

Telescope



MAY • JUNE, 2000
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MEMBERSHIP NOTES •

- Sep. 2 Video presentation on the Wide Screen from 10:00 am - 4:00 pm – Superior Journeys – a presentation on the Lake Superior region.
- Oct. 7 Video presentation on the Wide Screen from 10:00 am to 4:00 pm. Salvage of the Sidney Smith, a sunken freighter that was blocking the St. Clair River under the Blue Water Bridge.
- Oct. 21 GLMI ANNUAL DINNER. Mark your calendar - watch for further information.
- Oct. 28 Video presentations on the Wide Screen from 1:00 - 3:00 pm – Hydroplane Racing Movies in connection with Unlimiteds Detroit.
- Nov. 4 November Gales Remembered – A special exhibit of artwork noting the tremendous seas that nature creates during this month & the 25th Anniversary of the Loss of the EDMUND FITZGERALD.
- Nov. 4 Concert with Lee Murdock, Folk Songs of the Great Lakes. The concert starts at 2:00 pm. Admission is \$10.00 per person.
- Nov. 10 NOTE THE SPECIAL HOURS – Between the hours of 10:00 am and 5:00 pm the museum will be closed due to the Veterans Day Holiday. Special evening hours will be held from 5:00 pm to 9:00 pm to coincide with the 25th Anniversary of the Loss of the EDMUND FITZGERALD at 7:20 pm. The night will highlight the WILLIAM CLAY FORD, and her Captain Donald Erickson who went out to search for the Fitzgerald. Admission is \$20.00 and includes a Special Station bill from the WILLIAM CLAY FORD that gives instructions in the event of an emergency and autographed by Capt. Donald Erickson.
- Nov. 11 A special memorial to the crew members of the naval training vessel the U.S.S. DUBUQUE who left the port of Detroit 60 years ago will be donated to the Dossin Great Lakes Museum. Crew members will be on hand to talk about their World War II experiences from 10:00 am to 4:00 pm.
- Dec. 2 Great Lakes Marine Memorabilia Mart will be held at Harbor Hill Marina. Admission is \$3.00 and a number of dealers will have that special collectable for you.
- Dec. 26-28 Ford Fleet Festival – On hand will be members of Detroit Lodge #7 of the International Shipmasters Association, and members of the former Ford Fleet to talk about life on the Great Lakes, 10:00 am - 4:00 pm.

CONTENTS •

Wreck of the GEORGE STONE	59
Meet The New Director	61
Spring Fit Out 2000	62
The Ballroom Boats	66
Detroit River Festival	70
Miss Pepsi Celebrates Her 50th Anniversary	72
Great Lakes & Seaway News	74

OUR COVER PICTURE . . . Christening Day at Port Weller Dry Docks for the CANADIAN TRANSFER. In the Spring of 1998, the forward section of the former HAMILTON TRANSF74R (ex-CRISPIN OGLEBAY) was joined with the stern of the CANADIAN EXPLORER and was to be renamed CANADIAN TRANSFER for Seaway Self Unloaders. This photo was taken on August 4, 1998 by Jim Hoffman.

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

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WRECK OF THE GEORGE STONE

by Bill Howell

(This story is the result of tidbits I heard as a youngster and newspaper clippings supplied to me by the Institute for Great Lakes Research.)

In 1909 my grandmother Howell lived next door to our home in Erie, Pennsylvania. Grandfather Howell (Capt. R. Paul Howell) had passed away earlier in the year and Uncle Paul (Capt. Paul V. Howell, at 27 years of age, the youngest Captain on the Great Lakes) was visiting grandmother when he received a wire instructing him to travel to Ashtabula, get a crew aboard the GEORGE STONE, and take on a shipment of coal for Racine, Wisconsin. With him at the time was Peter Dailey who had just come home from a long stay in the hospital. Uncle Paul persuaded him to come along, citing the therapeutic value of a lake voyage.

They found the docks at Ashtabula under siege by labor union agitators who were striving for Union recognition for Great Lakes seamen, and seeking to discourage the signing of non-union men and to deter the sailing of any ships with non-union crews. Fortunately, the dock police at Ashtabula kept the troublemakers at bay while the STONE was taking on the load of 2800 tons of coal. This didn't deter the union

people from pelting the ship and its crew with rocks and coal and anything handy as the ship cast off from the dock.

The GEORGE STONE was built in 1893. She was 270 feet long with a 40 foot beam. At this time she can best be described as a tired old work horse, still earning her keep despite the trend to bigger ships built of steel. She narrowly escaped becoming a victim when in 1898, along with a fleet of 67 other ships, she was ice-locked and had to be freed by ice-breakers from Detroit. Her hull was severely damaged by the ice, but after inspection, she was considered seaworthy.

It was 3:30 on Monday, October 13th, the STONE left Ashtabula on its journey to Racine and three hours later she began to feel the effects of a southwest gale and by midnight she began a desperate fight for life. All day Tuesday the ship and crew fought valiantly against the storm. It became apparent that the pumps were losing their fight against the water which poured in through seams opened by the buffeting of the waves. The pumps kept clogging with coal dust.



Photo of the GEORGE STONE from the collection of Bill Howell

The anchors were dropped to prevent the ship from stranding but they didn't hold and at 2:30 am, the STONE struck with terrific force on Grubb's Reef, which is nearly five miles off the western shore of Point Pelee. First Mate Hindle reported the crash so severe as to knock one two feet in the air.

All night the crew stayed in the forward cabins and pilot house. At daybreak they began a search of the horizon for passing vessels which they hoped would note their predicament. One man was sent aloft with a bed sheet which he waved from the masthead but though several steamers came within sight, none responded to the distress signal. It was reported that one of the C&B steamers came to a halt but then resumed her way. . . it was now decided that any help at all would have to be summoned from shore.

The vessel was now beginning to break up forward and the crew abandoned the pilot house and worked their way aft. Thereafter, the pilothouse caught fire and burned to the deck before the blaze was subdued by the waves and spray . . . Many lamps had been kept lighted during the night to warm the cold and wet crew and it is thought that one or several overturned by the pounding of the ship on the reef. Wheelsman John Connors suggested that passing ships would note this ship "smoking from the wrong end" but none did.

By mid-morning it became apparent the ship was breaking up and Captain Howell asked for volunteers to try to make the trip to shore but he found few takers. He picked his crew and first tried to launch the wooden boat on the port side, but the waves smashed the boat to pieces and washed the wreckage back aboard the ship. They then launched the steel lifeboat with its two airtight compartments from the starboard side. Captain Howell, his friend Peter Dailey and six crew members fought their way through the breakers. Almost to shore a giant comber overturned the boat. Captain Howell, Second Mate Hindle and Wheelsman Connors clung to the craft until they were able to walk through the breakers to shore . . . At the last minute Captain Howell called to Connors for help and Connors was to say that he had hold of Captain Howell's hand when the undertow knocked

Howell's feet from under him and swept him away.

Captain Grubb of the Point Pelee Lighthouse took Hindle and Connors to his home where they quickly recovered. The lifeboat which had gone adrift and the bodies of Peter Dailey, Cook Lucas, and Oiler Boyer were recovered from the breakers by Captain Grubb, who brought them ashore in his gasoline launch. Captain Howell's body washed ashore at Conneaut, Ohio the following Spring and father and a mortician family friend journeyed to Conneaut to claim the body and bring it home.

Meanwhile, the ten crew members left aboard the wrecked vessel, unaware of the tragedy that had befallen their comrades, kept a sharp lookout for any assistance from land or passing steamers. It was about 9 o'clock when the lifeboat had started to shore and it was about 11 o'clock when the upbound steamer, F.M. OSBORNE of Cleveland responded to the distress signals.

The gale was still at its height and it required masterful seamanship to bring this ship near enough to the wreck to be of any assistance . . . The OSBORNE having no load so that her bow stood high out of the water and because of the raging sou'wester was blown repeatedly from her course . . . Captain Dupuy however, bore down on the lee side of the wreck and holding the OSBORNE's bow into the wind, approached the wreck stem-on. When the wind caught the boat and threatened to drive him off, he dropped both the port and starboard anchors and then with engines going full speed ahead, he pushed the bow of his ship against the afterdeck of the STONE. A ladder was thrown down and the ten members of the STONE's crew clambered aboard the OSBORNE. By that time, all the upper works of the STONE had disappeared back to and including the deck house amidships.

It is said that the combination of wind and currents that sent the STONE to her destruction were almost unprecedented on Lake Erie. The southwest wind had been driving the water in heavy currents from the head of the lake to its mouth resulting in very high water in Buffalo and at Lime Kilns Crossing, at the mouth of the Detroit River, so low that navigation was almost impossible. The STONE was caught between

MEET THE NEW DIRECTOR OF THE DETROIT HISTORICAL DEPARTMENT. . .

Dr. Dennis Zembala

Dennis Zembala was born and raised in the Detroit area and attended University of Detroit Jesuit High School. He brings almost thirty years of experience as a historian with close to twenty years as a museum professional. Zembala's work over the past twenty years demonstrates his commitment to turning a museum into a destination by recreating experiences in a historic context.

Dr. Zembala earned his undergraduate degree from University of Michigan in 1964. He spent three years in Bolivia as a Peace Corps Volunteer, and upon his return to the United States he studied and taught at Wayne State University. He subsequently earned his Ph.D. in American Civilization and the History of Technology at the George Washington University.

In 1981, Dr. Zembala began working with the then newly incorporated Baltimore Museum of Industry. The Museum's first capital campaign was launched in 1989 by Dr. Zembala, and raised \$3.5 million to renovate a historic building and to create gallery space for exhibits. Today the Museum is a private, nonprofit organization with a \$1.2 million operating budget, 55 full and part-time employees and attracts approximately 160,000 visitors annually.

Dr. Zembala has demonstrated an ability to grow an organization and to increase visibility for the institutions he represents.

Point Pelee and Pelee Island where she was driven ashore by the combined force of both the wind and extraordinary currents.

Captain C. Smith of the steamer GOWAN passed the scene of the wreck a day later and reported there was no sign of the STONE and it was thought that the vessel went to pieces. The STONE was the property of M.A. Bradley of Cleveland and was uninsured.

The rescued crew members were to face another ordeal when they landed on the dock above Randolph Street where they were mobbed by strikers and union sympathizers. One of the crew, John Diedrich was knocked into the river where he was rescued by the Harbormaster. They sought refuge at the home of Captain J.W. Wescott, who, acting on instructions from M.A. Bradley, owner of the STONE, escorted the men

and their English Bull Terrier, which had been saved from the wreck, to the railroad station where he put them on board a train destined for Cleveland.

One morning, a few days after uncle Paul and his friend, Peter Dailey, left for Ashtabula, mother was working in the kitchen and claimed she saw uncle Paul pass the kitchen window and wave to her. Although he never came to the door and didn't appear at Grandmother Howell's house next door, mother never changed her story. Later on John Connors was to tell my parents that the time mother said she saw uncle Paul was about the same time that the two men were making their way through the surf and Connors lost his grip on uncle Paul and he (uncle Paul) was swept to his death by the terrible undertow.

Spring Fit Out 2000 Saturday, April 29

by Cheryl Denman

For those of us who like to be in the water early, it was time to begin thinking about the 2000 boating season. To prepare, Great Lakes Maritime Institute (GLMI), sponsored the Spring Fitting Out Party at the Dossin Great Lakes Museum on Belle Isle on Saturday, April 29. The weather was terrific and the event was well attended. The aim of Spring Fit Out is to integrate museum visitors, new and current GLMI members, GLMI Board of Directors, and friends of GLMI through the medium of a Spring Fit Out Party to complete work projects and have some fun as we kick off another season of boating on the Great Lakes.

Again this year, the U.S. Naval Sea Cadet Corps and the U.S. Marine Cadets moored the USS GRAYFOX at the Old Ferry Boat Wharf at the Dossin Museum. She was open for free public tours and donations were collected by GLMI members and provided to the USS GRAYFOX for their participation and efforts in making the Spring Fitting Out Party a success. The cadets spent the weekend in Detroit aboard the Grayfox and attended Navy League Sunday at Mariner's Church on April 30th.



Photo by Elizabeth Sherman

Landlubbers were also treated to a special event at the Dossin during the Spring Fit Out. An exhibition of scale models was presented by "Lighthouses by Murphy" in DeRoy Hall. Murphy also provided a presentation on the history of lighthouses during the afternoon.

Just before all the fun began on April 29, GLMI members, Dossin museum staff, volunteers, friends, and corporate supporters



joined together during March and April to accomplish many projects. The group began thinking about what needed to be done for the Spring Fit Out and to prepare for the visit from the USS GRAYFOX at the Dossin Great Lakes Museum Wharf on April 29. This year's major project was the

flagpole refurbishment. The task was daunting with repair and refurbishment needed at heights at over 80 feet. New rigging, painting and restringing of all 4 flag lines was desperately needed and made possible by corporate sponsors. Lift services valued at



over \$1200 were

donated by, NationsRent, of Hazel Park, Michigan. Louie Messina, Store Manager, and Todd Hyndman, Customer Service Representative of Nations Rent generously donated their time & equipment for GLMI to finish the flag pole project. West Marine, of St. Clair Shores provided 500 feet of 3/8" Dacron for flagpole restringing. All work was completed so that the flags were raised in anticipation of the USS GRAYFOX's arrival on the morning of April 29.



Projects completed by the work team just before the Fitting Out Party began included spring maintenance of the wharf, spring clean-up around the wharf, pavilion area, and museum. GLMI was proud to be a part of one of the first boats out this year and the



Spring Fit Out seemed to provide a nice opportunity for GLMI members, friends and visitors alike to kick off the 2000 boating season. By the time you read this, GLMI will have confirmed plans for Summer 2000 and we look forward to welcoming you and yours at the wharf during upcoming events.



Attractions like Spring Fit Out are only possible through GLMI's commitment to projects like the Revitalization of the Old Ferry Boat Wharf at the Dossin Great Lakes Museum During the last 2 years, Past GLMI President, Malcolm McAdam (Mac) rose to the cause and served as Project Coordinator for the Refurbishment of the Old Ferry Boat Wharf, which is adjacent to the Dossin. With Mac at the helm, the team obtained permitting, cleared the river bottomland, removed the underwater pilings and other obstructions, installed and drove 50' pilings, installed architectural barrier fence and gates, and a boarding ramp and platform.



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And Special Thanks to:

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(1927-2000)
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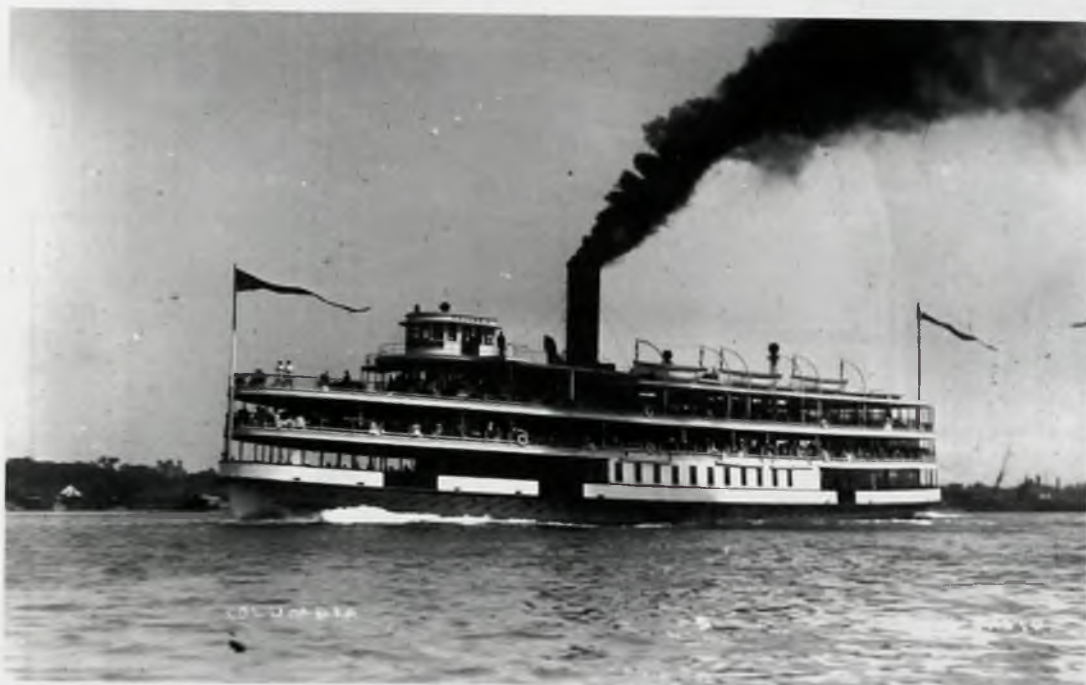
Photo by Cheryl Denman

Dave Foot was instrumental in the coordination of the GLMI New Member Campaign and obtained all of the necessary clearances and approvals for an Annual USS GRAYFOX visit for GLMI to increase awareness of membership campaign drive. He generously contributed his time and efforts to establish the New Member Cruise to ensure the future success and preservation of GLMI and the Dossin Great Lakes Museum on Belle Isle. Dave became acquainted with GLMI through his participation in Belle Isle Runners and was a frequent Dossin visitor. Through his affiliation with the U.S. Naval League and his involvement with the U.S. Naval Sea Cadets, Dave worked with all involved parties to create a most enjoyable event for GLMI. Dave, we will miss you, but will forever cherish our memories. Thank you for your dedication and support to GLMI.

The Ballroom Boats

by Gordon Bugbee

This article was reprinted from a brochure written by Gordon Bugbee to be given to passengers aboard the Bob-Lo steamer Columbia, enroute to Port Huron on July 4, 1979. Before the Bob-Lo boats Columbia and Ste. Claire were withdrawn from service, they would periodically change their sailing schedule and head up across Lake St. Clair and into the St. Clair River to Port Huron. Along the way, passengers were reminded of the by-gone days of former excursion boats that traveled along our waterways to summer parks. Part of the fun of going to the park was the boat ride and the activities onboard.



COLUMBIA's ballroom would later be copied in other excursion steamers.

There has been band music aboard our local river steamers at least since 1845, when the Brady Guards Band regularly entertained excursionists bound for Belle Isle. The island was Detroit's pioneer amusement park, and was long served as a diversionary enterprise of the crossriver ferries to Windsor. The prototype of propeller ferries to Belle Isle was VICTORIA of 1872. Aft of her upper deck observation cabin was a broad covered waiting space for her regular passengers to Windsor. During summer evening excursions, a band often played there for dancers under a raised

central ceiling fringed with a ribbon of clerestory windows. This space inspired COLUMBIA's ballroom of thirty years later. COLUMBIA's ballroom in turn was copied in a later series of propeller excursion steamers.

Before the end of the nineteenth century, trolley cars began claiming a growing share of the traffic to Belle Isle. Then in 1897, the new Tashmoo Park in St. Clair Flats began drawing all the company picnics and Sunday School charters. To compete with the White Star Line steamers serving Tashmoo Park, the Detroit,



The TASHMOO never had a logical spot for a ballroom.
Instead, her best features were a Dining Room and a Grand Salon.

Belle Isle and Windsor Ferry Company sponsored its own amusement park in 1898. This was downriver at Bois Blanc Island, today's "Bob-Lo". The new park was visited twice a day by the wooden ferry PLEASURE of 1894, a larger version of VICTORIA.

A large new White Star Line flagship escalated the challenge in 1900. This was TASHMOO, a 300-foot sidewheeler patterned after the elegant day steamers of the Hudson River. In the original sense of the word, TASHMOO was the masterpiece of the Detroit naval architect Frank E. Kirby. Her excellence won him commissions to collaborate with J.W. Millard in designing the three largest sidewheelers of the Hudson Day Line. In the Midwest, Kirby became better known for his giant Lake Erie night boats of the D&C and C&B Lines; four of these became the largest sidewheelers in the world, each with about five hundred feet in length. But all these accomplishments were still in the future when TASHMOO was new.

The ferry company soon engaged Kirby to design its own new flagship. This was

COLUMBIA, which made her maiden trip to Bois Blanc on July 8, 1902. The White Star Line was already boasting of its month-old Kirby sidewheeler GREYHOUND on its downriver run to Toledo. COLUMBIA was not really a match for the likes of TASHMOO, with its brocaded salon chairs, dining table linens and secluded day parlors. Instead, COLUMBIA was a bigger VICTORIA or PLEASURE with another deck of cabins and the ferry company's first steel hull. Kirby's steamers often reflected the design traditions of their home waters. Thus COLUMBIA's curved bow resembled those which the ferries used for icebreaking, and she had the same blunt foredeck the ferries used to carry wagons. More practical for her, however, was the ferries's waiting deck, which became her fine ballroom.

The big day side-wheelers never had so logical a spot for a ballroom. TASHMOO's historian, J. Michael O'Brien, has counted three separate locations where TASHMOO tried a ballroom over her thirty-seven seasons. Vertical shafts on a sidewheeler usually obstructed the central space that COLUMBIA claimed for her

ballroom. More important, the day sidewheeler were "liners" and not exclusively excursion steamers. In addition to excursionists, they scheduled through passengers who might be breaking a long, hot railroad journey with a water trip instead, between Detroit and Port Huron, Toledo or Sandusky. A liner's best features were a dining room and a grand salon, rather than a ballroom. (Among paddlers elsewhere, the big Mississippi/Ohio River excursion steamboats had large ballrooms comparable to COLUMBIA's, which can be seen today on the New Orleans sidewheeler PRESIDENT or the sternwheeler BELLE OF LOUISVILLE.)

COLUMBIA came out just when America was turning to a livelier beat in its ballroom dancing. Mark Sullivan has written that crowded modern public halls "were better adapted to the up-and-down jerkings of the newly devised dances than to the spacious sweep of the waltz." Beginning about 1890, the marches of John Philip Sousa helped to inspire the "two step". Sullivan called this "a simple dance", not much more than a double quick march, with a skip in

each step, done as rapidly as a couple could go forward, backward and turn." Into hibernation went such nineteenth century favorites as polkas and square dances. The waltz lingered and then ultimately revived, sustained by Franz Lehar's Viennese melodies and the popular strains of "Casey would waltz with the strawberry blond." About 1912, "ragtime" came to ballrooms everywhere from the black community in New Orleans, made suddenly popular by Irving Berlin's "Alexander's Ragtime Band". Close behind came ragtime's more moderate, long-lived derivative, the "fox-trot".

COLUMBIA's successful ballroom arrangement inspired the smaller BRITANNIA for the Belle Isle run in 1906. But BRITANNIA was rebuilt after nineteen seasons, for automobile habits deprived her of enough Belle Isle excursionists while making her indispensable as a crossover ferry. After the bridge and tunnel competition idled the ferries in 1938, BRITANNIA became a tug, and she was scrapped at Duluth about 1961. The Bois Blanc route prospered, however, and in 1910 the new STE. CLAIR joined COLUMBIA on



The PUT-IN-BAY had a hardwood dance floor instead of the usual canvas deck.

the run. Both steamers received lower new funnels in the thirties, and STE. CLAIR took on streamlined cabins about 1946.

On Lake Erie's Canadian shore was Chrystal Beach, another amusement park that served Buffalo, N.Y. In 1908-10, Kirby designed the sisters AMERICANA and CANADIANA for this excursion service. Unlike COLUMBIA, they had a more pointed foredeck, partially enclosed on the main deck for sailing on the open lake. In the late twenties, AMERICANA went to New York City to run to Rye Beach and she was scrapped in 1953. CANADIANA ran alone to Chrystal Beach until 1956 and then ran independently from Toledo to Bob-Lo for several seasons. In 1958 a Toledo swing bridge smashed her foredeck, which was replaced with a stubby steel shell. (The White Star Line's smaller propeller WAUKETA of 1909 resembled all these "ballroom boats" only outwardly, with only a makeshift ballroom; she followed AMERICANA east for the Rye Beach service, and ended her days on Chesapeake Bay.)

The finest of these steamers was PUT-IN-BAY, built in 1911 for the Ashley & Dustin Line. She was really a "liner", running opposite the popular sidewheeler FRANK E. KIRBY between Detroit and Sandusky. But most of her passengers were Detroit excursionists bound for a day at Put-in-Bay or Cedar Point. Above her ballroom in place of COLUMBIA's open rathskellar, PUT-IN-BAY has a grand salon with a coffered "barrel vault", flanked by day parlors with basy windows. The ballroom below was enclosed with windows and had a hardwood floor instead of the usual canvas deck (a feature the Bob-Lo steamers adopted only in 1925. It was feared it would warp.) Aft on the quarterdeck was a fine dining room. In the late 1940's, PUT-IN-BAY ran to Port Huron or the Flats in exchange for Sandusky sailings. Retired in 1951, she was burned in Lake St. Clair two years later to make her steel hull easier to dismantle.

In 1927 the naval architect J.W. Millard dusted off Kirby's plans of PUT-IN-BAY to produce a slightly larger "charter yacht" in Hudson River fashion. The Hudson River Day Line's new PETER STUYVESANT profited from her liner/excursion boat blend to accomodate large charter parties. Before she was

retired in the early sixties, she was one of the Day Line's last pair of steamers, when they ran only up to Bear Mountain or Poughkeepsie, instead of Albany. PETER STUYVESANT was still serving convention trade as a restaurant in Boston in January, 1978, when a severe northeaster sank her to her hurricane deck in Boston Harbor.

Of the bands that played on the Detroit excursion steamers in their hey-days, most were organized by William Finzel. TASHMOO was but a year old when Finzel began furnishing "orchestras" for White Star Line steamers. Soon TASHMOO was carrying thirteen players, some of whom went ashore at Tashmoo Park for the day to provide music in the dance hall. (The dance hall survives, enclosed as a yacht storage shed, but it never rivaled the huge stone hall built later for Bob-Lo.) Ultimately, PUT-IN-BAY and the Bob-Lo steamers, and even the Detroit and Cleveland night boats, began carrying Finzel orchestras. An excursion steamer's orchestra was at its best before an appreciative evening audience during one of the "moonlight" excursions that became popular when the steamers were new.

It has now been five seasons since Joe Vitale's band played regularly for daytime runs down to Bob-Lo. Disco has taken the band's place. Joe's men still play on those moonlight excursions when a charter party hasn't imported its own band. Joe is a native Detroiter, who once played for Louis Prima and in the successor organizations to Tommy Dorsey's and Glenn Miler's bands. His own band began playing aboard the Bob-Lo boats in 1949 when the Browning family bought the fleet and the park from the old ferry company. Until the steamer dock was moved away from the foot of Woodward in 1975, Detroiters commonly heard "Anchors Aweigh" and "Sailing, Sailing Over the Ocean Blue" echoing among the downtown office buildings at sailing time. Today, it is one of the pleasures of these Port Huron excursions that the "good old days" are recreated not just in a big steamer and the passing turn-of-the-century landscape, but in dancing to the music of a steamer orchestra as well.



DETROIT RIVER FESTIVAL

Inaugural Event A Success!

The inaugural Detroit River Festival was held Saturday, July 22, 2000 at Harbor Hill Marina and deemed a success by all attending. A "Sneak Preview" VIP Reception was held on Friday evening and included an auction benefiting the Great Lakes Maritime Museum. With over 150 people in attendance, and many interesting items for the live and silent auction, the evening was enjoyed by all. Sindbad's, host of the reception, provided hors d'oeuvres, Great Lakes Distributors provided Budweiser beer and Pierot Wine Co. provided wine. GLMI members in attendance included Mac McAdam, Shirley Walker, Doug Dossin, Fred Alter, Denne Osgood, Art Woodford, John Polacsek and Katherine Shuler. Many thanks go to Kathy Shuler for organizing, collecting items, and assisting the auctioneer. With the help of Mary Ellen Shuler and Nancy Spanich along with the generosity of Shirley Walker, who donated many items from the late Richard Walker's collection, there was also a silent auction on Saturday as part of the Marine Mart.



Prior to the auction, Mac McAdam goes over some of the items with auctioneer Orval Beaver.



Katherine Shuler, GLMI Board Member, assists with the auction.



And the steering wheel is going...going...SOLD!



On display were thirty exhibitors in the Marine Mart and forty-five Antique & Classic Boats in-water with an additional five boats on static display. Both the Marine Mart and Boat Exhibitors were enthused about the show and facility, confirming that they intend to return next year. The spectators, approximately 2,000, were very receptive of this new event, enjoyed the entertainment, the exhibits and continued to come and go at a steady pace throughout the day. The day finished off with awards, an outdoor barbeque and concert by the "Stillwater Journey".

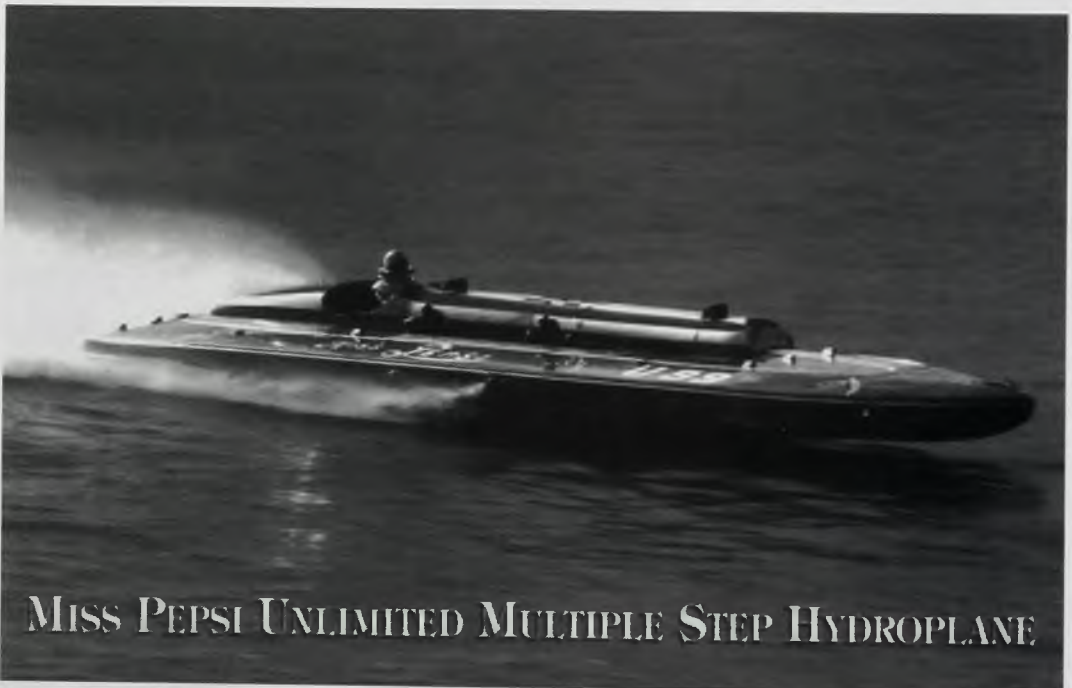
Plans are already in progress for next year's Detroit River Festival with the addition of an International Lighted Boat Parade.



Miss Pepsi celebrates her 50th Anniversary

When the Dossin Great Lakes Museum was opened, it was the only building on the Great Lakes built specifically to house a museum on the History, the Recreation Value and the Economic Importance of the inland seas. The building was a gift to the people of the City of Detroit. Given as an expression of the affection for their native city, it was made possible through the generosity of the Dossin Family - Ernest J and his three sons - Russell, Walter and Ray.

Later, gifts by the next generation - Ernest J Dossin the second, Sidonie Dossin Knighton and Thomas R Dossin - made possible the second wing of the museum which was built to house the champion race boat MISS PEPSI. When MISS PEPSI was installed, it brought to a close the active participation of the Dossin Family in unlimited class racing - a history which had spanned over many years. But at the same time it ensured that their contributions to the great sport of Unlimited racing would long be remembered by Detroiters and the many racing fans around the United States. Visitors now had a chance to view up close one of John Hacker's masterpieces and a glimpse into the Golden Era of Boat Racing on the Detroit River and across the United States.



When MISS PEPSI crossed the Belle Isle bridge on her last journey to her new home, she was in sight of the scene of what would have been her first victory - the 1950 Silver Cup. Although she ended up being penalized for missing two buoys and didn't win the race, she did set two records during the race - a heat record of 107.394 MPH and the lap record of 107.654 MPH. These were unheard of speeds! But racing enthusiasts had already seen the potential of this boat when she qualified at 103 MPH for the British International Trophy - which is more commonly known as the Harmsworth Race. That's when MISS PEPSI became the first boat to qualify for a race at more than 100 miles per hour. And in the driver's seat that day and throughout her racing career was but one driver Detroit's own Charles F. - better known as Chuck Thompson.

Continuing their tradition of generosity, Doug Dossin and family have donated to GLMI the funding for an exhibit celebrating the 50th Anniversary of the Miss Pepsi. The exhibit will be in place at the Dossin Museum through the year 2000.

The Miss Pepsi display at the festival was on loan and is just part of the exhibit currently at the Dossin Great Lakes Museum . We would like to thank Doug Dossin, the Dossin Family and John Polacsek for allowing us to share a little of this history. Also to Dwight Morin for completing our festival exhibit with his Lil Miss Pepsi.



Dwight Morin generously displayed the Lil Miss Pepsi, a 2/3 scale model of the Miss Pepsi built by Dwight and brother Don, as part of the exhibit celebrating the 50th Anniversary of the Miss Pepsi. Dwight and Don's father was a woodworker on the crew of the Miss Pepsi .

GREAT LAKES & SEAWAY NEWS



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Jim Sprunt
Rene Beauchamp
Mike Skinner
Jim Bartke

JANUARY

Jan 1 ... The salty AQUASTOL was the first ship into Montreal and her captain Gudkov Volodymyr was presented the traditional gold headed cane. She was loaded with molasses taken aboard in Cuba.

Jan 2 ... The Mckeil Marine tug GLENEVIS departed her lay-up berth in Toronto and took a barge to Oswego. There a multi-axle truck was placed aboard with a 100 ton stamping press for delivery to Oshawa. It was considered to heavy for the International Bridge. After unloading the pair returned to Toronto and laid-up again.

... The port of Grand Haven closed with the departure of Southdown's SOUTHDOWN CHALLENGER. She called in Grand Haven 22 times during the 1999 season. A total of 115 cargos were handled by 26 different ships.

... Lower Lakes Towing's CUYAHOGA arrived in Sarnia and laid-up in the North Slip. Over the winter she will have her Lentz Double Compound Engine removed and replaced with a new 3608 Caterpillar Diesel Engine.

... Algoma's ALGOWEST spent the last two weeks of her season shuttling taconite from Marquette to Algoma Steel in the Canadian Soo. She loaded in Marquette on January 2, 3, 6, 8, 9, 11 and 13th. After completing the last load she went into lay-up at the mill.

Jan 3 ... Purvis Marine's YANKCANUCK fitted out to make a special trip to Chicago. She loaded a cargo of scrap at the Algoma Export Dock, departing the next day. She returned on January 10 and went back into lay-up.

Jan 4 ... American Steamship's CHARLES E. WILSON arrived for lay-up at the Fraser Shipyard in Superior. Shortly after arriving the name JOHN J. BOLAND was painted on her hull. She will be officially christened once the new sailing season begins.

GREAT LAKES & SEAWAY NEWS •

Jan 5 ... A group called Sea Flight 2000 is planning cross lake ferry service between Toronto and Niagara-on-the-Lake, but only on demand. They do not plan on running a regular commuter service.

Jan 6 ... The former cross lake ferry LAKE RUNNER departed Halifax for Cape Cod on her delivery trip to Vancouver.

Jan 8 ... The latest Fednav ships FEDERAL ASAHI & FEDERAL RIDEAU were christened in a ceremony at the Oshima Shipyard in Japan. They are the second and third ships being built for Great Lakes service by the yard. They are expected to make their first trip into the lakes when the seaway opens.

Jan 9 ... The ferry WOLFE ISLANDER III departed Heddle Marine in Hamilton for sea trials after being re-engined. She departed for Kingston on January 12 and arrived there the next day.

Jan 11 ... The three men charged with removing artifacts from the wreck of the NEW YORK on September 4, 1999 pleaded no contest in Sanilac County Circuit Court. The plea was made to a felony charge of removal of abandoned property from State Land with a value of more than \$100. They also pleaded no contest to a misdemeanor charge of removal with a value of less than \$100. A no-contest plea means they neither admit or deny the charge against them and submit themselves to the court's jurisdiction. The felony charge is punishable by up to two years in prison and a \$5,000 fine. The misdemeanor charge is punishable by up to six months in jail and a \$500 fine. They will be sentenced by Judge Donald Teeple on February 7, 2000.

... The Andrie tugs MARIBETH ANDRIE & SENECA QUEEN towed the carferry CITY OF MILWAUKEE from her berth in Elberta. After waiting in Betsie Bay for weather, the tow departed in the early morning hours of January 14 for Manistee. They arrived at the mouth of the Manistee River at 9:00 A.M. The tugs took the MILWAUKEE up to the east end of River Street near the piles of gravel at Seng Crane & Gravel. Plans call for her to stay here until the shipping season starts and then be moved south near the former Century Boat Building.



The CITY OF MILWAUKEE being towed into Manistee - January 14, 2000

• GREAT LAKES & SEAWAY NEWS

... The Muskegon City Commission voted to support a plan by the West Michigan Artificial Reef Society to sink a ship off the harbor. They plan to find a ship at least 100 feet long and sink it about 2 miles north of the breakwall in 100 feet of water. They will need permission from the E.P.A. and Michigan Department of Environmental Quality. No ship has been located as of this date.

Jan 12 ... The Port of Goderich shipped 154 shipments of salt in 1999, down from 176 in 1998. 34 grain cargos were delivered in 1999, an increase of 6 over 1998.

Jan 13 ... The former Italian sailing ship FELICE MANIN, which has been deteriorating in Chicago since about 1987 is headed back to Italy. She was loaded on a truck and is being taken to a coastal port where she will be loaded on a ship bound for Italy.

... Marquette's season ended with the departure of Interlake's CHARLES M. BEEGHLEY bound for Rouge Steel with a cargo of taconite. She arrived at the mill on January 15 and after unloading went into lay-up at the mill. For the 1999 season Marquette loaded 324 ships for an amount of just over 7 million tons.

Jan 14 ... Architect George Petkoski proposed building a large Pedestrian Bridge over the Detroit River, connecting Downtown Detroit to Downtown Windsor. The glass enclosed bridge would accommodate a people mover, shops, restaurants, theaters, casino and banquet hall. It would be 140 to 150 feet above the water and could have hotels anchoring both sides of the bridge. The cost of the project is estimated at \$2 billion. He stated that the idea came from the Ponte Vecchio Bridge spanning the Arno River in downtown Florence, Italy. It was built in 1345 out of stone and is three stories high. It is lined with Gold and Silversmiths, stores and cafes. No funding for the project has been found yet.

... Lake Shipping's LEE A. TREGURTHA was the last commercial vessel to pass through the Soo Locks. She cleared the Poe Lock upbound at 4:37 P.M. bound for the lakehead. Bethlehem's STEWART J. CORT was the last downbound vessel, departing the Poe Lock at 7:00 A.M. for Burns Harbor.

Jan 15 ... The Soo Locks officially closed for the 1999 season at midnight.

Jan 16 ... American Steamship's ADAME E. CORNELIUS became stuck in the ice 2 1/2 miles west of Pelce Island. The United States Coast Guard Cutter NEAH BAY (WTGB-105) freed her and then escorted her to Monroe so she could unload her coal cargo.

Jan 18 ... The salty FEDERAL VIBEKE became stuck in the ice under the old bridge of Quebec City. The Canadian Icebreaker DES GROSEILLIERS was dispatched and freed her a few hours later. There was concern that she might drift into the bridge piers.

Jan 20 ... The Schooner WESTWIND arrived at the Great Lakes Maritime Academy in Traverse City where she will spend the winter.

... United States Naval Secretary Richard Danzig approved a plan to turn the World War II Battleship USS NEW JERSEY into a floating museum at Camden, New Jersey.

Jan 22 ... The new forebody for Canada Steamship Lines H. M. GRIFFITH was towed across the Welland Canal from Port Weller Dry Docks by the tugs JAMES E. MCGRATH & VAC. It was tied up to the approach wall above Lock #1.

GREAT LAKES & SEAWAY NEWS •

Jan 23 ... The old forebody of the H. M. GRIFFITH was removed from the drydock and placed at the fitout wall by the tugs JAMES E. MCGRATH & VAC. The same two tugs then retrieved the new forebody from across the canal and placed it in the drydock. There it will be lined up with the original stern section so they can be joined together. The new combined ship is to be renamed before she sails in the spring.

... The shipping season ended in Escanaba with the departure of the WILFRED SYKES bound for Indiana Harbor with taconite. For the 1999 season Escanaba loaded 245 ships with taconite down from 259 the year before.

Jan 24 ... Michigan State Senator Ken Sikkema introduced a bill in the state senate that would require ships to sterilize all ballast water taken outside of Michigan waters. It also would prohibit ships from discharging ballast water into Michigan waters without a permit from the State Department of Environmental Quality. The bill was referred to the Natural Resources and Environmental Affairs Committee. It now must go through several hearings before it can come up for a vote.

Jan 26 ... The salty MOR EUROPE arrived in Montreal and entered a temporary lay-up. The MOR U. K. arrived the next day and laid-up after unloading.

... Canada Steamship Lines and Upperlakes Group announced the signing of a letter of intent for Canada Steamship Lines to purchase Upperlakes 50% share of Marbulk Canada Inc. Marbulk is jointly owned by Upperlakes & Algoma Central Corp. and operates a fleet of self-unloaders in the ocean trades.

Jan 28 ... Jack Lietch, Chairman of Upperlakes Group Inc., is to receive the "Order of Canada" in recognition for his innovations in the Canadian Maritime Industry. A ceremony will be scheduled for later this year.

... A 13 ton piece of the TITANIC's hull was moved into the Museum of Science and Industry in Chicago. To get the piece inside the museum an 8 foot section of the wall above the doors was removed. The display is scheduled to open in Mid-February.

Jan 30 ... Reigle Shipping's EMERALD STAR arrived in Halifax after completing a trip to Philadelphia.

... Signature Services Inc. began scrapping the Hulett Unloaders on Whisky Island in Cleveland. A court ruling last week cleared the way for the Cleveland Cuyahoga Port Authority to scrap the unloaders.

... Algoma's ALGOMARINE was removed from the drydock at the Pascol Shipyard in Thunder Bay. Algoma's ALGOCAPE was then placed on the drydock.

FEBRUARY

Feb 1 ... Group Ocean, Syntec and Desgagnes Transport announced they were withdrawing their bid to purchase the Davie Shipyard in Levis, Quebec. The deal failed when an agreement with the unions could not be reached. Bankruptcy protection runs out at the end of April and the shipyard will be shutdown unless some other buyer comes forward.

• GREAT LAKES & SEAWAY NEWS

Feb 3 ... Rouge Industries Inc. reported a \$10.5 million loss in the fourth quarter of 1999. This reflects ongoing losses from the February 1, 1999 explosion at the powerhouse of Rouge Steel. The explosion cost them \$221.4 million in 1999. They showed a loss of \$47.8 million for the year compared to a profit of \$23.4 million in 1998. Revenues fell in 1999 to \$967.6 million from \$1.2 billion in 1998. Steel shipments in 1999 were down 11.8 percent.

Feb 4 ... Desgagnes's PETROLIA DESGAGNES arrived in Montreal and Laid-up for the winter.

Feb 5 ... Algoma Tanker's ALGOSAR departed her lay-up berth at Montreal and returned to service.

Feb 6 ... The Detour Reef Light Preservation Society reported the U. S. Coast Guard hired Dore & Associates of Bay City, MI to encapsulate the asbestos and remove the lead paint at the lighthouse. Work will begin in early April at a cost of \$66,000. Once completed the Society will give the Coast Guard an asbestos management plan, which is being prepared by Environmental Testing & Consulting of Romulus, MI. The Coast Guard will present an official long term lease and the "key" to the lighthouse.

Feb 7 ... Sanilac County Circuit Judge Donald Teeple sentenced the three men in the NEW YORK shipwreck case to fines of \$2,500 each for altering a shipwreck. The \$7,500 in fines will go to the Sanilac County Historical Museum and Historic Village in Port Sanilac. They were also sentenced to a year probation each. During their probation they will not be able to dive in the Sanilac Preserve or waters off Sanilac County in Lake Huron. The underwater preserve covers 163 square miles and goes out 9 miles from shore. The divers stated they have been diving on those wrecks for years and never stole an artifact or had intentions of stealing any. The artifact in question was in the mud next to the wreck. They attached an air bag to it hoping to pull it out and put it back on the wreck. The bag over inflated, popped the item out of the mud and took it to the surface.

Feb 9 ... Oglebay Norton's JOSEPH H. FRANTZ was removed from the drydock at the Toledo Shipyard and placed at Coal Dock #4. Oglebay Norton's EARL W. OGLEBAY was then placed on the drydock for her five year survey.

Feb 10 ... The 2001 federal budget proposal submitted by President Clinton includes \$110 million for construction of a new Icebreaker to replace the MACKINAW. Also included is \$1 million for the Corps of Engineers to move along a design on a new Soo Lock. The Coast Guard issued a statement saying the new Icebreaker would be able to do buoy tending work, Search & Rescue and Oil Skimming work. It is hoped that delivery can take place late in 2005.

Feb 11 ... Michigan Secretary of State Candice Miller announced tha 10 Michigan Lighthouses would share in \$110,000 in grants from the Michigan Lighthouse Assistance Program. The ten are - Old Mackinac Point Light Station, Detour Reef Light, Eagle Harbor Light Station, Huron Island Light Station, Ontanogan Light Station, Sand Point Light Station, Seul Choix Pointe Light Station, Beaver Head Light Station, Port Austin Reef Light Station and White River Light Station.

Feb 12 ... The salty's MOR EUROPE & MOR U.K. ended their temporary Lay-up in Montreal departing for Greece.

Feb 15 ... Representatives from the Detroit International Bridge Co. stated they hope to have a bridge completed between Harsens Island and the Mainland by January 2002. The cost is estimated at \$15 Million to \$30 Million. It will take at least six months to get the necessary permits from the U. S. Corps of Engineers, U. S. Coast Guard and Michigan Department of Transportation. Once this is

GREAT LAKES & SEAWAY NEWS

completed they hope to break ground immediately. Many details remain to be determined depending on by what requirements the named agencies will impose. The bridge is to be a three lane bridge with a pedestrian walkway and is to built south of the current ferry docks.

Feb 16 ... The Huron Island Lighthouse Preservation Association received a grant of \$7,500 from the Michigan Lighthouse Assistance Program. A condition of the grant is that the Society must come up with 50% matching funds. Plans to raise this money come from selling t-shirts & sweat shirts, having a raffle featuring prizes with lighthouse appeal like a night at the Big Bay Lighthouse Bed & Breakfast. The Huron Island Lighthouse was built in 1868 on Huron Island. In the mid-1970's it was automated.

Feb 17 ... Southdown's SOUTHDOWN CONQUEST pushed by the tug SUSAN W. HANNAH opened the Port of Grand Haven when they arrived with a load of cement.

Feb 23 ... The Detour Reef Light Preservation Society announced they have received \$20,000 in a grant from the Michigan Lighthouse Assistance Program. The money is to be used to replace the davits on the lighthouse. Events planned this year include a Father's Day Cruise to the lighthouse on June 18, Evening under the stars with artists and music on July 8 and an annual auction dinner on August 10. The lighthouse was built in 1931 and stands a mile offshore.

Feb 25 ... The Director of the Eastern Upper Peninsula Transportation Authority reported the ferry NEEBISH ISLANDER II will operate year-round this year. Normally she lays up shortly after the Soo Locks close. Her winter schedule calls for eight crossings daily on weekdays, five on Saturday and three on Sunday.

Feb 26 ... Algoma's ALGOCAPE was removed from the drydock at the Pascol Shipyard in Thunder Bay and placed next to the ALGOMARINE.

Feb 28 ... Oglebay Norton's FRED R. WHITE JR. departed her lay-up berth in the old river bed in Cleveland and proceeded out to the C & P Ore Dock along the lakefront. There she loaded stockpiled ore and shuttled it up the Cuyahoga River to LTV Steel.

... The United States Coast Guard announced the Port Huron based cutter BRAMBLE (WLB - 392) will be replaced in 2003 by the new cutter HOLLYHOCK. The BRAMBLE has been stationed in Port Huron since 1976 when it replaced the cutter ACACIA (WLB - 406). She has had some interesting duties in her career. During World War II she was stationed in Alaska, in 1947 a stint at the Bikini Atoll in the Marshall Islands during Atomic Testing. In 1957 she departed Miami with two other ships and sailed through 4,500 miles of partially charted waters in 64 days circumnavigating North America.

MISC: The Marine News, Journal of the World Ship Society reported the following items in their October and November Issues:

ALAM UNITED (Ex - SILVER LEADER - 95) Built 1984 was sold by Libratime Sen. Berhad, Malaysia to unspecified owners in 1998 and was renamed UNITED.

CLIPPER MAJESTIC (Ex - MAJESTIC -89, MILOS ISLAND - 87) Built 1979 was sold by Mountain Shg Co. Ltd., Bahamas to Millenium Majestic Inc., Bahamas in 1998 and renamed MILLENIUM MAJESTIC.



Photos by Ed Morris

VORTICK at McKeil Yard in Hamilton on May 16, 1998

IKAN SELAYANG (Ex - PINDOS - 87, YANNIS C. - 86) Built 1981 was sold by Selayang Shg Pte. Ltd., Singapore to Draca Nav. Co. Ltd., Cypress and renamed KAKAWI in 1998.

VORTICE (Ex - MARGARITA - 83, TENDER PANTHER - 79, MUSKETEER FURY - 78) Tug-Built 1976 was sold by McKeil Marine Ltd., Canada to Seforce Mar. Inc., USA in 1999 and renamed NORFOLK.

ANANGEL HONOUR Built 1976 was sold by Anangel Honour Co. Nav. SA, Greece to Honour Mar. Inc., Panama in 1999 and renamed HONOUR I.

ANANGEL TRIUMPH Built 1976 was sold by Anangel Triumph Co. Nav., Greece to Elxis Mar. Inc., Panama and renamed ELXIS in 1999.

ENERCHEM REFINER (Ex - INDUSTRIAL TRANSPORT - 86) Built 1969 by Enerchem Trans. Inc., Canada to Soham S.A., Panama and renamed CANAL TRADER in 1999.

FEDERAL DORA (Ex - FEDERAL ST. LAURENT - 95) Built 1978 was renamed DORA by Pacific Investment Maritime S.A., Greece in 1999.

KAPITAN ZAMYATIN Built 1976 was sold by Northern Shg. Co., Russia to Sinega Shg. Ltd., Malta in 1999 and renamed SINEGA.

KAPITAN POINC (Ex - THOR SCAN - 98) Heavy Lift Ship Built 1982 was sold by Mammoet Shg. (N.A.) B.V., Netherlands Antilles to Thor Scan Shg. N.V., Netherlands Antilles in 1999 and renamed THOR SCAN.

ZIEMIA OLSZTYNSKA Built 1973 was sold by Polish Shipping Co. (Polsteam Ocean tramp Ltd.), Poland to Indian Breakers and arrived at Alang, India on August 12, 1999.

The breakers name for the SEADANIEL was Gupta Steel, work began on May 5, 1999 at Alang.

BACK COVER PICTURES: Postcard of steamer TASHMOO entering the St. Clair Flats Ship Canal on her way to Tashmoo Park. Brochure from Tashmoo Transit Company touting the all-day excursions along the river.

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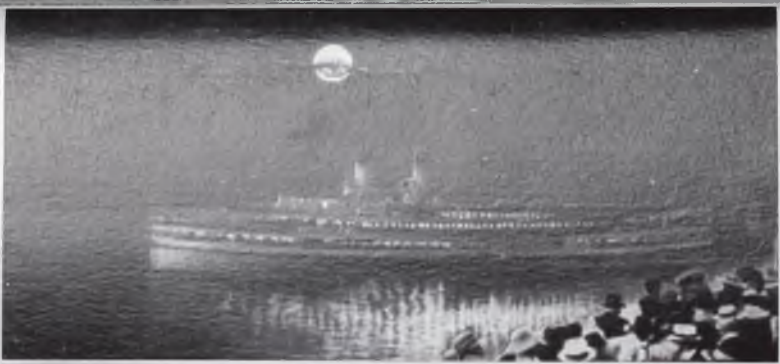
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