Continuing into Fall – "Folk Art of the Great Lakes" & a temporary exhibit on the construction and launching of the Edmund Fitzgerald

September 17, Friday – Commemorative Postage Stamp Release
At 10:00 am the United States Postal Service will be setting up a temporary post office in DeRoy Hall for the release of the commemorative postage stamp honoring Frederick Law Olmstead. It was Mr. Olmstead who more than a century ago was hired by the City of Detroit to draw up the plans for their new Belle Isle Park. Stamp collectors take notice!

October 16, Saturday – G.L.M.I. Entertainment Meeting 11:00 am.
Cindy Bieniek, the archivist at the St. Clair Shores Public Library will be presenting a special presentation of oral history entitled "Great Lakes Lore". Her subjects will deal with Old French tales, lighthouse stories, and other bits of maritime history that have been passed down through the years. Fee: $2.00 non-members, GLMI & Historical Society members free.

October 18, Monday – G.L.M.I. Annual Dinner – St. Clair Inn – SAVE THIS DATE!

November 6, Saturday – Concert by Lee Murdick 2:00 pm.
Come and hear this Great Lakes balladeer sing about life and adventure on the Great Lakes. Audience participation is a must! There will be a special showing of the new Edmund Fitzgerald video. Fee: $12.00 non-members, GLMI & Historical Society members $10.00.

November 13, Saturday – Hydroplane Racing Movies
The pre-show starts at 11:00 am with collectors gathering and swapping collectibles and stories. The movies start at 12:00 and run for the next two hours. Featured will be the contested 1956 Gold Cup Race which was run in Detroit and the hotly contested final between the Thriftway and Miss Pepsi. Fee: $2.00 non-members, GLMI and Historical Society members free.

November 26, 27, 28, Friday, Saturday, Sunday – Fish & Ships
A joint venture between the Belle Isle Aquarium and the Dossin Great Lakes Museum. Pay the admission at either site and get in the other free. Fee: $2.00 non-members, GLMI, Historical Society, & Zoo members free.

December 4, Saturday – Great Lakes Marine Memorabilia Mart 10:00 am - 3:00 pm.
The dealers in books, artwork, slides, and artifacts will again fill the main room at Harbor Hill Marina with a selection of Great Lakes collectibles. To find the site head east from Belle Isle on Jefferson until you reach St. Jean. Follow the street towards the river and you will run into the marina parking lot. Wait until 10:00 to see what goodies you can find. Fee: $3.00 per person.

December 26 thru 30 – The Dossin Great Lakes Museum will have special holiday hours and will be open from 10:00 am to 5:00 pm.
One of the most popular Unlimited hydroplanes of the 1960s was Jim and Yvonne Ranger’s copper-toned MY GYPSY from Detroit, Michigan. A product of Joe and Lee Schoenheth’s Gale Enterprises racing stable, the craft with an Allison engine blazed a competitive trail from coast to coast for three exciting seasons.

Between 1966 and 1968, MY GYPSY entered twenty-eight races and placed in the top three at thirteen of them. She finished first twice, second five times, and third six times with Jim Ranger, Ed O’Halloran, and Tommy “Tucker” Fults as drivers. Moreover, she finished second, fourth, and second in National High Points.

MY GYPSY signalled the end of an era in Unlimited racing. This was at a time when the sport was changing over from an amateur endeavor to a professional pursuit. MY GYPSY’s millionaire sportsman variety of owner was one of the last with no commercial sponsor paying the bill.

The team also represented a last glorious stand for the world-famous Dodge automotive family in big-time power boat racing. Yvonne Ranger was the daughter of Delphine Dodge, the first woman to drive in a Gold Cup race (in 1926 and 1933). Yvonne’s uncle was Horace Dodge, Jr., whose racing career spanned from the 1920s to the 1950s. He owned and sometimes drove such stellar racing craft as MISS SYNDICATE, DELPHINE IX, SISTER SYN, and the original MY SWEETIE. In this context, the genesis of the MY GYPSY name is an interesting one. “GYPSY” was Jim Ranger’s nickname for his wife Yvonne. “MY” was borrowed from MY SWEETIE.

A successful California show horse rancher, Ranger had never driven a race boat in his life before climbing into the bucket seat of MY GYPSY in the spring of 1966. But Ranger learned quickly and, at season’s end, was honored as Rookie of the Year by the APBA Unlimited Racing Commission.
MY GYPSY was the last of the traditional Detroit "riverboats" of the 1950s and 1960s. Designed and built by Fred Dube and Bill Cantrell, MY GYPSY bore a strong resemblance to the 1964 vintage MISS SMIRNOFF and the 1965 GALE'S ROOSTERTAIL, which had also been prepared by Dube and Cantrell. MY GYPSY's trademark was a distinctive ram's head painted on the tail fin, indicative of the Dodge automobile.

If one man is to be singled out as having exerted the greatest influence on MY GYPSY's success, that man unquestionably is the crew chief, Graham Heath. A resident of tiny Madison, Indiana, Heath had ramrodded the first five years of the community-owned MISS MADISON racing team. A poverty budget notwithstanding, Heath had turned MISS M into a competitive presence between 1961 and 1965.

Now Heath was ripe for a new challenge. Suggested for the job by his old friend Cantrell, Heath went to work for the Rangers in January, 1966. When he arrived, there was no shop. There were no engines. There was, in fact, no equipment of any kind—only an empty boat and a promise to be ready for the first race of the season in Tampa, Florida.

With the help of people like Leo Mucutza and Bob Espland, Heath had MY GYPSY race-ready when the starting gun fired in the Suncoast Cup on June 12. The boat finished second and third in her first two competitive heats on an ocean-like Tampa Bay. She tied down an overall seventh in her debut race. But just being there was a moral victory and an eloquent testimonial to her crew chief's organizational skill and mechanical prowess.

MY GYPSY's second appearance was at the President's Cup on the Potomac River at Washington, D.C., a week later. The race would become known as "Black Sunday" in the annals of Unlimited history. Three drivers (Ron Musson of MISS BARDAHL, Don Wilson of MISS BUDWEISER, and Rex...
Manchester of NOTRE DAME) lost their lives on that tragic day. Ranger managed to keep MY GYPSY out of harm's way and finished an overall eleventh.

Although lightly regarded at the outset of 1966, MY GYPSY just kept rolling along and started making believers out of people. The boat finished first in Heat 3-B of the Gold Cup at Detroit. She did so by outrunning the veteran Fred Alter and MISS DIXI COLA over the finish line by one second. MY GYPSY also finished a surprising fourth overall in the British Columbia Cup at Kelowna on Okanagan Lake.

After a ninth place performance in the Atomic Cup at the Tri-Cities in Washington, MY GYPSY achieved the winner's circle at Seattle. Pilot Ranger displayed the coolness of a veteran. He won both of his preliminary heats and then settled for a safe second place in the Final Heat to score an upset victory in the Seafair Trophy race on Lake Washington. His 1,100 points surpassed the 1,025 accumulated by National Champion Mira Slovak in TAHOE MISS and the 800 gathered by Bill Brow in MISS BUDWEISER.

The Seafair race was quite a commendable showing for a team that, nine months earlier, had existed only on paper.

MY GYPSY didn't make the Final Heat in the next race at Coeur d'Alene, Idaho. She then bounced back with a third place at Madison, a third at San Diego, and a second at Sacramento to conclude the season. This proved that the boat's victory in Seattle was no flash in the pan.

Most fans expected the team's upward competitive momentum to continue into 1967. And for a time, it did. MY GYPSY finished second to MISS CHRYSLER CREW in the Detroit World Championship and took third in the Madison Regatta. She was also the High Point leader after the first month of the season. But something was missing from the boat's performance. She did not distinguish herself at the Tri-Cities and scored no points at Seattle.

Then, abruptly, Jim Ranger retired himself from the driver's seat. The truth was that Ranger had not enjoyed racing since Brow's fatal accident with MISS BUDWEISER at the 1967 Suncoast Cup. Relief pilot O'Halloran, who

Lone Ranger Rides Again
Rookie Jim Ranger and crew chief Graham Heath hold the Seattle Seafair trophy after MY GYPSY took first place. Ranger's wife smiles approval.
had started the year with MISS MADISON, took over MY GYPSY’s vacant cockpit for the last three races of the season.

O’Halloran’s best performance was a third place at Kelowna, where he won both of his preliminary heats decisively, but was trounced in the Final Heat by Mike Thomas in MISS BUDWEISER and Billy Schumacher in MISS BARDAHL.

Heading into the 1968 campaign, MY GYPSY was again regarded as being not much more than an average boat, strictly an “also ran.” But that impression was soon to change.

New driver Fults took the racing world by storm in 1968. A champion drag car and drag boat competitor, this young man was not afraid to race. Although lacking in closed course experience, Fults learned the ropes rapidly and finished in the top three at six out of ten events en route to being named Rookie of the Year.

For a boat using a supercharged Allison set-up, MY GYPSY was remarkably formidable against the like of MISS BARDAHL and HARRAH’S CLUB, which used the more powerful Rolls-Royce Merlin and Rolls-Royce Griffon.

Fults and MY GYPSY took second-place honors at Seattle, Coeur d’Alene, and Washington D.C., and finished third at Guntersville, Alabama, and Madison, Wisconsin.

The team scored the second victory in its three-year career in the San Diego Cup on Mission Bay. MY GYPSY combined speed with consistency when the faster boats eliminated themselves with mechanical difficulties.

Fults reeled off a pair of preliminary heat wins and settled for third in the finale. This gave him 1,025 points, compared to 800 for Schumacher in MISS BARDAHL, 769 for Bob Miller in ATLAS VAN LINES, 700 for Dean Chenoweth in SMIRNOFF, and 625 for Jim McCormick in HARRAH’S CLUB.

After establishing themselves as a force with which to be reckoned in Unlimited racing, the Ranger family chose to retire from competition. This was indeed a momentous decision for a boat with near-excellent consistency and considerably better-than-average speed.

Not for many years was the famous craft put back into the water. Eventually acquired by Heath and his partner Cantrell, she was brought out a few times between 1979 and 1983 to fill out the field. She ran under various names, including MISS KENTUCKIANA.
PAVING, LOUIE’S ON THE LAKE, and DOBSON THE MOVER. She was even a back-up MISS BUDWEISER. But to her fans, she was always and forever, the one and only, MY GYPSY.

Although obsolete, she did not embarrass herself when running against the more modern hull designs. She was still one of the most reliable boats in the fleet for drivers Jon Peddie and Ron Snyder. She finished third at Detroit in 1979 and 1980, El Dorado, Kansas, in 1980, and Madison, in 1982. She ran fourth at Madison in 1980, Evansville, Indiana, in 1982, and Houston, Texas, in 1982.

For 1983, builder Jon Staudacher thought that he could help the boat’s performance by replacing the classic “shovel-nose” bow with a “picklefork” configuration. The idea may have looked good on paper. But in actual practice, something went horribly wrong.

The first time back in the water, while running at slow speed on the Detroit River, the forward section of the hull disintegrated. It was as if a bomb had gone off in the bow. MY GYPSY slipped beneath the waves a mangled wreck. Driver Peddie suffered facial cuts, but was otherwise unscathed.

The boat’s career had now come full cycle. Seventeen years earlier, in 1966, MY GYPSY had been put in the water at Detroit for her very first test run. In Heath’s words, on that sad day in 1983, “She was born here and she died here.”

MY GYPSY is gone but not forgotten. Her memory will remain in the hearts of her many fans.

You're Invited to Rose Terrace for . . .

. . . THE POOL PARTY

Yvonne and Jim Ranger were also known for another Detroit Race Week tradition - the Pool Party. Held at the Ranger estate - next door to Rose Terrace, the invites included the famed MY GYPSY Pool Party button(s), which are greatly prized by collectors. Out of the Dossin’s archives, we have a series of photos taken at the race-week Saturday pool parties. Check them out and see how many you can recognize from the late sixties. And here’s a Trivia Question for you – What was the year of the “no pool party” button?

Jim Hendricks, leader of the Four Sharps and Unlimteds radio voice were one of the many groups entertaining the guests at the Pool Parties.
Jim Ranger welcomes one of his guests while Jack Schafer chats with the ladies.

The prized "Pool Party Button" received with invitation. (Collector button courtesy of Barbara Ternan)

Jerry Gunn and wife (Windmill Pointe Yacht Club) sharing stories with Bob Sommerville.

Chuck Thompson
Do you recognize this pair?

Steve Cady (left) talks over the race with fellow broadcaster.

Lee Schoenith

Steve Cady (left) talks over the race with fellow broadcaster.

Danny Foster, Les Staudacher & Wes (Slo-Mo Crew).

Doc McDonald and Jim Sterett with the pool house in background.

? & Sandy Ross
This new exhibition is an eclectic collection of artifacts that show the art of the sailor when there is time on your hands, and it also helps make a job easier.

On a wooden oar there is ornate rope work that has been painted and allows for a greater hold especially when wet. A metal steering wheel has been covered with rope work which acts as a great insulator when the temperature lowers in the pilothouse. The same is true for a brass spyglass that has been wrapped in leather which has been tooled, and two turks head knots that have been set to hold the ends.

Art for art’s sake and being practical about it comes to mind when the freighters pass Detroit and the Mail Boat requests that they lower a metal or plastic pail for their oncoming items. In 1995 during the Centennial of the Mail Service on the Detroit River a contest to decorate the freighters mail pails was held. The artists on board applied their talents to “Mail by the Pail” and the mundane communication between the shore and the boats became something to behold, and a number are now on exhibit.
Items from stained glass by a freighter captain to an etched glass mirror, produced while on board a freighter by a ship keeper in winter layup show the extent of the collection. There are two ship figureheads, one of a young man that came from a lumber hooker, and the second an Indian warrior. The steamer FOREST QUEEN was built in 1855 at Newport, Michigan and this carved figure was enclosed in an iron cage at the bow. The vessel was engaged in transporting goods and services across Lake Huron from Detroit to Saginaw, and despite a few accidents the figurehead has survived remarkably well.

In addition there have been held a number of interpretive exhibits with artists displaying photographs, ship models, artwork, and even ships in bottles. Watch the calendar of events for additional programming which will be coming up this fall to include Great Lakes Lore on October 16 and a concert on November 6 with Lee Murdock.
LAKE MICHIGAN'S ORE PORT
Ship Loader Celebrates 30 Years

by

ROD BURDICK

In the Upper Peninsula of Michigan, iron-ore from the Marquette Range is shipped from two ports, Marquette and Escanaba. Marquette is one of six ore ports on Lake Superior. In Marquette, a 1912 built, pocket-type dock still drops taconite into the holds of lakeers. Unlike Marquette, Escanaba is the only ore port on Lake Michigan, and ore is loaded with a movable ship loader. The ship loader replaced two pocket-type docks and can load vessels at 4,000 tons an hour. Starting operation in 1969, the ship loader completed its thirtieth season at the close of the 1998-99 shipping season.

Over seven million tons of ore left the Escanaba dock in 1998-99 in 259 vessels. Over 1.5 million of those tons was carried by EDWARD L. RYERSON in 55 visits. Other vessels and visit totals included: WILFRED SYKES (52), JOSEPH L. BLOCK (23), tug/barge JOSEPH H. THOMPSON (23), KAYE E. BARKER (14), ADAM E. CORNELIUS (10), ST. CLAIR (10), CHARLES M. BEEGHLY (9), LEE A. TREGURTHA (7), MESABI MINER (6), HERBERT C. JACKSON (6), JAMES R. BARKER (5), tug/barge JOYCE L. VANENKEVORT/PATHFINDER (5), tug/barge OLIVE L. MOORE/MCKEE SONS (5), OGLEBAY NORTON (4), JOSEPH H. FRANTZ (3), ELTON HOYT 2ND (3), DAVID Z. NORTON (3), INDIANA HARBOR (3), GEORGE A. SLOAN (2), MIDDLETOWN (2), EARL W. OGLEBAY (2), FRED R. WHITE JR. (2).
Fleetmates, JOSEPH L. BLOCK and EDWARD L. RYERSON, share the Escanaba ore dock in the summer of 1998. BLOCK is being loaded while the RYERSON waits.

Making just one visit were CHARLES E. WILSON, WOLVERINE, COLUMBIA STAR, AMERICAN REPUBLIC, and ARMCO. Together, 28 different vessels loaded in 1998. With a natural, deep harbor on Little Bay De Noc, Escanaba annually ships some of the largest cargoes on the lakes since the Soo Locks are not transited. For example, in 1997, INDIANA HARBOR carried 68,145 tons of taconite from Escanaba to Indiana Harbor, which was the top cargo on the lakes.

The port is an early opener and late closer since it's below the Soo Locks. In recent seasons, shipments have continued into late January and even early February. Escanaba's future depends on steel industry demands for ore. Wisconsin Central Railway, hauler of taconite from the Marquette Range to Escanaba, recently signed a 20 year partnership contract with Ispat Steel, formerly Inland Steel. Thus, Ispat carriers, JOSEPH L. BLOCK, WILFRED SYKES, and EDWARD L. RYERSON, should remain familiar faces in Escanaba.

PATHFINDER and LEE A. TREGURTHA make an early Escanaba visit in the spring of 1998. PATHFINDER was on its maiden trip.

(Special thanks go to Jamie Rogers, Wisconsin Central Railway division manager, and Bob Giasson, Escanaba ore dock superintendent, for their help with this story.)
More than two decades after the S.S. EDMUND FITZGERALD sank on November 10, 1975 in Lake Superior, as many as 200 family members, mariners and guests attended a graveside consecration on board the United States Coast Guard cutter MACKINAW. The group was transported to the spot where the FITZGERALD wreckage rests in 535 feet of water, and the 29 crewmen are still on board.

The MACKINAW had just completed officiating at the start of the Chicago to Mackinac sail boat race, when the family members, mariners, guests, and the press boarded for an 8:00 a.m. departure from the Soo dock.

The day was bright and as the MACKINAW passed through the locks it was one of the few times in history that a Coast Guard cutter was piped through by an official Scottish bagpiper on board.
and a large blanket of low lying clouds was penetrated by the bow of the cutter.

Traffic in the locks included a few vessels down bound with loads of taconite pellets, and one salt water vessel that was being assisted by a tug. The weather on Lake Superior changed as a cold front approached. A mist hid the shoreline, the cool wind picked up,

As the time drew near for the service the fantail of the boat was arranged in orderly rows of chairs, and all was ready.
The consecration ceremony was unique, but it was equivalent of a grave side service after a funeral. The Rev. Richard Ingalls, rector of Mariners' Church of Detroit presided at the service and stated that the ceremony “consisted of closure that comes with a final committal and commendation of the souls of the deceased.” Also participating was Capt. Erickson who helped in the search the night the Fitz sank.

The bell which is tolled only at the Mariners’ Church’s Fitzgerald service in November was on deck. One by one a family member or representative, several of whom were Past Grand Presidents of the International Ship Masters Association, came forward to pull the cord which was decorated with 29 knots as each crewmen’s name was read. After each toll the representative then went to the stern railing and was handed a pink carnation which was then dropped into the cold water of Lake Superior. At the end of the list two wreaths were also set adrift to follow the trail of pink carnations through the waves.
Upon arriving back at the locks it was a grand sight to see the ARTHUR M. ANDERSON locking through. The last vessel to have contact with the EDMUND FITZGERALD was passing upbound, headed for Lake Superior.

The mournful tune of the bagpipes was heard, along with a rendition of Taps that was echoed from the upper deck.

The Executive Committee: (l to r) Robert Dunn, Ruth Hudson, Jan Holt, Fr. Ingalls, Cheryl Rozman, Richard Ingalls, Jr., and Daniel Donarski.
Nov. 1 ... The Great Lakes Clipper Preservation Association opened the SS Milwaukee Clipper Store in the Muskegon Mall. All proceeds benefit the restoration of the MILWAUKEE CLIPPER.

Nov. 2 ... Interlake’s CHARLES M. BEEGHLEY entered the Fraser Shipyard drydock in Superior for repairs to her stern thruster.

... Algoma’s ALGOPORT arrived at Port Weller and was put on the drydock for her five year survey. She departed the shipyard on November 20 and proceeded upbound.

Nov. 4 ... McKeil Marine’s tug JOHN SPENCE arrived in Vancouver, B.C. with the Canadian Coast Guard Hovercraft Sivay on her rear deck. She was built in Wheatley, Ontario earlier this year. She will be stationed in Victoria, B.C..

Nov. 7 ... The salty DOCEGULF a regular seaway visitor for many years, passed up the Welland Canal under her new name ARMONIKOS.

... The salty APTMARINER had a fuel line break while upbound in the MacArthur Lock at the Soo. Since there was no traffic at the time, the lock master let them repair it while in the lock. After a couple hours she continued on her way.

Nov. 8 ... The Midwest Energy Terminal in Superior passed the 200 million ton shipped mark when 16,017 tons of western coal were loaded aboard Upper Lakes Towing’s tug/barge JOSEPH H. THOMPSON bound for Taconite Harbor.
... Upperlake’s CANADIAN TRANSFER departed the drydock at Pascol Engineering in Thunder Bay following repairs to her steering gear. She was assisted by the tugs PENINSULA & GEORGE N. CARLTON. She headed for Marquette to load ore for Algoma Steel at the Canadian Soo. She laid over at the ore dock due to fierce weather until November 12. She returned to Marquette on November 13, 15 & 17 making the same trip.

Nov. 9  ... The Arnold ferry MACKINAC EXPRESS arrived at the MCM shipyard at the Soo, where she is to spend the winter.

... The Purvis Marine tug MARTIN E. JOHNSON pulled another of their tugs WILFRED M. COHEN off the MCM drydock and towed her across to the Purvis Marine Dock in the Canadian Soo.

Nov. 12  ... Low water levels were blamed for the salty KAPITAN VAGA being forced to unload part of her cargo of aluminum ingots in Ogdensburg. She had to be lightened to get into the dock at her destination in Oswego.

Nov. 14  ... Canada Steamship Lines ATLANTIC ERIE lost power while downbound in the St. Clair River near Stag Island. She informed the KINSMAN INDEPENDENT which was following her so she could go around her. After drifting out of the channel she dropped her anchor 300 feet from the Canadian Shore. She continued on her way after repairs were completed in about 10 hours.
Nov. 15 ... The GEORGE A. STINSON suffered a clutch fire around noon while downbound on Lake Superior. The fire was extinguished quickly by the crew with no injuries. She proceeded on her starboard engine down through the Soo Locks and tied up at the Carbide Dock the next day for repairs.

Nov. 16 ... The tug/barge UNDAUNTED/PERE MARQUETTE 41 passed down the Welland Canal for the first time bound for Ogdensburg. There a used turbine generator was loaded aboard and they returned up the Welland Canal on November 21 bound for Burns Harbor. From there the generator is to be transhipped to Houston, Texas.

Nov. 17 ... The small ferry POLAIRS passed upbound in the Welland Canal bound for Mackinaw City and her new owners Island Ferry Services.

Nov. 18 ... Canada Steamship Lines J. W. MCGIFFIN discovered damage to her kort nozzle while at the Nanticoke Hydro Plant. The tugs WELLAND & VAC towed her out to the anchorage to await a tow to Port Weller Dry Docks.

... A report out of Thunder Bay noted that restoration of the tug JAMES WHALEN is almost complete. She is expected to be open in the summer of 1999.

Nov. 20 ... Three tugs GULL, GROUPER & SEA TRACTOR passed down the Welland Canal on their way out of the lakes headed for Florida. The three are former Great Lakes Towing tugs which were recently sold. They were the OREGON, ALASKA & NEW HAMPSHIRE respectively.

Nov. 21 ... The small ferry SANDY GRAHAM passed up the Welland Canal on her delivery trip bound for Port Maitland, where she will spend the winter before heading up to Georgian Bay. She was built in 1957 and ran between Beaufort and Morhead, North Carolina.

Nov. 22 ... The ferry POLAIRS while upbound in the St. Clair River called the United States Coast Guard and reported smoke in the engineroom at 9:45 a.m. She put in at Courtright, Ontario where an electrical fire was discovered. The fire was put out by the Courtright fire department.

... The salty SPAR OPEL while inbound the Welland Canal at Port Colborne was pushed aground inside the harbor by high winds. She was released a couple hours later with the help of the tugs WELLAND & UNDAUNTED. The UNDAUNTED was laying over with the PERE MARQUETTE 41 due to the high winds and was asked to assist.

... The Ogdensburg Chamber of Commerce announced that they have decided not to pursue the United States Navy Heavy Cruiser DES MOINES as a museum. They stated that she was just to large for the port.

Nov. 23 ... Oglebay Norton's MIDDLETOWN made a rare visit to Escanaba where she loaded taconite for Indiana Harbor. She returned on November 27 for a second trip.

... The luxury yacht LA BARRONESSA passed down the Welland Canal on her delivery trip out of the lakes.
Dec. 1 ... The Lake Carriers Association reported the iron ore float in U.S. flag vessels fell 7.1 percent in November due to the increase of imported steel. The iron ore float stands at 55.3 million tons for the season.

... Oglebay Norton's WOLVERINE made an unusual trip into Meldrum Bay, Ontario where she loaded stone for Marine City.

... Plans are being made to bring the liberty ship JOHN W. BROWN into the Great Lakes in the year 2000.

Dec. 3 ... Algoma’s ALGORAIL arrived at the Algoma Export Dock (Ex - McLeans) at the Canadian Soo for repairs to her self-unloading boom. She damaged the boom while unloading stone at Serpent Harbor, when the pile came up under the boom and buckled it.

Dec. 4 ... USS’s CASON J. CALLAWAY arrived at Sturgeon Bay and went into lay-up with reported turbine problems.

Dec. 5 ... A preseaway caller, the LONDON, was sunk as an artificial reef 5 miles SW of Big Keys, Florida. She was launched on December 20, 1950 at Burntisland, UK. She was a regular trader into the Great Lakes prior to 1959. After the St. Lawrence Seaway was opened she still made trips into the lakes in 1959 & 1960. In recent years she was active in the Caribbean. At the time of her scuttling she was named ADOLPHUS BUSCH SR.

Dec. 7 ... USS’s CALCITE II arrived in Grand Haven, it was her first visit this decade. Her cargo was the 102nd of the season.

... Oglebay Norton’s COURTNEY BURTON stopped off at the Carbide Dock at the Soo with gyro problems while downbound.

... The United States Coast Guard Keeper Class Buoy Tender JOSHUA APPLEBY (WLM 556) passed down the Welland Canal on her delivery trip out of the lakes.

Dec. 9 ... Erie Sand’s RICHARD REISS arrived at Port Weller Dry Docks for her five year survey. She departed upbound on December 18.

... Algoma’s ALGOSTEEL was downbound in the upper St. Mary’s River bound for the Algoma Steel Plant in the Canadian Soo when she lost power and had to drop her anchors. Tugs were called and assisted her into the steel mill where repairs were completed.

Dec. 10 ... Upbound in the Welland Canal was the tug CAROLYN JO on her delivery trip to Port Dover. She had recently been sold by McKeil Marine to Nadro Marine. Upbound with her was McKeil’s tug LAC MANITOBA which is to be twin screwed by Nadro Marine over the winter.

Dec. 11 ... The CONSENSUS MANITOU was the last salty of the season to pass up the Welland Canal.
Dec. 11 ... The fish tug LINDA E. was reported missing with three crewmen aboard. The LINDA E. had left Milwaukee early in the morning and at 9:30 a.m. placed a call to Smith Bros. Food Service in Port Washington on a cell phone to say she was coming in with about 1,000 lbs of Chub. She was never heard from again. Concerned, another fish tug was sent to her last reported position and found her nets almost empty indicating she had departed for Port Washington. They informed the Coast Guard in Milwaukee of the situation. They launched an immediate search with the cutter MOBILE BAY (WTGB 103) and two 41 ft rescue boats, plus an HH-65 rescue helicopter from Traverse City. The next day the search was expanded with a Wisconsin National Guard C-130 plane and a HU-25 Falcon Jet from Cape Cod. The search was suspended on Sunday night December 13. Weather conditions in the area at the time of the disappearance were clear with minimal seas and unlimited visibility.

Dec. 12 ... The tug BAYFIELD was placed in a permanent berth at Canal Park in Duluth.

... The Soo Locks tour boat LE VOYAGEUR is at the MCM Shipyard at the Soo for repowering.

... Oglebay Norton's COURTNEY BURTON made the latest passage ever under the Portage Lift Bridge for a commercial vessel. The bridge closed for the season after her passage.

... The Collingwood built GYPSUM KING arrived at Halifax and was placed on the drydock for steering gear repairs.

... The salty FEDERAL BERGEN while downbound in the St. Lawrence Seaway strayed out of the channel and struck Light 68 near Weaver Shoals, she then hit the shoals themselves. She caused an estimated $1 million in damages to the light. She freed herself and was directed to the Wilson Hill Anchorage. After examination it was found she suffered damage to the forepeak and #1 port double bottom. McKeil Marine tugs LAC VANCOUVER & GLENBROOK brought the D. C. EVEREST to lighter her. After 3,800 tons of grain were removed she was cleared to proceed to Montreal for repairs.

Dec. 13 ... Purvis marine's tug/barge AVENGER IV/CHIEF WAWATAM passed up through the Soo Locks bound for Thunder Bay with part of a small generating plant loaded in Bay City.

... Desgagnes's PETROLIA DESGAGNES arrived at the Purvis Marine Dock (the old Government Dock) at the Canadian Soo on her first trip up the St. Mary's River.

Dec. 15 ... As of this date there are still 12 salties above the Soo Locks and the CHALOTHORN NAREE passed up today bound for Thunder Bay to load bagged beans.

... Shaker Cruise Lines stated they won't pay the $5,000 owed to the town of Niagara-On-The-Lake unless their contract is renewed.

Dec. 16 ... Upperlakes CANADIAN TRANSFER made her first trip ever into Grand Haven with a load of salt for Verplanks.

... The MacArthur Lock at the Soo closed for the season at midnight. It had been scheduled
to close on December 13th, but was delayed due to heavy traffic. Repair work to be done over the winter will be done by Abhe & Svoboda Inc. of Minnesota.

... The 48 ft Canadian Coast Guard Ship CAP SUTIL passed up the Welland Canal on her delivery trip.

Dec. 17 ... The pusher tug FRENCH RIVER (EX - R. G. CASSIDY) passed down the Welland Canal on her way out of the lakes. She used to push the carfloats across the Detroit River until 1994, when she was sold for use in Thunder Bay. She was bound for Halifax where her pilot house will be lowered 25 ft. She will then head to the Caribbean.

Dec. 20 ... Algoma's AGAWA CANYON arrived at Port Weller Dry Docks for her re-fit over the winter.

Dec. 22 ... The J. W. Westcott Co. ended its 125th season when the mailboat J. W. WESTCOTT II made her last delivery to the downbound GEORGE A. SLOAN.

... The downbound salty CANADIAN CHALLENGER stopped off at Wharf #12 (The Stone Dock) on the Welland Canal for generator repairs. She cleared on December 24 as the last salty down the Canal and the St. Lawrence Seaway.

Dec. 24 ... Canada Steamship Lines J. W. MCGIFFIN arrived at Port Weller Dry Docks for her reconstruction over the winter.
... Reigel Shipping’s JADE STAR ran aground on the beach of Gaspe Harbor. She was lightered by her sistership DIAMOND STAR on December 26. She was then pulled free by the tug ATLANTIC SPRUCE.

... Upperlake’s CANADIAN TRANSFER damaged her rudder for the second time this season while backing out of the Roug River. The McKeil tug ESCORT PROTECTOR was summoned and towed her to Port Colborne arriving on December 28. They were met by McKeil’s GLENEVIS which assisted the tow down the Welland Canal. She was tied up to the lock wall below Lock #2 to await space at Port Weller Dry Docks.

Dec. 25 ... Algoma’s ALGONTARIO was the last commercial vessel up the St. Lawrence Seaway bound for Hamilton.

Dec. 26 ... Canada Steamship Lines LOUIS R. DESMARAIS was the last downbound to make a complete transit of the Welland Canal.

... The salty CANADIAN CHALLENGER got out of shape approaching the Iroquois Lock and hit bottom. She was assisted to the lock wall by the seaway tugs ROBINSON BAY & PERFORMANCE. After inspection she was allowed to proceed, clearing the Seaway the next day.

Dec. 27 ... Canada Steamship Lines LOUIS R. DESMARAIS was the last commercial vessel to pass up the Welland Canal.
Dec. 28 ... The Canadian Coast Guard Icebreaker GRIFFON was the last ship up the Welland Canal.

Dec. 29 ... Shaker Cruise Lines ferry LAKE RUNNER was seized at her winter berth in Toronto. The Toronto Harbor Commission took the action as a result of unpaid wharfage fees.

Dec. 31 ... Champion Auto Ferry announced plans to increase the discount tickets for advance purchases by a quarter effective January 1, 1999. Clay Township officials of which Harsens Island is a part of stated they would challenge any increase in court.

MISC: ... Van Enkevort Tug & Barge of Escanaba is having a 740 x 78 x 45 self-unloading barge to be named GREAT LAKES TRADER built by Halter Marine Group Inc.. She will be constructed at their Gulf Coast Fabrication Inc. Shipyard in Pearlington, Mississippi. The barge is to be built and launched in two sections, they will then be towed to the drydock at Halter Gulf Repair in New Orleans to be joined together. Final outfitting will be done at this facility by the owner. The barge will have a single, continuous hold / elevator conveyor belt and a 265 ft boom with the capacity of discharging 6,000 long tons an hour. She is scheduled for delivery in the spring of 2000.

... McKeil Marine recently sold the tug GLENSIDE and barge GENERAL CHEMICAL NO. 37 to interests in the Bahamas.

... Skillings Mining Review reported that Oglebay Norton recently purchased the previously chartered EARL W. OGLEBAY. The company is currently negotiating a 15 year sale lease back arrangement with a local bank.


Bow of tug Glenavis on right side of picture.
Jan. 1   ... Management of Essroc's cement carrier STEPHEN B. ROMAN has been taken over by Upperlakes Group from Canada Steamship Lines.

... The owner of the Champion Auto Ferry service to Harsens Island announced that the 25 cent increase in fares has been delayed at least 30 day, maybe more.

... The St. Lawrence Seaway Corp. reported 4,138 ships transited the system and hauled an estimated 50.5 million tons in 1998 for a slight increase. A total of 1,476 salties transited which was the highest total since 1984.

Jan. 5   ... Interlake's PAUL R. TREGURTHA closed the port of Taconite Harbor when she departed for Indiana Harbor.

Jan. 6   ... Bethlehem's BURNS HARBOR closed the Burlington Northern Santa Fe ore dock in Superior when she departed with bound for Burns Harbor.

... The salty BOW HUNTER received the gold-headed cane as the first ship of the season at Quebec City.

Jan. 9   ... Interlake's ELTON HOYT 2ND closed the port of Marquette when she departed with taconite for Rouge Steel. She also closed Marquette in 1995 on January 12.
Jan. 10  ... McKeil Marine’s tug EVANS MCKEIL called the United States Coast Guard to request that an injured crewmen be evacuated. The tug was icebound at the mouth of the Detroit River when a cable snapped and hit the crewmen. A HH-65A Dolphin Helicopter was dispatched and removed the injured man and took him to a Windsor Hospital.

Jan. 13  ... Ferry service across the St. Clair River was halted due to heavy ice in the river. The ferry between Walpole Island & Algonac stopped at 2 p.m. today, the ferry between Marine City and Canada stopped at noon the next day. Service was restored in a couple of days.

... Ontario Northland announced a rate increase for passengers and vehicles on the ferry CHI-CHEEMAUN for the 1999 season.

... The Canadian Coast Guard Icebreaker SAMUEL RISLEY assisted Upperlake’s CANADIAN OLYMPIC & CANADIAN TRANSPORT through the ice in eastern Lake Erie.

... The United States Coast Guard Cutter BRISTOL BAY (WTGB-102) & Canadian Coast Guard Icebreaker assisted McKeil’s EVANS MCKEIL & SALTY DOG NO. 1 through the ice in the Detroit & St. Clair Rivers up to Sarnia.

Jan. 14  ... Algoma Central Corp. announced it has purchased the main operating companies and certain assets of Enerchem Group of Montreal for approximately $19.5 million. Algoma acquired all the shares of Enerchem Transport Inc. which owned the tankers ENERCHEM CATALYST, ENERCHEM REFINER & ENERCHEM TRADER. They also acquired 25% of the Cleveland, Ohio base Cleveland Tankers Inc. which own the tankers GEMINI & SATURN. Algoma CEO Peter Creswell stated the acquisitions will enhance the range of services his company will be able to offer customers on the Great Lakes, St. Lawrence Seaway & Eastern Canada.
Jan. 15  ... USS's EDGAR B. SPEER passed up through the Poe Lock at the Soo as the last commercial ship of the season. She had arrived at the lock wall after dark the night before and tied up till morning. She was slowed by a bearing problem in her port engine. She was escorted up the St. Mary's River and out to the open water of Lake Superior by the United States Coast Guard Cutter KATMAI BAY (WTGB - 101). Officially the KATMAI BAY was the last vessel through on her return trip later in the day. This was the first time in many years that an upbound ship closed the locks. The last commercial downbound transit was made by USS's EDWIN H. GOTT on January 11.

Jan. 16  ... The ferry NEEBISH ISLANDER II made her last crossing of the season across the West Neebish Channel at 5 p.m.

Jan. 19  ... The Walpole Island ferry CITY OF ALGONAC suffered a small puncture in her hull where the fuel tank is located due to heavy ice while tied up at Walpole Island. The ice around the ship turned a dark shade of pink from the leaking diesel fuel. The Canadian Coast Guard called in the Eastern Canada Response Corp. to clean up the spill. Clean up costs are estimated between $60,000 and $75,000. Repairs were done to the ferry to make sure no more fuel leaked.

Jan. 20  ... The United States Coast Guard Cutter ACACIA (WLB - 406) while searching for the missing fish tug LINDA E with sonar equipment discovered a previously uncharted shipwreck. The search was terminated the next day with no trace of the fish tug found. The ACACIA returned to her home port of Charlevoix.

MEDUSA CONQUEST in Ferrisburg, Michigan on January 9, 1999
... Shaker Cruise Lines filed for bankruptcy in a Toronto Court. Money is owed to several creditors and employees.

Jan. 24 ... The port of Grand Haven was closed for the season with the departure of Southdown's tug/barge SUSAN W. HANNAH / MEDUSA CONQUEST. This is the latest closing in over a decade, for the season 108 ships visited the port, best in the 1990's.

J.A.W. IGLEHART in Muskegon on January 24, 1999

... Inland Lakes J. A. W. IGLEHART arrived in Muskegon with a load of cement, latest ship in at least 10 years. She was assisted through the ice by the Andrie tug MARIBETH ANDRIE. Indiana Harbor Steamships JOSEPH L. BLOCK closed Escanaba when she loaded taconite for Indiana harbor.

Jan. 29 ... The battleship USS MISSOURI was dedicated as a memorial to the end of World War II at Pearl Harbor. The 887 ft - 45,000 ton battleship is berthed 1,000 ft from the USS ARIZONA memorial. She last operated in 1991.

Jan. 30 ... Marinette Marine launched the United States Coast Guard Keeper Class Buoy Tender ANTHONY PETIT (WLM - 558). The cutter is named after Anthony Petit who was lighthouse keeper at the Scotch Cap Lighthouse on Unimak Island, Alaska. The new cutter is to be stationed in Ketchikan, Alaska.

... Canada Steamship Lines J. W. MCGIFFIN was removed from the drydock at Port Weller and placed on the fitout wall.
Feb. 1 Rouge Steel suffered a tremendous explosion at the powerhouse in the Rouge Complex. Interlake’s HERBERT C. JACKSON & ELTON HOYT 2ND which were wintering at the facility were undamaged.

... Algoma Tankers ALGOSAR departed the shipyard in Halifax following a winter refit. She had entered the yard on January 13.

Feb. 2 Canada Steamship Lines NANTICOKE arrived in Halifax for winter lay-up after working in the coastal gypsum trade.

... Upperlake’s CANADIAN TRANSFER was towed from the tie up wall below Lock #2 and placed on the drydock at Port Weller to have her rudder removed. She was towed back to the tie up wall below Lock #2 on February 6.

Feb. 3 A settlement may be near in the CITY OF MILWAUKEE dispute with the city of Elberta. The Village Council is scheduled to consider a proposal to end the dispute sometime next week. If accepted it would resolve both the State & Federal lawsuits.

Feb. 4 The Ogdensburg Chamber of Commerce announced they are now looking at bringing the USS KITTIWAKE to the port as a tourist attraction. She is a 1946 built submarine rescue ship and salvage tug.

Feb. 6 Algoma’s AGAWA CANYON was moved into the drydock at Port Weller for her refit.

Feb. 8 The Kelly Island ferry SHIRLEY IRENE struck some rocks east of the Marblehead Lighthouse in Sandusky Bay. She was then intentionally beached on the Cedar Point Peninsula. After she was refloated she proceeded to a nearby dock where temporary repairs were completed. The next day she departed for the shipyard in Toledo for permanent repairs. There were no passengers on board at the time of the grounding.

Feb. 9 The Davie Shipyard in Lauzon, Quebec outlined proposals to its creditors in a Canada Bankruptcy Court.

Feb. 11 At Fraser Shipyard in Superior, the crane operators went on strike. A new contract was agreed upon in a week and they returned to work February 18.

... A man has been ordered to stand trial on a charge of stealing in a Presque Isle County District Court. He is accused of stealing the ornately carved dragon figurehead from the Lake Huron shipwreck JAMES R. BENTLEY more than a decade ago. The ship sank 120 years ago and lies in 150 feet of water about 15 miles east of Cheboygan.

Feb. 12 The United States Coast Guard announced that a contract option for two more Juniper Class Seagoing Buoy Tenders have been awarded to Marinette Marine. They are to be named ASPEN & SYCAMORE and are to be delivered in 2001 & 2002.
Feb. 13 ... The tug GULL (EX - OREGON) while laid up in Oswego was discovered to be taking on water. The United States Coast Guard while conducting tests nearby noticed a sheen of oil in the vicinity of the GULL. Upon boarding they discovered four feet of water in the engineroom. Since she had 1,500 gallons of fuel onboard a containment boom was deployed around the tug. Pumps were brought aboard and after the water was removed, the leak was found to have come from the fire pump system.

Feb. 16 ... Purvis Marine's YANKCANUCK was upbound in the St. Mary's River bound for the Canadian Soo and lay-up. She was assisted up the river by the United States Coast Guard Cutter BISCAYNE BAY (WTGB - 104).

Feb. 22 ... A settlement was reached between the City of Elberta and the Society for the Preservation of the SS CITY OF MILWAUKEE. The agreement contains the following provisions: Determining the cost of moving the ship from village property to the “west slip” property owned by the Michigan Department of Transportation, establishment of a $35,000 escrow account within 30 days to cover the costs of removing the ferry if the society fails to meet the terms of the agreement, verifying within 30 days the structural integrity of the vessel and identifying needed improvements. The Society stated that they are developing a comprehensive plan outlining the cost estimates for needed work on the boat, relocation and dredging. Early estimates are more than $500,000. Another obstacle is that MDOT officials are cool to becoming the landlord for the ship.

... Oglebay Norton's DAVID Z. NORTON started the ore shuttle up the Cuyahoga River in Cleveland.

Feb. 25 ... The Steamer Columbia Foundation has a new web site thanks to Lee Raymond Rusetzke. The site is located at HTTP://members.tripod.com/~boblo1/index.html
Feb. 26 ... Canada Steamship Lines ATLANTIC ERIE tied up at Halifax for a winter refit after working in the coastal gypsum trade.

**MISC:** ... The Marine News, Journal of the World Ship Society reported the following items in their November, December & January issues:

... The NORDIC MOOR (EX - FEDERAL NORD-96, CAPETAN YANNIS-88, VIOLETTA-86), Built 1981 was sold by K/S Thunder Lake, Hong Kong to Chios Charity Shg & trad. S.A., Panama and renamed CHIOS CHARITY in 1998.

... The SAGUENAY, Built 1964 was sold by Canada Steamship Lines to Pierre Gagne Contracting Ltd., Canada and renamed M. A. C. GAGNE.

... The MANILA ANGUS (EX - LAKE CHALLENGER-97, ASTRIAL MARINER-90), Built 1985 was sold by Manila Transworld Carriers Inc., Philippines to Devi Nav. Ltd., Hong Kong in 1998 and renamed DARYA DEVI.

... The RABY S. (EX - KAREN D.-98, HELEN SCHULTE-94), Built 1976 was sold by Samali Shg Co. S.A., Panama to Tinamon Shg Co. Ltd., Cyprus and renamed RABEE S. in 1998.

... The ARKTIS MORNING, Built 1996 was renamed MAERSK LUANDA in 1998 by Shipinvest II A/S, Denmark.

... The HANDY LAKER (EX - ASIAN ERIE-92, ST. CATHERINES-90), Built 1984 was sold by Pacific Basin Handy Bulk Carriers (No.28) Corp., Philippines to PTC Transport Corp., Philippines in 1998 and renamed MOOR LAKER.

... The KIRBY D. (EX - JOHANNA SCHULTE-94), Built in 1976 was sold by Kirby D. shg Co. Ltd., Cyprus to Ali Samin & Partners, Lebanon in 1998 and renamed ZENOBIA S.

... The WOODLANDS (EX - WOODLAND-91, JENSEN STAR-86, FRENCH RIVER-81), Built 1961 was sold by Woodlands Ltd., St. Vincent to Worldwide Quality Shpmgt., Belize in 1998 and renamed LORENA 1.

... The DESTINO (EX - DIAS-93, PLUTON I-93, KRAIGHTOR B.-88), Built 1973 was sold by Royce Investments Co. (Allied Maritime Inc.), Panama to Indian Breakers and arrived at Alang, India on July 22, 1998.

... The DIMITRIS (EX - OCEAN GR-93, OMNlUM PRIDE-92, JOHN-87, OMNlUM PRIDE-83), Built 1971 was sold by Sincerity Shipping Ltd. (Windforce Maritime Inc.), Malta to Indian Breakers and arrived at Alang, India on August 11, 1998.

... The GOLD RING (EX - APOSTOLIS-95, DENISE-91, PIONEER-87, SEA PIONEER-86), Built 1971 was sold by Gold Ring Shipping Ltd. (P & L Marine Ltd.), Malta to Indian Breakers and arrived at Alang, India on July 25, 1998.

**BACK COVER PHOTO:** Families and guests of Edmund Fitzgerald crew members assembled on the fantail of the US Coast Guard Cutter Machinaw July 17, 1999. (Photo by John Polacsek)
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