



# Telescope

**JANUARY • FEBRUARY, 1995**  
**Volume XLIII; Number 1**



---

**MEMBERSHIP NOTES •**

Since the increase in U.S. postal rates was small, only the first ounce was increased, there was no raise in membership dues last fall. However, prices continue to rise in other areas of publishing and mailing *Telescope*, so we will make cuts in other areas. After long discussions, it was decided to eliminate the GLMI membership card. Admission to the Dossin Museum is by voluntary donation, and when you shop at the gift store, we can verify your membership in order for you to receive your 10% discount on purchases. We will also reduce the number of flyers inserted in *Telescope* each mailing. By using the wrap-around cover, we can reduce the single sheets for announcements. When the flyer requires members to return it by mail, (such as the dinner notice and renewal of dues), we will insert a single sheet.

Enclosed in this issue is a form for members to participate in Members Exchange. If you are looking to buy or trade items or are searching for information on Great Lakes history, this is an excellent way to reach the entire Great Lakes area.

Member Terry Sechen's annual Great Lakes fleet-by-fleet Winter Lay-Up List will be available on February 1, 1995. Approximately 20 Great Lakes fleets will be listed this year, with lay-up ports, docks, and dates of arrival for all vessels. To receive a copy, please send \$4.00 (U.S. funds) along with your name and address to: Terry Sechen, Route 2, Box 26, Mason, Wisconsin. 54856-9407.

---

**MEETING NOTICES •**

The next entertainment meeting is scheduled for Saturday, March 18th at 11:00 a.m. at Dossin Museum. Our guest speaker will be Mr. Douglas Short presenting "Love Those Ships II". Several years ago, Douglas showed his films on Great Lakes vessels at the March entertainment meeting.

Because of the 24-hour bike race on Saturday, May 20th, the entertainment meeting scheduled for that day will be held at the Museum of Arts & History in Port Huron at 8:00 p.m.

---

**CONTENTS •**

Membership notes, meeting notices, etc.	2
Brig <i>Niagara</i>	by Howard Peterson 3
Wreck of the Steamer <i>H.E. Runnels</i>	by Ken Dickson 6
The Vanishing Breed	by Lawson Browne 11
Great Lakes & Seaway News	Edited by Donald Richards 15
Members Exchange, Great Lakes Calendar & Back Cover Photo	24

---

Published at Detroit, Michigan by  
GREAT LAKES MARITIME INSTITUTE

©All rights reserved.

Printed in the United States by  
Macomb Printing, Inc.

---

*Our Cover Picture* . . . On Labor Day weekend, 1994, Donald Harms captured a rare moment in Ludington harbor as four carferries appeared together. From left to right are the *Badger*, still in operation, the *Spartan*, *Arthur K. Atkinson* and the *City of Midland*. The *Arthur K. Atkinson* had been in storage in Kewaunee, Wisconsin, and was towed across Lake Michigan on September 2nd.

---

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

---

## BRIG NIAGARA

by  
HOWARD H. PETERSON

---

The War of 1812 began on a mournful note of failure with the surrender of Detroit to the British on August 16, 1812. This opened up the Northwest to further invasion. Early in 1813, the U.S. Navy Department chose Lt. Oliver Hazard Perry to command an American force on Lake Erie, of a yet unbuilt flotilla to stem further British advances and recapture Detroit. Construction of the original *Niagara* began in the spring of 1813, led by shipwrights, the brothers Adam and Noah Brown along with a small band of carpenters. When they first arrived at Presque Isle (now Erie), Pennsylvania they found almost nothing to work with, except the standing timber. Despite a short supply of essential shipbuilding materials, ne-

cessitating much scrounging, and a brief strike by the half-starved carpenters, the 20-gun brigs, *Lawrence* and *Niagara*, a small schooner, and two gunboats were miraculously completed by late summer and ready to take on the British fleet in Lake Erie. On September 10th, Perry met the British on the western end of the Lake and defeated them. Perry's legendary report to General William Henry Harrison: "We have met the enemy and they are ours; two ships, two brigs, one schooner, and one sloop" is proudly recalled by us amateur historians from our high school history classes. Detroit was retaken later that same year. It was the last war in which the classic sea battles took place with seamen boarding the enemy's decks

---



NIAGARA docked in the Muskegon Channel..





Author's Coll.



Author's Coll.

*Top left: The NIAGARA'S masts and yards are made of laminated Douglas fir and southern pine. Top right: The 32-pounder carronades. Bottom: Visitors tour the deck on the NIAGARA..*

to fight with cutlasses. The war in large part was caused by the continuing harassment of east coast shipping by British ships attempting to blockade contraband going to France, who was at war with Britain. The continuing impressment of American seamen during these skirmishes was also a major irritant.

After the war, the *Niagara* served as a station ship in Erie until 1820 when she was scuttled in Misery Bay to preserve the hull. She wasn't raised until 1913 to be rebuilt to participate as part of the centennial celebration. She then languished until 1931 when the State of Pennsylvania took custody and began a major restoration. Delayed by the Depression, the hull was finally completed in 1943, and the masts and rigging completed twenty years later. However, by the early 1980's, the *Niagara* again needed another major restoration. In late 1987 she was dismantled and reassembled in 1988 using many of the original timbers. On September 10, 1988, the *Niagara* was launched in Erie, marking the 175th Anniversary of the Battle of Lake Erie. However, the restoration wasn't completed until 1990.

The new masts and yards are laminated Douglas fir and southern pine treated to resist decay. Standing rigging, supporting the masts, is made of steel wire wrapped with fiber rope to resemble the original hemp rigging. Running rigging, which controls the sails, is made of polyester and polypropylene and the sails are made of "Duradon", a long lasting synthetic similar in appearance to the original canvas. The four 32-pounder short range carronades (cannons) now onboard are replicas of the eighteen originals. The *Niagara* also originally carried two 12-pounder long guns. The Navy disposed of the original cannons after the War of 1812.

The replica of this famous ship motored into Muskegon August 24, 1994, for a five day visit to participate in Muskegon's end of season "Shoreline Spectacular" festival. Although the sails remained unfurled due to the lack of wind, the *Niagara* was very impressive and a beautiful sight. What a contrast when she finally docked next to the WW II submarine *Silversides*, permanently berthed in the Muskegon channel as part of *Silversides* Museum.



Author's Coll.

*NIAGARA passing the old Muskegon Coast Guard Station as she cleared the Muskegon Channel on August 26, 1994.*



## WRECK OF THE STEAMER "H. E. RUNNELS"

by  
KEN DICKSON

---

*The following is from the Official Coast Guard Report from the Treasury Department, Annual Reports, 1920, United States Coast Guard.*

The closing days of the season of navigation upon the Great Lakes furnish the Coast Guard units operating upon those waters a period of arduous service, for it is during this period that most of the "big" wrecks occur. In late October and during the month of November, violent gales, accompanied by snow and sleet, the advance guard of a northern winter, sweep unheralded over this region, lashing the water of these inland seas to a fury, such as it not often experienced in ocean navigation. The prudent shipowner puts his property in winter quarters along-

side a dock or at a safe harbor anchorage in time to escape the tempestuous weather of late autumn. But there are also ways some owners or masters, who are willing to take the hazard of "one more trip", the last in many cases, since a considerable number of the vessels that court misfortune in this way never again reach port.

Ordinary vessels caught, storm out in open water and meet disaster seeking a haven. Unable to find the harbor entrance, they are trying to reach in the darkness or blinding mist or snow, they strike upon the pier or breakwater, or upon an unfriendly beach nearby. Frequently, the spot in which they came to grief is so exposed, or so surrounded by natural



H. E. RUNNELS, owned by The White Transportation Company of Boyne City, Michigan.

obstructures, such as reefs and rocky formation of coast, as-to-make rescue or salvage work difficult, if not impossible.

A shipwreck which occurred in mid-November of 1919, at Grand Marias, Michigan, coast of Lake Superior, is a good illustration of the foregoing.

The 890-ton American steamer *H.E. Runnels* left Buffalo on the 5th of November for Lake Linden, Michigan, a voyage of upward of 1,000 miles. With 100 miles or so of her trip still before her, she ran into a northwest gale off Grand Marias and turned into the harbor at that place for shelter. The gale abating somewhat, she resumed her voyage early on the morning of the 14th. When she rounded Point AuSable, eight miles distant from Grand Marias, she encountered a 60-mile wind, accompanied by a heavy fall of snow. She promptly turned around and headed back for the harbor, she had recently left.

The *Runnels* had made her last port. In the murk of the driving snow, she missed the harbor entrance. While she was working out in the lake for a second attempt, her steering gear gave way and she was driven helplessly on the shore, striking 150 feet from the outer end of the one the piers.

The hour was 7 a.m., scarcely daylight in that latitude. The crew of Station 296, situated a quarter of a mile southward of the scene of the stranding, had been aware earlier of the vessel's movements, she having been reported outside the pierheads by the station watch at 5:30 o'clock. This was presumably at the time she was making her first attempt to get in.

A vessel in the position in which the *Runnels* was first observed, and with a storm raging, presaged disaster. The station crew, therefore, lost no time in getting boats and apparatus ready for the work which experience told them was almost certainly ahead.

The *Runnels* was seen to back out into the lake after her first unsuccessful effort to make the entrance, and it was supposed that she intended to heave to and await daylight before having another "try" at the narrow passage between the piers. This view was strengthened by the fact that she didn't blow her whistle nor display any signals indicating that she was in difficulty.

When the station crew first saw the steamer, the wind was blowing with almost hurricane force and a tremendous sea was running. Acting upon the belief that she would make no further attempt to get inside until daylight, Surfman A.E. Kristofferson in charge of the station in the absence of the keeper, went aboard Coast Guard cutter No. 438 (formerly a subchaser), temporarily in harbor for shelter, and

requested the assistance of that vessel in getting the station apparatus to the beach should the expected happen and the steamer come ashore.

Surfman Kristofferson's visit to the cutter had an unexpected bearing upon the events that were shortly to take place. It resulted in bringing to the ranks of the life-saving forces, a volunteer of long experience in wreck work, John O. Anderson, keeper of Station No. 280 (Chicago, Ill.). Keeper Anderson, away from his station on leave at the time, was on board the cutter as a guest of her commanding officer, Capt. G.R. O'Connor.

On learning from Kristofferson that his superior officer wasn't within call, Anderson tendered his services to the surfman. The acceptance of the offer automatically placed Anderson, for the time, in charge of the station crew, a responsibility which, as the events of the morning proved, he bore with great credit to himself and the service.

While Anderson and Kristofferson were on the way to the station, they saw the masts and spars of a vessel looming up through the driving snow close inshore. She was even then drifting rapidly to her doom off the harbor piers.

Events moved swiftly. The steamer was now aground broadside to the beach, and lying in a position that exposed her to the full violence of the storm. The waves were high and short, coming around both bow and stern. This, with the backwash from the pier, made a nasty cross sea. The temperature stood at 18 degrees above zero, and the water froze as it fell, coating everything it touched with ice. Moreover, the furiously driving snow was like a curtain, blown aside at intervals to disclose to the onlookers a more or less obscured picture of the stricken vessel.

A shot from the Lyle gun placed a line fairly over the bowsprit of the steamer, the only part of her not constantly swept by the seas. The ship's crew got hold of the line, hauled out the block with the whip line rove through it, and fastened the former to the post of the steering wheel in the pilothouse, the only accessible object offering the stability necessary to withstand the strain soon to be put upon the line.

Thus far the preliminary work to that of taking the men off the vessel had moved along without a hitch; but now, with the block in position aboard the ship, the line leading ashore, a new one, hardened as it sagged in the water and became weighted with ice. When the surfmen tried to haul out the hawser, which was to carry the breeches buoy in its passage to and from the ship, the line snarled. As the vessel had already begun to break up, time was precious, and this





H. E. RUNNELS at Port Huron in 1894.

interruption of operations was calculated to fill the hearts of the rescuing forces with dismay.

A boat, under either power or oars, could not have lived in the seas that raced round the ends of the steamer. As the whip line was already fast on the vessel, the two parts of it leading ashore, were quickly brought together, hauled up as tightly as possible, and tied to a post, leaving the line suspended above the water. The Reebe-McLellan surfboat was next placed under the line, and its painter thrown over the whip line and brought back into the boat. The idea had occurred to Kristofferson that the surfboat could be worked out to the steamer along the whip line, the painter holding her up into the wind and sea. A launching was effected in this manner. Keeper Anderson and a volunteer fisherman (a former member of the service) accompanying the regular boat's crew.

To still further insure the safety of the party, Keeper Anderson threw a line over the whip from the stern. The boat was now held in leach, as it were, from both ends, the stern line giving it a measure of protection from the cross seas.

When the boatmen reached the steamer, a heaving line was thrown onboard, the plan being to haul the men, one at a time, into the boat as they leaped overboard on the end of the line. But the violent pitching of the boat was found to interfere with the aim of the surfmen. It was seen that throwing and hauling in a line, with possible occasional miss throws, would take up too much valuable time. Therefore, the

men were persuaded not without repeated reassurance to come down to the boat, hand over hand, along the whip line.

Human endurance has its limits. The exertion required to reach the vessel and hold the boat alongside soon began to tell on the surfmen. As they were all near the point of exhaustion, they were compelled to put back to land, with but four of the ship's crew onboard.

By the time the boat reached shore, three of her crew were in a state of collapse from fatigue, cold, and cramps, and it was necessary to carry them bodily to their quarters and administer restorative treatment. This did not delay operations, however. Three fresh men took their places in the boat.

On the second venture, six men were safely landed. The third trip was equally successful, with five more lives to the credit of the rescuers. When the boat landed for the third time, two more men dropped out disabled.

The rescue was still incomplete. Two men, the master and the engineer, were still on the wreck, and only four of the first boat's crew to leave shore, Keeper Anderson, Surfmen Kristofferson and Martin, and James MacDonald (a fisherman), were still in condition to continue the work.

The danger of the undertaking, now nearing its end, had so impressed the onlookers, that it was no longer possible to enlist a sufficient number of volunteers for the fourth and last venture. The boat was



therefore compelled to put out undermanned.

In some respects this last trip to the wreck was the most difficult and dangerous of all. That it did not end disastrously was wholly a matter of luck. The men still on the steamer were of middle age and less agile than the others of her crew. Besides, one of them, the engineer, was a man weighing more than 300 pounds. Should they happen to lose their hold on the whip line while trying to reach the surfboat, they would in all likelihood be swept out of reach and drowned. To prevent such a mishap, the heaving line was thrown to them. This they tied each around his body before essaying to go overboard.

The wisdom of this precaution was soon apparent for each lost his grip on the whip line and fell into the water. The heaving line was all that saved them. But even so, the task of getting them out of the water, diverting the surfmen for the moment, as it did, from the ever present peril of boarding seas, brought calamity upon some of the rescuers. A wave, smashing down over the boat, washed three of them overboard. Fortunately, all succeeded in getting back onboard. Keeper Anderson, directing the rescue, was less fortunate than the others. He was swept overboard no less than three times before the work in hand was

concluded and the boat on its way to the shore.

Thus, in the face of hardship and danger such as are rarely encountered by the corps, the rescue of the *Runnel's* crew of 17 men was happily accomplished.

The services of the rescuers were appropriately recognized by the department by the award of life-saving medals of honor.

The following received a Gold Medal: John O. Anderson, Keeper U.S. Coast Guard Station; Alfred E. Kristofferson, No. 1 Surfman, USCG; Samuel Martin, USCG; Leon E. Alford, USCG; Edward Spencer, USCG; Joseph H. McShea, Oiler, USCG; Glen Wells, Surfman, USCG; James McDonald, Joseph Graham, Ora Endress and Ambrose Graham, all residents of Grand Marais.

#### Footnotes:

The *H.E. Runnels* was named after the son of Daniel N. Runnels. He moved his family from Maine to St. Clair County, Michigan in 1856. Halmar Emmons Runnels was born May 28, 1864, and died of the flu complicated with pneumonia in Port Huron, Michigan on May 6, 1867. (*Namesakes 1910-1919* by John O. Greenwood, Freshwater Press, 1986.)

The *H.E. Runnels*, captained by Hugh O'Hagan,



H. E. RUNNELS after she burned in Lake Erie in May, 1895.

loaded a cargo of anthracite coal in Buffalo on November 5, 1919, destined for Lake Linden on the Keewanaw Peninsula. Her usual cargo was hardwoods for the W.H. White Co., of Boyne City, Michigan. (*Inland Seas*, Spring, 1976. "One Hundred Years of Rescues" by Dr. Julius F. Wolff, Jr.)

Lake Superior had been so rough that along with the *H.E. Runnels*, the U.S. Coast Guard Cutter No. 438, had also sought shelter in the harbor at Grand Marais. ("One Hundred Years of Rescues" by Dr. Julius F. Wolff, Jr.)

The site of the original Grand Marais Life Saving Station was located about 75 yards south of the current Coast Guard Station on the shore of the inner harbor. The ornamental willows that were planted, still mark the area. (*Inland Seas*, Summer, 1967. "Shipwreck Country Revisited" by Dr. Julius F. Wolff, Jr.)

Capt. John O. Anderson: "It happened in November in the midst of a blinding snowstorm. I was on leave at the time and had gone with Capt. G. O'Connor of Coast Guard Cutter No. 438, as his guest, and to help attend some repairs on that boat. We had put in temporarily off Grand Marais. The steamer *R.E. Runnels* was making a thousand mile voyage when she ran into the harbor at Grand Marais, when her steering gear gave way and she was driven helplessly toward the shore. About 150 feet from the outer end of the one pier, she struck. Coast Guard Station No. 296 had taken note of her early on the morning and started to get the boats ready, although she made no sign of distress." (*Inland Seas*, Fall, 1986, "Lighthouse Luminaries on the Great Lakes" by Kathleen Warnes.)

Surfman Soldenski was stationed at the Vermillion Life Saving Station in 1919. He commented that the Grand Marais Life Saving Station keeper was confined to bed. (*Inland Seas*, Summer, 1968, "A Lake Superior Life Saver Reminisces" by Dr. Julius F. Wolff, Jr.)

Capt. John O. Anderson: "We were afraid that neither of them would be able to keep their hold on the whip line. By great effort, we finally got the heaving line up to them, and it was indeed lucky we did, for each lost his hold on the whip line and would have been lost had it not been for the heaving line made fast to their waists. In our efforts to pull them aboard, our attention was taken off ourselves, so that three of our surfmen were washed overboard and I, myself, was washed overboard three times." (*Inland Seas*, Fall, 1986).

From Capt. Hugh O'Hagan, Master, steamer *H.E. Runnels* to Secretary of the Treasury: "The steamer *H.E. Runnels*, of which I was master, was wrecked November 14 on the shore of Grand Marais, Lake Superior, in a northwest gale and snowstorm. The crew of the aforesaid steamer were saved through the heroism of Capt. G.R. O'Connor and J.O. Anderson, the former, of the United States subchaser No. 438; the latter, the keeper of the Old Chicago Coast Guard Station. The keeper of the Grand Marais station was absent at the time of the wreck. Capt. O'Connor and Keeper Anderson took charge. Keeper Anderson made four trips between wreck and shore with surfboat, with a crew of volunteer fishermen and men from the subchaser. Capt. O'Connor attended to the rescued men as they came ashore.

Treasury, Annual Reports 1920, United States Coast Guard: "November 14, 1919, rescued crew of 17 persons of steamer *H.E. Runnels*, which stranded at Grand Marais, Michigan. In performing this service, some of the rescuers were washed overboard from their boat, but no one was lost. The rescue was made most hazardous by a blinding snowstorm, high seas, and ice which covered the decks of the steamer."



## THE VANISHING BREED

by  
LAWSON BROWNE

The time was 1945, World War II was almost over. Everyone knew it would end soon, but at a terrible cost in lives. The lake ships were running under wartime conditions: emergency draft and maximum efficiency.

Going up the Detroit River, on a beautiful day, the str. *Norman J. Kopmeier* was headed for Milwaukee, loaded with coal. "Brownie" was walking aft for a mid-morning coffee, after finishing his watch at the wheel. The old "Lake" watches were still being used, so it was about 10:20 a.m. He was on the first watch, that is, from 6 to 10 am, and 6 to 10 p.m.

A group was sitting on the last hatch, "scenery bumming" and chatting. Among them was a face that caught Brownie's eye. Somehow familiar, but uncertain. When Brownie got his mug of coffee, he came out of the galley and went towards the group. Going directly to the familiar face, he asked, "Just ship?", Answer, "Yeah. Got on in Toledo". At that moment, Brownie had a flashback, and asked, "Do you have

an older brother, or an uncle? Maybe your father, named Pete?" His answer, "Hell, man, I'm Pete Kollen, and you! You helped me get the big piece of tin onto the *E.G. Mathiott*". "Yes, that was me. The floor in the boiler room was rough, and you tried to make a smooth place to shovel." "Did it work?" "It sure did. Thanks, I never saw you again after that, so thanks now". Adding, "I borrowed the tin from the junkyard." They both laughed.

Brownie asked, "What's happened to you? Been sick?" Pete answered, "No, haven't you heard about the accident on the *Schoelkopf*?"

"No." "Well", Pete went on to tell about something breaking in the boiler, and the firehold filling with live steam. "The coalpasser died. We were all down cleaning fires, but Whitey Roberts and I got out. I'm not sure about Whitey, but wherever my skin was bare, the steam cooked a couple of layers of skin. When I got healed up, all the old scars and blemishes were gone". Brownie said, "Pete, you look at least



The old lake watches were used during World War II on the NORMAN J. KOPMEIER.



*The UNITED STATES GYPSUM was built in 1910 and converted to a self-unloader in 1932.*

Dossin Museum Coll.

twenty years younger than you did in 1939 when we were shipmates".

Those fireman! They were the men who furnished the steam that made steamboats run. There were mixed personal traits, but also a common bond. This was prevalent in almost any trade where each respects the others hard work and effort. The work was hard and heavy, and the same every watch. Four hours, twice a day. There were fellows called "relief" firemen. They would come aboard and stay a short while when someone went ashore for a few days. It seemed they only wanted to earn enough to live ashore from job to job. During the hot summer months, firemen were coming and going almost every trip.

There were other duties, but, the fireman's main concern was the steam pressure gauge. A narrow range must be maintained. Too high, the excess steam would be discharged into the air, wasting fuel and making a loud noise. Too low, the machinery, including propulsion, would lag.

Although Brownie's job and quarters were on the other end of the boat, he did enjoy going aft. He found the men who did the hard work, got dirty and tired, were mostly human, kind and compassionate. Also extremely interesting.

Chatting with a group of firemen was fun. They would laugh and joke, complain about their co-work-

ers, the quality of the fuel, the way their work was handled, and bantering was the most popular pastime among those acquaintances. Mostly talking about the boats they had worked on, where they had been and where they would be next year.

Even at that time, mechanical stokers were showing up. They were a moot subject. Would they come in slowly, only replacing the firemen that were leaving? Or, would they come in quickly, leaving many men out of work? Most of the ships had their original reciprocating type steam engines, along with hand-fired, coal burning boilers. Some of the newer ones had turbines, with mechanical stokers or oil fired boilers, and a few were diesel powered.

All of the new giant ships were diesel powered. Some of the old ships have been repowered and a few, if any, are still burning coal. Diesel power is the choice today.

Every ship that author worked on, from 1939 to 1952, ten in all, were hand fired, coal burning boilers with reciprocating engines. With good care, they could last indefinitely.

The shift to diesel power was a good one. Smaller, lighter, more powerful, and environmentally more acceptable. Economical for fuel and crew too.

Those firemen! Almost gone now. But forgotten? Never! Brownie liked being among the hard work-



ing men, not only sailors, but other trades, too. The open hearted, down to earth, kind and compassionate attitude prevailed. Sometime hidden behind the facade of another kind, but it's sure to be there when a dire situation arises.

Although half a century has passed, and time has erased many memories, there a few who have left pleasant imprints of meeting and knowing them.

There was "Handsome Charlie", well-known and acquainted in Toledo. He was well versed in Toledo living: buying shoes at Flagg Brothers and eating at the "White Tower" restaurants, etc. Charlie made a mistake while firing on the *Diamond Alkali* in 1943. Her fire had forced draft. Charlie forgot to put the checks down, and opened a fire door. His arm was burned, apparently not too serious, as he was back after a short stay ashore.

Nick Links never did say where home was. Sitting out on deck, he told of being on the *James H. Reed* when she was struck by the str. *Ashcroft* and sank near Long Point in Lake Erie.

'Splitting a watch' means that firemen split some of the time, so that they would each have some time out of the firehold. Starting a watch, two firemen and a coalpasser went down together. The firemen alternate at "cleaning" one fire at a time. This consisted of

using a slice bar to "wing" the burning fuel over to one side. Then the slicebar was slid under the clinkers, lying on the grates, to break them up. A "hook" was used to rake the clinkers out through the fire door onto the floor. The procedure was repeated to clean the other side of the fire. Most boilers had three doors apiece, some had two, for a total of four or six fires each. A few of the large ships had three boilers.

As the hot clinkers were pulled from the fires, a pail of water was dipped from an ever full barrel by the coalpasser, and with a semicircular motion, thrown on the clinkers to quench them. With fires cleaned, one fireman went up, out of the firehold. He will "split" the remaining watch time; returning to the firehold and finish his watch there.

In the str. *Reed* incident, Nick had taken the first half of the split time. He was on deck, planning to eat breakfast before going to bed. His partner, "Shorty" Wisnewski was below. Nick saw the collision and ran to the firehold door, shouting to Shorty, "Get out of there! Come up!" He then went to the boat deck and tried to loosen a lifeboat. He wasn't able to get the boat free in time, but he did get a lifejacket, probably out of the boat. When he saw the forward end of the ship disappear in the lake, he jumped into the water and swam away as best he could.



*The JAMES H. REED sank in Lake Erie after colliding with the ASHCROFT on April 27, 1944.*

While talking to Brownie, Nick mentioned that he had been a fireman for thirty-eight years. Brownie said, "Nick, you have probably shoveled a whole boatload of coal." Nick answered, "Yes, I guess maybe. That ship carried nine thousand tons of coal!"

A few days later, the weather was nice, and the off-watch fellows were gathered on deck. Nick called out, "Hey, Wheelsman! Come over here." Brownie sat down beside him. "Wheelsman", he called everyone by their rating. "I worked on this ever since we talked last." He had a sheet of paper, covered with figures and a pencil. "You think I shoveled a boatload of coal? I think maybe five boatloads".

Brownie thought, "He's made a big error! Or, is it possible?" He said, "Nick, have you figured this carefully?" Nick replied, "Yes, many times since we talked last. I have worked very steady, even when not many boats were running. Many long seasons and some singled handed jobs. Very easy four boatloads in season jobs, and more at extra time. Yes, I think four and a half, maybe five."

Brownie was dumbfounded. He pondered Nick's figures a lot. Fifty years later, he is still pondering. Forty-to forty-five thousand tons? Thirty-six thousand, probably. Forty-five? It is possible.

The ship they were on was considered fairly good for firemen, even though she was an older self-unloader. She had two boilers with two firedoors in each. Burned about twenty-four tons a day of fuel.

There were other interesting fellows. Earl "Buddy" Leonard was a full grown, rather handsome man. Our ship was short a fireman, and assistant engineer, Dave Fogo, was Buddy's friend. He heard Buddy was in Toledo, looking for a job. Dave went up and scoured the city until he found Buddy.

Another time, the *U.S. Gypsum* was short two firemen when she arrived in Toledo. Out came "Baloney Ben", some three hundred and fifty pounds of him, but 100% a fireman. He said, "If you take me, you take one of my coalpassers". No other fireman showed up, so one of the other coalpassers was given the firing job. Ben had his own coalpasser, and the second fellow took his car and left.

Another fellow showed up as a fill-in several times, and had seen Brownie on different ships. A relief man called "The Mayor". He would only stay until a steady man showed up. A loud shouting match was taking place near the dog house. One of the mid-watch firemen was berating the other watches. It seems he suspected that they were not cleaning the fires properly. So he had taken two bricks, broken them in two and buried a half-brick in each fire. Eight hours later,

when he cleaned the fires, he found the bricks still in them. This left all the clinkers for him to remove, so the fires would burn properly.

Then there was "Bill" and "Slim" on the *U.S. Gypsum*. They were long time friends and working companions. Something small about work got them bickering. After a few days of snarling, Slim found the answer. He took a piece of chalk along when they went on watch. He said, "Bill, we are friends, and you know it. I don't want any more hard feelings. We will each do our own work. He drew a line on the floor, fore and aft in the center of the fireholds. If you have no preference, I will take the port boiler, and you take the starboard." "Agreed!" They spent four hours in the firehold.

After a few days, they were splitting watches again, the older fellows thought it was great. Friendships renewed and everyone was quite happy.

"Nelson" was a six-foot, 195 pound, well-built fellow that everyone liked. He would stand a "port" watch for any of the others who wanted to go uptown. Brownie was on friendly terms with him and asked, "Does so much time on the job wear you out?" he answered, "We need the money at home, and this is the best way I have to make some. The fellows pay me well, and I do rest as much as I can."

"Harry" was a steady, full-season man, well-known and well-liked on the boats. On his birthday, when he went in to eat, he found a brand new shovel on his chair. With a big red ribbon and card on it.

These are only a very few of the hundreds, perhaps thousands of stories that liven up sailors lives. Mostly they are small, laughable things, and anecdotes that help make the time away from home easier. And the men themselves, some are interesting, some entertaining and some fun loving. All in all, Great Lakes sailors are a great society.

There once was a wonderful romantic era on the Lakes. Hundreds of ships, with a house at both ends. Detroit was a boatwatcher's paradise with boats passing every few minutes with smoke rolling from their stacks, and old fashioned whistles of various sizes and tone, from deep basses to shrill tenors. Almost all of those old ships are gone now, like the wooden ships that proceeded them.

The author is extremely thankful that his time on the Lakes was during the last glorious years of the coal burning, reciprocating, steamboat era. He offers a fond farewell to those iron men, with their muscles and sweat, shovels, hooks and slicebars. They made the smoke roll and the whistles blow.



# 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:

Ray Bawal, Jr.  
Ken Bong  
Donald Harms  
Alan Mann  
Dan McCormick  
Terry Sechen  
John Voumakis

Rene Beauchamp  
Edward Cook  
William Howell  
Dave McMillan  
David Scali  
Jim Sprunt

... Terry Sechen reports that at the end of August, scrapping of the *Irvin L. Clymer* was about 50% complete. She has been cut down to the keel from the stern forward to the mid-ship draft marks. About 25% of the hull has been dragged ashore, and her self-unloading boom is gone. All the forward cabins remain intact.

Sep. 1. . . The St. Catharines cruise ship *Garden City* will cease operations at the end of this month. She has been chartered to transport workers to the Hibernian oil fields off the coast of Newfoundland.

Sep. 2. . . The *Presque Isle* tied up at the Carbide Dock at the Soo for bow thruster repairs. Divers found a hawser in the grating that protects the thruster.

... The railroad carferry *Arthur K. Atkinson* arrived in Ludington under tow. She has been laid-up at Kewaunee for several years. It's rumored that she has been purchased by a holding company to be converted to a gambling ship. She was tied-up alongside the carferry *Spartan*. It's also rumored that the *City of Midland* has been purchased by the same company for conversion to gambling operations. Contributor Donald Harms reported that as of October 1st, they were still in Ludington.

Sep. 3. . . *Skillings Mining Review* reported that a strong demand for coal and stone in July overcame a decrease in iron ore shipments to produce an overall increase in Great Lakes shipping. Iron ore shipments from US ports fell 8% from July of last year. The shortfall was blamed on the still closed National Steel pellet plant. National Steel purchased iron ore from Canadian mines in Quebec. As a result, shipments from eastern Canada increased 9.6% through July.

... Coal shipments increased 16.4% over the same period last year. A warm summer resulted in an increased demand by utility companies.

... In July, stone shipments increased by 106% due to a strong demand from the construction industry.

... Since the opening of the navigation season in March, combined shipments of the three cargoes were down 5.4%. Iron ore was down 11.3%, coal was 4.3% ahead of last year and stone shipments were about the same. As of August 1st, US-flagged carriers had 56 of their 61 vessels in service.

... The *Saskatchewan Pioneer* arrived in Superior to load 27,781 net tons of western coal at the Midwest Energy Resources Dock. The coal was bound for the El Ferrol power plant near La Coruna, Spain. This was the second cargo of coal bound for Spain to be loaded in Superior.

• GREAT LAKES & SEAWAY NEWS

---



Photo by Merle Watt

*The Liberian-registered DOCEGULF aground near the Neebish Cut in the St. Marys River. She was freed after lightering 2,000 tons of wheat into the PML SALVAGER.*

---

... The US St. Lawrence Seaway Development Corp. announced that the maximum vessel length to transit the Seaway has been increased from 730 feet to 740 feet. This was the first increase in vessel length since the Seaway opened. It's the third increase allowed by US and Canadian Seaway officials in the past year. In 1993, maximum sailing draft was increased by three inches and earlier this year, the maximum beam was increased from 76 feet to 78 feet.

Sep. 4. . . The *Day Peckinpaugh*, ex-*Richard J. Barnes*, made her last run with cement from Oswego, NY to Rome, NY. She will be retired. She is owned by Erie Navigation Company and was built by McDougall Duluth Shipbuilding Company in 1921. She was converted to a cement carrier in 1962. She passed upbound in the Welland Canal on Sept. 9th.

Sep. 5. . . The *Roger Blough* loaded pellets at Escanaba for Gary, IN. This was the first time that she has loaded at this port in several years.

... The saltie *Zawisza Czarny* ran aground on a sandbar west of Montreal. She was returning from a "tall ships" tour of the Great Lakes. She passed down in the Welland Canal on August 26th with another tall ship: *Pegoria*.

Sep. 7. . . The *President Casino V* passed upbound in the Welland Canal, bound for Erie, PA. Contributor Wm. Howell reported that at the end of October that there was a large passenger vessel in drydock at Erie being rebuilt for riverboat gambling for the city of Gary, IN. It was also reported that the ship brought there from New York, but he was unable to learn her name.

Sep. 8. . . The *E.M. Ford* cleared her lay-up berth at the LaFarge Terminal in Green Bay for Alpena to load cement. On the 10th, she passed upbound through the Soo for Heron Bay, Ontario.

Sep. 9. . . The *Day Peckinpaugh* passed upbound through the Welland Canal, bound for Erie, PA. and



---

**GREAT LAKES & SEAWAY NEWS •**

---

retirement.

. . . Bids are being taken for the construction of a new ferry for the Sugar Island run by the Eastern Upper Peninsula Transportation Authority.

Sep. 10. . . *Algocape* (ii), ex-*Richelieu*, passed downbound through the Welland Canal for a refit at the Welland Dock.

Sep. 11. . . The Liberian-registered *Docegulf* ran aground north of the Neebish Cut entrance. She was downbound with a cargo of wheat. She was holed forward and took on water in her forepeak and forward ballast tank. All downbound traffic was halted until the next day when eleven downbound vessels were allowed to proceed slowly passed her. Two 1,000-footers remained anchored in the St. Marys River because they would have created too many water problems, regardless of how slow they went. Purvis Marine's *PML Salvager* was brought alongside the *Docegulf* to lighten her. It's hoped that she would be refloated by Tuesday afternoon. By Monday night, the *Stewart J. Cort*, *Edwin H. Gott* and *Roger Blough* were cleared to continue their downbound passages. The *Docegulf* was refloated after 2,000 tons of wheat was lightered into the *PML Salvager* in the 13th.

Sep. 12. . . The *George A. Stinson* loaded 57, 332 gross tons of National Steel pellets at the Burlington Northern Dock in Superior. These are the first pellets to be loaded from the recently re-opened National Steel pellet plant at Keewatin, MN.

. . . The tug *Rival* was being scrapped at Montreal by Recycling Nord-Sud.

Sep. 15. . . The tug *Omni-Sorel* arrived in Montreal under tow. She has been purchased by McAllister Towing and Salvage of Montreal.

Sep. 16. . . The *Algostream* ex-*Simcoe*, returned to service and passed upbound in the Welland Canal with a cargo of cement for Duluth. She was laid-up at Hamilton on August 1st amid rumors that she would be scrapped.

Sep. 17. . . The new Canadian Coast Guard vessel *Spray* was upbound in the Welland Canal for Port Dover.

. . . The *Docegulf* cleared for passage through the St. Lawrence Seaway to Quebec. At Quebec she will be drydocked with her cargo aboard for repairs to her damaged bow. She passed down through the Welland Canal on the 19th.

. . . On November 1st, the Steamship *William G. Mather* Museum will close. In December, their contract for dock on Cleveland's waterfront expires and will not be renewed. In addition, attendance figures have been lower than expected and the museum has little cash reserves. The *Mather* was built in 1925 by Great Lakes Engineering Works in Ecorse, MI. She measures 618 feet long, 62 feet beam and a molded depth of 32 feet. She was owned and operated by Cleveland-Cliffs Steamship Co., which donated her to the Great Lakes Historical Society in December, 1987 for use as a floating museum. The Board of Directors of the society have voted to divest itself of the *Mather*. She could be transferred to another group for use as a museum, sold for operation or sold for scrap.

Sep. 19. . . The *Friendly* passed downbound in the Welland Canal. On her upbound passage, she was *Friendly Islands*.

Sep. 20. . . *Federal Fraser* ran aground on Delaney Shoal in the Seaway. A ruptured hydraulic line caused

---

**• GREAT LAKES & SEAWAY NEWS**

---

her to lose steerage. She had loaded soybeans at Chicago for Belgium. She was released the next day by tugs *Kay Cole*, *Glenside* and *Robinson Bay*.

Sep. 22. . . *American Mariner* arrived in Superior and unloaded oats into ConAgra's Elevator M. Elevator M has been inactive for about 10 years and this may be the first cargo unloaded at this elevator. *American Mariner* loaded her cargo of oats at Thunder Bay, Ontario.

. . . Basic Marine of Escanaba has submitted the lowest bid, \$1,518,000 to build the new Sugar Island ferry. The Eastern Upper Peninsula Transportation Authority will meet in October to review the bids and approve it. The contract calls for the ferry to be completed in six months. E.U.P.T.A. hoped that the new ferry will be in service in May, 1995.

Sep. 24. . . The *S.T. Crapo* arrived at Bay Shipbuilding for temporary lay-up. Rumors abound that she will be repowered with a diesel engine this winter. The other rumor is that she will be converted to a barge.

Sep. 24. . . The USCG icebreaker *Mackinaw* arrived at Bay Shipbuilding for drydocking and repairs. She was expected to remain in the shipyard for several weeks.

Sep. 27. . . The former Seaway tug *Welland* passed upbound through the Welland Canal following her sale to Lake Erie based interests.

Sep. 29. . . After unloading a cargo of cement at Duluth-Superior, the *J.A.W. Iglehart* entered Fraser Shipyard for bow thruster repairs. She was assisted by tug *Kansas*. About fifteen minutes later the *Reserve* entered the same yard and went into drydock for rudder repairs. The *Reserve* was assisted into the yard by tug *Vermont*.

Sep. 30. . . The cruise ship *Garden City* made her last run, a 5 hour cruise up the Niagara River.

Oct. 1. . . A collision between a pleasure boat and the barge *Kellstone I*, which was being pushed by the tug *Frank Palladino, Jr.*, left two people missing on Lake Erie off South Bass Island.

. . . *Reserve* departed the Fraser Shipyard for Silver Bay, MN. after rudder repairs were completed.

. . . Oglebay Norton Co. announced that their marine transportation and iron ore operations will now operate under the name Oglebay Norton Co. At the beginning of the season, the familiar "Columbia Star" was removed from their vessel's stack. The company's logo and name was placed on the vessel's bow.

Oct. 2. . . The tug *Buffalo*, owned by Escape Marine in Clayton, NY, suffered a cracked seam in her hull on Lake Erie between Oswego and Clayton. She required Coast Guard assistance to reach Oswego.

. . . The *Canadian Venture*, ex-*David K. Gardner*, cleared Sarnia, Ontario for Thunder Bay to load grain. Several Canadian straight-deckers have returned to service in the last few days. They include *Algoriver*, *Seaway Queen*, *AlgoStream*, *Canadian Trader* and *Canadian Miner*.

Oct. 4. . . The cement carrier *J.A.W. Iglehart* cleared Fraser Shipyard for Alpena after bow thrusters were completed.

. . . The passenger ship *Macassa Bay*, owned by McKeil Marine passed down the Seaway after a stop in Prescott for engine repairs.

Oct. 7. . . At 10:05 p.m., CSX Transportation's barge *Pere Marquette 10* and its tug tied up at the slip in Port



---

**GREAT LAKES & SEAWAY NEWS •**

---

Huron for the last time. CSX Transportation ended nearly a century of railferry service across the St. Clair River between Port Huron and Sarnia. The Pere Marquette Railroad and the Lake Erie and Detroit River Railway began ferry service between the two cities in the fall of 1902, using the old Grand Trunk ferry *International II*. The ferry service was discontinued in 1933 and railroad cars were moved through the G.T.W.-C.N. tunnel. Service was resumed in December, 1953, by the C&O Railroad, using the ferry *Pere Marquette 12*. In December, 1955, *Pere Marquette 10* was moved from the Detroit-Windsor run to Port Huron and became the regular ferry on the run with *P.M. 12* becoming a spare boat. The ferry was converted to a barge/tug operation in 1974. Rail traffic was now being routed through the enlarged Detroit-Windsor rail tunnel. This left only the Canadian National with railferry service between Port Huron and Sarnia, and this will also probably end when the new rail tunnel is completed.

Oct. 8. . . The Lake Carriers Association reported that August shipments of iron ore, stone and coal totaled 16,458,529 net tons, which is a record for this decade. The previous record was set in May, 1992 when shipments of these three cargoes totaled 16,434,809 tons. Stone shipments in August led the way with a 13.6% increase over last year. Iron ore shipments were up 7.1% and coal shipments were up 7.67%. Since the beginning of this season, total shipments of the three commodities were down by 2.5% compared to the same period last year. Although stone and coal shipments were running ahead of last year, iron ore shipments were behind last year's because of delays caused by heavy ice in Lake Superior in March and April. In August there were 55 US dry-bulk and three tankers in service. The only serviceable US-flagged lakers that have not sailed this year were the straight-deckers *Edward L. Ryerson* and *J.L. Mauthe*.

Oct. 9. . . The *Roger Blough* dragged her anchors and went aground in the Detroit River near Fighting Island.

---



CANADIAN MINER, ex- LEMOYNE at Port Weller on October 15, 1994.

• GREAT LAKES & SEAWAY NEWS

---



GORDON C. LEITCH at Port Colborne on October 22, 1994. She had been laid up since 1992.

Photo by Skip Gillham

---

Strong westerly winds were blowing at the time. She grounded on a large mud bank. Part of her cargo will be lightered before tugs can free her.

... The *Gordon C. Leitch* passed upbound in the Welland Canal, bound for Thunder Bay on her first trip of the season. She had been laid-up since 1992.

... The *Canadian Provider*, ex-*Murray Bay*, passed upbound in the Welland Canal, bound for drydock in Toledo.

Oct. 10 ... Efforts are continuing at Port Colborne to raise funds to refloat and restore the former passenger vessel *Canadiana*.

... The supply boat *Ojibway* went into drydock at the Twin City Dry Dock. She will be out of operation for four days.

Oct. 12 ... *Wellington Kent*, the former *Irving Nordic*, passed upbound in the Seaway with a cargo of jet fuel for Hamilton, Ontario.

... The tanker *LeBrave* passed upbound in the Welland Canal for the first time with "QMT" on her stack.

... *Roger Blough* was pulled free from the mud near Fighting Island. The U.S. Coast Guard said that four barges lightered a portion of her cargo, but that it still took eight tugs to free her.

... The *Edwin H. Gott* was the first 1,000-footer of the USS Great Lakes Fleet to load pellets at Silver Bay, MN. She loaded 26,673 gross tons of acid pellets produced by Northshore Mining Co. After loading pellets in two cargo holds, she moved to Two Harbors to load 34,458 gross tons of Minntac fluxed pellets and then cleared for Gary, IN.



---

**GREAT LAKES & SEAWAY NEWS •**

---

Oct. 13. . . The *Algocape (ii)* cleared the Welland Dock after a refit. She had arrived on September 10th.

Oct. 14. . . The forward cabins on the *Irvin L. Clymer* were lifted off and placed intact on a barge. The cabins were lifted off at the dock of the former Zenith Dredge Dock, facing the Duluth Aerial Bridge.

Oct. 15. . . Alan Mann reported that Diamond Jack's River Tours' vessel *Diamond Belle* made a visit to Wallaceburg, Ontario. She was the first Detroit-based excursion boat to visit Wallaceburg since the 1951 visit of the *Put-in-Bay*.

. . . The American Iron Ore Assoc. reported that August shipments of iron ore from US ports destined for US and Canadian ports were up 5% over August of last year. However, year to date shipments were down 8% from last year. Shipments from Canadian ports to US and Canadian ports were up 10% over August of last year. Year to date shipments however, were down 5% from last year. Heavy ice on Lake Superior and in the lower St. Lawrence was blamed for the low figures.

Oct. 15. . . The *Lee A Tregurtha* rescued two sailors as their yacht was sinking near the Les Cheneaux Islands in Lake Huron.

Oct. 17. . . The excursion boat *Garden City* passed down the Seaway enroute to the east coast.

Oct. 18. . . The tank barge *McAsphalt 201* has been sold and passed upbound through the Welland Canal, pushed by the tug *Offshore Supplier*.

---



COURTNEY BURTON departing Huron, Ohio after unloading ore on October 30, 1994.

• GREAT LAKES & SEAWAY NEWS



McDonald Coll./Dossin Museum



Photo by Terry Sechen

*Top: Efforts are underway to restore the former passenger ship CANADIANA at Port Colborne, Ontario.  
Bottom: The forward cabins of the IRVIN L. CLYMER have been lifted off intact.*



---

**GREAT LAKES & SEAWAY NEWS •**

---

Oct. 22. . . The U.S. St. Lawrence Seaway Development Corp. announced that as of Sept. 30, commercial traffic through the Montreal-Lake Ontario section of the Seaway was up 17% over the same period last year. For the first time three quarters of 1994 shipments of iron ore were up 17%, grain shipments were up 2%; coal shipments were up 120%, and petroleum products were up 55%. Commercial ocean vessel passages were up 50% for the first time, three quarters of this year, and total vessel passages were up 22%.

Oct. 23. . . The new Canadian Coast Guard's patrol ship *Spume* is now based in Cobourg, Ontario, replacing *Spindrift*, which was retired in 1992.

Oct. 25. . . After several years of negotiations between the Canadian government, the Province of Ontario and the City of Sault Ste. Marie, an agreement has been reached concerning repairs to the damaged Canadian lock at the Soo. A wall in the 99-year old lock developed a large crack in 1987 and it hasn't been used since. The agreement calls for a mini-lock to be built within the damaged lock, measuring 12 metres by 76 metres (40 feet by 250 feet) and will be used by recreational and small boats. The cost for the new lock will run about \$12 million and will be split between the federal government and the Queen's Park. The yearly operating and maintenance cost will be split between the city (25%) and the province (75%). Plans call for the new lock to be in operation at the beginning of the 1997 navigation season.

Oct. 28. . . *Yankcanuck* loaded a cargo of gravel at the Government Dock at the Canadian Soo. The gravel was trucked to the Government Dock because McLean's Export Dock is no longer shipping sand or gravel. The cargo of gravel was delivered to Mackinac Island.

. . . *Skillings' Mining Review* reported that September shipments of iron ore in U.S.-flagged lakers rose 11.8% over September of last year. The opening of the National Steel Pellet Plant contributed to the increase.

. . . Shipments of low-sulfur coal in September from Superior rose 13% and shipments from Lake Erie ports rose 20% over the same month last year.

. . . Shipments of stone in U.S.-flagged lakers in September increased by 15.6% over the same month last year.

. . . Total shipments of the three commodities in US and Canadian lakers in September rose 16.8% over September of last year. However, year-to-date shipments of the three commodities show less than a 1% increase. In September, there were 58 U.S.-flagged lakers in service compared to 53 last year.

Oct. 30. . . The U.S. Coast Guard placed a paramedic team aboard the *Kinsman Enterprise* while she was underway in Lake Erie, twelve miles out from Ashtabula. An oiler suffered a fatal heart attack while the *Enterprise* was bound for Buffalo. The paramedics boarded the 21-foot Coast Guard boat in Ashtabula while the *Enterprise* changed course for Ashtabula.

. . . The *Melissa Desgagnes* arrived at the McLean's Dock at the Canadian Soo and unloaded a portion of her cargo of steel. She was drawing too much water to dock at Algoma Steel. *Yankcanuck* off-loaded the steel from the *Desgagnes* and delivered it to Algoma Steel.

. . . The September issue of *Railpace News* magazine reported that the Wheeling and Lake Erie Railway has leased and will operate the Norfolk and Western Huron, Ohio dock. The railroad plans to use the dock to transfer pellets to railcars and to store pellets. As of mid-September, maintenance was well underway. According to author Eric Hirsimaki, the last vessel to unload at this facility was the *H. Lee White* on December 29, 1985. Institute member David Scali reported that on October 30th, he saw the *Courtney Burton* unloading pellets at the dock.

Oct. 31. . . The U.S. Coast Guard air lifted the captain of the *Canadian Olympic* off the vessel while underway in Whitefish Bay. The captain was showing signs of a possible heart attack and was transported to a hospital at the Soo. He was treated and released. The helicopter was out of the Traverse City Coast Guard Air Station.

• GREAT LAKES & SEAWAY NEWS

---

MEMBERS EXCHANGE

*Wanted:* Anything related to the Wiltsie Fish Co. of Lexington, MI., or commercial fishing in general on Lake Huron. Contact: Robert McGreevy, Box 36441, Grosse Pointe, MI. 48236.

*Wanted:* Information, photos of Erie Canal tugs and barges (*Putnam, Dutchess* and *Montgomery*) that brought raw sugar to Wallaceburg, Ontario during 1922 and 1923 seasons. Contact: Alan Mann, 171 Margaret Ave., Wallaceburg, Ontario N8A 2A3.

*Wanted:* Michigan Central Railroad's steamer *Mayflower* china. Will buy or trade railroad items for one piece. Contact: Jeff Brown, P.O. Box 104, Bolivar, OH. 44612.

*Wanted:* Artifacts from the Reiss Steamship Co. Contact: Kenneth Niemi, 1808 Kennelworth Dr., Port Huron, MI. 48060.

*Wanted:* Artifacts from the Reiss Steamship Co. Contact: Alvern Dishnow, P.O. Box 125, Michigame, MI. 49861.

Lake ship photos - 1987 to present plus a few older shots. Send self-addressed envelope to: Robert Strauss, 2171 South 66 St., West Allis, WI. 53219.

Interested in trading or buying steamer slides (pre-1985), or scrap-tow slides. Also interested in Great Lakes marine art, laker postcards and Great Lakes ships on video. Contact: Dale Pohto, 5504 Pinehill Dr., Mentor-on-the-Lake, OH. 44060.

Wanted to purchase original color slides views of Great Lakes vessels prior to 1982. I have current Great Lakes vessels for sale or trade. Contact: Jim Hoffman, 4867 292nd. St., Toledo, OH. 43611.

---

Great Lakes Calendar. . . .

Sat. March 18th- GLMI Entertainment meeting at 11:00 a.m. at Dossin. Speaker will be Mr. Douglas Short presenting "Love Those Ship II".

Wed. May 3rd - The Sailor's Art: Knot Tying exhibit opens at Dossin.

Sat. May 20th - 24-hour bike race on Belle Isle. Museum closed.

Sat. May 20th - GLMI entertainment meeting at 8:00 p.m. at Museum of Arts & History, Port Huron.

June 2-4th - "Gold Cup" hydroplane races on Detroit River.

June 7-11th - Detroit Grand Prix on Belle Isle. Museum closed to public.

Back Cover Picture. . . *George G. Markham* (US 85779). Wooden freighter built in Milwaukee, Wisconsin in 1883. Measured 141.4 x 28.2 x 10.5. 309 gross tons; 249 net tons. Renamed John W. Cullen in 1923. Abandoned for age in 1933.



# SERVICE DIRECTORY



## SHORES AGENCY, INC.

Service through Pierce & Company

(313) 343-0640

JOHN L. KONECHNE, CPCU, ARM  
President

18118 Mack Ave.  
Grosse Pointe, MI 48224



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

810/353-1824  
Fax 810/354-5474

**BOB SELLERS**  
**PONTIAC GMC**

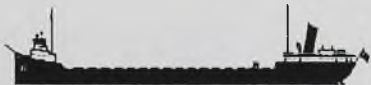


**ROBERT B. SELLERS**  
President

38000 Grand River Ave.  
Farmington Hills, MI 48018  
Phone (810) 478-8000

NAUTICAL COLLECTABLES

1/1200 SCALE SHIPS



## Great Lakes Memories

J. Albin Jackman  
313-537-1637

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



## Mariners' Church

"The Maritime Sailors' Cathedral"  
A National and State Historic Landmark  
"Worthy of the most careful preservation"

Established by the Will of Julia Ann Anderson, 1842

Services on Sunday 8:30 and 11:00 a.m.  
170 E. Jefferson at Tunnel Entrance • Detroit, Michigan 48226  
(313) 259-2206



WATERCOLORS BY

# Jerry Crowley

MARINE ART-LANDSCAPES-HOUSE PORTRAITS

(313) 884-7813

COMMISSIONS ACCEPTED



**DILLMAN & UPTON**

Lumber



Cabinets

Terry Upton

(810) 651-9411  
Fax (810) 651-0757

607 Woodward  
Rochester, MI 48307



*Robert McCreary*  
Marine Artist

P. O. Box 36441  
Grosse Pointe, MI 48236

Phone  
(313) 882-0827



**Fred Alter Associates, Inc.**

PRODUCT DESIGN AND MARKETING SERVICES

FRED ALTER

(810) 547-9798

500 S. WASHINGTON • ROYAL OAK, MI 48076

John H. Groustra

# CM&D

Conway MacKenzie & Dunleavy

Suite 340, 999 Haynes Street  
Birmingham, Michigan 48009  
Telephone (810) 433-3100  
Telecopier (810) 433-3143



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, small craft and racing boats 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 G.L. M.I. 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  
Great Lakes Maritime Institute  
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 1995 calendar year in these forms:

Regular Membership	\$30.00
Benefactor Membership (includes GLMI Burgee)	\$100.00
Life Membership	\$350.00
(includes GLMI Totebag)	
Libraries /Schools/Associations	\$20.00

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



#### BOARD OF DIRECTORS

##### 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	MALCOLM MCADAM
KATHY MCGRAW	SARAH OWEN
HOUGHTON SMITH	

##### TERMS EXPIRE IN 1997

PAUL MOEHRING	DAVID MIRAMONTI
THOMAS ROCKWELL	ROBERT SELLERS
JOHN JAY TRAFFORD	RICHARD WALKER
ARTHUR WOODFORD	

#### OFFICERS:

President:	MALCOLM McADAM
Vice President:	RICHARD WALKER
Secretary:	THOMAS ROCKWELL
Treasurer:	KATHY MCGRAW
Coordinating Director:	JOHN POLACSEK
	Dossin Great Lakes Museum
	100 Strand on Belle Isle
	Detroit, MI 48207
	(313) 267-6440 Wednesday-Sunday

#### TELESCOPE STAFF:

Editor:	KATHY MCGRAW
	(313) 421-7405 home phone
Assistant Editor:	DAVID MIRAMONTI
Seaway News Editor:	SKIP GILLHAM
News Editor:	DONALD RICHARDS
	21101 VIOLET
	ST. CLAIR SHORES, MI. 48082
Curator of Dossin Museum:	JOHN POLACSEK

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. ALL OTHER CORRESPONDENCE to the COORDINATING DIRECTOR.



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





GEO. C. MARKHAM