



Telescope

MAY • AUGUST, 2001
Volume XLIX; Number 3



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.

- October 7, 2001 **GLMI ANNUAL DINNER** – Blossom Heath Inn, 24800 Jefferson (S. of 10 Mile), St. Clair Shores. Guest Speaker will be Art Woodford, "This Is Detroit, 1701-2001". Social Hour 3:00 pm, Dinner 4:00 pm. \$35.00/person. Call Dossin Museum for reservations - 313-852-4051.
- Nov 10, 2001 **LEE MURDOCK CONCERT** in DeRoy Hall. Non-Members \$12.00, Members \$10.00
- Nov 17, 2001 **BEHIND THE WHEEL** hydroplane movie matinee with very special guest **CHIP HANAUR**, holder of a record 11 Gold Cups and 61 career victories . 11:00 a.m. - 2:30 p.m. Meet Chip and see some of his best racing clips.
- Dec 1, 2001 **MARINE MART** at Harbor Hill Marina to benefit Great Lakes Maritime Institute.

FOR INFORMATION on these and other upcoming events / exhibits contact the Dossin Great Lakes Museum at 313-852-4051. Museum is open Wednesday thru Sunday 10:00 a.m. - 5:00 p.m.

CONTENTS •

From Bark Canoe To Bulk Carrier	59
GLMI Events in Review	68
Behind The Wheel with Chip Hanauer	72
Great Lakes & Seaway News	77

OUR COVER PICTURE . . . The **MADLINE**, a 55'6" Gaff Topsail Schooner, passing the Dossin Museum in the Tall Ship Parade on Sunday, July 22, 2001. In the winter of 1851-52, the **MADLINE** served as a classroom for five young men including John Fitzgerald, the grandfather of Edmund Fitzgerald, namesake of the ill-fated ore carrier. The lads, seeking an education, climbed aboard the schooner for a journey to Grand Traverse Bay. The modern **MADLINE**, launched in 1990, was built over a period of five years by volunteers of the Maritime Heritage Alliance, using traditional methods and materials. Photo by John Polacsek.

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.

FROM BARK CANOE TO BULK CARRIER

by Joseph E. Johnston
Reprinted from October, 1955
Telescope

In the vast area known as the Great Lakes Basin, located a thousand miles from the salt seas, shipping has for nearly three centuries been a major factor in everyday lives of the people. With the coming of the railroad, travelers turned away from the water, and when the automobile arrived, passenger traffic on the Great Lakes dwindled to a mere trickle handled by a few companies. With the suspension of service by the Detroit and Cleveland Navigation Company at the end of the 1950 season, scheduled through passenger service became a thing of the past.

A few cruise boats still operate during the summer months, and there are a few short steamer runs, which are more in the nature of ferries than true passenger vessels. Still, Great Lakes shipping is an indispensable industry of great magnitude, and without it life in the region would be quite difficult. While travel by steamer has virtually ceased, cargo tonnage moved by lake vessels has steadily increased and a three-century-old tradition continued. That tradition is one of special types of vessel for special needs. Actually, that tradition began more than three hundred years ago, for when the Indians perfected the birchbark canoe, far back in antiquity, they were trying to produce a craft for a special purpose. Their specific need was for a light boat, which could be portaged from one stream to another, giving them a wider range of hunting activities, far back in the forests and away from the big lakes.

It is generally conceded that the Indian had previously mastered the art of shaping a dugout



log canoe, but this was an accomplishment common to all primitives where timber grew. The dugout was a sturdy craft, which could take a lot of rough handling and survive a lot of neglect. They could be made graceful, but there is little to indicate that much love was wasted on them by the aborigines around the Great Lakes. Possibly the explanation of that lies in the fact that the dugout canoe was what today we would call "an obsolete model." It sufficed for navigating the open lakes

and the lower reaches of the rivers, but extremely unhandy on the portages. The bark canoe was handy to portage and could be used on the open lakes as well. Its greatest disadvantage was in making a landing on a rocky shore, for its bottom and sides were susceptible to damage in such a situation. That disadvantage was largely overcome by dropping a stone for an anchor just before grounding, then lifting the lift craft and carrying it ashore.

One thing is reasonably certain, and that is it was not lack of skill that prevented the Indians of the Great Lakes region from leaving us an example of a graceful log canoe. A people who could work out the details of the beautiful birchbark canoe, could have shaped a graceful dugout. The methods used in the construction of the bark canoe, while primitive, were ingenious. As for design, we have never improved upon it, even though we have substituted materials.

Many steps entered into the construction. From light, straight-grained cedar, ribs were fashioned, then bent to form by suspending them at each end and weighting the middle with a stone

while hot water was applied to make them pliable. Thin planks were split out of the same kind of wood and held ready for use at the right time. Fibrous roots from the tamarack tree or other similar roots were prepared in advance to be used for sewing together the sheets of birchbark where they overlapped, and for attaching the bark to the framework of the canoe. Wood for the gunwales and keel were worked to the desired form and dimensions. The pitch of the balsam tree was gathered and held ready to be applied to the sewed seams to make them water tight.

When construction began, stakes were driven into the ground in two rows converging at each end and spreading apart towards the middle, forming the outline of the tops of the sides. All of the stakes were higher than the depth of the canoe. To these stakes, the gunwales were tightly tied in the final position and shape required. On the under sides of the gunwales, slots had been carved to receive the end of the frames, or ribs. The ribs were sprung into place, the upward-curving stem and stern piece installed and properly secured, together with the keel or rather keelson for that member was installed inside instead of outside.

With the frames all in place, the work of bringing in the birchbark began. Meanwhile the frame was drying to shape. Out in the woods a birch tree was selected which would yield the largest single sheet of bark with the fewest imperfections. Up at the top of the area of desirable bark, a cut was made all the way around the tree, and at the bottom of the area another similar cut was made. Then the two cuts were joined by one long straight one. Slowly the bark was pried away from the trunk of the tree until it was entirely free. This big sheet was then carried to the scene of the boat building and spread upon the ground under the frame. Whenever possible a sheet as long as the planned boat was used for the bottom. If the builder was fortunate enough to secure a piece of bark wide enough to extend around the bottom and up the side to both gunwales, only one piece was needed. If not, then additional strips of bark would be stitched to the large one. Slowly and with great care the bark would be shaped to the frame and securely attached with the fibrous roots, all along both gunwales and at both ends.

Before the gunwales were detached from the stakes, cross pieces were installed and lashed to the gunwales to hold the sides apart, and maintain the shape of the craft. These were not seats. Seats, if any, were slung from the gunwales and hung down inside.

In stitching together the sides where they came together at the ends, the builders exercised their artistic ability, and at the same time obtained additional strength by staggering the stitches. Some very pleasing results were obtained in that manner. Additional decorations were often used, especially near the bows.

The last detail to be attended to was the caulking of the seams. Before placing the canoe upon the water, every seam and other openings through or between the sheets of bark, and all of the holes made in sewing were carefully closed and made watertight by applying the balsam pitch. When that was finished, the canoe was ready for use.

All of these details consumed much time and no little skill. Even so the long, slow process of hollowing out a dugout canoe by burning and scraping took much more time and produced a less versatile craft. So, when the first Frenchmen came into the region, they found the birchbark canoe in general use with only a few dugouts and very crude ones at that.

When we consider the primitive methods of making lumber in 1600 and for a long time thereafter, it is no wonder that the French preferred the light and seaworthy birchbark canoe, obtainable for a few cheap trade goods, to boats built of plank which had to be sawed out of logs by hand with whipsaws. In order to use the primitive ship saw, a log had to be rolled up onto a high scaffold so as to permit one man to stand under the log and another on top and rip off the planks, one by one.

For transporting the traders and their relatively small packs of trade goods into the remote sections of the region, and the packs of furs moving back towards civilization the birchbark canoe was the most satisfactory craft, everything considered. For about a hundred years, they were the principal burden bearers on the rivers and lakes, but there came a time when a more rugged craft was required, especially for the long hauls down the open lakes.

On the Great Lakes above the falls of Niagara nothing that could be called a ship appeared before 1679, when LaSalle had built a small sailing vessel which was called the GRIFFIN. This ill fated little vessel was lost on her first voyage, while returning from somewhere about the waters of Green Bay, in what is now the state of Wisconsin, and nearly a century elapsed before a comparable ship was launched on the upper Lakes.

The building of the GRIFFIN is a story in itself. Much of the necessary material was brought all the way from France. The rest of it was hewn out of trees, which stood close to the building site in the vicinity of the upper end of Niagara River. It was a winter's task and besides having to endure a rigorous season in the wilderness, the workmen were at times compelled to stand off hostile Indians. Although the little ship was launched early in the summer, she did not sail off up the Lakes until early in August. Her passage up as far as Saginaw Bay was swift and uneventful. There she met and weathered a storm, which badly frightened all on board, but no material damage was sustained.

Leaving the Green Bay country, she sailed out into a thick haze from which she never again appeared to human eyes. On the day after she sailed, a devastating storm swept the area and it can only be assumed that she foundered in open water, taking all hands to their deaths. No trace of the GRIFFIN was ever found. No part of her, nor any of her equipment ever turned up among the Indians along the shores of the Lakes. Many theories have been advanced as to what happened to her, and many times in the centuries that have passed, men have thought they had discovered her sunken hull, but nothing concerning her fate has even been proven, and she remains the first of a long list of lake vessels whose ends remain shrouded in complete mystery.

Within about six years of the passing of the GRIFFIN, boats built of planks appeared on the Lakes. There is a record of one of these planked boats being in use as early as 1685, and a fairly good description of the type has been preserved. It indicates that this type of boat was somewhat like our Cape Cod dory of today but wider and with fuller lines forward of amidships. It is also mentioned in the same account that these boats

all had flat bottoms, so that they could easily be taken ashore on rollers when caught by a storm along some flat beach and unable to make a port of refuge.

The description also gives the rig as that of a two-masted schooner, both masts of about the same height, and without shrouds. The masts were stepped against the after sides of the thwarts and secured in such manner as to be quickly freed from the thwarts and laid down in the boat. The fore mast was stepped as far forward as possible. A large single jib was run out to the end of the bowsprit on a ring which could be hauled in against the stem when furling sail. The main mast was stepped fairly well forward calling for a rather long main boom. The rig was never a lofty one, since it was intended that in calm weather or head winds, the masts be lowered to decrease windage when under oars. A decked-over section amidships provided protection for the cargo. These boats were said to be from twenty-eight to thirty-two feet in length and easily handled under either sail or oars by two men. They could take very heavy weather when occasion demanded. From those early boats, called "Mackinaw Boats" in the account mentioned above, most of the small sailing craft of the Great Lakes evolved. In 1885, two hundred years after they were first built, they and their descendants were the most popular boats in the fisheries.

In the course of the evolution of these small workboats of the Great Lakes, the flat bottom was discarded. After 1763, centerboards were adopted and eventually, under names of Escanaba boats, Huron boats, and many others, some very graceful craft came into being. However, the true Mackinaw was a two-mast, schooner-rigged boat. In their early years the flat bottom was an essential feature for the reason mentioned. The Mackinaw rig was retained in those boats which followed under different type names. Sometimes other rigs were adopted in the later boats and the transoms of the early Mackinaws were frequently abandoned for the double-ender though the true Mackinaw rigs might be retained. This has led to much confused terminology, but since a sailing vessel is properly classed according to its rig, it's not technically incorrect to refer to a boat of any hull lines as a Mackinaw boat, if its rig has the essential features of the original type.

When the fur trade outgrew the Mackinaws, sloops, and small schooners, ranging in length from forty-five to sixty-five feet became the cargo carriers between the principal trading posts and Niagara. The Mackinaws continued in use as feeders, bringing furs in from isolated points to the larger posts, and when the fur trade no longer had work for them to do, they were employed in the fisheries by the hundreds. In that work, the rig offered the advantage of not having shrouds to interfere with the handling of nets. Their adaptability to the fishing trade does not alter the fact that they were originally a special type, for a special purpose.

The sloops and small schooners which followed the Mackinaw boats first appeared as very shallow, especially at their entrances, so deep-draft vessels were not desirable for that period. Stability was obtained by increasing the width, or beam, but until the centerboard was adopted for the larger vessels, the shallow hulls made poor sailors except when running before the wind. When tacking (sailing into the wind) they would drift off sideways so rapidly that it was almost impossible to make a course or to claw off a lee shore in a gale. Just the same they, too, were of a special type for a special purpose; the purpose being getting into shallow harbors, or coming in close to the beach where there were no harbors.

When the British took over the Great Lakes Basin from the French, they first discouraged, then forbade, the ownership of commercial craft that could have been converted into fighting ships. They were already anticipating trouble with the American colonies along the Atlantic. For a number of years all commercial cargoes had to move up and down the Great Lakes in British naval vessels. It is not difficult to conceive of the confusion which resulted. Finally, it became so bad that it took five years for a London merchant to get returns on their investments in the

fur trade. Continued and violent protests from both sides of the ocean resulted in the removal of restrictions on private ownership of vessels on the Lakes.

Enterprising Detroiters, in anticipation of the removal of those restrictions had gathered together the materials for a schooner, and while the prospective builders were awaiting the day, the prime oak timbers were seasoning. By this time the Revolutionary War was a thing of the past, and though Detroit was in territory nominally U.S., the British had not yet relinquished possession. In 1789, the materials were quickly assembled and the schooner NANCY went down the ways to begin the longest career of any Great Lakes vessel, for although she was considered destroyed, in 1815, and left partially burned and submerged in a river tributary to Georgian Bay, her hull was found, and salvaged in 1935 and placed upon exhibit.

The British evacuated Detroit on July 11, 1796, and though twenty years had passed since the lands south of the Great Lakes had been



Topsail Schooner NANCY. The little NANCY was built at Detroit in 1789, becoming the first commercial vessel built here. She was the first privately owned cargo ship to enter service on the lakes in more than a quarter century. During the War of 1812, the NANCY was commandeered by the Royal Navy, armed with six guns, and engaged a force of five American vessels in 1813, sustaining fatal damages. Her remains are preserved on an island at the site of her sinking, in lower Georgian Bay, Ontario.

Museum commissioned model - City of Detroit Purchase W59.4.1



View of Detroit & the Lake St. Clair.
 From the Dossin Museum Collection

DETROIT IN 1830,

WITH VIEW OF WALK ON THE WATER.

claimed by the United States, settlers were slow in coming into the area. Fur was still the principal interest, and while agriculture held little in the way of attractions, the population in and around the principal trading post increased. To supply these people, and to handle the increased traffic in trade goods and furs, larger vessels were needed.

Marine losses due to the shallow-draft vessel mentioned above brought forth recommendations for deeper ships. As a safety measure they were adopted, and from 1788 to the early days of the lumbering era, the trend was in that direction. A few wharves had been built, and though the vessels of that day became relatively deeper than their predecessors, they still didn't draw more than eight feet when loaded, and not many of them were that deep, but as their size increased, so did their draft.

The principal reason for the lag in settlement of the lands around the upper lakes was the delay in surveying. It was 1816 before Michigan lands were sufficiently described to permit the issuance of clear titles. Because of a derogatory report issued by the Surveyor General of the United States, settlers were not attracted at first. The

second war with England had become history and the Americans were in undisputed possession of the country, but they still had to convince settlers of the true nature of the land. Progress was slow, but once it was made known that the country was desirable the trickle of settlers became a flood.

In 1807, Robert Fulton's steamboat CLERMONT on the Hudson River proved that the steam engine was a practical source of power for vessels. In 1809, the steamer ACCOMMODATION was in operation between Quebec and Montreal. By 1811, there was a steamboat on the Mississippi River. All of these used wood as fuel. Their power plants were very inefficient by present-day standards, so frequent stops had to be made for wood. Coal had not come into use as fuel for boats, so, on the ocean the steamboat was a yet impractical. There was not room enough in any vessel afloat to carry enough wood for a transatlantic voyage.

With the rush of settlers into the Great Lakes Basin, there was a demand for a safe and dependable means of transportation awaiting

the coming of the WALK-IN-THE-WATER, first steamer above Niagara. The first steamer on these waters was again a special type designed for a special purpose. The carrying of cargo was a secondary consideration, for the transportation of passengers was much more important, and profitable. In addition to the features needed for the rapid, safe transportation of passengers, the hull design had to take into consideration the navigation of open stretches of the Lakes, which at times become as boisterous as the ocean. The river-type hull would not suffice, so the early Lakes steamers were little more than sailing hulls with steam engines for power. Even so, they were designed for a special purpose and so carried on the tradition of the Great Lakes.

While the principal objective of the early steamboats on the Lakes was speedy and dependable service, it was not long before competition made it necessary to attract passengers as well as to transport them. Each new steamer excelled its predecessors in luxury and beauty, and in the race for supremacy, the purpose became comfort and pleasure.

Though the circumstances were favorable for steamers the fact that they were special purpose boats made necessary another special type for carrying cargoes, so while steamers multiplied, sailing craft continued to be more numerous. Some square-rigged vessels were built, and while they were well suited for running down the Lakes ahead of the westerly winds, they were too difficult to work back to the westward, and required much larger crews. Schooners proved to be the most economical in the long run.

The principal advantage of the sailing vessel was her large carrying capacity. The entire space below decks could be utilized for the stowage of cargo, while the steamers had to sacrifice space for engines and boilers and still more space for cord wood for fuel. For passengers, express, and mail the fast steamer running on a schedule could make money, even though the cost of engines and boilers was high and a constant flow of wood to the fires was necessary and costly. Ten men could sail a three-masted schooner, while steamers required much larger and higher-paid crews. The production

of marine steam engines has always been a highly-skilled, slow and costly process. Up until 1840, it would have required the world's entire marine engine production to meet the needs of the Great Lakes, if cargo steamers had been attempted.

In 1838, the screw propeller for steam vessels was patented. Two years later, the sloop VANDALIA was equipped with this type of propulsion, becoming the first propeller-driven commercial vessel in the world. In the VANDALIA the huge beam-type engines and the cumbersome side wheels were eliminated and a small upright engine was placed far back in the stern in space least desirable for stowing cargo. In spite of these advantages, propellers didn't bring a sudden end to the use of side wheels; however, seventeen years later there were one hundred thirty-five propellers and only one hundred seven side wheel steamers. At the same time, there were more than a thousand vessels under sail on the Lakes.

When the Erie Canal was opened in 1825, settlers poured into the Great Lakes Basin. By 1835, farming rather than trapping began to be the principal activity in the region and farm products moved eastward in increasing volume. The money for those commodities made better homes possible, and towns rapidly increased in number and population. A tremendous demand for lumber developed and the lumbering industry got under way. For many years, lumber was the predominant cargo and in order to meet the demand for its transportation, a new type of sailing vessel was developed.

The deep-draft sailing vessels could not sail into all the shallow bays and rivers where sawmills located. The designers were compelled to return to lighter drafts and so came into being the typical Great Lakes lumber schooner. These new ships were equipped with centerboards which could be pulled up into a slot in the bottom when entering shallow water and when running before the wind, and could be lowered down below the almost keelless bottom when working to windward in deep water, to prevent slipping off sideways. Many of these lumber schooners were fitted with a yard arm on the foremast to carry a huge square sail to catch all of the wind when running before it. Above this yard, they usually

carried a triangular topsail known as a raffee, and this sail was a strictly Great Lakes wrinkle, never used at sea.

Another distinguishing feature of the Great Lakes centerboarder was the distribution of its canvas. Ocean schooners, drawing more aft than forward, require the center of their sail area well aft in order to maintain the necessary balance between that and the lateral resistance to drift, which is determined by the underwater profile. The Great Lakes lumber schooner drew the same at both ends because that was necessary for great carrying capacity in shallow water. With the centerboard located between the fore and main masts and lowered for use the center of lateral resistance was well forward, making it necessary that the center of the whole sail area also be well forward. They consequently carried a large foresail and a small mizzen, while the conventional deep-water ocean schooner had her largest sail on the last mast aft, where she is deeper in the water.

Another visible feature of the lakes lumber schooner was her straighter profile of hull. Not having the deep keel of the ocean schooner, strength was gained by straight, perpendicular sides. Usually the lakers were nearly flat-

bottomed, but that does not show in a picture of the vessel under sail.

With the passing of lumber as the predominant cargo of lakes vessels, iron ore began replacing it in the same role. Many of the old lumber schooners went into the ore trade, often with disastrous results. Iron ore is very heavy and some of the larger lumps that went down the chutes at the loading docks went right on through the bottom of the schooner. There was a need for a special type of vessel for this heavy stuff.

Even before the lumber trade passed, steam entered the field. The production of marine engines was catching up. First came the steam tugs, which towed the schooners through the rivers connecting the Lakes. Later it was the lumber hooker, which took on a load, then towed one or more barges, which quite often were simply the hulls of old schooners. When the lumbering industry moved on west to the Pacific Coast, it took with it the lumber hooker and they disappeared from the Lakes. No type of Great Lakes vessel so well met the challenge of the sea, and for several decades, steamers of that type moved the bulk of the lumber of the Pacific Northwest. The only change made was the



Lumber Hooker, HURON CITY, owned by Mud Lake Lumber Co.

moving of the pilothouse from the bow back to a point just forward of the funnel.

A contemporary of the lumber hooker was the package freighter, which flourished from the time of building of good wharves until the railroads, and later the highway trucks, took away business. The package freighter was particularly suited to the tideless Lakes where the variation of water levels is slight. Given the right height of wharf, cargo could be trucked right in through their sides and most of it stowed on the main deck. These ships were propeller-driven steamers of moderate draft designed for general cargo. They survived as long as they did because they could handle small shipments and serve those ports, which were late getting railroad service. Severely crippled by railroads, they were finished by the motor truck, and so another special type passed.

When the old, wooden lumber schooners

failed to meet the requirements of the iron ore trade, the designers turned to steel hulls, and in 1882, the ONOKO was launched. Her draft and beam were limited by the locks at Sault Ste. Marie through which all ore shipments from Lake Superior must pass, so, to get the maximum carrying capacity, she was very long for her width as judged by her contemporaries. From that day to this, though the locks have been enlarged time and again, the ore ships continue to be long and relatively narrow. The schooner Nancy mentioned earlier was three and one-half times longer than her width; the ore carrier WILFRED SYKES, of 1950 is about nine times as long as she is wide.

Ore ships are bulk carriers. That is, cargo is loaded into them in bulk instead of being packaged in boxes, barrels, or bales. The principal bulk cargoes are iron ore, grain, limestone and coal. All can be loaded into a



Bulk freighter ONOKO of 1881-2 unloading at Cleveland Furnace Co. dock, about 1905



WYANDOTTE

From the Dossin Museum Collection

vessel by gravity so cargo-handling equipment common on ocean cargo vessels is not only not needed for loading, but would be in the way. It was soon learned that unloading equipment installed on the docks could be more efficient than any that could be devised at the time for installation onboard ship. Consequently, the great tenninal ports were equipped with the necessary machines for expediting the discharge of bulk cargoes. With the major ports of discharge equipped with dock machinery, cargo booms vanished from American vessels of the Lakes. Still there were places where it was desirable to unload coal, but where it was not feasible to erect costly deck equipment.

Engineers went to work on the problem and by 1908, the steamer WYANDOTTE came out equipped for unloading herself. Here was a typical bulk carrier with something added, and while the hull of a self-unloader is the same as that of any other bulk carrier, they are generally referred to simply as self-unloaders by the installation of the proper machinery.

Bulk carriers in the iron ore trade can't have their entire hulls filled with that commodity, because of its great weight. An inner hull, or trough, free of obstructing structural members is built down the middle of the hull. There is head room between the bottom of this trough and tank tops below, and ample space between its sides and

the sides of the ship for roomy passageways.

When converted into self-unloaders endless conveyor systems are installed below the bottom of the troughs. Hoppers feed the cargo by gravity onto these belts which move it along to some form of elevator, which in turn deposits it on the conveyor in a gigantic boom that finally drops it on the stock pile ashore.

These names are selected at random with the intention of obtaining data on vessels built approximately twenty years apart. Had the designers rested on their laurels on having built the ONOKO and had progress stopped at that point, it would take more than sixteen ships to carry the same amount of ore now carried by the WILFRED SYKES. This estimate includes the extra time required at the docks and working through the locks, and takes into consideration the difference in speed of the two vessels.

There were other types of vessels upon the Great Lakes, but they weren't of any particular significance. Their contributions to the advancement of the area weren't important. There were the whalebacks, certainly unique, but had they never been built the story would be the same. Passenger steamers came and went, but after the coming of the railroads, they didn't greatly affect life in the region, but instead became more in nature of recreational facilities than basic economic factors.

G.L.M.I.

2001 Photo Album



May 12, 2001
Meet The Author
Brian Dunnigan
of
Frontier Metropolis



Frontier Metropolis Exhibit opened
May 5th at the Dossin Museum.

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.



July 12, 2001
G.L.M.I. Pioneers of Powerboating Awards
presented at the
Unlimited Hydroplane Hall of Fame Induction
held at the Roostertail



Part of the displays honoring the Pioneers of Powerboating inductees – Jack Love and Art Asbury

A big round of applause went to Kathy Shuler and Glenn Schuldt for their slide show presentation of the honorees.



Art Asbury, unable to attend the ceremonies at the Roostertail, received his Pioneer of Powerboating Award from Kathy Shuler the following week in a presentation held at the Quake On The Lake. He also was presented a framed portrait by Ray Dong.



Doug Dossin represented the Dossin Family in accepting the Hall of Fame Award for Russell, Roy, Walter and Ernie Dossin.



Robert "Bob" Schroeder accepts his Pioneer of Powerboating Award.



Photos by Jeff Dunn

July 20, 2001 Detroit River Festival Charity Auction benefitting GLMI and the Dossin Museum



Steve Gary was our auctioneer for the evening - what a great job he did!

The Charity Auction, held during the Detroit River Festival at Harbor Hill Marina, was enjoyed by all. There was live music, food compliments of Sindbad's, and lots of items on the silent auction tables.



With many unusual items and great artwork in the live auction, everyone found something to bid on.



Fred Alter models the life jacket he donated while sharing a story of his adventures aboard the Queen Mary.

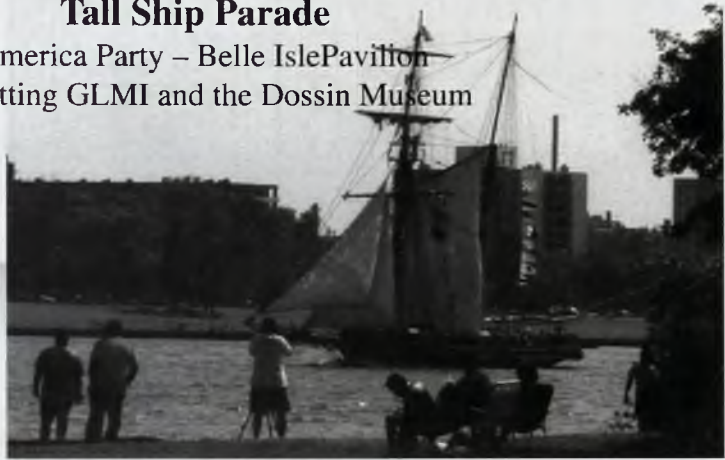
Photos by Joe Pfeiffer



July 22, 2001

Tall Ship Parade

Comerica Party – Belle Isle Pavilion
benefitting GLMI and the Dossin Museum



What a view the Comerica people had of the Tall Ship Parade after they dined under the pavillion , relaxed on the lawn and toured the museum. An all day picnic on the shoreline of the Detroit River – up close and narrated by a world renowned Tall Ship photographer and author, Thad Koza.
(Photos by John Polacsek)

Behind The Wheel . . .



Photo by Russ McElroy

. . . with Chip Hanauer

THE CHIP HANAUER STORY

By Fred Farley - APBA/HYDRO-PROP Unlimited Historian

"A race driver might describe his life as 'living and dying in three-quarter time,'" says Lee "Chip" Hanauer, who is the winningest living driver of Unlimited hydroplanes.

"In the span of one day, you can experience defeat, humiliation, joy, excitement, and ecstasy. In ordinary life, you might have to live months or even years to really experience one or two of these emotions. Bill Muncey once said that racing is about life, not death. Racing is living in its most pure, intense form."

Hanauer raced Unlimiteds between 1976 and 1999. He won 61 races for owners Bob Steil, Fran Muncey, Bill Bennett, Bernie Little, and Fred Leland. Chip is the only competitor to win the sport's top prize, the APBA Gold Cup, eleven times.

He won a myriad of titles in the Limited inboard and outboard divisions of power boat racing. But by the time he was offered his first Unlimited Class assignment, Hanauer was thinking seriously of giving up racing to concentrate on a career in education. But Chip's love of competition eventually overrode his desire to teach.

"When I tried to quit racing to do something more socially redeeming, I wasn't happy. I'm still a romantic about motor racing. I enjoy being surrounded by racing sights, sounds, and smells--the ambience of racing."

The first Unlimited hydroplane that Hanauer ever drove (at the ripe young age of 22) was almost as old as he was. This was the BARNEY ARMSTRONG'S MACHINE, a 19-year-old museum piece, sponsored by a Seattle area rock band. It was under-financed, underpowered, and hopelessly obsolete. But Chip nevertheless made his presence felt. Hanauer raised many eyebrows when he beat veterans Muncey and Mickey Remund to the first turn of the 1977 Gold Cup race at the Tri-Cities, Washington.

It wasn't long before Chip had himself a competitive rig. This was THE SQUIRE SHOP, owned by Bob Steil. Hanauer drove for SQUIRE between 1977 and 1981 and won three races: Ogden, Utah, in 1979 and '80, and the Tri-Cities in 1981.

The turning point in Chip's career occurred in 1982 when he was called upon to replace Bill Muncey in the cockpit of ATLAS VAN LINES after Bill's fatal injury in a blow-over accident the year before.

Bill and Chip were personal friends and one time had team-driven a Limited hydro in a marathon race.

Hanauer accepted the challenge of standing in for a racing legend. And the rest is history.

The 1982 campaign proved to be the ultimate storybook season. Who could have predicted that a team leaderless at the end of 1981 and its boat

destroyed at Acapulco could have fired back every bit as strong in '82 with a new boat, a new driver, and a new owner (Fran Muncey, Bill's widow)? Chip made his own claim to immortality by winning the Gold Cup, the World Cup, the National High Point Championship, five of nine races, and setting a 140 mile an hour world lap speed record.

Bill would have been proud.

Hanauer would go on to win subsequent Gold Cups in 1983-84-85-86-87-88-92-93-95-99. He would repeat as National Champion in 1983-85-89-90-92-93.

Chip would approach each race as a challenge and the entire day would be spent in mental preparation. According to Hanauer, "Race day morning is the most ominous time for me. You can feel the tension. We all know what's coming. You're facing ten hours of scary, hard, intense work. And when I say scary, I don't mean because it's dangerous, although that's got to be part of it; but rather, for me, fear of failing, letting the team down."

"My daily focus is what goals need to be accomplished on each particular day. The race wins and the championships will come. Winning is the signal that we've done our job correctly. As a team, we try to break things down into daily objectives. First, there's the preparation. Then, there's testing, qualifying, and racing." And winning.

One of Chip's hardest fought championships was the 1990 campaign when he battled all season long with archrival Tom D'Eath and MISS BUDWEISER. He was driving Bill Bennett's MISS CIRCUS CIRCUS at the time.

It was an uphill struggle all the way. With six down and five races remaining on the schedule, Hanauer trailed D'Eath by almost a thousand points. Moreover, MISS CIRCUS CIRCUS had failed to start in the Final Heat at one race and been penalized for rule infractions at two others.

Then, in the last month and a half of the season, Chip and crew chief Dave Villwock sparked one of



Chip celebrates after winning his first Gold Cup in the Atlas Van Lines - 1982

the great comebacks in racing history. They won four of the next five races and finished five hundred points ahead of MISS BUDWEISER at the last race of the season in Las Vegas. The MISS CIRCUS CIRCUS team also set a world lap speed record for a 2.5-mile course of 168.128 miles per hour in qualification on San Diego's Mission Bay.

At season's end in 1990, it was six race victories for Hanauer, compared to five wins for D'Eath.

After the retirement of MISS CIRCUS CIRCUS, Chip was without an unlimited "ride" in 1991. For a time, he dabbled in automobile racing. But it was only a matter of time before the sport's winningest active driver found himself back in the cockpit of another top-notch hydroplane.

It did come as somewhat of a surprise to some fans when Hanauer signed in 1992 with the team that had, for many years, been his keenest rival: Bernie Little's MISS BUDWEISER.





"It's no secret that Bernie and I have been fierce competitors in the past," Chip admitted. "But I can tell you that as hard as I worked to try and surpass Bernie, I'll be working just as hard for him as the driver of the MISS BUDWEISER."

Truer words were never spoken. Between 1992 and 1996, Hanauer and Little won 22 out of 36 races in which they participated, including two Gold Cups.

"Winning the Gold Cup has never gotten to be 'old hat,'" Chip insisted. "It's still the biggest race. It's still the biggest thrill when you win it. If you can only win one race a year, it's still the race you want to win."

The 1994 season in particular was by far "the hardest ever for personal hurdles to get over" in Hanauer's entire career. While warming up for the first heat of the season opener on the Detroit River, MISS BUDWEISER was involved in a mishap. Chip suffered four fractured vertebrae. The prognosis: ten weeks of recovery.

"I'll never forget Detroit. Finding myself in the hospital and being told that the season was over, before it had even begun. That was horrible."

And yet, somehow, three weeks later, Chip was back in the boat---and back in the winner's circle--with victories in all four heats of "Thunder On The Ohio" at Evansville, Indiana.

"Although I was devastated, Bernie and Ron (Brown, the MISS BUDWEISER crew chief) couldn't have been more supportive, positive, and encouraging. They told me to just concentrate on getting better, and then 'get back as quick as you can.' I have very bad memories of the pain, but very good memories of the people that stood by me."

In the words of crew chief Brown, "We've had many drivers who have given

a hundred percent for the MISS BUDWEISER. But Chip approaches driving in a more professional manner. He lives the job 365 days a year. He prepares himself mentally and physically. And as far as natural ability is concerned, his record speaks for itself."

Following another injury accident at Detroit with MISS BUDWEISER in 1996, Hanauer walked away from the Unlimited Class and stayed away for two and a half years. He didn't return until 1999. This time, it was with Fred Leland's MISS PICO.

It didn't take long for the "Chipper" to re-establish himself as one of the sport's top competitors. In spite of having to re-qualify as a driver at the first race of the season at Lake Havasu City, Arizona, Hanauer managed to win that first race in championship fashion.

He took the lead coming out of the first turn of



Chip discusses his run with Budweiser Crew Chief Ron Brown

the Final Heat and streaked to victory with fast pursuit from his former teammate Dave Villwock in MISS BUDWEISER and Greg Hopp in MISS COMMERCIAL SEALANT.

There could be no doubt that Chip was back--and as strong as ever--in the water sport of kings.

Later in the season, Hanauer and MISS PICO also annexed the Indiana Governor's Cup at Madison and the APBA Gold Cup



Chip's first unlimited hydroplane ride was in the U-22 Barney Armstrong's Machine in 1977



The prized Gold Cup won by Chip Hanauer a record 11 times.

After 23 years in the sport, Chip Hanauer has victories in 61 out of 160 Unlimited races entered. He has also finished second 28 times and third five times.

By comparison, his fellow superstar Bill Muncey, who raced between 1950 and 1981, has 62 wins in 191 races, finished second 26 times and third 17 times.

Hanauer has been absent from the Unlimited wars for two years now. He stays close to the racing scene by working as a television commentator at his hometown Seattle Seafair Regatta.

Only time will tell if his current retirement from competition is a permanent one.

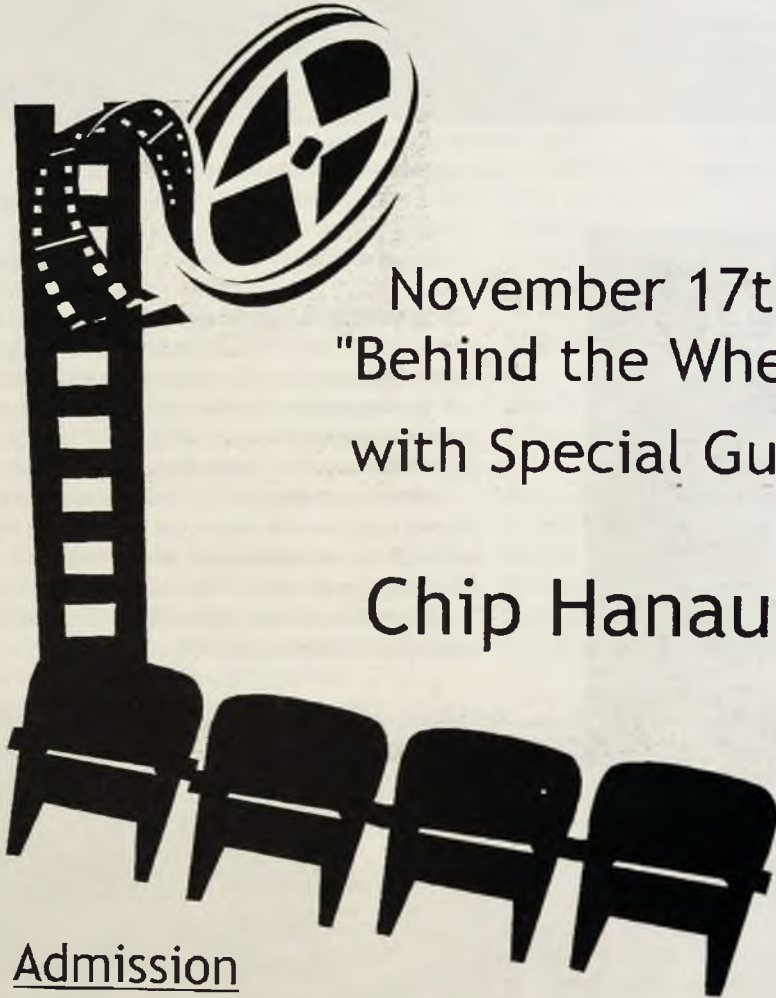


U-100 PICO was the last boat driven by Chip

at Detroit. They would also have won at Evansville if Chip hadn't jumped the gun by a fraction of a second in the Final Heat.

BOAT	#OF RACES	WINS	YEARS
1. U-22 Barney Armstrong's Machine	5	0	1976-77
2. U-64,U-65,U-2 The Squire Shop	24	3	1978-81
3. U-00,U-1 Atlas Van Lines	27	10	1982-84
4. U-00,U-1 Miller American/High Life	33	14	1985-88
5. U-31 Circus Circus	20	9	1989-90
6. U-1 Miss Budweiser	35	22	1992-96
7. U-100 Miss Pico	9	3	1999

Your Invited to join us . . .



November 17th
"Behind the Wheel"
with Special Guest

Chip Hanauer

Admission

Advance Ticket \$5 to Event & Dossin Musuem

Deluxe Ticket \$10 includes limited edition comemmorative print (signed by Chip & the Artist, Ray Dong)

Dossin Great Lakes Museum - Belle Isle - Detroit, MI
(313) 802-0451

Doors open for Event 10:30am

GREAT LAKES & SEAWAY NEWS



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

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

Seaway News Editor: Skip Gillham

Gary Morris	Greg Rudnick	John Vournakis
Rod Burdick	Jim Sprunt	M.B. Mackay
Dan McCormick	Rene Beauchamp	Jason LaDue
William Keller	Pete Asaro	Ray Oset
Alan Mann	Ed Morris	

DECEMBER

Dec 18 ... The Eastern Upper Peninsula Transportation Authority ferry DRUMMOND ISLANDER IV began regularly scheduled service between Detour & Drummond Island.

JANUARY

Jan 1 ... The salty P&O NED LLOYD OTTAWA arrived in Montreal at 12:09 A.M. and was declared winner of the Gold Headed Cane, as the first ship of the year. The captain of the salty CHEETAH which had arrived at 10:45 P.M. December 31 claimed the harbormaster said not to slow down to avoid any hazards between the two ships and that two awards would be issued. The Port Authority agreed to awarded him "the end of the millennium award" to settle the matter.

... Great Lakes Fleet's ROGER BLOUGH struck the lock pier while upbound at the Soo Locks. She was allowed to continue her trip to Duluth and tied up at the Port Terminal the next day. Workers from the Fraser Shipyard repaired a crack in her port bow. She departed on January 3 bound for Two Harbors.

Jan 2 ... Repairs on the MacArthur Lock at the Soo are takeing place in 60 degree temperatures, due to a special roof constructed by an Alberta Company. It was built last year for the Poe Lock and was modified over the summer to fit the MacArthur Lock. It has a fabric roof and is on rails along the lock.

Jan 3 ... The forebody of Canada Steamship Lines LOUIS R. DESMARAIS was removed from the drydock at Port Weller Dry Docks. The tugs PROGRESS, VAC & JAMES E. MCGRATH towed the hull out of the drydock and placed it along the tie up wall above Lock #1. The tugs then took Hull #79 (the new forebody) from the fitout wall and placed it in the drydock. They didn't finish until the early morning hours of January 4, due to heavy ice in the canal. The tugs then towed the old forebody back across the canal and placed her at the fitout wall. Over the winter the shipyard will load the scrap from the widening project on the TADOUSSAC into the old forebody.

• GREAT LAKES & SEAWAY NEWS



LOUIS R. DESMARAIS downbound Welland Canal - April 1997

Photo by James R. Hoffman

... The section of the Welland Canal between Locks #1 and #2 will be drained over the winter for maintenance. This means the hull of the DESMARAIS will sit in the mud until next spring. After the canal opens at the end of March, the hull will be towed to the International Marine Salvage Yard in Port Colborne for scrapping.

... LTV Steel Corp. announced the immediate closing of the Hoyt Lakes Taconite Plant. The Plant will close on January 5 after producing 328 million tons of taconite pellets in 43 years. The plant had been scheduled to close on February 24, but officials stated the time table was moved up to increase cost reduction efforts after filing for bankruptcy. After the shutdown about 1 million tons of pellets will be stockpiled for shipping in the spring.

Jan 7 ... Interlake's PAUL R. TREGURTHA was attempting to turn into the Rock Cut on the St. Mary's River in heavy ice when she grounded off Light 33. She was able to free herself, but had suffered damage to her forepeak on the starboard side and there was some flooding. The United States Coast Guard Cutters KATMAI BAY & MOBILE BAY came and cleared a path and she continued on her trip to St. Clair, MI with coal. After unloading she will head for Bay Shipbuilding in Sturgeon Bay for repairs.

Jan 8 ... Great Lakes Fleet announced the CASON J. CALLAWAY will be automated over the winter at the Fraser Shipyard in Superior, WI. The G. R. Bowler Co. will provide a Siemens Moore Process Automation, Advanced Process Automation and Control System. It will perform all control, monitoring, alarm, trending and logging functions. The systems are built in accordance with USCG and American Bureau of Shipping rules for certification. The CALLAWAY'S steam propulsion machinery and all auxiliary machinery will be automated with the latest in engine room management technology. The Captain will no longer need to rely on the use of a chadburn to convey commands to

GREAT LAKES & SEAWAY NEWS •



Photo by James R. Hoffman

CASON J. CALLAWAY upbound - Soo, Michigan, June 2000

the engine room, he will run the system from the bridge. When the CALLAWAY returns to service in the spring she will have a one man watch in the engine room. The Company expects this system will make the ship more efficient and reduce operating costs due to less manpower and less fuel consumption. Plans are to have the same system installed on the ARTHUR M. ANDERSON and PHILIP R. CLARKE over the next two winters.

... American Classic Voyages announced the cruise ship CAPE MAY LIGHT is scheduled to arrive in Buffalo on July 14. She will run cruises from Buffalo to Quebec City through August 25. The ship has 112 staterooms and a capacity of 242 passengers. The docking facilities to be used in Buffalo are still not finalized. Prospective docks include Gateway Metroport in Lackawanna, The Old Port Terminal in Buffalo on the Lakefront or the Visiting Ships Pier at the Erie Basin.

... Lake Shipping's LEE A. TREGURTHA had one of her two boilers fail while approaching Gros Cap in the upper St. Mary's River. She went to anchor until the next morning when the United States Coast Guard Cutter KATMAI BAY and the Great Lakes Towing tug MISSOURI arrived. They helped her down through the Poe Lock to the Old Carbide Dock, where she tied up for repairs. After completion of repairs she resumed her trip on January 10.

Jan 9 ... Great Lakes Fleet's ARTHUR M. ANDERSON passed down through the Poe Lock at the Soo as the last downbound ship of the 2000 season. She tied up to the east pier below the lock for the night. She departed at 7:00 A.M. the next morning.

... Upperlake's CANADIAN TRANSFER departed the Lake Superior & Ishpeming Ore Dock in Marquette closing the 2000 season. She headed for the Algoma Steel Plant in the Canadian

• GREAT LAKES & SEAWAY NEWS

Soo. During the 2000 season the TRANSFER loaded approximately 1.5 million tons of taconite at the dock.

Jan 11 ... Lake Shipping's LEE A. TREGURTHA and Great Lakes Fleet's ARTHUR M. ANDERSON had their seasons extended to help Upperlake's CANADIAN TRANSPORT & CANADIAN OLYMPIC on the coal shuttle. They will run from Conneaut & Ashtabula to Nanticoke & Port Lambton for Ontario Hydro. The Gaelic tug ROGER STAHL and Great Lakes Towing tug TRITON will be stationed at the loading facilities to help with clearing the ice and docking.

Jan 12 ... Great Lakes Fleet's PHILIP R. CLARKE passed up through the Poe Lock at the Soo at 17:40 as the last ship of the 2000 season. Ahead of her by 3 hours was fleetmate CASON J. CALLAWAY. The lock will remain open until midnight on January 15, although no vessels are expected.

Jan 15 ... Scrapping operations began on the former Canada Steamship Lines TARANTAU at the International Marine Salvage Yard in Port Colborne.

Jan 16 ... The Duluth Economic Development Authority announced it would give a grant of \$36,800 to the Leif Erickson Restoration Project. The money will be used to pay for Architecture Designs for a permanent structure to cover and protect the 75 year old Viking Ship at Leif Erickson Park.

Jan 17 ... Algoma Tankers ALGOEAST made her way up the ice congested St. Mary's River behind the United States Coast Guard Cutter KATMAI BAY. She is bound for the Purvis Marine Dock in the Canadian Soo. She returned for a second trip on January 26.

Jan 19 ... Bethlehem's BURNS HARBOR was removed from the drydock at Bay Shipbuilding by unnamed Selvick tugs and placed alongside the PRESQUE ISLE.



Canada Steamship Lines TARANTAU at scrapyard - Port Colborne, Ontario - September, 2000

GREAT LAKES & SEAWAY NEWS

... The Sault Ste. Marie Bridge Co. Ore Dock in Escanaba closed for the 2000 season with the departure of the WILFRED SYKES, she is bound for Indiana Harbor.

Jan 21 ... Ferry Service to Harsens Island and from Algonac to Walpole Island was halted due to heavy ice in the St. Clair River.

... Interlake's PAUL R. TREGURTHA was placed on the drydock at Bay Shipbuilding by unnamed Selvick tugs. She will have her five year survey and repairs to her bow from the recent grounding.

Jan 22 ... Fednav took delivery of the FEDERAL HUNTER at the Oshima Shipyard in Japan. She is the last of 8 vessels Fednav ordered from the yard.

Jan 26 ... Oglebay Norton's WOLVERINE was removed from the drydock at the Toledo Shipyard by the Great Lakes Towing tugs ILLINOIS & LOUISIANA and taken to the Torco Dock for the winter.

Jan 28 ... Upperlake's CANADIAN OLYMPIC arrived in Port Colborne and went into winter lay-up.

Jan 29 ... The salty GTS KATIE departed Montreal under tow of the Groupe Ocean tugs OCEAN DELTA & OCEAN FOXTROT. When the tow reaches Cabot Strait, she will be turned over to the Deep Sea Tug SIMOON, who will tow her to a scrapyard in China. The GTS KATIE has been under arrest since August 2000 and was sold at auction in December 2000.

... The United States Coast Guard Cutter BRAMBLE suffered shaft damage in the ice 15 miles off Ashtabula. The next day the Coast Guard Cutter NEAH BAY towed her into Cleveland.

Jan 30 ... Bethlehem Steel Corp. announced plans to sell its 70% share of the Hibbing Mine and Taconite Plant. Also for sale is its 5% share of the MDR Iron Ore Mine in Brazil and the South Buffalo Railroad in Lackawanna, NY. Estimates value these assets at \$150 million to \$175 Million. Although no sale is imminent, they are expected to be sold in the second half of the year. The Hibbing assets started a six week shutdown on January 28, they are scheduled to re-open on March 11.

... American Steamship's JOHN J. BOLAND was placed on the drydock at the Toledo Shipyard for her 5 year survey. The Great Lakes Towing tugs ILLINOIS & LOUISIANA placed her in the drydock.

... The barge KELLSTONE 1 was removed from the drydock at the Toledo Shipyard by the tugs FRANK PALLADINO & JAMES PALLADINO. They departed the next day for Sandusky and laid up for the winter.

FEBRUARY

Feb 1 ... B.P. Amoco owners of the tug/barge MICHIGAN/GREAT LAKES denied in United States District Court that their vessels sunk the fish tug LINDA E. on December 11, 1998. The Coast

• **GREAT LAKES & SEAWAY NEWS**

Guard is seeking to revoke the licence of the captain and first mate.

Feb 2 ... Algoma's ALGOWAY was removed from the drydock at Pascol Engineering in Thunder Bay. The tugs PENINSULA & GEORGE N. CARLTON towed her over next to Upperlake's CANADIAN NAVIGATOR and tied her up. They then moved Algoma's ALGORAIL into the drydock.

Feb 3 ... The Port of Milwaukee has ended its relationship with Hydrolink LLC, who was suppose to have finalized arrangements by June 30, 2000 for a fast ferry service between Milwaukee and Muskegon. They then missed several extended deadlines. Their plan was to have two 242 foot catamarans carrying 325 passengers and 80 vehicles across the lake. They would have been able to make the crossing in about two hours. A third vessel, which was to be built by Hyrolink would have carried passengers only. A new investment group called Lubar & Co. has come forward with another proposal for the service.

Feb 4 ... Great Lakes Fleet's ARTHUR M. ANDERSON arrived at Bay Shipbuilding and went into lay-up.

Feb 5 ... Lake Shipping's LEE A. TREGURTHA arrived at Rouge Steel in Dearborn, MI and went into lay-up.

Feb 8 ... Canada Steamship Lines ATLANTIC HURON caught fire while in the drydock at the Halifax Shipyard. One of her conveyor belts caught fire shortly after 9:00 A.M., sparks from a welder's torch are believed to have been the cause. After about an hour the Halifax Fire Department had the fire put out. Fire fighters stayed on the scene for several hours dousing the smoldering belt.

Feb 10 ... Interlake's PAUL R. TREGURTHA was removed from the drydock at Bay Shipbuilding by several unnamed Selvick tugs.



PAUL R. TREGURTHA upbound St. Mary's River, Soo, Michigan - June 1997

GREAT LAKES & SEAWAY NEWS •

Feb 11 ... Upperlake's CANADIAN TRANSPORT arrived in Nanticoke and after unloading went into lay-up.

Feb 13 ... The tug CHEYENNE II was found sunk at her dock on the Genesee River in Rochester, NY. Local residents had complained to the Coast Guard of a strong odor of fuel oil, which led authorities to the wreck. She is estimated to have sunk sometime in December and lies in about 20 feet of water. An oil containment boom was put in place until salvage plans are made.

Feb 15 ... The tug REBECCA LYNN placed the barge A-390 on the drydock at Bay Shipbuilding for its five year survey. The JOSEPH L. BLOCK was then placed in the same drydock behind the barge for her five year survey by several unnamed Selvick tugs.

... Algoma's ALGOWEST arrived in Owen Sound and goes into lay-up. Algoma's CAPT. HENRY JACKMAN arrived in Sarnia and goes into lay-up. These Algoma ships have been involved in the salt trade out of Goderich and Windsor.

Feb 16 ... Michigan Secretary of State Candice Miller announced grants from the Michigan Historical Center. Included in the grants was \$115,000 in Michigan Lighthouse Assistance Funding. The grants were as follows: \$15,000 to Presque Isle Lighthouse, \$5,500 to St. Helena Lighthouse, \$14,500 to Grand Traverse Lighthouse, \$20,000 to Old Mackinac Point Lighthouse, \$20,000 to Detour Reef Lighthouse, \$20,000 to Tawas Point Lighthouse, \$10,000 to Crisp Point Lighthouse and \$10,000 to Point Betsie Lighthouse.

Feb 21 ... The United States Coast Guard Cutter BRISTOL BAY departed Cleveland towing the Cutter BRAMBLE bound for Bay Shipbuilding. There the BRAMBLE will be put on the drydock for repairs.

Feb 22 ... Algoma Tankers ALGOEAST got stuck in the ice in Lake St. Clair north of the Crib Light. She lost power and dropped her anchors. After restoring power, she waited for the Canadian Coast Guard Cutter SAMUEL RISLEY. She was freed shortly after the cutters arrival and continued on her trip to Nanticoke.

Feb 23 ... The LUCIEN-PAQUIN departed Montreal under the name IGEN ICE and was registered out of St. Vincent. She is reported to be headed to a scrapyard overseas. She has been laid up in Montreal since August 2000.

Feb 24 ... The Cutter BRISTOL BAY arrived in Lake Michigan off the Sturgeon Bay Ship Canal and was met by the Selvick tugs JIMMY L. & SUSAN L. They took over the tow of the BRAMBLE and took her in to the shipyard.

Feb 26 ... Oglebay Norton's FRED R. WHITE JR. departed her lay-up berth on the Cuyahoga River in Cleveland and proceeded to the outer harbor. She loaded a cargo of taconite at the Cleveland Bulk Terminal on Whiskey Island for delivery up the Cuyahoga River to LTV Steel. She is scheduled to make eight more round trips.

• GREAT LAKES & SEAWAY NEWS

MISC:

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

... Canadian "Pirates" - The Dept. of National Defence awarded a contract to return 500 tanks, APV and other vehicles from Croatia to Canada. The sub-contractor chartered the GTS KATIE which, crossing the Atlantic, became the center of a charter party dispute and was avoiding arrest by staying in international waters. On August 3, 2000 a Canadian Boarding Party seized the ship and took her into the St. Lawrence backed by HMCS MONTREAL and HMCS ATHABASCAN. GTS KATIE was originally the INZHENER YERMOSHKIN, one of four Soviet Naval Auxiliary Amphibious Ships.

RENAMES:

... ASTRA LIFT (Ex - SEA LIFT - 93, YVER - 91, CAROL LIFT - 85, ESPRESSO SPECIAL - 83) Built 1977, Launched as LUIGI G. MELLONI. She was renamed MULTI LIFT in 2000 by Holland Int. Ltd. Inc., Bahamas.

... ENERCHEM TRADER (Ex - LE CHENE NO. 1 - 97, EDOUARD SIMARD - 82, J. EDOUARD SIMARD - 67) Tanker Built 1961, was sold by Enerchem Trans. Inc., Canada to Silverhead Inc., Panama in 2000 and was renamed SILVERHEAD.

... GIMO ONE (Ex - KARTAL 7 - 94) Built 1986, was renamed KARTAL 7 by K/S Gimo One, Bahamas.

... MALLARD (Ex - JOINT CONFIDENCE - 96, FOUREL CONFIDENCE - 91, PACIFIC CONFIDENCE - 89, LIONET - 85, BRIGHTON - 84, EASTERN PACIFIC - 84) Built 1977, was sold by Assent Shg Co. Ltd., Cypress to Dawn Nav. Co., Marshall Islands in 2000 and was renamed ALEA.

... SEA-LAND KODIAK - Built 1987 (at Sturgeon Bay) was renamed CSX KODIAK by State Street Bank & Trust Co., USA in 2000.

... SIMA EXPRESS (Ex - VERA - 99, TEVERA - 92, ADA GORTHON - 83) Built 1972, Was sold by Simatech Marine S.A., St. Vincent to Apex Navigation S. A., St. Vincent in 2000 and was renamed APEX.

... SOMPORT (Ex - LEON - 90, NORTHERN SHELL - 87, FROBISHER TRANSPORT - 77, AXEL HIEBERG - 74, OLAU SYD - 72) Tanker Built 1970, was sold by Petromarine S. A., St. Vincent to Oakley Int. Ltd., Bahamas in 2000 and was renamed MUNDRA.

... STELLA ORION (Ex - TALIA - 94, TALIA II - 94, SEA CORAL - 85, TRADER - 85, TEXACO WARRIOR - 84, ANTERIORITY - 75, - 72) Tanker Built 1970, was sold by Inter. Mar. S.R.L., Italy to Benson Mar. Inc., Belize in 1999 and was renamed SYRA.

GREAT LAKES & SEAWAY NEWS •



Photo by Gary Morris

ENERCHEM TRADER downbound in Welland Canal above Lock #7

CASUALTIES:

... ALGOEAST (Ex - IMPERIAL ST. LAWRENCE - 98, LE BRAVE - 97, TEXACO BRAVE - 87) Tanker Built 1977, owned by Algoma Tankers Ltd. (Algoma Central Marine), Canada. Touched bottom on August 11, 2000 in the Amherstburg Channel, Detroit River in position 42.06N, 83.06.50W. The forepeak was damaged and flooded and the double bottoms set in. She was on a passage from Montreal to Detroit with bunker oil.

... ANANGEL ENDEAVOR - Built 1978, owned by Anangel Endeavor CSA Nav. S.A., (Anangel Shipping Enterprises S.A.), Greece. In collision in the South-west Pass. August 6, 2000 with the Bulk/Container Vessel IVAN SUSANIN. She sustained a hole in No. 2 hold and developed a slight list, was in no danger of sinking. IVAN SUSANIN sustained a gash on her starboard bow. Both vessels proceeded to Fairway Anchorage for examination. After the ENDEAVOR was declared a constructive total loss and her voyage abandoned.

... ANAX (Ex - KOMIN - 93, ZIRJE - 90) Built 1979, Owned by Azul Shipping Co. Ltd. (Pyros Managing Co.), Malta. Reported engine trouble August 1, 2000 when in position 10.20S, 157.10E. Taken in tow and arrived August 6 at Honiara. Subsequently proceeded in tow on August 9 for Port Moresby. She was on a passage from Peru to Thailand with a cargo of fish meal and concentrate.

... FLAME (Ex - SEAGLORY - 00, INGER - 96, FEDERAL INGER - 96, DORIC JAVELIN - 89) Built 1978, Owned by Unspecified Panama Flag interests associated with Harvey

• GREAT LAKES & SEAWAY NEWS

Marine Ltd., Athens. Reported on August 4, 2000 to be drifting in Mid-Atlantic with engine failure. Taken in tow on August 8 by the salvage tug FOTIY KRYLOV and proceeding in the direction of Trinidad.

... ORGULLO (Ex - RANGER - 95, NATALIA - 91, PUGGI - 90, LILY VILLAGE - 87, UPWAY GRANGE - 82) Built 1976, Owned by Orgullo Navigation Ltd. (Allied Maritime Inc.), Panama. Dragged her anchor in strong winds and grounded July 11, 2000 near Navios Pier, Nueva Palmira. A dispute has arisen as to whether she lies in Uruguayan or Argentine Jurisdiction and consequently salvage has not yet begun. She is in ballast.

SCRAPS:

... AL ALIYU (Ex - MITO - 97, MOUNT IMITOS - 86, KENTUCKY HOME - 85) Built 1975, was sold by Harwood Navigation S.A.(SNP Shipping Services Put. GD), Liberia to Indian Breakers and arrived Alang on September 14, 2000.

... JULPHAR A. (Ex - MANOLYA 2 - 94, ISKENDERNN S. - 92, EGIAN SEA - 89, NORWEGIAN SEA - 88, BENFRI - 78, ANDWI - 74) Built 1969, was sold by Southern Coast Shipping Co., United Arab Emirates to Indian Breakers and arrived at Alang on July 20, 2000.

MARCH

Mar 2 ... Oglebay Norton's ARMCO was towed from her lay-up berth at the CSX Docks in Toledo to the Toledo Shipyard by the Great Lakes Towing tugs ILLINOIS & LOUISIANA. Once there she was placed in the drydock for her five year survey.

... The United States Coast Guard Cutter BRAMBLE (WLB - 392) was placed on the Drydock at Bay Shipbuilding in Sturgeon Bay for repairs to her shaft.

Mar 3 ... A double christening ceremony was held at Port Weller Dry Docks for Hull #79 and Hull #516 by Canada Steamship Lines. Hull #79, which has the stern section of the LOUIS R. DESMARAIS and a new forebody was christened CSL LAURENTIEN by Mrs. Kimberly Pauly, wife of Captain Steve Pauly. Hull #516 the former TADOUSSAC, which had its hull widened was christened CSL TADOUSSAC by Mrs. Barbara Gowthorpe, wife of Chief Engineer Tony Gowthorpe. When the CSL TADOUSSAC comes out in the spring, she will sport an all gray hull due to her scheduled work in the cement clinker trade.

... The Quebec Company, Skylink International stated they have been holding meetings with Detroit & Windsor officials for a couple weeks. This is in regard to their proposal for Aerial Gondolas across the Detroit River. The \$25 million plan would ferry 4,000 passengers an hour across the river in 60, 8 person Gondolas, at a height of at least 170 feet, the one way fare would be \$3.00. They are still looking for sites on each side of the river. A model of the Gondolas is on display in the Renaissance Center. They are hoping to have the project in operation sometime in 2002.

Mar 4 ... Central Marine's JOSEPH L. BLOCK and the Barge A - 390 were removed from the drydock at bay Shipbuilding by several unnamed Selvick tugs.

GREAT LAKES & SEAWAY NEWS •

Mar 11 ... The United States Coast Guard Cutter BRAMBLE (WLB -392) was removed from the drydock at Bay Shipbuilding. She departed the next day for her homeport of Port Huron.

Mar 12 ... Escanaba opened the 2001 season when the tug/barge JOSEPH H. THOMPSON loaded for Indiana Harbor.

Mar 15 ... The Fednav salty FEDERAL SHIMANTO arrived in Contracoeur, she is the first ship of a new series ordered by Fednav to enter service.

... The United States Coast Guard Icebreaker MACKINAW (WAGB - 83) passed up through the Poe Lock at the Soo in the morning. She is headed for Marquette to break out the Harbor.

Mar 16 ... Paterson's CARTIERDOC departed her lay-up berth in Montreal and headed for the Verreault Shipyard in Les Mechins, Quebec. She was drydocked on March 22 for her five year survey.

Mar 17 ... Oglebay Norton's ARMCO was removed from the drydock at the Toledo Shipyard by unnamed tugs and placed at the CSX Docks.

Mar 18 ... Lower Lakes Towing's CUYAHOGA was placed in the drydock at the Toledo Shipyard for her five year survey.

... Interlake's JAMES R. BARKER opened the Port of Marquette when she arrived with 52,000 net tons of coal for the Wisconsin Generating Plant. The United States Coast Guard Icebreaker MACKINAW assisted her into the harbor.

Mar 21 ... The Superior, WI fire Chief announced that the museum ship METEOR will not be allowed to open to the public due to fire hazards aboard the ship. A holding tank is leaking #6 oil, sand was placed in the tank but the oil is six inches above the sand. It is close to overflowing onto the public walkways. The ship also lacks sufficient exits in case of a fire. There is also concern about the hull rusting through, it rests in a bed of sand.

Mar 22 ... Canadian Shipbuilding and Engineering Ltd. announced a \$25 Million contract with Uperlakes Group to re-fit the CANADIAN CENTURY next winter at their Port Weller Dry Dock facility. The bow and stern sections will remain intact along with most of her main deck. The cargo hold section will be replaced by a new larger one, with flat tank tops and a one belt unloading system. Work is scheduled to begin in May on the new cargo section at the yard.

Mar 23 ... The Desgagnes tanker PETROLIA DESGAGNES opened the St. Lawrence Seaway upbound bound for Morrisburg, Ontario with fuel oil. The first salty of the season was the DOROTHEA upbound for Toronto with sugar. There was no downbound ships the first day, Parrish Hiembecker's OAKGLEN passed down the next day as the first ship.

... While on patrol in the Niagara River, a 21 foot United States Coast Guard Rescue Boat capsized when it was hit by a four foot wave. After contact was lost with the craft units from the Canadian Coast Guard, U. S. Coast Guard and local police & fire departments launched a search. Sometime after midnight the four crew members were located about three miles out in Lake Ontario

• **GREAT LAKES & SEAWAY NEWS**

by the Lewiston Fire Rescue Unit. When recovered all of the crew were suffering from Hypothermia due to five hours of exposure in the frigid water. They were taken to shore and rushed to Mont St. Mary's Hospital, however two of the crew were pronounced dead upon arrival.

... Upperlake's CANADIAN CENTURY was honored in a ceremony at Lock #3 on the Welland Canal as the first ship of the season as she passed upbound. Parrish Hiembecker's OAKGLEN was the first downbound ship of the 2001 season.

... The USX Corporation announced Transtar Inc. has become a wholly owned subsidiary of USX Corp., completing a reorganization announced on October 4, 2000. Transtar's direct subsidiaries - The Birmingham Southern Railway Co., The Elgin-Joliet and Eastern Railway Co., The Lake Terminal Railway Co., The McKeesport Connecting Railroad Co., The Union Railroad Co., The Warrior & Gulf Navigation Co. and its subsidiary The Mobile River Terminal Co. Inc. and Management Services Inc. will be owned by USX. The other Transtar subsidiaries - The Bessemer and Lake Erie Railroad Co., The Duluth Mesabi and Iron Range Railroad Co., The Pittsburgh & Conneaut Dock Co. and USS Great Lakes Fleet Inc. and their subsidiaries will be owned by Great Lakes Transportation LLC, a newly formed affiliate of the Blackstone Group, a New York based Private Investment Bank.

Mar 24 ... Great Lakes Fleet's ARTHUR M. ANDERSON developed problems with her steam throttle valve near the Straits of Mackinac and went to anchor. The next day her fleetmate EDGAR B. SPEER arrived and took her in tow bound for Sturgeon Bay. On April 26 they arrived off the Sturgeon Bay Ship Canal and were met by the Selvick tugs MARY PAGE & JIMMY L.. The tugs took the ANDERSON into the canal to the Bay Shipbuilding Shipyard for repairs.

Mar 25 ... The Soo Locks were opened for the 2001 season when the tug/barge JOYCE L. VAN ENKEVORT / GREAT LAKES TRADER passed upbound for Marquette. The pair had arrived in the Soo on March 23 and waited below the lock for it to open. The first downbound passage was made by Great Lakes Fleet's EDGAR B. SPEER, she was bound for Gary. She had arrived in the Soo yesterday and waited her turn.

... Heavy ice conditions in the St. Lawrence Seaway are making for slow passages for shipping this spring.

Mar 26 ... Cleveland Tankers SATURN was removed from the drydock at the Toledo Shipyard and departed later that day bound for Detroit.

Mar 27 ... Great Lakes Fleet's ARTHUR M. ANDERSON departed Bay Shipbuilding bound for Two Harbors. However, once out in Lake Michigan and running at full power the steam problem redeveloped. She turned around and arrived back at the shipyard the next day for more repairs.

... Transport Desgagnes announced the salty ALCOR has been sold for scrap. They salvaged her in the fall of 1999 and she has been laid up in Quebec City ever since with a badly damaged hull.

Mar 28 ... The United States Coast Guard deployed extra cutters to the lower St. Mary's River and the Straits of Mackinac to help with heavy ice conditions. With the MACKINAW, KATMAI BAY and BISCAYNE BAY already in the area, the Cleveland based NEAH BAY, Detroit based BRISTOL BAY and Sturgeon Bay based MOBILE BAY were ordered into the area to assist.

GREAT LAKES & SEAWAY NEWS •

... The tug/barge JANE ANN IV/ SARAH SPENCER arrived Marquette for the first time and loaded taconite for Algoma Steel in the Soo. They made a second trip arriving back on March 30.

... Lower Lake Towing's CUYAHOGA was removed from the drydock at the Toledo Shipyard assisted by the Great Lakes Towing tug LOUISIANA. She proceeded up the Maumee River to the Anderson Elevator to load corn.

... The first salty of the season to pass up the Welland Canal was the DOROTHEA bound for Burns harbor.

... Desgagnes's CECELIA DESGAGNES had the name LADY PANAMA painted on her hull at Montreal. She is being used in a movie titled "The Sum of all Fears". On April 8, upon completion of her role, LADY PANAMA was painted out and her name painted back on the hull. She departed the next day bound for Rimouski.

Mar 29 ... The Duluth Entertainment Convention Center began efforts to acquire the United States Coast Guard Cutter SUNDEW (WLB - 404) as a tourist attraction. The SUNDEW is scheduled to be decommissioned in late 2003. The effort was began early so the cutter would not be sold to another bidder. They took notice that the SUNDEW'S sistership WOODRUSH had recently been sold to the Ghana Navy. Like the SUNDEW, she was built in Duluth and had been stationed in the port for many years.



Photo by Greg Rudnick

ALCOR laid-up at Quebec City - August, 2000

• **GREAT LAKES & SEAWAY NEWS**

Mar 30 ... The Lake Carriers Association announced Interlake's PAUL R. TREGURTHA carried the most cargo through the Soo Locks in the 2000 season. She carried 3,004,957 net tons of cargo, all but three were coal. Her total was down from the 1999 season when Oglebay Norton's OGLEBAY NORTON carried 3,139,769 net tons.

Mar 31 ... Lower Lakes Towing's subsidiary Grand River Navigation announced the completion of the purchase from Great Lakes Fleet of the GEORGE A. SLOAN, CALCITE II and MRYON C. TAYLOR. They are currently laid up in Sarnia side by side, new names will be announced soon.



Photo by Alan Mann

CALCITE II, MYRON C. TAYLOR, GEORGE A. SLOAN laid up at Sarnia in the North Slip

... The salty MALEN SIF was renamed SICHEM MALENE while docked in Clarkson. She soon departed for Sarnia on her maiden trip under her new name.

... Upperlake's CANADIAN NAVIGATOR was removed from the drydock at the Pascol Shipyard in Thunder Bay by unnamed tugs and placed at the fit out wall.

APRIL

Apr 1 ... The tug ATLANTIC CEDAR was purchased by Purvis Marine from Atlantic Towing recently. She passed up the Welland Canal on her delivery trip to the Soo.

... The salty UTVIKEN collided with the storage tanker PROVIMAR TERMINAL while attempting to turn into Pier #23 in Hamilton. Also damaged was the fueler HAMILTON ENERGY which was tied up alongside the PROVIMAR TERMINAL. The storage tanker suffered a 13 foot gash in her stern and settled to the bottom. The ENERGY suffered damage to her rudder and shaft and was inoperable on her own. She will be pushed by a McKeil tug until she is repaired. The UTVIKEN suffered hull damage, after under going repairs she departed for Duluth on April 7.

GREAT LAKES & SEAWAY NEWS •

Apr 2 ... The Detour Reef Light Preservation Society received a grant of \$705,000 from the State of Michigan. The grant has a term limit of two years. The group plans to use \$600,000 for renovation of the offshore lighthouse. The list of jobs to be done include - worker transportation to the lighthouse, replacement of deck crane, emergency medical equipment, restrooms and sanitary facilities for workers, new windows, doors and roof, restoration of the buildings exterior, pier repairs, replacement shutters, painting the lighthouse structure, new plumbing, new electrical system, plaster and wood work on the interior, a security system, safety railings, guard rails and safety signs, design and construction of public restrooms. The last \$105,000 is to be used to start on the visitor center and boat landing, planned for Detour.

... Great Lakes Fleet's ARTHUR M. ANDERSON departed Bay Shipbuilding after completing repairs and headed for Two Harbors.

... Interlake's tug/barge DOROTHY ANN/ PATHFINDER opened Port Dolomite when she arrived and loaded a cargo of stone for Bay City.

... McKeil Work Boats announced the purchase of the tanker ALGOSCOTIA from Algoma Tankers. They took delivery of the ship in Halifax. She is to be renamed RALPH TUCKER after a long time fleet captain. She will work in the Calcium Chloride trade for McKeil.

Apr 4 ... Scrapping operations are proceeding slowly on the former Canada Steamship Lines self-unloader TARANTAU at the International Marine Salvage Yard in Port Colborne.

... Marquette's Lower Harbor received its first cargo of the 2001 season when American Steamship's H. LEE WHITE arrived with stone.

... Escanaba received its first coal cargo of the new season when Oglebay Norton's FRED R. WHITE JR. arrived at the South Reiss Dock, her cargo was loaded in Toledo.



TARANTAU at scrapyard - Port Colborne - April 4, 2001

• **GREAT LAKES & SEAWAY NEWS**

... The salty DAVIKEN arrived in Detroit as the first salty of the season. Her cargo of steel coils was loaded in Antwerp.

... The J. W. Westcott Co. mailboat J. W. WESTCOTT II started the 107th season of mail service on the Detroit River when she went out to Lake Shipping's downbound LEE A. TREGURTHA.

... The Juniper Class United States Coast Guard Cutter SPAR (WLB - 206) passed down the Welland canal on her delivery trip out of the lakes. She will be stationed in Kodiak, Alaska.

Apr 5 ... The last of the Fednav ships built at Oshima, Japan - the FEDERAL HUNTER passed up the Welland Canal for the first time bound for Ashtabula.

... Canada Steamship Lines NANTICOKE arrived in Halifax with the first cargo of grain from the Great Lakes this season.

... The PROVMAR TERMINAL was refloated at Pier #24 in Hamilton, she was taken to the Heddle Marine drydock for repairs.

Apr 6 ... The Canadian Coast Guard Cutter SAMUEL RISLEY passed down the Welland Canal bound for Port Weller Dry Docks. She tied up at Wharf #2 below Lock #1 to wait for space in the drydock.

... Permission has been granted for the LST 393 to be docked at the Mart Dock in downtown Muskegon near the old Milwaukee Clipper Ticket Office. It is hoped to have all the needed approvals done so the ship can open for tours by Memorial Day. In the future it is hoped the submarine USS SILVERSIDES currently berthed in the Muskegon Channel can be brought to the Mart Dock also.

... A Michigan Senate Appropriations Committee turned down a grant of \$1.2 million to convert the carferry BADGER's engines from coal to diesel.

... The Superior Public Museums Board announced plans to correct problems on the museum ship METEOR found by the Fire Chief. They stated the ship should be able to open for tours by Memorial Day, about a week later than usual.

Apr 7 ... Canada Steamship Lines CSL LAURENTIEN departed Port Weller Dry Docks and proceeded down through Lock #1 for sea trials on Lake Ontario. She was assisted by the tugs PROGRESS and JAMES E. MCGRATH. She returned to the canal the next morning and tied up below Lock #1 for bow thruster repairs. On April 9 she departed upbound for Thunder Bay on her maiden voyage.

Apr 8 ... Vandals released the ferry VISTA KING from her moorings in Duluth. Spotted by a state trooper, he managed to get her tied up without any damage.

... The tug/barge JANE ANN IV/SARAH SPENCER arrived at the Robin Hood Elevator on the Welland Canal. After securing the barge, the tug departed down the canal for Port Weller Dry Docks. She tied up at Wharf #2 below Lock #1 to wait for the drydock to be prepared.

Apr 9 ... The salty RAS SEDR was renamed NORGATE CANADA while in Montreal.

GREAT LAKES & SEAWAY NEWS •

... Included in President Bush's proposed budget is \$3.9 billion for the United States Corps of Engineers. Of that is \$1.5 million for engineering and design of a new Poe sized lock at the Soo.

... The Canadian Coast Guard Cutter SAMUEL RISLEY and the tug JANE ANN IV departed Wharf #2 and proceeded up through Lock #1 and into the drydock at Port Weller Dry Docks. The RISLEY will have a leaking shaft seal repaired and the ANN will have rudder problems repaired.

Apr 10 ... ConAgra Maple Leaf Milling announced they will close the flour milling plant on the Buffalo River near the end of June, eliminating 70 jobs. High energy costs and the age of the mill were factors in the closing. The mill, built in 1925 provides products to bakeries and bakery distributors and has a daily milling capacity of 2.85 million lbs. of flour. ConAgra acquired the mill along with seven others from International Multifoods Corp. 13 years ago.

... The Eastern Upper Peninsula Transportation Authority ferry DRUMMOND ISLANDER IV has been running for several weeks with no problems. During the winter clutch and gear failures stopped the ferry for several weeks.

Apr 11 ... The tug POINTE CARROLL was purchased by McKeil Works Boats from Eastern Canada Towing. She is to be renamed TONY MCKAY.

... LTV Steel Corp. announced they will close the West Side Mill along the Cuyahoga River in Cleveland on June 14. The move will eliminate 900 jobs, but will save the company a projected \$500,000 a day.



CSL LAURENTIEN and JAMES McGRATH being removed from Port Weller Dry Docks April 7, 2001

• **GREAT LAKES & SEAWAY NEWS**

... A new company named Mesabi Nugget Corp. announced plans to build a \$70 million Iron Nugget Plant at Northshore Mining in Sliver bay. The nuggets would be 97% iron, 2.5% carbon and .3 to .7% sulphur and would form a high value taconite based product. Iron nuggets are projected to sell for about \$148 per metric ton. Current taconite pellets, which contain about 65% iron, sell for about \$35 a metric ton. The plant would produce about 300,000 metric tons per year and is scheduled to open in the fall of 2004. Kobe Steel developed and owns the rights to the ITMK3 process that forms the nuggets.

Apr 12 ... The Fednav salty FEDERAL SAGUENAY grounded at the entrance of the Burlington Ship Canal in Hamilton. After a couple of hours two unnamed McKeil tugs pulled her free. She proceeded into Pier #23 to unload and be inspected. No damage was found, the cause is believed to be low water levels.

... Pere Marquette Shipping announced their tug/barge UNDAUNTED / PERE MARQUETTE 41 have been laid up indefinitely at Ludington due to a lack of business and are being put up for sale.

Apr 13 ... McKeil's RALPH TUCKER entered the St. Lawrence Seaway for the first time bound for Hamilton.

... The FEDERAL YOSHINO passed up the Welland Canal bound for Detroit. She is the first up the canal of the new class of ships Fednav is having built.

... The tug JANE ANN IV and the Canadian Coast Guard Cutter SAMUEL RISLEY were removed from the drydock at Port Weller Dry Docks and headed upbound. The JANE ANN IV



GEORGE A. SLOAN laid up in North Slip alongside
MYRON C. TAYLOR and CALCITE II - Samia - December 10, 2000

GREAT LAKES & SEAWAY NEWS •

proceeded up the Welland Canal to Wharf #13 and picked up the barge SARAH SPENCER. The RISLEY headed up the canal bound for Michipicoton.

Apr 14 ... The latest Juniper Class United States Coast Guard Cutter ASPEN (WLB - 208) was launched at Marinette Marine. When her fitout is complete, she will depart for her new homeport in San Francisco.

... Grand River Navigation announced the new names for the former Great Lakes Fleet ships recently purchased. The GEORGE A. SLOAN will be transferred to Canadian Registry and renamed MISSISSAGI. The other two ships will remain under U. S. Registry, the CALCITE II will be renamed MAUMEE and the MRYON C. TAYLOR will be renamed CALUMET.

... The Milwaukee Harbor Commission reached an exclusive agreement with Lake Express LLC to provide cross lake ferry service to Muskegon. The ferry project is said to be in the exploratory stages. Studies are being done on potential market, ship designs and cost, the construction costs and designs of terminals at each port.

Apr 16 ... Algoma's ALGOVILLE became stuck in Lock #8 on the Welland Canal due to heavy ice. The Nadro Marine tugs ECOSSE and MISEFORD were called from Port Maitland to assist. They arrived a couple hours later and pulled her stern first back out of the lock. After the tugs cleared the lock of ice the ALGOVILLE was able to lock through and continue on to Port Cartier. Heavy ice at the Lake Erie end of the canal has slowed vessel movement in the area.

Apr 17 ... The downbound salty TURID KNUDSEN grounded while approaching the Snell Lock on the St. Lawrence Seaway. She was able to free herself and after an inspection showed no damage, she was allowed to continue her voyage to Montreal.



MISSISSAGI undergoing repainting in North Slip - Sarnia - April 14, 2001

• GREAT LAKES & SEAWAY NEWS



Photo by Gary Morris

CALCITE II on the St. Clair River near Marine City - taken from Diamond Belle

... Upperlake's CANADIAN OLYMPIC was placed on the drydock at Port Weller Dry Docks for her five year survey. She was assisted by the tug JAMES E. MCGRATH.

... McKeil's RALPH TUCKER passed up the Welland Canal for the first time bound for Port Stanley.



Photo by Alan Mann

MYRON C. TAYLOR laid up at International Dock - Samia - April 7, 2001

GREAT LAKES & SEAWAY NEWS

Apr 18 ... Canada Steamship Lines CSL LAURENTIEN passed down the Welland Canal on her first trip bound for Port Cartier.

... The Essroc barge METIS was towed from Windsor by the McKeil tugs PROGRESS and STORMONT bound for Hamilton. The tug STORMONT assisted until the tow reached Detroit River Light, she then turned back for Windsor. The METIS had been used in Windsor as a transfer barge for several years just below the Ambassador Bridge. Once in Hamilton she will be placed on the Heddle Marine drydock for a \$1.3 million refit.

Apr 19 ... The B. V. RAYNA, former canaller CHARLES R. HUNDLEY is still at Matane intact, but her pilot house has been removed.

... Inland Lake Transportation's PAUL H. TOWNSEND arrived at Bay Shipbuilding and was placed on the drydock for her five year survey.

Apr 20 ... The tug PROGRESS towed the barge METIS down the Welland Canal, she assisted by the Nadro tug VAC.

... The City of Algoma, WI agreed to take ownership of the ferry STRAITS OF MACKINAC once she is sunk in Lake Michigan. The Neptune Nimrods Dive Club needed a government body to take ownership as part of the State Department of Natural Resources permit process. The club plans to sink her 1 1/2 miles offshore, 3 miles south of Algoma in May 2002.

Apr 21 ... Lower Lakes Towing held a triple christening ceremony in Sarnia. The CALUMET (Ex



METIS on drydock at Hamilton - May 5, 2001

• **GREAT LAKES & SEAWAY NEWS**

- MRYON C. TAYLOR) was the first at the Government Dock, she was christened by Donna Rohn. Next came the MAUMEE (Ex - CALCITE II) in the North Slip, she was christened by Martha Pierson. Last was the MISSISSAGI (Ex - GEORGE A. SLOAN) also in the North Slip, she was christened by Judy Kehoe.

... The tug ROBERT H. was sold to interests in Ecuador.

... A shipwreck has surfaced in the sand at Southampton, due to low water levels. She is believed to be the remains of KALOOLAH which sank on August 17, 1862.

Apr 23 ... In the morning the tugs VAC & PROGRESS departed Port Weller Dry Docks with the old forebody of the LOUIS R. DESMARAIS up the Welland Canal. However, by the time the tow reached Lock #2 the winds were gusting at 25 knots. With the winds gusting so high the tow returned to the shipyard to wait for calmer weather. On April 25 the tug SEAHOUND was added to the tow and they departed again for the International Marine Salvage Yard in Port Colborne. The tow arrived at the yard in the evening and dropped off the old forebody where she will be scrapped.

... Algoma Steel Inc. received a 30 day bankruptcy protection order from the Ontario Supreme Court under the Company Creditors Arrangement Act. This will suspend current debt while negotiations take place with creditors, including first mortgage note holders and suppliers. Algoma Steel lost \$201 million in the last three years, they lost \$76.8 in the first quarter of 2001.

Apr 24 ... The tug WINDY CITY was pushing a loaded sand barge on the North Branch of the Chicago River, when the tug NORTHLAND and two barges came toward her and she had to swerve to avoid a collision. Her barge struck a pier sustaining damage to the bow.

... The United States Coast Guard dropped its attempt to revoke the license of the captain of the tug/barge MICHIGAN/GREAT LAKES in the LINDA E. sinking case. They are still going to proceed with the revocation of the mate's license. The Coast Guard based its decision in part on the fact the captain had turned over control to the mate at the time of the accident.

Apr 25 ... The Great Lakes Towing tug MAINE departed Milwaukee towing the Great Lakes Towing tug SUPERIOR bound for Cleveland.

... The SUPERIOR will have repairs completed from her grounding last fall in Ludington at the company shipyard. The tow was downbound past Detroit on the evening of April 28.

... Chicago City Officials announced that the Gondolas that cruised the Chicago River in downtown Chicago last summer would not sail this year. Construction on Upper and Lower Wacker Drive this summer will prevent access to their dock. If alternate docking space can't be found by next summer, then the plan is to have them return in the summer of 2003 when construction ends.

Apr 27 ... The Mate on the tug/barge MICHIGAN/GREAT LAKES agreed to a two year suspension of his license and additional training in the LINDA E. sinking case.

... The tug METACOM passed up the Welland Canal bound for Detroit. The United States Corps of Engineers recently took delivery of the tug from the United States Navy and she is on her delivery trip.

GREAT LAKES & SEAWAY NEWS

... While upbound on a trip from Toledo to the Soo with coal, Algoma's ALGOBAY stopped off in Sarnia for repairs to her hull. The tug MENASHA assisted her into the Cargill Dock, where Soderhom Maritime Services of Hamilton performed some welding work on her hull.

Apr 28 ... Grand River Navigation's MAUMEE (Ex - CALCITE II) departed Sarnia on her maiden voyage upbound heading for Stoneport. Once loaded she departed for the Saginaw Rock Products Dock on the Saginaw River.

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

RENAMES:

... ANTHONY J. (Ex - MATTITUCK - 92, MOBIL CHICAGO - 91, CHICAGO SOCONY - 62) Tanker - Built 1953, Was sold by Mabel L. Poling Corp., USA to unspecified owners, USA in 1999 and renamed TIFFANY'S.

... H. M. GRIFFITH - Built 1973, was renamed RT. HON. PAUL J. MARTIN by Canada Steamship Lines Inc., Canada in 2000.

... HARMONY (Ex - SNOWROSE - 98, GOLDEN TRADER - 95, GOLDEN TRADER I - 88, GOLDEN TRADER - 86) Built 1979, was sold by Assoc. Carriers Co. Ltd., Malta to Braveheart Shipping Co. Ltd., Malta in 2000 and was renamed CORRIN.

... IMPERIAL SKEENA - Tanker - Built 1970, was sold by Imperial Oil Ltd., Canada to Amazona Maritima Panama Corp. Panama in 2000 and was renamed OCEAN COURIER.

... KAKAWI (Ex - IKAN SELAYANG - 98, PINDOS - 87, YANNIS C. - 86) Built 1981, Was sold by Draca Navigation Co. Ltd., Cypress to Nevile Invest. Corp., Greece in 2000 and was renamed PYTHEAS.

... LINDENGRACHT (Ex - KAPITAN SILIN - 92, Completed as NEWCA) Built 1988, Was sold by C. V. Scheepv Lindengracht, Netherlands to Umialarik Trans. Inc., Canada in 2000 and was renamed UMIAVUT.

... LORENA I (Ex - WOODLANDS - 98, WOODLAND - 91, JENSEN STAR - 86, FRENCH RIVER - 81) Built 1961, was sold by Worldwide Quality Shipmanagement, Belize to McKeil Work Boats Ltd., Canada in 2000 and was renamed NUNAVUT TRADER.

... PETRAWAK (Ex - NANCY ORR GAUCHER - 96, NEW ORLEANS - 89, LANA - 88) Tanker - Built 1967, Was renamed TONGA by Lamy B. Tumen Shipping & Tradeing Co. Ltd., Belize in 2000.

... RODIN (Ex - HUBERT GAUCHER - 96, L'ERABLE NO. I - 82) Tanker - Built 1982, Was sold by Gorse Down Tankers Inc., Panama to unspecified owners, Panama in 2000 and was renamed OLYMPIC PRIDE.

... SOLVIEG (Ex - MANILA BELLONA - 98, LIBERTY SKY - 96, ASTRIAL NEPTUNE - 90) Built 1985, was sold by Aragon Dragon A.S., Norway to Spar Shipholding A.S., Norway in 2000 and was renamed SPAR RUBY.

• **GREAT LAKES & SEAWAY NEWS**

CASUALTIES:

... ATLANTIC HURON (Ex - MELVIN H. BAKER II - 97, ATLANTIC HURON - 94, PRAIRIE HARVEST - 89) Built 1984, owned by Canada Steamship Lines Inc. (Acomarit Canada Inc.), Canada in collision with GRIFFON Built 1970 - Ice Breaker/ Buoy Tender owned by the Government of Canada on September 25, 2000 near Pelee Passage, Ontario in position 41.51.23N - 82.34.45W. The GRIFFON was at anchor and sustained extensive bow damage. ATLANTIC HURON was on a passage from Windsor to Halifax. There were no casualties.

... FOSSNES - Built 1995, Owned by Rega Shipping Ltd., Norway ran aground following steering gear failure on October 18, 2000 near Iles Aux Coudres, off Cape Martin, St. Lawrence River in position 47.27.48N - 70.17.54W. Refloated the same day with tug assistance and proceeded to Quebec. A divers inspection revealed two large holes in the hull. She was on a passage for Sarnia, Ontario with fertilizer.

SCRAPS:

... FREEDOM K (Ex - NORTH STAR - 93, ANAPA - 91, ALICIA - 84, PRONTOPOROS - 83, AGAMEMNON - 78) Built 1972, Was sold by Ocean Blue Shipping Inc. (Aldebaran Shipping Co.), Panama to Indian Breakers and arrived at Alang on September 27, 2000.

... FRANCISCO (Ex - RIVER K. - 94, DYNAMIC FUTURE - 93, NORSE TRANSPORTER - 91) Built 1966, was old by unspecified Panama Flag owners to unspecified breakers. demolition commenced in 1994.



FOSSNES upbound in cutoff at Welland Canal - May 7, 2000

Photo by Jim Morris

BACK COVER PHOTO: Reenactment of Cadillac's Landing in Detroit, July 24, 2001, as part of the Detroit 300 birthday celebration. Photo by John Polacsek.

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

810/353-1824

Fax 810/354-5474

Mary Ann Owens

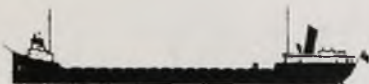


ROBERT B. SELLERS
President

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

NAUTICAL COLLECTABLES

1/1 200 SCALE SHIPS



Great Lakes Memories

J. Albin Jackman
313-537-1637

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



INDEPENDENT BUSINESS SERVICES

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

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

TEL 810-790-6144

FAX 810-790-6146

CELL 810-202-2290



WATERCOLORS BY

Jerry Crowley

MARINE ART-LANDSCAPES-HOUSE PORTRAITS

(313) 884-7813

COMMISSIONS ACCEPTED



DILLMAN & UPTON

Lumber



Cabinets

Terry Upton

(810) 651-9411

Fax (810) 651-0757

Since 1910

607 Woodward
Rochester, MI 48307



Robert McCreary
Marine Artist

P. O. Box 36441
Grosse Pointe, MI 48236

Phone
(313) 882-0827



Fred Alter Associates, Inc.

PRODUCT DESIGN AND MARKETING SERVICES

FRED ALTER

(810) 468-0424

32735 S. River Road, Mt. Clemens, MI 48045



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

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 SCHULDIT

OFFICERS:

President:	SCOTT DENMAN
Vice President:	GLENN SCHULDIT
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 (313) 791-8452 (home phone)
Editor-In-Chief	MARY MASON DILLON
Assistant Editor:	DAVID MIRAMONTI
Seaway News Editor:	SKIP GILLHAM
News Editor:	JAMES MORRIS 22919 ALGER
Curator of Dossin Museum:	ST. CLAIR SHORES, MI 48080 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

