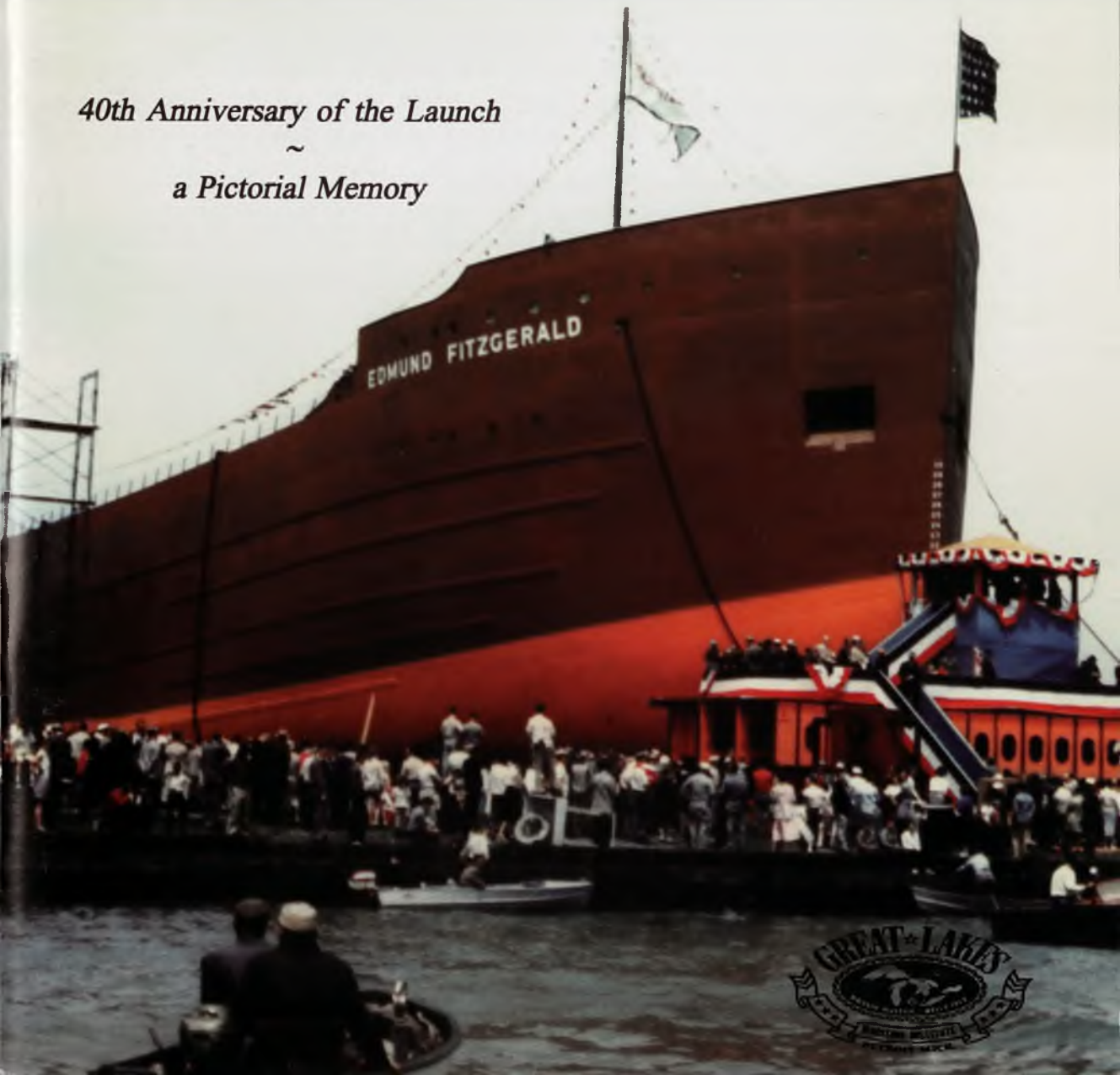




# Telescope

MAY • AUGUST, 1998  
Volume XLVI; Number 2

*40th Anniversary of the Launch*  
~  
*a Pictorial Memory*



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## MEMBERSHIP NOTICES •

On **Saturday, December 5th**, GLMI will again host the **Marine Mart at Harbor Hill Marina** below Jefferson at the foot of St. Jean. Doors will open at 10 am and close at 3 pm. There are over 30 vendors lined up and eager to share their wares. Dealers will offer unique artifacts, photos and other Great Lakes memorabilia. Proceeds help fund programs at the Dossin Great Lakes Museum. Admission is \$3 per person. There will be hourly door prize drawings for those in attendance. A "Silent Auction" will be held for a 21 foot trailerable sailboat with backup diesel power. What better place to holiday shop for your own boaters!

Next **GLMI entertainment meeting** will be **Saturday, January 16th at 11am**. Kent Lund will talk about the long standing association between Tetherboats and Belle Isle.

**1999 Boat Show** will be held **February 6th through the 14th** at Cobo Hall. Members of the International Shipmasters Lodge will staff our booth. This is your opportunity to talk with Captains, Mates and Associates in the Great Lakes Maritime Industry. Contact John Polacsek at 313.852.4051 for additional information.

## MEMBERSHIP NOTES •

The St Clair Inn was the site for this year's Annual Dinner. Those attending on October 18th enjoyed an excellent meal and the lively crowd was treated to an entertaining presentation by Robert McGreevy on the Passenger Ships that plied the waters of the Great Lakes, such as the Frank Kirby's creations - Tashmoo, Columbia and Ste Claire among the many of his designs. We had two freighters pass during our dinner, the *Buffalo* and *David Z Norton*. Bob McGreevy donated a print of "St Clair, Michigan ~ Steamer Tashmoo Approaching the White Star Line Dock" which was the grand door prize along with videos, Bob-lo memories and a crew hat from the brig Niagra. A tip of the hat in appreciation to Mac McAdams for being our M.C. and to Cheryl Denman - ticket seller extraordinaire.

In DeRoy Hall at the Dossin Museum on Saturday, November 5th, a crowd of over 150 enjoyed a rare treat. A Concert by Lee Murdock and the Opportunity to hear from and ask questions of Captain Don Erickson. Captain Erickson is the courageous skipper who took the William Clay Ford out of safe harbor to search for the Fitz in that fateful November gale twenty three years ago.

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## CONTENTS •

Introduction	47
From the Inside Out	48
Launch Day Arrives	51
Splash!	52
Layouts of the Fitz	54
Interiors	62
A City Afloat	64
Sea Trials	66
Life on the Lakes Begins	67
A Link in the Chain	68
Contributions and Acknowledgements	Cheryl Denman & Katherine Shuler 69
Great Lakes & Seaway News	Edited by James Morris 70

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OUR COVER PICTURE . . . This photo of the *Edmund Fitzgerald* was taken on the morning of June 5th - 40 years ago - moments before the launch by David Carpenter from the perspective of a rowboat.

OUR BACK COVER PICTURE .. Last known photo taken at Great Lakes Steel, Detroit River October 26, 1975. photography by Paul C. LaMarre, Jr. [[www.oakland.edu/~ncschult/mhspd/photogallery/fitzcal.htm](http://www.oakland.edu/~ncschult/mhspd/photogallery/fitzcal.htm)] from his 1993 Calendar

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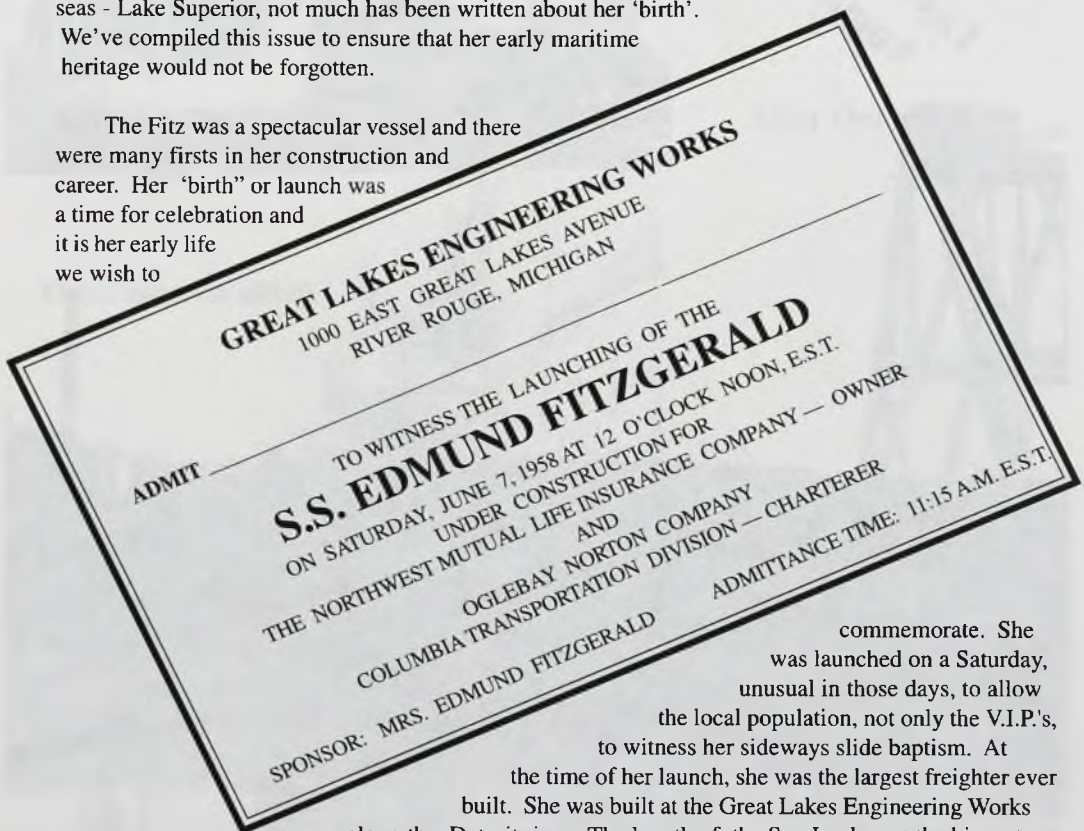
Printed in the United States by Macomb Printing, Inc.



## 40th Anniversary Launch of the S. S. Edmund Fitzgerald \$8 Million Dollar ~ 7500 Ton Laker is Born

This year marks the 40th Anniversary of the Launch of the Edmund Fitzgerald on June 7<sup>th</sup> 1958. Although her wreck or 'death' has been memorialized in song and paintings and her crew is remembered each Fall when November nears and the Gale force storms are once again felt on the largest of the inland seas - Lake Superior, not much has been written about her 'birth'. We've compiled this issue to ensure that her early maritime heritage would not be forgotten.

The Fitz was a spectacular vessel and there were many firsts in her construction and career. Her 'birth' or launch was a time for celebration and it is her early life we wish to



commemorate. She was launched on a Saturday, unusual in those days, to allow the local population, not only the V.I.P.'s, to witness her sideways slide baptism. At the time of her launch, she was the largest freighter ever built. She was built at the Great Lakes Engineering Works along the Detroit river. The length of the Soo Locks put the biggest constraint on her length. The Fitz was a record 729 feet long and 75 feet wide. The only reason she wasn't longer was that the maximum length permitted by the Army Corp of Engineers through the Locks at Sault Ste Marie was 730 feet long and 75 feet wide. How'd you like to park that baby?

The center section of this issue contains reproductions of the scaled drawings used in the Fitz's construction. Check her out bow to stern -- from her keel to the top of her stack.

So let's take a look at the Fitz in her early days. Join us in celebrating the 40th Anniversary of her Splashdown by following the building of the Fitz from the inside out.

On February 1, 1957, Northwestern Mutual Life Insurance Company of Milwaukee, Wisconsin entered into a contract with Great Lakes Engineering Works for the construction of the first "maximum sized" Laker ever built. The Fitz was built to plie the Great Lakes waterways carrying both raw materials and guests.

**Laying of the Keel  
August 7, 1957**



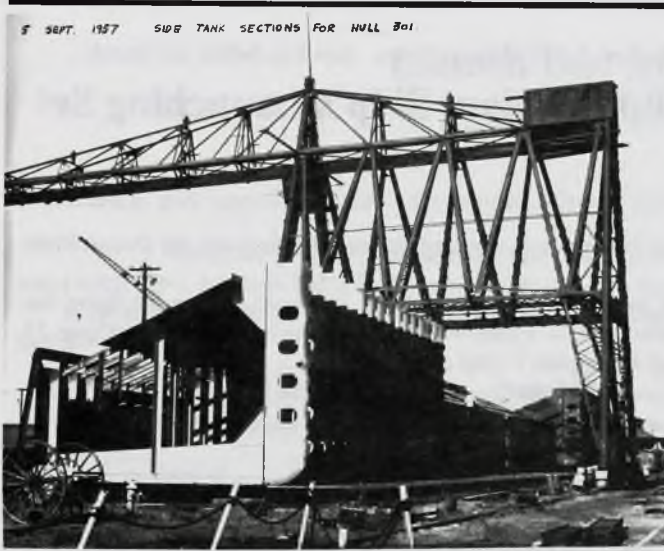
SHIPYARD Photo - Dossin Museum Collection

## From the Inside Out

The builder laid the keel of Hull 301 at his yard in River Rouge, MI on August 7, 1957. The site is currently owned by National Steel, and the Fitzgerald's launch basin became the Great Lakes Yacht Club. By the way, Hull 300, the laker that preceded the Fitz was our very own William Clay Ford, whose pilot house now graces the Dossin Museum overlooking the river towards Canada.

Construction of the Fitz was speeded up by a unique prefabrication schedule, the first time ever for such a large lake vessel. Instead of being built up piece by piece from the keel and bottom plates, the Fitz's hull was made of large sections built off to the side and upside down. These were then flipped up, hoisted more than 50 feet into the air, set into place and then welded to the bottom plates. See the shipyard pictures on next page. September 5, 1957 photo shows the side sections before they were flipped up, in the October one you see them in place and the December 26, 1957 photo shows that the spar deck is appearing and just how much progress had been made in the six short months since the keel was laid on Hull 301.



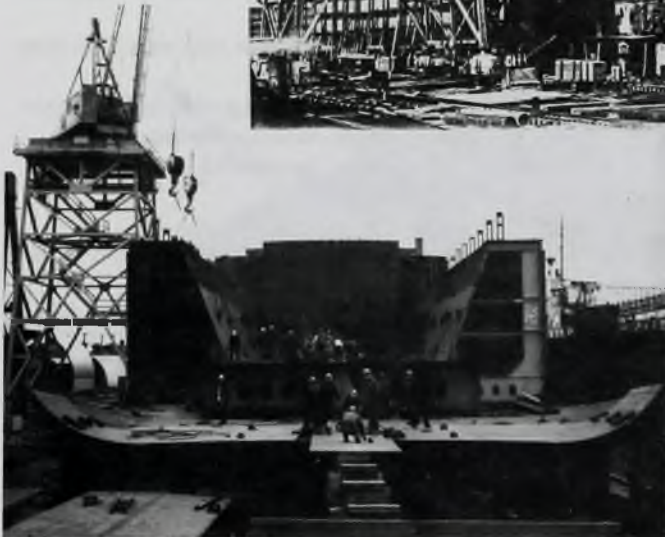
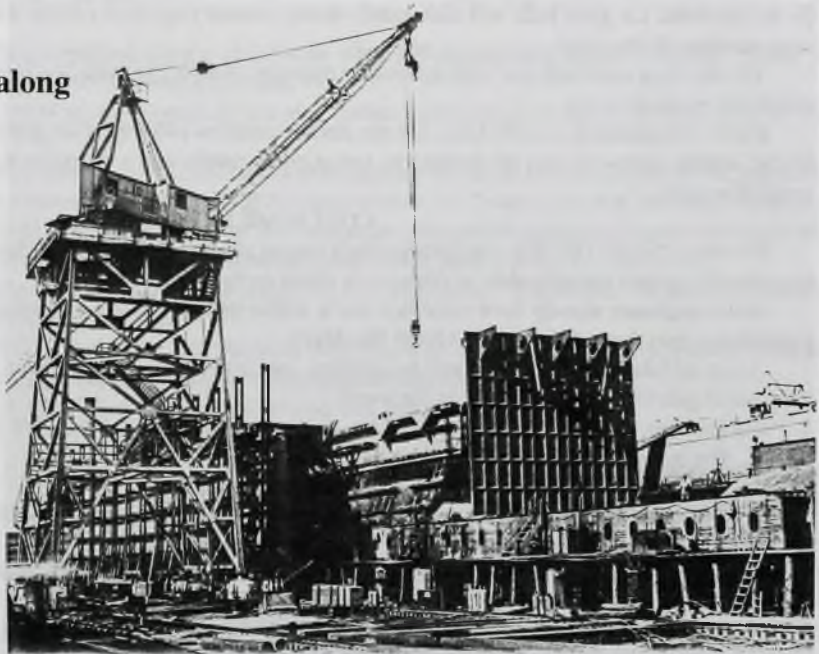


## Actual Shipyards Photos

## Great Lakes Engineering Works

After One month

Three months along



and after  
Six months of  
Construction

Reprinted below is an article from the June 5, 1957 Detroit News, - two days before her launch...

## What a Splash It Will Be! Giant Ship's Launching Set

By STODDARD WHITE  
Marine Writer, The Detroit News

The biggest object ever dropped into fresh water in recorded history will splash into the Detroit River at noon Saturday.

Perhaps an unnoticed meteorite of greater size many have hit an unknown spot on the globe, but nothing remotely like the S.S. Edmund Fitzgerald — a hollow box of a ship, an iron hull 729 feet long, 75 feet wide, 39 feet deep and weighing - still incomplete - 7,500 tons.

The longest and largest ship ever conceived on the Great Lake - perhaps the largest which ever will be built on the inland seas - will be christened and launched at the Great Lakes Engineering Works in River Rouge.

She is three-fourths as long as the liner United States, longer than the Penobscot Building is high [*Ed. Note - at one time the Penobscot was the tallest building in the world until it was eclipsed by the Empire State Bldg in NYC*].

When Mrs. Edmund Fitzgerald cracks a bottle of champagne against the bow of the ore carrier name for her husband, the great bulk will slide gently down greased ways into a basin scarcely large enough to accommodate all that steel.

The resulting wave will roar high against the opposite shore of the basin, sweeping before it everything which is not lashed down.

For the Fitzgerald is not only huge, but she already contains 140 tons of her giant main engine, both her 84-ton boilers, scores of tons of deckhouse, her gigantic rudder and a propeller whose four blades each weigh four tons.

### COST \$8 MILLION

For about \$8,000,000, the Detroit area's largest shipyard is building a ship 13 feet longer and of considerably greater capacity than anything now afloat on the lakes.

Army engineers already have ruled that she is within one foot on the maximum length which will be permitted to pass through the locks at Sault Ste. Marie.

As are all lake launchings, this will be sidewise, and because of the ship's size, it undoubtedly will be the greatest side launching ever held in the world.

For her size, the Fitzgerald's construction also set several records. Her first keel plate was laid last Aug. 9. She is scheduled for delivery to her owners this Aug. 15.

### 26,000-TON LOAD

The vessel will be able to carry nearly 26,000 gross tons of iron ore at 16 miles an hour - a payload exceeding that of anything ever built for the lake transportation business.

Construction was speeded by a unique prefabrication schedule, the first ever done on a large lake vessel.

Instead of being built up piece by piece from the keel and bottom plates, the Fitzgerald's hull was made of large sections of bottom upside down, which were then turned over and welded to the bottom plates.

Huge sections of the fore and aft cabins also were built on the ground, then hoisted more than 50 feet to the deck and welded in place.

### TRIGGER RUSHED

When launched in the past, some lake ships have contained their boilers, but this is believed to be the first case of launching with the engine nearly complete.

Workmen hurried today to prepare the giant "trigger" - a large but simple mechanism by which the ship is held up on blocks with a long hawser and chain.

An electric guillotine will snip this hawser Saturday at the moment of the christening - but a workman will stand by with an ax just in case the guillotine's razor-sharp blade should fail to fall.

The Fitzgerald is owned by Northwestern Mutual Life Insurance Co., of Milwaukee, and named for that firm's board chairman. She will fly the flag of the Columbia Transportation division of Oglebay Norton Co., a long-established firm of ship owners and operators.



## Launch Day Arrives ~ June 7th, 1958 ~

Reprinted in part from the Sunday edition of the Detroit Times - June 8, 1958

... At 12:34 p.m. the 729 foot Edmund Fitzgerald broke out of her land locked timber shell and crashed into a small slip at the Great Lakes Engineering works in Rover Rouge.

A crowd of over 15,000 cheered while tugs blasted their salute and some 250 pleasure boaters stood up and shouted.

THE FITZGERALD floundered spilled over both sides of her berth. Then

Mrs. Edmund Fitzgerald, wife of the Mutual Life Insurance Co., Milwaukee, port bow saying:

"I christen thee Edmund

There were officials of both and the Oglebay Norton Co., her the ship off in style.



momentarily as a series of small tidal waves it settled down and floated majestically.

chairman of the board of the Northwestern smashed a bottle of champagne on her

Fitzgerald. God bless you."

Northwestern Mutual Life, the owners, charter company, on the platform to send

Preliminary launching ceremonies began at 8:30 a.m. when 500 shipworkers began a series of "rallies" to bring the Fitzgerald's keel up into launching position.

The men ran shouting in answer to each of these nine "rallies" hammering wedges into the blocks holding her hull fast.

THEY LOOKED like Jonathan Swift's Lilliputians struggling with their giant Gulliver. At the appointed launching time of noon, some of the keel blocks at the stern were stuck. Twenty minutes later they were freed.

The ship was then held only by one brace and five-inch ropes stretched through eight miniature electrically controlled guillotines. Four men worked on a hand operated winch pulling away the one brace.

A crew of 20 "caulkers and chippers" were aboard for the "ride down." They would fix any [minor leaks] in the Fitzgerald's seams if they appeared.

T.J. Bruss, head of the production and planning department of the engineering firm, pushed a button which sent the guillotine blades crashing down on the ropes holding the Fitzgerald.

The ship glided gracefully down the greased timbers and splashed into the slip.

*Although she was more complete than any other vessel previously had been at launching, work still remained to add her smokestack, outfit and rig all her systems, complete the decking, cabins and all those interior finishes that made her such an elegant vessel. These tasks were completed in twelve short weeks and she set sail on her shakedown cruise on September 13, 1957. That's a year and week after her keel was laid -- a truly impressive achievement.*



# Splash!

Christened by Mrs. Edmund Fitzgerald, wife of E.F., namesake and chairman of Northwestern Mutual at Noon on June 7th 1958, the Fitz slipped sideways into the basin as the largest vessel ever built on the Great Lakes. Check out our cover photo -- the height of the stand off which Mrs. Fitzgerald christened her husband's namesake with the traditional bottle of champagne wasn't due entirely to access to the hull, but also to keep all those VIPs

dry. Love of the Great Lakes was passed down in the Fitzgerald family. Edmund's father, William Edmund Fitzgerald, was president of Milwaukee Drydock Company which built and repaired ships. His grandfather, John Fitzgerald, was a ship captain. Fitzgerald became a trustee and VicePresident of Northwest Mutual in 1933 and the firm's 10th president in 1947. He became Chairman of the Board in 1958 and retired two years later. He enjoyed a lengthy retirement until his death at age 90 in January 1986.





Here are some excerpts from the June 8, 1958 article by STODDARD WHITE, Marine Writer for the Detroit News

Without the enormous splash predictable from her 7,500 tons, the almost completed ore carrier Edmund Fitzgerald - largest freighter ever conceived on the Great Lakes - slid easily into the Detroit River on Saturday.

A year and a week from the laying of her keel, the 729-foot ship will go into service. . . .

Because of its size, the huge ship was expected to throw a wave which would inundate portions of the shipyard and dampen many of the thousands of spectators.

But, from the standpoint of the builder, the launching was perfect - an ordinary sliding into the ship's natural element with only a nominal displacement of water. Perhaps the largest collection of yachts, sailboats, outboard craft, fishing boats, scows, tugs and freighters - seven of the latter - ever assembled on the river saluted the launching.

Whistles blew loudly from both shore and water as the vessel slid into the water at 12:40 p.m.

#### COPTERS OVERHEAD

From the air, the salute was equally impressive. Airliners, military craft and two helicopters hovered overhead.

Cheers rose from thousands of spectators clustered on roofs of shipyard buildings, nearby boats and the section of drydock which had been pulled aside to clear the launching basin for the Fitzgerald

An hour before the launching, the Fitzgerald's bow was taken in tow by the tug Maryland.

Capt. Robert Johnson, of the Detroit-based tug, kept his propeller churning gently to keep taut the thick hawser connecting the freighter and the tug.

#### SNUBBED TO SHORE

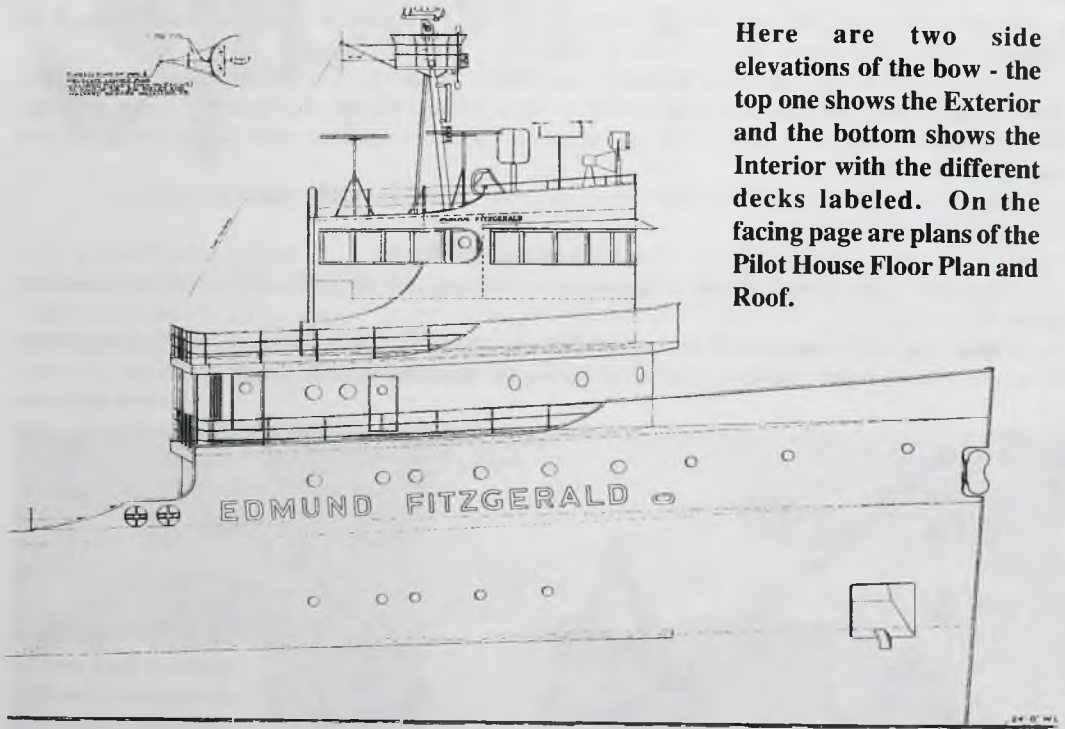
Then, the launching completed, he ordered his vessel full speed ahead to keep the Fitzgerald from swinging against the banks of the launching basin.

She was quickly snubbed to the shore and prepared for the day in August when her cabins will be completed, her smokestack installed and her paint job ready to bear the flag of the Columbia Transportation Division of Oglebay Norton Co.

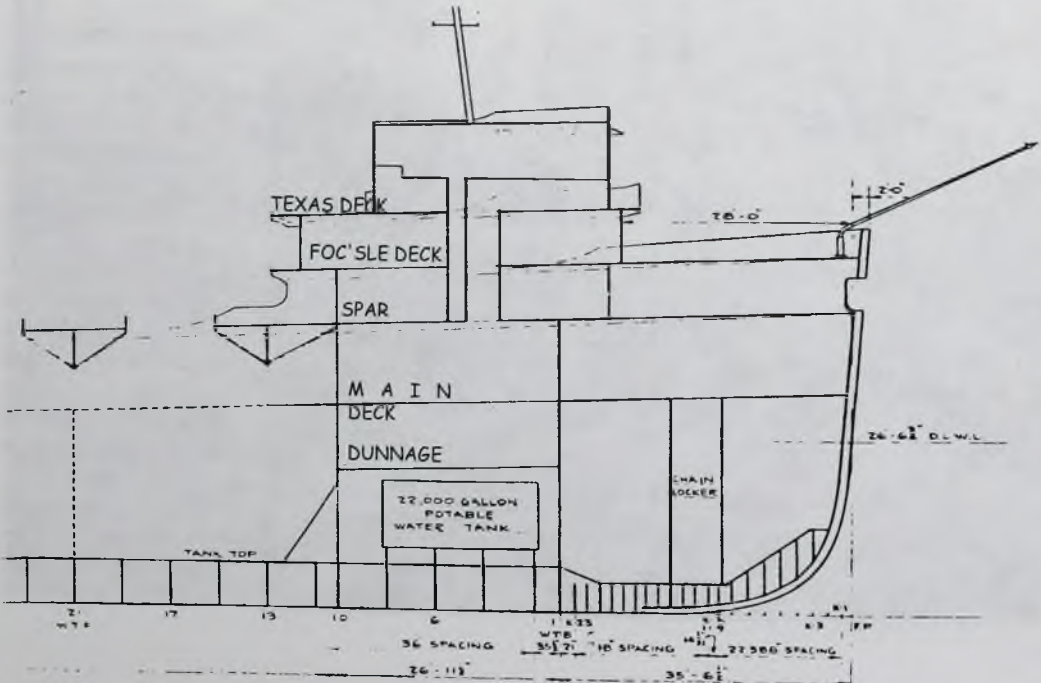


# Layouts of the Fitz

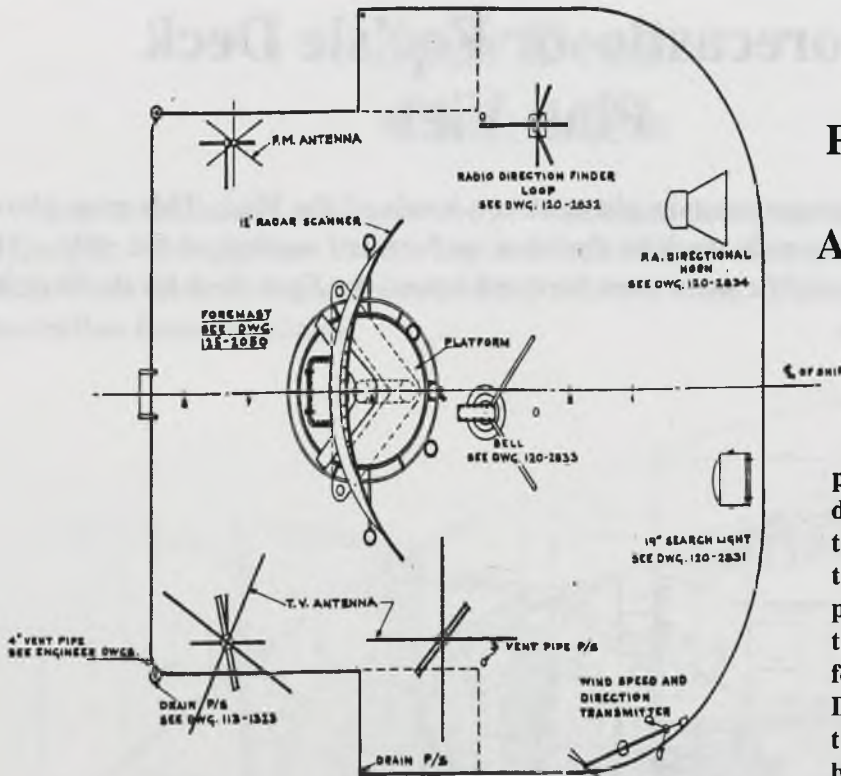
Let's take a look at what's inside a freighter beyond the huge bunkers used to carry the cargoes, such as taconite pellets or casting sands.



Here are two side elevations of the bow - the top one shows the Exterior and the bottom shows the Interior with the different decks labeled. On the facing page are plans of the Pilot House Floor Plan and Roof.



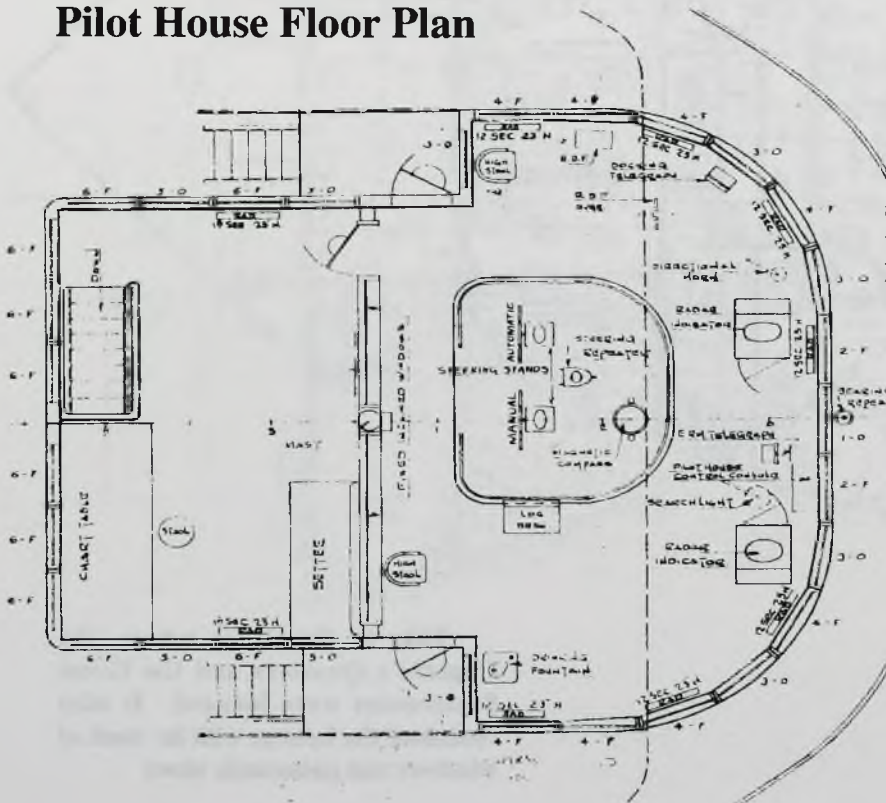




## Pilot House Roof Arrangement

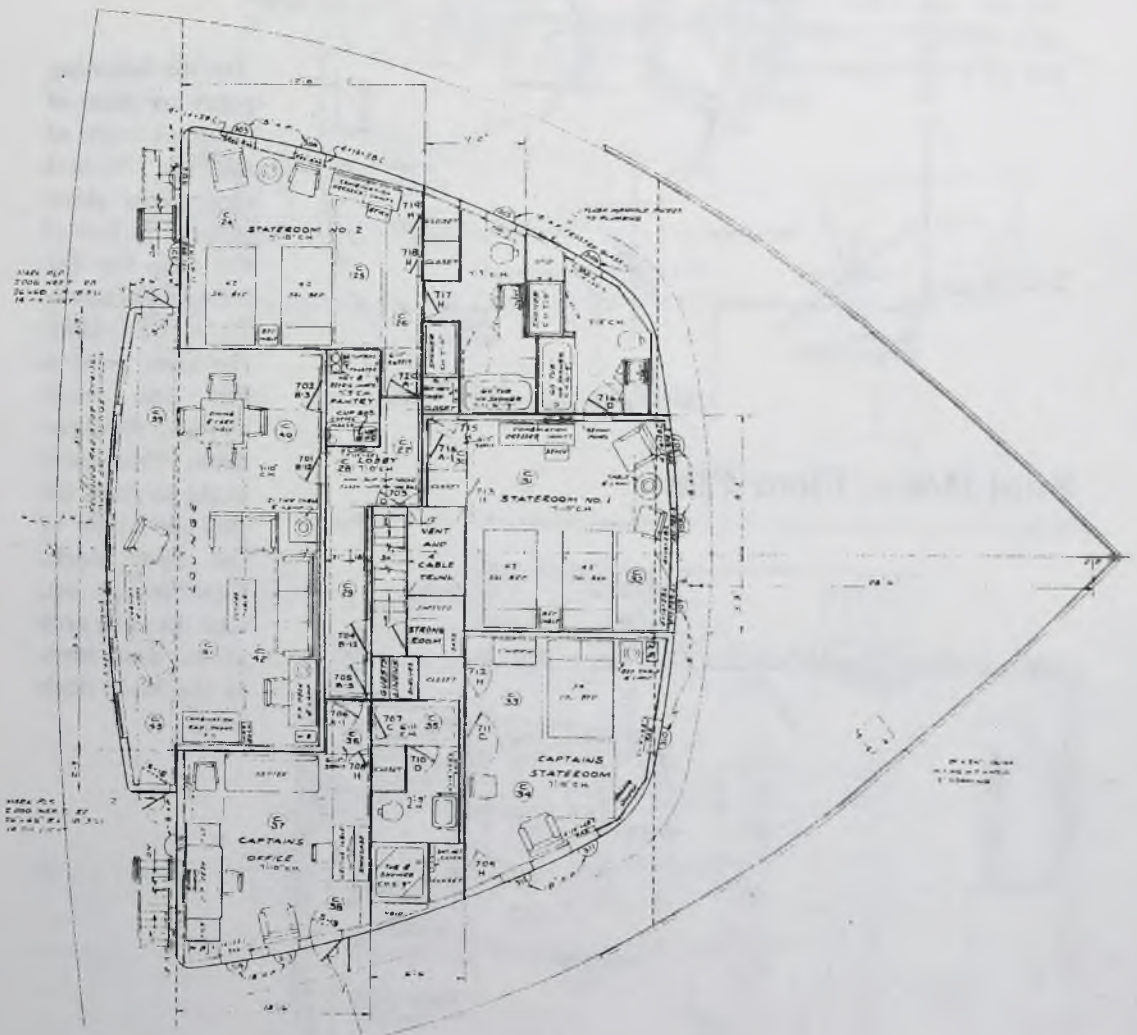
On the following pages are plans of different levels of the Fitz. The next two pages show plans of the bow of the ship for the forward Forecastle Deck and then the same section but one level down to the Spar deck. Next move to the stern of the ship and a plan of the Spar deck. Continuing on, view the same area aft but drop down to the Main deck level.

## Pilot House Floor Plan



# Forecastle or Foc'sle Deck Plan View

These two pages contain plans at two levels of the Fitz. This page shows part of the Forecastle deck in the bow or forward section of the ship. The facing page shows the same area forward but on the Spar deck level. Then it's on to the stern.

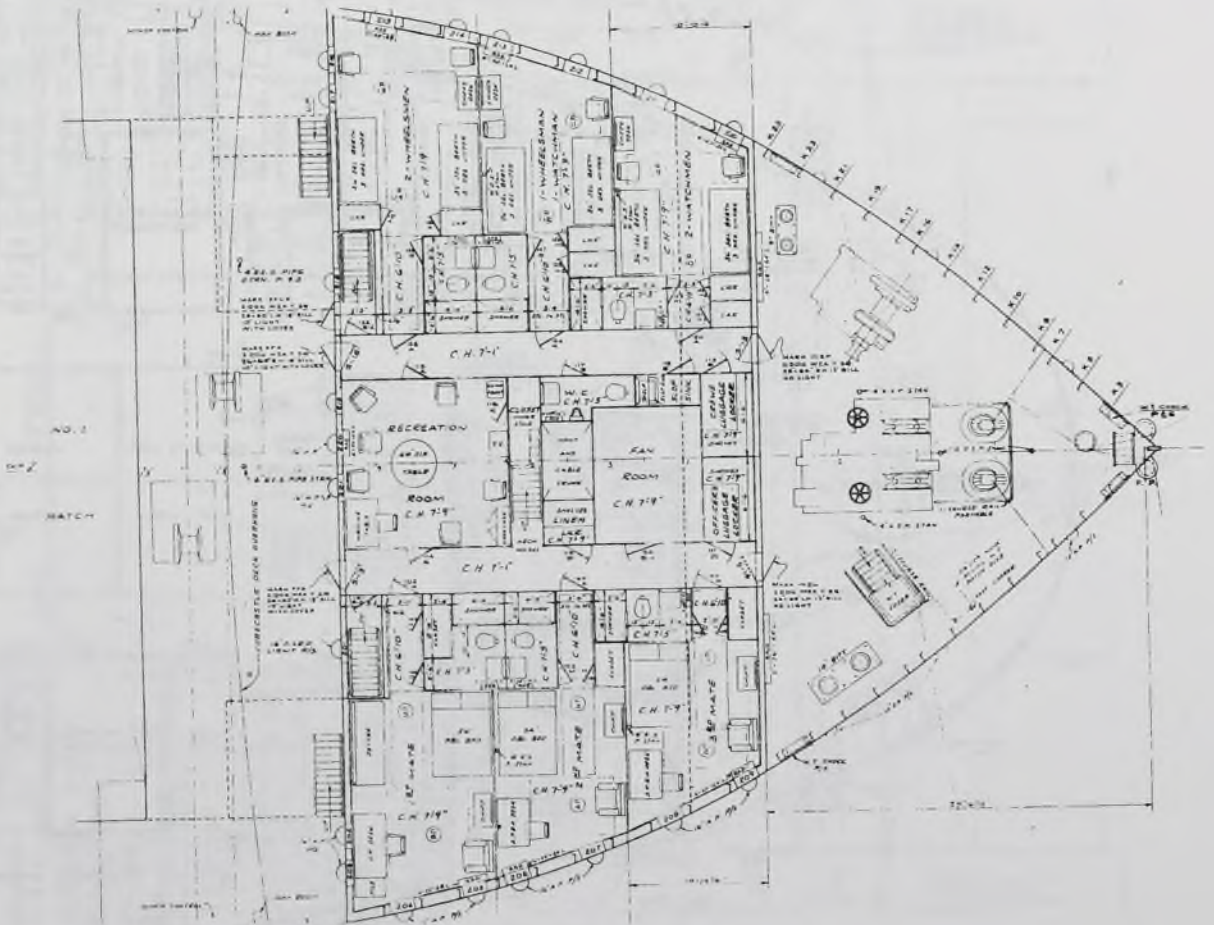


This is the level where the Captain's Quarters and the Guest Staterooms were located. It also contained the Lounge with its bank of windows and panoramic views



# Spar Deck Plan View

This the contained crew quarters for those associated with the pilot house of the Fitz. The quarters for the 1st, 2nd & 3rd Mates included private baths while the unlicensed crews bunked two to a room. There's even a Recreation Room available.

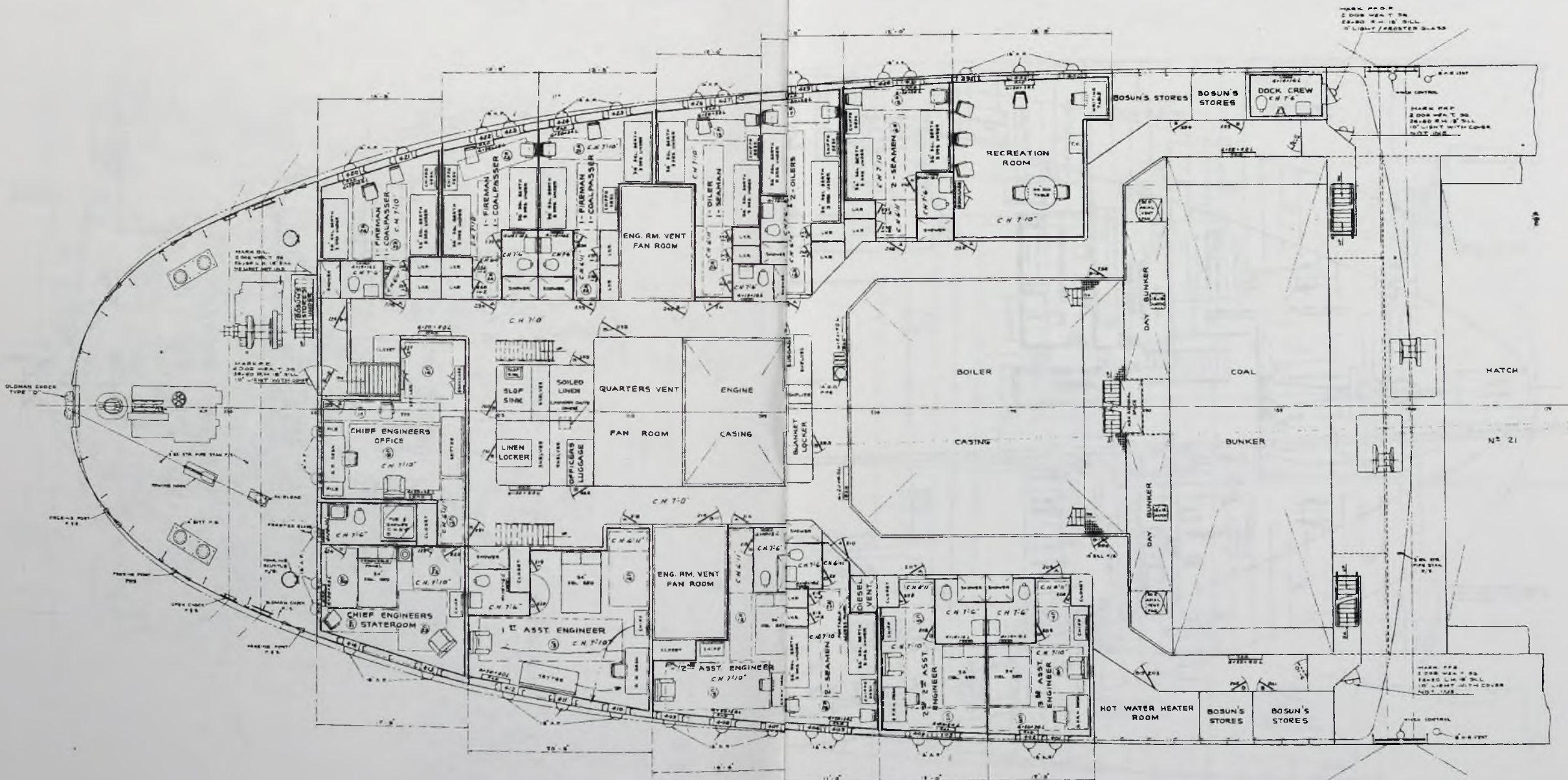




# Spar Deck Aft

These two pages move us back towards the stern and show the Spar Deck level while following two pages drop down to the Main deck.

Take a look at the Quarters for the Crew (they had to share a cabin) and for the Officers on board (who had private cabins.) The basic quarters were about 11' x 20' -- Based on freighter standards, these were spacious crew accommodations. Notice that the Chief Engineer had an Office right next to his stateroom. Can you find his other office on the next deck down - the Main Deck?









## Interiors

The following articles were originally published by the Detroit Times and the Detroit News in September 1958 as the *Fitz* was completed after her launch. This is just about the time she set sail for her Sea Trials. Looks like all was pretty much in place for the shakedown cruise. This was not a barebones trial run.

**"Guests Travel in Luxury"** by Jean Harris, The Detroit News, Friday, Sept. 19, 1958

A freighter?  
Elegant?

Tiled baths and deep-pile carpeting?

That's right-in the guest quarters of the sparkling new "Edmund Fitzgerald".....

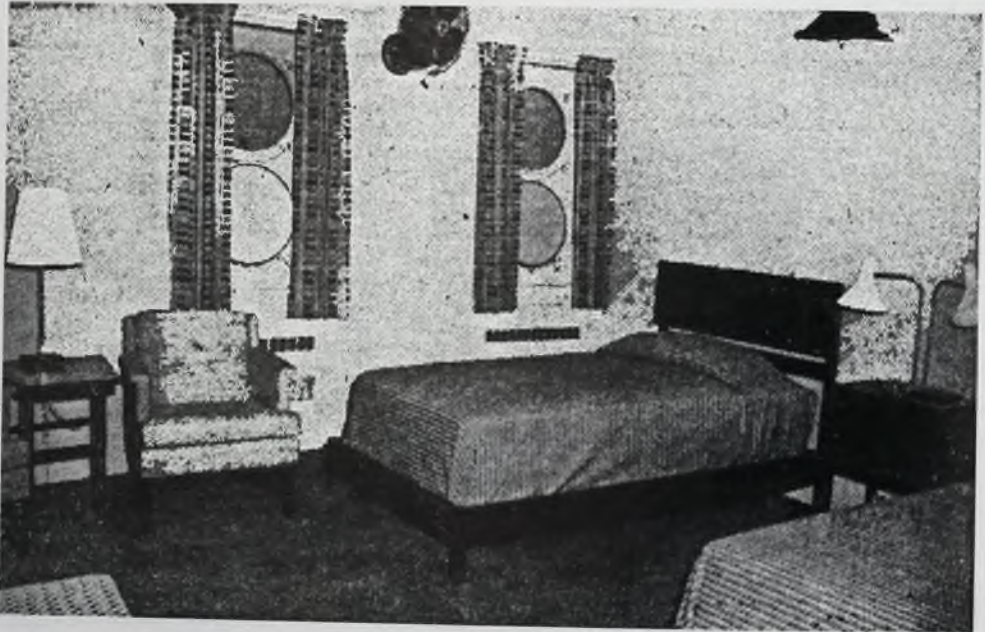
Many special decorating problems had to be solved during the planning for the special passenger

### MARINE FINISHES

Marine glue and marine finish were used on all wood pieces, enabling the furniture to withstand the ravages of extremes in temperature and humidity.

Guest lounge, pantry and staterooms are in the bow. A large window wall in the lounge looks out over the almost-two-city-block-length of cargo hatches to the stern.

Framing the windows are natural linen



rooms, according to decorator, Gary Remus of the J.L. Hudson Co. contract department.

### SLOPING PROBLEM

"All the floors (decks, that is) slope in two directions," explains Remus. "We had to cant the legs of all the furniture on the job. Before it was done we had the same feeling as in one of those fool-the-eye rooms in a fun house where everything is 'tippy'."

Due to the vibration all furniture designed by Edward Wormley, had to be fitted with special bolting devices and the major pieces fastened permanently to the deck. Some chairs can be moved about and will be clamped down only during rough weather.

Even the lamps are bolted to the table tops and drawers have special catches to prevent the ship's motion from causing them to open.

draperies printed in a "Pegboard" pattern in light and dark blue with tan. Off-white blended-synthetic traverse curtains control glare on sunny days. Walls are covered with alabaster leather-grained vinyl for easy upkeep and luxurious appearance.

Lounging ease is provided by two sea-blue leather swivel chairs in front of the panoramic windows, and a two-piece sectional sofa upholstered in cadet blue wool with down-filled cushions. Lucky guests of the Oglebay-Norton Co., Cleveland (lessee of the Edmund Fitzgerald) will have a card table set-up and radio-phonograph-TV combination for entertainment facilities.



Card table chairs have blue and ivory striped seats, cane backs. Cane is repeated on music unit doors.

Other walnut wood pieces include a desk, corner table and a cabinet-table.

Brown and white wool looped-pile floor covering was especially woven for the freighter.

Perfect for preparing beverages and light snacks is the tiny pantry off the lounge with minuscule sink and refrigerator.

The two staterooms have identical furnishings but different color schemes. One is tan, blue and white the other tank, orange and gold.

Porthole draperies are handsome linen prints. Beds have three sets of washable fine-striped bedspreads-one set might be dropped off at the Soo for laundering, picked up a week later on return trip. Adjoining baths have both tub and stall showers.

Aft is the dining room (that two-block walk), reached by a fresh air

trek or via an enclosed passageway below deck.

Sea colors accent its furnishings. Turquoise chair seats, ivory, blue and green-flecked nylon chenille carpeting, aqua serving counters and draperies with blue and green confetti printing have nautical elegance.

The table, from a marine furniture supply house, has low steel galleries which can be raised around the sides in rough weather.



“Riverfront: Biggest Freighter Luxurious” by Russell Fuller, The Detroit Times, September 21, 1958.

The layout and accommodations of the Fitzgerald make veteran lakes sailors whistle in amazement. She’s painted the same red, with buff trimming, as the other Columbia freighters. *But that’s where similarities end. The Fitz working quarters are ...*

AIR CONDITIONED throughout. ... There is one room, containing bath and toilet, for each two unlicensed crew members. All officers have their own private rooms. Captain Lambert has a connecting office, bath and large living-sleeping room.

The Fitzgerald can accommodate six passengers in two huge guest rooms and the observation lounge. Baths in the guest rooms are all tile and each room contains twin beds. .... For the crew there are two spacious recreation rooms, each with television, library, and writing desk.

THE GALLEY is fantastic. It is completely stainless steel with cooking being done with bottled gas. There are electric freezers, electric dish washers, electric cake mixers, electric meat saws, electric potato peelers, and a meat storage freezer that must hold a ton of meat. .... There are three dining rooms, one for officers, one for the unlicensed crewmen, and one for guests. ... a large pilot house and a big chart room off the pilot house.

## A City Afloat

She was a floating city complete with the city essentials. This city was not designated by a water tower in the sky, but rather by a yellow smokestack with a large star and the brown capital C in its center for the Columbia Transportation Division. Fitz carried 22,000 gallons of potable water. How much is that? Well, let's compare it to a backyard swimming pool. Take a nicely sized one, about 15 feet across and about five feet deep. OK, now to hold just the drinking water for the Fitz you'd have to add over three more feet on the sides of the pool. Just for drinking water, not as ballast or waste water. The picture on the facing page shows the water tank being built in. Actually, the Fitz had two sewage disposal plants. She was massive, 870,000 cubic yards of space with three cargo holds and 21 cargo hatch openings, six electric pumps and 7500 HP Westinghouse Steam Turbines which initially burned coal but were converted to fuel oil over the 71-72 winter.

She definitely had one up on my city - -- Her quarters were air-conditioned throughout. There were two laundries - one forward, one aft - complete with washing machines, dryers and clothes pressers. How'd you like to race over the length of two and a half football fields because you forgot the fabric softener instead of just down the basement stairs?

Massive yes, but was she fast! Incredible speed, 14 knots at best (that's over 16 miles an hour). She was the flagship of the line and held several records for speed. Her frequent trips from the Lake Superior taconite docks to Toledo in only five days earned Fitz the nickname "Toledo Express."



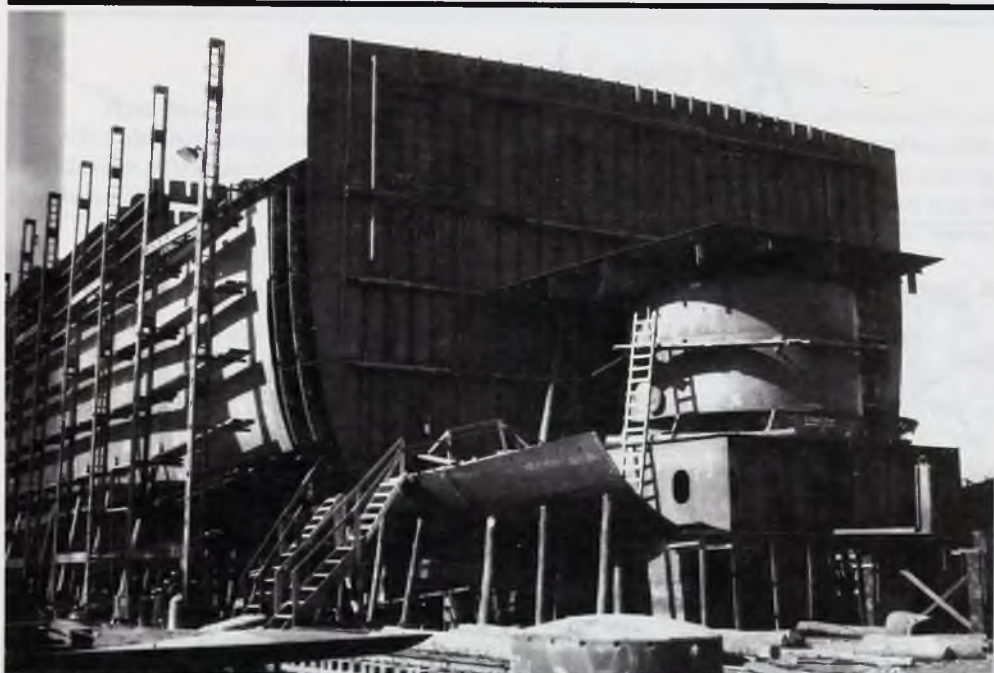
Dossin Museum Collection



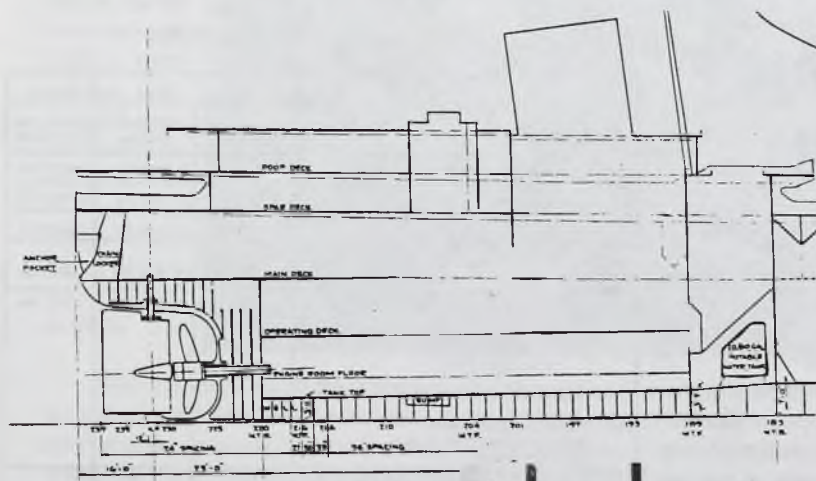
There are two views shown on this page - the one on the left looks up at the observation lounge and the one above shows the panoramic view out its windows. The Observation lounge which was outfitted with a snack bar, refrigerator, television, radio-phonograph combination and card tables. All the elegance of a Mississippi riverboat on a working freighter.

Dossin Museum Collection





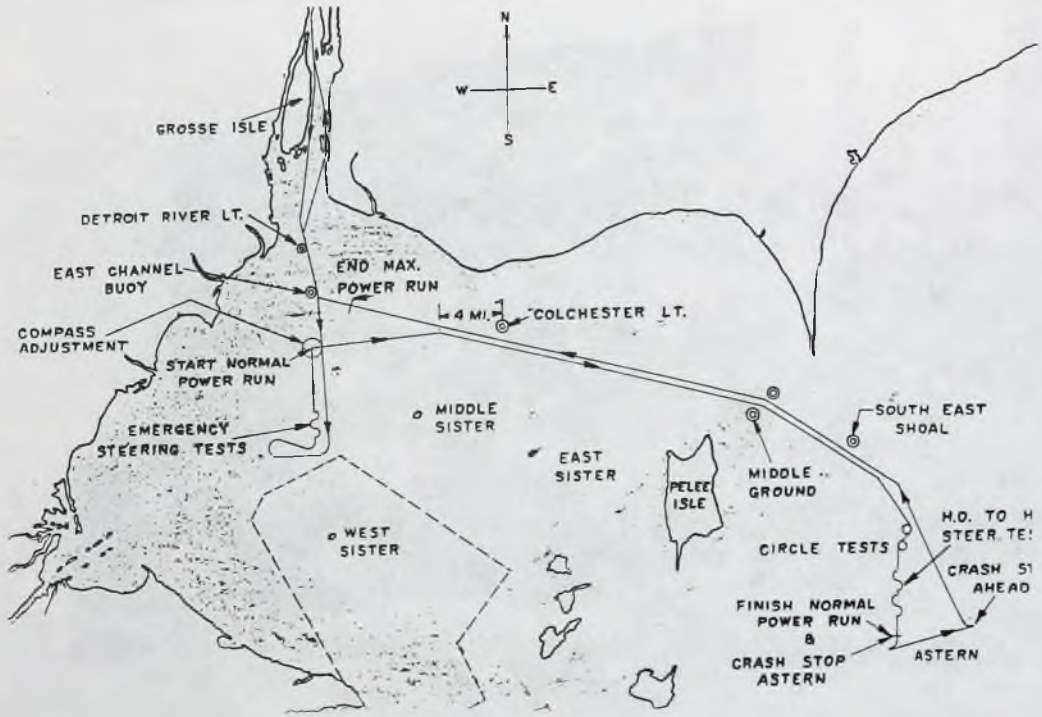
SHIPYARD Photo - Dossin Museum Collection



To put things in perspective,  
as big as this water tank is,  
the propeller on the Fitz  
dwarfs it in size



SHIPYARD Photo - Dossin Museum Collection



G.L.E.W. HULL 301 - Str. "EDMUND FITZGERALD"

# Sea Trials of the Fitz

The map above and the table on the right shows the Course and Schedule for the 35 hours of Fitz's Sea Trials which began September 13, 1958.

Stephen Bywalec, secretary to the president of GLEW was aboard the Fitz for her sea trials. Many of the fine photos in this issue are from a group of articles donated by his five sons in their father's name.

On September 22, 1958 she was officially delivered into the hands of Northwest Mutual Life Insurance as owners and to an Oglebay-Norton crew as operators and charterers for the Columbia Transportation Division.

The Fitz passed through the Soo locks for the first of many times on September 24, 1958

Even acknowledging that she was running unloaded, that's really hauling for a maiden voyage.

SCHEDULE

		Start	Finish	Elapsed
A-1	Check Drafts	7:00:00 AM	7:15:00 AM	12:15:00 AM
A-2	Leave Dock & turn around	7:15:00 AM	7:45:00 AM	12:30:00 AM
	Pass Shipyard & Proceed to E. Ch Buoy	7:45:00 AM	9:30:00 AM	1:45:00 AM
	Run South about 2-1/2 to 3 Mi.	9:30:00 AM	9:40:00 AM	12:10:00 AM
	Compass Adjustment, etc.*	9:40:00 AM	11:15:00 AM	1:35:00 AM
B-1	Anchor Tests - Ford. & Aft.			
B-2		11:15:00 AM	12:15:00 PM	1:00:00 AM
	Course various, increasing speeds:	12:15:00 PM	1:15:00 PM	1:00:00 AM
	12 Nozzles - 15 Min.			
	13 Nozzles - 15 Min.			
	14 Nozzles - 15 Min.			
	15 Nozzles - 15 Min.			
C-1	Check House Top & Trick Wheel			
C-2	Steering during this period Finish period about 3 Mi. South of East Channel Buoy.			
D-1	Courses toward Colchester Light & S.E. Shoal at about 7500 SHP with 18 Nozzles. Check speed at Colchester, Middle-ground and S.E. Shoal.*	1:15:00 PM	4:15:00 PM	3:00:00 AM
D-2	Figure Eight Circle Tests (After passing S.E. Shoal Light)			
D-3	Normal Power Steering Tests			
E-1	Crash Stop Astern		4:20:00 PM	12:05:00 AM
E-2	Astern Endurance & Steering Test	4:20:00 PM	4:50:00 PM	12:30:00 AM
E-3	Crash Stop Ahead, then increase power to abt. 8250 HP - 20 Nozzles.*	4:50:00 PM	5:10:00 PM	12:20:00 AM
F	Start maximum Power Test Run. Return to E. Channel Buoy at 20 Nozzle speed. Check speed at S.E. Shoal, Middle Ground and Colchester.*	5:10:00 PM	7:30:00 PM	2:20:00 AM
	Return to Shipyard at normal or reduced power as required by Navigation	7:30:00 PM	10:00:00 PM	2:30:00 AM
	Tie up at Shipyard	10:00:00 PM		
	TOTAL			3:00:00 PM



## And Life on the Lakes begins ...

Fitz's first Captain was Bert Lambert, a Toledo, Ohio resident, Michigan native and a 35-year veteran with Columbia Transportation Division of Oglebay Norton. His previous command had been the *Armco*, a 620-foot 20,000 ton vessel. Captain Lambert lost no time in putting her through her paces and was upbound for her first cargo the day after delivery. Making way at 16 miles an hour, she was faster than 90% of the

### A pair of Fitzgerald's - Edmund and his namesake

freighters on the Lakes. Arriving at the the 24th, Lambert the shallowest headed for Minnesota cargo. When back down MacArthur naturally set many records the largest through the season she set own tonnage 1960, a sister *Arthur B.* out and gave competition. the Fitz was N. C. Larsen continued the tradition command in 1965.



the Lakes. Soo at 2pm on C a p t a i n elected to use lock and Silver Bay, and her first she headed through the Lock, she the first of - this one for load carried locks. All that and broke her records. In ship, the *Homer*, came Fitz some Command of transferred to in 1959 who record setting throughout his which ended

Then in 1966, Captain Peter Pulcer took command and he would soon become as well known around the Lakes as the famous ship he commanded. Captain Pulcer's public relation style helped to generate interest in the great ship. While traveling through the locks, Captain Pete would use the ship's pilot house loudspeaker and entertain not only his visitors on the Observation Deck but also those along the locks with a running commentary on his vessel, the tonnage she carried, where she was bound, the contents of her cargo, and other pertinent facts visitors to the ship and to the locks wanted to know, all delivered in the manner of a tour guide. In the river he would play music over the P.A. system, and many a shoreside visitor was awakened on a summer's morning by strains of one of the classics from Captain Pete's outstanding record collection. By the fourth year of his command, he had made a reputation for himself and his ship.

Million ton seasons were the norm, and Captain Pete had, by then, accomplished better-than-30,000 tons single trip loads on five separate occasions. [Remember, the Fitz was originally rated as 27,000 ton cargo.] 1969 was Captain Pete's twenty-fifth year with Oglebay Norton. In 1972, with no records left to break for size of cargo, the Fitz found one to break in taking 26,262 tons into Huron, Ohio, the largest single cargo ever to enter that port.

Captain Pete retired after the 1971 season and the Fitz passed on to the command of Captain Ernest McSorley. He would be her last master. By the time McSorley had taken command, the *Cort* had broken the big barrier with a 1,000-foot hull. But to all she was still something special, still called "Big Fitz" and still considered the flagship of the fleet, even though newer vessels had joined the ranks. [Portions of the above were excerpted from Robert E. Lee's book *Edmund Fitzgerald 1957-1975*

## ~ A Link in the Chain ~ S.S. EDMUND FITZGERALD

On January 7, 1974, about 1 mile west of Belle Isle, the Edmund Fitzgerald lost her starboard bow anchor. A link of anchor chain had parted as the Fitz was clearing the Belle Isle Anchorage. The master link and the 12,000 lb anchor were left on the bottom. Back in 1974, Wayne Brusate, a commercial diver, was hired to locate and mark the anchor for recovery. However the ice in the river brought the project to an end the first day. But from a marked chart, he knew about where it was, and there it stayed.....  
*That is until 1992 when the Great Lakes Maritime Institute Underwater Research Team undertook the challenge of finding and raising the anchor.* On May 17th, after weeks of diving and research, the last dive of the day the river yielded the prize to Divemaster Nick Martines - a view of the anchor! But those who dive in the swift currents and murky waters know how quickly the river can uncover and then hide her treasures.



Photos from the Dossin Museum Collection



Plans to raise the anchor quickly developed. The fund-raising campaign titled "A Link in the Chain" was sponsored by GLMI. WDIV-TV4 offered an hour of prime-time to raise it live. On July 20th, 1992, during "Live Dive: the Legend of the Edmund Fitzgerald" and broadcast from the bottom of the Detroit river, the anchor was raised. The Fitz's anchor, Mal Sillars (author of the article excerpted here) and the show were the talk of the town. The anchor remains a popular exhibit because it is a symbol of the great loss and great ship that touched so many of us who live on and around the Great Lakes. Supporters names from the "Link in the Chain" campaign are shown on the plaques surrounding the Anchor on the grounds of the Dossin Museum. If you'd like to read more of the interesting details on search for and the raising of the Fitz's anchor, please stop by the Ships Store at the Dossin Museum. Copies of the *Anchor Recovery Edition of Edmund Fitzgerald 1957-1975* are available for purchase.



## Contributors & Acknowledgments

The producers would like to gratefully acknowledge the sources and contributors that went into compiling this issue of Telescope commemorating the 40th Anniversary of the Launch of the Edmund Fitzgerald

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David Carpenter -- Launch Day Photos  
 William Hoey -- Pre-Launch Photos  
 Robert Graham -- Historical Collection of the Great Lakes  
*Edmund Fitzgerald 1957-1975 - Anchor Recovery Edition* -  
 by Robert E Lee, Curator  
 Edmund Fitzgerald Investigative Video  
 John Polacsek, Curator  
 Invitation, Launch & Shipyard Photos -- In memory of Stephen Bywalec  
 by his sons - Ronald, Barry, Daniel, Mark & Robert  
 Paul C LaMarre, Jr - Back Cover

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[www.duluthshippingnews.com/edfitzpics.html](http://www.duluthshippingnews.com/edfitzpics.html)  
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# 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:

RENE BEAUCHAMP	ROD BURDICK	M. B. MacKAY
DAN McCORMICK	GARY MORRIS	GREG RUDNICK
JIM SPRUNT	JOHN VOURNAKIS	JERRY WALTER

Jan. 2 ...The research vessel *Seward Johnson* well known around the Great Lakes arrived in Havana, Cuba and was toured by Fidel Castro.

Jan. 5 ... Algoma Tankers Ltd. a wholly-owned subsidiary of Algoma Central Corp. announced they had purchased four tankers from Imperial Oil Ltd. for C\$13 million. Acquired were the tankers *Imperial Acadia*, *Imperial Bedford*, *Imperial St. Clair* & *Imperial St. Lawrence*, they were renamed *Algoscotia*, *Algofax*, *Algosar* & *Algoeast* respectfully. Algoma Tankers and Imperial Oil also entered into a long term contract to haul Imperial Oil products on the Great Lakes, St. Lawrence Seaway and along the east coasts of Canada and the United States.

... Algoma's *Capt. Henry Jackman* delivered the last cargo of the season to Thunder Bay. She had a cargo of salt which was loaded in Goderich. This was also the first time the *Jackman* came to Thunder Bay as a self-unloader.

Jan. 8 ... The Eastern Upper Peninsula Transportation Authority announced that five shipyards have requested the bid package for the new Drummond Island ferry. Three are on the upper Great Lakes, one is in Maine and the other is in Florida. They moved the deadline from Jan. 20 to Jan. 27 to allow more time to finalize the bids.

Jan. 12... The port of Marquette closed for the 1997 season with the departure of Lake Shipping's *Kaye E. Barker* with taconite bound for Rouge Steel.

... The Crisp Point Lighthouse has received some new funding commitments, which have enabled contractors to place large quarry stones along the Lake Superior shoreline. Due to the constant slashing of waves, the shoreline has been eroded over the years and is getting close to the lighthouse.



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GREAT LAKES & SEAWAY NEWS •

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McDonald Collection, Dossin Museum Collection

IMPERIAL ACADIA, acquired January 5, 1998 by Algoma Tankers, Ltd.



Photo by Scott McCellan

Imperial St. Clair unloading at Esso dock – Thunder Bay.

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• GREAT LAKES & SEAWAY NEWS

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Photo by James R. Hoffman

The KAYE E. BARKER, shown here in Toledo, closed the port of Marquette for the 1997 shipping season.

Jan. 13... The last upbound vessel through the Soo Locks was Interlake's *Paul R. Tregurtha*.

Jan. 14... The last ship through the Soo Locks for the 1997 season was Inland Steel's *Joseph L. Block*. She passed down through the Poe Lock at about 5 pm.

... Inland Lake's *J. A. W. Iglehart* ran aground in Thunder Bay off Alpena. Low visibility and ice interfering with the buoys is believed to have caused the grounding. After some of her cargo of cement was lightered, she was freed the next day.

Jan. 15... The Soo Locks officially closed at midnight, although no ships used the locks on the last day.

... Purvis Marine's *Yankcanuck* got stuck in the ice below Johnson Point in the St. Mary's River. The *USCG Mackinaw* was called and assisted her to the Soo where she laid-up. This was the first time since last spring that ice breaker assistance was required on the St. Mary's.

Jan 16... The Cypress registered salty *Flare* broke in half in the Gulf of the St. Lawrence south of St. Pierre Miguelon. The Stern section sank immediately, the bow section floated until Jan. 20 when it sank south of Newfoundland. Only four members of the crew out of 25 were rescued. She had been inbound for Montreal in ballast at the time of the accident.



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GREAT LAKES & SEAWAY NEWS •

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Photo by James R. Hoffman

The last upbound vessel of the season through the Soo Locks was the PAUL R. TREGURTHA



Photo by James R. Hoffman

The JOSEPH L. BLOCK was the last vessel through the SOO Locks when she passed downbound on January 14, 1998

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• GREAT LAKES & SEAWAY NEWS

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Photo by James R. Hoffman

The OGLEBAY NORTON loaded the last cargo of the season at Escanaba on January 17, 1998

Jan. 17... Oglebay Norton's *Oglebay Norton* loaded the last cargo at Escanaba for the 1997 season and departed for Indiana Harbor.

... The *Imperial Acadia* was prepared for drydocking in Halifax. She departed as *Algoscotia* on Feb. 11.

Jan. 18... Lake Carriers Association announced that Limestone & Gypsum cargo's carried on the Great Lakes for the 1997 season totaled 39 million tons. This represents combined totals shipped from U.S. and Canadian Ports. It was only 4 million tons short of the all-time record of 43.1 million tons set in 1974.

Jan. 19... Upperlakes announced that they will cut the stern off the *Canadian Explorer* and cut the stern off the *Hamilton Transfer*. The stern of the *Explorer* will be joined to the bow section of the *Transfer*, when they are joined the ship will become a self-unloader named *Canadian Transfer*. The bow section of the *Explorer* and the stern section of the *Transfer* will be cut up for scrap.

Jan. 20... Wisconsin Central Sault Ste. Marie Bridge Co. owners of the Escanaba Ore Dock announced they had shipped more than 6 millions tons of ore during the 1997 season.

Jan. 21... Bridge #10 over the Welland Canal, a railway bridge south of Thorold is being dismantled.



## GREAT LAKES &amp; SEAWAY NEWS •



Photo by James R. Hoffman

The stern section of the CANADIAN EXPLORER will be cut off and joined with the stern section of the HAMILTON TRANSFER. The newly combined vessel will be renamed CANADIAN TRANSFER.

Jan. 22... The port of Grand Haven closed for the season with the departure of Medusa's barge *Medusa Conquest* and tug *Susan W. Hannah*. The port handled 92 cargos for the 1997 season, 2 less than in 1996.

... The Transportation Authority for Clay Township wants to begin negotiations with the Champion Auto Ferry Co. to buy or lease the ferry's running to Harsens Island. This would insure that there is no interruption in service and strand the island residents.

Jan. 24... Marinette Marine Corp. launched the U.S. Coast Guard Juniper Class Cutter *Elm*. She is the fourth of five cutters in this class being built at Marinette. Sea trials are scheduled for early February and official delivery for June 26.

Jan. 30... Algoma Central announced plans to purchase and develop \$18.2 million worth of land in the St. Catherines area.

Jan. 31... American Steamship's *Buffalo* was removed from the drydock in Toledo following repairs from her brush with the Detroit River Light.

... The former Paterson vessel *Kingdoc* has been renamed *Blue Moon*.

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• GREAT LAKES & SEAWAY NEWS

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Photo by James R. Hoffman

The MEDUSA CONQUEST, the last to depart for the season from the port of Grand Haven.

Feb. 1... The Lake Carriers Association announced that U.S. flagged vessels on the Great Lakes hauled more than 125 million tons of cargo in the 1997 season. This was a 8 million ton increase over the 1996 season. Iron Ore totaled 63.4 million tons, the highest since 1981. Western Coal totaled 13.9 million tons, the most since 1976. Eastern Coal was 9.5 million tons, a rise of 18 percent over 1996. Limestone came in at 29.8 million tons, the highest since 1974.

Feb. 6... The Eastern Upper Peninsula Transportation Authority announced that only two formal bids were received for construction of the new drummond Island Ferry. Both were well in excess of the \$2.23 million that had been budgeted for the ferry. Action has been deferred for 30 days to try and find additional funding.

Feb. 9... Algoma Tankers *Algoeast*, the former *Imperial St. Lawrence* is now in service on the St. Lawrence Seaway.

Feb. 10... The Lake Carriers Association announced that the 1998 shipping season officially started today with the sailing of Inland Lake's *Paul H. Townsend* from Milwaukee Bound for St. Joseph with cement. She then went to Alpena and loaded cement for Milwaukee where she went back into lay-up.



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**GREAT LAKES & SEAWAY NEWS**•

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... Algoma's *Capt. Henry Jackman* finally lays up at Point Edward.

Feb. 12... The Canadian Coast Guard announced a plan to redeploy resources to create efficiencies. The *Caribou Isle* which has been stationed at the Canadian Soo, has been reassigned to the Simcoe area. There she will replace the *Prescott* which will only operate about 4 weeks in the spring and 4 weeks in the fall. The icebreakers *Griffon & Samuel Risley* will move their base of operations from Parry Sound to the Canadian Soo.

Feb. 13... Group Desgagnes has purchased the 1975 built tanker *Ek-Sky* from Ektank A.B. of Sweden. She is to be renamed *Petrolia Desgagnes* and assigned to their Petro-Nav affiliate.

Feb. 15... The U. S. Coast Guard put out a warning to anyone who ventures out on the ice on the St. Mary's River. The cutter *Katmai Bay (WTGB 101)* passed upbound for the Soo using the normal winter channel east of Neebish Island, breaking a path in the ice.

Feb. 17... It was announced that a second foreign cruise ship will be coming to the Great Lakes. The French cruise ship *Le Levant* will sail from Toronto to Chicago in June 1999. She is currently under construction in Nantes, France by Brissonneau and Lotz.

Feb. 19... Oglebay Norton's *Earl W. Oglebay* began shuttle service from the old Central Furnace Dock up to LTV Steel on the Cuyahoga River today.

Feb. 23... Scrapping began on the Great Lakes Towing tug *Connecticut* in Cleveland by Del Milta Metal & Iron. They are using the Shore Line Construction yard located on the west side of the Cuyahoga by B & O Bridge 460. The hull was pulled up on shore on Feb. 26. Scrapping was completed on March 12.

... Three business men from Bay City went before the Bay City Commission to pitch their plan to bring a 65 ft two-deck Ohio ferry to Bay City for daily cruises.

Feb. 25... The U. S. Coast Guard Cutter *Biscayne Bay (WTGB 104)* began track maintenance on the lower St. Mary's River. She will be working from Pipe Island North to Mud Lake, which is the only portion of the river with substantial ice cover.

Feb. 27... The United States Coast Guard Cutter *White Lupine* was decommissioned at Rockland, Maine and is awaiting sale to a foreign nation. She was built for the Navy in 1943 at Erie, Pennsylvania as *YF-445*, to carry munitions and cargo to shore from larger ships. She was transferred to the Coast Guard after World War II and was commissioned as *White Lupine* on Sept. 5, 1947 and was stationed in Detroit. She was later transferred to Ogdensburg, New York and finally on November 17, 1967 to Rockland, Maine.

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• GREAT LAKES & SEAWAY NEWS

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Feb. 28... Algoma's *Algooso* suffered a fire in her cargo hold area, when a painters lamp allegedly fell into some paint and exploded. This started a fire on the rubber conveyor belt which took five hours to put out. The preliminary damage estimate was put at \$500,000. She is wintering at the Welland Dock on the Welland Canal. Ironically this is her second fire while in winter lay-up, she had a fire on March 7, 1986 while laid-up in Port Colborne.

Miscellaneous ...

... Fednav sold its newly built *Federal Calumet* to Croatian interests near the end of 1997, she was renamed *Orsula*.

... The World Ship Society reported that the former Hall tanker *James Transport* now sailing as *Dolphin* has been sold to Texan Oil Tankers Ltd. of Nigeria and renamed *Max*.



Photo by James R. Hoffman

The EARL W. OGLEBAY began shuttle service on February 19, 1998 on the Cuyahoga River.



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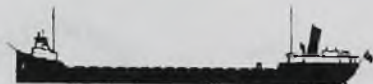
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Send to: Kathy McGraw  
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Detroit, Michigan 48207

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(313) 852-4051 Wednesday - Sunday

**TELESCOPE STAFF:**

Editor: KATHY MCGRAW  
(313) 791-8452 (home phone)

Assistant Editor: DAVID MIRAMONTI

Seaway News Editor: SKIP GILLHAM

News Editor: JAMES MORRIS

22919 ALGER

ST. CLAIR SHORES, MI 48080

Curator of Dossin Museum: JOHN POLACSEK

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