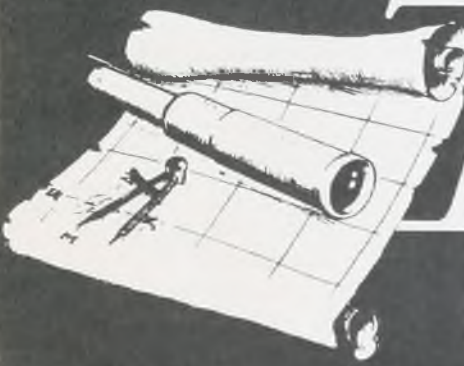


Telescope



JULY • SEPTEMBER, 2003
Volume LI; Number 3



Marine Mart –

MARK YOUR CALENDAR: Saturday, December 6, 2003

The Marine Mart, previously held at Harbor Hill Marina, is moving this year to the **Belle Isle Casino** located on The Strand, Belle Isle. Admission is \$3.00 and hours are 10:00 am to 3:00 pm. As in the past, there will be over 35 dealers offering items for EVERYONE's Great Lakes interest including artifacts, artwork, books, brochures, china, photos, ship models, souvenirs and much, much more!

The move was necessary due to a prior commitment that Harbor Hill has but we are very excited about this new location. There is plenty of parking and table space and is easily accessible. Just go over the bridge and follow the river road right around to the casino or follow the signs for the Casino.

Everyone attending will be eligible for door prizes! Check at the GLMI table to see if your ticket is a winner. This is a great opportunity to get those hard-to-buy-for Christmas presents or that special item you've been looking for. For further information contact John Polacsek at 313-297-8366.

Museum Hours:

Due to budget cutbacks the Museum continues to only be open on Saturday and Sunday from 11:00 am to 5:00 pm. At time of printing there is no confirmation of special holiday hours. For updates on hours contact the museum on Saturday or Sunday at 313-852-4051.

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OUR COVER PICTURE . . . The ELTON HOYT 2ND was one of a trio of vessels built on saltwater in 1952 due to a back-up of orders at Great Lakes shipyards. The HOYT, built for the Interlake Steamship Company, and the Bethlehem Steel Corporation vessels JOHNSTOWN and SPARROWS POINT were all built to similar plans. Since the vessels were to be brought to the Lakes via the Mississippi and Illinois Rivers, their size was limited. The HOYT measured 626 feet 6 inches long, 70 feet wide, and 37 feet deep, which gave her a capacity of approximately 20,000 tons. The HOYT was powered by a 7,700 shp Bethlehem Steel Co. cross compound steam turbine and two oil fired Foster-Wheeler water tube boilers. Photo by Emory A. Massman.

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REMEMBERING THE ELTON HOYT 2ND

In the past decade we have watched the number of Great Lakes vessels decline as the shipping industry follows the economic downturn. However, not all vessels withdrawn from service are destined for the scrapyards as smaller US-flag vessels are sold to Canadian owners and remain in service on the lakes.

One such example is the ELTON HOYT 2ND. She was originally built for the Interlake Steamship Company when fleets were expanding rapidly in the early 1950's. Orders for new ships kept the Great Lakes shipyards working to capacity, so the shipbuilding contract was made with an east coast firm: Bethlehem Shipyard at Sparrows Point, MD. She measured 626 x 70 x 33.7 with 10,576 gross tons and 7043 net tons.



ELTON HOYT 2ND launch

She was launched on March 7, 1952, and shortly after seatrials, she began the three thousand mile voyage from the east coast thru the Gulf of Mexico and up the Mississippi River to Chicago. In order to pass under the bridges, all forward and stern superstructures had to be removed and tied down to the deck. For those watching along the banks of the Mississippi River, they would remember another lake freighter CLIFFS VICTORY making the same voyage the previous year. The HOYT arrived at the American Shipbuilding yard in Chicago on July 29, 1952. After the superstructure was reassembled and a short seatrial, the HOYT sailed to Superior, WI to load iron ore.



ELTON HOYT 2ND downbound – Soo, Michigan – July 1999

During the next five years she delivered cargoes as the economy rose. Steamship executives were modernizing their fleets with new vessels or repowering older vessels. The demand for cargo was so great that just five years after her launch, the HOYT was lengthened 72 feet in 1957, thus increasing cargo capacity by 2,500 tons. In 1980 she would follow another pattern in the shipping industry and be converted to a self-unloader in Toledo, OH.

The HOYT carried mostly iron ore during her career to major U.S. ports and also passed down the Seaway in October, 1977, when the miners went on strike in Minnesota and Michigan. The HOYT didn't appear much in the shipping news until late December, 1983, when she encountered heavy weather while downbound in Lake Huron and suffered damage. Lloyd's stated the damage as follows: Vessel developed fractures across the weather deck about amidships, extending through gunwale bar and internally through side tank and deck beams starboard side." While docked in Detroit, the

damaged areas were reinforced and she travelled under her own power with tug escort to Ashtabula, OH for repairs. During the winter, boat watchers wondered if the surveyors would find more damage, but to everyone's relief, the HOYT was repaired and returned to service the following season.

During her fifty years of operating for the Interlake Steamship Company, the HOYT served well as a small vessel capable of delivering cargoes to new markets as steamship companies tried to broaden their base as steel mills began to slow production. The HOYT was no longer needed by Interlake and Lower Lakes Towing was looking to expand their emerging Canadian fleet. In January, 2001, they purchased the CALCITE II, MYRON C. TAYLOR and GEORGE A. SLOAN from USS to operate under Grand River Navigation. On April 10, 2003, they announced the purchase of the HOYT. She will be registered Canadian flag and be renamed MICHIPICOTEN.

Story compiled by Kathy McGraw



ELTON HOYT 2ND loading ore in Marquette, MI

MICHIPICOTEN

Excerpt from
Great Lakes Fleet Page Vessel Feature
by Jody L. Aho

The purchase of the ELTON HOYT 2ND from Interlake reflected a new contract acquired by Lower Lakes Towing. The company was now supplying taconite to the Algoma Steel mill in Sault Ste. Marie, Ontario.

Ships in the Lower Lakes Towing fleet all carry names honoring rivers, on or near where the vessels trade. After being renamed the MICHIPICOTEN, she joined the CUYAHOGA, SAGINAW, and MISSISSAGI in the Lower Lakes Towing fleet.

Photo by R. Lelievre



Ready to depart fit-out in Sarnia



Flags flying on Christening day.

The MICHIPICOTEN entered the dry dock at Fraser Shipyards in Superior shortly after the sale. Dry docking lasted about three weeks. The 700-foot self unloader was towed from Superior, WI to Sarnia by Gaelic towing tug ROGER STAHL, arriving on May 7. Crews began work on the vessel fitting it out for service.

On Saturday, May 24, 2003 the MICHIPICOTEN was christened during a public ceremony in Sarnia. With a large crowd on hand to witness the event, Devon and Pam Bravener christened the ship with the crack of the traditional bottle of champagne.

The champagne bottle shattered against the hull with one swing and the company then generously opened the MICHIPICOTEN for tours to all those who had gathered to witness the event. The MICHIPICOTEN is the fourth vessel to join the Lower Lakes Towing



Christening Day, May 24, 2003

Photo by N. Schultheiss

fleet and the seventh combined with the U.S. affiliate Grand River Navigation Co. An impressive number for a company that is only eight years old.

MICHIPICOTEN departed for Sarnia on June 13, 2003 sailing upbound on her maiden voyage to load at Marquette for the Soo. Her primary trade is between Marquette, MI and Algoma Steel in the Soo, averaging about 36 hours per round trip. Aside from her primary route, she makes occasional trips to the lower lakes carrying stone or slag.



Unloading at Algoma Steel

[Lock Tours Canada Boat Cruises](#)

Detroit River-River Cruise

It was determined by all participants and attendees, that the 2003 Detroit River Cruise was a great event and should continue in years to come.

Sinbad's Restaurant and Marina was host to over thirty Antique & Classic boats and what a great host they were.



Although it was quite windy, making docking difficult upon arrival, their dock hands were there to assist. The Antique & Classic show was headed



up by Detroit River Cruise volunteer Jerry Dillon who did an excellent job of greeting the participants and accommodating their needs. While some of the boats were displayed on trailers, a majority of these beautiful mahogany boats were in-water and paraded each day on the river for the public to view. The participants asked to be invited back for the event 2004!

Next door, at the Roostertail, people were partying and viewing the river activities from the upper balcony. From this venue corporate executives could see the exhibition races, extreme water show, and pit operations. In the evening, the Roostertail



filled their outdoor stage with top-name entertainment.

The Dodge Pits were the location for over 25 Vintage race boat teams, 3 Vintage Unlimited Hydroplanes and 8 Unlimited Light Hydroplanes.

Rounding out the venue was Waterworks Park, with viewing grandstands, food vendors, beverage kiosks, various displays and entertainment. Among the displays was the Delphine Launch provided by the Detroit Historical Society and manned by volunteers from the Great Lakes Maritime Institute. GLMI also had volunteers at the beer & wine booths which were provided by Sindbads with a percent of profits benefitting the Dossin Great Lakes Museum.



The Vintage Hydroplanes brought back many memories for the spectators of the old time "thunder" on the river.

Continuous entertainment was provided by three bands - you name it, they played it.

Unfortunately, the attendance at the event was not what the promoters hoped for. Due to the uncertainties surrounding the Gold Cup Hydroplane Races, marketing efforts for the River Cruise were delayed. Once available dates were determined, it left too little time to properly advertise the event and secure sponsorship dollars. Still, for a first time event it was well received by city officials, participants and spectators. The words were "Let's do this again next year."

And so, the Detroit River Cruise II will be held **June 18-20, 2004**. The organizers are very close to securing a major sponsor and the website - www.detroitrivercruise.com is being updated. Great Lakes Maritime Institute will again be involved for the benefit of the Dossin Great Lakes Museum.

Mark your calendars now for this 2004 weekend of boating, fun, entertainment, shopping and exhibits.



DELPHINE Launch on display by GLMI at 2003 Detroit River Cruise.

GREAT LAKES & SEAWAY NEWS



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JANUARY

Jan 1 ... Algoma's ALGOWAY arrived in Owen Sound and went into lay-up. When she arrived she had a five foot wide hole in her port bow above the water line. The damage occurred when she struck the dock in Meldrum Bay. The damage will be repaired over the winter.

Jan 7 ... While shuttling barges in the Chenal Ecarte at Port Lambton, the McNally tug BAGOTVILLE accidentally severed the underwater hydro power line from the mainland to Walpole Island. Power was lost for 800 island residents for several hours. The tug suffered no apparent damage in the incident.

... Great Lakes Transportation LLC, owner of Great Lakes Fleet announced the sale of the Great Lakes Fleet's Soo Warehouse to MCM Properties LLC, the real estate holding arm of MCM Marine Inc.. The ship chandlery supplied the ships of Great Lakes Fleet and Interlake Steamship by the supply ship OJIBWAY. MCM indicated talks are underway for another firm to lease the warehouse and OJIBWAY and continue the operation. The Soo Warehouse has been used to supply ships with supplies for over 100 years.

Jan 8 ... The National Trust Loan Staff and the National Trust Loan Committee voted to transfer ownership of the former Bob-Lo Boat COLUMBIA to a New York Based Preservation Group. The trust believes the New York Group is the COLUMBIA'S best chance to survive. The COLUMBIA is expected to be towed to Toledo for drydocking at the Toledo Shipyard in the spring. After she has been readied she will then be towed to New York for further restoration.

... Lower Lakes Towing's MISSISSAGI and CALUMET departed the drydock at Bay Shipbuilding in Sturgeon Bay. They then headed for Lake Michigan, the MISSISSAGI bound for Goderich to load salt and the CALUMET bound for Sarnia and lay-up.

Jan 9 ... The Transportation Safety Board of Canada released its report into the collision of the WINDOC and Bridge #11 on the Welland Canal on August 11, 2001. The following is a summary of that report:

On August 8 the WINDOC departed Thunder Bay with a cargo of wheat bound for Montreal. At 5:48 P.M. on August 11 she arrived off Port Colborne and proceeded into the Welland Canal. While in Lock #8, eight crewmen departed the vessel and at 7:23 P.M. she departed the lock heading down the canal. At 8:28 P.M. she called Seaway Control to report she was at the Port Robinson calling in point. As she approached Bridge #11 crewmen in her wheelhouse saw the lights on the bridge were green and it was o.k. to proceed under the bridge, her speed at this time was approximately five knots. When the WINDOC was about halfway through the bridge the Third Mate noticed the lights on the bridge had turned to red, indicating the bridge was lowering.

GREAT LAKES & SEAWAY NEWS •



Photo by Jim Morris

WINDOC damaged accommodations - August 18, 2001

At 8:53 P.M. the captain sounded several blasts of the whistle to indicate danger and called Seaway Control about the lowering bridge. He then reversed her engines and ordered everyone out of the wheelhouse. The WINDOC collided with the bridge span and then drifted down the canal about 800 meters where she went aground. The bridge operator had not been scheduled to work that day and was at home when a call came asking if he would work an overtime shift. He had taken medication for a back injury in the morning and had some wine with lunch. He had arrived at bridge #11 at 6:20 P.M. and had lifted the bridge three times for the ALGOCAPE, JOHN B. AIRD and two Yachts before the WINDOC arrived. At 9:03 P.M. the captain of the WINDOC called Seaway Control on a portable radio and reported the vessel was on fire. The Thorold fire trucks arrived on the East Side of the Canal at 9:05 P.M., however the WINDOC then began to drift toward the West Side of the Canal and they had to reroute to the other side arriving at 9:20 P.M.. Due to a lack of common radio frequencies the fire department communication was established by shouting across the canal to the captain of the WINDOC. All crewmen were accounted for and were safe, as they evacuated the vessel a hand held radio was transferred to the fire department for communications. The fire department fought the fire from shore until 1:45 A.M. the next morning when they boarded the vessel to coordinate firefighting efforts. The fire was declared out at 4:30 P.M. on August 12. Damage to the ship was extensive - the wheelhouse, main mast, engine room vents and stack

were destroyed. The incinerator fuel tank located in the stack casing ruptured spilling fuel into the engine room and onto the boat deck. The accommodation area on various decks was destroyed by the fire. The engine room and engine were damaged by the fire, heat and water. Her Starboard No. 1 ballast tank suffered a fracture. The aft bulkhead and bilge floors were distorted and torn adrift. The vessel was declared a constructive total loss. No damage was done to her cargo. Bridge #11 sustained structural damage to the center span. There was also damage to the extremities of the span due to lateral movement at the time of the collision. Repairs to the bridge took place with it in the open position to allow ship traffic to move on the Welland Canal. The bridge was reopened to vehicular traffic on November 16, 2001. At the time of the accident the weather conditions were - it was approaching twilight, visibility was good, there was no precipitation and winds were light. The speed of the current was less than one knot in a northerly direction. The vertical lift span has a clearance height of 36.5 meters above the water in the raised position. It takes between 1.5 and 2 minutes to lower the bridge to the seated position. The WINDOC's wheelhouse is 18.6 meters above the water. It should have taken between 49 and 65 seconds before the bridge came in contact with the vessel after it started lowering. With the vessel traveling at five knots, its bow would have been under or just clear of the bridge when it started to lower. The vessel's bridge structure would have been visible to the bridge operator through the south window.

• GREAT LAKES & SEAWAY NEWS



Photo by Jim Morris

WINDOC tied up just above guard gate on Welland Canal - September 18, 2001

ANALYSIS: The bridge operator did not respond to either the radio or the whistle blasts from the WINDOC, which were intended to alert him the vessel was not clear of the bridge. It is unlikely the bridge operator could have heard the radio call given the noise level in the bridge control room, but the operator should have heard the ship's whistle. The operator stated he saw the ship clear through the north window and lowered the bridge. Analysis of the ship's position before and at the time of impact shows the superstructure was clearly visible through the south window. In the absence of medical testing, which was not conducted following the collision, it is not possible to determine what substances might have affected the bridge operator's behavior. However, recorded communications in the period surrounding the accident show the operator's confusion, slurred speech, impaired memory and lack of appreciation for the seriousness of the event are consistent with substance and/or alcohol intoxication. Therefore, it is likely that the operator's performance was impaired at the time of the accident. Videotape recordings of the ship after the collision show that the firefighting response by the ship's crew was effective in containing and reducing the fire on the ship. The captain, fearing an engine room fuel oil bay tank explosion and observing firefighters arriving on the bank of the canal, withdrew shipboard fire teams to a safe position forward of the superstructure. Although shipboard hoses were

directed to contain the fire, attempts to extinguish it were delayed several hours while shore-based fire crews obtained suitable boats and boarded the vessel. The result was the fire was able to spread. Because the crew closed the watertight/fire doors, the fire was limited to the engine room casing and aftermost area of the crew quarters. Once the shore-based firefighters boarded the vessel, they did not realize the fire was partially contained due to their training. They opened the watertight/fire doors, believing it would ventilate smoke from the vessel. Once opened, the fire spread rapidly through the rest of the superstructure.

CONCLUSIONS: The approaching WINDOC was visible from the control room at the time the bridge operator started lowering the bridge. It is likely that the operator's performance was impaired at the time of the accident. The responding fire department's lack of training and experience for fighting shipboard fires, lack of equipment to access the vessel, and the non-accessibility of the control plans hindered effective firefighting response. Available firefighting resources in the Welland Canal area were not effectively utilized to contain and extinguish the fire in time to prevent the vessel's accommodation from being destroyed. The sprinkler system installed on the WINDOC was rendered ineffective when the combustible structures supporting it burned, causing the pipework to collapse.

GREAT LAKES & SEAWAY NEWS •

Jan 10 ... The LEF Corp. of Grand Rapids, MI announced they plan to bring the 108 ft catamaran VOYAGER III from New York City to St. Joseph, MI this spring. They will use her to run a passenger only ferry service across Lake Michigan to Waukegon, IL. From there it will run down to Chicago and then back to St. Joseph. She has a capacity of 300 passengers and will make it to Waukegon in under two hours. The trip to Chicago will take less than an hour and then under two for the trip back to St. Joseph. The VOYAGER III was built in 1999 as a whale watching boat and is currently used as a ferry in New York. Negotiations are currently underway with The Gladding & Hearn Shipbuilding Co. of Massachusetts to build a ferry to carry vehicles in the 2004 season. A hovercraft service is planned for sometime in the future, they are hoping for it to begin in the 2005 season.

Jan 13 ... Cleveland Cliffs announced they have entered into an agreement with Ispat Inland Steel, a subsidiary of Ispat International N.V. effective December 31, 2002 that restructured ownership of the Empire Mine. The mine has been operating under an interim agreement between Cliffs and Ispat Inland since LTV Corp. ceased operations and gave up its 25% ownership in the mine in early 2002. Under the agreement, Cliffs has acquired the 25% LTV owned and 19% from Ispat Inland to increase their total to 79%, Ispat inland will control the other 21% ownership. Separately, Cliffs entered into a 12 year sale agreement with Ispat Inland that will make Cliffs the sole supplier of Ispat Inland taconite requirements in excess of the taconite provided from their remaining interest in the Empire Mine and their wholly owned Minorla Mine. Sales to Ispat Inland are expected to be about 1.3 million tons in 2003.

... Oglebay Norton announced it had completed the previously announced acquisition of Erie Sand & Gravel Co., included in the deal are the RICHARD REISS and J. S. ST. JOHN.

Jan 14 ... The last upbound vessel through the Soo Locks was Great Lakes Fleet's EDWIN H. GOTT, she locked through just before midnight.

... The tug OLIVE L. MOORE towed the VIKING I away from the Sassafras Street Pier in Erie, PA shortly after 11:00 A.M.. The VIKING I was recently purchased by K & K Warehousing and is being towed to their dock in Menominee, MI where she is to be converted into a pulp wood carrier. Specialty Restaurants plan to move the LANSDOWNE into the space vacated by the VIKING I within the next month and continue her restoration into a restaurant.

Jan 15 ... The final passage of the 2002 season through the Soo Locks was made by the downbound Purvis Marine tug/barge RELIANCE/ PML 9000.

... The OLIVE L. MOORE/VIKING I tow ran into heavy ice shortly after passing South East Shoal in the early morning hours. The JOYCE L. VAN ENKEVORT/GREAT LAKES TRADER met the tow and took the lead to help them through the ice. The Malcolm Marine tug MANITOU met the tow near Detroit River Light to assist up the Detroit & St. Clair Rivers. The tow passed Detroit upbound around 3:30 P.M..

Jan 18 ... The OLIVE L. MOORE/VIKING I tow arrived in Menominee just before dawn. The tug JOYCE L. VAN ENKEVORT assisted the tow into port. The VIKING I was tied up at the K & K Warehouse Dock behind the WILLIAM H. DONNER.

Jan 21 ... Seven hundred union workers went on strike at Marinette Marine at midnight. A strike was authorized in a vote held on January 11.

Jan 25 ... The salty NOGAT departed the drydock at the Halifax Shipyard after completing repairs. She headed up the St. Lawrence River bound for Sorel to reload her cargo of grain.

... In the early morning hours a fire destroyed the replica tall ship LA GRANDE HERMINE in Jordan Harbor. Members may remember seeing her resting against the shore in the harbor right next to the Q.E.W. Expressway between Hamilton and St. Catherines. Originally built in 1914 at the Davie Shipyard in Lauzon, Quebec as a ferry named LE PROGRESS. She was renamed LA VERENDRYE in 1930. During the winter of 1956-57 she was rebuilt and repowered with a diesel engine. At the same time she was renamed LA MARJOLAINE. She was retired from service in 1981 and her engine was removed, a conversion into a restaurant and bar followed. In 1991 she was again rebuilt, this time as a replica tall ship restaurant. This proved unsuccessful and after sitting idle she sank at her dock in January 1995. She was raised and after sitting idle again was towed

• GREAT LAKES & SEAWAY NEWS

up the St. Lawrence Seaway to Jordan Harbor, arriving on July 1, 1997. She has been sitting along the west bank of the harbor ever since.

... Marinette Marine launched the Juniper Class United States Coast Guard Cutter HOLLYHOCK. She was christened by Beverly Ann Silva, wife of Rear Admiral Ronald F. Silva Commander of the 9th Coast Guard District. She is named after a previous cutter named HOLLYHOCK, which was in service from 1937 until 1982. The first HOLLYHOCK was built at the Defoe Shipyard in Bay City, MI. Once commissioned she will be stationed in Port Huron replacing the BRAMBLE.

Jan 27 ... Algoma's CAPT. HENRY JACKMAN arrived in Owen Sound and went into lay-up. She was assisted into port by the Canadian Coast Guard Cutter SAMUEL RISLEY. The JACKMAN had been scheduled for several more trips, but severe ice conditions which are making trips difficult ended her season.

Jan 28 ... A company by the name International Fast Ferry Corp. of Toronto announced plans for a ferry service across Lake Ontario between Toronto and Niagara County. The service is scheduled to begin in the spring of 2004 with three catamarans that can carry 250 cars and 1000 passengers. The cost will be \$35 for a vehicle and driver, a walk on passenger fare will be \$21, the fares are for a one way trip. They have \$150 million in financing in place, but are waiting to hear about \$140 million in tax credits they have applied for from the State of New York.

Jan 30 ... The ferry currently under construction at the Austral Shipyard in Australia for Can-Am Trans. Systems has been put up for sale by the shipyard. The ferry will be completed about a year before the new service between Rochester and Toronto is set to start. Austral doesn't want the ferry sitting around until the service is ready for the ferry. They stated they would build another ferry if this one is sold and it will be ready to begin the service on time.

FEBRUARY

Feb 1 ... Wayne Elliot of International Marine Salvage donated artifacts from the COMEAUDOC, CEDARGLEN (i) and TARANTAU to help establish a park named "Derek Point". It is to be located across from the Robin Hood Elevator in Port Colborne in memory of Derek Zawitz.

... Central Marine's JOSEPH L. BLOCK arrived in Sturgeon Bay and went into lay-up.

... The ferry DALDEAN resumed service across the St. Clair River between Marine City and Sombra. The ferry has been out of service for the past 15 days due to heavy ice conditions in the river.

Feb 7 ... The MACKENZIE, recently purchased by Canada Steamship Lines arrived in Montreal and went into lay-up. She will be renamed BIRCHGLEN before she sails in April.

... Several unnamed Selvick tugs removed Oglebay Norton's COLUMBIA STAR from the drydock at Bay Shipbuilding and placed her alongside Interlake's PAUL R. TREGURTHA.

Feb 8 ... The Board of Directors of Bethlehem Steel voted to sell their assets to International Steel Group



LA GRANDE HERMINE
at Jordan Harbor, Ontario - May 7, 2003

Photo by Jim Morris

GREAT LAKES & SEAWAY NEWS •

for about \$1.5 billion. The deal soon will be submitted to the United States Bankruptcy Court in New York for its approval. A decision is expected to be made sometime in April.

Feb 10 ... The last of the storage load of grain was removed from the KINSMAN INDEPENDENT in Buffalo. With this cargo ends the era of the grain scooper in Buffalo, the grain will now be brought in by self-unloader and there will be no need for grain scoopers.

... Oglebay Norton's MIDDLETOWN was towed out of the drydock at the Toledo Shipyard by the Great Lakes Towing tugs ILLINOIS and IDAHO. They towed her to the T.W.I. Dock and tied her up.

Feb 14 ... Oglebay Norton's RESERVE was towed by unnamed Great Lakes Towing tugs up the Maumee River and placed on the drydock at the Toledo Shipyard for her five year survey.

... Several unnamed Selvick tugs towed Interlake's DOROTHY ANN and placed her in the drydock at Bay Shipbuilding. They then towed American Steamship's SAM LAUD and placed her in the same drydock. Both vessels will have their five year surveys.

Feb 20 ... Muskegon City Commissioners approved a dock agreement with Lake Express for their proposed ferry service to Milwaukee. The city and the county have an agreement to share the cost of building the estimated \$1.2 million ferry dock. The deal is 2 to 1 in expenses city to county. Lake Express will rent the dock for 10 years, they will pay rent based on a 50 cent passenger fee with a minimum of \$50,000 a year for the first 5 years and a 75 cent passenger fee the last 5 years. They will rent the terminal at a \$10.00 per square foot per year and \$3.00 per square foot per year for the utility building. Lake Express has a contract with Austral USA in Mobile, Alabama to build a 191 foot passenger/auto ferry, but they are waiting to hear from the United States Maritime Administration on federal loan guarantees. They plan to run three trips across Lake Michigan from May through December.

Feb 22 ... At about 10:00 P.M. while the McKeil tanker CAPT. RALPH TUCKER was unloading brine in Amherstburg, Ontario heavy winds and drift ice pushed her away from the dock. After disconnecting and dropping all three of her anchors she came to a stop a short distance south of the dock. Just before dawn the next morning more heavy drift ice pushed her further down the Amherstburg Channel until she ran aground. The McKeil tug STORMONT and Gaelic tugs CAROLYN HOEY and ROGER STAHL arrived and pulled her free about 4:30 P.M.. The TUCKER then sailed up to the Mortem Terminal in Windsor for inspection.



CAPT. RALPH TUCKER upbound in Welland Canal at Port Colborne - May 12, 2001

• GREAT LAKES & SEAWAY NEWS

Feb 27 ... The tug/barge JOHN SPENCE/MCASPHALT 401 arrived in Port Stanley escorted by the United States Coast Guard Cutter NEAH BAY and the Canadian Coast Guard Cutter SAMUEL RISLEY. The barge suffered a hole in her port bow due to heavy ice while passing through the South East Shoal area of Lake Erie. The barge will be repaired by Fraser Marine before she is cleared to depart.

... A Tentative agreement was reached between the Boilermakers Union and Marinette Marine, a ratification vote will take place on March 6. The strike began January 21, this is the second tentative agreement reached. The first on February 2 was voted down on February 4 by a 2 to 1 margin.

Feb 28 ... Upperlake's CANADIAN TRANSFER was towed out of the drydock at Pascol Engineering in Thunder Bay by unnamed tugs. She was placed at the fitout wall alongside Algoma's ALGORAIL.

MISC:

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

RENAMED:

... ANANGEL FIDELITY - Built 1979, was sold by Anangel Melody Compania Naviera S.A., Greece to Leisure Shipping Co. Ltd., Marshall Islands in 2001 and renamed WINTERSET.

... BBC GERMANY (Ex - INDUSTRIAL CARIBE - 01, BBC GERMANY - 01, RANGINUI - 99, ZIM BANGKOK - 94, ANKE - 93, GLOBAL EXPRESS 4 - 89, ANKE - 88, FALCON - 88, ANKE - 87) Built 1986, was sold by Rottum Shipping Co. Ltd., Antigua and Barbuda to K/S Aries Shipping, Bahamas in 2002 and renamed EVA DANIELSON.

... FLAME (Ex - SEAGLORY - 00, INGER - 96, FEDERAL INGER - 96, DORIC JAVELIN - 89) Built 1978, was sold by Harvey Marine Ltd., Panama to Blaze S.A., Panama in 2002 and renamed PLAMER.

... HANDYMARINER (Ex - DURHAMBROOK - 80) Built 1978, was sold by Habilma Shipping Corp., Hong Kong to Ka Wang International Development Co. Ltd., Panama in 2002 and renamed JIA HONG.



HANDYMARINER upbound approaching Lock #4 on Welland Canal - May 17, 1999

GREAT LAKES & SEAWAY NEWS •

... MILLENIUM CONDOR (Ex - HOLCK-LARSON - 98, EGGARLOCK - 82) Built 1981, was sold by Millenium IV Inc., Cayman Islands to Harstad Shipping Co. Ltd., Hong Kong in 2002 and renamed HARSTAD.

... MILLENIUM EAGLE (Ex - MANGAL DESAI - 98) Built 1983, was sold by Unspecified Owners, Bahamas to Stokmarnes Shipping Co. Ltd., Hong Kong in 2002 and renamed STOKMARNES.



Photo by Jim Morris

MILLENIUM RAPTOR downbound in Welland Canal below Lock #8 - September 17, 1999

... MILLENIUM RAPTOR (Ex - BROOMPARK - 99) Built 1982, was sold by Millenium Maritime Inc., Cayman Islands to Cardinal Shipping Co. Ltd., Liberia in 2002 and renamed CARDINAL.

... NEA DOXA (Ex - ALBERTA - 93) Built 1984, was sold by Flamingo Bay Shipping Ltd., Greece to Shipcare Faith S.A., Panama in 2002 and renamed DOXA D..

... PATERSON - Built 1985, was sold by N.M. Paterson & Sons Ltd., Canada to Canada Steamship Lines Inc., Canada in 2002 and renamed PINEGLEN.

... PINEGA (Ex - KAPITAN ZUZENKO - 98) Built 1992, was renamed SEA PROGRESS in 2002 by Mouttayaka Shipping Co. Ltd., Cypress.



Photo by Jim Morris

PINEGA downbound at Homer Bridge on Welland Canal - May 11, 2001

• GREAT LAKES & SEAWAY NEWS

CASUALTIES:

... SCAN OCEANIC - Built 1997, owned by Schiffahrtsgesellschaft M.S. "Scan Oceanic" MBH & Co. KG (Scanscot Shipping services (Deutschland GMBH), Isle of Man. Reported main propulsion problems August 23, 2002 when about 400 miles west of Ireland. Taken in tow by the tug/supply SMITWIJS TEMPEST August 25 and arrived Emden August 31.

SCRAPPED:

... ALGOGULF (Ex - SCOTT MISENER - 94, J. N. MCWATTERS - 91) Built 1961, was sold by Algoma Central Marine, Canada to International Marine Salvage, Canada and arrived Port Colborne in tow May 27, 2002.

... KINSMAN ENTERPRISE (Ex - HARRY COULBY - 89) Built 1927, was sold by Great Lakes Associates Inc., USA to International Marine Salvage, Canada and arrived Port Colborne under tow May 28, 2002.

... MANITOULIN - Built 1966, was sold by Canada Steamship Lines Inc., Canada to Oge Gemi Sokum A.S., Turkey and arrived Aliaga in tow July 23, 2002. She had been laid up since December 31, 2001 with surveys due.

... MEHMET EMIN (Ex - BLUE PINE -90, CHOHO MARU - 79) Built 1976 was sold by Bogazici Deniz Tasimaciligi Ltd., Sirketi, Turkey to Abchal Ship Breakers Ltd., India and arrived Alang on September 22, 2002.

... NYMROD (Ex - VIKING SKY - 00, POLIANNE DUE - 98, VENTO - 96, MARCO POLO - 90, ESTHER DEL MAR - 89, MANCHESTER RAPIDO - 77, Launched as ESTHER DEL MAR) Built 1971, was sold by Universal Oceans Trading Ltd., Panama to AGS Ltd., Turkey and arrived Aliaga August 27, 2002.

... ORIENTAL QUEEN (Ex - LASERBEAM - 96, ALEXIS - 91, AURA - 86, LAURENTINE - 86) Built 1974, was sold by Clifton Investments Ltd. (Mansour Shipping), Cambodia to Bangladesh Breakers and beached Chittagong August 28, 2002.

... SALINA (Ex - LYNX - 02, KAPITAN MEDVEDEV - 96, FELICIA V -83) built 1978, was sold by Tobin transport Co. (Agno Shipping & trading) (UK) Ltd., Liberia to Indian Breakers and arrived Alang June 28, 2002.

MARCH

Mar 1 ... Inland Lakes Transportation's ALPENA departed her lay-up berth in Cleveland around noon. Once out on Lake Erie she was escorted by the Canadian Coast Guard Cutter SAMUEL RISLEY. The pair encountered heavy ice and by midnight had traveled only six miles.

Mar 2 ... Great Lakes Fleet's PRESQUE ISLE had a small fire on her deck at about 8:30 P.M.. The Duluth Fire Department responded and put the fire out quickly with no injuries. The fire was caused by a short circuit in the shore power cable, this ignited about 30 feet of nylon rope laying on the deck.

Mar 4 ... The tug/barge JOHN SPENCE/MCASPALT 401 departed Port Stanley after repairs were completed on the barge.

Mar 6 ... The United States Coast Guard officially accepted the cutter HICKORY (WLB - 212) from Marinette Marine. She will depart the lakes shortly after the St. Lawrence Seaway opens headed for Homer, Alaska.

... The Boilermakers union voted to accept the contract with Marinette Marine. Details of the settlement were not made public. Workers will report to work on March 10.

GREAT LAKES & SEAWAY NEWS •



Photo by Jim Morris

BIRCHGLEN upbound at Bridge #11 on Welland Canal - May 7, 2003

Mar 7 ... Canada Steamship Lines BIRCHGLEN had her new name painted on the hull in Montreal, her new port of registry is Montreal.

Mar 9 ... The ORION, a new cruise ship under construction in Germany will operate on the Great Lakes in 2004. She is a 106 passenger Mega-Yacht, each room and suite has a window and a marble bathroom. She is scheduled to make six, eight night cruises between Montreal and Milwaukee with prices starting at \$4,500.

Mar 10 ... Several unnamed Selvick tugs removed the DOROTHY ANN and the SAM LAUD from the drydock at Bay Shipbuilding and placed at the fitout dock.

Mar 11 ... A crack was discovered in the hull of Upperlake's CANADIAN TRANSFER at her lay-up berth at the Pascol Shipyard in Thunder Bay. The crack runs from side to side just in front of her aft winches. It is believed that the extreme cold weather and the ship being in a pumped out condition led to her hull cracking. She will be placed in the drydock in April for repairs.



Photo by Pat Kaminski

CANADIAN TRANSFER upbound on Lake St. Clair - May 25, 2003

• **GREAT LAKES & SEAWAY NEWS**

... The United States Coast Guard announced that the cutter BRAMBLE (WLB - 392) will be decommissioned on May 22, 2003.

Mar 13 ... Central Marine's JOSEPH L. BLOCK departed her lay-up berth at Bay Shipbuilding in Sturgeon Bay bound for Escanaba. She arrived later in the day and loaded taconite for Indiana Harbor.

Mar 14 ... The Cleveland-Cuyahoga County Port Authority approved \$250,000 for a study to see if there is enough passenger and business interest in a Cleveland to Port Stanley ferry. The study is expected to take 18 to 24 months to complete.

... Several unnamed Selvick tugs towed Interlake's CHARLES M. BEEGHLEY from her lay-up berth and placed her in the drydock at Bay Shipbuilding for her five year survey.

Mar 15 ... The Erie-Western Pennsylvania Port Authority announced plans to cancel its lease with Specialty Restaurants of Anaheim, CA, owners of the LANSDOWNE. Specialty signed a lease with Port Authority in July 2001 to renovate the LANSDOWNE into a floating restaurant. But the often delayed project is not moving as fast as the lease stipulates.

Mar 16 ... Oglebay Norton's FRED R. WHITE JR. departed her lay-up berth on the Cuyahoga River in Cleveland and proceeded to the outer harbor to Whiskey Island. She will load taconite and shuttle it up the Cuyahoga River to the I.S.G. Steel Mill. She was assisted through the ice by the Great Lakes Towing Tug MISSISSIPPI.

Mar 18 ... Lucas County Commissioners approved using \$1 Million in Federal Funds at the Toledo Shipyard. The funds will be used to expand the fabrication facility, build a covered dry dock and make other improvements. This will allow the shipyard to construct ships between 50 and 250 feet. Manitowoc Marine, owners of the Toledo Shipyard are currently bidding on a contract to build rapid-response boats for the Coast Guard. If they win the contract they would like to construct them at the Toledo facility.

Mar 19 ... The CALEDONIA, currently undergoing a conversion into a tall ship at Heddle Marine in Hamilton suffered a fire. It broke out in the crew quarters and did extensive damage, repair costs are estimated at \$500,000. It is believed that the fire was caused by the electrical system. Once completed the CALEDONIA will be able to carry 90 passengers and is scheduled to run seven day cruises out of Halifax. In the winter she will be transferred to the Caribbean and sail out of St. Lucia.



CALEDONIA at Heddle Marine Yard in Hamilton - May 9, 2003

GREAT LAKES & SEAWAY NEWS

Mar 23 ... Specialty Restaurants has submitted a proposal to the Erie- Western Pennsylvania Port Authority to build a land based restaurant on the Sassafras Street Pier, instead of renovating the LANSDOWNE. They would put up a non- refundable \$50,000 bond, they would have 8 months to start construction.

... The Great Lakes Cruise Co. announced that the 70 foot 6 passenger Yacht ACQUASITION will be used for Great Lakes Cruises. It will cost \$2,850 a day and can be rented for one day or ten days to go anywhere in the lakes, all meals and drinks are included.

Mar 24 ... Austal Ltd. the Australian Shipbuilder announced that the ferry being built for the Toronto to Rochester route is no longer for sale. The ferry will be ready by September and is scheduled to arrive in Rochester by March 31, 2004.

... When the St. Lawrence Seaway opens this year a new system for tracking vessels will be required. The Automatic Identification System (AIS) will be mandatory on all ships greater than 300 gross imperial tons, at least 20 meters long or that carry more than 50 passengers, dredges, floating plants and towing vessels over 8 meters long. AIS will be required from Montreal to Long Point on Lake Erie. The system costs about \$20,000 a ship to install and is similar to the technology that tells air traffic controllers where planes are. The system operates in the VHF Maritime Band, sending and receiving information such as Vessel Identification, Position, Ship Length, Speed and Heading to other ships and shore based facilities.

Mar 25 ... The planned opening today of the St. Lawrence Seaway and Welland Canal has been pushed back due to heavy ice. They are now scheduled to open on March 31.

... The Soo Locks opened for the 2003 Season. However, for the first time in many years no vessels were waiting to pass through the locks. In fact no ships passed through the locks on the first day.

Mar 26 ... The Welland Canal officially opens on March 31, but due to demand limited passages will be permitted from 7:00 A.M. to 7:00 P.M.. Upperlakes CANADIAN ENTERPRISE passed down the canal today with a load of coal for the Lakeview Generating Station. She is expected to return upbound in the canal on March 28.

... Great Lakes Fleet's ROGER BLOUGH was the first commercial vessel to pass through the Soo Locks. She entered the Poe Lock at 2:00 P.M. downbound for Gary. She was followed by the Edwin H. Gott, EDGAR B. SPEER and PRESQUE ISLE.

Mar 27 ... The first upbound passage through the Soo Locks for the 2003 season was made by Upper Lakes Towing's Tug/Barge JOSEPH H. THOMPSON, bound for Superior.

Mar 28 ... The Canadian Icebreaker PIERRE RADISSON entered the St. Lawrence Seaway to assist in clearing the heavy ice in the seaway. She is scheduled to pass up the Welland Canal in a few days to help icebreaking operations in the upper lakes.

... The Erie-Western Pennsylvania Port Authority voted to turn down Specialty Restaurants offer to build a land based restaurant. The Port Authority expects to terminate the lease that is in place for the LANSDOWNE at a future meeting.

Mar 31 ... The salty REGINA OLDENDORFF opened the St. Lawrence Seaway when she passed up through the St. Lambert Lock at Montreal The first downbound transit was made by Canada Steamship Lines JEAN PARISEAN.

... BC Discovery Voyages is seeking to raise \$1 million from investors to operate their PACIFIC AURORA on Ecotours from Port Haroly, British Columbia. She was built at Collingwood in 1962 as TAVERNER, Hull #175.

... Algoma's ALGOCAPE is honored at Lock #3 on the Welland Canal as the first official ship of the 2003 season. She was upbound headed for Thunder Bay. The first downbound transit of the canal was made by tug/barge JOHN SPENCE/MCASPHALT 401.

• GREAT LAKES & SEAWAY NEWS



Photo by Jim Morris

SPRUCEGLEN upbound between Lock #1 & #2 on Welland Canal - May 9, 2003

APRIL

Apr 1 ... Great Lakes Fleet's CASON J. CALLAWAY was removed from the drydock at Fraser Shipyard by unnamed tugs.

Apr 2 ... Canada Steamship Lines SPRUCEGLEN and BIRCHGLEN pass up the Welland Canal for the first time.

... The Brig NIAGARA will depart Erie on July 7 for a month long voyage around Lake Erie. Stops will include Cleveland, Sandusky, Buffalo, Port Colborne and Sarnia.

... The upbound salty HELENA OLDENDORFF ran aground in Lake St. Francis on the St. Lawrence Seaway. She was pulled free the next day by unnamed tugs and proceeded to the Snell Lock for inspection.

... Interlake's JAMES R. BARKER arrived at the Soo Locks and after clearing the Poe Lock tied up to the lower approach wall. Divers were summoned when it was discovered she was taking on water after battling heavy ice in Whitefish Bay. A four foot fracture was found in the #1 starboard ballast tank. The bow ballast tanks were emptied and this brought the damaged area out of the water. She shifted over to the approach wall below the MacArthur Lock for repairs.

Apr 5 ... The salty CHIOS PRIDE passed up the Welland Canal, she is the first salty of the 2003 season. She had arrived off Port Weller on March 3 and had to anchor due to high winds.

... The United States Coast Guard Cutter MORRO BAY (WTGB -106) passed up the Welland Canal bound for the upper lakes. She has been brought from Yorktown, VA to assist with the heavy ice conditions on the upper Great Lakes.

Apr 6 ... Algoma's ALGORAIL was removed from the drydock at Pascol Engineering by the tugs PENINSULA and GEORGE N. CARLTON. She was tied up alongside the CANADIAN TRANSFER at the fitout wall.

... The JAMES R. BARKER departed the approach wall below the MacArthur Lock at the Soo after completing repairs.

Apr 7 ... Great Lakes Fleet's EDGAR B. SPEER became stuck in heavy ice in the Straits of Mackinac. High winds started pushing the ice and the SPEER grounded on Graham Shoal about one mile east of the Mackinac Bridge. The Purvis tug RELIANCE arrived the next morning and was able to pull her free about 11:00 A.M.. The PHILIP R. CLARKE stood by in case the SPEER needed to offload any cargo. After an inspection revealed no damage she continued on her trip to Gary, In.

GREAT LAKES & SEAWAY NEWS •



Photo by Jim Morris

MORRO BAY upbound in Lock #3 on Welland Canal - April 5, 2003

Apr 10 ... Lower lakes Towing announced the purchase of the ELTON HOYT 2ND from Interlake. She will be registered Canadian and be renamed MICHIPICOTEN.

... The ferry JIIMAAN passed down the Welland Canal bound for Port Weller Dry Docks. She tied up at the fitout wall upon her arrival.

... The former ferry STRAITS OF MACKINAC was towed ten miles north of Navy Pier and eight miles offshore by an unnamed tug. There at 4:12 P.M. she was sunk as a dive attraction, she came to rest upright on the bottom in 78 feet of water. She was purchased by a group called The Mackinac Project for \$1.00 last year and was towed from Kewaunee to the Calumet River. After she was cleaned up she was set to be sunk last October, but the Coast Guard forbid the group to tow her if the waves were over three feet. So after sitting all winter she finally made her last trip.

... Uppelake's CANADIAN TRANSFER was towed from the fitout wall at Pascol Engineering and placed in the drydock by unnamed tugs to have the crack in her hull repaired.

... The J. W. WESTCOTT II started her 2003 season by servicing the downbound ALGOSOO. The first upbound of the season to be serviced was the CANADIAN NAVIGATOR.

Apr 11 ... The ELTON HOYT 2ND was towed from her lay-up berth alongside the JOHN SHERWIN by unnamed Great Lakes Towing tugs. She was taken to the Fraser Shipyard and placed in the drydock for survey.

... Oglebay Norton's MIDDLETOWN suffered engine problems shortly after departing the Soo Locks upbound. The Great Lakes Towing tugs MISSOURI & FLORIDA arrived and towed her back through the Poe Lock down to the old Carbide Dock where she will have repairs completed.

Apr 13 ... The ferry JIIMAAN was towed from the fitout wall at Port Weller Dry Docks by the tugs JAMES E. MCGRATH & GLENEVIS and placed into the drydock. She was placed into the same drydock that the museum ship HAIDA was already in. She will have her five year survey done.

Apr 14 ... Reigel Shipping's EMERALD STAR ran aground in the Soo Harbor near the Purvis Dock. After shifting cargo between her tanks and with the help of the Purvis Marine tug WILFRED M. COHEN she was freed the next morning. Divers were summoned and reported a dent near the #3 ballast tank, but no holes.

• GREAT LAKES & SEAWAY NEWS



Photo by Greg Rudnick

STRAITS OF MACKINAC docked at Mackinaw City - August 1968

... Uperlakes Shipping and the Erie-Western Pennsylvania Port Authority are funding a study to see if there is a market to move semi-trucks across Lake Erie from Erie to Nanticoke.

Apr 15 ... The first salty of the season arrived in Detroit when the LAKE ONTARIO docked at Detroit Marine Terminals.

... As the McNally Marine tug BAGOTVILLE towed a barge loaded with gravel down the St. Clair River, it rolled over near the Lambton Generating Station. It remained afloat upside down after dumping its cargo. The BAGOTVILLE managed to push it ashore on the Canadian side of the river south of the power plant. The McNally tug SANDRA MARY assisted in pushing it ashore.

Apr 16 ... Canada Steamship Lines renamed the M. H. BAKER III back to her original name ATLANTIC SUPERIOR and brought her back into Canadian Registry. She has been in ocean service for many years and under the name M. H. BAKER III since 1997.

Apr 17 ... After several attempts to right the McNally barge were unsuccessful the tug BAGOTVILLE and SANDRA MARY pulled the upside down barge off the shore. They then towed it still upside down up the St. Clair River to Samia and tied up in the North Slip. A shore based crane was brought and righted the barge.

Apr 18 ... American Steamship's BUFFALO was removed from the drydock at the Toledo Shipyard by unnamed tugs and tied up at the old Interlake Furnace Dock.

... The Nadro tug VIGILANT I departed Erie towing the J. S. ST. JOHN bound for Hamilton where the ST. JOHN will be drydocked at Heddle Marine. The pair passed down the Welland Canal later in the day.

Apr 19 ... Canada Steamship Lines NANTICOKE struck the tie up wall at the Iroquois Lock on the St. Lawrence Seaway. She holed the port side tank and had to tie up for repairs. After about seven hours she was cleared to proceed.

GREAT LAKES & SEAWAY NEWS •

Apr 20 ... When severe thunderstorms with high winds hit the Port Huron and Marysville area, a high voltage power line tower collapsed on the Canadian Side of the St. Clair River. The tower held lines that crossed the river between Sarnia and Marysville and when it went down the lines fell into the river. The Coast Guard closed the river to all ship traffic until the lines were removed about 24 hours later.

Apr 21 ... An Illinois Bankruptcy Judge approved the sale of National Steel Corp. to United States Steel for \$1.05 Billion in cash and assumed debts. U. S. Steel acquires Great Lakes Steel in Ecorse and River Rouge, MI, Granite City Div. in Granite City, IL, Midwest Finishing Facility in Portage, IN, National Steel Pellet Co's Iron Ore Pellet operation in Keewatin, MN and National's share of Double G. Coating in Jackson, Mississippi. AK Steel Holding Corp. was the highest bidder, but U. S. Steel was chosen in part because they had reached a collective bargaining agreement with the United Steelworkers Union.

Apr 22 ... The Juniper Class United States Coast Cutter HICKORY passed down the Welland Canal on her delivery trip to Homer, Alaska

... Grand River Navigation's MAUMEE was placed on the drydock at Bay Shipbuilding for her five year survey.

Apr 23 ... The JOSEPH H. FRANTZ was towed from her lay-up berth at Hocking Valley on the Maumee River by the Great Lakes Towing tugs ILLINOIS and IDAHO and taken to the Toledo Shipyard. She was placed on the drydock for inspection before Great Lakes Associates accepts her in a charter agreement with Oglebay Norton.

Apr 25 ... Canada Steamship Lines ATLANTIC SUPERIOR passed up the Welland Canal bound for Nanticoke. This is her first trip under her new name.

Apr 26 ... The J. S. ST. JOHN departed the Heddle Marine Drydock in Hamilton. She cleared Hamilton and proceeded to the Welland Canal and passed upbound headed for Erie.

Apr 27 ... The ferry JIIMAAN was removed from the drydock at Port Weller Dry Docks and placed at the fitout wall by the tugs JAMES E. MCGRATH and LAC MANITOBA.

... Helicopters from the Canadian Coast Guard Icebreaker MARTHA L. BLACK air lifted 44 students and 4 teachers from the NORDIC EXPRESS. She had departed Rimouski, Quebec on April 14 on an 8 day excursion of the Gulf of the St. Lawrence. However, on April 19 she became stuck in heavy ice near the northern tip of Newfoundland. The Canadian Coast Guard Icebreakers MARTHA L. BLACK and TERRY



ATLANTIC SUPERIOR upbound departing Lock #1 on Welland Canal - April 25, 2003

• GREAT LAKES & SEAWAY NEWS

FOX arrived and spent several days trying to free her. It was decided to airlift the passengers when the icebreakers could not free the NORDIC EXPRESS and weather conditions were not expected to improve for another week.

Apr 28 ... The Society for the Preservation of the S.S. City of Milwaukee announced they have recieved a grant from the United States Department of Agriculture worth \$1.3 million. The loan has an annual interest rate of 4.5% over a period of 40 years. The loan will be used to buy the Moonlight Motel & Marina on highway U.S. 31 in Manistee just north of the downtown area. A spokesman stated that \$900,000 would be used to buy the motel & marina, \$100,000 will be used to paint the CITY OF MILWAUKEE and the balance will be used for dredging, mooring and dock improvements. She will be docked at her current dock until the end of summer. They qualified for the loan because of what the ferry could mean to Manistee's tourism industry.

Apr 29 ... The Gaelic tug ROGER STAHL departed Detroit upbound headed for Superior, WI. She is going to tow the MICHIPICOTEN to Sarnia.

... The carferry HOLIDAY ISLAND, built at Port Weller Dry Docks in 1971 arrived in Halifax for a refit. She normally operates between Caribou, Nova Scotia and Woods Islands, Prince Edward Island.

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

RENAMED:

... ALICE A. (Ex - RAIDER IV - 88, RAIDER - 87, SEASPAN RAIDER - 87, WARRAWEE - 76) Tug, Built 1970, Was renamed WILLIAM J. MOORE in 2002 by McKeil Work Boats Ltd., Canada.

... ARCADIA (Ex - ANGELINA LAURO - 91, ARCADIA - 90, VINCENTE PUCHOL - 87) Cruise Ship, Built 1968, Was sold by Attica Shipping Co., Greece to Anaconda Maritime Inc., Panama in 2002 and renamed CARIBIC STAR.

... CANADIAN CENTURY - Built 1967, was renamed JOHN D. LIETCH by Upperlakes Shipping Ltd., Canada in 2002.

... DEMI GREEN (Ex - FALKNES - 00, KAMTIN - 96, ELPIS - 90, STAR JAY - 87, FJORDNES - 87) Built 1983, was sold by Libmar Shipping S.A., Bahamas to Lia Navigation MBH & Co., Antigua and Barbuda in 2001 and renamed LIA.

... FOSSNES - Built 1985, was sold by Rega Shipping Ltd., Norway to Polish Steamship Co., Bahamas in 2002 and renamed REGA.



FOSSNES departing Lock #3 on Weland Canal - July 14, 2000

GREAT LAKES & SEAWAY NEWS •

... INDRA (Ex - APEX - 00, SIMA EXPRESS - 00, VERA - 99, TEVERA - 92, ADA GORTON - 83) Built 1972, Was renamed INDRA I by Waterman Shipping Ltd., St. Vincent and the Grenadines in 2002 and transferred to Panama registry.

... MILLENIUM OSPREY (Ex - LT ODYSSEY - 98) Built 1987, was sold by Millenium VI Inc., Cayman Islands (British) to Kent Pacific Shipping Co. Ltd., Cayman Islands (British) in 2002 and renamed KENT.

... NIRINT VOYAGER (Ex - CORAL GREEN - 01, MARGARETHA GREEN - 00) Built 1999, was renamed MARGARETHA GREEN in 2002 by C.V. Margaretha Green, Netherlands.

CASUALTIES:

...CANADIAN PROSPECTOR (Ex - ST. LAWRENCE PROSPECTOR - 79, FEDERAL WEAR - 75, CARLTON - 75) Built 1964, Owned by Upperlakes Shipping Ltd. (Upperlakes Group Inc.), Canada. Collided 10-12-2002 with the general cargo STELLANOVA in the St. Lawrence Seaway near the Cote St. Catherine Lock. Both vessels sustained severe damage forward and the stern of the STELLANOVA hit the bank and both will require drydocking. CANADIAN PROSPECTOR was on a passage for Port Cartier with soybeans and STELLANOVA was inward bound from Mumbai for the Great Lakes.

SCRAPPED:

... ALGORIVER (Ex - JOHN A. FRANCE - 94) Built 1960, was sold by 3013286 Canada Inc. (Algoma Central Marine), Canada to Kalkavianar A.S., Turkey and arrived Aliaga in tow 9-12-02.

... ATLANTIC JOY (Ex - KOREAN AMETHYST - 95, AMETHYST - 77) Built 1977, Was sold by Garnica Shipping Co. Ltd. (Atlantis Management Inc.), Cypress to Ashwin Corp., India and arrived Alang 10-1-2002, beached 10-10-2002.

... HILMI (Ex - HACI HILMI BEY - 02, KHUDOZHNIK A. GERASIMOV - 97) Built 1977, Was sold by unspecified Turkish interests to Pakistan Breakers and arrived Gadani Beach 9-16-2002. As HACI HILMI BEY she suffered main engine problems 12-14-2001 and was in danger of running aground on Tioman Island. She was taken in tow to Singapore arriving 12-29-2001. She was laid up there prior to her sale for breaking.

... LOUIS R. DESMARIAS - Built 1977, Owned by Canada Steamship Lines Inc., Canada. The original forepart is in the course of demolition at International Marine Salvage, Port Colborne. A new forepart was constructed by Port Weller Dry Docks Ltd. in 2001 and after fitting vessel was renamed CSL LAURENTIEN.

... SINEGA (Ex - KAPITAN ZAMYATIN - 99) Built 1976, Was sold by Sinega Shipping Ltd. (Lumar Barcelona S.A.), Malta to Madhan Industrial Corp., India and arrived Alang 10-11-2002, beached 10-22-2002.

... VANDOC (Ex - SIR DENYS LOWSON - 79) Built 1964, Was sold by N. M. Paterson & Sons Ltd., Canada to Canadian Shipbreakers reported July 2002.

BACK COVER: MICHIPICOTEN and tug PATRICIA HOEY under Blue Water Bridge – May 7, 2003 – Photo by Alan Mann.



ALGORIVER at Cargill Elevator, Toledo, Ohio - 9/98

Photo by James R. Hoffman



VANDOC at scrapyards, Soo, Ontario, Canada - 6/02

Photo by James R. Hoffman

Edmund Fitzgerald Memorial

On Monday November 10 a memorial service was held for the Edmund Fitzgerald at the Dossin Museum in Detroit. This program was only available online through the webcast, the museum is only open weekends due to budget cuts.

The program started with a Lamp Lighting Ceremony held at the anchor of the "Fitz" located in the yard of the Dossin Museum. Each lantern was placed on a tile with the crewmember's name and position.



Lamp Lighting Ceremony, 29 lamps burn surrounding the anchor in memory of the lost crew.

The ceremony was followed by a talk from Capt. Don Erickson who searched for the Fitzgerald on Lake Superior the night of the loss. The ceremony marked the 28th

Anniversary of the loss of the Edmund Fitzgerald on Lake Superior at approx. 7:00 pm November 10, 1975. Viewers from across the country were able to submit questions to the speaker online.



Photo by Roger LeLievre

Speaking from the very pilot house where he searched 28 years ago for the missing ship.

Great Lakes Maritime Institute Dossin Great Lakes Museum WEBCAM PROGRAM

This webcast program is just one of the Archived Programs that can be viewed on the internet as part of the **Webcam Program**.

The new "Detroit River Watch" captures the passing lake and ocean freighters, motor and sailboats, rowing shells, the coming tall ships, and water conditions on the Detroit River through the use of a web camera mounted atop the William Clay Ford pilothouse on Belle Isle.

The WebcamProgram was made possible through the generosity of many donors. Its continuation will depend on donations to the program. The recent webcast Silent Auction provided enough funds to produce the Edmund Fitzgerald Memorial Webcast and we thank all of those that participated.



Inside, the museum's high tech webcast performed beyond expectations to viewers across North America.

If you have not yet gone on the internet to www.glmi.org you are missing a wonderful experience. If you have dial-up service rather than cable or DSL, the webcast video programs will not perform well but you can capture the web camera and enjoy a 360° view of the Detroit River and Belle Isle.

Donations to the Webcam Program are welcome and can be sent to: GLMI Webcam Program, Dossin Great Lakes Museum, 100 Strand Drive, Detroit, MI 48207

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 quarterly 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 2003 calendar year in these forms:

Regular Membership	\$ 40.00
Benefactor Membership	\$100.00
Life Membership	\$500.00
Libraries/Schools/Associations	\$ 20.00

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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.

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