



Telescope

APRIL • JUNE, 2004
Volume LII; Number 2



MISS PEPSI UNLIMITED MULTIPLE STEP HYDROPLANE
1949 - 1956



Membership News:

- April, 2004 **Webcam Camera Upgrades** – Server software was updated. This update improves performance of the Movie Clips. To view or record your own click on the "Archive of Images" link below the camera image on the main webcam page. New preset has been added to the drop down list. "Goose Nest" moves the camera to view a goose that has nested on the museum grounds.
- Jun. 19 The Great Lakes Maritime Institute will be having a **20% off sale** of all items in the sales booth. This will include books, videos, and artwork. This is the day before Father's Day, and last minute gifts are ideal. 11 a.m. to 3 p.m.
- Jul. 15-18 **APBA GOLD CUP RACE - 100th Anniversary of Gold Cup Racing.** This will be 4 days of celebration you won't want to miss. Along with the fleet of Unlimited Hydroplanes racing for the Gold Cup there will be more than 60 Vintage Race Boats including 12 Gold Cuppers and the restored unlimited hydroplane, Miss Century 21. These vintage race boats will be the highlight of the weekend as they run the course as they did in the past. Pit access is available to view these gems and talk with owners and drivers.
- SUCH CRUST IV**, donated by Paul Lamarre, Jr. to the City of Detroit Historical Department, will be on display in Waterworks Park during the Gold Cup Races. **SUCH CRUST IV**, owned by Jack Schaefer, raced from 1962 - 1967 at the hands of many drivers including Fred Alter and Bill Muncey.
- Oct. 3 **SAVE THE DATE!** The GLMI ANNUAL DINNER is scheduled for Sunday, October 3, 2004. Watch for further details in the mail and the next Telescope.

Museum Hours –

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

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OUR COVER PICTURE . . . MISS PEPSI, designed by John L. Hacker and built by Les Staudacher in Kawkawlin, MI, was the first hydroplane to qualify for a race at more than 100 mph. In 1963, following complete restoration, she was placed on permanent display at the Dossin Museum. Photo by John Higgins.

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

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Printed in the United States by Macomb Printing, Inc.



THE GOLD CUP RACE REACHES THE CENTURY MARK

By Steve Garey

The American Power Boat Association Gold Cup, at 100 years, is the oldest motor racing trophy being contested in the world today. This is truly a proud year for the APBA and for anyone who has been involved with this classic event. From its inception, the Gold Cup has come to symbolize the boat racing supremacy of the United States, if not the world.

Millions of dollars have been spent, careers and lives have been made and lost in the pursuit of the "old Tiffany Urn", and it is still the standard after a century of top-notch, hotly contested races. The first race was held on the Hudson River in New York in 1904. The winner was a 59 foot boat named *Standard*, driven by C.C. "Carl" Riotte and powered by a 110 horsepower Standard motor. Riotte averaged 23.160 miles per hour over the 18.4 mile course.

The City of Detroit has been at the forefront of Gold Cup racing since 1915. That's when a group of Detroit businessmen sent a boat to New York and won the right to stage the 1916 event.

Johnny Milot and mechanic Jack Beebe turned the trick in the first MISS DETROIT. The great Gar Wood stepped in the following year and won the Cup five straight years with his MISS DETROITs and MISS AMERICAs until 1922, when the rules committee banned Wood's "unlimited" power boats in favor of a more gentlemanly class of speedy runabout. Wood never entered the Gold Cup again, concentrating instead on the International Harmsworth races, which he dominated until his retirement in 1933.



MISS DETROIT enroute to winning the Gold Cup in 1915. Photo from Mystic Seaport Museum Rosenfeld Collection.

World War II brought a halt to all forms of racing from 1941 to the war's end. The Gold Cup series was resumed in 1946 with a race at the Detroit Yacht Club. The race attracted only a few Gold Cup boats left over from the pre-war days, and a scad of .225 Class boats. Also in attendance was a big, rough-riding speedster from Oakland, California which utilized a war surplus Allison V12 fighter plane engine. It was Dan Arena's MISS GOLDEN GATE III, and the big yellow boat roared around the Detroit River throwing a mammoth roostertail and showing the establishment the future of Gold Cup racing. Arena led the final Gold Cup heat, breaking records lap after lap until his oil-starved engine gave out. Bandleader Guy Lombardo won the race with his TEMPO VI, but the new aircraft engined boats were here to stay.



MISS PEPS V winning the Gold Cup in 1947

Lombardo's defense of the Cup was held on rugged Jamaica Bay, Long Island in 1947, but Danny Foster and the Dossin Brothers' MISS PEPS V took it back to Detroit. Foster had taken an old 23-foot racer, shoe-horned an Allison into it and hung the cockpit out over the transom.

By 1948, there were no less than eighteen boats using the V12 Allison engine, but most of these were older hulls that were not built to house all that power. The Gold Cup race at Detroit saw 25 entries. Eighteen qualified, but the Detroit River was an ocean of whitecaps on race day. The entire fleet either sank or was beached in the most expensive race – equipment wise – in Gold Cup history. Even the winner, MISS GREAT LAKES, sank at the dock while Danny Foster, the winning driver, was receiving the trophy.

The next year saw a much stronger fleet, with more boats built to hold an Allison or Rolls-Royce engine. Wild Bill Cantrell won the '49 race in MY SWEETIE, followed by Stanley Dollar in SKIP-A-LONG and Dan Arena in SUCH CRUST.



MY SWEETIE in 1949 driven by "Wild" Bill Cantrell . Photo from Mystic Seaport Rosenfeld Collection

In 1950, Stan Sayres' SLO-MO-SHUN IV, a new 3-point hydroplane from Seattle, set a new world straightaway record. Then Sayres announced that he was sending his boat to Detroit to vie for the Gold Cup. Most Detroiters scoffed. "Sure the boat was fast in a straight line," they said. "But it won't be able to make the turns on a closed race course." How wrong they were. With Ted Jones, the boat's designer in the cockpit, SLO-MO-SHUN IV proceeded to lap the field and win the Cup for Seattle.

Sayres was able to successfully defend the Gold Cup on Lake Washington at Seattle for four straight years with his SLO-MO IV and the new SLO-MO V. Detroit sent a fleet of boats cross country each year, but were turned back by the Sayres craft every time.

In 1955, Detroit was finally able to crack the SLO-MO-SHUN stranglehold. Lee Schoenith, driving his dad's GALE V, won the race by 4 seconds over Bill Muncey in Seattle's new MISS THRIFTWAY after SLO-MO IV conked out in the finals. The Detroit-Seattle Gold Cup rivalry was in full swing. The odd thing about the 1955 race was that young Bill Muncey was a Detroitier who found himself in a Seattle boat.

The '56 renewal in Detroit drew 20 Unlimited boats. Joe Schoenith entered three boats – GALE IV, V, and VI - for the defense, and the Dossin Brothers reactivated their mighty MISS PEPSI, retired in 1952, in one last try for the Gold. Seattle countered with a fleet of speedy Ted Jones designed hydros: MISS THRIFTWAY, SHANTY-I, MAVERICK, HAWAII KAI III, MISS SEATTLE, and SLO-MO-SHUN IV.



GALE IV, V, and VI on the course in 1956 with the Detroit Yacht Club in the background.

The world watched as Bill Muncey finished first in the THRIFTWAY, but was disqualified for allegedly striking a buoy. Chuck Thompson and MISS PEPSI were declared the winners. Muncey couldn't believe that victory was stolen from his grasp again. His official protest led to hearings in far off Washington, D.C. Muncey was eventually exonerated and declared the winner some 86 days later. The Gold Cup would return to Seattle.

It was classic races like these that whetted the appetites of a world audience. Sports Illustrated ran constant articles chronicling the boats and drivers. The New York Times even covered the races. Names like Jack Regas driving HAWAII KAI III, and Bill Stead in MAVERICK became instant sports celebrities. The 1950's truly was the "golden age of Gold Cup racing".

By the mid-sixties the sport had outgrown its "yacht club" image and was becoming more professional. Prize money was offered and the Gold Cup race went to the city with the highest money bid instead of to the city of the previous year's winner.

Akron, Ohio's Ron Musson dominated the Gold Cup in the '60's. Driving the Seattle-based "green dragon" MISS BARDAHL, Musson won the race in 1963, 1964, and 1965 before his untimely death in 1966. Billy Schumacher took over in a new MISS BARDAHL and won the '67 and '68 events.

After a ten year draught, Bill Muncey came charging back at age 42 to take the 1972 Gold Cup in a four-heat sweep on the Detroit River, driving for his old nemesis Lee Schoenith in Schoenith's U-71 ATLAS VAN LINES.



Winner of the 1972 Gold Cup, Bill Muncey driving the U-71 Atlas Van Lines.

It was the PAY 'N PAK and MISS BUDWEISER boats that dominated competition in the early seventies. Tom D'Eath was able to sneak in and win the '76 race in George Simon's MISS U.S. in a classic Detroit River duel with Bill Muncey. But once again, Muncey came charging back with his own "blue blaster" ATLAS VAN LINES boat, winning the Gold mug in 1977, 1978, and 1979. His boat was awesome and his dominance total.

Over the years, Bill Muncey became the most famous boat race driver in the world. He won the Gold Cup eight times in a career that spanned 28 years and saw a total of 62 race wins before losing his life in a blowover accident while leading a race in Acapulco, Mexico in 1981.

Then, along came Chip Hanauer to replace Muncey as driver of the ATLAS VAN LINES, now operated by Muncey's widow, Fran. Hanauer, a successful Seattle Limited Class driver, won seven straight Gold Cups from 1982 to 1988 in a display of dominance that had even Hanauer himself mystified. He would go on to win the

Cup a record eleven times: three more while driving for Bernie Little's MISS BUDWEISER team, and one more while driving Fred Leland's MISS PICO.

But the biggest all-time winner of the Gold Cup was MISS BUDWEISER owner Bernie Little. In a 40-year succession of 20 hulls, and drivers Bill Sterett, Dean Chenoweth, Tom D'Eath, Chip Hanauer and Dave Villwock, Bernie amassed 14 Cup wins and became the winningest owner of all time with 134 career race wins.

Recent Gold Cup competition has centered around Detroit and a series of turbine-engined boats. Canton, Michigan's Mark Tate won twice, driving Steve Woomer's WINSTON EAGLE in 1991, and Woomer's SMOKIN' JOE'S in '94. Villwock won the race in 2000 with MISS BUDWEISER. Michael Hanson picked up his first Cup in 2001 driving the TUBBY'S GRILLED SUBMARINES boat. Villwock took it again for Bernie Little in 2002, and Mitch Evans turned the turbine tide with his smashing victory in 2003 in the V12 Allison-powered U-3 FOX HILLS CHRYSLER-JEEP/SUN COATINGS boat of Ed Cooper Sr. and Jr.

The American Power Boat Association's Challenge Cup has withstood the test of time and is still being contested after a century of fabulous races, many of which are legendary in the world of big-time motor sports.



1991 Gold Cup winner WINSTON EAGLE driven by Mark Tate dueling with ever-powerful MISS BUDWEISER driven by Scott Pierce.

Chrysler ■ Jeep Superstores

The Race of the Century

*100
Years*

**Detroit APBA
Gold Cup Race**

**July 15-18,
2004**



2004 marks the 100th year of the APBA Gold Cup, America's oldest motor sports prize and the symbol of supremacy in American powerboat racing. Now being restored to its original brilliance by Tiffany jewelers, the 2004 regatta will celebrate a century of Gold Cup competition and the Detroit River's remarkable place in powerboat racing's history.

Four days of excitement on the Detroit River, beginning Thursday, July 15, and continuing through Sunday afternoon, when the winner of the Centennial Gold Cup will be determined.

From a spectacular gathering of vintage Gold Cup boats to the fastest hydroplanes in the world, this will be a very special weekend in Detroit.

Your also invited to meet and greet some of the Legends of Racing on Friday, July 16th, in the Sindbad's Sohar Room.

Don't miss this historic event. It will be the race of the century!



The 2004 Centennial Gold Cup Regatta is presented by the Detroit River Regatta Association, the organization formed to keep the Gold Cup in Detroit.

For the DRRA, with the support of its dedicated volunteers, the City of Detroit and a long list of loyal sponsors, the Centennial event will be culmination of nearly a year's work and a tribute to the last 100 years of racing.

Various ticket packages are available, including pit passes, in a wide range of pricing. Event and ticket information is available through the:

Detroit River Regatta Association
17640 East Nine Mile Road
Eastpointe, MI 48021
Phone: 586-774-0980
Fax: 586-773-6490

Web Site: www.gold-cup.com

D&C Love at First Sight

by Alan Mann, Dec. 2003

My admiration for Detroit & Cleveland Navigation steamers was not long in coming. In 1942, (when I was six years old) my parents purchased a summer cottage at Port Lambton (Ont.) located on one of the busiest shipping lanes in the world, the St. Clair River. Although I had been acquainted with lake steamers since they called at my home town of Wallaceburg (9 miles away), two summer months "on the big river" afforded me the opportunity to learn the whistles, recognize the ship configurations, become familiarized with the fleet stacks, wrapping them together to nurture an avid love of ships, one still enjoyed with a passion.

One Friday morning, very early that first summer, I was sitting on the bank of the St. Clair, looked upriver and spied this huge, white decked steamer heading my way. It was not only regal-looking, majestic in appearance, but along with it came a unique pounding or "slapping on water," reverberation. Once the "GREATER DETROIT" was



GREATER DETROIT downbound St. Clair River at Port Lambton, Ont. - 1943 Photo by Alan Mann

opposite me, I was in immediate awe, taken in completely, and overcome by the paddlewheel motion. D & C would be my favourite fleet due to love at first sight! Later in the week, mid afternoon, a smaller representative of the fleet was upbound, the "WESTERN STATES," curtly charging by, and yes, her paddlewheels were echoing that same beautiful sound as her big sister.

During the 1940's and for the next decades that we lived along the river, "my" St. Clair River was simply plugged with not only passenger vessels, but freighters, tugs, barges, tows, the occasional

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AUTO RATE: \$6.95 ONE WAY, Plus 3% Tax

D & C NAVIGATION COMPANY

★ BUFFALO - Four at Main St., Buffalo 8, N. Y.
Telephone: Cleveland 8188

★ NEW YORK - 10 Rockefeller Plaza, New York 20, N. Y.
Telephone: CIVIL 7-3838

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COMPLETE WITH MEALS

ON THE 2, 3, GREATER DETROIT LARGEST AND FINEST ALL-WHITE OIL-FUELED CRUISE SHIP ON THE GREAT LAKES

“loose” schedule. Not only were there the D & C ships, but the THEODORE ROOSEVELT, PUT-IN-BAY, NORONIC, HAMONIC, NORTH and SOUTH AMERICAN and perhaps a few more. Consequently, for the next few years (as it turned out less than 10) I could be ready to receive my beloved D & C liners, marvel at them as they passed, often phantasmizing what it would be like to be aboard.

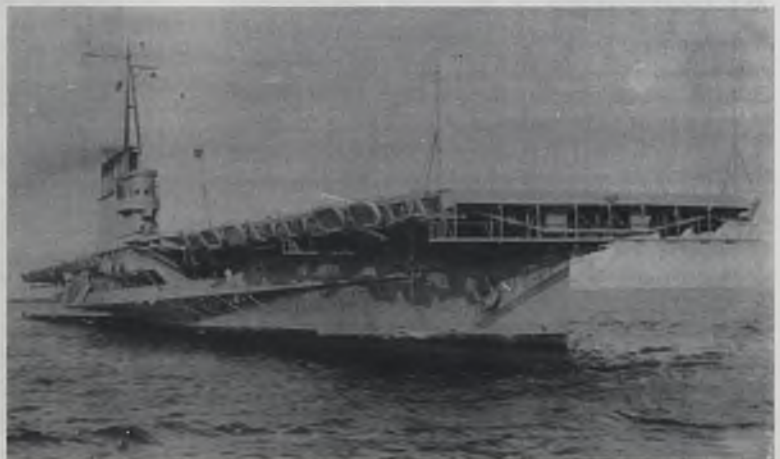
Not fully cognizant of the significance, but that very first summer of '42, a special sight came into focus. Although not a D & C, but a C & B (I would learn more about that later) we were alerted that an aircraft carrier was approaching, heading upbound. This was the "WOLVERINE" (formerly the palatial four stacker, sidewheeler SEEANDBEE) heading to Chicago (didn't know that then) where she would provide landing and take off training for U.S. air crews. I remember seeing her lowly paddlewheels churning with that lovely distinctive sound, an anachronism for such a flat, once decked

ocean vessel and during the second war period, a number of "gray" military vessels, most downbound, newly built at some shipyard on either side of the busy international border. Freshly constructed, they were heading off to an oft perilous and sometimes "final" adventure overseas. Those fond days were a continuing panorama, with ships of many descriptions bringing with them a cacaphony of interesting sounds. And when a dense fog enveloped the St. Clair, that was special. The peremptory five short whistle blasts (indicating moving danger) or the three blast "anchored" cry are still remembered. Always anchoring bow upbound, the turning around routine brought an extra chapter once the fog lifted.

Viewing ships then was by chance, not like today (when there are so few ships remaining) when electronic tracking can pin down location by the minute. But fortunately, as my love of ships expanded in those early days, I always knew when the passenger vessels could appear because they were the only ships on a

ship that would carry hundreds of excursionists.

Over the next few summers, I watched avidly for the D & C ships, more or less knowing their approximate arrival time to my viewing spot. I knew their whistle sounds (all identical - a sharp, throaty emittance I can still hear, but cannot express in words how they sounded.) I could easily pick up the tell tale paddlewheel sound at night and marvelled a fully lit ship contrasting in the darkness, another image that remains clear to this day.



U.S. air craft carrier WOLVERINE, formerly GREATER BUFFALO



The 1944

BETWEEN Detroit and Cleveland

(April 1st to Nov. 30th)*

Lv. Detroit daily, foot of Third St. 11:30 P.M. E.W.T.
Ar. Cleveland, E. 9th St. Pier. 7:00 A.M. E.W.T.
Lv. Cleveland daily, E. 9th St. Pier. 11:30 P.M. E.W.T.
Ar. Detroit, foot of Shelby St. 7:00 A.M. E.W.T.
(Steamers open for occupancy at 9:30 P.M. E.W.T.)

Transportation Fares: **ONE WAY \$2.00** • **ROUND TRIP \$3.00**

Sleeping accommodations extra. All Fares Subject to Federal and Tax. Meters satisfactory service on Detroit-Cleveland Div.

BETWEEN Detroit and Buffalo

(May 10th to Oct. 30th)*

Lv. Detroit daily, foot of Third St. 9:30 P.M. E.W.T.
Ar. Buffalo, foot of Main St. 9:00 A.M. E.W.T.
Lv. Buffalo daily, foot of Main St. 9:30 P.M. E.W.T.
Ar. Detroit, foot of Third St. 9:00 A.M. E.W.T.
(Steamers open for occupancy at 4:00 P.M. E.W.T.)

Transportation Fares: **ONE WAY \$6.00** • **ROUND TRIP \$10.00**

Sleeping accommodations extra. All Fares Subject to Federal and Tax. Table of rates on a la carte dining service.

*Dates are approximate.
You can take your car on board any D&C steamer. See page 4 for complete information.

STATEROOM and BEDROOM RATES

between DETROIT and CLEVELAND between DETROIT and BUFFALO

All Stateroom and Bedroom Rates Are for One or More Persons. Federal Tax Additional.	Between Detroit and Cleveland		Between Detroit and Buffalo	
	City of Detroit III	City of Cleveland III	Greater Detroit	Eastern States
STATEROOMS: (Double lower and single upper berth)				
Inside stateroom	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75
Outside stateroom	3.75	3.75	3.75	3.75
Outside stateroom with toilet	4.50	4.50	4.50	4.50
Outside stateroom with toilet and shower			6.00	
BEDROOMS:				
Double bed and toilet				6.00
Twin beds and toilet	6.00			7.00
Twin beds, toilet and shower		6.00		
Twin beds, toilet and bath		7.00		8.00
Double bed, shower and toilet		8.00	9.00	
Double bed, toilet and bath	7.00			9.00
Twin beds, toilet and bath	8.00	\$8-\$9	10.00	10.00
Twin beds, couch, toilet and bath	9.00		11.00	
Double bed, couch, toilet and bath	10.00			
Twin beds, toilet, bath and veranda		10.00		11.00
Twin beds, couch, toilet, bath and veranda	10.00		12.50	

For my 7th birthday, my parents gave me a Kodak box camera (that required 120 film) and I took photos of my D & C ships, these primitive images treasured today. With little literature available, (Lore of the Lakes by Dana Thomas Bowen was one) I gradually picked up bits and pieces about the ships and fleets, but was mostly on my own garnering knowledge.

Disaster! In 1950, through the Great Lakes News (published by Eugene Herman) I read the D & C boats were laid up. How could this happen? Was it only temporary? Many thoughts, mostly negative, passed through my thinking processes. Soon I had my drivers license (age 16) with my new form of independence allowing me to drive down to Windsor (60 miles from Wallaceburg) and park the car. I took the tunnel bus to Detroit, then headed by foot to the waterfront where the once proud D & C steamers were reposing. The Eastern States and Western States, City of Detroit III and Greater Detroit, once regal and pulsating with life, gradually were being transformed into gray and wilting ladies. I think it was 1954 during one of my D & C ventures to see the aging ships, when, to my delight and surprise, the ships were opened up with people aboard. I wasn't sure what was happening, first pacing back and forth, eager to

make a bold move. Then, seizing the moment, I put on a brave front, walked up the gangplank, soon realizing what was happening. One could meander about, pick up items, pay for them prior to disemarkation. Holy Mackinac! Is this really happening? At last, on a D & C ship.

I rummaged around like an explorer lingering in bewilderment and awe, exploring the Greater Detroit, fulfilling a long desire even though the old ship did not have her best outfit on! The pilot house was locked, but I could look in with all the essential components still in place. In another area, I entered a dark room (surmizing it must have been the souvenir shop store room) felt my way around (if I had known, I would have brought my flashlight) and carefully put my hand into a box, not knowing the contents. Feeling around, I recognized what they were...postcards, hundreds of them! I grabbed a handful and jammed them into my pocket. After soaking up this "royal" atmosphere, it was time to exit my D &



CITY OF DETROIT III, Detroit River 1954
Photo by Alan Mann



Wallaceburg. And of course today, web sites even specialize in fleet history allowing further satisfaction of a D & C data thirst. I have collected D & C brochures which I have studied intently, looking at time schedules, fitting ship arrivals to my viewing spot of the 1940's. I can still visualize the Greater Detroit on that peaceful summer morning back in '42. The whistle sound is all so clear with the charging steam contrasting with the blue sky background as it momentarily blends in with the deep black stack smoke. Ah, those memories!

Best of all, I feel so privileged to have viewed those glamorous ships charging through the St. Clair waters. Only my memory bank can take away those images.

C trance. My treasures consisted of the post cards (all Western States) a D & C towel, a worn, holed scatter rug with the D & C insignia, a wrapped bar of soap, a matchcover and a gathering of other paper memorabilia. When I went to check out, the clerk kind of looked at me funny when I displayed by bounty, and then waved me off (at no charge!) Outside, close to the ship were piles of interior remnants, skillfully sculptured oak figures and fancy corners, likely awaiting a trip to the dump. What a shame! I retrieved a sample (which later brought a puzzled frown from the Windsor customs officer) which I retain to this day and consider my "prized" D & C souvenir.

Over the past 50 plus years, my interest has not waned. Reams of material became available over the years, particularly through the influence of the late John Miller (of Detroit) who convinced me to join the Marine Historical Society of Detroit. I met John by chance one time he journeyed to



EASTERN STATES
Detroit - 1954

GREATER DETROIT
Photo by Alan Mann



GREATER DETROIT upbound St. Clair River at Port Lambton, Ontario - 1943

Photo by Alan Mann

60th Anniversary of the Greater Buffalo and Greater Detroit

Reprinted from *Marine Review*
September, 1924

The new sidewheel combination steamer *Greater Detroit*, recently completed by the American Shipbuilding Co., Cleveland, for the Detroit & Cleveland Navigation Co., Detroit, went into commission on the route between Detroit and Buffalo on August 26th. She is the largest passenger steamer ever launched on the Great Lakes and cost \$3,500,000 to build. Her sister ship, *Greater Buffalo*, which was launched about the same time and was constructed from the same plans, will be placed in commission on the Detroit and Buffalo run as soon as she is completed.

The *Greater Detroit* was launched at Lorain, OH. on September 16, 1923, from the yards of the American Shipbuilding Co. The steel hulls of the two vessels were later towed from Lorain to the yards of the American company at Detroit, where the two great ships were completed under the personal supervision of Frank E. Kirby, the veteran marine architect of Detroit and New York, who designed both vessels.

Frank E. Kirby, master shipbuilder, is a modest man adverse to publicity, but the world has beaten a path to his door. When the Russian government



GREATER DETROIT launch September 16, 1923 at Lorain, Ohio



Marie Louise McMillan, later Mrs. Henry T. Bodman (L.) and Helen Russell McMillan, later Mrs. Frederic Schreiber (R.) at the GREATER DETROIT launch ceremony September 16, 1923

wanted ice crushing boats that could keep its frozen harbors open, they sent a royal commission to this country to consult Mr. Kirby. After the Slocum disaster in New York, he was called to Washington by the late Theodore Roosevelt, and appointed a committee of one to revise the rules and regulations for safeguarding life in the United States marine passenger service. During the World War, he acted as consulting marine engineer for the government.

He has designed and supervised the construction of more than 150 steamers. He considers the *Greater Detroit* his masterpiece and a fitting monument to his years of toil to upbuild marine transport facilities. The *Greater Detroit* may be said to be a distinctive American type and embodies the accumulation of years of experience by Mr. Kirby and by Herbert C. Sadler, D.S.C., naval architect and professor in the naval architecture and marine engineering department of the University of Michigan, who has been associated with him in the designs of many of the notable river and lake vessels.

The route these vessels of Lake Erie with shallow channels at both ends, a

distance of about 260 miles, which must be made on express schedule. In addition to the primary consideration of the passenger business, is the automobile and express freight transport, which must be taken into consideration. An unusual, but predominating influence is impressed upon the design by the shortness of the operating season, for it is necessary to secure the entire annual revenue in a season usually less than eight months in duration.

Details of Design

In the *Greater Detroit* the design follows the conventional sidewheel steamer characteristics, a yacht-like hull carrying a great superstructure of wood supported by steel, all of which overhangs the hull below and is carried by braces. These superstructure decks are each about three-quarters of an acre in area. The type of the stern is unusual and has not been used before in this class of vessel. The principal dimensions: length overall-550 feet; breadth of hull-58 feet; breadth of hull overall-100 feet; depth molded-23 feet, 6 inches. This gives an extremely refined waterborne foundation for such a bulk of upper works. The utmost care coupled with the most exacting curtailment of all unnecessary weights has been demanded to prevent this vessel from running over her designed draft.





GREATER DETROIT near the end of her career. Eventually she would be towed to Lake St. Clair and burned.

Some idea of the extent of the accommodations may be gained from the list of passenger rooms alone: Promenade deck: rooms with two berths-105; rooms with one berth-32; rooms with two berths and toilet-50; rooms with two berths, toilet and shower-4; parlors with bathroom-12; parlors with toilet and shower-2, total rooms-205. Gallery deck: rooms with two berths-138; rooms with one berth-24; rooms with two berths, toilet and shower-4; parlors with bath room-12; total room 254. Upper deck: rooms with two berths-166 and total rooms 166. These accommodations require a great many accessory rooms not only for the use of passengers, but also for housing and maintaining the crew of more than 300 officers and men.

The *Greater Detroit* has a rudder at each end, the one at the bow being necessary to facilitate in the narrow waters at each end of the run. The stern rudder, which is of the balanced type, is the larger of the two and has stock 12 inches in diameter. It is operated by twin independent steering engines acting directly on the quadrant. The bow rudder is controlled by a single direct acting steering gear; the stock of this rudder is 9 inches in diameter. These steering gears are controlled from the pilothouse.

The hull is steel. There are eleven watertight compartments in the length of the vessel, these being formed by steel watertight bulkheads extending from keel to main deck. The double bottom is subdivided into 16 watertight compartments. When

necessary, the bulkheads are pierced for access and the holes fitted with watertight doors with hydraulic closing gear operated from the engine room.

Support for Upper Works

The steel casings around the stack and also the vent shafts to the engineroom and galley constitute an important feature in the support of the upper works as they form great, hollow pillars, extending from the solid steel main deck up through the joinery, which is somewhat dependent on them for support. There is a network of stringers, beams and pillars of steel under the promenade deck, which system carries the superimposed network and conveys the stresses to and distributes them over the main deck.



GREATER DETROIT at end of her career.

The *Greater Detroit* has accommodations for the deck, engineers and stewards departments on a steel orlop deck both forward and aft of amidships. The freight space is on the main deck forward and the lobby entrance, cafeteria and dining room are aft with galley and pantry and other necessary rooms on the orlop deck. Passenger accommodations are located on the promenade, gallery and upper decks.


The principal wooden structure is built of white pine; best clear California redwood for decks and partitions, and Oregon fir for carlins. The divisional bulkheads between rooms are built of matched redwood boards run diagonally and glued together, single thick. The partitions exposed in passages are of paneled white pine and the exposed walls in public rooms are paneled in selected hard woods. Composition panelings are used on ceiling work and also much ornamental plasterwork.

All rooms are fitted with running water, and many with baths, toilets, showers and some come with hot and cold water and the necessarily the amount of plumbing work is large. The requirements as to drinking water are very strict and necessitate piping distilled water all over the ship. Raw water is carried in steel tanks of about 36,000 gallons capacity, and there are tanks of 800-gallon capacity for sterilized water, which after being chilled, is pumped to drinking fountains throughout the vessel. Sterilized water is piped to all wash basins and generally throughout the ship. The violet ray system is used for sterilizing. Hot water is carried in all parlors, officer's quarters, public lavatories, slop sinks, etc. The pumping equipment for the plumbing supply is in duplicate.

As the greater part of the operating season of *Greater Detroit* is during the heat of summer, the ventilating problem has received careful attention. Sheet metal ducts lead fresh air to all inside rooms. Toilet spaces are ventilated into the stacks where possible; ventilator heads exhaust the foul air from top of the dome. The fans which are driven by motors are located on the main deck and drive the air through washers into the ventilation ducts, which distribute it to all parts of the vessel.

Heating and Ventilation

To prevent as far as possible the heating of the air in the ship, care was shown in the insulation of engine and boiler casings, and the underside of the decks and at other parts of the structure, which might communicate heat. In general, magnesia board covered with galvanized sheet metal has been used. During the opening and closing months of the ship's season, heat must be provided so radiators are placed in the public rooms and a single heating pipe is run through the outer row of rooms and wing passages. The whole heating system is drained by two vacuum pumps.



Great Lakes Cruises

DETROIT • MACKINAC ISLAND • HARBOR SPRINGS • GEORGIAN BAY

MIDWEEK CRUISES <small>(From 12th to Sept. 11th)</small>			WEEK-END CRUISES <small>(June 23rd to Sept. 6th)</small>		
Lv. Detroit	Mon.	2:30 P.M. E.W.T	Lv. Detroit	Fri.	8:00 P.M. E.W.T
Ar. Mackinac Island	Tues.	10:30 A.M. E.W.T	Ar. Mackinac Island	Sun.	8:00 A.M. E.W.T
Lv. Mackinac Island	Tues.	9:00 P.M. E.W.T	Lv. Mackinac Island	Sun.	12:00 Noon E.W.T
Ar. Harbor Springs	Wed.	8:00 A.M. E.W.T	Ar. Detroit	Mon.	7:00 A.M. E.W.T
Lv. Harbor Springs	Wed.	12:00 Noon E.W.T			
Ar. Midland, Ontario	Thur.	8:00 A.M. E.W.T			
Lv. Midland, Ontario	Thur.	12:00 Noon E.W.T			
Ar. Detroit	Fri.	9:45 A.M. E.W.T			

You can take your car on board any D&C steamer. See back page for complete information.

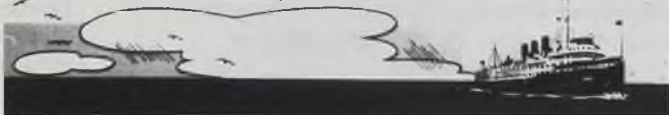
ALL-EXPENSE CRUISE FARES

Fares include Transportation, Meals and Sleeping Accommodations

CONTINUOUS ROUND TRIP—No Stopovers <small>Fares per Person Federal Tax Additional</small>	STATEROOMS			BEDROOMS		
	Twin	Outside	Twin	Twin	Bath	Veranda
FROM DETROIT:						
Midweek Cruise	\$44.00	\$51.00	\$57.00	\$63.00	\$69.00	\$75.00
Mackinac Island Week-end	30.00	35.00	39.00	44.00	49.00	54.00
ONE WAY FARES—Per Person + Tax Additional:						
Detroit to Mackinac Island (Midweek schedule)	19.50	18.00	20.50	23.00	25.00	27.00
Detroit to Mackinac Island (Week-end schedule)	23.00	26.50	29.50	32.50	35.50	38.00
Detroit to Harbor Springs	22.00	25.50	28.50	31.50	34.50	37.00
Harbor Springs to Detroit	26.00	30.00	33.50	37.00	40.50	43.50
Mackinac Island to Detroit (Midweek schedule)	29.90	34.50	38.50	42.50	46.50	50.00
Mackinac Island to Detroit (Week-end schedule)	17.00	19.50	22.00	24.50	26.50	28.50

Berths sold only in inside or outside staterooms.

Exclusive occupancy of a stateroom or parlor by one person may be had by payment of one-half additional fare of the accommodation occupied.



The remote possibility of fire has been most thoroughly guarded against by installing a complete sprinkler system with heads in all the staterooms, throughout the public room and passages, over the main deck cargo spaces, in quarters below deck and even in the pilothouse. Fire detectors which automatically alarm the watchman of a rise in temperature at any point, are installed all over the ship. The underside of the promenade deck is insulated with galvanized sheet steel. Fire doors in cargo space and in passages leading to rooms are provided so as to divide the vessel into zones.



GREATER BUFFALO

Steel hulls, double bottoms and watertight compartments render the steamer unusually seaworthy. Fifty percent more lifesaving facilities than are required by the rules of the United States government are provided, including life preservers, steel lifeboats, rafts and floats. As another safety measure and also as a convenience for passengers, the steamer is equipped with a wireless system. Two wireless operators are constantly on duty.

Navigation Equipment

Every room on the *Greater Detroit* is provided with a telephone connected to a central station in the lobby on the main deck. The communication system of the ship is on a separate system of inter-communicating telephones. The navigating equipment, in addition to the usually adequate complement of compasses, includes a modern Sperry gyro-compass and Sperry log, as well as a Haynes automatic sounding machine. The pilothouse which is unusually large, is built above the Texas deck and is eight full decks above the surface of the water. The bridge has been extended out over the water on both sides of the ship to give the officers a full unobstructed view along the side

of the ship beyond the stern. High power searchlights are placed on the ends of the bridge.

In addition to life rafts and floats, 12 metal lifeboats of 60 persons capacity and one metal workboat are carried under Steward davits. All boats are carried well aft and this leaves the forward portion of the boat deck clear for the groups of passengers who gather there to view the surrounding when the ship is nearing port. Hand winches are provided for handling the lifeboats and special structural reinforcements have been incorporated in the light wood superstructure for carrying the loads which are brought on it in handling such heavy weights.

The vessels are each equipped with 10 x 10-inch spur geared windlass, forward, and capstan windlass aft, two stockless anchors of 6000 pounds each, forward, and one stockless anchor of 6000 pounds weight aft.

The Power Plant

The power plant of the *Great Detroit* and her sister ship *Greater Buffalo*, consists of three double-end and six single-end boilers of the ordinary Scotch marine type, fitted with Howdens forced draft and

superheaters, supplying steam for a 3-cylinder compound inclined engine, driving feather wheels. This is the largest corliss type engine ever built. All boilers are fourteen feet in diameter; the single end being 10 feet 6 inches long inside and the double end, 20 feet 6 inches long inside. The boilers are in three separate compartments, there being four fire holds and four bunkers extending athwartships. Two ash ejectors are installed in each fire hold.



Interior Decorations

Time and money have been used to full advantage upon the interior decorations of the *Greater Detroit* and *Greater Buffalo*. Rich simplicity is the keynote of the decorative scheme for the interior as outlined by Frank E. Kirby, the designer of the ship, and executed by W. & J. Sloane, decorators and furnishers, New York, in accordance with whose plans the detail of the joinery were carried out, and by Albert Kahn, architect, Detroit, who acted in the advisory capacity, Arthur C. Keil, architect, Detroit, was also associated with Mr. Kirby, in charge of the joiner work.



Construction of Engine

The engine framing consists of six forged steel tie struts connecting cylinders and pillow blocks. These are heavily connected to the keelsons and to each other and are shaped to form guides for the crossheads.

The wheels are of the feathering type designed to operate at 30 revolutions a minute and are 32 feet, 9 inches outside diameter, with 11 floats 14 feet, 10 inches long by 5 feet wide, of curved steel. The centers are cast steel, arms and braces forged steel, rims and cross ties rolled steel.

The designed speed of the *Greater Detroit* is 22 miles per hour, and on her trial trips, the new vessel was run at her contract speed.



GREATER BUFFALO - Top - Grand Salon, Bottom - Pilot House and Forward Deck, Left - Interior Foyer. Photos from the Collection of Wm. M. Worden.

GREAT LAKES & SEAWAY NEWS



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

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Dan McCormick	Mike Skinner	Jay Bascom
Terry Beahen	William Howell	John Vournakis
Gary Morris	William Keller	M. B. Mackay
Rene Beauchamp	The Great Lakes Seaway Log	

Seaway News Editor: Skip Gillham

NOVEMBER, 2003

Nov 1 ... The Selvick tugs JIMMY L. and MARY PAGE HANNAH towed the carferry VIKING I out of Menominee bound for Bay Shipbuilding in Sturgeon Bay. The tow arrived several hours later and the VIKING I was tied up at berth #15.

Nov 2 ... Algoma Tankers ALGOCATALYST arrived in Halifax and went into a temporary lay-up.

Nov 5 ... The Canadian Coast Guard Cutter GRIFFON departed Port Weller Dry Docks downbound in the Welland Canal for sea trials on Lake Ontario. However, she returned to the shipyard later in the day for additional work.

... The Group Ocean tugs OCEAN HERCULE and OCEAN ECHO towed the WINDOC from Quebec City upbound headed for Montreal. The tow arrived the next day, she will be loaded with a storage cargo of grain.

... The United States Corps of Engineers auctioned off the tug FORNEY to unknown owners for \$26,000. Also auctioned was the survey vessel PAJ unknown owners for \$60,050.

Nov 6 ... The HMCS HALIFAX departed Port Weller Dry Docks after her re-fit. She was assisted by the tugs JAMES E. MCGRATH, LAC MANITOBA and LAC COMO. She passed down through Lock #1 on the Welland Canal heading for sea trials on Lake Ontario. After they were completed she headed down the St. Lawrence Seaway bound for her homeport of Halifax where she arrived on November 13.

Nov 7 ... Algoma's ALGOWOOD had one of her engines fail while she was downbound in the St. Lawrence Seaway near Alexandria Bay. She limped into Prescott on one engine to complete repairs. She departed on November 15 and continued downbound headed for Baie Comeau.

Nov 8 ... The salty BBC RUSSIA struck the wall as it approached the MacArthur Lock at the Soo. Her bulbous bow sustained some damage, she was cleared to proceed a couple hours later to her destination in the Canadian Soo.

... The McKeil tugs JERRY NEWBERRY and ATOMIC towed the Purvis Marine tug RELIANCE up the Welland Canal to Port Weller Dry Docks and placed her in the drydock. She will have the seals on her propeller shaft replaced. As the McKeil tugs prepared to depart the tug ATOMIC developed engine trouble, the NEWBERRY towed her back to the tug yard in Hamilton for repairs.

GREAT LAKES & SEAWAY NEWS •

... The United States Coast Guard Juniper Class Cutter **HOLLYHOCK** arrived at her station in Port Huron for the first time. She had passed Port Huron downbound yesterday bound for the Coast Guard Base in Detroit on her maiden voyage.

Nov 10 ... Algoma's **JOHN B. AIRD** arrived in Toronto and tied up alongside Upperlake's laid-up bulker **CANADIAN MARINER**. She unloaded a winter storage cargo of sugar into the **MARINER**.

... The Manitowoc Company announced they have been awarded a contract from Hornbeck Offshore Services Inc. to build an oil barge. It will be an 110,000 barrel, double hulled hot oil tank barge 391 feet long, the contract has an option for three more barges. The barge will be built at their Toledo Shipyard with delivery scheduled for November 2004. At the same time it was announced that Manitowoc and The Toledo-Lucas County Port Authority have agreed on a plan to expand the shipyard and to build a covered drydock to make the facility better suited for shipbuilding. The Port Authority has agreed to provide \$7.5 million for the upgrades.

... Great Lakes Fleet chartered the **GEORGE A. STINSON** from American Steamship. She departed her lay-up berth at Elevator M. in Superior and crossed the harbor to Duluth where she loaded taconite pellets. She has been laid up since May 20.



GEORGE A. STINSON laid up in Superior, WI – September 16, 2003

Photo by Jim Morris

Nov 14 ... The tanker **CENTARIO TRADER** (Ex – **SATURN**) departed Sorel bound for her new career in Columbia.

Nov 15 ... The tall ship **LARINDA** was sold at auction in Halifax to Arthur Scott of Halifax. She had been declared a total loss after sinking during Hurricane Juan last fall.

... Unnamed Selvick tugs towed the carferry **VIKING I** out of the drydock at Bay Shipbuilding in Sturgeon Bay. She was then towed back to Menominee. It is reported that she was drydocked for a load line survey.

• GREAT LAKES & SEAWAY NEWS

Nov 19 ... Algoma Tankers ALGOCATALYST ended her temporary lay-up departing for Montreal.

... The former Canadian Coast Guard CUTTER 1999 - 01 (Ex - MONTMAGNY) was towed out of Sorel, Quebec by the tug EPINETTE II. The tow is bound for the shipyard in Les Mechains, Quebec where the CUTTER 1999 - 01 will be drydocked. She has been laid up in Sorel since 1999.

... The Group Ocean tugs OCEAN INTREPIDE and OCEAN HERCULE towed the BARGE LAVIOLETTE (Ex - CANADIAN EXPLORER) out of Trois-Rivieres, Quebec upbound for Toronto with a cargo of sugar. However, they tied up in Montreal the next day after they encountered handling problems with the barge. Some of the sugar cargo will be removed from the barge before the tow enters the St. Lawrence Seaway.

Nov 20 ... The Erie-Western Pennsylvania Port Authority was awarded \$1.1 million from the federal government toward the purchase of a ferry. The Port Authority hopes to buy a \$30 million ferry and start running across Lake Erie to Port Dover in 2005.

Nov 21 ... As the upbound salty KOPALNIA BORYNIA entered the Iroquois Lock on the St. Lawrence Seaway, she suffered an engine failure. She was unable to reverse her engine and hit the ship arrester. This closed the seaway for about nine hours while repairs were completed. The upbound salty REGA and downbound GORDON C. LIETCH were delayed.

Nov 22 ... The National Park Service ferry RANGER III departed Bay Shipbuilding after completing her five year survey. She headed upbound back to her homeport of Houghton, MI.

Nov 24 ... Upperlake's CANADIAN RANGER departed Trois-Rivieres, Quebec upbound heading for Toronto with a cargo of sugar. This is her first trip under her own power since the 2000 season.

... The Gaelic tug CAROLYN HOEY towed the United States Corps of Engineers tug FORNEY from the Corps Dock on the Detroit River. She took her up the Rouge River and tied her up at a dock next to the Gaelic Yard.

Nov 25 ... United States Bankruptcy Judge Gregory Kishel approved the sale of the Evtac Mining Co. to Cleveland Cliffs and Laiwu Steel Group. They paid \$3 million in cash and assumed \$40 million in long term environmental liabilities. The facility will be renamed United Taconite, with Cleveland Cliffs owning 70% and Laiwu Steel 30%. They plan on spending \$10 Million per year for the next 4 years to improve the plant.

Nov 26 ... The former Ann Arbor Railroad Carferry ARTHUR K. ATKINSON was towed out of Ludington by the tugs DAVID J. KADINGER and JAKE M. KADINGER. The tow arrived at Detour, MI the next day and tied the ATKINSON up at the old coal dock. She has been bought by an unnamed individual who plans to convert her into a private yacht.

... While docked in Montreal the salty ARCTURUS was renamed MCT ARCTURUS.

Nov 27 ... Merritt Day was celebrated with a ceremony at Lock #3 on the Welland Canal. Algoma's ALGOSOO was the ship selected to take part in the Celebrations marking the 174th anniversary of the canal.

... The former United States Corps of Engineers Survey Vessel PAJ was towed from the Detroit Yard by the tug MARGARET ANN. They headed upbound bound for Chicago, once there she will be towed down the Mississippi River to her new owners in Texas.

Nov 29 ... The Group Ocean tug JERRY G. passed up the Welland Canal bound for Sarnia. She has been chartered by Northern Transportation Ltd..

GREAT LAKES & SEAWAY NEWS •

DECEMBER, 2003

Dec 1 ... The McAllister tug GREGG MCALLISTER is being scrapped in Norfolk, VA. She sailed on the Great Lakes as S. M. DEAN for the Pringle Barge Line towing the barges MAIDA and CONSTITUTION in the coal trade from Toledo to Detroit.

Dec 2 ... Upperlake's CANADIAN TRANSPORT arrived in Toronto and tied up alongside Algoma's laid-up ALGOISLE and unloaded a storage cargo of sugar into her.

... The salty SIR WALTER (Ex – RUBIN STORK) passed up the Welland Canal for the first time under her new name.



Photo by Skip Gillham

SIR WALTER below Lock #1 – December 2, 2003

... The salty VANCOUVERBORG suffered an engine failure while in Lock #7 on the Welland Canal. She had to be winched back out of the lock and tied up along the upper tie up wall. A part was flown in from The Netherlands and repairs were completed on December 4 and she departed downbound on her way out of the lakes.

Dec 3 ... The Island Express ferry ISLAND ROCKET III passed down the Welland Canal on her way out of the Great Lakes for the winter.

... Cleveland Cliffs and The Laiwu Steel Group took ownership of the bankrupt Evtac Mining Company. They plan to re-open the facility right away, it is expected to take two weeks to restart it. They plan to run the plant at full capacity in 2004 which will be 4.3 million tons of taconite. The facility was built in 1964 at a cost of \$45 million and opened in 1965 with a 1.6 million ton capacity and 360 employees. An expansion in 1968 and

• GREAT LAKES & SEAWAY NEWS

another in the mid 1970's added a second furnace and increased capacity to 6 million tons and increased the workforce to 1,450 at a cost of \$275 million. The all time high in pellet production was 5.9 million tons in 1981. The original #1 pelletizing furnace is no longer used.

Dec 4 ... Inland Lakes Transportation's J.A.W. IGLEGHART arrived in Muskegon and after unloading shifted to the Mart Dock and went into temporary lay-up.

... Great Lakes Fleet's EDGAR B. SPEER lost her starboard rudder in the St. Mary's River near Lime Island. After Coast Guard inspection she was allowed to proceed to Bay Shipbuilding in Sturgeon Bay for repairs, she arrived the next day.

... The tug SEAWAYS 2 towing the retired laker MAPLEGLLEN arrived in Alang, India, scrapping began almost immediately.

Dec 5 ... The tug EVERLAST departed Port Weller Dry Docks after completing repairs and headed up the Welland Canal bound for Windsor.

... Divers located the rudder from the EDGAR B. SPEER in 45 feet of water. It will be raised in the next couple days.

... The United States Coast Guard Icebreaker MACKINAW arrived at Chicago's Navy Pier as the Christmas Tree Ship again this year.

Dec 8 ... The C.A. Crosbie supply ship LADY FRANKLIN was sold to North Korean interests. She was renamed MARIAM III at Montreal, she has been laid up since October 2002.

... The BARGE LAVIOLETTE (Ex - CANADIAN EXPLORER) departed Montreal under tow of the McKeil tugs SALVOR and BONNIE B. III upbound in the St. Lawrence Seaway bound for Toronto.

... The last upbound salty of the 2003 season transited the Welland Canal when the KAPITONAS MARCINKUS passed up headed for Ashtabula.

Dec 9 ... The heavy lift ship STELLAMARE capsized in the Hudson River at Albany, NY while being loaded with generators bound for Italy and Romania. She rolled over on her port side, 15 crew members were rescued and 3 are missing. She has been a visitor to the Great Lakes in the past.

... While the McKeil tugs SALVOR and BONNIE B. III were towing the BARGE LAVIOLETTE upbound in the St. Lawrence Seaway near Cornwall, the BONNIE B. III hit the LAVIOLETTE. This put a hole in the barge above the waterline, the tugs towed her to Prescott for repairs.

Dec 11 ... While the salty JAKOV SVERDLOV was unloading in Sarnia she was renamed LAKE EVA. She passed down the Welland Canal on December 16 on her way out of the lakes.

... Canada Steamship Lines JEAN PARISEAN departed Montreal upbound in the St. Lawrence Seaway bound for Hamilton. She was given a special extension to her certificate for one trip. She will proceed to Port Weller Dry Docks after unloading. She had been loaded by several vessels as a top off ship since laying up.

Dec 12 ... The Purvis Marine tug RELIANCE departed Port Weller Dry Docks heading up the Welland Canal bound for the Canadian Soo.

... Lower Lakes Towing's CUYAHOGA departed Bay Shipbuilding heading upbound. She had been at the yard to have steel work done after high winds pushed her into Dock #20 in Cleveland.

GREAT LAKES & SEAWAY NEWS

Dec 14 ... Lake Express LLC announced that their \$18.9 million ferry under construction in Mobile, Alabama was more than half finished. The as yet unnamed 192 foot aluminum catamaran is on schedule to begin service in June 2004 across Lake Michigan from Muskegon to Milwaukee. Her capacity will be 253 passengers and 46 vehicles, passengers will sit in reclining airplane style seating. There will be no open spaces on the bow or sides of the ferry to go outside. There will be a small space on the stern to go outside and get fresh air and look at the lake. The ferry will not have a propeller, it will have four water jets each powered by a V-16 diesel engine. She will be able to maintain top speeds in waves as high as six feet and will make the crossing in 2 hours and 20 minutes. She will only have 8 crewmen aboard because almost every operation is automated, there will be nobody in the engine room, it will be monitored by electronic sensors and closed circuit monitors in the pilothouse. She will be steered by joy stick instead of a wheel.

... Canada Steamship Lines JEAN PARISEAN arrived at Port Weller Dry Docks and tied up at the fitout wall. She is expected to remain here until plans are finalized about her future.

... The Canadian Coast Guard Cutter GRIFFON arrived at Port Weller Dry Docks to have her bowthruster repaired.

Dec 15 ... The WILFRED SYKES arrived at Bay Shipbuilding in Sturgeon Bay and was placed on the drydock for her five year survey.

... Algoma's ALGOCEN hit the dock in Sarnia while tying up at the grain elevator, she shifted up to the end of the slip and repairs were made the next day.

Dec 17 ... The Detroit Riverfront Conservancy, a non-profit group overseeing the redevelopment of a five mile stretch of the Detroit River from the Ambassador Bridge to Belle Isle. They announced that a \$200,000 feasibility



Steamer MICHIPICOTEN departing the Algoma Steel Works in Sault Ste. Marie, Ontario light for Marquette, Michigan on her 32nd trip to Algoma.

• GREAT LAKES & SEAWAY NEWS

study will be done on the former Bob-Lo Boat COLUMBIA. The study will see if she can be restored and how much it would cost. Her hull and engine are said to be in decent shape, but her wood upper decks are starting to rot. Currently laid up in Ecorse, it is hoped to put her back into service doing public tours, corporate events and moonlight dinner parties. The study should be completed sometime next summer.

... A 308 ton generator was recovered from the Hudson River next to the hull of the STELLAMARE. It had been in the process of being loaded when she rolled over. It was to be delivered to Romania, another one still in the hold of the STELLAMARE was going to Italy. Two of the missing crewmen were recovered on December 20, one crewman remains missing.

Dec 18 ... A tug named COMMODORE owned by a company named 1169685 an affiliate of Upperlakes Shipping arrived in Trois-Rivieres, Quebec from Vancouver. She tied up in front of the idle CANADIAN TRADER. She was built in Halifax in 1966 as HAIDA BRAVE, her dimensions are 128 x 34 x 15.

Dec 19 ... Algoma's ALGOISLE finished unloading her storage cargo of sugar, the tugs VIGILANT I and PROGRESS then towed her out of Toronto bound for Hamilton. They arrived several hours later and tied her up at Pier #26.

... The SPAR RUBY departed Duluth as the last salty of the 2003 season, she loaded a cargo of grain bound for Morocco.

... The mailboat J. W. WESTCOTT II ended her season after servicing the downbound MICHIPICOTEN. She then headed up the Detroit River to her lay-up berth.

Dec 20 ... Lower Lakes Towing's MICHIPICOTEN passed down the Welland Canal for the first time bound for Hamilton. She returned upbound through the canal the next day.

Dec 21 ... The Canadian Coast Guard Cutter GRIFFON departed Port Weller Dry Docks after completing repairs.

Dec 22 ... United States Bankruptcy Judge Mary Walrath of the Delaware Court approved the Russian Steelmaker OAO Severstal's bid of \$285 million for Rouge Steel. United States Steel made a counter bid that was rejected. Severstal now begins the process of executing the deal and securing the financing before the January 30, 2004 closing date.

Dec 23 ... Upperlake's CANADIAN ENTERPRISE arrived at Port Weller Dry Docks and tied up alongside the JEAN PARISEAN at the fitout wall.

Dec 24 ... The salty CASHIN passed down the Welland Canal as the last salty of the 2003 season.

Dec 26 ... The CASHIN cleared the St. Lawrence Seaway as the last salty of the 2003 season.

Dec 27 ... Canada Steamship Lines CSL LAURENTIEN passed up the St. Lawrence Seaway bound for Toledo as the last ship of the 2003 season.

Dec 28 ... The tug/barge SEA EAGLE II/ST. MARY'S CEMENT II passed down the Welland Canal as the last downbound transit of the 2003 season bound for Hamilton.

... American Steamship's BUFFALO had a steering failure while downbound in the St. Mary's River and ran aground on Watson's Reef near Pipe Island. The Purvis Marine tug RELIANCE arrived and pulled her free, after a Coast Guard inspection she was allowed to continue her trip at 3:30 A.M. the next morning.

GREAT LAKES & SEAWAY NEWS •



Photo by Skip Gillham

CSL LAURENTIEN at Lock #8 – November 20, 2003

... Algoma's ALGOLAKE arrived at Port Weller Dry Docks and was placed on the Drydock for her five year survey. She was assisted by the tugs VAC and JAMES E. MCGRATH.

Dec 29 ... Canada Steamship Lines CSL LAURENTIEN passed up the Welland Canal as the last passage of the 2003 season.

... The WILFRED SYKES departed Bay Shipbuilding after completing her five year survey, she headed upbound for Escanaba.

... A 2400 ton Chesapeake 1000 Crane was placed at the bow of the STELLAMARE and a 500 ton Weeks 533 crane at the stern. Together they started lifting and she began to rise from the river. They stopped for the night with the ship righted about 30 degrees.

Dec 30 ... The generator in the hold of the sunken STELLAMARE was removed, it was discovered that when she rolled over it had punctured one of her ballast tanks.

... Great Lakes Fleet's EDWIN H. GOTT was assisted up the St. Mary's River by the Great Lakes Towing tug MISSOURI. The GOTT'S starboard engine suffered a breakdown while she was upbound on Lake Michigan. She picked up some parts to repair the engine at the Soo and will make repairs while she crosses Lake Superior.

MISC: The Marine News Journal of the World Ship Society reported the following Items in their August and September Issues.

• GREAT LAKES & SEAWAY NEWS

RENAMES:

... CAPTAIN BARNABY (Ex – WILLIAM C. GAYNOR) Tug, Built 1956 – was renamed WILLIAM C. GAYNOR in 2002 by Kemma Jo Walsh, USA.

... MILLENIUM FALCON (Ex – SOREN TOUBRO – 98, OAK STAR – 82) Built 1981 – was sold by Millenium V Inc., Cayman Islands (British) to interests associated with Indo China Ship Management (UK) Ltd., Hong Kong in 2002 and renamed GIANT.

SCRAPPED:

... ELTOKAWEEEN (Ex – W. M. VACY ASH – 97, LAKESHELL – 87) Tanker, Built 1969 – was sold by Cooke Navigation Ltd. (Warm Seas Development & Trading Co. LLC), Panama to Indian Breakers and arrived Alang June 18, 2003.

... NORSKALD (Ex – PHOLAN – 95, WIMPEY SEALAB – 80, ELIZABETH BOWATER – 72) Built 1958 – Research/Soil Sampling Ship, was sold by DSND Shipping AS, Bahamas to Smedegaarden, Denmark and arrived Esbjerg November 12, 2002. Subsequently resold to Latvian Breakers, loaded with scrap steel and sailed May 2003 for Liepaja in tow of tug AJAKS.



CAPT. BARNABY – September 17, 1999

BACK COVER PHOTOS: Just a few of the boats and drivers that have won the Gold Cup on the Detroit River over the past 100 years. Many of the photos on the back cover and in the Gold Cup article are courtesy of Sandy Ross who has compiled many CD's of historical racing photos passed on to him from fans, racers and families who appreciate his efforts to preserve the memories of the past century.

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.

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

GOLD CUP RACING ON THE RIVER



1966-67 First Winning Hull



Biggest all-time winner of the Gold Cup was MISS BUDWEISER. From the first win in 1966 to present, owner Bernie Little has amassed 14 Gold Cup wins and an overall 134 career race wins.



Bill Muncey celebrating his 1972 Detroit Gold Cup win in Atlas Van Lines.

Roy Doby set the world straightaway speed record of 200.419 in Miss U.S. 1 at Guntersville, Alabama in 1962. The record held for 37 years until it was broken this year by the Miss Budweiser.



In 1955, Lee Schoenith driving Gale V to a 4 second Gold Cup win over Bill Muncey driving the Miss Thriftway.



Tom D'Earth won the 1976 Detroit Gold Cup beating out Bill Muncey.