



Telescope

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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES •

There are two new books available in the gift shop that will be of interest to members. *The Ships of Port Weller* by Skip Gillham is divided into two sections. The first part details the history of the shipyard when it was established in 1946. The second part consists of a short history of each vessel built at the yard. Throughout the book are many excellent photos, including an aerial photo of the shipyard on the inside cover. This book retails at \$15.95.

Passage to the Sea: The Story of Canada Steamship Lines by Edgar Andrew Collard begins with the merger of several companies in 1913 to form CSL. The author was allowed access to CSL's immense archives and has written a book detailing the fleet ships. This book also covers the company decisions to expand CSL activities to carry cargoes from the Lakehead to the Gulf. Included are several color paintings of CSL vessels by various artists. The book retails at \$35.00. Members should remember to take their 10% discount.

MEETING NOTICES •

The next entertainment meeting is scheduled for Saturday, March 20th at 11 a.m. at Dossin Museum. Our guest speaker will be Doug Short presenting "Love Those Ships". The May entertainment meeting will be held on Saturday, May 15th at the Museum of Arts & History at Port Huron. Our guest speaker will be James Luke, a graduate of the Great Lakes Maritime Academy presenting "Great Lake Ships Through the Eyes of a Cadet".

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OUR COVER PICTURE . . . The *S.T. Crapo* departed Alpena the week before Christmas and was forced to anchor in the Straits of Mackinac. When she resumed her voyage down Lake Michigan, she was hit by fifteen foot waves and winds up to 55 mph. The vessel anchored off Milwaukee and arrived in St. Joseph on December 26, 1992. This photo was taken by Steve Elve as the *Crapo* arrived in St. Joseph.

FOND MEMORIES OF THE SOO RIVER COMPANY FLEET

AN INTERVIEW WITH CAPT. RICHARD METZ.

by
BOB CAMPBELL

Captain Richard Metz, retired master of vessels for the Soo River and Parrish & Heimbecker fleets, could be described as a multi-dimensional individual. He not only has been a skipper on the Lakes, but has found time to become an accomplished underwater explorer and pilots his own plane.

Born in Milwaukee, Wisconsin, he would frequently be playing along the shores of Lake Michigan and would interrupt play to gaze out at the long ships belching black smoke as they silently slid by in the distance. He expressed a desire to work on those steamers, but those early dreams would have to await maturity. In the meantime, he took up scuba diving and upon completion of training, a whole new vista

was opened. He and several diving buddies would cross Lake Superior to Isle Royale. On one particular trip their small boat came across the ore carrier *Robert Stanley*. When the mate came out of the pilothouse with a steaming cup of coffee, Dick Metz took one look at the steaming cup and said "that's the job for me". He went to the hiring hall and signed aboard the steamer *Thomas Wilson* as a deckhand for the 1964 season. He proceeded to work on other boats in the Wilson fleet until an opening occurred with the National Park Service on Isle Royale as captain of the tug *Colombe*. After writing for his First Class Pilots License in Duluth, he sailed the *Ranger III* to Isle Royale in the spring of 1966, this time not as a tourist,



Capt. Richard Metz gazing out over Lake Huron.



SOO RIVER TRADER in Welland Canal on May 11, 1980.

Photo by Pete Worden

but as an employee. The 1960s saw much construction taking place on the island and as captain of the *Colombe*, he was busy hauling building materials to various spots along the isle. "I helped put in almost every dock in the Rock Harbor area and thoroughly enjoyed the breath-taking beauty." The scuba diving experience also proved valuable to the park service from diving on a downed aircraft to patching and raising sunken smallcraft. This skill also has led to recovery of historic shipwreck artifacts now preserved at Mott Island and the capstan cover of the steamer *Monarch* which is displayed at the Rock Harbor Lighthouse. The *Monarch* was a package freighter which struck the rocky cliffs of Blakes Point and sank in the fall of 1909.

The season of 1967 found him back on the freighters, this time as wheelsman aboard the *John Dykstra* under command of Capt. Gus Goransson. "I remember being at the helm as we left the Soo Locks one morning, and it was so foggy we couldn't see a thing. These were the days before the Coast Guard would close the river and Captain Gus had a compass reading telling me to stay on that heading and keep a steady course. Every time I heard the compass indicator click over a degree one way or another, I about died."

"In 1974 I went back to school and wrote for my Great Lakes Masters ticket, and later got a job as mate on the Lake Superior carferry *Incan Superior*. The storm of November 10, 1975, which sank the *Edmund*

Fitzgerald, found us anchored in Thunder Bay harbor. There were approximately twenty ships in the harbor that night, providing quite a sight."

Capt. Metz's favorite years were in the late 1970s as master of the Soo River Company vessels. These included the *Judith M. Pierson*, *Soo River Trader* and *H.C. Heimbecker*, built in 1905 at Superior, Wisconsin, which was one of the oldest boats on the Lakes at the time. "If I had my choice the *Soo River Trader* would probably be my favorite boat, but you can't take anything away from the *Judith M. Pierson*. She was a very forgiving boat in that her maneuverability would easily correct a mistake in heading." The *Soo River Trader* was originally named *Samuel Mather* and later renamed *Pathfinder*. "Years ago I had my picture taken while standing on her anchor chain while frozen in the ice at Superior, Wisconsin lay-up berth. I had never seen an ore boat up close before, let alone dream that I would someday be the skipper of her."

Fall weather hasn't always been the most comfortable for the sailor. The captain has the added responsibility of the safety of his ship and crew. He always has to keep a wary eye on Mother Nature and sometimes must decide to anchor for shelter or head out into hefty seas. "I don't like to take any unnecessary chances, especially with the older and smaller ships." While on the *Soo River Trader* in October, 1981, during a modest Lake Superior blow from the east, Captain Metz decided to put into Marathon

harbor to seek shelter. Marathon is a small port on the northeast shore of the lake and harbors a very large paper mill. "The *Trader* being 550 feet long, was one of the largest boats to put into that harbor, I believe. The entrance is surrounded by high cliffs on either side and as I made my approach, I was surprised to see white water at the harbor entrance. I said to my First Mate that it looked like shoal waters ahead. This was one time that I knew I was right, but was still not sure. Going back to the charts, I wondered why that white water was there where it shouldn't be. Being committed and too late to turn around, we drew closer only to find that the "shoal water" was a bed of white foam, ten or twelve inches thick, drifting out from the paper plant. The wind must have carried it out while the current held it in and needless to say, I was relieved."

The shipping season on the Great Lakes begins in early April, sometimes lasting late into December. Late season sailing can be very tough, the balmy breezes of summer being but memories.

One December voyage, he recalled his longest trip aboard the *H.C. Heimbecker*. "We left Owen Sound for Duluth-Superior to load grain for Midland, Ontario, the trip taking twelve days. Already ice was forming at the docks and gale winds would blow from every point of the compass."

The date was December 11, 1980, when the *Heimbecker* shipped away from her dock at Owen Sound. Gale warnings were posted later that day with winds blowing southeast. The *Heimbecker* while being tossed around pretty good, convinced Capt. Metz to look for shelter. Finally finding safe anchorage off the Bruce Peninsula, she would stay for two days. Looking back, Capt. Metz recalled, "The winds were really howling, finally going northeast, so we lifted anchor and began heading up the north shore of Lake Huron. We had to sneak the *Heimbecker* among some small islands to keep her in deep water. Finally we made it into DeTour at the lower end of the St. Marys River, where there must have been twenty ships at anchor. Now here come the little old *Heimbecker*, one of the oldest boats on the Great Lakes, covered with snow from stem to stern, puffing black smoke from her stack. Quite a few of the boats called to ask about sea conditions, but I couldn't really say since I had skirted the islands."

Passing through the Soo Locks, she crossed Lake Superior with gale winds blowing. Changing winds and sea conditions caused her to constantly change course, finally entering under the Duluth Aerial Bridge on December 16th. After loading grain at Superior, she headed out taking the north shore up

the lake. Upon approaching Thunder Bay, gale warnings were posted. The *Heimbecker* took refuge in the harbor until December 20th, when the gale blew itself out. "There must have been twenty ships in the harbor. As soon as we had the six o'clock weather report that gales were diminishing, many of the ships headed out. The mate said, "Cap, are we going? I said, "No, it takes several hours for those seas to calm down, sometimes a day. I will wait until the noon weather report. In the meantime the ships that went out found it very rough and tried to turn back. Some made it while some couldn't. They were committed and had to stay along the northshore around the lake. That afternoon we left and headed for the Soo. The *Heimbecker* only did ten knots, but being with a tailwind and following sea, the ride was not uncomfortable. Upon reaching Whitefish Bay, we had to anchor as the St. Marys River was closed due to ice. Now all the ships that left Thunder Bay ahead of us were anchored also. They made better time and had a much rougher ride going down."

"The next day the icebreaker *Mackinaw* was leading convoys through the ice. Now here I have the oldest boat on the lakes underpowered, slow and I'm the first ship in the convoy. The 1,000-footer *Edgar B. Speer* is behind me and I'm breaking ice for him. When I came around Mission Point, I was stuck, so I called the *Mackinaw*. He came and broke a trail for me and took me downriver. I called the *Speer* and said, "Cap, I'm not making a very good icebreaker for you. Do you want to go around me? He radioed back saying, "No, you are doing just fine". Once we got to Mud Lake the ice was more broken and I could see the *Robert S. Pierson*, another vessel in our fleet at anchor. That looked like a good idea, so I pulled in behind him, dropped the hook and got some sleep. I can't tell how many hours I had been awake. The next morning the *Pierson* broke ice for me and we headed out across the lake for Midland. Georgian Bay was ice covered, but a ship had been in a few days before, so we followed her track. At one point a herd of deer came running across the frozen ice. I knew that once they came to the open water they would all drown, so I blew the old steam whistle. They came to a skidding halt, and ran back for the woods. We got into Midland Bay only to find a Misener boat at our elevator. We sat anchored in the ice where we spent Christmas Eve. Next morning with the assistance of the Canadian Coast Guard we arrived at the dock to unload our grain. Afterwards we moved to the lay-up berth and I packed my bag and flew to sunny Florida, so glad to get away from the Midland area that time of year."



Top: H.C. HEIMBECKER entering MacArthur Lock in 1978. Bottom: H.C. HEIMBECKER in St. Marys River in July, 1980.



Photo by Fr. Pete VanderLinden

The ROBERT S. PIERSON with the billboard letters "SOO RIVER COMPANY" on her hull was one of the most photographed vessels in their fleet.

While the grain industry would take an economic downturn, Capt. Metz started the 1982 season in command of the *Judith M. Pierson*. By July the *Judy* was laid up in Owen Sound due to lack of cargoes. Incidentally, her last unloading port was a trip into Milwaukee harbor with a load of grain from the Canadian Lakehead at Thunder Bay. Things went from bad to worse with the Soo River Company going bankrupt suddenly, leaving Capt. Metz without a ship. However, later that fall Parrish & Heimbecker, an Ontario grain concern took over the boats, saving the jobs of many. The Captain would sail three years with P & H before finally calling it quits in favor a shore job after the 1985 season.

Today, Capt. Metz flies his own airplane while living in Florida. Piloting his Cessna 172 in conjunction with a construction business, he flies the manager to sites throughout the southeast. "Although I miss the

water, I spend more time with family, going to picnics, and just the luxury of walking on soft green grass, but I'm getting itchy to test my sea legs again."

While the captain sits in his beautiful Florida home with a Lake Superior chart in front of him, he reflects upon her beauty. With over twenty years of sailing experience, he remembers all the beautiful weather and calm seas. "I can remember seeing the lights of thirty steamboats at one time". Again he recalls the wild rides when one couldn't eat or sleep. He points to a certain course heading he made years ago while motoring to Isle Royale with diving buddies. "This is where we met the *Robert C. Stanley*. Years later, at that same spot I would come out with my steaming cup of coffee, thinking back to that day I decided upon sailing". He would never have any regrets upon this very exciting career.

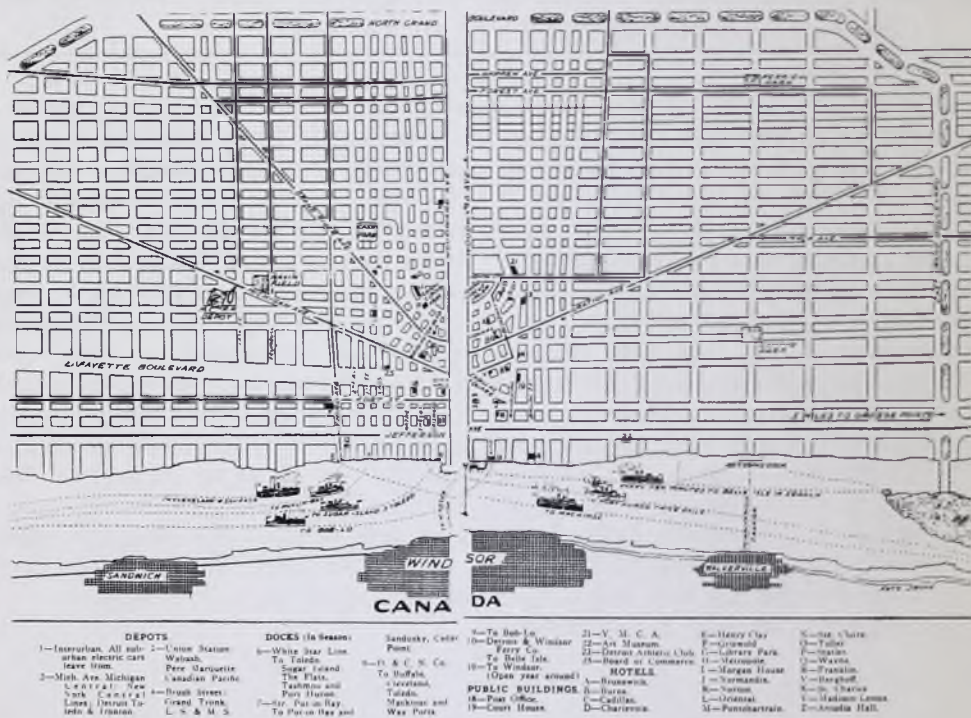
DETROIT WATERFRONT MEMORIES

When you walk along the Detroit waterfront, the old steamship company offices have been replaced with glass and steel structures. Also gone are the overnight passenger boats and excursion ferries that carried some for business trips to other states and others escaping the city heat in mid-summer. In Detroit today, there are no windows open in the modern office towers. Fifty years ago the windows in downtown would have been open to hear the whistles as the Detroit & Cleveland ships departed at the foot of Third for Cleveland and Buffalo. Ashley & Dustin's *Put-in-Bay* would be departing from the foot of First for vacation stops in Put-in-Bay, Cedar Point and Sandusky. Once at Put-in-Bay, passengers could make arrangements with the Erie Isle Ferry to continue on to Catawba Island or with the Neuman Boat Line in Sandusky to continue on to Middle Bass or Kelly's Island.

Those unable to travel down to Lake Erie would board the White Star Line's *Tashmoo* for a trip up the river through the St. Clair Flats and Tashmoo Park. Departing at 9:00 a.m. from the foot of Griswold, the *Tashmoo* would travel sixty-one miles to Port Huron on "the grandest trip on the continent".

On the opposite side of Woodward, passengers boarded the *Columbia* and *Ste. Claire*, departing from the foot of Woodward for a day at Bob-Lo Island at the mouth of the Detroit River. In 1942, the *Theodore Roosevelt* was acquired especially for charters and Lake Huron cruises on Sundays.

Below is a map of the major passenger steamships that operated docks in downtown Detroit. During the busy summer months, ships arrived and departed constantly as their schedules allowed for passengers to arrive at the next port in time to participate in a full day's activities.



ASHLEY & DUSTIN STEAMER LINE

DETROIT, PUT-IN-BAY, CEDAR POINT and SANDUSKY ROUTE

1943 TIME CARD

SCHEDULE, JUNE 27 TO SEPTEMBER

New Steel Steamer PUT-IN-BAY, Passenger Capacity 2,800
EASTERN STANDARD TIME

Read Down GOING SOUTH Read Up GOING NORTH

WEDNESDAY AND FRIDAY

9:00 A. M. Leave Detroit Arrive 11:00 P. M.
12:30 P. M. Arrive Put-In-Bay Leave 7:00 P. M.
1:45 P. M. Arrive Cedar Point Leave 6:00 P. M.
2:10 P. M. Arrive Sandusky Leave 4:00 P. M.

GOING SOUTH GOING NORTH

THURSDAY AND SATURDAY

9:00 A. M. Leave Detroit Arrive 8:00 P. M.
12:30 P. M. Arrive Put-In-Bay Leave 4:15 P. M.
1:45 P. M. Arrive Cedar Point No Stop Returning
2:10 P. M. Arrive Sandusky Leave 2:30 P. M.

GOING SOUTH GOING NORTH

SUNDAY

9:30 A. M. Leave Detroit Arrive 11:00 P. M.
1:30 P. M. Arrive Put-In-Bay Leave 7:00 P. M.
2:45 P. M. Arrive Cedar Point Leave 6:00 P. M.
3:10 P. M. Arrive Sandusky Leave 4:00 P. M.

GOING SOUTH GOING NORTH

MONDAY, JULY 5, AND LABOR DAY ON SUNDAY SCHEDULE

Schedules subject to change without notice.

CONNECTIONS

N. Y. C., Big Four, railroads, Lake Shore, Greyhound and Safeway Bus Lines at Sandusky.

At Detroit with D. & C., Northern Nav. and Chicago, Duluth & Georgian Bay SS lines, Michigan Central, Pere Marquette, Grand Trunk, Wabash, Canadian Pacific, Pennsylvania railroads and Bus Lines.

SPECIAL ROUND TRIP EXCURSION FARES (Federal Tax Included)

HOLIDAYS: Decoration Day, Sunday, May 30th, Monday, May 31st; Sunday, July 4th, Monday, July 5th; and Labor Day, Sept. 6th.

EXCURSION FARES

(Round Trip, Same Day)

Detroit, Mich., to Put-In-Bay, Ohio \$1.20
Week Days
Detroit, Mich., to Put-In-Bay, Ohio 1.50
Sundays and Holidays
Detroit, Mich., to Cedar Point, Ohio 2.00
Detroit, Mich., to Sandusky, Ohio 2.75
Return Same Day

ONE WAY FARES

BETWEEN	DETROIT MICH.	PUT-IN-BAY OHIO
DETROIT, MICH.		\$6.85
PUT-IN-BAY, OHIO	\$6.85	
CEDAR POINT, OHIO	1.70	.85
SANDUSKY, OHIO	1.70	.85

ASHLEY & DUSTIN STEAMER LINE

PUT-IN-BAY - ROUTE -



BETWEEN

DETROIT SANDUSKY TOLEDO CLEVELAND CEDAR POINT LAKESIDE VIA PUT-IN-BAY

DOCKS

FOOT OF FIRST ST. ----- DETROIT
BIG FOUR ----- SANDUSKY
MADISON AVE ----- TOLEDO

AGENTS

ASHLEY & DUSTIN ----- DETROIT
H. N. HUNT, Pass. Ag't ----- SANDUSKY
ROBERT STALKER ----- TOLEDO

CONNECTIONS AT PUT-IN-BAY

ERIE ISLE FERRY CO.

STEAMER ERIE ISLE

George F. Lanz, Manager

Auto and Passenger Ferry

Catawba Island and Put-in-Bay

JUNE 19TH TO SEPT. 13TH

Lv. Catawba	8:00 A. M. 10:30 A. M. 1:00 P. M. 3:45 P. M. 6:00 P. M.	Ar. Put-In-Bay	8:45 A. M. 11:15 A. M. 1:45 P. M. 4:30 P. M. 6:45 P. M.
Lv. Put-In-Bay	7:00 A. M. 9:15 A. M. 11:45 A. M. 2:30 P. M. 5:00 P. M.	Ar. Catawba	7:45 A. M. 10:00 A. M. 12:30 P. M. 3:15 P. M. 5:45 P. M.

Sept. 9th to Sept. 15th cancel 11:45 A. M. Trip from Put-in-Bay and 1:00 P. M. trip from Catawba.

Schedules subject to change without notice.
Ten years of dependable service.

NEUMAN BOAT LINE

Sandusky, Ohio

SCHEDULE EFFECTIVE JULY 1st

Leave Put-In-Bay each week-day at 7:00 A. M. and 2:30 P. M.

Leave Put-In-Bay Sunday at 7:00 A. M. and 4:00 P. M.

Leave Sandusky each week-day at 10:00 A. M. and 5:00 P. M.

Leave Sandusky each Sunday at 10:00 A. M. and 10 P. M.

Stopping at Middle Bass and Kelly Island each way.

Schedules subject to change without notice.

Summer Vacation Rates at Put-In-Bay, Middle Bass Island and Kelly's Island

"A"—American Plan. "E"—European Plan.

Hotels and Cottages	Address	Rate per Day	Rate per Week
Alexander Hotel "E"	R. C. Linker	\$2.50 and up	on applie'n
Smith Hotel "E"	Walt Smith, Prop.	1.50 and up	on applie'n
Park Hotel "A & B"	Lucas A. Meyer	3.00 and up	on applie'n
Bay View House "A & B"	J. J. Tray	2.50 and up	on applie'n
Crescent Hotel "E & A"	R. C. Linker	2.50 and up	on applie'n
Morgan Hotel "E"	R. Morgan, Prop.	on applie'n	on applie'n
Reibel House "A"	Miss Louise Reibel	on applie'n	on applie'n
Eagle Cottage "E"	Maggie & Bruce	on applie'n	on applie'n
Maple Cottage "E"	Mrs. Roy	on applie'n	on applie'n
Huberg Cottage "E"	Thompson, Prop.	on applie'n	on applie'n
Blackford Cottage "A"	Mrs. J. Reiberg	1.00	on applie'n
Edgewater Cottage "E"	Mrs. E. Blackford	on applie'n	on applie'n
	Miss D. Doller	on applie'n	on applie'n
MIDDLE BASS ISL.	Connection at Put-In-Bay with Mrs. Maennel and Messenger		
MIDDLE BASS CLUB	Connection at Put-In-Bay with Mrs. Maennel and Messenger		
KELLEY'S ISLAND	Connection at Put-In-Bay with Mrs. Maennel and Messenger		
WARD COTTAGE	Mrs. Ed Ward		Apply for Rates
BAY VIEW COTTAGE	Mr. Moseley		Apply for Rates

Private Dwellings that take boarders at Kelley Island:

O. H. Lange Mrs. Wm. Meyers

Mrs. Rose Lange N. E. Hills

TOLEDO SCHEDULE

STEAMER PUT-IN-BAY

Every Tuesday Season 1943

Tuesday, June 15th—Moonlight only.
Tuesday, June 22nd—Belle Isle and Lake St. Clair.
Tuesday, June 29th—To Cedar Point.
Tuesday, July 6th—To Cedar Point.
Tuesday, July 13th—To Cedar Point.
Tuesday, July 20th—Belle Isle and Lake St. Clair.
Tuesday, July 27th—To Cedar Point.
Tuesday, Aug. 3rd—To Cedar Point.
Tuesday, Aug. 10th—To Put-in-Bay.
Tuesday, Aug. 17th—To Cedar Point.
Tuesday, Aug. 24th—To Cedar Point.
Tuesday, Aug. 31st—To Tashmoo Park.

(Schedule subject to change without notice)

Sailing Time	Leave	Return
To Belle Isle & Lake St. Clair	8:00 A. M.	7:30 P. M.
To Put-in-Bay	8:00 A. M.	7:30 P. M.
To Cedar Point	8:00 A. M.	8:00 P. M.
To Tashmoo Park	9:00 A. M.	11:30 P. M.
Moonlights	9:00 P. M.	12:00 M.

(Time subject to change without notice)

Fares, Fed. Tax Inc.:	Adults	Children
To Belle Isle & Lake St. Clair	\$1.40	\$.70
To Put-in-Bay Island	1.40	.70
To Cedar Point	1.50	.75
To Tashmoo Park	2.00	1.00

Schedules subject to change without notice.

Moonlight Dancing Excursions

Every Tuesday Evening (except Aug. 31st) 9:00 P. M.
85c, Tax included

Sail From Madison Ave. Dock, Toledo
For Information Call TAYLOR 1100



**SPECIAL
MOONLIGHT
CRUISES**

● "MOONLIGHT" FANS, take notice! Every night at 8:45 the last trip to Bob-Lo attracts fun-loving crowds who like to dance to continuous music. There's also dancing in the green Pavilion during the hour's shore leave. Dancing is free—food and beverages are available at popular prices. The boat lands you back in Detroit at 12:30.



1942 BOB-LO ROUND-TRIP FARES

(Transportation Taxes Included)

S. S. Columbia - S. S. Ste. Claire		Adult	Child
Tuesday to Sunday inclusive		75¢	38¢
Monday (low fare day)		10¢	35¢
6:00 p.m. steamer every day		50¢	38¢

S. S. Theodore Roosevelt		Adult	Child
"Cabaret Cruise," 10:30 p.m. Saturday		\$1.00	
Lake Huron Sunday trip		\$1.50	75¢

Commissions to Groups		Adult	Child
Tuesday to Sunday inclusive, 100-300		18¢	10¢
300 and up		20¢	10¢

STEAMER SCHEDULE

Steamers leave foot of Woodward, Detroit

WEEKDAYS: 9:30 a.m., 1:30 p.m., 4:00 p.m., 8:00 p.m., 8:45 p.m.
(Last ship leaves Bob-Lo 11:00 p.m.)

SUNDAYS: 10:00 a.m., 2:00 p.m., 4:00 p.m., 8:00 p.m., 8:45 p.m.
(Last ship leaves Bob-Lo 11:00 p.m.)

"CABARET CRUISE," 10:30 p.m. Saturday.

LAKE HURON SUNDAY TRIP: 10:00 a.m. Return 7:30 p.m.

Schedules and rates subject to change without notice.

For further information, call or write

BOB-LO EXCURSION COMPANY
Foot of Woodward Avenue
Detroit, Michigan Cadillac 0130

Let's GO to
BOB-LO
THE ISLE OF REST
AND RECREATION



GOOD NEWS!

A big, roomy, thoroughly comfortable, oil-fueled cruise-excursion boat of the newest design, with spacious decks and lounges and a fine cafeteria serving a pleasing variety of popular dishes at popular prices, is added to the Bob-Lo line this summer. It's the S. S. THEODORE ROOSEVELT, especially acquired for chartered parties, Sunday Lake Huron cruises and "cabaret cruises."

It will supplement the service provided by the S. S. COLUMBIA and the S. S. STE. CLAIRE—two ships that have long since won the hearts of Detroit's fun-loving Bob-Lo "regulars." All three ships are oil-fueled, eliminating smoke and soot and cinders that might soil dainty summer clothes. All offer free dancing to lively and

continuous music with merry shipmates—comfortable deck chairs—everything anyone could possibly want to add to his or her pleasure and enjoyment.

On the way to Bob-Lo you follow the historic route of the explorers, passing under the Ambassador Bridge, gliding past Fort Wayne, Fighting Island, Grosse Ile and old Fort Malden.

So—once again, Bob-Lo beckons you—invites you to have a grand time on this beautiful, fun-filled "Pleasure Island," only an hour and a half's sail from crowded city to cool lake breezes, where the Detroit River and Lake Erie meet.


It's a good idea to get the Bob-Lo habit—go often—there's always something new to do and to see. When the city gets too hot and stuffy for comfort, say "Let's go to Bob-Lo!" And go!

Your Railroad Ticket is Good by Boat

Tashmoo tickets issued by any line, including Grand Trunk Ry., between Detroit and Port Huron, Detroit and Sarnia, Ontario, are good on St. Tashmoo either way.



TASHMOO

TRANSIT  COMPANY

WHITE STAR 1915 LAKE LINES

DETROIT



**St. Clair Flats,
TASHMOO PARK,
ALGONAC, SARNIA ONT.
PORT HURON, MICH.**



AMERICA'S FINEST DAY TRIP—ON THE S. S. TASHMOO



DETROIT TO PORT HURON --- and Return Same Day

What is so delightful as a beautiful summer day on the water with a caressing wind in the air, flecks of white clouds floating lazily in a blue sky and a swish of sparkling water that somehow lulls the senses to day-dreaming and refreshing rest.

There is no other trip so beautiful and enjoyable as the all day ride from Detroit to Port Huron and return on the S. S. *Tashmoo*.

Leaving the foot of Griswold St. Daily at 9:00 a. m. the ship sails past the upper half of Detroit's great river front along the full length of beautiful

Belle Isle, across the blue waters of Lake St. Clair through the wonderful St. Clair Flats, the "Venice of America," where thousands of cottagers spend glorious summer days; then up the broad bosom of the majestic River St. Clair to Sarnia and Port Huron.

The ride of 61 miles, each way, is through a constantly changing panorama of land and water views on one of the finest day steamers afloat. Every mile of this route is filled with pictures to delight the eye and store the memory with pleasing recollections.

PROMPTLY at 9:00 a. m. every summer day the magnificent Steamer *Tashmoo* swings out from its dock, at the foot of Griswold Street for the grandest trip on the continent—Detroit to Port Huron—a distance of 61 miles each way.

SUMMER SCHEDULE—1 9 3 5—JUNE 22nd TO SEPT. 2nd

DETROIT TO PORT HURON EASTERN TIME		Daily Except Saturdays	Saturdays Leave Detroit
DE	DETROIT, MICH.	9:00 A. M.	9:00 A. M.
BT	" " " " " "	10:55 "	
" "	" " " " " "	11:12 "	2:45 P. M.
" "	" " " " " "	11:17 "	" "
" "	" " " " " "	11:20 "	St. Clair
BT	TASHMOO PARK	11:45 "	Flats
" "	" " " " " "	11:55 "	and
" "	" " " " " "	12:10 P. M.	Tashmoo
" "	SARNIA, ONT.	2:05 "	Park
BT	PORT HURON, MICH.	2:10 "	Only

PORT HURON TO DETROIT EASTERN TIME		Daily Except Saturdays	Saturdays Leave Tashmoo
BT	PORT HURON, MICH.	5:10 P. M.	
" "	" " " " " "	5:20 "	
" "	" " " " " "	4:45 "	
" "	" " " " " "	4:55 "	
BT	TASHMOO PARK	5:25 "	6:45 P. M.
" "	" " " " " "	5:37 "	
" "	" " " " " "	5:40 "	
" "	" " " " " "	5:45 "	
" "	" " " " " "	6:00 "	
BT	DETROIT, MICH.	7:10 "	9:45 P. M.

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GREAT LAKES & SEAWAY NEWS



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Section in this issue are:

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W. KELLER	T. KROEFF	D. MCCORMICK
A. MANN	D. MERCER	D. POHTO
T. SECHEN	J. SPRUNT	J. VOURNAKIS
S. WELCH		

Nov. 3. . . C.S.L.'s *Winnipeg* cleared her lay-up berth at Thunder Bay for Duluth to load grain. She arrived in Duluth on the 4th and cleared on the 6th. Terry Sechen reported that her hull is now painted black.

. . . The Lake Carriers' Association reported that Great Lakes shipments fell 2.8 percent in September from September of last year. Total iron ore shipments fell 8.6 percent while shipments on U.S.-flag lakers fell 10.5 percent. This was the first monthly decline in iron ore shipments this season. Stone shipments fell 3.8 percent for September with shipments on U.S.-flag lakers fell 9.1 percent. Coal shipments in September increased 6.1 percent with shipments on U.S. laker increasing by 3.8 percent.

. . . Although there was a decline in total September shipments overall, shipments for the year were up over the same period last year. Iron ore shipments were up 6.5 percent, coal was up 4.2 percent and stone was up 2.3 percent for the year.

. . . Hopes are dimming that the *USS Des Moines* will be brought to Superior as a tourist attraction. Apparently the group that would like to bring the cruiser to Superior, Wisconsin hasn't been able to put a financial package together. It's estimated that it will cost about \$1.25 million to bring her to Superior, restore and prepare docking space. Navy officials state that they will solicit bids to scrap her in early January. Once the bid solicitation is advertised, the scrapping process can't be reversed.

Nov. 6. . . The USCG *Mackinaw* passed down the Welland Canal on a goodwill visit to Toronto.

Nov. 7. . . C.S.L.'s *Tarantau* arrived in Green Bay on a rare visit to unload salt.

. . . The saltie *Federal Schelde* missed a turn in the St. Lawrence River and went aground in mud. After being released, she proceeded to Iroquois, Ontario for inspection.

. . . The *Scott Misener* cleared her lay-up berth at Thunder Bay for Duluth to load grain. This was her first trip of the season. C.S.L.'s *Lemoyne* also cleared Thunder Bay for Duluth to load grain.

Nov. 8. . . C.S.L.'s *Murray Bay* passed up the Welland Canal on her first trip of the season.

. . . It was busy day at the Twin Ports of Duluth-Superior grain elevators: *Ralph Misener* loaded at Harvest States Elevator #1, *Scott Misener* loaded at their #2 Elevator, *Lemoyne* loaded at Capital Elevator #6 and

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Canadian Hunter loaded at Cargill Elevator B1. Later in the day, *Tadoussac* arrived in Superior to unload oats from Thunder Bay at the Great Northern Elevator.

... C.S.L.'s *Baie St. Paul* cleared her lay-up berth at the Port Arthur Shipyard in Thunder Bay for Duluth to load grain.

... The Liberian-flag *Docegulf* backed into a seawall at Port Huron after clearing the grain elevators at Sarnia. She suffered a 26-foot gash below her waterline and repairs were estimated to cost \$200,000. (Ed. note: There were two dates given for this accident. The other date was November 7th. It must also be noted that the seawall by the Thomas Edison Inn seems to be a prime target for errant vessels.

... Many harbors around the Great Lakes are in need of dredging according to the Army Corps of Engineers. As an example, shippers using the harbor at St. Joseph, Michigan must lighten their cargoes so that the vessel can enter the harbor. Each year, about 25,000 cubic yards must be dredged to keep the harbor clear. The city has been looking for a disposal site since 1970, but hasn't been able to establish one. Like most cities around the Great Lakes, several sites have been located and approved by the DNR and EPA, but they were never opened because of opposition from community and environmental activists. Years ago, dredging could be returned to the lakes, but government regulations prohibit this due to contamination. At some major harbors such as Saginaw, Michigan and Green Bay, Wisconsin, only critical areas are dredged to allow passage of vessels. (Ed. note: Also see page 165 of the November, 1992 *Telescope*.)

Nov. 11. . . Upper Lakes' *Seaway Queen* arrived in Duluth to load grain at the Harvest States Elevator No. 1 This was her first visit of the season to the Twin Ports. Shipwatchers at the Twin Ports have really been treated to a parade of classic vessels in the last few days.

... A new Great Lakes museum is being planned for Cleveland's waterfront. The four-level \$52 million project will be along the North Coast Harbor, west of Cleveland Stadium. Ground-breaking is expected to take place in late 1993 or early 1994 with completion date of 1996.

Nov. 12. . . Storm warnings were again posted on Lake Superior with winds up to 50 knots expected from the northwest. Shipping at the eastern end of the lake around Whitefish Bay and the Soo Locks was disrupted. *Kinsman Enterprise* and *Kinsman Independent*, who followed each other up the St. Marys River, anchored above the Locks. Both were bound for Duluth. Storm warnings were dropped the next day.

Nov. 13. . . The cement carrier *J.A.W. Iglehart* arrived in Duluth with her last cargo of the season. After unloading at LaFarge dock, she went to Fraser Shipyard for winter lay-up. She entered the drydock on Nov. 16th where she will receive extensive steel work on the hull and deck.

Nov. 14. . . The crane barge *William H. Donner* cleared Milwaukee under tow of tugs *Carl William Selvick* and *Carla Ann Selvick*, bound for Menominee, Michigan. She has been idle at Milwaukee since 1969. (Ed. note: Please see page 154 of the November, 1992 *Telescope*. Gary Dewar's wrote of the *Donner* in his excellent article "A Class Class" - Part VI.)

Nov. 14. . . The *Algonorth* ran aground while outbound in the Maumee River at Toledo. She had loaded soybeans at the Cargill Elevator and was being assisted by the G-tugs *New Hampshire* and *Oregon*. While approaching the Conrail Bridge, a strong current swung her crossways in the river. As she ran aground, her bow struck the west span of the bridge and her stern came to rest against the hull of the *Murray Bay*, docked at Anderson's Elevators. Damage to both lakers was minor, but there was some damage to the Conrail Bridge, which closed for a few hours. The *Algonorth* was freed Sunday evening by the tugs *New Hampshire*, *Oregon*, *Louisiana*, *Wisconsin* and *Tug Malcom*. Strong currents caused by several days of heavy rain were blamed

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for the mishap.

Nov. 16. . . The U.S. Supreme Court refused to hear a suit brought by the State of Wisconsin to block a private company's claim to the wreck of the *Lady Elgin*, which sank in Lake Michigan in 1860. Harry Zych, owner of American Diving and Salvage Company found the wreck in 1989 and claimed ownership in Federal Court. However, the State filed suit to block the claim based on the Federal Abandoned Shipwreck Act of 1987 and various State laws. The case will be heard in a lower court.

Nov. 17. . . A crewman was reported missing from American Steamship's *St. Clair* while the vessel was upbound in Whitefish Bay. The Coast Guard searched the St. Marys River from Lime Island to Gros Cap without success.

Nov. 19. . . The railroad carferry *Incan Superior* arrived in Superior for the last time. After reloading the railcars, she cleared for the last time late in the afternoon for Thunder Bay. The *Incan Superior* was built in North Vancouver by Burrard Dry Docks. She was 382 feet long and had a breadth of 66 feet and a molded depth of 24 feet. She entered the Great Lakes via the Panama Canal and the St. Lawrence Seaway in 1974. She operated for nineteen seasons between Thunder Bay and Superior and made 2,386 trips. She was often the first vessel to open the navigation season at Thunder Bay and the Twin Ports. She is owned by Incan Superior Ltd., which is a wholly-owned C.P. Rail unit. *Incan Superior* will operate on Canada's west coast, moving rail cars and trailers between Vancouver, BC and Nanaimo on Vancouver Island.



INCAN SUPERIOR departing Duluth on May 19, 1984.

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Nov. 21. . . Paterson's *Comeaudoc* cleared Thunder Bay with a cargo of grain, ending her summer lay-up. With her departure only the *Quedoc*, *Vandoc* and *Halifax* remain in lay-up at Thunder Bay. Most of the Canadian straight-deckers are now back in service and most are moving U.S. grain out of the Twin Ports and Toledo. Misener's *David K. Gardiner* remained lay-up at Hamilton.

. . . Columbia's *Armco* tied up at the old Carbide below the Soo Locks for boiler repairs. The *Reserve* dropped off the needed parts when she passed upbound a few hours earlier via the supply boat *Ojibway*. The *Armco* cleared the Soo about six hours later after repairs were completed.

. . . The *Catherine Desgagnes* went aground in the St. Lawrence River above Morrisburg, Ontario. She was released about 1-1/2 hours later. No damage was reported.

Nov. 22. . . The ferry *Pelee Islander* arrived at Port Colborne for drydocking.

. . . Inland Steel's *Edward L. Ryerson* arrived at Two Harbors for her last visit this season. She loaded pellets for Indiana Harbor and will remain on the lower lakes for the remainder of the season.

. . . C.S.L.'s *Atlantic Huron* arrived at Fairport, Ohio with a cargo of salt. This was her first visit to Fairport.

. . . Erie Sand and Gravel's *Richard Reiss* will undergo extensive repair work this winter at Erie Marine Enterprises in Erie, PA.

Nov. 24. . . The *Incan Superior* cleared Thunder Bay for Montreal and eventually, Vancouver. She passed downbound at the Soo on the 25th and at Detroit on the 26th. She passed downbound through the Eisenhower Lock on November 28th.

. . . Erie Sand and Gravel's dredge *Day Peckinpaugh* loaded her last cargo of the year at Oswego for Rome, New York.

Nov. 25. . . The Cuban-registered *Cajio* lost steering power and struck the fender boom of the Eisenhower Lock in the Seaway. She was towed upstream by the tug *Robinson Bay* and moored for inspection.

Nov. 27th. . . USX's *Myron C. Taylor* arrived Manistee, Michigan and unloaded a cargo of coal at Morton International. She was the last vessel of the season to call at this port. Gary Dewar reported that a total of 33 vessels called as Manistee this year, one less than last year.

Nov. 28. . . Misener's *John A. France* returned to service for two trips only.

. . . The Seaway Port Authority of Duluth reported that the Twin Ports handled 29.4 million metric tons of cargo through October compared to 29.7 million metric tons for the same period last year. This was a slight drop from last year, but above the 5-year average of 29.3 million metric tons. Iron ore shipments to Canada and grain exports were up 17.1 percent over last year and 28.6 percent over the 5-year average. A total of 938 vessels have called at the Twin Ports this year, 62 vessels less than last year.

. . . The Lake Carriers' Association reported that iron ore, coal and stone shipments in October were down 6 percent from the same month last year. In October, iron ore shipments fell 6.4 percent, coal shipments fell about 6 percent and stone shipments from U.S. ports fell 4.5 percent. However, total shipments of iron ore, coal and stone were up 3.2 percent over last year.

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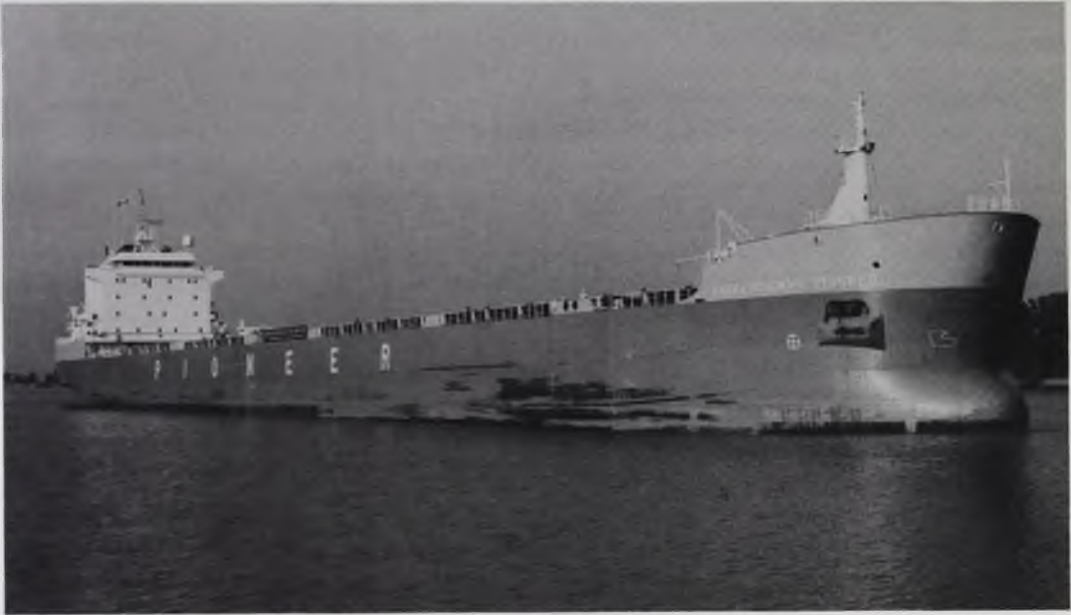


Photo by Pete Worden

SASKATCHEWAN PIONEER shown here on October 4, 1985, is now registered in the Bahamas.

Nov. 29. . . The *Algobay* returned to service after undergoing a refit at Montreal since October 30th.

. . . The annual "Merritt Day" celebration at Lock 3 at the Welland Canal featured *Cape Hurd* and the Canadian Coast Guard's *Spume*. This was the 163rd anniversary of the opening of the first canal between Lake Erie and Lake Ontario.

Dec. 1. . . The *Myron C. Taylor* was the first ship to arrive at Bay Shipbuilding at Sturgeon Bay, WI. for winter lay-up.

. . . Cyprus Northshore Mining will become the major supplier of pellets to Armco Steel in 1993. Cyprus Northshore operates a mine at Babbitt and a processing plant at Silver Bay, MN. The agreement between Cyprus and Armco will prolong the shutdown of Eveleth Mines, which had been a major supplier of pellets to Armco. When Eveleth Mines shut down on November 12-14, Oglebay Norton's Columbia Transportation laid-up two of their vessels at Toledo. At Duluth, the D.M.&I.R. Railway Company laid off 126 rail and dock workers. The ripple effect will be felt as far away as Toledo where Columbia unloads their pellets and transports them to Middletown and Ashland by CSX Corp. Eveleth Mines weren't expected to reopen until early 1993.

. . . The *Algocape* arrived at Superior to load grain at the Peavey Connors Point Elevator. This was her first visit of the season to the Twin Ports.

Dec. 2. . . The *Atlantic Huron* arrived at the Twin Ports and unloaded oats at the Great Northern Elevator in Superior.

. . . *Saskatchewan Pioneer* passed upbound in the Welland Canal. She is now registered in the Bahamas.

Dec. 3. . . The tanker *Le Cedre*, ex-*Eastern Shell*, was sold and renamed *Colon Trader* and cleared Sorel. Her

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destination was not given.

... The fate of the tug *Edna G* is now in doubt. The tug is laying idle in Agate Bay at Two Harbors, MN. and is rotting away and in danger of sinking. The Two Harbors city council has voted to abandon the idea of restoring her and placing her on dry land because of the initial cost and future maintenance costs. The tug was placed on the National Register of Historic Places in 1975. She assisted vessels in and out of Two Harbors from 1896 to 1981.

Dec. 4. . . The saltie *Kallio* tied up above Lock 2 in the Welland Canal for engine repairs. She cleared on the 6th. Last year she was the last saltie to pass downbound through the Welland Canal.

... The *Pelee Islander* came off the Port Colborne Dry Dock and cleared for home on the 8th.

Dec. 5. . . *Armco* arrived in Duluth for winter lay-up at the Fraser Shipyard. She was the first vessel to lay-up for the winter at the Twin Ports. (Ed. note: The *Iglehart* arrived in Duluth on Nov. 13th for lay-up and heavy repairs, so she wasn't considered a seasonal lay-up.)

Dec. 6. . . Pringle's *William R. Roesch* went aground while entering the Holland Channel with a load of slag at Holland, MI. She was able to free herself in about two hours and apparently suffered no damage.

Dec. 9. . . The *Algorail* arrived in Duluth and unloaded salt at the Cutler Salt Dock. It's believed that this was her first visit to the Twin Ports this season.

Dec. 10. . . An association of Canadian shipowners predicts that the Canadian shipping industry could collapse within 10 years because of adverse regulations and neglect. Canada's 200 ships are the oldest among the 23 countries in the Organization for Economic Co-operation and Development. In terms of size, Canada's fleet is 66th. Shipowners and operators are calling for a federal-provincial summit to discuss the industry's future.

Dec. 12. . . Interlake's *Mesabi Miner* loaded ore at L.S. & I. ore dock in Marquette. The *Miner* docked bow first to load and then backed away and docked stern first to load the remaining cargo. This was her first visit to this port. The *Miner* was too wide to be loaded at the docks which were built for 730-footers.

... The *Indiana Harbor* arrived in Duluth to load the last coal shipment of the year at the Superior Mid-West Energy Terminal. She cleared the same day for Silver Bay to unload coal. She then cleared for Taconite Harbor to load pellets.

... The Marshall Island-flagged saltie *Lake Tahoe* cleared Duluth with a cargo of grain, closing the overseas season.

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

Dec. 13. . . The barge *McKee Sons* arrived in Green Bay and unloaded salt, closing the shipping season for Green Bay.

Dec. 14. . . The Liberian-flagged saltie *Federal St. Clair* cleared Thunder Bay with a cargo of grain and closed that port's overseas shipping season. She locked down at the Soo on the 15th and was the last saltie of the season to pass through the Locks.

... The *Winnipeg* went aground on a mud bank in the Detroit River near Belle Isle. Efforts to free her failed and the tug *Avenger IV* with the barge *PML Salvager* lightered the grain cargo from the *Winnipeg*. She was

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LE CEDRE shown here on July 19, 1982, has been renamed COLON TRADER.

Photo by Fr. Pete VanderLinden

freed on the 17th with assistance from the Gaelic tugs *Gaelic Challenge* and *Patricia Hoey*. Great Lakes Towing had the tugs *Colorado* and *North Carolina*. The *Winnipeg* suffered minor damage and her cargo was reloaded in Windsor.

Dec. 15. . . The cement carrier *Alpena*, ex-*Leon Fraser*, arrived in Duluth with the last cement cargo of the season. She unloaded and cleared the next day.

. . . Cleveland's C&P Lakefront ore dock Hulett's unloaded a laker for the last time when the *Lemoine* arrived with ore from Labrador. These were the last operational Hulett's on the Lakes.

. . . The *Chippewa* was the last saltie to pass upbound in the Welland Canal for this season.

Dec. 17. . . Interlake's *Charles M. Beeghly* loaded the last cargo of pellets at the D.M.&I.R. ore dock in Duluth. This was also the last of the pellets from the Eveleth Mines that were stored at the dock. The *Beeghly* cleared the same day for Rouge Steel in Dearborn, MI., The D.M.&I.R. dock loaded 252 vessels this season before closing for the season today.

Dec. 18. . . The Seaway Port Authority of Duluth reported that cargo shipments through the Twin Ports through the end of November were up 1.7 percent over the same period last year. Waterborne commerce was up 1 percent over the 5-year average. Iron ore shipments to Canada and grain exports were up 18 percent and 30.4 percent over the 5-year average. Domestic trade was down 2 percent from last year. 1,052 vessels have called at the Twin Ports so far this year, 72 less than the same period last year.

. . . Ontario Northland announced that they will not operate the ferry *Nindawayma* next year. The ferry had been operating between Tobermory and Manitoulin Island in Georgian Bay. A drop in tourism caused by the recession was blamed for the lay-up. The *Chi-Cheemaun* will continue to operate next year.

. . . The cruise ship *Sunrise I*, a hydrofoil, arrived in Port Weller to be lifted out of the water for the winter. (Ed. note: It had been planned to operate between Toronto and St. Catherines, but I'm not sure if she operated this season.)

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Dec. 19. . . The MacArthur Lock at the Soo will close for the season at midnight. The Poe Lock will remain open into January.

. . . Bethlehem's *Stewart J. Cort* arrived in Superior to load her last cargo of the season at the Burlington Northern dock. The 1992 season was the most successful season that the *Cort* has had. She carried 2,366,862 gross tons of pellets from Superior to Burns Harbor, IN.

Dec. 20. . . The *American Republic* arrived in Fairport Harbor, OH. with a cargo of stone for the LTV Lime Dock.

Dec. 21. . . The *Calcite II* arrived in Duluth for winter lay-up at Fraser Shipyard and also will be placed in the small drydock for her 5-year inspection.

. . . The American Iron Ore Association reported that November shipments of North American iron ore to U.S. and Canadian ports increased 7 percent over the same period last year. Total shipments for the year have increased 3 percent over the same period last year. On the Great Lakes, four out of seven U.S. ports experienced an increase of tonnage shipped. On the St. Lawrence River, two out of three Canadian ports also experienced an increase in tonnage shipped.

Dec. 23. . . Lakeshore, Inc., (the old UPSCO) at Ontonogon, MI. has received a \$11 million contract with \$38 million worth of options, to construct a modular causeway ferry job that will be fabricated there.

Dec. 24. . . Storm warnings were again posted for the upper lakes. Winds of 60 knots and seas of 15 to 22 feet were predicted for Lake Superior and Lake Huron. Lake Michigan winds were expected to reach 55 knots.

. . . Upper Lakes' *Canadian Transport* arrived in Superior from Thunder Bay where she had loaded a partial cargo of grain. At Superior she loaded grain at the Peavey Connors Point Elevator. Because of the holiday and bad weather, she didn't clear until December 27th, returning to Thunder Bay for winter layup. This was the first time she loaded grain at the Twin Ports and was the last Canadian laker to visit the Twin Ports.

. . . The last laker to pass downbound in the Welland Canal was the *Canadian Prospector*. The Canadian Coast Guard vessel *Griffon* was the last vessel to pass upbound in the Canal.

. . . The *Canadian Transport* was reported to be the last upbound laker to pass through the Welland Canal. She may well have been, but a few days earlier because she arrived in Superior on this date. (Ed. note: Pictures show her as being pretty well iced up and being assisted to her dock by the tug *Vermont*.)

Dec. 25. . . A major winter storm struck the Soo disrupting shipping and life in general. The Coast Guard closed the St. Marys River from Soo Harbor to the Mud Lake Junction buoy at 11 a.m. because of blizzard conditions. A foot of snow fell at the Soo and at times, visibility was down to a few feet. At least eight lakers anchored in the lower river. Conditions eased the next day, but shipping was delayed because the gates of the Poe Lock iced-up and were inoperative. Early in the afternoon traffic resumed through the lock.

.Dec. 26. . . The *Peter Misener* lost one anchor in the lower St. Marys River and fouled another one. She moved up the river, escorted by the tug *Missouri*, expecting to tie up at the old Carbide Dock. However, the traffic jam was over at the Locks and she was able to tie-up at the pier. The tug *Missouri* escorted the *Misener* up to Point Louise.

Dec. 27. . . Interlake's *J.L. Mauthe* arrived in Superior to load grain at the Harvest States Elevator and at the

GREAT LAKES & SEAWAY NEWS ·

General Mills Elevator in Duluth. This was the last grain shipment from the Twin Ports for this season and the *Mauthe's* last cargo. She cleared on the 29th.

Miscellaneous . . .

. . . Alan Mann of Wallaceburg notified us of the death of Donald F. Lee, age 76, of Leeland Gardens, Port Lambton, Ontario on December 28, 1992. He writes: "In 1865, Donald's grandfather, John Lee started Lee Foundry and Shipyard at Wallaceburg, a firm that specialized in shipbuilding and repair as well as building boilers and engines. In 1954, Don Lee established Lee Marine, Ltd., a marine contracting firm, carried on today by his sons, George and David Lee. Between 1961 and 1974, Don Lee became engaged in the buying and selling of ships including: *St. Heliers*, a former Canadian government lightship (1961), *Brockville*, a Royal Canadian Navy WW II minesweeper (1963), *Assiniboia*, former C.P.R. passenger vessel (1968), *Normac*, former Detroit fireboat and Georgian Bay passenger vessel (1969), *Inland Seas*, a former University of Michigan research vessel (1973), *Dana T. Bowen*, a tug previously owned by Hindman (1972), and *Marmot*, former Canadian government vessel (1974)."

Corrections for Nov.-Dec., 1992 *Telescope*: . . . Neil J. MacNeil informs us that the photos on page 158 is of Huron Portland Cement plant and the dock on the left was the Michigan Alkali Company (Wyandotte Chemicals) dock for loading stone. The Thunder Bay Quarries dock was south of this location, close to downtown Alpena. Neil sailed into Alpena several times as a child since his dad was Chief Engineer for the Michigan Alkali's vessels *Huron* and *Alpena*. Later he sailed for Michigan Alkali as a deckhand and wheelsman.

. . . Skip Gillham wrote to correct two typos in his article "Old Friends From the Fjell Line". On page 144 the third paragraph at the bottom should read: "Her end came in 1962 (not 1952). The ship was known as *Iquitos* and enroute from Callao, Peru to Manzanillo, Mexico, November 26, 1961 (not 1958), with fish meal when a fire broke out off the Mexican coast.

Great Lakes Calendar . . .

Sat.-Mar. 20. . . Entertainment meeting at 11 a.m. at Dossin Museum. Guest speaker Douglas Short will show films on ships.

Sat.-May 15 . . . Dossin Museum closed for annual 24-hour bike race. Entertainment meeting to be held at Museum of Arts & History in Port Huron at 8 pm. Guest speaker will be James Luke, a graduate of the Great Lakes Maritime Academy. Mr. Luke will present "Great Lakes Ships Through the Eyes of a Cadet".

Sun. Jun. 6. . . Gold Cup Hydroplane Race on Detroit River.

Mon.-Jun. 7 thru Jun. 15. . . Dossin Museum closed due to Grand Prix Race on Belle Isle on Sunday June 13th.

Back Cover Picture . . . On July 20, 1992, the Great Lakes Maritime Institute and the GLMI Underwater Research Team recovered the anchor lost from the *Edmund Fitzgerald* in the Detroit River. The recovery project was a major fund-raiser for the Dossin Museum with over 580 individuals, corporations and institutions contributing. On November 10, 1992, the dedication ceremony was held on the museum grounds in honor *Fitzgerald's* crew and the men who built her at Great Lakes Engineering Works in River Rouge, Michigan.

CLASSIFIEDS

Nautical Antiques & Collectables Show on Sunday, May 2nd from 10-4 pm. at Knights of Columbus Hall 870 N. Main in Clawson, MI. For further information call (313) 969-2551 or (313) 882-0827.

New Release: *Edmund Fitzgerald*

A limited edition print by Robert J. Tyrrell. Signed and numbered print: \$95.00. Artist Proof: \$145.00. For further information contact Gallery in the Woods, P.O. Box 36988. Grosse Pointe, MI. 48236. (313) 777-7785.

• GREAT LAKES & SEAWAY NEWS



Dossin Museum Coll.



Photo by Rod Burdick

Top: The STEWART CORT finished her most successful season carrying 2,366,862 gross tons of pellets from Superior to Burns Harbor. Bottom: Tug SUSAN HANNAH and barge MEDUSA CONQUEST at Charlevoix on December 29, 1992.

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For sale: Commissioning flag from str. *Irving S. Olds*. Measures 29' x 14'. Excellent condition - \$750.00. Phone (313) 381-4620.

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