



Telescope

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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ·

The City of Detroit announced in June that the Dossin Museum would remain open, but under the reduced schedule of Wednesday thru Sunday: 10-4 p.m. This was especially good news since museum attendance has increased with the opening of the *Wm. Clay Ford* pilothouse last March. The Institute has been forced to rely heavily on volunteers at the museum and asks that you consider assisting whenever possible.

Freshwater Press announced that John Greenwood has written Volume II in *The Fleet Histories Series*. This second volume covers U.S. and Canadian fleets such as United Steamship, Thompson, Forest City, Nicholson-Universal, Gotham, Northwest, Johnson, Browning and McCarthy fleets. Over 100 photographs are included to detail these nine fleets. This softcover book sells for \$16.50 and those ordering by mail should include \$3.50 for UPS postage.

MEETING NOTICES ·

Entertainment meetings will continue to be held on the third Saturday in November, January, March and May. The next entertainment meeting will be held on Saturday, November 21st at 11:00 a.m. at the museum. Our guest speaker will be announced in the November issue.

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OUR COVER PICTURE . . . The carferry *Vacationland* was built to travel across the Straits of Mackinac year round while state legislature worked to build the Mackinac Bridge. Thousands of vacationers, hunters and residents endured delays in crossing the Straits at peak travel times, but while on these ferries, they enjoyed the breathtaking view of the Straits. When the Mackinac Bridge was finally completed, vacationers now crossed the Straits in a few minutes. With the sale of the ferries, another colorful era ended on the Great Lakes.

A CLASSIC CLASS

by
GARY DEWAR
Part V

G.A. Tomlinson (i) (US 206623) July 10, 1909, Lorain: American SB (370), 524'0" x 54'0" x 30' 2 1/4" (504.0 x 54.0 x 30.0). 6361 GT, 4862 NT. Engine and boilers same as *Sylvania*.

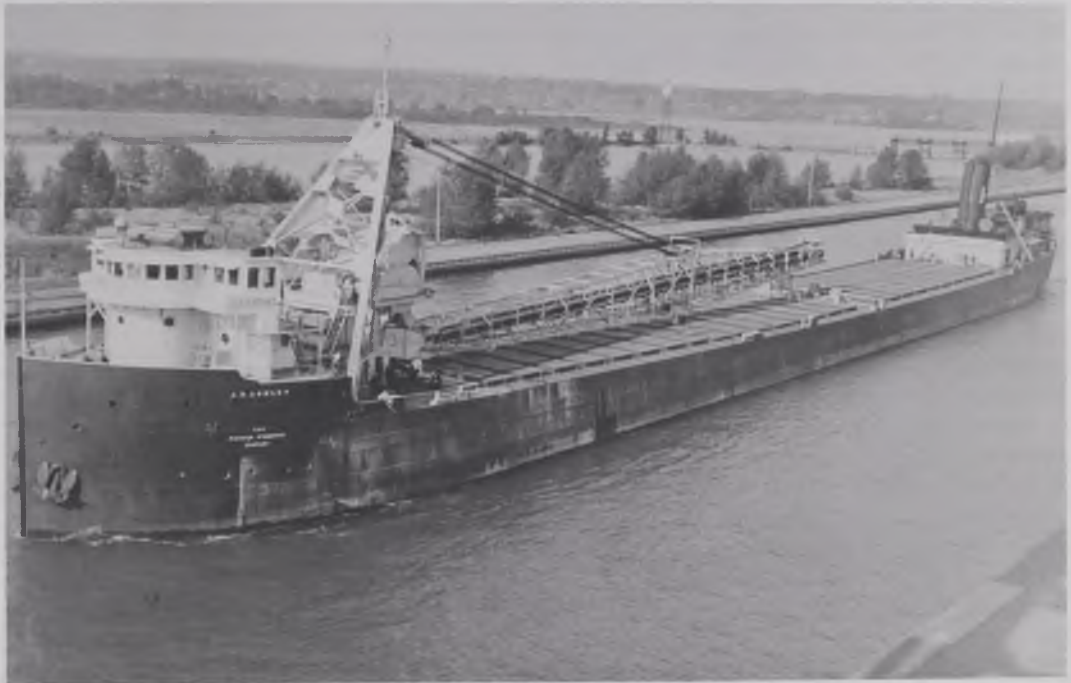
The *Tomlinson* entered service in August. Despite her name, she was not owned by the Tomlinson interests, but by the Douglass Steamship Company, of Buffalo, which was managed by Brown & Company (not to be confused with H.H. Brown & Company, of Cleveland).

Hutchinson's Pioneer Steamship Company bought the *Tomlinson* in November, 1915, and operated her for 43 seasons. They sold her in April of 1959 to the Gartland Steamship Company, who renamed

her *Henry R. Platt, Jr.* (ii). She was given a new pilothouse at that time.

Gartland laid the *Platt* up at Cleveland in the fall of 1968. During the winter her owners became a subsidiary of American Steamship, and she never sailed again. She was sold in May of 1970 to the Transworld Steel Corporation of Panama. Marine Salvage bought her from those owners a year later, stripped her to the hull at their scrapyard, and sold the hull to Stelco, who sank it as a dock facing at their Hamilton plant.

J.S. Ashley, (US 206695). July 31, 1909, Lorain: American SB (371), 524'0" x 54'0" x 30' 2 1/4" (504.0 x 54.0 x 30.0). 6361 GT, 4789 NT. Quadruple expan-



The J.S. ASHLEY had an unusual unloading boom. The bottom sloped upward in the outer section, giving it a trapezoidal profile.

sion: 18", 26-3/4", 41", 63" x 42"; 1800 ihp; built in 1900, and salvaged from the steamer *Lafayette*, which had been wrecked on Lake Superior in 1905. Two Scotch boilers, 14'6" x 11'6", built in 1909.

The *Ashley* was in service within a month of her launching, for the Kinney Steamship Company. She was not sold to Wilson Transit with most of Kinney's vessels in 1936, but went instead to The Pioneer Steamship Company.

The new owners had American Ship Building rebuild the *Ashley* as a self-unloader the following winter at Lorain. Her new measurements were 509.7 x 54.2 x 26.7; 6993 gross tons and 5835 net tons. Her carrying capacity was 9,150 long tons at 20 1/2 feet, and her cubic capacity was 8,700 short tons of coal. With two other vessels converted at Lorain that year, she had an unusual unloading boom, whose bottom sloped upward in the outer section, giving it a trapezoidal profile.

The *Ashley* was repowered by Hutchinson's Rud Machine Company at Cleveland in the spring of 1952, with a 2500-horsepower Skinner unaflo engine of five cylinders, each 23 1/2" by 26", and two oil-fired water tube boilers. A bow thruster was installed in 1962.

Pioneer Steamship sold the *Ashley* in March, 1961, to the American Steamship Company. They renamed her *Fred A. Manske* (ii) a year later.

BoCo laid the *Manske* up at South Chicago at the end of 1964, and did not bring her out for the next season. In 1976, like several earlier BoCo self-unloaders, including the first of her name, she became a part of the Reoch fleet. Reoch Transports bought her in April, and named her *Brookdale* (ii), C 370901, (7256 gross tons and 4880 net tons). In June of 1977, she was transferred to Dale Transports Ltd.

On July 17, 1980, while the *Brookdale* was loading salt at the Canadian Rock Salt Company's dock at Ojibway on the Detroit River, a severe wind-storm caused her boom to buckle and fall into the water. She was taken to Buffalo to be unloaded, then to Toronto, where she was laid up on July 20th. The vessel was nearly due for her regular four-year inspection and it was estimated that replacing the boom and correcting other deficiencies would cost more than \$2 million. Therefore, the *Brookdale's* owners sold her in September to A. Newman & Company Ltd., of St. Catharines, whose shipbreaking subsidiary cut her up at Port Maitland, Ontario, during the winter.

A.A. *Augustus*, (US 207074). December 11,

1909, Lorain: American SB (374). 524' 0" x 54' 0" x 30' 2 1/4" (504.0 x 54.0 x 30.0). 6390 GT, 4869 NT. Engine and boilers same as *Sylvania*.

The *Augustus* went into operation for The Pioneer Steamship Company on April 11, 1910 and remained in their service through the 1960 season. She was given new forward cabins in the Fifties to replace her original "turret" arrangement.

The Hutchinson interests sold the *Augustus* in May, 1961, to Marine Salvage, but they resold her to the Hindman Transportation Company, Ltd., of Owen Sound, Ontario, for continued operation. Hindman registered her at London, England, as the *Howard Hindman* (ii), BR 302710 (6966 GT, 4585 NT). She was brought into Canadian registry two years later.

Early in the 1969 season, the *Hindman* damaged her bottom when her steering gear failed in the Rock Cut of the West Neebish Channel, in the St. Marys River. Her owners sold her in May to Marine Salvage, and she arrived at Bilbao, Spain, on September 6th, for scrapping by Cia. Espanola de Demolicione Naval.

Norway (US 207247). March 12, 1910, Toledo: Toledo SB (115). 524' 0" x 58' 0" x 30' 0" (504.0 x 58.0 x 25.6). 6673 GT, 5314 NT. Capacity, engine and boilers same as *John Dunn, Jr.*

The *Norway* began her career in April for the United States Transportation Company. In spite of the larger registered tonnages, she as virtual duplicate of the *John Dunn, Jr.* However, she had a full forecastle, and had 29 hatches spaced at twelve feet, rather than the *Dunn's* fifteen at 24 feet.

With the rest of her fleet, she entered the Great Lakes Steamship Company in 1911, and likewise was sold with that company's other steamers to Wilson Marine in 1957. In the meantime, in 1947, she was given a pair of new watertube boilers. Enlargement of her pilothouse, and erection of a "doghouse" aft, either at that time or in the early Fifties, raised her tonnages to 6824 and 5465.

Wilson Marine sold the *Norway* to Hindman in October, 1964. She was renamed *Ruth Hindman* (C 306342, 7074 GT, 4794 NT), and was operated for ten full seasons by those owners.

Hindman left her in lay-up at Owen Sound in the spring of 1975, and sold her in June to the Western Metals Corporation, who scrapped her a year later at Thunder Bay, Ontario.

John R. Reiss (US 207251). January 29, 1910, Lorain: American SB (377). 524' 0" x 54' 0" x 30' 2 1/4" (504.0 x 54.0 x 30.0) 6432 GT, 4963 NT. Engine



Dossin Museum Coll.



Dossin Museum Coll.

Top: A.A. AUGUSTUS at the Soo Locks on December 29, 1947. Bottom: NORWAY sailed for Great Lakes Steamship Company from 1911 until she was sold to Wilson Marine in 1957.



The JOHN REISS was a handsome steamer with a large, rounded Texas that served her entire career with Reiss with few structural changes.

Massman Photo/Dossin Museum Coll.

and boilers same as *Sylvania*.

The *John P. Reiss* left Lorain on the 15th of April. She was owned by the Wisconsin Transportation Company, of Sheboygan, WI., which was a subsidiary of The C. Reiss Coal Company. Her manager was R.A. Williams, of Cleveland. The vessel was transferred in 1912 to the North American Steamship Company. Reiss's primary vessel operator, K.I. Kennedy, also of Cleveland, took over management of the fleet in 1918. In March of 1921, the owners were restyled the Reiss Steamship Company.

The *Reiss* was a handsome steamer with a large, rounded Texas, that served her entire career in the Reiss fleet, with few structural or cosmetic changes. A "doghouse" was added by the Fifties, and bow thruster was fitted in 1966. She operated for two seasons after her company was sold to American Steamship, then was laid up at Buffalo late in 1970.

In November of 1971, Boland & Cornelius transferred all the straight deck carriers to its Reiss and Gartland divisions to the Edison Steamship Company, so the latter could sell them, on January 10, 1972 to Kinsman Marine, an AmShip subsidiary, as partial payment for the new *Roger M. Kyes*. The sale also brought BoCo into compliance with a consent degree that it had filed in response to a Justice Department suit charging that acquisition of the ves-

sels had given the firm an effective monopoly of U.S. grain carriage on the lakes.

Kinsman sold the *John P. Reiss* three months after they had bought her, to A.J. Frank & Sons Ltd. of Hamilton, Ontario. She was sold again twice in the next year, to Marine Salvage and to Varela Davalilo, of Castellon, Spain, and arrived at that Spanish port on July 19, 1973, for scrapping.

Harry Yates (i), (US 207361.) March 4, 1910, St. Clair, MI.: Great Lakes Engineering Works (77). 524'0" x 56'0" x 30' 0-1/8" (504.0 x 56.0 x 26.0). 6077 GT, 4927 NT. Capacity 9,950 long tons; 11,000 short tons. Triple expansion: 22 1/2", 37", 63" x 42", 1765 ihp. Two Scotch boilers, 15' 0" x 12' 0".

The *Yates* went into service in May, the first of three 524-footers 56 feet wide built for Boland & Cornelius. That firm was engaged principally in grain transportation in those days, and the greater breadth provided an increase of six percent in cubic capacity for grain cargoes.

In 1934, American Ship Building converted the *Yates* to a self-unloader at Lorain, and she was re-named *Consumers Power* (ii). Her new measurements were 511.1 x 56.2 x 26.2: 6391 GT, 5082 NT, and her capacity was 9,000 long tons, or 8,650 short tons of coal.

The *Consumers Power* became the *Fred A.*

Manske (i) in 1958. In January of 1962, she was sold to Leadale Shipping Ltd., another Bermuda-based Reoch enterprise, and renamed *Leadale (i)*, (Br 316036), (512.1 x 56.2 x 26.0; 7073 GT, 4701 NT). Her boilers were converted to oil fuel in 1971.

The Reoch group brought the *Leadale* into Canadian registry in 1974, and continued to operate her through 1977. It was reported that she had been sold in June of 1978 to Mexican interests, but that sale was not completed, and she was sold instead in August to United Metals, of Hamilton. She cleared Quebec City in tow on May 30, 1979, bound for either Cartagena, Colombia, or somewhere in Uruguay.

Leonard B. Miller (US 207272). January 29, 1910, Cleveland: American SB (447). 524' 0" x 54' 0" x 30' 0-3/4" (504.0 x 54.0 x 30.0). 6291 GT, 4921 NT. Engine and boilers same as *Sylvania*.

The *Miller* was built for the Miller Transit Company, one of several operating firms that made up the Cleveland fleet of W.C. Richardson & Company.

The Richardson vessels carried much of the iron ore marketed by Oglebay, Norton & Company. After Wesley Richardson's death, they were sold, in November, 1920, to the Columbia Steamship Company, an Oglebay Norton affiliate.

On October 29, 1974, six miles east-southeast of Harbor Beach, MI. on Lake Huron, the *Miller* was in collision with the Canadian steamer *Glenorchy*, which sank as a result of the accident, with no loss of life.

Ownership of the Columbia fleet was transferred in November of 1931 to The Columbia Transportation Company, a wholly-owned subsidiary of Oglebay, Norton. The *Miller* was renamed *Charles W. Galloway* in 1937.

The *Galloway* spent the 1958 season at the Sturgeon Bay shipyard of the Christy Corporation, being fitted with an unloading system similar to the one Capt. John Roen had placed on his barge *Marquis Roen* the year before. Two traveling diesel cranes mounted on the spar deck removed cargo from the hold, and deposited it, through movable hoppers, onto a conveyor belt along the starboard side of the deck. At the forward end, the material was transferred by means of a transverse belt to a 200-foot unloading boom. The arrangement provided little improvement in discharge speed over a regular crane ship, but it permitted the vessel to place material farther onto the dock; afforded the flexibility of the cranes to load cargo from dockside, from barges alongside, or from another vessel, and to handle pig iron, scrap metals



Photo by Fr. Pete VanderLinden/Dossin Museum

The FRED A. MANSKE (i) was sold to Leadale Shipping Ltd. and renamed LEADALE (i). She sailed until 1977 and was sold overseas in 1979.

and other cargoes which could not be moved by conveyors; and did not materially reduce the cubic capacity of the vessel as would the installation of hoppers and conveyors in the hold.

When the steamer returned to service in November, she was renamed *Robert C. Norton* (i). Her new tonnages were 6475 gross and 5157 net.

A bow thruster was installed in the *Norton* in 1965, and she was converted to burn oil fuel in 1967. In March of 1974, Oglebay Norton renamed her the *Buckeye* (ii).

By the 1978 season, after two decades of receiving hundreds of heavy cargoes of pig iron and steel and cargo, and being unloaded by her clamshell buckets, the *Buckeye's* cargo holds were badly battered. On April 20th of that year, she grounded in the Middle Neebish Channel of the St. Marys River. The subsequent Coast Guard inspection showed only minor injury as a result of that mishap, but revealed more serious pre-existing damage. The owners elected to make only the repairs needed to allow her to complete the season.

Oglebay Norton removed the *Buckeye* from documentation in May of 1979, but sold her shortly afterward to the Lake Transportation Company, Inc., of Avon, OH. Those owners, controlled by Frank J. Sullivan, Jr., a member of the family that formerly had owned the Gartland Steamship Company, removed the engine and boiler and the stack and modified

the stern to accommodate a pushing tug, which could be controlled from the pilothouse of the barge. The *Buckeye* began her new service in August, under a long-term charter to the Upper Lakes Towing Company, Inc. of Escanaba, MI. That company's owner, Clyde Van Enkevort, had had previous experience in barge operations with his Escanaba Towing Company.

Unlike a number of former steamers before her, the *Buckeye* proved a success as a barge. Pushed or towed, as appropriate, by the 6,000-horsepower diesel tug *Olive L. Moore*, for a decade she kept about as busy as any powered vessel on the lakes, and was likely to appear almost anywhere, anytime.

Finally, in the middle of July, 1990, the *Moore* brought the *Buckeye* into port for the last time. She was laid up at Menominee, MI., having outlasted in service not only all the other members of her class, but nearly all the vessels of her era, and a great many far larger and newer. Most of her unloading equipment, except the cargo boom, was installed at once on the *Joseph H. Thompson*, whose lengthy conversion from a steamer to a barge, as a replacement for the *Buckeye*, was nearly complete.

In Part Six of "A Classic Class", we will cover the histories of A.M. Byers, Peter Reiss, Chas. Price, E.H. Utley, Theodore H. Wickwire, Jr., Quincy Shaw, Louis Davidson, Robt. Ireland, Wm. Crawford, Wm. Donner and Herbert Black.



Two traveling cranes allowed the NORTON to place material farther onto the dock and did not materially reduce the cubic capacity of the vessel as would the installation of hoppers and conveyors in the hold.

VACATIONLAND

1951 - 1987

by
STEVE ELVE

It was January 13, 1952 and the Michigan State Highway Department's auto-ferry, *Vacationland* was making her maiden voyage. Having left River Rouge three days earlier, the motor vessel had encountered moderate ice, making a good trip of it without the benefit of navigational aids. (They had been removed at the close of the shipping season in December.)

On her bridge Capt. Frank Nelson plotted the ferry's course for Old Mackinac Point, the southern entrance point to the Straits of Mackinac.

As a new double-ended ferry steamed up Lake Huron, her bow easily pushed aside the forming slush ice. Off her portside, the snow blanketed shoreline of Michigan's lower peninsula could be seen and Macki-

naw City was now in view.

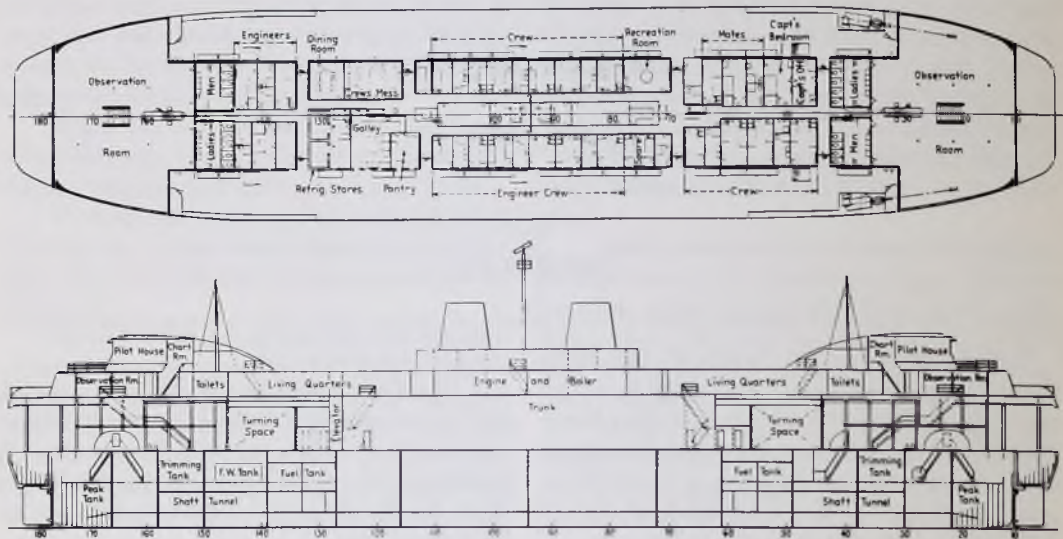
The *Vacationland* was piloted slowly ahead, past the green and white lights at the end of the wharf and into her new berth, the 1400-foot state dock at Mackinaw City. Across the way, lay the railway wharf and the slip for the *Chief Wawatam* and her sister *Sainte Marie*.

The *Vacationland* was launched on April 7, 1951 by the Great Lakes Engineering Works, River Rouge as Hull No. 296. Her overall dimensions were 360' x 73' x 25' with a gross tonnage of 3,844. The auto-carrier was powered by four Nordberg-diesel engines with a combined S.H.P. of 9300. The diesels drove twin screws at each end fifteen miles an hour.



Michigan Highway Dept/Dossin Mus. Coll.

The VACATIONLAND was launched on April 7, 1951 at Great Lakes Engineering Works as Hull 296.



Note: The end being used as the bow was engaged while the stern screws windmilled.) She had a car capacity of 145 cars, trailers, trucks mixed and passenger capability of 650 persons.

Ice conditions in the Straits of Mackinac are very heavy. Slush ice can foul sea-cocks and windrowed ice builds up 35 to 40 feet deep with temperatures dipping as low as 20 degrees below zero. Being unable to cope with these conditions, the entire State Fleet tied up from December 15 to April 15. In 1931 a temporary winter service was begun with an arrangement between the Mackinac Transportation Co. and the State to carry automobiles across the straits on M.T.Co. railroad ferries. The company was paid the difference between its' charges and the lower rates the Highway Department collected in the summer from its' ferries. This business agreement didn't work out as the State was losing money. So in 1936 the State leased the *Sainte Marie* and occasionally the *Chief Wawatam* for winter crossings. They were scheduled to make six trips per day. And so the *Vacationland* was constructed with heavy winter service in mind, giving the State their own much needed year around service.

The ferry being double-ended had a pilothouse perched on the boat deck at each end. The navigational control would be shifted to which ever end was being used as the bow.

At each end, heavy steel semi-circular doors were fitted. They were made in halves and hung by roller bearing trolleys from the top. The doors were kept free of ice by modine heaters which re-circulated

warm air through the steering gear room at 140% F.

Not only would the *Vacationland* ease the ice problem, but also the heavy load of traffic at the straits. The highway Department's fleet at the time of the new ferries arrival consisted of four auto-carriers. The *City of Cheboygan*, ex-*Ann Arbor No. 4*, the *City of Munising*, ex-*Pere Marquette No. 20*, *City of Petosky*, ex-*Pere Marquette No. 17* and the *Straits of Mackinac*. The State had initiated its ferry service in 1923 with the small ferry *Ariel*. That year it carried 10,351 vehicles in five months. In 1952, the combined fleet carried 794,516 vehicles, quite a sizable increase.

It's interesting to note that the *Vacationland* made 31% of the crossings and carried 32% of the vehicles out of the entire fleet of five boats in the ferries first year. In a study done by the Highway Department in 1952-53, the *Vacationland* alone made 5,772 crossings in her first 15 months of service. The best month being August, 1952 when she transported 60,000 vehicles and 165,000 passengers.

A new dock facility was installed in 1952 in St. Ignace, which cut the crossing down from 7.25 miles to 6.0 miles. The *Vacationland* could make the round trip in an average time of 1 hour 38 minutes. The vessel's fastest one way trip was 26 minutes and the longest one way in ice, 11 hours 45 minutes.

The *Vacationland* operated well for the State with only minor accidents. One of the more note worthy was in April of 1957 when the ferry ran aground in heavy ice in the straits. For 22 hours a crew of 24 and 66 passengers were battered by a 70 mile an



Michigan Highway Dept/Dossin Mus. Coll.



Michigan Highway Dept/Dossin Mus. Coll.

*Top: The VACATIONLAND was built for heavy winter service, giving the straits year-round service.
Bottom: Unloading cars in January, 1952.*

hour gale which piled up windrows of ice. They were finally freed by the ice breaker *Mackinaw*.

The end came relatively quick for the flagship of the fleet as the Mackinac Bridge was opened in November of 1957. A postcard that really pictured the coming end for the "Queen" showed a beautiful sunset in the straits with the *Vacationland* in the foreground making its crossing. In the background, silhouetted against the sky, was the unfinished skeleton of the Mackinac Bridge. The ferry only operated for six years under the State Highway Departments banner. A short life compared to the other four ferries.

The *Vacationland's* last trip was November 1, 1957. She sailed at 3 p.m. from No. 3 dock in St. Ignace across the straits for the last time, terminating 34 years of ferrying autos across the straits.

She remained idle until 1960 when bought by the Detroit Atlantic Navigation Company and given a new name *Jack Dalton*. The ferry was to haul tractor-trailers between Detroit and Cleveland, but the service only lasted a couple of months and was ended.

The following year the *Dalton* was sold for \$1.2 million to Compagnie Navigation Nordsud Ltd., of Rimouski, Quebec. Renamed *Pere Nouvel*, the ferry made runs between Rimouski and Les Escoumins in

in the lower St. Lawrence River. In 1967 the *Pere Nouvel* was purchased by the Department of Transportation of the Dominion of British Columbia and renamed *Sunshine Coast Queen*. In 1968 the ferry was put on her new route running from Horseshoe Bay to Langdale and stopping at Howe Sound, north of Vancouver, making seven trips a day. In 1970 the auto carrier was lengthened to carry 200 cars. The ferry continued in this service until being laid-up in 1976 in Vancouver. The ex-*Vacationland* was named one more time in 1981 as *Gulf Kanayak* to be used to support drilling in Alaska, but it never came about.

In 1987 the idle ferry was bought by a Chinese scrapyard. On December 3rd the vessel was being towed by a Japanese tug to Shanghai, they encountered a storm off the west coast. The old ferry battled the gale's towering waves, but finally succumbed to the storm's fury as her old bow doors caved in and the seas rushed in and sent the ferry down to the bottom in 8,400 feet of water.

As the ferry's broken hull settled on the ocean floor, one can only feel this was a fitting end for the vessel escaping the indignity of the scrapper's torch.

(Note: in 34 years of service the State Ferries carried 12 million vehicles and more than 30 million passengers across the Straits of Mackinac.)



With the completion of the Mackinac Bridge in 1957, the VACATIONLAND was withdrawn from service shortly afterwards.

FITZGERALD'S ANCHOR RECOVERED

On January 7, 1974, the *Edmund Fitzgerald* lost an anchor in the Detroit River, just west of Belle Isle. Plans were made for a local diver to recover the anchor, but ice build up in the river made it impossible and it was left on the river bottom.

Last April GLMI Underwater Research Team divers began searching the river for the anchor in hopes of recovering it for the Dossin Great Lakes Museum. They searched according to the coordinates in *Telescope*, but nothing was found in the early attempts. In searching for the Fitz's anchor, several other large objects were found on the river bottom, including the pipes and valves at the slip of the Detroit Dry Dock Company shipyard on Atwater Street. Finally, a proton magnetometer was used to assist in locating the anchor at the foot of Rivard, a half-mile from the RenCen.

The Dossin Museum and the GLMI began the "Link in the Chain" fund-raising campaign with local dive shops and art galleries. WDIV-Channel 4 in Detroit generously provided a hour of prime-time on Monday, July 20th, in which the history of the *Fitzgerald* would covered in the first part and the anchor raised in the second part. Divers used high-tech communication masks which allowed them to talk live as they prepared to raise the anchor. The weather was overcast on July 20th, but the wind and rain held off as the 12,000 pound anchor, (covered with zebra mussels), was raised without a hitch. The anchor recovery was telecast live from the barge and from the bottom of the river.

When the anchor was finally raised, viewers were invited to pledge \$250.00 to become a "Link in the Chain" by calling a special phone number that



Diver Nick Martines holds the link in the chain that was found with the anchor on May 17, 1992.



Photos by Dave Mabry



Photo courtesy of Richard Ingalls, Jr.

Top: View of the anchor flukes, measuring six feet across. Bottom: The anchor covered with zebra mussels is placed on the Faust Corp. barge.

night. In just two hours, over 270 persons signed on. The anchor was brought over to the museum the next day and placed along the river bank. Several thousand people came to view it during the first week and also donated money to the "Link in the Chain". At the end of the July, over 500 persons, organizations and institutions donated \$250.00 each to this fund-raising effort.

The Great Lakes Maritime Institute would like to thank the following individuals and companies for their generosity in making this fund-raiser a tremendous success.

Project Coordinator: John F. Polacsek

Divers: Nick Martines, Mal Sillars, Frank Saverino, Bill Robbinette, Geof Coon, Ron Crichton, John Gatz, Fred Dufty, Dave Mabry, Jerry Cliff, Mike

Carpenter, Ken Rooks, Ken Reeves, Leo Dupuis, Denise Schmitterle.

Grosse Ile boat crew: Bill Hoey, Bill Hoey, Jr. Don Erickson.

Marine Artists: William Moss and Robert McGreevy.

Financial and in-kind services provided by:

Advanced Aquatics, Bruno's Dive Shop, Ocean Technology Int., Tom & Jerry's Sport Shop, U.S. Scuba, Inland Waters, Inc. Adtique Graphics, Phil's Quality Meats, Detroit Police Harbormaster, Detroit Police Underwater Recovery Team, J.W. Westcott Company, LaFarge Cement Company, WDIV-TV 4, Faust Corporation, Blue Water Explorations, Ltd., Gaelic Tugboat Company, Oglebay Norton Company, MAO Graphics, Wayne Brusate, Tim Moran, Cindy Bieniek, Mark Lathrop, and Capt. Bob Tilley.



The volunteer divers of the G.L.M.I. Underwater Recovery team on the diveboat Grosse Ile.

GREAT LAKES & SEAWAY NEWS



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

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M.B. MacKAY
T. SECHEN
J. VOURNAKIS

C. HUDSON
R. LEE
A. MANN
J. SPRUNT
S. WELCH

May 2. . . The Canadian Coast Guard announced that they will move their regional headquarters from Toronto to Sarnia next year. The move could create up to fifty jobs in the Sarnia-Clearwater area.

May 3. . . *Alcocyte* arrived at the shipyard in Thunder Bay for repairs and temporary lay-up.

May 7. . . Interlake's *Charles M. Beeghly* arrived at Fraser Shipyard for replacement of her stern-tube seal. She cleared on the 9th after loading at D.M.& I.R. dock.

. . . The new Pelee Island ferry *Jiimaan* (C 814082) was christened at the Port Weller Dry Dock. The \$26 million *Jiimaan* is 207'4" x 48' x 15'5", has a carrying capacity of 40 cars and 400 passengers. She will operate in Lake Erie from Kingsville and Leamington to Pelee Island and Sandusky, Ohio. The ferry was opened to the public on the 9th and attracted about 3,000 visitors.

May 9. . . The tug *Bode*, ex-*Tusker*, cleared Sarnia towing the barge *Remi*, ex-*Scurry*, ex-*Hudson Transport*. The tug *Glenada* assisted at the stern position. The *Bode* and *Remi* were bound for Lagos, Nigeria. They passed down the Welland Canal on the 12th.

May 10. . . The destroyer *H.M.C.S. Ottawa* arrived in Toronto for a four day visit. This could be her last visit to the Lakes as she is scheduled to be decommissioned in July.

May 11 . . . The tug *Atomic* passed upbound in the Welland Canal for the first time in McKeil colors.

. . . Negotiations are underway between Canada Steamship Lines and Upper Lakes Group to merge their international operations. The merger would pool 11 ocean-going self-unloaders under a new entity that would be based in Massachusetts. Because of declining traffic on the Lakes and St. Lawrence, both companies have been looking to expand their offshore business. One quarter of C.S.L.'s revenue is generated by its six ocean-going self-unloaders. Upper Lakes operates five ocean-going self-unloaders and they generate one quarter of the company's revenue.

May 13. . . The Seaway Port Authority of Duluth reported that the Twin Ports handled more than 3.5 million metric tons of cargo in April. This was a 1.6% increase over the same period last year. Year-to-date figures for all cargoes totaled 3,510,951 metric tons which is a 5.6% increase over the 5-year average. 126 vessels called at the ports in April, which is 25 more than last year.

GREAT LAKES & SEAWAY NEWS ·



Photo by Karl Kuuruff



Photo by Terry Sechen

Top: Ferry JIIMAAN arriving at Leamington on her maiden voyage on July 3, 1992. Bottom: J.A.W. IGLEHART arriving in Duluth with first cement cargo on April 2, 1992.

• GREAT LAKES & SEAWAY NEWS



Top: BADGER in Ludington before departure on May 16, 1992. Note new logo of Lake Michigan Carferry Service on stack. Bottom: Capt. Bruce Masse looks out the front window as the BADGER approaches Manitowoc.

GREAT LAKES & SEAWAY NEWS ·



Top: Welcoming ceremony at Manitowoc as BADGER backs into slip. Bottom: BADGER returning to Manitowoc after 2-hour V.I.P. voyage.

• GREAT LAKES & SEAWAY NEWS

... The U.S. House of Representatives has passed a measure to ban ships that were built or repaired with foreign government subsidies from unloading at U.S. ports. The measure was drafted to protect American shipbuilders because they are losing business to foreign shipyards that can build vessels cheaper. However, this bill if passed by the Senate, could damage trade at U.S. ports, particularly Great lakes ports. Great Lakes port officials are concerned that the measure would divert shipping to Canadian ports.

May 14. . . *Enerchem Refiner* went on the "shelf" at the Port Weller Dry Dock and *Algonorth* went onto the "deep dock".

May 15. . . The ferry *Badger* held trial runs on Lake Michigan around Ludington. The ferry carried a total of about 1,000 people during trial runs.

... The prospect of shipping western low-sulphur coal through the Great Lakes appears to be dimming. A prospective Spanish buyer has signed a contract with an Indonesian firm for low-sulphur and low-ash content coal from Indonesia. Spanish utilities are still considering purchasing western coal, but these shipments will probably be shipped down the Mississippi River. Low rates in the ocean freight market are also working against the Great Lakes route. The one shipment of western coal from Duluth-Superior last year proved to be more expensive than many of the shipments via the Mississippi and the Gulf of Mexico. The Midwest Energy Terminal in Superior doesn't have any contracts from European customers this year. St. Lawrence Stevedoring at Quebec doesn't have as yet, any contracts to ship or stockpile coal for overseas shipments.

May 16. . . The *Badger* completed her first run from Ludington to Manitowoc, carrying 260 passengers in the 4 1/2 hour run. The vessel's owner spent \$1.5 million in refurbishing the ferry and a passenger stated that the vessel is more like a cruise ship than a ferry. Institute member Steve Elve was onboard for the trip and states departure time was 7:30 am from Ludington and arrival in Manitowoc was 10:30 am (CST). The day was beautiful and the whole town of Manitowoc turned out to welcome them. This was the first time in 10 years that the ferry has called at Manitowoc. Steve also said that on the return trip, they had 30-knot winds and 6-8 foot waves. Regular service between Ludington and Manitowoc began Monday, June 18th.

... *Dynamic Spirit*, ex-*Eglantine*, passed up the Seaway for Duluth. As the *Eglantine*, she has been a Seaway caller for 20 years. She passed up the Welland Canal on the 17th.

May 20. . . The Pelee Island ferry *Jiimaan* made her trial runs on Lake Ontario. *Jiimaan* is the Ojibwa word for canoe.

May 20. . . *Oakglen* arrived in Duluth to load grain at the Cargill B1 Elevator. This was her first visit to the Twin Ports under this name. The last time she visited the Twin Ports was in 1989 as the *T.R. McLagan*.

May 22. . . *CPC Holandia*, registered at Hamburg, Germany, lost power while in the St. Lawrence in a section known as the American Narrows and ran aground. Her bow was lodged on a granite shelf and sat in only six feet of water. Shipping on the river was halted in both directions. Her crew pumped the forward ballast tanks and was able to free herself the next morning. An inspector revealed no damage and she was allowed to proceed to Thunder Bay for cargo.

... Hopes are growing dim that the *USS Des Moines* will ever get to the Twin Ports of Duluth-Superior. In April, voters rejected a \$1.25 million bond sale and loan to the Des Moines Project, Inc. to bring the cruiser to the Twin Ports. A private investor is now willing to loan the group the needed funds. However, the Superior City Council must guarantee that a 2 percent increase in the city's lodging tax will be used to repay the loan. However, the present council can enact the tax, but a new council could repeal the tax. There is a 2 percent lodging tax in effect now that motel and hotel owners agreed to last winter. This tax was contingent on the

GREAT LAKES & SEAWAY NEWS

city approving the \$1.25 million loan which the taxpayers rejected and will expire in September. Funds collected from this tax are being used to pay bills from the bond sale that did not happen. (Ed note: I hope this will answer several letters from readers, concerning the progress of the *USS Des Moines*.)

May 23. . . *Courtney Burton* opened Ashland's shipping season unloading coal at the Reiss Coal Dock.

. . . *Amelia Desgagnes* collided with a powerboat in the St. Lawrence near Morrisburg. There was no report of injuries or damage to either vessel.

. . . Alan Mann reports that the dinner-cruise boat *Star of Detroit* cleared Port Lambton, Ontario for the Nicholson Dock in Detroit. She has been laid-up at Port Lambton since April, 1991. She will operate on the Ohio River at Cincinnati later in the year.

May 25 . . . The Vanuatu-flagged saltie *Wislanes* arrived in Duluth on her maiden voyage from Poland. She loaded a partial cargo of bentonite clay at the Hallett Docks 5 and 6. She cleared on the 26th for Chicago to complete her load. From Chicago, she will go to Norbar, Norway.

May 26. . . *CPC Holanda* passed upbound at the Soo, bound for Thunder Bay. She will load an old paper mill for delivery to Manila.

. . . *Enerchem Refiner* and *Algonorth* cleared Port Weller Dry Dock. *Algonorth* tied up at the Welland Dock. Both arrived Port Weller Dry Dock on the 14th of this month.

May 27. . . Upper Lakes' *Montrealais* went on the dry dock at Port Weller.

May 28. . . Consolidated Rail Corporation (Conrail) inaugurated their newly refurbished coal-loading system at Ashtabula, Ohio. The \$14 million investment to the physical plant will increase the dock's loading capacity from 4,000 to 5,000 tons an hour with loading time reduced from 12 hours to 8 hours a vessel. Ground storage has been increased by 40% from 1.2 to 2.0 million tons. Ontario-Hydro is Conrail's main customer for this facility. C.S.L.'s *J.W. McGiffin* was the first vessel to be loaded at the facility.

. . . C.S.L.'s *Richelieu* loaded grain and a deck load of steel vats at Thunder Bay. The vats are destined for Matane, Quebec and the grain for Montreal and Quebec City.

May 29. . . Canadian Shipbuilding and Engineering Ltd. announced that they will close its Thunder Bay shipyard and concentrate its marine operations at St. Catharines, Ontario. A machine shop and steel fabrication plant will remain in Thunder Bay. About 30 employees will lose their jobs over the next year. The company blamed the closing on a bleak outlook for ship construction and the loss of a contract to build 12 minesweepers for the Canadian Navy.

May 30. . . The Lake Carriers' Association reported that total shipments of iron ore, stone and coal was 2.1 million tons in April. This was a decrease of 1% from the same period last year. April iron ore shipments totaled 6.7 million tons, which is an increase of 5.6%. Coal shipments totaled 3.1 million tons, which is unchanged from last year. Lake Erie coal shipments increased by 41% while shipments from Superior decreased by 28%. Stone shipments totaled 2.2 million tons, which is a decrease of 17.4%. As of May 22nd, there were 54 American vessels in operation. This was two vessels less than last year. The number of Canadian vessels in operation wasn't given.

. . . Although the Russian government has U.S. and Canadian credit to purchase grain, it doesn't have the funds needed to cover the costs of chartering vessels to carry grain. Grain elevators along the Great Lakes and St.

• GREAT LAKES & SEAWAY NEWS

Lawrence are filled with grain. At least 23 Canadian bulk carriers are laid-up because of the lack of business. Loss to Canadian ship owners in the last few weeks could be as high as \$4.2 million.

May 31. . . C.S.L. *Saguenay* made a rare visit to Muskegon to unload salt.

Jun. 5. . . Upper Lakes' *Canadian Explorer* loaded the first grain cargo of the season at the Port of Toledo.

. . . USX's *George A. Sloan* loaded a special cargo of concentrator tailings at Escanaba. The tailings were from the inactive Republic Mine in Michigan's Upper Peninsula. The tailings were unloaded at the LaFarge Corp. cement plant in Alpena. The tailings will be evaluated as an additive in cement manufacturing.

. . . As of May 31st, 3,994 passengers have been carried across Lake Michigan on the *Badger*. This figure doesn't include the 1,500 passengers that were carried on the inaugural tours. Another 12,294 passengers have booked reservations through the summer.

Jun. 8. . . The *Star of Cincinnati*, ex-*Star of Detroit*, passed down the Welland Canal.

. . . The Liberian saltie *Federal Saguenay* arrived with 10,100 metric tons of copper concentrate from Indonesia. The concentrate will be unloaded at the Reiss Coal Dock and transported by rail over Wisconsin Central tracks to White Pine, Michigan for smelting. *Federal Saguenay* was Ashland's first saltie of the season. She was assisted by tugs *Minnesota* and *North Dakota* out of Duluth.



Photo by Steve Elve

Canada Steamship Lines' SAGUENAY at Muskegon on May 16, 1992.

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Jun. 10. . . About 100 gallons of fuel oil was spilled by *Medusa Challenger* at Ludington, but was contained by a quick response by the US Coast Guard.

. . . The Great Lakes Towing Company's tug *Superior* arrived in Duluth with the tugs *Vermont* and *Kansas*. She departed Duluth with the tugs *Illinois* and *Rhode Island*.

Jun. 11. . . Scrapping of the tug *Minnie Selvick* is well underway at Kewaunee, Wisconsin.

Jun. 14. . . *Ralph Misener* cleared Thunder Bay with cargo of grain, ending her two week layup.

. . . Strong northeast winds blowing up to 50 miles an hour caused delays to shipping in Duluth-Superior. Columbia's *Armco*, after loading pellets at the D.M.&I.R. ore dock, stayed at the dock for six hours waiting for the winds to subside. The *Beeghtly* arrived in Duluth, but was unable to make the turn into the Cutler Stone Dock. She went back out the Superior entry and entered Duluth through the Ship Canal a short time later. She made the dock with the assistance of a tug. C.S.L.'s *Tarantau* anchored off the Superior entry and didn't enter until early the next day. She loaded pellets at the Burlington Northern Dock.

Jun. 16. . . The tug *Point Valour* passed up the Welland Canal with *Denise V*, bound for Thunder Bay.

Jun. 17. . . The cruise ship *Yorktown Clipper* passed up the Seaway, bound for Rochester, New York. The four deck cruise ship is 257 feet long and 43 feet wide. She was apparently built in Wilmington, Delaware and will offer cruise service between Rochester and Montreal this summer.

Jun. 19. . . The ferry *Jimaan* cleared Port Weller to begin regular ferry service.

. . . *Atlantic Huron* will be manned by a Canadian crew and will return to the Lakes.

. . . The Corps of Engineers renamed their 120 foot craneship Michigan to *Veler* at ceremonies in Wyandotte, MI. The cranebarge was renamed in honor of Jay Veler, a Corp employee who lost his life while working in the St. Marys River in 1989.

Jun. 22. . . The *Canadian Century* arrived at the Twin Ports to load pellets at the Burlington Northern Dock. This was her first visit since July, 1987. That visit was her first-ever to the Twin Ports. She cleared the next day for Hamilton, Ontario.

Jun. 24. . . The *USS Samuel Eliot Morrison* passed up the Welland Canal on a goodwill visit to the Lakes.

Jun. 27. . . American Steamship's *Adam E. Cornelius* was laid-up at the Frog Pond at Fraser Shipyard for temporary lay-up and repairs.

Jun. 30. . . A train derailment in Superior, Wisconsin interrupted shipping in the Twin Ports. A chemical tank car spilled its cargo, causing a toxic cloud to form and spread over the area. The *George A. Stinson* arrived in Superior shortly afterwards to load at Burlington Northern dock. When she was half-loaded, she was forced to depart and anchor in Lake Superior. The *Kaye E. Barker* and *Phillip R. Clarke* were loading at the D.M.&I.R. dock in Duluth and the loading crews were pulled off the dock, delaying their loading. The Duluth Aerial Bridge was closed to ship traffic to allow Park Point residents to be evacuated.

Miscellaneous . . .

. . . C.S.L.'s *Whitefish Bay* has been retired from active service. No retirement date was given in the company

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Photo by Andrea Bousie

JOSEPH H. THOMPSON at Marquette's lower harbor on June 21, 1992.

newspaper. The *Whitefish Bay* had been assigned to the Great Lakes Bulk Carriers fleet. The *Rimouski* has been transferred to that fleet to replace her.

... On June 4th the *SS United States* cleared Newport News, VA under tow of the Dutch ocean tug *Smit Rotterdam*. The passenger vessel has been idle for the last 23 years. The tow is bound for Istanbul, Turkey where the vessel will be refurbished and return to cruise service.

... On June 9th the Put-in-Bay Boat Line christened their new ferry *Jet Express II* at Put-in-Bay. The \$3 million aluminum hull catamaran was built in Australia. Prior to christening, there was a race between the two sister ships - *Jet Express I* and *Jet Express II* from Port Clinton to Put-in-Bay. *Jet Express I* won.

... The restored brig *Niagara* left the Lakes for New York to participate in the 500th anniversary of Columbus' arrival in 1492. To pass through the New York State Barge Canal, her masts and rigging were taken down and stored.

Great Lakes Calendar . . .

Thurs.-Oct. 8th. - G.L.M.I. Board of Directors meeting at 7:30 p.m.

Sun.-Nov. 8th - Annual *Fitzgerald* Memorial Service at Mariners' Church in Detroit at 11:00 a.m.

Sat.-Nov. 21st-G.L.M.I. entertainment meeting at 11:00 a.m. at Dssin. Speaker to be announced in November issue.

Sat.-Dec. 5th - G.L.M.I. Annual Marine Flea mart in DeRoy Hall from 10-3 p.m.

OUR BACK COVER PHOTO . . . *Rising Sun* (US 91674). Built in 1884 at Detroit, MI. as *Minnie M*. Measured 133.3 x 26.0 x 10.8. 447 gt; 295 nt. Renamed *Rising Sun* in 1913. Stranded on Pyramid Point, Lake Michigan during a gale and fog on October 29, 1917 and wrecked.

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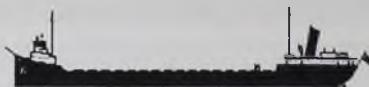


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