

Telescope

FALL, 2007
Volume LV; Number 3

S. S. Aquarama



DETROITHISTORICAL
SOCIETY
est. 1921



D O S S I N
G R E A T L A K E S
M U S E U M

DETROIT HISTORICAL SOCIETY / MARITIME AUXILIARY GROUP

MISSION: To educate and inspire our community and visitors by preserving and portraying our region's shared history through dynamic exhibits and experiences.

VISION: To create a shared sense of community and pride by celebrating the history and the unique culture of our region.

SAVE THE DATES:

Friday, April 18, 2008:

Dossin Great Lakes Museum Annual Gala
"Treasure Island"

6 - 11 p.m.

Call (313) 833-7935 for ticket information and reservations.

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OUR COVER PICTURE . . . The S. S. AQUARAMA - This multi-million dollar luxury liner maintained a daily round trip sailing schedule between Detroit, Michigan and Cleveland, Ohio during the summer months. It carried both passengers and automobiles, had four restaurants, three dance decks, colorful cocktail lounges and soda bars. The Detroit terminal was at the foot of W. Grand Boulevard.

Photo by Lucy Gridley. Reproduced from postcard published by Colourpicture Publishers, Inc. and distributed by Hiawatha Card of Detroit.

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New exhibit at the Dossin Great Lakes Museum

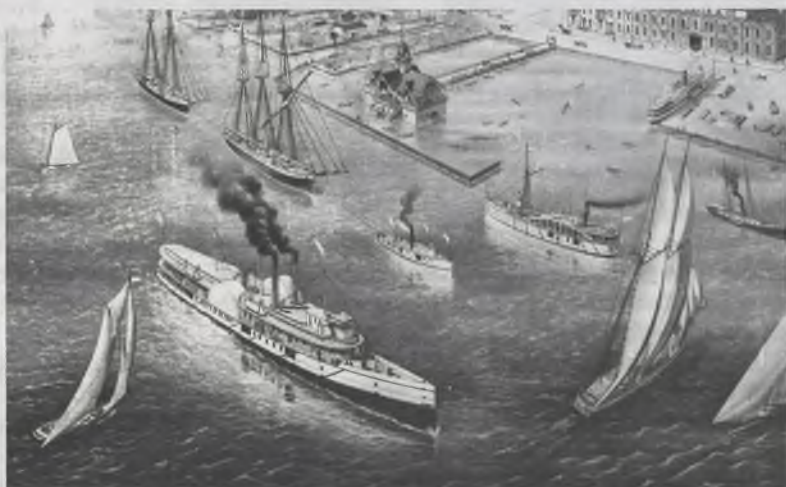
“The Clubs: A Shoreside Tradition” opened in the Aaron DeRoy Auditorium at the Dossin Great Lakes Museum on September 29, and will run through May, 2008.

In the Detroit area, from Port Huron to Toledo to the Thames River, over sixty clubs cater to mariners of all stripes, in powerboats, sailboats, rowing shells, and kayaks. This exhibit features a broad cross-section of them, together representing a significant part of Detroit’s maritime heritage.

Each of these nautical communities has developed individual traditions, some of which rank among the oldest, longest, or most distinctive in the country. Races and regattas draw competitors from across the continent. Annual events such as a Commodores Ball, Venetian Night, or Blessing of the Fleet bring members together, serving to develop each club’s personality and history.

While sharing a maritime mission, each organization is different. Some have constructed elegant clubhouses and elaborate amenities. Others offer spartan facilities. Some embrace a single sport. Others include all aspects of boating. Some are places to “see-and-be-seen.” Others are places to just relax and have fun.

Detroit has been a center for recreational yachting and rowing as long as anyplace else in the country. The Detroit Boat Club was founded in February of 1839, and is the oldest yacht club in the country, pre-dating the New York Yacht Club by five years.



Detroit Boat Club Environs - c1880

It also enjoys the distinction of being the oldest rowing club in continuous existence in the world.

Originally the DBC had a small boat house located near downtown. The first organized competition took place in 1842 with rowers pulling from Hog Island (Belle Isle) back to town. The clubhouse on Belle Isle is the fifth one built for the organization, and is now owned by the City of Detroit. The Friends of Detroit Rowing still use the facility and carry the club’s burgee to competitions around the country.

Other rowing crews dating to the years following the American Civil War include the Toledo Yacht Club (1865), and the Wyandotte Boat Club (1875). Also organized at this time was the Detroit Yacht Club (1868), formed by sailors, and the Old Club on the St. Clair Flats (1872), which drew sportsmen to the area’s excellent fishing and duck hunting.



Detroit Yacht Club Exterior - c1900



Old Club Clubhouse - 1911

in the world. The Thirties also saw the formation of the Crescent Sail Yacht Club (1933), the Grosse Ile Yacht Club (1935), and the Windsor Yacht Club (1937). Other clubs that boast over fifty years are the North Star Sail Club (1946), the Ford Yacht Club (1947), the Grosse Pointe Sail Club (1948), and the Great Lakes Yacht Club (1952).

Through the years numerous other organizations developed up and down the shoreline. The newest one featured in the exhibit is the Grayhaven Sail Club of Detroit which was organized in 1992. This club reaches out to youngsters through the "Challenge the Wind" sail training program. Organizers see it as a great alternative to traditional sports, and provide scholarships to those who can't afford it.

Besides the yacht clubs, there are organizations that manage inter-club racing and educational programs in the Detroit area. Oldest among these is the Inter-Lake Yachting Association, which serves boating interests on Lake Erie, the Detroit River, and adjoining waterways. Founded in 1885, it serves as a clearing house for yachting information, as an arbiter for local racing, and a member forum for area yacht clubs. The I-LYA also promotes water safety and education, through its members, boat shows, museums, and a scholarship program.

Also in the Toledo area, the Associated Yacht Clubs was formed in 1925 when a consortium of 5 yacht clubs decided to pool efforts for better boating interaction. AYC is very active in the western basin of Lake Erie, and promotes interaction among its 32 member clubs.

The DRYA serves boaters on Lake St. Clair and the northern part of the Detroit River. Organized in 1912 as the Detroit River Yachting Association, leading sailors of the period created this group to standardize the rules, regulations, and schedules for all yacht racing in this area. In 1991 the DRYA merged with the Offshore Racing Club of Detroit and brought the handicapping function and racing functions into one organization, renamed the Detroit Regional Yacht-racing Association. In the 95 year history of the DRYA, it has conducted over 30,000 races for its twenty eight member organizations, and has an enviable reputation for expertly conducting area, national, and international championships.



Edison Boat Club Lagoon - c1930

The early decades of the twentieth century saw a blossoming of sailing clubs. The Grosse Pointe Yacht Club (1914), the Edison Boat Club (1914), Bayview Yacht Club (1915), the Grosse Pointe Club (1923), and the St. Clair Yacht Club (1924) were all active in local racing prior to the Great Depression. Additionally, power boating was gaining an ardent following as refinements to engines and hulls resulted in faster and more reliable craft.

The first "inland" club was formed on Cass Lake in 1934 as the Pontiac Yacht Club, which now boasts the largest fleet of Lightning Class boats

Farther to the north is the Anchor Bay Yachting Association comprised of 28 member boat clubs. In addition to hosting social events and monthly meetings, it disseminates information regarding local issues, environmental projects through the Clinton River Watershed Council, as well as supporting historical efforts to Save the Lake St. Clair South Channel lights (S.O.S.).



Bayview Yacht Club - 1932

Two further associations included in the exhibit serve the needs of short-handed sailors. The Great Lakes Singlehanded Society is a very exclusive sailing club. Started in the Detroit area in 1978, it is dedicated to the promotion and development of shorthanded sailing on the Great Lakes, and membership is extended only to those skippers who successfully complete one of the society's long distance "Solo Challenge" races. The Doublehanded Sailing Association spun-off the GLSS in 1987, and sponsors three "international" races annually. These unique organizations co-host a Spring Safety Seminar and are constantly sharing tips about rigging, safety, and crew preparedness.



Gold Cup races from the Detroit Yacht Club docks.

With so many organizations working together, many traditions have become established. The Detroit Boat Club regatta, now sponsored in cooperation with the Grosse Pointe Club, was first staged in 1899, and is the oldest sailing race in Michigan. The Toledo Yacht Club's Mills Race around western Lake Erie reached its century mark in 2007. The Detroit Yacht Club has been the site of powerboat racing for many decades. The Gold Cup race was first run on the Detroit River in 1916. As motor sport's oldest active trophy, it will celebrate its 100th running in 2008. The first Bayview Mackinac Race took place in 1925, and endures as a summer classic.

From early April through the end of October, boats and boaters can be seen enjoying rivers and lakes throughout southeastern Michigan. When the water freezes, ice boats can be seen flying across bays and lakes. Through it all, the members of boat clubs and yacht clubs enjoy the camaraderie of fellow mariners, share stories and lies, discuss the weather and seamanship, and argue strategies. Over almost one hundred and seventy years, Detroit has proven that it has some of the best sailing and racing anywhere in the world. And some of the best sailors, too.

Come enjoy the great spectrum of clubs on exhibit at the Dossin Great Lakes Museum, now through the start of the next boating season.



North Shore Sail Club DN Iceboats

The Odd Duck: Farewell to the Aquarama

The passenger ship Aquarama departed Buffalo on July 15, 2007 for Aliaga, Turkey.

After World War II, passenger ship travel on the Great Lakes was declining, but a few ships managed to continue sailing until the 1960's. When the Aquarama was rechristened in 1956, her owners hoped that passenger travel on the Great Lakes would be reborn by sailing shorter distances on commuter routes. The Great Lakes Review recounted the Aquarama's conversion:

The sleek lines of the Great Lakes day liner Aquarama, which was on exhibition throughout the summer at Navy Pier in Chicago was a far cry from the ocean-going C-4 Marine Star from which her conversion was accomplished. Projecting the need for Great Lake passenger vessel facilities in the coming months, her owners, Sand Products Corp, of Detroit have backed their faith in future potential business with an estimated 8 million dollar investment involved in the conversion.

The ship is scheduled to start carrying passengers and automobiles between Detroit and Cleveland

next spring. Adequate docking facilities are currently under consideration and it is anticipated that the necessary details will be completed in time for the opening of the contemplated service this spring.

The liner is 520 feet long overall of 496 feet long between perpendiculars. She has a molded beam of 71 feet, 7 inches and displaces about 10,500 tons.

The ship will be able to carry 2500 passengers and take aboard about 165 cars. A crew of about 190 will operate her. Using oil for fuel, her geared turbines generate 9000 normal shaft horsepower, which permit her a cruising speed of more than 20 miles per hour.

The Aquarama is of particular interest to both the public and the marine profession as being the first new, large day passenger vessel on the Great Lakes in over thirty years. The ship includes many new features among which are: escalators for movement between decks, large areas of fluted stainless steel siding; large watertight shell side ports for automobile access; opened and closed entirely automatically by push-button and large, automatic fire closures in main fire screen bulkheads.



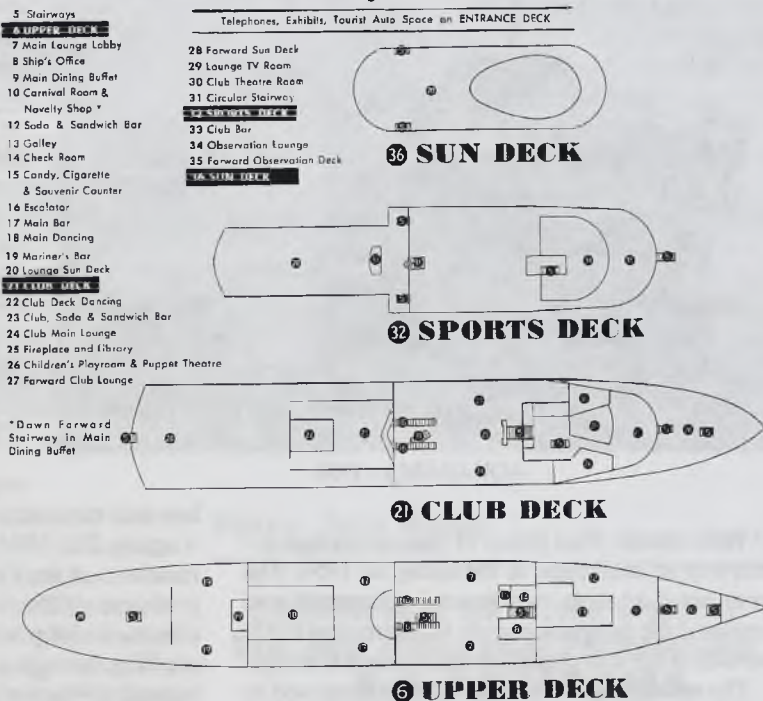
During the summer months, the ship will sail from Detroit in the morning, arrive at Cleveland in the early afternoon and return to Detroit in the evening, the entire round trip being made during daylight hours. Every convenience for the passengers has been provided including adequate eating facilities and refreshment centers. A children's playroom and theater has also been provided to entertain the small fry.

The Aquarama was originally the SS Marine Star, a C4-S-B5 type cargo ship built by the Sun Shipbuilding and Drydock Co. The conversion work, which was under the guidance of George Sharp, Inc. was divided into three phases.

The first part of the conversion was performed at Todd Shipyard Corp in Brooklyn, NY from the fall of 1952 to early summer of 1953. This was the part necessary to prepare the ship for towing to the Great Lakes and required the stripping of superstructure; the placing of the ship in good repair and installation of new structure and outfit. In order to provide for passage under the bridge in the Mississippi River and the Illinois Waterway, it was necessary that all structures and fittings projecting more than 55 feet above the baseline be removed. Gear and fittings to be reused were stowed below decks.

Crew quarters were modified. Work on the shell consisted of cutting and reinforcing all required openings for fuel oil and fresh water filling, ventilation and louvers. Probably the most interesting item from an engineering viewpoint, was the installation of three large watertight side ports in the shell for automobile access. These ports are vertical sliding, two of them being designed to slide down through slots in the deck when opening and one designed to slide up. The entire operation of the door for both opening and closing is automatic, including dogging, seating against gasket and sliding of the door. The doors are about 17 feet 6

So Many Things to SEE...to ENJOY! You'll Find Adventure and Excitement on Every Deck!



inches wide by 8 feet high and are believed to be the largest automatic watertight doors ever built.

After completion of the work at Todd Shipyards, Brooklyn, the ship was towed in the early summer of 1953 to Todd Shipyard, New Orleans, where the vessel was drydocked in order to trim the ship on an even keel at the minimum draft for the trip up the river by securing pontoons to the stern of the vessel. This was the beginning of the second part of the liner's conversion which was to bring her up the Mississippi River into Lake Michigan.

The pontoons were two steel barge-like structures, one on each side of the stern, measuring about 123 feet long by 70 feet wide when in place and furnishing about 900 tons buoyancy. The rudder and propeller were left in place. The pontooned ship drawing 9 feet of water was taken up the river bow first by a large pushed type towboat engaging the stern. From Lockport, IL to the lakefront at Chicago, the towing was performed by two river type tugs. From Chicago, two Great Lakes Towing tugs towed the vessel to her slip in Muskegon, MI.

Photo by W. A. Hoey



AQUARAMA - 1956

Work on the final phase of the conversion got underway at Muskegon in the spring of 1954. The owner acted as their own general contractors and completed the assignment early this summer (1955) after which she was placed on exhibition at Chicago.

The entire ship is constructed and furnished to the highest U.S. Coast Guard category of incombustibility. This category requires not only that all bulkheads, linings and insulation are of incombustible materials, but that all veneers and decorative trim be incombustible and that all furnishings be fire-resistant. Furniture is metal framed and all fabrics are fire resistant. Such restrictions tax the ingenuity of a designer, but the Aquarama demonstrates that they need not detract from beauty and comfort.

Little change has been made to the main propelling machinery and ship's service generating equipment. It was necessary to strip the ship in way of the engine room to the forward poop deck level, which required removal of the stack and equipment in the upper portion of the engine room. This required relocation of the deaerating feed heater to a new space below this deck level and just aft of the main boilers. A new stack of small diameter was provided and also serves as the after mast. This small diameter stack was selected for appearance and to obtain high stack gas velocity and thus eliminate the smoke nuisance. The streamlined dummy funnel in addition to adding sleekness to the ship also contains the pilothouse."

During the summer of 1955, the Aquarama visited various Great Lakes ports, offering day and evening cruises. When dock facilities were completed in Detroit and Cleveland, the Aquarama began her regular passenger trips, which would become part of Great Lakes lore. Anyone living along the waterfront can remember the Aquarama passing by, upbound in the St. Clair River enroute to the fuel docks in Sarnia and the excited swimmers waiting for the huge bow waves to reach them. Those fishing in the rivers and owners of small boats complained of the Aquarama's wake damage.

Her 9900 horsepower turbine engine provided enough power, but her tall superstructure presented problems. On August 22, 1956, the marine reporter Curtis Haseltine of the Detroit Free Press reported such a problem. "The luxury cruise boat Aquarama climaxed a long series of difficulties Wednesday by crashing through a steel-faced, reinforced-concrete seawall at Windsor's new Civic Center development. Dragging both anchors through a tangle of cables



Dossin Museum Collection

Photo by Albert W. Bradley



AQUARAMA - August 12, 1959

and with her propellers turning full speed astern, the converted ocean freighter plowed through the wall, tore out a 25-foot section, knocked down an ornamental iron rail and imbedded her nose in rubble fill back of the seawall. . . The mishap occurred at the start of the morning cruise. The vessel had left its ramp in front of the Veterans Memorial at 10 a.m. and attempted to turn in the Detroit River and head down to Lake Erie. A 13-mile an hour west wind prevents the turn, however, and at 10:45 a.m. the Aquarama headed straight for the Canadian shore. About 30 yards offshore both anchors were dropped and the engines thrown full astern. But momentum sent the 520-foot vessel crashing through the seawall. Capt. Leng then abandoned plans to go to Lake Erie and the Aquarama headed up to Lake St. Clair for the cruise. . . Marine experts declare the new superstructure on the converted C-4 freighter acts like a huge sail. As it is concentrated forward, the vessel cannot be turned against the wind, they contend. Cleveland newspapers reported the Aquarama was unable to leave the harbor there one day because of an unfavorable wind."

The Aquarama operated until 1962 when the owners announced that the Aquarama would operate on Lake Michigan, replacing the retiring Milwaukee Clipper on the Milwaukee to Muskegon route. The Aquarama arrived in Muskegon and her new route never materialized as the city of Milwaukee was reluctant to spend an estimated \$700,000 to dredge the harbor to

accommodate the vessel.

In the 1980's the Aquarama was towed to Sarnia, Ontario and opened for public tours. Visitors spoke of "time capsule" atmosphere of the vessel as her interior dated back to the 1950's. Several years later the vessel was towed to Windsor, Ontario with the hope that she have a new home at Port Stanley, Ontario. The plans fell through and the Aquarama remained in Windsor. By the end of the decade she was towed to Buffalo, N.Y. where she remained until this year.

Chicago Daily Tribune
Friday, July 8, 1955

H* Part 1—Page 15

COMING JULY 15 . . . the Gigantic, New, Eight Million Dollar Passenger Ship S.S. AQUARAMA



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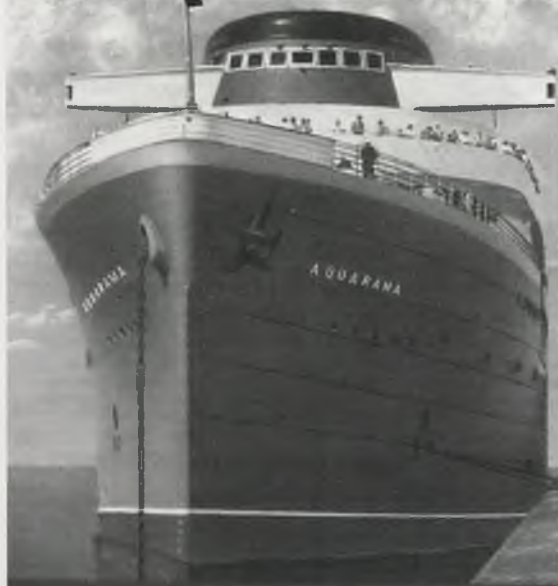
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**NEW AUTO SHORT-CUT
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saves 180 driving miles

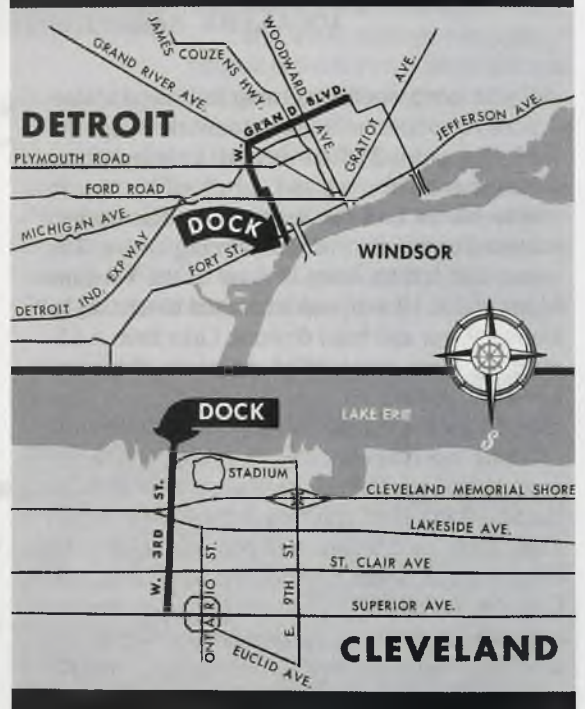
S.S. AQUARAMA



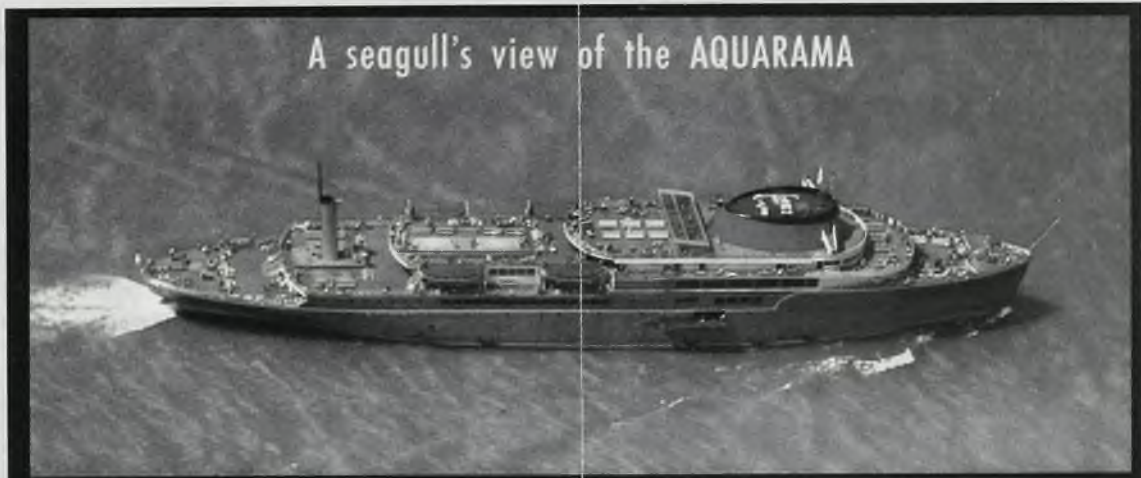
**LARGEST, FASTEST, NEWEST
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AQUARAMA FACTS: 520 ft. (about a city block) long. 71 ft. 6 in. beam (width), 9 decks high. (A complete tour of all 9 decks would cover 2 miles.) Displaces 10,600 tons (about the same as a Navy cruiser). 10,000 available horsepower—oil-fired, turbine-propelled, single-screw. Cruising speed 22 mph. All-steel construction, fire-resistant furnishings. Radar, gyro pilot, radio-direction-finder, ship-to-shore phone, closed circuit television. Accommodations for 2,500 passengers. Two decks for automobile transport.

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A seagull's view of the AQUARAMA

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Elegantly
TRAVEL
Aquarama



MICHIGAN-OHIO NAVIGATION COMPANY

THE *Aquarama* LINE

Offices and Docks

DETROIT

1841 First National Building,
Detroit 26, Michigan,
W0dward 2-6911.
Dock: Foot of W. Grand Blvd.
Adjacent to Ambassador Bridge

CLEVELAND

610 Perry Payne Building,
Cleveland 13, Ohio,
SUperior 1-1555.
Dock: Foot of W. Third St.
Opposite Municipal Stadium

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July 1 — September 5

Sun., Mon., Tues., Wed.

Lv. CLEVELAND	9:30 AM EDST
Ar. Detroit	2:50 PM EST
Lv. Detroit	3:20 PM EST
Ar. CLEVELAND	10:30 PM EDST

Thurs., Fri., Sat.

Lv. DETROIT	9:30 AM EST
Ar. Cleveland	4:40 PM EDST
Lv. Cleveland	5:10 PM EDST
Ar. DETROIT	10:30 PM EST

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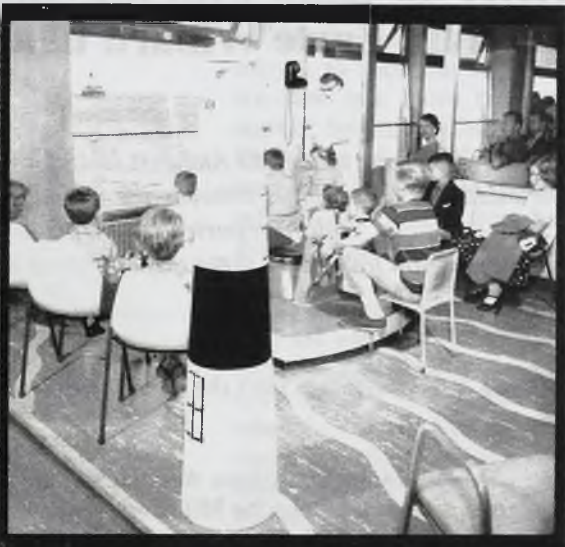
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"so many nice places to sit or relax"



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Ferry Skipper Sails into Sunset After 42 years with the Amherst Island Ferry Captain Earle Willard hangs up his hat

The crew of the MS Amherst Islander spent their second night on board, stuck in the middle of the channel between the island and the mainland

Captain Willard reported the ship still had enough fuel on board to keep the crew quarters warm for two or three days.

Kingston Whig-Standard February 6, 1964

"Being a ferry captain isn't the easiest job in the world, you know..."

*Captain Joe Sisty
MS Wolfe Islander, 1950*

The afternoon sun filters through the tall evergreen trees lined along the Millhaven shore at the outer edge of Bath Road. The west bound commuter traffic out of Kingston, Ontario has all but stopped on the Loyalist Parkway for another summer day.

High up on the bridge of the Amherst Island ferry FRONTENAC II, Senior Captain Earle Willard adjusts his cap to shield his eyes as he prepares to depart the mainland dock. Stepping between the control consoles, he swings the forward steering column out and watches the dial as the indicator shows the huge propeller unit coming around. Gently, the big ferry swings away from the dock, with seven cars, several passengers and five crew members all bound for nearby Amherst Island, directly across the channel. Amherst Island is located at the north eastern end of Lake Ontario.

Earle is the last of us ferry skippers to wear the traditional navy blue officer's cap with the shiny black peak complete with the Canadian Merchant Marine badge. But he wears it well; it fits the character of a guy who has spent the better part of his life as a ferry captain. An individual who, by the nature of his work, ensures his neighbours get to mainland jobs, their kids get to school, sick and injured get to hospital and everyone gets across the sometimes tumultuous channel safely. No matter what the weather.

Now, after 42 seasons of calm summer nights, late fall gales with heaving seas and spray followed



Senior Captain Earle Willard, shown aboard the AMHERST ISLAND ferry, will hang up his captain's hat after more than four decades at the helm.



*1st Amherst Islander arrived from Midland, Ontario July 6, 1929
Where it was built*

close by sometimes harsh winters and moving ice, Captain Earle Willard is finally ready to hang up his cap. "Yeah, I guess it's time," he said, pausing for a minute to look out the side window one more time at another beautiful sunset from the bridge of his ship. Crew member Dianne Marshall relieves the captain from his steering duties.

"I didn't start with the ferry until the winter of 1965," said Earle, taking a chair by the edge of the window. "I wasn't aboard when the Amherst Islander was stuck that time in '64. The captain back then was the late Captain Eldon Willard, a distant cousin. Even so, the winters

continued to be harsh on both crew and vessel and Earle had his turn the following winter. "We were about 700 feet off the dock in Millhaven when we lost the shaft on the ferry, due to ice," he remembers. "We got a 700 foot length of line, I know, I walked it back from the dock to the boat. We tied it to the boat, took a turn around a tree on shore and hooked on to the end of a snow plow. We got her in, eventually."

Joining the ferry service was really just a walk down the road. "Well, I needed a job," Willard said, with a laugh. "So, I signed on as a deckhand, under Captain Norman Brooks. He was a nice guy, with a wooden leg." Later in the season, young Willard would learn just what it was like to be a sailor.

"We had just cleared Fish Point on Amherst Island," he remembered. "The wind was blowing hard, oh, gale force, I guess, from the northeast. Well, the AMHERST ISLANDER got in the trough of the waves and she laid over so far, her lifeboats touched the water, if you can believe it. Everything flew everywhere! I almost fell out the wheelhouse door and Captain Brooks had to hang on to both the spinning steering wheel and the Chadburn to stay upright. But you know, I knew then she would never upset."

2nd Amherst Islander. Dec 1947



Dock under water



The 34 car ferry FRONTENAC II is the Amherst Island ferry today. Captain Willard has most of his memories with the former boat AMHERST ISLANDER (3) with her gleaming black hull and white superstructure. This sturdy 18 car vessel, built at the Kingston Shipyard in 1955 replaced the former World War II Tank Landing Craft AMHERST ISLANDER (2) which had been in service since December, 1947. She, in turn, replaced the worn, wooden hulled smaller ferry of the same name which came from Midland, Ontario in 1929.

3rd Amherst Islander



Appointed to captain in October, 1968, Earle never took the daily routine of his job for granted, then or now. "If you let your guard down, even once," he pointed out, "the ol' boat would catch you, every time. Your perfect set-up with the dock could change with a sudden gust of wind. One time, on the AMHERST ISLANDER, setting out from the island, the wind was blowing south west somewhere around 60-70 knots. We were almost sideways, going across. She'd ride right up on one wave, lean over hard, then almost disappear in the trough. She didn't have quite enough power. It was a struggle holding her up, into the sea." The long hours for the ferry crews were different then, too.

"There were just two crews back when I started," Earle said. "You worked seven days in a row. On Sundays, you did a double shift then switched to night shift for six of them. You worked until Sunday morning, and then started the whole thing over again on Monday."

Approaching the dock at Stella, Captain Willard watches as Dianne brings the FRONTENAC II alongside, using time honoured 'marks' long established by the captains of yesterday. Down below on the car deck, the crew throw the mooring lines with practiced ease, the large 'eyes' connecting perfectly with the dock bollards.

"You know, I'll miss the crew," Earle says, watching the cars drive off. "They've been good to me, over the years."

"What are your plans, Earle?" I asked, somewhat anxiously, because, after all, just where do retired ferry skippers go, after you've rung 'finished with engines' for the final time.

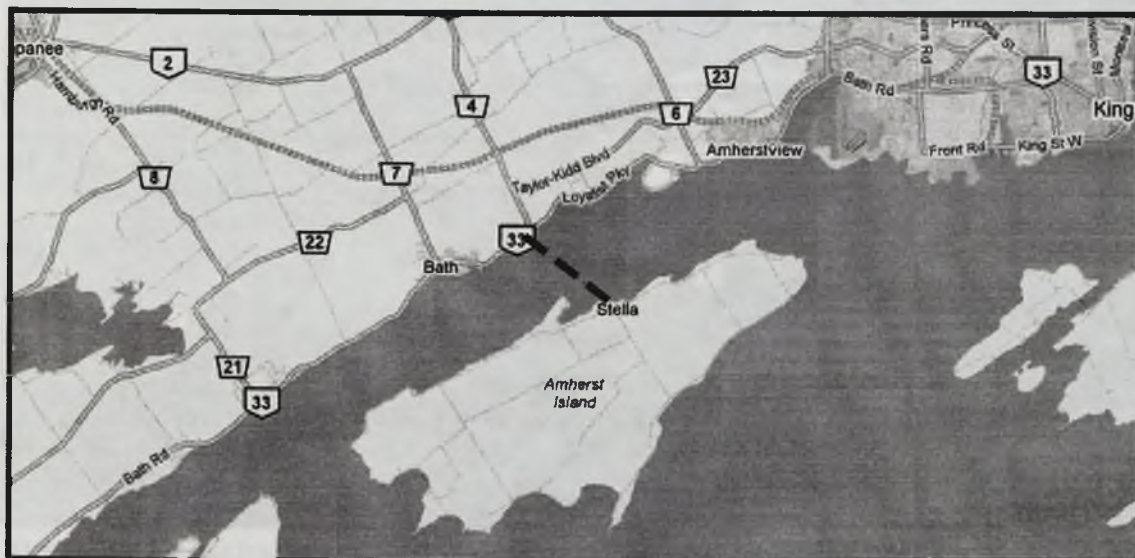
"My wife Donna has set that up," he says, laughing. "I've been told I've got to help out more in the kitchen."

Well, well. Maybe I better polish up on my culinary skills too, for that final day, sometime down the road.

Yeah.. .right!

One long and two short blasts, Earle. Have a Happy Retirement!

Brian Johnson, Captain
Wolfe Islander III
August 15, 2007



GREAT LAKES & SEAWAY NEWS



Editor: Greg Rudnick
mgrundnick@cox.net

Thanks for assistance in preparing this issue to:

Rod Burdick	Dan Kaminski	William Keller
Dick Lund	Alan Mann	Jim Sprunt
Lake Carriers Association		Scanner
Wheelhouse		

JUNE, 2007

June 7 ... The tug **SENECA** of 1939, formerly owned by Zenith Tug is due to be auctioned today. She washed ashore near Grand Marais, MI. during a storm in the fall of 2006.

June 8 ... Cleveland-Cliffs sold its 26.8% interest in Wabush Mines, Ltd. Consolidated Thompson Iron Mines, Ltd. would take Cliffs' interest and Stelco's 44.6% for \$64.3 million and a \$3 million share of Consolidated Thompson Iron Ore Mines.

June 14 ... **JAMES NORRIS** leaves Port Weller and returns to service.

June 16 ... Algoma has contracted to purchase a tanker under construction in Turkey.



ALGOWAY grounds at Algonac - 6/17/07

GREAT LAKES & SEAWAY NEWS •

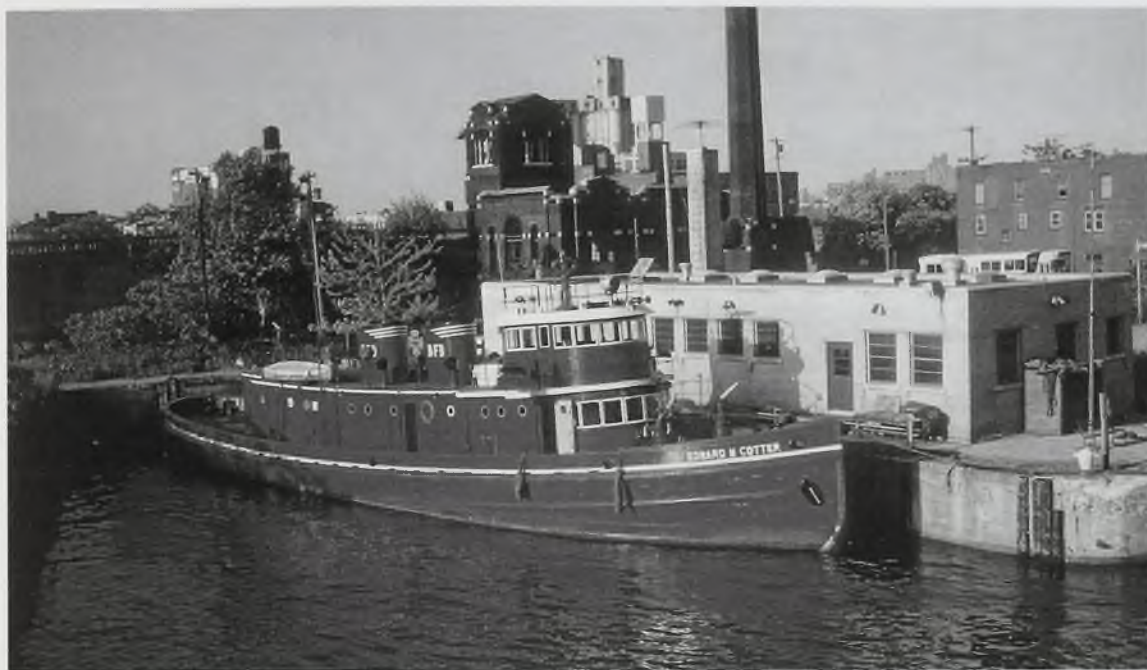


Photo by Greg Rudnick

Buffalo's fireboat, EDWARD M. COTTER, will be transferred from the Buffalo Fire Dept. to a foundation for preservation.

June 17 ... ALGOWAY runs aground off Algonac, and is released by Great Lakes Towing's SUPERIOR and VERMONT.

June 21 ... Algoma Steel stockholders approve takeover by Essar Global.

... Irish naval vessel L. E. EITHNE arrives in Toronto. She is the first Irish naval vessel to visit the Great Lakes.

June 22 ... Wooden passenger ship GENERAL ANTHONY WAYNE, sunk in 1850, is found off Vermilion, OH.

... Former Bob-Lo Boat, Ste. Claire, is towed to Detroit by Great Lakes Towing tug SUPERIOR.

June 23 ... In Duluth, the former Northern Pacific Dock No. 2 erupts into flames. The wooden fishing tug LAST CHANCE and numerous antique cruisers are destroyed.

June 29 ... Fireboat EDWARD M. COTTER arrived in Buffalo after extensive repairs in Detroit. The 107 year-old COTTER is scheduled to be turned over to The Cotter Foundation for preservation.

JULY, 2007

July 2 ... Recently re-powered LEE A. TREGURTHA underwent engine repairs after loading ore in Marquette.

July 6 ... Tug GREGORY J. BUSCH and Barge STC2004 docked in Marquette's upper harbor, and waited for weather. The barge loaded wind turbine parts in Duluth for Buffalo.

July 9 ... CUYAHOGA ran aground in Amherstburg Channel just below the Canadian Coast Guard Base after losing power. She was freed by GLT tugs SUPERIOR and WYOMING, and continued her trip.

• GREAT LAKES & SEAWAY NEWS



Photo by Jim Sprunt

AQUARAMA / MARINE STAR heads down the Welland on her way overseas.

July 11 ... Yacht JUSTINE C. BELL, a converted tug, washed ashore on Madeline Island, WI. Waves were breaking over the vessel. Ferry service to the island was halted due to high winds.

July 13 ... Professor Julius F. Wolff, 89, died in Duluth. He authored the definitive THE SHIPWRECKS OF LAKE SUPERIOR.

... Tugs RADIUM YELLOW KNIFE and COMMODORE STRAITS arrived in Buffalo to tow the AQUARAMA/MARINE STAR away.

July 15 ... AQUARAMA/MARINE STAR departed Buffalo at 0645.

... Barge ATLANTIC TRADER, towed by tug BRIDGET McALLISTER departed Marinette, WI with a load of six INLS (Improved Navy Lighterage System) craft on her deck.

... AQUARAMA/MARINE STAR tow departed Port Colborne. Tug M. R. KANE assisted Tugs RADIUM YELLOW KNIFE and COMMODORE STRAITS.

... EDWARD L. RYERSON was downbound in the Welland Canal on another Seaway trip.

July 17 ... AQUARAMA/MARINE STAR tow was in mid-Lake Ontario.

July 18 ... AQUARAMA/MARINE STAR tow entered the St. Lawrence River at 0620.

July 19 ... In June, Great Lakes coal shipments fell to the month's lowest in five years – 4,184,977 net tons. Two years ago, five million tons were moved in June. The lack of dredging and lower lake levels are blamed. For the year, the Lakes coal trade stood at 14.6 million tons, a decrease of 12% compared to 2006. Compared to the five-year average, shipments were down 5%, or 840,000 net tons.

GREAT LAKES & SEAWAY NEWS •

July 26 ... The government of Ontario has proposed a new regulation that would force closure of Ontario's four coal-fired power plants by the end of 2014. Two of those plants, Nanticoke and Lambton, are frequent destinations for both U.S. and Canadian vessels. One coal-fired power plant, Lakeview Generating Station near Toronto, has been demolished. It was visited daily by coal-carrying self-unloaders.

... Toronto Port Authority tug WILLIAM REST rescued a golden retriever, which was swimming across Toronto's Eastern Gap. The tug, pushing a barge, first avoided running over the dog, "Jewel," then managed to pull her aboard.

July 27 ... A crewman on the ALGOMARINE died near Valleyfield, Quebec when the unloading belt started while he was shoveling on it.

July 28 ... JOHN G. MUNSON made a rare visit to the Smurfit Stone Container Co. plant in Ontonagan, MI with coal. She was drawing only 18' of water forward.

July 31 ... Algoma Central Corp. is purchasing a second tanker from Medmarine Group. The vessel is currently being built at the Ereğli Shipyard in Turkey. The vessel will be delivered in April of 2008, at a cost of C \$42 million, which includes a 25% import duty.



Photo by Greg Rudnick

Tug WILLIAM REST rescues a golden retriever.



Photo by Jim Sprunt

Former Ferry NINDAWAYMA heads up the Welland on her way to new owners.

• GREAT LAKES & SEAWAY NEWS

AUGUST, 2007

Aug. 1 ... Great Lakes limestone shipments totaled 4.4 million net tons for July, a decrease of 2% from a year ago, and 4.5% below the month's five-year average.

... Groupe Ocean christened its new 5,000 hp twin-Z drive tug OCEAN RAYMOND LEMAY, named after a local Canadian maritime personality at ceremonies in Montreal. The tug was built by East Isle Shipyard on Prince Edward Island. The ship was christened by Mrs. Lemay, wife of the namesake.

August 4... Purvis Marine towed its newly-purchased, former ferry, NINDAWAYMA, up the Canal in care of their Tug AVENGER IV.

Aug. 5 ... A woman drowned at Beauharnois when she was sucked underwater by the propeller of the ALGONTARIO, while the vessel entered the lock.

Aug. 10 ... AQUARAMA/MARINE STAR departed Trois Rivieres.

Aug. 11 ... USCG HOLLYHOCK sailed to Baltimore for an oil leak repair at the propellor hub. It was estimated that the voyage would take ten weeks, and the repair to fix the leak, ten days.

Aug. 15 ... The fire suppression system on the JOE BLOCK partially discharged accidentally, as there was no fire. The BLOCK anchored near Gros Cap.

Aug. 17 ... CANADIAN MARINER departed Trois Rivieres, towed by tugs HELLAS and AVANTAGE, the latter being scheduled to leave the tow once it departed the river. Destination is Alang, India.



ALGONTARIO's propeller wash drowns swimmer.

GREAT LAKES & SEAWAY NEWS •



Photo by Greg Rudnick

CANADIAN MARINER departed under tow Trois Rivieres for scrapping overseas.

Aug. 18 ... Monthly traffic in the St. Lawrence Seaway has dropped for the year to date, including July. Total transits were 1,942, down from 2,257 in the first seven months of 2006. The decrease represents 315 vessel passages, or 14%. Total tonnage through the Seaway was 19,016,000 tons, a loss of 3,038,000 tons or 17%.

... **ST. MARY'S CHALLENGER** arrived in Alpena in a rare appearance to load.

Aug. 22 ... **INDIANA HARBOR** became stuck on a sandbar off Muskegon in Lake Michigan while headed for the B. C. Cobb Generating Station. She was able to back off the bar after moving her unloading boom back and forth.



Photo by Greg Rudnick

INDIANA HARBOR runs aground on a sandbar in Lake Michigan off Muskegon's harbor entry.

• GREAT LAKES & SEAWAY NEWS



Photo by Greg Rudnick

VOYAGEUR INDEPENDENT, one of the three vessels taken over by Lower Lakes Towing.

... Tug JENNIFER TURECAMO was downbound with the new tank barge CHARLESTON, recently completed in Sturgeon Bay. The barge is owned by Moran Towing and will operate on the East Coast.

Aug. 23 ... The M/V WOLVERINE left the north slip in Sarnia, headed for Algoma Steel Plant in Sault Ste. Marie. She is one of the three vessels involved in the recent labor trouble. The other two vessels are still in lay up.

Aug. 25 ... INDIANA HARBOR transferred coal onto AMERICAN VALOR so she could clear the bar, and unload her coal cargo.

Aug. 27 ... Greenpeace vessel ARCTIC SUNRISE was upbound in the Welland Canal.

Aug. 28 ... U. S. Steel Corp. is buying Stelco for \$1.1 billion.

... Rand Logistics, owner of Lower Lakes Towing, Ltd., has acquired two vessels of the Voyageur Marine fleet C\$25 million. The vessels acquired are VOYAGEUR INDEPENDENT and VOYAGEUR PIONEER. They have chartered the third vessel, the MARITIME TRADER, and obtained an option to purchase her for C\$5 million.

Aug. 29 ... Limestone shipments totaled 4.4 million net tons in July, a decrease of 7.7% over 2006, and 5.2% off the month's five-year average.

Aug. 30 ... Five Greenpeace activists boarded the ALGOMARINE as she was approaching Nanticoke with coal. They arrived in an inflatable from the Greenpeace vessel ARCTIC SUNRISE. The activists were removed by authorities. The ARCTIC SUNRISE attempted to block the entrance to the harbor.

GREAT LAKES & SEAWAY NEWS •

SALES AND RENAMINGS:

... The Tug LAC ERIE has been sold by McKiel Marine to Vic Powell of Dunville, Ontario.

... McKiel's tug, JERRY NEWBERRY has been sold to McNally Construction Co.

... The tug SUSAN HOEY has been renamed ANNA MARIE ALTMAN.

... The BELUGA FORTIFICATION has been purchased by Groupe Desgagnes, while still under construction in China. The vessel will be named ROSAIRE A. DESGAGNES.

... The dredge COLUMBUS is back on the lakes under the name COLUMBIA.

... CAMPAMA S. has been sold to Causley Contracting.

... Tug LAC MANITOBA has been sold to Nadro Marine

... McKiel has sold tug GLENEVIS (C.371772) and PAUL E. No. 1 (C.177427) off Lakes.

NEW VESSELS:

... Groupe Desgagnes has purchased the BELUGA FORTIFICATION, now building in Jiangzhou, China. She will be renamed ROSAIRE A. DESGAGNES.



Photo by Greg Rudnick

ALGOMARINE boarded by Greenpeace.

MEMBERSHIP - FYI

Many boat watchers along the lakes want to travel aboard a lake freighter. The only chance for the public to board a freighter is through non-profit boat raffles that occur every year. There are two such boat raffles for you to enter, but there are some restrictions. Guests must be 18 years or older, adhere to all company policies and procedures, be flexible for ports of departures/return and be able to climb stairs and ladders.

Trip for four adults aboard the str. **EDWARD L. RYERSON** during the 2008 season.

Drawing is February 2, 2008. Ticket donation is \$10.00.

For tickets or info, send a self-addressed, stamped envelope to:

ISMA Toledo #9 Boat Trip Raffle

P.O. Box 16720

Oregon, OH 43616

Trip for four adults aboard an **Interlake Steamship Company** vessel or **Canada Steamship Lines** vessel during the 2008 season. Other raffle prizes include day trips aboard smaller cruise/tour boats.

Drawing is March 1, 2008. Ticket donation is \$10.00

For tickets or info, send a self-addressed, stamped envelope to:

ISMA Port Huron #2 Boat Trip Raffle

P.O. Box 611634

Port Huron, MI 48061-1634



EDWARD L. RYERSON

BACK COVER: S.S. AQUARAMA - Detroit to Cleveland - is the largest, fastest liner on the Great Lakes. Facts: 520 ft. (about a city block) long, 71 ft. 6 in. beam (width), 9 decks high. Photo is reprint of postcard published by Ludington News Co., Detroit, Michigan



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