



INSTITUTIONAL MEMBER NEWS

DOOR COUNTY MARITIME MUSEUM

This past fall, the Maritime Museum opened two temporary exhibits. The museum's Mezzanine Gallery is hosting an exhibit entitled "The United States Coast Guard: 200 Years of History and Service" and features information on both the service's national history, and its past and present ships and stations in Door County.

In conjunction with that exhibit, works by Coast Guard artist Charles William Johnson are on display at the Maritime Museum. In addition, the museum recently replaced a model of the steamer **South America**, which was on loan from the Chicago Maritime Society, with a newly-built model of the ship by Larry and Bill Herbst.

The Museum's Board of Directors also recently announced a new campaign to raise \$375,000 to payoff the debt remaining from construction of the museum's new Sturgeon Bay facility, and complete renovation of its Gills Rock facility, including the fishing tug **Hope**. Since 1994, the museum has raised over \$1.9 million to fund new construction and renovation projects.

ERIE QUEST MARINE HERITAGE AREA

During this past summer's dive season, volunteers working for the Erie Quest Marine Heritage Area placed anchor blocks and buoys on 15 shipwrecks in the Pelee Passage area of Lake Erie. Divers also sank a 1950s cabin cruiser to ease diving pressure on another historic wreck.

A 38-foot, steel-hulled cabin cruiser is now located in 35 feet of water near the wreck of the **George Stone**, a wooden steamer that sank in 1909. Preparation and placement of the cruiser was a joint effort of the Windsor Chapter of Save Ontario Shipwrecks, Erie Quest Marine Heritage Area, the South Shore Scuba
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Wisconsin Marine Historical Society finishes vessel data base



Information on Great Lakes vessels, such as the U.S.C.G.C. **Sundew**, will be more readily available to researchers through the efforts of the Wisconsin Marine Historical Society (photo by Tim Slattery).

After an investment of over \$120,000 and thousands of volunteer hours, the Wisconsin Marine Historical Society recently completed work on one of the region's most comprehensive Great Lakes vessel enrollment data bases for the period 1815 to 1958.

Completion of the work on the data base comes as the Historical Society celebrates the 40th anniversary of its

founding in 1959. The data base includes vessel information from a number of sources including the U.S. National Archives, National Archives of Canada, and the Herman G. Runge Index Card Collection.

The Runge Card Collection includes over 98,000 documents with information related to Great Lakes vessels.

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Center plans new fishing exhibit

The Great Lakes Center for Maritime Studies has recently announced plans for creating a traveling exhibit entitled "Fish for All: Perspectives on the History of Lake Michigan Fisheries Management and Policy."

The Great Lakes Center is a partnership of Western Michigan University and the Michigan Maritime Museum, both AGLMH institutional members. The

traveling exhibit is being underwritten by a grant from the Great Lakes Fishery Trust and will open in March 2000.

The exhibit will focus on the roles of sport fisherman, commercial fishermen, Native Americans, state governments, the federal government, and environmental/advocacy groups in

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Association for Great Lakes Maritime History

NEWSLETTER

The Association for Great Lakes Maritime History is an international organization of institutions, museums, societies, and individuals interested in preserving Great Lakes maritime history. Membership includes a subscription to this newsletter and the opportunity to participate in Association activities.

In addition to publishing the newsletter, the Association sponsors an annual meeting and encourages research, the exchange of information, and the publication of materials on Great Lakes maritime history.

Annual individual membership is \$35.
Annual institutional membership is \$50.

To become a member or for a brochure containing more information about the Association, write to:

Association for Great Lakes Maritime History
P.O. Box 7365
Bowling Green, OH 43402

ASSOCIATION OFFICERS

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Historical Collections of the Great Lakes
Bowling Green State University

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Open

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Great Lakes Historical Society

The Association is incorporated as a nonstock, nonprofit corporation under the laws of the State of Wisconsin. The United States Internal Revenue Service has ruled the Association to be under Sections 507(a)(1) and 170(b)(1)(A)(v) - EIN 39-148496.

The AGLMH Newsletter (ISSN 1081-4744) is published bi-monthly by the Association for Great Lakes Maritime History. The submittal of articles, letters, news, photos, drawings, research requests, etc. that pertain to the maritime history of the Great Lakes is welcomed from members or nonmembers.

All items will be considered for possible publication and should be sent to the editor. Written material may be submitted as text or in a Macintosh-compatible or IBM-ASCII format on 3-1/2" computer disk.

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INSTITUTIONAL MEMBER NEWS

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Club and members of the Kent Divers Association.

FATHOM FIVE NATIONAL MARINE PARK

In an effort to revive scuba diving in the Tobermory area, a local group plans on sinking the **Niagara II**, a 68-year-old dredge, just outside the Fathom Five National Marine Park. The Tobermory Maritime Association found the 66-meter dredge in a Port Maitland scrap yard.

Diving in Fathom Five has fallen off dramatically in recent years, and local officials blame a number of factors, including the spread of zebra mussels which have significantly improved

diving visibility in the lower Great Lakes. Other factors include a lack of new wrecks to dive in the Tobermory area, and the deterioration of existing wrecks.

Ivan Smith, acting supervisor of Fathom Five, confirmed that diver registration at the park has gone from 8,1000 in 1988 to just 4,800 in 1997. Maritime Association officials are in the process of raising the \$40,000 to \$60,000 needed to tow the dredge from Port Maitland to Tobermory, and to meet the cleanup requirements of Environment Canada.

GREAT LAKES LIGHTHOUSE MUSEUM

In conjunction with the Great Lakes Lighthouse Keepers Association, the Great Lakes Lighthouse Museum hosted the first-ever Lighthouse

Wisc. Marine Historical Society

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Those documents include 32,000 vessel index cards, 3,410 vessel name change cards, 19,250 ship loss cards, and 43,587 cards on marine-related events.

The collection was part of the extensive marine-related papers, photographs and documents willed to the Milwaukee Public Library (MPL) in 1958 by the noted Great Lakes antiquarian, Herman G. Runge. Assisting the library in preserving those materials was one of the primary reasons for the Historical Society's founding in January 1959.

The first organizational meeting of the Society coincided with the MPL's opening of the Herman G. Runge Marine Collection to the public on Feb. 19, 1959. In April of that year, the group's first evening meeting was held and the speaker was the noted Great Lakes maritime historian Fr. Edward J. Dowling, S.J.

The early meetings of the Marine Historical Society were presided over by its first president, Edmund Fitzgerald. On July 22, 1959, Society members had an opportunity to tour the S.S. **Edmund Fitzgerald**, as guests of the ship's owner, the Northwestern Mutual Insurance Co. of Milwaukee.

Researchers can access the Historical Society's computerized vessel data base in the Marine Room of the

Milwaukee Public Library or at university libraries that are part of the OCLC computer network. The Society will also respond to e-mail requests for vessel information (address: wmhs@execpc.com).

In addition to the vessel data base, the Milwaukee Public Library's Marine Room also provides researchers with access to the other resources of the Marine Historical Society and the MPL's Great Lakes Marine Collection. Those resources include more than 11,000 Great Lakes vessel files and 33,000 vessel photographs.

Fishing exhibit

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the Great Lakes fishery over the past 150 years. How each group handled, governed, monitored, and culturally valued the fish resources of Lake Michigan will be examined.

According to its organizers, the traveling exhibit will rely principally on photographs and a select number of artifacts to convey each group's management history.

Institutions and individuals who know of materials that might be relevant to the exhibit are encouraged to contact Paula Lange of the Great Lakes Center for Maritime Studies at (616) 321-9323.

Winter Festival at Mackinaw City during the weekend of February 13-14. This event included a variety of family activities and a snowmobile trip to the St. Helena Lighthouse.

Engineering work on the proposed site of the Great Lakes Lighthouse Museum has already begun, and preliminary results show that the former State Ferry Docks at Mackinaw City are basically sound. An application to fill approximately 1.67 acres north of the docks for the museum project is expected to be filed shortly.

Meanwhile, Dr. Sandra Planisek, the new museum's director, and museum supporters are continuing to work on raising the \$40 million needed to make the proposed facility a reality. Sandra is the former publisher of the *Mackinaw Journal*.

GREAT LAKES SHIPWRECK HISTORICAL SOCIETY

The Great Lakes Shipwreck Historical Society has selected U.P. Engineers & Architects to design and oversee the \$2 million in new construction and restoration work at the Whitefish Point Light Station. The work will be financed by the Society's Great Lakes Mariner Memorial Capital Campaign.

Current plans call for adding two new wings to the Historical Society's Shipwreck Museum Gallery. A new west wing will house the Great Lakes Mariners Memorial along with a multi-media theater and lecture hall. The gallery's new east wing will house a changing exhibits gallery, collections storage area and conservation lab.

In addition, a new multi-purpose building will be constructed near the present museum store to house rest rooms, inventory storage, a larger sales area and administrative offices. Tentative plans call for the multi-purpose building to be built in 1999 and the two new museum wings in 2000.

Restoration work will include the Whitefish Point crews quarter building and the boathouse that was used for the station's rescue surf boat. The Historical Society has already restored the site's lookout tower and lighthouse keeper's quarters.

H. LEE WHITE MARINE MUSEUM

The H. Lee White Marine Museum recently received a matching grant of just over \$26,000 from the State of New York to dry dock and overhaul

its historic tug **LT-5**. The vessel was last dry docked almost 20 years ago, and fundraising is continuing to raise an additional \$60,000 required to match the state grant and complete the overhaul.

On October 12, officials from the City of Oswego unveiled a new wrought iron arch marking the entrance to Oswego's new Historic Maritime District. The district encompasses the waterfront area that is the home to the H. Lee White Marine Museum, Oswego Maritime Foundation, and the Port of Oswego Authority.

According to local officials, the new historic district is the site of over 300 years of community history beginning with the arrival of the Jesuits at the mouth of the Oswego River in 1654. The district was once occupied by the Goble's Shipyard & Drydock which built a number of Great Lakes vessels between 1856 and 1912, including 30 schooners.

HISTORICAL COLLECTIONS OF THE GREAT LAKES

The U.S. National Park Service recently awarded one of the first round National Maritime Heritage Grants to the Historical Collections of the Great Lakes (HCGL) at Bowling Green State University.

The \$24,850 grant will allow the HCGL to begin work on creating an image data base of Great Lakes vessels for the period 1850-1980 using materials from its collection of more than 90,000 images. Grant funding will support vessel data sheet entry, image scanning and linking, and acquisition of equipment. Estimated project completion date is March 2000.

HURONIA MUSEUM

The Huronia Museum continues to add items to its collection from the Midland Shipbuilding Co. of Ontario.

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UPCOMING EVENTS

- Feb 25 **Guardian of the Great Lakes: the U.S.S. Paddle Frigate Michigan**, a presentation by Dr. Bradley Rodgers for the annual meeting of the Wisconsin Maritime Museum. Site: Manitowoc, Wis. For more info., call (920) 684-0218.
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- Feb. 27 **Sail, Steam and the Profit Margin** sponsored by the Wisconsin Underwater Archeology Association, State Historical Society of Wisconsin, and the Wisconsin Maritime Museum. Site: Manitowoc, Wis. For info., contact Tom Villand at (608) 221-1996.
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- Mar. 13 **Mid-Year Directors Meeting of the Association for Great Lakes Maritime History**. Site: Michigan Historical Center, Lansing. For more info., contact Bob Graham at (419) 372-9612.
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- Mar. 27 **Great Lakes Underwater II** sponsored by New York Sea Grant and the Oswego Maritime Foundation. Site: Oswego, N.Y. For info., contact the Oswego Maritime Foundation at (315) 342-5753.
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- May 15-16 **Sixth Annual Door County Lighthouse Walk**. Site: Door County, Wis. For more info., contact the Door County Maritime Museum, 120 N. Madison Ave., Sturgeon Bay, WI 54235; (920) 743-5958; web site: www.dcm.org
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- May 18-19 **40th Anniversary Celebration and Symposium on the Great Lakes-St. Lawrence Seaway System**. Site: Montreal, Quebec. For more info., contact the Great Lakes Commission, Argus II Building, 400 Fourth St., Ann Arbor, MI 48103: (734) 665-9135; e-mail: mdonahue@glc.org

Information on upcoming events should be sent as soon in advance as possible to: Bob O'Donnell, AGLMH Newsletter Editor, 1406 Prospect Ave., Wausau, WI 54403; e-mail: rodonnell@uwc.edu; fax: (715) 261-6333.

For example, the museum recently acquired a builder's half-model of the **S.S. War** series of ships built at the shipyard by James Playfair during 1918-1919.

In August, the Huronia Museum acquired a Canadian Pacific Railway fleet commodore's tunic, vest and cap from Capt. Jamie McCannell of Port McNicoll. Capt. McCannell sailed on the **Assiniboia** from June 1913 until his retirement in November 1936.

This past fall, the Huronia Museum hosted several art exhibits including an exhibition of large color photographs entitled "Northern Images" by photographer Peter Marreck. Several works by artist Gord Smellie, who specializes in the Georgian Bay lighthouses and landscapes, were on display through mid-November.

KEWEENAW COUNTY HISTORICAL SOCIETY

Following its successful efforts last year to obtain title to the Eagle Harbor Light Station, the Keweenaw County Historical Society is now developing a commercial fishing exhibit to be installed in the assistant light keeper's house at the station.

In other news, over 20,000 people, a record number, visited the Historical Society's sites throughout the Keweenaw Peninsula during 1998. In addition, the Society recently published a new book entitled **Central Mine: Years of Hard Work, Lives of Pain and Hope** documenting that historic Keweenaw copper mine and the people who worked there.

LAKE ERIE ISLANDS HISTORICAL SOCIETY

With the opening of its new 6,000 square-foot museum facility last season, the Lake Erie Islands Historical Society is preparing its original facility and nearby pole building to house displays of historic boats, commercial fishing artifacts, lifesaving service materials, and natural history.

The Historical Society also recently re-issued a paperback version of Robert Dodge's book **Isolated Splendor**. The book tells the story of how Put-in-Bay, Ohio developed as a community, and its role in Great Lakes shipping.

MARITIME HERITAGE ALLIANCE

Heritage Alliance volunteers continue working on the sloop **Welcome** whose hull re-planking was recently com-

pleted, giving the replica at least the appearance of a vessel again. During the coming months, the hull will be sanded, caulked and painted for eventual return to the water.

The last trip of the season for the **Madeline** was to Grand Haven and Muskegon, Mich. in mid-September. The vessel is now in winter lay-up and off-season work projects include replacing the ship's rail which will require an estimated 1,000 hours of work to complete before spring.

MACKINAC ISLAND STATE PARK COMMISSION

The Mackinac State Historic Parks has been selected as the host for the Michigan Museum Association's 2000 Annual Meeting. The meeting will be held October 10-13 at the historic Grand Hotel on Mackinac Island. The Mackinac State Historic Parks include Mackinac Island State Park and Fort Mackinac on Mackinac Island, and Historic Mill Creek and Colonial Michilimackinac near Mackinaw City.

MARINE MUSEUM OF THE GREAT LAKES

The Marine Museum of the Great Lakes at Kingston recently opened a new exhibit entitled "The Shipwrecks of Kingston & Western Approaches." The exhibit examines the more than 40 wrecks that lie in the waters surrounding Kingston, and which range from War of 1812 vessels to latter day steamships.

The core of the exhibit is the surveys and digital images done by underwater archeologist Jonathan Moore, with the support of the Preserve Our Wrecks organization. That information is supplemented with artifacts, photos and archival material from the Marine Museum's collection.

MICHIGAN MARITIME MUSEUM

The Michigan Maritime Museum recently received a \$5,000 grant from the Frederick S. Upton Foundation to develop exhibits for its new Padnos Boat Shed. When completed in the Spring of 1999, the 1,300 square-foot facility will serve as a center for restoration of small craft in the museum's collection.

Museum Director Kristin Szylvian and a museum studies class at Western Michigan University will use the Upton grant to develop exhibits that will familiarize visitors with both the

education and preservation missions of the Padnos Boat Shed. The new facility will also offer hands-on classes in wooden boat building, sail making, canoeing, and other maritime traditions.

In October, as part of the Maritime Museum's Lake Lore series, AGLMH member John Summers presented a program "Small Boats, Big Ideas: The Role of Historic Small Craft in the Preservation and Interpretation of Maritime History." John also discussed his ideas for small craft programming at the museum.

A second Lake Lore program was presented by Tracy Marsh and Peter Watts, co-authors of **Watts & Sons Boat Builders, Canadian Designs for Work and Pleasure, 1842-1946**. Their slide presentation was entitled: "From Skiffs to Schooners: Snapshots of a Premier Canadian Boat Building Family."

MICHIGAN HISTORICAL MUSEUM

The Michigan Historical Museum recently acquired a display board from the ore carrier **Edward B. Greene** showing Cleveland-Cliffs' iron ore shipping routes and steel mill locations circa 1870.

Other recent donations to the Historical Museum include a lighthouse lamp modified for electricity, which was donated by the family of a former keeper of the Copper Harbor Range Light.

MOORE MUSEUM

The Moore Museum recently received donations to its capital campaign from The Shaw Foundation and Montell Canada Inc. Recent events at the museum included a re-opening of the opening of the Basswood Block of historic structures at the museum in October and a Christmas Memories program in December.

During the past summer, the Moore Museum had a college intern, Jen Newman, working as a collections assistant. Newman is a student in the intensive museum studies program at Algonquin College, and her internship was funded by the Young Canada Works in Heritage Institutions program.

In addition to transferring the museum's entire textile collection to acid-free boxes, Newman also partici-

pated in the Moore Museum's summer season programming activities, and had an opportunity to learn first-hand about cataloging in a small institution, on a limited budget.

OWEN SOUND HISTORICAL SOCIETY

The Owen Sound Historical Society's Rail and Marine Museum recently acquired a high-quality model of the steamer **Asia** which was lost with all hands and untold passengers during a fierce storm on Georgian Bay in 1882. The wooden steamer was built at St. Catherines in 1873.

The newly acquired 1:72 scale model was built by Marshall Webster. Another Great Lakes model, a 1:96 scale model of the self-unloader **E.B. Barber**, was recently lent to the museum by its builder, Capt. Bruce Sheppard. The **Barber** was built in 1953 and scrapped in 1985.

In other news, the Owen Sound Historical Society held its 19th annual banquet and meeting on Oct. 28, 1998. The featured speaker was Les MacKinnon, who has extensively researched a group of 350 freed black slaves and United Empire Loyalists who formed one of the first non-native settlements in the region south of Owen Sound in the 1800s.

S.S. MILWAUKEE CLIPPER PRESERVATION INC.

Great Lakes Clipper Preservation Inc. recently changed its name to S.S. Milwaukee Clipper Preservation Inc. (MCPI) to make it clear that the group's primary goal is the preservation of a specific vessel, the former cross-lake ferry **Milwaukee Clipper**.

MCPI and the Musekgon Mall recently teamed up to establish the S.S. Milwaukee Clipper Store. The store, which was open from November 1 thru December 31, included a small museum containing vessel artifacts, a theater, and souvenir items for sale. Sales totaled over \$3,000 for the first five weeks of operation.

SPLIT ROCK LIGHTHOUSE HISTORIC SITE

On Tuesday, November 10, the Split Rock Historic Site held its annual commemoration of the 1975 sinking of the **Edmund Fitzgerald**. This year's commemoration coincided with a storm that generated near hurricane-force winds in the upper Great Lakes and brought shipping to a halt.

Thom Holden, assistant director of the Lake Superior Maritime Visitors Center in Duluth, discussed the ship's loss and other Lake Superior shipwrecks in the exhibit area of the Historic Site's history center. In addition, a video on the **Fitzgerald** was shown throughout the afternoon.

At dusk, at the base of the Split Rock Lighthouse, the names of the 29 men who lost their lives on the **Edmund Fitzgerald** were read accompanied by the ringing of a ship's bell. Following the ceremony, the Split Rock Lighthouse's beacon was lit in memory of the freighter's crew.

STATE HISTORICAL SOCIETY OF WISCONSIN

The Underwater Archeology Program of the State Historical Society of Wisconsin, in cooperation with the Wisconsin Sea Grant program, has published a "Historic Shipwrecks of Lake Superior" series of waterproof, plastic wreck site guides for divers. The guides cover the wrecks of the **Coffinberry**, **Lucerne**, **Ottawa**, **Pretoria** and **Sevona**.

The Historical Society also recently presented the Wisconsin Maritime Museum with a 1998 Local History Certificate of Commendation for its special exhibit entitled: "Wisconsin Shipbuilders: 150 Years." Accepting the award on the Maritime Museum's behalf were Museum President Harry Phillippsen and Curator Jay Martin.

STEAMER COLUMBIA FOUNDATION

In September, the Steamer Columbia Foundation and the Saarinen Chapter of the Society of Architectural Historians co-sponsored a special program entitled "Architecture Afloat & the Bob-Lo Boats Revisited."

The day-long event started with a presentation entitled "A History of Bob-Lo and its Steamers" by Bill Worden, president of the Steamer Columbia Foundation. The presentation was made at the Dossin Great Lakes Museum, and followed by a cruise down the Detroit River aboard the **Diamond Queen** of Diamond Jack River Tours.

At the cruise's destination of Ecourse, Mich., program participants were able to view the former Bob-Lo steamers **S.S. Columbia** and **S.S. Sainte Claire**. The **Columbia** is now owned by the Steamer Columbia Foundation, which

hopes to restore it for Detroit River cruise service. The **Sainte Claire** is owned by a sister organization the Steamer Sainte Claire Foundation.

Following the Detroit River cruise, program participants returned to the Dossin Museum to hear a presentation entitled "Architecture Afloat" by Bill Worden and marine historian Gordon Bugbee. Their presentation discussed the blend of architecture and technology represented by the sidewheel steamers designed by Frank E. Kirby and Louis E. Keil, both of Detroit.

WESTERN LAKE ERIE HISTORICAL SOCIETY

Following the success of its War of 1812 display, the Western Lake Erie Historical Society recently developed a "Disasters at Sea" exhibit for display at the Toledo-Lucas County Public Library's downtown location.

The exhibit focused on the loss of the RMS **Titanic** and was opened in conjunction with a special program at the library by underwater explorer Robert Ballard. The centerpiece of the exhibit was a 9'2" model of the ship, created by Historical Society member Ed Gould.

WLEHS members are also helping the museum ship **Willis B. Boyer** raise \$60,000 in private donations to begin repainting the 672-foot vessel's hull beginning this spring. To-date, the "Paint the Ship" campaign has received a number of corporate donations including funds from Oglebay Norton Co., and the Ford Stamping Plant at Maumee, Ohio.

WISCONSIN LAKE SCHOONER EDUCATION ASSOCIATION

In September, Tom Farnquist, director of the Great Lakes Shipwreck Historical Society, presented a program on the wreck of the **Edmund Fitzgerald** to a meeting of the Wisconsin Lake Schooner Education Association. Tom has participated in three expeditions to the wreck.

This past summer, several thousand people had an opportunity to view the progress that the Association is making on building a replica of a 137-foot, three-masted schooner during the Wisconsin Sesquicentennial Maritime Celebration. The event was held on Milwaukee's lakefront, and hosted by the Wisconsin Lake Schooner Education Association.

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All 47 frames of the ship's hull are now in place, and artisans and volunteers are in the process of planking the ship's hull. Association officials are confident that they will be in a position to put the schooner in the water during the Summer of 1999, and recently passed the half-way mark in their campaign to raise \$3 million for the ship and its educational programs.

WISCONSIN MARINE HISTORICAL SOCIETY

In December, the Wisconsin Marine Historical Society and the Milwaukee Yacht Club co-hosted their 18th annual Christmas Tree Ship Holiday Luncheon. AGLMH member Lee Murdock provide the musical program for the event, which also included a wreath laying ceremony at the anchor of the **Rouse Simmons**.

Built in Milwaukee in 1868, the **Simmons** was a three-masted schooner that was lost with all hands and a load of Christmas trees on Nov. 23, 1912. The ship's anchor was later recovered and placed near the entrance to the Milwaukee Yacht Club. The Marine Historical Society is currently considering how to restore the anchor which has become badly deteriorated in recent years.

In January, the Wisconsin Marine Historical Society hosted a presentation by David Zeni, author of a new book entitled **Forgotten Empress** at the Milwaukee Public Library's Centennial Hall. Zeni's presentation included slides and underwater video of the wreck of the passenger steamer **Empress of Ireland**.

On May 29, 1914, the **Empress** was rammed amidships by the Norwegian ship **S.S. Storstad** in the St. Lawrence River. The ship was carrying 1,492 people and sank within fourteen minutes of the collision, leading to the loss of over 1,000 lives and rivaling the loss of the liner **Titanic**.

WISCONSIN MARITIME MUSEUM

The Wisconsin Maritime Museum's 1998 Fall Family Program Series featured a number of speakers that complemented the museum's new "Wisconsin Shipbuilders: 150 Years" state sesquicentennial exhibit.

The series started off in September with a presentation by Karl W. Kahlenberg, president of the Kahlenberg Bros. Co. of Two Rivers, Wis. The company is one of the oldest

maritime equipment manufacturers in Wisconsin, and is best known for its marine engines and air horns.

In October, Tony Esposito discussed the history of Mercury Marine of Fond du Lac, Wis. Mercury is one of the world's leading manufacturers of outboard motors. Also in October, William Nimke gave an update on the work of the Wisconsin Lake Schooner Education Association, which is building a replica of a wooden schooner on the Milwaukee waterfront.

In November, Howard Wilsman, a genealogist from Manitowoc, presented a program entitled "Finding Great Grandfather" which discussed using the Maritime Museum's resources in researching a family's maritime history. Also in November, the public had an opportunity to have their maritime objects appraised by Janice Kuhn of Chestnut Court Appraisal Associates of Milwaukee.

The program series ended with a presentation by AGLMH member Pat Labadie of the Lake Superior Maritime Visitors Center in Duluth. Pat discussed the history of whalebacks on the Great Lakes, and the construction of several of William McDougall's "pig boats" in Duluth and Superior.

WISCONSIN UNDERWATER ARCHEOLOGY ASSOCIATION

During the 1998 diving season, the Wisconsin Underwater Archeology Association continued working on documenting three shipwrecks near Sturgeon Bay: the **Empire State**, **Ida Corning** and **Oakleaf**. Despite poor weather, work on the wrecks was able to start in May this year.

WUAA volunteer divers also assisted the State Historical Society of Wisconsin survey several submerged lumber mill sites and place two permanent mooring buoys this past season. Those buoys were placed on the wreck of the 195-foot schooner **Lucerne** in the Apostle Islands, and the wreck of the passenger steamer **Niagara** in Lake Michigan.

In July, WUAA divers finished detailed documentation of the wreck of the **Christina Nilson** in Bailey's Harbor. The **Nilson** wreck's site plan and a report of the documentation work will be completed this winter. During the July survey trip, divers also had an opportunity to visit the wreck of the steamer **Frank O'Conner** to view its current state.

PERSONNEL NEWS

Jay Martin has been named director of the **Wisconsin Maritime Museum**, replacing Isacco Vali who has left the museum to pursue other interests. Jay has been curator of the museum since 1997, and received a doctorate degree in history, with an emphasis on Great Lakes maritime history, from Bowling Green State University in 1995.

Sandra S. Clark, director of the **Michigan Historical Museum**, has been appointed president of the American Association for State and Local History (AASLH).

Gene Harrison has retired from the position of editor of the **Wisconsin Marine Historical Society's** quarterly *Soundings* newsletter. Gene will be replaced by long-term newsletter contributor **Victor Plantico**.

Nicole Henderson is the new exhibit/collection manager for the **Huron Museum**, replacing Hilary Lawrence who left the museum in February to return to school.

Capt. John W. Sharpe, an associate member of the **Port Colborne Historical & Rail Museum's** board of directors for the past twelve years, passed away recently. As a former Great Lakes captain, Sharpe was an invaluable marine consultant and advisor to the Museum.

WELCOME NEW MEMBERS

Institutional Members:

Great Lakes Lighthouse Museum, P.O. Box 712, Mackinaw City, MI 40701-0712; (616) 436-7870; contact: Sandy Planisek, director.

S.S. Milwaukee Clipper Preservation Inc., P.O. Box 1370, Muskegon, MI 49443-1370; (616) 722-1611; fax: (616) 728-3707; contact: James C. Plant, president.

Wisconsin Lake Schooner Education Association, 500 Harbor Dr., Milwaukee, WI 53202; (414) 276-7700; fax: (414) 276-8838; contact: Kim Haines, executive director.

Address Changes:

Fred Neuschel, 77 Esther St., Crystal Lake, IL 60014; (815) 356-7041.

Jay C. Martin, 1711 Meadowbrook Dr., #104, Manitowoc, WI 54220; (920) 787-9842.

RESEARCHING GREAT LAKES MARITIME HISTORY

Marine Museum of the Great Lakes at Kingston

The following is the third in a new series of columns designed to promote the use of institutional members' maritime history research resources.

The collections of the Marine Museum of the Great Lakes at Kingston are extensive, and document Canadian marine heritage on the Great Lakes from the mid-19th Century to the present.

With a steady flow of new material arriving from the Canadian marine industry, the Marine Museum's archives continue to grow in terms of both collection breadth and research use.

In addition, the museum, with the assistance from Queen's University at Kingston, has created a Web site that provides researchers and the public with both detailed description of its collections and on-line access to several catalogs (address: www.marmus.ca).

TEXTUAL RECORDS

The Marine Museum's **Collingwood Shipyard Collection** includes 30 linear feet of textual records. Dating from 1914 to 1968, the bulk of the collection's material falls into the 1940s and 1950s.

These records include engineering, financial and administrative papers, which can provide insight into the change from steam to diesel technology. The records also reflect the change from riveted construction to all-welded hulls, the obsolescence of the smaller-sized carrier (250') with the advent of Seaway sized vessel (730'); and the development of the new self-unloader technology.

The **Kingston Shipyard Collection** maintains 38 feet of material. Engineering, financial, and administrative departments are all represented with the earliest records dating back to the company's beginning in 1910.

The bulk of the material relates to repair work, reflecting the normal activity of the Kingston yard. As a result, a great variety of Great Lakes vessels are covered within the collection, including a technological curios-

ity, the **Alexbow**, an icebreaking scow designed for harbor work.

The **Canadian Vickers Shipyards Collection** is composed of 50 linear feet of records including 12 feet of machinery manuals. This material begins at an undetermined date and continues to 1966, with most items dating to the 1950s.

The documents are almost exclusively engineering records, relating mostly to repair work. Herein is represented the greatest variety of vessels of any single collection in the museum's holdings, with a strong contingent of foreign and oceangoing, bulk and package freighters.

The **J&R Weir Collection** consists of 94 feet of material and is one of the Marine Museum's largest and most comprehensive collections. The records date from 1927 to 1982, although the bulk pertains to the period 1940 to 1965.

J&R Weir, as a repair and refit company, specialized in the installation and repair of boilers, engines and Seaway gear. Engineering, financial, administrative and personnel records are represented including specifications, estimates, account ledgers, and general correspondence.

The **German and Milne Collection** comprises 373 feet of material dating from 1937 to 1985 with the bias falling towards the 1960s. As a naval architecture firm, the material differs in nature from that of the shipbuilder's records, focusing on the drafting room rather than the shipyard.

Design calculations, tenders, inspection reports, contracts and design specifications in particular, are this collection's strong suits. The collection is well worth examination by researchers of the Canadian Merchant Marine.

German and Milne's activity in wartime merchant marine and naval production of Victory ships, corvettes, and naval trawlers is well documented as is the close relationship between Canada's premier naval architects and the Department of Defense during the war years.

The **Canada Steamship Lines Collection** is composed of the business records of Canada's largest shipping company and, to date, consist of over 300 linear feet of material. The material dates from 1913 to 1985, with a slight bias towards postwar material.

Complementing the records which document the construction and repair of a vessel, this collection's materials illustrate the business of operating a vessel (or fleet) for a profit. Also of particular note are early records documenting the rise of trade unionism in the shipping industry.

The **Calvin Timber and Shipping Co. Collection** consist of 55 linear feet of material, including 45 feet of bound ledgers, diaries and logs. Dates range from 1836 to 1918, with the bulk falling between 1890 and 1910.

The collection's records consist of administrative, financial, operational, and personal records and papers. The breadth and scope of the material is impressive and documents, in microcosm, the freewheeling entrepreneurship of the Victorian period.

The **Port Arthur Shipbuilding Collection** comprises 130 linear feet of corporate records documenting the engineering, accounting, payroll and personnel activities of the company. Dating from 1910 to 1980, the bulk of the material is from the World War II and pre-war periods.

While the engineering department is relatively poorly represented, manufacturing information is well-documented in the collection's accounting records. This comprehensive collection also contains rare material documenting the hiring of female replacement workers during World War II.

The **Canadian Shipbuilding and Engineering Collection** consists of 63 linear feet of financial records dating from the 1940s through the 1970s. As the parent company of five major shipyards on the Great Lakes, Canadian Shipbuilding and Engineering received comparative financial statements from all its subsidiaries and is a prime source for an overall economic

Continued on next page

assessment of the shipbuilding industry during this period.

The Upper Lakes Group Inc. Collection includes records pertaining to what is currently the second largest Canadian shipping company on the Great Lakes, and its subsidiary corporations: Upper Lakes Shipping and ULS Marbulk Ltd.

The material is relatively recent dating from 1951 to 1971, and 1988. As an initial accession, it holds potential to become one of the Marine Museum's best collections documenting the history and growth of a shipping company whose genesis is surprisingly different from that of other Canadian shipping companies.

SHIP PLANS

In addition to its textual collections, the Marine Museum has amassed a collection of more than 30,000 ship plans and related documentation. These plans and documents include both builder's plans from a number of Canadian shipyards and working plans from shipping companies.

In the **Collingwood Shipyard Collection**, there are 9,368 plans covering the period from 1902 to 1980. Almost all common Great Lakes vessel types are represented: canallers, upper lakes and Seaway size bulk carriers, package freighters, passenger ships, self-unloaders, scows, tankers, ferries and naval vessels.

The plans in the **Kingston Shipyard Collection** total over 4,000, dating from 1943 to 1967. The majority are repair plans. The lines of many older vessels are thus preserved, including several ships of historical significance including the early self-unloader **Collier** (b. 1924) and the **Mapleheath** (b. 1911), the first diesel on the lakes.

Port Arthur Shipyard Collection plans number over 6,000 and date from 1911 to 1958, with the bulk belonging to the 1940s. Well known vessels represented in the collection include: the infamous **Noronic** and the **Mathewston**, the largest upper laker of its time (b. 1922). Repair plans capture older technologies, such as that of the **Paipoonge** (b. 1888).

The **Canadian Vickers Shipyard Collection** maintains 4,429 plans dating from 1921 to 1965, with a focus on the period 1945 through 1965. As might be expected of a Montreal shipyard, this collection is dominated

by foreign and ocean going hulls, but there are also plans for a number of Canadian Coast Guard vessels.

The **J&R Weir Collection** includes 2,500 plans dating from 1925 through 1977. The strength of the collection lies with its Victory ship plans, which number over 700. The collection also has repair plans for many older vessels including the **Cayuga**, **Red-water**, and the whaleback **Ericsson**.

The **Bateman Collection** comprehends 1,611 plans from the Canada Steamship Lines fleet of the 1960s and 1970s, and document the working life a vessel. Used in the ships' engineering office, these blueprints record post-construction modifications and repairs carried out under the instruction of the vessel's chief engineer.

The **Canadian Shipbuilding and Engineering Collection** plans consist of 824 plans from all of its subsidiary shipyards at Collingwood, Port Arthur, Davie, and Kingston. Included are four General Arrangements dating to 1929, for proposed Canada Steamship Lines passenger vessels which were never built.

The **German and Milne Collection** is constituted of naval architect's design plans rather than builder's plans. They number 5,616 and date from 1942 through 1981. Canadian Coast Guard icebreakers such as **John A. Macdonald** and ocean going tankers such as the record-breaking **Emerillon** predominate.

PHOTOGRAPHIC ARCHIVES

The total number of photographic images held by the archives currently stands at over 14,000 distributed among twenty major collections.

The **Kingston Shipyards Collection** includes 3,367 black & white positive prints and 354 negatives documenting the construction and repair of vessels at the shipyard dating back to the 1950s. The **Collingwood Shipyard Collection** includes 3,461 black & white negatives and 600 black & white positive prints from 1927 to 1965, with the material bulking in the 1940s and 1950s.

The **German and Milne Collection** has 484 positive prints dating from approximately 1925 to 1965. The photographs document the final builds of German and Milne designs. The Marine Museum's photographic collection of **Canadian Coast Guard**

vessels consists of 281 glass plate negatives documenting vintage navigation aids as used in the early part of the 20th Century.

The **Canada Steamship Lines Collection** has over 900 black & white positive prints documenting the evolution of the company fleet from the 1920s to 1980. Included are most of the passenger vessels from the "Great White Fleet" as well as canallers, bulk carriers and modern self-unloaders.

The **C.C. Calvin Collection** includes 252 black & white negatives dating from circa 1890 to 1930. The collection documents the corporate and private life on Garden Island - site of the Calvin companies. Although family pictures predominate, the companies' fleet of steam tugs and schooner barges are captured as well. Contact print indices are available.

The **Carson Collection** is a private photographic collection consisting of 441 black & white negatives with a date range from approximately 1880 to 1960. The **Lovelady Collection** is another private photographic collection comprised of 285 black & white negatives ranging in date from circa 1880 to 1955. Subjects vary from early vintage passenger steamers including the famous **Huronic** and **Noronic** to bulk carriers of the 1920s.

The **Campbell Collection** is comprised of 382 black & white negatives. Being a private collection, its subject matter is extremely varied and indiscriminate with over 250 Canadian ships captured. It serves well as a general photographic survey of Great Lakes vessels operating during the 1920s through 1940s.

REFERENCE LIBRARY

The Marine Museum's reference library is international in scope, and currently maintains over 8,000 volumes in its holdings. The library also receives serials with over 250 titles currently on file.

A data base of the library is online at Queen's University and can be accessed directly from many universities with reciprocal library privileges or through the museum's Web site. On site, a vertical file is maintained with over 1,000 subject headings listed.

SHIP DATA BASES

The Marine Museum maintains a ship register, in both hard copy and

computerized formats, with records on over 13,000 vessels. The register is accessible to on-site researchers, and covers the period of 1760 to 1930.

In addition, there are three ship data bases linked to the museum's web site: the Mills List of Canadian Steam Vessels 1817 to 1930; the Wallace List of sailing vessels from 1760 to 1920; and a collection of Canadian Great Lakes port registers.

ACCESS INFORMATION

Researchers interested in using the Marine Museum's collections are advised to contact the museum prior to their visit. In addition, the museum encourages potential visitors to search their web site's on-line collections catalogues and detailed collection descriptions to make sure they fit well with the researcher's needs.

For more info., contact the Marine Museum of the Great Lakes, 55 Ontario St., Kingston, ONT Canada K7L 2Y2; (613) 542-2261; fax:(613) 542-0043; web site: www.marmus.ca; e-mail: mmuseum@stauffer.queensu.ca

RECENT ARTICLES

The following is a brief listing of recent articles that may be of interest to Great Lakes maritime historians and researchers:

In the Fall 1998 issue of *Soundings* published by the Wisconsin Marine Historical Society (for more info., call (414) 286-3074): "Wisconsin's Lake Michigan Shipwrecks: The Brig **Mahoning** joins Wisconsin's Sunken Fleet" by Brendon Baillod; "Steel Bulk Carrier History: Part 27" by Victor Plantico; "My Sailor Dad" by Lois Lawrie Rehberg; and "Great Lakes Winds in the Rigging: Conclusion" by Kathy Warnes.

In the September-October 1998 issue of the *Nor'Easter* published by the Lake Superior Maritime Museum Association (for more info., call (218) 727-2497): "The Advent of the Whalebacks of the Great Lakes" by Ken Thro from the writings and correspondence of Robert Clark; and "Memories of Keeping Ship" by Donald J. Blain.

In the October-December 1998 issue of *Great Lakes/Seaway Review* published by Harbor House Publishers Inc. (for more info., call (616) 582-2814: "Ship-building '98" which profiles current

activity at Bay Shipbuilding Co., Port Weller Drydocks, Marinette Marine, and the Quebec-based shipyards of Ocean Industries and Davie Industries Inc.; and business profiles of the Seaway Port of Duluth-Superior, Hannah Marine Corp., and Lower Lakes Towing Ltd.

In the November 1998 issue of *The Superior Signal* published by the Keweenaw County Historical Society (for more info., call (906) 482-6560): "Lac La Belle and the Mendota Light" by Donald L. Nelson; and an article on the 1882 opening of the Wolverine Mine in Michigan's Keweenaw Peninsula by Tauno Kilpela.

In the November 1998 issue of *Lake Superior Magazine*, an associate AGLMH member (for more info., call (218) 722-5002): "The Lighthouse" by Frederick Stonehouse.

In the December 1998 issue of *Wisconsin's Underwater Heritage* published by the Wisconsin Underwater Archeology Association (for more info., write WUAA, P.O. Box 6081, Madison, WI 53716): "Christmas Tree Ship" by Phil Sander; and "Gifts from the Past: Reflections on Studying the Niagara: Part I" by John Jensen.

INDIVIDUAL MEMBER NEWS

Cris Kohl has published a new two-volume set entitled the **100 Best Great Lakes Shipwrecks**. The volumes cover Great Lake shipwrecks from 1856 to 1996, and include over 250 color and black & white photos (see New Products & Publications Section for more info.).

Lee Murdock performed at five Christmas Tree Ship events in the Great Lakes region this fall, including the Wisconsin Marine Historical Society's annual luncheon on December 5. Lee was also featured on a Chicago-area radio broadcast celebrating the New Year which was also broadcast on the Internet.

Joyce Hayward and **Pat Labadie** helped organize and conduct a program entitled "Shipwreck Archeology and Biological Studies for the Recreational Diver" last October at the Inland Seas Maritime Museum in Vermilion, Ohio. The program was funded, in part, with a \$6,800 grant from the Lake Erie Protection Fund.

NEW PRODUCTS & PUBLICATIONS

Editor's Note: Unless otherwise noted, the description of items in this column is based solely on news releases from the supplier. Prices shown do not include applicable state or provincial sales taxes. Institutions should contact the supplier directly to review samples and for quantity pricing information.

ARTWORK

The **National Maritime Historical Society** is offering a new print from William G. Muller entitled "New York Harbor Salutes America's Celebrated Tall Ship **Eagle**." The limited edition print costs \$140 plus \$10 P&H. For more info., contact National Maritime Historical Society, P.O. Box 68, Peekskill, NY 10566; (800) 221-6647.

CATALOGS

The **Inland Seas Maritime Museum Store** has issued its 1998-99 catalog. New items at the store include two videos of trips aboard lakers by John Burke (\$19.95 each), a "Lake Erie: Graveyard of the Great Lakes" shipwreck chart (\$18.95), and a wooden collectible image of the Inland Seas Museum building with lighthouse (\$10.95). For a catalog or ordering info., contact Inland Seas Maritime Museum Store, P.O. Box 435; Vermilion, OH 44089; (800) 893-1485.

A.G.A. Correa & Son is a Maine-based designer of high-quality nautical jewelry and sailing trophies. For a copy of their jewelry or trophies catalogs, contact A.G.A. Correa & Son, P.O. Box 1, Edgcombe, ME 04556; (800) 341-0788.

COLLECTIBLES

The **Wisconsin Maritime Museum** and the U.S. Submarine Veterans of World War II-Manitowoc Chapter are offering a 50th anniversary medallion collection which commemorates the submarines that were built in Manitowoc during World War II. Both gold and silver sets are available. For cost and ordering info., contact the Wisconsin Maritime Museum, 75 Maritime Dr., Manitowoc, WI 54220; (920) 684-0218.

EDUCATIONAL MATERIALS

The **State Historical Society of Wisconsin**, in cooperation with the

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Wisconsin Sea Grant program, has published a **Historic Shipwrecks of Lake Superior** series of waterproof site guides. The guides cover the wrecks of the **Coffinberry, Lucerne, Ottawa, Pretoria** and **Sevona**. For more info., contact the State Historical Society's Underwater Archeology Program at (608) 271-1382.

The **Minnesota Sea Grant** program has produced a CD version of its award winning Nonindigenous Species Web site. The CD contains maps, color images, video clips and other educational materials on the spread of non-native species in the Great Lakes. The disk is both IBM and Mac compatible, and costs \$14 for one copy or \$10 per copy for orders of 20 or more. For more info., contact Minnesota Sea Grant at (218) 726-6191 or at its web site: www.d.umn.edu/seagr/

The **Wisconsin Sea Grant** program is offering a new 36"x24" poster of native Great Lakes fish. Used as part of the Madison School District's JASON education project, the poster features five detailed, full-color fish profiles, and a quiz (with answers). The cost is \$9 plus S&H. For more info., contact the Wisconsin Sea Grant, 1975 Willow Dr., 2nd Floor, University of Wisconsin, Madison, WI 53706-1103; (608) 263-3259.

PUBLICATIONS

The **100 Best Great Lakes Shipwrecks** is the title of a new two-volume set by Chris Kohl. The two volumes contain 150 color photographs and 106 black & white photos. Each volume is 284 pages long, and costs \$21.95 plus P&H. To order or for more info., contact Sea Wolf Communications Inc., P.O. Box 66, West Chicago, IL 60186; (630) 293-4020; e-mail: SeawolfRex@aol.com

The **Upper Midwest Historian** is a new journal that focuses on the history of Illinois, Indiana, Michigan, Minnesota, North and South Dakota, and Wisconsin. The publication's debut issue's cover story was entitled "American Great Lakes Defense: the U.S.S. Michigan and the Cornbelt Fleet." The bi-annual journal costs \$15 per year, and single copies of the first issue are available for \$5 per copy. For

more info., contact Abacus Associates, P.O. Box 103, Kewaunee, WI 54216.

Lighthouses of Michigan – Historic Landmarks is a new book by John Penrod and contains a selection of his color photographs of historic Michigan lights. The 73-page book is "coffee table" size at 8-1/2 x11 and contains photos of 76 lights. Cost is \$14.95 plus \$2 P&H from South Village Museum, 104 Limerock St., Rockland, ME 04841; (207) 594-0311

Public Ports for Indiana: A History of the Indiana Port Commission is the title of a new book by Ralph D. Gray. The book profiles the Clark Maritime Center at Jeffersonville, International Port at Burns Harbor, and the Southwind Maritime Center at Mount Vern. It was published jointly by the Indiana Historical Bureau and the Indiana Port Commission. For more info., contact the Port Commission at (800) 233-7678 or by e-mail: PortsofIN@aol.com

Author Fran Reynolds has used two famous Great Lakes shipwrecks of the mid-1800s as the setting for her latest novels. **Griffith** is 308 pages in length and costs \$16.90 plus P&H. **Pewabic** is 168 pages in length and costs \$11.95 plus P&H. For more info. or to order, contact Sarge Publications, P.O. Box 1200, #351, Alpena, MI 49707; (517) 354-7837; e-mail: model@freeway.net

Ghostly Lights – Great Lakes Lighthouse Tales of Terror by Anne Hivert-Cathew contains 21 fictional stories set in actual Great Lakes lighthouses. Cost is \$14.95 plus \$1.75 P&H from South Village Museum, 104 Limerock St., Rockland, ME 04841; (207) 594-0311.

The **Professional Mariner** is a bi-monthly maritime industry journal. A one-year subscription costs \$22.50 and includes the annual issues of *American Tugboat Review* and *American Ship Review*. For more info., contact Professional Mariner, P.O. Box 569, Portland, ME 04112; (207) 772-2466.

Haunts of the Upper Great Lakes is a new title by Dixie Franklin, a long-time contributor to *Lake Superior*

Magazine. The 100-page book contains a wide variety of legendary tales and includes numerous photos. Cost is \$12.95 plus \$1.75 P&H from South Village Museum, 104 Limerock St., Rockland, ME 04841; (207) 594-0311.

VIDEOS

A three-video series of the six-hour, **PBS documentary "Legendary Lighthouses"** is now available. The video series' titles include "Lighthouses of the Atlantic and Maine Coast," "Lighthouses of the Great Lakes and South Atlantic Coast," and "Lighthouses of California and the Pacific Northwest." Each video is available for \$19.98 plus \$1.75 P&H, or the entire set is available for \$59.95 plus P&H, from South Village Museum, 104 Limerock St., Rockland, ME 04841; (207) 594-0311.

Leben Productions is offering three new titles. "**The Lighthouse Keepers**" is an award-winning video of a sailboat voyage to 13 historic Michigan lighthouses. The 56-minute video costs \$19.95 plus \$4 S&H. "**The Ludington Carferry**" examines the 100 year history of Lake Michigan carferries. The 56-minute video costs \$19.95 plus \$4 S&H. "**The Badger: Flagship for a Dream**" details the operation and history of the carferry **Badger**. The 30-minute video costs \$19.95 plus \$4 S&H. Package video pricing is also available from Leben Productions, P.O. Box 8, Sagatuck, MI 49453; (800) 353-2232.

AROUND THE GREAT LAKES

Editor's Note: This column features both items related to the maritime heritage of the Great Lakes and news from institutions that are potential members of the Association for Great Lakes Maritime History.

WAR OF 1812 BATEAUX

Following its discovery by sport divers in 1997, a wreck located near the Navy Hall dock at Niagara-on-the-Lake was videotaped by a team of professional divers this past summer.

According to officials from Parks Canada, the vessel appears to be an admiralty bateaux of the type used for hauling cargo during the War of 1812. Several such vessels were known to have been lost in the waters near Navy

Hall dock during the Battle of Queenston Heights in October 1812 and the later burning of Niagara-on-the-Lake in 1813. Although the presence of scattered wreckage in the area has been known for years, the 1997 find was the first vessel structure ever discovered.

LIGHTHOUSE TENDER ASPEN

According to an item in *Great Lakes/Seaway Log*, the 93-year-old lighthouse tender **Aspen** has been acquired by a new owner and moved to the port of Alpena, Mich.

Art Reibel of Charlevoix, plans to refurbish the vessel as an environmental research ship. A former owner, Maury Taylor, started restoring the **Aspen** almost 20 years ago for the same purpose.

OSWEGO MARITIME FOUNDATION

Work continued this past summer on the Maritime Foundation's schooner **OMF Ontario** with volunteers using laminate construction to fashion the vessel's masts, booms, gaffs and spirit.

In November, the schooner was lifted out of the water for U.S. Coast Guard testing and winter work, which will include interior woodworking, and hull sandblasting and painting.

THIRTY MILE POINT LIGHT

The Thirty Mile Point Lighthouse near Barker, N.Y. was re-lit for the first time in 40 years this past summer. Since 1995, The Friends of Thirty Mile Point Lighthouse, a volunteer group, has been working to restore the 70-foot stone tower which was replaced by a steel tower in 1958. The steel tower was decommissioned on July 12, and The Friends group used the occasion to re-light the old lighthouse with a replica six-sided Fresnel lens.

LAKE MICHIGAN WRECK

According to recent items in both the *Great Lakes/Seaway Log* and *Green Bay Press-Gazette*, divers may have found the wreck of the schooner **E.R. Williams** in Lake Michigan near Poverty Island.

The wreck was first located in 1997 by sport divers. The nearly-intact schooner is located in 110 feet of water, but its exact location is being kept secret until the site can be videotaped.

According P.J. Creviere, author of **Wild Gales and Tattered Sails** which

documents the shipwreck history of Door County, the **Williams** sank with a cargo of iron ore in the general vicinity of the wreck site in 1895.

HULETT UNLOADERS

Four of the last six remaining Hulett ship unloaders on the Great Lakes appear to be heading for the history books. The Cleveland-Cuyahoga Port Authority has come to the conclusion that the four unloaders at the Cleveland Bulk Terminal (CBT) dock are preventing necessary expansion of the facility and must be removed.

The Hulett's at the CBT were recently put on the National Register of Historic Places. As part of a Historical Preservation Mitigation Plan for the dock, the Port Authority has proposed preserving a portion of one of the Hulett's as part of a public interpretive/educational exhibit at another location and then dismantling the rest.

DETOUR REEF LIGHTHOUSE

The DeTour Reef Light Preservation Society continues to work with the U.S. Coast Guard to acquire a long-term lease to the DeTour Reef Lighthouse. In September, the Coast Guard asked the Society to prepare an asbestos management plan for the 67-year-old light as a condition of the lease negotiations.

In other news, the Great Lakes Historical Society has agreed to provide the Preservation Society with the original foghorn from the lighthouse. The DeTour foghorn was in the collection of the Historical Society's Inland Seas Maritime Museum, and is currently being restored by AGLMH member Jeff Laser.

LONG POINT BAY WRECK

In another sign of improving water clarity on Lake Erie, divers recently confirmed the location of a 19th century sailing schooner. The wreck is located in just six meters of water off Long Point Bay, and was first located during an aerial survey of the area in 1997. The identity of the 30-meter vessel, which is being researched by Save Ontario Shipwrecks, has not yet been discovered.

TUG LUDINGTON

The former U.S. Army Corps of Engineers tug **Ludington** has reportedly been acquired by the City of Kewaunee (Wis.) for use as a floating museum. The tug was recently moved

to a location near the former carferry slips at this Lake Michigan port.

ATLANTIC ARTIFACTS

Mike Fletcher, who first discovered the wreck of the steamer **Atlantic** in Lake Erie, is urging the Canadian government to allow public display of some of the artifacts recovered from the wreck. Over 600 items have been recovered over the years by both Fletcher and Mar Dive, a California-based salvage company.

The wooden paddle-wheeler sank in 50 meters of water off Long Point in August 1852 after colliding with a freighter. Fletcher, Mar Dive and the Ontario provincial government battled in court for several years over ownership of the wreck and its artifacts, with the courts finally ruling in the government's favor.

GREAT LAKES FOGHORNS

In a cost cutting move, the U.S. Coast Guard is proceeding with plans to disconnect 18 foghorns on the Great Lakes in the coming months. Foghorns slated to be disconnected include those at LaPoint and Kenosha, Wis.; Ashtabula and Cleveland, Ohio; Buffalo and Sodus Point, N.Y.; and Michigan City, Ind.

The Coast Guard will also eliminate foghorns at Cheboygan, Thunder Bay, Frankfort, Manistee, Ludington, Pentwater, Muskegon, Grand Haven, Saugatuck, South Haven and St. Joseph, Mich. In a related note, the Coast Guard has decided to maintain the fog horn at the north entry to the Keweenaw Waterway at 1/4 mile power.

Earlier this year, the foghorn's sound level was reduced to that level after a single Houghton-area resident complained of the noise and filed a 25-signature petition. Despite the fact that supporters of the former sound level subsequently filed a petition with several thousand signatures on it, the Coast Guard has been unwilling to reverse its decision.

GREAT LAKES CRUISE SHIPS

According to press reports, a second Great Lakes cruise ship is being built in France and hopes to follow up on the success of Hapag-Lloyd's **C. Columbus**. When completed, the 95-passenger **Le Levant** will reportedly be used for two cruises between

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Chicago and Toronto, with stops at eight ports, between July and September 1999.

In related news, the **Columbus** made five Great Lakes cruises this past fall. In anticipation of the ship's visit, the dock behind the Duluth Entertainment and Convention Center was dredged this past summer, after the vessel encountered some draft-related mooring problems in 1997.

CARFERRY BADGER

The carferry **Badger** has been officially named a spur route of the Lake Michigan Circle Tour. The circle tour was first created by the Great Lakes Commission in 1990 to promote tourism. The **Badger** can haul up to 180 cars per trip, and currently carries an average of 100,000 travelers during its five-month sailing season.

LAKE CHAMPLAIN MARITIME MUSEUM

As part of \$2 million donation by J. Warren and Lois McClure to the Lake Champlain Basin Science Center project, the Lake Champlain Maritime Museum will receive \$500,000 for interpretive and programming work at the Center which will be located on the waterfront of Burlington, Vt. The Maritime Museum's facility is located approximately 30 miles south of Burlington.

LAKER GOES CYBER

The Canadian Steamship Lines self-unloader **Atlantic Erie** recently came out of the Verrault shipyard with its parent company's Web address of "www.csl.ca" painted in seven-foot-high letters on both sides of its hull. The 125-foot long address, which has attracted considerable media attention, replaces the traditional billboard painting of CSL's name on its vessels sides.

CANADIAN TRIBAL ASSOCIATION

The Canadian Tribal Association is an active supporter of efforts to restore the **HMCS Haida**, one of only two World War II Tribal class destroyers still in existence. The Association publishes an e-mail newsletter that recently contained a feature story with pictures of the Marine Museum of the Great Lakes' icebreaker **Alexander Henry**. For more info. on the Association or its electronic newsletter, contact Jerry

Proc of the HMCS Haida Naval Museum in Toronto by e-mail at hrc@sympatico.ca

THOUSAND FOOTER TURNS 25

In 1998, the **Stewart J. Cort**, the first thousand-foot Great Lakes freighter, completed its 25th year of service. At the time of its maiden voyage in 1972, the vessel exceeded the size of all other Lakes vessel by 270 feet in length and 35 feet in width.

One memorable aspect of the ship's construction was the building of its bow and stern sections at a shipyard in Pascagoula, Miss. The two sections were then joined to form a 184-foot "mini-vessel" which traveled under its own propulsion to Erie, Pa. for the addition of the ship's mid-section.

AVRO ARROW MODELS

During this past summer, an expedition was mounted on Lake Ontario to recover nine one-eighth scale models of the Avro Arrow jet fighter. The models were launched into the lake aboard Nike missiles as part of a program to develop Canada's first supersonic jet fighter in the 1950s.

Although one Avro Arrow succeeded in breaking the sound barrier in 1957, Canadian Prime Minister John Diefenbaker later ordered the fighter program shut-down and the eleven aircraft produced by the program destroyed. The "baby Arrows" lie in 67 meters of water off Point Petre.

LAKE SUPERIOR MARINE AREA

Parks Canada is continuing its study of a proposal to create a national marine conservation area along the North Shore of Lake Superior. The agency is working with communities throughout the region to get public input on the proposal, and is publishing a newsletter for the study process.

For a copy of the newsletter or more info. on the marine conservation area proposal, contact Parks Canada, Dept. of Canadian Heritage, Third Floor, 214 Red River Rd., Thunder Bay, ONT P7B 1A6; (807) 346-2904; web site: parkscanada.pch.gc.ca

GREAT LAKES VISITORS CENTER

In late September, the Northern Great Lakes Visitors Center near Ashland, Wis. was officially opened. The 36,000 square-foot visitors center includes an exhibition hall, 100-seat auditorium, and 58-foot high observation tower. Located near the intersection of U.S.

Highway 2 and State Highway 13, on the main route to the Apostle Islands National Lakeshore, the Center was attracting almost 500 visitors per day even before its official opening.

BOOKS OF INTEREST

The Marsh Collection Society of Amherstburg, Ontario recently published its first two volumes of **Echo Soundings**, a new publication series based on maritime news from the pages of the *Amherstburg Echo* newspaper.

Located at the point where the Detroit River enters Lake Erie, Amherstburg was a thriving Great Lakes port in the late 1800s. The first two volumes of **Echo Soundings** contain items from the Marine News column and other sections of the *Echo* for the period 1874 thru 1877, along with an index and regional map.

The Marsh Collection Society has a complete microfilm collection of the newspaper, which has been published regularly since November 1874. The Society was formed in 1983 to create a research facility based on the historical collection of John Marsh and his sister Helen, owners and operators of the *Amherstburg Echo* for over 50 years.

The Society's research center opened in 1994, and its resources include photographs, books, documents, postcards, artifacts and other items related to the Town of Amherstburg, the Lower Detroit River district and the Great Lakes.

A large part of those resources relates to maritime history, and officials hope to someday use it as the nucleus for a marine museum. Other Marsh Collection Society publications include **With the Tide: Recollections and Anecdotal Histories of the Town of Amherstburg and the Lower Detroit River District** (131 pp., \$C25). The Society also offers a limited edition print of the tug **Atomic** by Rocco DiPasquale (\$C25).

Plans call for future **Echo Soundings** volumes to be published on a quarterly basis with each volume covering a two-year period. The cost is \$C10 per volume plus S&H. For more info., contact the Marsh Collection Society, 235A Dalhousie St., Amherstburg, ONT N9V 1W6; (519) 736-9191; e-mail: mcshin@mnsi.net