

Telescope



OCTOBER • DECEMBER, 1999

Volume XLVII; Number 5



MEMBERSHIP NOTES •

On Sunday October 17th, the Annual GLMI Dinner was held at the St. Clair Inn's River Room. It was a crisp fall day and we enjoyed enlightening and lively entertainment, good food and company and some pretty good freighter watching as well. From our viewpoint, we saw the LEE A. TREGURTHA headed upbound; watched the upbound RESERVE and downbound CANADIAN OLYMPIC pass each other followed by A.J. INGLEHART downbound with the ALGOLAKE rounding out the day. Special thanks to our featured guest Artist and Re-enactor Peter Rundlesbacher for his presentation of "Officer Robert Irvine – the Battle of Lake Erie" and for his signed print donated to the raffle. Peter – we could smell the sulfur!

December 28 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.

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.

January 15 - GLMI Entertainment meeting 11:00 am - A presentation by the noted Great Lakes diver and historian David Trotter - THE TALE OF TWO DETROITS. The presentation will focus on the discovery and exploration of the DETROIT and the CITY OF DETROIT, two vessels that were lost on Lake Huron more than a century ago.

February 5 - Continuous showings from 11am to 4pm on the Wide Screen System. Featured will be a trip on board the SEE AND BEE which was chartered in 1939 for a cruise on the Detroit River by the Ford Motor Company. This black & white silent film will be followed by Detroit newsreels of the 1920's and 1930's.

February 12-20 - Come and visit our booth at the Boat Show at Cobo Hall.

CONTENTS •

New Heavyweight Champ of Lakes To Be Launched in June at Lorain (reprint)	159
You Are Cordially Invited – S.S. WILFRED SYKES	161
WILFRED SYKES Turns Fifty	167
Salvaging of the British Freighter MONTROSE	168
Great Lakes & Seaway News	171

OUR COVER PICTURE . . . The WILFRED SYKES, sporting its new Ispat stack logos. Photo taken by Rod Burdick in Escanaba April 9, 1999 .

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>

Published at Detroit, Michigan by the
GREAT LAKES MARITIME INSTITUTE

©All rights reserved.

Printed in the United States by Macomb Printing, Inc.

Reprinted from Lake Carriers' Association publication *The Bulletin*, Vol. 38, No. 2, June 1949

New Heavyweight Champ of Lakes To Be Launched in June at Lorain

NEARLY three centuries ago, the placid waters of the Great Lakes witnessed the launching of the first large cargo-carrying lake vessel. It was a tiny ship by today's standards with less than 60 tons capacity. But the GRIFFIN was a giant for the Lakes—the largest ever to set sail on those then uncharted waters.

Now the largest of all Great Lakes bulk freighters, the WILFRED SYKES is heralded to the vast inland waterway 1949 style, to dwarf its predecessors. This super ore-carrier, half again as large as the average bulk freighter on the Lakes, could swallow the entire cargo of 300 vessels like the GRIFFIN with room to spare.

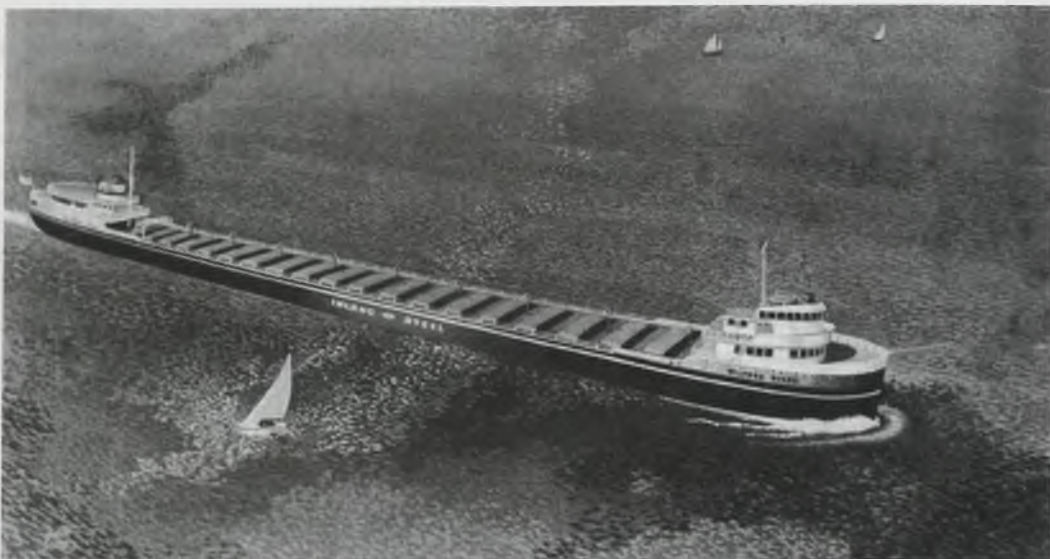
Named after the Inland Steel Company's recently retired president, the WILFRED SYKES is scheduled for launching on June 28th in Lorain, Ohio, at the yards of the American Ship Building Company. The SYKES is expected to be delivered to the Inland Steel Company of Chicago in time for the 1950 shipping season.

Inland, the largest independent steel manufacturer in Chicago, already has a fleet of four ore-carriers.

In the past few years this company has increased its iron and steel producing facilities, and, consequently, needs greater quantities of iron ore—steel's vital raw material—to maintain capacity operation. So the decision was made to add another ship to the Inland fleet—one that could carry the biggest load with the greatest efficiency. Hence, the WILFRED SYKES was "born".

The SYKES will be 678 feet long with a beam of 70 feet and a depth of 37 feet. She will have an approximate gross tonnage of 11,800 tons and will have a cargo capacity of over 20,000 gross tons.

Not only will this ship be the largest of its kind on the Great Lakes, but it will also be the fastest in the ore trade, since its geared turbines will develop 7,000 shaft horsepower to drive her at an estimated 16 m.p.h. while fully loaded. While the average lake carrier makes the round trip from Chicago to Superior in six and a half days (including dock time), the SYKES is expected to complete the circuit in about five days. This means that Inland Steel Company can expect 44 round trips each season



Artist's drawing of the WILFRED SYKES, which will be 678 feet long, largest ore-carrier on the lakes. Unique feature of the SYKES, an oil burner, will be complete enclosure of the after-end. Launching is scheduled for June 28 at Lorain.

from its new ship while the others are making 34. Without straining, the SYKES will deliver 900,000 tons of ore to the Indiana Harbor docks every year.

In addition to being the largest and fastest ship of its kind, details of construction and design make it the most modern. The clean lines of all superstructure above the spar deck reflect the thinking of the designers who determined that the SYKES would be modern in appearance as well as in utility. All auxiliaries such as winches, pumps and steering gear will be electrically operated. The navigation and communication system includes latest radar equipment and ship-to-shore radiotelephone.

Quarters for owners and crew have been designed with an eye to practical

comfort. One of Chicago's leading interior decorators is laying out the four double staterooms, each with private bath, and the lounge that will comprise the owners' quarters. Each of the nine officers aboard the SYKES will have his own room with bath and the twenty-seven crew members will bunk two in a room (with bath) and enjoy two recreation rooms.

The three dining rooms, located aft, will be serviced from an all-stainless-steel galley containing equipment one would expect to find only in the most modern restaurant ashore. Captain's dining room seats ten, Officers' mess sixteen, and Crew's mess will take care of thirty men.

A practical feature of construction—to make all hands happy in rough weather—is the provision for two

passageways below decks connecting forward and after quarters.

One design feature that is expected to pay off by reducing the unloading time of this huge bulk freighter is found in its hold construction. The three holds of the SYKES are constructed so that openings in the bulkheads permit a bulldozer to pass easily from one hold to another thus materially facilitating the usually tedious clean-up job.

The nineteen hatches on the spar deck will be covered with one piece, watertight, steel "Joseph Wood" type hatch covers, and a bridge crane will run on tracks the exposed length of the spar deck to automatically lift and move these covers.

The launching of the WILFRED SYKES will take place in the Lorain, Ohio yards of the American Ship Building Company where ten guillotines will simultaneously sever ten heavy hawsers, thus releasing the 6,000 ton steel girder for its slide down the launching ways. The SYKES will be side launched into a dry dock—no simple feat in itself.

Wilfred Sykes is not a new name to the industrial midwest. President of the Inland Steel Company until his retirement early in 1949, Wilfred Sykes, the man, was a pioneer in the electrification of steelmaking equipment. He was born in Palmerston, New Zealand in 1883 and studied at the Melbourne University in Melbourne, Australia. He came to the United States via Germany where he



Wilfred Sykes, recently retired President of Inland Steel Co., for whom the SYKES is named.

worked as an engineer. Experienced in electrical engineering, Sykes was hired by Inland in 1923 where he was largely responsible for the conversion of the equipment of the Indiana Harbor Works from steam to electric power.

When the WILFRED SYKES takes her place in the Inland Steel fleet as the largest bulk carrier on the Great Lakes, she will be a symbol of America's faith in this vast inland waterway system. And this faith and assurance of continued progress will be exemplified as new vessels are built, just as it has been since the GRIFFIN touched her prow to the waters of the Great Lakes.

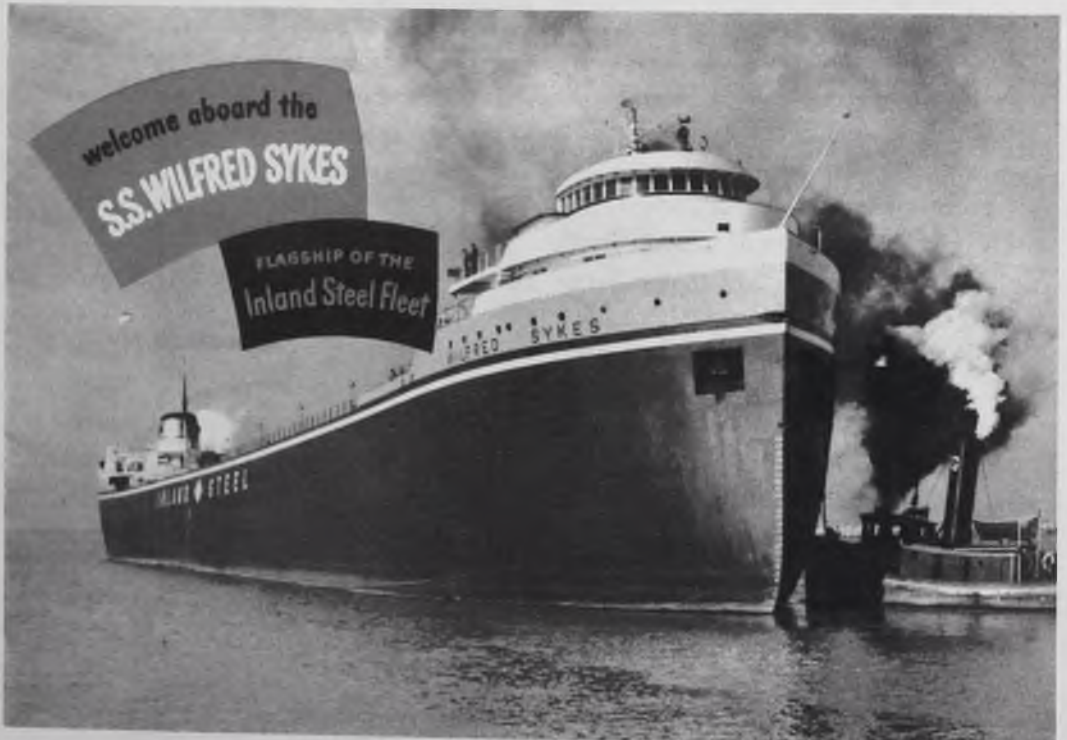
*You are cordially invited to
board and inspect
the*

S. S. WILFRED SYKES
new flagship of the ore fleet of
INLAND STEEL COMPANY

Wednesday, May 24, 1950
Detroit Harbor Terminals Dock
4461 W. Jefferson Ave., Detroit
Between 9 a.m. and 11:30 a.m.

Your family is also welcome. (Safety regulations do
not permit children under 10 years of age aboard.)

Please present this card at the dock





keel laying NOVEMBER, 1948



launching JUNE, 1949



trial run
NOVEMBER, 1949

The modern steel-hulled bulk freighter was developed at the turn of this century when America entered the steel age. At that time our country was flexing her industrial muscles . . . and steel was needed in heretofore unprecedented quantities for our rapidly expanding industrial economy. To make it, steelmen needed hundreds of thousands of tons of iron ore, coal and limestone and they needed ships to transport these raw materials to their plants swiftly, efficiently and economically. The bulk freighter provided the answer to this need.

Born of necessity it is a unique specimen of modern shipping. Narrow beams, with no structure to break the long sweep of its hatch tank, and as long as most skyscrapers are tall, it was built for capacity and efficiency. It has served the steel industry well.

With the construction of its new steamer, the WILFRED SYKES, Inland Steel Company has made a significant contribution to the improvement of bulk freighter transportation. Equipped with the most up-to-date navigational and marine engineering devices, the SYKES is now the largest, fastest and most efficient ore carrier on the lakes. It was built to transport raw materials to Inland's steel plant at Indiana Harbor more economically than was previously possible, so that Inland mills could in turn produce steel more efficiently and at lower cost.

Every year the Inland Raw Materials Department must supply Inland's steel plant with approximately 4½ million tons of iron ore, 1½ million tons of limestone and 3 million

tons of coal. Last year Inland's fleet of four ore vessels carried about 40% of the required limestone and ore tonnage from northern lake ports to Inland's Indiana Harbor Works. The balance was carried by privately-owned ships under contract with Inland.

Now that the WILFRED SYKES is in operation a substantial part of this outside tonnage can be carried exclusively by Inland ships—a factor that will result in appreciable economies in raw material transportation costs. Carrying 20,000 tons each trip and running at a speed of 16 miles per hour the WILFRED SYKES will move as much ore each season as two of Inland's next largest ore carriers.

The question sometimes arises: "Why not a larger ship?" The SYKES was built at the American Shipbuilding Company's Lorain, Ohio yard, whose bounding keels restricted its length to 678 feet. Loading and unloading facilities limited the beam of the SYKES to 78 feet. Drawing nearly 26 feet, if loaded to her deepest marks, the SYKES would actually require greater depth of water than Great Lakes harbors, connecting rivers and locks permit at present. The ship was planned with an eye to the future when channel depths may be increased. Until that time, the vessel's capacity will be necessarily restricted to 20,000 tons—somewhat less than her potential capacity.

The WILFRED SYKES is representative of the many improvements constantly being made at Inland—improvements designed to reduce costs and provide more and better steels to Midwest steel consumers.



GEORGE FISHER
Captain



HOWARD KISER
Supt. of Construction



AL WOPF
Chief Engineer



VITAL STATISTICS

DESIGNERS AND BUILDERS *The American Ship Building Company, Cleveland* • **CONSULTING NAVAL ARCHITECT** *L. A. Bauer (University of Michigan)* • **CONSULTING INDUSTRIAL DESIGNER** *Karl Brocken, Milwaukee* • **JOINER WORK** *Knipp & Company, Baltimore* • **FURNISHINGS — GUESTS' QUARTERS** *Watson & Baer, Chicago* • **SUPERVISOR OF CONSTRUCTION FOR INLAND STEEL** *Capt. H. H. Kizer*

PRINCIPAL DIMENSIONS

Length overall	678'-0"
Length between perpendiculars	660'-0"
Length of keel	650'-0"
Breadth, molded	70'-0"
Depth, molded	37'-0"
Draft, summer	25'-6"
Draft, intermediate	24'-6"
Displacement, summer	28,350 Long Tons
Displacement, intermediate	27,140 Long Tons
Deadweight (cargo capacity), summer—approx.	21,500 Long Tons
Deadweight (cargo capacity), intermediate—approx.	20,200 Long Tons
Estimated speed at 24'-6"	16.5 M.P.H.
Shaft Horsepower	7,000

ACCOMMODATIONS

LIVING QUARTERS

Crew's quarters are located forward on spar deck and lower deck and aft on spar deck. Officers have single rooms with bath. Other crew members are quartered two to a room, each of which is equipped with a private bath. Recreation rooms for the crew are located one forward and one aft.

Guests' quarters are located in the "Texas house" on the forecastle deck. These consist of four double staterooms and observation lounge for eight persons.

Accommodations provide for total of 47 persons.

GALLEY AND DINING ROOMS

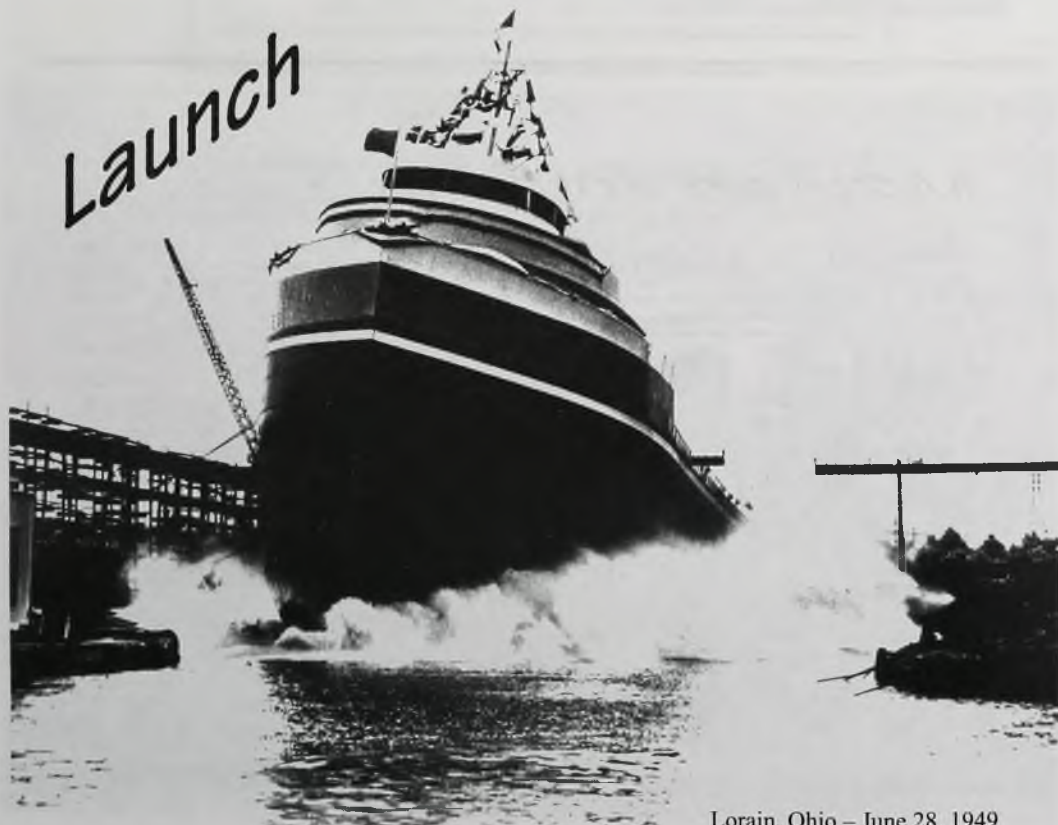
The galley, dining rooms and stewards' room are located in the upper deckhouse on the poop deck aft. All galley equipment, ranges, etc. are electrically operated. Individual reach-in refrigerators and frozen food locker are conveniently located. Stainless steel is used throughout.

SPECIAL EQUIPMENT

1. Radar, Sperry
2. Master Gyro Compass, Sperry
3. Automatic Tank Sounding Device
4. Course Recorder
5. Radio Direction Finder
6. Radio Telephone (Ship to Shore)

CREW

Officers 9 Men 30



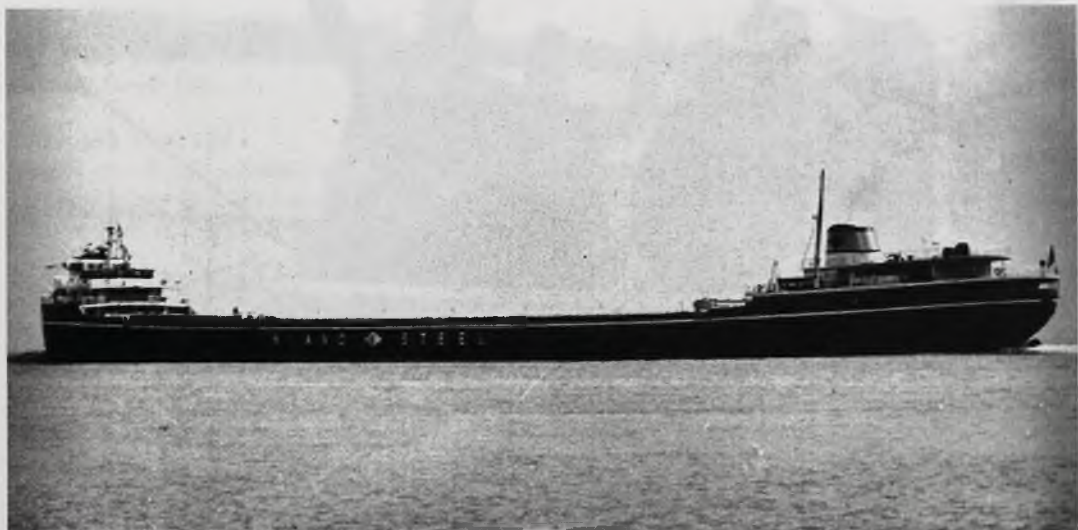
Lorain, Ohio — June 28, 1949

Maiden Voyage up Detroit River – March, 1950



Dossin Museum Collection

Maiden Voyage



Dossin Museum Collection

PRINCIPAL EQUIPMENT

MAIN PROPULSION EQUIPMENT

Cross compound turbine driving the propeller shaft through a double reduction gear. *Westinghouse Electric Corporation*

BOILERS

Two bent tube type boilers with superheaters, desuperheater and air heater. Boiler capacity (each, per hour); Normal – 32,000 lbs.; Maximum – 48,000 lbs. *Combustion Engineering Corporation*

PROPELLER

Four bronze blades and mechanite hub. Diameter – 18'6". Mean pitch – 16.15'.

MAIN CONDENSER

One two-pass, 5,500 sq. ft. condenser capable of condensing 50,00 lbs. of steam to 28-1/2' vacuum when supplied with 6,750 GPM circulating water at 70°F. Steam jet air ejectors mounted on an inter and after condenser. *Westinghouse Electric Corporation*



WILFRED SYKES passing museum ship J.T. Wing on Belle Isle. Model of Sykes on deck.

MAIN BALLAST PUMPS

Two vertical centrifugal pumps – 20", 10,000 GPM, 40' head, 150 h.p. motors. Approximately 5,000 tons per hour. *Worthington Pump & Machinery Corporation*

MAIN BOILER FEED PUMPS

Two horizontal multi-stage, motor-driven (200 GPM), 125 h.p. motor, 600 lbs. discharge. *Byron Jackson Company*

FORCED DRAFT FANS

Two forced draft fans, one for each boiler. Capacity – 14,140 CFM, 15" static pressure. Driven through "V" belts by a 50 h.p. constant speed motor with hydraulic coupling. *American Blower Company*

MOORING WINCHES

Six automatic electric mooring winches capable of handling 500' of 1-1/8" cable, line pull between 5,000 and 15,000 lbs. Speed approximately 450 FPM. Each winch equipped with a 50 h.p., 220 volt, D.C. motor. *Almon A. Johnson, Inc.*

FORWARD WINDLASS

Electric, spur geared capable of hoisting two 12,000 lb. anchors and 2-1/8 chain from 30 fathoms at 30 FPM. Motor is 75 h.p. *American Hoist and Derrick Co.*

AFTER WINDLASS

Single wildcat, spur geared, capable of hoisting one 10,000 lb. anchor and 1-7/8 chain from 90 fathoms at a speed of 30 FPM. Motor is 40/10 h.p. *American Hoist and Derrick Co.*

GENERATORS

Two main 500 KW, turbine-driven generators (air cooled) with connected exciter. Generators are 440 volt, 3 phase, 60 cycle. Steam 450 lbs., 750°F. total heat, 28-1/2" vacuum. Pressure lubrication, hand oil pump for starting. *General Electric Corp.*

STEERING GEAR

Electro-hydraulic steering gear. Ram group arranged athwartship. Capable of operating maximum ahead torque of 7,100,000 inch lbs. Rudder 90° hard over to hard over in 20 seconds. Maximum opera stock 16-1/2" diameter. Emergency hand steering column on deck aft. Power steering column aft. *C.H. Wheeler Mfg. Co.*

FUEL OIL BURNING EQUIPMENT

Three "Hex Press" steam atomizing burners per boiler. One duplex oil heating, pumping and straining outfit. *Todd Oil Burner Co.*

BALLAST SYSTEM

Welded steel double manifold 12" suction from each tank. Ballast pipes run in side tanks. Sea suction 20". Manifold suction 20". Discharge back to manifold or overboard. Port pump will also discharge into circulating line. Auxiliary ballast pumps draw from manifold and from engine room bilge.

SANITARY SYSTEM

Three-compartment sewage tanks – one forward and one aft. Each compartment has a 400 gallon capacity. Sewage drains into the center compartment and will overflow into one of the end compartments where chlorination takes place. When end compartment is full, the pump will discharge the contents overboard.

ELECTRICAL SYSTEM

Normally one of the two 500 KW generators will be the source of power for all the auxiliaries and lights. Should generator fail, the 175 KW Diesel generator can be manually started and become the emergency source of power to the vital auxiliaries. All motors are 440 volt, 3 phase, 60 cycle. All lighting is 110 volt, A.C. The two 500 KW generators are arranged for parallel operation.

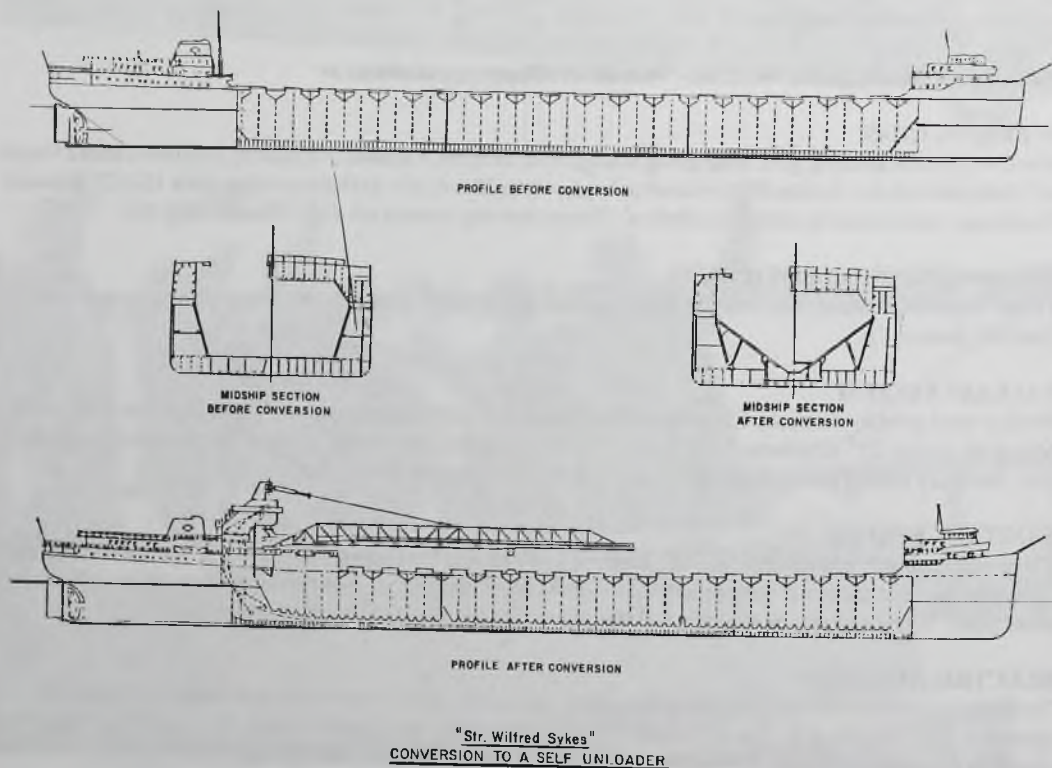
Wilfred Sykes Turns Fifty

When Inland Steel launched the Wilfred Sykes on June 28, 1949 at Lorain, Ohio, she became the new "Queen of the Lakes" at 678 feet long, surpassing the Carl D. Bradley of 640 feet long. As the largest vessel on the lakes, the Sykes quickly set new cargo records for iron ore during her first season in 1950. On August 27, 1952, she loaded a record cargo of 21,223 gross tons of iron ore at Great Northern Railway Docks in Superior, Wisconsin.

Her sleek new design incorporated safety standards for Great Lakes vessels. The stern cabins were extended the full width of the vessel with interior passageways, thus eliminating crewman to go outside in bad weather.

The majority of her career has been spent on Lake Michigan and Lake Superior. In order to remain competitive, she was converted to a self-unloader in 1975 at Fraser Shipyard in Superior, Wisconsin. As a self-unloader, she made several voyages to Detroit to load millscale at Zug Island. Boatwatchers from Port Huron-Sarnia to Detroit-Windsor followed her progress each time she visited.

As she celebrates her 50th anniversary, she remains a classic.



Salvaging of the British Freighter **MONTROSE** July 30 to November 9, 1962

Reprint from Great Lakes News
November, 1962



Photo by Fr. Pete Vanderlinden / Dossin Museum Collection

The collision on the night of July 30th, left the British ship **MONTROSE** on her port side in 45-feet of water by the American tower of the Ambassador Bridge. The **MONTROSE** was crossing from Detroit at 9:30 p.m. when she was hit by a downbound barge carrying clinker cement and pushed by the tug **B. H. BECKER**. The barge's bow, which was reinforced for work in ice, penetrated the **MONTROSE**'s port side and #2 watertight bulkhead forward, flooding two compartments. The **MONTROSE** raced toward the Canadian shallow water, but as her bow dipped, her stern became high out of the water. Out of control and with an increasing list, she drifted to her resting place. Her crew of 41 escaped safely with Capt. Ralph Eyre-Walker being the last off the sloping side at 2:20 a.m. Within an hour the **MONTROSE** was on the bottom.



Dossin Museum Collection

MONTROSE on her side under the Ambassador Bridge



Photo by Patricia Burns / Dossin Museum Collection

After sinking in the Detroit River on July 30th, work crews from Merritt-Chapman & Scott began salvage operations in September and continued into October, 1962

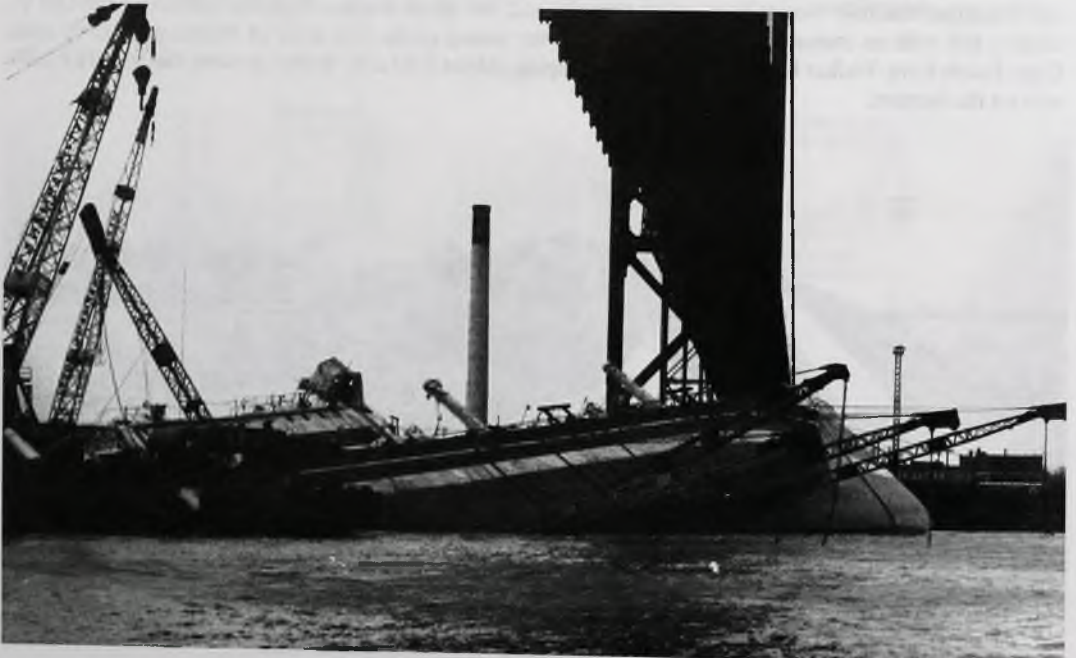


Photo by Patricia Burns / Dossin Museum Collection

In September, the salvage crews of Merritt-Chapman & Scott began preliminary salvage work, and pumping began in October. By October 21, her bow had been pulled around perpendicular to the shore, using cables from the shore and she had been partially righted. Similar operations brought her further in, until she was close to the shore in shallower water. On October 30, three men were injured when a cutting torch set fire to fumes in the cargo hold, causing an explosion. During the following week, the MONTROSE was floated at last.



Photo by Patricia Burns / Dossin Museum Collection

MONTROSE partially righted in late October (above) and dragged toward the shore and righted (below).



Skip Gillham provides this follow-up from his *Seaway Era Shipwrecks*: "The MONTROSE was towed to Toledo November 19 for repairs. Over the winter the ship was patched and reconditioned. The vessel was purchased from the Underwriters by the Norwegian firm of Skibs A/S Hilda Knudsen in 1963 and cleared the Great Lakes as CONCORDIA LAGO.

The name was shortened to LAGO in 1981 by Greek owners. She managed to survive nineteen more years after the accident, but apparently never returned to the Great Lakes. LAGO arrived in Gadani Beach, Pakistan, October 7, 1982, and was broken up by Tawakkal, Ltd. in the months ahead."



Dossin Museum Collection

GREAT LAKES & SEAWAY NEWS



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

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

Seaway News Editor: Skip Gillham

Gary Morris	Greg Rudnick	John Vournakis
Rod Burdick	William Howell	David Swain
Jason LaDue	Terry Beahen	Jim Sprunt
Rene Beauchamp	Steve Elve	Dan McCormick
Dolores Monroe	Ray Oset.	

CORRECTION: In the July - September, Volume XLVII #4 issue on page 140 - the caption below the picture of the SUNNY BLOSSOM should read - In Lock #8 not Lock #18.

JULY

Jul 1 ... Work began recently on converting the old Canada Steamship Lines package freight shed in Point Edward into a casino. It will feature a 100 ft glass beacon tower, shining the casino's name & logo onto the water.

... Inland Lakes J. A. W. IGLEHART was removed from the drydock at the Toledo Shipyard and headed down Lake Erie bound for Bath, Ontario.

Jul 3 ... The GEORGE A. STINSON arrived at Bay Shipbuilding in Sturgeon Bay to have repairs to one of her engines. She departed on July 14.

Jul 4 ... The results of the 1999 tugboat race on the St. Mary's River at the Soo were: Gator Class - WHITNEY III, Fish Tugs - M & K, 0 to 200 hp SHELIA P., 200 to 500 hp DECELLES and over 500 hp WILFRED COHEN.

... Kinsman's KINSMAN INDEPENDENT was placed on the drydock at the Fraser Shipyard in Superior for her five year survey.

Jul 6 ... The St. Ignace City Council approved a vaguely worded recommendation from the City Harbor Authority to work to bring the retired Canadian Naval Vessel HMCS CORMORANT to town as a deep-dive ship. The company Deep Quest, Ltd. is planning to purchase the CORMORANT and is considering St. Ignace to berth the 245 ft ship. The Harbor Authority indicated she would make a few deep-dive expeditions each season and serve as a combination conference center, tourist attraction and floating banquet hall. She would be tied up at the former CHIEF WAWATAM dock.

GREAT LAKES & SEAWAY NEWS •

Jul 7 ... The former Danish Coaster **KAJAMA** passed up the St. Lawrence Seaway bound for Toronto. Once there she is to be converted into a sailing ship.

Jul 10 ... Upperlakes **CANADIAN MINER** hit the approach pier while downbound headed for the Poe Lock at the Soo. The lock master had her back up and over to the MacArthur Lock approach wall for inspection. She then was allowed to proceed down through the locks to the old Carbide Dock for temporary repairs.



Photo by Jim Morris

CANADIAN MINOR upbound at Bridge #5 on Welland Canal – May 15, 1998

Jul 11 ... Upperlakes **CANADIAN CENTURY** made her first appearance in Marquette since 1991, when she loaded taconite for Algoma Steel in the Soo. She made a second trip on July 13.

Jul 12 ... Algoma Tankers **ALGOCATALYST** passed up the Welland Canal for the first time under her new name.

... The City Council in Sault Ste. Marie, Ontario agreed to pay the user fees for this year at the Canadian Lock which were recently imposed by Parks Canada. The bill is expected to run between \$7,000 & \$12,000. The city is paying on a per boat basis. They will monitor vessel traffic and then forward a check to the government at the end of the season.

Jul 13 ... Pere Marquette Shipping's tug/barge **UNDAUNTED/PERE MARQUETTE 41** arrived in Ludington and used the conveyor unit recently installed for the first time. The boom is 80 ft and can discharge at a rate of 800 tons per hour.

... Algoma's **ALGOCEN** was placed on the drydock at the Verreault Shipyard in Le Mechens, Quebec for her five year survey.

• GREAT LAKES & SEAWAY NEWS

Jul 14 ... The ferry SANDY GRAHAM arrived at Port Colborne and stopped at Wharf #18 on the Welland Canal for the night. The next day she departed downbound headed for Heddle Marine in Hamilton for drydocking. She was removed from the drydock on July 30 and proceeded back up the Welland Canal headed for Georgian Bay.

... Great Lakes Towing Co. celebrated its 100th anniversary with a reception of 300 guests and a parade of tugs on the Cuyahoga River. The Towing Co. entered business on July 7, 1899, the major shareholders included John D. Rockefeller, Jephtha Wade, Will S. Halle and Henry Stienbrenner. Cleveland Mayor Michael White designated the day in the company's honor.

Jul 16 ... For the second time this season the saltwater tanker SUNNY BLOSSOM ran aground in the St. Lawrence Seaway. The upbound vessel with a cargo of caustic soda bound for Sarnia grounded off the west end of Cornwall Island out of the channel. She was freed with the help of the Mckeil tugs LAC VANCOUVER & ESCORT PROTECTOR on July 18. After Coast Guard inspection she was allowed to continue on her way.

Jul 17 ... The United States Coast Guard Icebreaker MACKINAW stopped over the wreck of the EDMUND FITZGERALD and a ceremony was held to honor the dead. Rev. Richard Ingalls of Mariners Church presided over the service with 200 mourners in attendance including about 50 relatives of the crew from the FITZ. The names of all 29 crewmembers were called one by one, a relative or mariner tolled the bell and tossed a pink long stemmed carnation into the water. A final clang was dedicated to all sailors who have died in Great Lakes Shipwrecks, then two large multicolored wreaths were dropped into the lake. The bell was loaned by Mariners Church.

... The Forbes Yacht HIGHLANDER passed up the Welland Canal on a tour of the Great Lakes.

... The tug/barge MARK HANNAH/E-63 while upbound in the St. Lawrence Seaway ran aground near Prescott. The tug was able to free the barge and after Coast Guard inspection she was allowed to continue the next day.

Jul 18 ... The salty HELENA OLDENDORFF was held at the Snell Lock on the St. Lawrence Seaway for 8 hours due to a malfunctioning Gyro Compass.

Jul 19 ... The former NORTHERN BELLE Casino departed her lay-up berth in Ojjiway and proceeded down the Detroit River bound for Biloxi, Mississippi.

Jul 20 ... Upperlakes CANADIAN MINER stops at the Welland Dock (Wharf #10) on the Welland Canal to have more permanent repairs from her accident on July 10. She departed upbound on August 1.

Jul 22 ... The tug KRISTIN LEE HANNAH was found leaking oil from her controllable pitch wheel into the Rouge River. The Coast Guard ordered her removed from service immediately. The Gaelic tug PATRICIA HOEY towed her across the Detroit River to Sterling Fuels so she could offload 60,000 gallons of fuel. This was done so she could be lightened enough to get into Nicholson's drydock for repairs. When this was completed the HOEY towed her downstream to the drydock. She was placed on the drydock the next day.

Jul 23 ... The fueller HAMILTON ENERGY arrived at Port Weller Dry Docks to fuel the new CSL NIAGARA.

GREAT LAKES & SEAWAY NEWS

... The Marinette Marine built Keeper Class Coast Guard Cutter FRANK DREW (WLM - 557) passed down by Detroit bound for Cleveland on her delivery trip.

Jul 24 ... The Saginaw Valley Naval Ship Museum Committee brought the AFRICAN QUEEN for cruising on the Saginaw River in Bay City. This is the same ship used in the Humphrey Bogart & Katherine Hepburn movie The African Queen. She was built in 1912, is powered by a two-cylinder steam engine with a top speed of 8 mph and went into service on Lake Albert in Uganda. She was bought by James W. Hendricks, a lawyer from Kentucky in 1982 for \$65,000. The ship offered a half hour cruise for \$15 as a fund raiser for the museum.

... The Boston based Coast Guard Cutter ESCANABA (WMEC - 907) made an overnight passage up the Welland Canal on a goodwill tour of the Great Lakes.

Jul 25 ... Island Express Boat Lines new catamaran ISLAND ROCKET II passed up the Welland Canal on her delivery trip. She will be based in Sandusky and run to Put-In-Bay.

Jul 26 ... Canada Steamship Lines CSL NIAGARA was assisted from Port Weller Dry Docks by the tugs LAC ERIE & JAMES E. MCGRATH for her sea trials on Lake Ontario.

Jul 27 ... The Alaska Cruise Ship SPIRIT OF 98 struck a rock and grounded while in Alaska's Inside Passage. Her 100 passengers were evacuated as a precaution. She is the former St. Lawrence Seaway cruise ship VICTORIAN EMPRESS.

... Upperlakes QUEBECOIS was placed on the drydock at the Pascol Shipyard in Thunder Bay for her five year survey.

... Munising had their second ship of the season when Oglebay Norton's COURTNEY BURTON arrived with coal.

Jul 28 ... The PATERSON struck the ship arrester at the St. Lambert Lock on the St. Lawrence Seaway while downbound.

... After passing her sea trials the CSL NIAGARA passed up the Welland Canal on her maiden voyage bound for Sandusky.

... At an auction held in Cleveland, Middle Island on Lake Erie was bought by the Nature Conservancy of Canada for \$866,250. The island sits in southwestern Lake Erie 50 miles from both Cleveland & Detroit. It is only 50 acres in size and is undeveloped except for what remains of an old clubhouse. Cincinnati auto dealer Jake Sweeney bought the island about 30 years ago, he passed away a few years ago and his family decided to sell the property. The new owners plan to turn the island over to the Canadian National Parks System.

Jul 30 ... The United States Coast Guard Cutter FRANK DREW (WLM - 557) was downbound on the Welland Canal on her delivery trip. She will be based in Portsmouth, Virginia.

... The CSL NIAGARA passed down the Welland Canal for the first time with coal for Hamilton.

• GREAT LAKES & SEAWAY NEWS

Jul 31 ... The small Canadian Coast Guard Vessel CAPE CALVERT passed up the Welland Canal bound for the Palmer Johnson Shipyard in Sturgeon Bay. After her arrival she was lifted from the water on August 5 and placed on a truck and taken to the West Coast of Canada.

... The tug portion of the PRESQUE ISLE departed Port Weller Dry Docks following her five year survey and proceeded up the Welland Canal.

AUGUST

Aug 1 ... At the United States Coast Guard festival in Grand Haven, MI a parade of cutters made their way into port. Leading the way was the Boston based ESCANABA followed by the BUCKTHORN, ANTHONY PETIT, SAMUEL RISLEY, BRAMBLE, ACACIA, BISCAYNE BAY and MACKINAW. The ESCANABA is the namesake of a cutter formerly based in Grand Haven that was sunk in the North Atlantic during World War II.

Aug 2 ... American Steamship's H. LEE WHITE grounded while departing Stoneport in the early morning hours. She suffered some damage to the forepeak and took on some water. Her fleetmate BUFFALO came alongside to lighten some of her cargo. She was refloated later in the day and after Coast Guard inspection was allowed to proceed to Detroit to unload. After unloading she was to head to the Toledo Shipyard for repairs.

... Purvis Marine's tug ANGLIAN LADY was placed on the drydock at the M.C.M. Shipyard in the Soo.

Aug 4 ... American Steamship's ADAM E. CORNELIUS arrived in Escanaba for the first time since returning from her charter to Inland Steel. She unloaded coal at the South Reiss Dock, which she loaded in Toledo.

Aug 5 ... A keel laying ceremony was held at Bay Shipbuilding in Sturgeon Bay for a double hulled ocean going tank barge being built for Mobil Oil. The barge will be 504 x 78 x 37 with a capacity of 140,000 barrels. She is scheduled for delivery before the end of the 1999 season.

... One more financial obstacle for construction of a new Poe sized lock at the Soo passed both Houses of Congress. An "interest waiver" on the estimated \$65 million State share of the \$225 million project, was in a water projects bill. The Great Lakes States will have 50 years to repay their shares of the \$65 million. Only Wisconsin of the eight states has failed to agree to pay their share. The next step is for the United States Corps of Engineers to submit the \$225 million into its budget for approval.

Aug 6 ... A ceremony was held at Lock #3 on the Welland Canal in St. Catherines celebrating the 40th anniversary of the St. Lawrence Seaway.

... At a ceremony in Grand Haven, MI seven lighthouses in Michigan were transferred from the Federal Government to private and public groups. The State of Michigan announced a \$100,000 Lighthouse Assistance Program to help in the preservation. The lighthouses are located in Rogers City, Escanaba, Gulliver, Tawas City, Paradise, The Keweenaw Peninsula and The Old South Channel Range Light (Southwest of Harsens Island).



Photo by Rod Burdick

ADAM E. CORNELIUS unloading coal at Escanaba – August 4, 1999

Aug 7 ... Inland Bulk Transfer's new tug JAMES PALLADINO passed up the Welland Canal on her delivery trip. She was built at C & G Boat Works in Bayou LaBarre, LA. Her dimensions are 110 x 34 x 16, she is to push the barge KELLSTONE I.

Aug 8 ... Lake Shipping's KAYE E. BARKER arrived at the Dow Chemical Plant in Ludington with the last limestone cargo to be delivered by ship. Dow is switching from making its own lime to buying it, the lime will be shipped in by rail.

Aug 9 ... Plans are underway to convert the Edison Depot below the Blue Water Bridge in Port Huron into the Thomas Edison Museum. Construction is scheduled to begin in six months on the \$1.5 million project, but only \$200,000 has been raised so far.

... Interlake's ELTON HOYT 2ND arrived at Rouge Steel and after unloading went into lay-up.

... Fednav announced the names of the first three ships being built in Japan for Great Lakes service. They are FEDERAL OSHIMA, FEDERAL ASAHI & FEDERAL RIDEAU.

Aug 13 ... The ferry DRUMMOND ISLANDER suffered a steering failure while on a crossing from Drummond Island to Detour in the late afternoon. The ferry DRUMMOND ISLANDER III crossing the opposite way diverted and towed her to the dock safely. She was repaired overnight and resumed regular service the next morning.

Aug 15 ... Upperlakes CANADIAN PROVIDER arrived at Port Weller Dry Docks for her five year survey, she was assisted to the fitout wall by the tugs LAC MANITOBA & JAMES E. MCGRATH. She was moved into the drydock the next day assisted by the tugs ATOMIC, LAC MANITOBA & JAMES E. MCGRATH.

• GREAT LAKES & SEAWAY NEWS



Photo by Rod Burdick

MYRON C. TAYLOR, docked in Gladstone, MI August 15, 1999 for a salt delivery.

... USS's MRYON C. TAYLOR made an uncommon call at Gladstone with salt loaded in Cleveland. Due to high winds she went to anchor after unloading until the next day when she departed for Port Inland. Algoma's ALGORAIL also delivered a cargo of salt on August 26.

Aug 19 ... In a ceremony held in Houghton, MI Sylvia Barnard, Laurie Stupak & Julie Schenk rechristened the Isle Royale ferry RANGER III.

Aug 20 ... The United States Coast Guard Cutter ANTHONY PETIT (WLM- 558) passed down the Welland Canal on her way out of the lakes.

Aug 21 ... Algoma's AGAWA CANYON arrived in Buffalo and tied up to Kinsman's idle KINSMAN ENTERPRISE at Port Terminal slip "A" and unloaded a storage cargo of grain into her.

Aug 23 ... The MILWAUKEE CLIPPER was used by a Chicago Production Co. to recreate the sinking of the Italian Liner ANDREA DORIA. A three person video crew and five actors from Grand Haven's Central Park Players, plus Clipper volunteers boarded the ship to film the segment for the History Channel. Although the CLIPPER does not look like the ANDREA DORIA, they want to use her to convey the panic and chaos on deck. They will only take close-ups and tight "abstract" shots. The History Channel is running an episode on the dangers of fog and will feature the collision between the STOCKHOLM & ANDREA DORIA which resulted in the DORIA's sinking on July 25, 1956.

GREAT LAKES & SEAWAY NEWS

Aug 24 ... Canada Steamship Lines ATLANTIC HURON lost power while downbound in the upper St. Mary's River. She ran aground in the mud near light #29. Upperlake's CANADIAN TRANSPORT was upbound and made a close pass that helped free the HURON. After being freed she went to anchor and waited for Coast Guard inspection, she was allowed to proceed a short time later.

... Kinsman's KINSMAN INDEPENDENT departed Fraser Shipyard in Superior and loaded grain for Buffalo.

Aug 25 ... The downbound salty NARRAGANSETT arrived in Lock #8 on the Welland Canal and was found to be over draft. She proceeded to Wharf #12 (The Stone Dock) to try and correct it. When she couldn't correct it she proceeded down to Wharf #6 in Thorold to unload some cargo.

Aug 26 ... The United States Coast Guard announced that the renovation of the BRAMBLE'S dock in Port Huron will be completed in October. The \$850,000 contract was awarded to Steel & Sons, Inc. of Detour Village in April. Work started in April and the BRAMBLE has been using the Seaway Terminal as her dock since then. The work includes a new seawall and concrete dock, newly paved parking lot and new underground conduits for power system upgrades. The new pier will also be able to accommodate longer Coast Guard vessels.

... Upperlake's QUEBECOIS was removed from the drydock at the Pascol Shipyard in Thunder Bay. She was towed out by the tugs PENINSULA & GEORGE N. CARLTON and placed at the fitout wall where she will stay in lay-up.

Aug 28 ... Marinette Marine launched the Keeper Class Coast Guard Cutter MARITA BRAY (WLM - 562). She was named after the Lighthouse Keeper of Cape Ann Light on Thatcher Island, Mass..



ATLANTIC HURON upbound at Bridge #5 on Welland Canal.

Aug 30 ... The submarine USS SILVERSIDES which serves as a museum in Muskegon is in need of drydocking which could cost up to \$500,000. The USS Silversides Maritime Museum is asking for boats to be donated for resale as a fund raising project. The plan suffered a set back when the Muskegon Leisure Service Board voted down a request to build a 60 x 40 ft pole barn. It was to be built on the former Grand Trunk property and would have housed the donated boats. The sub which is still owned by the US Navy and leased to the museum at no cost except maintenance costs has not been out of the water since 1949.

... The M.A.C. GAGNE (EX - SAGUENAY) was towed from the Pierre Gagne Dock in Thunder Bay by the tugs PENINSULA & GEORGE N. CARLTON and taken to the Pascol Shipyard and placed on the drydock.

Aug 31 ... American Steamship's H. LEE WHITE was placed on the drydock at the Toledo Shipyard. She departed the drydock on Sept. 12.

MISC:

... In the Third August Issue of Boats & Harbors the former Coast Guard Cutter TAMARACK is listed for sale at a price of \$175,000 with pump & hyds or \$125,000 without. She is listed as a oyster suction dredge. She was stationed at the Soo for many years and left the lakes in 1977. In the picture that is above the ad, it shows that sometime after she left the lakes all her cabins were moved to the stern.

... Listed in the May issue of Marine News was an ad for the sale of the passenger ferry NORDIK PASSEUR by Transport Desgagnes Inc.. She was built in 1962 for the Government of Canada at Halifax.

... The Marine News, journal of the World Ship Society, reported the following item in their June Issue:

... ANNA DESGAGNES (Ex - TRUSKAVETS - 96) built 1986 was renamed PCC PANAMA by Desgagnes Shg Int. Inc. of Barbados in 1998.

... CANMAR ENDEAVOUR (Ex - ALLIGATOR JOY - 95, TOKYO MARU - 90) Built 1983 was renamed CONTSHIP ENDEAVOUR by Canada Mar Ltd., Canada.

... CANMAR SUCCESS (Ex - ALLIGATOR EXCELLENCE - 95, AMERICA MARU - 90) Built 1982 was renamed CONTSHIP SUCCESS by Canada Mar Ltd., Bermuda.

... ITA JAMIE BAXTER (Ex - JAMIE A. BAXTER - 93) Tug Built 1977 was renamed BARBARA KESSEL by Gulfcoast Transit Co., USA in 1998. She was built by Peterson Builders in Sturgeon Bay.

... CAM ETINDE (Ex - LE CEDRE NO. 1 - 87, ARTHUR SIMARD - 82) Tanker Built 1973 owned by Master Securities Ltd. (Shipping Management S.A.M.(V-Ships), Bahamas. An explosion on board March 26, 1999 during "Hot Work" off Abidjan, seriously injured four crewmen (two later died) and damaged several tanks. She was in-bound from Dovalain in ballast and had anchored awaiting a berth.

BACK COVER PHOTO ... The WILFRED SYKES, in Escanaba with her anniversary phrase - "50 Years of Smooth Sailing".

SERVICE DIRECTORY



SHORES AGENCY, INC.

Service through Pierce & Company

(313) 343-0640 • Fax (313) 881-5775

JOHN L. KONECHNE, CPCU, ARM
President

710 Notre Dame
Grosse Pointe, MI 48230



28800 Northwestern Highway
Southfield, Michigan 48014



MAO GRAPHICS, INC.

Typesetting • Design • Keylining
*We support the endeavors of
The Great Lakes Maritime Institute*

Mary Ann Owens

810/353-1824
Fax 810/354-5474



ROBERT B. SELLERS
President

38000 Grand River Ave.
Farmington Hills, MI 48018
Phone (810) 478-8000

NAUTICAL COLLECTIBLES

1/1200 SCALE SHIPS



Great Lakes Memories

J. Albin Jackman
313-537-1637

P.O. Box 51183
Livonia, MI 48151-5183



INDEPENDENT BUSINESS SERVICES

- DESKTOP PUBLISHING • ACCOUNTING • MARKETING
- PUBLIC RELATIONS • CORPORATE & SPECIAL EVENTS

MARY MASON DILLON
35619 STILL MEADOW LANE
CLINTON TWP, MI 48035

TEL 810-790-6144
FAX 810-790-6146
CELL 810-202-2290



WATERCOLORS BY

Jerry Crowley

MARINE ART-LANDSCAPES-HOUSE PORTRAITS

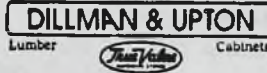
(313) 884-7813

COMMISSIONS ACCEPTED



Terry Upton

(810) 651-9411
Fax (810) 651-0757



607 Woodward
Rochester, MI 48307



Robert B. Sellers
Marine Artist

P. O. Box 38441
Grosse Pointe, MI 48238

Phone
(313) 882-0827



Fred Alter Associates, Inc.

PRODUCT DESIGN AND MARKETING SERVICES

FRED ALTER

(810) 468-0424
32735 S. River Road, Mt. Clemens, MI 48045

Law Firm of
Robert L. Bunting
(By Appointment Only)

All U.S. Mail
Only

Post Office Box 7
Oxford, Michigan 48371

Express Mail or Delivery by:
3550 Hosner Road
Oxford, Michigan 48370



Deposition and Conference Offices
1825 South Woodward Avenue
(N/O Square Lake Road)
Suite 100
Bloomfield Hills, Michigan 48302

Phone (248) 628-5150
Fax (248) 628-6422

SERVICE DIRECTORY

A. J. FISHER INC.

MANUFACTURERS OF QUALITY
SCALE BRASS SHIP AND YACHT
FITTINGS SINCE 1925
PLANS - FITTINGS - KITS - BOOKS

R. L. IRWIN 1002 ETOWAH
PROPRIETOR ROYAL OAK, MICH.
PHONE (1-810) 541-0352 ZIP - 48067

APPRAISALS & RESTORATIONS

GIFTS AFLOAT

First in Nautical Fashions
Clothes, Giftware & Decor

25025 Jefferson St. Clair Shores, MI 48080
10 Mile & Jefferson (810) 777-8300

MIKE GOTTSCHALK

STUDIO 90

3148 MILLVILLE ROAD
LAPEER, MI 48446
PHONE (810) 664-3434



Mariners' Church

"The Maritime Sailors' Cathedral"
A National and State Historic Landmark
"Worthy of the most careful preservation"

Established by the Will of Julia Ann Anderson, 1842

Services on Sunday 8:30 and 11:00 a.m.
170 E. Jefferson at Tunnel Entrance • Detroit, Michigan 48226
(313) 259-2206

FRESHWATER PRESS INC.

We have been famous for quality
Great Lakes publications for over
35 years!

Our archives need cleaning out.

- Out-of-Print books
- "One-of-a-kind" items
- Old directories
- Fleet news issues
- Marine historical journals

For listings, send self-addressed stamped envelope to:
John O. Greenwood, 2668 Rocklyn Road, Shaker Heights, OH 44122



(906) 643-8112
(906) 643-9917

ANCHOR IN



ANTIQUES

2122 W. U.S. 2, 8 Mi. W. of St. Ignace
MICHAEL & JOYCE KUJAT Buy, Sell, Trade

DIAMOND JACK'S

(313) 843-9376
FAX: (313) 841-3977



RIVER TOWNS

CAPT. WILLIAM A. HOEY
President

P. O. BOX 114

GROSSE ILE, MI 48138

SEE HEAR!

Glenn Schuldt

Audio Visual
Services

18015 Merriman Rd • Livonia, MI • 48152
734.425.7066 • 734.425.7441 (fax)
• e-mail SEEHEARAVS@aol.com •

John H. Groustra

CM&D

Conway MacKenzie & Dunleavy

Suite 340, 999 Haynes Street
Birmingham, Michigan 48009
Telephone (810) 433-3100
Telecopier (810) 433-3143

IBS

INDEPENDENT BUSINESS SERVICES

- DESKTOP PUBLISHING • ACCOUNTING • MARKETING
- PUBLIC RELATIONS • CORPORATE & SPECIAL EVENTS

MARY MASON DILLON TEL 810-790-6144
35619 STILL MEADOW LANE FAX 810-790-6146
CLINTON TWP, MI 48035 CELL 810-202-2290

The Great Lakes Maritime Institute, Inc. promotes interest in the Great Lakes; preserves items related to their history; encourages building of scale models of lake ships, small craft and racing boats and furthers programs of the Dossin Great Lakes Museum, repository of the Institute's holdings. The Institute was organized in 1952 as the Great Lakes Model Shipbuilding Guild. It is incorporated under the laws of the State of Michigan as a nonprofit corporation and donations to G.L.M.I. have been ruled deductible by the Internal Revenue Service. No member is paid for services.

Telescope ©, the Institute's journal is published six times per year and covers Great Lakes topics. The Editors welcome the opportunity to review manuscripts on Great Lakes marine history for publication.

Send to: Kathy McGraw
G.L.M.I. / Dossin Museum
100 Strand on Belle Isle
Detroit, Michigan 48207

The organization makes no payment for such material and the Editors cannot be responsible for statements made by the authors of articles published.

Institute membership is available for the 1998 calendar year in these forms:

Regular Membership \$ 30.00
Benefactor Membership \$100.00
Life Membership \$350.00
Libraries/Schools/Associations \$ 20.00

Dues are payable in U.S. funds. Subscription to Telescope is a benefit of membership. Single copies are priced at \$3.00 each and current year publication is limited to members only.



BOARD OF DIRECTORS

TERMS EXPIRE IN 1999

DOUGLAS DOSSIN JOHN GATZ
MALCOLM MCADAM KATHY MCGRAW
JAMES PUCKETT KATHY SHULER

TERMS EXPIRE IN 2000

DAVID MIRAMONTI ROBERT SELLERS
HOUGHTON SMITH RICHARD WALKER
ARTHUR WOODFORD GLENN SCHULTZ

TERMS EXPIRE IN 2001

FRED ALTER JERRY CROWLEY
CHERYL DENMAN SCOTT DENMAN
PHILIP MASON NEIL SCHULTHEISS

OFFICERS:

President: SCOTT DENMAN
Vice President: GLENN SCHULTZ
Secretary: JOHN GATZ
Treasurer: KATHY MCGRAW
Dossin Great Lakes Museum
100 Strand on Belle Isle
Detroit, MI 48207
(313) 852-4051 Wednesday - Sunday

TELESCOPE STAFF:

Managing Editor: KATHY MCGRAW
(313) 791-8452 (home phone)
Editor-In-Chief: MARY MASON DILLON
Assistant Editor: DAVID MIRAMONTI
Seaway News Editor: SKIP GILLHAM
News Editor: JAMES MORRIS
22919 ALGER
ST. CLAIR SHORES, MI 48080
Curator of Dossin Museum: JOHN POLACSEK

All members are invited to submit items to the News Section. Those who have contributed to this issue are listed in the News Section heading. All photos submitted to the News Section will be kept in the Telescope files or returned to the owner if requested. The Editors must reserve the final decision for selection of items used. Please direct ALL NEWS MATERIAL to the NEWS EDITOR. ALL OTHER CORRESPONDENCE to the COORDINATING DIRECTOR

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



Printed in the United States of America
by Macomb Printing, Incorporated
Clinton Township, Michigan



50 yrs of Smooth Sailing!

50 yrs of Smooth Sailing!

WILFRED EYLES