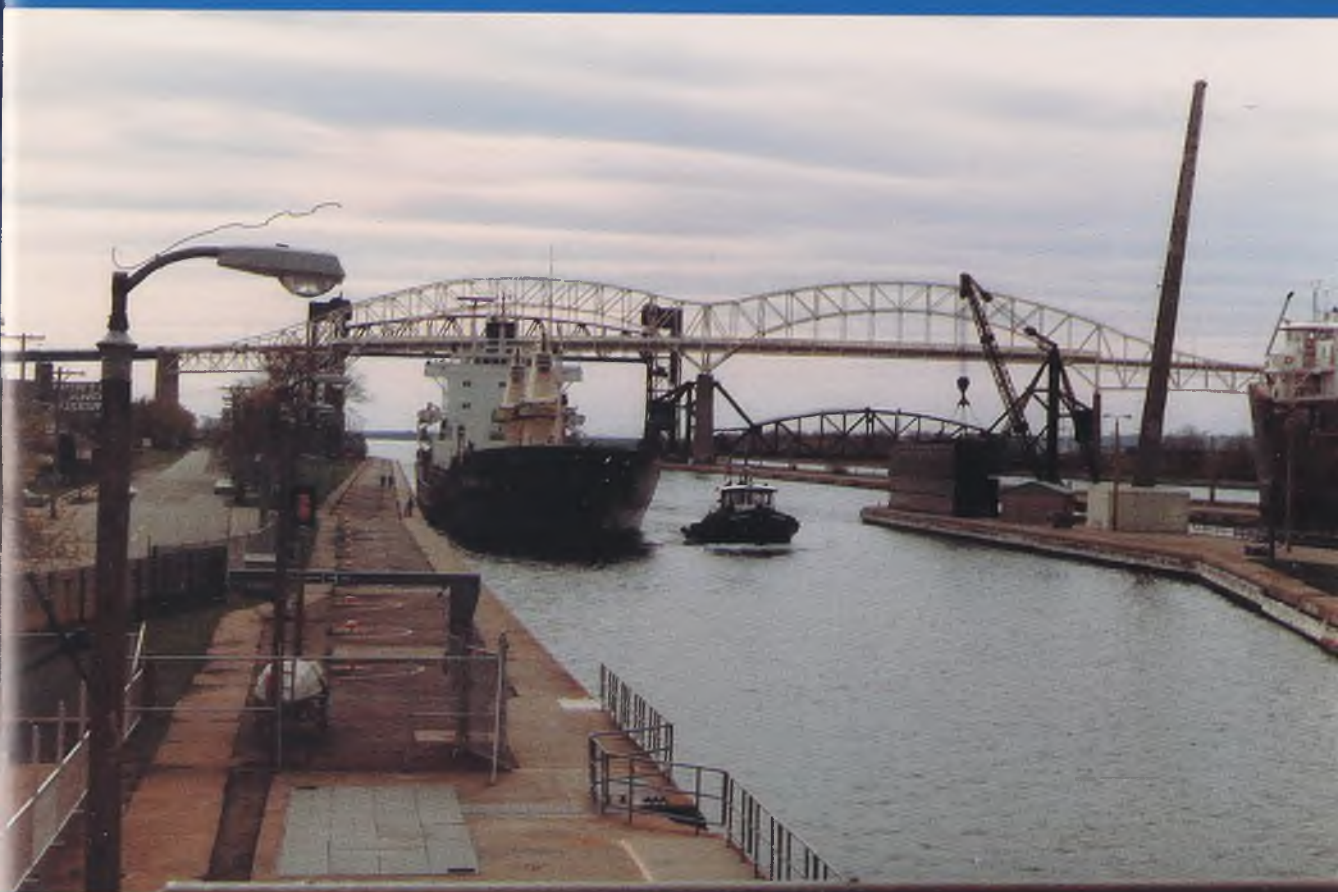




# Telescope

JANUARY • MARCH, 2005  
Volume LIII; Number 1



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## Spring Events at the Dossin Great Lakes Museum

April - May 2005

The Detroit River will be highlighted in a series of programs that encompass the heritage and ecology of our waterway. Each of the following **presentations start at 2 p.m.** and are free with paid admission to the Dossin Great Lakes Museum. Call (313) 297-8366 for more information.

**Saturday, April 16, 2005** – Gary Williams of Michigan State University will discuss "The Water Quality of the Detroit River" and conduct a hands-on demonstration investigating waterborne life.

**Saturday, April 30, 2005** – Patrick Livingston conducts a discussion of his experiences on lake boats and his new book "Sailing In The Sixties," recently published by Wayne State University Press.

**Saturday, May 21, 2005** – Joseph Cabadas will narrate a slide show companion to his newly-published book, "River Rouge – Ford's Industrial Colusses."

These programs are supported by the **John S. and James L. Knight Foundation**, Detroit Historical Society and the Great Lakes Maritime Institute.

### SPECIAL EVENT - GROSSE PTE. WAR MEMORIAL

Wednesday, May 4 – 7:00pm to 9:30 pm - \$20/person - For tickets & info call: **313-881-7511**  
**"The First 100 Years of Gold Cup Racing"** - Slide show of photo collections compiled and presented by Sandy Ross. History of Detroit River Racing - Recollections by Fred Alter and Danny Foster. Modern Age of Gold Cup Racing - Experiences shared by Mark Weber and Mark Tate. Photo-op with the Gold Cup provided by DRRA.

### SAVE THE DATE: October 2, 2005

GLMI Annual Dinner at Blossom Heath Inn

Speaker: **Fred Stonehouse** - noted Marine Historian will present "History of U.S. Lifesaving Service"

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**OUR COVER PICTURES . . .** Seaway Towing's tug CHIPPEWA ready to assist saltie downbound into MacArthur Lock. Dossin Museum photo.

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

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# The Surprising Legacy of Chester

by Alan Mann

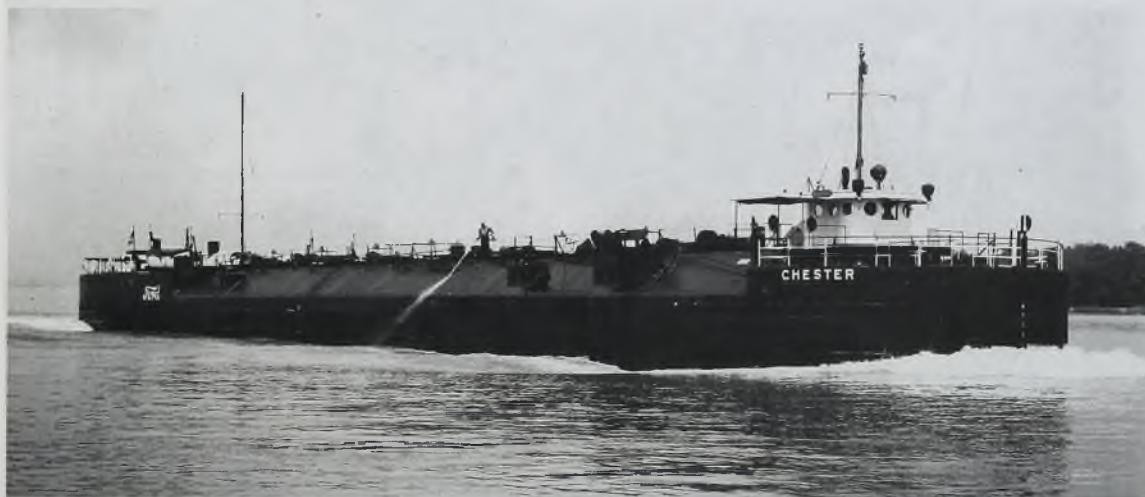
When the name "CHESTER" appeared on a Great Lakes marine website inquiry, this writer took due notice identifying the name as a Ford Motor Co. vessel that called on the port of Wallaceburg (Ont.) during the 1930's. Somewhat puzzled why this rather obscure vessel name from the past appeared, the reaction was mild compared to the surprise when Mike Brown (who posted the inquiry and lived just nine miles away in Port Lambton, Ont.) was told this same CHESTER brought in super phosphate to the Canadian Fertilizer Plant in Wallaceburg during the years 1935 and 1936.

Mike Brown's interest in CHESTER? He operated a lifeboat turned steamboat surprisingly discovered by his grandfather. The vessel had been converted as a look alike to Humphrey Bogart's "AFRICAN QUEEN" in the well known 1951 Hollywood film. Proof of the CHESTER connection was a brass nameplate fastened to the vessel's hull, giving the builder as Great Lakes Engineering Works, Detroit. Armed with this information, Mike Brown was hot on the trail for more facts about his vessel named "SMOKEY".

As a student at the University of Windsor in criminology, this was an apt opportunity for 19 year

old Mike Brown to utilize and develop research detective skills. First a search at the university library, followed by trips to the Dossin Museum and Henry Ford Research Center where information was uncovered. CHESTER and a sistership EDGEWATER (which also had called on the port of Wallaceburg) were canal vessels with telescoping pilot houses and stacks, allowing them to pass under low bridges on the New York State canal system.

This writer's curiosity had been challenged a few years earlier, puzzled why Ford company vessels, normally on iron ore runs to River Rouge furnaces, would call into a rather remote Canadian port of Wallaceburg, carrying a cargo obviously non-allied to Ford production. It was not until the book *Ford Fleet*, (1923-1989) by Clare J. Snider and Michael W.R. Davis, came out in 1994 that this particular mystery was solved. The Ford marine fleet was hit by the economic depression during the "Dirty 30's" and in an attempt to keep as many vessels as possible operating (and accordingly sailors earning a paycheck) the company would take on any shipping contracts available. This accounted for the CHESTER and EDGEWATER hauling super phosphate to Wallaceburg during the mid 1930's.



CHESTER - Photo from Dossin Great Lakes Museum Collection



CHESTER Lifeboat nameplate

The discovery of CHESTER's lifeboat by Mike's grandfather Ed Sykes is a chapter in itself, further adding to the mystique of the craft. In the 1980's Sykes purchased a farm near Blenheim (Ontario) which included a ramshackle outbuilding ready to tumble to the ground. Surprisingly, later, Ed Sykes found the building was more than a decrepid enclosure. Within, shrouded in hay and debris he

discovered a 22 ft. double ender (steel) vessel that looked like a tender or lifeboat. After making a closer examination, he was somewhat overwhelmed to note the hull had been fitted with a traditional upright brass steam engine, very similar to Bogart's power plant in the movie. How the boat found its way to the Blenheim barn and who installed the steam engine remains a mystery - a trail Mike Brown has been following but yet with positive results. He is convinced the steam power plant was not an original installation.

Mike's grandfather soon realized his "farm purchase bonus" was something unique. The nameplate stamped "Chester" plus other pertinent data was the only clue, but searching out further information along that path could wait. Ed decided to give his "barn find" some special attention. As time became available, he layered the entire interior with beautifully-grained oak. A canopy in traditional steamboat style was fashioned and installed. The old steam engine had been cleaned up and restored piece by piece. The riveted steel hull was completely fiberglassed with other cosmetic touches added. An authentic brass steam whistle was intact, allowing for the necessary "flow of steam" touch. Christened



Mike Brown aboard SMOKEY - July, 2004



"SMOKEY" the boiler was fired up and local waters were beautified as a trim "blast from the past" floated majestically bringing awe and surprise to those viewing from the shoreline. An enraptured grandson immediately fell in love with SMOKEY and although at the time was too young to take command he was totally taken in and upon the right notion would eagerly take the helm.

By the summer of 2004, Ed Sykes realized his grandson Mike Brown had earned his "steamboat stripes" and was responsible enough to operate SMOKEY. Not only had he learned the rudiments of operating a steam engine, but he gained the necessary certification that allowed operation of a now rare form of power that does carry with it some risks. Hopefully, it would just be a matter of time before grandpa would say, "she's yours!"

While most lads of Mike's age are raring to go with high powered cars or boats, the budding steam buff is content to spend two hours in advance of a 6-7 miles per hour cruise, mustering the necessary 50 lb. boiler pressure to move the hull. While cruising, attention is required to constantly tend the boiler by feeding her with coal (a fuel difficult to find), check the various gauges, man the tiller and watch for approaching traffic, some that buzzes by with rocket speeds. His love and dedication of this vestige from the past is evident (and he must "steamboat sit" for another couple of hours "post trip" while the boiler cools sufficiently).

Researching is also part and parcel of Mike's steamboat passion. So far he has been able to track down a bit about CHESTER's active career. Working for Ford during the 1930's, CHESTER was taken over by the U.S. Maritime Commission during the second world war carrying essential products. The vessel was returned to the Ford Motor Company in 1946 and then sold Brazilian, and eventually converted to a barge carrying various products including cement. On June 25, 1956, CHESTER, now renamed GUARARAPES went aground off Olida, Brazil, broke her back and deemed a total loss. Mike is eager to find out more about CHESTER's Great Lakes life and would enjoy hearing from anyone who crewed on the vessel or can help solve the mystery of CHESTER (Jr.) his beloved SMOKEY.



MIKE BROWN

How and when the hull landed in an Ontario barn as well as who installed the steam engine, add to the aura of this unique craft. What better term research paper for a criminology student than to be challenged by finding the solutions to some of these unknowns! We feel Mike Brown's passion will eventually be rewarded. (Again!)

#### Ship Data:

CHESTER (U.S. 230959) a twin-screw canalizer with a geared turbine engine and telescoping superstructure (stack housing and bridge).  
 Built 1931, Great Lakes Engineering Works, River Rouge, MI. 290.58 x 43.16 x 15.58 GT 1819 NT 1129 Astern engine 520 hp Ahead engine 800 hp.  
 From 1942-46 operated by U.S. Maritime Commission, returned to Ford, 1947  
 a) LOURIVAL LISBOA 1947-49 Brazil  
 b) GUARARAPES 1949-56 Brazil  
 June 25, 1956 deemed total loss after grounding off Olida, Brazil  
 (Sources: Historical Collections of the Great Lakes, Bowling Green State University)

**Photos from Alan Mann Historical Files**

## DOSSIN GREAT LAKES MUSEUM EXHIBIT 2005 Detroit Cobo Hall Boat Show

This year's exhibit commemorated the 100th Anniversary of the American outboard motor industry. This special exhibit focused on various types of Detroit and Michigan outboard motors.



The highlight of the exhibit was the original outboard motor which was put to a test by Cameron B. Waterman on the Detroit River in February of 1905. The first detachable row boat motor was attached to the stern of a fourteen foot steel rowboat, and was successfully tested. Launching from a dock on Grosse Ile, the small craft crossed and recrossed the river a number of times in spite of floating ice.



John Polacsek, Rt., Curator of the Dossin Museum along with a volunteer, answer questions and distribute materials.





A 3-Horsepower air cooled single cylinder engine was used as the power plant portion of the first and original Outboard Motor. This engine originated as a motorcycle engine and was obtained from Glen Curtis of Hammondsport, New York. Although heavier than what Mr. Waterman had wished, it was adapted for his purpose. The motorcycle engine used a chain drive connected to the propeller, and it was occasionally put out of commission during the test as a piece of ice came between the chain and the sprocket. Nevertheless this test in 1905 marked the success of the Waterman Porto Motor that was later considered the first mass-produced outboard and the beginning of an industry. Of note is the fact that one of the spectators in the boat when the test was run was R. McDougal Campau of Detroit. It was he who suggested describing the new mechanical device as an "Outboard Motor" coining a new term, and later helped develop a new marine industry.



The original Glen Curtis motorcycle engine, which was used to power the first outboard motor was on display in the booth.

In addition to the original power plant that Cameron B. Waterman used in his 1905 Detroit River test, other Detroit and Michigan outboard motors were on display, among which were:

- circa 1912 **Waterman Porto** (as in Portable) **Outboard Motor**, of Detroit, Michigan and featuring rudder steering.

- circa 1918 **Motorgo** built by the Lockwood-Ash Company of Jackson, Michigan and was probably the first private brand

outboard that was marketed by the Sears-Roebuck Company.

- circa 1929 **Caille Outboard Motor** produced by the Caille Perfection Motor Company of Detroit, Michigan

- circa 1940 **Clarke Troller** produced by the Clarke Engineering Company of Detroit, Michigan. This holds the honor of being one of the smallest outboard motors ever built, coming in at ten and one half pounds and twenty one inches high.

- circa 1950 **Chris Craft** outboard built at the Grand Rapids, Michigan plant.

**Photos by John Polacsek**

## SOO LOCKS MARKS 150<sup>th</sup> ANNIVERSARY



This summer boat watchers will gather along the St. Marys River to watch vessels passing by, taking for granted the ease at which they travel from Lake Huron to Lake Superior. When you look back on the original idea for the locks, very few people could envision the economic benefits. Before the locks were built, vessels were forced to unload their cargo, portage one mile and then be reloaded. Michigan members in Congress received little support for a canal at Sault Ste. Marie. Henry Clay stated, "it was beyond the remotest settlement in the United States, if not the moon". However, President Filmore saw the need and stated, "a ship canal around the falls of St. Mary of less than a mile in



St. Mary's Falls Canal - July 2, 1877



length, though local in its construction, would be national in its purpose and benefits.”

Congress voted to spend the funds in 1853. The locks would measure 350 feet long and 70 wide and be completed within two years. The Soo Locks opened on June 18, 1855 and closed for the season on November 23<sup>rd</sup>. During the first season, one hundred ninety- three vessels transited the tandem locks, carrying a total 33,817 tons of freight. By 1860, over 900 vessels transited the locks, carrying 153,721 tons. Clearly President Filmore was correct in the national importance of the locks.

The original tandem locks have been replaced with a series of new locks: Weitzel Lock (551 feet long) opened in 1881, the Poe Lock (704 feet long) opened in 1896, the Davis Lock (1,350 feet long) opened in 1914 and the Sabin Lock (1,350 feet long) opened in 1919. With each new larger

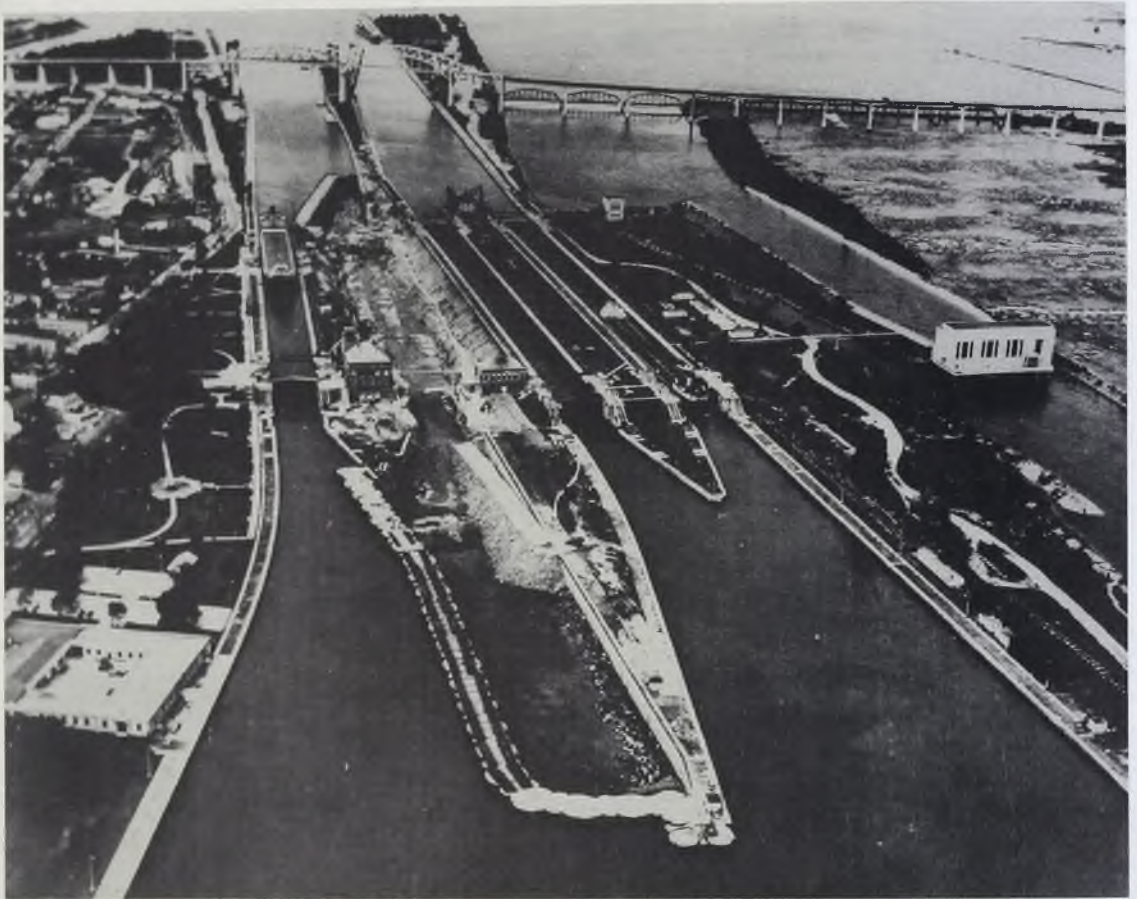


Coming into locks from below. (Early photo from Dossin Collection)

lock, vessel owners ordered new ships to be built. The MacArthur Lock (800 feet long) opened in 1943, marking a post-war boom in great lakes shipbuilding. A new single cargo record was set with each new vessel. U.S. Steel's BENJAMIN FAIRLESS battled with the IRVING S. OLDS in the 1940's. Inland Steel's WILFRED SYKES



View of Soo Locks before the International Bridge was built.



Aerial view of the American Locks at Sault Ste. Marie, Michigan. Locks from the left are: MacArthur, New second lock under construction, Davis and Sabin. On the right is the Hydro-Electric Power Plant and the rapids of the St. Mary's River. In the background is the International Highway Bridge from Sault Ste. Marie, Michigan to Sault Ste. Marie, Ontario, Canada and the International Railway Bridge. Compensating gates can be seen in the upper right of the photo at the rapids section of the river. Photo was taken Summer, 1962.

battled National Steel's ERNEST T. WEIR and GEORGE M. HUMPHREY in the mid-1950's. Columbia Transportation's EDMUND FITZGERALD and Bethlehem's ARTHUR B. HOMER held the record in the early 1960's.

The next major construction project was the Poe Lock opening in 1968, measuring 1,200 feet x 110 feet with 32 foot depth. Shortly thereafter in 1972, the first 1,000-foot vessel STEWART J. CORT became the largest vessel on the lakes. Today there are over a dozen 1,000-foot vessels

transiting the Soo Locks. With the large number of 1,000-foot vessels and well as other vessels lengthened during their careers, the need for another large lock has been debated in Congress. Even though there has been a decline in the number of Great Lakes vessels, the majority of US-flag vessels require the Poe-size lock. The new lock would replace the Davis and Sabin Locks. Negotiations continue between the Army Corps of Engineers and surrounding states/provinces to find the necessary funds.





With the opening of the new Poe Lock, larger vessels were built to keep up with the demands of steel mills. The Stewart J. Cort was the first 1,000- footer on the lakes in 1972.

Photo by James R. Hoffman - Upbound St. Mary's River, Soo, Michigan. June, 1997

Soo Locks in early May, 1982. Capt. Don Erickson of Str. William Clay Ford waits for vessel to clear downbound from Poe Lock.



There are events scheduled throughout the summer at the Soo – for those of you with access to the web, visit their website at : [www.saultstemarie.com](http://www.saultstemarie.com)

For those who do not have web access we have printed some information from their website.

- June 24 – Engineer's Day Celebration – Sesquicentennial Kick-Off
- June 25-27 – Anishinaabe Welcome to Bahweting "Place by the Rapids". Participants will experience Native American culture.
- June 25 – Canadian Lock Day – walk the International Bridge.
- July 1-4 – All Nations Celebrations – fireworks, Pow-Wow, Tugboat Races, etc.
- July 22-24 – Voyageur Days – tribute to the French voyageurs
- Aug. 5-7 – Affairs to Remember – Recollections from 1855, 1905 and 1955.
- Aug. 12-14 – Maritime Days – Tentative events include parade of lighted boats, maritime market, mariner games, Coast Guard displays.
- Sept. 2 – 150<sup>th</sup> Celebration Grand Finale – Closing Ceremonies.

# 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

Greg Rudnick  
Mike Skinner  
Skip Gillham  
John Vournakis

Dan Kaminski  
Rod Burdick  
Phil Spinelli  
William Howell

Jim Sprunt  
William Keller  
Alan Mann  
The Scanner



Photo by Greg Rudnick

It is with deep regret that we announce the death of Jim Morris on January 22, 2005.

When Jim became Seaway News Editor in 1997, it capped a life-long interest in Great Lakes shipping that began when his dad took the family along for the Saturday boat ride on the Bob-Lo boats. Jim's dad, Ed, would spot a ship approaching and challenge his kids to name the fleet. As they grew older, this contest was changed to include the individual ships. Jim usually won, but he had an advantage. Ed served on the board of the Marine Historical Society of Detroit and also subscribed to Telescope. Jim began learning about ships in the news and learned to spot their unusual features.

Jim's love of Great Lakes and ocean vessels grew as he traveled to the Welland Canal several times each year to photograph vessels. With the retirement of Don

Richards, Jim assumed the title as Seaway News editor and drew upon his vast marine collection to provide background information for the news section. With the era of computers and scanners, Jim has shared his collection with many boat-watchers and historians around the lakes. He was constantly e-mailing friends in the US and Canada.

We chose a photo of Jim as our members would remember him: a man in a red flannel shirt taking photos in all kinds of weather, but anxiously awaiting to return home to e-mail others with the latest news.

We are glad to report that a good friend of Jim's - Greg Rudnick, will assume the title of News Editor. Greg grew up in the Detroit area, rode the Bob-Lo boats and also sailed on the freighters. You will remember several of Greg's articles for Telescope as well as his slide programs shown around the lakes. Please send news material to: Greg Rudnick, 11822 Davis Court, Lakewood, OH 44107-5116.



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GREAT LAKES & SEAWAY NEWS •

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Photo by Jim Sprunt

KINSMAN INDEPENDENT and TONY MACKAY downbound in Welland Canal at Homer Bridge - Sept. 2, 2004

SEPTEMBER, 2004

Sep 1 ... The tugs TONY MACKAY and VIGILANT I towed the KINSMAN INDEPENDENT out of Buffalo in the evening bound for Hamilton. They made an overnight passage down the Welland Canal and arrived in Hamilton in the next afternoon. They tied her up at pier #10 to wait for an uncertain future.

... The ocean tug STRONG DELIVERER towed the CANADIAN VENTURE out of Montreal bound for scrapping in Alang, India, she was assisted down the St. Lawrence River by the tug GERRY G..

... The tugs ANDRE H. and AVANTAGE towed the CANADIAN TRADER out of Trois-Rivieres and took her to the Les Escoumins Pilot Station to wait for the CANADIAN VENTURE tow to arrive. Once both tows are there, the tugs will hook the VENTURE and TRADER into a tandem tow and the STRONG DELIVERER will tow them to India for scrapping.

Sep 2 ... The McKeil tanker CAPT. RALPH TUCKER departed Hamilton bound for Montreal following her sale for scrapping overseas. Once in Montreal she will be readied for her trip to the scrapyard.

... The cruise ship C. COLUMBUS passed up the Welland Canal on her first trip of the season into the Great Lakes.

Sep 4 ... Algoma's ALGONTARIO was removed from the drydock at the Pascol Shipyard in Thunder Bay by unnamed tugs and placed at the fitout wall.

... The upbound salty ZIEMIA ZULALSKA had to tie up below Lock #2 on the Welland Canal for several hours for engine repairs.

Sep 5 ... The reservation system for the Lake Express LLC ferry LAKE EXPRESS located in Florida was knocked out when Hurricane Francis crossed the state.

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**• GREAT LAKES & SEAWAY NEWS**

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Sep 6 ... The CAPT. RALPH TUCKER was reflagged to St. Vincent & The Grenadines and renamed RALPH TUCKER for her trip to a Bangladesh scrapyard.

... The Lake Michigan ferry LAKE EXPRESS departed Milwaukee on her regular run to Muskegon but had to turn back due to high winds and 8 to 10 foot waves on the lake. They cancelled two trips before resuming service when the lake calmed down.

Sep 7 ... Canadian American Transportation Systems announced they will stop operations tomorrow of the high speed ferry SPIRIT OF ONTARIO between Rochester and Toronto. Reasons for stopping the service include a debt of \$1.7 million, extensive red tape, high fuel costs, government fees and delays in permission to carry lucrative freight trucks. It is hoped to begin service again by April 15, 2005. The ferry did carry about 140,000 passengers during its 80 days of operation.

Sep 8 ... The dive search team in Duluth that announced in July they had found the wreck of the ROBERT WALLACE announced they had made a mistake and the wreck was not the WALLACE. The wreck is actually the THOMAS FRIANT, a steam powered passenger vessel that had been rebuilt into a commercial fishing boat, she sank on January 6, 1924 south of Two Harbors. She was launched at Grand Haven in 1884, after a fire in 1908 she was converted into a fishing boat by Halvor Reitan and Einar Miller of Bayfield, WI and brought to Lake Superior. They were doing so well that they decided to keep fishing into the winter months. As she proceeded down the lake towards Two Harbors she encountered heavy drifting ice, when they attempted to pass through the seams in her wood hull opened up. The rising water was more than her pumps could handle and soon the engine was under water. The crew took to the lifeboat just before she sank around 4:00 P.M. on the 6<sup>th</sup>. After nine hours of rowing they reached shore and were rescued.

Sep 9 ... Uppelake's CANADIAN PROVIDER ended her temporary lay-up and departed Toronto crossing Lake Ontario and proceeding up the Welland Canal bound for Duluth.



THOMAS FRIANT



## GREAT LAKES &amp; SEAWAY NEWS •



Photo by Greg Rudnick

Tug H.E GORRY at Bob-Lo Island - June 1973

... Canada Steamship Lines NANTICOKE suffered a damaged crankshaft on her starboard engine while upbound on Lake Erie. She continued upbound on her port engine until tying up in the North Slip at Sarnia for repairs.

Sep 10 ... The former Bob-Lo Island workboats H. E. GORRY and MARVIN-O have been bought by unnamed residents of Bob-Lo Island. The GORRY was placed back in the water today after sitting high and dry at the former McQueen Dock for sometime. Her hull has been sandblasted and painted, her engine is being rebuilt and there are plans to renovate her upperworks. The MARVIN-O is presently sitting on land at Westport Marine in LaSalle where she is being refurbished. The GORRY was built in 1956 at Mathieson Boat Works in Goderich. The MARVIN-O was built in 1957 as ALGOT F. by Erieau Shipbuilding and Drydock Co., she was bought by McQueen Marine in 1961 and renamed BUOY TENDER, they sold her to Bob-Lo in the early eighties and she was renamed MARVIN-O. She was named after captain Marvin O'Gorman.

Sep 12 ... The RALPH TUCKER departed Montreal under her own power bound for the scrapyards in Chittagong, Bangladesh, the trip is expected to take about 35 days.

... The United States Coast Guard Cutter ALDER departed Marinette Marine on her delivery trip, she will make a tour of the Great Lakes before heading to her new homeport Duluth.

... The Canadian Coast Guard 47 foot cutter THUNDER CAPE hit the breakwall in Thunder Bay during a rescue mission near the mouth of the Mission River. The cutter damaged one propeller, two rudders and suffered hull damage. She will be taken to Hamilton for repairs aboard the SAMUEL RISLEY and will be replaced by the CAPE CHAILLON.

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• GREAT LAKES & SEAWAY NEWS

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Photo by Gary Morris

MISEFORD upbound below Lock #1 on Welland Canal - Sept. 18, 1997

Sep 16 ... The NANTICOKE completed repairs and departed the North Slip upbound heading for Meldrum Bay.

... The ex-Star Line ferry MARQUETTE passed down the Welland Canal on her delivery trip to New York City, she was recently sold for off lakes use.

Sep 19 ... Upperlake's GORDON C. LIETCH was pulled out of the drydock at Port Weller Dry Docks by the tugs GLENEVIS, PROGRESS and VIGILANT I. She went out into Lake Ontario for some sea trials and then passed up the Welland Canal bound for Thunder Bay the next day.

Sep 20 ... The former Nadro Marine tug MISEFORD arrived in Thunder Bay, she was recently purchased by Thunder Bay Tug Services.

Sep 22 ... The Toronto excursion boat GALACTICA 001 sank at its dock in the Jarvis Street slip in the early morning hours. Divers went down the next day and sealed off fuel and exhaust openings to stop fuel that was leaking out. She was built in 1957 at Mathieson Boat Works in Goderich as SNOWFARI, the last vessel built by that firm. She was renamed MONITOR III in 1970 and chartered to the Ministry of Environment, she sank at Owen Sound in 1976 was raised and renamed RECOVERY. She was sold in 1983 to Joseph Jagelka and operated unofficially as GYPSY TANGO in Toronto as a charter boat. She was renamed GALACTICA 001 in 1986 and was rebuilt in 1988.

Sep 24 ... The ferry LAKE EXPRESS had to cancel its crossing of Lake Michigan due to heavy seas. The ferry departed Milwaukee on its regular 6:30 A.M. trip, after arrival in Muskegon a decision was made not to make the return trip. Later in the day the seas calmed down and the ferry resumed her schedule. More than 400 passengers were offered a choice of refunds, rescheduling or bus rides.

Sep 25 ... The PLAYERS RIVERBOAT CASINO II departed Halifax under tow of a unnamed Group Ocean tug bound for Montreal on her delivery trip to Detroit.



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**GREAT LAKES & SEAWAY NEWS**

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Sep 26 ... The Staten Island Ferry GUY V. MOLINARI arrived in New York City in the afternoon and proceeded to the maintenance pier, she is scheduled to enter service in January after some final outfitting is done and her crew becomes familiar with her.

Sep 27 ... The tugs PROGRESS, GLENEVIS and VIGILANT I moved the JEAN PARISEAN from the fitout wall and placed her in the drydock at Port Weller Dry Docks. They will cut off her forebody and build a brand new one. The old one is expected to be towed out of the drydock at the end of October.

The Cleveland-Cuyahoga County Port Authority announced that Royal Wagenborg has been chosen to run the proposed ferry service across Lake Erie between Cleveland and Port Stanley. A spokesman from Wagenborg stated the goal is to have the ferry in operation by the spring of 2006. They propose having two ferries, one based in Cleveland and the other in Canada, they will initially lease the ferries before building their own. Wagenborg already operates five ferries in the Netherlands, they also operate a fleet of saltwater ships into the Great Lakes delivering cargo to the United States and Canada. The port doesn't plan to subsidize the ferry service, beyond lobbying for federal money to build a terminal on Dock 28.

Sep 29 ... Federal Judge Michael Telesca ordered Federal Marshals to impound the ferry SPIRIT OF ONTARIO after a fuel supplier Amerada Hess Corp. sued Canadian American Transportation Systems for \$372,868 in unpaid fuel bills. The suit asks that the SPIRIT OF ONTARIO, her rigging, tackle, apparel, furniture, engines, etc. may be condemned and sold to pay such judgment. This is the second suit filed against the ferry. Last week Corporate 800, a Tampa based telecommunications company filed suit in State Supreme Court alleging that ferry company has paid only \$38,043 of a \$55,022 bill.

... The small excursion vessel HARBOUR PRINCESS passed down the Welland Canal bound for drydocking at the Heddle Marine Yard in Hamilton. She has been acquired by The Hamilton Waterfront Trust who plan to use her as a tour boat on Hamilton Bay starting in the spring of 2005.



Photo by Jim Morris

MISSISSAGI unloading at Zug Island - August 5, 2001

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**• GREAT LAKES & SEAWAY NEWS**

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Sep 30 ... Oglebay Norton's BUCKEYE departed Toledo on her first trip of the season bound for Two Harbors, she has not operated since the end of the 2002 season.

**OCTOBER, 2004**

Oct 4 ... Lower Lakes Towing's MISSISSAGI lost power while upbound in the Huron Cut and was pushed by the current toward the seawall on the Port Huron side. Her crew dropped both anchors and she came to a stop just one foot short of the seawall. After restoring power she headed up and anchored in Lake Huron to assess the problem. She had just departed Sarnia and was headed to Meldrum Bay to load stone.

... The Canadian Coast Guard Cutter SAMUEL RISLEY passed up the Welland Canal bound for Thunder Bay with the small cutter CAPE CHAILLON on her deck. The CHAILLON will replace the THUNDER CAPE which hit the breakwall last month.

... The ferry WOLFE ISLANDER III departed Kingston heading for Heddle Marine in Hamilton to be drydocked for her five year survey.

Oct 5 ... Mackinaw Tall Ships told the St. Ignace City Council that their plans for the Chief Wawatam dock have changed. They now will not build a large permanent building on the site, but will build the tall ships in the open and would place the equivalent of an 1800's job site trailer as the office. The large building structure was ruled out by the Michigan Department of Environmental Quality (DEQ), they ruled the building would not conform with state covenants on the property. The DEQ has the say in the use of the Chief Wawatam Dock because it lies on state claimed bottomlands.

Oct 6 ... Upperlake's CANADIAN RANGER was pulled out of the drydock at Port Weller Dry Docks by the tugs PROGRESS and GLENEVIS. Once out of the drydock she headed upbound in the Welland Canal bound for Duluth.

Oct 7 ... Algoma's ALGONTARIO departed the Pascol Shipyard in Thunder Bay to undergo sea trials. She then proceeded to load grain at three elevators and departed bound for Montreal on October 10. This is her first trip since grounding in the St. Mary's River in 1999.



Photo by Jim Sprunt

PLAYERS RIVERBOAT CASINO II upbound in Welland Canal at Port Colborne - October 12, 2004



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**GREAT LAKES & SEAWAY NEWS •**

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Oct 8 ... The PLAYERS RIVERBOAT CASINO II stopped at Rochester due to high winds on Lake Ontario while on her delivery trip to Detroit.

... The United States Coast Guard Cutter ALDER passed down the Welland Canal for the first time on her journey around the Great Lakes. She passed back up the canal on October 10.

... The Toronto ferry GALACTICA 001 was raised by the McKeil Marine tug PROGRESS and barges THE HENRY T. and PITTS CARILLON.

Oct 11 ... The tug VIGILANT I departed Hamilton towing the new cable ferry FRONTENAC HOWE ISLANDER bound for Kingston. She was constructed by Heddle Marine for the Ontario Department of Transportation to run between Kingston and Howe Island.

Oct 12 ... The PLAYERS RIVERBOAT CASINO II passed up the Welland Canal heading for Toledo where she will be drydocked prior to entering service in Detroit.

... The United States Coast Guard Cutter ALDER passed up through the Soo Locks on her delivery trip to Duluth.

Oct 15 ... Lake Express LLC announced that their ferry LAKE EXPRESS will make its last trip on October 31, this is two months earlier than planned. The reason given for shorting the season was slow bookings in November and December. The company announced the ferry will resume service on April 30, 2005 and when it does, passengers will see upgrades in both facilities and on-board amenities.

... Algoma's upbound ALGOLAKE stopped at Wharf #2 along the Welland Canal to have cracks repaired in her Kort Nozzle.

Oct 16 ... The ALDER arrived at her new homeport Duluth and tied up at the Coast Guard Dock in the morning.

Oct 18 ... The tug/barge MARK HANNAH/HANNAH 6301 ran aground at Mackinaw City near the old Chief Wawatam Dock while trying to enter the harbor to wait out bad weather. The tug MARY E. HANNAH arrived the next morning and both tugs pulled the barge free. The barge apparently didn't suffer any damage and the group departed heading for Bay City where the cargo of calcium chloride will be unloaded.

Oct 21 ... The PLAYERS RIVERBOAT CASINO II was moved from the old Interlake Furnace Dock into the drydock at the Toledo Shipyard, she will spend a few weeks undergoing renovation for her cruise work on the Detroit River.

... Canada Steamship Lines BIRCHGLEN departed Duluth with a cargo of 25,000 tons of taconite pellets bound for China. She will top off at Pointe Noire with another 9,000 tons. The ship will deliver them to a Laiwu Steel Mill in China, she will then be drydocked for her five year survey at a Chinese shipyard.

Oct 22 ... Algoma's ALGOLAKE brushed the abutment at old bridge #10 on the Welland Canal. She continued on downbound to the wall above Lock #7 for inspection. Damage was done to her #1 and #5 ballast tanks. Temporary repairs were done and she departed the next day. Permanent repairs will be done this winter during lay-up.

Oct 23 ... The Cleveland Tankers GEMINI was upbound in the lower Detroit River when a 35 foot wooden cabin cruiser cut across her bow and was smashed to pieces. The four men aboard were thrown into the river. They were rescued by two fishermen who were nearby. The GEMINI stopped and offered assistance then proceeded up to the Belle Isle Anchorage to wait for a Coast Guard inspection.

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• GREAT LAKES & SEAWAY NEWS

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Oct 24 ... New York City Mayor Michael Bloomberg announced that the third Staten Island ferry under construction at Marinette Marine will be named SPIRIT OF AMERICA. On February 13, 2004 he announced that it would be named THE SEPTEMBER 11<sup>TH</sup> but it was decided to put the name up for a vote of Staten Island residents instead. Five names were chosen to vote on and the SPIRIT OF AMERICA won.

Oct 25 ... Ispat International N.V. announced it has acquired LNM Holdings N.V. and the new company will be named Mittal Steel Company. Simultaneously Ispat and International Steel Group (ISG) announced they have entered into an agreement to merge into the new Mittal Steel Company which will become the largest and most global steel company in the world. Ispat already owned the former Inland Steel Company and their Great Lakes Ships, ISG owned the J & L, Bethlehem and Wierton mills and the former Bethlehem ships. What changes this brings to the Great Lakes is unknown at this time.

Oct 27 ... The Arnold Transit ferry ALGOMAH arrived at the MCM Marine Shipyard at the Soo and will be placed on the floating drydock for her five year survey.

... The Port Huron based Tall Ship HIGHLANDER SEA sailed up the St. Mary's River to the MCM Marine Shipyard. She will be drydocked over the winter for plank replacement and other repairs.

Oct 29 ... The old forebody of Canada Steamship Lines JEAN PARISEAN was floated out of the drydock at Port Weller Dry Docks and placed at the fitout wall by the tugs SEAHOUND, VAC and PROGRESS. The tow to the International Marine Salvage Yard in Port Colborne for scrapping was delayed by high winds in the area.

... Inland Lakes Transportation's J. B. FORD was towed from their plant in Superior across the harbor to the Fraser Shipyard for drydocking and painting by unnamed tugs. She has been used as a storage hull since 1985 at various ports around the lakes.



ARIZONA DREAM upbound in Welland Canal approaching Lock #8 - August 18, 2001



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**GREAT LAKES & SEAWAY NEWS •**

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... The Thunder Bay National Marine Sanctuary and Underwater Preserve broke ground on a 20,000 square foot facility in Alpena, MI. The facility will feature a maritime heritage "discovery center" featuring over 8,000 square feet of exhibits on the Great Lakes, shipwrecks, archaeology and maritime history. The center will also have an auditorium for showing films and video feeds from Thunder Bay shipwrecks, an archaeological conservation laboratory and an education resource room.

... Workers from Maxim Crane Works placed harnesses underneath the replica Mississippi Riverboat VICTORIAN PRINCESS in Erie to lift her out for her five year survey. However, they misjudged the weight of the ship and the suction from the water and she just sat there until they finally quit for the day. They added more counter weights the next day and the ship was placed on shore for her survey.

**MISC:** The Marine News, Journal of the World Ship Society reported the following items in their June and July Issues:

**RENAMES:**

... ARIZONA DREAM (Ex – MINA CEBI – 01, G. DOST. – 95, LORETTA V – 91, PROTECTOR – 88, EL GENERAL – 83) Built 1980, was sold by Arizona Navigation Ltd., Malta to Nativ Overseas Inc., Panama in 2004 and renamed EMIR.

... CAMILLA – Built 1982, was sold by Star Line Inc., Finland to Transport Desgagnes Inc., Canada in 2004 and renamed CAMILLA DESGAGNES.

... FEDERAL BERGEN – (Ex – THUNDER BAY – 92, FEDERAL BERGEN – 92, HIGH PEAK – 90) Built 1984, was renamed MANORA NAREE by Pacific Trident Ltd., Hong Kong in 2004.

... KENT (Ex – MILLENIUM OSPREY – 02, LT ODYSSEY – 98) Built 1984, was sold by Kent Pacific Shipping Co. Ltd. to Fetish Shipping Ltd., both Cayman Islands (British) in 2004 And renamed FETISH.

**NOVEMBER, 2004**

Nov 2 ... The tugs PROGRESS, SEAHOUND and VAC towed the former forebody of the JEAN PARISIEN from the fitout wall at Port Weller Dry Docks and headed up the Welland Canal bound for the International Marine Salvage Yard in Port Colborne. They arrived several hours later and placed the forebody in the scrapping berth.

... A company named Hover Transit Services of Bolton, Ontario announced plans to start a hovercraft ferry service across Lake Ontario serving Oshawa, Toronto, Hamilton and St. Catherines. The ship would carry 450 passengers and 55 vehicles, it will travel at speeds up to 70 MPH. A one way passenger ticket is estimated to cost \$20, the only problem with starting the service by next spring is financial, they have only secured about 35% of the projected \$7 million start up cost. The company is hoping to start the service by mid-summer 2005.

... Unnamed tugs towed Inland Lakes Transportation's J. B. FORD from their Superior Plant to the Fraser Shipyard where she was placed into the drydock. She will be repainted and have her hull checked over before returning to the Superior Plant as a storage hull.

Nov 3 ... The JOSEPH H. FRANTZ was removed from the drydock at the Fraser Shipyard and shifted over to load a cargo of grain bound for Buffalo.

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**• GREAT LAKES & SEAWAY NEWS**

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Nov 5 ... The city of St. Ignace reported that the former Chief Wawatam dock is in dire danger of collapsing this winter. The wooden pilings beneath the large iron counterweights have deteriorated to a point that only three ancient piles support the ramp. The city is debating if it should spend \$13,000 to shore up the structure or hire a firm to scrap it.

Nov 8 ... Uppelake's QUEBECOIS departed Hamilton ending her temporary lay-up and proceeded upbound for Sarnia to load.

Nov 9 ... The upbound salty MENOMINEE hit the lock wall at the Beauhanois Lock on the St. Lawrence Seaway, her port bow suffered a 30 foot by 3 foot gash above the waterline. The Groupe Ocean tug LAPRAIRIE arrived and escorted her back to Montreal for repairs.

Nov 12 ... The Duluth Entertainment Convention Center (DECC) had put the museum tug LAKE SUPERIOR up for auction with the minimum bid of \$130,000. Today when they went to open all sealed bids, there were none to open. It was decided to sell the former Corps of Engineers tug after the tourist season ended and there wasn't enough visitors for all three museum ships. The most popular is the WILLIAM A. IRVIN and they just acquired the Coast Guard Cutter SUNDEW which left the LAKE SUPERIOR as the odd boat out. The tug will be moved shortly to a secure dock in Superior until a decision is made about her future.

Nov 15 ... Cemex Cement owners of the SOUTHDOWN CHALLENGER and CEMEX CONQUEST announced they signed a letter of intent to sell their great lakes assets to Votorantim Cimentos of Brazil for \$400 million US. Included would be the ships, the Charlevoix and Dixon- Marquette cement plants. Votorantim already owns St. Mary's Cement, which is based in Toronto and owns the barges ST. MARY'S CEMENT & ST. MARY'S CEMENT II.

Nov 18 ... Divers announced they have found the wreck of the schooner ETTA BELLE in 200 feet of water about 8 miles northeast of Sodus Point on Lake Ontario. They found her when they were returning to port with engine trouble in September 2003. More dives were done in November 2003 and May 2004 and after many hours of research they believe her to be the ETTA BELLE. She was built in 1852 and was rebuilt in 1870, on September 3, 1873 in calm seas a leak was discovered on her port bow. Pumps were started but were losing the battle and the crew abandoned ship, no lives were lost.

... The former lakes visitor STELLAMARE which rolled over and sank in the Hudson River at Albany, NY was sold to Greek owners. They plan to have her towed to the Bahamas for a refit. There she will be renamed NADALINA S. and when ready to sail will haul steel coils and lumber from Romania and Ukraine to Tunisia and Egypt.

... The City of Rochester mayor proposed creating public authority – The Rochester Port and Ferry Authority to sell government backed bonds to purchase, own and run the high speed ferry SPIRIT OF ONTARIO. The projected price tag for the venture is \$40 million, although tax payers could be liable if revenues didn't meet expenses in any year. Canadian American Transportation Systems, current owners of the ferry issued a statement that the city is stealing their business plan and the plan looks like a hostile takeover.

Nov 19 ... Directors of the Great Lakes Naval Memorial and Museum which run the World War II submarine USS SILVERSIDES in Muskegon are pushing for a permanent museum to be built on the shore next to the sub. The sub which arrived in Muskegon in 1987 and was tied up along the Muskegon Channel temporarily is still there and the directors want a permanent home built. The sub was moved in 1991 to a location on Muskegon Lake, but was returned to the channel spot in 1992. A few years later plans were made to move the sub to where the LST – 393 is docked, but those plans fell through and she stayed along the channel.

Nov 23 ... Unnamed tugs pulled the J. B. FORD from the drydock at Fraser Shipyard and towed her back



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**GREAT LAKES & SEAWAY NEWS •**

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to the Superior Terminal where she will resume her duties as a storage hull.

... The Muskegon City Commission approved a long term lease with the Great Lakes Naval Memorial and Museum Group. The lease calls for starting construction of a permanent museum within five years and will run for thirty years after the museum is built. Lease payments will be \$15,000 a year or \$.50 per paid museum visitor, whichever is more.

Nov 24 ... Foreclosure proceedings were started in U. S. District Court in Rochester by ABN AMRO Bank and The Export Finance and Insurance Corp. two of the primary lenders that funded the high speed ferry SPIRIT OF ONTARIO. The two lenders are seeking \$31.5 million and other damages from Canadian American Transportation Systems. They have asked the court to sell the ferry so they can be repaid.

... Great Lakes Fleet's CASON J. CALLAWAY was placed on the drydock at Fraser Shipyard to have a leaking stern bearing repaired.

Nov 27 ... The Rochester City Council raised doubts about whether owning the ferry SPIRIT OF ONTARIO is worth the financial gamble. During Canadian American Transportation Systems ownership of the ferry they spent over \$7.6 million in expenses and took in only \$3.4 million in revenue for a net loss of \$4.2 million.

... The PLAYERS RIVERBOAT CASINO II was removed from the drydock at the Toledo Shipyard and placed at the old Interlake furnace Dock next to the shipyard by unnamed tugs.



Photo by Skip Gillham

CANADIAN NAVIGATOR at Lock #3 as part of 175th Anniversary celebratoin - November 30, 2004

• GREAT LAKES & SEAWAY NEWS

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Nov 28 ... An organization by the name of Icebreaker Mackinaw Maritime Inc. has been formed in Cheboygan, MI to make the MACKINAW a maritime museum and bed and breakfast when she is decommissioned in 2006. They hope to put her in a location just east of Gordon Turner Park in the Joseph Doyle Recreation Area. They now will start to raise the money needed for the project.

Nov 29 ... The salty CHIOS PRIDE ran aground just short of the breakwall off Marinette as she was proceeding inbound with a cargo of pig iron. The tugs ERIKA KOBASIC, JIMMY L. and WILLIAM C. SELVICK arrived and worked to pull her free. After several hours they returned to port for the night and will resume efforts tomorrow.

Nov 30 ... A ceremony was held at Lock #3 on the Welland Canal to mark the 175<sup>th</sup> anniversary of the first ships to transit the Welland Canal. Upperlake's CANADIAN NAVIGATOR stopped in the lock to be part of the ceremonies.

DECEMBER, 2004

Dec 1 ... The salty CHOIS PRIDE was pulled free this morning and headed down to Burns Harbor to offload part of her cargo and then she will return and finish unloading in Marinette.

Dec 3 ... The Great Lakes Maritime Academy training ship STATE OF MICHIGAN departed Traverse City bound for the Marinette Shipyard for a \$3.9 million refit. She will receive increased cabin space, convert an intelligence gathering room into a classroom, expand the sewage holding tank capacity and install a water treatment system. Most of the money will come from a \$3.7 million federal allocation awarded last year.

Dec 8 ... The Staten Island ferry SEN. JOHN J. MARCHI stopped at Nicholson's in Detroit to fix a steering problem. She was met in Lake St. Clair by the Great Lakes Towing tug MAINE, which followed alongside in case of any problems and helped her into the dock.

... QUEBECOIS unloads an unusual cargo of bauxite at Thorold.

Dec 10 ... The Staten Island ferry SEN. JOHN J. MARCHI passed down the Welland Canal on her delivery trip out of the lakes.

Dec 11 ... ALGOISLE unloads two types of bauxite, ferrous and crude, at Thorold in another unusual trip for the ship.

Dec 13 ... Tug HEIDE MORAN with newly built barge NEW HAMPSHIRE downbound Welland Canal on delivery - tug SEAHOUND assisted through locks.

Dec 14 ... The crew of Canada Steamship Lines CSL NIAGARA donated 300 Lbs of beef and over \$1,800 in toys to the Wallaceburg Salvation Army Christmas Drive. The ship has been donating items for five years. The city of Nanticoke was the first recipient because the ship spent most of that season running to the port. Others include Cape Breton, Sept. Isles and St. Catherines. Captain Lars Bouman who resides in nearby Sombra saw an article about the Wallaceburg Salvation Army and it was decided they would be the choice this year.

Dec 15 ... Tug CAPT. HAGEN with newly built barge KEY WEST downbound Welland Canal on delivery trip.

Dec 17 ... Export Finance and Insurance Corp., an arm of the Australian Government has offered to loan the City of Rochester \$40 million so they could purchase the ferry SPIRIT OF ONTARIO in the upcoming



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**GREAT LAKES & SEAWAY NEWS •**


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foreclosure auction. The money would be paid back from operating revenues over 15 years at a rate that is expected to stay below 5%. The city will also be allowed to forgo principal payments for the first two years. City officials admit there could be risks, taxpayers would have to pay if the revenues didn't meet or exceed expenses in a given year.

... U. S. Magistrate Judge Jonathan Feldman set February 28, 2005 as the day the ferry will be auctioned off to repay the creditors. The ferry is expected to sell for \$25 million to \$32 million, plus outstanding maritime liens of about \$2 million to \$3 million. A Canadian American Transportation Systems lawyer claimed that the City of Rochester has thwarted attempts to revive the ferry service "But for the city's improper conduct, we likely would have resumed service by now".

Dec 18 ... Marinette Marine launched the third Staten Island Ferry, the SPIRIT OF AMERICA. She was christened by Margaret Gordon, the Staten Island Ferry Director of Safety and Security. She was originally going to be named THE SEPTEMBER 11<sup>TH</sup> which was intended as a tribute to acknowledge the losses in the 2001 terrorist attacks. However, the name didn't set well with families of those who perished in the Twin Towers.

Dec 19 ... A group of shipwreck hunters in Duluth announced that on October 31, 2004 they located the wreck of the BENJAMIN NOBLE near Two Harbors. The NOBLE passed up through the Soo Locks on April 25, 1914 loaded with railroad rails bound for Duluth. A severe gale struck Lake Superior and the NOBLE was never seen again. Three days later hatch covers were reported washed up on Park Point beach bearing the name BENJAMIN NOBLE, and in the days that followed other wreckage washed ashore – oars, life belts and spars. None of the 20 crewmen were ever found.

Dec 21 ... The Rochester City Council voted 8 to 1 to set up a corporation and accept the \$40 million loan from the Australian Government to purchase the ferry SPIRIT OF ONTARIO. The nonprofit corporation will have 11 board of directors. They will be appointed by the mayor and council president and then be confirmed by the entire council.

Dec 22 ... Tugs SALVAGE MONARCH and SEVEN SISTERS (former CATHY MCALLISTER) arrived at Wharf 5 for winter work in Thorold.

Dec 23 ... The Plaunt Transportation ferry KRISTEN D. became stuck in the ice under the State Street Bridge in Cheboygan, MI. The bridge was stuck in the open position for 25 minutes while the ferry worked herself free. The ferry had one passenger aboard and a load of U. S. Mail for Mackinac Island when the trip was cancelled.

... ALGOCEN clears Welland Canal on what many understand is her last trip.

Dec 26 ... DIAMOND STAR's last saltwater trip of season down Welland Canal.

Dec 30 ... CSL LAURENTIEN's last upbound transit of the season through Welland Canal.

... PETER R. CRESSWELL arrives at Port Weller DD for winter work.

Dec 31 ... CSL NIAGARA's last downbound transit of Welland Canal season.

... PINEGLEN, which had been the last upbound in the Seaway, arrives at Port Weller DD for winter work.

Jan 1 ... CSL NIAGARA returns to the Welland Canal after discharging in Hamilton and enters Port Weller DD.

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• **GREAT LAKES & SEAWAY NEWS**

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

**RENAMES:**

... CORAL TRADER (Ex – CORAL – 99, SIMONA – 97, CHEM TULIP 95, CLIPPER T. – 91, BABUR KAPTAN – 90, CANAN – 88, CORAL RUBRUM – 83) Tanker, Built 1974 – Was renamed CHEMICAL TRADER in 2003 by Coral Trader AS, Liberia.

... GEORGE A. STINSON – Built 1978, Was renamed AMERICAN SPIRIT in 2004 by Wilmington Trust Co., as trustee USA.

... JIA HONG (Ex – HANDYMARINER – 02, DURHAMBROOK – 80) Built 1978, Was sold by Ka Wang International Development Co. Ltd. to Hongda Shipping Inc. both Panama in 2004, name unchanged.

... NORTH MOON (Ex – BURHAN DAI – 98, YELLOW K. – 96, ALEXSANDR STAROSTANKO – 96) Built 1986, Was sold by Labrador Shipping Ltd., Malta to Ducky Sovereign Shipping SA, Panama in 2004 and renamed DUCKY SCIENCE.

... WILLIAM L. COLNON (Ex – POLAR 2 – 85, TARA LYNN S. – 84) Tug, Built 1975 – Was sold by Great Lakes Dredge & Dock Co. to McAllister Towing & Transportation Co. Inc. (MT&T) both USA and renamed CHRISTINE M. MCALLISTER in 2004.

**CASUALTIES:**

... CELTIC SPIRIT (Ex – GARSLEY – 03, ISNES – 94, DOLLART – 87) Built 1976, Owned by Anchor Marine Shipping Services Ltd. (Charles M. Willie & Co. (Shipping) Ltd.) Bahamas. Grounded June 13, 2004 on Krais's Shoal west of Suur-Pakr Island in position 59.20N, 23.47E. Initial attempts to refloat her with tug assistance were unsuccessful but she was finally refloated June 18 by the tug TUGEV and anchored for inspection. She was on a voyage from Tallina to Warrenport with cut timber.

... UNICORN MARINER (Ex – MINT ZOOM – 01, BALTIMAR ZEPHYR – 95, SIAGON VENTURE – 92, BALTIMAR ZEPHYR – 91) Built 1991, owned by Fair Sea Trading Inc. (Wisdom Marine Lines SA), Panama. Collided July 8, 2004 with the small tug KYUNG SUNG in position 37.05N, 126.16E and sustained bow damage. The tug which was towing a barge laden with steel sank.

**SCRAPPED:**

... EVMAR – Built 1976, Was sold by Evmar Navigation Co. Ltd. (Blue Planet Shipping Ltd.), Cypress to Chinese Breakers and was last reported sailing from Cape Town July 22, 2003.

... M.A.C. GAGNE (Ex – SAGUENAY – 98) Built 1964, Was sold by Pierre Gagne Contracting Ltd., Canada to Bangladesh Breakers and sailed Montreal June 7, 2004 for Chitagong.

... PROJECT EUROPA – Heavy Lift Ship, Built 1983 – Was sold by Mammoet Goedkoop BV (Big Lift Shipping SV), Netherlands to Chinese Breakers and arrived Ningbo 12/30/03.

**BACK COVER PHOTO:** Stern section of JEAN PARISIEN at Port Weller Drydock awaiting new forebody section. Photo by Skip Gillham



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.

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Send to: Kathy McGraw  
G.L.M.I. / Dossin Museum  
100 Strand on Belle Isle  
Detroit, Michigan 48207

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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: GREG RUDNICK  
11822 Davis Court  
Lakewood, OH 44107-5116

Curator of Dossin Museum: JOHN POLACSEK

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