

Telescope



APRIL • JUNE, 2005
Volume LIII; Number 2



Events at the Dossin Great Lakes Museum

September 19th Fund-raiser for Dossin Great Lakes Museum, sponsored by Detroit/Wayne County Port Authority. Dossin Museum, 5:30 - 8:00pm, For information contact Cheryl Solomon at the Port Authority, phone 313-331-3842.

October 2nd GLMI Annual Dinner at Blossom Heath Inn, 2:00 - 6:00pm
Speakers: **Fred Stonehouse** - noted Marine Historian
and **Robert McGreevy** - noted Marine Artist
For information phone (586) 777-8300
or e-mail: elizabeth@langelandhouse.com

November 10th 30th Anniversary of Loss of str. EDMUND FITZGERALD at Dossin Museum.

The Dossin Great Lakes Museum is open weekends, Saturday and Sunday, 11:00am - 5:00pm.

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Final Assembly of the USCG MACKINAW



USCG MACKINAW awaits launch in drydock.

OUR COVER PICTURES . . . The launching of the U.S. Coast Guard Vessel MACKINAW, April 2, 2005. Cover Photo and above courtesy of Marinette Marine Corp.

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>

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CHRISTENING OF U.S. COAST GUARD VESSEL MACKINAW

Launch Day! No other words can capture the excitement of boat watchers around the lakes. Once the date has been announced, travel plans are made, cameras loaded with film and friendships renewed.

With shipbuilding in its heyday after World War II and lasting several decades, boat watchers regularly traveled to various shipyards in the US and Canada to witness the unique "side-launch" of vessels. Afterwards friends gathered to compare the launching to others they had seen and discussed future ships under construction. As the number of new ships being built dwindled in the late 1970's, ship launchings became rare with older vessels were being lengthened and converted to self-unloaders.

With the launch of the *USCG Mackinaw* at Marinette Marine Corp. on April 2nd, friends from around the lakes gathered again. Fathers that had traveled around the lakes in the 1970's brought their

kids to view this unique custom on the lakes. Busloads came from neighboring areas and for those living outstate, the launch video was made available on-line.

The original *USCG Mackinaw* (WAGB 83) was launched in 1944 for ice-breaking on the Great Lakes. She served admirably for decades, but as she approached her 50th anniversary in 1994, rumors surfaced that she would be withdrawn from service due to the high operating cost and her limited role of mainly ice-breaking. The newer, smaller Coast Guard vessels were multi-purpose: ice-breaking, search and rescue and aids to navigation.

The shipping companies worked with the US Coast Guard to replace the *Mackinaw*. In October, 2001, it was announced that Marinette Marine Corp., a division of the Manitowoc Marine Group

USCGC MACKINAW (WLBB-30)



was awarded the \$82.4 million contract to build the new 240-foot *Mackinaw*. The news was hailed around the lakes, especially when the name "*Mackinaw*" would be transferred to the new vessel.

The keel was laid on February 9, 2004 and the ship design included modern technology to handle ice breaking, aids to navigation, search and rescue, law enforcement and environmental emergencies. Equipped with two ABB Azipods for propulsion to allow for unlimited 360 degrees steering, the need for rudders was eliminated. The information in the christening brochure states: "The choice of propulsion system was based on the performance of Azipod propulsion systems on other icebreakers around the world. Additionally, ice model testing of *Mackinaw* with Azipods demonstrated a significant increase in maneuverability, in ice and open water, over the traditional fixed shaft, propeller and rudder arrangement. The Azipods are installed in heavy structural foundations and are rotated using hydraulic motors and gearing. A slip ring is used to transmit power and data. The smooth transmissions of torque provided by this AC/DC drive system and the elimination of rudders are beneficial in icebreaking operations."

Icebreaking Continuous mode

- 3 knots ahead in 32" solid ice
- 10 knots ahead in 14" solid level ice
- 2 knots astern in 30" solid level ice
- 3 knots ahead and 2 knots astern in 8' brash ice

Ramming mode

- Average 0.5 knots ahead backing and ramming in 42" solid level ice
- Average 0.5 knots ahead backing and ramming in 5' refrozen brash ice
- Average 0.5 knots ahead backing and ramming in 12' pressure ridge
- Fully penetrate a 10' pressure ridge in 4 rams or less within 30 minutes

Escort Vessels and Free Beset Vessels

- Cast in a 300' wide channel with a depth of 21'
- Back from existing track in 30" solid level ice and 12' brash ice
- Circumnavigate a beset 1000' laker within 12 minutes in 32" solid level ice
- Flush 32" solid level ice and 12' brash ice from beset vessels and fixed structures
- Clear ice jams by flushing and ramming

Maneuverability

- Turn 180 degrees in a 300' wide 21' deep channel in 5 minutes in 32" solid level ice and 12' brash ice
- Turn 360 degrees in her own length in 24" solid level ice
- Break out of track channel and turn 90 degrees in 30 seconds in 32" solid level ice
- Arrive and depart a standard berth in 32" solid level ice and 12' brash ice
- Extract herself from a stopped position at the end of rams under her own power

Aids to Navigation

- Capabilities similar to the 225-foot Juniper Class tenders:
- 4700 square foot heated buoy deck
- 40,000 pound capacity crane
- Centerline Automated Control Station
- 85 ton deck load
- Ability to service and maintain fixed and floating aids to navigation up to 9 x 38 Coast Guard standard buoy
- Cross deck winches, chain winch and powered griping system to handle the buoys
- Mechanical and hydraulic chain stoppers
- Hold for chain storage
- ATONIS/AAPS

Launch day was scheduled for Saturday, April 2, 2005. The keynote speaker was J. Dennis Hastert, Speaker of the House of Representatives and his wife, Jean, christened the vessel. Thousands watched as the *Mackinaw* slid into the water of the Menominee River at Marinette, WI., creating a huge wave of water against the ship's red hull. The *Mackinaw* will undergo sea trials during the summer and is scheduled to arrive in her homeport of Cheboygan, MI in October. It is interesting to note that the older *Mackinaw* was working to open up the shipping lanes for the 2005 season while the new *Mackinaw* was being launched.

Both old and new *Mackinaws* will be stationed in Cheboygan during the winter months and the *Mackinaw* (WAGB 83) will be decommissioned in 2006. Several port cities have expressed interest in obtaining the former *Mackinaw* as a museum ship.

(Photos of the *Mackinaw* courtesy of Marinette Marine Corp., unless otherwise noted. Our thanks to William Keller of Marinette Marine Corp. for providing information on the christening.)

USCGC MACKINAW WLBB-30

MISSIONS

Heavy Icebreaking
Aids to Navigation
Marine Environmental Protection
Search and Rescue
Maritime Law Enforcement

PRINCIPAL CHARACTERISTICS

Length240 Feet
Beam58 Feet
Draft (Full Load)16 Feet
Displacement (Full Load)3,530 Long Tons
Buoy Deck Area3,220 Square Feet
Officers9
Crew47
Range at 12 Knots4000 Nautical Miles

ICEBREAKING CHARACTERISTICS

LEVEL ICE

32" @ 3 knots ahead
14" @ 10 knots ahead
32" @ 2 knots astern

BRASH ICE

8' @ 3 knots ahead
8' @ 2 knots astern

Maneuvering: Turn 180° in 300' wide channel in 32" level ice and 10' brash ice
in under five minutes

Note: These data points are contract minimum requirements

EQUIPMENT

Integrated Propulsion and Electric Plant(3) CAT 3612 - 3130 KW Each
Propulsion(2) ABB Azipods - 3360 KW Each, 9012 SHP
ThrusterBow 500 HP
Auxiliary/Emergency GeneratorCAT 3508-718 KW
ATON Crane20 Ton Capacity at 60' extension
Endurance for all provisions (food, water, sewage, stores, etc.)14 days
Advanced Integrated Bridge System & Aft Conning Station, Electronic Charting system
(ECDIS), Automatic Radar Plotting Aids (ARPA), Dynamic Positioning System (DPS)



Command and Control

USCGC MACKINAW (WLB-30) is provided with fully automated systems for control of the ship and the machinery plant.

Ship control is provided at 5 conning stations; Master Ship Control Console (MSCC), port & starboard consoles in the Pilothouse, the Engineering Control Center (ECC) and Aft Conning station. The Main Ship Control Console includes the Integrated Ship's Control System (ISCS) provided by Kongsberg. The ISCS includes; Electronic Chart Display Information System (ECDIS), DGPS, Loran-C, Automatic Radar Plotting Aids (ARPA), ATON Information System (ATONIS)/Automated ATON Positioning System (AAPS), a dynamic positioning system, autopilot, a Doppler speed log, deep and shallow depth sounders, forward scanning sonar, extensive meteorological sensors, VHF, ADF, IFF, and a voyage data recorder. All conning stations will have the same intuitive user interface, panel layout, and menu system. Route plans, mariner's notes, charts, radar video and vector presentation are shared between the systems.

Machinery Plant control is provided at the Engineering Control Center (ECC) through the Machinery Plant Control and Monitoring System (MPCMS). Additional MPCMS stations are located at the MSCC (Bridge), port and starboard Bridge Wings, port and starboard Quarterdecks, Engineering Log Office, and the Engineer Officer's stateroom. Each MPCMS station is capable of providing control and monitoring, alarming, and reporting functions for propulsion and auxiliary equipment using colorful graphic Human/Machine Interface (HMI) computer display screens. All machinery alarms, including fire and flooding alarms are provided through the MPCMS, and if not acknowledged within a predetermined time, will provide a voice annunciation across the ship's (1MC) intercom system, in addition to automatically dialing a pre-selected phone number for standby personnel. The heart of the MPCMS system consists of Programmable Logic Controllers (PLC), which are open-architecture Commercial Off the Shelf (COTS) equipment widely used and available throughout the commercial industry. Condition Based Monitoring (CBM) is incorporated in the MPCMS system providing operators and technicians with the capability to trend equipment values and manage operating hours.

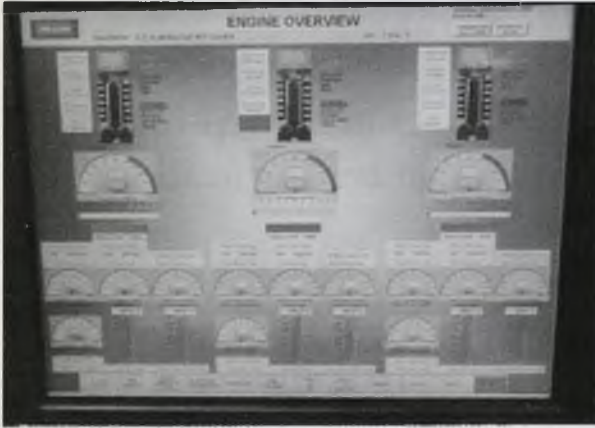


Above - ECC MPCMS Console

Below - Pilot House Console



Engine Overview



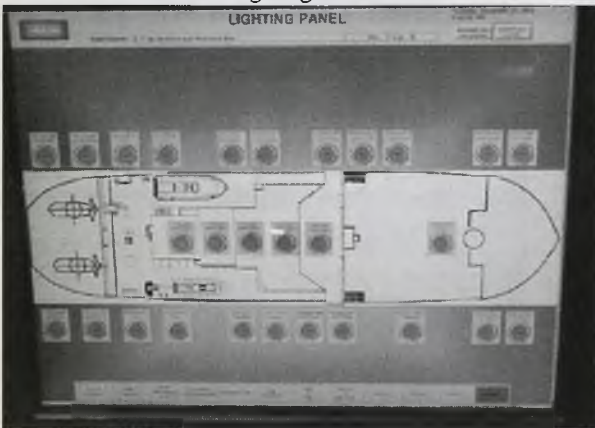
OPERATOR CHAIRS
(KONGSBERG SAP-1500)
(SPACE & WEIGHT)

CONTROL
CONSOLES

OVERHEAD
CONSOLE/DISPLAY

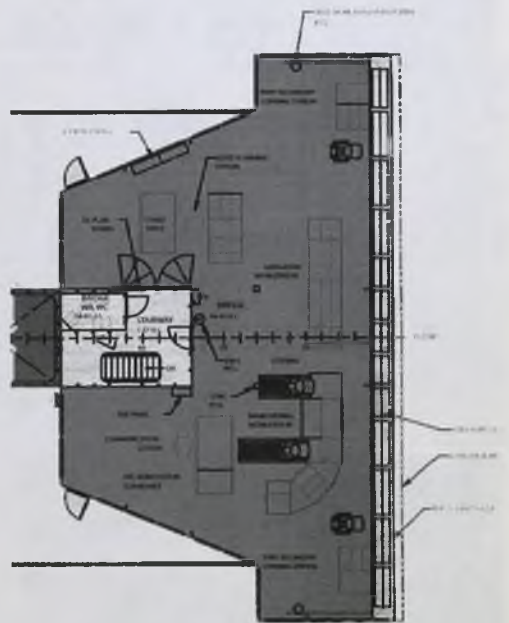


Lighting Panel



Aft Conning Station

Azipod Overview



Pilot House

Construction

The USCGC MACKINAW (WLBB-30) is being built by Marinette Marine Corporation, a subsidiary of Manitowoc Marine Group. The cutter is being assembled indoors in the Vessel Erection Building. This allows the vessel to be assembled and outfitted in controlled conditions, then moved outside to the launch ways.

The cutter is being constructed in a planned system of modules or blocks that are fabricated and pre-outfitted prior to being moved to the erection building. This method of construction is extremely efficient as it provides easy access to equipment, components, and spaces. The modules are essentially complete prior to final assembly.





Fabrication began on 4/21/2003
Keel Laid 2/9/2004
Launch scheduled for 4/2/2005
Builder's Sea Trials May - July 2005
Delivery scheduled on 10.15.2005



Great Lakes Maritime Institute Honors 2005 "Pioneer of Powerboating"

Sindbad's Restaurant and Marina hosted this year's Pioneers of Powerboating honoree at "Fred Alter Day" on Friday, July 15th during the 2005 APBA Gold Cup Race.

Many old time racers, crew members and officials joined with current drivers, owners and fans to honor "Fearless" Fred Alter.

Fred started his racing career in the 1940's and has been involved with the sport in the capacity of driver, owner, crew, official, Unlimited Racing Commissioner and currently as boat builder. He has the distinction of having driven more hulls (boats) in competition than any other driver on record. He presently is completing a "kit boat" that he developed with Les Staudacher in the late 70's with hopes of racing it next year as the MISS VERNOR'S during the vintage exhibition at the 2006 Gold Cup race.



Danny Foster, George Simon Jr. and Fred



Jack Buhl (former owner), Fred and Joe Tate



Sam Cole congratulates Fred



Fred explains "kit boat" construction photos.

Fred was lauded for all he has done for powerboat racing, roasted and then presented with a commemorative plaque by Sam Cole who served as Executive Director during Fred's term as Unlimited Racing Commissioner. Sam's father, Phil Cole, had a long history with the sport as Public Relations Director during Fred's early racing days.

A great time was had by all and a lot of memories and racing experiences shared with those in attendance. A big thanks to Sindbads for their hospitality - it was always the meeting place for racers during race week. Photos by Sandy Ross

Hometown Unlimited Hydroplane Wins 2005 APBA GOLD CUP

The 2005 APBA Gold Cup went to Terry Troxell driving for the Miss Al Deeby Dodge team (U-13 Miss Spirit of Detroit)! Terry got the jump on the Miss Elam at the start and led wire-to-wire with an average speed of 142+ mph. This is the oldest boat (and driver) to win the Gold Cup. The new owner, **Detroit Dave Bartush**, took delivery of the boat just one week prior to the race!



Dave is a Real Estate Broker and a former Demolition Contractor. He is a long time collector of race cars and high performance vehicles. Since 1992, Dave has been actively involved in acquiring and preserving many historic hydroplanes. There are currently 15 unlimited hulls stored at his Detroit Hydroplane Museum.

David is one of two new owners on the Unlimited hydroplane series this year. A relative newcomer to hydroplane racing, Dave is moving up from the highly competitive 5 litre inboard class. Dave and his partner campaigned the only three-boat 5 litre team. They won the National High Point title in 1999. Their team was also the first and only team in APBA history to win all three top spots in a national event. This happened in front of their hometown crowd in Detroit at the 1999 North American Championships.



Terry Troxell of Gig Harbor, Wash. returned to the seat of an unlimited hydroplane as driver of the U-13 Miss Spirit of Detroit.

The boat, is the former U-10 back-up hull owned by Kim Gregory. Built in 1987, it first appeared as MILLER AMERICAN and won the 1988 Gold Cup as MISS CIRCUS CIRCUS, the 1991 Gold Cup as WINSTON EAGLE, and the 1994 Gold Cup as SMOKIN' JOE'S.

Photos by Jerry Dillon

200th Anniversary of the Detroit Fire of 1805

In June 1805 the village of Detroit consisted of the fort, shops, three hundred houses with 500 inhabitants, not including soldiers. The early morning fire started in John Harvey's stable and quickly engulfed the surrounding wood buildings. By noon the majority of the village was burned to the ground. Several buildings were saved, including the fort, which would provide shelter while officials gathered to plan the future.

Detroit was the government center for the North-Western Michigan Territory. The officials in charge of mapping out the new city were Judge Bates, Governor William Hull and Judge Augustus Woodward. When the men gathered in Detroit, they saw the destitution in the faces of inhabitants. They would first have to provide assistance to people and then begin planning the new city. In a letter written on August 3, 1805 to James Madison, Secretary of State, Governor Hull spoke of the challenges facing them:

“ I arrived at this place on the evening of the 1st of July, in company with Mr. Griswold, the Secretary of the Territory. Judge Woodward had arrived the day before, and Judge Bates was present. Having taken the Oaths before the Vice- President of the U.S., I administered the same to the two Judges and the Secretary in the presence of a number of citizens who assembled on the occasion. The enclosed paper, marked No 1 is a copy of an address which I delivered to a numerous assembly of the people. It has been translated into the French language, read in churches, and communicated in various other ways. No.s 2, 3, 4 and 5, are mere complimentary addresses, with my answers. I enclose them for purpose of showing the disposition of the people towards the government.

The destruction of the Town of Detroit has caused great distress to the people, and subjected the officers to great inconvenience. On my arrival, every house was crowded, and it was more than a week before I could obtain the least accommodation.

I am now in a small farmer's house, about a mile above the ruins, and must satisfy myself to remain in this situation, during the next winter at least. The people are daily recovering from their difficulties, they appear perfectly satisfied with the manner in which the government has commenced, and the most perfect harmony subsists among all the officers.

Upon my arrival, I found the citizens of Detroit had laid out a new town, nearly on a similar plan with the old one, and had included the common, which they pretend to claim in consequence of a grant from the French government, and having used it as a common pasture, since the settlement of the country. Their title to it, is at least doubtful, and it will probably rest with Congress to determine what disposition shall be made of it. After a conversation with the Judges, it was determined to attempt to convince the proprietors of the impropriety of their proceedings. They observed it had arisen from the necessity of the case; that they are without houses, and their families must suffer, if they did not take measures to prepare houses for winter. We assured them we would make it a primary object, and would make the best arrangements in our power for their accommodation. They very readily agreed to relinquish their plan, and wait for our arrangements. We immediately fixed on a plan, and employed the best surveyor we could find in the country to lay out the streets, squares and lots. If possible the plan shall be transmitted by this conveyance. I hope it will be approved by the government.

The principal part of the grounds embraced by the plan belong to the U.S. without any question. Many of the lots in the old town are cut up by the streets, which has reduced us to the necessity of exchanging them for lots on the domain or common. We have likewise from the necessity of the case, concluded to sell as many lots of the domain or common, as will be necessary for the accommodation of those citizens who wish to build this town, and did not own lots in the town. This rule, however, we make expressly subject to the ratification of Congress. We think, we have great reason to believe our conduct will be approved because we obtain two important objects by it; first, a town or city laid out on a regular plan, secondly the accommodation of those people, who have suffered by the late calamity. And I have no doubt, but a third will be obtained, viz, the value of lands of the United States, will be greatly increased. I shall detail this subject more fully to the Secretary of the Treasury.

I have received no intimation whether a third judge has been appointed. If not, I hope it will not be delayed. We have been in constant session in our legislative capacity since the first of July. We find much embarrassment in the adoption of laws, only the laws of three or four States have arrived. They are not in all cases applicable to our situation. Can there be an objection or alteration of the law, and giving us the power of legislation, subject to the revision of Congress.

In no part of the U.S. or Europe where I have resided, is the expense of living so great as at this place. It will be for Congress to judge whether it will not be expedient and indeed absolutely necessary to increase the salaries of their officers. The Secretary has been strongly inclined to resign immediately. I have persuaded him to remain until the next session of Congress. I owe it to Judge Woodward to say that I receive great assistance from his talents, his zeal and industry. Judge Bates is a young man of good understanding, great purity of mind and wants nothing but experience to render him eminently useful. “

I am with very great respect your most obedient servant,

William Hull

Judge Woodward had visited Washington, DC on several occasions and witnessed first-hand L'Enfant's street plan. The wide avenues would intersect with circles from which spokes would spread outward. The plan was copied for Detroit with wide boulevards running north-south and east-west. The main avenues would consist of Jefferson, Woodward, Michigan and Gratiot. Lots measuring 5000 square feet were made available to every resident over the age of seventeen. The plan was well received by the citizens, but most chose to remain close to the river. As the city spread outward, the Woodward Plan was abandoned and the streets layouts resembled other large cities. As the new city emerged from the ashes, Detroit's population slowly began to grow. With the opening of the Erie Canal in 1825, the city's population doubled by 1830. The streets planned by Judge Woodward would be widened to accommodate Detroit's emerging role as an important part of Great Lakes transportation.

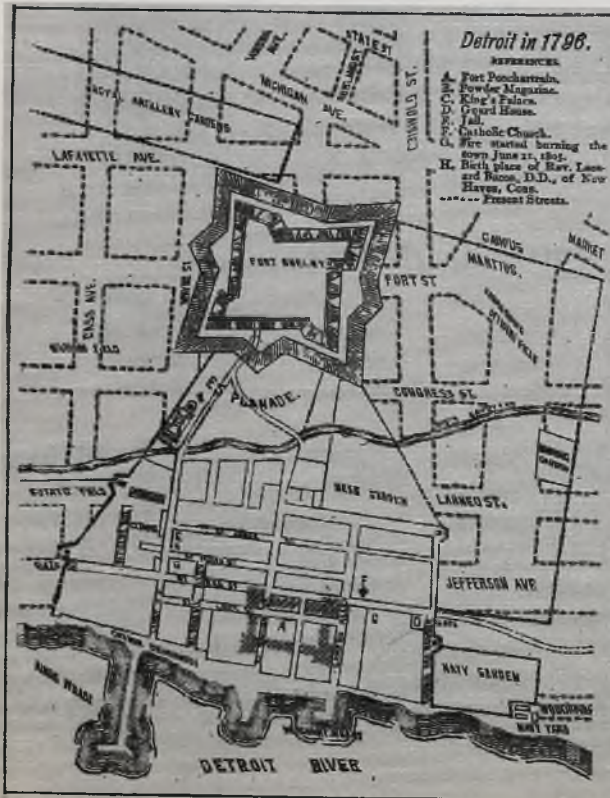


THE FIRE THAT CHANGED DETROIT

DETROIT'S GREAT FIRE OF JUNE, 1805

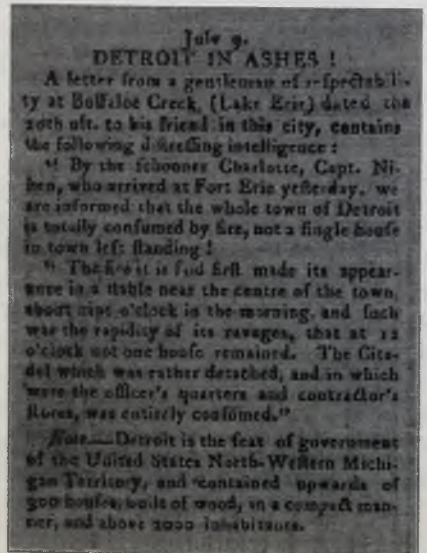
The frontier community that grew up on the bluff along the Detroit River was typical for the time, with narrow streets and wooden houses. About 9:00 a.m. on the morning of June 11, 1805, a fire started in John Harvey's stable near the western end of St. Ann Street. Local legend has it that a baker's assistant knocked burning tobacco ashes from his pipe into a pile of hay. Research notes that over the years John Harvey was fined by the City Council for having an empty emergency water barrel, and this may be the reason why the fire was not put out immediately. Flames aided by a strong wind quickly spread the fire. The alarm was sounded and the men and women of the town and the fort responded. A bucket brigade that passed water from the river to the site of the blaze was started. The city fire engine was dragged to the fire, but was soon disabled. Axe men demolished close structures in order to create a firebreak, and hoped that the wind would stop, but it was fruitless. The residents quickly gathered their belongings, and in six hours Detroit was a mass of smoldering wooden structures. Surprisingly enough there were no deaths in the fire. That fire destroyed every wooden house in the town, and it also obliterated old lot lines and narrow streets allowing for the creation of our present wide avenues and public squares.

In 1827 Father Gabriel Richard, Detroit's pioneer priest, suggested that the Seal of the City of Detroit include the following Latin inscription "**Speramus meliora; Resurget cineribus**", which translates "**We hope for better things; It shall rise from the ashes**" in memory of Detroit's great fire of 1805 (see above illustration, upper left).



Left: The map is an overlay showing the current Detroit streets in blue lines and the key notes additional features in red.

Below: It took a month for the report of the destruction of Detroit to be reported in East Coast newspapers, such as the this one in the July 13, 1805 issue of the *Newport (Rhode Island) Mercury*. Note the use of the letter 'f' for the letter 's' in the news story.



Detroit's 200 Year Old Urban Legend Regarding the Fire of 1805

The Detroit 1805 Fire has an urban legend attached to it. Our legend notes the presence of the Nain Rouge or the Red Dwarf who lived at the Straits of Detroit. It was Antoine Cadillac, the founder of Detroit, and his wife who observed walking along the water ahead of them "the uncouth figure of a dwarf, very red in the face, with a bright, glistening eye, and a grinning mouth displaying sharp, pointed teeth." The impatient Cadillac struck the Nain Rouge with his cane, commanding "Get out of my way, you red imp!" Cadillac soon thereafter fell from good graces, lost his fortune, and left the city that he founded. From that time on the Nain Rouge was considered the banshee or "Demon of the City of Straits", and his appearance was a sure sign of impending evil. As the city was burning in 1805, many an old inhabitant thought that they caught a glimpse of his malicious face as he darted through the burning buildings giving a warning that all would soon be lost.



Fire fighting has come a long way since Detroit burned on June 11, 1805. More than two centuries have past, and a multitude of men and women in various Detroit and regional volunteer and professional firefighting organizations have answered the call when disaster struck. We would like to acknowledge those who protect our lives and property and made it possible for the City of Detroit to grow.

Thanks also to the Office of the Mayor of Detroit, the Detroit City Council, The Detroit Fire Department, The Detroit Historical Museums, The Detroit Historical Society, The Detroit Firemen's Fund Association, Box 42, The Detroit Fire Fighters Association, The Cobo Convention Center, and The Hotel Pontchartrain. This brochure was created with their assistance and dedicated to the past, present, and future history of the City of Detroit, and to honor those who have worked so hard under strenuous circumstances to provide for our public safety.

Cover: detail from Robert Thom painting, Courtesy of SBC.



The Great Fire of 1805

GREAT LAKES & SEAWAY NEWS



Editor: Greg Rudnick
mgrudnick@cox.net

JANUARY, 2005

Jan. 4 ... RICHARD REISS departed Sturgeon Bay for Stoneport for Cleveland.

... CANADIAN PROVIDER hit Redpath Sugar dock in Toronto while attempting to tie up at that dock for the winter.

Jan. 6 ... A spokesman for the National Oceanic and Atmospheric Administration states the Welland Canal should be closed to block exotic marine invaders from entering the Great Lakes.

... St. Lawrence Seaway Management Corp. reported overall volume of traffic increased over last year by 5.5% in the Montreal Section, 30.49% in the Lake Ontario Section, and 6.5% in the Welland Canal Section (33.99 million tonnes).

... RICHARD REISS loaded salt in Cleveland after unloading her stone cargo. She is sporting full Lower Lakes Towing livery.



RICHARD REISS repainted in Lower Lakes Towing Company.

• GREAT LAKES & SEAWAY NEWS

Jan. 7 ... CANADIAN TRADER – ex PETER MISENER '94, OTTERCLIFFE HALL '88, ROYALTON '85, OTTERCLIFFE HALL '83– arrived at Alang for scrapping.

Jan. 9 ... Rochester, NY City Council voted to set up a non-profit corporation to buy the SPIRIT OF ONTARIO, the idle cross-lake ferry. The ferry company, Canadian American Transportation Systems, failed after three months of operation.

Jan. 11 ... CANADIAN VENTURE – ex DAVID K. GARDINER '94, LAWRENCECLIFFE HALL – arrived at Alang for scrapping.

Jan. 13 ... GENESIS EXPLORER, ex ALGOSAR, IMPERIAL ST. CLAIR '97, is now registered in the Comoros Islands. She sailed from Halifax today for Quebec City.

... Cleveland-Cliffs Inc has agreed to buy Portman, LTD., an Australian iron company, for \$65 million. CCI hopes to increase pellet sales to the Far East markets.

Jan. 14 ... INDIANA HARBOR arrived at Bay Shipbuilding in Sturgeon Bay, WI for her five-year survey, and was placed in drydock.

Jan. 15 ... MISSISSAGI is the last upbound vessel through the Soo Locks, bound for Marquette.

Jan. 17 ... Algoma Tankers has purchased the 1999 double-hulled tanker AGGERSBORG, operated by Donnebrog Rederi, AS, of Copenhagen, Denmark, from owner Borg Tankers II, Ltd. of Bermuda. The purchase price is reported to be c \$42 million.

... Also announced is the reflagging Canadian of the last member of the Cleveland Tankers fleet, the GEMINI. The vessel is under long-term charter to Algoma, which has an option to buy the vessel.

Jan. 20 ... The Barge EMC423 suffered an explosion on the Chicago Sanitary and Ship Canal. The barge was loading at the Exxon Mobil plant in Joliet, IL, and was to unload at the Ameropan Oil Corp. plant in Cicero, IL. One crew member died in the explosion. The barge is owned by Egan Marine.

Jan. 25 ... Great Lakes waters are 16 inches higher than last winter.

Jan. 26 ... U. S. Steel recorded record earnings for 2004 (\$462 million). The company lost \$463 million in 2003.

... U.S. Coast Guard opened the area around the sunken barge EMC423 in the Chicago Sanitary and Ship Canal to commercial traffic.

Jan. 28 ... The PAUL R. TREGURTHA arrived at the Carbide Dock at the Soo at 6:35 p.m. to unload 43,000 tons of coal to be trans-shipped to Algoma Steel. The TREGURTHA was assisted by the MACKINAW, the BISCAYNE BAY, and the KATMAI BAY.

FEBRUARY, 2005

Feb. 1 ... PAUL R. TREGURTHA arrived at Bay Shipbuilding in Sturgeon Bay for winter lay-up.

GREAT LAKES & SEAWAY NEWS •



Photo by Greg Rudnick

CATALYST (ex-ALGOCATALYST) has been sold for scrap.

Feb. 3 ... Oglebay Norton has emerged from bankruptcy under the Plan of Reorganization. The claims of trade creditors and other general unsecured creditors will be paid in full, except for holders of the senior subordinated notes and holders of claims concerning the sale of the MLO business to Oglebay Norton in 2000.

Feb. 5 ... A Federal Judge announced a major settlement that ends the ability of Canadian/ American Transportation Systems to sue the City of Rochester and clears the way for the City to purchase the ferry, SPIRIT OF ONTARIO.

Feb. 8 ... N. M. Paterson has closed its Thunder Bay operations. The company is now called Paterson Global Food, Ltd. and is located in Winnipeg.

... CATALYST (ex ALGOCATALYST '04, ENERCHEM CATALYST '99, DOAN TRANSPORT '86, JON RAMSOY '74) – left Sorel under power for scrapping overseas.



Photo by Greg Rudnick

ALGOSAR (2)

• GREAT LAKES & SEAWAY NEWS

Feb. 11 ... MICHALAKIS, the former Canada Steamship Lines saltwater bulker FERBEC, departed Montreal, bound for Alang, India for scrapping. Built as FUGARU MARU in 1965, it has sailed for CSL since 1977.

Feb. 23 ... The laid-up ALGONORTH, docked at the Redpath Sugar dock in Toronto, had a smoldering fire in the sugar cargo. Approximately 5 tons of cargo were lost.

Feb. 27 ... Algoma Tankers will rename the newly purchased AGGERSBORG the ALGOSEA (3).

... Their newly Canadian-flagged Tanker GEMINI will be renamed ALGOSAR (2)



Photo by Greg Rudnick

MARCH, 2005

Mar. 1 ... Eddie Goyette, Director of the Str. WILLIS. B. BOYER Museum in Toledo, passed away Feb. 27. Eddie is survived by his mother and brother.

... SPIRIT OF ONTARIO was sold to the City of Rochester, New York for \$32 million. The City is hoping to restart service by Memorial Day.

Mar. 3 ... McKEE SONS and Tug INVINCIBLE start shuttling ore to ISG from the old Marine Fueling Dock in Cleveland.

Mar. 4 ... Soo Locks tonnage rose to 81.8 million tons, an increase of 8.4%. Number of passages were down, with 4,189 cargo vessels transiting the Locks in 2004, compared to 4,205 in 2003.

GREAT LAKES & SEAWAY NEWS •

... AMERICAN REPUBLIC shifts to Cleveland Bulk Terminal to begin shuttling ore to the upriver ISG docks.

Mar. 5 ... ALPENA departs her lay-up dock in Cleveland en route to Alpena, escorted by the Canadian Coast Guard icebreaker, GRIFFON.

Mar. 11 ... JOSEPH H. FRANTZ won't sail for Kinsman this year.

... Bay Ferries of St. Johns, New Brunswick will operate the SPIRIT OF ONTARIO for the City of Rochester. They will receive \$1.3 million in management fees.

... When the reconstructed JEAN PARISIEN sails this spring, she will sport a new name – CSL ASSINIBOINE. The name honors the western grain-producing provinces.

Mar. 12 ... ALGOPORT departs Montreal for Port Cartier.

Mar. 15 ... RICHARD REISS was renamed MANISTEE by Lower Lakes Towing, Ltd.

Mar. 16 ... KINSMAN INDEPENDENT, sold to McKiel Workboats, Ltd., has a new Canadian official number – CANO827118. Built as the CHARLES L. HUTCHINSON in 1953, the ship is best known as sailing for Ford as ERNEST R. BREECH.

Mar. 17 ... STEPHEN B. ROMAN departs Toronto.



Ex-RICHARD REISS sporting her new name MANISTEE

• GREAT LAKES & SEAWAY NEWS



Photo by Greg Rudnick

Former grain carrier KINSMAN INDEPENDENT has been sold to McKiel Workboats, Ltd.

Mar. 19 ... ALGOSTEEL departs lay-up dock in Owen Sound.

Mar. 21 ... ALGOSTEEL opens the shipping season in Goderich.

Mar. 22 ... The former canaller, LOUIS J. GOULET, is reportedly adrift in the Bahamas. She was built as the CONISCLIFFE HALL in 1957 and later was converted to the drill rig TELESIS.

Mar. 23 ... MICHIPICOTEN opened Marquette, arriving at LS&I for a load of ore.

... COURTNEY BURTON enters drydock in Toledo. She has been laid up for two seasons.

... MTU Friedrichshafen GmbH is recommending new head gaskets on each of the SPIRIT OF ONTARIO's engines at a cost of \$1 million. The owner, the City of Rochester, is arguing over who should pay for the work.

... Welders caused an explosion on Upper Lake Shipping's CANADIAN PROSPECTOR at Thunder Bay, creating a fireball, but no injuries or damage.

... Welland Canal opens. The first vessel is PINEGLEN of CSL.

Mar. 24 ... MICHALAKIS, ex FERBEC, was beached at Alang.

GREAT LAKES & SEAWAY NEWS •



Photos by Greg Rudnick

... RALPH TUCKER, ex CAPT. RALPH TUCKER '01, ALGOSCOTIA '01, IMPERIALACADIA '97, arrived at Chitagong on October 26. The HALIFAX, ex ALGOFAX '04, IMPERIAL BEDFORD, was run aground at Alang on October 11.

... Holly Marine's Tug MARGARET ANN sank in Lake Michigan off Hammond, Indiana. The Tug was built for The Great Lakes Dredge & Dock Co. as JOHN A. McGUIRE, and later was known as WILLIAM HOEY.

Mar. 25 ... The first upbound vessel at the St. Lambert Lock was CANADIAN ENTERPRISE.

APRIL, 2005

Apr. 2 ... The new USCG MACKINAW was launched at Marinette Marine at Marinette, WI. She is to replace the present MACKINAW.

Apr. 6 ... The General Services Administration has offered seven Great Lakes lighthouses to local governments, non-profit corporations, and community organizations for varied uses. The lighthouses offered are: Toledo Light, Fairport, Ohio West Pierhead Light, Menominee, Michigan North Pierhead Light, Ludington, Michigan North Light, Holland, Michigan South Pierhead Light, Charlevoix, Michigan South Pierhead Light and Chicago, IL Harbor Light.

... FEDERAL MACKINAC is upbound in the Welland Canal on her maiden voyage.

Apr. 8 ... MISSISSAGI finished transporting the coal left on the Carbide Dock at the Soo by the PAUL R.TREGURTHA. The MISSISSAGI made three trips to Algoma Steel at Sault Ste. Marie, Ontario. Some coal was moved by trucks over the winter.

Apr. 9 ... COURTNEY BURTON is fitting out in Toledo.

... Restoration and foundation contractors are surveying the South Channel lights in Lake St. Clair. The State of Michigan and Save Our South Channel Lights are funding the work. About half of the estimated \$1,200,000 has been raised.

Apr. 10 ... KINSMAN INDEPENDENT caught fire at McKiel's Dock in Hamilton, Ontario. The cause of the fire is under investigation.

Apr. 12 ... McKiel Marine has renamed the barge, LAMBERT'S SPIRIT to ALOUETTE SPIRIT.

Apr. 14 ... Mittal Steel has acquired International Steel Group. ISG was formed in 2002 from remains of the bankrupt LTV Steel. ISG also acquired other failing steel companies, including Bethlehem Steel Co. Bethlehem operates the 1,000-footers BURNS HARBOR and STEWART J. CORT.

... MAUMEE departs Sarnia for Bay Shipbuilding and a major reconstruction. She arrived at BayShip in Sturgeon Bay, WI on April 16.

Apr. 21 ... Bay Shipbuilding Co. has been awarded a contract to build a cement barge for American Transport Leasing. The barge (460' x 70') will be used on the Great Lakes and will be similar in appearance to INTEGRITY.

Apr. 26 ... Barge CEMEX CONQUEST has been renamed CONQUEST.

Apr. 29 ... The JOSEPH H. FRANTZ, recently sold for scrap, arrived at Port Colborne, Ontario in tow of tugs ECOSSE and SEAHOUND. The vessel was chartered to Kinsman and her retirement marks an end to the historic Steinbrenner-owned fleet.



JOSEPH H. FRANTZ, in Kinsman colors, has been sold for scrap.

GREAT LAKES & SEAWAY NEWS •



Photo by Rod Burdick

The starboard bridge wing of the CEDARGLEN was modified to fit under loading chutes.

MAY, 2005

May 8 ... Cleveland-Cliffs plans an 800,000 tons-per-year increase in production at its Northshore Mining Co. in Silver Bay, MN.

May 9 ... McKiel tank barge SALTY DOG I arrives at Port Colborne for scrap under tow of tugs LAC COMO and JERRY NEWBERRY.

May 11 ... Miller Boat Line, operating from the mainland to two of the Lake Erie Islands, South Bass and Middle Bass, is celebrating 100 years of service. What began as a fishing charter boat and ice harvesting business is now a prosperous ferry line, hauling passengers and freight.

... The Mackinac Island Ferry WYANDOT, owned by Shepler's, ran into heavy seas on her run to the Island, resulting in four injuries. WYANDOT encountered waves 3 to 5 feet with 47 mph winds.

May 16 ... CEDARGLEN loaded at LS&I, Marquette for the first time. Her starboard bridge wing was modified so she could fit under the loading chutes.

... The MARQUETTE II, a new Hydroplane Ferry, arrived at Mackinac. She is 80 ft. long, 24 ft. wide and draws 6'6". She was built by Gulcraft in Louisiana for the Star Line Ferry Co. She replaces the older MARQUETTE of 1979.

May 18 ... SPIRIT OF ONTARIO slid off the blocks in the Port Weller Drydock at St. Catherines, Ontario. The boat will be inspected for damage.

• **GREAT LAKES & SEAWAY NEWS**

May 20 ... The CANADIAN PROVIDER was towed from Toronto to Hamilton for fit-out. The hole in her bow from her collision with the Redpath dock has been repaired.

May 21 ... CANADIAN MINER loaded ore at LS&I in Marquette for the first time. Her destination is Hamilton, Ontario.

May 23 ... LE LEVANT and ORION, two French cruise ships that had been entering the Great Lakes for the past few years, announced that they will not visit in 2005.

May 24 ... Shipments of dry bulk cargo on the Lakes in American vessels totaled 10.4 million tons in April - a small increase over 2004.

... Low-sulfur Western coal traffic for April was 1.7 million tons, 43% more than last year. Eastern coal tonnage for April stood at 1 million tons, 26% more than 2004.

May 25 ... ROGER BLOUGH entered Fraser Shipyards to repair a leaking stern seal.

RENAMES:

... FINNSNES, (Ex FAIRNES '92, FINNSNES '88) renamed MARIMAR.

... ATLANTIC PROGRESS renamed BBC RUSSIA.

... Tug SALVAGER, (Ex M. MORAN '00, PORT ARTHUR '72, M> MORAN '70) renamed WILF SEYMOUR.

... Passenger ship VIKING BORDEAUX '98 (Ex STELLA MARIS II '65, BREMERHAVEN '60) renamed BORDEAUX

CASUALTIES:

... ONEIDA, (Ex CASHIN '04, MILLENIUM HAWK '02, LT ARGOS '98) - Explosion in the exhaust gas boiler 7/23/04 caused extensive damage to the engine room, cabins, and pilothouse. No casualties.

SCRAPPED:

... LAL, (Ex SHULELAL '04, CHIPPEWA '95, SUNCOR CHIPPEWA '83) - sold to Indian scrappers and beached at Alang 8/24/04.

... WELCOME, (Ex RENATE SCHULTE), sold to unspecified brokers October, 2004.

BACK COVER: Launch of the USCGC MACKINAW (WLBB-30), April 2, 2005.
Series of launch photos by Gred Rudnick.

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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