1946-October

1947-July

1952-all

1954-Sept., Nov.

1955-June

Cliffs News-published quarterly by Cleveland-Cliffs. Museum needs those printed after 1975.

The Interlake Log-published by the Interlake Steamship Company. The museum needs those printed between 1958-1974.

Post Cliffe-published by Hall Corp. of Canada. Museum needs:

1980-Issue No. 3

1985-Issue No. 4

1986-Issue No. 3, 4

Steamboat Bill-published quarterly by the Steamship Historical Society. Museum needs:

1950-December

1952-June, Sept., Dec.

1953-June, Sept, Dec.

1954-June

1957-December

1958-June

1959-Spring, Summer

1960-Spring

1961-Winter

1962-Summer, Fall

1965-Summer

1967-Summer, Winter

1968-Spring

Scanner-published by the Toronto Marine Historical Society. Museum needs those published between 1968-1973 and the following single issues:

1974-February, May

1983-Feb.-May

1984-January

1986-mid-summer, December

1987-January and mid-summer

The museum's library contains Motor Boating and other pleasure craft publications. Listed below are Detroit manufacturers of inboard and outboard engines. The museum is looking for catalogs or records from these companies to add to the collection.

The museum has a limited number of Lloyd's Register of American Yachts. Donation of registers other than those listed below would be appreciated. The museum library contains: 1907, 1926-7, 1931, 1933-4, 1938-42, 1948-50, 1953-4, 1957, 1960-4, 1973.

Manufacturer's Name	Trade Name	Manufacturer's Name	Trade Name
Alpha Motor & Foundry Co.		Holmes-Howard Motor Co.	Holmes
Amalgamated Engine Co.	Cesco	International Motor Co.	Claus
American Engine Co.	American	Kermath Motor Co.	Kermath
Arrow Machine Works		Krupp Marine Iron Works	
Baird & Henselwood	Yale	Lisk, Geo. A.	
Baird Machine & Mfg. Co.	Yale	Magaan Air Brake Co.	Harrison
Belle Isle Motor Co.	Skidoo: L. Hummer	Major Marine Gas Engine Co.	Major Jones
Bloomstrom, C.H., Motor Co.	Bloomstrom	Maxiemotor Makers	
Caille Perfection Motor Co.	Caille	Michigan Marine Motor Corp.	Mich. Mar. Motor
Columbia Engine Co.	Columbia	Morton Motor Co.	Morton
Concrete Form & Engine Co.	Belle Isle	National United Service Co.	Simplex
Consolidated Engine Co.	Cesco	Nichoalds Co.	Nichoalds
Continental Motors Corp.		Northwestern Machine Co.	Little Tiger
Cross Gear & Engine Co.	Cross-Kysor	Packard Motor Car. Co.	Packard
Cross, M., Engine Co.	Cross	Peerless Marine Engine Co.	Peerless
Detroit Auto Engine Spec. Co.	Liberty	Pierce-Scott Motor Co.	
Detroit Auto-Marine Co.		Ray Motor Co.	Ray
Detroit Engine Works	Detroit	Reynolds Motor Co.	Reynolds
Detroit Gas Engine & Mach. Co.	Major	Scripps Motor Co.	Scripps
Detroit Marine Aero Engine Co.	Miller-Wood	Simplex Engine Co.	
Detroit Motor Supply Co.	Shadow	Smith & Baldrige Machine Co.	S & B
Dodge, Horace E., Boat Works	Dodge-Curtis	St. Clair Motor Co.	Little Skipper
DuBrie Motors Co.	DuBrie	St. Clair Motor Co.	Skipper
Emmons Specialty Co.	Oarsman	Standard Gear Co.	
Ericsson & Moon Mfg. Co.	Ericsson	Strelinger Marine Engine Co.	Various
Gilmore Motor Mfg. Co.	Gilmore	Superior Mach. & Eng. Co.	Yale
Golden, Belknap & Schwartz Co.	G.B. & S.	Thelma Motor Works	Whirlwind
Grant Marine Motor Co.	Grant Liberty	Thrall Motor Co.	Thrall Refined
Gray Motor Co.	Gray	United Mfg. Co.	Little Giant
Gray-Hawley Mfg. Co.	Little Skipper	Van Blerck Motor Co.	Van Blerck
Herrmann Engineering Co.	Small Aristocrat	Waterman Motor Co.	Waterman
Hill Diesel Engine Co.		Wayne Motor Co.	
Hill, Robert S., Co.	Victor	Wilpen Company	Brush marine
Hinkley Motor Co.			

List compiled by Max Homfeld of St. Michaels, MD.

# GREAT LAKES & SEAWAY NEWS



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

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

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C. HUDSON  
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J. VOURNAKIS

R. BEAUCHAMP  
M. B. MACKAY  
D. MERCER  
J. WALTER

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*Editor's note:* In the last few months I have received letters from members concerned about their membership or asking for information for friends to join the Institute. On at least two occasions the member's letter wasn't acted on for about three weeks because I was on vacation. To avoid delays, it would be easier to address all inquires to the Institute's post office box as it is handled on a daily basis. Mail to: P.O. Box 39201 Detroit, Michigan 48239-0201.

Jan. 1. . . *Canmar Venture* was the first vessel to arrive in Montreal and won the gold-headed cane. She is owned by Canada Maritime Ltd. and arrived from Cadiz, Spain. The gold-headed cane is awarded to the captain of the first ship to arrive in Montreal after the first of the year. The tradition goes back about 150 years.

. . . *Choctaw* was the first vessel to arrive at the port of Quebec when she tied up at the Ultramar Dock at St. Romuald. Her captain was also presented with a gold-headed cane. She loaded crude oil at Mina al Fahal, Oman and had cleared that port on November 30th.

Jan. 2. . . The damaged tanker *Kiisla* which ran aground off Buffalo on December 29th, headed for Sarnia to unload. Her outer hull was damaged in the grounding, but the inner hull remained intact. Escorted by the Canadian Coast Guard's *Griffon*, she arrived in at the Suncor dock the next day.

. . . The drought of 1988 which severely affected grain production and the failure to sign a grain contract with the Soviet Union, combined to make the 1989 shipping season one of the worst on record for Thunder Bay. Officials state that grain shipments hit a 20-year low. Ship traffic through the port of Thunder Bay dropped to 789 as compared to 956 in 1988. Foreign-registered vessel visits dropped from 89 in 1988 to 77 in 1989. However, shipments of potash, lumber and general cargo were up.

Jan. 4. . . The U.S. Coast Guard announced that they will decommission the grounded *Mesquite* on January 31, 1990. The Coast Guard will leave the *Mesquite* where she is stranded until spring when she will be scrapped. Two Lake Superior underwater preserves have expressed interest to have the cutter sunk as a diving attraction. However, Coast Guard officials state that they have not received any formal proposals from the two groups as yet.



GREAT LAKES & SEAWAY NEWS ●



J. Bascom Photo/McDonald Coll.



Skip Gillham/Dossin Museum Coll.

*Top: The IMPERIAL ACADIA rescued four fishermen in the Cabot Strait.  
Bottom: The engines from the CANADIAN PROGRESS will be used in the  
W.M. VACY ASH.*

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**● GREAT LAKES & SEAWAY NEWS**

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Jan. 7. . . *Imperial Acadia* rescued four fishermen after their fishing vessel was crushed by ice and sunk in the Cabot Straight, north of Sydney, Nova Scotia.

. . . The *Kiisla* cleared Sarnia for repairs at Sturgeon Bay, Wisconsin. She was escorted by the *Tug Malcolm*.

Jan. 8. . . A grant of \$50,000 to restore the lighthouse keeper's building at the Whitefish Point lighthouse has been approved by the State of Michigan. The funds will go to Whitefish Township, which will work with the Great Lakes Shipwreck Historical Society, operators of the museum at Whitefish Point.

. . . *Agios Nicolaos I* cleared Canadian waters after securing a cargo at Port Cartier. She has been in Canadian waters since June of 1988 as *Feder Gulf* and was renamed *Agios Nicolaos I* about a year ago.

Jan. 9. . . The U.S. Coast Guard announced that they will transfer the buoy tender *Acacia* from Grand Haven to Charlevoix in April to replace the *Mesquite*. For the first time since 1932, Grand Haven will not have a Coast Guard cutter based at that port.

Jan. 13. . . Iron Ore of Canada has announced that it will sell their Contrecoeur Terminals dock. The reason given for the sale is that the company wants to concentrate on its main activity which is the mining of iron ore.

Jan. 14. . . The Cyprus-flag bulk carrier *Charlie* cleared Montreal with a cargo of grain for Mozambique. On the 20th she reported her position as about midway between Newfoundland and the Azores. She was never heard from again. She was the former *Washu* until 1981 and *Happy Days* until 1986.

Jan. 16. . . The Gaelic Tugboat Company announced that they are discontinuing their ship assistance and harbor towing operations. The company will retain their barge operations, bunkering operations and their salvage and lightering services. Three of Gaelic's tugs have been sold to Great Lakes Towing Company. The *Wicklów* will be renamed *North Carolina*, *Patricia Hoey* will be renamed *New Hampshire* and the *Galway Bay* will be renamed *Oregon*.

Jan. 19. . . The Chicago & North Western's ore dock closed for the season when the *Philip R. Clarke* cleared with 23,151 gross tons of pellets for South Chicago. In January, 1990 the dock loaded 628,945 gross tons of pellets into twenty two vessels.

Jan. 25. . . *Algobay* was reflagged at Shelburne, Nova Scotia and her Canadian crew was discharged. She will operate in the ocean trade, possibly under the Liberian flag.

Jan. 26. . . During the convention of the International Ship Masters Association at Niagara Falls, Ontario, Capt. James Leaney was installed as Grand President. Grand President Elect was Capt. Ron Ingram. First Vice President Elect was Capt. John Wellington and Grand Secretary/Treasurer was Capt. John LaGessee.

Jan. 28. . . The two Wellington Towing tugs *Chippewa* and *Iroquois* have been sold to Great Lakes Towing. The two tugs are based at the Soo and as of this date there is no information if they will remain at the Soo. The sale included Wellington's line-handling business, but not the Wellington Towing Company.

## GREAT LAKES &amp; SEAWAY NEWS ●

Jan. 29. . . Paterson's *Ontadoc* was re-registered to Nassau while at Montreal. She cleared Montreal the next day for the Atlantic.

Feb. 1. . . *Imperial Acadia* arrived at Marystown, Newfoundland and entered the Marystown Shipyard, Ltd. for repairs. She suffered extensive damage in a storm on January 20th off Miguelon Island.

Feb. 3. . . Institute member Robert Clark's St. Lawrence Cruise Lines, Inc. has purchased the cruise ship *Colonial Explorer* from Exxon and have renamed her *Victorian Empress*. The cruise ship will join the *Canadian Empress* at Kingston, Ontario and will take week-long cruises between Kingston and Quebec City. The vessel, which is docked at Freeport, Florida was built in 1984 by Benders Shipyard at Mobile, Alabama. She is 192 feet (58.5 meters) long and has forty-nine staterooms. Information can be obtained by writing 253 Ontario St., Kingston, Ontario K7L 2Z4.

Feb. 22. . . Glendon Stewart has been named president of the Canadian portion of the St. Lawrence Seaway. He succeeds William O'Neil, who has been elected president of the 153-nation International Maritime Organization.

Feb. 24. . . The *Rimouski* came off the drydock at Port Weller.

. . . *Enerchem Catalyst* arrived at Sault Ste. Marie, Ontario. She was assisted up the St. Marys River by the *USCG Bristol Bay*. She made a second trip on February 28th, arriving at the Canadian Soo on March 1. On the second trip she was assisted by the *USCG Bramble* and experienced a considerable amount of trouble passing up the St. Marys River.

Feb. 26. . . C.S.L.'s *J. W. McGiffon* went on the drydock at Port Weller.



Dossain Museum Coll.

*The future of the MILWAUKEE CLIPPER is doubtful as she is presently in the custody of a court-appointed receiver.*



● GREAT LAKES & SEAWAY NEWS



Peter Worden/Dossin Museum Coll.



Peter Worden/Dossin Museum Coll.

*Top: The WHEAT KING on May 17, 1979. Bottom: Lloyd's Register reported the scrapping of the COLORADOS, ex-SARNIADOC.*

## GREAT LAKES &amp; SEAWAY NEWS ●

## Miscellaneous . . .

. . . Launched on December 10, 1989 was Canada Steamship Line's *CSL Atlas* at the Verolme Shipyard in Brazil. Her port of registry will be Nassau and she will fly the Bahama flag. She will join the *CSL Innovator* in the Atlantic trade. The *CSL Atlas* is 227.8 meters long with a beam of 32 meters and is a self-unloader.

. . . The engines from the *Canadian Progress* have been sold to Socnav for spare parts for *W.M. Vacy Ash*.

*Scrappings: Hull No. 1 (ex-Kinsman Enterprise)* arrived at Aliaga, Turkey on October 10th under tow of the tug *Jantar*.

. . . The *Georgian Bay* and *Sir James Dunn* arrived at Aliaga on November 16th under tow of the tug *McThunder*. (See page 22 of the January issue.)

. . . *Lloyd's Register* reported the scrapping of *Coloradas (ex-Sarniadoc)*, but the report doesn't give the date of location.

. . . *Wheat King* arrived at Chittagong on October 11th under tow of the Russian tug *Yasnyy*. She was originally sold for scrapping in 1986, but was used as a storage and transfer barge in Rotterdam until the summer of 1989. While at Rotterdam, she was named *Bulk Cat*. She cleared Rotterdam on August 22, 1989 as *Brugse I*.

. . . Selvick Marine's *John M. Selvick* towed the tug *Minnie Selvick* to Kewaunee on October 11, 1989 for scrapping.

. . . It is possible that the 85-year old *Milwaukee Clipper* may soon be scrapped. The *Clipper* is presently in the custody of a court-appointed receiver. Her owner is presently about \$1 million in debt. At a court hearing in March, creditors are expected to ask a federal judge to place the vessel up for sale.

*Sales & renames:* All vessels listed below have made at least one trip into the Great Lakes.

. . . The Cypriot-flag bulker *Saint Dimitrios* sold Norwegian and renamed *Bergen Bay*. She made trips into the lakes as *Gemini Friendship*.

. . . The Yugoslavian-flag, dry cargo vessel *Krapanj* sold Monacan interests. She made trips into the lakes as *Lyminge*.

. . . *Nosira Lin* sold to Danish interests and renamed *Dan Bauta*. *Nosira Madeleine* sold to Danish interests and renamed *Bella Dan*. *Nosira Sharon* sold to Danish interests and renamed *Berta Dan*.

. . . The Cypriot-flag bulker *Protagonistic* sold Norwegian. She was a Great Lakes visitor as *Protagonist* and *Hasselt*.

. . . The Liberian-flag *Sunwind* was sold to undisclosed interests.

. . . The Turkish-flag bulker *Ziya S.* was sold to undisclosed interests. She closed the Seaway in 1984.

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 ● GREAT LAKES & SEAWAY NEWS
 

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- . . . The Panamanian-flag *Asakaze* was sold to Norwegian interests.
- . . . The Panamanian-flag *Blue Pine* was sold to Turkish interests. She was a lakes visitor as *Choho Maru*.
- . . . The Antiguan-flag *Conti-Almania* was sold to undisclosed interests.
- . . . The Liberian-flag bulker *Cineraria* was sold Norwegian. She was a visitor as *Kalliopi II*. She was also known as *Consensus Star*, but it's not known if she made any trips into the lakes under that name.
- . . . The Bahamian-flag dry cargo ship *Catharine V* was sold to Chinese interests.
- . . . The Panamanian-flag bulker *Mount Fuji* was sold to West German interests.
- . . . The Greek-flag bulker *Ruby Star* was sold to undisclosed interests. She was a visitor to the lakes as *Atreus*.
- . . . The Norwegian-flag bulker *Staberg* was sold to other Norwegian interests. She was a visitor to the lakes as *Olympic Liberty* and *London Earl* only.
- . . . The Norwegian bulker *Staholm* was sold to other Norwegian interests. She also visited the lakes as *John M.* and *Thekos*.
- . . . The Panamanian-flag bulker *Elounda Bay* was sold to Greek interests. She visited the lakes only as *Aris* and *Akmon*.
- . . . The Liberian-flag chemical tanker *Proof Trader* was sold to undisclosed interests.
- . . . The Yugoslavian-flag bulker *Zirje* was sold to undisclosed interests.
- . . . The Norwegian-flag bulker *Consensus Sea* was sold to other Norwegian interests. She was a visitor to the lakes as *Manila Prosperity* and *Union Pioneer*. Also sold was her sister ship *Consensus Sun*. She made trips into the lakes as *Manila Prime* and *Union Peace*.

## Great Lakes Calendar . . .

May 18th-G.L.M.I. entertainment meeting at 8:00 p.m. at museum. 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, (313) 982-0891.

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

July-No G.L.M.I. meetings scheduled.

Aug. 9th-G.L.M.I. Board of Directors meeting at 7:00 p.m. at museum.

Sept. 21st-G.L.M.I. Annual Dinner at St. Clair Inn. Guest speaker will be Dr. Alex Meakin.



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

*Telescope*©, the Institute's journal, is published six times per year and covers Great Lakes topics. The Editor welcomes the opportunity to review manuscripts on Great Lakes marine history for publication, send to: G.L.M.I./Dossin Great Lakes Museum  
100 Strand on Belle Isle  
Detroit, Michigan 48207

The organization makes no payment for such material and the Editor cannot be responsible for statements by the authors of articles published.

Institute membership is available for the 1990 calendar year in these forms:

Regular-3rd class postage	\$20.00
Regular-1st class postage	\$26.00
Canadian & Foreign-1st class postage	\$26.00
U.S. Sustaining membership	\$25.00
Canadian Sustaining membership	\$31.00
Life Membership	\$200.00

Dues are payable in U.S. funds. Subscription to *Telescope*© is a benefit of membership. Single copies are priced at \$3.00 each and current year publication is limited to members only.

# GREAT LAKES MARITIME INSTITUTE

DOSSIN GREAT LAKES MUSEUM

BELLE ISLE  
DETROIT, MICHIGAN 48207

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All members are invited to submit items to the News Section. Those who contribute to this issue are listed in the News Section heading. All photos submitted to the News Section will be kept in the *Telescope* file or returned to owner if requested. The Editors must reserve the final decision for selection of items used. Please direct ALL NEWS MATERIAL to the NEWS EDITOR. ALL OTHER CORRESPONDENCE to the COORDINATING DIRECTOR.



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