



Telescope

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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

MARK YOUR CALENDARS

July 11-13 - APBA Gold Cup Races on the Detroit River

For information or tickets contact the DRRA office at 586-774-0980 or go to www.gold-cup.com.

Sunday, October 5 - Maritime Auxiliary Group Annual Dinner

Blossom Heath Inn, 24800 East Jefferson, St. Clair Shores

Program: A prolific and gifted storyteller, Larry Massie will regale us with maritime tales and shoreline stories at this year's program. Mr. Massie is the author of over a dozen books which contain little known but fascinating tales of Michigan's past. He has entertained audiences with his storytelling expertise, bringing to life the rich and varied aspects of our state's history.

Monday, November 10 - Lost Mariners' Remembrance at 6 p.m.

at the Dossin Great Lakes Museum.

Saturday, December 13 - Marine Mart

at Grosse Pointe War Memorial.

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OUR COVER PICTURE . . . Defending Gold Cup Champion MISS BUDWEISER in a battle with the eventual winner ATLAS VAN LINES at the 1982 Gold Cup Race on the Detroit River. MISS BUSWEISER, driven by Dean Chenoweth, had won the prestigious trophy in 1980 & 1981. Chenoweth was killed later in the 1982 season while attempting to set a new speed record. ATLAS VAN LINES was driven by Chip Hanauer, who had taken over the seat after Bill Muncey was killed in the final event of the 1981 racing season. Chip Hanauer went on to win 10 more Gold Cups, holding the record to this day. Photo by Bob Greenhow.

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DETROIT HISTORICAL SOCIETY NEWS

NEW EXHIBITS AT THE DOSSIN GREAT LAKES MUSEUM

When the spring river breezes swept winter from Belle Isle, they also brought fresh exhibits and events to the Dossin Great Lakes Museum. From one end to the other, there are new things to see and do. The Great Lakes Gallery now features "Smugglers on the Straits." Aaron DeRoy Hall highlights "Fun, Fast & Fancy: Great Lakes Yachts." Other spaces throughout the museum benefit from new and refurbished installations.



Our feature exhibit covers over three hundred years of smuggling activities on the river. For almost a hundred miles, a narrow ribbon of water separates two nations, making the Detroit area a Smuggler's Paradise. The story starts with Antoine Cadillac, Detroit's founder, and continues to this day – probably this minute.

From furs to liquor to humans, this region has served the bold and adventurous well. Fortunes have been made, freedom won, and many lives lost. Contrary to romantic notions, smuggling is serious business. It has three prerequisites: a border; legislation favoring one side or the other; and people willing to

exploit the situation. Except for the period between 1760 and 1796, when Britain controlled the Strait and these factors were removed, the "dark trade" has been at home on our waters.

Naturally, certain periods have been more important than others. Profitable, illegal river crossings increased with the advent of the Underground Railroad. Runaway slaves were rewarded with freedom if they could reach Canada. They crossed by the hundreds. Some swam, or walked across winter ice. Many used any vessel available - rowboats, sailboats and rafts. Others simply employed the numerous ferries and steamships that constantly plied the river.

Smuggling continued after Emancipation, but it wasn't until the Prohibition Era of the 1920s that it became outrageously profitable. With liquor production halted in the United States, and numerous breweries and distilleries open across the river in Canada, Detroit became a smuggling boomtown. Detroit's expertise in fast boats and fast cars was particularly advantageous, and the flood gates were open. Nearly every old Detroit family has stories of uncles running rum, or aunts running basement speakeasies.

Bringing the story to life are artifacts and tableaus representing the various eras highlighted in the exhibit. Featured items include 17th Century French coins, Prohibition era booty and weapons, and parts of a rumrunning speedboat recovered by Museum volunteers from the Detroit River.

Perhaps the most intriguing story and artifact relate to James Joyce's book "Ulysses." Originally banned in the United Kingdom and United States, Ernest Hemingway had a box full of the Paris edition shipped to Windsor, and summarily smuggled into Detroit. John King Books generously loaned a text from this period for the exhibit.

"Smugglers on the Straits" will be open through April, 2009. For more reading on smuggling, two resources are "Sketches in the History of the Underground Railroad" by Eber Pettit (Chautauqua Region Press) and "Rumrunning and the Roaring Twenties" by Dr. Philip Mason (WSU Press).

The story of yachts, yachting, and yacht building is explored in "Fun, Fast & Fancy: Great Lakes Yachts." This exhibit was designed to complement our recently closed "The Clubs" exhibit, which looked at the area's extensive yacht club culture.

The pastime of yachting developed after the American Civil War, as an emerging middle class began seeking recreational activities. Across the country, baseball and bicycling exploded.



Around the Great Lakes, boating grew in popularity.

Belle Isle and the Detroit waterfront were the center of much "pleasure boating" activity. By 1890, Edgar Davis's Detroit Boat and Oar Manufacturing Co. was producing over 800 boats a year, and shipping them around the country. His rowboat and canoe livery on Belle Isle was perhaps the largest in the nation, serving 400,000 people annually.

The waterfront was also home to numerous small machine shops that were developing a new technology known as the gasoline engine. Based on early work by Clark Sintz of Grand Rapids, these engineers found, in Ransom Olds' words, that "a carriage is a very poor place to experiment with a motor." Instead, the likes of King, Ford, Buick, Berthel, Waterman, and others, refined their new engines in boats.

The experiments proved successful, and soon speed was the objective, spawning races still held every summer on the Detroit River. Engines got larger, and hull designs got sleeker. Award winning sailboats appeared, also. Detroit area boat builders shipped crafts around the world, and revolutionized production techniques to appeal to an ever-expanding market. The names Chris-Craft, Hacker, GarWood, Fisher, and SeaRay came to represent quality boats available to all boaters. Today, the Gregory and Mayea families carry on the tradition.



Belle Isle Canoe Livery, c.1890s.

Yacht Brokers—Marine Hardware—Cruisers—Launches—Runabouts—Rowboats—Engines—New and Used
 All Sizes and Makes—Boat Houses to Rent—Outboard Motors
 Repairs—Refinishing

DISTRIBUTORS

CHRIS-CRAFT Johnson CHRYSLER MATTHEWS
Runabouts and Cruisers Outboard Motors Marine Motors Cruisers and Boats

GREGORY BOAT COMPANY

Office and Sales: 6611 East Jefferson Ave. at Bellevue

YACHT BROKERS TEL. FITZROY 4250

Advertisement for the Gregory Boat Company, 1938.

Wealth produced by Detroit's booming business climate also allowed for some very grand yachts. Ford, Kettering, DeRoy, Sorenson, Kettering, Wills were all names found in the Lloyd's Register of American Yachts. Horace Dodge's DELPHINE was the largest private yacht in the world when she was launched in 1921 at the Great Lakes Engineering Works in River Rouge, Michigan.

Beyond Detroit, the region supported an active yachting culture. Almost every town had a boat launch, a marina, and a boat builder. Owens, Lyman, Matthews, Richardson, Defoe, Truscott, and dozens of others, produced beautiful vessels from mahogany and teak. Smaller firms turned out dories, whitehalls, rowboats, canoes, and kayaks.

Today, fiberglass boats carry names like Tartan, Tiara, C&C, FourWinns, Melges, Baja, Performance, Gossard, and Carver. Mega-yachts are created in aluminum by the Wisconsin yards of Burger and Palmer-Johnson. If you long for the days of classic old yachts, they are not entirely gone. Grand-Craft will still make you a beautiful commuter and Hacker-Craft a three cockpit runabout. The lakes also support world renowned ancillary companies like Harken Yacht Equipment and Gougeon Brothers.



YACHT BROKERS

For Sale

YACHTS, CRUISERS, LAUNCHES, RUNABOUTS,
 DINGEYS, ROWBOATS
 New and Used

MARINE ENGINES—ALL MAKES
 OUTBOARD MOTORS—ALL MAKES
 New and Used

BELLE ISLE BOAT AND ENGINE CO.

BUILDERS OF THE "Belle Isle Yacht"
 LENOX 0236

9662 EAST JEFFERSON At Waterworks Park

Advertisement for the Belle Isle Boat and Engine Co., 1925. Bill Gregory founded the company in 1912.

This very rich story is detailed in "Fun, Fast & Fancy: Great Lakes Yachts" now through October, 2008. For further information about Detroit early powerboat history refer to Michael Dixon's "Motormen and Yachting," from Mervue Publications. James Barry's "American Powerboats: the Great Lakes Golden Years" and D.W. Fostle's "Speedboat" are among several publications focused on America's early love of water sports.

Other changes at the Dossin Great Lakes Museum are part of an effort to maintain classic exhibits and guest favorites, while providing frequent visitors with something new to see every time they stop in the museum. Our beautiful lighthouse lenses have been consolidated on the upper deck entrance to the WILLIAM CLAY FORD pilothouse.

CHARLES KING,
Boat Builder,
COR. DEQUINDRE AND GUOIN STS.,
Near Campbell & Owen's
Ship Yard, } **DETROIT.**

Vessel Captains will do well by calling on the above, either for a new boat or repairing their old ones. Private gentlemen wanting a pleasure boat, by calling on the above will find it to their advantage. All work guaranteed.

Advertisement for Charles King, 1869. First ad in Detroit city directory for pleasure boat builder. Note: unrelated to Charles B. King, who later built boats and automobiles.



Detroit-Windsor Ferry *LaSalle*, c.1930s. The river ferries were constantly used by citizens to smuggle alcohol into Detroit.

As part of the regular rotation of ship models in the Lee Gallery, visitors can now see the DAVID DOWS, the HARLEM, and the tug CHAMPION, in addition to the replicas of early and unusual craft on regular exhibit. We've also created a small display describing the self-unloaders unique to the Lakes using our model of the JOHN G. MUNSON, one of the museum's early acquisitions.

Additionally, there is a new cruise ship display, that includes our spectacular cut-away model of the GREATER DETROIT/GREATER BUFFALO, along with artifacts, images

and a model of the AQUARAMA. Regular readers of Telescope will recall a cover article earlier this year that detailed the history and recent disposition of the AQUARAMA. Her former owners, Sand Products Corporation, and photographer James Neumiller generously donated items for this exhibit, viewable for the next twelve months.

The Gothic Room remains the same, naturally, but the gift shop features an ever changing selection of books, toys, videos, gift cards and art. Notably, we have recently made several of the museum's finest paintings available as archival quality print reproductions. For more information, visit the museum, or our new online gift shop. Check out the "Request a Print" option at our Museum Store at www.detroithistorical.org.

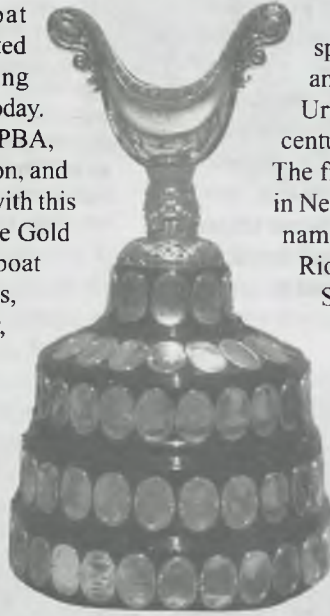
Remember that admission is free throughout 2008 thanks to a generous grant from the DeRoy Testamentary Foundation.

The 100th Running of the Gold Cup

By Steve Garey

The American Power Boat Association Gold Cup, first contested in 1904, is the oldest motor racing trophy being contested in the world today. This is truly a proud year for the APBA, the Detroit River Regatta Association, and for anyone who has been involved with this classic event. From its inception, the Gold Cup has come to symbolize the boat racing supremacy of the United States, if not the world. But, you may ponder, if the first race was staged in 1904, then why isn't this the 108th running in 2008?

2004 was the 100th anniversary, but 2008 is the 100th running. You see, all racing in America was suspended between 1942 and 1945 while we fought the Second World War, and the 1960 contest in Las Vegas was canceled due to rough conditions on Lake Mead. That leaves us with 99 Gold Cup races. But wait! There happened to be two Gold Cup contests in the initial year 1904, so that makes an even 100.



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

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

Johnny Milot and mechanic Jack Beebe turned the trick in the first MISS DETROIT. The great Gar Wood stepped in the following year and won the Cup five straight years with his MISS DETROITs and MISS AMERICAs until 1922, when the rules committee banned Wood's "unlimited" power boats in favor of a more gentlemanly class of



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

speedy runabout. Wood never entered the Gold Cup again, concentrating instead on the International Harmsworth races, which he dominated until his retirement in 1933.

World War II brought a halt to all forms of racing from 1942 to the war's end. The Gold Cup series was resumed in 1946 with a race at the Detroit Yacht Club. The race attracted only a few Gold Cup boats left over from the pre-war days, and a scad of .225 Class boats. Also in attendance was a big, rough-riding speedster from Oakland, California which utilized a war surplus Allison V12 fighter plane engine. It was Dan Arena's MISS GOLDEN GATE III, and the big yellow boat roared around the Detroit River throwing a mammoth roostertail and showing the establishment the future of Gold Cup racing. Arena led the final Gold Cup heat, breaking records lap after lap until his oil-starved engine gave out. Bandleader Guy Lombardo won the race with his TEMPO VI, but the new aircraft engine boats were here to stay.

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

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

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



MISS PEPS V winning the Gold Cup in 1947.

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

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

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

The '56 renewal in Detroit drew 20 Unlimited boats. Joe Schoenith entered three boats - GALE IV, V, and VI - for the defense, and the Dossin



Winner of the 1972 Gold Cup, Bill Muncey driving the U-71 ATLAS VAN LINES.

Brothers reactivated their mighty MISS PEPSI, retired in 1952, in one last try for the Gold. Seattle countered with a fleet of speedy Ted Jones designed hydros: MISS THRIFTWAY, SHANTY-I, MAVERICK, HAWAII KAI III, MISS SEATTLE, and SLO-MO-SHUN IV.

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

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

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

Akron, Ohio's Ron Musson dominated the Gold Cup in the 60's. Driving the Seattle-based Lake

Carriers Association "green dragon" MISS BARDAHL, Musson won the race in 1963, 1964, and 1965 before his untimely death in 1966. Billy Schumacher took over in a new MISS BARDAHL and won the '67 and '68 events.

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

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

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

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



BLUE CHIP, MARINER TOO and GALE'S ROOSTERTAIL racing for the Gold in 1965.

mystified. He would go on to win the Cup a record eleven times: three more while driving for Bernie Little's MISS BUDWEISER team, and one more while driving Fred Leland's MISS PICO.

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

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

Variety is the spice of life, and there has been a variety of winners since the retirement of the MISS BUDWEISER team in 2004. That year, Nate Brown, subbing for the injured Mike Weber in the DICK SCOTT/MISS DYC, was declared winner after Dave Villwock was disqualified for lane infringement violations prior to the start of the final heat.

2005 had an even more surprising finish. Terry Troxell, driving for new owner Dave Bartush, blasted to the front in the U-13 MISS AL DEEBY DODGE in near darkness after a three-hour wind delay.

Former Gold Cup champion driver Billy Schumacher returned to Detroit in 2006 as an owner, and won the big race with Canadian Grand Prix champ Jean Theoret driving Billy's MISS BEACON PLUMBING. Last year Dave Villwock returned and got his "six-pack" of Gold Cup wins when he drove ELLSTROM'S E-LAM PLUS to a decisive win over Steve David in OH BOY! OBERTO, and J. Michael Kelly in SPIRIT OF DETROIT.

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



JULY 11-13, 2008

EDWIN H. GOTT CELEBRATES THIRTY YEARS ON GREAT LAKES

By Kathy McGraw

The decade of the 1970's brought unprecedented change to the Great Lakes as fleet owners were building 1,000-foot vessels that would carry the same capacity of five 600-foot vessels.

When the 1,000-foot STEWART J. CORT began her career without serious mishap, the major shipping companies began updating their fleets with new vessels measuring 1,000 feet; however, they would copy the new ship design with cabins located aft. In April, 1974, U.S. Steel signed a contract with Bay Shipbuilding at Sturgeon Bay, WI. to build the EDWIN H. GOTT (US 600648), measuring 1,000' x 105' x 56'; 35,592 Gross tons; 30,690 Net tons. Powered by two V-16 diesel engines with two propellers and two rudders. The keel was laid in November, 1977 as Hull 718. She was floated out of drydock on July 19, 1978 and christened EDWIN H. GOTT on October 31, 1978. The GOTT was designed exclusively for the iron ore trade,

delivering cargoes to USX facilities around the lakes. The decision was made to use a shuttle-type unloading boom, similar to that on the 850-foot ROGER BLOUGH that was retractable. Modifications were added so that a conventional unloading boom could be mounted on the deck as seen on other 1,000-footers.

After sea trials, the GOTT departed Milwaukee on February 19, 1979, bound for Two Harbors, MN. on her maiden voyage. She joined several fleetmates in winter navigation and encountered heavy ice in Lake Superior, causing a hole in the forepeak and upon arrival at Two Harbors, it was discovered that she has lost a rudder. Repairs were made at Two Harbors and the Gott finally loaded her first cargo on April 21, 1979 and departed for Gary, IN with 59,375 gross tons of iron ore pellets. Later that same year she would set a new record when she loaded 61,333 gross tons. The following year, the fleet added



EDWIN H. GOTT arriving Two Harbors on March 31, 1986 opening the port's shipping season.

their second 1,000-footer EDGAR B. SPEER. With the cargo capacity of these two vessels, U.S. Steel sold fourteen vessels from their fleet. Many of these vessels were the standard 600-foot, straight-deckers that had been the backbone of the fleet prior to World War II. With the addition of the GOTT and SPEER, the number of seamen were reduced and changes were occurring dockside. With new vessels being built at self-unloaders that allowed cargoes to be unloaded into hoppers or directly onshore, the Hulett unloading rigs were being dismantled. This saved companies time in port and later the loading docks would change from chutes to a conveyor belt system that reduced loading times.

By the early 1980's, shipping companies were facing a crisis that forced smaller companies out of business and sent a large number of vessels to the



EDWIN H. GOTT upbound - Soo, Michigan - July, 1999

Photo by James R. Hoffman



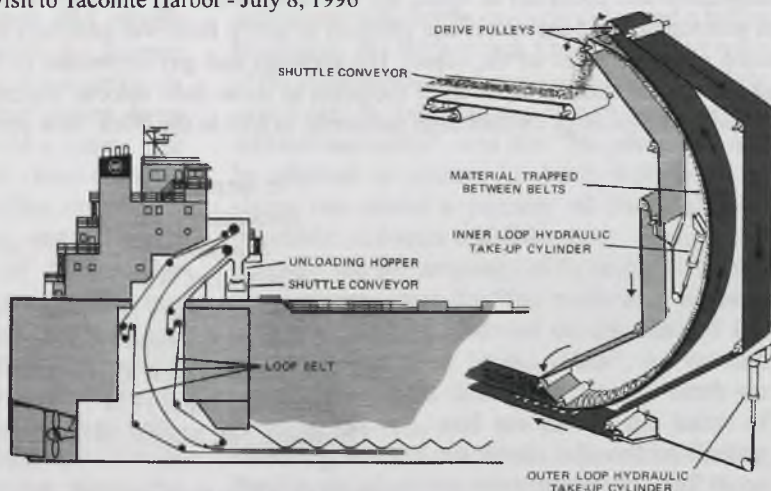
EDWIN H. GOTT on her first ever visit to Taconite Harbor - July 8, 1996

scrapyard. The GOTT remained in service and became part of a smaller, but versatile fleet. No longer carrying cargoes to specific USX docks, in 1995 the GOTT received the largest unloading boom, measuring 280-foot. She could now compete with other ships and traveled to Canadian ports with iron ore cargoes. She began her career with one purpose of carrying cargoes for one customer only and she has changed with the economy to become an important member of the Great Lakes community, opening the shipping season early at the Soo and being one of the last vessels to lock thru at the end of the season.

M/V EDWIN H. GOTT

STATISTICS

Length Over All	1000'0"
Length Between Perpendiculars	990'0"
Beam, Molded	105'0"
Depth, Molded to Main Deck	56'0"
Maximum Design Draft	32'0"
Deadweight at 27'6" Draft	61,000 LT (Pellets)
Propulsion Machinery	Diesel
Brake Horsepower, Normal	19,500
Speed	16 + M.P.H.
Unloading Rate, Taconite Pellets	10,000 LT per hour
Built	Sturgeon Bay, Wisconsin
Keel Laid	November 1977
Floated	July 1978
Christened	October 31, 1978



Stats & Diagram of conveyor system from Commemorative Booklet, October 31, 1978

A WEEK ON FRESH WATER

By Alexander Reid
Reprinted from
August, 1967 Telescope

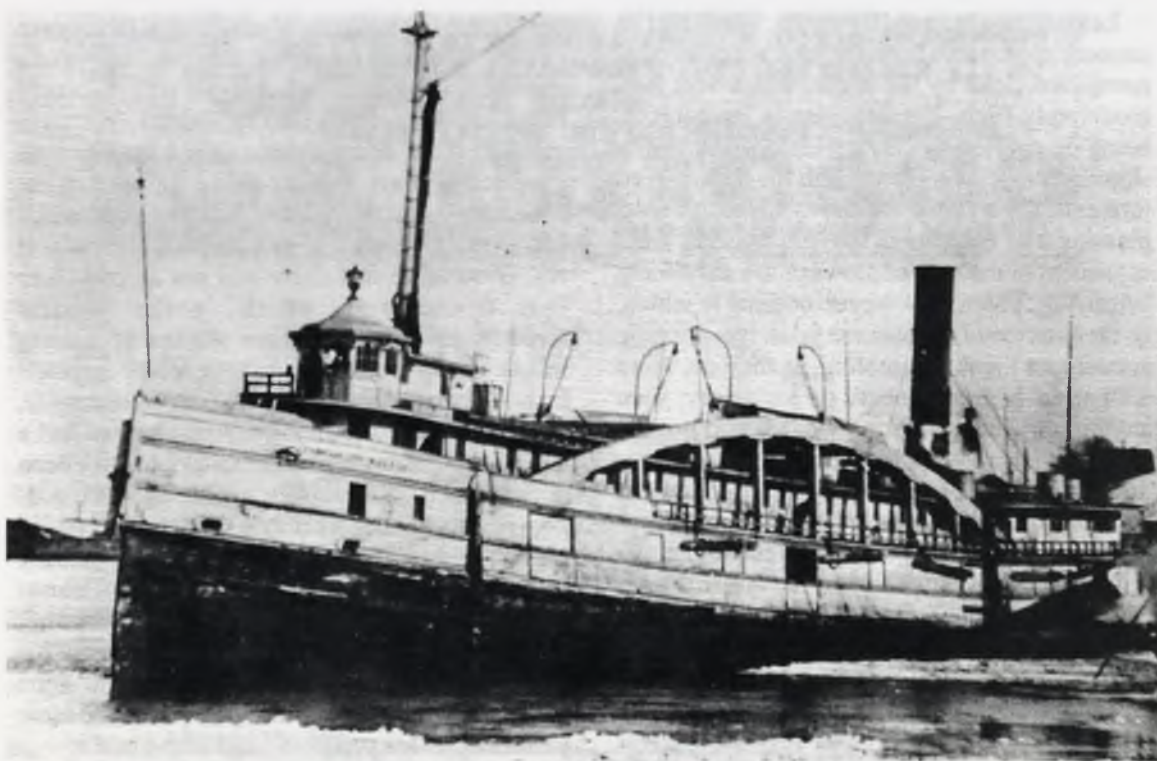
This account of "A Week in Fresh Water" was undoubtedly written by one Alexander Reid and it was first published (as far as anyone knows) in the fall of 1861 when Reid was aboard the fabulous GREAT BRITAIN while she was journeying from England to Australia.

Alexander Reid was the son of Mr. Peter Reid of Wick, who was the proprietor of the *John Groat Journal*, an esteemed publication of its day. Reid was born in Pulteneytown in the British Isles in 1834 and attended the local academy there until he was 16 years old, showing a great propensity for learning and carrying off six prizes in one year, we are told. From there he went to high school at Edinburgh and later the University of that City. He entered journalism when 19 years of age, breaking in on the *London Morning Advertiser* and stayed there about a year, but then resigned due to poor health. After working with his father and also on two other papers for a few years, he visited the United States and Canada, traveling extensively while overseas. (He undoubtedly obtained the necessary knowledge for this article from his experiences there.) He also worked for a short period on the *Toronto Globe*. Returning to Scotland he was again stricken by illness and turned to farming for a two year period in order to recuperate. Recovering from his illness and bored by his rural existence, he took a ship for Melbourne in 1861 and while onboard acted as Editor of the shipboard paper. He then wrote this article which originally appeared in *The Cabinet* (of the Great Britain).

Spending a few weeks in Australia, Reid moved to New Zealand as correspondent for the *Melbourne Argus* and pioneered reporting on the Otego gold field which had just been discovered. He later became famed as Shipping Reporter for the *Otego Daily Times* and later edited the *Westport Times*, *Grey River Argus*, and *West Coast Times*. He also worked on the *Wellington Independent*, leaving there when his chief editor drowned under tragic circumstances. He also spent considerable time as a lesser local Legislator in various locales that he resided in. After stints of working for the *New Zealand Times* of Wellington and *Christchurch Press*, he took passage on the steamer TAUPO to visit his brother in Auckland and also to take a prolonged rest while there. However, on the night of March 5, 1878, some time after 10 p.m., Reid disappeared and could not be found the following morning. The night was dark and gusty and a nasty cross sea was running and the vessel was pitching severely. Reid was generally supposed to have fallen overboard during a sudden lurch of the vessel. His pleasant and gay demeanor to those aboard the TAUPO argued against suicide and his brethren of the press to show their esteem, reprinted his issue of *The Cabinet* and erected a conspicuous 18-foot high memorial to him in the Wick New cemetery. The inscription reads:

'In memory of
Alexander Reid
Journalist
A Native of Wick
Who Was Accidentally Drowned
From S.S. Taupo
In Cook's Straits, New Zealand
Born, 3rd June, 1834
Drowned, 5th, March, 1878

Erected by a few Personal Friends
In New Zealand



Wooden propeller FOUNTAIN CITY taken at St. Joseph, Michigan near the end of her career circa 1890.

It was on Sunday morning that we sailed by the screw steamer FOUNTAIN CITY from Milwaukee, an important town situated on the southern extremity of the lake, our destination being Collingwood in Georgian Bay, Lake Huron. Sunday as it was, we took on board a considerable cargo of wool, flour, and other merchandise. Bands of Irishmen and others working together as “bulkiers”, while the shipper and agents stood by, bearded extravagantly in Yankee fashion, and sporting that quaint dress which is now obsolete in the old country, but which is yet common in the West – blue swallow tail coat with black velvet collar and brass buttons, yellow vest, white pants, and tall white hat. The crew propellers of which the FOUNTAIN CITY is an example, do not resemble our home coasting vessels, but are more of a compromise between sea and river steamers, though navigation on the lakes is often as protracted and dangerous as on the high seas. Outside they are invariably painted white with some show of bright red or green about the bulwarks, but the cabins, which the situation of

the engine necessitates, being put in the fore-part of the vessel, are often elegantly and chastely fitted up. On going on board we gave our luggage, as is done also on American railways, to a smart official from whom we received a brass chegue in return, and by the steward were introduced to the saloon – a long narrow apartment with berths on eight sides and a ladies boudoir at the further end. One of the first rules of the boat upon which our eye happened to light – and we do not suppose it had been put up without necessity – was that “No passenger will be allowed to occupy his berth with boots or shoes on, under a penalty of five dollars.” Another recommendable one – though we scarcely see the propriety of its being so limited in its extent – was the “No profane or obscene language will be allowed on the part of the passengers or crew in the cabin”. As we had already paid eight dollars for a small berth we were to occupy, and are not in the habit of swearing, we felt our minds relieved on finding these intimations the most important of all those posted up.

Leaving behind us Milwaukee, which had an uncouth appearance from the lake, we proceeded northward close by the shore, which was here moderately high, but irregular in its contour, being diversified by clay precipices and gently sloping banks, overgrown with the dark-leaved timber of the country. On the whole it formed a pleasing and the clumsy though they be, their capacities in the way of stowage are something surprising. There is, however, nothing to which, so far as external appearance goes, it is possible to compare them, resembling, as they do, more a floating country house, or a granary, than anything in ship shape. As we steamed on, the young moon rose almost where the sun went down, and under its pale light, we glided over the undisturbed surface of the waters, a constant cloud of sparks flying from our funnel till we reached Sheboygan, whose vicinity we ascertained by a lighthouse on a small promontory. With this, and other features of an ordinary coast scene, no one, but for the trees on shore, could tell that we were not coasting a country exposed to the open sea, the general appearances were so exactly similar. The air had by this time become keen and bracing and we readily believed our captain's statement that these latitudes were exceedingly healthy, without his accompanying and comforting assurance that a man could in these parts "stow away more meat than in any place he knew." By the time we reached Manitowoc, which was our place of call for the night, we were ready for our beds.

On the second morning of our week's sail on freshwater, we were aroused by the steward going round of the cabins, and testing with all his might the tenderness of our tympanum, as he loudly rang the bell to arouse us to the day's work of eating, drinking and making merry as best we could. On going on deck, shortly afterwards, we found ourselves with sight of no land, but far out at sea, as it were, with steamers and vessels of all sizes sailing hither and thither on either side; most of the steamers, like our own, being anything but "fair to look upon". The water was now deeper, and consequently darker, and more like the open sea, than it had been in the more southerly and shallow waters of the lake. It is mostly in the southwestern corner of the lake where the extreme brilliancy of the water

is noticeable, though we believe that, in the case of Lake Superior, the waters are everywhere of a clearness which enables one to see with the naked eye many feet down into its depths. We were aroused from some quasi-marine meditations connected their with, and some analogous observations on the lakes of Wisconsin, by a call to breakfast, where we joined the old company. It was observable that there was not among them that friendliness which, under similar circumstances, would have started up among fellow-voyagers at home. As your fellow-travelers by railway usually are, the majority were moody, stern, and laconic. Among the number we had a southern planter, whose manner would have been amusing if it had not been a little provoking. If he wished anything at the table which was beyond his reach, he merely pointed to it, and sharply mentioned the name of the article, without addressing himself particularly to anyone. Courtesy usually dictated our gratification of his wishes, but we doubt if, by adopting the same plane as he did, we should have received the same treatment on his part.

As the forenoon advanced we approached the coast of Michigan at a point where it is comparatively high and diversified, resembling much the high parts of the southern shores of the Moray Firth. It is a pine country, and we could see clouds of smoke arise from the hillsides and from the valleys, where the pioneers had penetrated the fastness of the forest. Further on we came abreast of some remarkable coast scenery; the hills were of considerable height, and where they were exposed to the southwest had become a steep front of loose sand, which shone brightly out under the noonday sun like the chalk cliffs of old England, where the land was not thus exposed, the soil was overgrown with thick shrubbery and brushwood. On our left hand was Manitou Island, its southwestern shores presenting the same features as the mainland, while its northeastern extremity became gradually so low as to be little above the level of the lake - a characteristic illustrative of the prevalence here of the same omnipotent winds as have given to the west coasts of Ireland, Scotland and Norway their serrated outline they present. The only information we could obtain concerning it from our captain was, that it was excellent soil for potatoes, "grew the best taters

JOINT PASSENGER LINE STEAMERS
THE WESTERN TRANSPORTATION COMPANY,
THE ANCHOR LINE
THE UNION STEAMBOAT COMPANY.
FOR CHICAGO
DETROIT, MILWAUKEE and INTERMEDIATE PORTS.



FOUNTAIN CITY
 CAPT. JAS. GIBSON.

All leave foot of Washington Street, Buffalo. *at 7 P. M.*
To Secure State Rooms and for Rates of Passage apply at the Company's Office, foot of Washington Street.
 R. M. CHOATE, Passenger Agent.

An early advertisement shows the FOUNTAIN CITY without arches.
 We believe this is an error or artists license.

Dossin Museum Collection

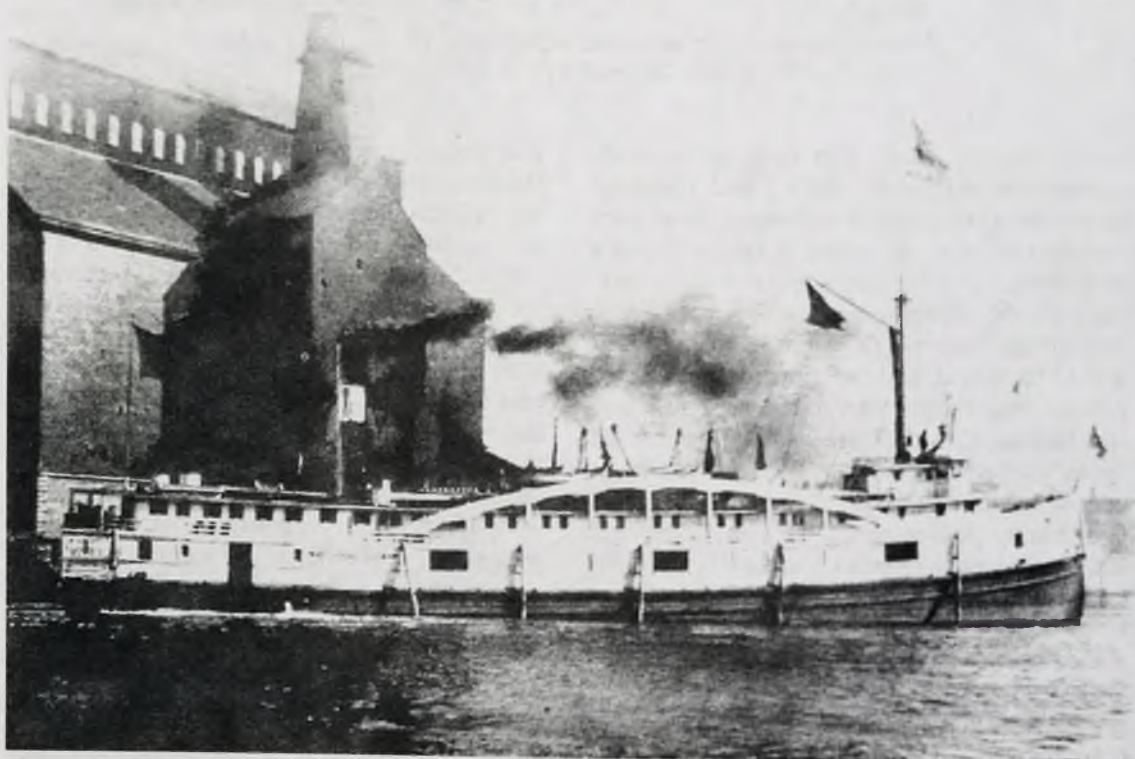
in the world," and from judging from its appearance, we should say it could scarce be otherwise. One peculiar feature of its scenery was the presence, on one of the land cliffs, of a protuberance overgrown with brushwood, known as the "sleeping bear", which it somewhat resembled. Beyond the light sand had been drifted far inland, and the water assumed also a greener hue, by the prevalence of sand at the lake bottom. Passing, last by some well-defined "goes" as the Scandinavians have named similar narrow crevices in the coast outline of Shetland and Orkney archipelagoes, we came to another and more heavily wooded island at the northern extremity of which was settlement consisting of some half-dozen "frame" houses behind a wooden pier which ran a short distance out into the lake. Going ashore while our "propeller" took on board a stock of fuel for the rest of the passage, we found the entire soil to be sand, but to have covered, notwithstanding with heavy

pine timber, mid the stumps of which the settlers' shanties were erected. Having the time to spare, we walked a short distance beyond the township, and for the first time enjoyed a plunge into the pellucid waters of Lake Michigan, and though we found them cool enough at the moment, they were most invigorating afterwards. While we were still in the water, some fisherman rowed past us in a boat laden with large bass, pickerel and trout fish, as they named a fish which seemed to be a compromise between a seethe and a salmon as much as anything. Their stock of fish, caught in narrow nets which they carried along with them, they offered for sale at a dollar a dozen, and at supper we enjoyed the dainty cooked onboard in no bad fashion. Round the pier swarmed young pickerel, and to supplement the steward's stores, we tempted them with the rod, but having no better bait with which to gratify their appetites than some fat salt beef, we must confess we were not eminently successful.

Towards evening we passed between several other small islands, many of them not unlike Copinsha and other peculiar land forms in our own northern seas; further on, away by itself on the lake, we passed a canoe dancing up and down over the light waves; and some miles further still we passed closely by a sailboat, rigged like an English yawl, and containing two men and a woman in gay colored attire. Their tall figures, as seen while they stood up by the mast and their tawny skin indicated them to be Indians, as they were, and by their course they were making for the mainland from Beaver Island, which was close at hand, and may be remembered as the scene of some of the first of the Mormon difficulties. As the sun went down with all the brightness of the then approaching Indian summer – as a few weeks during the autumn are called in America – and as darkness spread over the face of the waters, we caught sight of a lighthouse on a low promontory, at the western outlet of the Straits of Mackinac, through which we reached Lake Huron. Though dark, we could plainly see the altered contour

of the land, and felt most palpably the fragrance of the pine timber, which it principally produces, for the inhabitants are more fisherman than agriculturists, and in the earlier times lived principally by the fur trade.

Guided to the pier at Mackinac by an array of red and green lights, we went ashore, and walked up to the nearest hotel, taking a survey, as best we could, of this old frontier town and mission station, now a favorite resort of Southerners and others in heat-oppressed localities. What had been the mission house of old was now a hotel, and its place is supplied by tiny wooden church, with slender steeples pointing heavenwards. In front of one of these, as we passed along, a party of young men, whose bronzed faces we could just distinguish by the light of the torches they carried, were chanting dolefully Edgar Allen Poe's poem of the "Raven"; and further a similar part stationed in the front garden of a pretty cottage, serenading, no doubt, some lady fair. As we returned to our ship, other propeller similar to our own, with their steep sides, single mast, and misplaced wheelhouse, which is also ways forward, were



The FOUNTAIN CITY at Buffalo in the 80's - courtesy of Wm. McDonald.

arriving, the sharp voices of their skippers disturbing the silence of night. Though the lake closely resembles the sea, and the same careful navigation is often needed, there is, by the way, none of that seaman cut about either skipper or men that might be expected. They have no sea legs, and are seldom seen walking about making the usual three steps and a turn of the sailor, but may be seen usually crumpled up in a corner forward, their knees and chins in close proximity and gazing listless into space while they smoke or chew.

By the time we rose next morning, we were in sight of the long row of islands which form the western boundary of Georgian Bay. At length, passing a lighthouse to the south, we entered the bay along the high shores of Flowerpot Island, so called from the existence near shore of two rocks or stacks, exactly resembling in shape flowerpots or inverted cones. Neither on it nor the other islands are there any inhabitants, and little game, unless it is when the hares cross over on the ice in the winter season. Some almost submarine islands and shallows were seen on the left, and on the right we passed along the shore of the mainland, for the most part low, but diversified by slight hill and dale, sloping beach and abrupt cliff, the latter of limestone, and as abrupt and rugged as the cliffs of a coast exposed to the full force of the ocean. We had a glorious sunset, making a path of gold on the water, and as beautiful a moon casting its silvery light over the lake. As it darkened we saw the light from the funnel of a steamer, which had kept close in our wake all afternoon. She was gaining on us, and we ascertained, by the vibration, that there was an effort being made by us that she should not do so to any great extent. There were whispers among the male passengers, and the ladies were assured that we were "not racing, but only putting on as much fire as the furnaces could take." About this time there was a rush of feet on the deck above, and running to and fro with buckets and hose. The ladies came anxiously out of their staterooms. We went to see what the matter was, and were told laconically "She's a fire". For the third time during the trip some sparks had fallen from the funnel on the deck and ignited it, but it was soon got under, and to our relief, for two hours' sail to the land, which at this point was

about twenty miles distant – would soon have compelled us to look to ourselves.

Late at night we reached Collingwood, the nucleus of a town built partly upon a narrow strip along the shore which had been taken from the dense forest of pine, which covers the country even to the lake beach, and partly, as in the case of Lerwick and other towns with which not a few onboard the Great Britain are familiar, even into the water itself. From Collingwood to Toronto, our route was overland, and sailing thence down Lake Ontario and the St. Lawrence to Quebec, we completed our agreeable experiences of a "week on fresh water."

Editor's Note: FOUNTAIN CITY (US 9680) was a typical Great Lakes propeller type package freight and passenger ship of the mid-Nineteenth Century. She was built by Peck and Masters at Cleveland in 1857. Her dimensions were 210' x 30' x 12', 969 gross tons and 805 net tons. Her engines apparently large single cylinder simple engines, were built by the Cuyahoga Steam Furnace Company. During the greater part of her life, she was owned by the Western Transportation Company, which was in turn controlled by the predecessors of the New York Central Railroad. For several years she was chartered to the Lake Superior Transit Company, a pool fleet, made up of propellers from several railroad fleets. In the Nineties, she was sold to Lake Michigan owners, but saw little service. On May 5, 1896, at Sturgeon Bay, only a few days before her insurance was to expire, she was found conveniently on fire. The damage hulk was junked.

The article originally came to us through the thoughtfulness of Mr. Edward A. Mueller of the Steamship Historical Society of America. Mr. Mueller sent the article to *Telescope* through Father Dowling with the thought that it being a fresh water story, we would be interested in it. Needless to say, we were. Mr. Mueller did some research concerning the author and it is his notes at the beginning of the story about Alexander Reid.

GREAT LAKES & SEAWAY NEWS



Editor: Greg Rudnick
mgrudnick@cox.net

Thanks for assistance in preparing this issue to:

Rod Burdick
William Keller
Scanner

Bob Hom
Mark Shumaker
Wheelhouse

William Maher Howell
Jim Sprunt
Lake Carriers Association

JANUARY, 2008

Jan 3 ...RESERVE was taken out of the drydock at BayShip after removing the remains of her propulsion machinery. She will be renamed JAMES J. KUBER.

Jan 9 ...Coal loading on the Great Lakes in November was only 3.3 million tons, a decrease of 17% over 2007. The cause was attributed to low water and lack of dredging.

...Limestone shipments for all of 2007 fell 13% to 34 million tons.

Jan 8 ...MANISTEE grounded outside of Muskegon on a sand bar, continuing a trend. Some bow damage was sustained.

Jan 12 ...FRONTENAC arrived at Fraser Shipyards and entered the drydock.

Jan 14 ...WALTER J. McCARTHY, JR. hit a submerged object, punched a hole in her bottom, and flooded her engine room while backing into the Hallett No. 8 Dock in Superior, WI. The vessel settled on the bottom in 20 feet of water. Water covered the main engines. The engine room crew beat a hasty retreat after closing the water-tight doors.

Jan 15 ...The Soo Locks closed at midnight ending the 2007 season. The MICHIPICOTEN was the last downbound vessel through at 11:10 p.m. The EDWIN H. GOTT closed the upbound side on the evening of the same day.

Jan 17 ...The Port of Goderich was still open for business, with a steady stream of lakers coming in to load salt. The latest was CANADIAN OLYMPIC.

...The AMERICAN CENTURY came into lay up at the No. 2 wall of the CSX coal dock.

...The Governor of Wisconsin announced an experimental program to clean ballast water in Milwaukee.

Jan 19 ...The MESABI MINER closed navigation in Marquette by delivering a last load of coal to the power plant.

Jan 20 ...ALGOSTEEL was being towed from Chicago to Toledo after she lost her rudder. Lead tug was the JOHN M. SELVICK until just about Port Huron, when the Malcom tug, MANITOU, took the lead.

Jan 21 ...ALGOSTEEL tow passed Detroit River Light.

Jan 23 ...The Hamilton Port Authority is auctioning off the Tug BATCHAWANA for back dockage fees.

GREAT LAKES & SEAWAY NEWS •



Photo by Mark Schumaker

ALGOSTEEL in Marine City - 2003

Jan 24 ...The City of St. Ignace has accepted the gift of one of the CHIEF WAWATAM's triple expansion steam engines.

Jan 30 ...Workers found a 7 x 4-foot-hole in the bottom of the WALTER J. McCARTHY, JR. after the engine room was dewatered. The damage was caused when she backed over a piece of concrete laying on the bottom. The hole will be repaired from inside the hull, so drydocking won't be necessary.

...LANDSDOWNE was partially submerged at a private dock in Buffalo.



Photo by Bob Hom

Workers in process of re-floating the WALTER J. McCARTHY, JR. in Superior.

• GREAT LAKES & SEAWAY NEWS

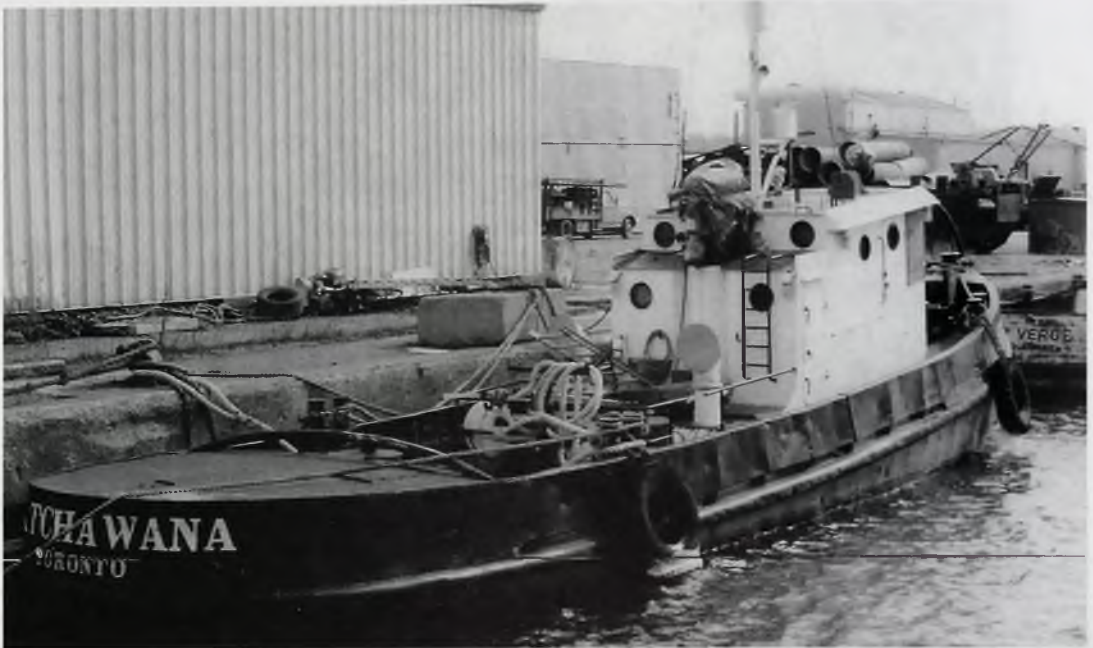


Photo by Jim Sprunt

Tug BATCHAWANA to be taken from owner by Hamilton Harbor Commission

FEBRUARY, 2008

Feb 2 ...LANDSDOWNE was re-floated.

Feb 4 ...Buffalo City Council informed the owners that the LANDSDOWNE is not welcome in Buffalo.

...Four thousand feet of copper wire was reported stolen from WALTER J. McCARTHY, JR.

Feb 11 ...Although there is some question, historians believe the wreck found off Park Point in Duluth is the AMETHYST, a tug sunk in 1888.

Feb 13 ...The new engine for the SAGINAW arrived on a flatcar at the Point Edward Spur of the CN Railway.

Feb 14 ...STEPHEN B. ROMAN entered Toronto Harbour as the first official laker of 2008.

Feb 17 ...Fire on the barge NORMAN McLEOD injured two crewmembers near Rockland, ME. The fire was isolated and under control. EVERLAST was pushing the barge.

Feb 20 ...Groupe Desgagnes has acquired a new tanker from shipbuilders and owner, Besiktas Shipping Group. She was recently launched at the Gisan Shipyard in Tuzla, Turkey. She is powered by a 9,385 BHP MAK-7M43 diesel. The ship will arrive in Quebec City in mid-May for re-flagging and modifications, and will be called SARAH DESGAGNES.

Feb 23 ...ALGOSTEEL was moved from the drydock at Ironhead Marine in Toledo. Repairs to her rudder have been completed.

Feb 27 ...Lake Erie was completely frozen over.

GREAT LAKES & SEAWAY NEWS •

MARCH, 2008

Mar 1 ...Marinette Marine Corporation will build an additional 18 Response Boats-Medium in Marinette for the USCG. They already have a contract for 12 RBs-M at Kvichak Marine in Seattle, a partner of Marinette Marine.

Mar 2 ...CANADIAN OLYMPIC was laid up in Sarnia.

Mar 6 ...MACKINAW was breaking ice in the Escanaba area in preparation for the upcoming shipping season.

Mar 7 ...Lower Lakes Towing, Ltd. announced new names for recent acquisitions: WOLVERINE – Now Canadian is ROBERT S. PIERSON (ii). VOYAGEUR INDEPENDENT will be OJIBWAY. VOYAGEUR PIONEER will be KAMINISTIQUIA. EARL W. will be MANITOWOC. David Z. will be CALUMET.

...GORDON C. LEITCH was out of winter lay up. She left Montreal for Port Cartier.

Mar 8 ...The City of Buffalo said it wants LANDSDOWNE out of the Outer Harbor by May 1.

...The container ship, MSC SABRINA, was grounded near Trois Rivieres. Tugs DUGA and OCEAN HERCULE unsuccessfully tried to release her.

Mar 9 ...Barge INNOVATION and her tug, SAMUEL de CHAMPLAIN, departed Milwaukee, starting their new season.

Mar 11 ...ALPENA departed Cleveland for Alpena.

Mar 13 ...After oil was seen leaking from USCG HOLLYHOCK, she arrived in Cheboygan for repairs to her propeller.

...Tugs SALVOR and WILFRED COHEN were breaking ice in the St. Marys River to aid the upbound YANKCANUCK.

Mar 14 ...Tug ROBINSON BAY started breaking ice surrounding the Snell Lock.



SAGINAW has her stack set back to receive new engine.

• GREAT LAKES & SEAWAY NEWS



Photo by Greg Rudnick

WOLVERINE's name painted out in preparation for being re-named ROBERT S. PIERSON.

Mar 15 ...The WOLVERINE was officially christened ROBERT S. PIERSON (ii) at ceremonies in Samia.

Mar 16 ...MESABI MINER departed the Superior Coal Dock to open the Twin Ports.

...CSL NIAGARA opened the Port of Goderich.

Mar 17 ...SAMUEL RISLEY assisted the KAMINISTIQUA and CSL ASSINIBOINE through heavy ice above the Blue Water Bridge.

...Algoma Central Corporation, through a wholly-owned subsidiary has purchased the SANDVIKEN, GOVIKEN, and DAVIKEN from Viken Shipping of Bergen, Norway. The vessels are currently under long-term charter to FedNav. They will operate for Seaway Marine Transport under the Canadian flag after the charter expires.

Mar 18 ...YANKCANUCK was stuck in ice above Port Huron. She was assisted by BRISTOL BAY.

Mar 19 ...KAMINISTIQUA arrived in Sturgeon Bay for drydocking. She arrived with no name on the bow.

...Canada's largest icebreaker, the LOUIS ST. LAURENT was headed from Quebec City to Cape Breton, Nova Scotia to aid the Marine Atlantic ferry CARIBOU.

Mar 20 ...U.S.S. FREEDOM has passed the testing of its electric generators. The first Littoral Combat Ship, LCS-1, will be delivered this year and stationed in San Diego.

...CANADIAN PROGRESS opened the Welland Canal for the 2008 season.

GREAT LAKES & SEAWAY NEWS •

Mar 21 ...CCG MARTHA L. BLACK and USCG PENOBSCOT BAY broke ice from the Lambert Lock to the Beauharnois Lock, along with the Groupe Ocean tug LA PRAIRIE.

...The cement barge INNOVATION, pushed by the tug SAMUEL de CHAMPLAIN, hit the Pere Marquette swing bridge while heading for the St. Joseph, Michigan cement dock.

Mar 22 ...CASON J. CALLAWAY departed her lay up Port of Erie, PA.

...USCG HOLLYHOCK finished repairs to her blade seals.

Mar 23 ...CASON J. CALLAWAY was inbound at Detour at 11:30 p.m. USCG KATMAI BAY was breaking ice.

...CANADIAN MINOR was the first vessel upbound in the Seaway.

Mar 25 ...CASON J. CALLAWAY opened the Soo Locks.

Mar 26 ...MANITOWOC loaded Marquette's first ore cargo of 2008.

Mar 28 ...AMERICAN MARINER lost steering above the locks. She was hauled down to the locks by the tugs MISSOURI and FLORIDA and tied up at the Southwest Pier above the Locks.

...CASON J. CALLAWAY collided with the AMERICAN REPUBLIC west of the Mackinac Bridge. The ice forced the vessels together as the CALLAWAY attempted to release the stuck REPUBLIC. The REPUBLIC had a hole in one ballast tank and the CALLAWAY suffered bow damage. The CALLAWAY continued her trip to Gary to unload and then will join the REPUBLIC for repairs in Sturgeon Bay.

Mar 31 ...CALLAWAY was due at Sturgeon Bay.

...MSC SABRINA, aground since March 8, is still aground near Trois Riviers, Quebec.

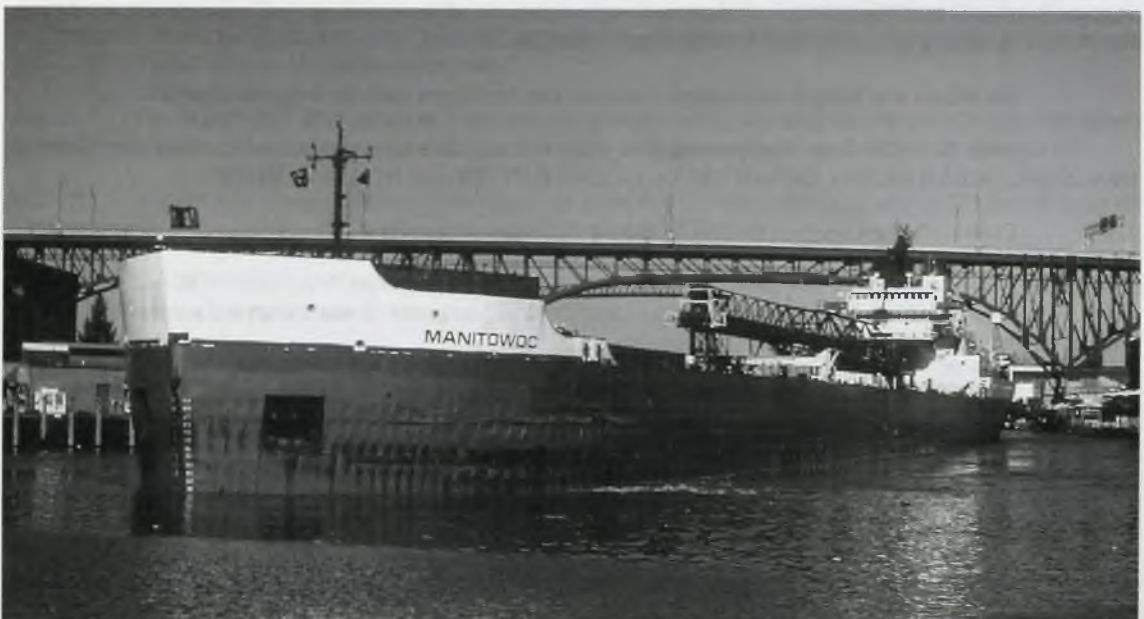


Photo by Greg Rudnick

MANITOWOC arriving in Cleveland for the first time. She is the former EARL W. OGLEBAY.

• GREAT LAKES & SEAWAY NEWS



Photo by Greg Rudnick

CASON J. CALLAWAY collides with the American Republic
in Lake Michigan just west of the Mackinac Bridge.

APRIL, 2008

Apr 2 ...NEEBISH ISLANDER II, the former SUGAR ISLANDER, sprung a small leak, which pumps were handling. Repairs must be made before service to the island can resume.

Apr 4 ...Scrapping of the LANDSDOWNE began in Buffalo.

...An airboat was being used to supply Neebish Island residents until the ferry was repaired.

...MSC SABRINA was finally pulled free. High tides and five tugs released the container ship. The tugs were DUGA, OCEAN BRAVO, OCEAN DELTA, OCEAN JUPITER, and OCEAN K. RUSBY.

Apr 5 ...Central Marine Logistics, the firm managing the former Inland vessels, has taken over management of the ST. MARYS CHALLENGER.

Apr 8 ...A fawn fell into one of the chutes at the LS&I Dock in Marquette. It was unhurt and successfully rescued with a crane and set free.

...CUYAHOGA became the first ship of the year in Kingsville. She unloaded stone from Marblehead.

Apr 9 ...J. W. Westcott Company began its 113th season today.

...AMERICAN REPUBLIC left BayShip after repairs of the damage resulting from the March 30 collision with the CASON J. CALLAWAY. The CALLAWAY was still in the shipyard.

Apr 10 ...Salt water ship GADWELL entered the Duluth Superior Harbor, opening the Twin Ports to ocean shipping for 2008.

Apr. 13 ...KAMINISTIQUA was out of drydock in Sturgeon Bay.

GREAT LAKES & SEAWAY NEWS •

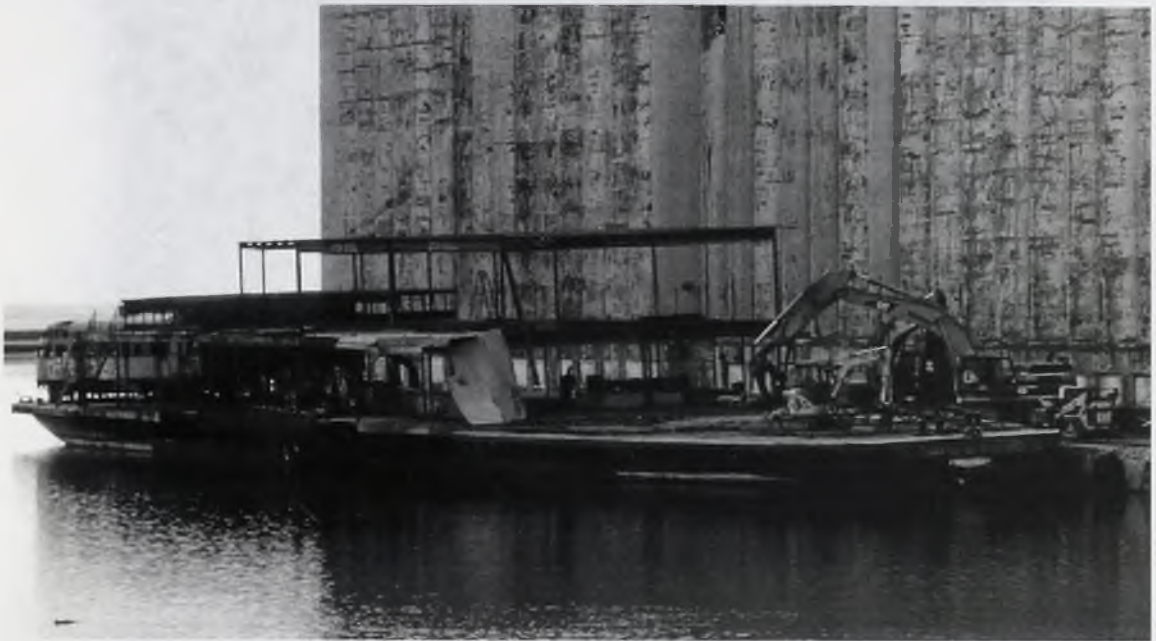


Photo by Greg Rudnick

Scrapers at work on LANSDOWNNE

...JAMES J. KUBER and tug VICTORY left Menominee on their first trip as tug and barge. The KUBER is the former RESERVE.

Apr 15 ...Great Lakes Towing christened the new tug built in their yard, the HANDY-ONE, at Shooters Restaurant in Cleveland. She is the first tug built in Cleveland by the Towing Company since 1931. The 4,000 h.p. tractor tug is built for Tugz International, an affiliated company.

Apr 21 ...Tug DOROTHY ANN struck an unknown object while pushing the barge PATHFINDER into Marquette's lower harbor. Thirty gallons of lube oil leaked into the water through a seal and one Z-drive unit was torn off.

Apr. 23 ...A shipwreck group in Holland, Michigan has identified the wreck of a schooner in 275 feet of water off Saugatuck as the HOLLAND. She sank with a cargo of lumber in 1873.

Apr 24 ...Tug DOROTHY ANN and barge PATHFINDER departed Marquette with a load of ore, using the remaining Z-drive.

Apr 25 ...CSL has announced it has purchased four vessels from Fednav, Ltd. of Montreal. The vessels will be re-flagged Canadian. They are currently sailing as the LAKE ONTARIO, LAKE MICHIGAN, LAKE ERIE, and LAKE SUPERIOR. The first vessels will be delivered in December, 2008, and the balance by December, 2009. The LAKE ONTARIO and LAKE SUPERIOR will be devoted to a contract to transport three million tons of ilmenite ore from Havre Ste. Pierre to Sorel, Quebec, beginning in 2010. The two others will be employed in domestic trades.

...The object the DOROTHY ANN struck on April 21 was a rudder on the bottom of Marquette Harbor. The 16-ton rudder was recovered, but as yet, not the Z-drive. A heavier crane was awaited as the Z-drive weighs 20 tons. The ship the rudder is from was unknown.

Apr. 27 ...Ryba Marine of Cheboygan lifted the DOROTHY ANN's Z-drive, with the Barge CT-150 towed by the Tug TENACIOUS.



Photo by Greg Rudnick

Tug DOROTHY ANN hits obstruction in Marquette.

SALES AND RENAMINGS:

BBC RUSSIA has been sold to Fednav and renamed FEDERAL PATRIOT. She is a sister of FEDERAL PATROLLER.

CSL has a new deepwater ship, the CSL METIS. She is a Panamax self-unloader. The vessel was built in 1981 as the BERGE HELEN, and later became LAGOVAN SINAMAICA (1993), SINAMAICA (2000), EKTORAS (2007), and EKTORA (2007). A new forebody was joined to the stern at the Chengxi Shipyard.

OBITUARIES:

Mar 14...Captain Charles "Chick" Ferriss, age 55, passed away at his home in Detroit. He operated the MAGNETIC and had connections to other tugs such as the JOHN KENDALL, PROTECTOR, and FREDERICK T. KELLERS.

OTHER:

International Shipmasters Assoc., Niagara District Lodge #20, has raffle tickets available for sale at \$5.00 each. Prizes include a trip for two on the ALGONTARIO and five other Great Lakes marine-related adventures. For full details, contact Jim Gallant, Lodge #20, 40 Tannery East, Unit 264, Cambridge, Ontario N3C 2B9, (519) 658-5448, or check www.freightertrip.com.

BACK COVER PHOTOS: A Century of Racing on the Detroit River is a set of four oil paintings done by renowned maritime artist, **Jim Clary**. They were commissioned by the Spirit of Detroit Association in 1997 and reflect back to the days of Gar Wood and the MISS AMERICA hydroplane on through the modern era. Jim Clary is known for his ghosted portraits in each of his paintings. The works in the series depict the major eras of hydroplaning including: *The First 80*, with MISS AMERICA I and MISS AMERICA II in front of the old Detroit Yacht Club in the 1921 Gold Cup; *His Most Memorable Race*, featuring the famous piston era boats MY SWEETIE, SKIP-A-LONG, SUCH CRUST, and TEMPO VI near the Belle Isle turn in the 1949 Gold Cup; *Roostertail Frenzy*, the unforgettable contest between ATLAS VAN LINES and MISS U.S. in the 1976 Gold Cup; and the turbine era with MISS BUD, MISS DYC, MASTER TIRE, APPIAN JERONIMO and MISS CHRYSLER JEEP screaming around the turn in front of the Detroit Yacht Club at the 2000 Gold Cup. The matched-numbered set of prints of all four of these spectacular moments in Detroit hydroplane racing history is available for purchase along with other works by Jim Clary at www.jclary.com/gallery.



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