



Telescope

NOVEMBER • DECEMBER, 2001

Volume XLIX; Number 5



MEMBERSHIP NOTES:

If you have not renewed your membership yet, please do so. The Telescope along with the many exhibits and programs are dependent on continued and new GLMI memberships.

- Feb. 2 Exhibit in Model Galery – **"Working the Inland Seas"** – The story of African American Sailors and the roles they played in the development of Great Lakes navigation. Normal admission.
- Feb. 9-17 Dossin Great Lakes Museum Booth at the Boat Show – Cobo Hall – Detroit.
- Mar. 2 **The Great Lakes Passenger Fleet Georgian Bay Lines History.** Video presentation on the wide screen – 10:00 - 4:00 pm. Normal admission.
- Mar. 16 GLMI Entertainment Meeting – 11:00 - 3:00 pm
Casper Frostbite Challenge Cup – Miniature Hydroplane Racing in DeRoy Hall Auditorium. Normal admission.
- Apr. 6 **The Passenger Steamer SEE AND BEE On The Great Lakes.** Video presentation on the wide screen – 10:00 - 4:00 pm. Normal admission
- Apr. 27 GLMI Entertainment Meeting – 11:00 - 2:00 pm.
Speaker Bary Gough and book signing – *Fighting Sail On Lake Huron 1813 - 1820.*
Spring Fit Out Party – All Day
Tour of the GRAY FOX at the dock – 2:00 - 4:00 pm.

Normal Admission:

GLMI Members FREE;

Non-Members Admission: Adults – \$2.00; Seniors and Students over 12 – \$1.00, Students under 12 – Free

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OUR COVER PICTURE . . . Painting by Robert McGreevy of the hull of the WEXFORD on the bottom. Even though it is now covered with zebra mussels the damage from the storm is still very apparent. Information for this painting by McGreevy was provided by divers Pat and Jim Stayer and Bob Geno.

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

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The Loss of the Wexford - a Lake Huron Tragedy

By Robert McCreevy

Lake Huron's cold deep waters south of Bayfield, Ontario held few surprises for veteran sailor and fisherman Don Chalmers, but on August 20, 2000 he knew he had hooked onto something extraordinary. His downrigger lines had become fouled in a huge object in 75 ft of water five miles from shore. Mr. Chalmers had found the WEXFORD.

This discovery on a tranquil summer day contrasts vividly with one of the most violent events ever to occur on the Great Lakes. Known to historians as the Great Storm, it is now believed to be the worst natural disaster to strike shipping since the introduction of navigation on the lakes.

The gales of November have always been an occupational hazard for the giant ships that sail our inland seas. The huge areas of cold fresh

water generate heat that can rise and collide with cold fronts from the northwest. The storms that result take no backseat to ocean conditions when it comes to intensity and duration. In an area familiar to recreational boaters and crisscrossed many times a day during our summer season lay evidence of this power, and an event that began the last time the WEXFORD was seen, almost one hundred years ago.

Beginning on the upper lakes November 8, 1913 the storm of cyclonic proportions lasted for three days, releasing most of its power on lower Lake Huron. Sailors caught on the open lakes later reported temperatures dropping to below freezing, winds of over 62 miles per hour and waves an incredible 35 ft high. Then there was the snow, snow so thick and blinding that it more resembled fog. Captains completely lost



The WEXFORD, built in 1883 and lost in the Great Storm of 1913.



Damage caused by the storm on the docks at Pt. Hope in Michigan's Thumb.
They were never rebuilt, but the remains can be seen to this day.

Photo provided by Robert McGreevy

all bearing and sense of direction. This was before GPS or radio; shipmasters had only their own experience and knowledge to depend on, but nothing could have prepared them for the next few hours. Destruction was not confined to midlake as all the towns along Huron's shores were brought to a standstill by the blizzard. Development of Michigan's lakefront towns was changed forever, from Lexington north to Pt. Hope, docks and piers were destroyed, never to be rebuilt.

When vessel owners were able to report their losses the results were staggering. A dozen ships, some brand new, had simply disappeared. Many more were damaged and stranded along the shores. Three hundred sailors and passengers were missing and presumed drowned. Of the eight vessels that disappeared completely on Lake Huron, not one person survived to tell their story. Three ships were still missing: the brand new 550 ft stmr JAMES CARUTHERS, the 10 year old ore carrier HYDRUS and until this year, the WEXFORD

The WEXFORD was now thirty years old

and her design was fast becoming obsolete. She was a tramp or package freighter built to carry a variety of cargo. They were the long haul trucks of their day, especially useful to reach out of the way ports that were not yet served by railroad lines. For this purpose her decks were cluttered with machinery for loading and unloading at different piers. Booms and winches left hardly a flat place on her decks, but more about this later.

Built by Doxford and Sons, Sunderland England in 1883 to ocean standards she had operated in both lake and ocean service for several years, before returning to the Great Lakes. She was 269 ft long with a net tonnage of 1340. The owners were the Westem Steamship Co. of Toronto. Her captain, Bruce Cameron, and many of his crew were from the port town of Collingwood, Ontario. It was a young crew; Captain Cameron was only 28, the rest of the crew with one exception were all in their twenties, but most were experienced sailors. The captain had been sailing since the age of sixteen and was highly thought of by both crew and owners, even though he had only been in command of the WEXFORD for three weeks.

The steamer loaded a cargo of wheat at the Lake Superior port of Fort William and departed that cold Nov 8 morning for Goderich, north of Sarnia / Pt. Huron. She battled the increasing wind and snow all that night. The captain of another ship, the KAMINISTIQUA, reported seeing a vessel fitting the WEXFORD's appearance laboring into heavy seas around noon the next day. This would have put her position at 30 miles north of Goderich.

Conditions on the open lake must have been horrible at this time. We can't imagine what struggles the crew of seventeen went through to keep their ship afloat. Improbable as it sounds some ships in that same area were completely rolled over and sank upside down. These were modern steel vessels, their size and tonnage would not be out of place in today's fleet. Even the Huron Light Ship was ripped from its mooring and blown completely over to the Canadian shore.

Around two that afternoon residents along the shore bluffs south of Goderich could just barely hear a ship's distress whistle above the roar of the wind. Townspeople also claimed they failed to hear the town's fog horn give any reply, even though it was the lighthouse keepers duty to sound a signal to help guide a ship trying to find the harbors entrance. Sailors after agreed that even if the fog horn had been working it would have been impossible to hear out on the lake under those conditions. A captain who survived the storm related that the noise of the winds was such that he could not hear the sound of his own ship's whistle. Shipmasters also knew that Goderich Harbor was notorious for being impossible to enter when heavy seas were running.

Eventually the unidentified vessels distress calls subsided. No one had actually seen a ship and could not say exactly when the signals stopped. We cannot be sure how long the WEXFORD stayed afloat or how long she tried to find the harbor entrance. Since the discovery of the hull it can be established that she made it south of Bayfield before slipping under.

Was the unknown ship the townspeople heard the WEXFORD, or some other ship in that area? Several days later bodies began to wash ashore, some with life jackets marked WEXFORD. Among the debris strewn along the shore local lore claims that there was a plank with a message scratched on its face: "I am with the boat lashed to the wheel – B." It is believed the 'B' stood for Captain Bruce Cameron.

The WEXFORD sits on an even keel facing in a north easterly direction. The fact that she is in an upright position is of great interest to historians and divers. We can now see clearly what conditions on her upper decks are like. Other ships in the same area, such as the REGINA are laying bottom up, and any clues to their sinkings are concealed.

The state of the upper decks show what a pounding she took during the storm. All the wooden cabins and her wheel house have been destroyed. Her masts and smoke stack are gone and large portions of her forward decks have caved in. Because she had no bulwarks or enclosed railings on each side of her hull, waves could run the full length of her fore deck before crashing into the midships superstructure. That complex arrangement of unloading machinery, mentioned earlier, could have acted as a trap and held the freezing spray and ice fast. Such an accumulation would have added tons of weight to her decks. With no way to get on deck to remove the ice build up the crew could only wait for the inevitable, as the weight of the ice gradually drew the bow deeper into each successive wave.

Any shipwreck is a terrible event far all involved, but to come so close to safe haven and then be denied it really is a Lake Huron tragedy.

Because of Mr. Chalmers discovery we can now learn some of the facts surrounding the loss of the WEXFORD and close another chapter of the Great Storm of 1913.

Further Reading on the WEXFORD and the Great Storm of 1913

- 1) 'Freshwater Fury' by Frank Barcus. Overview of storm development and losses, Wayne State University Press.
- 2) 'Ships Gone Missing' by Robert Hemming. Detail study of individual ships, Contemporary Books Chicago.
- 3) 'Wexford, Victim of the Great Storm' video by Pat and Jim Stayer. Background on storm and never before seen underwater video tour of the Wexford. Out of the Blue Productions, Lexington, MI.
- 4) To view Robert McGreevy paintings of the Wexford and other Great Lakes ships send for catalog, P.O. Box 36441, Grosse Pointe, MI 48236.

Working The Inland Seas – Stories of African Americans on the Great Lakes

By John Polacsek

On February 2, 2002, the Dossin Great Lakes Museum will tell the unique story of African American interaction with the Great Lakes through a new temporary exhibition, *Working the Inland Seas: Stories of African Americans on the Great Lakes*. Based on research gathered over the past decade, the Dossin Museum will feature dioramas, artifacts, historic photographs, engravings, ephemera, and ship models to weave the story of everyday life of African Americans on the Great Lakes from the 1770s to the present.



Passengers on the Steamer INDIA July 1896.
Among the crowd at the railing is the Assistant Steward and a friend.

For three centuries African Americans have been involved with commercial sailing on the Great Lakes. On all five of the Inland Seas the evidence of black involvement is scattered, but a number of positions on sail and steam vessels have been filled by black men and women. Those engaged in various positions from vessel owners, and captains, to chefs, bakers, storemen, and flicker stewards helped the inland commerce of the United States and Canada grow and prosper.

During the War of 1812, black sailors manned the naval vessels that made up Commodore Perry's Fleet that defeated the British squadron near Put-In-Bay on Lake Erie, and later sailed on an expedition to secure Lake Huron. One noted gunner who came from the east coast fleet to the lakes was nicknamed "Long Tom", and was noted for his accuracy and skill with cannon on the US warships.

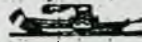
After 1825 when the Erie Canal opened for business, freight, raw materials, and passengers in great numbers moved from port to port. Tall masted sailing brigs & schooners needed crewmen and cooks, and black sailors found jobs on tug boats and ferry boats as engineers, firemen, and deckhands. On the docks they became stevedores loading and unloading cargoes of raw materials, package freight, passenger belongings and the tools of industry. On steamboats there were stewards, barbers, waiters, musicians, and cooks looking after the needs of migrants, new immigrants, and fugitive slaves. Great Lakes shipyards provided jobs with wood and steel being used to construct the sail and steam vessels of the inland seas fleet.

More and more of the contributions to the nation's maritime heritage by African American are coming to light. One little known fact was the employment of free African Canadians and fugitive slaves to quarry stone near the Canadian town of Amherstburg, Ontario. The blocks of stone were then shipped up the Detroit River by black owned vessels to the port of Detroit. The stones were conveyed to the work site of the first Sault Ste. Marie Canal that opened in 1855. This internal improvement allowed the free movement of steam and sail vessels from Lake Superior, the development of iron ore deposits, & the creation of the steel industry.

This is also the story of those black and white owners and crewmen who worked to help escaping fugitive slaves cross the lakes to the freedom of Canada. Many vessels were considered abolitionist boats because their ports of call made them likely transports of human cargo. One of the most active members in the nautical branch of the Underground Railroad was George DeBaptiste of Detroit. In 1860 he purchased the steamboat T. WHITNEY and ran connections across Lake Erie between the ports of Sandusky, Ohio and Detroit, Michigan. On each trip a convenient stop for wood was made at the Canadian port of Amherstburg, Ontario. After replenishing the boat's wood supply, the T. WHITNEY left any fugitive slaves that happened to be on board at the dock in Canada to start a new life.

Transportation Lines.

BLACK TUG LINE.



FOUR STANCH STEAM TUGS,
WILLIAM MORGAN, HIRAM PERRY,
MAJOR DAN, ROBERT READ.
THE UNDERSIGNED ARE PREPARED TO
attend to all orders for Towing and Wrecking.
SMITH & POST,
Foot of East First street, Oswego, N. Y.
N. B.—A Night Boat will be run from 1st September.
sep11 82m

SANDUSKY LINE.

1860.  1860.

SEASON ARRANGEMENT.
DETROIT AND SANDUSKY.

Steamer T. Whitney,

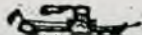
J. EDWARDS, MASTER.

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and Sandusky on Tuesday, Thursday and Saturday
mornings at 9 o'clock.

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in less time than by any other route. For freight or pas-
sage, apply on board, or to J. W. BARNUM & CO.,
sep7 83v Foot of Second st.

NORTH SHORE LINE.

1860.  1860.

WE HAVE GREAT PLEASURE IN INFORM-
ing the Millers and Merchants of Central and
Northern Michigan that our facilities for carrying

1860 Advertisement for the T. WHITNEY

From the 1910s to 1960s during the heyday of overnight travel on the Great lakes, the sister ships *S.S. NORTH AMERICAN* & *S.S. SOUTH AMERICAN* entertained thousands of passengers who enjoyed three, five or seven day cruises. During the 1927 cruising season the *S.S. NORTH AMERICAN* carried 39 African American crewmen as part of the total crew of 111 on board, and many were union members. In a 1937 agreement between the Chicago, Duluth and Georgian Bay Transit Company and the Marine Cooks and Stewards Union of the Great Lakes many well paid positions were assigned to the African American crewmembers. They held the positions of Assistant Chef, Butcher, Assistant Butcher, Baker, Assistant Baker, Fry Cook, Assistant Store Keeper, and number of others. In addition to their regular duties on board, crewmembers were responsible for passenger safety, and reported to a designated lifeboat station during drills required by the U.S. Coast Guard



In 1938 the bakery, galley, and pantry of the *S.S. NORTH AMERICAN* produced exquisite dining delights for the passengers.

From May until September 1951 the Georgian Bay Lines employed Luther Williams as a pantryman and later promoted him to assistant baker on the *S.S. SOUTH AMERICAN*. Luther was 30 years old, and was transferred to the *S.S. NORTH AMERICAN* for the 1952 thru 1958 seasons. Normally he left his Detroit home in the spring, caught the boat at Holland, Michigan and spent the year as the assistant baker. In

his pocket he carried a letter of recommendation from the Georgian Bay Lines Personnel Department noting that he was a good employee, sober, honest, and reliable.



NORTH AMERICAN

During the off season he was engaged as a cook in the dining car department of the Atlantic Coast Line Railroad. This arrangement kept him busy for the 1952 thru 1954 winters, and each year he came back to Detroit at the beginning of the season. In March 1954 Luther received a letter from the Vice President of the Georgian Bay Lines inquiring if he planned to come back to his job as assistant baker on the S.S. *NORTH AMERICAN*. In late April Luther wired the company that he would return, and expected to report to the boat at Holland. Unfortunately on the day he was expected a telegram arrived from Luther's Washington D.C. winter address noting that he had been robbed. The company immediately sent a Western Union Money Order in the amount of \$35.00 which helped him come back to Detroit. Luther later joined the boat at Chicago. During the 1957 winter Luther worked for his uncle in a bake shop, keeping him busy until the ice cleared from the lakes and the boats started to move again.

Thanks to the following for assistance with this article:

Burton Historical Collection,

Captain of the Fleet

Detroit Lodge #7 International Shipmasters Association

Great lakes Maritime Institute

Harry Wolf

GREAT LAKES & SEAWAY NEWS



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July, 2001

Jul 1 ... Grand River Navigation's MAUMEE struck several cruisers docked at Shooter's Restaurant while entering the Cuyahoga River in Cleveland. As she went by the Restaurant her stern swung over and crushed the boats against the dock. No one was injured, but two boats were severely damaged.

... The tug/barge JOYCE L. VAN ENKEVORT/GREAT LAKES TRADER arrived in Toledo and laid up at the Old Interlake Furnace Dock. This is the second time this season the pair laid up at this dock.

... The ferry DALDEAN celebrated its 50th year of operation crossing the St. Clair River between Sombra, Ontario and Marine City, MI. Her owner Capt. Lowell Dalgety estimates she has made more than 730,000 single crossings.

Jul 2 ... The Society for the Preservation of the S.S. City of Milwaukee opened the former railroad ferry CITY OF MILWAUKEE for overnight stays. 18 of the ships 31 cabins have been renovated and can sleep 70 people, all contain vanities with mirrors, porcelain sinks, wood paneling, brass fixtures and oak luggage racks. Half of the rooms overlook Lake Manistee and others overlook the dock area. Three of the rooms have been converted to hold double beds. There is no air conditioning in any of the rooms, they are trying for the feel of what it was like on the ferry when she was new. On her car deck three box cars serve as a gift shop, exhibit space and a theater with vintage 1930's seats. The cost ranges from \$24.95 to \$39.95 per room per night. Tours are also offered at \$6.00 for adults, \$4.00 for children ages 7 to 12 and under 7 get in free.

Jul 4 ... The barge JOSEPH H. THOMPSON was removed from the drydock at Bay Shipbuilding in Sturgeon Bay by several unnamed Selvick tugs. She was towed out to the middle of the Sturgeon Bay Ship Canal and was met by her tug JOSEPH H. THOMPSON JR.. The tug had come over from Escanaba after completing her five year. After hooking up the pair went back to Escanaba and into lay-up.

GREAT LAKES & SEAWAY NEWS •

... The Center for Disease Control (CDC) vessel sanitation program issued a "No Sail" order for the Cruise Ship *ARCADIA* when she tied up in Windsor. A cruise scheduled to depart for three days on Lake Erie was cancelled. The "No Sail" is a result of problems dating back to May 12. At that time the CDC boarded the vessel in Greece and informed her owner that several items needed to be corrected for the ship to operate in United States waters. After arriving in the Great Lakes the CDC conducted a surprise inspection while the ship was tied up in Milwaukee on June 20. The ship scored a 59 out of a 100 (86 is the minimum for passing). At this time the owners agreed again to fix the problems and were allowed more time. A third inspection on June 30 in Detroit found only one of the problems fixed. Again the CDC received assurances the problems would be fixed before she sailed. However, the ship crossed over to Windsor and loaded passengers and departed for Georgian Bay without fixing anything. When the ship returned the "No Sail" order was issued. Problems include dishes not cleaned properly and refrigerators not working properly.

Jul 5 ... Upperlake's *CANADIAN ENTERPRISE* was removed from the drydock at Pascol Engineering the Thunder Bay by the tugs *PENINSULA* and *GEORGE N. CARLTON*. She loaded in port and departed the next day.

Jul 7 ... The downbound salty *JAKOV SVERDLOV* lost power near Alexandria Bay on the St. Lawrence Seaway. She went to anchor in the channel, blocking it for about 12 hours. After completing repairs she was allowed to continue on her trip to Quebec City.

... Parrish Hiembecker's *OAKGLEN* arrived in Toronto and went into temporary lay-up.

... Oglebay Norton's *DAVID Z. NORTON* was upbound on Lake Huron north of Point Aux Barques when a watchmen heard a cry for help. The *NORTON* turned around and found a young man adrift on a disabled jet ski. After picking him up, he told them his friend was attempting to swim to shore. A call was placed to the Coast Guard informing them of the situation. Interlake's *PAUL R. TREGURTHA* in the area also joined the search. A short time later a Coast Guard rescue boat out of Harbor Beach rescued the swimmer and retrieved the man from the *NORTON*.

... The Cruise Ship *ARCADIA* was cleared by the CDC to sail after spending three days cleaning, repairing and painting the ship. She departed upbound with passengers on a seven day cruise to Lake Superior in the evening.

Jul 8 ... Upperlake's *JAMES NORRIS* proceeded up through Lock #1 on the Welland Canal and went into the drydock at Port Weller Dry Docks. She is there for her five year survey and to have some hull repairs done on her bottom. She was assisted into the drydock by the tug *JAMES E. MCGRATH*.

... The *HAWK I* and *SILVA I* arrive in Halifax on there way to Toronto. They are reportedly going to be converted into sailing ships.

Jul 9 ... After the Cruise Ship *ARCADIA* tied up at Roberta Bondar Place in the Canadian Soo, the company chartering her announced it was filing for bankruptcy. Great Lakes Cruises Inc. stated that the bad publicity from the Coast Guard "No Sail" order had resulted in many cancellations and a loss of revenue that could not be made up. The 121 passengers currently onboard will be bused back to Detroit tomorrow.

• **GREAT LAKES & SEAWAY NEWS**

Jul 10 ... The cruise ship **ARCADIA** departed the Canadian Soo downbound for Windsor with no passengers onboard.

... The Essroc barge **METIS** returned to service when she departed Hamilton pushed by the McKeil tug **TONY MACKAY**. They passed down the St. Lawrence Seaway the next day bound for Trois-Rivieres, Quebec. They will be on a run from there to Corner Brook, Newfoundland.

... Canada Steamship Lines and Parrish Hiembecker announced the purchase of Parrish Hiembecker's Shipping Division by Canada Steamship Lines. Included in the purchase are the two ships **OAKGLEN** and **MAPLEGLN**. They will retain their black hulls but will be given C.S.L. stack colors.



MAPLEGLN upbound in Welland Canal above Lock #7 - October 20, 2000

Photo by JIM MORRIS

... The Inquest into the sinking of the **TRUE NORTH II** and the loss of two lives ended in Tobermory. The five member coroner's jury released 61 recommendations, among them were the following - That Transport Canada review its mandate to ensure it serves "the canadian public rather than the ship owner", have common detailed safety and planning standards for school approved field trips that to be implemented by school boards across Ontario, a requirement that all commercial vessels operating in Canada have liability insurance coverage, eliminate all vague language in Transport Canada Safety Documentation to prevent uncertainty about weather restrictions, more stringent standards including oral and written examination for the certification of those who operate commercial vessels, additional inspections for small passenger vessels more than 10 years old, giving Canadian Peace Officers the power to stop and inspect vessels less than 25 meters in length and enforce the regulations of Canada and include mistakes made in inspecting the **TRUE NORTH II** in the formal training program of marine inspectors "in the hope they will realize the tragic consequences of vessel deficiencies affecting basic seaworthiness".

Jul 11 ... The upbound salty **CRIO** was stopped at the Eisenhower Lock on the St. Lawrence Seaway due to improper trimming. She was down at the bow and her propeller was sticking out of

GREAT LAKES & SEAWAY NEWS •

the water. She had come from Sorel where her last cargo hold had been emptied. After inspection, she was allowed to put 240 tons of water into two fresh water tanks aft. This corrected the ship enough for inspectors to allow her to continue on her trip to Hamilton.

... The Cruise Ship **ARCADIA** tied up at Windsor's Morton Terminals in the evening, shortly after arriving the Essex County Sheriff issued a Federal Writ against the ship. The Writ is for unpaid debts due to Navitrans Shipping Agencies of Montreal. Navitran was hired to be the agent for the ship and take care of Port Relations, Hiring Pilots, Fuel, Food and Water supplies and any needs of the ship. The debt is owed by Great Lakes Cruises Inc., but they are filing for bankruptcy.

Jul 12 ... Upperlake's **CANADIAN OLYMPIC** was backing up in Duluth Harbor when her rear anchor chain wrapped around the propeller. It damaged the propeller and shaft, which released about 100 gallons of hydraulic oil into the water. She blocked the harbor for most of the day forcing Interlake's **JAMES R. BARKER** and Oglebay Norton's **OGLEBAY NORTON** to use the Superior Entry. When divers went down to cut off the anchor, they found it was no longer attached. The Great Lakes Towing tugs **MINNESOTA** and **NORTH DAKOTA** then towed her over to the Duluth Port Terminal to clear the harbor. The next day they towed her across the harbor to Fraser Shipyards in Superior, where they placed her on the drydock for repairs.

... A 34,000 pound piece of copper was raised from the bottom of Lake Superior near Eagle Harbor by the United States Corps of Engineers H. J. **SCHWARTZ**. It will be put on display at the Mineral Museum at Michigan Tech University in Houghton, MI.

Jul 13 ... The Delta Queen Coastal Voyages Cruise Ship **CAPE MAY LIGHT** passed up the Welland Canal on her first trip into the Great Lakes bound for Buffalo. From now until the end of August she will run week long cruises back and forth between Buffalo and Quebec City.

Jul 14 ... The tug/barge **JOYCE L. VAN ENKEVORT/GREAT LAKES TRADER** departed Toledo bound for Stoneport ending their temporary lay-up.

... Divers located the missing anchor from the **CANADIAN OLYMPIC** and marked it with a buoy, it will be raised later.

Jul 19 ... To help celebrate Detroit's 300th birthday, a group of tall ships arrived and tied up from Hart Plaza to Joe Louis Arena in Detroit and at Dieppe Park in Windsor. They will be open to the public for tours today through July 21 10:00 A.M. to 5:00 P.M. daily. Tied up in Detroit are the **PRIDE OF BALTIMORE II**, **NIAGARA**, **BEL ESPOIR II**, **CONCORDIA**, **BLUENOSE II**, **GRAND NELLIE**, **HIGHLANDER SEA**, **NORFLOK REBEL**, **MIST OF AVALON**, **LARINDA**, **TECUMSETH**, **APPLEDORE IV**, **NINA**, **MADLINE**, **ST. PAUL** and the United States Coast Guard Icebreaker **MACKINAW**. Tied up in Windsor are the **PATHFINDER**, **PLAYFAIR**, **FAIR JEANNE**, **BAT' KIUSHCHYNA**, **RED WITCH**, **ST. LAWRENCE II**, **ROAD TO THE ISLES**, **CAPE ROSE**, **TRUE NORTH**, and the Canadian Coast Guard Cutter **SAMUEL RISLEY**.

... The Marinette Marine built Juniper Class United States Coast Guard Cutter **MAPLE (WLB 207)** passed down the Welland Canal on her delivery trip out of the lakes. She will be stationed in Sitka, Alaska.

• **GREAT LAKES & SEAWAY NEWS**

... Canada Steamship Lines OAKGLEN departed Toronto ending her temporary lay-up. She crossed Lake Ontario and made an overnight passage up the Welland Canal bound for Thunder Bay.

Jul 21 ... The Cruise Ship ARCADIA departed Windsor downbound in the evening bound for Montreal.

Jul 22 ... The Tall Ships departed their berths in Windsor and Detroit and headed down the Detroit River to about Fort Wayne. From there a parade of ships started and proceeded upbound past downtown Detroit and Windsor. Leading the Tall Ships were the Detroit Fireboat CURTIS RANDOLPH. She was followed by the MACKINAW, J. W. WESTCOTT II, JOSEPH J.

HOGAN, ROGER STAHL, FORNEY, PAJ and SAMUEL RISLEY.

After the parade the Tall Ships proceeded upbound across Lake St. Clair bound for Bay City.



LARINDA upbound Lake St. Clair near the Crib Light

Photo by PAT KAMINSKI



BLUENOSE II upbound Lake St. Clair near the Crib Light – July 22, 2001

Photo by RAY OSET

GREAT LAKES & SEAWAY NEWS •



MADLINE upbound Lake St. Clair near the Crib Light – July 22, 2001

Photo by PAT KAMINSKI

... As the Cruise Ship ARCADIA approached Lock #7 on the Welland Canal, she somehow ended up sideways across the canal. She damaged one of her propeller blades and tied up along the east approach wall for repairs, after about 8 hours she departed down the canal.

... Desgagnes's MELISSA DESGAGNES was towed into Halifax by the tug MAGDELAN SEA. She was placed on the drydock at Halifax Shipyard for repairs to her propeller and shaft.

... Lake Shipping's LEE A. TREGURTHA was down through the St. Clair River, Lake St. Clair and Detroit River with a large banner on her pilot house. The banner read "Linda will you marry me", it was heard over the radio that she said yes.



LEE A. TREGURTHA downbound on Lake St. Clair near Crib Light – July 22, 2001

Photo by PAT KAMINSKI

• GREAT LAKES & SEAWAY NEWS

Jul 23 ... Oglebay Norton's JOSEPH H. FRANTZ arrived at Bay Shipbuilding and was placed on the drydock. She came from Holland, MI where she had grounded and suffered bottom damage. She was removed from the drydock on July 28 and departed.

... Upperlake's CANADIAN ENTERPRISE was assisted into the drydock at Pascol Engineering in Thunder Bay by the tugs PENINSULA and GEORGE N. CARLTON for work on her stern tube. She departed the drydock on July 25 assisted by the same tugs and went to anchor in Lake Superior off the harbor. On July 26 she returned and was placed back on the drydock by the same tugs. She was removed again on July 28 and departed.

Jul 25 ... The Great Lakes Shipwreck Historical Society in Whitefish Point announced their research ship DAVID BOYD located the wreck of the A. A. PARKER. She is located in Lake Superior off Grand Marais, MI. The PARKER sank on the afternoon of September 19, 1903 during a gale. She had departed Superior WI with a cargo of iron ore and then was hit by the gale, after she started taking on water she turned and tried to make Grand Marais. She sank about four miles offshore, her crew was rescued by the United States Life Saving Station in Grand Marais.

... Michigan Governor John Engler signed a bill that allocates \$4.7 million to build a new lock at the Soo. The cost is estimated at \$255 million, which is to be shared by the Federal Government and the Great Lakes States Illinois, Indiana, Michigan, Minnesota, New York, Ohio, Pennsylvania and Wisconsin. Each state's cost is calculated based on its percentage of origin and destination tonnage transported through the Soo Locks. Michigan's share will be \$14.1 million, the \$4.7 million will be placed into a fund and interest earned should cover its share.

Jul 27 ... Specialty Restaurants Corp. of Anaheim, CA, owners of the LANSDOWNE signed a 25 year lease with the Erie-Western Pennsylvania Port Authority. The lease calls for the Port Authority to receive 2% of the gross sales from the restaurant or a minimum of \$2,000 a month in rent. After 2 1/2 years the rental amount will increase, it will be based on a percentage of sales tied to the consumer price index. The rent for the next 8 months will increase from the present amount of \$1,000 to \$1,500. During this time renovations will be made to the LANSDOWNE and the pier area next to the ship. Specialty plans on spending between \$1.5 million and \$2 million on the renovations. The lease agreement also has a renewable 25 year option. The lease calls for the LANSDOWNE to be moved from the end of the Sassafra St. Pier where she currently sits to the Northeast side of the pier. Contessa Cruise Lines have been notified that their vessel VIKING I, which is currently tied up on the Northeast side of the pier will have to be moved.

... Upperlake's CANADIAN OLYMPIC departed the drydock at Fraser Shipyard in Superior, WI.

Jul 28 ... Upperlake's CANADIAN PROVIDER arrived in Toronto and went into temporary lay-up.

... Marinette Marine launched the Juniper Class United States Coast Guard Cutter SYCAMORE (WLB 209), she is the ninth of 14 cutters to be built. She was christened by Deni Mineta, wife of Norman Mineta United States Secretary of Transportation. The SYCAMORE is to be stationed in Cordova, Alaska.

GREAT LAKES & SEAWAY NEWS •

... While traveling upbound on Lake Erie a crew member on Oglebay Norton's BUCKEYE spotted a small boat taking on water near Detroit River Light. The BUCKEYE came to a stop and rescued the two men in the boat. Once the men were aboard she continued on her trip. The men got off the ship at the mailboat in Detroit.

Jul 29 ... American Steamship's AMERICAN REPUBLIC departed Toledo ending her temporary lay-up.

... Upperlakes JAMES NORRIS was removed from the drydock at Port Weller Dry Docks with the help of the tugs PROGRESS & JAMES E. MCGRATH. She proceeded down through Lock #1 on the Welland Canal bound for Colborne to load stone.

Jul 30 ... The United States Coast Guard Cutter NEAH BAY (WTGB 105) was placed on the drydock at the Toledo Shipyard for her five year survey.

Jul 31 ... Bethlehem's BURNS HARBOR arrived at Bay Shipbuilding in Sturgeon Bay for generator repairs. She departed on August 4 after completing repairs.

August, 2001

Aug 1 ... The New Nadro Marine tug GLENLIVET II passed up the Welland Canal on her delivery trip to Port Maitland. She was recently purchased from Voyageurs Marine Construction Company.

... Jack Gordon, Vice President of Inland Ocean Lines announced in Port Stanley, Ontario they are investigating the possibility of cross lake ferry service to Erie, PA. They are looking at the Contessa Cruise Lines ferry VIKING I currently laid up in Erie as the vessel for the service.

Aug 2 ... Erie Sand's J. S. ST. JOHN passed down the Welland Canal bound for Port Weller Dry Docks. Upon arriving she tied up at the fitout wall behind the CANADIAN TRANSPORT. The next day she was moved into the drydock for her five year survey. She was assisted by the shipyard tug JAMES E. MCGRATH. After the ST. JOHN was secure the MCGRATH also was placed in the drydock behind her. The tug will also under go her survey.

Aug 3 ... While departing Stoneport Grand River Navigation's tug/barge INVINCIBLE/MCKEE SONS ran aground. The barge suffered bottom damage and American Steamship's H. LEE WHITE arrived and the MCKEE SONS unloaded her stone cargo into the WHITE. She was refloated and departed for Sturgeon Bay.

Aug 5 ... The tug/barge INVINCIBLE/MCKEE SONS arrived at Bay Shipbuilding. The tug unhooked and several unnamed Selvick tugs moved the barge into the drydock for repairs to her bottom. The tug proceeded to the fitout wall and tied up.

Aug 7 ... Lower Lakes Towing's SAGINAW was placed on the drydock at the Toledo Shipyard for her five year survey. She was removed from the drydock on August 25.

• GREAT LAKES & SEAWAY NEWS



Photo by ALAN MANN

SAGINAW unloading at Sarnia September 30, 2000

Aug 9 ... The S.S. Milwaukee Clipper Preservation Inc. group removed the three bronze whistles from the MILWAUKEE CLIPPER about a month ago. After stripping all the old paint off they were restored and hoisted back in place. Pipe fittings and gaskets were changed to allow compressed air instead of steam. Today using compressed air the whistles were sounded for the first time in 30 years.

Aug 10 ... Great Lakes Transportation LLC (GLT) announced they have organized their four transportation and bulk handled companies into two geographically based business units. The Eastern Business Unit will consist of GLT's Bessemer & Lake Erie Railroad Co. and the Pittsburgh & Conneaut Dock Co. and will be headquartered in Monroeville, PA.. The Northern Business Unit will consist of GLT's Duluth Mesabi & Iron Range Railway Co. and USS Great Lakes Fleet Inc. and will be headquartered in Duluth, MN.

Aug 11 ... Paterson's WINDOC collided with Bridge #11 (Alanburg) on the Welland Canal when the bridge started down before the ship had passed through at about 8:30 P.M.. The WINDOC struck the bridge at pilot house level, the bridge area was destroyed and her stack was knocked over, it ended up laying face down on the stern. With the ship still under power and moving down the canal, the crew dropped the starboard anchor. The ship came to a stop across the canal, her bow on the east bank and her stern by the west bank. A fire started in the cabins as she was stopping, firemen were called and fought the blaze as it spread through the crew quarters and engine room. The fire was finally brought under control around 2:00 A.M. the next morning, it was not put out until about 5:00 A.M.. All the crew got off the ship and no one was injured. Bridge #11 continued

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down after the collision and is in the closed position. The bridge did suffer some damage in the collision, and will be checked over by engineers. The Seaway Authority and the Canadian Transportation Safety Board will conduct an investigation into the accident. The Seaway Authority closed the Welland Canal to all traffic immediately after the accident. The following ships were held up, upbound were CANADIAN LEADER, CATHERINE DESGAGNES, FEDERAL KIVALINA, SEA EAGLE II/ST. MARY'S CEMENT II, CSL TADOUSSAC and ALGOBAY. Downbound ships were the ATLANTIC HURON, CAPE MAY LIGHT and CANADIAN OLYMPIC. When the canal will open again is undetermined at this time.



Photo by GREG RUDNOCK

WINDOC tied up in Thorous after her accident – August 13, 2001

... The Diamond Jack River Tours ferry DIAMOND QUEEN arrived in Wallaceburg, Ontario with about 150 passengers, the 13th annual Wambo Festival was in progress.

Aug 12 ... The Mckeil tugs CARROL C. 1, PAUL E. NO. 1 and LAC VANCOUVER passed up the Welland Canal towing the barge HENRY T. They came from Hamilton and stopped at the WINDOC.

... Staten Island's Department of Transportation chose the Manitowoc Marine Group to build three new 4,500 passenger ferries over Atlantic Marine Inc. of Jacksonville, FL. The ferries will be constructed at Manitowoc's Marinette Marine in Marinette, WI. The \$119,213,651 contract was about \$60 million less than Atlantic Marine bid. Marinette Marine now must undergo an extensive background check that is expected to take several months. The next step will be for the contract to

• GREAT LAKES & SEAWAY NEWS

go to the city's comptroller's office, they will have 30 days to approve it. When finally approved Marinette Marine will have 600 days to deliver the first ship, 120 more until the second is due and 120 more for the third. The new ferries are to replace the 1965 Kennedy Class Ferries - JOHN F. KENNEDY, AMERICAN LEGION and GOV. HERBERT H. LEHMAN. The new ferries will hold about 1,000 more walk on passengers, but will hold only 30 vehicles, 10 fewer than the Kennedy Class.

Aug 13 ... It was determined that Bridge #11 could be partially raised to allow the Mckeil tug PROGRESS to pass through. She came from Port Colborne and passed through the bridge in the morning. Electrical generators have been placed onboard the WINDOC since her engine room is unusable. This will allow the use of her winches in moving the ship. The barge HENRY T. was placed at her bow and used its deck crane to lift the WINDOC's anchor, it was placed on her deck. The CARROL C. 1 then pulled on the bow while the tugs PROGRESS and PAUL E. NO. 1 pulled on the stern to straighten the WINDOC in the channel. The tugs then towed her down the canal a short distance to the tie up wall above the Old Guard Gate, she is sitting on the west side of the canal a little south of the paper mill. The WINDOC has a slight list to starboard due to damage in her #1 and #2 tanks.



WINDOC tied up in Thorous after her accident – August 13, 2001

Photo by GREG RUDNOCK

... At about 8:30 P.M. Bridge #11 was placed in the raised position. It is expected to remain in the open position for the rest of the shipping season. At about 10:30 P.M. the canal reopened for traffic, the first vessel to pass by the WINDOC was the upbound CANADIAN LEADER. One of the first downbound ships to pass the WINDOC was the Cruise Ship CAPE MAY LIGHT, she will now by-pass her scheduled stop at Toronto to make up lost time.

GREAT LAKES & SEAWAY NEWS •



Photo by JIM MORRIS

Damaged Bridge #11 (Alanburg) in raised position August 8, 2001

... The barge MCKEE SONS was removed from the drydock at Bay Shipbuilding by several unnamed Selvick tugs. She was placed at the fitout wall and was picked up by her tug INVINCIBLE.

... The Schooner HIGHLANDER SEA reported taking on water after hull seals on her starboard side failed. After departing Muskegon she was battered by 10 foot waves on Lake Michigan. A Coast Guard Helicopter out of Muskegon arrived and dropped pumps to keep the water out. The research vessel NEESKAY and Schooner MIST OF AVALON stood by until a 47 foot Coast Guard Rescue Boat out of Grand Haven arrived. She stood by until the Coast Guard Cutter KATMAI BAY arrived and escorted her back to Muskegon. Once there a diver put caulking material back in the seams the next day and she departed in the evening.

Aug 14 ... St. Mary's Cement tug/barge SEA EAGLE II/ ST. MARY'S CEMENT II went to anchor off Port Colborne after clearing the Welland Canal. Their they were met by fleetmates PETITE FORTE/ST. MARY'S CEMENT. Due to the delay in the canal, orders have been changed and the first pair are loaded to deep to get into Cleveland. After transferring some of their cargo the SEA EAGLE II departed for Cleveland and the PETITE FORTE departed down the Welland Canal bound for Bowmanville to complete loading.

Aug 15 ... Desgagnes's recently purchased tanker VEGA DESGAGNES arrived in Quebec City.

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... USS Great Lakes Fleet's ROGER BLOUGH arrived in Superior and went into lay-up at Fraser Shipyard.

... The tug THEODORE TOO passed up the Welland Canal on a tour of Great Lakes ports. She was built in 2000 and is a replica of the popular children show Theodore Tugboat. She will be open for tours at her stops. She is headed for Erie.

Aug 16 ... The new small Canadian Coast Guard Cutter CAPE LAMPTON passed up the Welland Canal for the first time.

... The Manitowoc Marine Group announced they have received a contract from Vessel Management Services Inc. of Seattle, WA to construct two double hulled tank barges and two ocean going tugs. The two 9,280 HP twin screwed tugs will be built at their Marinette Marine Shipyard. The two 155,000 barrel double hulled barges will be built at their Bay Shipbuilding Shipyard. There is an option in the contract for two additional tug/barge units.

Aug 17 ... The tugs PROGRESS and LAC VANCOUVER towing the barge HENRY T. departed the WINDOC downbound in the Welland Canal. On the deck of the barge was the wrecked stack of WINDOC. At Wharf #1 they tied up for the night, the next morning the departed bound for Hamilton.

Aug 18 ... At Bay Shipbuilding the new Great Lakes Dredge & Dock dredge LIBERTY ISLAND was floated out of the drydock and placed at the fitout wall by several unnamed Selvick tugs.

Aug 19 ... While downbound in the Livingston Channel the salty CLIPPER FALCON struck a disabled small boat. Just before the collision several men jumped into the water. The salty stopped her engine so as not to suck them under. After clearing the Channel she went to anchor and launched a rescue boat. The Canadian Coast Guard Cutter SORA came from Amherstburg and joined the search. All the men were rescued except one, he is missing and presumed dead.

... Upperlake's CANADIAN TRANSFER departed the North Slip in Sarnia upbound ending her temporary lay-up.

Aug 20 ... Delta Queen Coastal Voyages announced their 2002 Great Lakes schedule. Their CAPE MAY LIGHT will run cruises on the upper Great Lakes from mid May until mid October. A second Cruise Ship CAPE COD LIGHT will run cruises from Buffalo down the St. Lawrence Seaway from mid June until mid September.

Aug 21 ... Picketers from the Public Service Alliance of Canada held up traffic in and out of Hamilton Harbor. They would not get off of the Burlington Bridge. At 10:00 A.M. the next day shipping was restored when the picketers departed. The union has been without a contract since June 2000. These ships were held up by the blockage, in the harbor were the CANADIAN VENTURE, ALGOCAPE, JAMES A. HANNAH & HANNAH 5101 and the salty TRAMPER. Waiting in Lake Ontario to get in were CSL NIAGARA, CANADIAN MINER and the salty SCAN PARTNER.

... Interlake's CHARLES M. BEEGHLEY arrived in Taconite Harbor and loaded the last cargo of pellets from there. Since she will not receive a full load she will go to Silver Bay to top off.

GREAT LAKES & SEAWAY NEWS •

Aug 22 ... The new McAsphalt barge NORMAN MCLEOD arrived in Montreal under tow of the tug HAEDONG STAR NO. 99. She was built at the Jinling Shipyard in China. She will be pushed in Great Lakes service by the tug EVERLAST currently laid up in Hamilton. The barge will be moved to the Welland Canal for its final fitout.

... Fednav's FEDERAL YUKON has been fitted with a prototype system designed to test for and eliminate unwanted species of marine life in her ballast tanks. Fednav is working with the Michigan Department of Environmental Quality to conduct experiments to determine the most efficient way to rid ballast tanks of unwanted species of marine life. When the YUKON docked in Detroit a ceremony was held to promote the new system.

... Erie Sand's J. S. ST. JOHN departed the drydock at Port Weller Dry Docks with the help of the tug JAMES E. MCGRATH. The MCGRATH herself was removed from the drydock just ahead of the ST. JOHN. The tug had her hull color changed from grey to black while in the drydock. The ST. JOHN proceeded up the Welland Canal bound for Erie, PA.



JAMES E. MC GRATH tied up at tug dock at Port Weller Dry Docks – April 1, 2000

Photo by JIM MORRIS

... The St. Lawrence Seaway Management Corp. announced Bridge #11 over the Welland Canal at Alanburg should be back in operation by December. Repairs should begin in about five weeks and take about seven weeks to complete.

• **GREAT LAKES & SEAWAY NEWS**

... Algoma's **ALGOWAY** ran aground in the St. Clair River between Fawn Island and the Canadian shore. She was headed for the Southwestern Sales Ltd. Gravel Dock south of Sombra, Ontario. The Gaelic tugs **ROGER STAHL & SHANNON**, Gordon Marine tug **MENASHA** and the Malcolm Marine tug **MANITOU** were able to free her the next day after the **ALGOWAY** unloaded some of her cargo into a Malcolm barge. No damage was reported to the **ALGOWAY**, who proceeded up to Sarnia for inspection.

Aug 25 ... American Steamship's **AMERICAN MARINER** departed Toledo bound for Sandusky, ending her temporary lay-up.

... The Cruise Ship **CAPE MAY LIGHT** passed down the Welland Canal on her final trip in the lakes this season. She will head down the East Coast of the United States to run in the Caribbean over the winter.

Aug 26 ... The Schooner **PRIDE OF BALTIMORE II** ran aground near the Detroit Yacht Club in the Detroit River. She was pulled free a few hours later by two unnamed tugs.



Photo by RAY OSET

PRIDE OF BALTIMORE II upbound Lake St. Clair near Crib Light following the July 22, 2001 parade.

Aug 27 ... The tug **THEODORE TOO** passed up the Detroit River bound for Chicago. She will stop in Windsor for tours in September.

Aug 30 ... The Cruise Ship **C. COLUMBUS** passed up the Welland Canal on her first trip into the lakes this year. She was bound for Tobermory, Ontario.

Aug 31 ... Upperlake's **JAMES NORRIS** arrived in Toronto and went into temporary lay-up.

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MISC:

... The Marine News, Journal for the World Ship Society reported the following items in their April & May Issues.

RENAMES:

ANANGEL ENDEAVOUR, Built 1978, was sold by Anangel Endeavour Compania Naviera S.A., Greece to Bolmar Shipping Co. S.A., Panama in 2000 and renamed BOLMAR I.

ANAX (Ex - KOMIN - 93, ZIRJE - 90) Built 1979, was sold by Azul Shipping Co. Ltd., Malta to Verve Shipping Ltd., Malta in 2000 and renamed VERVE.

DARYA KAMAL, Built 1981, was sold by Quadrant Shipping Ltd., Hong Kong to Chester Maritime Ltd., Malta in 2000 and renamed RIO GLORY.

MARGARETHA GREEN, Built 1999, was renamed CORAL GREEN by C.V. Margaretha Green, Netherlands in 2000.



MARGARETHA GREEN upbound in Welland Canal at Bridge #5 – May 6, 2000

THORSRIVER (Ex - ELAN VITAL -97, KOVROV - 97) Built 1992, was renamed LYKES ENERGIZER in 2000 by Seaesteem Shipping Ltd., Cypress.

WATERWAYS I (Ex - CONDOR 8 - 97) Ferry Built 1988, was sold by unspecified owners to Marininvest S.R.L., Italy in 2000 and was renamed SNAV ARIES.

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CASUALTIES:

MUNKSUND, Built 1968, owned by Great Lakes-European Shipping AS (Wilson Ship Management(Bergen) AS), Norway. Reported an engine breakdown 2/28/2001 and stopped in position 29.54N, 40.15W. The tug POWHATAN went to her assistance and she was taken in tow 3/5/2001 for Baltimore. She was on a passage from Bremen to Baltimore.

YANNIS (Ex - SEDOY I - 00, SEDOY - 00, VASILIIY SOLOVYEV-SEDOY - 94) Built 1984, owned by Millenium Sun Shipping Co. Ltd. (Eurocarriers S.A.), Cypress. Struck MARINA BAY 3/3/2001 while she was berthed Apapa-Lagos. The MARINA BAY sustained serious damage to her starboard side. Water entered No.1, No.2 and No.3 holds and the forward section and was reported resting on the bottom. The YANNIS sustained only minor damage.

SCRAPPED:

TRIAS (Ex - FEDERAL SCHELDE - 94), Built 1977, was sold by Trias Maritime Co. Ltd. (Tomazos Shipping Co. Ltd.), Greece to Pakistan Breakers in 2000 and arrived Gadani Beach 12/1/2000.



Photo by JIM MORRIS

TRIAS downbound in Welland Canal approaching Lock #7 – May 11, 1999

NEW SHIPS:

FEDERAL SHIMANTO, Built by Kawasaki Toyohashi, Hull #3527 is owned by Wealth Line Inc., Panama, (She was up Welland Canal on 6/30/2001).

BRIGHTLAKER, Built Naikai Zosen, Setoda, Hull #659 is owned by Mi-Das Line S.A., Panama, (She was up Welland Canal on 5/10/2001)

BACK COVER PHOTOS: (Top) Underwater photo of the WEXFORD bow taken by Pat Stayer. (Middle) The WEXFORD prior to the Great Storm of 1913. (Bottom) Pat Stayer diving on the wreck of the WEXFORD taken by Tim Juhl. All photos are courtesy of *Out of the Blue Productions*.

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.

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