



# Telescope

MARCH • APRIL, 2001  
Volume XLIX; Number 2



---

## MEMBERSHIP NOTES •

- Ship In A Bottle** Exhibit – Opened April 6 – An eclectic collection of Great Lakes and other boats in bottles continues on display in DeRoy Hall. For everyone who marvels at the intricate work inside a bottle, this is your chance to inspect more than two dozen pieces of art.
- Frontier Metropolis** Exhibit – Opened May 5 – A look at The City of the Straits – Detroit as it was recorded in pencil sketches, watercolors, and oil paintings prior to the 1830's. Maps, navigation charts, portraits, and sketches of the landscape before the camera was invented.
- Jun 2 **Movies** on the wide screen from 11:00 - 4:00 – Special showing of a cruise on the S.S. SEEANDBEE as the Ford Motor Company charters the vessel for a cruise up the Detroit River in 1939. Free with paid admission to the Dossin Museum.
- Jun 15-17 **Grand Prix** on Belle Isle – The Dossin Museum will be closed June 16 & 17 due to the race on the island.
- Jul 7 **Movies** on the wide screen from 11:00 - 4:00 – Special showing of **The Chicago, Duluth & Georgian Bay Fleet** – The S.S. NORTH AMERICAN and the S.S. SOUTH AMERICAN cruises on the Great Lakes. Free with paid admission to the Dossin Museum.
- Jul 13-15 **Hydroplane Races** on the Detroit River. Come to one of the largest free shows in the world as the boats skim across the water at 100 mph and more. Plenty of seating on Belle Isle.
- Jul 20 **NAUTICAL CHARITY AUCTION benefiting G.L.M.I.** and the Dossin Museum. This fundraiser is being held in conjunction with a Detroit River Festival Sneak Preview/Reception at Harbor Hill Marina located at the foot of St. Jean off East Jefferson. **Donation of items for the auction are welcome.** Cost is \$25.00 per person and includes the auction and reception with live entertainment, refreshments, nibbles, and a sneak preview of the boats. For information about this event or to schedule delivery/pick-up of auction donation items please call 810-790-6145.
- Jul 21 **DETROIT RIVER FESTIVAL** – Antique and Classic Boat Show showcasing 100 years of boating on the Detroit River. In connection with this in-water and static display of boats, there will be a MARINE MART of nautical art, memorabilia, photography and collector items by some of Michigan's most renowned artists and craftsmen. There will also be marine exhibits and demonstrations. The show runs from 9:00am - 6:00pm at Harbor Hill Marina located at the foot of St. Jean off East Jefferson. For information on attending or participating call 810-790-6145.
- Jul 22 **DETROIT 300 - TALL SHIP PARADE** on the Detroit River from Fort Wayne to Belle Isle.

---

## CONTENTS •

<i>Frontier Metropolis</i> Exhibit - Dossin Great Lakes Museum . . . . .	31
TASHMOO's Second Life in Canada . . . . .	32
Great Lakes & Seaway News . . . . .	36

---

**OUR COVER PICTURE . . .** The steamer S.S. TASHMOO and S.S. CITY OF CLEVELAND on Detroit River. Reprinted from post card mailed from Detroit, MI August 1911 by Lillian to Vera Vining in Lorain, OH.

---

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

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

Published at Detroit, Michigan by the  
GREAT LAKES MARITIME INSTITUTE

©All rights reserved.

Printed in the United States by Macomb Printing, Inc.



## **FRONTIER METROPOLIS EXHIBIT DOSSIN GREAT LAKES MUSEUM**

Despite its inland location, Detroit's origins as a French outpost make it older than many other cities of the eastern United States. Although its distant history is poorly understood, a vivid iconographic record survives for early Detroit, created by those who studied the city for military or commercial purposes. These pictures and maps are tantalizing windows into the past of this colonial metropolis of the Great Lakes during its French, British, and early American periods.

Brian Leigh Dunnigan, in his new book *Frontier Metropolis*, published by Wayne State University Press, illustrates and describes all known images of Detroit in the pre-photographic era – from its founding in 1701 until 1838 – to provide a nearly complete visual chronology made by people who knew the city. Brian has arranged these maps, plans, and views chronologically to show how Detroit and its community life evolved over its first 137 years.

Culled from a variety of archives and private collections, images were selected that recorded contemporary scenes, avoiding those that were made later to recapture an earlier period. Chapter introductions review issues faced by Detroit residents during the years covered, while text accompanying the images places them in their historical context and adds the descriptive words of people from the past.

*(Reprinted from Wayne State University Press website [www.wsupress.wayne.edu](http://www.wsupress.wayne.edu))*

The ***Frontier Metropolis Exhibit***, which opened May 5th at the Dossin Great Lakes Museum closes September 2nd and reopens at the Michigan Historical Museum, Lansing MI, September 14 th through December 2, 2001. This exhibit offers the rare opportunity, as part of Detroit's 300th birthday celebration, to view these historic documents and artwork.

# Tashmoo's Second Life in Canada

2000-06-10  
by Al Mann

Mirwin Park was a recreational mecca established in 1934 by Wallaceburg businessman Morrison Irwin, who owned a chain of 5 cent to \$1.00 department stores in nearby Kent and Lambton counties in southwestern Ontario. Set up within his business enterprise, the 20 acre site was ideally located near the deep and smooth flowing Chenal Ecarte (Snye) river, conveniently accessed from the St. Clair River, five miles to the west. With the area's first inground swimming pool, a three level diving tower, bicycle race track, ball diamonds, tennis courts, picnic grounds, along with tourist cabins and a large hotel with exceptional cuisine, Mirwin Park attracted many visitors from not only Ontario but Michigan and Ohio as well. Over 1000 ft. of breakwall was available, attracting many yachters, particularly from the Detroit Yacht Club, who often chose Mirwin Park as a convenient weekend destination. The site enjoyed immeasurable success and acceptance despite the adverse economic times across North American during the "Dirty Thirties." A Great Lakes excursion boat mishap in 1936, only increased the popularity of the "fun" location located three miles west of Wallaceburg.

The busy waterway between Detroit and Port Huron, over the beautiful and scenic Detroit and St. Clair Rivers (joined by Lake St. Clair), was teeming with vessels of all descriptions during this period. Perhaps the most popular was "the Glass Hack" or "Queen of the St. Clair River," the beautiful flyer Tashmoo, built for the White Star Line at Wyandotte, Mich in 1899. The Frank Kirby-designed excursion steamer, 308 ft. in length, became a popular means of recreation and enjoyment for various classes of people. Some of the well to do, who owned exclusive retreats in the St. Clair Flats area, used the Tashmoo for commuting to their summer homes. Others would disembark at Tashmoo Park on Harsen's Island, enjoy a few hours of fun and return to Detroit on the downbound cruise later in the day. Another segment, steamboat lovers, would soak in the sights and sounds of the near 12 hour round trip cruise between the Motor City and Port Huron. Many travel options also saw the Tashmoo stop at various U.S. points along the route as well as two Canadian landings at Port Lambton and Sarnia.



TASHMOO in heyday



*Approaching the Old Club, St. Clair Flats*

The Tashmoo, along with other White Star ships, Owana and Wauketa, enjoyed immense success on the north route, complimenting another leg, south to Lake Erie utilizing the Greyhound and City of Toledo. Occasionally, special charters were booked through the White Star Line, usually in the Detroit River area. It was during one of these enjoyment intended forays, the famed Tashmoo suffered a premature demise. On June 18, 1936, Tashmoo was carrying a charter crowd on a moonlight cruise on the Detroit River. She headed south to Sugar Island, where the vessel was coming about for the upbound trip back to Detroit. She struck an underwater obstruction which turned out to be a large boulder. A section of her hull was opened and water began to pour in. The captain, realizing the gravity of the impact, headed his ship to the closest dock which was in Amherstburg on the Canadian shore. Most of the happy excursionists, unaware of the situation, continued with their moonlight frivolity much in the fashion of Titanic passengers in 1912 who seemed unconcerned.

The Tashmoo was taking on water, but fortunately, with little panic, all passengers were safely disembarked on the Amherstburg wharf. No lives were lost, just the Tashmoo's near impeccable reputation as she had enjoyed a

relatively mishap free career during her first 36 years of work. Plans were put in place to repair the hole, a routine procedure. Tashmoo's lower innards were wet, but it was anticipated by owners she would be up and running to complete the 1936 sailing season. Unfortunately, when the salvage crew raised one end too quickly, her keel buckled, mortally wounding the Tashmoo beyond reasonable repair cost. Her illustrious career was over, ended with a broken back, an untimely conclusion to a brilliant sailing life. Perhaps fate was dealing an expected hand as the "shine" on excursion travel was gradually diminishing and a world war was just a few short years hence. Tashmoo would be scrapped!

During the spring of 1937, Capt. James McKenty of Chatham, Ont. an area tug boat operator, and friend of Mirwin Park founder Morrison Irwin, successfully bid on the pilot house and main salon of the Tashmoo which had been picked apart by salvors. His plan was to move these prominent components to property he had purchased adjacent to Mirwin Park in Canada. He would set them up and modify into a unique summer retreat. Capt. McKenty knew the Tashmoo well, had travelled aboard her and often would issue salutes whenever his tug came within hailing distance.



TASHMOO resting on the bottom of the Detroit River

In a rather remarkable transit feat, the pilot house and main salon of the Tashmoo were moved virtually intact to Capt. McKenty's property on the Chenal Ecarte River within the Mirwin Park complex. During the spring of 1937, modifications, including a solid foundation, were completed and the Tashmoo (of sorts) was reincarnated.

Capt. McKenty and his wife looked upon their unique summer residence as a retreat where peace, privacy and solitude would be amenities they could enjoy. Little did they realize at the time, the deep attachment and love the Tashmoo had generated amongst thousands of patrons during her near four decade career of transporting happy excursionists over the busy travel lanes between Detroit and Port Huron. In September of 1937, Capt McKenty and his wife had completed preparations which included Tashmoo effects and

Tashmoo on River Bottom at Amherstburg Dock



Tashmoo Makes Harbor Again But Not Under Own Power



After resting on the bottom of the Detroit River since June 19, the steamer Tashmoo is once again in a snug harbor. She was brought to the surface Saturday evening and yesterday towed to the north end of Bob-Lo Island where dismantling operations will be started this week. A hole eight inches in diameter, torn in her starboard side by the sunken rock in the Sugar Island channel, was the reason why the Tashmoo was scarcely able to limp into the Brunner-Mond dock with 1,400 passengers aboard, all of whom escaped safely. ( Photo and caption from the Windsor Star - August 31, 1936)

motifs which gave the interior an authentic feel of the steamboat she was in another life. Friends were invited to the auspicious opening. Guests marvelled at the uniqueness and authenticity of the McKenty's "Tashmoo cabin" as it would soon be known.

By this time, nearby Mirwin Park had gained immense popularity as a recreational destination, not only by auto but pleasure craft as well. Many visiting yachters were from the Detroit area including a large number who knew the Tashmoo well and had graced her decks on many occasions. Soon, word spread that the "remains" of their favourite excursion steamer were alive and well in a remote inland area of Ontario, Canada. Others

were surprised at the bonus sight while visiting Mirwin Park.

The result? Human nature as it is, many would knock on the McKenty cabin door requesting a tour, imploring the owners to let them enjoy another glance of the salon where they had spent many happy excursion times. Others, less impetuous, would stand a convenient distance away and simply marvel at the sight, much in the same way the famed Dionne quintuplets were turned into a sideshow of mystified lookers. Some had carved their initials in the rail of the Tashmoo a few years before. "Could we see if they are still there?" was a common request made of the McKenty's. Patient and understanding as the couple was, their intended privacy would be violated on many occasions over the ensuing years.

On June 10, 1951, while the McKenty's were absent, a fire destroyed the Tashmoo cabin. Being located in a rural location, Chatham Township fire fighting equipment was slow to arrive and the unique setting was entirely engulfed in flames and destroyed. This effectively closed the book on the famed Tashmoo (as far as tangible reminders were concerned.) The loss was not only a devastating one to the Capt. and Mrs. McKenty, but in retrospect, to Great Lakes history as well.

Speculation is tantalizing indeed as to the outstanding possibilities if the Mirwin Park Tashmoo cabin had not been taken by fire and survived to this day. The Tashmoo was a grand lady. Her bridge and salon remains extended an already illustrious life. Her regretful demise was unfortunate but there are still a few who fondly remember this river queen even it it was in a reincarnation form.



**MAP OF THE WHITE STAR LINE ROUTE**  
From Toledo, Ohio, through the Maumee River, across Lake Erie, through the Detroit River, across Lake St. Clair, through the U.S. Ship Canal, and the beautiful St. Clair River to Port Huron, Mich., passing many beautiful islands, and the famous St. Clair Flats. A delightful daylight ride of 125 miles; the most charming water trip of the West.

**TASHMOO** cabin erected in Mirwin Park by Capt. John McKenty of Chatham in 1937. Used as a summer cottage and tourist attraction until it burned June 10, 1951.



---

# GREAT LAKES & SEAWAY NEWS



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

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

*Seaway News Editor:* Skip Gillham

Gary Morris	Greg Rudnick	John Vournakis
Ray Oset	Jim Sprunt	M.B. Mackay
Dan McCormick	Rene Beauchamp	Steve Elve
Jerry Walter	John Saarinen	William Howell
Alan Mann	Terry Beahen	Dan Kaminski

---

## The Sinking of the Fishtug LINDA E.

On October 2, 2000 the United States Coast Guard issued their report on the sinking of the Fishtug LINDA E. This is a summary of that report.

The LINDA E. was reported missing on December 11, 1998 while on Lake Michigan near Port Washington, WI. A search was conducted by the Coast Guard and no signs of the vessel or her crew of three were found. The search was called off a couple days later and she was presumed to have sunk with her crew aboard.

On June 18, 2000 while on a goodwill tour of the Great Lakes, the United States Navy Minesweeper USS DEFENDER conducted an underwater search at the request of Wisconsin Congressman Mark Green. The wreck of the LINDA E. was located seven statute miles off the Wisconsin shoreline in position 43 degrees 15.877N, 087 degrees 45.940W. Her location is approximately 0.2 miles west. On June 21, 2000 the Coast Guard Cutter ACACIA was sent to the scene with a remotely controlled vehicle from the University of Michigan onboard. The wreck was discovered to be sitting upright on the bottom in 260 feet of water, partially imbedded into the lake bottom with an approximate 20 degree list to port, with a heading of 040 degrees true.

The service door, located on the aft port side was found in the open position. A small tangle of fishing nets can be seen extending just outside the door. One of the two doors that slide open on the starboard side was fully open, the other partially open. All forward doors were found in the closed position. Significant damage was evident on the starboard quarter of the vessel. The hull was pushed into a wedge shape centered approximately 14 inches forward of the aft starboard porthole. It extends 6 feet vertically down from the top of the lower deckhouse to just below the rub rail. It is several feet wide near the upper deck to only a few inches wide near the rub rail. The upper deck is crushed downward near the center of the inset. the deck is torn upward a few feet aft. There is no significant damage to the port side of the vessel.



---

**GREAT LAKES & SEAWAY NEWS •**

---

The following vessels on Lake Michigan that day were investigated: These ships were within 20 nautical miles of Milwaukee and Port Washington between 0946 and 2000 - Commercial Fishing Vessels LINDA E., D & S and JOLENE, Oceanographic Research Vessel NEESKAY, Tug/Barge Combinations JACKLYN M./INTEGRITY (In Push Mode), MICHIGAN/GREAT LAKES (In Push Mode), HOLLY ANN/L1010 (In Push Mode) and the tug SUPERIOR.

The following vessels were outside of 20 nautical of Milwaukee and Port Washington between 0946 and 2000: ALGORAIL, ALGOWAY, ARTHUR M. ANDERSON, CHALOTHORN NAREE, FEDERAL MACKENZIE, HERBERT C. JACKSON, JAMES R. BARKER, JOSEPH L. BLOCK, LESOVODSK, KAYE E. BARKER, MARK HANNAH, MRYON C. TAYLOR, PRESQUE ISLE, RECOVERY, RUFFY KADINGER, SHERRY LYNN, SOUTHDOWN CHALLENGER, STOLT ASPERATION and WINONA ISLAND PRINCESS.

Of the vessels investigated only the tug/barge MICHIGAN/GREAT LAKES were found to have transited the immediate area where the LINDA E. was found.

Investigators photographed and took paint samples from black and white marks found on the bow of the barge GREAT LAKES while she was tied up at Cheyogan, MI on December 22, 1998. The marks begin at the lower chine 5 feet above the waterline. On May 17, 2000 inspectors examined the hull of the GREAT LAKES while she was in drydock. They found minor damage in the #1 port and starboard wing tanks at the turn of the bilge. The damage found was consistent with Great Lakes service. An analysis of the bow geometry found it was consistent with the geometry of the hull deformation on the LINDA E.. The bow geometry is also consistent with the direction and extent of deflection of the radar mast, loran antenna and antenna support rod. This is also consistent with a lack of deformation to appendages such as the stern light mast, upper doghouse deck, navigation light shield and stove exhaust. An analysis also found the damage on the LINDA E. is not consistent with the geometry of any other vessel in the area.

Officials at Bay Shipbuilding which built the barge GREAT LAKES in 1982. Stated that they have built no other vessel with the geometry of the bow on the GREAT LAKES.

It was determined that if a collision occurred it took place on a 90 degree angle. The Wisconsin State Crime Lab's analysis of the paint samples taken from the GREAT LAKES and from the wreck of the LINDA E. are - the black paint was not consistent between the ships, the white paint could be the same type. The damage observed on the LINDA E. is indicative of damage suffered in a collision with the bow of another vessel. It is not consistent with an explosion, fire, grounding, overloading or hull failure.

As for which vessel was involved, the tug/barge MICHIGAN/GREAT LAKES was the only known vessel in the area. Based on positions from the logbook, they passed within a half mile of where the wreck currently rests on the bottom. The closest point occurred at 11:43 A.M..

The damage to the LINDA E. indicated that the ship would have rotated as a result of a collision. The bow of the GREAT LAKES was found to have markings consistent with those that could have come from contact with the LINDA E.. The beginning of the black and white scrape marks on the barge are the same distance from the stem as the semi-circular mark is from the inset on the fishtug. This is consistent with the LINDA E. rotating around the barge's bow after initial impact.

Other factors are visibility: On the morning of the collision the sun would have been just off the port bow of the tug/barge shining directly into the pilothouse. Due to the size and length of the tug/barge, once a small vessel was close off the bow it would be completely obscured. So it was likely the LINDA E. would have been obscured. Aboard the fishtug the window arrangement did not provide a wide and unobstructed view of the surrounding area. The sun conditions would have been favorable aboard the fishtug, someone in the wheelhouse could have seen the tug/barge for 20 to 30 minutes

**• GREAT LAKES & SEAWAY NEWS**

---

prior to the collision.

Based on the two sets of nets that were found properly set and a lack of nets visible through the stern door, it is most likely the crew were not engaged in fishing when the collision occurred. However, the position of the vessels doors and where she was to the nets indicate they had completed fishing within minutes of the collision.

**CONCLUSION:**

The casualty was a collision between the MICHIGAN/GREAT LAKES and the LINDA E.. The apparent cause is a failure in the operation of the MICHIGAN/GREAT LAKES to detect the LINDA E.. Also the failure of the operators of the LINDA E. to detect the MICHIGAN/GREAT LAKES or to take sufficient action to avoid the collision.

Based on the evidence available, they could not conclusively determine why the operators of the LINDA E. were unable to avoid the collision. No direct evidence found that the propulsion and communication systems failed. They also can't be certain the crew of the LINDA E. was or wasn't standing a proper lookout.

The sun may have obscured the LINDA E. from the operators of the MICHIGAN/ GREAT LAKES. However, it is unlikely she was completely obscured at all times prior to the collision. It is concluded that the MICHIGAN'S radar was not monitored adequately or that it was not properly used. The role that the use of radar on the LINDA E. played in the collision can't be determined.

At approximately the time of the collision the mate on the MICHIGAN was at the chart table facing aft performing a chart correction. He was performing a nonnavigational activity that distracted his attention from activities essential to navigation.

Such as looking out for other vessels, this likely contributed to the casualty.

While it is uncertain if the LINDA E 's crew saw the tug/barge, conditions were favorable for them to do so in adequate time to avoid the collision. However, her window arrangement made it difficult for the crew to see the surrounding waters and likely contributed to the risk of collision.

It is unclear what the LINDA E.'s operational status was prior to the collision. Therefore, it could not be determined which vessel had the right of way. The operators of either vessel could have taken action to avoid the collision. Even a minor course change or speed change by either vessel would likely have averted the collision.

It is possible the crew aboard the tug/barge neither felt, heard or observed the collision. The barge marks and damage profile suggest the two vessels collided briefly and lightly. The sound of generators on the aft end of the barge and closed pilothouse windows would have made it difficult to hear the noise of the collision. The relatively small impact force on the extremely rigid bow structure of the GREAT LAKES might not be heard in the tug's enclosed pilothouse located 400 feet aft of the impact point.

The LINDA E. most likely sank very quickly, possibly before it passed far enough aft to be seen by anyone on the deck of the GREAT LAKES or in the pilothouse of the MICHIGAN. The analysis indicates that downflooding of the LINDA E. would have overcome the vessels reserve buoyancy in two seconds. Making the conservative assumption that the fishtug didn't move transversely after the collision, she would only move 41 feet aft of the bow of the barge. Even if it took an additional few seconds, it is possible the fishtug would have sunk completely before moving far enough aft to be seen from the pilothouse of the MICHIGAN.

---

**GREAT LAKES & SEAWAY NEWS •**

---

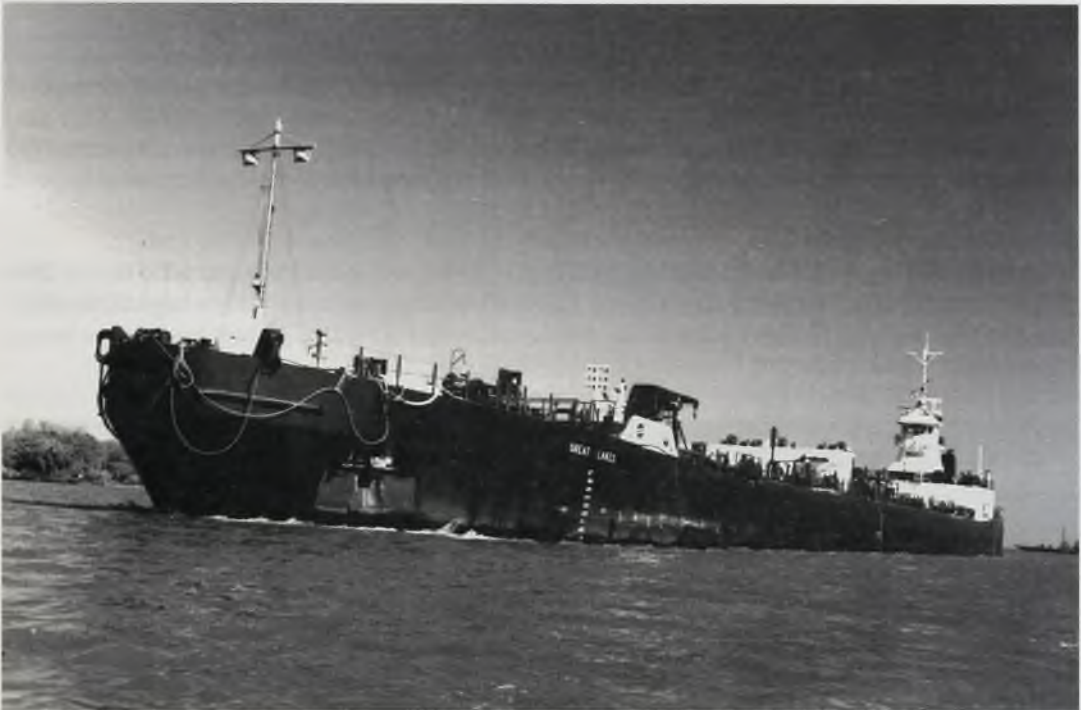


Photo by JAMES R. HOFFMAN

Tug: MICHIGAN / Barge: GREAT LAKES – Toledo, Ohio - September '00

There is evidence of failure on the part of the operators of the MICHIGAN/GREAT LAKES to maintain a proper lookout. While the evidence available is not sufficient to conclusively determine whether the LINDA E. crew were maintaining a lookout, our investigation has revealed numerous practices, such as the use of autopilot while cleaning fish. This indicates the crew may not have been standing a proper lookout prior to the collision.

It is recommended that the Coast Guard re-emphasize to all mariners using the Great Lakes the importance of maintaining a proper lookout at all times when underway. Distractions from normal watchstanding responsibilities, such as updating charts or cleaning fish, should be considered in addition to prevailing weather conditions when determining what constitutes a proper lookout.

It is recommended that as part of the Coast Guard commercial fishing vessel safety program, develop lessons learned from this casualty. They need to re-emphasize the importance of maintaining a proper lookout, particularly in consideration of the limited visibility from many Great Lakes fishing vessels. Promote the voluntary use of radars with anti-collision alarm features. Reiterate to commercial fishermen the inherent risks associated with operating a boat that has no watertight subdivision, including the difficulty of egress from a fast sinking fishing vessel. Re-emphasizes to all Great Lakes fishing vessel operators the importance of properly displaying a fishing day shape.

It also recommended that proceedings be initiated to determine whether suspension and revocation action is warranted against the license of mariners involved in this incident.

---

---

• GREAT LAKES & SEAWAY NEWS

---

NOVEMBER, 2000

Nov. 1 ... The Eastern Upper Peninsula Transportation Authority approved a \$4,000 increase in costs for the new ferry DRUMMOND ISLANDER IV, for a pilothouse window change. They also eliminated the EPIRB (Emergency Position Indicating Radio Beacon) from the new ferry. The Drummond Island ferries are not required to carry the EPIRB gear due to the confined area that they operate in.

... The tug POINTE CARROLL towing the ferry NINDAWAYMA passed down by Port Huron just after dark. She was assisted down the St. Clair & Detroit Rivers by the tug MENASHA. The tow had departed Owen Sound the day before where the NINDAWAYMA has been in lay-up since 1992.



Photo by JIM MORRIS

NINDAWAYMA laid up at Owen Sound on May 15, 1999

Nov. 2 ... The 200 ft by 40 ft Billington Contracting barge PANAMA partially sank in Duluth Harbor. She is severely listing and is almost completely submerged a few hundred yards from the Public Marine Terminal. No one was aboard the barge when it began taking on water around 7:00 A.M.. The tug SENECA came and pulled the barge far enough out of the shipping lane to allow vessels to pass. A small oil slick developed from the backhoe on her deck that was under water. Billington was using the PANAMA to dredge the shipping lanes in the harbor under contract with the United States Corps of Engineers.

... The tug ANDRE H. passed up the Welland Canal bound for Port Colborne. She will wait there until the tug POINTE CARROLL & NINDAWAYMA arrive, then she will assist them down the canal and St. Lawrence Seaway.

Nov. 3 ... Desgagnes's ANNA DESGAGNES had her Canadian registry closed.

---

**GREAT LAKES & SEAWAY NEWS**

---

... The tug DUGA departed Hamilton towing the hull of the CANADIAN EXPLORER bound for Prescott. She is being assisted by the McKeil tug CARROLL C. I.

... United States Steel announced the shutdown of a production taconite pellet line at the Minntac Plant, for at least the rest of the year. This will mean a 12% reduction in capacity, the taconite is shipped out of Two Harbors.

... The POINTE CARROLL/NINDAWAYMA tow was met off Port Colborne by the tug ANDRE H.. The tow proceeded into the Welland Canal and tied up at Wharf #16 for the seaway inspection. After a couple hours they were cleared to proceed and departed down the canal.

... The barge PANAMA sank the rest of the way in the early morning hours. It now rests on the bottom at the edge of the shipping lanes. The Coast Guard placed a lighted buoy to mark the wreck. Plans call for raising the backhoe in about two weeks, then raising the barge a few days later.

Nov. 4 ... The Canadian Coast Guard Cutter Griffon departed Sarnia after completing repairs from her collision with the ATLANTIC HURON.

... The Wisconsin Lake Schooner Education Association's Schooner DENIS SULLIVAN had her sea trials in Lake Michigan off Milwaukee. The three masted schooner will depart for Fort Lauderdale, FL shortly for service during the winter. She will return to the Great Lakes in the spring. She is named after a Lake Michigan Schooner captain of the 1880's.

... Oglebay Norton's EARL W. OGLEBAY ran hard aground while departing Port Inlet, MI. Attempts to pull her free with a tug were unsuccessful and the JOSEPH H. FRANTZ was summoned. After lightering 1,000 gross tons of stone she was refloated. After an inspection revealed no damage she was allowed to depart.

Nov. 5 ... USS's CALCITE II arrived in Sarnia and laid up in the North Slip. Her last trip was a load of stone to Cleveland.

... Algoma's ALGOWOOD departed Port Weller Dry Docks upbound through the Welland Canal bound for Sandusky. She was assisted by the tug JAMES E. MCGRATH away from the shipyard. She returned down the canal on November 7 with a load of coal bound for Hamilton.

Nov. 7 ... The tugs POINTE CARROLL & ANDRE H arrived at the Verreault Shipyard in Les Mechins, Quebec towing the ferry NINDAWAYMA.

... The salty EURASIAN CHERUB tied up at Wharf #16 on the Welland Canal to correct problems with her draft, the stern was one foot too deep. Using her own cranes, corn was shifted from an aft hold to a forward one. This corrected the problem and on November 9 she departed downbound through the canal bound for Algeria.

Nov. 8 ... The Fednav salty FEDERAL YUKON struck the breakwall while departing Cleveland in light fog. She went to anchor a short ways out in Lake Erie awaiting inspection. A one foot crack was found in her bulbous bow and she was taking on some water. Temporary repairs were made and she was allowed to continue her trip to Detroit.

• **GREAT LAKES & SEAWAY NEWS**

---

... Divers from the firm Krech, Ojard & Associates surveyed the sunken barge PANAMA in Duluth. The backhoe was found to be in good shape, the barge has two holes in her deck.

... The hull of the CANADIAN EXPLORER was towed out of Prescott after loading grain by the tug ADVANTAGE bound for Trois Rivieres, Quebec. She was assisted by the tug DUGA.

Nov. 10 ... The EUPTA ferry DRUMMOND ISLANDER IV departed the Basic Marine Shipyard in Escanaba on its maiden voyage bound for Drummond Island.

... The salty LOK PRATRAP arrived at Bay Shipbuilding in Sturgeon Bay for repairs to one of her hatches. She departed on November 15 after completing repairs.

Nov. 11 ... USS's MRYON C. TAYLOR arrived in Sarnia and laid up in the North Slip alongside the CALCITE II. Her last cargo was to the Conners Creek Dock in Detroit.



Photo by JIM MORRIS

CANADIAN EXPLORER docked at Wharf #26 in Hamilton on May 3, 2000

... The SOUTHDOWN CHALLENGER was sold by Southdown Cement to Wilmington Trust. She will be operated by HMC Ship Management Ltd., a subsidiary of Hannah Marine Corp.. She was sold because Southdown is being purchased by the Mexican cement firm Cemex and they could not own and operate an american vessel.

... The tug JANE ANN IV was removed from the drydock at Bay Shipbuilding. Her barge SARAH SPENCER was removed from the drydock the next day. After completing sea trials the pair departed for Thunder Bay on November 15.

Nov. 13 ... Diamond Jack's DIAMOND QUEEN was placed on the floating drydock at Nicholson's Terminal & Dock in Detroit for her five year survey.

---

**GREAT LAKES & SEAWAY NEWS •**

---

Nov. 15 ... The Lake Michigan Carferry BADGER was placed on the drydock at Bay Shipbuilding in Sturgeon Bay for shaft and propeller work. She had arrived at the shipyard under own power on October 31.

... The upbound salty MILLENIUM AMETHYST tied up at Wharf #2 on the Welland Canal for repairs to her starboard bow. It was damaged when she hit the wall at the Eisenhower Lock in the St. Lawrence Seaway. After repairs were completed she departed on November 18 bound for Duluth.

Nov. 16 ... USS's GEORGE A. SLOAN arrived in Sarnia and laid up in the North Slip alongside of the MYRON C. TAYLOR. Her last trip was a load of stone to Marblehead Lime on the Rouge River.

... Cemex S.A. announced the closing of its acquisition and merger of Southdown Inc.. Cena Acquisition Corp. an indirect subsidiary of Cemex, acquired a controlling interest in Southdown and has merged with and into Southdown. Southdown which has become an indirect subsidiary of Cemex, will continue as the surviving corp.

... The Schooner DENIS SULLIVAN passed down the Welland Canal on her way out of the lakes for the winter, bound for Florida.

... The backhoe off the PANAMA was raised from Duluth Harbor and placed on another barge and taken to shore to be repaired. Plans call for the PANAMA to be raised in two weeks.

... The tug/barge JAMES PALLADINO & KELLSTONE I ran aground shortly after departing the Kelley Island Stone Dock. The barge suffered heavy damage and was taking on water. The next day the Great Lakes Towing tug TRITON brought the barge INLAND 2401 to lighter the grounded barge. She was pulled free on November 19 and towed to the Toledo Shipyard for repairs by the tugs TRITON & JAMES PALLADINO. The tugs FRANK PALLADINO JR. & BENJAMIN RIDGEWAY took the INLAND 2401 back to Cleveland.

... The McKeil tug/barge DOUG MCKEIL/OCEAN HAULER grounded while departing the Government Dock in the Canadian Soo in the early morning hours. They were able to free themselves and proceeded to Goulais Bay and anchored. They returned to the upper Canadian Lock Pier for inspection, no damage was found.

Nov. 17 ... With the installation of dormers and ice-rain shields, the 102 year old Inner Range Lighthouse at Port Dalhousie was completely renovated. An estimated 2,000 hours were put in by volunteers doing the work.

Nov. 19 ... Traffic was delayed on the Welland Canal when Bridge #3 (Carlton St.) just above Lock #2 became stuck halfway open. After several hours it was repaired and traffic resumed. The salty KAPITONAS ANDZEJAUSKAS and Algoma's ALGOWOOD & ALGOLAKE were delayed.

Nov. 20 ... Canada Steamship Lines TADOUSSAC ran aground in Sarnia while approaching the grain elevator. With help from the tug MENASHA she was freed the next morning with no apparent damage.

... The salty ZOITSA S. lost power in Duluth Harbor while approaching the entrance and had to drop both anchors. The next day after a Coast Guard Inspection she was allowed to depart.

---

**• GREAT LAKES & SEAWAY NEWS**

---

Nov. 22 ... Oglebay Norton's ARMCO while upbound in the St. Mary's River stopped off at the Old Carbide Dock in the Soo. She put off a crewman who had chest pains, who was taken to the hospital. Her departure was delayed due to severe weather in the area until the next day. The crewman was able to return to the ship before she departed.

... Essroc's STEPHEN B. ROMAN arrived in Toronto and went into a temporary lay-up.

... The ferry HARBOUR PRINCESS I returned up the Welland Canal bound for Port Dover. She had been in Hamilton having some work done on her rudders.

Nov. 24 ... Fednav's newest ship FEDERAL WELLAND passed up the Welland Canal on her maiden voyage bound for Cleveland, she made an overnight passage.

Nov. 27 ... Upperlake's CANADIAN TRANSFER ran aground off Algoma Steel in the Canadian Soo and reported they were taking on water. She was freed with the help of Purvis Marine tugs and tied up for inspection. A crack in her port side was discovered and temporary repairs were made. She departed the next day for Thunder Bay and permanent repairs.

Nov. 29 ... Efforts to raise the sunken barge PANAMA in Duluth Harbor failed. They resumed operations the next day, but they failed to.

**DECEMBER, 2000**

Dec. 1 ... The salty SWALLOW arrived in Erie, PA with a five mile long cable about four inches in diameter made in Norway. It is to be taken to Mackinac Island by the Durocher tug CHAMPION on a barge.

... The Toronto Port Authority has the following applicants for the proposed fast ferry service between Toronto & Rochester. Bay Ferries Ltd. of Charleton, P.E.I., Sea Containers from England, Lake Ontario Fast Ferry Corp. from Toronto and Canadian American Transportation Systems from Rochester.

... The United States Coast Guard Icebreaker MACKINAW arrived in Chicago re-enacting the arrival of the Christmas Tree Ship ROUSE SIMMONS. The United Way, which will distribute Christmas Trees to the poor provided them to the MACKINAW for her trip. The ROUSE SIMMONS made the trip every year from 1877 until she sank off Two Rivers, WI on November 22, 1912.

Dec. 2 ... Upperlake's CANADIAN LEADER ran aground while entering the slip next to the General Mills Elevator in Duluth. She was freed a short time later with the help of tugs and suffered no apparent damage.

... The Canadian Coast Guard Cutter SPUME has been transferred to the East Coast of Canada and is in transit to her new area.

Dec. 3 ... The PLACENTIA PILOT a new pilot boat built by Hike Metals in Wheatley, Ontario passed down the Welland Canal on her delivery trip, bound for Newfoundland.

... A ceremony was held at Lock #8 on the Welland Canal for the salty FEDERAL WELLAND. It was for recognition of her being named for the Welland Canal. She is the first



---

**GREAT LAKES & SEAWAY NEWS**

---

Fednav ship to be named for the canal. She was on her downbound trip out of the lakes with grain for Rotterdam loaded in Thunder Bay.

... The McKeil tug ALICE A. arrived in Port Weller and towed the tug EVERLAST from Wharf #1 on the Welland Canal over to Hamilton. The EVERLAST is to be drydocked at Heddle Marine over the winter.

Dec. 4 ... The salty GTS KATE currently laid up in Montreal was sold at auction. The winning bid of \$2,080,000 Canadian was submitted by Davzac Shipping.

Dec. 5 ... The salty MAKEEVKA grounded in the Belle Isle Anchorage due to low water conditions. The Great Lakes Towing Tugs WYOMING & VERMONT arrived and pulled her free a short time later. A Coast Guard inspection revealed no apparent damage and she was cleared to proceed.

... Due to gale force WNW winds, six vessels were forced to go to anchor in the St. Mary's River due to low water conditions (21 inches below chart datum). They were the upbound CHARLES M. BEEGHLEY at Waiska Bay, the JANE ANN IV/ SARAH SPENCER, ELTON HOYT 2ND & INDIANA HARBOR at Lime Island and the CANADIAN TRANSPORT at Squaw Island. The downbound salty IVI anchored in Waiska Bay.

Dec. 6 ... The salty MILLENIUM EAGLE ended up sideways across the Welland Canal while trying to enter Lock #2 upbound. The Port Weller Pilot Boat JULEEN I was brought up from below Lock #1 and took her mooring lines across the canal to the tie up wall. After winching herself straight, she was allowed to continue upbound. The CUYAHOGA and JEAN PARISEAN were delayed while she got straightened out.

Dec. 7 ... The Desgagnes's tanker PETROLIA DESGAGNES lost her rudder while upbound in the St. Lawrence Seaway in Lake St. Francois. She was on a trip to Sarnia with diesel fuel. Reigel Shipping's DIAMOND STAR came alongside to take off her cargo. The tugs OCEAN INTREPIDE & CARROLL C. I then towed her down the seaway bound for Quebec City. In Montreal the tug OCEAN ECHO II replaced the tug CARROLL C. I on the tow.

... The Great Lakes Towing tug SUPERIOR hit the breakwall while entering Ludington and holed her forward ballast tank. She was run aground to prevent her from sinking. She was pulled free by the Great Lakes Towing tug ARKANSAS and after temporary repairs were completed towed back to Milwaukee.

... The P.S. BARGE NO. 1, the former Upperlakes canaller EDWIN T. DOUGLASS is being scrapped in Quebec City after a long career as a lighter.

... Bridge #19 on the Welland Canal at Lock #8 jammed in the open position. It will stay in the up position for about six weeks during repairs.

... The downbound salty LOK MAHESHWARI struck the approach pier at the Soo Locks. She proceeded down to the Old Carbide Dock for inspection. Cracks were found between the #1 and #2 cargo holds along the port side about five feet above the waterline. After temporary repairs were made she was allowed to continue her trip.

## • GREAT LAKES & SEAWAY NEWS

---

Dec. 8 ... Algoma's ALGONTARIO was towed from the Pascol Shipyard in Thunder Bay by the tugs PENINSULA, GEORGE N. CARLTON & DONALD MAC and placed at the Keefer Terminals.

Dec. 9 ... Algoma's ALGOSEA laid up in Trois Rivieres, Quebec.

Dec. 10 ... The downbound salty BBC BRAZIL encountered hurricane force winds and 30 foot waves while in the Cabot Strait. This caused some cargo to shift on deck and part of her deck crane to fall over the side. She headed for the safety of Cape Breton Harbor, upon arrival and inspection a six foot crack in the hull was found. She was on a voyage to the Island of St. Croix in the Caribbean with a 1,500 ton mobile crane, that was loaded in Milwaukee. It had been used in building Miller Park, the new baseball stadium.

... Interlake's Tug/Barge DOROTHY ANN/PATHFINDER arrived at Bay Shipbuilding for some engine work on the tug.

... The new forebody of the Canada Steamship Lines LOUIS R. DESMARAIS was floated out of the drydock at Port Weller Dry Docks and placed at the fitout wall by the tugs GLENEVIS, MISEFORD & JAMES E. MCGRATH.

Dec. 12 ... Upperlake's CANADIAN CENTURY proceeded up the Welland Canal to Port Weller Dry Docks and was placed on the drydock for minor hull repairs. She was assisted by the tugs GLENEVIS, MISEFORD & JAMES E. MCGRATH. She departed the shipyard upbound for Ashtabula on December 15.

... American Steamship's BUFFALO ran aground in Marquette Harbor while backing into the Shiras Generating Plant. She was holed in the #5 starboard ballast tank, which caused some flooding. Her fleetmate SAM LAUD arrived the next day and lightered her. She then floated free and tied up at the generating station for inspection. She then departed for drydocking at the Fraser Shipyard in Superior.

... The M.A.C. GAGNE, the former Canada Steamship Lines self-unloader SAGUENAY is having her pilothouse removed at Thunder Bay.

... The J. W. Westcott mailboat J. W. WESTCOTT II ended her season after stopping off at the tug/barge SUSAN W. HANNAH/SOUTHDOWN CONQUEST. They were tied up at the Southdown Cement Terminal unloading and the mailboat stopped off on her way to winter lay-up.

Dec. 13 ... Canada Steamship Lines TADOUSSAC anchored in the Port Weller anchorage off the Welland Canal. She moved into Wharf #2 the next day and tied up. On December 15 she proceeded up through Lock #1 and into Port Weller Dry Docks. She was placed on the drydock with assistance from the tugs GLENEVIS, MISEFORD & JAMES E. MCGRATH. Over the winter she will be widened to 78 feet in a \$20 million contract. Her cargo holds are to be rebuilt from a three belt system into a single belt system. Her dust control system will also be rebuilt and her gates will be automated.

... The last salty of the 2000 season to pass up the Welland Canal was the SIDSEL KNUTSEN bound for Sarnia.

... At 8:00 A.M. the MacArthur Lock at the Soo was closed for the 2000 season. The

---

**GREAT LAKES & SEAWAY NEWS •**


---



Photo by JIM MORRIS

TADOUSSAC upbound departing Lock #1 on Welland Canal September 27, 1990

closing came a week earlier than usual to allow extra time for the extensive winter work to be done. This will include all 4 operating gates receiving new pintle bearings and regrouting the entire north wall of the lock. Durocher Dredge & Dock will perform the work. Also taking place this winter is the ongoing automation of the Hydroelectric Generating Plant adjacent to the locks. When the job is completed, the power plants will be remotely operated from Nashville, TN.

Dec. 16 ... The salty LAKE CHAMPLAIN departed Duluth in the evening as the last salty of the season for 2000.

... Marinette Marine launched the Juniper Class Buoy Tender MAPLE. She will join the Cutter SPAR at the fitout dock until the seaway opens in the spring.

... The saltwater tanker HAVELSTERN ran aground as she was attempting to make a dock in Clarkson, Ontario. She ended up across the channel with her bow stuck in the mud. After transferring some of her cargo aft and with the help of unnamed McKeil tugs she was freed.

Dec. 17 ... Canada Steamship Lines LOUIS R. DESMARAIS proceeded up through Lock #1 on the Welland Canal and into Port Weller Dry Docks. She was placed on the drydock with assistance from the tugs MISEFORD & JAMES E. MCGRATH. She will have her forward cargo hold section cutoff and replaced by a new one. Upon completion the vessel will be renamed in the spring.

... American Steamship's BUFFALO departed the Fraser Shipyard after completing the repairs following her grounding.

... Algoma's ALGORAIL ran aground while passing through the Norfolk Southern Railroad Bridge on the Maumee River in Toledo. The grounding was caused by strong southwest winds which lowered water levels in the river. The ALGORAIL began taking on some water and was stuck

---

• GREAT LAKES & SEAWAY NEWS

---



Photo by JIM MORRIS

LOUIS R. DESMARAIS departing Lock #7 on the Welland Canal May 7, 2000

right in the middle of the bridge. She remained stuck for about 8 hours, finally being freed the next morning. After unloading her cargo of potash, she departed for Sarnia and repairs.

Dec. 18 ... Edison Sault Electric Co. and Durocher Dredge & Dock started laying the cable that arrived with the tug CHAMPION last week. They started at 5:00 A.M. and finished at 9:00 P.M., it was run from St. Ignace under 90 foot of water to Mackinac Island.

... The ferry TROIS RIVIERES arrived at the Davie Shipyard in Levis, Quebec to be converted into a passenger ship.

Dec. 19 ... Lake Shipping's KAYE E. BARKER damaged the Shell Oil Dock in Corruna, Ontario along the St. Clair River while docking. An estimated \$300,000 in damage was done putting the dock out of commission. Vessels scheduled to stop at the Shell Dock for fuel began stopping at Sterling Fuels on the Detroit River instead.

Dec. 20 ... When the salty LADY HAMILTON passed down through the Soo Locks, she had the honor of being the last salty of the 2000 season. She had a load of grain aboard loaded in Thunder Bay.

Dec. 21 ... Algoma's ALGOSEA was returned to Marbulk and renamed AMBASSADOR and her Canadian registry was also closed.

Dec. 22 ... The LADY HAMILTON was the last salty to clear the Welland Canal for the 2000 season.

... The ferry NINDAWAYMA arrived in Rimouski, Quebec under tow of unspecified tugs from Les Mechins, Quebec.

Dec. 24 ... Canada Steamship Lines FRONTENAC was the last upbound vessel through the Welland Canal, Canada Steamship Lines RT. HON. PAUL J. MARTIN was the last downbound vessel through the Welland Canal in the 2000 season.

---

**GREAT LAKES & SEAWAY NEWS •**

---

Dec. 25 ... Upperlake's CANADIAN VENTURE was the last upbound vessel through the St. Lawrence Seaway bound for Toronto with a cargo of sugar. The last salty to clear the Seaway was the LADY HAMILTON.

Dec. 26 ... Riegel Shipping's JADE STAR was the last vessel down the St. Lawrence Seaway escorted by the Canadian Coast Guard Cutter TRACY. She was supposed to clear yesterday but due to heavy ice didn't make it until this morning.

... Lower Lake Towing's CUYAHOGA got stuck in thick brash ice while in the Livingston Channel in the lower Detroit River. With the help of the Coast Guard she was freed the next after being stuck for 18 hours. This came after American Steamship's SAM LAUD had been freed on the 25th after being stuck for 24 hours.

Dec. 27 ... Canada Steamship Lines ATLANTIC HURON arrived in Halifax with a cargo of grain. After unloading she proceeded to the shipyard for repairs to her hull damaged in the collision with the Coast Guard Cutter GRIFFON.

Dec. 28 ... Algoma's ALGOBAY arrived at Port Colborne and proceeded down the Welland Canal down through Lock #8 bound for the Casco Dock. She was assisted by the tugs VAC, SEAHOUD & ECOSSE. She will spend the winter at this dock.

... The Lake Michigan Carferry BADGER departed Sturgeon Bay under tow of the tugs MARY PAGE & JIMMY L. bound for Ludington, arriving the next day.

Dec. 29 ... Bethlehem Steel Corporation announced that it had completed a sale and leaseback of the 1000 foot ore carrier STEWART J. CORT with a group of investors arranged by and including General Electric Capital Corporation. The transaction will provide approximately \$30 million of additional liquidity to Bethlehem Steel.



STEWART J. CORT upbound St. Mary's River August 19, 1972

---

• **GREAT LAKES & SEAWAY NEWS**

---

... The Tug/Barge SUSAN W. HANNAH/SOUTHDOWN CONQUEST departed Grand Haven ending the ports season. Records were set for the length of season (327 days) and number of cargo's handled (129).

... LTV Steel Corporation filed for Chapter 11 Bankruptcy in Federal Court in Youngstown, OH. Company officials stated that without financial and political support, LTV may have to shut down all its plants and layoff its 18,000 employees. The move came after 3rd quarter losses of \$80 million and \$368 million for the year to date.

Dec. 31 ... The PRESQUE ISLE was removed from the drydock at Bay Shipbuilding in Sturgeon Bay, WI and moved to a nearby berth for the winter.

**MISC:**

The Marine News, Journal of the World Ship Society reported the following items in their August & September Issues:

**RENAMES:**

... CARL WILLIAM SELVICK (Ex - DARYL C. - 88, DARYL C. HANNAH - 84, TABOGA - 75) Tug, Built 1943 was sold by Selvick Marine Towing Corp., USA to Marintec Towing & Salvage, Panama in 2000 and was renamed ROSA M..



Photo by JIM MORRIS

LUNA VERDE upbound at Bridge #5 on Welland Canal September 21, 1997

## GREAT LAKES &amp; SEAWAY NEWS •



PRAXITELIS upbound at Homer Bridge on Welland Canal May 14, 1999

Photo by JIM MORRIS

... FEDERAL VIBEKE (Ex - KRISTIANIAFJORD - 93, DAN BAUTA - 89, NOSIRA LIN - 89) Built 1981 was sold by Vibeke KS, Norway to Galini Mar. Ltd., Greece in 2000 and was renamed KALISTI

... HELENE DELMAS (Ex - ARKTIS MORNING - 99, MAERSK LUANDA - 98 ARKTIS MORNING - 98) Built 1996 was renamed CEC MORNING by Dansk Supermared Invest. A/S, Denmark in 2000.

... LAS BOLINAS (Ex - ALEXANDER'S UNITY - 92, HURON - 91, FEDERAL HURON - 89, FONTENOY - 79) Built 1978 was sold by Serenity Nav. Ltd., Panama to Lito Shg Co. Ltd, Malta in 2000 and renamed STAVROS.

... LUNA VERDE (Ex- SUN OCEAN - 93) Built 1986 was sold by Prime Orient Mar. Corp., Philippines to Kover Nav. Ltd., Cypress in 2000 and renamed GOLDENEYE.

... MARIA K. (Ex - ANANGEL FORTUNE - 95) Built 1974 was sold by Nagusina Nav. S.A., St. Vincent to Kalmar Nav. Ltd., Malta in 2000 and renamed MARIA KAL.

... PRAXITELIS (Ex - LA FRENAIS - 95, MELA - 90, PAMELA - 83) Built 1976 was sold by Penwood Mar. S.A., Greece to Champion Mar. Ltd., Malta in 2000 and renamed AXION.

... SEA-LAND ANCHORAGE - Built 1987 (at Sturgeon Bay) was sold by Fleet Nat. Bank of Connecticut, USA to State Street Bank & Trust Co., USA in 2000 and renamed CSX ANCHORAGE.

---

**• GREAT LAKES & SEAWAY NEWS**


---

... SEA-LAND TACOMA - Built 1987 (at Sturgeon Bay) was sold by Fleet Nat. Bank of Connecticut, USA to CSX Lines L.L.C., USA in 2000 and renamed CSX TACOMA.

... SOUTH ISLANDS - Built 1986 was sold by South Island SHg. Co. Ltd., Cypress to Vietnam Sea Trans & Chartering Co., Vietnam in 2000 and renamed PHUONG DONG - 3.

**CASUALTIES:**

... (AUG) ALGOWOOD - Built 1981, Self-unloading Bulk Carrier, owned by Algoma Central Corp. (Algoma Central Marine), Canada. Sank 6-2-2000 while loading stone at Bruce Mines, Ontario. The cargo of stone is to be discharged into a barge before refloating can be attempted.

... WORLD DISCOVERER - Although salvors have dewatered and righted the vessel. It is reported that they have withdrawn on account of hostility from the local population. The vessel has been ransacked.

... (SEPT) ALGOWOOD - Built 1981 (Ref Casualties M.N. 54/8) refloated 7-8-2000 and towed to Port Weller Dry Docks for permanent repairs. These are expected to cost at least \$5 million and will include replacing 30 feet of damaged hull with a new 40 foot section. This will increase the overall length to 740 feet, the new maximum length for the St. Lawrence Seaway.




Photo by JIM MORRIS

WORLD DISCOVERER tied up at Windsor - July, 1975

**BACK COVER PHOTO:** *City of Detroit, Michigan* – Taken from the Canada shore near the Ferry, 1836. Engraving by William James Bennett in 1837 after a painting by Bennett from a sketch by Frederick Grain. Print from the Dossin Museum Collection.




# SERVICE DIRECTORY



**SHORES AGENCY, INC.**  
Service through Pierce & Company  
(313) 343-0640 • Fax (313) 881-5775

**JOHN L. KONECHNE, CPCU, ARM**  
President



710 Notre Dame  
Grosse Pointe, MI 48230

28800 Northwestern Highway  
Southfield, Michigan 48034



**MAO GRAPHICS, INC.**  
Typesetting • Design • Keylining  
*We support the endeavors of  
The Great Lakes Maritime Institute*

Mary Ann Owens  
810/353-1824  
Fax 810/354-5474




**ROBERT B. SELLERS** 38000 Grand River Ave.  
President Farmington Hills, MI 48018  
Phone (810) 478-8000

NAUTICAL COLLECTABLES 1/1200 SCALE SHIPS



**Great Lakes Memories**


J. Albin Jackman P.O. Box 51183  
313-537-1637 Livonia, MI 48151-5183



**INDEPENDENT BUSINESS SERVICES**

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

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




**WATERCOLORS BY**

**Jerry Crowley**

**MARINE ART-LANDSCAPES-HOUSE PORTRAITS**

(313) 884-7813 COMMISSIONS ACCEPTED




**Terry Upton**

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

**DILLMAN & UPTON**  
Lumber Cabinet

607 Woodward  
Rochester, MI 48307



*Robert McCreary*  
Marine Artist


P. O. Box 36441 Phone  
Grosse Pointe, MI 48236 (313) 882-9827



**Fred Alter Associates, Inc.**  
PRODUCT DESIGN AND MARKETING SERVICES

**FRED ALTER**

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



**FRESHWATER PRESS INC.**  
We have been famous for quality  
Great Lakes publications for over  
35 years!

*Our archives need cleaning out.*

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

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

# SERVICE DIRECTORY

## A. J. FISHER INC.

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

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

APPRAISALS & RESTORATIONS

## GIFTS AFLOAT

First in Nautical Fashions  
Clothes, Giftware & Decor

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

MIKE GOTTSCHALK

STUDIO

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



## Mariners' Church

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

Established by the Will of Julia Ann Anderson, 1842

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

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



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

All U.S. Mail  
Only

Post Office Box 7  
Oxford, Michigan 48371

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

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

ANCHOR IN



ANTIQUES

2122 W. U.S. 2, 8 Mi. W. of St. Ignace

MICHAEL & JOYCE KUJAT

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

Buy, Sell, Trade

DIAMOND JACK'S  
SINCE 1985

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

CAPT. WILLIAM A. HOEY  
President

P.O. BOX 114

GROSSE ILE, MI 48138

SEE HEAR!

Glenn Schuldt

Audio Visual  
Services

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

John H. Groustra

CM&D

Conway MacKenzie & Dunleavy

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

THE DOSSIN GREAT LAKES MUSEUM

VISIT TODAY!

Call 313-852-4051  
For Information on our newest  
exhibits and models.

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

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

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

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

Institute membership is available for the 2001 calendar year in these forms:

- Regular Membership \$ 30.00
- Benefactor Membership \$100.00
- Life Membership \$500.00
- Libraries/Schools/Associations \$ 20.00

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



**BOARD OF DIRECTORS**

**TERMS EXPIRE IN 2001**

- |               |                   |
|---------------|-------------------|
| FRED ALTER    | JERRY CROWLEY     |
| CHERYL DENMAN | SCOTT DENMAN      |
| PHILIP MASON  | ELIZABETH SHERMAN |

**TERMS EXPIRE IN 2002**

- |                |               |
|----------------|---------------|
| DOUGLAS DOSSIN | JOHN GATZ     |
| MALCOLM MCADAM | KATHY MCGRAW  |
| KATHY SHULER   | DENNIS OSGOOD |

**TERMS EXPIRE IN 2003**

- |                 |                |
|-----------------|----------------|
| DAVID MIRAMONTI | HOUGHTON SMITH |
| ARTHUR WOODFORD | GLENN SCHULDT  |

**OFFICERS:**

- |                      |               |
|----------------------|---------------|
| President:           | SCOTT DENMAN  |
| Vice President:      | GLENN SCHULDT |
| Secretary/Treasurer: | KATHY MCGRAW  |

Dossin Great Lakes Museum  
100 Strand on Belle Isle  
Detroit, MI 48207  
(313) 852-4051 Wednesday - Sunday

**TELESCOPE STAFF:**

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

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

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



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



View of Liverpool Harbor

THE CITY OF LIVERPOOL IN THE MIDDLE OF THE  
18th Century from the Circular above the Tower