

Telescope

OCTOBER • DECEMBER, 2003
Volume LI; Number 4



Membership News:

Boat Show – February 7 - 15, 2003

The Dossin Great Lakes Museum has again been invited to participate in the Annual Boat Show at Cobo Hall and will have a booth at the show. We need GLMI members to assist in staffing the booth. Anyone interested in volunteering please contact John Polacsek at 313-297-8366. You will be advised our booth number and where to pick up your credentials. This is a great opportunity to introduce people to the Museum, the Great Lakes Maritime Institute and to sign up new members. The show runs from February 7 - 15th. Hours of the show are: Saturday & Sunday 12:00 noon to 10:00 pm and Monday - Friday

Annual Fund Appeal –

Thanks to all of you who responded to our Annual Fund letter. The contributions so far have been encouraging and the generosity of those who donated is greatly appreciated. As stated in the letter, your continuing support is critical in meeting the challenges of rising costs at the museum. If you have not yet sent in a donation, please consider doing so . . . it's not too late and is an excellent year-end tax deduction. Your contributions will enable us to continue the unique and remarkable experiences that mark the Dossin Museum as a major resource for information of Great Lakes History.

Web-Cam Project –

The Web-Cam to date has had 108,493 hits and it increases daily. In December, staff and volunteers replaced the web camera's dome mount to increase stability in high wind. Also, staff and volunteers recently completed the expansion of the Web-Cam project by adding Sound and Real-Time Weather Conditions. These two features were requested numerous times by webcam viewers. The Live Audio portion of the project uses a directional microphone in a weather proof housing on the pilothouse roof. Viewers can enjoy the sounds of the river, the crackling of ice, geese honking and the occasional blast from a passing ship's whistle. At higher levels the microphone will pick up the sound of the roof top heating & cooling units. We are currently researching ways to shield the mic.

Live weather data is now collected and shared from the Museum. Staff and volunteers mounted the wireless weather station on the pilothouse of the William Clay Ford, returning weather instruments to the same location they were found when the Ford was an operational freighter.

The expansion projects were funded by a grant from Marine Publishing Co., the publisher of *Know Your Ships*. Visit the website at www.glmi.org to experience these great new additions to our webcam.

Museum Hours –

The Museum continues to only be open on Saturday and Sunday from 11:00 am to 5:00 pm.

CONTENTS •

Pilot House Celebrates 50th Anniversary	87
Great Lakes & Seaway News	92

OUR COVER PICTURE . . . The WILLIAM CLAY FORD in 1983 celebrating its 30th anniversary of launch.

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

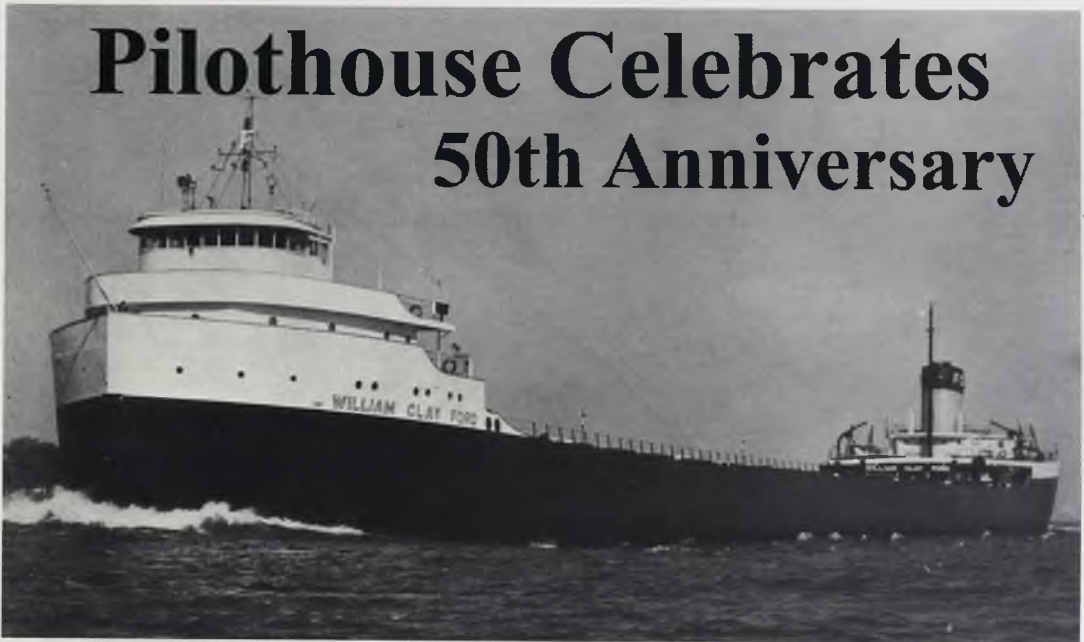
Visit our Website at: <http://www.glmi.org>

Published at Detroit, Michigan by the
GREAT LAKES MARITIME INSTITUTE

©All rights reserved.

Printed in the United States by Macomb Printing, Inc.

Pilothouse Celebrates 50th Anniversary



Recreational boaters as well as commercial freighters passing by the Dossin Museum will see a pilothouse overlooking the Detroit River. There are no nameboards to identify it, but long-time boat watchers will recognize the "Ford F" near the radar antennae and recall the days when the Str. WILLIAM CLAY FORD sailed the lakes for over 30 years. When the vessel was sold for scrap, the pilothouse was donated to the Dossin Museum as an important artifact of our maritime history from Great Lakes Engineering Works Shipyard.

During the 1950's Great Lakes shipyards were building ships continuously as fleets were expanding. Ford Motor Company announced that the WILLIAM CLAY FORD would be built at Great Lakes Engineering Works downriver at River Rouge with a design similar to the J.L. MAUTHE (Hull 298) and RESERVE (Hull 299). The keel for Hull 300 was laid on April 10, 1952 and launched on May 5, 1953. The ship was named after the third grandson of Henry Ford.

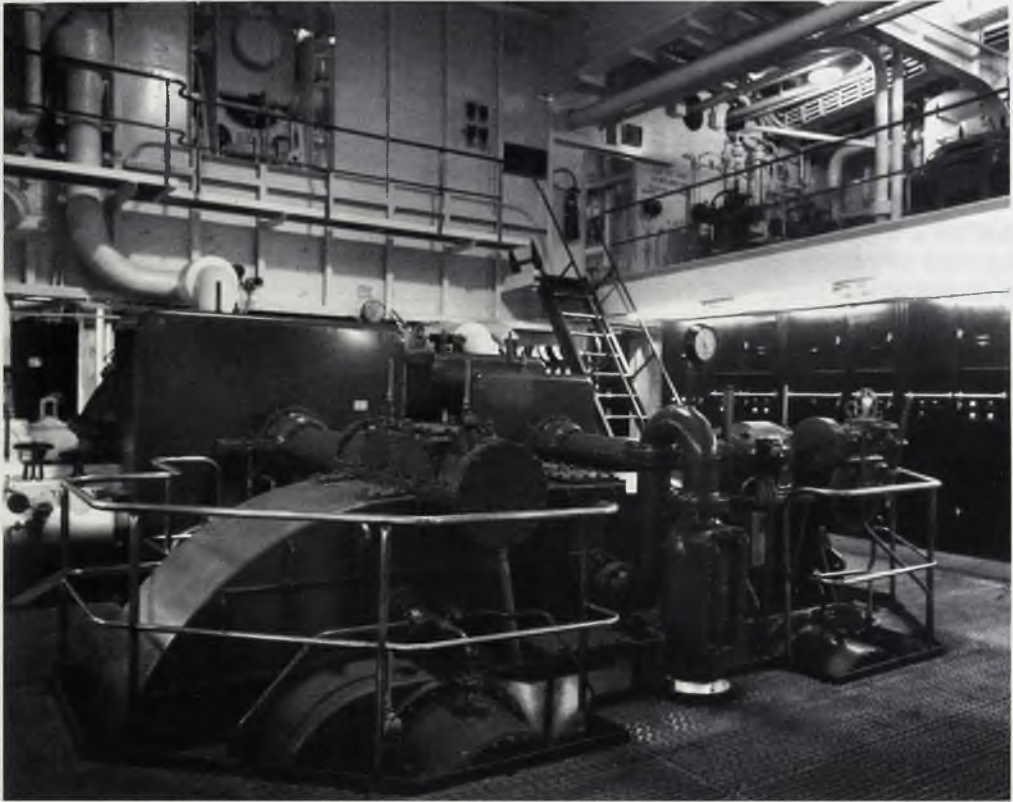
The design followed seven other vessels in her class measuring 647' x 70' x 36'. (Other vessels were ARTHUR M. ANDERSON, CASON J. CALLOWAY and PHILIP R. CLARKE for U.S. Steel, ARMCO and RESERVE for Columbia Transportation, J.L. MAUTHE for Interlake and EDWARD B. GREENE for Cleveland-Cliffs.) All were built with modern navigational equipment and fore and aft tunnels extending the entire length of the ship to protect crewmembers from bad weather.





Construction continues on the William Clay Ford - Fall 1952

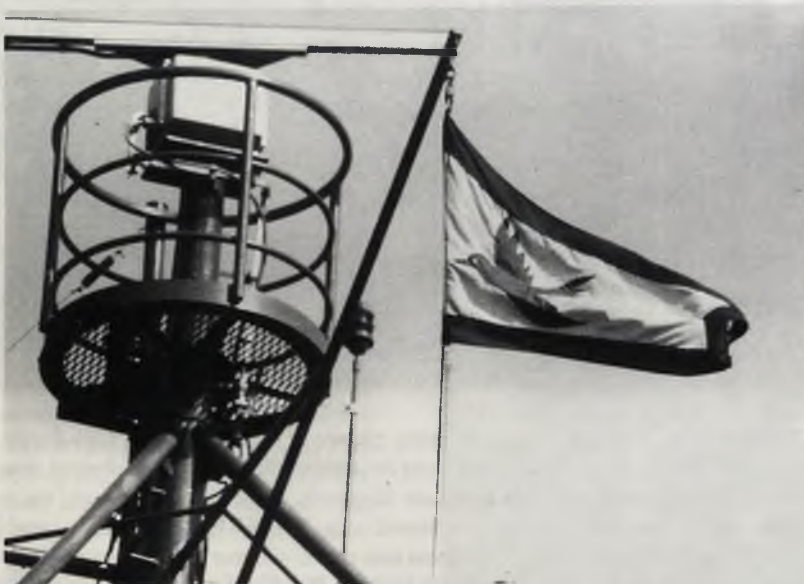




WILLIAM CLAY FORD Engine Room

Photo from Dossin Great Lakes Museum Collection

After completion of sea trials on Lake Erie on August 5, 1953, the CLAY traveled upbound to Superior, Wisconsin to load iron ore for the Rouge Plant. Over the next three decades, she would load ore at Lake Superior ports for the Rouge with occasional coal cargoes from Lake Erie ports.



Ford's house flag "Bluebird of Happiness" - Photo by F.J. Schanbeck - June, 1979

By the late 1970's, vessel owners were looking to increase cargo capacity and efficiency without adding new vessels. Several vessels were converted to self-unloaders while others were lengthened. Like other vessels in her class, the Clay was lengthened by adding a 120-foot mid-section to increase cargo capacity to 26,000 gross tons. The work was done during the winter of 1979-80 at Fraser Shipyard in Superior, Wisconsin. The extra cargo capacity would keep the Clay in active service until the mid-1980's when Great Lake fleets began to consolidate.

With the downturn in the economy, many smaller companies were forced out of business as larger fleets looked for new markets to keep their ships active. Cleveland-Cliffs was one of companies faced with stiff competition for their straight-deck vessels and two self-unloaders. At the end of the 1985 shipping season, it was announced that Rouge Steel (subsidiary of Ford) would purchase the self-unloaders: WALTER A. STERLING and EDWARD B. GREENE. Rouge Steel withdrew the WM. CLAY FORD and BENSON FORD (ex-JOHN DYKSTRA) from service and transferred the Ford names to the Sterling and Greene respectively to begin the 1986 shipping season. In 1988, Rouge Steel sold both retired vessels for scrap to the Erwin Robinson Company. The new owners donated the WM. CLAY FORD's pilothouse to the Dossin Museum in an effort to preserve our local maritime heritage. The pilothouse was cut off at Detroit Marine Terminals along the Rouge River and stored on-site. When the necessary funds were raised, a new foundation was laid along the river at the museum and the pilothouse was installed in 1991. After many months of restoration work, the new addition was opened to the public in March, 1992. Today visitors can view passing recreational and commercial traffic from the restored pilothouse or watch river traffic from the webcam mounted atop the pilothouse.



THROUGH THE MID TO THE AFT – This dramatic picture of the S/S William Clay Ford's new 120-foot-long mid-section was taken from the bow of the giant ore carrier after it had been severed from the stern. The skeleton mid-body was floated into a dock at Fraser Shipyards, Superior, Wis. where the lengthening was completed in May and arc-welded to the water-tightened ends. The 767-foot-long ship is capable of producing speeds up to 16 miles an hour at full load, 23,900 gross tons at mid-summer draft. Captained by Donald Erickson and a crew of 28, the S/S William Clay Ford in 1978 hauled 1,096,371 tons of raw materials to the Ford Rouge plant in Dearborn, Mich., home of Ford's Steel Division.



LIKE A GIANT JIGSAW PUZZLE, the three pieces of Ford Motor Company's S/S William Clay Ford were fitted together in an elaborate lengthening process at Frasier Shipyards, Superior, Wisc.. Floating higher than the bow (foreground) and stern (rear), which were ballasted and water-tightened in dry-dock, is the new 120-foot-long steel mid-section. A crew of 120 tradesmen, including boiemakers, carpenters, welders, machinists, electricians and crane operators, working three shifts several days in April welded the ship together and installed a new stern thruster to improve maneuverability in the Great Lakes. The first Ford vessel to be lengthened, the ship was cut in half with torches, the dock flooded, and the new mid-section floated in. The three "pieces" then were welded together, water-tested and painted. Now 767 feet long, the carrier joined the Ford fleet early in June to resume hauling raw materials, mostly taconite pellets, from Duluth, Minn., and Superior, Wisc. to the Ford Rouge plant in Dearborn, Mich.



FITTING IT ALL TOGETHER – A crew of marine line handlers makes a final check before the S/S William Clay Ford's new 120-foot-long (right) mid-section is fitted to its water-tightened stern (left). Lengthening of the Ford Motor Company vessel at Frasier Shipyards, Superior, Wisc., was completed in May, following a marathon welding operation which involved cutting the vessel in half and then soldering the three sections together. Largest and most powerful of Ford's five ore carriers, the S/S William Clay Ford is now 767 feet long and has greater cargo capacity, higher horsepower and better maneuverability than any other Ford freighter working the Great Lakes.

Edit. Note: Article written by Kathy McGraw
Photos from Dossin Great Lakes Museum Collection



GREAT LAKES & SEAWAY NEWS



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

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

Seaway News Editor: Skip Gillham

Greg Rudnick	Dan Kaminski	Jim Sprunt
Dan McCormick	Rene Beauchamp	Mike Skinner
Alan Mann	M. B. Mackay	Jay Bascom
Terry Beahen	Ray Oset	Rod Burdick
Buck Longhurst	Steve Elve	Marc Piche
TheGreat Lakes Seaway Log		

MAY, 2003

May 1 ... Canada Steamship Lines ATLANTIC HURON was towed out of the drydock at Port Weller Dry Docks by the tugs LAC MANITOBA & JAMES E. MCGRATH and was placed at the fitout wall. On the 4th she headed down through Lock #1 on the Welland Canal bound for Sept Isles.

May 2 ... The ferry JIIMAAN departed the fitout wall at Port Weller Dry Docks and proceeded up the Welland Canal bound for Leamington.

... Lower Lakes Towing's MICHIPICOTEN was towed out of the drydock at the Fraser Shipyard in Superior by the Great Lakes Towing tug KENTUCKY and Gaelic's ROGER STAHL. Once clear they arranged the tow to depart for Sarnia. The Kentucky assisted the STAHL/MICHIPICOTEN tow through the harbor, they cleared the port about 8:30 P.M. and passed downbound at the Soo around 7:00 A.M. on May 5th.

... The LEF Corp. announced that their planned high speed ferry service across Lake Michigan will not begin until 2004. The ferry CATALINA JET, a four year old 450 passenger catamaran used between Los Angeles and Catalina Island that they were suppose to lease was leased to the United States Navy instead. They stated that it would now be too late to find a ship and get the service started this year.

May 5 ... The World War II Destroyer HMCS HAIDA was removed from the drydock at Port Weller Dry Docks by unnamed tugs and placed at the fitout wall.

... The JOSEPH H. FRANTZ was removed from the drydock at the Toledo Shipyard by unnamed tugs and placed at the old Interlake Furnace Dock to finish fitting out. She departed Toledo on her maiden trip for Great Lakes Associates. She is heading upbound to Cedarville to load for Muskegon and Holland.

... The Canadian Coast Guard Cutter GRIFFON arrived at Port Weller Dry Docks and tied up at the fitout wall.

GREAT LAKES & SEAWAY NEWS •



JOSEPH M. FRANTZ docked in Superior, WI July 8, 2003

Photo by Rod T. Burdick

... The Neptune Nimrod Dive Club's plans to sink the former Chicago fireboat JOSEPH MEDILL off Algoma, WI have been delayed. The Department of Natural Resources has requested more information from the Dive Club and expects to hold a public hearing on the project. The city of Algoma is a co-applicant for the project, but the dive site will not be within city limits and this is another obstacle to overcome.

May 6 ... The Manitowoc Company announced that the United States Coast Guard has selected the Manitowoc Marine Group to build one of three test Medium Response Boats. They are one of three shipyards selected to build the test boats of their own design. The Coast Guard will then test out each of the boats submitted. Another bid will then take place for production of an additional 180 boats. Delivery of the \$2.5 million test boat is due in November or December 2003. The contract for the additional 180 boats will be for six years. These boats will replace the 41 foot utility boats currently in use.

May 7 ... The ROGER STAHL/MICHIPICOTEN tow arrived in Sarnia and tied up at the Government Dock. The Gaelic tug PATRICIA HOEY met the tow in lower Lake Huron and assisted through the Huron Cut and into the dock. The MICHIPICOTEN will finish undergoing her re-fit into Canadian Registry, which is expected to take three or four weeks.

... The United States Coast Guard Cutter MORRO BAY passed down the Welland Canal on her way out of the lakes. She was brought into the Great Lakes to help with icebreaking in early April.

... The KINSMAN INDEPENDENT was towed away from the General Mills Elevator in Buffalo by the Great Lakes Towing Tugs NEW JERSEY and WASHINGTON. She was towed to the outer harbor and tied up at the Buffalo Port Terminal. This is the dock where the KINSMAN ENTERPRISE laid up at for several years before sold for scrapping last year.

• GREAT LAKES & SEAWAY NEWS

... With Lower Lakes Towing now having the contract to float taconite to Algoma Steel in the Canadian Soo. They have been using the SAGINAW on the Marquette to the Soo run until the MICHIPICOTEN is ready to sail.



SAGINAW docked at Marquette April 25, 2003

Photo by Rod T. Burdick

May 8 ... The World War II Destroyer USS THE SULLIVANS was moved about 300 yards west of her current dock in the Buffalo & Erie County Naval & Military Park. This is being done as part of upgrading and improving the Naval Park. The World

War II Submarine USS CROAKER was then moved into her new dock. The World War II Cruiser USS LITTLE ROCK will be moved later in the summer. She is hard aground due to the low water levels and the silt building up around the hull. The cost for moving the ships and dredging is \$5.5 million.

May 11 ... Upperlake's CANADIAN TRANSFER was removed from the drydock at Pascol Engineering in Thunder Bay. She departed the next day after loading.

May 12 ... Shell Canada purchased the Bunkering Tanker JOSEE M.(Ex -IMPERIAL LACHINE) from McKeil Marine to work in Montreal Harbor. She will replace the HORIZON MONTREAL which has been put up for sale.

May 13 ... The tug/barge JANE ANN IV/SARAH SPENCER tied up below the Iroquois Lock on the St. Lawrence Seaway because the tug had rudder problems.

May 14 ... The tugs PAUL E. NO. 1 and JAMES E. MCGRATH assisted the HMCS HALIFAX and the Canadian Coast Guard Cutter GRIFFON from the fitout wall into the drydock at Port Weller Dry Docks. They were put in the same drydock, with the HALIFAX being placed in first.

... The Hydrofoils SUNRISE V and SUNRISE VI departed Toronto and made an overnight passage up the Welland Canal bound for Windsor.

... Inland Lakes Transportation's PAUL H. TOWNSEND departed Muskegon on her first trip of the season bound for Waukegon.

May 15 ... Lake Michigan Carferry's BADGER was re-christened in a ceremony at Ludington. Sharla Manglitz broke a bottle of wine to celebrate the BADGER's 50th birthday. The next day she departed Ludington on her first trip of the 2003 season. The BADGER carried a record 145,000 plus passengers in the 2002 season.

... The Great Lakes Academy's new training vessel STATE OF MICHIGAN will depart on May 22 for her first tour of the Great Lakes. She is scheduled to visit Ludington, Muskegon, Chicago, Port Huron, Detroit, Cleveland and the Soo.

GREAT LAKES & SEAWAY NEWS •

... The McKeil tug CARROL C. I arrived at the Iroquois Lock to assisted the tug/barge JANE ANN IV/SARAH SPENCER up through the Seaway. They reached Lake Ontario about 12 hours later and the CARROL C. I dropped off.

May 17 ... The tug/barge JANE ANN IV/SARAH SPENCER arrived off Hamilton where the McKeil tug LAC MANITOBA assisted them into port. After tying up the barge at a wharf the tug proceeded to the Heddle Marine Yard for drydocking. After drydocking, the tug JANE ANN IV departed the drydock at Heddle Marine and picked up her barge SARAH SPENCER and departed.

... While downbound in the St. Lawrence Seaway the salty SPAR GARNET suffered an engine problem and went to anchor in the channel above the Eisenhower Lock. A short time later Canada Steamship Lines PINEGLEN had an engine problem and had to anchor just after departing the Eisenhower Lock upbound. The tugs VIGILANT I and LAC VANCOUVER which were following the PINEGLEN upbound tied up their barge and towed her back to the tie up wall above the lock. As a result of the blockage the Seaway was closed for 9 hours. By the time the PINEGLEN had been moved the SPAR GARNET had fixed their problem and was ready to proceed. The CSL NIAGARA and the salty SYLVIA were delayed by this blockage.

May 19 ... The National Register of Historic Places added the Buffalo Grain Elevators Concrete Central and The Wollenberg Grain & Seed to the Register. The Elevators were nominated by the Buffalo Grain Elevator Project, a joint effort of the University of Buffalo's Urban Design Project and The Landmark Society of the Niagara Frontier.

May 20 ... National Steel's GEORGE A. STINSON arrived in Superior and went into lay-up at the Elevator M. Dock. She will remain in lay-up until details of United States Steel's purchase of National are worked out.

May 21 ... Great Lakes Fleet's CASON J. CALLAWAY ran aground at the entrance to the St. Clair Cutoff Channel around 4:00 A.M.. She was out of the channel and traffic was allowed to pass by her. At daylight the Great Lakes Towing tugs WYOMING and MAINE arrived and pulled her free around 11:00 A.M.. The CALLAWAY proceeded up to St. Clair, MI for inspection, after no apparent damage was found she was allowed to continue upbound headed for Stoneport.

May 22 ... The United States Coast Guard Cutter BRAMBLE (WLB-392) was decommissioned in a ceremony at Port Huron, MI. She was built at the Marine Iron & Shipbuilding Corp. in Duluth. Her keel was laid on August 2, 1943 and she



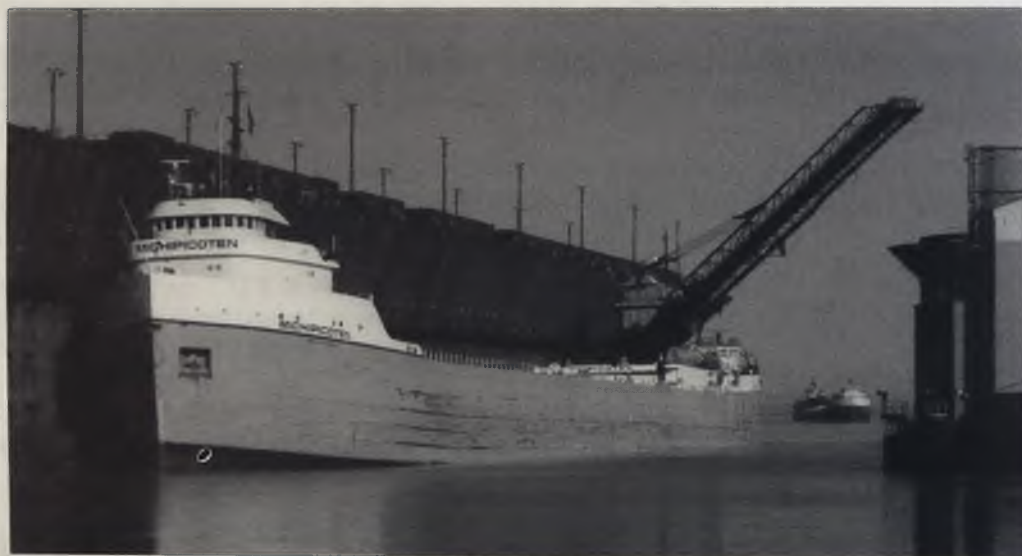
BRAMBLE upbound at Bridge #5 on Welland Canal May 12, 1996

• GREAT LAKES & SEAWAY NEWS

was launched on October 23, 1943. She cost \$925,464 to build and was one of 39 180 foot Buoy Tenders built between 1942 and 1944. All were constructed at Duluth except the IRONWOOD. While stationed in Miami, FL, she along with the cutters SPAR and STORIS were selected to attempt to cross the northern shore of Canada from the Pacific to the Atlantic. She departed Miami on May 24, 1957 bound for Seattle, WA. The task force departed Seattle on July 1, 1957 heading for the Bering Straits. The ships traveled 4,500 miles in 64 days crossing the Arctic Circle. She returned to Miami on December 2, 1957, in 1962 she was transferred to Detroit. In 1974 she was transferred to the Port Huron Station (her current post) after a renovation. She had her engines rebuilt, crew quarters expanded & modernized and she had a new hydraulic boom installed. The BRAMBLE has received many awards and ribbons - The Dept. of Transportation Gold Metal, Coast Guard Unit Commendations, Coast Guard Meritorious Unit Commendation, Coast Guard "E" Ribbon, Coast Guard Bicentennial Unit Commendation, American Campaign Medal, World War II Victory Ribbon, National Defense Service Metal, Arctic Service Metal and Special OPS Service Ribbon.

... The United States Coast Guard Icebreaker MACKINAW was placed on the drydock at Bay Shipbuilding for rudder repairs.

May 24 ... Lower Lakes Towing's MICHIPICOTEN was christened in a ceremony at Sarnia's Government Dock. She was christened by Pam Bravener. On June 13th she departed upbound for Marquette on her maiden voyage.



MICHIPICOTEN docked at Marquette July 20, 2003

May 26 ... Upperlake's QUEBECOIS arrived in Thunder Bay and went into temporary lay-up at the Pascol Engineering Shipyard's fitout dock.

May 27 ... The Great Lakes Towing tugs ILLINOIS and IDAHO towed Oglebay Norton's idle BUCKEYE from the City Docks in Toledo out the Maumee River to the Torco Dock. She had to move because the City Dock will be used for the tall ships coming in July.

GREAT LAKES & SEAWAY NEWS •

... Port Weller Dry Docks announced the signing of a \$20 Million contract to build a giant oil processing unit for Aker Maritime Kiewit Contractors. The company is a partnership between Norwegian Aker Maritime (Aker Oil & Gas Technology), Canada and Peter Kiewit Sons Co., Omaha, Neb.. The unit will resemble a square box 7.5 meters wide, 22.5 meters long and 16.2 meters high. Upon completion it will be placed on a barge and taken to Newfoundland in April 2004.

JUNE , 2003

Jun 1 ... Two of Michigan's Lighthouses have been turned into Bed & Breakfasts. Sand Hills located on five mile point between Ahmeek and Eagle River on the Keweenaw Peninsula. It is open all year and costs between \$132.50 and \$196.10, including taxes. The other is Big Bay Point located Northwest of Marquette. It is open from December 27 until October 15, summer rates are \$117.00 to \$185.00 and winter rates are \$99.00 to \$165.00.

Jun 2 .. Essroc's STEPHEN B. ROMAN arrived in Hamilton and was placed on the drydock at Heddle Marine for her five year survey.

... The French Cruise Ship LE LEVANT passed up the Welland Canal on her first cruise in the 2003 season. She is on a trip from Toronto to Milwaukee.

Jun 3 ... The McKeil tug CARROL C. I arrived in Toronto and picked up the barge METIS and departed down Lake Ontario for the St. Lawrence Seaway. She has been in use as a storage barge, this is her first trip of the season.

... Great Lakes Fleet's EDGAR B. SPEER arrived at Bay Shipbuilding in Sturgeon Bay for hull repairs. Since the United States Coast Guard Icebreaker MACKINAW was already in the drydock, she tied up at the fitout dock and ballasted hard to starboard. This allowed the damaged port side to raise out of the water and be repaired. She departed on June 5 upbound.

... As the outbound CALUMET approached the CSX Railroad Bridge on the Maumee River in Toledo it failed to open. The Calumet put her engines full astern to avoid a collision. As she started to go astern she hit Buoy 54 and parted its chain. The Coast Guard recovered the buoy and placed it back on station. The bridge was repaired and finally opened about seven hours later and allowed the CALUMET to pass through.

Jun 8 ... The TARANGINI, a Indian Navy Sail Training Vessel will visit the Great Lakes this summer as part of a world cruise. She will stop in Hamilton, Toronto, Erie, Cleveland, Toledo, Chicago, Muskegon, Bay City and Sarnia.

Jun 9 ... Traffic stalled on the Welland Canal when the ship arrester at Lock #3 was struck by the salty FEDERAL SAGUENAY. Traffic started moving again about five hours later when the wreckage from the ship arrester was removed from the deck of the SAGUENAY. Eight ships were delayed because of the accident.

Jun 10 ... The Lake Michigan Carferry BADGER carried 45 Model "T" Fords from Manitowoc to Ludington as part of a cross country trip honoring the Ford Centennial Year.

• GREAT LAKES & SEAWAY NEWS

Jun 16 ... The Verreault Shipyard in Les Mechins, Quebec has been awarded a \$6 million contract to convert the Canadian Coast Guard Icebreaker SIR JOHN FRANKLIN into an Oceanography Research Vessel.

Jun 17 ... The Group Ocean tugs ADVANTAGE, OCEAN GULF and OCEAN DELTA towed the WINDOC from Montreal bound for Quebec City. They arrived the next day and tied her up in Section 25 where she will be converted to a barge.

Jun 21 ... The VEGA, a new high speed pilot boat recently constructed by Hike Metals of Wheatley, Ontario passed down the Welland Canal on her delivery trip. She will be stationed in Long Beach, CA. She will sail under her own power as far as Halifax and will then be loaded aboard a transport vessel for the rest of the voyage.

... The McKeil tugs GLENEVIS and ATOMIC towed Upperlakes idle CANADIAN MARINER from her lay-up berth in Toronto out to Humber Bay and anchored her off Ontario Place. She will be used as a fireworks platform for the celebrations of Victoria Day. On July 3rd she was towed back and placed next to the idle CANADIAN PROVIDER at Pier 35.

Jun 23 ... The United States Maritime Administration granted Lake Express LLC \$14.5 million in a Federal Loan Guarantee to construct a high speed ferry. It will run from Milwaukee to Muskegon and is expected to enter service on June 1, 2004. The ferry will be built by Austal USA in Mobile, Alabama. It will be a Australian designed twin hulled aluminum ferry that will carry 250 passengers and 46 vehicles.

Jun 25 ... The tugs PROGRESS and VIGILANT I towed the NUNAVUT TRADER out of Hamilton and down Lake Ontario bound for Montreal. She was recently purchased by Group Desgagnes from McKeil, they plan on using her as a barge in the Canadian Arctic.



NUNAVUT TRADER docked at Pier #10 in Hamilton as LORENA I May 9, 2003

GREAT LAKES & SEAWAY NEWS •

Jun 27 ... Cemex Cement's SOUTHDOWN CHALLENGER was placed in the drydock at Bay Shipbuilding in Sturgeon Bay for her five year survey.

Jun 28 ... The ferry ISLAND ROCKET III passed up the Welland Canal on her return trip from New York City bound for Sandusky. She spent the winter working in New York Harbor.

MISC: The Marine News Journal of the World Ship Society reported the following items in their February and March Issues:

RENAMES:

... ATLANTIC CEDAR (Ex - IRVING CEDAR - 96, SINNI - 81) Tug -Built 1974, was sold by Unspecified Owners, Canada to Atlantic Towing Ltd., Canada in 2002 and renamed RELIANCE.

... CEC PRIDE (Ex - ARKTIS PRIDE - 99) Built 1991, Was sold by Elite Rederi A/S, Isle of Man (British) to Hetherby Ltd. & Delta Shipping Cop. Ltd., Isle of Man (British) in 2002 and renamed CEC DELTA.

... GUR MASTER (Ex - PLANET - 89, UNTERTURKHEIM - 83) Built 1978 Was sold by Star Shipping Corp., Bahamas to St. Patrick Investment Corp., St. Vincent and the Grenadines in 2002 and renamed MAGIC STAR.

... LANGENES (Ex - TIMBUS - 00, Launched as HANSGUNTHERBULOW) Built 1983,



ISLAND ROCKET III upbound in Lock #3 on Welland Canal June 25, 2003

Photo by Skip Gillham



LANGENES downbound above Lock #7 in the Welland Canal May 11, 2002

Photo by Jim Morris

• GREAT LAKES & SEAWAY NEWS



Photo by Jim Morris

LUCKYMAN passing under Bridge #21 on Welland Canal May 2, 2000

Was sold by Mikkal Myklebusthaug Rederi, Norway (NIS) to Wilson Shipping A/S, Bahamas in 2002 and renamed WILSON SKAW.

... LUCKYMAN (Ex - MOUNT ETNA - 86, SOLE MIO - 85) Built 1980, Was sold by Unspecified Owners, Cypress to Grain Transport Co. Ltd., Cypress in 2002 and renamed TOLMI.

... NEVA TRADER (Ex - NORDON - 99, PASILA - 93) Built 1977, Was sold by B & N Nordsjofrakt A/S, Norway (NIS) to Coral River Investors Inc., Georgia in 2002 and renamed TRADER.

... PROJECT ARABIA - Built 1982, Heavy Lift Ship, Was sold by Arabia Shipping N.V., Netherlands Antilles to Sakhalin Heavy Transport Group "Project Workshops" C.V., Netherlands Antilles in 2002 and renamed PROJECT WORKSHIPS.

... SEAMONARCH II (Ex - SEAHARMONY II - 01, SEALUCK V - 00, SEAMONARCH - 97, SEAMASTER II - 88, SEA MONARCH - 86) Built 1984, Was renamed SEAGUARDIAN II by Krister Shipping Co. Ltd., Malta in 2002.

... TITAN SCAN - Built 1982, Heavy Load Ship, Was renamed SCAN TRADER by Titan Scan Shipping N.V., Netherlands Antilles in 2002.

GREAT LAKES & SEAWAY NEWS •

CASUALTIES:

... NOGAT - Built 1999, General Cargo Vessel owned by Nogat Shipping Ltd. (Polish Steamship Co.), Cypress. Holed in forepeak December 14, 2002 when she scraped the river bed of the St. Lawrence Seaway close to the Iroquois Lock. Extensive damage was sustained to the forepeak and she was moved to Montreal for inspection. She was on a passage from Duluth for Casablanca with wheat.

SCRAPPED:

... AROSA (Ex - CASTELLBLANCH - 87) Built 1975, Was sold by Tomongo Shipping Co. Ltd. (Seven Seas Maritime Ltd.), Cypress to Indian Breakers and arrived Alang January 17, 2002.

... BERT REINAUER II (Ex - PARATEX - 75) Tanker - Built 1938, Was sold by Reinauer Transportation Companies Inc., USA to U.S. Shipbreakers at Norfolk, VA during 2002. It is reported the bridge was removed and has been preserved.

... CANADIAN VOYAGER (Ex - BLACK BAY - 94) Built 1963, Was sold by Upperlakes Shipping Ltd., Canada to Demtas A.S., Turkey in 2002 and arrived Aliaga in tow September 20, 2002.



CANADIAN VOYAGER upbound at Bridge #5 on the Welland Canal May 9, 2001

• **GREAT LAKES & SEAWAY NEWS**

... DON ERNESTO (Ex - RIVER TRANSPORT - 75, TRANSPAN - 60, QUINNEBAUG - 48) Tanker - Built 1947, Was sold by Navipac S.A., Ecuador to Unspecified Breakers and demolition commenced in October 1998.

... WINTER STAR (Ex - FEDERAL HUDSON - 92, ROCROI - 79) Built 1978, Was sold by Winter Star Marine Co. Ltd., (Hellenic Star Shipping Co. S.A.), Cyprus to Indian Breakers in 2002 and beached Alang December 22, 2002.



Photo by Greg Rudnick

HMCS HAIDA docked at Ontario Place in Toronto – March, 1978

JULY, 2003

Jul 3 ... Upperlake's MONTREALAIS returned to service when she departed Hamilton and headed up the Welland Canal bound for Thunder Bay.

... The World War II Destroyer HMCS HAIDA was towed from the fitout wall at Port Weller Dry Docks by the tugs LAC COMO and JAMES E. MCGRATH and placed back into the drydock.

Jul 8 ... While Grand River Navigation's CALUMET was tied up at the Marblehead Stone Dock preparing to load a severe thunderstorm struck. Her unloading boom was in the up position at the time to allow for loading. A high gust of wind caught the boom and swung it into the loading rig damaging the boom. She departed the next day for Sarnia where it will be repaired.

GREAT LAKES & SEAWAY NEWS

Jul 9 ... The tall ship CALEDONIA departed Hamilton under tow of the tugs VIGILANT I and SEAHOUND. The tow passed up the Welland Canal later in the day bound for the Tall Ship Festival in Cleveland, Ohio.

... Mayor Jane Campbell of Cleveland, OH signed a 40 year lease for the museum ship WILLIAM G. MATHER to remain at its 9th Street Pier Berth. The Harbor Heritage Society which owns and operates the MATHER has long term plans to develop her from a seasonal museum ship into into a year round premiere maritime museum. The 40 year lease will help in attracting additional funding. They view her as a maritime museum with greatly enhanced exhibits on the history, science and culture of the Great Lakes. The MATHER's three non museum cargo holds, which are currently empty, will be renovated for family oriented educational and commercial activities.

Jul 10 ... Group Desgagnes recently renamed the NUNAVUT TRADER, she became the NOVA D. at Montreal.

Jul 12 ... American Steamship's AMERICAN MARINER was upbound off Ashtabula about four miles off shore when a crewmen spotted three men in the water. They stopped and rescued the men and were informed that thier boat had sunk about four hours earlier and another man was missing. The MARINER informed the Coast Guard who sent out a rescue boat from Ashtabula. They located the missing man and came alongside the MARINER and removed the other men, they took them to a waiting EMS Unit in Ashtabula for medical treatment. All were released later with no injuries reported.

Jul 14 ... The latest luxury yacht built by Palmer Johnson, the MILK AND HONEY passed down the Welland Canal on her delivery trip out of the lakes. She is registered out of the Cayman Islands.

Jul 17 ... As the tug PRIARIELAND was preparing to assist the tall ships in their parade up the Maumee River in Toledo, she suddenly began to take on water. Her two man crew were taken off by another unmaed tug just before she sank in Maumee Bay aound 10:00 A.M.. She was raised the next day by a large crane on a barge.

Jul 18 ... Grand River Navigation's CALUMET departed Sarnia upbound heading for Stoneport following repairs to her self-unloading boom.

Jul 21 ... The United States Coast Guard Cutter NEAH BAY (WTGB-105) departed her home base in Cleveland heading for the east coast. She is being deployed to assist in Coast Guard Safety operations in Boston & New York harbors for the next three months.

Jul 22 ... The World War II Cruiser USS LITTLE ROCK was moved to the new naval park on the Buffalo River. The tugs NEW JERSEY, WASHINGTON, JACKLYN and RUB towed the museum ship about 1000 feet north to the new dock.

Jul 23 ... The S.S. City of Milwaukee National Historic Landmark Corp. recieved the \$1.3 million loan from the Rural Development Loan through the United States Department of Agriculture. The funds are to be used to buy the Moonlite Motel & Marina on Manistee Lake and further restoration and repainting of the CITY OF MILWAUKEE to her original 1931 colors. The marina will be redesigned around the carferry and will have 56 boat slips up to 50 feet in length. The motel will be upgraded and will compliment lodging facilities aboard the carferry.

• GREAT LAKES & SEAWAY NEWS

Jul 27 ... The former Canadian Navy Destroyer HMCS NIPIGON was sunk as a artificial reef for marine wildlife and divers. She was sunk in the St. Lawrence River near Rimouski, Quebec not far from the wreck of the EMPRESS OF IRELAND. She was commissioned in 1964 and retired in 1998.



Photo by Herm Phillips

QUEDOC awaiting scrapping above Algoma Steel, Soo Ste. Marie, Ont.
by Purvis Marine Ltd. – August 6, 2003

Jul 28 ... Unnamed Purvis Marine tugs moved the QUEDOC over to the scrapping berth near Algoma Steel at the Canadian Soo.

Jul 29 ... A new ferry service to Pelee Island started today using the hydrofoils PELEE FLYER I & PELEE FLYER II. They are the former SUNRISE V & SUNRISE VI which were renamed after their arrival in Kingsville in mid May. Their schedule calls for four round trips daily and five on Friday, they are owned by the Pelee Hydrofoil Corporation.

Jul 30 ... As the Tall Ship parade made its way up the Chicago River, the last ship in line was the BOUNTY. As she passed through the raised Lake Street Bridge her masts hit the bridge and splintered the top hamper into pieces. No one was injured and the crew stated they will be able to repair the damage.

Jul 31 ... The Juniper Class United States Coast Guard Cutter FIR (WLB-213) passed down the Welland Canal on her delivery trip to Astoria, Oregon.

GREAT LAKES & SEAWAY NEWS •

AUGUST, 2003

Aug 1 ... The tug ADVANTAGE towed the ARCA out of Hamilton down Lake Ontario bound for the St. Lawrence Seaway and Montreal where she will be used as a bunkering vessel. She is the former IMPERIAL LACHINE which was towed to Hamilton last year.

... The tug SENECA towed the former steam dipper dredge COL. D. D. GAILLARD from Barkers Island in Superior. She was taken to the Northern Pacific Dock #2 in Duluth where she

will be scrapped, her hull is to be converted into a spud barge. She had been at Barkers Island tied up near the museum ship METEOR with hopes she could become a museum ship herself, but plans didn't work out.

Aug 6 ... The tug JOHN SELVICK was towing a barge with 61,000 bushels of wheat up Lake Michigan when the cargo shifted in heavy seas. The barge started to sink and ended up floating with about 30 feet sticking up above the water. She slipped beneath the waves the next day, she is in about 120 feet of water about five miles west of Waukengan, IL. Divers were sent down and found her resting upright on the bottom.

Aug 8 ... Upperlakes CANADIAN PROVIDER departed Toronto on her first trip of the 2003 season. She crossed Lake Ontario and passed up the Welland Canal bound for Thunder Bay.

... The dredge COLUMBIA passed up the Welland Canal bound for Toledo for a dredging project. She has been in the lakes before as the COLUMBUS and ESPERANCE III.

Aug 12 ... The Malcolm tug MANITOU towed the idle carfloat PERE MARQUETTE 10 from her berth in Port Huron down the St. Clair River bound for Toledo. They arrived several hours later and she was tied up alongside the laid up carfloats WINDSOR and ROANOKE in the Frog Pond.

Aug 13 ... The Manitowoc Company announced they have been awarded a \$40.5 million contract from the United States Navy to build 29 barges. The barges will be able to be assembled into floating platforms or causeway systems to transport heavy materials such as tanks, trucks and cargo from ships to shore. The contract contains additional options that can be exercised over the next five years for a maximum amount of \$404.8 million. The barges will be built by Manitowoc's Marinette Marine and will be 80 feet by 24 feet and weigh between 75 and 124 tons. They will be able to handle loads of 150 tons. Six of the barges will be powered by 360 degree rotating water jet thrusters for propulsion and station keeping.



ARCA docked at the Heddle Marine Yard in Hamilton May 9, 2003

Photo by Jim Morris

• GREAT LAKES & SEAWAY NEWS

... A second study of a cross lake ferry service from Port Stanley to Cleveland has been commissioned at a cost of \$1 million. The first study done in 1999 at a cost of \$50,000 concluded the service could be profitable, but drew little interest. The second study is to produce its report in February 2004.

Aug 14 ... The Gaelic tug ROGER STAHL was placed on the floating drydock at Nicholson Terminal & Dock prior to her sale to off lakes interests. She departed on the 27th for Key West, Florida. She has been sold to Florida Keys Harbor Services.

... The Toronto Port Authority and Can-Am Transportation Systems announced that they had reached a basic agreement ensuring the high speed ferry from Toronto to Rochester would have dock space in Toronto. The basic issues on who will operate the terminal and rent have been worked out. The ferry will dock at the foot of Cherry Street, a temporary facility will be built until a permanent one is constructed for about \$8 to \$10 million. Toronto will now seek the funds to build the terminal from the Toronto Waterfront Revitalization Corp., an agency financially funded by the federal, provincial and city governments. the Revitalization Corp. is overseeing \$1.5 billion worth of improvements over the next five years.



ROGER STAHL upbound in Welland Canal
approaching Lock #8 May 13, 2001

Photo by Greg Rudnick

Aug 16 ... The deep sea tug SEAWAYS II arrived in Montreal and tied up alongside Canada Steamship Lines MAPLEGLLEN. After preparations are complete she will tow the MAPLEGLLEN overseas for scrapping in Alang, India. The tow is expected to depart in about two weeks.

Aug 17 ... The tugs JAMES E. MCGRATH and SEAHOUND towed the World War II Destroyer HMCS HAIDA out of the drydock at Port Weller Dry Docks and placed her at the fitout wall.

Aug 19 ... Upperlakes CANADIAN LEADER was towed from Hamilton by the tugs VIGILANT I and LAC COMO bound for Port Weller Dry Docks. When the tow arrived off the Welland Canal the tug SEAHOUND joined the tow. After locking through Lock #1 the tugs placed the LEADER in the drydock for her five year survey. On the 31st tugs JAMES E. MC GRATH, GLENEVIS and LAC COMO assisted the LEADER from the drydock to the fit-out wall.

Aug 22 ... Transportation Economics & Management Systems of Frederick, Maryland presented the results of a study for a cross lake ferry service from Erie to Port Dover. They concluded that a high speed ferry service could be profitable, making five trips a day across Lake Erie. They estimated 750,000 passengers would use the ferry the first year and that would rise to 1 million in 25 years. Enough demand exists for a ferry with a capacity of 620 passengers to make 5 daily trips in a season of 270 days. But being a little conservative, they recommend using a ferry costing \$30 to \$35 million with a capacity of 325 passengers and 75 vehicles. The estimated fare would be \$15 for a passenger without a vehicle, \$40 for each car and \$10 for each person in the vehicle, \$350 for a bus or truck. The Erie-Western Pennsylvania Port Authority stated that based on the study they would pursue the project and file for federal funding, hoping for a 2005 start up.

GREAT LAKES & SEAWAY NEWS •

Aug 23 ... Algoma's ALGONORTH departed Sorel on her first trip of the 2003 season bound for Port Cartier to load for Hamilton.

... Marinette Marine launched the United States Coast Guard Juniper Class Cutter SEQUOIA (WLB - 215). She was christened by Dorothy England, wife of Gordon England Deputy Secretary for the Department of Homeland Security. After her fitout she will be stationed in Guam. She is named after a former lighthouse tender named SEQUOIA, built in 1908 for the United States Lighthouse Service by the New York Shipbuilding Co. in Camden, New Jersey, she was retired in 1946.

Aug 24 ... The Purvis Marine tug RELIANCE towed DESGAGNES NOVA D. from Cote St. Catherine bound for the Arctic with supplies. They were assisted as far as Quebec City by the McKeil tug LAC VANCOUVER.

Aug 26 ... The former Canadian Coast Guard Icebreaker SIR JOHN FRANKLIN was renamed AMUNDSEN in a ceremony at Quebec City. She had been under going a refit at the Verreault Shipyard in Mechins, Quebec to a state of the art science vessel. She was christened by Lily Schreyer, wife of Edward Schreyer the former Governor General of Canada. She had christened the vessel when she was originally launched in 1979. She was named after Roald Amundsen, an early 20th century Norwegian Explorer. He was the first person to navigate the Northwest Passage in the Canadian Arctic. It took him three years to complete the journey 1903 to 1906. The AMUNDSEN is scheduled to depart on September 8 for the Beaufort Sea on her first mission, she will spend a year in the Arctic doing research.



GLACE BAY and SHAWINIGAN BAY docked at Pier #8 in Hamilton – August 31, 2003

• GREAT LAKES & SEAWAY NEWS



MISS LAURA upbound in Welland Canal in Port Colborne at Bridge #21 August 30, 2003

Photo by Jim Morris

Aug 28 ... The Nadro Marine tugs VIGILANT I & SEAHOUND towed the World War II Destroyer HMCS HAIDA from the fitout wall at Port Weller Dry Docks bound for Hamilton. They arrived in the afternoon and tied up at Pier #26. The next day she was towed on a slow tour around Hamilton Bay escorted by the Canadian Minesweepers HMCS SHAWINIGAN BAY and HMCS GLACE BAY. They arrived at Pier #9 a couple hours later and tied up the HMCS HAIDA at her new permanent dock beside the Marine Discovery Center.

... Passing upbound in the Welland Canal was the tug MISS LAURA on her delivery trip bound for Duluth, she was recently purchased by Marine Tech LLC.

Aug 31 ... A 57 year old Wisconsin man drowned while diving on the wreck of the CEDARVILLE in the Straits of Mackinac. At about 11:00 A.M. his dive party sent a message to the Coast Guard that he was overdue. The sheiff's department search & rescue dive team located the man in about 110 feet of water about 25 feet from the CEDARVILLE.

MISC: The Marine News, Journal of the World Ship Society reported the following items in their April & May issues:

RENAMES:

... CATHY MACALLISTER (Ex - CHARLIE S. - 75) Tug, Built 1954, was sold by Groupe Ocean Inc., Canada to Heritage Harbour Marine Ltd., Canada in 2002 and renamed SEVEN SISTERS.

... EGBERT WAGONBORG - Built 1998, was renamed MSC BOTHNIA by C.V. Scheepvaartonderneming Egbert Wagenborg, Netherlands in 2002.

GREAT LAKES & SEAWAY NEWS

... FRASER (Ex - FEDERAL FRASER - 01, FEDERAL ST. LOUIS - 91, SELKIRK SETTLER - 91) Built 1983, was sold by M & N Shipping Corp., Panama to Canada Steamship Lines Inc., Canada in 2002 and renamed SPRUCEGLEN.

... HEA (Ex - FANING - 98, SUN KING - 90, SUN JAY - 87, FOSSNES - 87) Built 1982, was sold by Hea Navigation Ltd., Antigua & Barbuda to Ahmad Shipping Co., Syria in 2002 and was renamed AHMAD - S.

... HOPE 2 (Ex - SUPER SUN - 01, SEVEN PIONEER - 00, ROUBIN - 97, NORDIC TRADER - 92, ELM TRADER - 92, SCAN TRADER - 82) Built 1982, was sold by Seven Mountain Shipping Co. Ltd., South Korea to KDB Capital Corp., South Korea in 2002 and was renamed SUPER SUN.

... KALLISTI (Ex - FEDERAL VIBEKE - 00, KRISTIANIAFJORD - 93, DAN BAUTA - 89, NOSIRA LIN - 89) Built 1981, was sold by Galini Maritime Ltd., Greece to Bassett Shipholding S.A., Greece in 2002 and was renamed NOBILITY.

... MSC BOTHNIA (Ex - MERWEBORG - 00) Built 1991, was renamed MERWEBORG by C.V. Scheepvaartonderneming Merweborg, Netherlands in 2002.

... SICHEM MALENE (Ex - MALENE SIF - 01) Built 1994, was sold by Kil Singapore Pte. Ltd., Singapore to Harpa Shipping Ltd., Isle of Man (British) in 2002 and renamed SICHEM PANDORA.

... SOLTA - Built 1984, was sold by Solta Maritime Ltd., Malta to Breeze Navigation Ltd., Malta in 2002 and renamed TULOME.

... ST. NICHOLAS A. (Ex - KALISTI - 99, OLYMPIC PROMISE - 92, LONDON VISCOUNT - 83) Built 1977, was sold by Pioneer Shipping Co. Ltd., Panama to Unspecified Owners, San Torme & Principe in 2001 and renamed STAR I.

... STAR I (Ex - ST. NICHOLAS A. - 01, KALISTI - 99, OLYMPIC PROMISE - 92, LONDON VISCOUNT - 83) Built 1977, was sold by Unspecified Owners to Eurocarrier Maritime Inc., Cambodia in 2002 and renamed EUROCARRIER.

... STORON (Ex - MINI ORBIT - 83) Built 1975, was sold by B & N Nordsjofracht A/S, Norway (NIS) to Maestra Shipping Ltd., Slovakia in 2002 and renamed VENGEN.

... ZENOBIA (Ex - KIRBY D. - 98, JOHANNA SCHULTE - 94) Built 1976, was sold by Ali Samin & Partners, Lebanon to Marna Shipping Co. Ltd., Syria in 2002 and renamed MARNA B..

... 2002 - 02 (Ex - SIR JOHN FRANKLIN - 00, FRANKLIN - 81) Built 1979, Research/ Icebreaker was sold by unspecified owners, Canada to Universite De Quebec A. Rimouski, Canada in 2002 and renamed COROILIS II.

CASUALTIES:

... CEC FUTURE (Ex - ARKTIS FUTURE - 02, CEC FUTURE - 01, SIGNET SPIRIT - 00, CEC FUTURE - 00, ARKTIS FUTURE - 99, MELBRIDGE FLASH - 96, ARKTIS FUTURE - 94) Built 1994, Struck bow of IRINA D. (Ex - CAPTAIN SALIM - 02, BRAVE - 01, KALE - 90, BUSTURIA - 83, Built 1978) on February 5, 2003 while she was unloading a cargo of iron at Beirut. A hole approximately 3 meters was made in the port side which caused her to sink with the CEC FUTURE still embedded. The vessels were separated on February 8 and IRINA D. was refloated on February 9. The CEC FUTURE was placed under arrest.

... VERMONTBORG - Owned by interests associated with Wagonborg Shipping B.V., Delfzijl. The partially completed hull broke tow from the tug SUZANNE A. in bad weather January 2, 2003 and grounded on La Capelle Reef off Guernsey in position 49.27 North, 02.39 West. Smit Salvage was employed and attempts at refloating have so far proved unsuccessful. The hull was being towed from Daewoo-Mangalia Shipyard, Romania for Holland where it was to be fitted out and completed. (March Issue) After one of the propeller blades had been cut off and part of the rudder removed, she was refloated at high tide on January 18 with the assistance of the tugs LADY LAURA and BOXER, she arrived safely at the Volharding Shipyard in Harlingen January 22 in tow of the LADY LAURA. (April Issue)

SCRAPPED:

... CANADIAN CHALLENGER (Ex - ILE AUX COUDRES - 84, HUTCHCLIFFE HALL - 72) Built 1954, nonpropeller hopper barge was sold by Unspecified Canadian Interests to Spanish Breakers and demolition commenced February 19, 2002.

... COMEAUDOC (Ex - MURRAY BAY - 63) Built 1960, was sold by N. M. Paterson & Sons Ltd., Canada to International Marine Salvage, Port Colborne and awaiting demolition October 2002.

... FAIR SPIRIT (Ex - ELBE OLDENDORFF - 82) Built 1974, was sold by Global Shipping & General Trading Ltd., Panama to Indian Breakers, believed Mumbai and demolition commenced December 11, 2002.

... PIONEER (Ex PANTAZIS L. - 97) Built 1974, was sold by Pioneer Navigation Ltd. (Kristen Marine S.A.), Malta to Indian Breakers and beached Alang February 10, 2003.

BACK COVER PHOTO: The WILLIAM CLAY FORD entering Duluth Harbor opening the 1983 shipping season in Duluth, MN - Photo by Howard Mackey for the *Evening Telegram*.

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 2004 calendar year in these forms:

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

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



BOARD OF DIRECTORS

TERMS EXPIRE IN 2004

JERRY CROWLEY
SCOTT DENMAN
ELIZABETH SHERMAN

CHERYL DENMAN
PHILIP MASON

TERMS EXPIRE IN 2005

DOUGLAS DOSSIN
MALCOLM MCADAM
KATHY SHULER

JOHN GATZ
KATHY MCGRAW
DENNE OSGOOD

TERMS EXPIRE IN 2006

DONNA FLAHERTY
DAVID MIRAMONTI

WILLIAM B. MCINTYRE, JR.
HOUGHTON SMITH

OFFICERS:

President: WILLIAM B. MCINTYRE, JR.
Vice President: DENNE OSGOOD
Secretary/Treasurer: KATHY MCGRAW

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

TELESCOPE STAFF:

Managing Editor: KATHY MCGRAW
(313) 791-8452 (home phone)
Editor-In-Chief: MARY MASON DILLON
Assistant Editor: DAVID MIRAMONTI
Seaway News Editor: SKIP GILLHAM
News Editor: JAMES MORRIS
22919 ALGER
ST. CLAIR SHORES, MI 48080

Curator of Dossin Museum: JOHN POLACSEK

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

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



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

