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**Volume XLIV; Number 3**



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**MEMBERSHIP NOTES •**

There is a new book available in the gift shop, Moran's Shoreside Companion for Great Lakes Ships - 1996 by William Moran. This book covers vessel histories of over 650 vessels including freighters, tugs/barges, passenger/excursion ships, U.S. Army vessels, and Coast Guard vessels. Information on individual vessels includes name, shipbuilder, owners, dimensions, and brief history. The easy to use index allows the reader to find the vessel's original name, followed immediately by the current name, thus saving time in looking up vessel renames. This 194-page, softcover book retails for \$19.50 U.S. Those wishing to order from the author should send \$19.50 U.S. or \$24.95 Canadian to William Moran, 26 Albert Street, Point Edward, Ontario, Canada N7V 1P6.

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**MEETING NOTICES •**

The Curator Robert E. Lee Dinner will be held on Friday, September 20, 1996. Information will be sent in the next issue.

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OUR COVER PICTURE . . . An arctic blast swept across the Great Lakes last December and never let up through the winter. As vessels battled to finish the 1995 season, several cargo trips were cancelled when the Soo Locks finally closed in early January. As crews returned to vessels in March, the ice reports weren't encouraging. As vessels moved along the lakes with assistance from U.S. Coast Guard, Canadian Coast Guard and tugs, the spring break up of ice in rivers and channels forced vessels to travel in convoys to get through. This photo of the *Edgar B. Speer* loading at Two Harbors on her first trip of the 1996 season, was taken by Richard Kruse on March 31, 1996. His trip aboard the *Speer* begins on the following pages.

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## FIRST TRIP OF THE 1996 SEASON ABOARD THE EDGAR B. SPEER

by  
RICHARD KRUSE

The 1004-foot *Edgar B. Speer* of the USS Great Lakes Fleet cleared her winter lay-up berth on Wednesday, March 27th at Sturgeon Bay, Wisconsin. Because Green Bay was covered with unbroken ice, the *Speer* was forced to use the Sturgeon Bay Ship Canal to get to open water of Lake Michigan. The canal cuts through the Door Peninsula and for years was used by the Ann Arbor car ferries as a short cut to Menominee, and by other vessels heading in and out of the city of Green Bay. At the time the canal was designed and built, the 1,000-foot bulk freighter wasn't even a dream. The navigation of the canal by 1,000-footers can best be likened to a mile long lock with very little clearance on either side and plenty of rock to greet any boat that is wind blown.

On Friday, March 29th, at 3:30 am., the *Speer* was upbound at the Soo. Her destination was Two Harbors, Minnesota to load iron ore pellets for Gary, Indiana. After departing her winter lay-up berth at Sturgeon Bay, she was delayed by ice in the Straits of Mackinac for sixteen hours with her fleet mate *Philip R. Clarke* before freeing herself. I boarded the *Speer* from the supply boat *Ojibway* below the locks, thus ending my two day wait for her at the Soo.

The trip up the St. Marys River and out into Whitefish Bay was uneventful except when a wolf tried to cross our bow. The size of the *Speer* and the sound of the ice against the hull must have discouraged the wolf, and he was last seen fleeing it back to Canada, seven miles away!



*The EDGAR B. SPEER passing through the Michigan Ave. Bridge enroute to winter lay-up in January, 1996. A procedure that she would repeat when departing for the start of the 1996 shipping season three months later in March.*



Author's Photo

*Very little of Lake Superior below Isle Royale was open water for vessels.*

The trip across Lake Superior was anything but a straight normal compass run. Reports received indicated that a northern course to a point just south of Isle Royale and then west along the northshore had less ice than the preferred route off the tip of the Keewenaw Peninsula.

Heavy ice fields forced mates to continually look for leads through unbroken ice as thick as four feet. Several times the 19,260 horsepower wasn't enough to break through the heavy ice fields, thus the *Speer* was forced to backdown and search for new leads in order to continue. Very little of Lake Superior below Isle Royale was open water. Ice thickness varied from pancake and brash ice to solid over four feet thick, which extended as far as one could see. In a few places, windrows piled ice up more than twice that thickness and could stop forward progress within less than a boat length. Fortunately there hadn't been a lot of wind and by finding tracks around the worst ice, we arrived in Two Harbors at noon on Saturday, March 30th. Our sailing time from the Soo was only six or seven hours longer than normal.

Shortly before our arrival at Two Harbors, the Duluth office of the USS Great Lakes Fleet informed our captain that as of April 1st, the West Neebish Channel was to open and recommended a maximum loaded depth of 26 feet. Under normal conditions,

Neebish Island in the St. Marys River, separates the upbound and downbound vessel traffic. During winter navigation, heavy ice conditions can make the West Neebish Channel (downbound) very difficult to navigate. During these periods the normal upbound channel on the east side of the island is used in both directions. During this time of two-way traffic, loaded vessels are restricted to a 22-foot, 6-inch recommended draft, so the opening of the downbound West Neebish Channel allowed the vessel's draft to be increased by three and one-half feet, which translates to an additional 11,000 net tons of iron ore for the blast furnaces on the lower lake steel mills.

Loading, normally accomplished in six hours at Two Harbors, presented several problems. Frozen iron ore in the stock piles, plus mechanical difficulties and other vessels loading, delayed our departure from Two Harbors for thirty hours. While at the ore dock, we were able to view what early season sailing conditions can do to the propeller. A vessel from another fleet had four blades heavily damaged. Two blades had about a foot or two sheared completely off while the other two blades were doubled over like an inverted letter "J".

When we departed Two Harbors on Sunday, March 31st at 6:00 p.m., the course was north to stay in open water whenever possible. When ice fields were

countered, the officers were continually looking for tracks made by other vessels or patches of open water. Half way across Lake Superior, we observed the *Armco* and *Buckeye* beset in ice. They were upbound light, and about a mile apart, waiting for the Coast Guard cutter *Sundew* to arrive from Duluth to break them out.

Our trip proceeded nicely as we continued east. On Monday, April 1st, when about twenty miles from Whitefish Point, the ice was noticeably heavier with windrows every 500 feet or so. The speed of the *Speer* continued to drop. At 4:30 p.m. we were completely stopped, approximately twelve miles west of Whitefish Point. By backing and attacking the ice in our previous track, we would only gain about half a boat length with each pass. The captain decided to shut down the engines and inform Soo Control (U.S. Coast Guard) that we were beset. It was learned that the Canadian Coast Guard ice breaker *Pierre Radisson* was at the locks and would travel upbound to work in the upper St. Marys River and assist in freeing the *Speer* in Whitefish Bay.

At 10:15 p.m. the *Radisson* arrived and made a pass on our starboard side which immediately freed us. The *Radisson* then passed on our port side and we followed her into Whitefish Bay. We proceeded to a

position about five miles below Whitefish Point where we stopped behind the *Charles M. Beeghly*, *Lee A. Tregurtha* and *James R. Barker* at 12:45 a.m. The Coast Guard had closed the St. Marys River from DeTour to our position for the night and no traffic was allowed to move.

After daylight the *Tregurtha* and *Beeghly* were given the green light to proceed down to the Soo, while the *Barker* and *Speer* would remain at their positions five miles below Whitefish Point. At 4:00 p.m. after discussion and endorsement between Interlake Steamship and the USS Great Lakes Fleet home offices, the *Speer* was given permission to pass the *Barker* and proceed down to the Soo. The *George A. Stinson* had arrived during the night, and took up position behind the *Barker*.

Our trip down to the Soo Locks was accomplished without trouble and the track made by ice breakers and other offered no problem. After locking through, we observed the *Stewart J. Cort* tied to the southeast wall, just below the McArthur Lock. We were ordered to tie up at the Carbide Dock a mile below the locks. The dock was made by 10:30 p.m., so our progress on April 2nd was from five miles below Whitefish Point to the Soo.

At 7: a.m. the next day, the *Speer* was given



Canadian Coast Guard icebreaker PIERRE RADISSON in the St. Marys River.



*Top: The SPEER waiting in Whitefish Bay behind the CHARLES M. BEEGHLY, LEE A. TREGURTHA and JAMES R. BARKER. Bottom: The BURNS HARBOR and JOHN G. MUNSON wait at Mud Lake Junction in the St. Marys River for the SPEER to pass before they continue upbound.*



Author's Photo

*Great Lakes Towing tug MISSOURI would relieve ice pressure while the SPEER made turns in the St. Marys River.*

permission to depart and proceed to Nine Mile Point, which was accomplished in an hour. We were ordered to hold at Nine Mile and waited approximately an hour for the ice breaker *Mackinaw* to come upbound in West Neebish Channel, which is normally used downbound only. At the same time, the Great Lakes Towing Company tug *Missouri* came down from the Soo and took up position on our stern quarter to help relieve the ice pressure in the turns. We were preceded by the Coast Guard tug *Katmai Bay*. We were the first 1,000-footer to enter the West Neebish Channel in the 1996 shipping season. The only other vessels to use the channel, other than the icebreakers had been *Cason J. Calloway*, *Arthur M. Anderson*, *Lee A. Tregurtha* and *Charles M. Beeghly* on the previous day.

The channel was something to behold! While the track was filled with three to four feet of brash ice, the ice outside the track was solid black ice, three to four and one-half feet thick. It was interesting to see fishermen with ice augers stand just a few feet from us as we worked our way down the river. Cars, trucks and snowmobiles were observed in many areas and my guess is that it will be a long time before fishing boats replace ice shanties along the St. Marys River.

At Mud Lake junction, where the upbound traffic separates from the downbound, and heads up the

east side of Neebish Island, the *Burns Harbor* and *John Munson* were waiting for us to pass before proceeding upbound. The *Katmai Bay* stayed ahead of us as far as Lime Island before turning around to escort the *Burns Harbor* and *Munson* up the river.

The *Speer* had no trouble proceeding on her own down to DeTour. There was open water across northern Lake Huron as far as Mackinac Island. From Mackinac Island west, heavy ice was encountered through the Straits and across northern Lake Michigan. It was necessary to stay in the track made by other vessels outside the track, solid, unbroken ice was at least three or more feet thick. While the *Speer* didn't experience any problems and maintained a speed of 12-1/2 m.p.h. or better in the heavy brash ice in the track, a heavy snow storm did make visibility difficult in keeping the track in view, even with the aid of two search lights. One must remember that a track through solid ice is never a straight line. Ice depths vary and when a vessel powers her way through, the bow like to follow the path of least resistance. Therefore, a boat like the *Speer* at 1004 feet long with a 105 foot beam can have trouble a zig-zag path, which is more narrow than her 105 foot beam.

Thursday, April 4th on Lake Michigan was ice free south of the Manitou Islands, but the arrival off Gary, Indiana presented a different problem. Winds of

35 m.p.h. out of the north produced heavy swells in the unloading slip at Gary Steel Works. Since the *Speer* uses a shuttle conveyor, which extends out forty feet from the side of the vessel, it is necessary to have no vessel movement while unloading once the vessel is tied up to the dock. A heavy wave surge in the slip can break mooring cables and result in shifting and dockside spillage if the conveyor and shore hopper aren't aligned. Because of the weather conditions, the *Speer* anchored several miles off of Gary for about twenty hours, waiting for the wind to shift before entering the harbor by noon on the 5th.

Unloading takes about twelve hours and was completed at 4:00 a.m. on the 6th. The *Speer* backed out of Gary and headed north. Because the inside passage east of Manitou Islands and east of Beaver Island to Grays Reef hadn't been opened by ice breakers, our course north kept us well off the Michigan shore. In the early evening, we met several freighters southbound and asked for their exit position from the track through the ice field in northern Lake Michigan. Early spring sailing with the tremendous amount of ice takes a great deal of cooperation between vessels. Often courses and positions of tracks and leads through ice to open water are exchanged from one

vessel to another. When possible, boat will wait for others to form a convoy so that if one become beset in ice, there is a chance that a running mate can free her without waiting for icebreakers, which could be many hours away with more urgent problems.

At 5:00 a.m. on the 6th we passed under the Mackinac Bridge and after passing Mackinac Island, found clear water to DeTour Light. Clearance up the St. Marys River was given by Soo Control and we followed the track past Lime Island to Mud Lake junction. The icebreaker *Mackinaw* was sitting outside the track as we passed and followed us up the river to assist should we run into any problems.

The *Speer* made the 62-degree turn at Johnson Point (tightest turn on the lakes) without a problem. You could see by the tracks that other vessels had experienced problems by bow indentations in the ice where they could not negotiate the turn without backing up and maneuvering several times. At Nine Mile Point, we were required to anchor for about seven hours while downbound vessels were allowed to proceed. At about 7:00 p.m., we were cleared to continue upriver and I departed the *Speer* at 8:00 p.m., August 7th, via the supply ship *Ojibway*. Thus ended my trip aboard the *Speer* on her trip of the 1996 season.



Author's Photo

U.S. Coast Guard's icebreaker MACKINAW sitting outside the track and would follow the SPEER up the river.





Author's Photo

*The MACKINAW is the only heavy icebreaker maintained by the U.S. Coast Guard with a 74-foot beam.*

#### Funding for the *USCG Mackinaw*

Much has been written and debated about the funding for the icebreaker *Mackinaw*. She is the only real heavy icebreaker maintained on the Great Lakes by the U.S. Coast Guard. She has a beam of 74'-5" and 10,000 horsepower, which can't be compared with the 140-foot tugs with 37'-6" beams and 2500 horsepower, such as the five tugs in the *Katmai Bay* class. The other three in icebreaking service were the buoy tenders *Acacia*, *Bramble* and *Sundew*. They each have only a 37 foot beam and the *Acacia* and *Bramble* are 1200 hp while the *Sundew* has 1800 hp.

Granted the *Mackinaw* is over fifty years old and has an operating budget stated to be about \$5 million, but she is needed and should be kept in service. If trimming costs are necessary, there are ways. I can think a several suggestions to cut operating expenses and still have her available for icebreaking in March, April, May in the spring and at season's end in December and January.

The *Speer*, as well as most of the vessels on the

Great Lakes, operate with less than thirty crewmen, twenty-four hours a day, seven days a week. Presently the *Mackinaw* has a crew of approximately seventy five. With funding to modernize the *Mackinaw's* engineroom and other internal systems, crew requirements could be reduced without reducing her effectiveness. The *Mackinaw* could be withdrawn from service in June and brought out again in December as ice conditions warrant. A skeleton maintenance crew could be kept onboard during lay-up and less costly Coast Guard vessels could take over the good-will missions during summer months to ports around the lakes.

If shipping is going to run 9-1/2 to 10 months on the Upper Lakes, the *Mackinaw* is without questions a necessity. The problems after two weeks of the 1996 shipping season haven't even started. With Lake Superior 85% ice covered and the ice in Hay Lake and Mud Lake (areas in the St. Marys River) being three to four feet thick, many problems lie ahead for vessels when shore ice starts to bust loose over the next few weeks.

## SHIPSHAPE AND BRISTOL FASHION

by  
PETER J. WRIGHT

The Bristol City Line was founded in 1879 and operated a liner service from the Bristol Channel ports to the United States east coast and Canada until 1974. In 1959 the greatest hydrodynamic feat ever undertaken was completed - The St. Lawrence Seaway - and deepwater ships were able to bypass the old Lachine Locks through the Beauharnois and Roosevelt Locks into the Upper St. Lawrence River and access Lake Ontario, one hundred and seventy-eight miles to the southwest.

Volumes have been written about this colossal engineering achievement, but not much about the men and ships for which they were constructed.

I was Second Mate on *Toronto City*, ex- *Leena*

*Dan*), and First Mate on *New York City* for most of my Great Lakes voyages, and received news of a forthcoming trip to "the middle of the continent" with mixed emotions. I looked forward to calm seas, warm temperatures and an endless Kaleidoscope of ever-changing, often beautiful scenery. In exchange for that, we worked three times as hard and put in some extraordinary hours.

An old home trade Skipper's adage correctly implies that when a coasting-man loses sight of land, he wets his pants, and that a deepwater man exhibits similar distress when he sights land! Traversing the two big locks at the entrance to the Seaway was a piece of cake; we had a pilot onboard. But the run



TORONTO CITY would make four Seaway trips a year between 1959 and 1962.



Shipssearch Marine

*The NEW YORK CITY was one of the last elegant ships to be built by John Redhead & Sons. She began calling at Seaway ports in 1964.*

from the Roosevelt Lock to Kingston was tense and tiring since a mate had to be on the forecandle head all the time. Daylight passages were mandatory. The enchanting trip through Thousand Islands never lost its attraction for me. Imagining myself rich and famous, I would buy one of the smaller islands and fit it out like that owned by the Singer Sewing Machine family. One could get famous up here quite quickly simply by going too close to one of those island homesteads. . . "Whoa! Starboard a bit . . . !"

*New York City* was one of the last elegant ships to be built. One of John Redhead & Son's (South Shields) finest, she displaced 9,800 tonnes at a draft of 30'06" in salt water. The old diehard Engineering Superintendent in Bristol insisted that steam was the only way to propel a ship and so both *New York City* and *Gloucester City* were fitted with Bauer-Wach exhaust turbine main engines, whose beauty lay in the fact that the last drop of steam from the low pressure boiler was directed into a turbine for maximum use before going into the condenser. She was apt to smoke a bit which caused some upset in several ports in Lakes Huron and Michigan.

Our usual general cargo comprised stillages (steel envelopes containing tin-plate), coils of galvanized and hot rolled sheet, quarter-inch gauge steel rod in coils, the odd motor car, some heavy machin-

ery and a tween deck full of assorted groceries: whiskey, Peak Frean's biscuits, Carr's crackers, sausage skins and other tempting culinary items!

On Lake Ontario we stopped at Toronto and Hamilton for a few hours each, then crept along the south coast towards Port Colborne. Already 245 feet above sea level, it was a source of wonderment for me that we would be 572 feet above mean sea level when we entered Lake Erie by way of the Welland Canal. Given the circumstances in 1842 when William Merritt widened and deepened the already-existing smaller canal, I think that bypassing the Niagara Falls was by far a greater feat of engineering than the construction of the locks at Montreal.

In order to transit these locks it became mandatory that all vessels be fitted with Port Colborne Leads (sophisticated, rotating Panama leads), and personnel landing booms - horizontal booms fitted for, and capable of being swung out over the quay in order to land a crewman whose job it was to manhandle the ship's lines. A tricky maneuver in fine, clear weather; somewhat suicidal in wet or icy conditions. Eight locks connect Port Colborne with Port Weller and raise vessels 327 feet to Lake Erie. The eight-hour transit was a shipowner's nightmare.

It became evident very early on that ocean-going general cargo vessels trading into the Great Lakes

would profit little. Time spent travelling relatively long distances for such small parcels of cargo was unprofitable. There were too many delays, and the return cargoes small and limited. We were unable to pick up deadweight bulk cargoes because of the draft limitation in both the Welland Canal and the Seaway. It was therefore more a "show the flag" adventure, just to let our competitors, Manchester Liners, know that we were alive and well.

All the officers were obliged to obtain "B" Pilot Licenses in order to save the expense of having a Lakes pilot onboard all the time. Even though it made us feel very important, it was an economic move which allowed us to sail from one port to another without having to pay pilotage fees.

In Cleveland I was horrified at both the ineptness of the longshoremen and the condition of the Cuyahoga River, but strangely drawn to the city itself. The Cleveland Symphony Orchestra is one of the finest, and the imposing baseball stadium was only a "home run" from the city docks. My heart always beat a little faster when the home team hit the ball out of the field, and the fireworks exploded. It was here that I would return in 1965 to take up residence.

Most of the steel products were discharged at The Nicholson Steel Dock, River Rouge, a short distance from Detroit where, curiously enough, my future wife was in training at the Henry Ford Hospital. Opportunities to venture ashore were few. The owners wanted the ship out of the lakes as soon as possible.

Traversing the Detroit River was a slow business. Rather than arouse the ire of the local marina operators and boat-owning tenants, we proceeded at something under half-speed until entering Lake St. Clair. I never complained about our slow pace. From my perch on the forecastle head I had an excellent view of Michigan maidens basking in the sun, all of whom seemed to be quite the most beautiful women I'd ever seen!

A short distance north of Pte. aux Barques, just before entering Saginaw Bay, the Chief Engineer and I would hold a conference and determine how much freshwater each of required, for it was here, direct from Lake Huron, that our domestic and boiler water tanks were topped off.

It seemed that we had a standing order at Bay City for 500 tons of haricot beans and two to three hundred drums of chemicals N.O.S. (not otherwise specified). The beans went into No. 1 lower hold and the drums on the foredeck. Keeping *New York City's* head down always was a problem!

Passing beneath the Mackinac Bridge on a clear summer's day is a moment not forgotten. Not only is it the longest anchorage-to-anchorage suspension bridge in the world, it must surely be the most strongly built in order to withstand the ice-press during the spring months. It was on Lake Michigan that I observed the clearest refractive phenomenon I have ever seen: a clear, inverted mirror-image of another vessel. When first sighted, it appeared to be a huge rock. As we got closer, it was observed as a ship upside down. Closer still, the actual vessel appeared with its image hovering above it, upside down.

At Chicago everyone sent letters or postcards home to say that we'd reached the middle of the American continent - after all, Des Moines, Iowa was a mere 300 miles due west! Chicago was different; there seemed to be a rundown atmosphere about the place. We were advised by our agent, a vivacious Frenchman that the dock area was, well, unsavory, and that we should take care. We did!

Up to Milwaukee and over to Muskegon to discharge the last of our cargo, our westbound voyage through the lakes had terminated. Although grain cargoes were offered in Duluth, it was not unusual for several ships to be waiting for berth. An added problem was that fully grainladen, we drew too much in freshwater to get through the Welland Canal, and it would be foolhardy to sail partly grain laden without the cargo being secured.

Making all possible speed, we headed for Montreal to load grain, lumber and nickel; Baie Comeau for aluminum and Halifax for more nickel copper matte. Late July would see us back in the Great Lakes. A third trip in one year would have seen us lining up with a dozen other eastbound ships in mid-December jockeying for position at Port Weller. Wise shipowners don't play brinkmanship. A sudden, early arctic blast might well force the closure of the Welland Canal leaving red-faced Captains to fly home, and upset, shipless shipowners. Two voyages were enough.

In April, 1965, I joined a Cleveland stevedore company as superintendent and worked long hours as the early flood a deepwater ships made their way west and south into the heart of the continent. I discovered that sailing the Lakes was much more enjoyable than working the Lake Erie waterfront. And soon travelled west to take an appointment as Operation's manager of a steamship agency in San Francisco.

The advent of the sea-container took the romance and pleasure out of seafaring, and was the death knell for many fine, old steamship companies. Unable to

compete with the consortium and short of money, the Bristol City Line was sold to Bibby Bros. & Company of Liverpool in 1974.

I was fortunate to have experienced the uniqueness of the Great Lakes trading before boxes replaced know-how.

Addendum by Skip Gillham

*Toronto City* made four Seaway visits a year from 1959 through 1962 before being sold to Seaways Co. in 1963 and registered in Greece as *Olga*. Resold in 1966, she continued under the Greek flag as *Emmanuel M.* for Astro Naciente Cia Nav.

The vessel ran aground December 3, 1967, near the Elbe I Light Vessel (Position 53.57 N/8.22 E) enroute from Rostock to Rotterdam. The crew was rescued, but the hull was not refloated until July 7,

1970. The ship arrived at Hamburg July 15 and was broken up for scrap by Eisen und Metall.

*Gloucester City* was also a casualty. She was sold for a reported 210,000 pounds in 1968 and sailed under Liberian registry as *St. John*. On October 29, 1968, while enroute from Montreal to Djakarta, she suffered engine trouble and went to anchor. The 24-year old freighter broke her moorings in a gale off the Malagasy Republic two days later, drifted on a sandbank, and was eventually deemed a total loss.

Finally, *New York City* began calling at Seaway ports in 1964. She became *Avis Ornis* in 1968 for Leopard Shipping of Gibraltar. Two years later ownership move to the Peoples Republic of China and the vessel operated as *Felicity*. I have no knowledge of her eventual fate.



World Ship Society

*While on a voyage from Montreal to Djakarta, the GLOUCESTER CITY was anchored in a gale. After drifting onto a sandbank, she was deemed a total loss in 1968.*

## S.S. KEEWATIN

by

HOWARD H. PETERSON

Keewatin - A Cree Indian name meaning the north wind is also the name of the most easterly of the Canadian Northwest Territories. They are the namesake of the retired Canadian Pacific Railway Company (C.P.R.) passenger-package freight steamship *S.S. Keewatin*, now berthed in Douglas, Michigan, as a museum ship. This beautiful well maintained example of the past practical opulence can now only stir out imagination of what used to be.

The ship was built for the C.P.R. by the Fairfield Shipbuilding & Engineering Co., Ltd. in Govan, Scotland in 1907. Her maiden voyage was from Greenock on September 13, 1907 with arrival in Montreal on September 23rd where her cargo of drain pipes was

discharged. On October 5th the *Keewatin* arrived at Levis Dry Dock, Quebec to be cut in two for passage through the old Welland and St. Lawrence Locks, a procedure not unfamiliar at the time. The ship was floated in two sections to Buffalo where they were rejoined. She cleared Buffalo on December 19th and arrived in the Georgian Bay terminal of Owen Sound on Christmas Day, 1907. The large welcoming crowd was allowed to tour her facilities. *Keewatin* made her first trip from Owen Sound, at the lower end of Georgian Bay, to Prince Arthur's landing (Thunder Bay) the Canadian Lakehead, on October 8, 1908. Thus began over 58 years of lake service for the *Kee* originally intended to be only temporary until such time as



*The S.S. KEEWATIN was built for the C.P.R. Company for lake service until the railroad was completed westward from Montreal.*

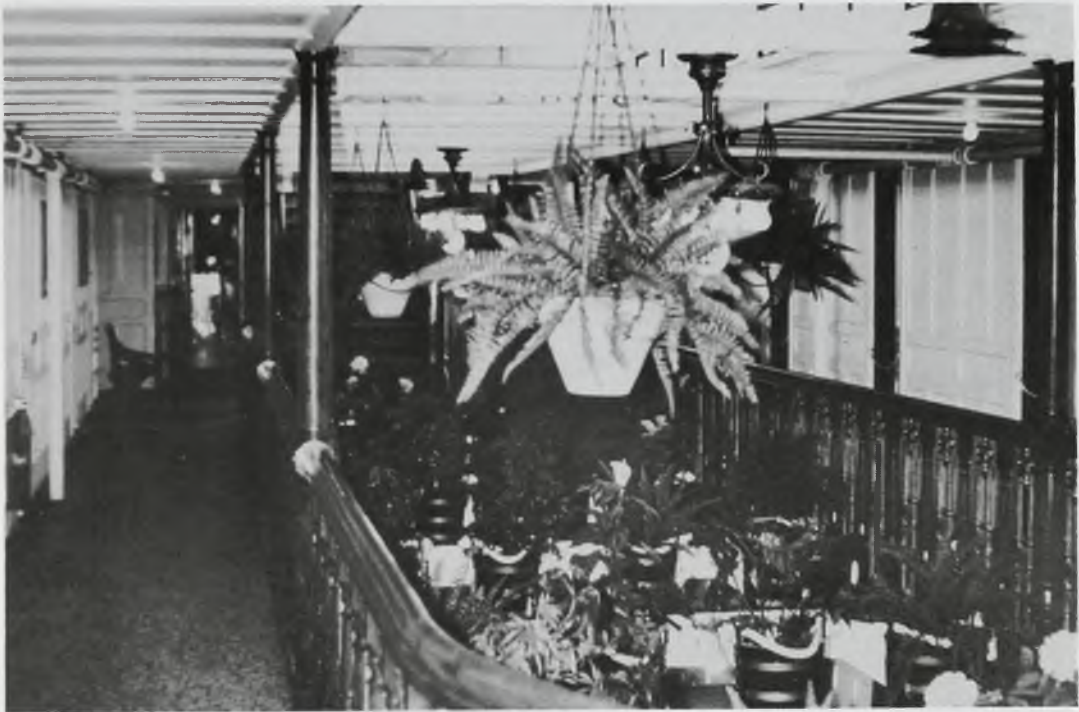
rail service was completed from Montreal to the western coast of Canada. On May 1, 1912, the C.P. Great Lakes Fleet left Owen Sound for their new Georgian Bay Terminal at Port McNicholl.

The ship has 108 staterooms, all with hot running water, with a passenger capacity of 288 (berthed). In addition, there were accommodations for 86 officers and crew. One of the most unique features of the ship is the elaborate two-story flower well room located amidship. The stained glass skylights and hanging potted plants afforded elegance for the partakers of mid-morning bouillon and afternoon tea. The dining room with mahogany paneling and polished brass, seated 120 and is located immediately aft of the flower well room and forward of the galley. Chinese cooks prepared over 1,000 meals a day on the fourteen foot cast iron galley stove. The far aft ballroom and observation deck displayed hand-carved panels depicting different nationalities of the territories ruled by Great Britain at the turn of the century. Not to be outdone, the ladies were provided a forward lounge where they could get together for tea or a game of cards. The bridge, normally manned by the watch officer, navigating officer, quartermaster and helmsman, is located

forward over the Captain's suite.

The original black hull was repainted white in 1919 and remains so. Other upgrades and reconditioning were effected in the 1950's including replacement of wooden masts with steel, installation of three steel bulkheads and a sprinkler system, moving the main mast to mizzen position, and installation of a gyrocompass, echo sounder and radar in 1956. However, in 1965, the Department of Transportation mandated new safety rules that would have meant a total rebuilding of the wooden superstructure to continue in the passenger service. Consequently, the Canadian Pacific Railroad announced the retirement of their lake steamer service. On November 29, 1965, the old coal burner *S.S. Keewatin* was retired.

Late in 1966, the *Kee* was destined for the scrapyard. However, thanks to many people who appreciate and love old ships, the *S.S. Keewatin* was spared and sold to Roland E. Peterson of Saugatuck, MI. for use as a marine museum. In June, 1967, the *Kee* was towed by the tug *Amherstburg* from her home port of Port McNicoll. She arrived at Saugatuck on June 27 and was temporarily moored at Mount Baldhead Park. Today, the 336.5' ship is on perma-



Dossin Museum Coll.

*The two-story flower pot well was located amidships.*



*Top: KEEWATIN at her new home in Douglas, Michigan. Bottom: The ship's lifeboats carried ten passengers each.*



ment display at the Harbour Village in Douglas, just south of the Saugatuck-Douglas bridge off from Blue Star Highway. Guided tours are available daily from Memorial Day to Labor Day, 10 am-5 pm.

#### Statistics

Dimensions: 336.5' x 43.8' x 23.7'

Tonnage: Gross - 3856 Net - 2470

Engine: Steam Quadruple Expansion  
23-1/2" - 34" - 48-1/2" - 70" x 45"  
Stroke

Boiler: 4 Scotch 14.1' x 11'

Speed: 3000 Nominal HP - 14 Knots with a  
cruising speed to 16 knots top



KEEWATIN'S stack with C.P.R. houseflag on it.



*S.S. KEEWATIN on display at Harbour Village in Douglas, MI.*

# GREAT LAKES & SEAWAY NEWS



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Dec. 29. . . *Earl W. Oglebay* arrives in Marquette for the first time under her new name. She loaded taconite for Cleveland. The *David Z. Norton* followed with her first appearance on January 3, 1996. She also loaded pellets for Cleveland.

Jan. 1. . . C.S.L's *Atlantic Erie* came off the drydock at Halifax, Nova Scotia after hull repairs and loaded a cargo of gypsum.

. . . The salty *Frotachile* was the first ship of the New Year to arrive on Montreal. Her captain was awarded the traditional gold-headed cane.

Jan. 2. . . The tanker *Husky 120*, ex-*John George*, ex-*Britamette* was being scrapped at Port Dover, Ontario.

. . . The scrapping of the *Beechglen* began at Port Maitland, Ontario.

Jan. 3. . . *Indiana Harbor* went aground in the West Neebish Channel. She was holed in her port bow and damaged about 40 feet of the hull. Aft of the hole, she was taking on water in her forepeak, but the flooding was kept under control by the pumps. She was able to free herself and anchored for the night in the narrow Rock Cut. At least eight downbound vessels were forced to anchor because of the grounding as the *Indiana Harbor* blocked the downbound channel. Heavy ice and fog were blamed for the grounding. On the 5th, she off-loaded 7,000 tons into the *Buckeye* and got underway.

. . . The *John J. Boland* was the first ship to lay-up for the winter at Bay Shipbuilding at Sturgeon Bay, WI.

. . . Algoma Central's *Sauniere* unloaded a cargo of salt at Cleveland, an unusual cargo since that port exports salt.

. . . The *H. Lee White* loaded the final coal shipment of the season at the Superior Midwest Energy Terminal in Superior. The coal was bound for Marquette. S.M.E.T. set a new record for the amount of coal shipped in a season. In 1995 the terminal shipped 13,474,121 net tons of western low sulphur coal which is slightly more than the 13,400,648 net tons shipped in 1994.

Jan. 4. . . The *George A. Stinson* loaded the final shipment of pellets from the D.M.&I.R. Ore Dock in Duluth. She cleared for National Steel in Detroit with 54,863 gross tons of pellets.

Jan. 5. . . The *Presque Isle* maybe the first ore carrier to tie-up at Peterson Builders, Inc. when she arrived for

## GREAT LAKES &amp; SEAWAY NEWS •



Photo by Tim Krueff

*American Steamship's JOHN J. BOLAND was the first vessel to enter winter lay-up at Bay Shipbuilding on January 3, 1996.*

winter lay-up. The tug will receive major engine repairs.

... Early in the morning, the *American Mariner* completed loading the final shipment of pellets from the ore dock at Silver Bay, MN. She cleared with 29,951 tons for McLouth Steel in Trenton, MI. During the 1995/96 shipping season, the dock loaded 144 vessels with 3.5 million tons of pellets, up slightly over the 1994 season.

Jan. 6. . . The Lake Carriers Assoc. reported that shipments of iron ore, coal and stone in November were up slightly over November of last year. Iron ore shipments rose by 4.3%. The stone continued to be strong, but no figures for November were given. Coal shipments from all Great Lakes ports in November decreased by 8.9%. The downturn was attributed to a slump in Lake Erie loadings. Combined shipments of iron ore, coal and stone for the season through November were up 4.4% over the same period last year.

... The St. Lawrence Seaway recorded its longest navigation season since its opening. This year's navigation season of 284 days surpassed the record of 276 days in 1984.

... *Sauniere* became stuck in the ice while attempting to enter Presque Isle Bay to unload salt at Erie, PA. She was accompanied by a tug across Lake Erie, but they were stopped by the heavy ice in the bay. Another tug was called to assist the vessel.

Jan. 7. . . USS Great Lakes Fleet's *Arthur M. Anderson* loaded the final shipment of pellets from the Burlington Northern Ore Dock in Superior. She cleared for Lorain, Ohio with 23,535 gross tons of pellets. This was also the final outbound cargo of the season from the Twin Ports.

Jan. 8. . . Eighteen vessels were lined up in the St. Marys River awaiting downbound passage through the Soo Locks. Below the locks, the West Neebish Channel, which is the downbound channel, was ice-choked and icebreaking for vessel passages is limited to day time hours. Heavy fog is also delaying ships.

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**• GREAT LAKES & SEAWAY NEWS**

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Jan. 9. . . Oglebay Norton's *Courtney Burton* loaded the final pellet cargo of the season at Taconite Harbor, MN. She cleared with 29,951 gross tons of pellets for Lorain, OH.

Jan. 11. . . The U.S. Coast Guard closed the West Neebish Channel for the season. Downbound vessels were forced to use the shallow (about 22 feet) Middle Neebish Channel. The closure caught the 1,000-foot *James R. Barker* loaded to 26.9 feet. She anchored in Lake Nicolet to wait for the *Elton Hoyt 2nd* to arrive so that she could off-load part of her cargo. Under normal conditions, the Coast Guard must give 72 hours notice before closing the channel. During the last few days, as many as five icebreakers have been working in both channels. The last vessel to use the channel before it closed was the *Courtney Burton*.

Jan. 12. . . The *Edwin H. Gott* loaded the final cargo of pellets at the D.M.&I.R. Ore Dock at Two Harbors, MN. She cleared with 43,854 gross tons for Lorain, OH.

Jan. 14. . . The *Philip R. Clarke* loaded the last pellet cargo of the season from the L.S.&I. Ore Dock at Marquette, MI. She cleared with 18,619 gross tons for the USS/Kobe Steel Co. at Lorain, OH. She arrived in Sturgeon Bay, WI. for winter lay-up on January 23rd.

. . . Interlake's *Mesabi Miner* was the last vessel of the season to pass upbound through the Soo Locks. She was bound for Duluth and winter lay-up at the Port Terminal Dock.

Jan. 15. . . The 1995/96 shipping season ended at the Soo Locks. The last downbound vessel was the *Philip R. Clarke*. The locks will reopen on March 25th.

Jan. 16. . . Interlake's *Charles M. Beeghly* entered the drydock at Fraser Shipyard in Superior to have a stern thruster installed.

. . . American Steamship's *H. Lee White* arrived in Superior for winter lay-up at the Fraser Shipyard and closed the Duluth-Superior shipping season.

Jan. 20. . . The two former Bob-Lo passenger boats *Columbia* and *Ste. Claire* have been sold at auction for \$275,000 to the Steamer Columbia Foundation, a nonprofit group that will restore the *Columbia* to its 1902 condition. The Foundation plans on using the *Columbia* for a living museum and for cruises on the Detroit River and Lake St. Clair. The *Ste. Claire* will also be preserved, but will be sold to a group that agrees to keep her operating.

Jan. 25. . . Escanaba continues ship pellets from the Union Pacific Ore Dock. (Ed. note: The Union Pacific Railroad purchased the Chicago and Northwestern Railroad in 1995.) The *Philip R. Clarke* loaded pellets for Gary, IN. The next day the *Cason J. Callaway* loaded pellets for Lorain, OH.

Jan. 29. . . The St. Lawrence Seaway Development Corp. reported that U.S. and overseas cargo tonnage that passed through the Seaway in 1995, increased for the fourth consecutive year. Imports and exports totaled more than 12 million metric tons, which is an increase of 5% over 1994's 11.5 million metric tons.

Jan. 31. . . The Corn Exchange of Buffalo closed after 150 years of business. For years, Buffalo was the center for the nation's flour milling industry. From the '30's to the '60's about 4,000 people were employed in the industry and 26 grain elevators were in use, handling an average of 700 million bushels of grain. When the Seaway opened in 1959, it was beginning of the end as vessels bypassed Buffalo. In the 1980's and 90's, only three elevators were in use, handling only about 20 million bushels of grain.

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**GREAT LAKES & SEAWAY NEWS •**

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Feb. 2. . . A fire aboard C.S.L.'s *Louis Desmarais* at Port Colborne was brought under control after three hours. There was no information given as to the extent of damage or where the fire originated.

Feb. 3. . . A serious fire aboard C.S.L.'s *Jean Parisien*, which was also docked at Port Colborne, caused an estimated \$250,000 in damages.

. . . Skillings Mining Review reported that shipments of iron ore from US and Canadian ports to Great Lakes destinations for the calendar year of 1995, rose 3% over the same period last year. However, for the month of December, these shipments dropped by 19% due to heavy ice on the lakes.

Feb. 5. . . The Seaway Port Authority of Duluth reported that in 1995, the port of Duluth-Superior had its best shipping season in 16 years. Year end figures show that 40.6 million metric tons of cargo moved through the Twin Ports. The last time that the Twin Ports topped 40 million metric tons was in 1979 when 4.8 million metric tons moved through the port. The record year was 1953 when 70 million tons moved through the Twin Ports. Year end numbers also show a 5% raise over 1994. In 1995, 1,138 vessels called at the Twin Ports which is an increase of 29 over last year. There were 776 US-flagged vessels, 269 Canadian-flagged and 93 salties.

Feb. 7. . . Cleveland Tanker's *Saturn* cleared Toledo to load at Sarnia. She had laid up at Toledo on January 3rd and was expected to return by the end of February to Toledo.

Feb. 9. . . The *Cason J. Callaway* entered Bay Shipbuilding for repairs to a crack in a hull plate. After repairs, she departed to make one more trip from Escanaba, MI to Gary, IN.

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Photo by Peter Worden

*Algoma's SAUNIERE became stuck in the ice while carrying a cargo of salt to Erie, PA. She was assisted by two tugs into port.*

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**• GREAT LAKES & SEAWAY NEWS**


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Photo by Fr. Pete VanderLinden

*The tanker GEMINI cleared winter lay-up at Port Huron to load cargo at Toledo.*

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Feb. 11 . . . The remains of the old Victory Mills Grain Elevator in Toronto was brought down by a controlled explosion.

Feb. 15 . . . Early in the morning, the *Arthur M. Anderson* finished loading the final cargo of pellets from the Union Pacific ore Dock in Escanaba, MI. She cleared with 23,589 gross tons of pellets for Gary, IN. Following a short maintenance period, the dock was expected to reopen on March 4, 1996 with the tug/barge *Joseph H. Thompson* loading pellets for Indiana Harbor. The *Thompson* had laid up in Escanaba on January 11th.

Feb. 16 . . . The *Arthur M. Anderson* arrived at Sturgeon Bay, WI for winter lay-up. She was the last vessel to lay-up for the winter on the lakes. The *Cason J. Callaway* arrived at Bay Shipbuilding the day before for lay-up. Both vessels had been carrying pellets from Escanaba to Gary, IN.

Feb. 22 . . . The tanker *Gemini* cleared her lay-up berth at Port Huron and headed downbound. She had laid-up at the Port Huron Terminal on January 23rd.

#### Miscellaneous . . .

. . . On December 3, 1995, the mv *Canadian Harvest*, ex-*Rimouski* broke in half in the Atlantic Ocean at position 44.25 N, 57.09 W (approximately 112 NE of Sable Island) while being towed to India for scrap by the Russian tug *Neftegaz 16*. On December 6, 1995, the bow was spotted at position 42.36 N, 53.07 W while the stern was at position 44.47 N, 55.15 W. The bow had drifted 2 degrees South and 4 degrees East while the stern had drifted 0.5 degrees North and 2 degrees East over a three day period. No mention has been made if either section had sunk or about the mv *Canadian Pathfinder*, ex-*Baie St. Paul*, which was in the same tow to India.

. . . Member Tim Kroef reported that about a quarter of the American laker fleet was in winter lay-up at Bay

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**GREAT LAKES & SEAWAY NEWS •**


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Shipbuilding at Sturgeon Bay, WI. They include *John J. Boland*, *Presque Isle*, *Edgar B. Speer*, *Sam Laud*, *Edwin H. Gott*, *Indiana Harbor*, *Wilfred Sykes*, *Philip R. Clarke*, *Adam E. Cornelius*, *Joseph L. Block*, *Cason J. Callaway*, *Arthur M. Anderson*, *Herbert C. Jackson*, and *Edward L. Ryerson*. The *Edwin Gott* will receive a new unloading boom while at Bay Shipbuilding.

... Enerchem has apparently repainted the hulls of their tankers green. *Enerchem Refiner*, which was laid-up for the winter in Sarnia, had her hull changed from black to green.

... Erie Marine at Erie, PA. has ended its efforts to remain open. The company filed for bankruptcy in July of 1995 and has been attempting to attract business to remain open, but was unable to do so. Under an agreement reached in bankruptcy court, the company agreed to leave the property by the end of January, 1996. The Erie-Western Pennsylvania Port Authority owns the property and was leased by Erie Marine. The equipment at the facility will be auctioned off.

... Last fall the Great Lakes Shipwreck Historical Society in Whitefish Bay, MI. acquired the former survey vessel *David Boyd* from the Corps of Engineers in Kewaunee, WI. With the acquisition of the *Boyd*, the Society sold the tug *Osprey* to Purvis Marine, Ltd. of Sault Ste. Marie, Ontario.

#### Great Lakes Calendar . . .

Sat. - Aug. 10th - Miniature Mariners - working scale models sailing in the cove next to the Dossin Museum on the Detroit River.

Fri. - Sep. 20rd - Annual Curator Robert E. Lee Dinner at the St. Clair Inn.

Sat. - Nov. 16th - GLML/Marine Hist. Society of Detroit Entertainment meeting at 11:00 am. at Dossin Museum. Speaker will be Keith Stefke speaking on history of Wyondotte ships.

Back cover picture . . . *J.S. Ruby* (US 76233). Wooden freighter built in 1881 at Fair Haven, MI. Measured 107' x 21.7' x 7.4'. 128 Gross tons; 88 Net tons. Built for Schnoor and Ruby of New Baltimore, MI. Was employed on construction of Stannard Rock Lighthouse. Burned at head of Stag Island in St. Clair River in November, 1891.

## CLASSIFIEDS

Great Lakes photographs, books, videos and misc. items for sale. Complete catalog listing offerings. Send \$2.00 to: Paul Wiening, Marine Photographer, 432 W. Michigan, Port Washington, WI. 53074 (414) 284-5215 - after 5 pm.

For sale: Lithograph of *Champion & Tow* by Whipple. Framed and matted, printed by Calvert Lithograph. Contact Talponia Antiquarian Book Store in Torch Lake, MI. (616) 331-6324.

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• GREAT LAKES & SEAWAY NEWS

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Photo by Roy Heatter

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*MILWAUKEE CLIPPER*

Institute member Roy Heatter sent this photo of the *Milwaukee Clipper* and stated, "No doubt will be its last Chicago area dockage, a slip at 104th St. and Calumet River. This slip is also used by barges loading coke. The Holly Marine Towing tug *Margaret Ann* towed the *Clipper* from Hammond, Indiana on March 20, 1996 to this new location."

The future of the *Clipper's* new home is uncertain. Some people wish to scrap the vessel since no stable plans have evolved. Several ports such as Milwaukee, WI. and Muskegon, MI. have shown interest in the *Clipper*, however, the port of Milwaukee had one stipulation. Since there is a pipeline running under the breakwater opening, the *Clipper* would have to be towed out of Hammond into open water. As Roy stated, "Luck was with the Hammond Marina. Mid-March wind gusts reaching 40 to 60 mph swept down the lake, raising the water level at the south end of the lake. The marina took advantage of this rare opportunity, and towed the *Clipper* to the open water and to its present location. Stay tuned for further developments.



GREAT LAKES & SEAWAY NEWS •



*Top: Tugs assist the 1,000-footer EDWIN H. GOTT through the Michigan Ave. Bridge into Sturgeon Bay.  
Bottom: The PRESQUE ISLE may be the first 1,000-footer to lay-up for the winter at Peterson Builders in Sturgeon Bay, Wisconsin.*

Photo by Tim Kreff

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*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.

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