



Telescope

JULY • AUGUST, 2000
Volume XLVIII; Number 4



MEMBERSHIP NOTES • CALENDAR OF EVENTS

- Oct. 28 Come celebrate with the Dossin Family as they add an original painting to the special exhibit celebrating the 50th anniversary of MISS PEPSI & the Dossin in DeRoy Hall at the Museum. The artist Jim Clary will also join us and prints of the painting will be available. Refreshments served.
In addition, we will have on the Wide Screen Projection System, from Noon - 2:00 pm , Classic Hydroplane Racing Movies from local collections. Highlights include a special video of MISS PEPSI; one from Gar Wood Jr.; video interview with a racing legend and a behind the scenes look at the movie "Madison", plus more ... (offered in conjunction with Unlimiteds Detroit - a nationwide Hydroplane Racing Enthusiasts Club)

- Nov. 4 November Gales Remembered – Great Lakes Balladeer Lee Murdock will kick off a month-long exhibit of artwork noting the tremendous seas that Nature creates during this month with a concert in DeRoy Hall. Concert begins at 2pm and tickets are available at the museum – \$10 for members and \$12 for non-members.

- Nov. 10 Although the museum will be closed during the day due to the Veterans Day Holiday, we will be **open from 5:00 pm to 9:00 pm** for the **25th Anniversary of the Loss of the EDMUND FITZGERALD**. Advance tickets are \$20.00 for this special event and include the "Special Station Bill" (instructions in the event of an emergency) as a commemorative autographed by Captain Don Erickson. It was the WILLIAM CLAY FORD who went back out into the gale to search for the Fitz that evening. Captain Erickson will return to his actual pilot house (now a part of the Dossin Museum) and recall for us that fateful evening as part of a special presentation. A Live Feed via the new Wide Screen Projection System will make viewing the Pilot House comfortably available from DeRoy Hall.

- Nov. 11 Veterans Day - A memorial to the crew members of the U.S.S. DUBUQUE who left the port of Detroit 60 years ago. A special commemorative plaque will be given to the museum. Crew members will be on hand to talk about their World War II experiences from 10:00 am to 4:00 pm.

See CALENDAR OF EVENTS ... *continued on page 91*

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OUR COVER PICTURE . . . The S.S. AQUARAMA - Detroit to Cleveland - as the largest, fastest, newest liner on the Great Lakes docking at Riverside Park in Detroit. Facts: 520 ft. (about a city block) long, 71 ft. 6 in. beam (width), 9 decks high.

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

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Printed in the United States by Macomb Printing, Inc.

A Voice Falls Silent on the St. Clair River



Photo from Dossin Museum Collection

Capt. Morgan Howell (left) of the S.S. Aquarama and Capt. J. E. Johnston of the Museum of Great Lakes History inspect map presented to the vessel by the museum.

Anyone traveling along the St. Clair River monitoring their marine radio or shoreside residents listening to their scanners, would hear commercial vessels talking "sea stories" with Capt. Morgan Howell when passing the town of St. Clair. Drawing upon his vast knowledge from over seventy-five years of sailing the Great Lakes and oceans, Capt. Howell's stories would range from his early days aboard the SS CORUNA in the 1920's, dodging German U-Boats in the North Atlantic during World War II, piloting salt water vessels in the Seaway or perhaps his best known commands aboard the passenger ships PUT-IN-BAY and AQUARAMA.

This famous voice fell silent when Capt. Howell passed away on 15 August 2000 at age 96.

Upon returning to the Great Lakes after the war, Capt. Howell piloted canal-sized vessels

through the old St. Lawrence River Canal System. In 1950/51, he served as the last skipper of the excursion vessel PUT-IN-BAY, which made regular trips from Detroit to Lake Erie Islands and Cedar Point.

When the AQUARAMA began service in 1956, he served as Second Mate and was given command the following year. Making daily trips from Detroit to Cleveland, the highlight of the week was the Friday trip up the St. Clair River to fuel at Sarnia. He remained Captain of the AQUARAMA until she was withdrawn from service after Labor Day, 1962.

Because the PUT-IN-BAY and AQUARAMA were "summer" ships, Capt. Howell used the remainder of the Great Lakes season to pilot vessels along the newly opened St. Lawrence Seaway from Cape Vincent/Lake Ontario to Chicago.

During the winter months he would travel, learning to navigate the waterways of the United States that included ocean routes and their connecting rivers. By the time he reached the retirement age of 65, his Master's License expanded to eight pages with endorsements for Great Lakes/St. Lawrence Seaway, Chicago River, New York Barge Canal, Hudson River, New York Harbor, Mississippi River, Puget Sound, WA., San Francisco and Alaskan waters. His last three license renewals were signed by Presidents Gerald Ford, Ronald Reagan and George Bush. In honor of his distinguished maritime career, the International Ship Masters Association awarded him their Lifetime Achievement Award at their Annual Convention in 1996 for obtaining the largest Master's License of any American.

In 1994, Capt. Howell received the Capt. Lewis Judington Award at the Thirty-Fifth Annual Blessing of the Fleet at Mariners' Church. He was also the recipient of the "Mayor of the Waterfront" by the Propeller Club-Port of Detroit in 1991.

He still remained active on the lakes, skippering the MEDUSA CHALLENGER in 1968, and in 1982, the highlight of his career, piloting Jacques Cousteau's CALYPSO on the upper lakes. During this voyage, not only could Capt. Howell recall stories of early travelers on the lakes, but his ability to speak French endeared him to the entire crew of the CALYPSO.

In his early 80's, Capt. Howell and his wife, Grace, moved from the Detroit area to a place along the river, north of St. Clair. Vessels passing would salute them and quickly begin sharing stories on the marine radio. Imagine everyone's surprise when Capt. Howell announced that he was enrolled at St. Clair Community College. For over a decade, he daily attended classes, earning Associate's Degrees in five different subjects. He was still an active student there until his health prevented him from attending last fall.

We will miss Capt. Morgan Howell and the stories he shared along the river. We were fortunate that he chose to remain here during his "retirement years".



AQUARAMA upbound in Lake St. Clair to fuel in Sarnia, Ontario

TANKER, ORE BOAT CRASH IN ST. CLAIR

Detroit Free Press

May 4, 1964

A giant lake freighter and an oil tanker collided early today in Lake St. Clair at the mouth of the St. Clair River.

No one was injured, but lake traffic slowed for several hours as the two ships limped out of the main channel.

The vessels are the 690-foot ore carrier ERNEST T. WEIR and the 390-foot tanker MERCURY, both from Cleveland.

approximately three miles southeast of Harsens Island. Witnesses said her bow looked "as though she'd hit a brick wall."

Damage was confined to empty forward compartments. The oil tanks were not ruptured. Another tanker, the MARTHA E. ALLEN, was dispatched from Toledo to unload some of the MERCURY's cargo so that she could be floated.

Coastguardsmen, using canvas from the



ERNEST T. WEIR now sails as STR. COURTNEY BURTON

The collision occurred at the St. Clair Cutoff shortly after 1:30 a.m. The WEIR, southbound, was carrying iron ore. The northbound MERCURY was loaded with jet aircraft fuel. Both ships had hull damage and were taking on water.

The MERCURY, damaged extensively, was intentionally beached by its captain, R.B. Robbins, off the St. Clair Flats Channel,

WEIR, made a makeshift "collision mat" to cover the gaping hole while the ship's pumps were run to hold down the flooding.

The WEIR remained anchored in the middle of the lake, near the St. Clair Light. Her master is Capt. F.N. Lindsay.

Coast Guard marine inspectors boarded both ships to examine the damage. Neither ship may proceed until the inspectors determine that

the vessels will not sink or menace navigation.

It was expected that the WEIR would come to Detroit, her destination, and unload ore before going into drydock.

It was the first collision of the 1964 shipping season on the Great Lakes. Although the MERCURY carried volatile fuel, there was no fire. Both crews remained aboard the vessels.

"The MERCURY was taking on water and the captain moved her out of traffic and beached her to keep from sinking," said Group Commander F.J. Greenbrook, who coordinated rescue and traffic operations from the Belle Isle Coast Guard Station.

The cause of the collision had not been determined. Greenbrook said an investigation would be made.



MERCURY passing Geo. Seedhouse in 1970, Port Washington, 1970

Photo by Paul G. Wiening

SHIP-TO-SHORE

Detroit Free Press May 11, 1964

by Curtis Haseltine

It appears likely that both boats damaged in the collision Tuesday morning at the lower end of the Southeast Bend Cutoff Channel in Lake St. Clair may be repaired at Toledo.

The ERNEST T. WEIR went directly to Toledo after discharging her iron ore cargo at the Hanna Dock at Great Lakes Steel Corp.

The MERCURY continued upbound to Sarnia for bunkering and reported that she would go on to Harrisville, MI. to discharge her jet fuel. Then she was slated to head back down, presumably to Toledo to get her bow fixed.



MERCURY was sold for scrap in 1975

Photo by Paul G. Wiening

SANDUSKY AREA MARITIME ASSOCIATION

A number of years ago the late Capt. Dennis Wieber announced his desire to form an organization to collect and preserve the stories and artifacts of Sandusky's marine past while they were still available.

To accomplish this goal an association was formed and the geographic scope of operations was defined. An area from Port Clinton to the West and Vermillion to the East, bounded by the Lake Erie Islands to the North was selected.

It soon became obvious that there were many historic resources previously untapped and a wide ranging group of interested people available. A home for the rapidly growing collection was needed at once!

The temporary location on East Market street soon was "bulging" and overflow space was utilized for a widely varying assortment of artifacts of all sizes and shapes.

Several locations were studied before the present site was chosen. Help from the City government and advice from the staffs of similar nearby organizations supplemented by generous financial support has resulted in the rapid construction and completion of a 7600 square foot building at 123 Meigs street, one block from the shore of Sandusky Bay.

Dedication of the building was held on Independence Day, 2000, attended by large representations from local, county and state governments as well as more than two hundred and fifty interested friends.

Now the job has begun of moving from the original location where the museum was Sandusky's "best kept secret" to the new facility – already pronounced a "Credit to the City".

Gordon Wendt – August, 2000

CALENDAR of EVENTS....*continued from page 86*

- Dec. 2 **Annual Marine Memorabilia Mart at Harbor Hill Marina Clubhouse** – Doors open 10am until 3pm. Harbor Hill is located below Jefferson at the foot of St. Jean. Over 40 vendors/exhibitors expected. Admission is \$3.00 and a number of dealers will have that special collectable for you.
- Dec. 2 **First Saturday Series at the Dossin Museum** – Featured will be "A Cruise on 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. Continuous showings from 10am to 4pm. Stop and visit us on your way to or from the Marine Mart.
- 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.

Mark your Calendar!

2001 marks the 300th Birthday of the City of Detroit !!!

Watch for all the upcoming DETROIT 300 Events.

It all begins on New Year's Day

- Feb 10-18, 2001** - Detroit Boat Show at Cobo Hall - We'll be there! Stop by and Visit with us in the Special Exhibits area.
- April 28, 2001** - Spring Fit Out at the Museum - Tour the Sea Scout vessel, the GRAY FOX at our restored wharf next to the Museum.
- July 20-22, 2001** - Detroit River Festival 2001 at Harbor Hill Marina -Antique & Classic Boat Show and Marine Mart.
- July 22, 2001** - Tall Ships on the Detroit River
- July 24 -30, 2001**- Detroit 300 Festival - six-day party beginning **July 24** - the date of Antoine de la Mothe Cadillac's landing on the shores of the Detroit River, a re-enactment is planned.
- July 28, 2001** - International Lighted Boat Parade on the Detroit River

The Broom at the Masthead

by Gordon Bugbee
Reprinted from May 29, 1982

Racing spirit is gathering in Detroit. The city's own Grand Prix auto race is just a week away. This seems a fine time for a friendly river race between Detroit's two big day steamers, the Bob-Lo excursion boats COLUMBIA and STE. CLAIRE. After all, for some years now, Kentucky Derby weekend at Louisville has featured just such a race between the Mississippi sternwheelers DELTA QUEEN and BELLE OF LOUISVILLE. And steamer racing is an old tradition in Detroit.

The two Bob-Lo boats are the last propeller excursion steamers of their type in existence. Like the contending paddlers at Louisville, both Bob-Lo boats are registered in the National Register of Historic Places. They are also the last big excursion ships still serving an amusement park anywhere in North America, once a common turn-of-the-century phenomenon.

Seventy years ago, Detroiters alone had several choices of such trips: upriver to Tashmoo Park, downriver to Sugar Island and to Bob-Lo, and across Lake Erie to Cedar Point. The park at Bob-Lo opened in 1898, created by the Detroit, Belle Isle and Windsor Ferry Co. The Company was seeing the Sunday School picnic traffic of its Belle Isle ferries drawn off by the rival White Star Line's new Tashmoo Park in the St. Clair Flats. Wooden ferries, first

PLEASURE and then PROMISE, served the Bob-Lo run until COLUMBIA was built in 1902. STE. CLAIRE was added as her consort in 1910. A similar, smaller BRITANNIA of 1906 ran to Belle Isle, but she later became a tug. It's not generally known, or easily supposed, that easygoing COLUMBIA once tangled with the fastest of lake steamers.

Steamer racing was popular when there weren't many other diversions to satisfy a longing for speed. It took money to keep a horse "so fast that folks must stop and stare", in the words of Oliver Wendell Holmes. But everybody could enjoy a steamboat race. A local reporter said in 1879, "Every boat making any pretensions to speed has its firm supporters who know that theirs is the fastest craft on the lakes, without exception."

The most famous steamboat race of all took place in 1870 on a 1,030 mile course between New Orleans and Cairo, Illinois, when ROBERT E. LEE beat NATCHEZ, averaging about 14 mph. Mark Twain wrote, "Racing was royal fun. The public always had an idea that racing was dangerous; whereas the opposite was the case, that is, after the laws were passed which restricted each boat to just so many pounds of steam to the square inch. No engineer was ever sleepy or careless when his heart was in the race".

THE BROOM AT THE MASTHEAD



FAST STEAMERS AT DETROIT

Aboard the Bob-Lo steamers COLUMBIA and STE. CLAIRE, May 29, 1982

Racing spirit is gathering in Detroit. The city's own Grand Prix auto race is just a week away. This seems a fine time for a friendly river race between Detroit's two big day steamers, the Bob-Lo excursion boats COLUMBIA and STE. CLAIRE. After all, for some years now, Kentucky Derby weekend at Louisville has featured just such a race between the Mississippi sternwheelers DELTA QUEEN and BELLE OF LOUISVILLE. And steamer racing is an old tradition in Detroit.

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Half again as much speed and more were claimed by fast Hudson River day boats like MARY POWELL or the big overnight boats of Long Island Sound. Lesser craft made inflated claims, with performance helped by wind, river currents or tides, perhaps. John H. Morrison wrote in his *History of American Steam Navigation* in 1903, "Men of experience in such matters know that the number of passenger steamboats able to obtain a velocity of 18 miles per hour for one or more hours in not five percent of the whole number, and when you reach 22 or 23 miles an hour, then you can almost count them on the fingers of both hands." Morrison noted one example verified without tides or currents. "It must not be forgotten that there was a race on Lake Erie in 1901 where over 21 miles an hour was made through the water. This leaves a very small margin for many of the eastern boats."

Morrison was referring to the lakes' most

celebrated race. Detroit's new 300-foot day steamer TASHMOO was not showing her best speed on her river run to Tashmoo Park and Port Huron. Her owners, the White Star Line, offered a \$1,000 challenge to any ship that could beat her out on the open lake. CITY OF ERIE of the Cleveland & Buffalo Line took the bait. Over a 94-mile course from off Cleveland to Erie, PA, in a run of four hours and nineteen minutes for both on June 4, 1901, the ERIE won by only forty-five seconds!

The maiden voyage of a new lake ship was another favorite demonstration of speed. On the first trip of each new night boat of the Detroit and Cleveland Steam Navigation Co., her time would be clocked between the Michigan Central grain elevators just below Detroit and the harbor entrance at Cleveland. This was a course of 105 miles, of which some 20 miles has a 2-1/2 mph Detroit River current to help (or slow river traffic to hinder). In 1867 the new R.N. RICE made the



R. N. RICE



Photo from Dossin Museum Collection

In open water of Lake Erie, The GREATER BUFFALO exceeded 22 mph.

run in six hours and forty-one minutes. Each succeeding new D & C steamers thereafter reduced the time until 1889, when the new CITY OF DETROIT cut the RICE's time by a full hour. Twentieth century D & C sidewheelers changed to private owners' trials wholly in Lake Erie waters, running 133-1/4 miles from Southeast Shoal to Long Point. On that course in 1908, the new CITY OF DETROIT III averaged 21.05 mph on the same run. GREATER BUFFALO was said to exceed 22 mph on her trials there in late 1924.

TASHMOO, CITY OF ERIE and all these D & C sidewheelers (except the RICE) were designed by the Detroit naval architect Frank E. Kirby and finished in the shipyard at the foot of Orleans Street here. (COLUMBIA and STE. CLAIRE were Kirby designs too.) Kirby also collaborated in designing the largest Hudson River Day Line steamers, and his last four Lake Erie night boats were the largest sidewheelers in the world. Among the proudest of his ships was his namesake, the excursion steamer FRANK E. KIRBY of 1890. Her owners, the Ashley & Dustin Line, called her the "Flyer of the Lakes", and often kept the traditional broom on her mast as a badge of supremacy, "sweeping" the opposition. Dan Bowen credits her with a

record of two hours and fifty-four minutes on her sixty-mile run from Detroit to Put-in-Bay. When TASHMOO raced CITY OF ERIE, the KIRBY tagged right along beside them, carrying cheering spectators from Detroit.

There was a new crop of Kirby steamers to tempt FRANK E. KIRBY as rivals in 1902, the year after the big race. The White Star Line had its new GREYHOUND, slightly smaller than TASHMOO. But GREYHOUND started her day down in Toledo, reaching Detroit and Buffalo long after the KIRBY was on her way to Put-in-Bay, Cedar Point and Sandusky. (TASHMOO, herself, ran upriver from Detroit, out of reach of the KIRBY) There was a pair named EASTERN STATES and WESTERN STATES, reviving overnight service between Detroit and Buffalo after a lapse of decades. But each spent her day at Detroit idle, and left for Buffalo in early evening before the KIRBY returned home to tie up for the night. That left one possible new challenger, the new Bob-Lo steamer COLUMBIA. She started her morning run to Bob-Lo from Bates Street wharf about the same time that the KIRBY sailed in the same direction from the foot of First Street.

Occasional brushes between the two rivals were inconclusive. The KIRBY won sometimes,

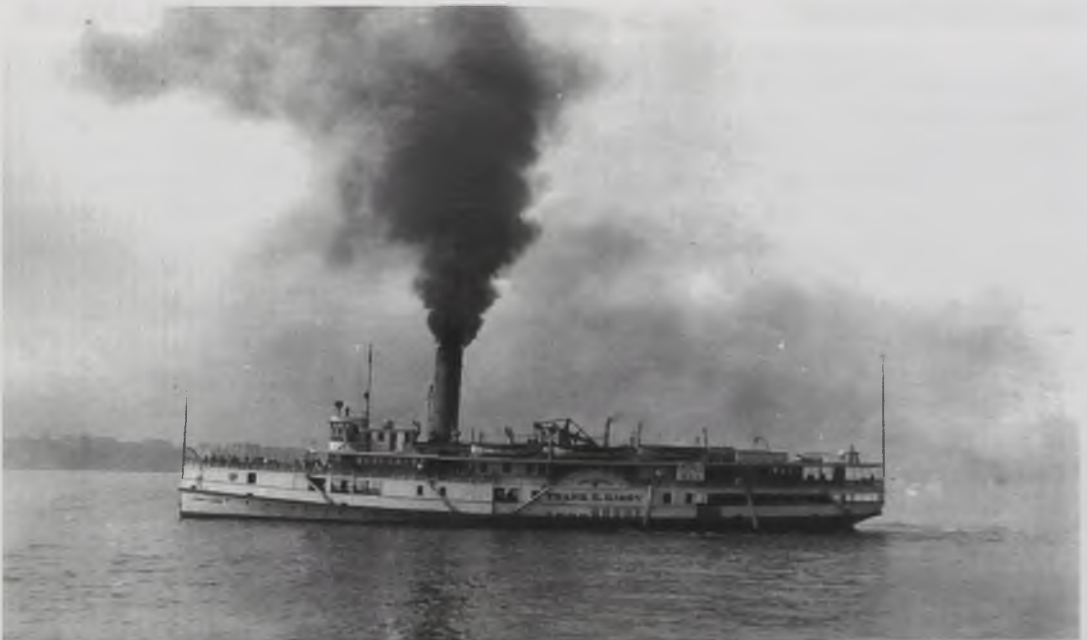
and sometimes COLUMBIA. It came to be understood that the matter would be settled on the last day of COLUMBIA's 1903 season, on Sunday, September 13. That day, COLUMBIA sailed first, a few minutes after 9:30. The KIRBY pulled away to pursue her, smoke pouring from her stack. The course was intended to extend 18-1/2 miles downriver to the narrows of Lime Kiln Crossing, just above Bob-Lo Island at the mouth of the river. The race was described by Robert H. Davison in the March, 1960, issue of *Telescope*.

At first, COLUMBIA stayed three lengths ahead of the KIRBY. COLUMBIA's propeller was turning 140 revolutions per minute, and the KIRBY's paddle wheels at 34. The KIRBY began to gain gradually. Davison writes, "Suddenly, a cry of exasperation and violent curses came from the hold of COLUMBIA. The belt on the forced draft blower had stretched, and it began to slip. There was a frantic search for resin to put on the belt. But there was none aboard. Slowly, the steam

gauge dropped as the forced draft system failed." Both boats were abreast of one another at Grassy Island Light, and at Mama Juda Light, the KIRBY was a length ahead and pulling away. "There was a deathly silence on COLUMBIA, but from the KIRBY came shouts of victory and waiving of hats and handkerchiefs. Out over the stern, a deckhand waved a mooring line in derision and invited COLUMBIA to take a tow."

Humbled by boiler room gremlins in her big moment, COLUMBIA has come back by attrition. Today, we will settle conclusively just which of the two Bob-Lo boats is the fastest big passenger steamer on the lakes, at least, perhaps, until "next year".

This leaflet by Gordon P. Bugbee was given to those passengers aboard the COLUMBIA and STE. CLAIRE on Race Day, May 29, 1982. The "Steamboat Race" on the Detroit River benefited the Detroit Police Athletic League.



FRANK E. KIRBY

210'-30"-10'2" Pass Steamer, Side Wheeler. Built 1890 at Wyandotte for the Ashley & Dustin Line. Gross tonnage 532, Net Tons 374. Her Fletcher Built Beam engine was built in 1865 and was used on the JOHN SHERMAN also on the ALASKA. 1400 Horse power, Crew 22. Was known as the "Flyer of the Lakes". Best time 60 mile run, Detroit to Put-in-Bay, 2 hours 45 minutes. Ran the original route until 1919. Later over Lake Erie lines as the SILVER SPRAY and the DOVER. Damaged by fire at Ecorse 1932 – hull broken up.

WORK BOATS -

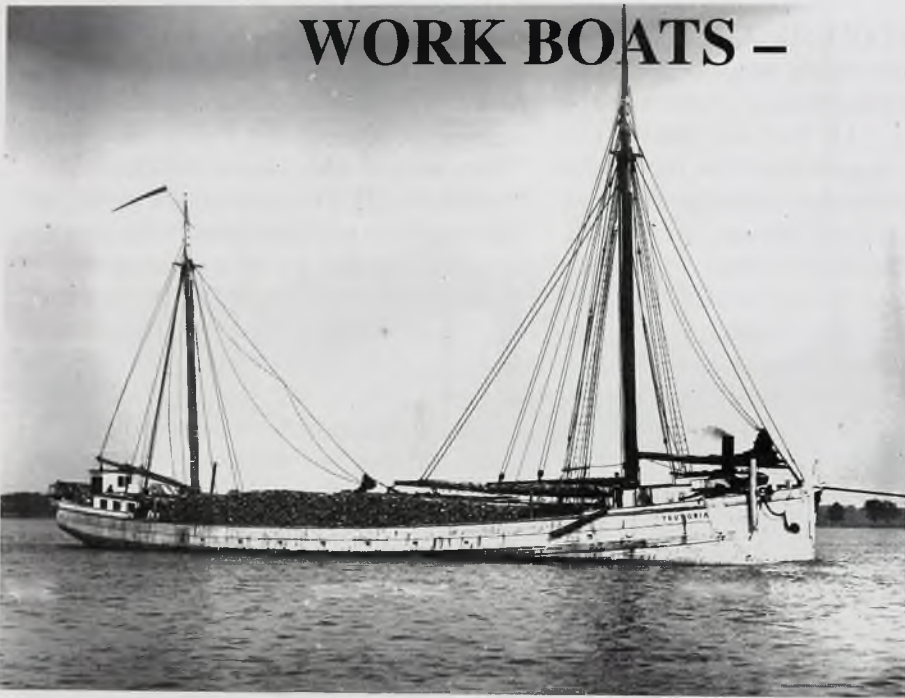


Photo by Pesna

TEUTONIA

D. L. FILER

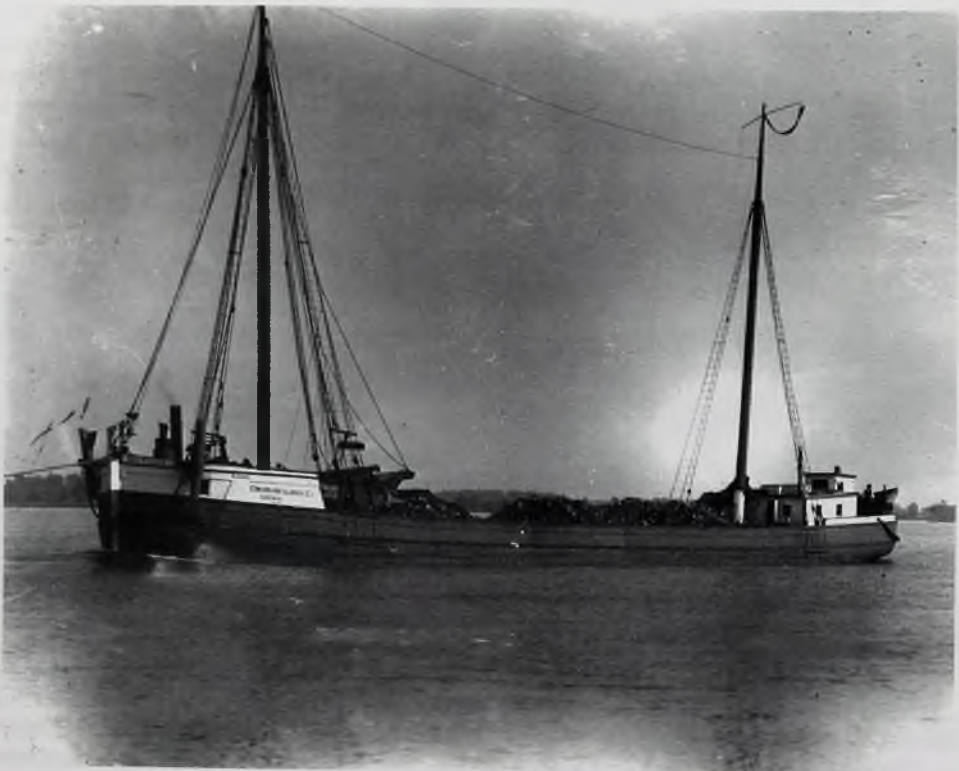


Photo by Pesna

- CIRCA 1915

Photo by Pesna



HILTON

ROBERT HOLLAND

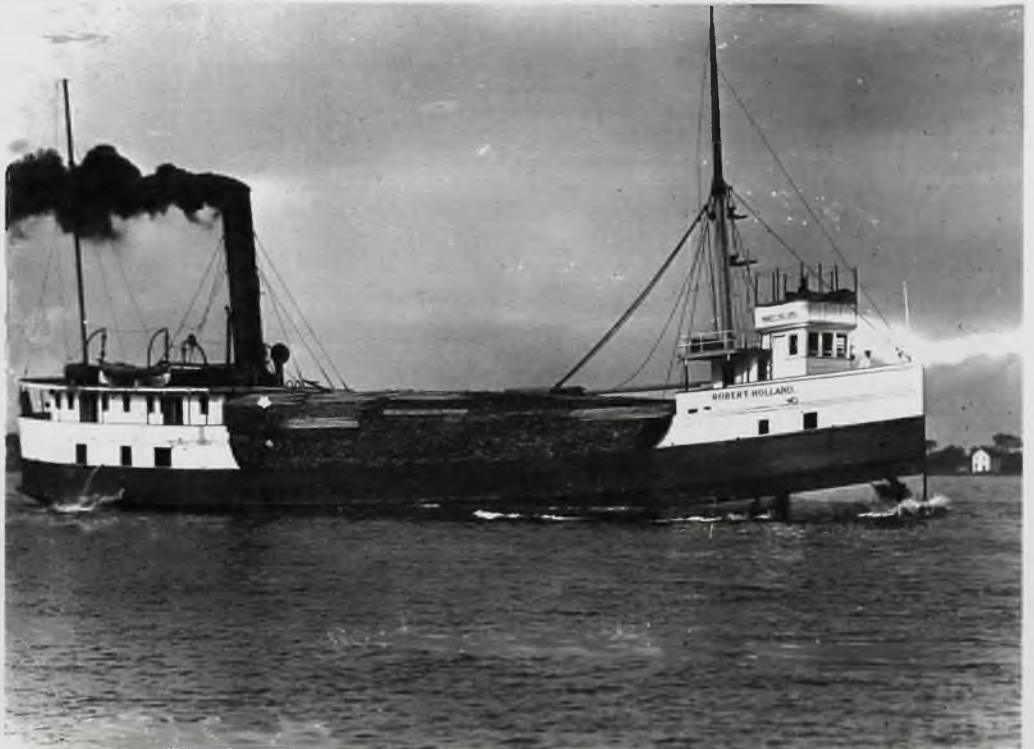


Photo by Pesna

GREAT LAKES & SEAWAY NEWS



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Ed Morris	Great Lakes Log	

MARCH, 2000

Mar 1 ... The Eastern Upper Peninsula Transportation Authority reported that construction on the ferry DRUMMOND ISLANDER IV is running about 30 days ahead of schedule.

Mar 3 ... The salty APTMARINER was reported to be adrift in the Bay of Biscay due to engine problems. A tug was being sent from Britain to tow her to St. Nazaire, France. She has been a regular caller into the Great Lakes for many years.

... Canada Steamship Lines TADOUSSAC was placed on the drydock at Pascol Engineering in Thunder Bay by the tugs PENINSULA & GEORGE N. CARLTON.

... Upperlake's CANADIAN ENTERPRISE departed her lay-up berth in Nanticoke and headed across Lake Erie to Ashtabula to load coal and return.

Mar 7 ... The United States Coast Guard reported the Cutter KATMAI BAY (WTGB-101) broke out the West Neebish Channel. After today one way traffic will be re-established around Neebish Island.

... Oglebay Norton's EARL W. OGLEBAY was pulled off the drydock at the Toledo Shipyard.

Mar 8 ... Oglebay Norton's DAVID Z. NORTON was placed on the drydock at the Toledo Shipyard by the tugs LOUISIANA & MONTANA for her five year survey.

Mar 10 ... The United States Coast Guard Cutter NEAH BAY (WTGB - 105) escorted the tanker GEMINI from Buffalo to Cleveland.

Mar 11 ... The Lake Carriers Association reported that Oglebay Norton's OGLEBAY NORTON carried more cargo through the Soo Locks than any other ship during in the 1999 season. She carried 1,139,769 net tons of coal & iron ore.

GREAT LAKES & SEAWAY NEWS

Mar 13 ... Upper Lakes Towing's JOSEPH H. THOMPSON opened the Port of Escanaba when she loaded taconite for Indiana Harbor. The season is expected to get off to a quick start with the WILFRED SYKES, JOSEPH L. BLOCK, CHARLES M. BEEGHLEY, MESABI MINER and KAYE E. BARKER all due to load in the first week.

... The United States Coast Guard announced the following operations in preparation for the upcoming season. The Cutter SUNDEW (WLB - 404) would start breaking out the Duluth/Superior Harbor. The Cutter KATMAI BAY (WTGB - 101) was to conduct flushing operations in the lower St. Mary's River. The Cutter BISCAYNE BAY (WTGB - 104) would be sent to check ice conditions in Gray's Reef Passage.

... The St. Lawrence Seaway Development Corp.'s tug ROBINSON BAY was dispatched to break up ice in the Seaway.

Mar 16 ... The United States Coast Guard Icebreaker MACKINAW (WAGB - 83) passed up through the Poe Lock at the Soo bound for Duluth. She had arrived in the Soo the day before and spent the night at the Coast Guard Base.

... Essroc's STEPHEN B. ROMAN opened the Port of Toronto and the captain received the traditional top hat.

Mar 17 ... The Canadian Coast Guard Cutter SAMUEL RISLEY passed up through the Poe Lock at the Soo bound for Thunder Bay.

... Interlake's PAUL R. TREGURTHA opened the Port of Marquette when she arrived with 61,000 metric tons of coal from Superior. She made a second trip in with coal on March 20. She opened the port last year on March 18.

Mar 18 ... The tugs PENINSULA & GEORGE N. CARLTON removed Canada Steamship Lines TADOUSSAC from the drydock at Pascol Engineering in Thunder Bay. They placed her along the fitout wall.

... Great Lakes Cruises Inc. announced the 367 foot Greek Passenger Ship ARCADIA is scheduled to run cruises on the Great Lakes in the summer of 2001. They will start in mid June and end in mid October. She will make 24 sailings on 11 itineraries. All sailings will start in Windsor and end in Detroit. Scheduled stops include Alpena, Bay City, Charlevoix, Houghton, Mackinac Island, Marquette, Munising, Muskegon and Traverse City. Prices are to range from \$430 to \$770 for a three night cruise and \$995 to \$1795 for a seven night cruise. These prices do not include any port charges.

Mar 19 ... Upperlake's GORDON C. LIETCH was placed on the drydock at the Pascol Shipyard in Thunder Bay for her five year survey.

Mar 20 ... The United States Coast Guard plans to give up jurisdiction over the Point Betsie Lighthouse. As of this date nobody has come forward to take control of the lighthouse. If no one expresses an interest soon the lighthouse, adjacent buildings and more than 2 acres of the 6 1/2 acre land parcel will revert to the Federal Department of the Interior's Bureau of Land Management. The lighthouse was lit in 1858 and has a tower that stands 100 foot high.

• GREAT LAKES & SEAWAY NEWS

... Lake Shipping's LEE A. TREGUTHA was removed from the drydock at the Fraser Shipyard in Superior by the Great Lakes Towing tugs NORTH CAROLINA & KENTUCKY.

Mar 22 ... A construction trailer used for painting aboard Upperlake's CANADIAN OLYMPIC caught fire, no injuries were reported.

Mar 23 ... The salty LEADER L. sank off Bermuda with a loss of 18 lives. She is the former CAST BEAR, A St. Lawrence Seaway visitor that was too large to get into the Great Lakes.

Mar 24 ... Fednav announced that the seventh ship being built in Oshima, Japan will be named FEDERAL WELLAND. This is to honor the Welland Canal, delivery is expected in September.

... Low water levels halted ferry service between Cheboygan and Bois Blanc Island. The water depth in the Island's Harbor entrance is less than 4 ft. Plaunt Transportation Inc. operators of the KRISTEN D, and Island Ferry Services Inc. operators of the BOB LO ISLANDER will not risk damaging their ships. The Bois Blanc Harbor Commission has a bid of \$144,000 to dredge from Durocher Dock & Dredge of Cheboygan. But they are 50% short on the funds needed.

Mar 25 ... Interlake's PAUL R. TREGURTHA opened the Soo Locks when she passed down through the Poe Lock. She arrived at the locks yesterday and tied up to the approach pier and waited for the midnight opening. The first upbound passage was made by Bethlehem's STEWART J. CORT.

Mar 26 ... American Steamship's H. LEE WHITE arrived in Marquette and loaded the first Iron Ore cargo of the season. She loaded 25,500 net tons for delivery to Cleveland. Her departure was delayed until 6:30 A.M. on March 28 due to high winds.

... The former forebody of the H. M. GRIFFITH was moved from the fitout wall at Port Weller Dry Docks across the Welland Canal and tied up along the approach wall above Lock #1. The tugs GLENEVIS, VAC and JAMES E. MCGRATH were involved in the move.

Mar 27 ... The St. Lawrence Seaway was opened by the upbound salty UTVIKEN, which was bound for Toronto with a cargo of sugar. The first upbound transit made by a Laker was Canada Steamship Lines MANITOULIN. The first downbound transit was made by Algoma's ALGOPORT.

... Canada Steamship Lines upbound CSL NIAGARA took honors for opening the Welland Canal. In a ceremony held at Lock #3 Capt. Lars Bouman received the traditional top hat. She had spent the night tied up below Lock #1 after departing Hamilton. The first downbound transit was made by the J. R. ROUBLE, (Ex - MR. NEIL) a support ship for the gas rigs on Lake Erie.

Mar 28 ... The former forebody of the H. M. GRIFFITH was towed up the Welland Canal by the tugs VAC & PROGRESS. The tow departed in morning and by evening had arrived at the scrapyards in Port Colborne.

Mar 29 ... The first salty of the season to pass up the Welland Canal was the ISA on a trip to Cleveland.

GREAT LAKES & SEAWAY NEWS •

... Canada Steamship Lines RT. HON. PAUL J. MARTIN was christened at Port Weller Dry Docks. Mary Ann Bellamy, the daughter of Paul Martin, had the honor of christening her. Her scheduled departure date has been set for April 15 after some finishing touches are completed. Just prior to the christening ceremony the keel for Hull #79 was laid. This will be the new forebody for Canada Steamship Lines LOUIS R. DESMARAIS.

... American Steamship's JOHN J. BOLAND (Ex -CHARLES E. WILSON) grounded in Duluth/Superior harbor near the Murphy Oil Dock. After dumping some ballast, she was able to free herself with no apparent damage.

Mar 30 ...Canada Steamship Lines announced that a contract worth \$20 million has been awarded to Port Weller Dry Docks to widen the TADOUSSAC over next winter.

... American Steamship's newly renamed JOHN J. BOLAND (Ex - CHARLES E. WILSON) made her first trip through the Soo Locks. She loaded a cargo of taconite in Marquette the day before.

Mar 31 ... At midnight employees at the Sifto Salt Co. in Goderich went on strike. All future vessel loadings have been cancelled, this after loading several Algoma ships this past week.

... The Marinette built United States Coast Guard Keeper Class Buoy Tender HARRY CLAIBORNE (WLM - 561) was commissioned in a ceremony at Galveston, TX. She is named for a Bolivar Point Lighthouse Keeper. In 1900, during a storm that claimed 6,000 lives, he saved 125 people by letting them stay inside the lighthouse.



The keel for Hull #79 at Pt. Weller Dry Docks – April 1, 2000

• GREAT LAKES & SEAWAY NEWS



Photo by Greg Rudnick

FEDERAL RIDEAU upbound below Lock #1 in Welland Canal April 1, 2000

APRIL

Apr 1 ... The newest Fednav vessel FEDERAL RIDEAU passed up the Welland Canal on her first trip into the lakes. She was bound for Windsor, Detroit and Goderich.

... Algoma's ALGOWAY had her aft mast damaged when the Norfolk & Southern Railroad bridge lowered too soon as she was out bound on the Black River in Lorain, OH. The mast was bent to a 45 degree angle. She proceeded to Sarnia, arriving the next day and had it repaired by Shelly Machine.

... Upperlake's CANADIAN NAVIGATOR was placed on the drydock at Bay Shipbuilding in Sturgeon Bay, WI.

... Algoma Tanker's ALGONOVA was removed from the drydock at the Toledo Shipyard and departed for Sarnia.

Apr 3 ... Two of the Maid of the Mist tour boats were placed in the water. The next day the other two were put into the water. Tours are scheduled to begin on April 8.

Apr 4 ... Michigan Governor John Engler signed legislation creating specialty lighthouse license plates and the Michigan Lighthouse Preservation Grant Fund. Revenue from the sale of the license plates will help preserve Michigan Lighthouses.

... The newspaper in St. Catherine, Ontario the St. Catherine Standard began a daily feature on vessel movements in the Welland Canal.

GREAT LAKES & SEAWAY NEWS •

... The FEDERAL KIVALINA, FEDERAL YUKON & FEDERAL HUDSON were christened in triple ceremony held at the Oshima Shipyard in Japan. They are the fourth, fifth and sixth ships out of eight ordered. They should be making their first trips into the lakes by mid to late summer.

Apr 5 ... The J. W. Westcott Co. began mail service on the Detroit River when the mailboat J. W. WESTCOTT II went out to service the downbound ALGOLAKE.

... While downbound in the St. Mary's River Interlake's JAMES R. BARKER struck the bottom as she was about to enter the Rock Cut. She damaged her #1 starboard ballast tank and developed a slight list. She was allowed to proceed down to Lime Island where she went to anchor for inspection. She was allowed to continue her trip to Recor Point with coal, arriving the next day. She arrived at Bay Shipbuilding on April 10 and was placed on the drydock for repairs. The Selvick tugs JIMMY L., BONNIE G & WILLIAM C. assisted her into the drydock.

... Syntek Technologies of Arlington, Virginia announced they have acquired the Davie Shipyard in Levis, Quebec. They will be in a partnership with Transnational Capitol Venture.

Apr 8 ... The FEDERAL ASAHI made an overnight passage up the Welland Canal on her first trip into the lakes bound for Duluth.

... Oglebay Norton's DAVID Z. NORTON was removed from the drydock at the Toledo Shipyard and returned to service.

... USS's CASON J. CALLAWAY opened the port of Gladstone on Little Bay De Noc when she arrived with coal loaded in Toledo.

Apr 10 ... The MacArthur Lock at the Soo opened today with the passage of the Purvis Marine tug ANGLIAN LADY.

Apr 11 ... The carferry CITY OF MILWAUKEE was moved from the Seng Dock to the former Century Boat Co. Dock on the Manistee River.

... The salty MILLENIUM YAMA suffered an engine fire while upbound in the St. Lawrence Seaway near Baie Comeau. She was assisted into Baie Comeau by unknown tugs. On April 14 she was towed by the tugs OCEAN CHARLIE & OCEAN HERCULE up to Quebec City.

... The upbound salty OLYMPIC MENTOR lost power in the St. Lawrence Seaway while approaching the Iroquois Lock during a snowstorm. She ended up sideways across the channel, after being stopped for 12 hours she was allowed to continue with no apparent damage.

Apr 12 ... The salty LUCKYMAN departed the Pointe-Aux-Tremble anchorage in Montreal and headed upbound for the Great Lakes. A short time later she suffered a steering failure and dropped both anchors to stop. The Group Ocean tug OCEAN INTREPIDE arrived and helped her into a berth at Montreal. She was able to depart for Hamilton on April 14 after completing repairs.

• GREAT LAKES & SEAWAY NEWS

... DSC Ltd. owners of the former McLouth Steel Mill in Trenton Michigan had the three 130 foot high ore bridges brought down by a demolition crew. The bridges were imploded in the middle, which brought the ends toward the center into a pile of scrap. DSC Ltd. which bought McLouth in 1996 stated they won't need the bridges when the furnaces are relit. They plan to use mobile equipment to move the ore. They have been cold-rolling steel since July 1998. However, no date was given when the furnaces would be relit.

Apr 13 ... Upperlakes CANADIAN RANGER was towed from the Dofasco Steel Mill in Hamilton where she laid up on December , 1999 to Toronto by the McKeil tug JOHN SPENCE. The tow was assisted into Toronto by the McKeil tug LAC COMO. The RANGER was placed alongside the laid up CANADIAN MARINER.

Apr 14 ... Algoma's ALGOSEA (Ex - AMBASSADOR -00, CANADIAN AMBASSADOR -86) was removed from the drydock at Halifax. She departed Halifax on April 16 bound for Port Cartier on her first trip for Algoma. She was recently chartered from Marbulk, a Upperlakes subsidiary and renamed.

Apr 15 ... The small passenger ferry GARDEN CITY passed up the Welland Canal bound for port Dover.

Apr 16 ... Lower Lakes Towing's CUYAHOGA departed Sarnia on her first trip of the season. Over the winter she was repowered with a Caterpillar 3608 engine.

... The strike at Sifto Salt in Goderich ended with employees voting to return to work. Algoma's AGAWA CANYON was the first ship to load when she arrived the next day.

Apr 17 ... A pair of Copper Harbor residents received approval from the Houghton City Council to operate a ship offering sightseeing and dinner cruises on the Keweenaw Waterway. Fred Funkey and Colleen O'Neill have plans to lease a 110 foot, 149 passenger yacht currently located in South Carolina. She is to be renamed KEWEENAW STAR and will offer catered dinners, music and a full bar. Her dock is to be located near Dee Stadium in Houghton. Cruises are scheduled to begin in late May and run into October. Daily stops are to include Baraga and Dreamland.

Apr 18 ... Algoma Tanker's ENERCHEM TRADER was renamed SILVERHEAD in Montreal. She was recently sold to Panamanian interests, having never run for Algoma Tankers. She is scheduled to depart for Mexico in a month.

... Southdown's SOUTHDOWN CHALLENGER departed Milwaukee bound for Charlevoix on her first trip of the season.

... Inland Lake Transportation's ALPENA ran aground while entering the Port of St. Joseph. After dumping ballast she was able to free herself with no apparent damage.

... Inland Lake Transportation's J. A. W. IGLEHART ran aground in the Detroit River off the Lafarge Dock. After freeing herself she proceeded to the Belle Isle Anchorage. The next day she tried to make the Southdown Dock just up river and grounded again damaging her forepeak. The

GREAT LAKES & SEAWAY NEWS

Great Lakes Towing tugs WYOMING, VERMONT & PENNSYLVANIA were summoned, but were unable to free her. The next morning the Gaelic Towing tug ROGER STAHL arrived and she was pulled free. She went back to the Belle Isle Anchorage and Lafarge's ENGLISH RIVER came alongside and offloaded some of her cargo. She then proceeded to the Lafarge Dock and completed unloading, then departed for repairs at the Toledo Shipyard.

... Oglebay Norton announced it had completed the acquisition of Michigan Limestone for \$53 Million.

Apr 19 ... At about 9:30 P.M. USS's CALCITE II ran aground on the western side of the channel while departing Port Inland with stone for Cleveland. She tried to free herself but a strong ENE wind of 30 knots held her in place. The next day the tug ERIKA KOBASIC arrived in the late morning and freed her with no apparent damage.

... The salty GREAT LAKER was inbound the Maumee River at Toledo when the N & W Railroad Bridge failed to open. She was held in the channel by two Great Lakes Towing tugs. Confusion over whether a train or the ship would get the bridge resulted in the delay. At 8:30 P.M. the bridge was going to open when it suffered a power failure. The GREAT LAKER was sent back to anchor in Lake Erie to await repairs. The bridge wasn't repaired until 8:00 A.M. the next day.

Apr 20 ... The Buffalo based World War II submarine USS CROAKER was towed from her dock on the Buffalo River by the Great Lakes Towing tugs NEW JERSEY & MISSISSIPPI. She was towed across the harbor to Lackawanna and tied up at the south end of the former Bethlehem Steel slip. She moved so the seawall at her dock could be repaired.

Apr 21 ... Canada Steamship Lines RT. HON. PAUL J. MARTIN was assisted away from the fitout wall at Port Weller Dry Docks by the tugs JAMES E. MCGRATH & VAC. Once away she proceeded down through Lock #1 of the Welland Canal on her way for her sea trials on Lake Ontario. Below Lock #1 she lost power and had to tie up for repairs, finally in the evening she got underway. She passed her sea trials and returned the next day on her maiden voyage upbound through the canal bound for Duluth. She made her first downbound transit through the Welland Canal on April 30.

... Upperlake's GORDON C. LIETCH was assisted off the drydock at the Pascol Shipyard in Thunder Bay by the tugs PENINSULA & GEORGE N. CARLTON.

Apr 24 ... The latest Marinette Marine Keeper Class Coast Guard Cutter MARIA BRAY (WLM - 562) arrived in the Soo on her delivery trip out of the lakes.

Apr 26 ... A group named The Great Lakes Center for Maritime History purchased the former Ann Arbor Railroad Carferry ARTHUR K. ATKINSON. They are a non-profit organization specializing in finding places for retired ships. They have approached the city of Kewaunee, WI about taking the ATKINSON, but were turned down. This is the group that was helpful in finding a home for the former Coast Guard Cutter MAPLE.

... Algoma Tanker's ALGOEAST was removed from the drydock at Port Weller Dry Docks and placed at the fitout wall by the tugs JAMES E. MCGRATH & LAC MANITOBA. She departed upbound through the Welland Canal bound for Nanticoke on April 28.

• GREAT LAKES & SEAWAY NEWS

Apr 28 ... American Steamship's AMERICAN MARINER suffered a steering failure at 4:00 A.M. while downbound in the Huron Cut and veered starboard striking Light #7. She ended up sideways blocking the channel, as a result the Coast Guard stopped all traffic in the area. Her forepeak and #1 hold suffered damage and were flooded. The pumps were having a hard time keeping up with the incoming water. A tarp was placed over the side in hopes of slowing the incoming water, but it was not successful. The Coast Guard sent a helicopter out with auxiliary pumps and that did succeed in slowing the water. The Great Lakes Towing tugs WISCONSIN, PENNSYLVANIA & WYOMING were summoned to the scene. Divers were sent down and found a 30 foot by 10 foot hole in the forepeak and a 6 inch wide tear 25 foot long in the starboard side. A plan to take off her cargo was devised and American Steamship's ADAM E. CORNELIUS was sent to the scene. After arriving and coming alongside she took 3,100 tons taconite off the MARINER. The tugs then took her back out of the cut and anchored her above buoy's 11 & 12 at 3:00 A.M. on next day. The Coast Guard then let traffic start up again with the upbound ships going first. The first in line was the ALGOLAKE followed by the DORA, MLJET, SAGINAW, JEAN PARISEAN and CALCITE II. At about 6:00 A.M. the downbound ship were allowed to proceed, the first to go were the three Great Lakes Towing tugs followed by PAUL R. TREGURTHA, ALGOSTEEL, RT. HON. PAUL J. MARTIN, RESERVE, CSL NIAGARA, JOHN G. MUNSON JOHN J. BOLAND, FEDERAL AGNO, EARL W. OGLEBAY, REGINA OLDENDORFF, JOH B. AIRD, ST. CLAIR, ALGOMARINE and WALTER J. MCCARTHY JR.. The MARINER got underway at 6:00 P.M. escorted by the tug MANITOU bound for Toledo. She was placed on the drydock at the Toledo Shipyard on May 3 assisted by the Great Lakes Towing tugs MONTANA & LOUISIANA.



ALGOEAST on dry dock at
Port Weller Dry Docks – April 1, 2000

Photo by Jim Morris

... The S. I. U. went on strike against Ontario Northland's Pelee Island ferries JIMAAN & PELEE ISLANDER. They are the only ferries operating to Pelee Island.

Apr 28 ... A christening ceremony was held in Bayfield, WI for the new United States Geological Survey Ship KIYI. She will be used for Fishery Research, Monitoring and Assessment across Lake Superior. She is replacing the soon to be retired research vessel SISCOWET.

GREAT LAKES & SEAWAY NEWS •

Apr 30 ... The former Great Lakes Passenger Ship **WORLD DISCOVERER** was holed and beached off the Solomon Islands in the Pacific Ocean after hitting a rock or reef. All the passengers on board are reported to be safe. She operated in Great Lakes service during the 1975 season.

MISC: ... The former dredge **PRIMROSE** is now being used as a floating dormitory in Montreal by Mckeil Marine. She was towed down the St. Lawrence Seaway by the Mckeil tug **EVANS MCKEIL** on December 14, 1999.

... In the April Issue of *Boats & Harbors* an ad appeared offering the former **MOBIL CHICAGO** for sale for \$550,000. She is currently tied up in New York City. In another ad in the same issue - Mckeil Marine offered the following equipment for sale. The tug **OCEAN WRESTLER** for \$1,650,000 US, tug **PACIFIC STANDARD** for \$650,000 US, ferry **MACASSA BAY** for 400,000 US, barge **PITTS CARILLON** for \$275,000 US, barge **LA MALBAIE** for \$325,000 US and barge **PITTS CENTENNIAL** for \$450,000 US.

... The tug **PETITE FORTE** had a raised pilot house added over the winter in Port Colborne.

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

... Great Lakes Battle - Fednav and Michael Hudner are in dispute, with Hudner claiming Fednav were using their size to suppress competition. It centers on the salty **NARRAGANSETT** which Hudner placed in Great Lakes trade despite a non-compete clause when Fednav sold her in 1993. This required she be offered to Fednav, but on being offered they declined her.

... The United States Coast Guard Cutters **ANTHONY PETIT** (WLM - 558) was commissioned on July 1, 1999, The **BARBARA MARBURY** (WLM - 559) was commissioned on July 29, 1999 and the **WALNUT** (WLB - 205) was commissioned on July 12, 1999.

... **KRISTEN LEE** (Ex - **HENRY FOSS 84, LT 815**) tug built 1945 was renamed **KRISTEN LEE HANNAH** by O. L. Schmidt Barge Lines Inc., USA in 199 .



PETITE FORTE at Port Colborne with new upper pilot house – April 1, 2000



Photo by Jim Morris

FEDERAL CALLIOPE downbound in the Welland Canal at the Homer Bridge – July 31, 1995

... ALPINA K. (Ex - APT KARAN - 99) Built 1977 was sold by Istanbul Shipping Co. Ltd., Malta to K.K. Maddeler Tas. Sav. GE Tic. A.S., Turkey and renamed YUSUF KALKAVAN in 1999.

... ARGONAUT (Ex - AMARANTA - 95, OOCL ACCORD - 92, AMARANTA - 90, VIDA - 90, AMARANTA - 85) Built 1981 was renamed SAIPAN SKIPPER by Jaya Atlantic Lines Pte. Ltd., Singapore in 1999.

... CLIPPER YAMA (Ex - YAMA - 94, HANSA RIGA - 91, NAVIGATOR - 89, THERIAN MARINER - 84) Built 1979 was sold by Yama Shg. Co. Ltd., Bahamas to Millenium Yama Inc., Bahamas in 1998 and renamed MILLENIUM YAMA.

... FEDERAL CALLIOPE (Ex - FEDERAL SAGUENAY - 95) Built 1978 was renamed CALLIOPE in 1999 by Concord Dev. Mar. S.A., Greece.

... MARINE COURIER - Ferry built 1984 was sold by unspecified owners, Canada to Shaker Cruise Lines Inc, Canada in 1997 and renamed LAKE RUNNER.

... ALCOR (Ex - MEKHANIK DREW - 97, PATRICIA V - 83) Built 1977 Bulk Carrier owned by New Wind Shipping Co. Ltd. (Transorient Overseas S.A.), Malta. Lost Steering and drifted aground on November 9, 1999 in Position 47.05 N, 70.44 W at Cap Tourments, Quebec. The double bottom and ballast tanks were reported holed and deck cracked. She was later reported to have broken in two. The crew were evacuated and it is expected that her cargo of 23,000 tons of cement will have to be removed before the wreck can be removed.

... TARANATU Built 1965 was sold by Canada Steamship Lines Inc. Canada to International Marine Salvage, Canada in 1999. She left Toronto on October 30, 1999 in tow and was delivered on October 31, 1999 at Port Colborne, Canada, having been laid up since December 23, 1996.

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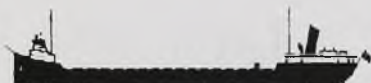


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