

Telescope



NOVEMBER • DECEMBER, 1993
Volume XLI; Number 6 and Index



**GREAT LAKES
MARITIME
INSTITUTE**

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ·

In conjunction with *Rumrunners & Michigan's Prohibition Navy* exhibit, Dossin Great Lakes Museum will present an afternoon lecture series featuring authors who have written about this era. Beginning on Sunday, February 27, 1994, Loren Estleman, author of *Whiskey River*, will share his experiences about Detroit during Prohibition. On Sunday, March 27, 1994, Arthur Woodford will describe Detroit during the Roaring Twenties and also cover speakeasies, blind pigs and stills in Detroit. On Sunday, April 24, 1994, Marty Gervais, author of *The Rumrunners: A Prohibition Scrapbook*, will describe Prohibition in Windsor, Ontario. On Sunday, October 23, 1994, Dr. Phillip Mason, author of the upcoming book, *Prohibition and the Roaring Twenties on the Detroit River*, will discuss activities on the river during Prohibition. Tickets are \$5.00 per person for each lecture. Write to G.L.M.I. c/o Leo and Sue Kuschel, 20025 Empire, Taylor, MI. 48180.

MEETING NOTICES ·

The next entertainment meeting is scheduled for Saturday, March 19th at 11 a.m. at Dossin Museum. Our guest speaker will be Mr. Mal Sillars presenting "Detroit River Treasures". This is an excellent opportunity for members to view underwater video of diving projects for the Dossin Museum. Topics to be covered include the British cannons recovered in 1984, small 4-cylinder rumrunner in 1991 and the *Fitzgerald's* anchor in 1992.

CONTENTS ·

Membership Notes, Meeting Notices, etc.	142
No Way To Treat A Lady -Steamer <i>Put-in-Bay</i>	143
The Travels of <i>Yankcanuck</i> - Last of the Composites	by Skip Gillham 147
Rumrunners & Michigan's Prohibition Navy	by John Polacsek 153
Great Lakes & Seaway News	Edited by Don Richards 155
Great Lakes Calendar and Back Cover Photo	164
Index-Volume XLI-1993	165

Published at Detroit, Michigan by the
GREAT LAKES MARITIME INSTITUTE

All rights reserved.

Printed in the United States by
Macomb Printing, Inc.

OUR COVER PICTURE . . . One of the last photographs of the steamer *Put-in-Bay* arriving at Put-in-Bay, Ohio on Lake Erie in 1950. She was built in 1911 at Detroit Shipbuilding Company's yard in Wyandotte, Michigan. The *Bay* is also the subject of our lead article "No Way To Treat A Lady". This photo was taken by Jack Miller and is from the Dossin Museum Collection.

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

NO WAY TO TREAT A LADY

STR. PUT-IN-BAY

Forty years ago, owners of passenger vessels on the Great Lakes faced an uncertain future as people's love affair with the automobile was replacing their desire for excursion trips along the St. Clair River or down to Cedar Point on Lake Erie.

One of the first passenger vessels to succumb to this changing pattern was the *Put-in-Bay*. Built in 1911 by the Detroit Shipbuilding Co. at Wyandotte, Michigan as *Hull 186*, she measured 240'(oa) x 46.5' x 17.6". Operated by the Ashley & Dustin Steamer Line, she quickly became known as a dancing ship.

The ballroom on the promenade deck was enclosed with sliding glass doors, which were left open in good weather to capture lake breezes. With live entertainment onboard, the care-free spirit prevailed on all three decks.

For over three decades the *Put-in-Bay* carried thousands of passengers daily to Lake Erie destinations and when the *Tashmoo* ended her career in 1936, the *Put-in-Bay* went up the St. Clair River to Tashmoo Park.

As travel methods changed from ships to autos,



The side-launching of the PUT-IN-BAY at Detroit Shipbuilding's yard in Wyandotte, Michigan.



PUT-IN-BAY departing Detroit for another trip to Lake Erie.

the *Put-in-Bay* was sold to Nicholas Constans in the spring of 1949. The vessel continued daily trips to Lake Erie, but sailed to Port Huron on Wednesday and Sunday. At the end of the 1951 season, the vessel was withdrawn from service for economic reasons and later sold for scrap.

In late afternoon on Saturday, October 3, 1953, thousands of spectators lined the Detroit River in small boats to watch as Capt. Frank Becker began the solemn duty of towing the *Put-in-Bay* to her final destination in Lake St. Clair to burn off the wooden superstructure. The initial attempts to ignite the oil-soaked wood failed, but shortly after 6 p.m. the main deck near the bow caught fire. Fanned by high winds, all three decks were ablaze within minutes. According to the *Detroit News* (Oct. 4, 1953), "Many old-timers along the river wept unashamedly as the "Bay" blazed. Capt. Frank Becker, who organized the ceremony and hauled down the ship's flag for the last time, was visibly moved. "I've been on the lakes for 50 years and had a lot of good times on that boat," Becker said. "You hate to see one die."

As the 150-foot flames engulfed each deck, everyone agreed that this was no way to treat a lady.

EXCLUSIVELY
ABOARD THE STEAMER PUT-IN-BAY
7 BIG FEATURES

1. LARGEST DANCE DECK on the Great Lakes.
2. PRIVATE PARLORS for parties, entertaining, etc.
3. SLIDING GLASS DOORS can insure your comfort from a coolish breeze.
4. RESERVED DECK CHAIRS—Your own rented reclining steamer chair.
5. RATHSKELLER—Complete bar service, tucked snugly below decks.
6. CARPETED OBSERVATION LOUNGE—Quiet, dignified comfort for easy viewing.
7. SCENIC VARIETY—Always a pleasing tour of lake and riverbank views.

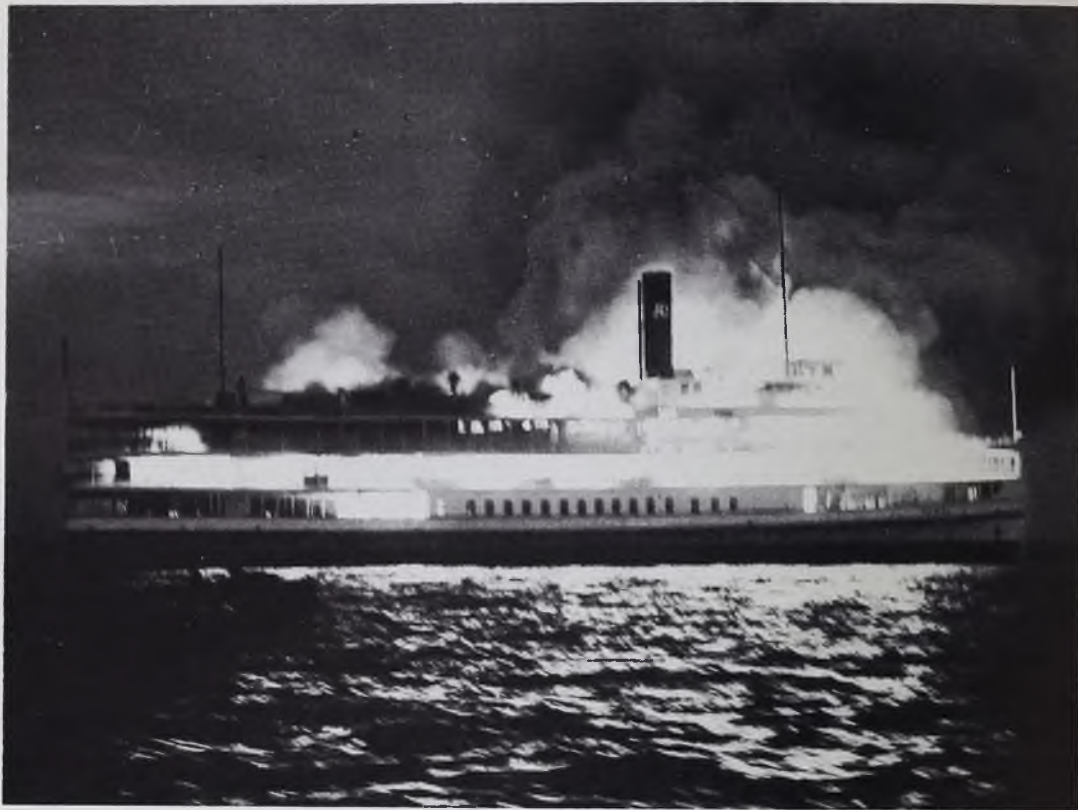


Spacious Dining Room serves food that hits the spot—snacks, sandwiches, luncheon or dinner. Because of its bigness, the Steamer Put-in-Bay (256 feet in length) can offer these services as extras for the comfort and convenience of its guests.



Dossin Museum Coll.

The interior of the PUT-IN-BAY was stripped of anything valuable when she was sold for scrap.



*Top: Within minutes of igniting the oil-soaked wood decks, the PUT-IN-BAY was engulfed in flames.
Bottom: On Sunday, October 4, 1953, the hull was towed back to Detroit to be cut up for scrap.*

THE TRAVELS OF YANKCANUCK

LAST OF THE COMPOSITES

by
SKIP GILLHAM
Special to *Telescope*

During the transition era from wooden to steel hulls, a number of ships were built of both oak and iron. These were small by today's standards and were known as composite freighters. The last of this class was the first *Yankcanuck*.

This type of ship had an iron keel and frames as well as plating above the waterline. Beneath, oak planks were attached.

Composite ships were briefly in vogue as they provided the strength of iron and the resiliency of wood. But as larger ships grew in popularity, all steel hulls were needed to provide overall durability.

On May 4, 1889, the Detroit Drydock Co. of Wyandotte, Michigan, launched their *Hull 91*. This

ship was christened *Manchester* and assigned registry number (US 92087). The vessel was built for the Inter-Ocean Steamship Co. of Milwaukee and it was used in the ore trade. Usually, loading took place at Marquette or Escanaba for delivery to Chicago.

Manchester, a sistership to the *Thomas W. Palmer* and *John Owen*, was 296 feet, 1 inch in overall length, 41 feet at the beam and 22 feet, 6 inches in depth. A 1,200 i.h.p. triple expansion of 20-32-54x42 that pushed the *Manchester* was steam provided by a pair of coal-fired boilers.

In 1898 ownership passed to the Milwaukee Western Steamship Co. and the vessel seemed to concentrate more in the coal trade as the larger, newer



An early view of MANCHESTER in Soo Locks.

steel carriers were more efficient in the transportation of ore.

Late, in 1915, D. Sullivan & Co., operated *Manchester* and the vessel was rebuilt with a new pilothouse while the deck doghouse was removed.

A look at the partial log of *Manchester* for the 1917 season reveals the type of work this ship was engaged in at that time. It begins Sept. 2 with the freighter outbound from Ashtabula on Trip 13 and end with lay-up at Milwaukee. Fourteen more cargoes were carried and included 4-coal, 4-grain, 2-ore and 1-flax.

The grain loaded at Duluth for Buffalo while the flax left the former port for Cleveland. Coal came aboard at Buffalo-3, Ashtabula-2, Erie and Sandusky for Ashland-3, Houghton, Washburn, Duluth and Milwaukee. Both loads of iron ore were discharged at Ashtabula with one originating in each of Ashland and Escanaba.

Four years later, in 1921, *Manchester* spent her time hauling twelve loads of grain and eleven of coal. The former came aboard at South Chicago-6, Milwaukee-4, and Duluth-2. These travelled to Buffalo for seven trips plus single stops at Port Arthur, Goderich, Toledo, Collingwood and Cleveland. Her coal came out of Buffalo-5, Sandusky-2, Toledo-2, Erie and Huron.

There were five deliveries of coal to Racine, two each to Milwaukee and Ludington and single trips to Green Bay and Houghton. The ship was drydocked at Milwaukee July 22-28 and spent August 20 to September 2 at the shipyard in Cleveland.

At the end of the 1921 season, this vessel was renamed *Jos. W. Simpson*. She was taken to Manitowoc in 1922 and shortened to 256'9" in overall length. This enabled travelling through the third Welland Canal to Lake Ontario and the locks of the St. Lawrence.

In 1923 *Jos. W. Simpson* joined the Reiss fleet, but a year later moved to the George Hall Coal Co. Then in 1926, the ship is noted as part of the Madden Coal Corp.

Coal and grain were the main payloads in the late Twenties. In 1926, her season began clearing Ogdensburg on April 28 and ended at the Ogdensburg shipyard November 3. This followed a grounding October 31 on the St. Lawrence off Casino Isle that left hull damage.

There were 17 cargoes in 1926 including grain-11, coal-4, steel and sulphur. The grain came from Chicago-5, Buffalo-4 and Duluth. These travelled to Montreal-8 and Buffalo-2. In addition a mixed shipment of corn and oats loaded at Manitowoc for the

Aberdeen Elevator at Midland.

The coal moved to Montreal-2, Racine and Sault Ste. Marie. Her lone cargo of sulphur travelled from Buffalo to Detroit while steel loaded at Indiana Harbor for Page-Hersey in Welland.

Three other incidents hindered activities that year. On June 22 the ship broke a propeller blade in the Welland Canal, hitting the bank after passing *N.H. Botsford*. Then, on July 12, the upbound *Poplar Bay* struck her rail on the port quarter during another Welland Canal transit. A second grounding, this one in Blue Church Bay on the St. Lawrence, was caused by rain and strong south wind. It resulted in an eleven hour delay on October 2.

Grain dominated the 1927 season with twenty of twenty-one cargoes. All went to Montreal with loading at Buffalo-15, Chicago-2, Toledo, Green Bay and Duluth. Coal accounted for her other three payloads.

Mishaps continued including collisions with *Poplar Bay* at Cascades on May 28, *Kinmount* at Buffalo on June 7, *Shirley G. Taylor* in the Welland Canal on September 13 and the Norwegian visitor *Anders* at Port Dalhousie on October 15. The latter appears to have been the most serious.

There was more diversity in 1929 following the installation of the deck crane at Buffalo. There were 34 payloads and the ship hauled coal-26, car wheels-2, gravel-2, steel, ore, rails and stone. The car wheels came aboard, via magnetic hoist, at Buffalo Union Furnace for delivery to Canada Car and Foundry at Montreal. The rails moved from Bethlehem Steel at Buffalo to Canadian Bridge at Montreal while steel travelled between the same cities for Dominion Bridge.

Jos. W. Simpson dug her own gravel out of the Main Duck Islands region of Lake Ontario for delivery to Ogdensburg and Cape Vincent.

Most of the coal moved from Erie, Ashtabula, Fairport and Toledo to Port Colborne and Welland. Shipments out of Sodus Point, N. Y. on Lake Ontario were delivered to Ogdensburg, Brockville and Gananoque.

On May 29, 1929, *Jos. W. Simpson* stranded on a rocky shoal off Mohawk Island on Lake Erie. The Captain went ashore in a boat and returned with the tug *Ethel*. Within forty-five minutes the ship was released, but had to spend a week at Buffalo for repairs.

Minor collisions in 1929 included contact with *James Stewart*, *Valley Camp* and *Norman B. MacPherson*. Additional damage was sustained while docked at Montreal June 17 when the lines parted



MINDEMOYA on July 31, 1940 with a deckload of cedar logs.

following the passage of the *Simcoe*. *Jos. W. Simpson's* stern swung into the channel and then the forward end slammed the concrete dock opening holes in #1 and #2 tanks. Hours later, after the passing of the *Lake George*, the stern lines parted again, but with less serious consequences.

The Depression impacted the travels of the *Simpson* and only six loads were carried in 1932. The season commenced at Ogdensburg April 23 and ended there November 15. But from May 20 to October 31, there were no cargoes and the ship sat idle.

Her season total was two loads of coke and coal and single shipments of steel and sulphur. That was all that was available in the different economic times.

The next year, 1933, was better with twenty-eight shipments. These consisted of a wide variety of commodities including coke-10, coal-6, steel-6, scrap-2, copper-1, phosphate rock-1, steel borings-1 and sulphur-1.

Ownership changed to the J.W. Simpson Transportation Co. in 1936, Edwin F. Priddle in 1938 and his *Mindemoya* Transportation Co. Mr. Priddle of Gore Bay on Manitoulin Island renamed the vessel *Mindemoya* and 1938 and received the Canadian registry number of C170256.

In 1940 *Mindemoya* was in the pulpwood trade. The season began on May 9 at Marinette and ended there November 8th. Of the seventeen loading ports, Jackfish, Burnt Island and Murphy's Harbour were

the most popular. These sweet smelling logs were delivered to Filer City-8, Escanaba-8, Green Bay-5, Sault Ste. Marie-5, Port Huron and Detroit.

The only exception to the pulpwood trade was a load of cedar posts to Sarnia. These came aboard following stops at Ned's Island, Elizabeth Bay and Gore Bay.

The run from Jackfish to Escanaba covered 918 miles and usually took between five and six days to complete the circuit. It required a little over a day to load, just under a day to discharge and the rest of the time for travel. Capt. Frank Manzutti was Master of *Mindemoya* for the 1940 season.

Late in 1941, following another season in the pulpwood trade, *Mindemoya* went to Milwaukee for a refit. The ship was prepared for possible war service and finally left the Great Lakes late in 1942 following transfer to the Peruvian Steamship Co.

Mindemoya was headed for South American waters for use as a bunkering ships, but bad weather forced her back to Anticosti Island. Instead the ship returned to the Great Lakes and tied up at Toronto for the winter.

The 1943 season got underway April 6. She was now under the banner of the Albatross Steamship Co. Ltd., still with E.F. Priddle's involvement and the vessel sailed until laying-up at Cornwall November 26. In the interim, thirty-three cargoes included coal-113, pulpwood-8, steel borings-4, stone-3, scrap-2, cedar posts-1, clay-1 and steel bundles-1 were trans-

ported.

Popular ports of call for loading in 1943 included Windsor-6 (steel and scrap), Fairport-6 (coal and clay), and Sandusky-5 (coal). . . Welland, Little Current, Cleveland, Port Huron, Port Stanley and Filer City were the main destinations.

In 1944 Capt. Manzutti purchased this vessel and set up the Mindemoya Steamship Co. Then, in 1946, he organized the Yankcanuck Transportation Co. and took this vessel for this one ship fleet. The ship received her final name *Yankcanuck* at this time. Later, in 1950, Capt. Manzutti reorganized his fleet as the Yankcanuck Steamship Co.

The 1946 season began May 1 leaving Penetang with boom logs for Michipocoten Island. It ended November 24 with lay-up at Cornwall. Pulpwood, with 16 payloads, dominated 1946. Most, total of seven, loaded at Michipocoten Island, but *Yankcanuck* went elsewhere as well. The other pulpwood loading ports were Cook's Dock, Greene Island, Amedroz Island, South Bay, Meldrum Bay, Pigeon Bay, Clapperton, West Bay and Gore Bay. Green Bay, Wisconsin, received ten cargoes of wood and Muskegon four. Another went to Owen Sound while the final one was split between Manistee and Filer

City.

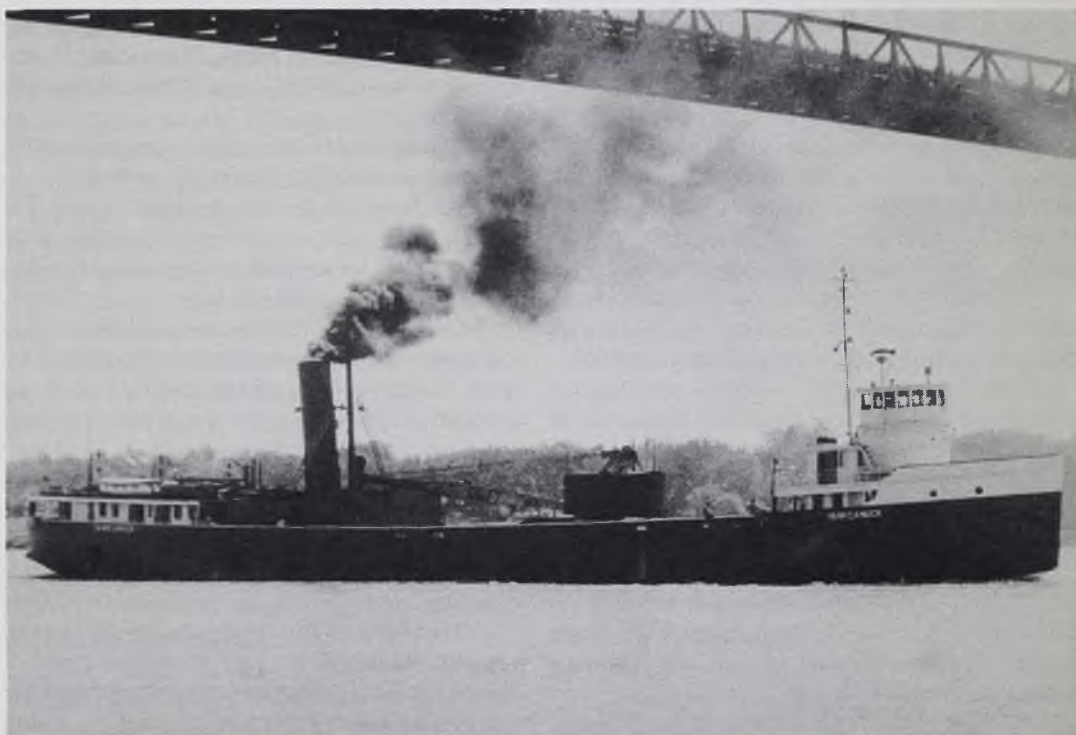
Her seven loads of coal for 1946 travelled from Buffalo, Toledo, Sandusky, Oswego and Fairport to Toronto, Little Current, Marathon, Cornwall and Sault Ste. Marie. Four shipments of stone moved from Little Current to Buffalo-3 and Lorain.

Twenty-one of her twenty-four payloads in 1947 were pulpwood and new loading ports were Kirt Creek, Vidal Bay, Smith Bay, Blind River, Manitowaning and Sheguindah. Green Bay again received most of the wood.

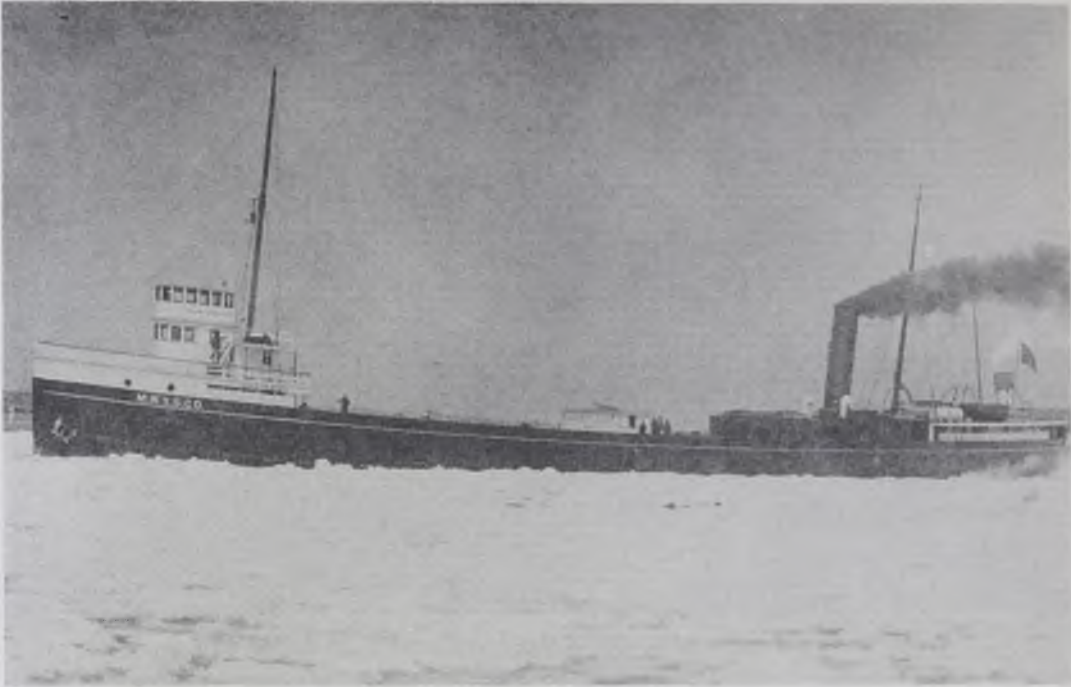
The most unusual cargo for the year was 150 tons of coal from DeTour to Gargantua Harbour.

Capt. Manzutti added *Mancox* and *Manzutti* to the fleet in 1951 and that year *Yankcanuck* spent most of the time carrying newsprint. She loaded 31 cargoes of it at Marathon and all were transported to Menominee. Four trips with coal plus stone, pig iron and lumber completed the 38 voyage season.

Two of the coal cargoes crossed Lake Ontario from Sodus Point to Belleville while the pig iron moved from the Soo to Detroit. A split load of stone and lumber was taken aboard at Sheguindah (stone) and Meldrum Bay. The stone went to Whitby while the lumber came off at the CSL shed along the



YANKCANUCK passing under the Ambassador Bridge on the Detroit River.



Milwaukee Public Library



Great Lakes Graphics

Top: MANCHESTER with her new pilothouse, in spring ice. Bottom: JOS. W. SIMPSON underway on the Detroit River.



Photo by Gordon Bugbee

YANKCANUCK outbound from the Rouge River, heading up the Detroit River.

Welland Canal at St. Catharines.

In 1953 steel accounted for 14 of the 29 trips and almost all moved from Sault Ste. Marie to Welland. There were two stops at Detroit for partial discharge enroute south. Coal, stone, lumber slag and logs were carried as well as 702 tons of iron ore from Cleveland to Algoma Steel at Sault Ste. Marie.

Steel from the Soo to Windsor, Welland, Port Colborne and Sarnia took care of the 1955 season. Only a load of coke breeze from Cleveland to Little Current and coal from Toledo to the Soo broke the routine.

Seven loads from Sheguindah to Whitby-six and the Soo led an abbreviated 1956 season. The year began May 16 and ended August 28 with only 16 cargoes.

Yankcanuck also made four trips from Cleveland to Little Current with coke breeze, three from Thessalon to Thorold with pulpwood and one out of Toledo to Midland with coal. Her other 1956 cargo was steel rails from Duluth to the Lake Erie community of Port Maitland.

The 1,778 gross ton *Yankcanuck* began her final season April 23, 1957, leaving the Soo to load steel at Cleveland for Welland. There were six trips with steel or skelp on that run as well as two of stone from Sheguindah to Oshawa. Single loads of scrap from Ft. William to Cleveland and hardwood logs from Cockburn Island to Marinette completed the season.

Yankcanuck's last cargo was a load of steel from Cleveland. She cleared there June 21 and arrived at Welland the next day. The vessel left June 23 and arrived at her slip in Sault Ste. Marie at 1014 hours June 27 to tie up.

Yankcanuck languished there through 1958 and was gradually stripped out early in 1959. She moved to the Algoma Steel dock in June and was slowly dismantled with the final pieces pulled out of the water in 1960.

Yankcanuck had been able to adjust to changing economic conditions. She was built as an ore carrier and later switched to coal and grain. Then, as the years progressed, she became a speciality ship with pulpwood, newsprint, steel and stone and small lots of the commodities being handled in an efficient manner. The last composite was a credit to her builders, but especially the ingenuity of Capt. Manzutti, her final owner, who continued to keep this amazing and historic vessel active almost to her seventieth birthday.

Note: The author wishes to acknowledge research assistance from Buck Longhurst and an excellent "Ship of the Month" article by Jay Bascom in the April, 1988 issue of the Toronto Marine Historical Society publication *Scanner*.

RUMRUNNERS & MICHIGAN'S PROHIBITION NAVY

by
JOHN F. POLACSEK

Between the years 1920 and 1933, an unusual flotilla was created to defeat the bootleggers and luggers who were working to circumvent Prohibition. This "Prohibition Navy" was comprised of the U. S. Customs, U. S. Immigration, U. S. Border Patrol, U. S. Coast Guard, Michigan State Police, Detroit Police Department, and a host of other law enforcement agencies. It was the role of the law enforcement agencies to stop illegal importation of "spirits" into Michigan by any means available.

These agencies all used vessels, from runabouts to 145-foot cruisers to patrol Lake Erie, Lake Huron, and Lake Superior as well as the connecting waterways of the St. Marys, St. Clair and Detroit Rivers. As activities escalated each agency worked to the best of their ability to thwart the creative transportation systems that were developed by the bootleggers and rumrunners. This short overview is a chronicle of actions on Michigan's waterways during Prohibition, and across the Great Lakes.

Michigan voted for state wide prohibition in 1916, an act which became effective on April 20, 1918, however, it was not until the Volstead Act induced national prohibition in 1920 that nautical activities began. As "spirits" could be legally exported from Canada, and a demand for alcohol and beer existed in Michigan, the luggers stepped in to exploit a ready market. Rumrunners and bootleggers by their definitions are those who carry or transport liquor illegally and usually in secret or hidden compartments. What developed on the Great Lakes were a class of luggers, who simply loaded their cargo in fast runabouts or luggers without trying to conceal the fact, and boldly crossed the International Line between the U. S. and Canada. With full loads, they cruised up to docks in Michigan after transversing the mile between shores, and deposited their illegal cargoes. Vessels from rowboats and canoes to tugs and steamships were used openly by the "Luggers".

With National Prohibition passing in 1920, the mile wide waterway between Michigan and Ontario



Dossin Museum Coll.

The Revenue Cutter MORRILL docked at Detroit.

became a hotbed of activity. In the beginning there was little that Law Enforcement agencies could do as they didn't possess the necessary swift boats to combat the luggers. It was the responsibility of the Treasury Department to stop smuggling, and in 1920 the Coast Guard fleet was comprised of the steam cruising cutter, the *Morrill* at Detroit and the Inshore Patrol cutter, *Cook* at the Soo. There were also a number of launches available for patrol with the Soo having the 50-foot *Advance*, 40-foot *Search*, 45-foot *Sentinel*, 45-foot *Vigilant*, and 52-foot *Voyager*, and at Detroit was the 90-foot *Javelin*. The Bureau of Immigration had the small patrol craft *Red Head*, which had a gasoline engine and was 34-feet long. The harbor at Detroit also held a Detroit Harbormaster police boat, which regularly patrolled the docks and checked life preservers and recovered drowning victims.

With the advent of Prohibition, the 'Dry Navy' found that it was the owner of slow vessels that could not apprehend the speedy runabouts that the luggers were using. While occasional seizures did occur it was not until the spring of 1923 that high-powered vessels came to patrol the Detroit River. The Federal Government was inducing an elaborate rum blockade in the vicinity of Ecorse where rumrunning was at its height. Four high-powered boats were obtained.

Twenty men were added to the crew lists so that 24-hour patrols could be achieved. One of the vessels in this fleet was called the 'Flying Dutchman' and its activities were chronicled in the newspapers of the day. In September, the 'Dutchman' was at Monroe Piers on Lake Erie when it captured a 29-foot cabin cruiser carrying 2,400 bottles of beer. As the federal men and prisoners were tying to the dock another cruiser of almost identical type veered towards them and only through excellent seamanship, a collision was prevented. There were heated words and when the officers boarded the second craft, they discovered a cargo of 2,400 bottles of beer. Upon returning to the Customs headquarters in Detroit with their seizures, three Monroe men and a man from Detroit were placed in jail. A few days later the 'Dutchman' saw a distress signal flying on the Ecorse shore and knew that she had been sighted by the rumrunners. She scanned the waters closely, sighted a 31-foot speed launch in Ecorse Bay, and overtook the craft after a short chase. The vessel, which bore neither a name nor number, was found to contain 140 cartons and four kegs of beer literally overflowing on the deck.

In following *Telescope* articles, the actions of the Michigan State Police and the United States Coast Guard will be chronicled.



U.S. Custom's patrol boat leaving base as foot of Orleans Street.

GREAT LAKES & SEAWAY NEWS



Editor: Donald Richards
21101 Violet
St. Clair Shores, MI. 48082

Seaway News Editor: Skip Gillham

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

GEORGE AYOUB
RICHARD BOGDAN
WILLIAM HOWELL
DON MERCER

JIM SPRUNT

RENE BEAUCHAMP
ROD BURDICK
DAN McCORMICK
JOHN VOURNAKIS

Jul. 1. . . The *Paterson* cleared Thunder Bay, Ontario with 28,972 metric tons of wheat for Port Cartier, Quebec. This was a record cargo of wheat for Thunder Bay.

. . . The straight-decker *Black Bay* arrived in Montreal and tied up at Shed #9 for temporary lay-up.

Jul. 2. . . The *Kinsman Enterprise* cleared Fraser Shipyard after hull repairs. She entered the shipyard on June 16th. After clearing the shipyard, she loaded her first grain cargo of the season.

. . . Interlake's *J.L. Mauthe* passed upbound through the Welland Canal after delivering a cargo of grain to Montreal.

. . . Algoma's *Capt. Henry Jackman* cleared Duluth/Superior with a grain cargo that was loaded at Peavey Connors Point Elevator. She arrived at the Twin Ports on June 23rd and spent the next nine days waiting for her turn to load as there were several ships ahead of her. When she finally tied up at the elevator, she had to wait for enough grain to arrive by rail so that she could be loaded.

. . . Five tall ships arrived at Presque Isle Bay, Lake Erie for a 4-day event at Erie, PA. The restored brig *Niagara* was the host ship. After the 4-day celebration, the frigate *H.M.S. Rose* will make a goodwill tour of the Lakes.

. . . The carferry *Badger* was expected to return to service today in time for 4th of July travelers. Hull plates were replaced in a 40-foot area on the port side after she ran aground.

. . . The Twin Ports will not be affected by the Mississippi River flooding according to a spokesperson from the Seaway Port Authority of Duluth. Although the upper Mississippi River is closed to barge traffic, shippers have not made any plans to ship stored grain through the Twin Ports.

Jul. 3. . . Upper Lakes' *Canadian Olympic* cleared Port Weller Drydock and returned to service after repairs were completed. She had gone aground on June 9th in the St. Marys River.

. . . *Kinsman Independent* arrived at Fraser Shipyard for her 5-year inspection.

. . . The Lake Carriers' Association reported that shipments of iron ore, stone and coal in May of this year were down 1.4% compared to the same month last year. In May, iron ore shipments increased 6.2%, stone shipments were unchanged, but coal shipments decreased by 14.1%. A decrease in shipments to Canada was blamed for the decrease in the Lakes coal trade. At the end of May, there were 55 U.S.-flag vessels in service on the Lakes.

• GREAT LAKES & SEAWAY NEWS

... Since the 1993 shipping season resumed, total cargoes carried by US lakers has decreased by 1.8% compared to the same period last year. Iron ore shipments have increased by 5.4%, the stone trade was unchanged, but coal shipments were down by 18%. (Ed. note: These figures were from the end of May.) Lake Erie coal ports are the ones most affected by the decrease in shipments.

... The *Algowood* unloaded the first cargo of the season of Labradore ore at the C&P ore dock in Cleveland.

Jul. 7. . . The *Yankcanuck* cleared the Soo to load a cargo for the Arctic.

Jul. 8. . . *Algoport* went on the drydock at Port Weller for survey.

... The tug *Presque Isle* passed upbound in the Welland Canal and now sports a red hull.

Jul. 9. . . The *Federal St. Laurent* missed a turn while downbound in the St. Marys River and went aground near Round Island. Two Great Lakes Towing tugs and two Purvis Marine tugs freed the saltie the next morning. She anchored in Waiska Bay for inspection and because of the muddy bottom, she didn't suffer any damage. She was allowed to proceed to Montreal with a cargo of wheat.

... The *American Mariner* passed down the Welland Canal with cargo of grain for Montreal.

Jul. 10. . . The tug *Nash* was dedicated as a historic landmark at Oswego, NY.

Jul. 13. . . The *George A. Stinson* loaded pellets at the L.S.&I. ore dock at Marquette. The dock, which was built



Photo by Rod Burdick

GEORGE A. STINSON loading at Marquette, Michigan in July, 1993.

GREAT LAKES & SEAWAY NEWS ·



The CALCITE II lost her steering in the Amherstburg Channel and went aground. After lightering she was freed with the assistance of three tugs.

in 1912, can't load a 1,000-footer the same way as smaller boats. Ballast is pumped into the loading side tanks to lower the hull for the loading chutes. After one side is loaded, the *Stinson* left the dock and turned around and backed up to the dock, stern first. Loading takes at least 24 hours and there is a constant stream of ore cars being pushed onto the dock while loading is taking place. The *Stinson* will load again at this dock on the 18th and 24th of July.

Jul. 14. . . *Kinsman Independent* completed her 5-year inspection and cleared the Fraser Shipyard for the Peavey Connors Point Elevator to load grain. She cleared Duluth in the evening of the 15th.

. . . The Seaway Port Authority of Duluth has sold its container crane to North Star Steel in Texas. The crane, which was purchased 18 years ago for loading containers, was seldom used and has been for sale for the last 10 years. After the crane was purchased, the container business began to shift to St. Lawrence River ports, which are open 12 months a year. Railroads now handle most of the container business.

. . . The *Calcite II* lost her steering in the Amherstburg Channel in the lower Detroit River and ran aground. With assistance of Gaelic Tugboat's *Patricia Hoey*, G.L. Towing's *Oregon* and McKeil Marine's tug *Stormont*, the *Calcite II* was freed after lightering on the 16th. She proceeded to unload the remainder of her cargo at Nicholson Dock in Ecorse and was escorted to Toledo Shipyard for repairs.

Jul. 15. . . The *John A. France* arrived at Hamilton for temporary lay-up.

Jul. 16. . . The *Peter Misener* arrived at Thunder Bay for temporary lay-up.

Jul. 17. . . The cement carrier *Alpena* passed downbound in the Welland Canal for the first time.

Jul. 20. . . Collingwood Terminals Ltd. will close October 31st. The grain elevators, built in 1929 are Collingwood's oldest elevators and capable of holding two million bushels of grain. The manager stated that they

· GREAT LAKES & SEAWAY NEWS

need nine vessels a year to unload at the elevators to make business viable. So far, only one has unloaded at the elevator this year and no others are expected. The elevators are used to store grain from Thunder Bay and the grain was trucked to flour mills around Toronto. Railroads now handle this business.

Jul. 21. . . A Minnesota Iron Range Steelworkers local has approved a new 6-year contract with Inland Steel's Minorca Mine in Virginia, MN. Several other iron range locals have begun negotiations as several contracts expire on July 31st. In addition, crews on the *Stewart J. Cort* and *Burns Harbor* have voted to strike at the end of the month if their contract dispute is not settled. Crews aboard Inland Steel's fleet have voted to extend their present contract 30 days.

Jul. 22. . . The flag from the *H.M.C.S. Owen Sound*, with the signatures of the original crew, has been returned to Owen Sound.

Jul. 23. . . A new committee formed by the Lake County Historical Society will hold a public hearing to determine the future of the tug *Edna G*. The tug is presently afloat in Agate Bay at Two Harbors, MN., and deteriorating. It has been declared a historical landmark and this designation could be jeopardized if it is removed from the bay.

Jul. 24. . . The Seaway Port Authority of Duluth reported that waterborne trade through the end of June has increased 5.4% over the same six months of 1992. Shipments of iron ore through June totaled 7,735,231 tons, coal shipments totaled 3,505,515 tons and grain shipments totaled 1,564,808 tons. A total of 384 vessels have called at the Twin Ports as of the end of June, 37 less than last year.

Jul. 25. . . Tourist traffic carried by the Manitoulin carferry *Chi-Cheemaun* was down 4.8% from last year and only one ferry is in operation this season.

Jul. 26. . . The U.S. Coast Guard cutter *Escanaba* passed upbound in the Welland Canal for a good will tour of the Lakes.

. . . The *H.C.M.S. Toronto*, a recent addition to the Canadian Navy ,arrived in Toronto for her christening.

Jul. 27. . . The Canadian Coast Guard icebreaker *Simcoe* went on the Port Weller Drydock.

Jul. 28. . . The Norwegian-flag *Federal Vigra* arrived in Ashland and tied up at the Reiss Coal Dock to unload copper concentrate. She was the first saltie of the season in Ashland and the second vessel of the entire season. Great Lakes Towing tugs *Kansas* and *Minnesota* made the twelve hour trip from Duluth to assist her in docking. The *Vigra* cleared Ashland on the 30th and the tugs returned to Duluth. A second shipment of copper concentrate is expected in late September. The concentrate is shipped by rail to White Pine, Michigan for processing.

Jul. 30. . . The *Imperial Bedford* cleared the Port Weller Drydock and tied up at the fit-out wall. She arrived on June 25th for refit work. She cleared on August 1st.

Jul. 31. . . Contracts between United Steelworkers of America and Iron Range taconite companies expires at 11 PM. CDT tonight. Negotiations between the unions and companies were continuing. In Minnesota, Hibbing Taconite, National Steel Pellet Co. and Eleventh Mines could be shut down by a strike if an agreement isn't reached. In Michigan, the Empire and Tilden Mines on the Marquette Range could also be shut down by a strike. As mentioned previously, steelworkers at the Minorca Mine in Virginia, MN. have ratified their contract. Great Lakes shipping probably would not be affected by a short strike because of ore stockpiled at the docks.

GREAT LAKES & SEAWAY NEWS ·



The LEE A. TREGURTHA spent several days hauling pellet cargoes between Superior and Duluth.

Aug. 1. . . The former Canadian Coast Guard vessel *Ville Marie*, now serving as the training ships *Heaven Bound*, is looking for a new home. She is presently berthed in Oshawa, Ontario and the city need the dock space for commercial vessels.

. . . The museum ship *Willis B. Boyer* in Toledo was vandalized when someone painted a 10-foot swastika on her stern. In July, the museum suffered more than \$5,000 in damages when display cases were smashed, memorabilia damaged and electric and telephone lines cut. Police have a suspect, but no one is custody as of this date.

. . . Union workers at Hibbing Taconite and National Steel Pellet Co. in Minnesota went on strike. In Michigan, union members also went on strike at the Empire and Tilden Mines. Union workers and Eveleth Mines have extended their contract for a few days, averting a strike.

Aug. 4. . . The *Canadian Mariner* cleared Thunder Bay for Superior, WI., to load grain, ending her temporary lay-up. Her cargo of grain was diverted to Superior from the flooded Mississippi River system.

Aug. 6. . . Lake Shipping's *Lee A. Tregurtha* loaded 28,208 gross tons of Cyprus Northshore pellets at Silver Bay and unloaded her cargo onto the #5 Hallett dock in Duluth. The pellets will be transported by rail to U.S. Steel's Geneva works in Utah. After unloading her cargo, the *Tregurtha* shifted to the Burlington Northern ore dock in Superior to load National Steel Co. pellets and moved up to unload them at the #6 Hallett dock. She repeated the same schedule the following day, becoming the largest vessel ever to transit that far up the St. Louis River.

Aug. 7. . . The Lake Carriers' Association reported that overall shipments in June declined 1.4% compared to June, 1992. Shipments of iron ore increased slightly in June while stone shipments remained unchanged. June coal shipments fell nearly 7% from June, 1992 with Lake Erie coal ports down 10.6%. The decrease is blamed on a decrease in Canadian coal shipments.

. . . For the season, shipments of iron ore, coal and stone have declined 1.6% compared to the same period last year. For the season, iron ore shipments have increased 4.1%, but coal shipments have fallen by 14%. Stone

• GREAT LAKES & SEAWAY NEWS

shipments remain unchanged.

... The tanker *Gemini* arrived at the Twin Ports and unloaded petroleum products at the Marine Fueling dock in Superior. *Gemini* was the first tanker of the season and this was her first visit in several years.

Aug. 8. . . The *Algobay* arrived at the Welland Dock for extensive interior work.

Aug. 10. . . Algoma Central announced that they are pooling their twelve self-unloaders with Upper Lakes Shipping's six self-unloaders to improve service and efficiency. The new company will be known as Seaway Self-Unloading Bulk Carriers and their headquarters will be located in St. Catharines, Ontario.

Aug. 11. . . The *George A. Stinson* cleared Superior for the last time until the strike at National Steel Pellet Plant is settled. She loaded the last of the National Steel's pellets at the dock and is the first vessel to be affected by the strike on the iron range.

Aug. 14. . . The tug *Avenger IV* with the cement barge *Metis* passed up through the Welland Canal enroute to Green Bay. She will be used to store cement on a long term charter.

Aug. 16. . . The *George A. Stinson* arrived at Two Harbors to load pellets. National Steel has purchased pellets from U.S. Steel's Minntac Mine to make up for the lost production at their plant. This was the first time that the *Stinson* has loaded at Two Harbors.



Former cement carrier METIS will become a storage barge for cement in Green Bay, Wisconsin.

GREAT LAKES & SEAWAY NEWS

... A few grain cargoes have been finding their way to the Twin Ports and Toledo from the flooded Mississippi River system. However, shippers don't expect more than 200,000 tons will be shipped from these ports through the Seaway. As of July 21st, shipping on the Montreal-Lake Ontario sections of the Seaway was down 6.2% from 1992. Grain shipments were down 13.2%, other bulk cargoes were down 14%, but iron ore shipments were up 11% over 1992.

Aug. 17. . . Bethlehem's *Burns Harbor* cleared Superior with a cargo of pellets from the Burlington Northern ore dock. It took 40 hours to load her because of problems with the docks reclaiming machines. All pellets must be loaded from stockpiles because of the strikes at the two mines that ship ore through this dock. The next day, the *Stewart J. Cort* cleared Superior after spending 60 hours waiting to be loaded at the same dock.

... Supporters of the *USS Des Moines* Project, Inc. have not given up hope in their efforts to bring the cruiser to Duluth-Superior. After the Duluth city officials and the Superior voters rejected proposals to use public funds to bring the cruiser to the area, supporters are now organizing a drive to raise the funds through public donations. The group must raise about \$2 million to bring the cruiser to Duluth. It was scheduled to be scrapped for over a year, but plans to do so have been put on hold, waiting for supporters to raise the needed funds for restoration.

Aug. 21. . . American Steamship's *Charles E. Wilson* arrived at Ashland to unload coal at the Reiss Coal Dock. She departed to load coal in Superior for Marquette.

... The American Iron Ore Association reports that June shipments of iron ore to U.S. and Canadian ports increased 4% over June of last year. For the first half of 1993, total iron ore shipments have increased by 7% over the same period last year. Four out of seven U.S. ports and all three Canadian ports on the lower St. Lawrence River report an improvement over last year.

Aug. 22. . . The *Algobay* moved from the Welland Dock to the Port Weller Drydock for additional work. She arrived at the Welland Dock on August 8th.

Aug. 24. . . The Lake Carriers' Association reported that shipments of iron ore and stone in July were down 3.4% from July of last year. Shipments of iron ore in July were up 1.4%, stone shipments were unchanged and coal shipments were down 18% from July of last year. (Ed. note: These figures seem to be confusing at times. The American Iron Ore Association reports shipments from all U.S. and Canadian Great Lakes ports and St. Lawrence River. The Lake Carriers' Association reports shipments from the U.S. Great Lakes ports.)

Aug. 25. . . American Steamship's *St. Clair* arrived in Duluth and tied up at the Duluth Port Terminal for bow thruster repairs. The electric motor from the *Adam E. Cornelius*, ex-*Roger M. Kyes*, was used to replace the malfunctioning one on the *St. Clair*. The *Cornelius* is presently laid up and is not expected to sail again this year. After repairs, the *St. Clair* cleared to load coal in Superior.

Aug. 28. . . The Seaway Port Authority of Duluth reported that waterborne shipments through the end of July totaled 17,641,000 metric tons. This was an increase of 3.6% over the same period last year. A total of 497 vessels have called at the Twin Ports, 58 less than last year.

... The American Iron Ore Association reported that in July iron ore shipments to U.S. and Canadian ports increased 4% over July, 1992. This is the 5th straight month that shipments of iron ore have shown an increase over 1992. For the first seven months of 1993, shipments have increased 6% over the same period last year. The Association also reported that August shipments of iron ore were declining because strikes by unions in Minnesota and Michigan. The Burlington Northern dock in Superior and the C.&N.W. dock in Escanaba were shipping from their stockpiles while the L.S.&I. dock in Marquette wasn't shipping at all.

• GREAT LAKES & SEAWAY NEWS



Photos by Terry Sechen

Top: IRVIN L. CLYMER being towed to the Azcon Scrap Dock in Duluth on June 18, 1993 by Great Lakes Towing tugs MINNESOTA and KANSAS. Bottom: CLYMER being secured at the dock..

GREAT LAKES & SEAWAY NEWS ·

Aug. 31. . . Strikes continue at the National Steel Pellet Co. and Hibbing Taconite in Minnesota and at the Empire and Tilden Mines in Michigan. Eveleth Mines in Minnesota was shut down for four weeks for maintenance and vacations.

. . . The Midwest Energy Terminal in Superior completed an \$8 million expansion. This will allow the terminal to blend three more types of coal and ship an additional one million tons.

. . . The owner of the restaurant ship *Edward*, ex-Canadian Coast Guard *Edward Cornwallis*, which is docked at Cobourg, Ontario, is negotiating with buyers to sell her for scrap. The vessel is for sale as a floating restaurant, but a buyer couldn't be found.

Great Lakes Calendar . . .

Sun. Feb. 27th-Meet the Author Series at 2:00 p.m. at Dossin Museum. Guest speaker will be Loren Estleman, author of *Whiskey River*. Admission charge: \$5.00

Sun. Mar. 13th- Great Lakes Memorial Service with the Blessing of the Fleet at Mariners' Church on Jefferson Avenue in Detroit at 11:00 a.m. Free parking in Ford Auditorium Garage.

Sat. Mar. 19th-GLMI Entertainment meeting at 11:00 a.m. at Dossin Museum. Guest speaker will be Mr. Mal Sillars presenting "Detroit River Treasures".

Sun. Mar. 27th-Meet the Author Series at 2:00 p.m. at Dossin Museum. Guest speaker will be Mr. Author Woodford discussing Detroit during the Roaring Twenties. Admission charge: \$5.00.

Fri.-Sat.-April 8th & 9th- Local History Conference at McGregor Center at Wayne State University in Detroit.

OUR BACK COVER PICTURE: F.E. Spinner was originally built as *Quebec* in 1874 at Chatham, Ontario. Official Number (C 71212). Measured 193' x 34.6' x 13.4'. 1404 gross tons and 955 net tons. Two engines on a single shaft. Struck rock and sank in Wilson Channel in St. Marys River in July, 1885. Raised in June, 1886 and rebuilt at Buffalo. Came into U.S. registry and renamed *F.E. Spinner* in 1887. Damaged by fire at Collingwood and sank, spring 1900. Raised and repaired. On October 15, 1900, sank in collision with str. *H.D. Coffinberry* in St. Marys River. Raised on October 26, 1900. Repaired at Manitowoc in 1901 and renamed *Helen C.* On October 14, 1922, loaded with coal for Alpena, foundered at Thunder Bay in Lake Huron.

CLASSIFIED ADS

Wanted: Ford Motor Company "Blue Bird of Happiness" flag or Cleveland-Cliffs flag. Call Ron Gorski at (313) 574-1114 after 4:00 p.m.

For Sale: 71" x 6" Great Lakes waterline plastic model kits (circa 1930). All fittings included. This kit is for the craftsman modeler. Cost: \$139.95 + shipping, handling & tax. Voco Marine Model, 355 Barrington Ridge, Painesville, OH. 44077.

Wanted: Buying 35mm slide collections of Great Lakes ships. Respond stating quantity and years covered. Alan Sykes, 12 Peach Tree Park, Fonthill, Ontario, Canada, L0S 1E0 or Rich Olson, 19986 Holiday Road, Grosse Pointe, MI. 48236.

For Sale: Jim Clary prints: unframed *Regina*, print number 13/1000-\$250.00 *Regina* and *Storm of 1913*, print number 385/1000, matching numbers and is framed and matted-\$350.00 each. Contact Jim Creagh at (313) 791-0692 after 6:00 p.m.

Wanted: I.S.M.A. Directories pre-1945. *Telescopes* pre-1960, Know Your Ships: 1959, 1961, 1963, 1966, 1971. Fleet flags: Soo River, Ford, Wilson, Cleveland-Cliffs. Contact: (519) 344-4571 after 5:00 p.m.

Wiening Marine Catalog: ship photos, books, videos, old and new. Send \$2.00 to Paul G. Wiening Enterprises, 432 Michigan Street, Port Washington, WI. 53074 (414) 284-5215.

INDEX - VOLUME XLI - 1993

This index prepared by F. Jordan Schanbeck and Kathy McGraw, provides the reader with a complete listing of names of ships, people, places and titles appearing in Volume XLI-1993 *Telescope*. Page numbers are page numbers only and to avoid confusion, issue numbers were eliminated. The two exceptions are reference to a cover picture in which case the listing would be C-3, meaning the cover of May-June issue or a rear-cover picture, which would be RC-3. Numbers with an asterisk [*] indicate a photograph. The names of vessels are in italics.

- Acacia*: 78
AC#1-#10: 98
Advance: 154
Agawa Canyon: 105
Alamo: 67
Algobay: 47, 160-1
Alderfer, Mary: 12
Alencon: 67
Algocape: 47
Algoen: 133
Algoma Central: 168
Algomarine: 75
Algonorth: 44, 103, 107
Algoport: 156
Algorail: 48, 105
Algosound: 132
Algosteel: 76, 102, 105
Algoway: 127
Algowest: 102, 134
Algowood: 156
Alpena: 9, 49, 51, 105, 127, 157
American Diving & Salvage Co.: 45
American Eagle: 122
American Mariner: 135, 156
American Republic: 50, 79*
American Steamship Co.: 45, 48
Ance, Capt. Peter Daniel: 90
Ance, Roy L.: 87, 90
Anders: 148
Anderson, Julia A.: 65
Aquarama: 2, 86, 114
Areito: 103
Arema, Dan: 14
Argo: 58
Armco: 46, 48, 103*, 131
Arnold Transit Co.: 123
Arthur, Frank: 11
Ashdown, Dana: 58
Ashley & Dustin Steamer Line: 143
Assurance: 75
Astraea II: 14
Atlantic Huron: 19, 46-7, 101
Atlantic Trader: 67
Atlantic: 20, 142
Atterbury, W.W.: 74
Atwater, William C.: 73-4
Aurania: 8*, 9
Aurora: 9
Avenger IV: 48, 104, 131, 168
Ayoub, George: 16
Azcon Scrap: 162-3
Badger: 21, 108*, 127, 155
Bagnall, Thomas: 65
Baie St. Paul: 44
Baird, Gen. Absalom: 95
Barker, James R.: 75, 77
Barker, Kaye E.: 75, 77
Barker & Holt: 63
Barlow: 94
Bartow, J.H.: 9
Battle, James: 3*, 5, 6
Baxter, A.M.: 72
Baxter, H.W.: 72
"Bay City Seaway Terminal": 115
Bay Shipbuilding: 20, 47
Bayliss Public Library: 12
BCS #386-#1620: 100
BD #1199-#1223: 100
Beauchamp, Rene: 43, 127
Becker, Capt. Frank: 146
Beechglen: 106
Beeghtly, Charles M.: 49, 102-3
Belize: 72
Bell, Gen. Franklin: 95
Benkert, Capt. Robert: 16
Bennington: 8
Biscayne Bay: 101
BKO #376-#6740: 100
Black Bay: 155
Blair, Smith & Co.: 63
Blake, Capt.: 60
Block, Joseph L.: 19, 77, 101
Blythe Craig Shipbuilding Co.: 88
Bob-Lo Island: 36
Boland, John J.: 20, 48, 105, 134
Booth Fish Co.: 8
Borg, Ken: 101
Borgenes: 18
Botsford, N.H.: 148
Boulder: 133
Boussie, A.: 101
Bowen, Dana T.: 51
Boyer, Willis B.: 159
Boyer, Dwight: 7
Brig Gen. Arthur W. Yates: 92
Brig. Gen. Wm. E. Horton: 93
Brockton: 8
Brockville: 51
Brookings: 67
Browne, Capt. Lawson: 115
Buckeye: 17
Buffalo: 72
Burdick, Rod: 52, 127, 132
Burgess, Capt.: 60
Burns Harbor: 158, 161
Burrard Dry Docks: 45
Burton Courtney: 17
Busch, Gregory J.: 21
Cahill, Wm.: 3
Caitiff: 18
Cajio: 46
Calcite II: 50, 104, 106, 157*
Campbell, Bob: 31
Canada Steamship Co.: 18
Canadian Century: 132, 135
Canadian Explorer: 105
Canadian Hunter: 44
Canadian Mariner: 159
Canadian Navigator: 102, 130*
Canadian Olympic: 131-2, 155
Canadian Progress: 20, 103, 106-7
Canadian Prospector: 50
Canadian Ranger: 19, 22
Canadian Transport: 50
Cape Gaspé: 92
Cape Hurd: 47
Captain John's Harbour Restaurant: 6
Captain K: 78
Caribbean: 69
Carstairs, Betty: 14
Casey, Thomas Lincoln: 94
Castoldi, Archille: 14
Challenger: 21
Chambers, Edward: 69
Chi-Cheemaun: 158
Chuck, Mauch: 96*
Church, Ebenezer: 120
Churchill: 94
City of Dallas: 69
City of Ft. Worth: 69
City of Houston: 69
City of Philadelphia: 69
Clara: 93
Clary, Jim: 2
Cleveland Plain Dealer: 12
Clymer, Irvin L.: 133, 162-3*
Collingwood Terminals Ltd.: 157
Cole, Kay: 19
Collard, Edgar Andrew: 30
Colombe: 31
Colon Trader: 47, 49*
Colorado: 17, 49, 67
Columbia Star: 133
Columbia Steamship Co.: 17
Columbia: 36, 86
Columbus, Christopher: 124*-6*

- Col. M.J. McDonough*: 94
Comeaudoc: 46
Condon, Capt. V.M.: 93
Conemaugh: 74
Connors, W.J.: 96*-7, 100
Connor, Capt.: 122
Conrad, Charles: 88, 108*, 114, 135
Constans, Nicholas: 146
Cook: 154
Copis, Wm.: 119
Coquette, Peter: 11
Coquina: 69
Cornelius, Adam E.: 161
Cornwallis, Edward: 163
Corrales: 67
Cort, Stewart J.: 2, 50, 52*, 102, 158
Cottonplant: 70
Coulee: 74
Couparle: 69
Covena: 95
Cowiche: 67
Cowles Engineering Co.: 6
Coye, W.G.: 94
Craig Shipbuilding Co.: 5
Crapo, S.T.: C-2, 101, 104
Crathorne: 67
Crawford, Mike: 24
Crawford, Wm. H.: 120-1
Crosbie, Sir John: 20
Cuba: 11
- Dallas, Alexander J.*: 119, 123
Dallas, Rev. Cutter: 121
Davis, J.M.: 96, 100
Day Peckinpaugh: 46
Deacon, David: 121
Dease, M.: 16
DeBeau. Capt. George: 11
Delafield, Maj.: 121
Deming, John J.: 121
Denmark: 7
Des Moines, USS: 18, 21, 43, 161
Desgagnes, Catherine: 46
Desgagnes, Melissa: 105
Desgagnes, Thalassa: 128
Detroit Dry Dock Co.: 147
Detroit Shipbuilding Co.: 5, 143
"Detroit Waterfront Memories": 36
Detroitier: 4-5
Detroit: 70
Dewar, Gary: 43-6
Dewey, Francis A.: 120
Dickson, Ken: 59
Docegulf: 44
Dodge, Horace: 13
Dollar, Stan: 15
Donnelly & Sons Co.: 59
Donner, Wm. H.: 44
Dossin Bros.: 14
Dow Chemical Co.: 116, 118
Dowey, George F.: 93
Drouillard, George: 11
Drummond Islander III: 20
Duluth: 95
Dykstra, John: 32, 108
- Eastern Shell*: 47
Eastern U.P. Trans. Co.: 18
Eaton, Capt.: 122
Ebersol, John C.: 87, 89
Eclipse: 60
Edna G.: 48,, 148
Edward: 163
Edson Moore and Co.: 5
El Cedro: 69
El Cicuta: 72
Elliott, James R.: 4*-6
Elve, Steve: 30, 43, 101, 130
Eleventh Mines: 158
Empire Mines: 158
English River: 76*
Eric Marine Enterprises: 46
Erie Sand & Gravel Co.: 46
Esmaker, Paul: 24
Estelle V.: 14
Ethel: 148
- Fairview*: 100
Fallon, Al: 14
Fargo: 70
Federal Fraser: 128
Federal Polaris: 107
Federal Schelde: 43
Federal St. Clair: 48
Federal St. Laurent: 156
Federal St. Vigna: 158
Ferriss Marine Cons. Corp.: 6
Fitch, Wm.F.: 97
Fitzgerald, Edmund: 24, 32, RC-2, 51, 135
Floss, George A.: 7
"Fond Memories of the Soo River Company Fleet": 31
Ford, Benson: 108
Ford, Henry II: 114
Ford, Wm. Clay: 114
Forster, Col.: 119-20
Forster, Thomas: 119-20
Foster, Danny: 15
Fournier, C.: 43
France, John A.: 46, 157
Frantz, Joseph H.: 132
Fraser, Leon: 49
Fraser, Roy: 20, 79
Fraser Shipyards: 18, 22, 44
Frazier, Steve: 59
Frederick, Owen M.: 94
Frontenac: 19
- Gabrielson, Fred*: 12
Gabrielson, George: 12
Gaelic Challenge: 49
Gaelic Tug Boat Co.: 16-7
Gallard, Capt.: 122
Ganandoc: 70-1*
Gardiner, David K.: 46
Garey, Steve: 13
Gaucher, Nancy Orr: 106
Gebhart, Richard: 7
Gemini: 168
Genessee Belle: 127
Gen. C.B. Sears: 94
- Giles Sanford & Co.*: 119-20
Gillham, Skip: 16, 23, 30, 43, 51, 75, 101, 127, 147
Girdler, Tom M.: 114
GL 2: 19
Glenbrook: 19
Glenevis: 19
Goodenough, Simon: 6
Goransson, Capt. Gus: 32, 108
Gordon, Leonard: 120
Gorman, J.E.: 97, 100
Gormaz, Vidal: 79
Grand Rapids: 19
"Great Lakes Vessels That Served During WW II": 67, 92
Griffith: 103
Griffon: 50, 78
Grosse Ile Toll Bridge: 17, 24*
G-2: 15
G-7: 14
G-8: 15
G-13: 15
G-22: 15*
G-36: 13*
G-98: 14
G-99: 14
- Habben, Rev. A.B.*: 124
Halifax: 21, 46, 102, 104*-5, 107, 127-8
Hall, George Coal Fleet: 148
Hannah, Donald C.: 78
Hannah, James A.: 21
Hannah, Susan W.: 52*, 75, 101
Hannah 5101: 21-2
Hannah Marine: 21
Hansen, Capt. Hans J.: 12
Harnshima Maru: 95
Harris, Louis: 88
Harrison, Col. George F.E.: 95
Hayden, Gen. John J.: 95
Heaven Bound: 159
Heiden, Charles: 92
Heimbecker, H.C.: 32-4*
Henderson, John: 75
Hercules: 120, 122
Hern, John: 8
Hi Barbaree: 14
Hibbing Taconite: 158
Hillyer, K.: 43, 101
Hirthie, Dr. Walter: 87-8
Hoey, Bill: 17
Hoey, Carolyn: 17
Hoey, Patricia: 17, 49, 157
Holmes, Capt. Siebert: 12
Holmes, Olaf: 12
Holsten: 20
Houghton, Douglas: 9
Howe, Louis McHenry: 114
Howell, Wm.: 43, 75, 101, 127
Hudson, Cyril: 75
Hulls #5-#529: 74
Huntley, Charles R.: 129*
Hurd, B.: 2
Huron Lightship: 2
Huron: 51
Hurricane IV: 15

- Iglehart, J.A.W.:* 44, 48, 127, 130*-1
Imperial Bedford: 133, 158
Impshi: 13*
Incan Superior Ltd.: 45
Incan Superior: 32, 45*-6, 75, 129, 133
Indiana Harbor: 48, 133
Inland Seas: 51, 95
Inland Steel Corp.: 20, 46
Inter-Ocean Steamship Co.: 147
International Ship Masters' Assoc.: 16, 108, 135
International: 72
Iquitos: 51
Irvin, William A.: 22
Irwin, Robert: 119-20
J #56-#196: 98
J #1051-1209: 99
Jackman, Capt. Henry: 103, 155
Jackson, Herbert C.: 102, 127-8, 131
Jack: 69, 71*
Jacob, Rex: 14
Jaffray, C.T.: 67
James, Henry R.: 135
James River: 73
Janidore: 74
Java: 11
Javelin: 154
Jiunan: C-1, 53
Jones, Degarmo: 121
JR #1-#63: 99
- Kalliopi L.:* 133
Kallio: 48
Kansas: 103, 133, 158
Katmai Bay: 101-2, 104
Keith, Capt. Wm.: 120-3
Keller, Wm.: 16, 43, 75, 101
Kellers, Frederick: 116*
Kelton, Minnie: RC-1
Kendall, John: 5*-6
Keta V.: 129
Küisla: 133
King Iron Works: 11
King: 69
Kingmount: 148
Kinsman Enterprise: 16, 22, 44, 132*, 135, 155
Kinsman Independent: 44, 105
Knapp, Gilbert: 120, 122
Knutsen, Turid: 105
Kristiansfjord: 105
Kroeff, Tim: 43, 75, 101, 104, 106, 127
Kuhn, Capser: 11
Kyes, Roger M.: 161
- La Belle:* 7
Lac Erie: 19
Lacross: 6
Ladies of the Lakes II: 2
Lady Elgin: 45
Lake Carriers Assoc.: 7, 155, 161
Lake Champlain: 22
Lake Dunmore: 72
- Lake Ellijay:* 69
Lake Elon: 67
Lake Elsemere: 69
Lake Explorer: 127
Lake Fairton: 70
Lake Fillion: 69
Lake Fippen: 70
Lake Flag: 72
Lake Flambeau: 72
Lake Flatonia: 72
Lake Flaxman: 69
Lake Floris: 70
Lake Frances: 70
Lake Fresco: 69
Lake Fristell: 69
Lake Frohna: 70
Lake Furnas: 70
Lake Galewood: 72
Lake Galisten: 67
Lake Getaway: 70
Lake Giddings: 69
Lake Gilboa: 70
Lake Glasco: 70
Lake Ikaton: 72
Lake Ormoc: 70
Lake Osweya: 72-3*
Lake Pepein: 72
Lake Savus: 70
Lake Singara: 72
Lake Strymon: 69
Lake Tahoe: 48
Lakes Shipping Co.: 59
Lakeshore, Inc.: 50
LaMarre, Paul C. Jr.: 114
Langdon, James R.: 12
Langell, Simon: 12
Laud, Sam: 22
Lawrence, Josephine: 95
Lawrence: 95
Leada: 118*
LeCedre No. 1: 47, 49*
Lee, David: 51
Lee, Donald: 51
Lee, George: 51
Lee, John: 51
Lee, Kristen: 21
Lee, Matthew: 6
Lee Foundry and Shipyards: 51
Lee Marine Ltd.: 51
LeMay, Timese: 7-8
Lemoyne: 43, 49
Lightships #55 & #56: 88
"Lightship # 57-Grays Reef": 87
Lightship #57: 87*-91*
Lightship #61: 88
Lindemann, Oscar: 124
Livingstone, Pres.: 7
Lodzka, Ziemia: 22
Lombardo, Guy: 15
Lpoez, Suzette: 12
Louisiana: 17, 44
Lt #54-#348: 93
L.T. Argosy: 22-3*
Lt. Col. H.C. Schumm: 94
Lt. Col. Lawrence O. Matthews: 80
Luke, James: 80
Lumberlady: 70
Lumberman: 70
- MacKay, M.B.:* 16, 101, 127
MacMillan, D.: 101
MacNeil, Neil J.: 51
MacPherson, Norman B.: 148
McAllister, Helen M.: 105
McCall, Walt: 6
McCarthy, Walter J.: 103-6*-7
McCormick, Dan: 16, 43, 101
McDougall, Capt. Alexander: 121
McKay, Kinney: 8
McKee Sons: 16, 43, 101
McLean, Capt. John C.: 11-2
McLouth Steel: 17
McNamara, Robert S.: 108
- Mackinac Island Park Comm.:* 22
Mackinac: 123
Mackinaw, USCG: 2, 33, 43, 102, 105, 106
Macomb, Gen. Alexander: 120
Madden Coal Corp.: 148
Madison: 19
Magdalena, Reith: 117*
Maid of the Mist: 18
Maj. A.G. Jenkins: 94
Maj. James Taylor: 92
Malcom: 44
Manchester: 147-8
Mancox: 151
Mann, Alan: 43, 51, 101, 127
Manning, Thomas Jr.: 5
Manzutti: 151
Manzutti, Capt.: 151
Manx Transit Co.: 12
Marigold: 11
Marine Operations 1917-1975: 92
Marine Star: 114
Mariners' Church of Detroit: 16
Marinette: 94
Maritime Heritage Alliance of Traverse City: 22
Market, Wm.: 101
Marmot: 51
Martin, Paul: 18
Mather, Samuel: 32
Mathers, Alex: 11-2
Mattituck: 24
Mauthe, J.L.: 16, 50-1, 128-9, 131, 135-6*, 155
Mayasan Maru: 117*
Mayflower: 21
Mead, J.H.: RC-4
Mebaroth, John: 8
Medsua Conquest: 52*, 75, 101
Menasha: 18, 21, 94
Mercer, Don: 16, 43, 75, 79, 101
Merrinac: 70
Mesabi Miner: 48
Metis: 168*
Metz, Capt. Richard: 31*-5
Michigan, Indiana & Illinois Transit Co.: 24
Michigan: 60-1*, 65-6*
Millen, Capt.: 10, 12
Milwaukee Public Library: 12
Milwaukee Sentinel: 12
Milwaukee Western Steamship: 147

- Munch, Anna C.:* 9
Mindemoya: 150
Minnesota: 133, 158
Misener, John: 157
Misener, Peter: 50
Misener, Ralph: 17, 43
Misener, Scott: 43
Miss America: 14
Miss Canada III: 14
Miss Detroit: 14
Miss Golden Gate III: 14
Miss Great Lakes: 16
Miss Peps: 14
Missouri: 23*, 50, 104,
Mobile Bay: 104
Mobile Chicago: 24
Mobile Socany: 24
Monarch: 32
Monro: 122
Montrealais: 21, 103
Moore, Olive L.: 16, 131
Moore Cruise Line: 132
Moran, Kevin: 93
Morrell, Daniel J.: 9-12
Morrill: 153-4
MTL #769-#1000: 94-5
Muncy: 69
Munson, John G.: 105, 131
Murray Bay: 43-4
Muskegon: 94
- Nanticoke:* 131
Nantucket: 70
Nash: 156
National Steel Pellet: 158
Neenah: 94
Neff, Mrs. S.O.: 12
Neff, Sidney: 24
Neilson, James B.: 80
Nestor, George: 9-10*
Nevada: 70
New Hampshire: 44
New Way: 80
Newberry, Oliver: 61, 63
Niagara: 80, 155
Nicholson Transit Fleet: 9
Nidarnes: 72
Nindawayma: 49
"No Way To Treat A Lady": 143
Noble, Albert: 94
Norfolk: 70
Norindies: 70
Norlago: 70
Norluna: 70
Normac: 5*-6
Noronic: 2
North Carolina: 17, 49
North Gaspe: 92
North Sea: 7, 69
Northland: 12
"Notes on Two Early Revenue Cutters": 119
Nowicki, Elmer: 14
Nowlin, John: 59
Nowlin, Wm.: 59
- Octorara:* 67-8*
Oglebay Norton Co.: 116
Oglebay Norton: 19
Ojibway: 46
Olsen, Gustav: 12
Olsen, Peter: 12
Olson, Barbara: 67
Olson, Cynthia: 69
Omni-Richelieu: 129
Omni-St. Laurent: 129
*"One Hundred Years of Fire Boats on the
 Detroit River":* 3
Oneida: 70
Ontario Northland: 49
Oregon: 44, 157
Ottawa: 106
Owen, John: 147
Owen Sound, HMCS: 158
Owen Sound Trans. Co.: 4, 6
Oxford, Wm.: 58
Ozark: 70
- Pacific Tide No. 3:* 129
Palmer, Thomas W.: 147
Parrish & Heimbecker Steamship Co.: 21, 31,
 35, 128
Parisien, Jean: 102, 104
*Passage to the Sea: The Story of Canada
 Steamship Lines:* 30
Paterson: 155
Paterson, Edward: 11
Paterson & Sons Steamship Co.: 46
Pathfinder: 80
Paul E. No. 1: 19
PCER #848-#850: 97
Peacock, Wm.: 60
Pease, Capt. W.T.: 63
Peavey, George W.: 9
Peck, D. Cameron: 14
Pelee Island Trans. Services: 2
Pelee Islander: 46, 48
Peponis Tile Co.: 114
Perry, James: 8
Perry, Oliver Hazard: 121
Peterson, Frank J.: 67
Peterson Shipbuilding Co.: 6
Pierson, Judith M.: 33, 35*
Pine Ridge: 92, 96*
Pinney Dock: 103
Pioneer: 9
Playfair: 80
PML Salvager: 48
Pohto, Dale: 43, 75
Polacsek, John: 153
Porcupine: 119-23
Port Arthur Shipyard: 44
Port Fulton: 93
Port Huron & Duluth Steamship Co.: 11
Port Weller Dry Docks: 2, 19-21, 133
President Monroe: 119
Presque Isle: 103, 131, 156
Pride of Baltimore II: 80
Priddle, Edwin: 150
Princess Superior: 129
Pringle, Capt. Robert C.: 9, 10
Providence: 70
Purdy, George: 59
- Purvis Marine:* 131
Put-in-Bay: 36, 143*-6
P #98-#745: 97
P.S. Barge No. 1: 105
- Quaife, Milo:* 59
Quebec Levis Ferry Co.: 135
Quebecois: 21
Quedoc: 46
Quintas: 94
Q #20-#102: 99
- Rachale:* 122
Racine: 94
Radcliff, Jennifer: 135
Railway Steamships of Ontario: 58
Randolph, Curtis: 5-6
Ranger: 128
Ranger II: 95
Ranger III: 31
Raritan: 70
Red Head: 154
Reid, J.T.: 80
Reiss Fleet: 148
Reiss, Richard: 46
Reiss Marine: 105, 107
Reserve: 19, 46, 127
Richards, Don: 16, 43, 75, 101, 127
Richelieu: 75
Rimouski: 101, 132
Rio Orinoco: 128
Risley, Samuel: 76
Roanoke: 70
Robinson Bay: 46
Roesch, Wm. R.: 48
Rogday: 70
Roman, Stephen B.: 18, 106
Roosevelt, Pres.: 67
Roosevelt, Theodore: 36
Rosebank: 72
Rose, HMS: 80, 155
Round Splice: 97
Roy, Augustus: 119
*"Rumrunners & Michigan's Prohibition
 Navy":* 153
Russ, Paul Lorenz: 116
Russia: 11*, 12
Rutland Steamship Line: 8
Ryan, Pat: 12
Ryerson, Edward L.: 20, 46, 127
- Sage, Russell:* 8
Saginaw Dock & Terminal: 116
Saint Ignace: 92
Salem: 18
Salman, Francis: 72
Salvage Monarch: 5, 105
Samoa: 72
San Antonio: 72
Saint Ambrogio: 14
Saskatchewan Pioneer: 47*
Scandrett, H.A.: 69

- Schafer, Jack: 14-5
 Schoolcraft: 9-10
 Scotia: 11, 72
 Scusser: 94
 Search: 154
 Seaway Queen: 44
 Sechen Terry: 16, 43, 58, 103, 127, 130, 134
 Seendbee: 2
 Selvick, Carl Wm.: 44
 Selvick, Carla Ann: 44
 Sentinel: 153
 Seven C's: 79
 Shannon: 17
 Shaw, Charles H.: 135
 Shirley Irene: 18*
 Shores, Adella: 9-12
 Sibley, Solomon: 120, 122
 Silver Isle: 129
 Simcoe: 150, 158
 Simpson, Jos. W.: 150
 Sincennes McNaughton Co.: 5
 Sloan, George A.: 18, 22, 127
 Smith, Griffin: 59
 Snider, Clare J.: 92
 Snort Snorter: 15
 Solta: 107
 Somersworth: 100
 Sommer, Bill: 88, 90
 Soo River Co.: 31
 Soo River Trader: 32*
 Soreldoc: 72, 129
 Speer Edgar B.: 33, C-3, 75, 102
 Spirit of Erie: 23*
 Sprunt, Jim: 2, 16, 43, 75, 101, 127
 Spume: 47
 St. Clair: 45, 161
 Stackhouse, Powell: 12
 Stadacona: 19, 20
 Stanley, Robert C.: 31
 Star of Chicago: 131
 Star of Chicago III: 21
 Starr, John: 11
 Steads, Bill: 15
 Stearn, R.A., Inc.: 18
 Ste. Claire: 36, C-4
 Stewart, James: 148
 Stinson, George A.: 16, 75, 105, 131, 133
 156*, 160
 Stolt Titan: 128
 Stormont: 157
 Stuart, Adam D.: 121
 ST #582-#923: 93
 Such Crust: 14
 Such Crust II: 14
 Such Crust III: 14-5*
 Such Crust IV: 14
 Sugar Islander: 20
 Sullivan, D. & Co.: 148
 Sundew: 101
 Sunrise I: 49
 Superior: 17
 Swan, Isabella E.: 119
 Sykes, Alan: 16
 Sykes, Wilfred: 77, 127
- Tashmoo: 36, 143
 Taylor, Charlotte Ann: 65
 Taylor, James: 65
 Taylor, Myron C.: 17, 46-7
 Taylor, Shirley G.: 148
 Tempo VII: 15
 Terra Nova: 20
 Texada: 72
 Texas Shipper: 69
 "The Bark Covered House: A Trip To Michigan": 59
The Ferry Steamers-Story of Detroit-Windsor Ferry Boats: 58
 "The U-Number in Gold Cup Racing: Schafer's Such Crust Were The First And The Last": 13
 Thom, John S.: 135
 Thomas, Sheldon E.: 59
 Thompson, Chuck: 15*
 Thompson, Joseph H., Jr.: 16, 133
 "Thoroughbreds": 7
 Tidewater Atlantic Research: 88, 91
 Tiger: 122
 Tilden Mine: 158
 Toledo Shipbuilding Co.: 6
 Toronto, HMCS: 158
 Transport Igloolike: 136
 "Travels of Yankcanuck: Last of the Composites" 147
 Tregurtha, Lee: 59
 Tregurtha, Paul R.: 75, 102
 Tug & Barge Services: 20
 Tyrell, Robert J.: 51
The Ships of Port Weller: 30
- U-2: 14
 U-5: 14
 U-9: 14
 U-11: 14
 U-18: 14*
 U-24: 14
 U-70: 15
 U-111: 14
 Umka: 20
 Union Liberty: 72
 Upper Lakes Shipping: 21, 50, 168
 Upshur: 70
 Upson, Andrew S.: 7
 Valdez, Pvt. Jose F.: 97
 Valley Camp: 148
 VanderLinden, Fr. Pete: 35
 Vandoc: 46
 Vermont: 50, 76
 Ville Marie: 159
 Vigilant: 154
 Vista Queen: 107, 132
 Vista Star: 107, 133
 Vournakis, John: 16, 43, 75, 101, 127
 Voyager: 154
- Walls, A.G.: 93
 Walter, Jerry: 75, 101
 Ward, Eber: 7-8
 Warner, F.A.: 70
 Washburn: RC-3
- Washington, Thomas: 79
 Watts, Gordon P.: 108
 Weber, Fred: 67, 92
 Webster, Capt. Delmar: 135
 Welch, Sandra: 16, 18, 43
 Welcome: 22
 West Planter: 72
 West Shipper: 69
 West Texas: 72
 Westcott, J.W. II: 16, 105
 "Whaleback Passenger Ship *Christopher Columbus*": 124
 Whidden, John D.: 74
 White, Capt: 9
 White, H. Lee: 17*, 76-7*
 White Star Lines: 36
 Whitefish Bay: 20
 Wichita Falls: 72
 Wicklund, R.: 16, 23
 Willard, Daniel: 69
 Willowglen: 21
 Wilson, Charles E.: 127
 Wilson, Ernest: 14
 Wilson, Thomas: 31
 Winnipeg: 43, 48
 Wisconsin: 44
 Wissahickson: 69
 Wittle, Frank: 10
 Wolf, Harry: 86
 Wolverine Boat Co.: 12
 Wolverine: 22, 133
 Wood, Gar: 13-4
 Wood, Joseph S.: 108
 Woodard, Clarence: 6
 Woodbridge, Wm.: 119-23
 Worden, Peter: 32, 45-7, 76, 129
 Yankcanuck: 131, 136* 151-2
 Yankcanuck Transportation Co.: 151
 Zalinski, M.G.: 10, 100
 Zemia Chelminska: 105
 Zurier, Rebecca: 6
 Zych, Harry: 45
- Tadoussac: 19, 44
 Tarantau: 19, 43, 127

SERVICE DIRECTORY

**Great Lakes
Gallery**



Custom Framing

Nautical Gifts

Nautical Art

Frank and Deborah Langmesser
8239 Macomb
Grosse Ile, MI 48138
(313) 676-0200

A. J. FISHER INC.

MANUFACTURERS OF QUALITY
SCALE BRASS SHIP AND YACHT
FITTINGS SINCE 1925
PLANS - FITTINGS - KITS - BOOKS

R. L. IRWIN
PROPRIETOR
PHONE (1-313) 541-0352

1002 ETOWAH ST.
ROYAL OAK, MICH.
ZIP - 48067



SHORES AGENCY, INC.

Service through Pierce & Company

343-0640

JOHN L. KONECHNE, CPCU, ARM
President

18118 Mack Ave.
Grosse Pointe, MI 48224



Jack Gruber

Video Education &
Consulting Service



Videos/Great Lakes Research
Multi-Media Presentations

51363 Central Village #202
New Baltimore, MI 48047 • (313) 598-1473

**Leo Kuschel
Marine Artist**

Limited Edition Prints
& Original Art Work

20025 Empire St.
Taylor, MI 48180
313-287-6318

Commissions on Request

FLAME™

**FURNACE CO.
AIR CONDITIONING**

Since 1949

**Gary
Marowske**

28707 Van Dyke Avenue
Warren, Michigan 48093
574-1070 / FAX 574-9067

14847 Gratiot
Detroit, Michigan 48205
527-1700 / FAX 527-6560

3373 Rochester Rd.
Troy, Michigan 48064
524-1700 / FAX 524-2580

35275 Plymouth
Livonia, Michigan 48150
427-1700

CONWAY MACKENZIE & DUNLEAVY

Financial and Management Consultants

John H. Groustra

Suite 340
999 Haynes St.
Birmingham, Mich. 48009

Telephone: (313) 433-3100
Telecopier: (313) 433-3143



John H. Groustra
Marine Artist

P. O. Box 36441
Grosse Pointe, MI 48236

Phone
(313) 682-0827

ANCHOR IN



ANTIQUES

2122 W. U.S. 2, 8 Mi. W. of St. Ignace

MICHAEL & JOYCE KUJAT

Buy, Sell, Trade

(906) 643-8112

WATERCOLORS BY

Jerry Crowley

MARINE ART-LANDSCAPES-HOUSE PORTRAITS

1-4313084-7813

COMMISSIONS ACCEPTED

28800 Northwestern Highway
Southfield, Michigan 48034



MAO GRAPHICS, INC.

Typesetting • Design • Keylining
*We support the endeavors of
The Great Lakes Maritime Institute*

Mary Ann Owens

313/353-1824
Fax 313/354-5474

Established 1883

Chris Engels Greenhouse

Flowers For All Occasions
1238 Woodmere
Detroit, Michigan 48209

(313) 841-0478

ARLENE M. EARL



ROBERT B. SELLERS

President

38000 Grand River Ave.
Farmington Hills, MI 48018
Phone: (313) 478-8000



JIM BEARMAN

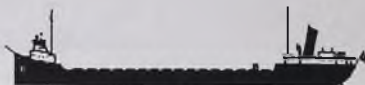
Great Lakes Marine Photographer
Quality Work - Reasonable Prices

2493 Smiley Way
Jackson, MI 49203

H - (517) 782-3066
W - (517) 788-2079

NAUTICAL COLLECTIBLES

1/1200 SCALE SHIPS



Great Lakes Memories

J. Albin Jackman
313-537-1637

P.O. Box 51183
Livonia, MI 48151-5183



Terry Upton

(313) 651-9411
Fax (313) 651-0757

Since 1910
DILLMAN & UPTON

Lumber



Cabinets

607 Woodward
Rochester, MI 48307

POSTERITY: A GALLERY

16847 Kercheval Avenue
Grosse Pointe, MI 48230

(313) 884-8105

featuring

Great Lakes Collection

Judith A. Herba
Proprietor

ARNOLD'S OF MICHIGAN ANTIQUARIAN BOOKSELLERS

Buy-Sell-Locate
Catalogues

(313) 765-1350

218 South Water
Marine City, MI 48039

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

Telescope, the Institute's journal, is published six times per year and covers Great Lakes topics. The Editors welcome the opportunity to review manuscripts on Great Lakes marine history for publication. Send to:

Kathy McGraw, Editor
 G.L.M.L./Dossin Great Lakes Museum
 100 Strand on Belle Isle
 Detroit, MI. 48207

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

Institute membership is available for the 1994 calendar year in these forms:

Regular Membership	\$30.00
Canadian & Foreign Membership	\$30.00
Benefactor Membership	\$100.00
Life Membership	\$350.00

GREAT LAKES MARITIME INSTITUTE

DOSSIN GREAT LAKES MUSEUM
 BELLE ISLE
 DETROIT, MICHIGAN 48207

BOARD OF DIRECTORS

TERMS EXPIRE IN 1994

RICHARD BOGDAN	ROBERT IRWIN
JERRY KRIST	RICHARD KRUSE
THOMAS ROCKWELL	RICHARD WALKER
ROBERT SELLERS	

TERMS EXPIRE IN 1995

FRED ALTER	ROBERT BENKERT, JR.
JERRY CROWLEY	PHILIP MASON
TED McCUTCHEON, JR.	MARY ANN OWENS
THOMAS SNIDER	

TERMS EXPIRE IN 1996

DOUGLAS DOSSIN	JOHN GATZ
LEO KUSCHEL	MALCOM McADAM
KATHY McGRAW	SARAH OWEN
HOUGHTON SMITH	

OFFICERS:

President: MALCOM McADAM
 Vice President: RICHARD BOGDAN
 Secretary: THOMAS ROCKWELL
 Treasurer: KATHY MCGRAW
 Coordinating Director:

JOHN POLACSEK
 DOSSIN GREAT LAKES MUSEUM
 (313) 267-6440 BELLE ISLE, DETROIT, MI. 48207

TELESCOPE STAFF

Editor:
 Assistant Editor:
 Seaway News Editor:
 News Editor:

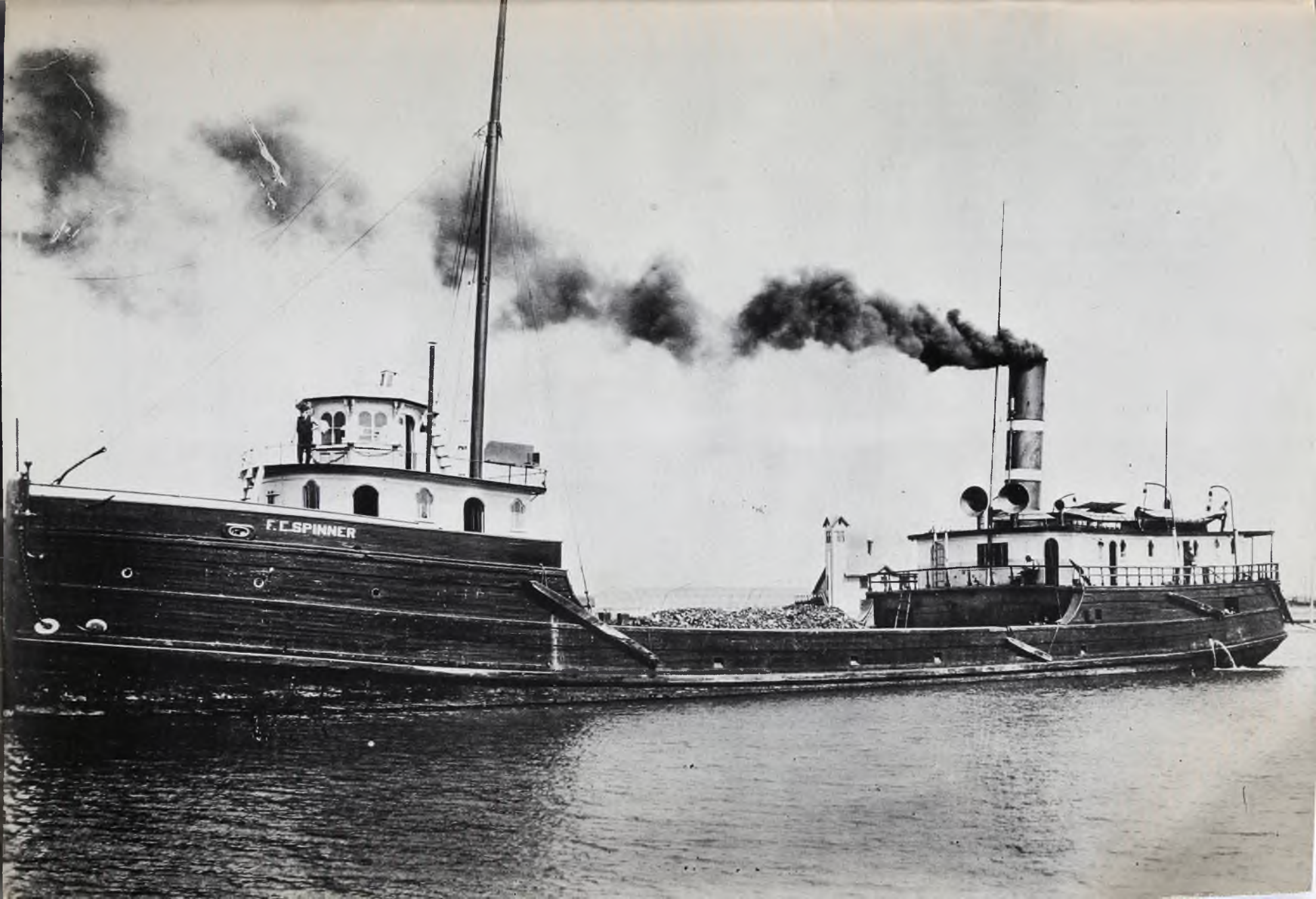
KATHY McGRAW
 DAVID MIRAMONTI
 SKIP GILLHAM
 DONALD RICHARDS
 21101 VIOLET
 ST. CLAIR SHORES, MI. 48082
 JOHN POLACSEK

Curator of Dossin Museum:

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



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



F. L. SPINNER

F. L. SPINNER