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DOSSIN
GREAT LAKES
MUSEUM

DETROIT HISTORICAL SOCIETY / MARITIME AUXILIARY GROUP

New to the Collection

The Detroit Historical Society would like to acknowledge the gracious donation of the late John Greenwood's collection of books and journals to the maritime library of the Dossin Great Lakes Museum and the City of Detroit, by his wife, Mrs. Jane O. Greenwood of Shaker Heights, Ohio. Mr. Greenwood was an Executive Vice President of Interlake Steamship Company, and owner and publisher of Freshwater Press in Cleveland. Among his publications were Greenwood's Guide to Great Lakes Shipping, the Namesakes series, and the Fleet Histories series. He was an ardent supporter of every major Great Lakes historical association, and elected "Great Lakes Historian of the Year" in 2003 by the Marine Historical Society of Detroit.

We also received several hundred Great Lakes charts dating from 1927 through 1975 from Mr. Tom Stanczyk, who was employed by the Army Corp of Engineers for many years. This material is in excellent condition, and offers many instances of individual chart development over a series of issuances.

Rev. Fredrick Gross donated numerous items related to the Georgian Bay Line. Rev. Gross was the last cruise director aboard the S.S. North American, and his collection included many artifacts, souvenirs, photos, and films that were new to the Dossin archives.

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OUR COVER PICTURE . . . PRESQUE ISLE, celebrating her 25th Anniversary, downbound St. Mary's River, Soo, Michigan in June, 2001. Photo by James R. Hoffman.

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Detroit Historical Society Scholar Series
Dossin Great Lakes Museum
Tuesday, March 4
6 to 8 p.m.

Presented as part the Society's regular Scholar Series, come meet Ted McClelland, noted author of *The Third Coast*, as he discusses his travels on a 10,000-mile tour around the Great Lakes.

The cost is FREE for members and \$10 for guests.

Advance RSVP is required. Please register by calling 313.833.7935, or by visiting www.detroithistorical.org/thingstodo

Mark Your Calendars

Dossin Great Lakes Museum Annual Gala
Dossin Great Lakes Museum
Friday, April 18
6 p.m. to 10 p.m.

Sponsored by the Detroit Wayne County Port Authority, the evening will feature a "Treasure Island" theme and will include a silent auction filled with maritime-related items. Guests will also have the chance to visit two exciting new exhibits!

Tickets for the fundraiser are Captain Level \$200, Buccaneer Level \$150 and Scalawags \$100. Proceeds benefitting the Dossin Museum.

Call 313.833.7935 for more information.

Coming soon... two exciting new exhibits, both opening on Saturday, April 12!

"Smugglers on the Straits"
Great Lakes Gallery

"Fun, Fast and Fancy: Great Lakes Yachts"
DeRoy Hall

Look for more on these in the next issue...

Presque Isle Celebrates Twenty-Five Years in Great Lakes Service

Tug-Barge Combination Began New Era In Great Lakes History

Twenty-five years ago, the idea of a tug-barge combination came at a time when newly built American vessels were measuring 1,000 feet in length. Litton Great Lakes Corp. announced the construction of the PRESQUE ISLE, a 1,000-foot integrated tug-barge combination that would be the first of its kind on the Great Lakes. The tug-barge would be constructed at three shipyards and the two units would have different US registration numbers. The pusher tug PRESQUE ISLE (US 553416) would be built in New Orleans; bow section at DeFoe Shipbuilding in Bay City, MI. and mid-body section PRESQUE ISLE (US 553417) built at Litton's shipyard in Erie, PA. The projected cost was \$35 million.

The tug was launched on December 12, 1972 at Halter Marine Services and after sea trials on October 22, 1973, departed for Erie, PA. She passed up the Welland Canal on November 16, 1973. The sixty-eight foot bow section was towed from DeFoe Shipyard in October, 1972 to join the midbody section at Erie.

The PRESQUE ISLE departed Erie on her maiden voyage on December 16, 1973, marking another note in Great Lakes history as the latest date

in a shipping season for a maiden voyage. She loaded 51,038 long tons of taconite pellets for delivery to US Steel in Gary, IN. The winter weather on the lakes provided an ice coating on her bow during her maiden voyage to Gary. She then traveled to Erie for winter lay-up. The following April, boat watchers on Lake Erie and Lake Huron got a rare glimpse of her as she traveled upbound to begin her normal shipping route on Lakes Michigan and Superior.

During her sailing career she has weathered the downturns in the shipping industry. Occasionally photographers would get a glimpse of the tug only when she was scheduled for her five-year inspection.

Dimensions:

Tug: 153'3" x 54' x 31'3"

Powered by two diesel engines providing speed of 14 knots.

Barge: 974'6" x 104'7" x 46'6"

Has added section in stern for tug to connect in notch.

Overall dimensions: 1,000' x 104'7" x 46'6"

Cargo capacity of 22,621 gross tons in five cargo holds.

Unloading boom: 250 feet capable of unloading 10,000 tons of iron ore per hour.



PRESQUE ISLE downbound St. Mary's River, Soo, Michigan with Litton Industries colors. June, 1997



Photo by James R. Hoffman

Stack colors changed to US Steel colors when 100% of Litton stock was purchased by US Steel.
PRESQUE ISLE upbound St. Mary's River, Soo, Michigan. September, 2002



Photo by Ruth Lee

In July, 1986, the PRESQUE ISLE loaded a record cargo of 46,000 tons of coal at Toledo, OH for delivery to Marquette, MI.

Kingston Captain William Henry Brian Lost mysteriously on Lake Superior 80 Years Ago Somewhere between December 6 - 9, 1927

At noon today Canada Steamship officials reported no sign of the package freighter Kamloops, missing with her crew of twenty two including two women cooks... The Quedoc passed upbound December 4 Captain Simpson stated "Behind her was the Kamloops upbound, captained by William Brian..."

Kingston Whig Standard, December 13, 1927

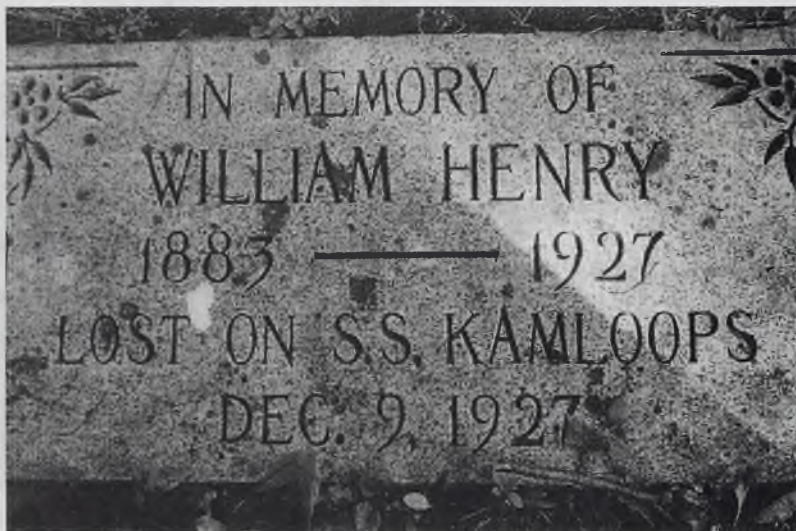
*The lake it is said
Never gives up her dead
When the skies of November turn gloomy...*
Gordon Lightfoot

Graves hold many secrets. Even when they are empty.

Deep in Catarauqui Cemetery, overshadowed by larger, granite monuments and protected by sweeping long branches of swaying maple trees especially in a fall gale lies a small memorial in the Brian family plot. It states simply: William Henry, Lost on SS KAMLOOPS, Dec. 9, 1927.

For almost fifty years, Captain William Henry Brian of Kingston, his ship and her crew would remain lost, somewhere in the depths of Lake Superior.

Missing. Vanished. Whereabouts unknown. But just when *did* it happen? And just *what* happened to captain and crew of twenty two?



Late fall brings a hurried rush for cargo transport in the Great lakes, especially the upper lakes of Huron, Michigan and Superior. This was the case eighty years ago, in 1927 when the upper lakes were hit hard by a sudden, severe blizzard in early December. Shipmasters, trying for that 'one more trip' battened down hatches and pushed onward into the maelstrom with their vessels down by the head under tons of frozen spray clinging to bulwarks, handrails and stays adding dangerous weight to an already heavy cargo. By December 9, four freighters were reported aground: the ALGONQUIN, on the rocks of Copper Harbour, the MARTIAN, aground on Hare Island, ALTADOC at Keweenaw Point and the AGAWA on Advance reef, Manitou Island. Reports of other ships having gone down filtered in to nearby ports. Nothing however, was mentioned about the KAMLOOPS.

On Sunday, December 4, 1927 Captain Roy Simpson cleared the Soo Locks on the steamer QUEDOC upbound for Port Arthur on Lake Superior. Right behind him steamed the KAMLOOPS under the capable command of Captain William Brian. Ringing their engine room telegraphs to 'full ahead' the KAMLOOPS fell in behind the QUEDOC and set their courses to clear the shelter of Whitefish Point. While both captains were aware of the oncoming cold front they had no way of knowing just how violent it would eventually become.

When it hit Lake Superior, the sheltered harbour of Port Arthur was lost in a tumultuous combination of wind, snow and sub-zero temperatures. Ships at anchor in the bay dropped a second anchor and kept their engines turning 'slow ahead' to keep from drifting ashore. Way down in Kingston, eight ships tied at the LaSalle Causeway pulled their mooring bollards from the dock and went adrift in the Catarqui River. Halfway across wild Lake Superior, the QUEDOC and KAMLOOPS continued on. This was Tuesday, December 6.

Inside the pilothouse of both vessels, the hours would have been long for both captains and mates. The walls below the forward windows are lined with heater pipes, their surging steam adding some comfort to the shrieking, incessant wind and snow just outside. The faint glow of the binnacle is the only light in the room as Victor Latham, the wheelsman of the KAMLOOPS, standing at the huge, wooden wheel and bracing himself to each sudden roll, tries desperately to hold his course on the pivoting compass card while also stealing upward glances toward the pitching stern of the QUEDOC. Young Latham, twenty one, had just joined the KAMLOOPS, leaving his wife and a five month old baby, born while he was away on the ship. Captain Brian, never taking his eyes of the QUEDOC, pulls the whistle cord sounding three long blasts every minute or so, knowing full well the sound is carried away in the screaming gale. He doesn't hear from the QUEDOC, but he knows Captain Simpson is also following the rules of the road with the same signal, while keeping his own pipes clear of snow and ice with the resulting steam.

The SS KAMLOOPS, built at Middlesboro England for the Canada Steamship Lines, was 250 feet long, 43 feet wide with a 14 foot loaded draft. Her business was the transport of package freight between Montreal and Fort William. Back aft in her engine room she was powered by a triple expansion steam engine with cylinder diameters of 18, 30 and 50 inches supplied by two Scotch boilers at a working pressure of 185 psi. Her top speed reached 9.5 knots. There would be no one walking the dangerous, greasy catwalk over the main engine right now. The engineers and oilers would ever be ready to obey a sudden command from the pilothouse telegraph in that separate world more than two hundred feet forward, impossible to reach now, as black water continuously poured over her main deck. Just above the engine room, Nettie Grafton and Alice Betteridge would be moving carefully in the ship's galley. Both women, from Southampton, Ontario, kept the crew of twenty men well fed three times a day, voyage in, voyage out. They also probably wished they were attending a quiet church supper back on safe, dry land, rather than moving about precariously aboard their rolling ship, keeping one hand on the countertops as they prepared tonight's dinner.



Kamloops (Official Number 147682): The *Kamloops* was built in 1924 at Middlesbro, England by the Furness Shipbuilding Company for the Canada Steamship Lines. Small for the era, the *Kamloops* was a scant 250 feet in length, 43 feet in beam with a 14 foot draft.

A distinct feature on the KAMLOOPS was four tall Sampson posts used for slinging package freight. Right now, these same posts were growing thicker by the minute with fast, clinging spray as the seas continued climbing aboard. Captain William Brian, at forty five years of age had been sailing since he was twenty four. Now master of the KAMLOOPS for three seasons, he was master of the SS KENORA and SS SEQUIN prior to his appointment. Captain Brian knew the feel of his ship under all conditions, light and loaded. He also realized that the steady roll under his feet was fast becoming sluggish. He also would have kept these thoughts to himself. The QUEDOC, though similar in size, had two single fore and aft spars.

Captain Simpson on the QUEDOC remembered the shouting that scared him almost out of his wits from one of the deckhands in the pilothouse. "Rocks... rocks... dead ahead!"

"Starboard!" he yelled, "Hard a' starboard!" Lunging for the wheel himself, Captain Simpson spun the spokes hard to the right and braced himself for the violent roll he knew would come. Ever slowly, the heavily burdened ship started to turn. Down below and back aft, everyone hung on as the *Quedoe* rolled hard to her port side throwing everything not nailed down. Firemen were thrown off their feet joining fellow oilers and coal passers on the greasy engine room floor. Back up forward, Captain Simpson caught a glimpse of the KAMLOOPS steaming onward toward the same danger. Grabbing his whistle cord, Simpson blew a series of short blasts to get their attention. The KAMLOOPS sailed on and disappeared from sight in the swirling snow.

All through the next day, reports continued to come in of stranded ships seeking shelter wherever they could. Hearing the news of his brother's ship, the AZTADOE, hard aground on Keewanaw Point, Captain Roy Simpson, now safe in Port Arthur, simply forgot about the KAMLOOPS. The plight of the AGAWA and another ship, the LAMBTON continued to make headlines. Nothing was mentioned of the KAMLOOPS.

By the following Monday, December 12, the KAMLOOPS was finally listed as missing. Captain Simpson stated that, "... we were just below Isle Royale... the lookout spotted rocks just ahead and we gave the danger signal... she had no wireless aboard."

"He should have been home Saturday," reported Mrs. William Brian from her home in Toronto. "The last word I had from him was written at Sault Ste. Marie and said that the weather was bad and that he was going out to anchor his ship. I did not expect to hear from him until he arrived home."

Back in Kingston, Captain Brian's parents, Captain Thomas and Mrs. Brian who resided at 241 Queen Street were optimistic about their son as was William's brother, Captain Herbert Brian although he 'had no theory as to what may have happened to her'.

By December 19, Canada Steamship lines reported that 'nothing was known about arrangements for any further search for the missing freighter KAMLOOPS, now nearly two weeks overdue with its crew of twenty two'. The search was called off shortly afterward.

As the seasons came and went, nothing more was found of Captain William Brian or his steamer KAMLOOPS. 'Where is the KAMLOOPS' became a favourite topic around the harbour fronts of Great lakes ports until the advent of World War II and the KAMLOOPS was all but forgotten.

Then on August 26, 1977, scuba diver Steve Radovan discovered the sunken hull of the KAMLOOPS in 200 feet of water off 12 o'clock Point, Isle Royale. The starboard side is buried in 15 feet of mud with the stem rising up to a depth of 175 feet. The actual grave of Captain William Henry Brian and his crew was found at last. But did they perish that same night? Why didn't they see the rocks of Isle Royale? Did they turn only to roll over with the weight of the ice on her upperworks? Why does Captain Brian's memorial stone here in Kingston read December 9 rather than December 6 when the QUEDOC turned hard to starboard?

The answer can only lay inside the cold pilothouse of the KAMLOOPS, now half buried in the mud and depths of Lake Superior, her steam pipes long extinguished like the binnacle light, once showing the way to shelter and safety.

Brian Johnson
 Captain, Wolfe Islander III President
 Wolfe Island Historical Society
 November 23, 2007



J. H. Hillman's Wild 1952 Ride to Canada

By ALAN MANN

Fortunately modern navigational devices and emphasis on safety result in fewer mishaps on the Great Lakes in recent decades. Despite the potential for violent storms on the open lakes, mariners generally prefer these bodies of waters compared to the confined and narrow areas such as the St. Clair River. Despite taking all precautions possible always lurking are unexpected happenings such as mechanical breakdowns.

The J.H.HILLMAN JR. was built during the second world war under the U.S. Maritime Commission contract when tonnage was desperately needed to aid the war effort. At 603 ft. the bulker was launched at Ashtabula, Ohio by the Great Lakes Engineering Works in 1943. She was immediately placed in the Great Lakes Steamship Co. fleet where she would provide excellent service as well as with other fleets in ensuing years.

According to marine historian Mark Shumaker, the HILLMAN departed Conneaut, Ohio in ballast on August 9, 1952 heading to Duluth. Without incident she headed upbound past Detroit, across Lake St. Clair and into the narrow confines of the St. Clair River on August 10, 1952. This was a somewhat challenging body of water due its narrowness and ever present

danger of pleasure boats (especially on weekends) and other passing vessels. At 0831 hours while upbound abreast of Marine City, Michigan, and a Bethlehem Steel Co. downbound vessel (identified as the LEETSDALE), HILLMAN's steering suddenly became inoperative putting the vessel out of control.

On the Canadian shore at the village of Sombra (opposite Marine City) teenager Bill Stover had been reclining on his porch relaxing while looking out at the St. Clair River. At the time a vessel near Marine City grabbed his attention when it blew five short blasts of its horn. Being raised on the St. Clair River, Bill knew that such a signal meant some sort of danger. He then noted the vessel veering from its accustomed course and suddenly heading towards Canada, a most unusual situation. Then the ship's horn blew continually, affirmation of serious trouble.

How does one react to such a calamity? Of course the feeling of excitement kicks in along with an adrenalin rush. Bill immediately rushed into another room and grabbed his Kodak camera then darted outside to film what was happening with the runaway behemoth.

"The ship did not change speed until she grounded," he recalled recently. "From the American channel to the Canadian shallows was a



Photo by Bill Stover



Five shorts danger whistle as HILLMAN passes Leetsdale opposite Marine City.

distance of about 5/8 to 1/4 of a mile. We always thought of the river at Sombra as being 7/8 of a mile wide. If the HILLMAN was upbound at approximately 10 miles per hour she would have crossed the river in somewhere between three or four minutes," he stated in recalling the incident of more than 55 years ago.

With camera in hand, Bill Stover took a sequence of photos showing the later identified J.H.HILLMAN JR. abreast of Marine City, then heading across the St. Clair- River until she became mired in the mud at Sombra.

Photo by Bill Stover



An across river run begins.

As the vessel ran out of control heading to Canada, fortunately as she grounded, the HILLMAN just barely missed the Sombra Village water intake which would surely have been compromised in that eventuality.

Speculation of what "might have been" as an aftermath of some situation is usually fascinating. What would have been the result if the Hillman had veered port side and rammed into the Marine City mainland? There are several boat houses and riverside structures in that stretch which would have undoubtedly resulted in heavy damage and possible loss of lives. The Bethlehem Steel Co. vessel was passing downbound at the time (on the inside closer to the U.S. shore.) The passing vessels would only be 35 to 50 ft. apart and if the HILLMAN veered left, a collision would have been likely!



Photo by Bill Stover

Still at full speed. HILLMAN heads for St. Clair lowlands.

Needless to say, the grounding of the J.H.HILLMAN JR. at Sombra was a spectacle that brought a continual flow of curious spectators. Trapped in only 3 to 4 ft. of water, the HILLMAN was helpless. Assistance was summoned.

At 9:20 pm. The Great Lakes tug MARYLAND arrived from Detroit while the ATOMIC from McQueen Marine in Amherstburg rendered further help, arriving early the next morning at 3:20 am. The combined tug power finally released the vessel at 8:05 on August 11th. The HILLMAN then anchored off Marine City for

further survey before given Coast Guard permission to proceed once it was determined only the captain's pride was damaged! Bill Stover's dramatic sequence of photos are likely the only series of images of this unusual event which took place in the narrow St. Clair River in 1952. Ironically, however this location in the St. Clair between Sombra and Marine City is one of the widest spots in the river, perhaps the safest place for an incident of this type to occur.

Photo by Bill Stover



Seconds from hitting the mud.

Ship Data:

J.H. HILLMAN JR.

U.S. 243911 603 x 60 x 30 GT 9057

Built Ashtabula, Ohio, 1943

Great Lakes Engineering Co.

for U.S. Maritime CComm.

- a) **CRISPIN OGLEBAY 1974-1995**
- b) **HAMILTON TRANSFER 1995-1998**
- c) **CANADIAN TRANSFER 1998-present**

Sailed for Great Lakes Steamship Co. 1943-

1957; Wilson Marine Transit 1957-1973;

Oglebay-Norton Co. 1973-1995;

Upper Lakes Shipping 1995 to present

Converted to self unloader 1974; used as cargo

transfer vessel at Hamilton 1995-1998; stern

section of CANADIAN EXPLORER joined

with bow and mid body of original ship.



Photo by Bill Stover

Stuck in Sombra Bay mud.

It is significant to note that the original J.H.HILLMAN JR. hull (at least in part) is still active today as "CANADIAN TRANSFER." After serving a number of U.S. owners, her life was prolonged in 1998 when her original stern section was removed and replaced with that from the CANADIAN EXPLORER. The vessel now sails successfully for Upper Lakes Shipping, the 1952 grounding at Sombra one of the many chapters of this unusual vessel.

Thanks to Bill Stover, now a Sarnia resident for the remarkable images of the incident and marine historian Mark Shumaker for details of the incident.



Photo by Bill Stover

J.H. HILLMAN JR.

now a prisoner in Canadian waters.

EARLY SHIPPING ACTIVITIES ON LAKE MICHIGAN

Prepared for publication by
C.E. Stein
Reprinted from Telescope
July, 1969

From the journal of Henry Griffin. Mr. Henry Griffin was a pioneer merchant and trader at South Haven, Michigan, arriving there about 1835. His journal is in the holdings of the Burton Historical Collection at Detroit, and Mr. Stein had studied it extensively to cull from it the following interesting account.

The commerce of Grand Haven and Ottawa County on the eastern shore of Lake Michigan dates commencement from the year 1825. In that year Rix Robinson, the agent of the American Fur Company, established a trading post at the mouth of the Grand River. He brought with him such supplies of merchandise as were suited to the wants of the Indians and commenced traffic with them, exchanging his goods for their furs and skins.

The first general storehouse and dock was erected at the foot of what is now Franklin Street by a commercial house, composed of Rix Robinson, Nathan H., White, Luke H. White and Dr. Williams, in the year of 1835. The building was 30 x 100 feet, and the dock in front perhaps twenty feet in the river. The basement was filled with several hundred bags of Ohio flour, worth \$10 per barrel, and poor quality at that, and pork and beef, \$20 to \$30. The first floor, which fronted on Water Street, was well stocked with dry goods, groceries, and Indian goods, such as blankets, blue calico, cheap blue broadcloth, purchased in New York. The second story had a great variety of supplies to furnish new settlers, composed of hardware, feathers, house and shanty furniture.

Louis Campau erected the first forwarding warehouse below Franklin Street in the bend of the

river, and Tom Louis kept it a few years and ran a line of pole boats between that port and Grand Rapids. These boats were used as barges after the first steamboat was built.

In 1836, the Gilbert brothers built a large scow to supply the Buffalo steamers, calling occasionally at the port with cord wood. The wood was cut on the shores of Spring Lake. Gilberts were also forwarding and commission agents before 1840. David Carver arrived in Grand Haven in 1835, with C.B. Albee as clerk, and built a warehouse and dock on Water Street, and a dwelling on Franklin Street.

The first vessel employed regularly in the lumber and passenger business between Grand Haven and Chicago was the schooner ST. JOSEPH, which arrived from Buffalo in 1836 with several families, and among them five brothers of Rix Robinson, with their families numbering forty-two persons.

Captain Harry Miller commanded the ST. JOSEPH for several years; also the CAROLINE, built in 1811 and used as a supply vessel to Commodore Perry's fleet on Lake Erie; which was rebuilt by the owner after purchasing her from the United States government.

Captain Miller also sailed the propeller OTTAWA, the first lake steamer built by Major Ferry & Son for the lumber and passenger trade with Chicago.

Captain Miller commanded the splendid brig ENTERPRISE, built at Spring Lake in 1844 by the Messrs. Barber & Mason. It was estimated that at

least a thousand persons were on hand the day she was launched. In December of that year the ENTERPRISE loaded with lumber at Barber & Mason's mill and left port for Chicago. Mr. Barber, Silas Hopkins and a Mr. Hams were among the passengers. The vessel was overcome by a violent snowstorm which lasted nearly a week. They were driven to the head of Lake Michigan. The deck load was covered with ice and the sails were frozen stiff. Here they found anchorage. Captain Harry exclaimed, She rides! She rides! The seeing a movement to letting down the yawl boat, and Hopkins tying his pants to his boots, questioned: "Sile, what are you going to do?" The reply was, "I am going ashore!" Mr. Barber, also said, "Let the vessel go ashore." Raising a handspike above his head, the captain said, "The first man that puts a foot in that boat will be a dead man!" Then he exclaimed to the owner; "I command this vessel while on the lake, when we arrive in Chicago, you may do what you please with her." The wind and weather changed soon after, and sure enough he brought the brig and cargo into the harbor of Chicago, and said, "Now, Mr. Barber, your brig is safe, do vot you like mit her." About half of the people of the city were on hand to see her. Later the captain owned and sailed the schooner OCEAN.

The schooner VICTORY, a small vessel of perhaps 60 tons burthen, owned and commanded by Captain William McIntosh, arrived from Toronto, through the Welland Canal, bringing the material for building the Nortonville sawmill, and she was subsequently employed in carrying lumber from the Butts & Hathaway mill, which was the first mill built in Grand Haven, on the lots where the railway depot is now situated. Colonel Amos Norton, owner of this mill was notorious teller of tall tales. One day he happened on one of them while in the barber shop getting spruced up for a trip on the VICTORY to Waukegon, that took so in telling, the VICTORY sailed without him. On that trip she was overtaken with a sudden and terrific storm. The VICTORY capsized and all onboard were lost.

The schooner NEW HAMPSHIRE, with a capacity of one hundred thousand feet of lumber, owned by Captain John Warren and Ebenezer Burns,

was a regular trader into east coast ports. The scow vessel CROOK was owned by C.B. Albee in 1850; her first bottom was built of solid timbers and planked over. I once went passenger on the CROOK bound for Chicago. Coming near the land in a gale of wind from the north, the captain (Noyes) hove to under jib and foresail, a dense fog prevailing. We rode the tremendous waves for hours. Taking to me berth, I was quickly rolled out. After the sea went down, we made Chicago without losing a shingle or a board. Subsequently, Mr. Albee and Captain Noyes built the good schooner VERMONT, about one hundred tons, and a regular trader along the east coast for many years. Finally, returning from Chicago late in the season, with a cargo of grain and provisions, she ran ashore at Little Pigeon and was wrecked. The owner, crew and passengers were saved with a basket swinging on a cable.

In 1849 the steamer CHAMPION, Captain McBride, ran from this port to Milwaukee, and the steamer Detroit ran to Chicago. Both of these boats were built at Detroit by the senior Ward.

In 1850 the commerce of the east shore of Lake Michigan required a larger class of vessels. Messrs. Ferry & Son built the TELEGRAPH, the AMANDA, the MAGIC, the EMELINE, the NOAH FERRY, and the steam propeller OTTAWA. The NEW ERA, also a steam propeller, was built at Eastmanville, and used to tow barges to Chicago. Later the fine large vessel called the WYMAN, owned by Charles Wyman, and the three-masted schooners called by MACY and the HUNTER SAVAGE, owned by the Cutler & Savage Lumber Company, were among our first class lumber vessels.

In 1852 the schooner PIONEER was built at Spring Lake by H. Griffin and Captain Chalnor was placed in command. She was a very large strong vessel of about 100 tons burthen. Bought by Ferry & Son in 1850, and sold by them to Holland parties, she carried lumber for eighteen years with very few repairs. The MICHIGAN BELLE was built about the same time at Spring Lake by Mr. N.H. White and George Parks. Messrs. A & G. Norton built a 250 ton brig in 1854 for their mill business at Nortonville.

The OLIVE RICHMOND, captain Munroe, was a large brig owned by Hopkins Brothers of Spring Lake, carrying lumber from three mills at Spring Lake for several years. The brig SEBASTAPOOL was owned by Chas. Pagelson and Captain Harry Smith, and did a good business before the days of steam tug and barges. If the wind was not fair, the jolly boat of vessels, with the hawser and all hands, with the captain to steer, pulled the boats in and out of the harbors. The brig E.B. MORGAN, built at Grand Rapids by Amos Rathbun, and finished in Grand Haven, was a very large vessel for the lower end of the lake trade.

The class of tugs, ship and steamers built by Captain Kirby and Duncan Robinson were widely and well known for the beauty of their models. The largest, the H.C. AKLEY, made many trips to Escanaba with over one thousand tons of iron ore for the blast furnaces on Spring Lake. This vessel left Chicago with a load of grain in 1883, was injured in her machinery during a violent storm on Lake Michigan and foundered. The crew of twelve men aboard the AKLEY were saved by the Miller brothers manning the schooner DROVER at the risk of their own lives.

The Litchfield Lumber Company built three fine vessels on the Grand River. One of them, the MAJOR ANDERSON, loaded with a cargo of walnut lumber, was sent to Boston through the Welland Canal and the St. Lawrence River; both cargo and the vessel were sold there to good profit. The propeller POCAHONTAS and TROY, from Buffalo, brought our New York goods here for several years, and loaded for the return trip with Kent and Ionia county wheat before the days of railroads. The propeller TROY was subsequently purchased by Messrs. Cutler & Waits and ran in the Buffalo trade. The magnificent steamers DETROIT and MILWAUKEE ran in connection with the Detroit & Michigan Railroad Company, on the opposite side of the river. They were not as well adapted for the winter trade as the iron propellers MICHIGAN and WISCONSIN. The change to the city side of the river, with the splendid iron bridges of Spring Lake and Ferryburgh, the elevator, the large brick passenger depot, with immense

warehouses and docks all added largely to our facilities of commerce.

The propeller IRONSIDES foundered near our harbor with a loss of nineteen persons. Since then the sad fate of the ALPENA is so well known it need not be detailed here. These awful disasters fully justified the great expense of the railroad company in putting on the route such splendid propellers as they did, and also the magnificent sidewheel steamer CITY OF MILWAUKEE, under Captain Smallman.

The first towing tug was the MARY BELL, bought at Buffalo by Robert Howlett. The second was the ELISHA BLISS, brought to this port by Grosvenor Reed. Then came the DUNCAN ROBINSON, owned by G.W. Miller & Stark, several others owned by Captain Kirby, and a half-dozen more employed in the lake fishing business. The steam tug TEMPEST did noble work aiding vessels in distress, saving life and property at this port. The TEMPEST was later enlarged to a lumber propeller, running from White & Frynat's mill at Nortonville.

The first river steamboat was the OWASTANOUK, built by the firm of Robinson, White, Williams & Co., Captain Thomas W. White in command. The GOVERNOR MASON was built by the Godfreys at Grand Rapids, (the author of this journal being one of her passengers on the first trip downstream from Grand Rapids, in August of 1837).

The MESHAWAUKEE, PARAGON, GAZELLE, HUMMING BIRD, DANIEL BALL and the OLIVE BRANCH, a large stern-wheel steamer, ran on the Grand River, as many of three or four of them at one time, carrying freight and passengers up and down the river to Grand Rapids. Later, the steamer BARRETT, built by Mr. Gano was the only steamer left after the advent of the railroad era.

THE RIDDLES OF FELICITY

By Melvin E. Banner

Reprinted from Telescope

May, 1969

Among Michigan historians, especially those whose areas of concern involve the Great Lakes, the FELICITY may prove to be one of the vital links of communication between the Indian, the voyageur and the fur trader.

The sloop FELICITY, while seemingly of minor importance, diligently plied the waters between Detroit and Michilimackinac delivering necessary trade items to those in need of them.

During her years of service on the lakes, the fur trade assumed gigantic proportions in the economy of the period. Thus, the FELICITY became a minor ship, during a major period, and one of the vital links in the fur trade.

To those ardent searchers for historic truth, the riddle of the FELICITY raises a few historic waves on the waters. First of all there is the riddle of her birth. Was it in 1773, 1774 or 1775? Secondly there is the riddle of her demise. Where or when did it occur, and under what circumstances? Lastly, what historical importance may be attached to the log of Samuel Robertson and his conversation with Black Peter.

This article attempts to spread out what pieces are known, fitting them into a coherent pattern, then closes, fully knowing there are many missing bits. It is hoped that from some reader may come the bits that are missing.

Sources indicate that the FELICITY, a single-masted fore-and-aft rigger vessel was launched somewhere between 1773 and 1775 at Detroit. She carried a five man crew and was outfitted with six swivels. Her commander in 1773 was listed as John Laughton.

A report of October 27, 1777, brings to light information that her crew included eight men, one of the eight being Master to Command. Another man acted as both bosun and gunner. Four swivels are mentioned as being on the ship at this date.

Now, bearing these facts in mind let us examine the pieces of this puzzle that we have on hand:

A report in 1780 by Alexander Grant concerning His Majesty's Armed Vessels on Lakes Erie, Huron and Michigan reads:

The sloop FELICITY with Norman McKay, Captain

Force on board 6; No guns; 4 swivels;
6 muskets; 5 men current
25 men actually wanted to complete the roster.

Grant's report of August 1, 1782 lists the following interesting information:

15 muskets; 6 parts pistols; 20 spears;
Range on gun deck: 57' 6"

Breadth in feet: 16; Depth of hold: 6'

Draft of water when laden 6'

Burthen in tons 55: in barrels bulk:200

The hold fill: 20'

Estimates of troops carried 40

Estimates of barrels carried: 50

Built in Detroit 1774

Condition of hull and rigging: good

The FELICITY is listed as carrying four guns in this report.

Another report of a year later, 1783, lists the FELICITY number seven and of 45 tons burthen. She is carrying a crew of 12 men and 12 troops and can carry 67 men with five men being used as merchantmen. It could handle 934 souls.

This may lead one to believe that very few trade goods were shipped with this large number of souls on board.

The FELICITY was owned by Simon McTavish and George McBeath, presumably of Scottish ancestry. Both men were active as suppliers to dealers in trade items, among whom was John Askin. Askin was one of the outstanding dealers engaged in the fur trade in the Detroit and lower lakes region. Russell has indicated that the launching of the FELICITY took place at Detroit in 1775, and that she was of 30 tons burthen.

A letter from John Askin to Todd and McGill dated at Montreal, May 8, 1778 reveals that: "A Major DePeyster has taken my vessel into the Service. A Mr. Robinson I believe will sail her by the 10th. He is now rigging."

DePeyster was in His Majesty's Service, and a personal friend of John Askin. The FELICITY, being involved in His Majesty's Service on the lakes, was to be used for shuttle service between Detroit and Michilimackinac. This included all British ports

wherever her services were needed. This proved to be a most lucrative appointment for John Askin.

Samuel Robertson, sometimes called Robison by John Askin, and Robinson by Lt. Governor Patrick St. Clair of Michilimackinac, had been sent to the firm of Phyn & Ellice, London based, to Detroit to command a small vessel on the lakes for some merchants in 1774.

Robertson was a native of Scotland and an experienced shipbuilder and carpenter. He became part owner of two small vessels with Askin and Jean Baptiste Barthe. He later married the younger daughter of John Askin at Michilimackinac in 1778. Robertson's log is a very important piece of our puzzle.

The firm of Phyn & Ellice supplied the needed supplies for those who dealt with the voyageurs, and had established trading posts along the lake ports and inland places.

Another reference to the induction of the FELICITY into the King's Freshwater navy on the lakes is found in Bolton's letter to the Adjutant General, dated December 15, 1777, which says: "Master of the FELICITY said vessel is employed in the King's Service. " Bolton expressed disbelief further in his letter, but he later states; "She (the FELICITY) may be a . . . proper vessel if His Excellency General Haldimund thinks it proper to employ her."

The FELICITY, as well as the WELCOME, carried rum, troops, trade items, grain, furs and sealed communications between Detroit, Erie, Niagara, Sandusky, and Michilimackinac.

Further evidence that the FELICITY was inducted into the King's Service may be found written by Capt. Harrow to Capt Grant, "The FELICITY arrived at Michilimackinac about 6 pm. Capt. McKay to take His Majesty's Sloop FELICITY to Detroit (dated July 30, 1780)."

As with all things, time began to take its toll. The FELICITY began to show her age. Records of 1794 indicated that she is now owned by John Askin, and plans have been made to build another sloop to replace her.

The final plans were completed on September 20, 1795, and three months later the FRANCIS slid down the ways. As a matter of record, the FELICITY had replaced the WELCOME after the latter had been lost in a storm in 1781.

Commodore Grant had reported the FELICITY as being in need of repair as early as 1782, and a year later stated, "The FELICITY brought letters . . . its supplies short, and its condition poor." Eight months earlier, she had been reported in need of a new keel.

Thirteen years after the DePeyster report, Capt. William Mayme, after reporting the storage of gunpowder in the hold of the FELICITY, suggested that the powder be moved to the DUNMORE nearby. This powder had been stored relative to the evacuation orders given by Colonel England of the Detroit Arsenal. The fortifications were to be moved from Detroit to the Canadian shores.

As a Board of Survey Proceedings held for inspection of the FELICITY, the report stated that 267 barrels were stored on board with 258 usable barrels, seven half-usable, and two barrels spoiled.

A question arises: Is this the same gunpowder that Colonel England wrote about to Alexander McKee; which concerned the FELICITY? Wrote England: "She. . . may not be able to hold all the powder and fixed ammunition that is here." And one may further query: Is Colonel England referring to the evacuation of the arsenal at Detroit?

Tragedy is narrowly averted by the FELICITY as she was driven ashore during a storm in 1797. Before the years end, a fatigue party of soldiers removed the powder from the hold of the FELICITY. As an added reward for their bravery, all were given an extra measure of rum.

With historical incidents to her credit, marine historians may find the FELICITY worthy of prolonged consideration and discussion.

Perhaps they may find that the sloop FELICITY could prove to be one more vital link in that interminable chain of events which shaped the fur trade into such a prosperous undertaking.

At the same time they may find that the FELICITY contributed greatly as another link in contributing to the disintegration of Indian culture and more. Even today, the gallons of white man's milk or brandy, that was transported up and down the lakes by the FELICITY is staggering to the imagination!

Lastly, the most intriguing piece of this puzzle is: who were those black sailors reported by Black Peter to Samuel Robertson as written in the log of the FELICITY for October 31, 1779? Where might they come from? Where did they go? And finally, did those on board the FELICITY understand fully all the implications involving black sailors as reportedly seen by Black Peter?

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Michigan Pioneer Historical Collection:
Book 10, page 618;
Book 17, page 588; and Book 19, pages 336-7

GREAT LAKES & SEAWAY NEWS



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Lake Carriers Association		Scanner
Wheelhouse		

SEPTEMBER, 2007

Sep. 1 ... CANADIAN RANGER departed Toronto for Port Weller to have her self-unloading gear removed.

Sep. 2 ... A taconite production line at U.S. Steel's Minntac Mine in Mountain Iron, MN is being re-started. It has been idle since January 30. The plant should produce about 500,000 tons of iron ore through the rest of the year.

Sep. 8 ... MICHAELA McALLISTER and Barge ATLANTIC TRADER departed Marinette Marine with a deck-load of six INLS Navy craft. This is the second barge load to leave Marinette.



Broadside view of the tug MICHAELA McALLISTER
and barge ATLANTIC TRADER heading out of the inner harbor - September 8, 2007

Photo by Dick Lund

GREAT LAKES & SEAWAY NEWS •

... The EARL W. was back in service after being laid up by a strike since May.

Sep. 10 ... The barge LEWIS J. KUBER, ex BUCKEYE, is now being pushed by the tug VICTORY.

... AMERICAN INTEGRITY grounded on a sand bar at the entrance to Muskegon Harbor. She was able to free herself by swinging her boom. Later the INTEGRITY unloaded 7,200 tons of coal into WILFRED SYKES, to enable the vessel to deliver her coal cargo to the B. C. Cobb Power Plant.



EARL W loads taconite on October 23, 2007

Photo by Dick Lund

Sep. 11 ... Divers have found the long-lost wreck of the CYPRUS, the vessel which made only one round trip before foundering in Lake Superior on October 11, 1907. There was one survivor.

... WILFRED SYKES unloaded its coal cargo, lightered from the AMERICAN INTEGRITY at the C. B. Cobb Power Plant.



AMERICAN INTEGRITY downbound in the Upper Poe Lock Approach as dusk sets in June 30, 2007

Photo by Dick Lund

• **GREAT LAKES & SEAWAY NEWS**

Sep. 13 ... Algoma Central Corp., through a wholly-owned subsidiary, has an agreement with Jiangxi Jiangzhou Union Shipbuilding Co., Ltd. in Jiangxi, China to build three 16,500 dwt, double-hulled, IMO 11 petroleum product tankers. The cost is approximately US \$91 million. The vessels will be operated jointly with Bernhard Schulte, Sloman Neptun and Intrepid Shipping. The vessels will operate in Europe, Asia and the Mediterranean.

Sep. 14 ... Arcelor Mittal is opening a new iron ore mine between McKinley and Biwabic, Minnesota. The company's Laurentian Mine has only about eight years of taconite left, and the new mine will keep the company's 2.9 million ton-per-year taconite plant operating. This is the first new mine in Minnesota's Iron Range in 15 years.

... AMERICAN FORTITUDE arrived in Owen Sound for the first time to load a cargo of oats at the Great Lakes Elevators for Buffalo.

... The AQUARAMA arrived at the scrap dock in Aliaga, Turkey.

Sep. 17 ... AMERICAN FORTITUDE arrived in Buffalo and unloaded at General Mills.



Photo by Dick Lund

AMERICAN FORTITUDE
Upbound at Mission Point, Soo, Michigan - June 30, 2007

GREAT LAKES & SEAWAY NEWS •



Photo by Dick Lund

DONGEBORG inside to piers heading for Menominee - November, 2007

Sep. 19 ... August shipments of cargo on U.S. Great Lakes ships totaled 11.3 million net tons, a decrease of 2.7% compared to a year ago, and nearly 5% below the month's five-year average.

Sep. 22 ... August coal tonnage in U.S. flag lakers totaled 4.4 million net tons, a decrease of 8% compared with 2006. The month's five-year-average low water and lack of dredging are the likely culprits.

... Full-scale construction will begin this fall of the \$235 million Mesabi Nugget Delaware LLC nugget plant at the former LTV Steel Mining Company site near Aurora and Hoyt Lake, MN. The plant is a joint venture of Kobe Steel and Steel Dynamics. The plant kicks off production of a new, higher-value product expected to be sought out by owners of electric furnaces.

Sep. 24 ... DONGEBORG hit the ship arrestor at Iroquois Lock at 5:00 a.m. The arrestor boom collapsed onto the dock, delaying traffic for 13 hours.

... FEDERAL DANUBE ran into the ship arrestor cable while entering Lock 7 downbound. There was a five-hour delay of traffic.

Sep. 26 ... CANADIAN MARINER arrived in Aliaga, Turkey for scrapping.

OCTOBER, 2007

Oct. 1 ... Ten miles north of the Apostle Islands, a man was stabbed onboard the MESABI MINER during a 3:00 a.m. fight between two seamen. The victim received medical treatment. The accused was interviewed by USCG and FBI and was released from the ship.

• GREAT LAKES & SEAWAY NEWS

Oct. 2 ... Shipwreck enthusiasts have identified the wreck of the Canadian Schooner ORCADIAN ten miles off of Sodus Point. The vessel sank in 250 feet of water in 1858 after colliding with the LUCY J. LATHAM.

Oct. 3 ... Wisconsin and Michigan Steamship Company is seeking complete crews for its river class vessels, EARL W., DAVID Z. and WOLVERINE.

Oct. 4 ... A passenger on the tour boat, KEEWENAW STAR, fell overboard and drowned.

Oct. 6 ... FEDERAL PATROLLER, ran out of the channel and grounded in St. Lawrence Seaway in Lake St. Louis. The vessel took a list to starboard, and suffered a flooded engine room. Tugs took her to a dock at the Kahna Wake Mohawk Reserve.

Oct. 8 ... A seaman from the CSL TADOUSSAC had to be rescued by firemen after he suffered a medical problem while in the cargo hold. He was pronounced dead at the hospital. The ship was unloading clinker at the Essroc Cement Plant in Essexville, MI.



WOLVERINE downbound in Lower St. Mary's River - September 30, 2005

Photo by Dick Lund



CSL TADOUSSAC tied up in Poe Lock waiting to drop 21' to Lake Huron level - June 30, 2006

Photo by Dick Lund

... The barge McNALLY OLYMPIC in tow of tug JERRY NEWBERRY drifted ashore in Labrador after a tow line parted. The barge is a total loss. The tugs MANISTIQUE and LE TAREAU were on the barge deck. MANISTIQUE has not been seen since the accident, and LE TAREAU is wedged in the rocks and heavily damaged.

GREAT LAKES & SEAWAY NEWS •

Oct. 10 ... FEDERAL PATROLLER, assisted by tugs OCEAN HERCULE and OCEAN JUPITER, headed for Montreal for repairs.

Oct. 12 ... EDWARD L. RYERSON touched the EDWIN H. GOTT while both ships were entering the Soo Locks downbound. The bow of the RYERSON touched the starboard aft quarter of the GOTT. The RYERSON appeared to have suffered slight damage to her port bow.

Oct. 13 ... LAKE SUPERIOR, ex EMIL H. BLOCK, was towed by ANNA MARIE ALTMAN (ex SUSAN HOEY) to her new owner's dock.

... FEDERAL PATROLLER was heavily damaged when she rode over rocks in Lake St. Louis, while downbound from Montreal to Trois Rivieres.

... CANADIAN LEADER loaded at Marquette for Quebec. She was the first straight-decker of the year.

Oct. 15 ... FEDERAL PATROLLER was unloaded at Trois Rivieres. The vessel will be dry-docked for repairs.

Oct. 16 ... Shipments of limestone decreased 7% to 3.9 million tons.

Oct. 17 ... The DAVID Z. left the lay-up dock in Sarnia.



EDWARD L. RYERSON meets the upbound EDWIN H. GOTT
in front of the Valley Camp Museum Ship, Soo, Michigan - June 29, 2007

• GREAT LAKES & SEAWAY NEWS



Photo by Dick Lund

CANADIAN LEADER downbound in St. Mary's River, Soo, Michigan - 2001

... CHI-CHEEMAUN was welcomed by crowds of well-wishers as she arrived at her lay-up dock. She spent the last two winters in Sarnia, being re-powered.

Oct. 20 ... Less-than-full cargo holds again cost U.S.-Flag Great Lakes fleets hundreds of thousands of tons in September. With scores of ports not maintained to project dimensions, and a plunging water level on Lake Superior, the major U.S.-Flag operators saw their loadings slip to 11.1 million tons, a decrease of 7% compared to a year ago.

In the iron ore trade, vessels that were designed to carry approximately 70,000 tons per trip often left port with less than 64,000*tons on board.

The largest limestone cargo loaded in September totaled 49,307 tons. However, had the vessel in question been able to carry a full load, the cargo would have approached 54,000 tons.

Through the third quarter, U.S.-Flag carriage stands at 73.8 million tons, a decrease of 5.4 % from the same point in 2006, but essentially on par with the five-year average for the January-September timeframe.

GREAT LAKES & SEAWAY NEWS

Oct. 21 ... ALGOVILLE was upbound in the Welland Canal after engine repairs.

Oct. 22 ... Gros River ferry DALDEAN may have to close for the winter because the company cannot pay the Canadian Government fees of C\$168,000 for three years of icebreaking.

Oct. 22 ... Tugs KURT LUEDTKE and GRETCHEN B. arrived in Essexville, MI with three barges. Luedtke Engineering and MCM Marine have been contracted to dredge the Saginaw River.

Oct. 23 ... STELLANOVA lost her steering near Cornwall, ON, and went to anchor. The same vessel lost steering in 2002, and collided with the CANADIAN PROSPECTOR.

Oct. 24 ... Essar Steel of India purchased Minnesota Steel and the permits for the planned \$1.6 billion steel mill near Naswauk on Minnesota's Iron Range. The plant would produce 2.5 million tons of steel slabs annually. Essar recently acquired Algoma Steel at the Canadian Soo.

Oct. 27 ... Tug ALETHA B. capsized and sank off Byng Inlet in Georgian Bay. One man died and three others were rescued.

SALES AND RENAMINGS:

... Museum Tug LAKE SUPERIOR has been sold to Billington Marine Construction.

... Former Corps of Engineers tug, FORNEY, built in 1944, was purchased by Mike Ojard and his sons, Pat and Vince.

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

... DALHOUSIE PRINCESS was sold to Capital Cruises of Rockport, Ontario. She is to be renamed EMPRESS OF OTTAWA, and used in excursion service in Ottawa

... Tug ALBANY, ex MARY TURECAMO, ex RALPH G. MATTON, was sold for scrap.

... WAVERLY, was sold off-Lakes by Calumet Towing as CURLY B. to Oris R. Ritter in 2006; renamed THE CHIEF in 2007; and now sold to Specialist LLC, Montauk, NY, and renamed SPECIALIST II.

... The BARON, built in Collingwood in 1976 as the GYPSUM BARON, arrived in Alang in August for scrapping.

Thanks for assistance in preparing this issue to Rod Burdick, Bob Hom, William Keller, Dick Lund, Mark Shumaker, Jim Sprunt, Lake Carriers Association, Scanner, and Wheelhouse.



Photo by Dick Lund

Aerial view of Soo Locks hangs in the Soo Locks Visitor Center. The Locks from left to right are the MacArthur Lock, Poe Lock, Davis Lock, and Sabin Lock. The Davis Lock is operational but very seldom used, while the Sabin Lock is permanently shut down.

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 is still time for one such boat raffle 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 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

BACK COVER PHOTO: PRESQUE ISLE upbound St. Mary's River, Soo, Michigan - June, 1998.

Photo by James R. Hoffman,



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