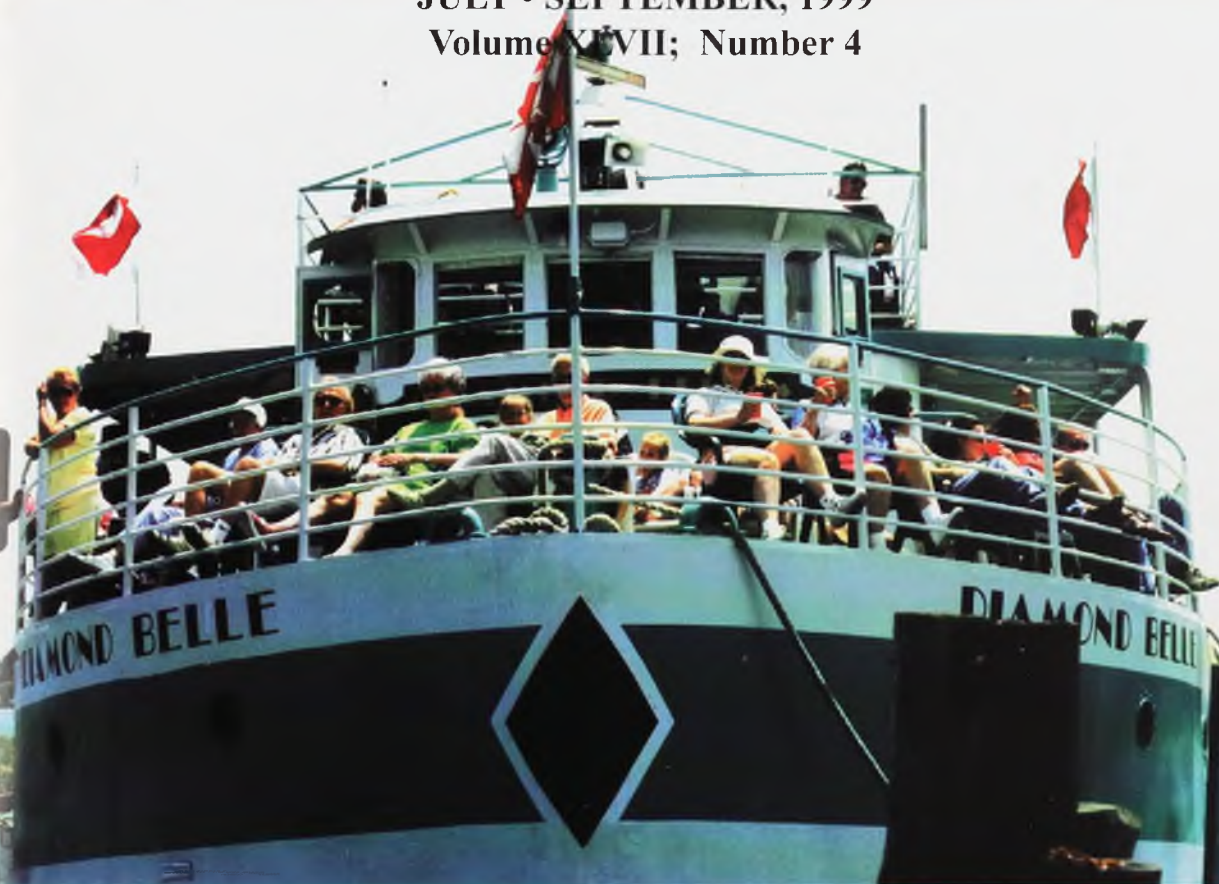




# Telescope

JULY • SEPTEMBER, 1999  
Volume XVII; Number 4



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**MEMBERSHIP NOTES •**

We are pleased to announce that through the generosity of the Great Lakes Maritime Institute a new video projection system has been installed in the DeRoy Hall Auditorium. This will allow for a wide screen projection system to be used in a regular basis to allow the audience to feel that they are a part of the show – be it a diving program or a trip on a freighter. This year we will be bringing out some of our films from the archives and converting them to video so that they may be shown on the new projection system.

**November 22, Monday** – Copy and photo deadline for January issue of *Telescope*.

**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** – Dossin Great Lakes Museum is open special days during the holidays from 10:00 to 5:00. This is our annual Ford Fleet Festival when retired and active members of the Detroit Lodge of the International Shipmasters Association are available to talk about life on the lakes.

***COME AND EXPERIENCE OUR NEW WIDE SCREEN PROJECTION SYSTEM WHICH MAKES YOU FEEL THAT YOU ARE ON BOARD!***

There will be a special showing of the classic 1924 trip on the freighter HENRY FORD as it departs the Rouge River for a trip up the lakes. This silent classic shows life on the lakes 75 years ago. In addition there will be the showing of *Freshmen Of The Fleet*, a World War II training program that was conducted at the Ford Plant in Dearborn. Continuous showings from 11am to 4pm.

**December 31 & January 1** – Closed for the holidays.

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**OUR COVER PICTURE** . . . All Aboard the DIAMOND BELLE for the 100th Anniversary Cruise to Bob-Lo Island. GLMI members and friends filled the bow for a good view of the sights along the Detroit River. Photo by John Gatz.

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

Visit our Website at: <http://www.GLMI.org>

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# 100<sup>th</sup> Anniversary Cruise

# to Boblo Island

## June 20<sup>th</sup>, 1998

## aboard the Diamond Belle

By  
JOHN GATZ

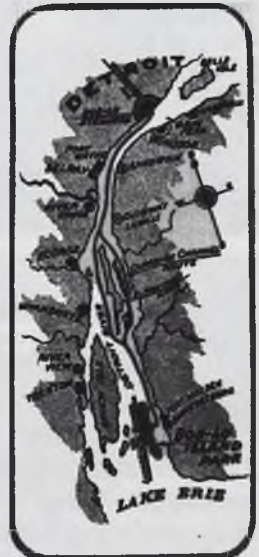
Diamond Jack River Tours Brochure



Bob-Lo Island. From the opening on June 20, 1898 to the Steamer STE. CLAIRE'S last departure from Detroit on September 2, 1991 at 6:00 PM, Bob-Lo Island has provided many people with a treasured destination on the Detroit River. The French-named Bois Blanc island is nearly three miles long and one half mile wide and approximately 18 miles downstream from downtown Detroit. It was nice to think that the island would again be visited

by people with fond memories of boat rides on the Detroit River and island entertainment.

Much has been written about the history of Bob-Lo Island. A Catholic mission was established by the French for the local Huron Indians in the early 1700's. In the late 1700's, Fort Malden was built across the river from Bob-Lo in Amherstberg by the British. Indians used Bob-Lo for their base camp so they could trade furs with the British. Tecumseh, the famous Indian leader, used the island for his raids on the U.S. mainland during the war of 1812.



Columbia, Detroit River, July 1979

Photo by Alan Mann

Photo by John Gatz



Most of the land on Bois Blanc was purchased from the Canadian government for the grand sum of \$40 in the mid-1800's by Col. Arthur Rankin. Rankin sold his interest in the island in 1869 to his son Arthur who used it for entertaining out of town guests. Arthur stocked the island

Photo by John Gatz



with many different animals such as deer, elk, and turkey. Another set of owners followed after Arthur Rankin's bankruptcy. These owners then sold the island to the Detroit, Belle Isle and Windsor Ferry Company.

This company opened the Bob-

Lo Exursion Line in 1898. Early visitors to Bois Blanc took the steamer called THE PROMISE to the island for a day in the sun and picnic enjoyment. The steamers COLUMBIA (1902) and STE. CLAIRE (1910) were built to carry passengers in grand style complete with music and dancing. After surviving the Great Depression, the vessels resumed their river voyages in 1935.

The Browning family of Grosse Pointe rescued the island and steamers from the brink of bankruptcy in 1949. They added amusement rides and attractions to the island which brought over



Stack marking of Detroit Windsor Ferry Company

800,000 people to Bob-Lo during the 60's and 70's. After the Browning family sold their interest in the island in 1979, several different owners tried their hand in returning the island to profitability. Rowdiness during the 1980's, both on the steamers and on the island, caused a severe decline in attendance. The end came quickly. The STE. CLAIRE's last departure from Detroit was on September 2, 1991 at 6:00 PM to Bob-Lo. The amusement rides were sold off in 1994 and both steamers went on the auction block in January of 1996.



The Block House built in 1830.

1949 Bob-Lo Brochure

1949 Bob-Lo Brochure



**BOBLO ISLAND PARK DANCE PAVILION**

Constructed of stone, steel and tile to last for ages. Has dancing capacity for 5,000 persons; will shelter 12,000. Reprinted from 1948 brochure.

I left my home at 6:00 AM on Saturday, took I-75 south to Detroit, passing the Eastern Market and Tiger Stadium areas, to the Clark Street exit and West Grand Boulevard. Proceeding to the DIAMOND JACK's landing at the foot of West Grand, I listened to the weather report on the radio to see what we could

**Come, Enjoy Boblo's 32 Rides!!**

Try our spectacular new ride "The Big Wheel" which provides a breathtaking view of Michigan, Ohio and Canada. Your longtime favorites are still there too! The Log Flume, Pirate Ship, Dodgem, Sky Streak Roller Coaster, Enterprise, and of course our charming antique Carousel with its hand-carved horses is still everyone's delight.

**1954 BOB-LO SAILING SCHEDULE**

DEPART DETROIT	ARRIVE BOB-LO	DEPART BOB-LO	ARRIVE DETROIT
10:00 A.M.	11:30 A.M.	Noon	1:30 P.M.
11:00 A.M.	12:30 P.M.	1:00 P.M.	2:30 P.M.
2:00 P.M.	3:30 P.M.	4:00 P.M.	5:30 P.M.
4:40 P.M.	5:30 P.M.	6:00 P.M.	7:30 P.M.
1:00 P.M.	7:30 P.M.	9:00 P.M.	10:30 P.M.
* 9:00 P.M. (River Cruise)			

\*No 9:00 P.M. (Moonlight) Sailing on Mondays.  
 †No 6:00 P.M. Sailing on Fridays.  
 ‡Does not run after Aug. 30th.

**EXTRA LATE MOONLIGHT SATURDAYS** at 10:15 P.M.  
 And Fri. July 2 - Sun. July 4  
 FRIDAY AND SATURDAY Moonlights only—leave  
 Hob—Lo at Midnight.  
 MONDAYS only—last boat leaves Detroit 6:00 P.M.  
 Saturdays only—6:00 P.M. Sailing from Detroit leaves  
 Hob—Lo at 8:15 P.M.

**ROUND TRIP RATES**

	Adult	Child
Monday to Saturday inclusive	\$1.00	50¢
Weekday Moonlights	1.50	...
Sundays and Holidays—All Sailings	1.50	...

Child is thru 11 years—Adult over 12 years.  
 Schedules and rates subject to change without notice.

**WYANDOTTE**  
 Bishop Park Dock

Sailings from Wyandotte on Sundays, Mondays\* and Tuesdays only.

Arrive Wyan.	Depart Wyan.	Arrive Hob-Lo	Depart Bob-Lo	Arrive Wyan.
11:45 A.M.	Noon	12:45 P.M.	6:00 P.M.	6:45 P.M.

\*Mondays only—Boat departs Hob—Lo at 5:30 P.M. and arrives at Wyandotte at 6:15 P.M.  
 No Sailing from Wyandotte Monday Aug. 2

**SUBJECT TO CHANGE WITHOUT NOTICE**

Photo by John Gatz



expect from Mother Nature. The forecast was terrific. Highs in the high 80's and low humidity. Wind was almost a dead calm. As I got out of my car and walked to the dock area, I could see only occasional swirls of current on the surface of the Detroit River.

Photo by John Gatz

Photos by John Gatz



In the public boat launch area, one could easily observe the results of our local environmental effort and the work of the many zebra mussels on the bottomlands of the river system. The river bottom, over 10 feet in depth, was clearly in view.

After getting the deck chairs cleaned and towed off, the Vessel DIAMOND BELLE was ready for passengers and a trip back in time to Bob-Lo. 197 passengers were on board when the DIAMOND BELLE departed from the landing

and headed for downtown Windsor and check in with Customs Canada. It was nice to see everyone outside on the decks enjoying the cloudless skies and skylines of both cities. However, even with all these great things to see and enjoy, someone forgot to stop and pick up donuts for the cruise. Needless to say, the passengers, as well as the crew putting up with the abuse, forced a marine call for donut rescue. After



Dossim Collection

Photos by John Gatz



clearing Canadian customs in Dieppe Park in Windsor, we sailed directly back to the dockage area at West Grand for our donut cargo. With all having their fill of round sweets (some even said they were both calorie and fat free), we left the dockage area for the second time and headed downriver towards Bob-Lo. It was nice to see a happy crew along with happy passengers.

Photos by John Gatz

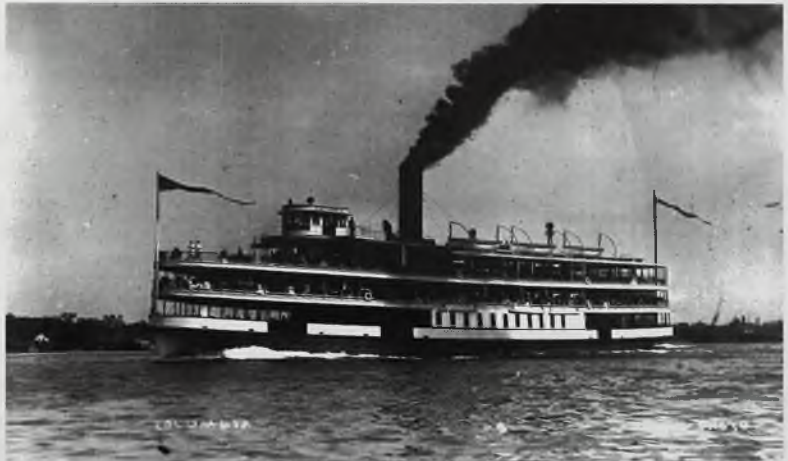


A tug in drydock at the Nicholson Cut

We stopped along the way to view the Bob-Lo vessels in storage along the Detroit River. The STEAMER STE. CLAIRE and STEAMER COLUMBIA were docked side by side. Many on board achieved great photographs as Captain Bill Hoey guided the DIAMOND BELLE into the Nicholson cut. Cameras were again front and center as we passed the upbound vessels CANADIAN LEADER and LEE A. TREGURTHA. The DIAMOND BELLE arrived at the Bob-Lo docks

at 11:15 AM where the passengers were welcomed by current owner John Z. Oram. He provided background information on the island's new status as a residential community and gave basic directions to the pavillion area.

Lunch was served to everyone shortly after 12:00 PM. After filling up with steak, potato, and salads, everyone was on their own to explore Bob-Lo. Although it was sad to see areas such as the log flume ride, the roller coaster, and amusement remnants on the island today, the island is taking on a new image.



COLUMBIA with black stack indicating an early photo (no date) .

Dossin Collection

Photos by John Gatz



Also in the Nicholson Cut, patiently waiting for us to return – the COLUMBIA & STE. CLAIRE.

New large modern homes and condos are being built at a rapid pace. The marina has also expanded. Large areas of the island have new roads and landscaping. All of us remarked, when we left the island, that Bob-Lo has changed dramatically since the Browning family transformed the island into an amusement park in the early 1950's.



Browning Family Collection / Dossin Museum



The Needle still remains.  
June 20<sup>th</sup>, 1998 100<sup>th</sup> Anniversary

John Oram came aboard the DIAMOND BELLE and gave everyone his thoughts and plans for the island. His visions include construction of a golf course as well as a series of canals in the middle of Bob-Lo. The canals will be lined with townhouses. There will also be stores on the ground floors with residences built above. John is also planning additional marina boat slips, theater construction for 1000 people, and possible commuter boat service in the Detroit and downriver area. Additional plans are underway to develop an extensive \$40-million maritime district across the river from Bob-Lo in Amherstburg. This district area may include amusement park attractions similar to what was present on Bob-Lo during the 60's and 70's. With possible visits from Great Lakes cruise ships to this area, the 272 acre island and neighboring Amherstburg may be a major tourist attraction in the months to come.

The DIAMOND BELLE slowly headed back to the Detroit area focusing on landmarks and scenery on the Canadian side of the Detroit River. Passing Turkey Island and proceeding upstream on the eastern side of Fighting Island, Captains Bill Hoey and Steve Carrothers did an excellent job of providing both interesting and historical narratives for all on board.



John Z. Oram, President & CEO, Boblo Resort Community.

Photos by John Gatz

Photos by John Gatz



Photo by John Gatz



We ended our Bob-Lo journey at the DIAMOND JACK's dockage area. A few camera buffs were able to capture a great photograph of the JOHN G. MUNSON as it was going downbound and passing under the span of the Ambassador Bridge.

## Now and Then



Photo by John Gatz

After a seven year absence – visitors at the BobLo



Dossin Collection

LEFT: Is this the PROMISE? discharging "Sunday Afternoon in the Park" visitors to Bois Blanc in 1899.

BELOW: COLUMBIA at Bob-Lo dock (no date).

Many of the photographs accompanying this article were taken from the DIAMOND BELLE or on the island tour. We have also enclosed many historical photographs, schedules, and postcards showing Bob-Lo's past



Dossin Collection

# "The Next Generation of BobLo"



Photo by John Gatz

Enjoy an old-fashioned ride to Bob-Lo aboard the  
**DIAMOND BELLE**



and The Great Lakes Maritime Institute  
Presents

**THE NEXT BOAT TO BOB-LO**  
**DIAMOND BELLE**



Photo by John Gatz

# BIG SABLE POINT LIGHT

(Grand Point Au Sable)  
Ludington State Park, MI

Photos and Story

By

HOWARD H. PETERSON

Big Point Sable Lighthouse, built in 1866/67 and located in what is now known as Ludington State Park, on the western shore of central lower Michigan, marks the point where northbound vessels begin hugging the Lake Michigan shoreline after following the shipping lane coast further out in the lake south of Big Sable. Nestled on the water's edge of the beautiful sparkling sand dunes is this newly refurbished historic ten story landmark with the distinctive white iron clad tower painted with a black top and one wide mid-section black horizontal stripe. The new red roof on the white freshly painted clapboard, two story, three apartment, keeper's quarters beautifully compliments this historic structure.



Today it is difficult to imagine how run-down and vandalized the entire complex once was before some wonderful industrious people with an imagination took over and started turning things around in 1986. Most of the windows were broken or rotted out and all were boarded up. Besides the elements, most of the damage was done by vandals; everything from holes in the shingled roof to the theft of doorknobs, a wooden bannister and antique fixtures. In addition, the high water had breached the seawall and brought the original 500 foot set-back to within a few feet of the structure. To say it was a disaster had to be an understatement.



It was then that the successful "Big Sable Point Lighthouse Keepers Association" was formed to raise both public awareness



and money toward a rebuilding effort. Because the Coast Guard no longer occupied the building, a program had to be instituted to provide on-site guarding to deter vandalizing during and after reconstruction. This ongoing program allowing members extended overnight stays tied into manning the gift shop, working as guides, and doing maintenance work has been very successful, even attracting many out-of-state volunteers.



The exhilarating, near two mile hike from the Ludington State Park entrance to the lighthouse is a well maintained service road but does not allow for visitor vehicle use. You must either walk in or ride a bicycle. I would strongly suggest that visitors with tots arrange to bring strollers



or some other pull cart. The beautiful walk punctuated by numerous ponds and wild flowers is made more exciting as the top of the lighthouse slowly comes into view as you walk increasingly closer. It is a beautiful adventure and well worth the hike. Hopefully the 139 step circular stairway will beckon you.

Big Sable Point Lighthouse is open daily from 10:00 AM to 6:00 PM from May 1 through October 30.



**They're Still There**  
BY FREDERICK ALLEN

## The Last of the Scoopers

**T**hirty feet below an open hatch in the grain carrier KINSMAN INDEPENDENT, at anchor in Buffalo, New York, men are in constant motion on a sea of wheat.

Four of them stand in a corner of the 50-by-100-foot-long bin, alternately pulling and releasing ropes hanging down from overhead. Others catch and position 4-foot-wide metal shovels strung to ropes running overhead; the ropes pull the shovels the length of the hold, carrying wheat along with them. Still other men wield hand shovels and brooms to move wheat toward the paths of the big shovels. Altogether 13 men are working here.

These are the last of the scoopers, most of them doing a job that their forebears have done since it was invented when Lincoln was President. Their purpose is to get all the grain underneath them moved to where it can be scooped up by the marine leg, a 100-foot arm containing a conveyor system that hangs down into the ship's hold from the General Mills grain elevator alongside.

The technology goes back to Oliver Evans, who in 1786 designed a fully automated flour mill. Powered by a complicated network of belts and shafts, it would take grain to the top of a building by an endless bucket-and-chain mechanism and



KINSMAN INDEPENDENT upbound St. Mary's River, Soo, Michigan - June 1997.

then feed it downward through the various machines that would make it into flour. In 1842 a Buffalo businessman named Joseph Dart adapted Evan's concept to build the first grain elevator. After the Erie Canal opened in 1825, Buffalo had boomed as the place where cargoes from lake ships had to be transferred to canalboats. Dart eased the resulting bottleneck by agglomerating grain storage towers and equipping them with Evan's chain-and-bucket lifting device inside a movable arm that could swing out and down into a ship. This was what he called a marine leg.

Once a ship was mostly empty, men had to climb in and shovel and sweep the remaining grain toward the leg. That work was partially automated in the 1860s, when three men in Buffalo came up with the idea of big shovels on ropes or chains. And there the technology remains today – at least on this one ship.

After the marine leg has pulled all the grain it can on its own, the scoopers descend. The four men in the corner of the hold clasp one hanging rope apiece; those ropes work clutch mechanisms to control forward and backward motion for the two shovels. Two more ropes looping down from above pull the shovels.

The rest of the men work by hand, aiming the two shovels toward higher grain, pushing and sweeping grain toward the shovels, and rehanging pulleys. When the job begins, the two shovels run the entire length of the hold. Ultimately the shovels sweep only the very last of the grain right around the leg.

Except for electricity replacing steam power and the shovels being made of lighter material, almost nothing has changed. Or at least nothing on the KINSMAN INDEPENDENT. Most bulk cargo ships everywhere now have fully automated self-unloaders. But in Buffalo conversion hasn't been worth it. The volume of grain coming in has plummeted since the 1950s, when the St. Lawrence Seaway system enabled

ships to bypass the port. The only grain that arrives now is destined for local mills.

The KINSMAN INDEPENDENT is the Great Lakes' last working non-self-unloader. It is also George Steinbrenner's last commercial vessel, all that remains of the shipping empire his great-grandfather started. And few scoopers remain to do the now occasional work. Local 109 of the Grain Shovelers' Union, AFL-CIO, has about 75 members. Most have other jobs. "You can't live on what we make," Fred Brill, the local's president, says. "The ship only comes in every couple of weeks. We had 500 members once."

The union hall is a room in a house nearby with an aging green linoleum floor, a newspaper photo of the winking Steinbrenner over the bathroom door, and a "Remember Ireland" bumper sticker on the front door. "Scoopers were always Irish," Brill says. "My great-grandfather worked the guidelines in the hull. My father scooped for 35 years. It's a long tradition around here.

"It's very tough work. Everything happens faster than it looks from on deck. The shovels weigh about 60 pounds and move 20 miles an hour. I've always been surprised more people aren't hurt.

"We're witnessing the tail end of it. When I started as a scooper in 1970, the old-timers told me there were maybe five years left. They're finally installing equipment to handle self-unloaders in Buffalo now. We just hope Steinbrenner can keep it going a little longer.

"It's very difficult work, but when it goes, it will be a big loss for everyone in it."

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# GREAT LAKES & SEAWAY NEWS



Those who have contributed to the News  
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Dave Glick	Dan Kaminski	Alan Mann
M. B. MacKay	Ed Morris	Dan McCormick
Gary Morris	Ray Oset	Sandy Oset
Howard Peterson	Greg Rudnick	Jim Sprunt
John Vournakis	Jerry Walter	Jason LaDue (Historian)
John Saarinen (Historian),		

**CORRECTION:** In Volume XLVI #3 the name of the ship in the picture on page 109 should be ALGOEAST not ARGOEAST as printed. On page 110 the spelling of the Coast Guard hovercraft should read SIPU-MUIM not SIPUMUIM.

## MARCH

Mar. 1 ... Shipmasters Memorial, Inc. an Illinois based not-for-profit group is going to erect a memorial to the men and women of the Great Lakes Maritime Fleet at Chicago's Navy Pier in May 2000. The four ton sculpture will feature the bronze figure of a merchant marine captain tending a bronze ship's helm. The memorial is to be placed a little south of the entrance to the pier, and will stand on a 26 inch high granite base. Sculptor Michael Martino of La Crosse, WI has been commissioned to create the monument.

... Inland Lakes PAUL H. TOWNSEND departed her lay-up berth in Milwaukee and crossed Lake Michigan arriving at Muskegon later that same day and unloaded her storage cargo of cement.

Mar. 10 ... The Eastern Upper Peninsula Transportation Authority received word that the \$383,000 low-interest State Ferry Loan has been approved for the new Drummond Island Ferry. The one remaining hurdle is the estimated \$550,000 it will cost to lengthen and modify the ferry docks. In another matter, the Governor's 2000 Budget proposes to end the state operating subsidies for Sugar Island, Drummond Island and Neebish Island ferries. If passed, ferry customers could see a doubling of fares.

... Hapag Lloyd announced that their cruise ship C. COLUMBUS will make only one stop in Little Current on Manitoulin Island this season. The reason is there has been a problem getting lease space to dock.

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• GREAT LAKES & SEAWAY NEWS

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Mar. 11 ... The Steamer Columbia Foundation which plans to restore the former Bob-Lo Steamer COLUMBIA estimate it will take \$1.8 million for the restoration. They hope to have the job completed for Detroit's 300th anniversary in 2001.

... Legislation was approved today in a United States House Committee to keep the Coast Guard Air-Rescue Helicopter Base in Muskegon open for at least three years. President Clinton's proposed budget would have closed the base along with one in Long Island, NY. The base was only relocated to Muskegon in 1996 from Glenview, IL.

... Upper Lakes Towing's tug/barge JOSEPH H. THOMPSON opened Escanaba when she loaded taconite for Indiana Harbor. She was assisted through the ice by the tug ERIKA KOBASIC.



JOSEPH H. THOMPSON early season Escanaba load – March 14, 1999

Photo by Rod T. Burdick

Mar. 14 ... The United States Coast Guard Icebreaker MACKINAW (WAGB-83) arrived at the Coast Guard base in the Soo and spent the night. The next day she departed upbound to break out the upper St. Mary's River and Whitefish Bay. When completed she is to continue on to Duluth. She was assisted in the river work by the cutter KATMAI BAY (WTGB-101).

... At Port Weller Dry Docks, the new cargo hold section for Canada Steamship Lines J. W. MCGIFFIN was floated out of the drydock and placed at the fit-out wall.

Mar. 15 ... The J. W. MCGIFFIN was placed on the drydock at Port Weller to have her cargo hold section cut off.

Mar. 16 ... Blue Water Excursions in Port Huron announced they have purchased a larger ship to be named HURON LADY II. When the new ship arrives in early summer, their first ship HURON LADY will be put up for sale.



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**GREAT LAKES & SEAWAY NEWS •**


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... The newly formed Bay Water Ferry & Tours Co. is going to offer ferry service on Little Traverse Bay between Bay Harbor and Petoskey. Plans call for seven trips daily, with six additional nautical-history cruises daily. It was hoped to have Harbor Springs as a port of call, but they opted out. The plan is to buy a ferry capable of carrying 65 passengers. In Petoskey they will tie up at the public dock and in Bay Harbor at the marina.

Mar. 17 ... As the MACKINAW was breaking out Duluth Harbor the United States House passed a bill that provided for her replacement. The bill, which still must pass the Senate, would provide \$128 million in fiscal 2001 for construction of a icebreaker to replace her.

Mar. 18 ... Interlake's PAUL R. TREGURTHA opened Marquette when she arrived with 62,000 tons of western coal from Superior. She was assisted out the Duluth entrance by the Icebreaker MACKINAW on March 17. Dock officials stated that it was the earliest coal delivery on record. She returned on March 21 with a second load of coal.



PAUL R. TREGURTHA opening Marquette with coal – March 18, 1999

Photo by Rod T. Burdick

Mar. 19 ... The MACKINAW broke out the port of Thunder Bay.

... The U. S. Coast Guard Cutter BISCAYNE BAY (WTGB-104) was dispatched to breakout the ice bridge between the mainland and Mackinac Island. However, a stiff northwest wind beat her to it. The Arnold Transit Co. stated it would be a couple of days before they start service to the island.

... The repowering of the HURON will require two or three days to complete.

Mar. 21 ... The State of Michigan announced it had purchased Stony Island from Ohio businessman Victor Ponziano for \$650,000. The 123-acre Island is located in the Detroit River off the eastern tip of Grosse Ile. Michigan bought the island to preserve its pristine state by keeping it away from developers.

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• **GREAT LAKES & SEAWAY NEWS**

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Mar. 22 ... The GEORGE A. STINSON opened the Burlington Northern Santa Fe Ore Dock in Superior when she arrived from her lay-up berth in Duluth to load for Detroit.

Mar. 23 ... Interlake's barge PATHFINDER had her cargo holds sloped over the winter. She will be paired with the tug JOYCE L. VAN ENREVORT until their own tug DOROTHY ANN is completed. The completion date is scheduled for June 1 and as of March 14 her superstructure and stack casing were in place.

... Cracks were found in the concrete reinforcement of the hinge structures on a gate at the MacArthur Lock at the Soo. The United States Corps of Engineers is going to reduce vessel traffic in the lock and divert them to the Davis Lock. The Davis Lock has not been used for commercial traffic in many years.



Photo by Rod T. Burdick

DOROTHY ANN under construction in Escanaba, MI – April 23, 1999

Mar. 25 ... The Soo Locks opened with the downbound passage of Interlake's CHARLES M. BEEGHLEY through the Poe Lock. She arrived in Waiska Bay, anchored on March 23 and moved to the approach pier yesterday to await the midnight opening. The first upbound passage was made by Oglebay Norton's COLUMBIA STAR followed right behind by her sistership OGLEBAY NORTON.

Mar. 26 ... The tug/barge SUSAN W. HANNAH/MEDUSA CONQUEST opened the Port of Grand Haven when they arrived to unload a cargo of cement at the Southdown Ferrysburg Terminal.

Mar. 27 ... The MAPLEGLLEN arrived in Thunder Bay as the first ship into port. She was also the first ship in 1988 then named the ALGOCAPE. After loading a cargo of grain she departed for Windsor.

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**GREAT LAKES & SEAWAY NEWS •**


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Mar. 28 ... The old forebody of the *J. W. MCGIFFIN* was removed from the drydock at Port Weller and placed at the fit-out wall. The new forebody was then placed into the drydock so it can be joined to the stern section.

Mar. 30 ... Waterways Transportation Services Corp. announced that they are going to run their catamaran *WATERWAYS I* from Toronto to Niagara-on-the-Lake in 1999. This a change from 1998 when they ran from Toronto to Port Dalhousie.



*WATERWAYS I* at Port Dalhousie – May 14, 1999

Photo by Jim Morris

Mar. 31 ... The St. Lawrence Seaway opened when Canada Steamship Lines *ATLANTIC HURON* passed up at the St. Lambert Lock in Montreal. Upperlake's *CANADIAN MINER* was the first downbound when she passed through the Iroquois Lock. The first salty was the *STOLT ASPIRATION*.

... The Welland Canal was opened by the upbound *ALGOWEST* with a ceremony at Lock #3. The first downbound passage was made by the tug/barge *SEA EAGLE II/ST. MARY'S CEMENT II*.

## APRIL

Apr. 1 ... The *AGAWA CANYON* was removed from the drydock at Port Weller after her winter re-fit and placed at the fit-out wall. She was assisted by the tugs *JARRETT MCKEIL*, *LAC ERIE & JAMES E. MCGRATH*. She departed the shipyard upbound on April 24.

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• GREAT LAKES & SEAWAY NEWS

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... Algoma Central Marine ships will sail the 1999 season with a special logo to honor their Centennial Season. The logo is a red ribbon with white trim and white lettering that reads "Centennial 1899 - 1999".



Photo by Jim Morris

New centennial logo on bow of JOHN B. AIRD upbound in Welland Canal below Lock #4 – May 9, 1999.

... The former Inland Steel ships WILFRED SYKES & JOSEPH L. BLOCK have new stack logos. They now sport the Ispat logo which is blue and white. The Sykes also is celebrating her 50th year with this phrase on each side of her pilot house "50 years of Smooth Sailing!".

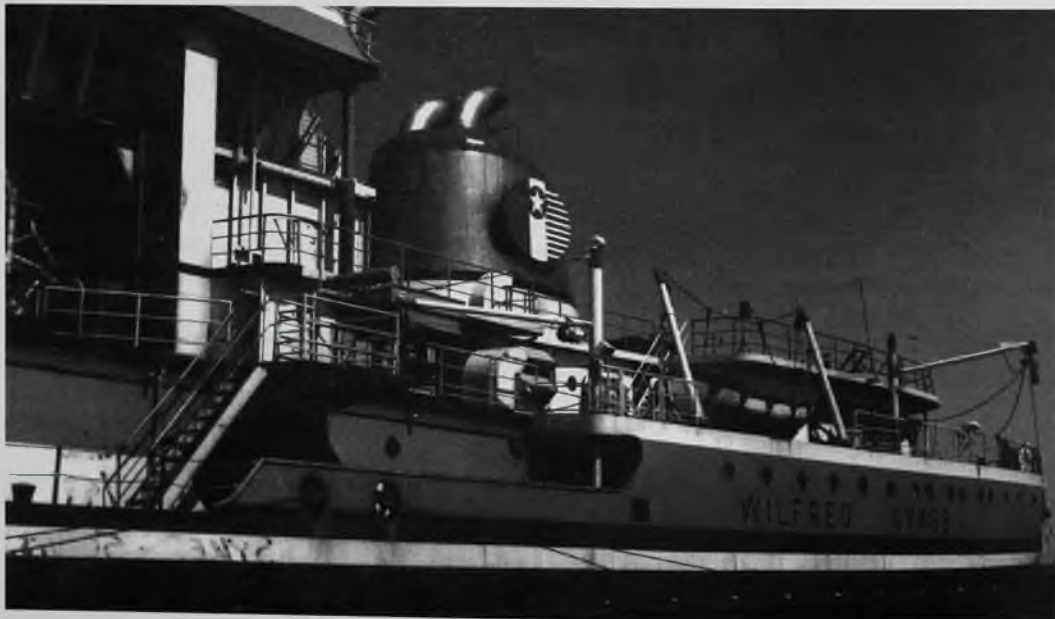


Photo by Rod T. Burdick

New Ispat stack logos on the WILFRED SYKES – April 9, 1999

## GREAT LAKES &amp; SEAWAY NEWS •



Photo by Rod T. Burdick

WILFRED SYKES sporting her "50th Year" phrase in Escanaba – April 9, 1999.

Apr. 2 ... The former forebody of the J. W. MCGIFFIN was towed from Port Weller Dry Docks up the Welland Canal to Wharf #17 in Port Colborne by the tugs JARRETT MCKEIL, ATOMIC & LAC ERIE. There it is to be cut up for scrap.

... The first salty of the season to pass up the Welland Canal was FEDERAL MACKENZIE.

Apr. 3 ... The CANADIAN TRANSFER was placed back on the drydock at Port Weller with the help of the tugs ATOMIC, LAC ERIE & JAMES E. MCGRATH. She was removed from the drydock on April 11 and placed next to the AGAWA CANYON at the fit-out wall. She departed the shipyard upbound on April 13.

... The United States Coast Guard Cutter WALNUT (WLB-205) passed down the Welland Canal on her delivery trip out of the lakes.

Apr. 5 ... The PATERSON ran aground in Lake St. Francis on the St. Lawrence Seaway. She had to lighten some of her cargo of wheat into the barge P. S. BARGE NO. 1. After this was completed she was pulled free by the Groupe Ocean tugs OCEAN INTREPID, OCEAN HERCULES and OCEAN ECHO II on April 9. After unloading at Sorel, she proceeded to the Verreault Shipyard in Le Mechins, Quebec where she was placed on the drydock on April 21 for repairs.

... The ALGONTARIO ran aground in the St. Mary's River off Johnson's Point at 4:50 A.M.. She was upbound with a cargo of 18,600 long tons of cement bound for Duluth. She suffered damage to three bottom ballast tanks. With the upbound passage closed, due to the grounding, the U. S. Coast Guard granted permission to the ROGER BLOUGH & H. LEE WHITE to use the downbound West Neebish Passage for their upbound trip. The ALGONTARIO was finally freed on April 7 at

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**• GREAT LAKES & SEAWAY NEWS**

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about 6:30 p.m. with the help of the Purvis Marine tugs ADANAC, AVENGER IV & WILFRED COHEN, then proceeded to the Carbide Dock at the Soo for further inspection. She was allowed to leave late in the afternoon the next day and passed up through the Poe Lock headed for Duluth. After unloading she is to proceed to the Pascol Shipyard in Thunder Bay for drydocking.

... The FRED R. WHITE JR, arrived in Escanaba to begin her season and loaded taconite for Indiana Harbor. She came from Bay Shipbuilding where she received a new 600 hp Ulstein Sternthruster and automated Ballasting/Unloading System over the winter. The Ballasting/Unloading System is designed to operate unloading and ballasting at the same time. This was done to keep the cargo flowing as fast as possible and minimize the stress on the hull. She also was equipped with an automated steering system, which will keep the ship on the exact course all the time. Her fleetmates ARMCO, RESERVE & COURTNEY BURTON also received the new steering system.

Apr. 6 ... The ARTHUR M. ANDERSON ran aground just outside the breakwall at Rogers City after departing with 26,259 tons of limestone bound for Buffington, IN. The WOLVERINE came alongside and lightered about 6,000 tons of cargo which freed the ANDERSON the next day. She proceeded back to the dock in Rogers City and unloaded the balance of her cargo. She departed on April 8 for the drydock at Bay Shipbuilding in Sturgeon Bay.

Apr. 7 ... The Detroit River mailboat J. W. WESTCOTT II began her 1999 season going out to the upbound salty PETKA. The first downbound vessel was the SAM LAUD.

... The ferry RANGER III had her sea trials following her re-fi over the winter at Bay Shipbuilding in Sturgeon Bay.

Apr. 8 ... The United States Corps of Engineers sent the survey ship JAMES BRAY to the sight of the ALGONTARIO grounding. She found the area is at chart depths in area's marked 27,28 and 21 feet respectively. She found no obstructions due to the grounding.

... The first salty of the season to pass up through the Soo Locks was the LAKE ONTARIO bound for Thunder Bay.

... The Ramada Inn (Formerly Holiday Inn) in downtown Windsor right on the Detroit River caught fire in early evening. The Windsor Fire Dept. requested help from the U. S. Coast Guard and the Detroit Fireboat CURTIS RANDOLPH. The Coast Guard Cutter BRISTOL BAY was dispatched and the RANDOLPH came from her assignment at Rouge Steel Power Plant. The Inn which had been idle for some time was totally destroyed.

... The Norwegian Tall Ship ANNA KRISTINA docked at the new Dossin Great Lakes Museum dock on Belle Isle and was open for tours.

Apr. 9 ... The ALGOWAY opened the Port of Goderich when she arrived to load salt for Chicago.

... The ALGOWEST made her first trip ever to the Port of Marquette to load taconite for Algoma Steel in the Soo. She made three more trips within the next five days.

... The ANNA KRISTINA ran aground near Grassy Island in the Detroit River while proceeding downbound. She was pulled free the next day by the Gaelic tug PATRICIA HOEY.

Apr. 10 ... The first salty in the Port of Duluth was the FEDERAL MACKENZIE to load for Finland.

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**GREAT LAKES & SEAWAY NEWS •**


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... The CANADIAN CENTURY arrived off Port Weller and anchored to await space in the drydock at Port Weller Dry Docks. She was placed on the drydock on April 14 and departed upbound on April 24.

Apr. 12 ... The Muskegon City Commission is looking into dock space for a proposed high-speed ferry service between Muskegon & Milwaukee. Hydrolink of Eau Claire, WI is planning on bringing two 236 foot catamarans which can carry 300 passengers and 65 vehicles for the service.

Apr. 13 ... The United States Coast Guard Icebreaker MACKINAW passed down the Welland Canal on a goodwill trip to Toronto. She was back up the Canal on April 17.

... Upperlake's CANADIAN PROSPECTOR was removed from the drydock at the Pascol Shipyard in Thunder Bay and the ALGONTARIO took her place on the drydock.

Apr. 14 ... The Norwegian tall ship ANNA KRISTINA passed down the St. Lawrence Seaway bound for Norway.

Apr. 15 ... The ferry RANGER III arrived back in her home Port of Houghton, MI. Her first scheduled trip to Isle Royale is to be on April 27 to carry only freight. The passenger season is to start on June 1.

Apr. 19 ... The ALGOLAKE went to anchor in Waiska Bay in the St. Mary's River with engine trouble.

Apr. 21 ... The Gaelic tug ROGER STAHL departed the drydock at Nicholsons for her sea trials. She is to be paired with the tank barge MARYSVILLE. She is the former Coast Guard Tug KAW.



RANGER III taken in Portage Canal – Keweenaw Waterway – August, 1997

• GREAT LAKES & SEAWAY NEWS

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Apr. 22 ... The ALGOCEN departed Montreal on her first trip of the season bound for Pointe Noire to load ore. She was brought out to replace the ALGONTARIO after her grounding.

... The first salty of the season to arrive in Sarnia was the tanker KAPITAN RUDNEV. When she tied up at the Esso Dock, Captain Anatoly Achkason was presented with the ceremonial topper by Rev. Albert Corradin. After loading her cargo of benzene she will sail for Philadelphia.

Apr. 23 ... Canada Steamship Lines JEAN PARISEAN touched bottom in the St. Mary's River near Johnson Point while upbound in ballast damaging her forward ballast tanks. She went to anchor in Lake Nicolet to await divers. After inspection she was allowed to proceed for Thunder Bay and drydocking.

... The upbound salty DOBRUSH was blown against the raised bridge while leaving Lock #1 on the Welland Canal. Minor damage was suffered to both the ship and bridge.

Apr. 24 ... The foreign tanker SUNNY BLOSSOM ran aground on Allan Otty Shoal in the St. Lawrence Seaway, which is about 8 miles west of Cape Vicent, NY. She struck soft bottom and had no damage to the hull. The DIAMOND STAR was summoned to lighter part of her cargo of Caustic Soda. She was refloated on May 1 with help from the tugs ALICE A. & PACIFIC STANDARD after approximately 5,000 tons of cargo was offloaded. She was moved to the Wilson Hill Anchorage for further inspection and was allowed to proceed on her trip to Sarnia followed by the DIAMOND STAR.

... The Purvis Marine tug W. N. TWOLAN was placed on the drydock at MCM Marine in the Soo for shaft repairs.

... Kinsman's KINSMAN INDEPENDENT departed her winter berth in Buffalo on her first trip of the season bound for Superior.

Apr. 27 ... The JEAN PARISEAN was placed on the drydock at the Pascol Shipyard in Thunder Bay.



SUNNY BLOSSOM in Lock #18 on Welland Canal – May 13, 1995



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**GREAT LAKES & SEAWAY NEWS •**


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... The Polish Steamship Co. announced the names of their new ships under construction for Great Lakes Service. They are: ISA, ISOLDA, ISADORA, IRYDA AND IRMA.

... The MEDUSA CHALLENGER had her new name SOUTHDOWN CHALLENGER painted on her while in Milwaukee.

... The United States Corps of Engineers announced they had awarded a \$1.96 million contract to E & L Construction Group Inc. for work at the Soo Locks. The contract covers replacing the slate roofs on the Corps Administration and Davis Lock Buildings with a metal lookalike, exterior wall renovation and interior restoration to conform with the quarried stone buildings historic designation.

**MISC:** ... The tug MOUNT MCKAY has been listed for sale for \$85,000 in the latest issue of Boats & harbors.

... Gaelic Tugboat recently purchased the Holly Marine tugs KATIE ANN and LAURA LYNN. They are to be renamed WILLIAM A. HOEY and SUSAN HOEY respectively.

... The Marine News, Journal of the World Ship Society reported the following items in their February & March issues:

ABITIBI JOHN CABOT (Ex - TUNADAL -97), Built 1967, was sold by B & N Gorthon Lines A/S, Norway to Great Lakes European Shg A.S., Norway in 1998 and renamed MARINETTE. DOCEGULF, Built 1979, was sold by Seamar Shg corp., Liberia to Armonikos Corp. Ltd., Malta in 1998 and renamed ARMONIKOS.

FURUNES (Ex - FIRMNES - 88), Built 1979 was sold by Aboitz Jebbens Far East Shg S.A., Philippines to Ajfe Cement Car. Inc., Philippines in 1998 and renamed ALCEM CALACA.

MAPLE (Ex - FIR - 93, ADELE R -92, PIGASSIOS - 87, OCEAN BIKO - 84), Built 1984, was sold by Kobbe Howard Co. Nav. S.A., Bahamas to Velvet Shg Ltd., Malta in 1998 and renamed THEANO K.

MARIA S.J. (Ex - LA BOHEME - 95, BIHAC - 93), Built 1984, was sold by Golden Lines Shg Inc., Liberia to Romantic Oceanways Ltd., Liberia in 1998 and renamed LINDSAY M.

HOLCK-LARSON (Ex - EGGARLOCK - 82), Built 1980/81, was sold by Larson & Toubro Ltd., India to Kylco Mar. Ltd., Cayman Islands in 1998 and renamed MILLENIUM CONDOR.

MELINAU TIGA (Ex - SAMUDERA INDAH - 95, OK NO. 1 - 94 LUZON MA - 92, LA MANCHA -83), Built 1982, was sold by Shinline Sen. Ber., Malaysia to Blue Atlantic Shg Ltd., Malta in 1998 and renamed TK LONDON.

POLIANNI DUE (Ex - VENTO -96, MARCO POLO - 90, ESTHER DEL MAR -89 , MANCHESTER RAPIDO -77), Built 1971, was sold by Alaia Mar. Co. Ltd., Panama to Ortheo Mar. Inc., Panama in 1998 and renamed Viking Sky.

SOREN TOUBRO (Ex - OAK STAR -82), Built 1981, was sold by Larson & Toubro Ltd., India to Millenium V Inc., Cayman Islands in 1998 and renamed MILLENIUM FALCON.

CUSIANA STAR (Ex - ICEPURHA -96, SEAPURHA -94, PURHA -91), Tanker-Built 1968, was sold by Masaro Enterprises Ltd. S.A.(Star Shipmanagement Ltd.), Panama to Indian Shipbreakers and anchored off Alang on 10-8-98. Delivered on 1-6-99.

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ARTIC FLOWER (Ex - ICEVINHA -96, SEAVINHA - 94, VINHA - 91, WINHA -88) Tanker-Built 1969, was sold by Heracles Navigation Inc. (Star Shipmanagement Ltd.), Bahamas to Indian Shipbreakers and anchored off Alang on 10-17-98. Delivered on 1-6-99.

APJ PRITI, Built 1976, was sold by Surrenda Overseas Ltd., India to Indian Shipbreakers and arrived at Alang on 12-19-98. She had been laid up at Mumbai since 1-22-98.

FULMAR (Ex - MIRA -95, LUPUS - 91, ACORN - 90, CHARNIC - 88, VERENA -86, MURRAY -80, KYOKUSHIN -78, KYOKUSHIN MARU -73), Built 1971, was sold by Fulmar Ltd. (Iaruse S.A.), Malta to Indian Shipbreakers and arrived at Alang on 1-2-99.

NEREIS P. (Ex - ANANGEL PEACE - 95), Built 1974, was sold by Athina Overseas S.A., Greece to Pakistan Shipbreakers and arrived at Gadani Beach on 12-23-98.

**MAY**

May 1 ... The Traverse City based schooner MALABAR is expected to miss most of the summer season while undergoing renovations at Bay Shipbuilding in Sturgeon Bay.

May 2 ... Algoma Tankers sold the ENERCHEM REFINER to Panamanian Flag interests recently. She departed Sorel today for the Caribbean having never ran for Algoma Tankers.

May 3 ... The Ontario Northland ferry CHI-CHEEMAUN made a special trip from Owen Sound to Collingwood to celebrate the 25th anniversary of her christening.

May 4 ... The downbound OGLEBAY NORTON backed into the sill while in the Poe Lock. After departing she tied up to pier below the lock for a short time, then shifted over to the MacArthur Lock pier. Divers were called and worked from the workboat DAVID BOYD and the pilot boat SOO RIVER BELLE. No damage was found and she was allowed to proceed.

May 5 ... The Eastern Upper Peninsula Transportation Authority announced that Basil Marine in Escanaba has been issued a notice to proceed on the \$27 million Drummond Island Ferry. Completion of the 148 ft, 32 vehicle ferry was set for October 1, 2000 with a 30 day grace period allowed in the contract.

... The United States Corps of Engineers sweep vessel JAMES BRAY was following the salty MINA CEBI when a man overboard was sighted. They rescued Suleyman Gol a Turkish seaman from the 43 degree St. Mary's River. He was transferred to a Coast Guard patrol boat and relayed to War Memorial Hospital, after treatment he was released to U. S. Immigration officials.

... The ARTHUR M. ANDERSON departed the drydock at Bay Shipbuilding following repairs for her grounding.

... The downbound salty INVIKEN ran aground off Peche Island at the mouth of the Detroit River. She was freed on May 7 with assistance from the Gaelic tugs PATRICIA HOEY, SHANNON & ROGER STAHL. She stopped the next day in Port Colborne at Wharf #16 on the Welland Canal for inspection.

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**GREAT LAKES & SEAWAY NEWS •**


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May 6 ... Lake Michigan Carferry's BADGER had her boilers lit today, all four were rebuilt over the winter.

May 9 ... The salty KAPITAN GEORGI GEORGIEV developed engine trouble and tied up below Lock #3 on the Welland Canal. After several hours she was able to continue her trip to Duluth.

... The upbound salty NARRAGANSETT was stopped by the United States Coast Guard and ordered to anchor at the Wilson Hill Anchorage in the St. Lawrence Seaway. Oil was spotted leaking from the stern tube area. She was finally cleared to continue her trip to Marinette, WI on May 14.

May 10 ... The downbound tug SUSAN W. HANNAH pushing the barge **SOUTHDOWN CONQUEST** developed engine trouble while downbound in the Welland Canal and tied up at Wharf #7 in Thorold at about 1 a.m.. She was able to continue at about 10 a.m. for Bowmanville, Ontario.

May 12 ... McKeil Marine is going to keep Waterman's Services in Toronto as a subsidiary. Assigned to this fleet are the tugs ATOMIC & LAC COMO. They have been painted up in the new paint scheme, light blue hulls, white cabins with red trim and white stack with black top and red stripe.

May 13 The PATERSON departed the Verreault Shipyard in Le Mechins, Quebec following repairs from her grounding on April 5.

... Canada Steamship Lines TADOUSSAC arrived at Port Weller Dry Docks and was placed on the drydock with steering gear problems. She had been upbound on Lake Ontario with ore bound for Nanticoke on May 11 when she was diverted to Hamilton. The tug GLENEVIS escorted her over from Hamilton to Port Weller and then assisted her into the drydock with help from tugs LAC ERIE & JAMES E. MCGRATH.



TADOUSSAC being put on drydock at Pt. Weller – May 13, 1999

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**• GREAT LAKES & SEAWAY NEWS**

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May 14 ... The carferry BADGER departed Ludington to begin her 1999 season across Lake Michigan.

... The salty MALYOVIK had to winch her way back out of Lock #8 on the Welland Canal and tied up at Wharf #16. She was overdraft due to deck cooling water accumulating in the forepeak. After pumping out the water she was allowed to continue the next day.

May 15 ... In the early morning hours the NIAGARA II was towed out of Tobermory over to Little Cove by the tug DAWNLIGHT assisted by the NOLAN D. Little Cove is located a few miles to the east of Tobermory. At 2:30 p.m. pyrotechnic devices were set off along her decks just before charges were set off in her hull to sink her as a dive sight. After a few moments she started to roll slowly over on her starboard side and down by the bow, in minutes she was gone. She settled upright on the bottom in 105 ft of water. To make her an interesting ship to dive on, she had large holes cut right through her hull so divers can swim in one side and out the other.



NIAGARA II at Little Cove being sunk as a dive site – May 15, 1999

Photo by Jim Morris

... The Canadian Lock at the Soo opened for the season when the tug WHITNEY III passed through. It is scheduled to stay open until October 15. This year users will have to pay a fee to help cover operating costs (\$140,000 a year). Pleasure craft - 1 lockage \$5.00, 2 - \$7.00, 6 - \$20.00, Season - \$40.00. Tour Boats/non pleasure craft - 1 lockage \$14.00, 2 - \$21.00, 6 - \$64.00, Season - \$1200.00.

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GREAT LAKES & SEAWAY NEWS •

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Photo by Jim Morris

H. LEE WHITE downbound in Welland Canal entering Lock #3 – May 16, 1999

May 16 ... American Steamships H. LEE WHITE made a rare trip down the Welland Canal with ore for Hamilton. She returned back up the next day.

May 18 ... The MELISSA DESGAGNES was found to be three inches over loaded by Coast Guard Inspectors while downbound in the MacArthur Lock at the Soo. She was directed to go to the Carbide Dock, where she unloaded part of the grain cargo into trucks brought from Sarnia with her own cranes.

... The United States Coast Guard Icebreaker MACKINAW was placed on the drydock at Fraser Shipyard in Superior. She is to have routine maintenance and is scheduled to depart in 45 days.

May 20 ... The Elberta Village Council approved a special land use permit for the CITY OF MILWAUKEE. Plans call for her to be opened for tours on May 31 from noon to 5 p.m. for a \$5.00 fee. The rest of the summer schedule is still in the planning stages.

... Algoma announces that all the ships in their fleet are now linked by E-Mail.

May 21 ... Capt. John Sucharski who was captain of the Bob-Lo Steamer STE. CLAIRE from 1977 through 1986 passed away from heart failure in Cheboygan, MI. He had been a mate on the Bob-Lo Boats since 1957.

... Canada Steamship Lines JEAN PARISEAN was removed from the drydock at Pascol Engineering in Thunder Bay by the tugs PENINSULA & GEORGE N. CARLTON and placed at the Keefe Terminal.

## • GREAT LAKES & SEAWAY NEWS

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May 22 ... The Southwest Michigan Underwater Preserve kicked off "Quest 99". They are searching for the wreck of the passenger ship CHICORA which sank in 1895. In addition two other wrecks are being targeted, the ANDASTE which sank on September 10, 1929 and the ALPENA which sank on October 15, 1880. The search area is between Holland and Saugatuck and is scheduled to last ten days.

... Toronto's Economic Development Committee announced its support for a plan to operate a fast ferry service between Toronto & Rochester.

May 23 ... The tug ECOSSE (EX - R & L NO. 1) passed down the St. Lawrence Seaway bound for Halifax.

May 24 ... American Steamship's AMERICAN MARINER made a rare trip down the Welland Canal bound for Hamilton with ore.

... The ISA first of the Polish Steamship Co.'s new salties passed up the Welland Canal.

May 25 ... Canada Steamship Lines announced that the rebuilt J. W. MCGIFFIN will be renamed CSL NIAGARA.

May 26 ... The EMPIRE SANDY passed upbound in the St. Lawrence Seaway after spending the winter in Nassau, Bahamas. Her return was delayed because of engine trouble.

May 27 ... The tug HOLLY ANN departed Bay Shipbuilding in Sturgeon Bay with the dredge NEW YORK. The dredge was built for Great Lakes Dredge & Dock and is headed to New York City. She was built at a cost of \$37 million and features 3 - 120ft long 8 ft square walking spuds, a 30 ton service crane, 27 yard bucket and a 3000hp Liebherr 996 Backhoe.

... The tug CARBIDE CHALLENGER passed up the Welland Canal bound for Buffalo. There she is going to wait to pick up the NEW YORK.



Ferry SANDY GRAHAM upbound in Lake St. Clair - May 30, 1999

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**GREAT LAKES & SEAWAY NEWS •**


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May 28 ... Blue Water Excursions new ferry HURON LADY II arrived in her new home port of Port Huron. The 73 ft ferry is the former LADY LUMINA from Wilmington, North Carolina. Her regular season of two hour cruises on the St. Clair River is scheduled to begin on June 19.

May 30 ... The ferry SANDY GRAHAM passed up past Detroit on her way to Georgian Bay and her new home. She came into the lakes last November and wintered at Port Maitland.

... The salty LIJNBAANSGRACHT arrived in Port Stanley with an unusual deck cargo of large fermenting tanks loaded in Europe. The tanks were placed on flat-bed trucks for delivery to Labatt Breweries in London, Ontario. It has been reported that the cost of trucking the tanks the 27 miles to London cost more than the trip from Europe.

May 31 ... The tug HOLLY ANN and the dredge NEW YORK passed down the St. Clair & Detroit Rivers assisted by the Gaelic tugboat PATRICIA HOEY.



LIJNBAANSGRACHT in Welland Canal, Bridge 5 – May 30, 1999

Photo by Jason LaDue

## JUNE

Jun. 1 ... The Lake Carriers Association reported Lake Erie coal loadings totaled 2,144,132 net tons in April, a decrease of 175,000 tons compared to 1998. Also the stone loadings of U.S. and Canadian Ports totaled 3.2 million net tons in April, this is a falloff of more than 700,000 tons from last year.

... The Group Ocean Ltd. tug CAPT. IOANNIS S. was renamed OCEAN DELTA. She had been owned by Canada Steamship Lines at onetime.

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**• GREAT LAKES & SEAWAY NEWS**

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Jun 2 ... The former craneship ELBA, in use as a floating drydock by Peterson Builders in Sturgeon Bay since 1969 is being cut down to a barge in Marinette, WI.

Jun 3 ... The downbound salty HOPE I lost power and veered out of the channel running aground near Morrisburg, Ontario in the St. Lawrence Seaway. She was holed in the forepeak when she stranded on a old lock wall that was submerged when the Seaway was flooded. After lightering 700 tons of her wheat cargo she was pulled free on June 5.

... The Eastern Upper Peninsula Transportation Authority reported the ferries on the St. Mary's River are running at a surplus of \$70,000 for 1999. An application for federal funds in the amount of \$645,494 to convert the Drummond Island ferry docks to fit the new ferry under construction was submitted by Michigan Department of Transportation for them. The hull, deck and house arrangements for the new ferry were approved by the Coast Guard. Electrical, Plumbing and Mechanical Systems are pending.

Jun 4 ... Project H.M.S. Detroit have plans to build a replica of the 132 ft battleship H.M.S. DETROIT. Originally built by the British to honor their capture of Fort Detroit in the War of 1812. They scuttled her after she was nearly sunk by the American's in 1813. The new ship is to carry 110 passengers and have 42 berths. Plans call for hosting weddings, operate bed & breakfast rooms and be leased out to corporations for sailing events. She is to dock at Kings Navy Yard Park in Downtown Amherstburg, near where the original H.M.S. DETROIT was built. Expected to cost \$4.1 million and scheduled to be completed in the fall of 2000.

Jun 5 ... Canada Steamship Lines JEAN PARISEAN finally departed Thunder Bay after arriving on April , for repairs to her grounding.

Jun 7 ... Algoma Tankers ENERCHEM CATALYST was recently renamed ALGOCATALYST while being refitted in Toronto. She passed down the St. Lawrence Seaway on her first trip under the new name today.

Jun 9 ... Divers reported the discovery of a mystery schooner on Lake Ontario. She is thought to be the HENRY CLAY which sank on July 20, 1831.

... At 2:25 A.M., Algoma's ALGOBAY was departing the Poe Lock when they tried to correct a port list by swinging the self-unloading boom to starboard. Something went wrong and the boom dropped down as far as the adjacent MacArthur-Poe approach pier and swung to port. The boom snapped off six light poles and just missed a stone pier building. She was forced to drop her anchors to stop, then moved over to the approach pier to tie up. Because of the severed light poles and rock that was dredged up by the anchors, the Corps of Engineers and Coast Guard closed the locks and St. Mary's River. After seven hours the channel was cleared of obstructions and the river and locks were reopened. The PRESQUE ISLE & ST. CLAIR were forced to tie up above the locks to await passage and were allowed to go ahead of the ALGOBAY. The PAUL R. TREGURTHA & EDGAR B. SPEER anchored in Hay Lake, the FRED R. WHITE JR. anchored in Mud Lake.

Jun 10 ... The self-propelled barge POINT & COUNTERPOINT II transited upbound through the Welland Canal for Buffalo. The craft is used as a floating stage for concerts.

... Algoma Central Marine announced they had awarded a \$5.5 million contract to Port Weller Dry Docks to convert the tanker ALGOEAST from a single hulled to a double hulled ship. The ALGOEAST is expected to arrive at the shipyard in December and the work is to be completed in April 2000. Cargo pumping, heating and piping systems will be updated.



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**GREAT LAKES & SEAWAY NEWS •**


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Jun 11 ... Canada Steamship Lines TADOUSSAC was removed from the drydock at Port Weller Dry Docks by the tugs GLENEVIS & JAMES E. MCGRATH and proceeded downbound.

... The Holly Marine tug HOLLY ANN returned back up the Welland Canal.

Jun 12 ... Interlake's new tug DOROTHY ANN had her sea trials and is expected to connect to the barge PATHFINDER later this week.



DOROTHY ANN at North Reiss Dock, Escanaba – June 8, 1999

Photo by Rod T. Burdick

Jun 13 ... The Huron Lighthouse Preservation Association is working on plans to save the Huron Island Lighthouse. The lighthouse has been automated since the early 1960's, which has led to vandals damaging some of the surrounding buildings, as well as weather damage. The lighthouse is located three miles off the south shore of Lake Superior near Huron Bay & Pt. Abby. The lighthouse was placed on the National Registry of Historic Places in 1975.

... Canada Steamship Lines CSL NIAGARA was removed by the tugs LAC MANITOBA & JAMES E. MCGRATH from the drydock at Port Weller and placed at the fitout wall.

... The new French Cruise Ship LE LEVANT (which means "Rising Sun") passed up the St. Lawrence Seaway on her first visit bound for Toronto. The 327 ft ship is of the "Megayacht" design and carries 90 passengers. She is scheduled to four 7-day cruises between Toronto & Chicago, ports of call include Windsor, Manitoulin Island, Soo, Mackinac Island and Saugatuck. Cruises around Hudson Bay will follow and she will come back in September for one cruise each way between Toronto & Chicago.

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• GREAT LAKES & SEAWAY NEWS

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Jun 14 ... The salty MARILIS T. ran aground off Massena, NY in the St. Lawrence Seaway blocking the channel. She was refloated the next day with assistance from the tugs ROBINSON BAY & OCEAN INTREPID. After under going inspection she was allowed to continue on her trip to Cleveland.



Photo by Howard Peterson

... The 460' Mammoet Heavy Lift Ship HAPPY RANGER arrived at the Muskegon Mart Dock to unload Japanese built heavy presses. They are destined for a General Motors plant in Grand Rapids. She is the first salty to dock in Muskegon in many years.



Photo by Howard Peterson

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**GREAT LAKES & SEAWAY NEWS •**

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... The ALGOBAY stopped at the Welland Dock (Wharf #10) on the Welland Canal for repairs. She departed upbound on June 18.

Jun 15 ... In a ceremony at Port Weller the CSL NIAGARA was christened by Catherine Warry. The keel for the new forebody of the H. M. GRIFFITH was laid minutes before the christening took place.



Photo by J. R. Hoffman

H. M. GRIFFITH upbound on Welland Canal – September, 1997

Jun 17 ... Oglebay Norton's EARL W. OGLEBAY paid her first visit to Marquette since 1995 and loaded taconite for Ashtabula.

Jun. 18 ... The salty HOPE I arrived at Davie Shipyard and was placed on the drydock for repairs from her grounding.

Jun. 21 ... Algoma's ALGOBAY arrived in Marquette for the first time in the 1990's and loaded taconite for Algoma Steel at the Soo.

... The Michigan Department of Transportation announced the planned June 30 opening of the original Blue Water Bridge would not be met. Problems with additional steel members that are being added between steel beams did not fit properly. This is pushing the opening back to the end of August.

... The Cruise Ship LE LEVANT stopped in Saugatuck, the first cruise ship in a half a century. She was greeted by cannon shots and red, white and blue balloons released over the harbor.

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**• GREAT LAKES & SEAWAY NEWS**

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Jun. 23 ... The DOROTHY ANN completed her second sea trials where she hit an impressive 16.5 knots. The following morning she paired up with the barge PATHFINDER at the Escanaba Ore Dock. They departed for Huron, OH with a load of taconite.

Jun. 26 ... Marinette Marine launched the latest Keeper Class Coast Guard Cutter HARRY CLAIBORNE at Marinette, WI.

... The Detroit-Windsor International Freedom Festival tugboat race was won by Gaelic's SHANNON, her fleetmate ROGER STAHL came in second. The winner of the 751 hp to 1300 hp class was Dover, the 401 hp to 750 hp class was ELMER DEAN, the 201 hp to 400 hp class was JULIE ANNE and the under 200 hp class was BIRMCO.

Jun. 27 ... The Guided Missile Frigate USS CLARK (FFG -11) arrived at Wharf #2 on the Welland Canal and spent the night.

... Bob-Lo Island developer John Oram announced plans to build a \$40 million Maritime District across from Bob-lo Island in Amherstburg. The plan includes a Luxury Hotel, International Shops, Restaurants, a 107 slip marina and a pier to accommodate cruise ships. Completion is expected in three years. Long range plans include recreating the Bob-lo Island amusement park on the mainland and bringing the former Bob-Lo Boat STE. CLAIRE to Bob-lo Island as a dance hall and museum with shops.

Jun. 28 ... The NORTHERN BELLE floating casino was sold to a Las Vegas based casino for \$2.2 million. She is scheduled to depart her lay-up berth in Ojibway near the end of July.

... The Interlake tug DOROTHY ANN was christened in a ceremony at a Cleveland-Cuyahoga County Port Authority Dock by Susan Tregurtha Marshall.

... The Guided Missile Frigate USS CLARK (FFG -11) was assisted up the Welland Canal by the tug Vac, she is on a goodwill tour of the Great Lakes. These are the ports she is scheduled to visit - Cleveland, Port Huron, Muskegon, Chicago, Milwaukee, St. Ignace, Duluth, Soo, Erie, Buffalo, Oswego and Ogdensburg.

Jun. 29 ... The Put-In-Bay Line ferry JET EXPRESS II had a window smashed on her lower deck by a 10 ft wave while on a trip from Port Clinton to Put-In-Bay. The shattering glass injured 15 passengers, the ferry turned around and headed back to her dock, where two passengers were transported to a local hospital for treatment.

... Inland Lakes J.A.W. IGLEHART was placed on the drydock in Toledo.

... Algoma's ALGOWEST rescued a mother and daughter on Lake Ontario shortly after 10:00 p.m.. They had been waiting in a boat for divers diving on the wreck of the OLIVEBRANCH when the line to their marker parted. A call was placed to the Coast Guard about the missing divers, the cutter BITTERN was dispatched and found them at the marker.

... Group Desgagnes's ANNA DESGAGNES passed up the St. Lawrence Seaway for the first time. She went as far as Cote St. Catherine where she loaded for the arctic.

Jun. 30 ... The tug portion of the PRESQUE ISLE passed down the Welland Canal bound for Port Weller Dry Docks. There she was placed on the drydock for her five year survey.

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**GREAT LAKES & SEAWAY NEWS**

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... USS Great Lakes Fleet Inc. assumed full ownership of Great Lakes Corp., the principal asset being the tug/barge PRESQUE ISLE.

**MISC:** The 1941 built Julio Contracting tug JULIO (Ex -JOEY HADEN -72, VENUS -49, MARY LOUISE -48) was cut up for scrap at Hancock, MI in August & September of 1998.

... The Marine News, Journal of the World Ship Society reported the following items in their April & May issues:

BURHAN DAI (Ex- YELLOW K -96, ALEKSANDR STARSTENKO -96) built 1986 was sold by Yellow K Maritime Ltd, Turkey to Labrador Shg. Ltd., Malta and renamed NORTH MOON in 1998.

LT ARGOSY, Built 1984 was sold by Larson & Toubro Ltd., India to Millenium II Inc., Cayman Islands and renamed MILLENIUM HAWK in 1998.

LT ODYSSEY, Built 1984 was sold by Larson & Toubro Ltd., India to Millenium VI Inc., Cayman Islands and renamed MILLENIUM OSPREY in 1998.

MANGAL DESAI, Built 1983 was sold by Larson & Toubro Ltd., India to Millenium VII inc., Cayman Islands and renamed MILLENIUM EAGLE in 1998.

FORTUNE R. (Ex - CEMENT TWO -96, KUDO - 90, KATHLEEN -87, FORTUNA -75, MANCHESTER MERIT -72, MANCHESTER MERITO -70, Launched as CATALINA DEL MAR), Built 1970 was sold by Jukingor Marine Corp., Panama to Cement Trading Inc., Panama and renamed LIBERA in 1998.

ISLAND SKY, Built 1976 was sold by Aethalia Shg Corp., Greece to Fjord Shg Co., Malta and renamed MELPOMENI in 1998.

MARIA A (Ex - AFSAR - 91, RIGHTEOUS -86), Built 1976 was sold by Rosehouse Shg Co. Ltd., Cypress to Shipstone Mar. Ltd., Belize and renamed ARIA in 1998.

SLAPY, Built 1981 was sold by Arneb Shg Ltd., Cypress to Hebei Mar. Trans. Co. Ltd., St. Vincent and renamed HEBEI 2 in 1998.

LOUISIANA, Built 1931, Hopper/Dredger owned by Great Lakes Dredge & Dock Co., United States had a fire on board February 10, 1999 while in the Corpus Christi Ship Canal. She was abandoned by her crew of six, because of fears the diesel fuel on board. The fire was extinguished and she was towed to Lake Charles, LA for repairs.

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**BACK COVER PHOTO:**

The Boblo Boat, following a cruise to the island, waits for the show to begin on Fireworks Night in 1984. Photo taken by Charlie Boles.

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