



Telescope

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MEMBERSHIP NOTES •

To state that this *Telescope* issue is late would be an understatement. The blame lies solely with the editor. In order to bring members up to date for the calendar year 1998, there will be a double issue numbering fifty-six pages for January thru April, a single May-June issue mainly devoted to the building and launching of the *Edmund Fitzgerald*, another double issue numbering fifty-six pages for July thru October and finally the November-December issue with the lead article marking the 40th Anniversary of the sinking of the *Carl D. Bradley* in November, 1958.

For those members wishing an opportunity climb aboard a Great Lakes freighter during the 1999 sailing season, several lodges of the International Ship Masters' Association will be conducting raffles. Port Huron Lodge #2 will raffle a trip for four adults aboard an Interlake Steamship Company vessel. The ticket drawing is February 27, 1999. The cost is \$10.00 per ticket. The Detroit Lodge No. 7 will raffle a trip for six adults aboard Oglebay Norton's str. *Courtney Burton*. The ticket drawing is February 13, 1999. The cost is \$10.00 per ticket. The Grand Traverse Lodge #23 will raffle a trip aboard an American Steamship 1,000-foot vessel, a trip aboard Inland Steel's str. *Edward L. Ryerson*, a trip aboard the Lake Michigan carferry *Badger* and finally a trip aboard the Tallship *Malabar*. The cost is \$5.00 per ticket. We hope to have information flyers available at the museum in the future. Those with access to the Internet will probably see the web-sites announcing these raffles.

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OUR COVER PICTURE . . . With the opening of the St. Lawrence Seaway there was a steady parade of smaller lakers going to the scrapyards. The *Fayette Brown* was a small U.S. freighter unable to find a second life sailing under the Canadian flag. She sailed under own power to the Davie Shipyard in Lauzon and was then towed by the Dutch tug *Barentsz Sea*. This photo was taken by Paul Sherlock at Port Colborne on November 2, 1964 as the *Fayette Brown* was on her final voyage out of the lakes.

FAYETTE BROWN

IS BREAKING UP

by
SKIP GILLHAM
Special to Telescope

Well over one hundred ships have left the Great Lakes for overseas scrapping since the St. Lawrence Seaway opened in 1959.

Some headed to European docks including those in Germany, Portugal, Spain and the United Kingdom while others were consigned to Mediterranean centers around Italy and Turkey.

A few lakers went to South American and West Indies destinations while others made the long trip to the Far East.

Then, there were the obsolete lakers that did not make it. They were lost enroute, victims of a wild storm that may have broken a tow line, ripped off hatch covers, put the ship in the merciless trough or simply broke her in two before sinking.

One, *Fayette Brown (ii)*, came ashore and stayed put. Now, thirty-three years after her arrival off the coast of Anticosti Island, the ship has begun to break up.

For many years, photos of the rusting hull showed her intact, but recent views from August 1997 reveal that the relentlessness of the elements are taking their toll.

This was the second ship to carry the name of Fayette Brown. It honored a prominent Cleveland industrialist associated with banking, machinery, iron ore and chemical companies.

An earlier *Fayette Brown*, a composite hull bulk carrier, was launched at Wyandotte, Michigan, May 14, 1887. It was renamed *Omega* in 1911 and



FAYETTE BROWN in Interlake colors.



FAYETTE BROWN aground off Anticosti Island.

Photo by Capt. Hubert Hall

Glenmount in 1917. The latter was broken up for scrap near Midland about 1928.

The second *Fayette Brown* was built by the American Shipbuilding Company and launched at Lorain, Ohio, March 19, 1910. The vessel sailed in May as the first *Charles L. Hutchinson* (US 207345). The ship was noted as owned by Henry Wineman and operated by the Raleigh Steamship Company.

This vessel was one of the class of 504 x 54 foot freighters that were popular in that day. These ships were ideal for the ore, coal and grain trade and many survived well into the Seaway era, particularly those converted to self-unloaders.

Fayette Brown was registered at 6377 gross tons, 4860 net and able to carry about 10,000 tons of cargo per trip.

In November, 1916, this ship was sold. It resumed trading the next spring as *Fayette Brown* of the Brown Transit Company and worked mainly for the Stewart Furnace Company in the bulk trades.

Stewart Furnace acquired the vessel outright in 1926 and she moved to the Youngstown SS Co. in 1929 and Interlake Steamship in 1930.

By all accounts, this ship was a dependable carrier and I have no record of any serious accident during her half century of trading on the Great Lakes.

Her cargo duties varied, but a look at the 1952

season provided a glimpse of her activities.

Fayette Brown started the season clearing Ashtabula April 4 and laid up at Erie December 8. For the year the vessel travelled 34,944 miles of which 23,721 were with cargo while 11,273 were light.

She hauled thirty-three payloads for the year and delivered a total of 301,957 tons to customer docks for an average of 9,150 tons per trip.

Ore was the most popular commodity with twenty payloads brought aboard. These loaded at Superior (7), Escanaba (4), Ashland (3), Duluth (3), and Marquette (3).

The discharge ports for ore were South Chicago (6), Cleveland (4), Toledo (3), Buffalo (2), Erie (2), plus Indiana Harbor, Conneaut and Tonawanda.

The eleven shipments of coal came aboard at Toledo (7), Sandusky (4) and South Chicago (2).

Interestingly, South Chicago also received coal with four loads consigned to that port. In addition the coal was delivered to Duluth (4), Marquette (2) and Superior (1).

Finally, two cargoes of stone were carried from Port Inland to Buffalo to round out the year.

Fayette Brown ended her regular service and tied up at Erie in July, 1960. She was sold to Marine Salvage of Port Colborne in 1963 and that company hoped to resell the hull for Canadian use as a number of



Photo by Capt. Hubert Hall

Aerial view of the FAYETTE BROWN. The cabins are gone and the hull is in pieces.

smaller, obsolete American ore carriers were finding a second life in the Seaway era.

However, there were no takers and *Fayette Brown* was resold for overseas scrapping. She raised steam one last time for her trip out of the Great Lakes. First, on October 28, she stopped at Nicholson's to load a quantity of scrap and then headed down the Welland Canal November 2. She was prepared for the tow to Bilbao, Spain, at the Davie Shipyard in Lauzon and departed behind the Dutch tug *Barentsz Sea*. The pair encountered a late fall storm and, on December 5, 1964, the tow proved to be unmanageable in the howling winds and rolling seas. The tug and tow were in danger of being blown ashore and *Fayette Brown* had to be cut loose to save the tug.

When the wind and waves subsided, *Fayette Brown* was hard aground in only about six feet of water off the south side of Anticosti Island. She lay parallel to shore off Southwest Point near the Gun River on the sparsely inhabited island.

There was an attempt to salvage the hull, but a great expense could not be justified. The efforts were

unsuccessful and *Fayette Brown* was abandoned as a total loss in 1965.

From time to time, photos of the region revealed *Fayette Brown* still intact and close to shore.

This past summer Capt. Hubert Hall, marine photographer, historian and retired Master of Marine Atlantic's carferry *Bluenose* visited the region. He reports that the hull is breaking up. The cabins are gone and the hull is in pieces. She is still recognizable despite continued exposure to the battering of the waves.

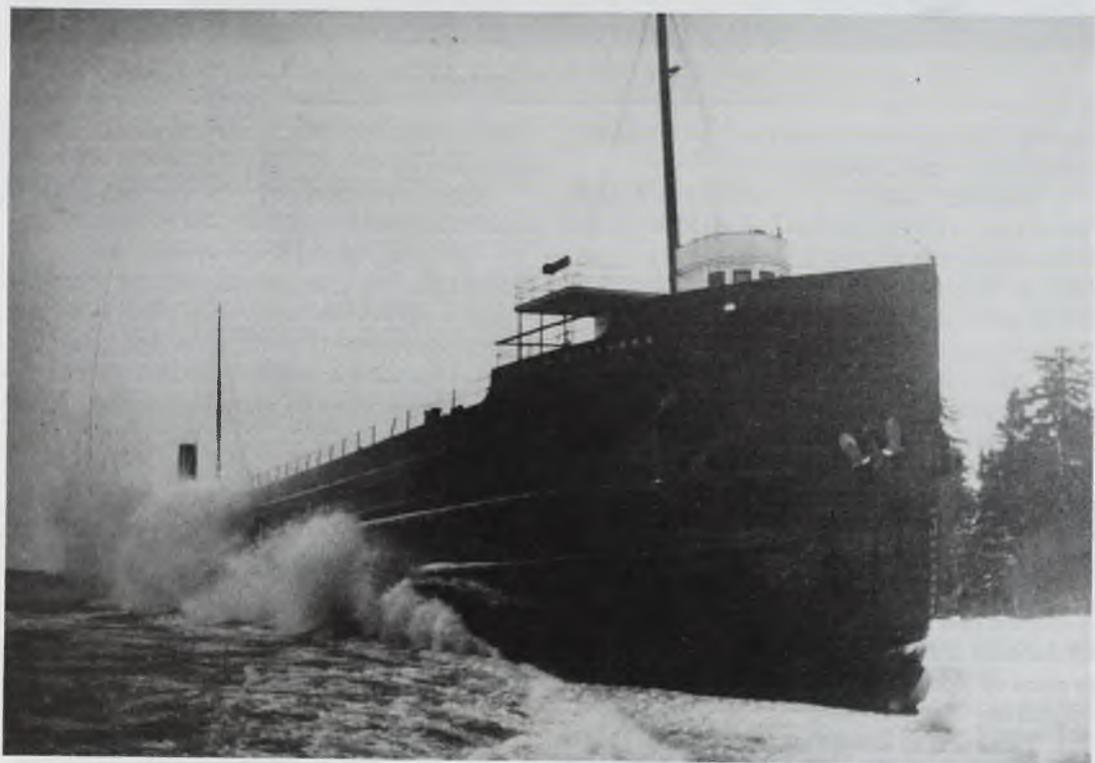
Author's Note: This writer is grateful to Al Sykes and Hubert Hall for research assistance and to the latter for making his recent photos available. Readers who may to order copies of these views for themselves may write: Capt H. Hall, Box 476, Yarmouth, NS., B5A 4B4. Four by six inch prints are a very reasonable \$3.00 each.

LAKE SUPERIOR'S GREAT STORM

Reprinted from
Marine Review
December, 1905

The recent great storm on Lake Superior was probably the most violent of which there is any record. Certainly it is the most violent that has occurred since steel ships were employed in the bulk freight trade, which would, roughly speaking, be during the past fifteen years. It has always been thought that when one of the great modern freighters was out in the open sea that she could successfully withstand any gale that was likely to be encountered, but this gale was of such violence that the steamers, especially the light ones, were utterly unable to make headway against it. It would seem as though the great steamers had too low power for their bulk. The practice of the past two or three years has been to install in these modern steam-

ers engines of low power capable of driving the vessel at about ten miles an hour loaded. They have hitherto proved themselves to be economical, satisfactory and capable of meeting all the conditions of the trade. But this was a storm that no master of a modern freighter had any expectation of meeting with. For instance, the steamer *John Stanton*, bound for Fort William with coal, worked her engines full speed ahead continuously for fourteen hours and during all that time went astern. They probably just about held her for she eventually reached Fort William without damage. The steamer *Crescent City* had both anchors out and her engines wide open, but for three hours and fifty minutes she drifted helplessly with the storm and finished



WILLIAM EDINBORN *stranded near Split Rock in Lake Superior. Photo taken on November 27, 1905.*



McDonald Coll./Dossin Museum

Steamer LAFAYETTE and barge MANILA ashore at Encampment Island.

up on the rocks of Duluth. Six times the captain tried to turn her around and six times he failed. It is impossible to determine at this time the exact property lost of the vessels that are total losses. There is such an enormous salvage in a steel steamer that total losses are rare. With the exception of the *Owen*, which foundered in the open lake, the only total losses are those of the *Lafayette*, *Maderia* and *Vega*. Several of the vessels will probably lie on the beach where they are from now until spring, but can at that time be repaired and put again in commission. Following is the list of vessels that suffered:

- The str. *Mataafa*, ashore at Duluth ; nine lives lost.
- Str. *Lafayette*, ashore at Encampment Island one life lost.
- Str. *Edinborn*, ashore on Split Rock, one life lost.
- Str. *Coralia*, ashore on east side Keweenaw Point.
- Str. *Wm. E. Corey*, ashore on Gull Island, Apostle group.
- Str. *Crescent City*, ashore near Lakewood.
- Str. *Isaac L. Ellwood*, sunk in Duluth Harbor.
- Barge *Madeira*, ashore Split Rock.
- Barge *Maia*, ashore on the east side Keweenaw Point.
- Str. *R.W. England*, driven ashore on Minnesota Point.
- Str. *Western Star*, ashore near Fourteen Mile Point.
- Str. *Bransford*, struck Isle Royale.
- Str. *Monkshaven*, ashore on Pie Island.

- Str. *George Spencer*, ashore near Thomasville.
- Sch. *Amboy*, ashore near Thomasville.
- Str. *Ira H. Owen*, foundered off Outer Island, nineteen lives lost.
- Str. *Vega*, broken in two on Lake Michigan.
- Str. *D.C. Whitney*; str. *C.H. Warner*; str. *Ferdinand Schlesinger*, sch. *Georgia*; sch. *Vinland*; str. *Rosemount*; str. *J.H. Outhwaite*.

Fate of the *Lafayette* and *Manila*

The steel steamer *Lafayette*, towing the barge *Manila*, was driven ashore at Encampment Island. The crew of the *Lafayette* had lost all idea of their whereabouts in the blinding snow storm and had just signaled to the *Manila* to drop anchor, when the steamer struck the rocks and the *Manila* following at the end of her tow line crashed into her stern. The barge then sheered off, but not before four men from the steamer had jumped aboard. The *Manila* struck broadside off the shore under some overhanging trees. Through these the crew climbed ashore and ran to the assistance of the crew of the *Lafayette*. The steamer had stranded some distance out and with the seas breaking over her from stem to stern, the crew were in great peril. One of the men on the *Lafayette* succeeded in throwing a small line into the trees and by means of this a great hawser was drawn to shore and made fast. Over this four of the *Lafayette* men crawled to safety.

The fifth, Patrick Wade, the fireman, was making the trip when a sudden lurch of the steamer tightened the line and threw him high into the air. He dropped back into the surf and drowned. A breeches buoy was then improvised and the remainder of the crew passed in safety. Reports indicate that the *Lafayette* will be a total loss.

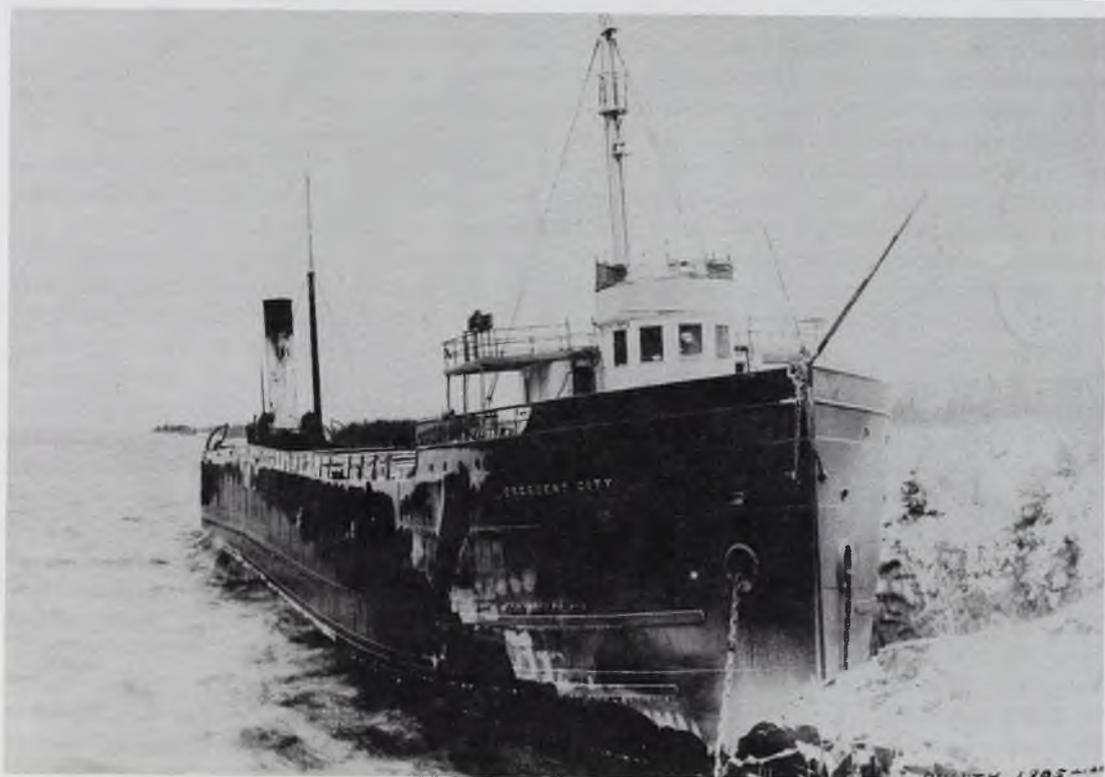
Wreck of the *Crescent City*

The steel steamer *Crescent City* was blown broadside on the rocks near Lakewood, one mile from the Duluth pumping station. The *Crescent City* was bound up light for Two Harbors and left the Sault on Sunday at noon. When the gale struck her, she was blown across the lakes at great speed. So frightful was the force of the wind that though her anchors were out and her engine wide open going full speed ahead, the *Crescent City* nevertheless went astern. Six attempts were made to turn around, but at each attempt, she listed so heavy that several of the crew were almost washed overboard. The fireroom force worked with all their might to keep up sufficient steam to hold her straight in the wind. Ten feet of water were let into her cargo hold, but nothing could prevent the boat from drifting. The proximity of the rocky shore was noted by the sound of the breakers before they could

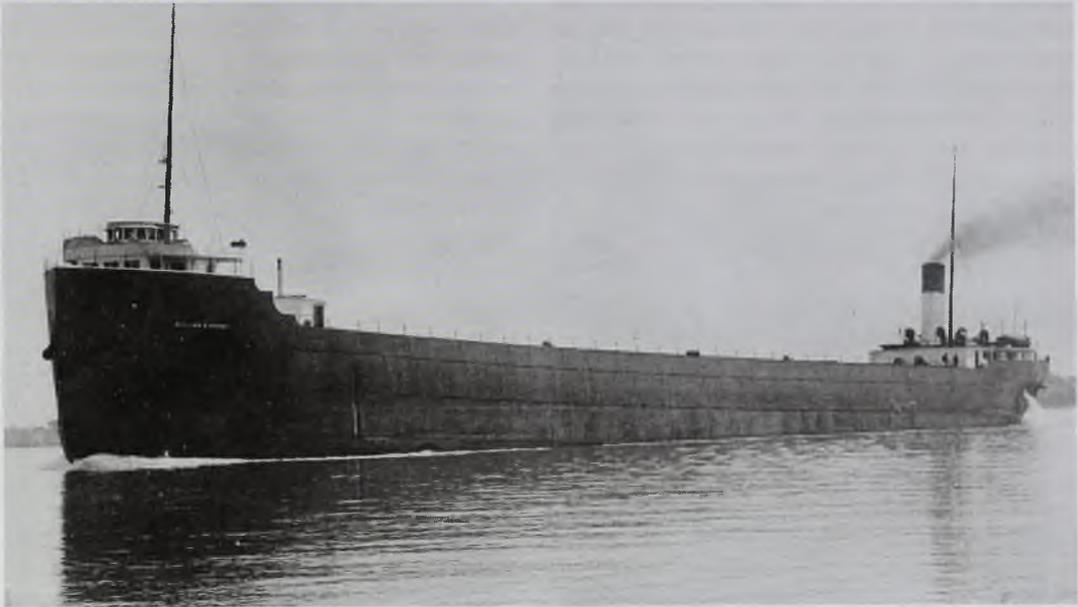
be seen, and the few minutes before the vessel crashed against them full of awful suspense to the members of the crew. The vessel struck fortunately in a little cove not more than 100 feet longer than herself, with sharp abutments of rocks, both forward and aft of her. Had she struck elsewhere a couple of hundred feet in either direction, she would have been dashed to pieces. It is to the friendly shelter of this tiny harbor that the members of the crew owe their lives. The *Crescent City* was cracked amidships in the shock, but it will not be a considerable operation to salve her.

Condition of the *Corey*

The steamer *Wm. E. Corey*, the crack freighter of the Pittsburgh Steamship Co.'s fleet, ran ashore on Gull Island. Capt. F.A. Bailey's original telegram said that she went on easy, but several tugs and steamers which have been making strenuous efforts ever since to pull her off would tell a different story. The explanation of this circumstance lies in the augmented depth of water piled up by the wind during the storm. The *Corey*, being under check and moving slowly, went on lightly, but the water subsiding three or more feet, left her very securely imprisoned on the beach. Mr. Harry Coulby, president and general manager of the Pittsburgh Steamship Co. took personal charge of the



CRESCENT CITY ashore seven miles east of Duluth on November 28, 1905.



Pasha Photo/Dossin Museum

WILLIAM COREY went aground on Gull Island after the water subsided three to four feet.

salvage operations of the *Corey*. The steamers *Siemens* and *Marina* of the Pittsburgh Steamship Co.'s fleet, together with the tugs *Crosby*, *Edna G.* and *Gladstone*, were sent to the wreck, but their combined efforts were unable to dislodge the *Corey*.

Foundering of the *Ira H. Owen*

The steel steamer *Ira H. Owen*, with a crew of nineteen men, disappeared in the great storm on Lake Superior. The last seen of the *Owen* was when she was sighted about forty miles off Outer Island of the Apostle group by the steamer *H.B. Nye*, when the storm was at its height on Tuesday. The *Owen* was then blowing distress signals and seemed to be in a bad way. The *Nye* could not respond as it was all she could do to keep afloat herself. Later Capt. M.K. Chamberlain, of the steamer *Sir Wm. Siemens*, reported having passed. When twelve miles east of Michigan Island, one of the Apostle group, a mass of wreckage consisting of chairs, stanchions, the top of a cabin and other debris. Floating in the midst of the wreckage were life preservers marked *S.S. Ira H. Owen*. The *Owen* was in first class condition and had 116,000 bu. of barley aboard. She was owned by J.G. Keith & Co. of Chicago.

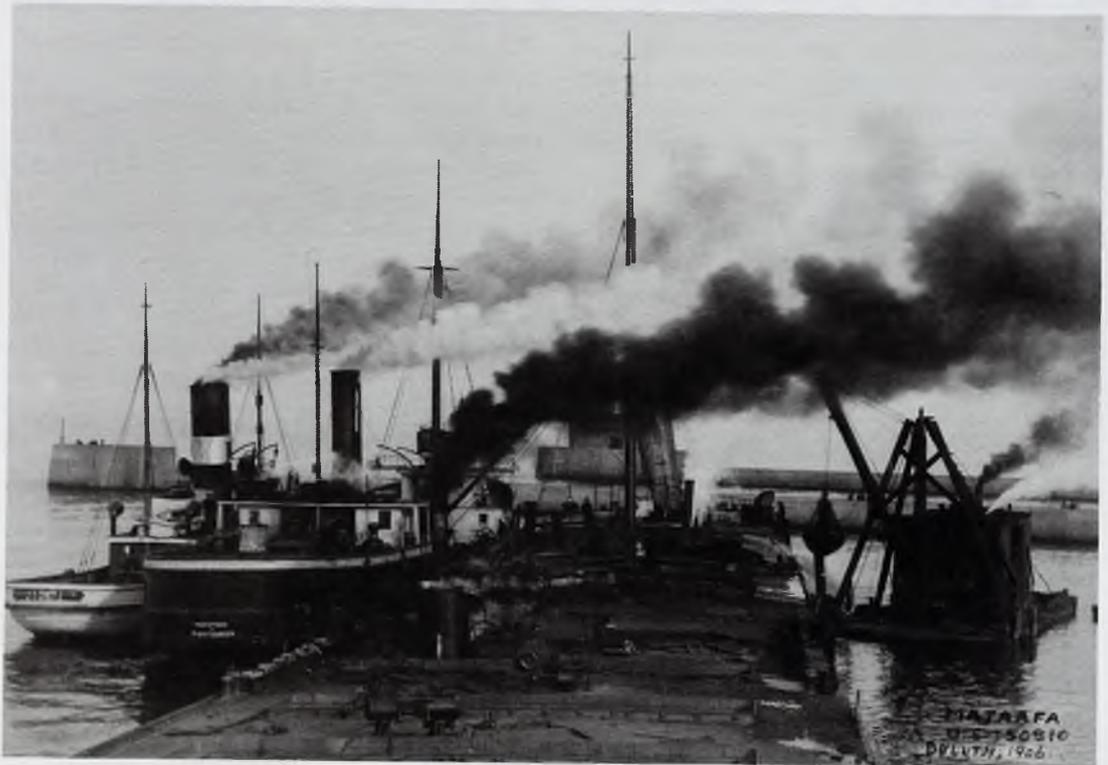
Wreck of the *Mataafa*

Capt. R.F. Humble, master of the *Mataafa*, has told the story of the wreck of that vessel on the piers

of Duluth harbor. When the *Mataafa* left Duluth with the barge *Nasmyth* in tow, the wind was fresh, but there was no sea to speak of. When about off Two Harbors, it began to snow and blow a gale, but the steamer continued on her course until 2 o'clock the following morning. The sea was then so heavy that the steamer started to blow around, but with helm hard over and working the engines as strong as possible, she was headed to windward again. At 5 o'clock in the morning she started to blow aground again. The helm was put hard astarboard, but it was impossible to get her headed in any more. The steamer was then in the trough of the sea. Capt. Humble then ordered the helm hard aport and let her come around before the wind. The steamer then continued back to Duluth. The captain would have made Two Harbors had it been possible to get the steamer headed into the sea. It was snowing so hard that he concluded he could not find the Duluth piers and so tried to get headed windward again. He worked in that position about an hour without coming up to windward. The hatch bars had begun to buckle and the captain feared that the hatches would break. As the snow was now clearing, he made for Duluth piers, after notifying the barge that he was going to drop her. He headed for the piers at full speed, the vessel very well until near the canal entrance when she seemed to come up in a monstrous sea and go down



McKenzie Photo/McDonald Coll.



McKenzie Photo/McDonald Coll.

*Top: In an attempt to return to Duluth harbor the MATAAFA struck the north pier in heavy seas.
Bottom: Salvage operations on the MATAAFA in the spring of 1906.*

and hit the bottom, which caused her to take a sheer to starboard. The helm was ordered hard astarboard, but she did not obey in sufficient time to prevent a heavy impact with the north pier. The captain then tried to steer her into the canal and rang the chadburn to the engineer to work stronger, but the engineer answered that something was wrong and that he had stopped the engines. Capt. Humble never saw the engineer alive again. She pounded broadside on the pier and was apparently cracked in two about amidships. The forward crew were rescued by the life savers in the morning, but the after crew, nine men in all, had frozen to death during the night.

Loss of the *Vega*

The steel steamer *Vega*, was totally wrecked on the east shore of Fox Island during the great storm on last week. The *Vega* was bound down from Ashland to South Chicago with a cargo of iron ore and was caught by the great storm in crossing Lake Michigan. She brought up on Fox Island in the accompanying snow storm and soon after broke in two. The crew managed to escape to the islands where they remained for two days before they reached the mainland. The *Vega* was built in 1893 and was valued at \$105,000. She was owned by the Gilchrist Transportation Co. of Cleveland. Capt. A.M. Williams says that the *Vega* left Ashland in a snow storm, but it experienced nothing unusual until Lake Michigan was reached. The seas then began to pound with such force as to break the hatch bars and stave in the life boats. The storm was so blinding that nothing could be seen ahead of the ship's bow. When Capt. Williams discovered that he could not weather the storm, he tried to make the lee of Manitou Island. At 3 o'clock in the morning a big sea stove in the cabin windows, the hatches and put out the binnacle lights. The seas were increasing in their velocity and repeatedly burst through the hatches and ran into the hold. The steel decks were beginning to break crosswise under the pounding of the storm and Capt. Williams seeing the desperate condition of the vessel, changed his course, trying to find Fox Island. Shortly thereafter he brought up on South Fox Island and the *Vega* speedily broke in two. For nine hours the crew huddled in the boat waiting for an opportunity to escape.

The Sinking of the *Elhwood*

The steamer *Isaac L. Elhwood* had an experience which her master, H. Cummings, will probably not care to repeat. The great steamer came near foundering in the gale which swept Lake Superior. The *Elhwood* left Duluth Monday afternoon for Lake Erie with a cargo of ore. She was to pick up the barge

Bryn Mawr at Two Harbors, but when she arrived at that port, a blinding snow storm was blowing and the lights could not be made out. The *Elhwood* stood off the port of Two Harbors to ride out the storm until daylight. The night was one of peril. The heavy seas assailed the ship furiously and she was buried under solid blue water almost continuously for half her length. The tarpaulins were ripped off her hatches and the hatches themselves began to give way so that the ship was taking in water. Shortly after eight o'clock it became a serious matter with the *Elhwood* and Capt. Cummings determined to turn about and head for Duluth. Members of the crew said that the tossing they got in the trough of the sea was something that they will never forget. She finally turned around all right and arrived at the ship canal about one o'clock. Every pound of steam had meanwhile been forced and as she approached the canal, Capt. Cummings had the engine wide open to overcome the raging current at the mouth of the canal. In spite of his effort, however, the *Elhwood* was thrown against the north pier, breaking some of her plates. Tugs came to her assistance and she was pulled into shallow water inside the piers where she sank.

Wreck of the *Edinborn* and *Madeira*

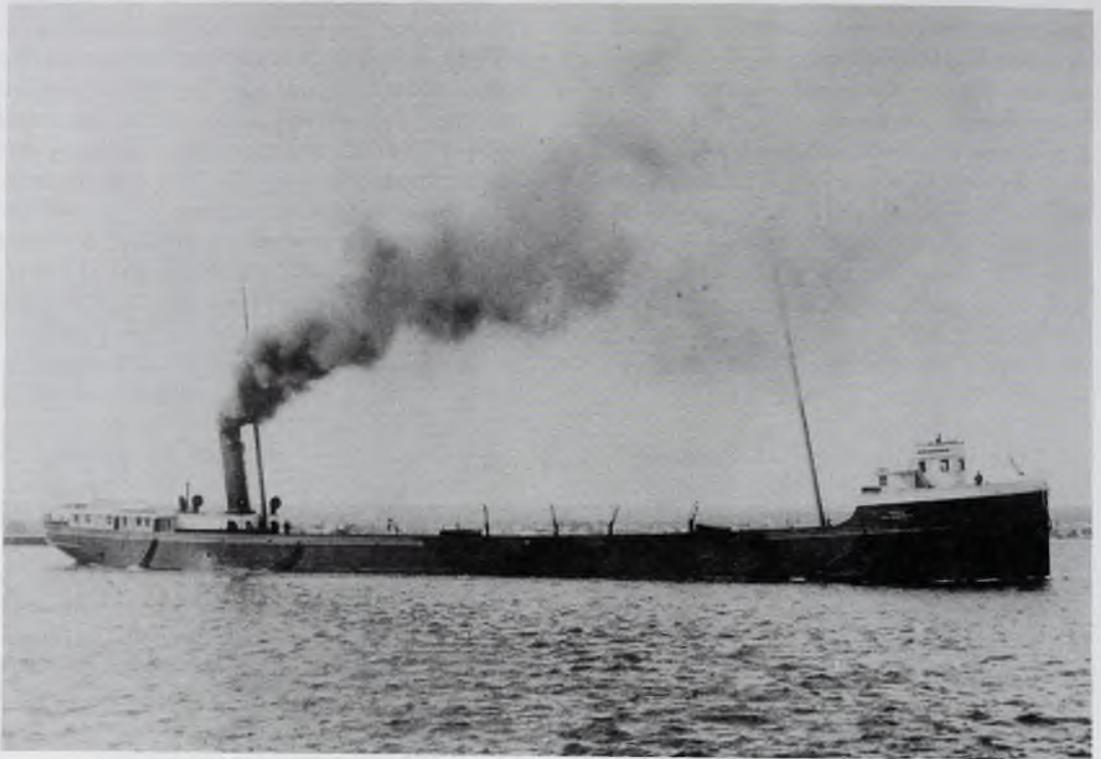
The steel steamer *Wm. Edinborn* went ashore at Split Rock about 25 miles above Two Harbors and was terribly pounded on the rocks. All of her crew were saved with the exception of the mate who, when the ship struck, went upon the mizzen rigging and was not seen afterwards. The steel barge *Madeira*, in tow of the *Edinborn*, went ashore four miles below the *Edinborn*, and smashed herself to pieces on the rocks.

The *Coralia* and *Maia*

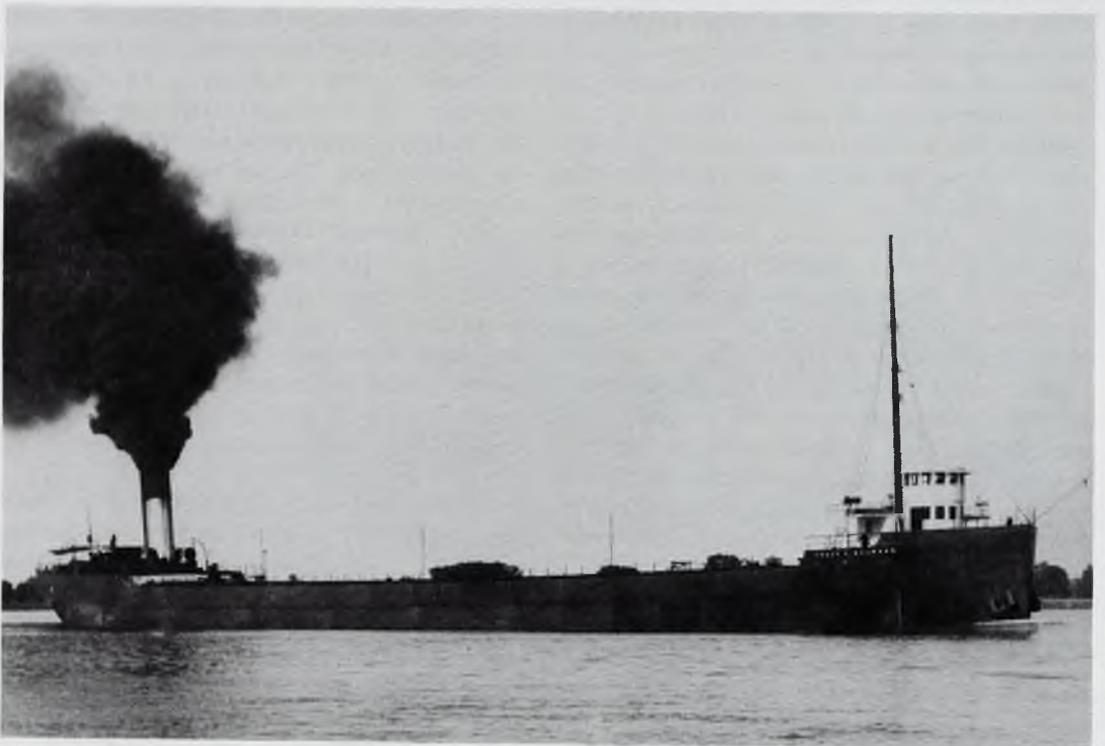
The steel steamer *Coralia* with the barge *Maia* in tow went ashore at Point Isabel at Bete Grise Bay. They both went on hard, but the *Coralia* was subsequently released without great difficulty. The lighter *Rescue*, however, in endeavoring to release the *Maia* was driven away by weather conditions.

The *Angeline's* Experience

Great relief was felt in the office of the Cleveland Cliffs Iron Co. when the steamer *Angeline* was reported as having passed the Sault, after having been missing for four days. The *Angeline* was struck by the tempest off the Keweenaw Peninsula and had a terrible battle with the storm. Once the steamer was near Eagle Harbor, but her master, S. Lyons was fearful that he would be driven on the rocks and accordingly turned about and headed for the open sea. In this maneuver the boat was necessarily in the trough of the sea for some time and tons upon tons of water



McDonald Coll./Dossin Museum



Dossin Museum Coll.

*Top: Str. VEGA was wrecked on the east shore of Fox Island in Lake Michigan and later broke in two.
Bottom: After attempting to survive the storm outside Two Harbors, the ISAAC ELLWOOD headed for the safety of Duluth harbor.*



The CORALIA went aground in Bete Grise Bay, east of Keweenaw Point.

Dossin Museum Coll.

crashed upon her decks. According to the crew, there were never such seas running on Lake Superior before and the fear was that two big waves would lift her up by the bow and stern and break her in two. So violent were the elements and so precarious the condition of the vessel that the crew had practically given up hope that she could weather the gale. To Wm. McLean, first mate, fell the duty of constantly watching the hatches to see that none were crushed in. With the rope fastened around his waist and two of the crew standing in the shelter of the forward cabin holding the rope, McLean time and again made the rounds on the deck. Once a wave engulfed him and he was dragged back into the cabin by his comrades. He started out again when another wave, larger than the first, picked him up and washed him overboard. He was momentarily stunned by the blow and forgot that he was at the end of the rope. He began swimming in the icy waters, but the men holding the line quickly hauled him back on deck again. Capt. Lyons was lashed to the bridge during the entire 48 hours that the *Angeline* was in the heart of the storm. He said that the seas ran higher than the vessel's smokestack. The *Angeline* is well constructed and powerful boat and beyond the starting of a number of rivets was not especially damaged. She proceeded to the lower lakes and laid up at the C. & P. docks at Cleveland.

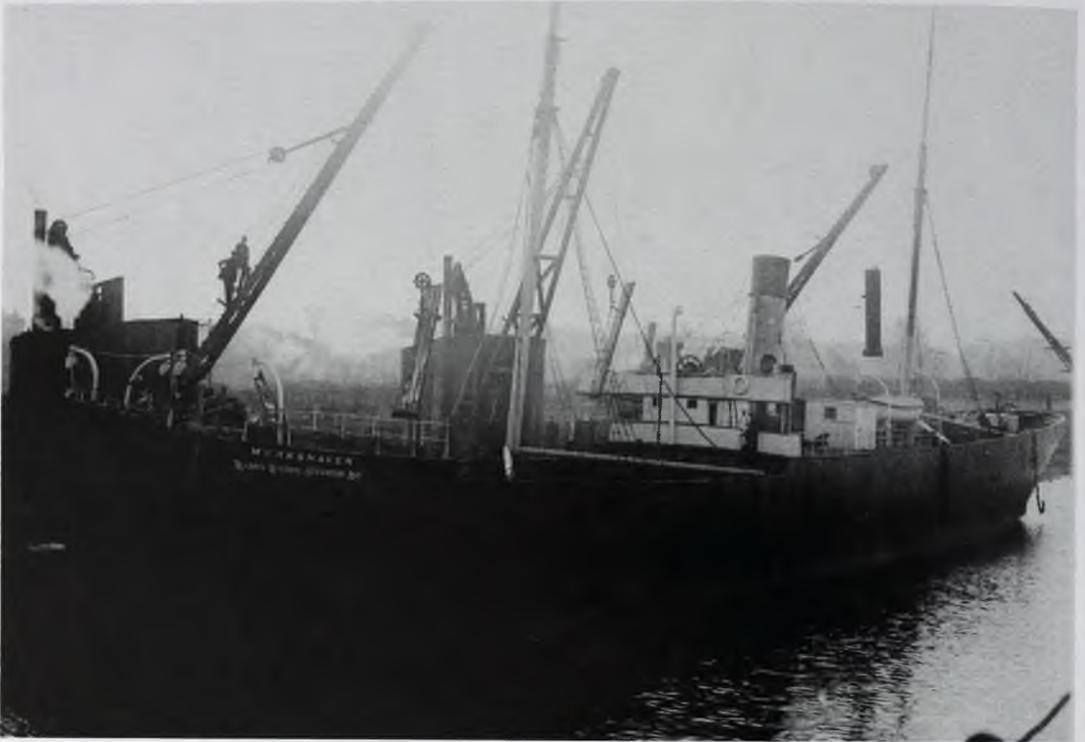
The *Umbria's* Experience

The steamer *Umbria*, of the Hawgood fleet, had a terrible time in the gale. She was stripped of her

pilothouse by a wave that smashed her wheel and carried away her compasses. The steamer was immediately thrown into the trough of the sea, while the crew worked to make the couplings to the after wheel. For the next 36 hours the steamer was steered thus and was badly battered and broken by the time she reached Duluth harbor. She was struck by the storm between Eagle River and Outer Island and for four hours flew before it until abreast of Devil's Island, when Capt. C.M. Seph gave the order to turn. It was then that she lost her pilothouse. The passage of the crew from the pilothouse to the after part of the boat to make the couplings was attended with great danger, as the waters were continually washing over the vessel and they were several times swept against the ropes. In 38 hours of sailing against the storm, the boat made exactly 40 miles.

Fate of the *Monkshaven*

With a hole 25 feet in diameter in her bottom, a rock driven clear through the hull, and her stern completely into water, the Canadian steamer *Monkshaven* lies a wreck about one mile south of Pie Island, 21 miles from Fort William. The crew of 21 men were saved. Thirteen of the men who had left the wreck in a yawl were picked up by the steamer *Sylvania*. When the *Monkshaven* struck, the crew leaped to the rock, some of them without clothing, and for 48 hours they remained without food and with only the shelter of a windbreak formed of branches of trees. The latest reports are that the vessel will probably be a total loss.



McDonald Coll./Doerin Museum



McDonald Coll./Doerin Museum

Top: The entire crew of the Canadian freighter MONKSHAVEN would be saved after a rock was driven through the hull. Bottom: Aground near Augus Island in Lake Superior. For forty-eight hours the crew was without food and used tree limbs for shelter.

Trip of the German

About the worst beating that a boat received without losing any of her crew was that experienced by the steamer *German*. She left Two Harbors at 10 o'clock on Monday night and for 80 hours headed into the storm, not trying to follow a course, but simply fighting to keep safe. The waves broke over her in continuous seas and carried away all of her railings, dismantled her forward house and pilothouse and broke the heavy glass windows in the cabins aft. Hot water was kept running for 36 hours, but even with this help the companion ways became so clogged with ice that it was barely possible to pass between the cabin and the rail of the boat. The wheelsman was thrown from the wheel and through the cabin door by the giant waves. It was the sad irony of fate that this steamer, having successfully weathered probably the most furious gale which there is record of on the lakes, should have become stranded on a sandbar in a snow storm when within 15 miles of Chicago.

Stranding of the Western Star

The steel steamer *Western Star* bound for Fort William to load grain went ashore two miles east of Fourteen Mile Point near Ontonagon, after all bearings had been lost in the struggle for hours in a terrific sea. The steamer was bound right for Fort William when she was caught in the gale and went helplessly on the sandy shores on the south side of Lake

Superior. While the captain and mate were over in Ontonagon summoning assistance, the steamer *Viking* came along and noting the *Western Star's* plight, went to her assistance. A hawser was placed between the boats and in a very short time the *Western Star* was in deep water again. As the crew could do nothing until the master returned, the *Viking* went on her way. The *Western Star* was not seriously injured.

Burning of the Parnell

The steamer *C.S. Parnell*, burned and sank off Squaw Island, Lake Michigan last week. Thanksgiving dinner was being served when smoke was discovered coming from the coal near the steering gear. The crew got two lines of hose at work, but it was found that the entire cargo was on fire and Capt. Wm. Griffin ordered the men into the lifeboats. They could do nothing in the heavy sea and were nearly exhausted when picked up several hours later by the steamer *Harlem*. The *Parnell* was worth about \$40,000 and was insured for \$30,000.

The steel steamer *Harold F. Nye* had a frightful experience in the storm. Her cargo shifted and the steamer *Colonel* lay alongside for two hours off Isle Royale to render assistance if needed. Wm. Sturtevant, the mate, was washed overboard and drowned. When the *Nye* left port she was drawing 17 feet, but when she succeeded in making Two Harbors, she was drawing 20 feet and narrowly escaped foundering.



The ANGELINE was caught in the storm off the Keweenaw Peninsula and was feared missing for four days.

GREAT LAKES & SEAWAY NEWS



Editor James Morris
22919 Alger
St. Clair Shores, MI. 48080

Seaway News Editor: Skip Gillham

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

ROD BURDICK
M.B. MACKAY
ALAN MANN
GREG RUDNICK
THE SCANNER
JOHN VOURNAKIS

WILLIAM HOWELL
DAN MCCORMICK
GARY MORRIS
JIM SPRUNT
THOMAS TYBURSKI
JERRY WALTER

News correction: Several members wrote to inform us that the photo of the *m/v Thornhill* shown on page 80 of the May-June issue was the wrong vessel. According to Norman Eakins, author of *Seaway Lakers and Salties* 1996, "The *m/v Thornhill* depicted arrived in tow at Mamonal, Colombia on October 30, 1980 and was scrapped. The *m/v Thornhill* that is to be converted to a self-unloader is a 22,354 bulk carrier (635'11" x 90'8" x 48'7") and was completed at Rio de Janeiro for Frota Oceanica Brasileira S.A. in 1982, but wasn't commissioned until 1987 as the *Athos* by Iwojima Island Steamship Co. of Cyprus Ltd. of Madras who renamed her the *Chennai Perumai*. In 1993 she became part of the ULS Corporation when she was sold to Salem Shipping Inc. and, under the management of Barber Ship Management Ltd., she was renamed *Thornhill* under the flag of Vanuatu where she is registered at Port Vila. I regret that I am not able to confirm that her planned conversion has yet been completed."

Jun. 27. . . The Niagara Steamship Co. has started cruises on the Niagara River with their small passenger steamer *Pumper*, ex-*Planet*, *Racey*, *Paul Evans*, *Bytown Pumper*. She is believed to be the only wood-fired passenger vessel operating in North America. She was built in 1903 at Buffalo, NY.

Jun. 28. . . The former Soconav tanker *Le Saule No. 1* was renamed *Al Joul* at Sorel.

Jul. 1. . . American Steamship's *H. Lee White* passed down the Welland Canal on a rare trip with ore from Hamilton.

Jul. 2. . . Upper Lakes' *Canadian Transport* arrived in Grand Haven for the first time when she arrived at the Verplank Dock.

. . . The *Bluenose II*, a replica of Canada's legendary fishing schooner arrived in Sarnia on a goodwill tour. The original *Bluenose* was launched in 1921 and never lost in eighteen years of racing for the International Fisherman's Trophy, and is featured on the back of the Canadian dime. The *Bluenose* continued her journey upbound on July 5th.

Jul. 6. . . American Steamship's *Indiana Harbor* set a new cargo record for iron ore loaded at Taconite Harbor when she loaded 63,945 gross tons of Aurora pellets. The cargo was delivered to the Lorain Pellet Terminal, arriving on July 9th.

. . . Oglebay Norton's *Columbia Star* set a new cargo record for low sulfur coal when she loaded 70,903 net tons at the Superior Midwest Energy Terminal. She delivered her cargo to Detroit Edison's Recor Plant in St. Clair on July 9. The old record of 70,706 net tons was set by the *Columbia Star* in 1986.

GREAT LAKES & SEAWAY NEWS •



CANADIAN NAVIGATOR at Toledo, OH. in August, 1997.

Photo by Jim Hoffman

Jul. 10. . . Upper Lakes' *Canadian Navigator*, downbound with stone from Meldrum Bay, bound for Courtright, Ontario was attempting to turn around in the St. Clair River, just above St. Clair, MI. when she suffered bow thruster failure. She was pushed aground by the strong river currents at about 9:30 p.m. Tugs *Menasha* and *Tug Malcom* couldn't free her. After the *Algorail* unloaded her cargo of stone in Sarnia, she was dispatched to lighter the *Navigator*, arriving the next day at 9:00 p.m. After several attempts to come alongside the *Navigator* failed, the *Algorail* was sent to load salt at Goderich at 5:30 a.m. on July 12th. A shallow draft hopper barge was summoned from Windsor and arrived about 6:00 p.m., towed by McKeil tug *Lac Como* and *John Spence*. Also dispatched were McKeil tugs *Paul E. No. 1* and *Kodiak*, which is the former *C&O 452*. After unloading 1700 tons, the *Navigator* was freed at 9:30 a.m., July 13th, and proceeded to Sarnia to unload and then to the Government Dock for inspection.

Jul. 11. . . Algoma's *Algobay* stopped at Wharf #16 in Port Colborne for engine repairs and finally continued her journey on July 18th.

Jul. 12. . . At 3:00 p.m. the new Blue Water Bridge was dedicated with a ribbon cutting ceremony at the center of the bridge by Canadian and U.S. officials. The next day, the bridge was opened for the public to walk across. A crowd of 20,000 was expected, but 200,000 people showed up to walk the span.

Jul. 15. . . The St. Lawrence Seaway Corp. stated that their new tug being built at Marine Builders in Utica, IN. is scheduled for delivery on August 30th. The 50 x 16.5 foot tug will be powered by a pair of Cummins NTA-855 diesel engines, producing 270 hp each.

Jul. 16. . . Ontario Northland's ferry *Chi-Cheemaun* suffered a broken bearing while entering Tobermory. This forced her to operate on only one engine and a reduced schedule. Repairs were completed on July 24 and her full schedule was restored on July 25th.

Jul. 19. . . The U.S. Coast Guard's new keeper-class buoy tender *Katherine Walker* (WLM 552) arrived at the

• GREAT LAKES & SEAWAY NEWS

Coast Guard station at the Soo. She departed the next day and passed Detroit on July 23rd.

... USS's *George A. Sloan* made a rare trip to Escanaba to load Siliceous ore for the mill in Lorain.

... Algoma's *Capt. Henry Jackman* arrived in Grand Haven for the first time ever to load at the Construction Aggregates Dock.

Jul. 20. . . American Steamship sent the *American Mariner* down the Welland Canal to Hamilton with ore.

... McKeil Marine's barge *CSL Trillium* arrived at Port Weller Dry Dock under tow for some hull work. She departed the Dry Dock on July 25 and was towed back to Hamilton.

Jul. 21. . . "Old Ironsides", the *USS Constitution* was towed out into Massachusetts Bay and raised her sails. She proceeded under her own power for the first time in 116 years. This was made possible by the \$12 million dollar restoration effort that took 3-1/2 years.

Jul. 22. . . Edith Lambert, a 84-year old Washington State woman suffocated to death in a stateroom aboard the carferry *Badger* shortly after it departed Manitowoc, WI. on a trip to Ludington. The captain radioed he was turning back and would require assistance at the dock. The woman was pronounced dead by the County Coroner shortly after their arrival. Apparently she became trapped in the bed where she was resting until being discovered by her daughter. The ferry resumed her trip about two hours later.

... The new Blue Water Bridge was opened for cars and trucks and the fifty-nine year old Bridge was taken out of service for repairs.



SEAWAY QUEEN at Port Weller Drydock on June 23, 1997.

GREAT LAKES & SEAWAY NEWS •

Jul. 23. . . The General Services Administration (GSA), a federal agency, announced that the ninety-three year old Crisp Point Lighthouse has been given to Luce County in the Upper Peninsula. Located thirteen miles west of Whitefish Point, the fifty-eight foot high light tower was deactivated in 1947. At one time it was a lighthouse and lifesaving station. Today, only the light tower and an entrance building survive on the 3.5 acre site. Luce County intends to lease the site to the Crisp Point Light Historical Society. Crisp Point is one of seventeen Great Lakes lighthouses owned by the Coast Guard that is scheduled for disposal by the GSA.

. . . The ferry *Drummond Islander III* suffered a coolant leak in her port engine and was withdrawn from service until repairs could be completed. The smaller *Drummond Islander* was activated in the interim, repairs were completed on July 25th and she returned to service.

Jul. 24. . . Upper Lakes' *Seaway Queen* departed Port Weller Dry Dock after her five-year survey. She was towed to Toronto for lay-up by McKeil Marine's tug *John Spence*.

. . . Upbound in the Welland Canal was the former ocean-going salvage tug *Lone Ranger*, bound for Cleveland. She was to have some finishing touches in her conversion to a yacht for the president of Progressive Life Insurance Co. of Cleveland.

Jul. 26. . . The Canadian Navy's *HMCS Athabaskan* arrived at Port Weller Dry Dock for her major refit. She tied up at the fit-out wall.

Jul. 28. . . Algoma Central Marine announced that Port Weller Dry Docks has been awarded a \$5.5 million contract to overhaul the 640-foot *Algorail*. The work will include major work on the cargo holds and modernization of the self-unloading equipment. She is scheduled to arrive on December 3rd and be ready to sail by April 3, 1998.

Jul. 29. . . American Steamship's *H. Lee White* tied up at the southwest pier at the Soo Locks to unload gravel.

. . . A replica of the *Nina*, one of the ships used by Christopher Columbus on his voyage to North America, passed upbound past Detroit for Sturgeon Bay, WI.

. . . The Canadian Coast Guard filed a \$42 million lawsuit against Irving Oil. The lawsuit is to recover the funds used to raise their tank barge *Irving Whale*. The barge, which sank in 1970 off Prince Edward Island in the Gulf of St. Lawrence was raised in August, 1996 after a two year effort. The barge is currently laying idle in Halifax.

Jul. 30. . . Group Desgagnes sold the *J.A.Z. Desgagnes* to a group from Madagascar.

Jul. 31. . . The Panamanian salty *Chios Pride* lost her reverse engine while entering the Eisenhower Lock downbound. She heavily damaged the protection fender, but stopped short of the lock gate. Traffic was held up for several hours while repairs were made. After repairs were completed, the undamaged vessel was allowed to proceed.

Aug. 1. . . U.S.-flagged vessels hauled 7,045,225 tons of iron ore in the month of May, a 6.5% increase. Stone cargoes were 3.6 million tons, an increase of 8.4% and coal cargoes were 2,452,422 tons, a slight increase.

. . . Great Lakes Towing's *Ohio*, towing the Chicago fireboat *Victor L. Schlager*, passed downbound past Detroit, bound for the Great Lakes Towing Shipyard in Cleveland.

• GREAT LAKES & SEAWAY NEWS



Photo by Jim Hoffman

Parrish & Heimbecker's MAPLEGLLEN downbound in the St. Marys River in June, 1997.

- Aug. 3. . . Parrish & Heimbecker's *Mapleglen* arrived at Port Weller Dry Dock for her 5-year inspection.
- Aug. 5. . . Algoma's *Algosound* laid up at Thunder Bay. She had only fitted out on June 2nd.
- . . . Upper Lakes' *Canadian Mariner* departed Port Weller Dry Docks after repairs were completed to damage suffered in an earlier grounding. She was towed to Toronto for lay-up.
- . . . The Rybe Construction tug *Venture* lost power and drifted into the compensating gates at the Soo. She became lodged against gate #4 on the Canadian side. She was resting on the bottom in eight to ten feet of water. All four crew members aboard were able to escape to safety without injury. This was the second time this summer the *Venture* was sunk at the compensating gates. Back on May 19th, she became lodged in gate #8 for six days before being raised.
- Aug. 6. . . Group Desgagnes has chartered the *A.G. Farquharson* from Imperial Oil and has returned her to service. She passed up the Welland Canal on August 8th still sporting her red hull from her time in the Socnav fleet, but with Desgagnes stack colors and house flag.
- Aug. 8. . . The small excursion vessel *Macassa Bay* returned to Hamilton after working on the Hibernia Oil Platform in Newfoundland. She was towed as far as Valleyfield, Quebec for refit and sailed the rest of the way under her own power. She had departed Hamilton in the fall of 1994 to ferry workers out to the platform.
- Aug. 11. . . The \$38 million overhaul project began today on the original Blue Water Bridge. Work to be done includes replacing and widening the road service, reinforcing the steel over the St. Clair River and stripping and painting the bridge. The project is expected to take two years.
- Aug. 12. . . The *USS Fahrion* passed down past Detroit after her goodwill tour of the upper lakes.

GREAT LAKES & SEAWAY NEWS •

... The *HMCS Athabaskan* was moved from the fit-out wall into the dry dock.

... The former sandsucker *Niagara II* was towed out of Hamilton and up the Welland Canal by McKeil tugs *Glenevis* and *Lac Erie*, enroute to Port Maitland for scrapping.

Aug. 13. ... Fortune Navigation's *Garden City* was upbound in the St. Lawrence Seaway returning from the Hibernia Oil Platform. She arrived in Toronto on August 15th. She formerly operated as a cruise boat out of Port Dalhousie to the Welland Canal and back again until she departed for Newfoundland in the fall of 1994.

Aug. 16. ... Inland Lakes Transportation's *S.T. Crapo* was towed from Collision Bend on the Cuyahoga River to the LaFarge Dock near the mouth of the river. After unloading her storage cargo, she was moved back to Collision bend the next day.

Aug. 17. ... The 54-foot Viking ship *Snorri* was towed back to Nuuk, Greenland by the Canadian Coast Guard. The ship was trying to duplicate Leif Ericsson's voyage from Greenland to Canada when she suffered rudder problems. She had departed from Greenland on August 8th.

... Upper Lakes *Canadian Leader* departed from the drydock at Pascol Engineering in Thunder Bay.

Aug. 18. ... McKeil Marine's *Glenevis* and *Lac Erie* towed the former *C.W. Cadwell*, which had been used as a floating drydock in Hamilton and the former Detroit River pusher tug *Manco*, up the Welland Canal to Port Maitland. The *Cadwell* was to be used a drydock in Port Maitland and the *Manco* was scheduled to become an office.



Photo by Jim Hoffman

The sandsucker NIAGARA, shown here in Erie in June, 1997 will be scrapped.

• GREAT LAKES & SEAWAY NEWS



Photo by Jim Hoffman

American Steamship's INDIANA HARBOR set a new cargo record for iron ore loaded at Taconite Harbor when she loaded 63,945 gross tons.

Aug. 20. . . *Pacifico I*, ex-*Reiss Marine*, passed down through the Soo Locks bound for Superior to her new owners in Mexico. She passed Detroit on August 23rd.

Aug. 23. . . The U.S. Coast Guard Keeper Class buoy tender *Marcus Hanna* (WLM 554) was launched by Marinette Marine in Wisconsin. She was named for the keeper at the Cape Elizabeth Light along the coast of Maine during the Civil War, where he won a Medal of Honor.

Aug. 24. . . A report prepared by Kise, Franks & Straw for the Pennsylvania Historical and Museum Commission, states that the former Erie Sand *MV Niagara* was not worth saving as a museum ship. The reasons were given as lack of funding, poor prospects for tourism and vandalism. Vandals have taken quite a toll on the ship and even started a fire in the mess area.

Aug. 24. . . The Maltese tanker *Vekua* suffered a small fracture to her starboard tank while entering the Snell Lock on the St. Lawrence Seaway. About 300 gallons of jet fuel leaked into the lock. Emergency response teams were alerted, but the jet fuel evaporated on its own in a few hours. The *Vekua* was allowed to proceed to Hamilton.

Aug. 25. . . The pilothouse from the former C.S.L. package freighter *Fort Henry*, located at Lock #3 on the Welland Canal had been refurbished over the summer. However, vandals splattered paint everywhere this evening, making quite a mess.

Aug. 26. . . A 120-foot former Navy Torpedo recovery vessel *TR 825* passed up the Welland Canal. The ship was built in 1985 and was declared surplus and donated to the U.S. and Canadian Sea Cadets. It will be renamed *Grayfox* and stationed in the Black River in Port Huron.

Aug. 27. . . Gravel & Lake Services' *Wolf River*, ex-*Tecumseh*, *New York News*, *Stella Desgagnes*, *Beam Beginner*, cleared Hamilton and was towed up the Welland Canal by McKeil's *Florence McKeil*, assisted by Gravel & Lake's *Peninsula*. At Port Colborne, the *Peninsula* took over alone and the pair passed through the

GREAT LAKES & SEAWAY NEWS •



Photo by Gary Morris



Photo by Gary Morris

Two views of the Norwegian freighter MENOMINEE at Port Colborne on May 14, 1997. She was scheduled for regular service between the Great Lake and Europe.

• **GREAT LAKES & SEAWAY NEWS**

Soo Locks on August 31st, bound for Thunder Bay.

Miscellaneous . . .

. . . The Mine Safety and Health Administration ruled that the train derailment at Taconite Harbor on January 13th was caused by a faulty brake system. LTV Steel Mining Co. officials disagreed with the ruling and said their position was that the engineer allowed the train to go too fast before applying the emergency brakes.

. . . The former Socanav tanker *Nancy Orr Gaucher* has been renamed *Petawak* and registered in the Bahamas.

. . . The *Enerchem Asphalt* has been renamed *African Asphalt* and registered in St. Vincent.

. . . The World Ship Society reported that Lykes Line trading under Chapter XI Bankruptcy Protection has resubmitted details of proposed reorganization for approval. The reorganized company, named Sea Cruise Two, would be owned 50-50 by GATX and Gilman Finance. CP Ships would charter vessels and take over the sales and marketing staff.

Our Back Cover Photo: Sand dredge *Niagara* (US 130738), built in 1897 by F.W. Wheeler & Company at West Bay City, MI. for J.L. Crothswaite of Buffalo, N. Y. When she was owned by American Steamship, she was shortened 24 feet in 1926 and converted to a sand dredge in 1927. She was owned by Gravel Products Corp. from 1928-1957. Erie Sand Steamship Company purchased the *Niagara* in 1959 and converted her to a self-unloading sand dredge and repowered her. She was laid up at Erie, PA. on August 31, 1982. She was sold for scrap and was towed to Port Colborne in October, 1985. She was later resold to serve as a museum ship at Erie, PA. and arrived back there on June 12, 1986. Photo by Ken Bonnell. (Source: Moran's Shoreside Companion For Great Lake Ships.)

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TELESCOPE STAFF:

Editor:	KATHY MCGRAW (313) 421-7405 (home phone)
Assistant Editor:	DAVID MIRAMONTI
Seaway News Editor:	SKIP GILLHAM
News Editor:	JAMES MORRIS 22919 ALGER ST. CLAIR SHORES, MI. 48080
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