



Telescope

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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ·

On Wednesday March 18th, the *Wm. Clay Ford* pilothouse will finally be opened to the public. The lower level will serve as the information center where visitors begin their tour by becoming crew members of the *Ford*. After receiving their crew assignments, visitors will go up the actual stairs into the pilothouse to become wheelmen, mates or captain. The lower level will also contain an exhibit on the history of the *Ford* that includes models of the *Edmund Fitzgerald* and *Ford* on the night of November 10, 1975.

Please note change of date: On your membership card, the date for the Curator Robert E. Lee Dinner was scheduled for September 18th. We have changed the date to Friday, September 25, 1992 at the St. Clair Inn.

MEETING NOTICES ·

The next scheduled entertainment meeting will be held on Saturday, March 21, 1992 at 11:00 a.m. at Dossin Museum. Our guest speaker will be Dr. Henry Benford from the School of Naval Architecture at the University of Michigan.

Due to the annual bike race held on the third Saturday in May on Belle Isle, the May entertainment meeting will be held on Saturday, May 16th at 8:00 pm. at the Museum of Arts & History, 1115 Sixth St., Port Huron, MI. (313) 982-0891. Our guest speaker will be Buck Longhurst talking on "The Tug Avenger: Past and Present History". Joining the GLMI will be the Marine Historical Society of Detroit and the Lake Huron Lore Society.

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OUR COVER PICTURE . . . A veteran of Great Lakes service as the *Juanita* and *Milwaukee Clipper*, she was finally withdrawn from service in 1970. Taken to Chicago to become a tourist attraction along the waterfront, permanent plans never materialized and the *Clipper* was sold and taken to her new home in Hammond, Indiana in December, 1990. This photo was taken in July, 1991 by Institute member Daniel Carlson in July, 1991.

A CLASSIC CLASS

by
GARY DEWAR
Part II

Leonard C. Hanna, (US 2011959), April 4, 1905 at Cleveland, OH.; The American SB Co. (425). 524'0" x 54'0" x 30'21/4" (504.0 x 54.0 x 30.0) 6356 GT, 4922 NT. Engine and boilers same as *Sylvania*.

The *Hanna* was built for The Mahoning Steamship Company of Cleveland, which was owned in equal parts by M.A. Hanna & Company, who also managed the vessels, and by Cambria Steel Company, of Johnstown, PA, which was itself a wholly-owned subsidiary of the Midvale Steel and Ordnance Company, Midvale, PA.

The expanding Bethlehem Steel Corporation bought Cambria Steel in 1923. Bethlehem organized the Bethlehem Transportation Corporation late in 1924 to manage most of its vessels, but those in the Mahoning company remained in the Hanna fleet through the 1928 season.

The *Hanna* was reboilered in 1942 with two water tube boilers, and fitted with stokers. In 1947, her cargo hold was rebuilt, and her thirty hatches, each 9' by 35', were replaced with sixteen, 10'9" by 35', at 24-foot centers, but with telescoping covers, rather than the one-piece covers usually installed during such modifications. Probably at this time, a "doghouse" was placed on the boat deck. Her tonnages were altered to 6235 gross and 5139 net.

Ownership of the *Hanna* was transferred in 1955 to Bethlehem Steel's Great Lakes Steamship Division. She was laid up at Erie, PA. in July of 1960, and remained there for eight years. Bethlehem sold her in December, 1965 to the Hudson Waterways Corporation, New York, who traded her to the Maritime Administration for tonnage from their reserve fleet. MarAd sold her in September to Marine Salvage, and they resold her the next June through New York brokers to Terrestre Maritime SA, Italian breakers. She arrived in tow at LaSpezia, Italy on August 1, 1968.

Peter White (US 202368), April 5, 1905 at Ecrose; GLEW (8). 524'0" x 54'0" x 30'0-3/4" (504.0 x 54.2 x 31.0). 6184 GT, 4931 NT. Triple expansion: 231/2", 37", 63" x 42"; 1800 ihp. Two Scotch, 14'9" x 12'.6".

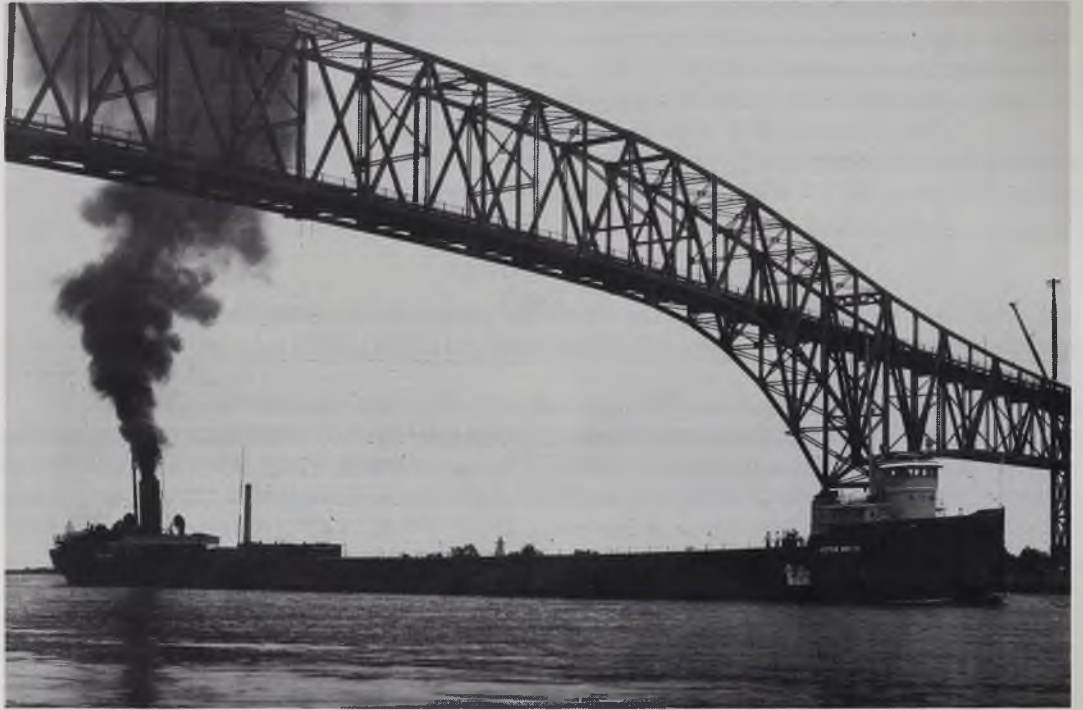
The *Peter White* left the builder's yard on September 25th, owned by The Presque Isle Transportation Company, a subsidiary of its managers, The Cleveland-Cliffs Iron Company. She was given two new Scotch boilers, 14'3" by 12'2", in 1941. In 1951, she was transferred into The Cleveland-Cliffs Steamship Company. For many years she carried her name in large white script on either side, just below the break of her forecastle.

Browning Line, Inc. of Detroit, bought the *White* on June 12, 1959. In September they renamed her *John C. Hay*, and chartered her to their affiliate, the Detroit-Atlantic Navigation Corporation, which was engaged in carrying grain from the Lakehead to Lake Erie, with deckloads of containers.

The *Hay* remained in that trade during the 1960 season. Her owners sold her in 1961 to Marine Salvage. Resold to A.R.D.E.M., she arrived in tow at Genoa on October 5th, and cleared there on the 20th for Vado, Italy, where she was broken up.

Hoover and Mason, (US 202033), April 28, 1905 at Ecrose; GLEW (6). 524'0" x 54'0" x 30'0-3/4" (504.0 x 54.2 x 31.0). 5841 GT, 4578 NT. Engine and boilers same as *James E. Davidson*.

The builders delivered the Hoover and Mason on July 24th to Tomlinson's Zenith Steamship Company. She was identical to the *James E. Davidson* in appearance and in all major particulars, except her registered tonnages (The registered tonnages remain a mystery. The only other discernable difference between the *Hoover and Mason* and the *James E. Davidson* was in their hatches: the former had sixteen at 24-foot centers, the latter thirty spaced at twelve



Capt. Taylor/Dossin Mus.



Photo by Ron Beaupre

Top: The familiar script letters of "PETER WHITE" appeared on her bow for many years. Bottom: The LEONARD C. HANNA with tugs SALVAGE MONARCH and HELEN MCALLISTER on June 17, 1968.

feet. The *Davidson's* tonnages were fully in line with other vessels of the class. For a long time I thought that the lower tonnages always given for the *Hoover and Mason* might have had their origin in one of the those errors that sometimes crop up in *Merchant Vessels of the United States*, and are carried over from one edition to another. However, I have obtained copies from the National Archives, not only of the vessel's first enrollment on July 18, 1905, but also of the "Inspector's Certificate of Official Number, Tonnage, etc.", dated July 12, 1905, and the "Application of Owner or Master for Official Number", dated May 26, 1905, and the signed by John R. Russell, secretary of Great Lakes Engineering Works. All show a gross tonnage of 5841 and a net tonnage of 4578. Two facts are worth noting, however; the difference between gross and net tonnages (which consists of deductions made for non-revenue spaces, itemized on the document as crew space, steering gear, master's cabins, anchor gear and propelling power) varies by only four tons between the *Hoover and Mason* and the *Davidson*; and the tonnages of the *Hoover and Mason*, after her conversion, increased to 6421 gross and 5362 net.) Three Scotch boilers, each 11'6" by 12', were fitted in 1911 to replace the original Niclausse boilers.

In May of 1923, she was struck in the harbor at Superior, WI. by the steamer *J.A. Ashley*, as she was leaving an ore dock and the *Ashley* was maneuvering to replace her there. She was beached in about twenty feet of water, but the weight of her cargo buckled her hull. The cost of refloating and repairing her came to about \$50,000.

In 1928 the *Hoover and Mason* was transferred to Tomlinson's United Steamship Company, converted to a scraper type self-unloader at Lorain by American Ship Building and renamed *E.M. Young*. She had the usual rig for her type of unloader, the long, sloping trunk of an inclined belt elevator, the high-peaked, symmetrical boom and the four-legged, flat topped A-frame, but the whole arrangement was reversed, so that the elevator trunk and A-frame were near the after end of the spar deck, and the boom extended toward the forward end. Her cargo capacities as a self-unloader were 8,800 long tons, and 7,300 short tons of coal.

The vessel's name was amended in 1929 to *Colonel E.M. Young*. In April of 1948 she was sold to the American Steamship Company, of Buffalo, managed by Boland & Cornelius.

In October, 1953, the *Young* was damaged when she struck the lighthouse at the entrance to Lorain harbor. Her owners sold her on November

17th to the River Steamship Company, of Detroit, one of the Browning family interests. They had her damage repaired by American Ship Building at Lorain, then took her to Ashtabula, where their Erie Boiler Works Division reconverted her to a straight deck bulk carrier, with one-piece steel hatch covers. Her registered tonnages were not changed after this rebuilding. The new owners renamed her the *Sparkman D. Foster*. Late in 1955, she was given the large, squarish pilothouse, dating from the Thirties, which had been removed from the steamer *B.J. Jones (i)*.

The Brownings merged their operating companies into Browning Lines, Inc. in 1957. They operated the *Foster* through the 1962 season. On August 12, 1963, she was sold to Marine Salvage, and resold, with her more domestic sister, the *Davidson*, to A.R.D.E.M. She arrived at Genoa on October 18th to be cut up.

Socapa (US 202088) May 20, 1905 at West Bay City; West Bay City SB (614). 524'0" x 54'0" x 30'21/2" (504.0 x 54.0 x 26.7). 672 GT, 4826 NT. Engine and boilers same as *Sylvania*.

The *Socapa*, identical to the *Sylvania*, went into service in June for the Superior Steamship Company. Tomlinson renamed her the *George G. Barnum* in 1914; unlike her twin, she never reverted to her original name.

The Cleveland-Cliffs Steamship Company bought the *Barnum* at the end of the 1936 season. They gave her a thorough refit, which included installation of a steel upper pilothouse and a radio direction finder, and brought her out in the spring as the *Hennepin*.

Cliffs sold the *Hennepin* early in 1956 to the Gartland Steamship Company, of Chicago. They chartered her to the newly-organized Redland Steamship Company, which was a joint subsidiary of Gartland and of the Red Arrow Steamship Company, of Sheboygan, WI., itself owned by The C. Reiss Coal Company. She operated under Gartland Management and colors, except that she carried a red R on her stack, instead of the black Sullivan S.

The *Hennepin* was converted to a self-unloader in 1957, a year earlier than her sister, by American Ship Building at Lorain. Unlike the *Sylvania*, however, she was not lengthened. Her registered tonnages and dimensions remained unchanged; her new capacities were 9,100 long tons at 20'10" draft, and 9,500 short tons of coal. In 1964 she was given a bow thruster.

The Redland Steamship Company was dissolved in 1969, when both the Gartland and Red



McDonald Coll./Dossin Mus.



Massman Photo/Dossin Mus.

Top: The arrangement of the unloading rig on the COLONEL E.M. YOUNG was reversed so that the boom extended forward. Bottom: The YOUNG was renamed SPARKMAN D. FOSTER when she was sold to Browning family interests and reconverted to a straight-decker.

Arrow Steamship Companies became wholly-owned subsidiaries of the American Steamship Company, in February and June, respectively.

Boland & Cornelius operated the *Hennepin* through 1974. Like the *Sylvania*, she spent her last few seasons almost exclusively in the coal trade from Toledo to the river docks, because of a gradual structural weakening of her hull. She was laid up at Toledo for the last time at the end of the 1974 season, and was sold the next April to Marine Salvage, who scrapped her that fall in their yard at Ramey's Bend, near Port Colborne, Ontario.

Powell Stackhouse (US 202339). August 5, 1905 at Wyandotte, MI; Detroit SB Co. (160) 524'0" x 54'0" x 30'21/4" (504.0 x 54.2 x 31.0) 6171 GT, 4919 NT. Engine and boilers same as *Sylvania*.

The *Stackhouse* and the *Leonard C. Hanna* were practically identical, and so were their carriers. The *Stackhouse* was given a new, taller pilothouse, and a "doghouse" aft, by 1940, and her hatches were reduced to sixteen in number, with telescoping covers, in 1946, a year earlier than those of the *Hanna*. The *Stackhouse* was never reboilered, however.

She was laid up with the *Hanna* at Erie in July of 1960, and sold with her to Hudson Waterways. They traded her in to the Maritime Administration sooner than her sister in October, 1966. The government agency sold her a month later to Marine Salvage, and they resold her the next year to Recuperaciones Submarinas, SA. She arrived at Santander, Spain, for scrapping on November 9, 1967.

John Stanton (US 202494). September 16, 1905 at Lorain, OH; The American Sb Co. (338) 524'0" x 54'0" x 30'21/4" (504.0 x 54.0 x 30.0) 6129 GT, 4668 NT. Engine same as *Sylvania*. Two Scotch boilers, 14'6" x 12'0".

The last of the class built in 1905 sailed from the yard on October 11th. The Pioneer Steamship Company, Cleveland, managed by Hutchinson & Company, was her owner, and she remained in their service through the 1960 season. After she was rebuilt to some extent in the early Forties, with a new pilothouse and a "doghouse", her tonnages were changed to 6318 gross and 5222 net, and her registered dimensions to 511.0 x 54.2 x 26.6.

Pioneer Steamship liquidated voluntarily during 1961 and sold the *Stanton* in April to Marine Salvage. The Fraser-Nelson Shipbuilding and Dry Dock Company, Inc., bought her two months later, and scrapped her at their shipyard at Superior, WI.

E.D. Carter (US 202866). January 13, 1906 at

Wyandotte; Detroit SB (162). 524'0" x 54'0" x 30'21/4" (504.0 x 54.1 x 30.0) 6359 GT, 5063 NT. Triple expansion: 221/2", 36", 60' x 42"; 1600 ihp. Two Scotch boilers, 13'9" x 11'6".

The *Carter* was completed in time to enter service in April for the Carter Steamship, of Erie, PA, managed by E.D. Carter.

J.H. Bartow managed the Carter vessels in 1915 for the estate of E.D. Carter. The company sold the *Carter* that year to the Lake Superior Steamship Company, of Sault Ste. Marie, Ontario, a subsidiary of the Algoma Steel Corporation Ltd. However, she was never registered in Canada, but was sold near the end of the year to Boland & Cornelius' American Steamship Company, of Buffalo.

The *Carter* was renamed *William T. Roberts* in 1916. In 1932, she was one of the first three vessels, all from the 524-foot class, that her owners had converted to self-unloaders by American Ship Building at Lorain.

After conversion, the vessel was renamed *Dow Chemical (i)* and was readmeasured at 510.5 x 53.8 x 26.7; 6606 gross tons and 5305 net tons. She could carry 9,100 long tons on 20'11" draft of 9050 short tons of coal.

In 1939, during a sweeping renaming of the owners' steamers, she became the *Norman J. Kopmeier*.

The *Kopmeier* struck an underwater obstruction just outside the Muskegon, MI, harbor on July 28, 1949, while inbound with a cargo of coal from South Chicago, for the Consumers Power Company's B.C. Cobb generating plant. Holed badly on her starboard side, and taking water, she was sailed quickly up Muskegon Lake, and beached next to the power plant, at the west end of the lake. She took a severe list, and was saved from rolling over only by the prompt arrival of pumps and crews from the Coast Guard and a local marine supply firm.

BoCo sold the *Kopmeier* in April, 1961, to Redwood Enterprises Ltd. of Hamilton, Bermuda, one of Captain Norman J. Reoch's group of companies. They registered the vessel in Bermuda, under the British flag, as *Pinedale*, BR 199403. Her new registered dimensions and tonnages were 519.5 x 54.2 x 30.0 7126 gross tons and 5160 net.

The Reoch vessels were managed in 1961-63 by Redwood enterprises Ltd. of Montreal by The Reoch Steamship Company Ltd., also of Montreal and from 1965 by Westdale Shipping Ltd. The operating offices were moved from Montreal to Port

Credit, Ontario in 1969, and to Mississauga, Ontario in 1975.

The *Pinedale's* boilers were converted to burn oil about 1966, and dust-catching equipment was installed on her unloading machinery so she could handle cargoes of cement clinker.

She was brought into Canadian registry in 1968, but remained under the ownership of Redwood Enterprises. That company was restyled the International Cruising Company Ltd. in 1970, and a year later its vessels were transferred to Reoch Transports Ltd. of Port Credit.

The *Pinedale* was withdrawn from service in December of 1976 and laid up at Hamilton, Ontario. Pitts Engineering Construction Ltd. of Toronto, bought her late the next year, and used her as a breakwater while they built a power generating plant for Ontario Hydro at Bowmanville on Lake Ontario. They refloated her in May, 1980 and towed her back to Hamilton, where she was broken up during the closing months of that year by United States Metals Ltd.

In the next issue, Part III of this vessel class will contain the histories of the Charles S. Hebard, J.H. Bartow, Charles O. Jenkins, Milinokett, Caldera and John Dunn, Jr.



Photo by Pete Worden

In 1949 the KOPMEIER struck an underwater obstruction outside Muskegon and was severely listing to starboard. Only the quick arrival of pumps and crews saved her.

DETROIT BIDS FAREWELL TO THE BOB-LO BOATS

For almost a century a familiar sight along the Detroit River was the passenger vessels *Columbia* and *Ste. Claire*. Operated by the Detroit & Windsor Ferry Company, both were built expressly for carrying riders to their amusement park at the mouth of the Detroit River. To compete with other day excursion vessels along the river, the Detroit & Windsor Ferry's brochure stated, "You'll be thrilled when you come up the gangplank, away from city heat, and feel those delightful river breezes . . . No soot or cinders can soil your clothes or spoil your fun, because our ships - The *S.S. Columbia* and *S.S. Ste. Claire* - are now oil-fueled . . . the only oil-fueled excursion ships on the Great Lakes." The 1940 era brochure further states: "Because of the big increase in Bob-Lo passenger traffic, we have reduced the 1940 rates in some cases as much as 20%". The round trip fare from Detroit was sixty cents for adults and thirty cents for children. The Sunday trips to Port Huron left the Woodward dock at 10:00 a.m. and returned at 8:15 p.m. at a cost of eighty-five cents for adults and forty cents for children.

The *Columbia* and *Ste. Claire* were the last surviving passenger vessels powered by triple-expansion engines. Due to a steady rise in operational costs, the excursions to Port Huron were discontinued in the early 1980s, but were reinstated in 1990 and 1991 by the Bluewater Chapter of the Michigan Railroad. Although the passengers appreciated the attempt to retain the tradition of Memorial Day excursions, the rumors soon began of how long the vessels would remain on the river due to the increasing operational costs. Last November they were sold to Larry Spatz, the Chicago-based owner of the Baja Beach Club in Detroit (formerly the railferry *Lansdowne*). The future plans for the vessels are uncertain, but the memories of the *Columbia* and *Ste. Claire* steaming along the Detroit River, blowing whistle salutes, will remain with us and be passed along to the next generation as the memories of the *Put-in-Bay*, *Tashmoo*, *Idlewild* and *Owana* were.





BOB-LO

STEAMERS
leave Daily at



SPECIAL EXCURSION RATES can be arranged for societies, lodges, churches, clubs and other similar organizations, for parties of 100 or more.

There are four moonlights (up into Lake St. Clair) every week — Thursday, Friday, Saturday and Sunday. The remaining nights are open for charter. Free dancing on public moonlights.

ROUND TRIP FARES: Adults 75c. Children under 6 years, free. 6 years and under 15, 40c. 15 years and over, full fare.

Bob-Lo Steamers leave foot of Woodward Ave.

1928



where
fun
begins



Steamer Columbia. The Largest Excursion Steamer on the Great Lakes.

DETROIT & WINDSOR FERRY COMPANY,
DETROIT, MICH.

"The most striking demonstration of patriotism on Memorial Day seems to have been that of the Detroit, Belle Isle and Windsor Ferry Co., which attempted to accommodate 100,00 people with three boats." (Journal-June 1, 1907.)

BOB-LO ISLAND



**THE
RIVER RIDE TO
BOB-LO**

Let's GO to
BOB-LO

The Isle of Rest
and Recreation



NEW LOW FARES

THE COOL, CLEAN RIVER-ROUTE
on the
OIL-FUELED
S. S. Columbia
S. S. Ste. Claire



"All aboard for Bois Blanc! Here we go! Must be the air. Anyway, your cares and troubles seem all to lie in that mass of stone and brick we call Detroit and every tremor of the big white COLUMBIA seems to put a greater distance between them and you." (News Tribune-July 7, 1907.)

TROOPSHIPS OF WORLD WAR II THAT HAVE SAILED ON THE GREAT LAKES S.S. JOSEPH H. THOMPSON

by
ROLAND W. CHARLES
and
FRED WEBER

The *Marine Robin* was another of the C-4 type transports that was constructed in time to see wartime service. Although originally intended to be a freighter, the design was changed during construction at Sun Shipbuilding & Drydock Company's yard in Chester, PA. and there was little delay in delivering the ship as a trooper rather than a cargo vessel.

The *Marine Robin's* maiden voyage was from Norfolk, VA. to Naples, Italy where she was locally operated for two months before returning via Gibraltar to New York. She left New York on October 14, 1944

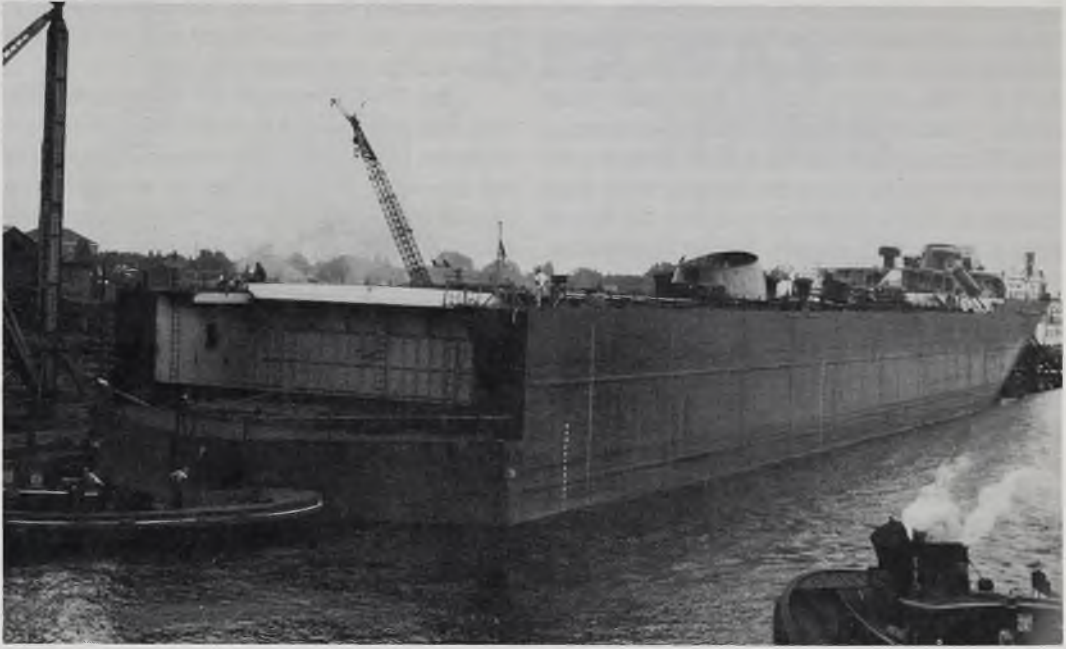
for the first of her next three voyages (Plymouth, Mersey and Swansea England) and on January 26, 1945, she departed on the first of six succeeding voyages to Le Havre and ports in the United Kingdom, the last of which terminated in early August. Return trips were to New York or Boston. From the latter she made two round trips to Marseilles, France, returning in early October.

On October 8th, the *Marine Robin* headed east, via Port Said in Egypt, Calcutta in India and Colombo, Sri Lanka to Seattle, Washington, reaching Puget



Photo by Cliff Cadreau

The JOSEPH H. THOMPSON in the St. Marys River on January 17, 1979.



McDonald Coll./Dessin Mus.



McDonald Coll./Dessin Mus.

Top: The stern section with false bow and superstructures on deck arrive at Amship's yard in Chicago. Both sections are aligned together and the forward cabins attached.

Sound on December 1, 1945. In late February, 1946, she departed Seattle for Yokohama, Japan with a stop in Pearl Harbor. She returned to San Francisco on April 4, 1946, and was released from further troop service. (Institute member Fred Weber was working on an US Army tug in India and escorted the *Marine Robin* in November down the Hooghly River from Calcutta to Diamond Harbor and into the Bay of Bengal. Never did he imagine that she would sail on the Lakes.)

She was placed in the Reserve Fleet until 1950 when she along with the *Marine Angel* and *Marine Star* were brought into Great Lakes service. In October, 1951, the *Marine Robin* was towed to Baltimore, MD. where the bow section was cut off and scrapped. A new 222-foot midsection and a new 212-foot bow section were built at Pascagoula, Miss. The midsection was joined with the stern for a tow up the Mississippi River while the bow section was towed up at the same time. At the American Shipbuilding's yard in Chicago, the two sections were joined and the

superstructures were added. Renamed *Joseph H. Thompson*, she was the largest ship on the Great Lakes and the third largest ship in the U.S.

The *Thompson* sailed for the National Steel fleet until she was sold to Upper Lakes Towing of Escanaba, MI. in 1983. The stern section was cut off and converted into a tug and the remainder was converted into a self-unloading barge. The tug/barge *Joseph H. Thompson Jr.* began service on the lakes in late 1990.

The *Marine Angel* and the *Marine Star* were also converted for Great Lakes service at Sun Shipbuilding's yard in Chester, PA. The *Marine Angel* was renamed *McKee Sons* and sailed for Boland & Cornelius and the *Marine Star* was converted into the passenger vessel *Aquarama*.

Statistics for *Marine Robin* as troop carrier: length overall-520'0", beam-71'6", draft-22'0". Gross tons-11,757. Propulsion-turbine, speed (knots)-17, radius (miles)-14,000. Passengers-2,439. Cargo (cu. ft.) 104,000.



Photo by Skip Meier

The tug JOSEPH H. THOMPSON, JR. on Lake St. Clair on June 30, 1990.

GREAT LAKES & SEAWAY NEWS



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Steve Elve
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Alan Mann
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Dale Pohto
Jim Sprunt
Jerry Walter

Nov. 1. . . *St. Marys Cement II* arrived at Port Weller. She will continue onto Hamilton for cleaning and then to Port Robinson where she will be converted to a self-unloader cement barge.

. . . *Vandoc* passed upbound at the Soo bound for Thunder Bay. She had been laid-up at Montreal since December, 1989.

Nov. 3. . . *Fermont* cleared Ile Aux Coudres as *Mon Ami* for Miami. (Ed. note: See page 162 of Nov.-Dec. 1991 issue.)

Nov. 4. . . American Steamship's *St. Clair* arrived in Fairport to unload 28,000 tons of stone at the LTV Lime dock. This is a record cargo for the dock and the *St. Clair's* first visit since mid-summer of 1979. She is also the largest vessel to visit this port since the *Indiana Harbor* in 1984.

. . . *Carli Metz* snagged underwater cables when she dropped anchor below Lock 1 in the Welland Canal. Later, she struck the approach wall below Lock 2 and damaged her hull.

. . . The railcar ferry *Incan Superior* cleared Duluth for Thunder Bay. She was held in port for four days due to weather on Lake Superior. Shipping was also delayed at the Soo and 34 vessels (17 upbound - 17 downbound) began to move.

Nov. 5. . . American Steamship's *John J. Boland* was floated out of the drydock at Fraser Shipyard in Superior and moved into the shipyard's frog pond. She entered the drydock on April 5th of this year and stayed on the blocks until today. Terry Sechen reports that she looks great - all dressed up with no place to go.

. . . Purvis Marine's tug *Avenger IV* passed upbound in the Welland Canal after spending the summer with the cement barge *Metis*. She arrived at the Canadian Soo on December 11th.

. . . The salty *Fiona Mary* cleared Ashland, WI. after unloading copper concentrate. She arrived in Ashland on October 30th, but unloading was delayed because of mechanical problems and bad weather. She was assisted out of port by the tugs *Minnesota* and *New Jersey* out of Duluth. Both tugs remained in Ashland due to weather. They cleared for Duluth on the 11th.

Nov. 7. . . *Fermont*, bearing the Tennessee license number TN 9458BK arrived in Halifax. She is now classified as a yacht.

· GREAT LAKES & SEAWAY NEWS

Nov. 9. . . The Gaelic tug *Shannon* passed down the Welland Canal delivering the barge *Cortland* to new owners at Oswego, N.Y.

. . . Interlake's *Herbert C. Jackson* unloaded coal at the Sims #3 power plant in Grand Haven. This was the last load of coal of the season for this plant. The *Jackson's* departure was delayed several hours due to engine problems.

Nov. 9. . . *Skillings' Mining Review* reported that shipments of iron ore, coal and stone through the end of the third quarter on the Great Lakes are running 8.6% behind last year's pace. At the end of the third quarter, total iron ore shipments are down 8.7% from last year. Shipments from U.S. ports are down 4.9% while shipments from Canadian ports are down 26.6%.

. . . Coal shipments have decreased 9.9% through the end of the third quarter. U.S. shipments are down 2.5% although shipments through Lake Erie ports are down 17.4%. A strong demand for western coal has offset the loss through Lake Erie ports. Stone shipments from U.S. ports are down 6.4% as of the end of September. Shipments of limestone in U.S. bottoms are off only 1.5% while shipments in Canadian vessels remained behind last year's pace.

Nov. 10. . . The salty *Lake Shidaka* was renamed *Consensus Atlantic* while on the Lakes.

. . . While the *Columbia Star* was loading coal at the Superior Mid-West Energy Terminal, a hole was discovered in one of her ballast tanks. Loading was halted and the *St. Clair*, which was waiting to be loaded, was brought alongside the *Star*. The *Star* offloaded about 10,000 tons of coal and then moved to the Port Terminal for inspection. After inspection the *Star* was allowed to continue loading without repairs. The decision was made because she was due for her 5-year inspection in a few weeks. The *Star* cleared Superior late on the 11th.

Nov. 11. . . Inland Lakes' *Alpena*, ex-*Leon Fraser*, arrived in Muskegon for the first time in her career. This will be her only visit this year due to the poor economy.

Nov. 13. . . The Bob-Lo passenger boats *Ste. Claire* and *Columbia* have been sold to a group that owns the Baja Beach Clubs. This is the same group that is leasing the railroad car ferry *Lansdowne* in Detroit. The group plans to dock one of the vessels near the *Lansdowne* and convert it into boutiques, restaurants and meeting rooms to serve conventioners. The other boat will be used for river cruises. Both vessels are due for their 5-year inspections this spring.

Nov. 14. . . The tanker *LeFrene No. 1* was fined \$10,000 by the Sarnia-Clearwater Ontario court for spilling sewage and oil into the St. Clair River. The spills occurred on Aug. 20 and 22, 1990 while she docked at the Esso petroleum dock at Sarnia.

Nov. 16. . . Figures released by the American Iron Ore Association and published in *Skillings' Mining Review* indicate that iron ore shipments in September increased by 3% over September of 1990. However, total shipments for the first nine months of 1991 are down by almost 9% compared to the same period last year.

Nov. 17. . . *TN 9458BK* (ex-*Ferromt*) went ashore on Seal Island, Nova Scotia and was abandoned.

Nov. 19. . . *Columbia's Reserve* arrived in Ashland with coal for the Reiss Coal Dock. After unloading, she cleared for Duluth and closed the shipping season at Ashland. In 1991 a total of eight vessels called at Ashland and it became an international port.



Massman Photo/Dossin Mus.



Photo by Bill Bruce

Top: The JOHN J. BOLAND completed a 7-month drydocking at Fraser Shipyard and was moved to the Frog Pond there. Bottom: The VANDOC departed Montreal after a 2-year lay-up and returned to service.

· GREAT LAKES & SEAWAY NEWS

Nov. 21. . . The sea-going tug *Pacific Tide No. 3* cleared Montreal for Sorel under tow of *Omni-St. Laurent*. (Ed note: See page 161 of Nov.-Dec, 1991 issue.)

. . . *Algobay*, now registered in Monrovia, Liberia, arrived at Welland Dock for repairs.

Nov. 23. . . *Nanticoke* and *Elikon* scraped sides above Lock 7 above Thorold in the Welland Canal. There is no report of damage to either vessel.

Nov. 24. . . *Elikon*, which was anchored in the Detroit River off Windsor, dragged anchor and struck to docked *Vandoc*. The *Vandoc* had a gash in her starboard hull.

. . . The Duluth Seaway Port Authority reported that shipments through the port of Duluth-Superior through the end of October were 1.5% ahead of the same period last year. Canadian iron ore exports are responsible for the increase. However, grain exports are still below last year. A total of 1000 vessels have called at the ports through the end of October, 58 less than last year. Only 51 salties have called at the Twin Ports compared to 74 for the same period last year. It appears that the port of Duluth-Superior is the bright spot in iron ore shipments. Figures in *Skilling's Mining Review* indicate that as of the end of September, all US and Canadian ore shipping ports were running below last year's pace, except for Duluth-Superior.

Nov. 25. . . Lake Erie began to rise at Cleveland after dropping about four feet due to gale force winds. The wind-driven phenomenon pushed water from the west end of the lake to the east and occurs several times a year.

. . . TNR Corporation of Toronto plans to offer weekend ferry service between Toronto and Rochester, NY next summer. They also hope to be able to expand service and establish daily runs.

Nov. 27. . . The US Coast Guard announced that they have been unable to trace the oil spill that occurred in northern Lake Huron on October 17th. The Coast Guard took oil samples from vessels that were in the area, but were unable to match them with the spill. The cost of the clean-up will be between \$50,000 and \$100,000.

Nov. 29. . . Upper Lakes' *Canadian Progress* was featured in Merritt Day ceremonies at Lock 3 in the Welland Canal. This was the 162nd anniversary of the canal.

Dec. 2. . . *Federal MacKenzie* loaded 12,000 metric tons of sunflower seeds at the Harvest States Elevator in Superior. This was the first cargo of sunflower seeds to be loaded in the Twin Ports since 1988. At one time sunflower seeds were the principle cargo for the Twin Ports until Europe was able to produce the crop in sufficient quantity. A poor crop in Europe was responsible for this and three other scheduled shipments this year.

. . . The Canadian Coast Guard icebreaker *John A. MacDonald* was retired from service. About four years ago, the 31-year old icebreaker underwent a \$6.7 million refit. The reason for her retirement is that extensive repairs were needed, but the funds were not available. In 1969 the *MacDonald* escorted the tanker *Manhattan* through the Northwest Passage, the first tanker to do this.

Dec. 4. . . The Cuban salty *Bahia de Cienfuegos* was towed to the Government Dock at the Canadian Soo after suffering engine problems. She must wait for engine parts to arrive from Montreal. She was bound for Thunder Bay.

Dec. 6. . . The US Army Corps of Engineers announced that the Poe Lock will remain open until midnight

GREAT LAKES & SEAWAY NEWS ·

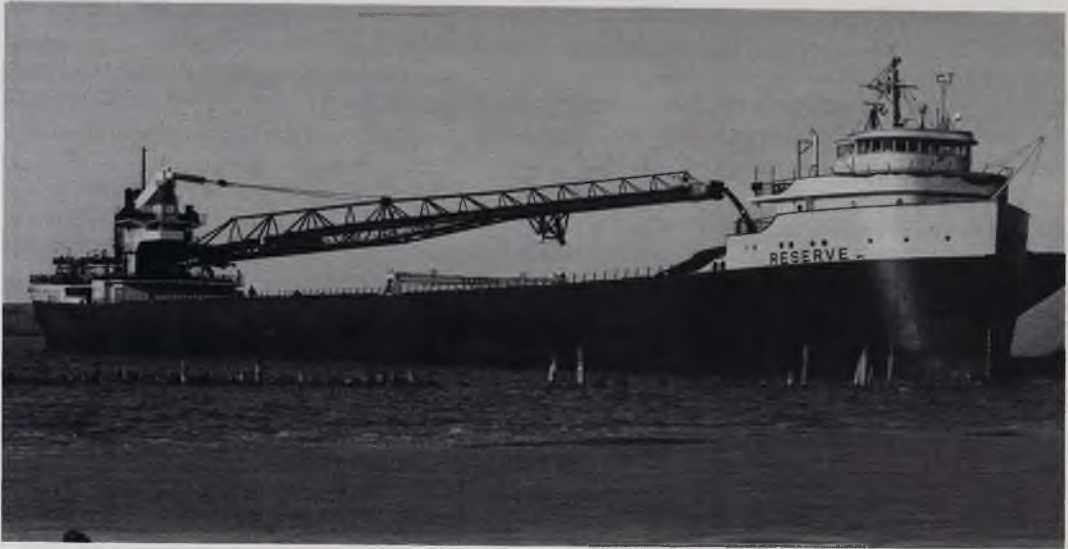


Photo by Terry Seehien

Columbia's RESERVE unloading coal at Reiss Coal dock in Ashland, WI. on November 19, 1991.

January 15, 1992. The MacArthur Lock will close at midnight December 28, 1991. Adverse weather could force an earlier closing.

... *Sunny Blossom* dropped anchor at Port Colborne and hooks on the rocks. She apparently dragged her anchor and just missed a gas pipeline.

... The Duluth Seaway Port Authority announced that total iron ore shipments through November 30th in the Twin Ports were up slightly from the same period past year. So far this year, 16.9 million metric tons have been shipped compared to 16.4 million tons in the same period last year. A metric tons is 2,204 pounds. Grain shipments through the Twin Ports as of Dec. 6th, totaled 2.8 million metric tons compared to 3.6 million metric tons for the same period last year.

Dec. 7. . . Iron Ore Co. of Canada loaded the last laker of the season at Sept Iles dock on the lower St. Lawrence River. C.S.L.'s *Tarantau* loaded 23,620 metric tons of pellets for Stelco at Hamilton.

Dec. 8. . . Marine Salvage at Port Colborne has begun scrapping the tug *James Battle*.

Dec. 9. . . *Columbia's Reserve* arrived at the Fraser Shipyard drydock for her 5-year inspection. After her inspection she will lay-up for the winter. (Ed note: See pages 162-63 of Nov.-Dec. issue.)

Dec. 10. . . The Kingston, Ontario based carferry *Charlevoix* passed up the Welland Canal for Port Colborne. March Engineering has won a contract to rebuild the carferry at Port Colborne. The vessel will be widened, repowered and receive improved passenger and crew accommodations. The *Charlevoix* operates in eastern Ontario for the Ontario Dept. of Transportation.

Dec. 11. . . *Anangel Fidelity* was the last salty of the season to pass upbound in the Welland Canal.

· GREAT LAKES & SEAWAY NEWS

... The carferry *Upper Canada* passed down the Welland Canal and it is thought she may replace the *Charlevoix*.

Dec. 12. . . The *Alpena* cleared Duluth after unloading the final cement cargo of the season at the two LaFarge Terminals.

... The Manitowoc Company of Manitowoc, WI., owners of Bay Shipbuilding, has purchased Merce Industries, Inc. Merce leased the shipyard and drydock owned by the Toledo-Lucas Country Port Authority. The drydock has been lengthened from 700 feet to 800 feet and one of Algoma Central's vessels will be repaired there this winter. This is the first such contract under the US-Canadian Free Trade Agreement.

Dec. 13. . . McKeil's tug *Lac Vancouver* arrived at Port Weller Drydock to assist with winter ship moving.

... The tug *Appalachee* passed down the Welland Canal towing the tug *Nash*. The *Nash* will be part of the H. Lee White Marine Museum at Oswego, NY.

Dec. 14. . . The international shipping season in the Twin Ports of Duluth-Superior ended with the departure of the Cyprus-flag *Marita Leonhardt*. She loaded a general cargo at the Meehan Dock in Superior.

... The new Pelee ferry was towed from the Port Weller Drydock by the tug *Lac Vancouver*. (Ed note: see page 52 of the Mar.-April issue.)



Photo by Steve Elve

The ALPENA, ex-LEON FRASER, arriving on her first trip into Muskegon on November 11, 1991.

GREAT LAKES & SEAWAY NEWS ·

... *Skilling's Mining Review* reportage that shipments of iron ore, coal and stone increased nearly 7% in the month of October over the same period last year. However, total iron ore shipments on the lakes for this season are still down 6% compared to last year. Coal shipments are down 9% from last year, but through October shipments of western coal from Superior are up 2% from last year. Stone shipments from US ports in October rose 3% but total seasonal shipments are down 5% from last year. At the first of December, there were 55 out of 65 US flag vessels in operation.

Dec. 16. . . Interlake's *Paul R. Tregurtha* cleared Duluth with 64,107 net tons of coal for St. Clair, MI. This was the final coal cargo to be loaded at the Superior Mid-West Energy terminal for this season.

... The *Marita Leonhardt* passed downbound at the Soo and was the last salty of the season.

... The Cuban salty *Bahia de Cienfuegos* cleared the Soo downbound under her own power. She had been tied up at the Canadian Soo since December 4th with engine trouble.

Dec. 17. . . Algoma's *Capt. Henry Jackman* arrived in Port Weller Drydock and laid-up for the winter.

.. The US Coast Guard cutter *Neah Bay* passed downbound in the Welland Canal, but tied up at Wharf No. 1 for engine repairs. On the 19th she passed back up through the canal, apparently with a change in orders.

... The St. Lawrence Seaway officials extended the closing of the Seaway to midnight Dec. 23rd. The original closing date for this season was Dec. 19th which was extended to Dec. 22nd and now to the 23rd. As of Dec.



Photo by Steve Eive

The S.T. CRAPO arriving in St. Joseph on Dec. 17, 1991.

· GREAT LAKES & SEAWAY NEWS

17th there were 14 salties still in the Great Lakes system.

... The Superior City Council approved a loan of \$1.25 million to the Des Moines Project, Inc. The group plans to bring the cruiser *USS Des Moines* to Superior as a tourist attraction. The decommissioned cruiser is presently in Philadelphia.

Dec. 18... The *Alpena* cleared Green Bay and closed that port for the season. She arrived a day or two earlier and off-loaded part of her cargo into the *E.M. Ford* and the remainder at the LaFarge Terminal.

... USX's *Philip R. Clarke* arrived in Duluth to load the last pellet cargo of the season at the D.M.&I.R. Ore Dock. She cleared with 23,007 tons of pellets for Lorain.

... The railcar ferry *Incan Superior* arrives in Duluth on her final visit of the season. She cleared for Thunder Bay on the 19th

... The *St. Clair* arrived in Superior to load at the Burlington Northern Ore Dock. This was her first pellet cargo of the season. Because of slow loading due to heavy weather, she departed on the 20th.

... *Wittransport II*, ex-*Cape Transport*, passed up the Welland Canal under tow of tugs *Kay Cole* and *Lac Manitoba*. The tug *Glenbrook* took over at Port Colborne. The tow was bound for Windsor.

Dec. 19... C.S.L.'s *Lemoyne* entered the Port Weller Drydock.

... The *John A. France* arrived in Duluth with a cargo of cement for the St. Lawrence Cement Co. This is the final cargo of the season for this dock. The *France* cleared Duluth on the 21st for Thunder Bay.

Dec. 20... *Kallio* was the last salty of the season to pass down through the Welland Canal.

... The Beaver Island Boat Co. announced that heir cruise boat *Voyageur* will not operate next year. The *Voyageur* made three trips a day on Round Lake, Lake Charlevoix and Lake Michigan. She also cruised between Boyne City and Charlevoix. The economy, lack of business and competition are the reasons for ther suspension of service. (See page 132 of the Sept-Oct. issue).

Dec. 22... Interlake's J.L. Mauthe arrived in Duluth to load the final grain cargo of the season at the Twin Ports. She loaded at the Harvest States Elevator in Superior and cleared early on the 23rd.

... American Steamship's *Walter J. McCarthy* arrived in Duluth for winter lay-up at the Duluth Port Terminal.

Dec. 23... Upper Lake's *Montrealais* was the last vessel to pass up the Seaway. She was bound for Hamilton with ore.

... Quebec Cartier Mining Company loaded the last laker at Port Cartier on the St. Lawrence. The *Quebecois* loaded 24,798 gross tons of pellets, then cleared for Montreal and winter lay-up. When the Seaway opens in the spring, she will clear Montreal for Dofasco at Hamilton.

Dec. 24... The *Alcocape* closed the Welland Canal downbound and the *Challenger/Hannah 5101* closed the upbound season. With the closing of the canal, the 6th phase of refurbishing the canal will begin at the cost of \$29 million.

Dec. 25... Columbia's *Middletown* arrived in Duluth and tied up at the Port Terminal. The next day she moved



Photo by Tim Krocff



Photo by Tim Krocff

Top: The Finish tanker KIISLA at Bayship in early October. Note the new "Nesteship" on her side. Bottom: The WILFRED SYKES departed Bayship on November 6, 1991 after minor repairs.

· GREAT LAKES & SEAWAY NEWS

to the Fraser Shipyard drydock for her 5-year inspection.

... The *James R. Barker* closed the ore shipping season at Taconite Harbor when she loaded 55,971 gross tons of pellets for Lorain.

Dec. 26. . . A Rochester, NY group is suing to obtain the tug *Nash* for their city.

Dec. 28. . . The *J.L. Mauthe* arrived in Fairport, OH for winter lay-up. She is the first straight-decker to call at Fairport in at least 25 years and only the second laker to lay-up for the winter in at least fifteen years.

... Preliminary figures released by the St. Lawrence Seaway Authority show another decrease in tonnage shipped through the Seaway. Total tonnage for the 1991 season were 34.8 million tons compared to 36.6 million last year. Grain shipments rose 25%, iron ore dropped 26.7%, other bulk cargo dropped 19% and general cargo was down 6.3%. It appears that this will be the Seaway's worst season in 25 years.

Dec. 29. . . *James R. Barker* arrived at Erie, PA and entered Erie Marine's Dry Dock. She was assisted by the tugs *Colorado* and *Delaware*. This was the first time that the facility has been used as a drydock in nine years. *Mesabi Miner* will follow the *Barker* into drydock for her 5-year inspection.

Dec. 31. . . The *Medusa Challenger* cleared Grand Haven and closed that port for the season.

... Jerry Walter reported that twenty-two different vessels called at Grand Haven this season, one more than last year. However, only eighty cargoes were handled which is down 25% from last year.

Great Lakes Calendar . . .

Sat.-March 21st: GLMI meeting at 11:00 a.m. at Dossin Museum. Guest speaker will be Dr. Henry Benford talking on vessel architecture.

Sat.-May 16th: GLMI meeting at 8:00 p.m. at the Museum of Arts & History in Port Huron, MI. Guest speaker will be Buck Longhurst talking on the tug *Avenger*.

Mon.-May 25th: Cruise to St. Clair, MI. on the *Diamond Jack* from downtown Detroit.

Fri-Sun.-Jun.5-7: Grand Prix on Belle Isle. Museum hours of operation will be stated in May issue.

Back Cover Picture . . . *Stuart Dunn* (C72964). Wood schooner built in 1877 at Marysburgh, Ontario. 164.8 x 26.8 x 12.7: 458 tons. Built by George Dickson at Coopers Dockyard as *W.R. Taylor*. Went ashore in 1888 and rebuilt and renamed in 1889. Tug *Nellie Bay* (C92660). Wood tug built in 1890 at Port Dalhousie, Ontario. 42.2.x 13.4 x 4.2. 13GT; 7 NT. Out of register in 1945. Photo taken in Toronto harbor circa 1906.

Institute member Ron Beaupre enclosed the following letter to accompany his classified ad below: This collection is from the estate of the late Capt. Ron Tackaberry. Ron was, at one time, the president of Norlake Steamships, owners of the steamers *Alexander Leslie* and *Manitoba*. His family has requested that his collection be dispersed within our Great Lakes marine fraternity. I'm conducting this sale as a silent auction, in an attempt to satisfy the request of the family, and also contribute money to the Canadian Cancer Society in memory of Capt. Ron Tackaberry. It appears that the list will exceed 2500 items, so we have decided to break it up into lots of 500 to 600 items at one auction. Therefore the conclusion of one auction will be the beginning of the next.

For Sale: Large collection of new and old post cards and photos. All Great Lakes ships and harbor views. For list, send \$2.00 to Ronald F. Beaupre, 526 Thede Dr., Port Elgin, Ontario. N0H 2C4.

Wanted to reproduce (not acquire) for a book on the Eastland: passes and timetables of Michigan SS Co., St. Joseph-Chicago SS Co. Send to: George Hilton, 6498 Summer Cloud Way, Columbia, MD. 21045.

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Lge. 14" Brz. ship's bell, 50+-inch super Bluenose, Inland Seas (complete), GLMI, DMHS, Redbooks, Greenes, Shipmasters', etc. Photos and slides. (419) 935-8953 eves.

Wanted: MARINE PAINTINGS, drawings and prints of Great Lakes and ocean-going vessels from 1800 to 1920. Also interested in books and paper on yachting, shipbuilding and shipping. Randy Marshall, 126 Stople Ave., Syracuse, NY 13207. (315) 478-7621.

WANTED: Old knob start (hand crank) outboards: Caille, Elto, Koban, Motor Go, etc. Also have for sale old "Blue" Telescopes \$5.00 ea. & some others. Write me your wants.
Lee Holland, 1636 Mill St. Algonac, MI. 48001 (313) 794-2819.

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