

January 25 - 29, 2023

ISMA

INTERNATIONAL SHIP MASTERS' ASSOCIATION



Navigating Our Way into the Future

133RD ANNUAL CONVENTION



**HOSTED BY: DETROIT LODGE NO. 7
DETROIT, MICHIGAN**

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1013' 6" 68,000

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1004' 63,300

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826' 29,300

M/V Hon. James L. Oberstar



806' 31,000

M/V Kaye E. Barker



767' 25,900

M/V Herbert C. Jackson



690' 24,800

Tug/Barge -Dorothy Ann/Pathfinder



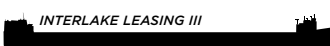
700' 2" 26,700

M/V Mark W. Barker



639' 26,000

M/V Stewart J. Cort



1000' 58,000

INTERLAKE LEASING III

WELCOME TO THE 2023 ISMA CONVENTION

I would like to personally welcome each of you to the 2023 International Ship Master's Convention. Welcome to Detroit and to the DoubleTree by Hilton Detroit-Dearborn Hotel.

Detroit cordially invites you and your guests to attend this most important and festive occasion as we welcome Past President Captain Luther L. 'Luke' Clyburn, Detroit Lodge No. 7, as he is installed on Friday, January 27th, as our new Grand Lodge President.

Detroit Lodge No. 7 has a long and proud history. Over the years, our membership has included many well-known ship Captains and prominent Detroiters. Our lodge history dates back to the spring of 1890, when organizers from the Shipmasters' Association visited Detroit in hopes of forming a lodge. After several months and much discussion,

it was determined that there was enough interest within the marine community that a lodge could be sustained in Detroit. Organized with 34 charter members, the lodge was issued a charter by the Grand Lodge on April 2, 1891. Within a short time, the membership had risen to 90 members.

I would like to give you an idea of what you can expect and what we hope to achieve over the next few

days. On Wednesday the Navigation, Engineering and Legislative Committee will begin at 4:00PM, followed by the Delegate Caucus Meeting at 7:00PM. The official start to the Convention will be on Thursday morning. In the afternoon, guest speakers from the maritime industry will bring us up to date on current issues -and we are having some great speakers during our three-day session! Planned trips to the Ford Motor Truck Plant and to the Detroit Historical Museum. Our "Grand Ball" will be on Friday evening, with an twenty-piece Big Band "Rare Form", led by Detroit Lodge Secretary-Treasurer Captain Ray Oset. Then Saturday night's Dock Party theme, along with the "Balduck Mountain Ramblers" lead by Detroit Lodge member Joel Stone. Sure to be a lot of fun!

Before I close, I would like to thank each of you for attending our convention and bringing your expertise to our gathering. You, as organization leaders, have the vision, the knowledge, the wherewithal, and the experience to help us pave our way into the future. My personal respect and thanks go out to all of you.



Jeff Haescher

President, Detroit Lodge No 7
International Ship Masters' Association



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MISSION STATEMENT

The International Ship Masters' Association is a voluntary organization of dues-paying licensed professional mariners and others associated with the vessel industry. Our association's roots extend to 1883.

OUR MISSION:

- To be the respected voice of licensed professional mariners in matters related to navigation and safety on waters of the Great Lakes and St. Lawrence Seaway System. In this process, we work with, and provide input to, regulatory agencies, legislative bodies, industry associations and other working groups on matters affecting navigational safety.
- To provide opportunities for licensed merchant mariners to network, to offer their feedback, and to enhance their knowledge in a variety of ways.
- To maintain mutual respect, support, and encouragement among our members, and to promote the pursuit of personal and professional excellence.
- To encourage and assist those preparing for careers as merchant marine officers.

1	Jeff Haeseker President, Detroit Lodge No. 7
5	Mike Duggan Mayor, City of Detroit
7	Claude Molinari President, CEO of Visit Detroit
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Photo courtesy of Ben Rzonca	
36	Captain John Ward Westcott: The Manager of the Detroit River — John Polacsek
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FOR MORE
INFORMATION CONTACT

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GLCI Admissions Specialist
231-995-1196 or kfulcher@nmc.edu





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January 25, 2023

Dear Friends: *A thousand welcomes!*



Greetings and welcome to the International Shipmasters' Association (ISMA) National Convention held at the Doubletree by Hilton – Detroit Dearborn, on January 25 – 29, 2023!

ISMA is a voluntary organization of dues-paying licensed professional mariners and others associated with the maritime community of the Great Lakes and St. Lawrence Seaway. It acts as a collective voice on navigation, safety, and other related matters throughout our waterways. They also promote the advancement of professional mariners by awarding scholarships to candidates preparing for licensed careers in the industry.

The ISMA convention provides an opportunity for its licensed Great Lakes members from both the US and Canada to discuss maritime matters, conduct the organization's business, renew relationships, and make new friends among fellow mariners. It also preserves the history of the organization, roots of which date to 1883.

On behalf of the city of Detroit, I commend the members of the International Shipmasters' Association for the critical work that you do in our community and across the nation. Thank you to the organizers, volunteers, and supporters who helped produce and make the 2023 ISMA National Convention a success. Please accept my wishes for another successful event and incredible year! Again, many thanks to you for all that you do.

Sincerely,

Mike Duggan,
Mayor, City of Detroit



Milwaukee

L A K E

Lodge 6

Congratulates

Captain Luke Clyburn

ISMA Grand Lodge President

“A Man of the Lakes”





Welcome Back to Detroit



On behalf of Visit Detroit, I am pleased to welcome you to our city for the International Ship Masters' Association National Convention. Our region is roaring back with incredible energy and vibe you can't find anywhere else in the world, and I encourage you to experience all that Detroit has to offer.

Detroit continues its remarkable transformation. Downtown is home to new hotels, three major sports venues, a vibrant entertainment district, the number one riverfront in the United States, new restaurants, parks, casinos, unique retail, theater, world-class museums and championship sports teams. Our community is more than just downtown, with strategic investment in neighborhoods throughout the city, local businesses are flourishing and provide unique experiences while you are in town.

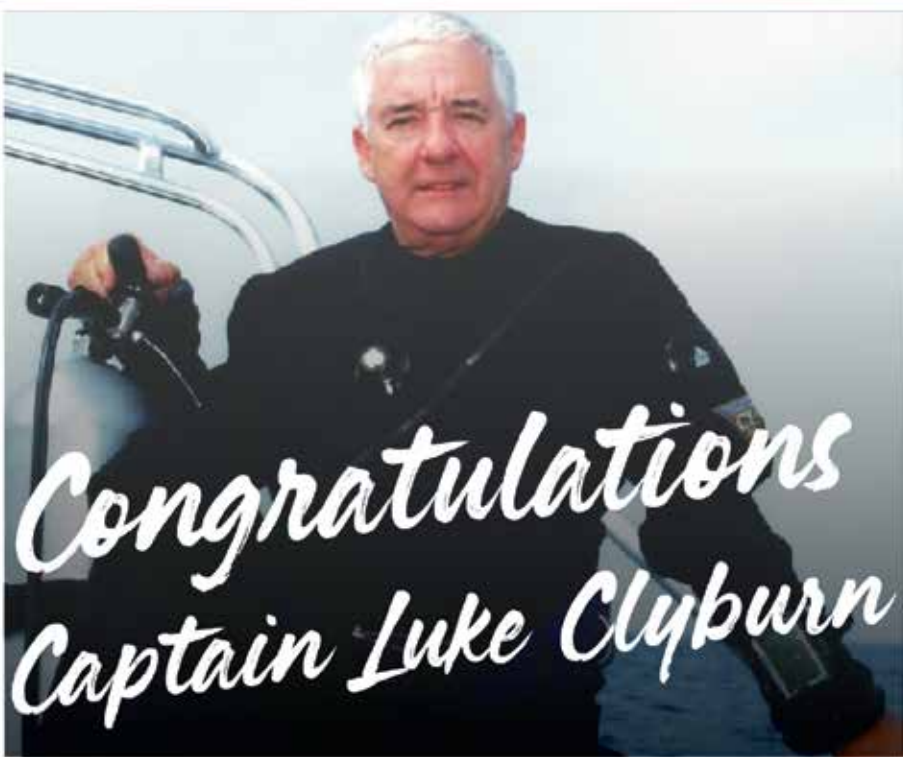
The surrounding suburbs also offer a variety of exciting entertainment options as well. During your visit, I encourage you to take time to see the sights and meet some of our city's interesting people. Taste Detroit's delicious offerings, from meals prepared by award-winning chefs to the classic Coney dog. Explore the masterpieces that grace the walls of the Detroit Institute of Arts and sing and dance at the Motown Museum. Stroll along the Detroit RiverWalk and enjoy views of the Detroit and Windsor, Canada skylines.

The Detroit People Mover and new Q Line are convenient and easy ways to get around downtown and connect visitors to hotels, the convention center, restaurants, retailers, museums, entertainment and sporting venues. Thank you for choosing Detroit for your conference. Our city has so much to offer your attendees. Everywhere you go, you'll feel the optimism, openness, and liveliness that defines Detroit today. It's time to experience Detroit for yourself.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Mike M...'. The signature is fluid and cursive.

President & CEO
Visit Detroit



From the depths you have
achieved great heights.

Thank you for your dedicated work of educating us
on the underwater world of our Great Lakes.

*Best wishes,
Cleveland Lodge 4*



Cleveland

THE INTERNATIONAL SHIPMASTERS' ASSOCIATION

The I.S.M.A. traces its origin to the city of Buffalo, New York where in the winter of 1886 the death of a local captain resulted in the formation of the Excelsior Marine Benevolent Association. The association was created to establish an endowment fund to financially assist the survivors of mariners who had passed on.

In hopes of expanding membership, mariners in other ports were contacted concerning the benefits of belonging to the Association. Other branches, or lodges, of the Association soon began to form around the Great Lakes.

The First Convention of the Association was convened in Buffalo, New York on January 8, 1891 where the Grand Lodge was officially organized with a Constitution, By-Laws and Ritual. During the Third Convention in Port Huron, Michigan with nine lodges in attendance, the name of the organization was changed to "Shipmasters' Association".

With the passage of time, lodges proliferated (and in some cases merged) and with the addition of Canadian members, the Association became truly international in scope. In 1916, at the Grand Lodge Convention in Toronto, Ontario, the name "International Shipmasters' Association of the Great Lakes" was officially adopted.

While the Association no longer has a benevolent fund, the continuing purpose of the I.S.M.A. is clearly stated in the Constitution:

SECTION 3: The purpose of this association shall be to unite all shipmasters and licensed merchant marine officers of the Great Lakes and tributary waters, of good moral character; to elevate the character of its members and their profession; and to utilize their professional experience to promote the safety of the Great Lakes sailing profession.

Hence, the Association is neither a bargaining agent nor a labor union, but rather a professional association that cooperates with vessel

owners and management to achieve optimum efficiency in vessel operations, and to collaborate with the Coast Guard, Weather Service and other government agencies in both the United States and Canada for maximum safety on the Great Lakes.

Since its very beginnings, the I.S.M.A. has enjoyed the most cordial and fruitful relationship with shipping management, and the recommendations of the Grand Lodge Navigation, Engineering and Legislative Committee have been of considerable assistance to the Coast Guard in its efforts to most effectively utilize all aids to navigation.

The International Shipmasters' Association has been of great benefit to its membership by the dissemination of useful professional information and by its dedication to the welfare of the shipping industry and its personnel. It continues to solicit new members and lodges around the Great Lakes. A fraternal closeness between the various lodges and its members has been an important element in the success and growth of the Association. 🚢





ISMA PAST GRAND PRESIDENTS

YEAR	GRAND PRESIDENT	HOME PORT
1891-1894	Alexander Clark	Buffalo, New York
1895	Charles E. Benham	Cleveland, Ohio
1896-1897	George McCullagh	Detroit, Michigan
1898	William E. Rice	Port Huron, Michigan
1899	Henry Leisk	Milwaukee, Wisconsin
1900	Alexander J. McKay	Detroit, Michigan
1901	Charles H. Hubbard	Chicago, Illinois
1902	Julius A. Ward	Algonac, Michigan
1903	Walter D. Hamilton	Chicago, Illinois
1904	H.H. Parsons	Detroit, Michigan
1905	James A. Calbick	Chicago, Illinois
1906	William D. Ames	Cleveland, Ohio
1907-1908	Murray G. McIntosh	Detroit, Michigan
1909	John H. McDonald	Marine City, Michigan
1910	John H. Sinclair	Port Huron, Michigan
1911	James G. Herbert	Buffalo, New York
1912	Charles T. Bronson	Milwaukee, Wisconsin
1913	Millard M. Stewart	Algonac, Michigan
1914	Charles J. Autterson	Duluth, Minnesota
1915	Alexander C. Smith	Amherstburg, Ontario
1916-1918	William J. Crosby.	Detroit, Michigan
1919	W.L. Girardin	Lakewood, Ohio
1920-1924	Lee C. DeNike	Highland Park, Michigan
1925-1927	John J. Powers	Ogdensburg, New York
1928	Fred N. Watts	Algonac, Michigan
1929-1930	Peter M. Cartwright	Milwaukee, Wisconsin
1931-1932	Milton J. Brown	Cleveland, Ohio
1933	Frederick L. Leckie	Cleveland, Ohio
1934	Lee C. Hinslea	Cleveland, Ohio

YEAR	GRAND PRESIDENT	HOME PORT
1935	William S. McDonald	Kenmore, New York
1936	Colin C. Carlisle	Milwaukee, Wisconsin
1937	George W. Wilson	Detroit, Michigan
1938	William T. Bright	Chicago, Illinois
1939	T. Howard Saunders	Kenmore, New York
1940	A.J. Munroe	Rocky River, Ohio
1941	Fred W. Thodey	Port Huron, Michigan
1942	Wayne Pringle	Toledo, Ohio
1943	Rudolph C. Hoglund	Detroit, Michigan
1944	W. Ross Maitland.	Buffalo, New York
1945	Clyde T. Gallagher	Avon Lake, Ohio
1946	Philip E. Thorpe	Chicago, Illinois
1947	Henry F. Wiersch	Rocky River, Ohio
1948	Patrick J. Healy	Eggertsville, New York
1949	Ezra D. Purdy	Port Huron, Michigan
1950	Harold P. Murphy	Toledo, Ohio
1951	Arthur M. Hendrickson	Euclid, Ohio
1952	Charles Gonyaw	Tonawanda, New York
1953	Jere B. Sullivan	Milwaukee, Wisconsin
1954	John B. Stephens	Toronto, Ontario
1955	Alfred J. Gaffney	Toledo, Ohio
1956	L. Anthony Gilbert	Ogdensburg, New York
1957	John Gallagher	Fairview Park, Ohio
1958	Clifford Patnode	Superior, Wisconsin
1959	John B. Oliver	Toledo, Ohio
1960	Francis B. Shinskey	Buffalo, New York
1961	Sid G. Williamson	Toronto, Ontario
1962	Shirel D. Ferson	Lincoln Park, Michigan
1963	Arne D. Tenhula	Brookfield, Wisconsin

YEAR	GRAND PRESIDENT	HOME PORT
1964	Eugene O. Peo	Ogdensburg, New York
1965	Thomas A. Allen	Lakewood, Ohio
1966	Ervin L. Malloch	Evergreen Park, Illinois
1967	Anthony F. Rico	Duluth, Minnesota
1968	Ace C. Zyp	Toledo, Ohio
1969	I. Ray Millar	Port Huron, Michigan
1970	Donald E. Erickson	Taylor, Michigan
1971	Elmer F. Murray Jr.	Tonawanda, New York
1972	James F. Gallagher	Rocky River, Ohio
1973	Ralph F. Weber	Green Bay, Wisconsin
1974	Edward Magill	Erie, Pennsylvania
1975	James Burns	Sarnia, Ontario
1976	Robert O. Ketola	Toledo, Ohio
1977	Gustav Goransson	Detroit, Michigan
1978	Joseph E. Fitch	Cleveland, Ohio
1979	Kurth R. Grainger	Manitowoc, Wisconsin
1980	Gerald Jost	Toledo, Ohio
1981	Harvey E. MacDermid	Ashtabula, Ohio
1982	Mitchell B. Hallin	Duluth, Minnesota
1983	William A. Hoey III	Grosse Ile, Michigan
1984	Delmar R. Webster	Pompano Beach, Florida
1985	Victor H. Anderson	Ashtabula, Ohio
1986	James E. Daleski	Alpena, Michigan
1987	G. Victor Chamberlain	Sandusky, Ohio
1988	George Ferguson	Thunder Bay, Ontario
1989	Pete Jimerson	Victor, New York
1990	James C. Leaney	St. Catharines, Ontario
1991	Ronald R. Ingram	Livonia, Michigan
1992	John P. Wellington	Sault Ste. Marie, Michigan

YEAR	GRAND PRESIDENT	HOME PORT
1993	Gordon T. Burke	Alpena, Michigan
1994	William E. Cline	Port Huron, Michigan
1995	Gerald M. Greig	Barrow Bay, Ontario
1996	Richard Race	Chicago, Illinois
1997	Michael S. Capser	Northwood, Ohio
1998	John A. Cork	Sault Ste. Marie, Michigan
1999	Dean G. Hobbs	Traverse City, Michigan
2000	Albert M. Tielke	Avon, Ohio
2001	Ray H. Skelton	Duluth, Minnesota
2002	Patrick F. Owens	Marysville, Michigan
2003	George P. Haynes	Port Huron, Michigan
2004	John M. Biolchini	Rogers City, Michigan
2005	Raymond L. Sheldon	Escanaba, Michigan
2006	Ronald L. Brezinski	Elyria, Ohio
2007	Russell D. Brohl	Put-in-Bay, Ohio
2008	Robert W. Haller	Taylor, Michigan
2009	Jeremiah L. Bisette	Thorold, Ontario
2010	Edward J. Morris	Bay City, Michigan
2011	Thomas R. McMullen	Livonia, Michigan
2012	Seann O'Donoghue	Owen Sound, Ontario
2013	Rebecca Hancock	Traverse City, Michigan
2014	Robert G. Schallip	Neebish Island, Michigan
2015	Joseph Walters	Washburn, Wisconsin
2016	Robert Lund	Chicago, Illinois
2017	Lee W. Barnhill	Alpena, Michigan
2018	Harold L. Dusseau	Perrysburg, Ohio
2019	Mark W. Mather	Traverse City, Michigan
2020-2021	Joseph C. Ruch	Port Huron, Michigan
2022	William J. Rabatsky	Cleveland, Ohio

Congratulations

Captain Luke Clyburn

2023 Grand President

and Best Wishes to

Detroit Lodge No. 7

for a Successful Convention



**PORT HURON
LODGE NO. 2**

HISTORY OF DETROIT LODGE NO. 7

In the spring of 1890, organizers from the International Shipmasters' Association visited Detroit in hopes of forming a lodge. Following the passage of several months, and much discussion, it was determined there was sufficient interest within the marine community to sustain a lodge in Detroit. In March of 1891, Grand President Alexander Clark responded, when he traveled to Detroit from Buffalo. He was accompanied by the father of the association, Captain Martin Niland, who acted as Grand Marshal.

Organized with 34 charter members, the lodge was issued a charter by the Grand Lodge on April 2, 1891 and was designated as Lodge No. 7. Captain George McCullagh was elected lodge president; Charles L. Wilson, vice-president; and John C. Shaw, secretary. Within a short time, the membership had increased to 90. The following fall, a large hall at 12 Woodward Avenue was rented and fitted up in elegant style. The new quarters,

located on the 3rd floor of the Detroit United Railway Company headquarters, contained a well-stocked library, along with reading, club, and meeting rooms. The lodge rooms were moved to several locations over the years, including the Merchants Building in the 1930's, the Lincoln Building in the 1940's, the Barlum Hotel in the 1950's, and the Pick-Fort Shelby Hotel for most of the 1960's. In the late 1960's, lodge meetings shifted to the Dossin Great Lakes Museum on Belle Isle by arrangement with then Curator Robert E. Lee. Curator John Polacsek continued



Over the years, Lodge No. 7 has provided a number of prominent mariners who have served faithfully as Grand Lodge Officers. As far as can be determined from existing I.S.M.A. records and directories, the following have brought honor to Detroit Lodge No. 7 by serving as Grand Lodge President:

- Capt. George McCullagh (1896 & 1897)
- Capt. Alexander J. McKay (1900)
- Capt. H. H. Parsons (1904)
- Capt. Murray G. McIntosh (1907 & 1908)
- Capt. Charles J. Autterson (1914)
- Capt. William J. Crosby (1916 thru 1918)
- Capt. Lee C. DeNike (1920 thru 1924)
- Capt. George W. Wilson (1937)
- Capt. R. C. Hoglund (1943)
- Capt. Shirel D. Ferson (1962)
- Capt. Donald E. Erickson (1970)
- Capt. Gustav Goransson (1977)
- Capt. William H. Hoey (1983)
- Capt. Ronald R. Ingram (1991)
- Capt. Patrick F. Owens (2002)
- Capt. Thomas R. McMullen (2011)

that arrangement until his retirement in 2006. Since January of 2007, the lodge has been meeting at the Island Cove Marina on the Clinton River, the Great Lakes Yacht Club on Lake St. Clair, and at the J.W. Westcott Company on the Detroit River. Our last winter meeting is traditionally held at Mariners' Church.

Lodge meetings are held about every 10 days during the winter months. Luncheons precede the meetings, allowing members and their guests enjoy each other's company and discuss the issues of the day. Business meetings follow the luncheons and speakers are often invited to address the members on issues pertaining to safety and navigation on the Great Lakes. Occasional meetings are scheduled

in the evening as joint functions with the lodge's auxiliary, spouses and guests. The Lodge Dinner Dance, an annual event since 1894, is the longest running dinner dance in Detroit's history.

The lodge membership continues to include ship masters and mates, tug and yacht officers, boat operators, and related marine business interests, all concerned about safety and navigation on the Great Lakes. The lodge is the largest lodge in the I.S.M.A., representing all facets of the maritime community.

The membership of Detroit Lodge No. 7 is proud to be hosting the 2023 Grand Lodge Convention.

The lodge will celebrate its 132nd birthday on April 2, 2023. 🇺🇸

Congratulations For 2023!



From Your Friends In Canada



OFFICERS OF THE GRAND LODGE

GRAND PRESIDENT

CAPTAIN WILLIAM J. RABATSKY



Captain William J. “Bill” Rabatsky, a native of Cleveland, grew up with an attraction to boats and Lake Erie. Sailing at an early age, he purchased an

unfinished one design sailboat in eighth grade that was raced during high school with his future bride as crew. Inspired by this early experience, he wanted to make his living on the water.

Captain Rabatsky graduated from the Great Lakes Maritime Academy in 1979 with an unlimited tonnage first class pilot license finding a berth as third mate aboard the Steamer GEORGE M. HUMPHREY. He quickly wanted to continue expanding the experience of his formal deep draft training and went to work on several large tugs towing over lake, harbor tugs and marine construction tugs. These early vivid encounters made long-lasting impressions.

When Captain Rabatsky’s new bride Mary graduated from college, they both decided to break away from the norm before a household would ground them. Captain Rabatsky rescued a 48’ wooden sailing cutter that they sailed for a non-profit character-building program. This rewarding experience lead them to the Virgin Islands operating a sailing charter vessel.

Shortly after having their first child, Captain Rabatsky found shore-based employment in Milwaukee as captain of ship assist harbor tugs, marine construction tugs and an excursion boat. A captain po-

sition on harbor tugs with the Great Lakes Towing Company opened an opportunity in Cleveland as manager of the company’s lakes wide dispatch office.

Returning home Captain Rabatsky continued to expand his maritime background on both shore and water. He was Captain of the tug WISCONSIN when it rescued six men on a foundering barge in storm force winds on Lake Erie that earned he and his crew a USCG Meritorious Public Service award. He became vice president of a union representing Great Lakes sailors and continued to garner enough deep draft time to write an unlimited master’s license.

Captain Rabatsky eventually found a dream maritime job working as tug captain for a Cleveland marine construction company. The regular hours have provided Captain Rabatsky the opportunity to experience relationships in Cleveland’s diverse maritime community. These encounters continue to expand his maritime background.

GRAND PRESIDENT-ELECT

CAPTAIN LUKE CLYBURN



It hardly seems possible that 50 years ago this year I took command of a Navy Sea Cadet program that was operating in Southfield, Michigan. At that time, I was working in the mortgage department of a bank in Pontiac, Michigan. The president of the bank, Jim Clarkson, who was a military man, wanted to help carry out the mission of this new program created by the U.S. Congress. The purpose

of the program was to develop a maritime interest in American youth.

My career in boating began when I was 16 years old, growing up on the banks of the Ohio River in Evansville, Indiana. I went to work for an uncle, Jesse Brent, who was the founder of Brent Towing Company located in Greenville, Mississippi. My first nautical job was on the MV Ruth Brent, running from Pittsburg, PA to New Orleans, LA, pushing oil and chemical barges. This gave me the money that I needed to come to Michigan to finish high school and begin my studies in college. It was because of my interest in the Great Lakes that I wanted to come to Michigan.

In order to better develop a maritime interest in youth we felt that our young cadets needed to go to sea. What better setting could be found than the Great Lakes. Our search for a suitable boat turned up the YP 587, a Navy yard patrol vessel that was going to be scrapped. With the help of the Secretary of the Navy, William Graham Clator and his aid Togo West, this became a reality. The vessel was signed over to us. With a crew of cadets, I picked up the YP in Muskegon, MI and traveled to Mt. Clemens, which would become home base.

With the need to attract supporters and find funding we became involved in Great Lakes research and film production. In 1983 I had the opportunity to take part in a film about the vessel Emperor, which had sunk off Isle Royale. In this film we named our YP the Noble Odyssey, and I began to work with Bob Kreipke, who was head of film production for Ford Motor Company. Since that time, working with Bob, we have created fourteen films on Great Lakes research projects. All have been shown on PBS and have won awards.

In 1989 we had the opportunity to replace the Noble Odyssey with a newer 80-ft. vessel, YP 673, which we named Pride of Michigan. To pick up our new vessel, I had to take a crew of cadets to Norfolk, VA and pilot the boat up the Atlantic coast to the Hudson River and through the Erie Canal system.

In the past 50 years of working with cadets, I have been able to operate our vessel on all the Great Lakes. Our focus has been on underwater projects, such as SCUBA diving on a drowned forest 7,000 years old and exploring ancient drowned shorelines. We have worked with universities and other organizations that have an interest in the history and science of the Great Lakes. Our seagoing travels over those years would have taken us four and a half times around the world.

As I look back over these years, I realize that much has happened out of necessity. My becoming a ship captain was necessary to run the program that we had developed. Because of my joining Detroit Lodge #7 ISMA and meeting Captain Morgan Howell I was able to meet the Coast Guard requirements and obtain my captain's license. At one point, I received a notice from the Navy that we were not able to SCUBA dive from the Noble Odyssey because of liability concerns. I did not want to stop diving and learned that if I became a SCUBA instructor, I could obtain insurance that would meet the requirements of the Navy. In those years I have been able to work with hundreds of teen-aged cadets, not only from Michigan but from across the United States. We have safely made hundreds of working dives, and because of our research, we have made an impact on the way that scientists think about the Great Lakes.

I am still in contact with cadets who have trained with us, so long ago. Many have gone into the Navy, Coast Guard and Merchant Marine, as well as other professions and leadership roles. A number of these former cadets are today working professionally on the Great Lakes. I am very proud of being able to help so many young people to advance their careers and lead interesting lives.

None of this work would have been possible without the generous help and support of so many. Kathy Trax has been my partner for over half of this 50 years. Many of our scientific efforts were accomplished with support from Dr. Elliott Smith, Dr. Jim Wells, Dr. Doug Hunter and U.S. Navy Captain John Williams. Our professional film production is due to the efforts of Bob Kreipke.

I am still passionate about working on the Great Lakes and believe that much more of the history of these Great Lakes still remains hidden under the waves.

GRAND 2nd VICE PRESIDENT CAPTAIN TODD TAYLOR, Appointed



Captain Todd Taylor began his maritime life during high school as a chef aboard Milwaukee's first dinner cruise boat the EDELWEISS, then a deck-hand on Milwaukee's oldest tour boat in town, the IROQUOIS, and gaining his first license. She was a double decked, single screw Kahlenberg power testing ground for the newly minted captain.

Winter work aboard the lakers moored at Jones Island became a career aboard a baker's dozen of ships, tugs, barges and research vessels including the MC KEE SONS, CHARLES M. BEEGHLY,

UNDAUNTED and JOHN M. SELVICK, with a year on the Ohio River for Campbell Transportation. Todd earned his BA degree in 2007 from the University of Wisconsin-Milwaukee.

Todd returned to construction work aboard tugs with the Edward E. Gillen Company which was acquired by the Michels Corporation. He currently is senior captain aboard tugs LEONA B. and RUTH LUCILLE. When ashore Captain Taylor is Milwaukee County Council Scout Master of Pack 474 and Troop 21 with his loving wife Bridget. He has two boys Finnian and Shamus. He has served as Milwaukee Lodge #6 president for the last 5 years.

GRAND SECRETARY / TREASURER CAPTAIN BRIAN L. EICKEL



Raised in Bay City, MI and in 1968 {10 years old} started amateur sailing and racing on the Saginaw Bay. 35 years later in 2003 received a 100 ton Masters, and in

2020 received his 200 ton endorsement. His first nautical job (2003) was for the Genesee Parks and Recreation on the Genesee Belle. He joined Lodge 2 Port Huron International Ship Masters Association Captain Eickel transferred his pennant (12170) to Lodge 7 Detroit.

He worked for FCA (Chrysler Corporation) for 33 years and officially retired December 31, 2016, He has worked for several boat lines and current works as a seasonal Captain for Huron Lady II in Port Huron and Bay Sail on Appledore IV as a relief captain, Bay City, Michigan. Relief Captain on the Crossroad Council of the Boy Scouts of America "High Adventure" Sailboat Retriever (52 foot Ketch) Mackinaw City, Michigan.

GRAND CHAPLAIN

CAPTAIN MARY ANN SCHALLIP



Mary Ann earned her sea service time working as a deckhand on the Neebish Islander II alongside Captain Bob who improved her ship handling skills and in

1993 became the first licensed female captain on the St. Mary's River. In 2005, both she and her husband Bob went to work at American & Canadian Lock Tours, aka Soo Locks Boat Tours, working as Captain and Operations Manager coordinating scheduling, training, bookkeeping and anything else that needed to be done. She retired in October, 2016 then went back to work as Operations Manager in 2022.

She is currently the Secretary and Treasurer for Great Lakes Captain's Association and International Ship Masters' Association, Lodge 22 in Sault Ste. Marie. She has also been the ISMA Grand Lodge Chaplain. She is also a recipient of the Lewis Ludington Award.

Mary Ann and Bob have three children: Captain Michele Schallip, USCG; Stephanie Pins, Director of Risk Management and Quality Assurance at War Memorial Hospital in the Sault (husband Mike Pins); and Robert Schallip, III, Pilot for Royal Air in Pontiac, Michigan (wife Megan). She has a six year old grandson and a 4 year old granddaughter.

GRAND WARDEN

CAPTAIN CHARLES DUGGAN



Charles "Chip" Duggan is a native of South Bass Island, also known as Put-in-Bay, in Lake Erie.

His great grandfather was keeper of the West

Sister and South Bass Island lighthouses, between 1903 and 1925. While his grandfather was a commercial fisherman, his father and uncle were ferry boat skippers, and his father eventually became owner of his own boat line.

Today Chip and his family are the owners of one of the most important docks in the busy Put-in-Bay Harbor.

GRAND SENTINEL

CAPTAIN RICH CAPICCIONI



Captain Rich Capiccioni started racing sailboats 23 years ago and still competes within Cleveland's Tartan 10 fleet. He has completed three Chicago

Yacht Club races to Mackinac aboard a Nelson Marek 50 and cruised the Salish Sea on a Spirit 33. Upon retirement the former letter carrier received a 50 ton Masters credential and began working on small boat charters, power driven and sail. He also works aboard the dining cruise ship, Nautica Queen and captains an occasional delivery.

His long association with The Society of Northeast Ohio Brewers (SNOB), northeast Ohio's oldest home brewers club, enabled him to collaborate with Collision Bend Brewing to produce the "Ship Masters Alt" beer featured at the 2022 Grand Lodge Convention.

Off the water he enjoys performing with his bluegrass band, Small Craft Advisory.

Captain Rich lives in Brecksville, Ohio. 🍷



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SCHEDULE

WEDNESDAY, JANUARY 25, 2023

15:00 - 20:00	Registration	Main Lobby
15:00 - 23:00	Hospitality Suite	Room 124
16:00 - 17:30	N.E.L.C. Meeting	Southfield Room
17:30 - 19:00	Delegate Caucus	Southfield Room

PIZZA SERVED AFTER CAUCUS

THURSDAY, JANUARY 26, 2023

08:00 - 11:30	Registration	Main Lobby
09:00 - 10:00	Grand Lodge Convenes	Southfield Room
09:30 - 16:30	The Henry Ford Museum (self-guided tour) - FREE Transportation provided by hotel	
10:00 - 18:00	Hospitality Room	Room 124
10:00 - 10:15	Coffee break	Southfield Room
10:15- 11:45	Grand Lodge Reconvenes	Southfield Room
11:45 - 12:45	Lunch	Great Lakes Ball Room
12:45 - 13:30	MOLLIE MAHONEY Senior Project Manager U.S. Army Corps of Engineers Detroit District <i>Update on Soo Locks Project</i>	Southfield Room
13:30 - 14:15	CAPTAIN ROB JONES Deputy Chief, Major Investigations Office of Marine Safety National Transportation Safety Board <i>Recent National Transportation Safety Board Cases</i>	Southfield Room
14:15 - 15:30	JIM WEAKLEY President, Lake Carriers' Association <i>Icebreaking: Metrics & Resources</i>	Southfield Room
15:30 - 15:45	Coffee Break	Southfield Room
15:45 - 16:30	BILL HAZEL Vice President, Marine Pollution Control CAPTAIN MIKE DAVANZO Operations Manager Enbridge Straits Maritime Operations Center <i>Advanced Technologies, GIES, Monitoring Shipping in the Straits of Macinaw</i>	Southfield Room
16:30-17:15	CAPTAIN MICHELE SCHALLIP Special Assistant to the Commandant, USCG <i>Update of the Coast Guard Operations Outside of District 9</i>	Southfield Room
15:00 -18:00	Registration	Main Lobby
18:00 - 19:00	Cocktails	Great Lakes Ball Room
19:00 - 20:00	Dinner	Great Lakes Ball Room
20:00 - 21:30	Social Hour	Great Lakes Ball Room
21:00pm - ???	Hospitality Room	Room 124

FRIDAY, JANUARY 27, 2023

10:00 - 11:30	Registration	Main Lobby
09:00 - 10:00	Grand Lodge Convenes	Southfield Room
09:30 - 16:30	The Henry Ford Museum (self-guided tour) - FREE Transportation provided by hotel	
10:00 - 10:15	Coffee Break	Southfield Room
10:00 - 6:00	Hospitality Suite	Room 124
10:15 - 11:45	Grand Lodge Reconvenes	Southfield Room
11:45 - 12:45	Lunch	Great Lakes Room
13:15 - 14:00	JOEL STONE Curator Ermitus, Detroit Historical Society <i>Floating Palaces of the Great Lakes</i>	Southfield Room
14:00 - 14:45	CHUCK KAKUSKA Owner, Sea K Maritime Licensing Services <i>Recent Changes to Maritime Licensing</i>	Southfield Room
14:45 - 15:30	WAYNE LUSARDI State Maritime Archaeologist State of Michigan <i>Recovery of a WWII Tuskegee Fighter Plane from Lake Huron</i>	Southfield Room
15:00 - 18:00	Registration	Main Lobby
16:00 - 17:00	Installation Rehearsal	Southfield Room
17:00 - 18:00	Installation Ceremony	Southfield Room
18:00 - Midnight	ISMA 2023 GRAND BALL 18:00 Silent Auction 18:45 Introduction of Grand Lodge Officers 20:00 ROBERT KREIPKE , Keynote Speaker Ford Historian <i>Ford Motor Company's Ties to Shipping</i>	Grand Ball Room
22:00 - ???	Hospitality Suite	Room 124

NOTE: All presentations are targeted for 20-30 minutes, plus and additional 15 minutes for questions for a total of 45 minutes



SCHEDULE

SATURDAY, JANUARY 28, 2023

09:00 - 10:00	Grand Lodge Convenes	Southfield Room
09:30 - 16:30	The Henry Ford Museum (self-guided tour) - FREE Transportation provided by hotel	
10:00 - 10:15	Coffee break	Southfield Room
10:15 - 11:15	Grand Lodge Reconvenes	Southfield Room
11:15 - 11:45	Final N.E.L.C. Meeting	Southfield Room
11:45 - 12:45	Lunch	Great Lakes Ball Room
TBD	Ford Truck Plant Tour	Truck Plant
13:00 - 18:00	Hospitality Suite	Room 124
18:00 - 19:00	Cocktails	Great Lakes Ball Room
19:00 - 20:00	Beach Barbeque Buffet	Great Lakes Ball Room
20:00 - 23:30	Dock Party	Great Lakes Ball Room
22:00 - ???	Hospitality Suite	Room 124

SUNDAY, JANUARY 29, 2023

07:00 - 09:00	Farewell Breakfast Buffett House Guest: Included Non house: \$15.00	Main Lobby
11:00 - 12:00	Mariners Church Free Parking at the Ford - Underground on Jefferson	170 E. Jefferson Ave, Detroit, MI 313-259-2206

Thank you to Captain Rick Scott, for the organization of the ISMA Convention speaker sessions, January 26 through 27, 2023.

ADDITIONAL CHURCH SERVICES

09:00 & 11:00	St. Alphonsus Catholic Church	7469 Calhoun, Dearborn, MI
10:00	St. Barbara Catholic Church	13534 Colson, Dearborn, MI

ONE LINERS



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ISMA CONVENTION SPEAKERS

CAPTAIN MIKE DAVANZO, USCG (retired)

MARITIME OPERATION SPECIALIST

US LIQUIDS PIPELINES GREAT LAKES REGION



Mike Davanzo is the Enbridge's Maritime Operation Specialist based in St Ignace, Michigan. He is charged with overseeing Enbridge Maritime Operations

Center and the effective execution of the Enbridge Maritime Pipeline Protection Program which is designed to prevent anchor strikes and protect Enbridge's Line 5, dual pipeline crossing at the Straits of Mackinac from potential damage by passing ships.

Mike's experience in the maritime sector spans nearly five decades. He joined Enbridge after retiring from the United States Coast Guard in May 2021 after serving over 44 years, including over 23 years of sea duty. Captain Davanzo's last duty assignment was Chief Office of Cutter Forces. There he lead development and sustainment of the Coast Guard's cutter fleet, including requirements, policy, training and advocacy for the ships and their crews.

Prior to this assignment, Captain Davanzo, USCG (Retired) served in ten sea going assignments, most recently as Commanding Officer in USCGC POLAR STAR, the United States sole heavy Icebreaker. He previously served afloat as Commanding Officer in USCGC MACKINAW, USCGC HOLLYHOCK, USCGC JAMES RANKIN and USCGC RAMBLER. He has also served aboard USCGC MADRONA, USCGC

SUNDEW, USCGC BAYBERRY and USCGC LANTANA.

Captain Davanzo's service ashore includes Coast Guard Headquarters Office of Boat Forces where he served as Aids to Navigation Platform manager; Office of Cutter Forces where he served as Icebreaker, Buoy Tender and Patrol Boat Division Chief; Coast Guard Force Readiness Command, where he served as Chief, Fleet Training and Readiness Branch and Chief, Afloat Training Organization Norfolk. He has also served in several Enlisted and Chief Warrant Officer ashore assignments.

Mike Davanzo and his wife Allyson make their home in Mackinaw City, MI. They have two children, Jessica and Matthew and an awesome granddaughter, Riata.

BILL HAZEL

VICE PRESIDENT OF MARINE SERVICES

MARINE POLLUTION CONTROL

DETROIT, MI USA

Mr. Hazel has been involved in oil and hazardous materials spill response for 32 years as an employee of Detroit-based Marine Pollution Control (MPC). During that time, he has participated in many notable national and international incidents, including the Hurricane Katrina response in Louisiana, hazardous materials and flammable transfers in Canada and California, and salvage operations in Cuba, Lake Superior and Lake Erie. He was MPC's Incident Commander when the company responded to Hurricane Sandy in New York City (2012), heading up the transfer of millions of gallons of flood

water from the World Trade Center construction site. He is responsible for MPC's Oil Spill Removal Organization (OSRO) services, marine spill response training and exercises, ship services offerings, and facility and vessel response planning technical services. Marine Pollution Control was founded in Detroit, Michigan in 1968 by David Usher and remains one of the nation's foremost oil and hazardous materials response organizations.

CAPTAIN ROB JONES

OFFICE OF MARINE SAFETY

NATIONAL TRANSPORTATION SAFETY BOARD



Captain Jones is the Deputy Chief of Major Investigations with the Office of Marine Safety and works out of the National Transportation Safety Board's headquarters office in Washington, DC.

Captain Jones received a Bachelor of Science degree in Nautical Science from the Maine Maritime Academy at Castine, Maine in 1980. Upon graduation he sailed break bulk and container ships with several companies out of New York. In 1982 Capt. Jones started his employ with the Transoceanic Cable Ship Company (AT&T) and advanced up through the ranks until sailing as Unlimited Master in 1990. As Master he was responsible for the installation and repair of undersea fiber optic cable systems around the world. Many of these operations included the use of unmanned submersibles and other remotely operated vehicles. Captain Jones retired from the Cable Ships after 13 years as Master to join the Safety Board in March of 2003.

Captain Jones has led and participated in dozens of accident investigations since his arrival at the Board. He has led

or participated in investigative hearings on the Board's behalf or with the U. S. Coast Guard. As supervisor to the major investigations division he oversees 11 investigators and their participation into approximately 40 major marine investigations per year. Captain Jones has represented the Board on numerous occasions presenting at maritime forums and symposiums both domestically and internationally, along with continuing to advocate for safety lessons learned and recommendations produced by the Board to share with industry in the interest in enhancing marine safety.

CHARLES KAKUSKA

**OWNER, SEA K MARITIME
LICENSING SERVICES**

Charles "Chuck" Kakuska is a 25 year veteran of the U.S. Coast Guard and a 40 year veteran of the Maritime Licensing Program. He is currently President of Sea K's Maritime Licensing Service providing maritime credential evaluation and consultation services to over 5000 mariners throughout the country and internationally. His extensive knowledge and professionalism have made him an invaluable resource to the maritime industry. Chuck has been happily married for almost 50 years. He has 2 daughters and 7 grand children.

ROBERT KREIPKE

**KEYNOTE SPEAKER
FORD HISTORIAN**



Robert Kreipke is Ford Motor Company's Corporate Historian Emeritus. Bob's career at Ford included producing awarding winning films and videotapes, producing live shows, and executive strategic planning. Bob has also authored

MICHELE L. SCHALLIP, Captain United States Coast Guard



Captain Schallip serves as the Special Assistant to the 27th Commandant of the U.S. Coast Guard. She has completed five afloat tours, including Deck Watch Officer in USCGC BOUTWELL, a 387-

-ft high endurance cutter; plankowning Commanding Officer in USCGC COBIA, an 87-ft patrol boat in Mobile, AL; Executive Officer in the USCGC MAPLE, a 225-ft sea going buoy tender in Sitka, AK, Commanding Officer in USCGC SPAR, a 225-ft sea going buoy tender in Kodiak, AK, and most recently as Executive Officer in USCGC HEALY, a 420-ft medium ice breaker homeported in Seattle, WA. Staff tours include Operations Officer, VTS San Francisco, CA; Chief of the Executive Staff for the Assistant Commandant for Marine Safety, Security and Stewardship (CG-5) in Washington, D.C., Chief, Waterways Management Branch for the Thirteenth Coast Guard District in Seattle, WA, and most recently as Special Assistant to the Vice Commandant of the U.S. Coast Guard.

A native of Neebish Island, MI, Captain Schallip is a 1997 graduate of Officer Candidate School in Yorktown, Virginia. She holds a Bachelor of Science degree from Central Michigan University; a Master of Public Administration from Grand Valley State University; and a Master of Arts, with Distinction, in National Security and Strategic Studies, from the U.S. Naval War College. Captain Schallip is a 1600 gross

on near coastal merchant marine master and has held a commercial license since 1996. She began her sea-going career as a deckhand aboard the Neebish Islander II and captained for A&C Lock Tours in Sault Ste. Marie, MI, and Star Line in St. Ignace, MI, before joining the Coast Guard.

Capt. RICHARD S. SCOTT Speaker Coordinator ISMA Detroit Lodge No. 7



Captain Rick Scott was born in Detroit, MI in 1943. He and his Mom spent every summer in the cottage his dad had built in 1946 in Tobermory,

Ontario, Canada. His Dad would drive up from Detroit every weekend (then a 10 hour drive). As soon as he was old enough, he started sailing a 12 ft rowboat with a sail made out of his Cub Scout pup tent (only sailing downwind as it had no keel). He graduated from Southfield High School in 1961, Western Michigan University with a bachelor's degree in Industrial Engineering in 1966 and Purdue University with a master's degree in Industrial Engineering in 1969 (with one year toward a PhD). He worked at companies including Burroughs (UNYSIS, Hewlett Packard), starting as a computer programmer and ending as Director-In-Charge of all of internal computer systems that provided information to run Burroughs manufacturing facilities; Rockwell Automotive, in charge of all of their Computer Integrated Manufacturing (CIM) systems. He then worked as a management consultant working primarily with manufacturing companies improving

operations through re designing business processes, installing new technologies (computer software and hardware, bar coding, etc) and educating/training personnel. These companies included: Electronic Data Systems (EDS); A.T. Kearney; and Deloitte & Touche (D&T). His last position was Senior Manager in Charge of Manufacturing Systems Consulting for the Midwest region of D&T.

He retired when he was 57 and signed on as a deckhand soon thereafter on the Ovation & Infinity Yacht Charters. He earned his 100-ton license 5 years later and sailed as a Captain on the Ovation/Infinity, was the Master Captain on the *Spirit of Detroit*, Detroit Yacht Club's shuttle boat, and also worked at the J.W. Westcott delivering mail and other goods to freighters. He has participated in the delivery of numerous boats including a 76 ft sailboat from Lake St Clair, up the St Lawrence Seaway and eventually to

St. Martin, a 96 ft powerboat (the original Infinity) from Ft. Lauderdale, FL to Wyandotte MI, a variety of boats from the US to the Bahamas. He has chartered sailboats in the US Virgin Islands, the British Virgin Islands, the Spanish Virgin Islands, St Lucia, and St. Vincent. He and his wife Irene have sailed to the North Channel of Lake Huron/Georgian Bay thirty-two times on their S/V Sweet Dreams an Albin Nimbus 42. He joined ISMA's Detroit Lodge No. 7 in 2009 and was president in 2014. He has been in charge of selecting, scheduling and following-up with speakers for Detroit Lodge No. 7 meetings since he was president and handled selecting and scheduling the speakers for the 2023 Grand Lodge Convention.



Detroit United Railway Building at 12 Woodward Avenue - the original quarters of Detroit Lodge No. 7 after being organized in 1892.



	DEATH	PENNANT NO.	LODGE NO.
Past Grand Lodge President Gordon Albert "Pete" Jimerson	2/27/2021	9936	9
Mark T. Gainey	4/10/2021	10311	12
James Crissey	11/11/2021	A-1142	3
Richard J. Gray	1/17/2022	12845	23
Nathan L. Smith	1/19/2022	10996	2
Gordon H. McNeill	2/2/2022	10691	15
Constantine "Gus" Markakis	2/5/2022	11722	7
Percy Warrilow	2/11/2022		15
<i>Honorary Member March 2017 by Lodge 15. WW2 vet, who served on board the Canadian Aircraft Carrier NABOB. He was part of the crew that were rescued from the shipwreck after she was torpedoed by the Germans at sea.</i>			
Archie Dickson	2/18/2022	A-12106	15
Raymond "Butch" Modrzynski	2/28/2022	10461	19
William A. Carson	3/17/2022	11519	12
Michael L. Booth	3/22/2022	A-12282	2
James Van Overbeek	5/3/2022	11537	15
Dale E. Bennett	5/12/2022	13093	6
William A. McSweeney	6/17/2022	11106	4
George R. "Skip" Skuggen	7/5/2022	9924	4
Meredith Williams	7/27/2022	A-12883	4
Stephen E. Hammarskjold	8/22/2022	10184	7
Leo Schreiber	8/28/2022	10953	15
Past Grand Lodge President PGP Ronald R. Ingram	9/13/2022	10140	7
Bruce D. Dunlap	9/25/2022	11310	2
David J. Olson	9/29/2022	9947	7 then 18
James "Jim" Douglas	11/11/2022	A-11979	7
Charles J. Geiger	11/22/2022	9871	18
<i>One of the originators of lodge 18</i>			
Theodore A. Cogswell	12/27/2022	9948/12084	7

SPECIAL MENTIONS

Jeanie Kreamer Beaupre 4/4/2022
Last wife of Lodge 15 member Ron Beaupre, of Maria Town, Ontario.

Adolph N Ojard 12/21/2021
Ojard served as the former executive director of the Duluth Seaway Port Authority as well as president of the American Great Lakes Ports Association.

THE PILOT'S PSALM

The Lord is my Pilot; I shall not drift.

He Leadith me across the dark waters.

He Steereth me is deep channels;

He Keepeth my log;

*He Guideth me by the stars of holiness
for his namesake;*

*Yea though I sail mid the thunder and
tempest of life;*

*I shall dread no danger, for Thou art
near me;*

Thy Love and Thy care, they shelter me;

*Thou prepares a harbor before me in
the homeland of eternity.*

*Thou anointest the waves with oil; my
ship rideth calmly.*

*Surely sunlight and starlight shall favor
me on the voyage I take, and I shall rest
in the port of my God forever.*

AMEN



Photo credit Greg Stamatelakys



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Mr. Alex Murtha

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#2 Awarded to one Cadet at the Great Lakes International Marine Training Center in Owen Sound, Ontario.

Mr. Daniel Lindner
UNITED STATES APPLICANT

Mr. Shane Burgess
CANADIAN CADET APPLICANT

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November 13, 2023 @ 11 a.m.



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Captain Luke Clyburn

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Toledo - Lodge 9



Masters, Mates & Pilots
Congratulates
Captain Luther L. 'Luke' Clyburn
Grand Lodge President



International Ship Masters' Association Grand Lodge Convention

Captain Donald Josberger
International Secretary-Treasurer

Captain Donald J. Marcus
International President

Captain Thomas Bell
Vice President
United Inland Group
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DONALD K. ROSS BAGPIPING



Donald Ross learned to play bagpipes at the age of 12. He was initially taught by Dennis Barr, who in turn was taught by Walter Rose. Walter Rose was the premier instructor for young pipers from 1950 – 1968 in the Detroit metropolitan area. After his initial instruction, Donald joined the Clan MacRae Pipe Band. Later, at a school for pipers, Donald met David Martin who is the Pipe Major of the St. Andrew's Pipes and Drums of Detroit. Donald then became a member of the St. Andrews band. He was pipe sergeant of the band for 24 years. Although he has taken time away from the band for raising a family and career duties, he has consistently been playing the pipes for 52 years. He is currently a member of the St. Andrews band, and is in high demand for solo playing

for weddings, funerals, memorials, birthdays, golf outings, etc. Email Donald at highlandpipingofmichigan@gmail.com or visit his web site at www.gracefullyplayed.org.



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 To inquire about applying to become a pilot, please email: t.brandano@lakespilots.com

RARE FORM

“Rare Form” is the band offering dancing and listening entertainment for tonight’s Grand Ball. Captain Raymond Oset is the leader and a trumpet player in the band. Ray



has performed with many musicians from Roger Williams to Roger Daltrey, Gladys Knight to the Temptations, The Tonight Show Band with Doc Severinsen to Maynard Ferguson, Natalie Cole to Johnny Mathis, Elvis Presley Show to Bob Hope, Les and Larry Elgart on the Boblo Boat to the Royal Hanneford Circus.

Ray started playing in a Big Jazz Band at age 11. That band was led by a gentleman named Manny Balos who was an excellent teacher and musician. When Manny passed, Ray took over the band. Ray also played with the Austin-Moro Band for many years. When Emil Morrow passed, Ray purchased all his music, some of which you are hearing this evening.

The members of the band range in age from 16 years to 90 years of age. Some of these players play professionally at times. However, playing in this band is “just for fun” twice a month. There is a player who lives in Windsor, Ontario and crosses the border for each rehearsal and another who flies in from Florida. Playing a musical instrument is a “life skill”. Most players start in school at 10 years of age. Sometimes, it continues throughout their life and becomes a passion.

Thank you to the ISMA for the invitation to share our “passion” with all of you this evening. We hope you enjoy the music.



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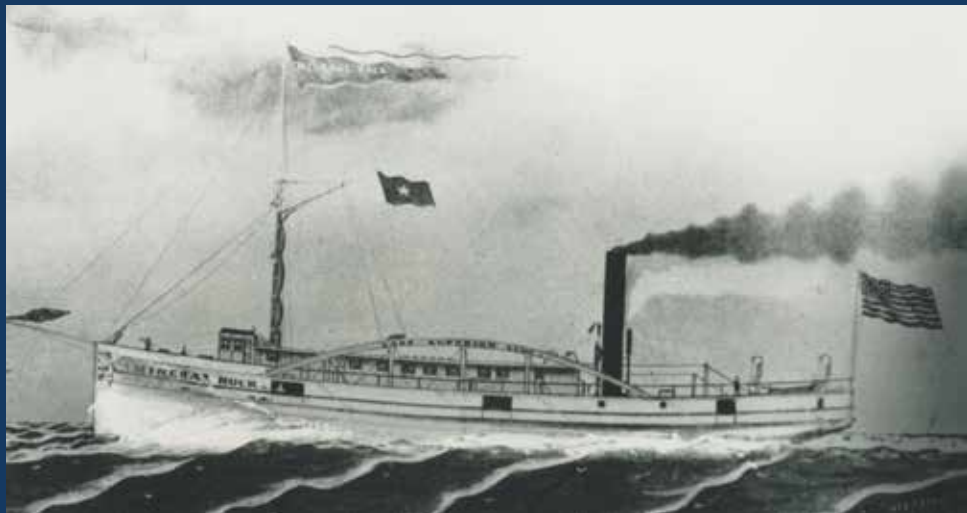
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Captain John Ward Westcott: The Manager of the Detroit River

by John Polacsek



The Steamboat MINERAL ROCK of the Lake Superior Line. The 171 foot long vessel was purchased November 23, 1870 by Eber Ward, and he owned the boat until June 24, 1873. It would have been during that time period that J.W. Westcott would have been the captain. The Detroit Publishing Collection at the Library of Congress has same image, with the title under the vessel MINERAL ROCK and the words Captain John W. Westcott.

J. W. Westcott was born in the village of Warnersville on Lime Island, Michigan in the Sault Ste. Marie River on December 19, 1848. His father David H. Westcott was a shipwright and his mother was Mary Jane (Ward) Westcott a sister of the noted Captain Eber Brock Ward. On Lime Island the family was involved with providing wood for the boilers of the passing steamboats. In 1850 the family migrated to the Village of Newport on the St. Clair River, which later became known as Marine City, Michigan.

His early years saw him attending public school and working at the shipyard

that was owned by Thomas Arnold. At the age of 13 he became a waiter and porter on the steamer *Forest Queen*, positions that he held for three years. He later became the steward of the steamer *May Queen* and afterwards watchman, mate, and wheelsman. In 1871 and 1872 he commanded the propeller *Mineral Rock* which was running on Lake Superior. In 1873 he became master of the propeller *Phil Sheridan*, but that Fall he decided to stay ashore.

Not one to miss an opportunity, in 1874 J. W. Westcott came to the Port of Detroit looking for new opportunities.



J. W. Westcott joined the International Shipmasters Association and was issued Number 357.

Being an inquisitive young man he decided to become a marine reporter and provide the maritime industry with updates on activities. In early June of 1875 a Chicago newspaper printed a squib about the activity along Detroit's docks. "Detroit, Mich, June 12, 1875 To the Editor of the Inter-Ocean. There is a fellow who comes around the docks here now and then, and asks, timidly. "Is there anything new?" No one has any idea who he is. Can you Chicago folks answer? Detroit Agent." The reply from the Chicago Inter-Ocean marine editor was "It must be the marine "reporter" of the Detroit Post." Thus J. W. Westcott entered a new phase of his life as a marine reporter for the Detroit Post newspaper.

A few days later Captain Westcott moved to Amherstburg, Ontario, Canada where he continued his career as a marine reporter . He saw an opportunity to provide the passing vessels with a safe route through the shallow waters that were in the area and known as the Lime Kiln Crossing. With the aid of the local marine agent Henry Duff , in July 1875 he put a new plan into action. The De-

troit marine reporter Captain J. W. Hall in a report to the Chicago Inter-Ocean on July 22 gave J.W. Westcott high praise when a new set of range lights were installed: "Lights for the guidance of the shipping at the Lime Kiln Crossing, on the Detroit river, will, on Monday next, be re-established as last year by Captain J. W. Westcott, who is going to considerable expense toward the perfection of

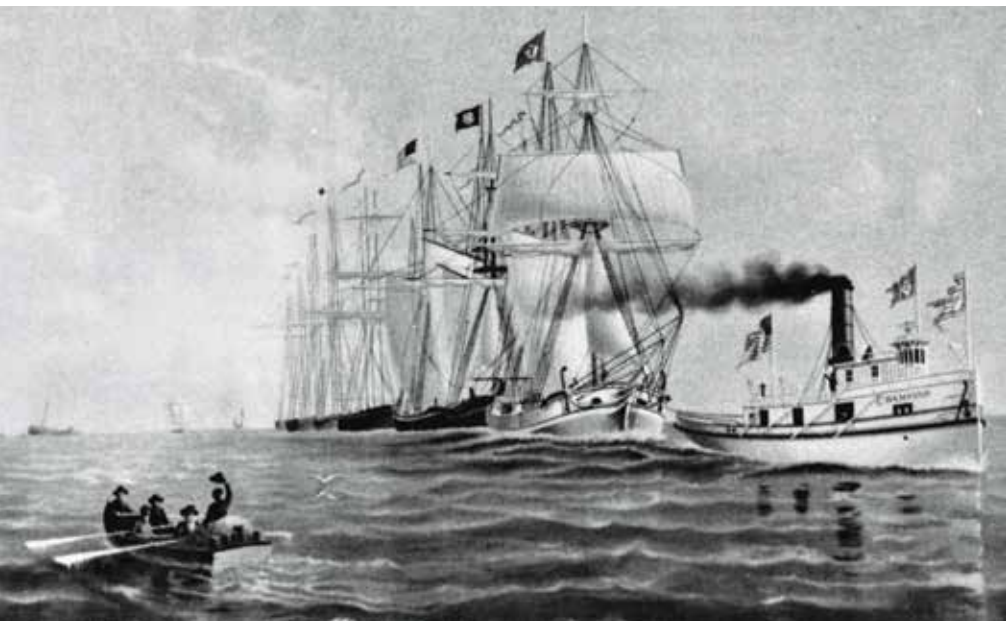


The Marine Reporting office of the J. W. Westcott Company moved to the foot of Woodward over the annex of the U. S. Custom House. The awning on the second level is where the office was located.

arrangements to that end. These lights will govern the movements of shipping by night, and flag signals by day. At times of great danger from low stage of water or otherwise, Captain Westcott will exhibit at night on Norvell's dock three green lights, one directly over the other, while during the day a red flag will be displayed.

tracks. There was a great deal of maritime activity as numerous vessels were in the area loading merchandise from the railroad cars and transporting the material up and down the Great Lakes.

"The undersigned would announce that the range lights at the Lime Kiln Crossing are now established, and will



When tug boats passed the Port of Detroit with sailing vessels in tow J. W. Westcott would row out to each of the vessels and collect the tug fee. He would also sell a copy of the Detroit Post and deliver messages and mail for a small fee.

The above preliminaries are being carried out at Captain Westcott's individual expense, and, as they will be of great importance to the shipping, it is hoped that vessel owners and masters will not be chary in granting a liberal support to the undertaking."

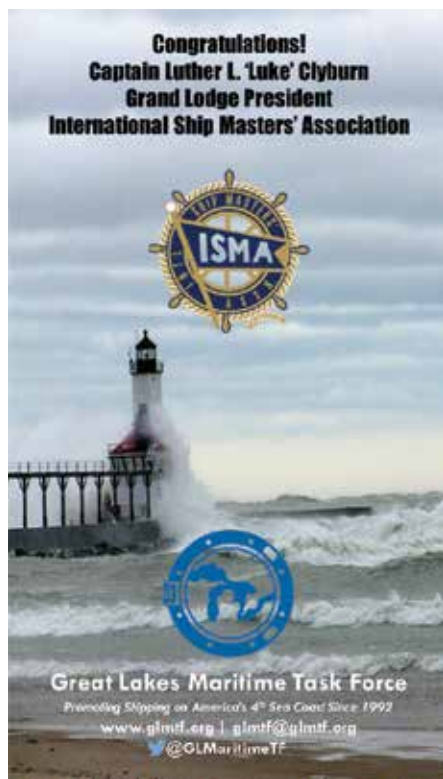
On July 26, a notice was sent to the Marine Editor of the Inter-Ocean from Texas Landing, Ontario. This location is about a mile from Fort Malden, and close to the point where the Canadian Southern Railroad ended. At that point a railroad car ferry took the cars across the Detroit River to Stony Island to continue on the

continue until the close of navigation, consisting of one red and one white light, on the same, range as last season- also, the signals for low water on Mt. Norvell's dock and will be a red flag by day, and three green lights, one above the other, by night. No other signals but the ones now mentioned will be displayed, and those only when I consider it unsafe for vessels of the largest class to cross over. I have taken careful soundings as to best waters, and will be on hand to pilot boats over when wanted. Steamers can notify me by blowing three long and two short whistles when one mile above the dock. Respect-

fully, J. W. Westcott, Lime Kiln Crossing, Detroit River.” Captain Westcott would come out by a rowboat to a requesting vessel, come onboard and direct the vessel safely through the shallow area.

On July 24, 1875 work on the Lime Kiln Crossing began under a contract issued by the Dominion Government. The contract was being held by Mr. John Quinn a submarine diver from Detroit. Barges were anchored with drills on board, and they drilled three to five foot holes in the river bottom. When the appropriate depth was reached, explosives were placed in the holes and detonated. The rocks were then removed, and by the end of the year the channel had been changed from twelve feet to eighteen feet in depth.

The Dominion Government also sent a vessel that became known as the Bar Point Lightship. It was anchored in fourteen feet of water on the reef off Bar



The Great Lakes Maritime Institute welcomes the International Ship Masters' Association to Detroit.

Our members also congratulate a friend, Captain Luke Clyburn, on becoming Grand Lodge President for 2023. A well-deserved honor!

We celebrate his lifetime dedication to the Great Lakes, represented by the 50th Anniversary of his U.S. Naval Sea Cadet Corps command in 2022.



Point some five miles south of Bois Blanc Island. The vessel was painted red and had a red light over a white light on her mast mounted forty eight feet above the deck. This light could be seen for ten miles and in thick foggy weather a bell was rung.



Leaving the Detroit dock in a small motor launch with a Caille marine engine as the power source c.1910.

Henry Duff recently moved to Amherstburg and established his office in town on LaLiberty's wood dock at the foot of Gore Street. In addition to working with J. W. Westcott, Mr. Duff directed the affairs of the Towing Association that was needed whenever a vessel struck a rock or a tow was required.

J. W. Westcott decided to establish his own company in Detroit in 1876, and started a marine reporting business at the Foot of Bates Street. With the opening of navigation in May of 1876, Captain J. W. Westcott developed a system of range lights on Lake Ste. Clair. It consisted of one white light, towering fifty feet high and placed so that passing vessels could manage to align two lights. There was also one white light placed in range before the other white light that showed the channel crossing at the head of Belle Isle. J. W. Westcott provided a safe route for the down bound traffic

coming across Lake St. Clair and entering the Detroit River.

Westcott's system worked well that year and by early October 1876 an additional aid to navigation was added. A notice went out to all mariners who relied upon

these lights. "At the request of a number of owners and masters of the larger class of steamboats and vessels I have located a buoy off Grosse Pointe at the turning stake for entering the Detroit River from Lake St. Clair. Said buoy is placed in eighteen feet of water. J. W. WESTCOTT, Superintendent Lake St. Clair and Detroit River range lights. (Cleveland, Chicago and Buffalo papers please copy.)"

By the end of the navigation season it was noted

in some marine columns of various lake ports newspapers the following: "Captain J. W. Westcott has discontinued his lights in Lake St. Clair, near the entrance to the Detroit River, and navigators who may still be out will govern themselves accordingly. These lights have rendered valuable service to mariners during the season of navigation now closing, and there has been no hurry in discontinuing them either. Captain Westcott deserves substantial encouragement for his enterprise, doing, as he has, work which the Government ought to do."

In addition to keeping the range lights in operation J. W. Westcott was acting as Detroit's marine reporter servicing the passing vessels. On November 10, 1877 he had a close call while hailing a passing vessel near the foot of First Street. His skiff upset and he was thrown into the cold water. As it turned out the passing vessel had

a rope hanging over the side with a large piece of pork 'freshening in the water'. Westcott grabbed the rope and like a true sailor was soon back in his skiff. He rowed ashore and was soon huddled close to the pot bellied stove in his office. The captains of many vessels were glad to hear that this dunking would not stop his continuance of the range lights. From that time on J. W. Westcott became "a firm believer in pork as a sustainer of human life".

On November 20, 1877 a Special Telegram from Detroit, Michigan was received by the Marine Editor of the Chicago Inter-Ocean. The Inter-Ocean had telegraphed numerous lake ports regarding the location of the schooner Kate L. Bruce after a major storm. A response came from the Marine Reporting Office of J. W. Westcott. "As regards to whereabouts of the schooner Kate L. Bruce, Captain S. Rummage, of the tug P. Johnson, informs me that he picked up the schooners C. J. Wells, Granger, and Kate L. Bruce in the Straits Nov 8, but a heavy storm from the northeast with snow, came on them at night, and when abreast of Forty Mile Point he was forced to let them go, and has heard nothing of the Bruce since. The other two vessels have passed down and up again since the above. This is all the information I can learn. Yours, etc., J. W. Westcott, Marine Reporter."

A few days later the yawl boat of the Kate L. Bruce came ashore at Thunder Bay Island. Then in the spring of 1878 a chest with some books and ledgers from this vessel were picked up by Lake Huron fishermen, leaving no doubt she sank to

the bottom in Lake Huron with her cargo of iron ore.

The marine column of the Chicago Inter-Ocean on November 21, 1877 reported the following: "The Grosse Point Range Lights - Captain Westcott announces it as his intention to keep these important lights burning until the last steamboat stops running, a fact which sailors of every degree will be glad to learn. This enterprise should be more fully appreciated than it is. Keeping lights costs money;



Range lights were set up on Belle Isle and out in Lake St. Clair so that vessels could easily enter the Detroit River. Later a light ship was anchored off Grosse Pointe to assist vessel in finding the channel.

the employee requires his remuneration, besides "oil has riz," We believe there have been no complaints this season about the manner in which the lights have been kept. They render invaluable service to every vessel navigating these waters, and no vessel-owner should wait to be asked to pay his share of the expense. The improvement in the times which has been taken place will doubtless develop corresponding generosity on the part of all concerned.- Detroit Free Press.

By August of 1878 J. W. Westcott came up with another idea on how to make money from the sailing vessels that were being towed up and down the Detroit River by tug boats. He made arrangements to become the agent for the tugs W. W. Moore, Balize, Kate Williams, W. B. Castle and Hector. The tugs would gather a string of sailing vessels at either Lake Huron or Lake Erie and tow them for a fee through the Detroit River, across Lake

delivering letters and dispatches, and he would also give any information that that particular vessel may want. In addition he had on sale the Detroit Daily Post and Tribune, since he was the marine reporter for that newspaper.

The system worked, but there were also problems, as Captain Westcott found out in September 1878. As he and a companion rowed out to the schooners that were being towed by the Tug Hector intending

to conduct business something unusual happened. They reached the Schooner Stark, third from the tug and were crossing under her bow intending to throw a line to the waiting deckhand. The schooner took a shear and made directly for the their boat. The schooner would have run them down when both men



The red hulled skiffs holding the marine reporter would be towed alongside a moving vessel and a pail would be lowered to transfer the fees that were required for telegrams, dispatches, and newspapers.

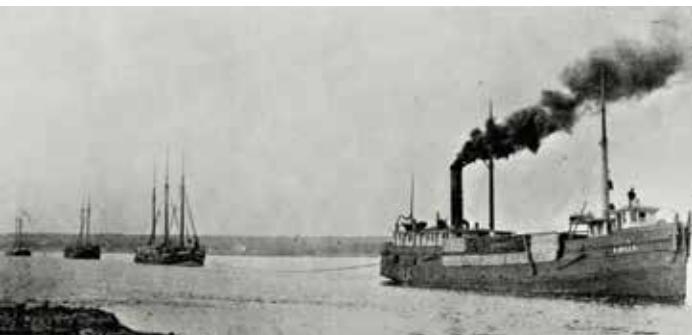
St. Clair, and the St. Clair River. This idea was not new for the firm of Duff & Garfield in Amherstburg had been providing this service for a few years prior, but not in Detroit.

As they passed Detroit, Captain Westcott would row out to each of the vessels in the tow and collect the respective fee. In this way when the tug reached the end of the tow and cast the vessels loose, the tug did not need to go to each of the towed vessels to collect their fee. What Captain Westcott was doing allowed the tugs to go in search of another group of sailing vessels that needed to be towed through the St. Clair & Detroit River system. It saved the owners time. When Westcott approached each vessel he also attended to his business such as

grabbed the bobstays, pushed their boat away, and climbed up to the schooner's deck. They had a close call, and soon another small boat came to their aid taking the men back to the Detroit office .

This accident did not daunt Captain Westcott for various newspapers noted that the Lake St. Clair and Detroit River range lights at the entrance to the Detroit River would be kept lit until the 10th of December. Once the range lights were extinguished, the Captain had something else on his mind for on December 29, 1878 the marine reporter and vessel agent married Miss Henrietta Crane of Detroit.

In November 1879 J. W. Westcott provided data regarding the passing traffic on the Detroit River for the Report of the Chief Engineers of the United States.



Later the J. W. Westcott Company expanded and purchased a steamboat that would tow lumber laden barges from Michigan's Upper Peninsula to New York State. The Captain of the steamboat was Charles H. Westcott who was J.W. Westcott's brother.

The report noted that the number of vessels passed Detroit from April 27 to October 31 was as follows: As taken from my books 16,196. Estimated for November 2,598. Small craft that I do not report 12,600 For a total of 31,394.

This amount of traffic needed to be forewarned of problems that occurred in the Detroit River and at the Lime Kiln Crossing near Amherstburg in particular. In October, Captain Westcott delivered

to a number of passing vessels, cards having a table that announced the signals for water levels upon entering the Detroit River. The data was a warning regarding the depth of water at the Lime Kiln Crossing. 14 feet 6 inches - One white light, 14 feet 3 inches

- Two white lights, 14 feet - Three white lights, 13 feet 9 inches - One red light, 13 feet 6 inches - Two red lights, 13 feet 3 inches - Three red lights. The lights were to be swung from a pole sixty feet above water level at Duff & Gatfield's wharf.

In 1880 J. W. Westcott moved his office to the Foot of Woodward Avenue and took up residence above the Custom House annex. That April the Buffalo newspapers noted that a new tug was built



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When accidents happened in the Detroit River it was often the job of J. W. Westcott to put lanterns on the wrecks to help the passing vessels identify them in the dark.

in their port and had been purchased by Detroit parties. The tug was to be named J. W. Westcott after the marine reporter for The Post and Tribune and a vessel agent in the Port of Detroit.

In early May of 1881 Captain J. W. Westcott purchased the scow *Wild Flower* for \$400. She was a small Canadian hull built in 1866 with two masts and of 18.66 gross tons. Captain Henry Hackett of Amherstburg went to Detroit so the vessel could be fitted out as a lightship. She was to be stationed near Grosse Pointe, Lake St. Clair and could accommodate a few men who would live on board during the navigation season.

By mid May the lightship was anchored in the channel near Grosse Pointe. The vessel provided a valuable service to all the deeply-laden craft passing that dangerous reef during the night. One newspaper reported that "Before the light was placed on location, scarcely a day

passed on which some propeller was not reported aground, but recently only one boat grounded there." It was reported that some seventeen feet of water were over the shoal, and the lightship was a great mark both in the day and night. This lightship could be seen and it was different from the lighthouse on Windmill Pointe which was sometimes confused with the lights of the tall buildings in downtown Detroit.

The lightship became a landmark not for just commercial traffic, but also for recreational craft. In July 4 of that year the Detroit Yacht Club held their annual regatta. The course was set to start from the foot of McDougall Avenue, up the American channel, between Belle Isle and the mainland. Then out into Lake St. Clair around Westcott's lightship and return the same way. It was to be a flying start and the gun was fired at 10 a.m. with eleven boats in the race. During the rest of the year both

steam and sailing vessels found the landmark a convenient way to enter the Detroit River. The lightship stayed on station until December 7 when the tug Shoofly brought the vessel in for winter storage.

Captain Westcott kept in close contact with the marine reporting firm of Duff and Gatfield in Amherstburg. Once telephone service started to become widespread, in late September 1881 a telephone line was opened between this Canadian marine reporter office and the Detroit office of J. W. Westcott.

On April 12, 1882 the Westcott's lightship was taken from her winter quarters to Captain Oades yard for repairs. She was placed on station and on May 19 a schooner in the tow of the steam barge Fred Kelly ran into the lightship. The force of the collision carried the lightship from its proper place down the river. The lightship fortunately was not damaged and was at once towed back to her proper place.

The 1883 navigation season started out with a lot of activity. On May 2 in a Special Telegram to the Chicago Inter-Ocean it was noted that "Westcott's Lake St. Clair lightship was placed in position to-day". On May 17 it was reported that Captain J. W. Westcott was getting up a large chart of the lower portion of Lake St. Clair and the head of the Detroit River, and this aid to navigation that would be very useful to sailors.

Later that month a special telegram to the Chicago Inter-Ocean documented the situation in Detroit. "Detroit, Mich., May 21 - It has been blowing a gale from the

north since 6 o'clock last night. Raining hard all the forenoon, with hail, sleet and snow all the afternoon. All the tows passing up yesterday are at anchor in St. Clair wind bound. Westcott's light ship and the government buoy are both dragged out of position...Captains report the largest seas in Lake Huron they ever saw."

The lightship was blown out of position, but was towed back immediately. If the storm had not made things bad enough, the next day the propeller Alaska collided with Westcott's lightship in broad daylight. Another special telegram to the Chicago Inter-Ocean noted the following: "The prop Alaska collided



The Marine Reporting Office above the Custom House Annex allowed the reporters ample time to identify and row out to the passing vessels.

with Westcott's light ship, doing serious damage. The light ship filled with water. The keeper and assistant were forced to keep pumping all night. The tug Oswego towed her in this morning. She will not be placed for several days." The damaged lightship was towed to Captain Oades shipyard for repairs and sunk shortly after she reached the dock. By May 30 the lightship was pumped out, repairs were made and she was towed back to her position at Grosse Pointe.

The 1886 navigation season was a busy one for J. W. Westcott. Scott's Coast Pilot

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**CONGRATULATIONS
CAPTAIN LUKE CLYBURN**

noted the following: Capt. J. W. Westcott's Lightship is anchored a little to the east of south from Grosse Pointe buoy. His directions for entering the river are as follows: Pass through the ship canal at St. Clair Flats port $\frac{1}{4}$ of a point. this course should head on the light ship. Pass on the north side of her about 150 yards, when steer direct for Windmill Point light for $\frac{1}{2}$ of a mile, surmounted by the center of Belle Isle. The light is a fixed white, surmounted by a red light. A bell will be rung in thick or foggy weather.

In June of that same year Captain Dulac and Captain Westcott purchased the Bar Point Lightship. Since 1875 the Dominion Government lightship had marked the turning approach to the Detroit River. In 1885 the Detroit River lighthouse was built on this dangerous location. The cast iron plate and brick building was built with a light that was 55 feet above the water.

The private lightship was refurbished and was later anchored on the northeast end of the White Shoals in northern Lake Michigan. The area is close to the Straits of Mackinac, and it was four and a half miles from the Waugoshance Lighthouse. The White Shoal reef was covered by just five feet of water and it was imperative that this dangerous location be properly marked. The lightship showed a red light over a white light. A fog bell was rung in thick foggy weather. The lightship was used until the end of the 1891 navigation season. At that time Congress had appropriated funds for three 100 foot long wooden hulled lightships. They were constructed at the Blythe-Craig Shipyard in Toledo, Ohio and two were installed White Shoals & Grays Reef marking these important and dangerous location in late October of 1891.

As it turned out the enterprise was a private one and a notice in the marine

columns of newspapers reported “As it will be of great service to the marine interests these gentlemen will call on captains and owners for their contributions to the same, and especially request owners to consult their captains as the great benefit derived from these lights.”

By March 1887 a new enterprise was in the offing. Captain Westcott purchased the Steamer Magnet on private terms. The vessel was an old side wheeler that had been converted to a wrecker. She was

One additional project that was in the works involved the steam barge Alpena. Unfortunately her service in the Westcott Fleet was short lived. The steam barge was destroyed by fire on Lake St. Clair in late October 1891. A lamp explosion caused the Alpena to burn and sink about three miles below the ship channel. The Alpena had been towing the barges Antelope, City of the Straits and Potter down the lakes. They were coming down from Marquette laden with lumber. The

three barges went to anchor a safe distance from the burning Alpena.

Accidents in the Detroit River from collisions and running aground put a number of vessels in harms way. It was especially hazardous for vessels that were using this waterway at night.

Captain Westcott was constantly being

requested to keep a lookout for wrecks and to place a light on them at night. This attention to safety was one of his additional jobs that required checking on wrecks in shallow waters.

In March of 1892 J. W. Westcott started a full fledged wrecking operation. At Sarnia, Ontario he met with Henry McMorow of Port Hudson, Francis B. Hackett of Amherstburg, Michael Fleming and Charles Garvey of Sarnia as they sought incorporation as the Westcott Wrecking Company. Their headquarters were in Sarnia and the Canadian wrecking tug Wales was purchased to make their operation a viable one. The operation was viable until it merged with the Great Lakes Towing Company in 1902.



The steam barge ALASKA ran down the Westcott lighthouse in broad daylight.

fitted out with steam pumps, hawsers, life boats and the first mortar gun for shooting a line to a vessel ever used on the lakes. She was then converted into a tow barge and became part of the J. W. Westcott Wrecking Company.

One of the vessels involved in the project was the iron hulled steamer Dom M. Dickinson, a 142 foot long vessel that acted as a wrecker. In November 1888 the vessel had just returned from rescuing two schooners, and was tied up near the Belle Isle lighthouse. A fire started and she drifted across the Detroit River. The lighthouse keeper rescued the crew but the hull was a total loss. The vessel was from the salt water of the East Coast and was the first to pass through the enlarged Welland Canal.

In 1895 the United States Postal Service offered a contract to provide mail service to the passing vessels out of the Port of Detroit. The Westcott marine operation had for years been providing mail and delivery service to the passing vessels. But there was also the matter of a slight carrying charge which most sailors paid no question asked. Unfortunately for the Westcott Company they did not win the bid, and it went to another company. However On December 13 of that year the marine mail service on the river was discontinued. Due to that fact Captain Westcott then hired the tug Arthur Jones and kept her in commission delivering mail and dispatches as long as any vessels were passing.

In 1896 Captain J. W. Westcott became the recording secretary of the newly formed Detroit Lodge #7 of the Shipmasters Association. The next year the Shipmasters went to Washington D.C. to

lobby for better aids to navigation. They asked that the lightship at the foot of Lake Huron, just off Port Huron stay in place and not be reassigned to the Soo River.

They called on the lighthouse board to secure a new gas buoy for the Soo River instead and leave the lightship where it was. They also asked for a lighthouse instead of a lightship at the new entrance to Toledo Harbor. They were hoping that their needs would be met. Captain J. W. Westcott made the arrangements through Secretary Thurber whereby the Shipmasters called upon President Cleveland personally. It appears that Captain Westcott

was one of the movers and shakers on the maritime and political scene.

Captain J. W. Westcott was well known in Detroit and various marine circles. When the Detroit library commission was preparing to dispose of 1,000 worn out books which were no longer fit for circulation they wondered what to do. Mr.

Follin suggested the following - "He suggests that a portion be set aside for the sailors on vessels passing Detroit. He says Capt. Westcott can distribute them through his rowboat mail service, and that hundreds of sailors would greatly appreciate such liberally on the port of Detroit."



One of the marine reporters at the roof top office

CONGRATULATIONS
DETROIT LODGE NO. 7
&
CAPTAIN LUKE CLYBURN



BEST WISHES
TWIN SAULT LODGE #22

Educating sailors was a special interest of Captain J. W. Westcott. When the Steel Trust announced that they were authorizing Captain J. M. Fields to start a nautical school in Detroit for the benefit of the licensed officers employed by the company, he was on board. The Pittsburgh company already had three other schools in operation, one at Marine City, another at Conneaut and one in Cleveland. The school was to provide a half-days instruction that would be given each week during the winter months. The school was opened in the office of Captain J. W. Westcott, at the foot of Woodward Avenue.

In September of 1906 the new St. Clair Flats Canal was opened to traffic. It was a major government project to increase the depth and straighten the channel as it comes across Lake St. Clair. The 100 foot wide channel was one of those projects that needed to be done and one of the major proponents was J. W. Westcott. According to the Buffalo Courier - "It was Capt. J. W. Westcott of Detroit who first suggested an additional canal at the flats. This was nearly twenty years ago. At two different waterways conventions, one in Cleveland and another in Sault Ste. Marie, he introduced resolutions urging the improvement and he has been a firm advocate of it ever since. Today he was on hand to see that first boat navigate the channel that he suggested a score of years ago."

In 1907 the Lake Carriers Association of which nearly all vessel owners are members used the telephone to perform various service for vessel men. The Lime Kiln crossing in the Detroit River at the time was one of the most dangerous in all lake commerce. This was also due to the ever increasing size of freighters. The heavily laden vessels had only a small

margin when water conditions were normal. It was absolutely necessary that the depth of the channel be known to the captain of a steamer before he ventures into it. The Association therefore rented a private line between the Association's



Inside the office of the J. W. Westcott Company c. 1915



Watching for passing vessels on the Detroit River

agents at the crossing and the office of Capt. J. W. Westcott in Detroit. Constant contact between Duff and Gatfield and the Westcott office was essential.

Keeping up with modern communication saw the J. W. Westcott Company begin to use the services of The Clark Wireless Telegraph-Telephone Company in 1908. The Clark Company was out of Detroit and they owned stations at Buffalo, Cleveland, Detroit, Port Huron, Bay City, Saginaw,

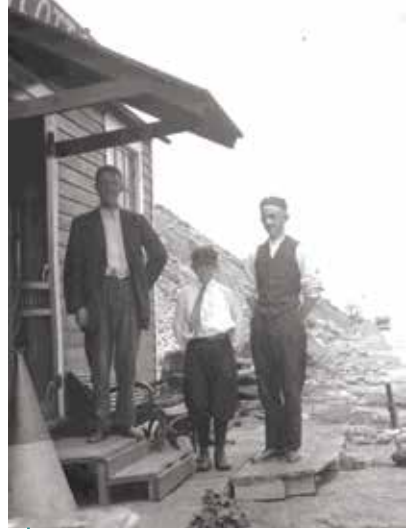


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The Westcott Marine Reporting Station on the west side of the new Livingston Channel c.1915

J. W. Westcott

Alpena and Ashtabula. Since Captain Westcott was an agent for the Pittsburgh Steamship Company which operated a fleet of 105 steamships it was important that reliable communications lines be kept open and secure. Earlier in the year the Pittsburgh Steamship Company built a wrecking tug called the Pittsburgh and stationed it at Detroit under the command of Captain Westcott. If accidents happened he could shortly send a rescue tug and tender.

Captain J. W. Westcott was involved in a number of projects on the Detroit River and the Great Lakes. He was always interested in safety whether it be marking a wreck with a lantern at night, creating a wrecking company, establishing a lightship, or being sure that the water levels are properly noted. His legacy lives on, and for a long time his name will be remembered for helping to improved lake safety. 🚢

A Bit of Michigan History in Ohio: The Benson Ford Dream Cottage

By Wayne S. Sapulski ©

A sailor's first ship is usually the one he remembers the best. The first ship marks a pivotal experience, the transition from life as a landsman to that of a mariner as all of the sights, sounds, smells, and people encountered are completely different. My first ship was the motor vessel Benson Ford, a Great Lakes ore freighter. The Benson was already 55 years old when I climbed aboard as a green deck cadet in June 1979 and no longer represented the latest and greatest in maritime technology. The rise of the 1000-footers was well underway. The Benson, however, was a

classic beauty as far as straight-deckers were concerned. It soon became apparent that she had some very unique features for a ship her age, all of which gave her a great deal of character. As it turned out, she was also populated by a motley crew full of characters, but those are stories for another time.

Generally speaking, I hate nostalgia. I hated it then and I hate it now. However, when the chance to revisit what was left of my first old ship presented itself - the bow and forward cabins are now preserved as a private cottage on Lake Erie's South Bass Island - I jumped at it.

As expected, a lot of old memories came flooding back. First, some history.

Completion of the Rouge River Short Cut Canal on August 1, 1923 marked the creation of what is now known as Zug Island and eliminated the necessity of

62 feet, and a carrying capacity of 13,400 gross tons. Similar as they were, Mr. Ford always favored the Henry and she was always considered the fleet flagship.

Always the innovator, Henry Ford had some unique features designed into

his new ships. In a radical departure from the usual coal-fired steam propulsion plants of the time, both ships were outfitted with a British designed 3,000 HP Sun-Doxford diesel engine. This huge engine had a very distinctive exhaust note, one that I will never forget. The thump of the exhaust could be heard for over a mile, especially in the confines of river channels. The steady thump was a matter of pride within the Ford fleet and it was joked



The Benson Ford Cottage today

having small vessels navigate the narrow, curving, natural river channel from its mouth on the Detroit River. The largest class of vessels could now be used to feed raw materials into the huge Ford Motor Company Rouge Plant. To take advantage of the new canal, Henry Ford let contracts to the American Ship Building Company in Lorain, Ohio to build the motor vessel Henry Ford II and to the Great Lakes Engineering Works in nearby River Rouge, Michigan to build the motor vessel Benson Ford. The two new ships were named after Mr. Ford's two grandsons who were seven and five years old, respectively, at the time. The Henry was launched on March 1, 1924 but did not make her maiden voyage until August 14 of the same year. The Benson, which was actually finished first, was launched on April 26, 1924 and first sailed on August 2. The ships were virtual twins, each with a length of 612 feet, a width of

that the noise sounded like the words 'making money, making money.' Other unique features included the first electric winches, electric steering gear, and a freight (or service) elevator flush with the spar deck just aft of the forward cabins that connected with storage areas below. Both ships were equipped with telescoping hatch covers that had to be waterproofed during the rougher weather of the spring and fall. Canvas tarps and batten boards were clamped over the hatch covers to keep them watertight. The elevator was a great help to the deck crew in getting these heavy tarps and boards on deck.

Both ships had an extra deck forward to provide guest accommodations. Each had a total of four guest staterooms and a spacious passenger lounge. A small stainless steel, electrically powered forward galley was located between separate passenger and officer dining rooms.

Three of the staterooms and both dining rooms featured mahogany paneling. The Owner's Suite featured walnut paneling. Lesser cabins for licensed crew were paneled in oak. All featured fully tiled private baths. Every cabin was fitted with built-in dressers that blended seamlessly with the paneling. No curtains were used on exterior windows. Instead, windows were fitted with louvered panels that retracted down into the bulkhead when not needed to block light or provide privacy. Electric heaters controlled by individual thermostats were installed in each of the forward cabins. Once again, other ships at that time used steam to operate their equipment and to heat living quarters.

Long before the advent of modern telecommunication systems, contact with the Ford ships was maintained through the use of Morse code radiotelegraphy. Well into the early 1930's, no other Great Lakes

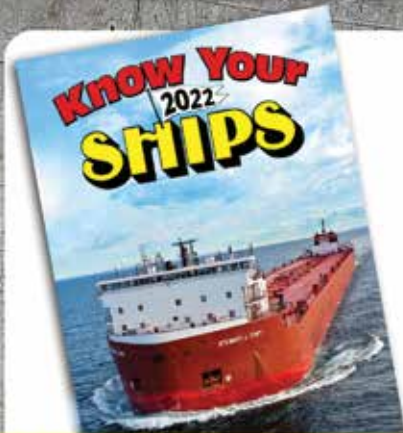
ships had communications with shore-side stations. This communication system was tied in with a radio station set up in Dearborn at the Ford Airport. Finally, the



Inside the pilothouse looking forward

traditional use of brass aboard ship was minimized. Considered a base metal, brass required frequent polishing. Instead, more modern chrome plating was used on most hardware and pilothouse fittings.

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Great Lakes



Passenger dining room



The Owner's Suite

After World War II, the passenger quarters on the Ford boats were refurbished several times to keep them suitable for corporate guests. Other technological improvements were applied as they became available. The Benson carried wireless operators until the end of the 1948 season. Thereafter the first AM ship-to-shore radiotelephone was installed. Radar was installed at the same time. By 1958, the VHF radio telephone had been developed and was installed alongside the old AM set. A gyro-compass was installed in 1953, stern anchor in 1959, and a bow-thruster in 1963. Other ship systems were continually upgraded over the years.

By the early 1980's, time had run out for the two once innovative vessels. The Benson was laid up for the last time at the end of the 1981 season. Her name was

changed to John Dykstra (2) although she never sailed under that name. She was sold for scrap in 1985. Her forward deckhouse and a large portion of the bow were removed in Cleveland in 1986 and sold to Frank and Lydia Sullivan. This forward superstructure was delivered via barge to South Bass Island, Ohio on July 18, 1986 and hoisted onto its present location on the west side of the island. Shortly thereafter the new owner painted his own name on the bow. The rest of the hull was scrapped in Humberstone, Ontario in 1987. Needless to say, the purchase, move and conversion of the forward end into a private home proved to be an expensive operation. The Sullivans' plan to operate the Benson as the 'Victory Point Bed and Breakfast' never came to fruition due to zoning prohibitions and a lack of funds.

The Benson Ford Cottage was finally sold at auction on September 21, 1999 to Jerry and Cynthia Kasper of Sandusky, Ohio for \$451,000. The current owner is family member Bryan Kasper. The Kaspers own and operate several new car dealer-



Typical built-in dresser

ships in the Sandusky area. As part of their renovations the ship's proper name was restored, but the large letter "F" at the masthead has been replaced with the letter "K." Although largely intact, many of the Benson's original fittings were removed long before the present owners took possession, either as souvenirs or for resale to raise money. The list of missing items included many of the original lighting fixtures. The pilothouse had been stripped of its binnacle, gyro compass repeater, chadburn, whistle pull, bowthruster controls, rudder angle indicator, shaft RPM counter, and chart table. What remains though, is in great condition.

Not many ships are as lucky as the Benson Ford has been to survive, at least in part, after their useful commercial lives



Motor Vessel (M/V) Benson Ford as a working freighter

have ended. The Benson Ford Cottage is a nautical time capsule providing a rare look back at the height of luxury travel aboard a working Great Lakes freighter. 🚢

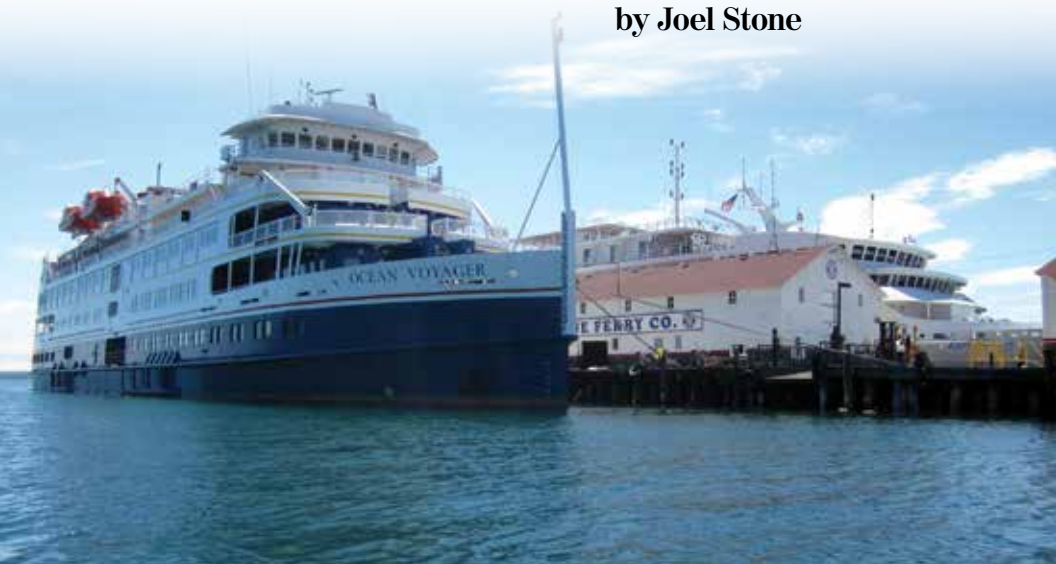
My thanks again to the Kasper family for allowing another look inside.

Chicago Lodge 3
would like to congratulate
Capt. Luke Clyburn
2023 Grand Lodge President



A Record Year for Cruise Ships?

by Joel Stone



Ocean Voyager and Pearl Mist docked at Mackinac Island in 2022
Photograph by Joel Stone

Joel Stone, curator emeritus at the Detroit Historical Society, will be discussing his book “Floating Palaces of the Great Lakes” on Friday afternoon. He had the opportunity to visit Mackinac Island last summer and was thrilled to see two medium-sized cruise ships tied up at the old Arnold Dock. The last time two such vessels were photographed in that spot was about sixty years ago. Ocean Navigator and Pearl Mist were a welcome sight, and Stone reflects on the passenger industry’s recent resurgence.

“Cruise the Great Lakes,” a joint Canada-United States promotional organization, touted a “record-breaking year for Great Lakes Cruising” in 2022. Indeed, the numbers are impressive. Reservations were up 25 per cent over last year, with nine vessels – carrying 175-420 passengers each – accounting for nearly 150,000 port visits. Itineraries varied from six to 18 days and were expected to generate \$125M USD throughout the region.

In Detroit, stops had doubled over 2021 to fifty-two, and the Detroit/Wayne County Port

Authority enlivened the experience with several “Port Day” festivals along the RiverWalk (including a special pop-up exhibit by the Detroit Historical Society).

Visits to smaller ports – Muskegon and Green Bay – were treats for both passengers and merchants. Paul Pepe, manager at Tourism Thunder Bay, Ontario said, “This tourism segment growth demonstrates the power of Canadian and US communities, States and Provinces and industry around the Great Lakes working collaboratively.”

Such success inevitably led to hyperbole. AFAR Travel Magazine, an online forum, had an article titled, “The Best Great Lakes Cruises.” Fran Golden wrote positively that, “This year’s Great Lakes cruise season, which kicked off in the spring and runs into October, is hosting the largest fleet of ships ever to sail the five lakes that straddle the U.S.-Canada border.”

Understanding that Ms. Golden’s statement is specific to the modern cruise ship industry, this statement is not incorrect, but it is surely far from the historic reality.

The Great Lakes have had numerous vessels capable of carrying 200 people in



North American docked at Mackinac Island about 1950
Image courtesy of the Detroit Historical Society

There is a long legacy of proud steamship lines, and prouder vessels, that moved millions of people around the Great Lakes. Discounting the freight packets that also carried passengers, and discounting the daytime excursion steamers that carried millions but didn’t offer more than a few private staterooms, long-distance tourism was a large part of the regional maritime economy. Indeed, Niagara Falls and Mackinac Island have been touted as tourist destinations (including Skull Cave and Arch Rock!) as early as the 1830s.

In the 19th century, passengers fell into three categories: immigrants (generally relocating Yankees, Scots/Irish, or prosperous farmers from the Germanic lowlands); commuters (government, military, and business); and tourists. However, as the 20th century approached, and rail gradually gained the larger share of regional passenger markets, steamship companies focused their business models on the vacationer. The Detroit & Cleveland Navigation Company of Detroit opened the Grand Hotel on Mackinac Island in 1887. The Canada Steamship Line developed similar properties along



Lithograph of Southern Michigan about 1852
Image courtesy of the Detroit Historical Society

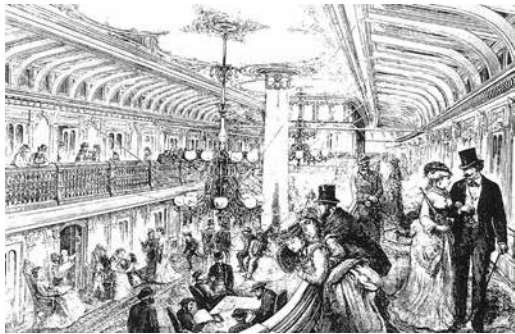
comfortable staterooms since before the American Civil War. It was a fleet that survived until about 1950, when only a few remained – the South American closing out the era in 1967.

the St. Lawrence River. Passenger ship companies around the lakes invested in resort hotels in their home ports.

Between 1900 and 1915, shipyards around the lakes built 25 new ships to handle the overnight excursion traffic. Several of these new steamships – both side-wheelers and propellers – were capable of carrying 1,000-1,500 passengers supported by hundreds of crew men and women. The larger boats might meet the expectations of today’s mega-ship patrons with elegant dining rooms, luxurious social salons, and all the high tech equipment of the Edwardian Era, including electric lights, phonographs, ship-to-shore radios, and even running water in every room.

Until the mid-20th century, the freshwater passenger steamship industry was an

integral element of the Great Lakes identity. A significant number of the continent’s middle class were able to access a broad swath of the Old Northwest at reasonable



Grand Salon of a Palace Steamer about 1850
Image courtesy of the Detroit Historical Society

prices. Additionally, there were thousands of non-mariners – pursers, cooks, waitresses, housekeepers, porters, musicians – who found steady work aboard cruise ships. Most employees hailed from the company’s regular ports of call. For a number of reasons, this industry gradually disappeared by the 1960s.

The recent resurgence, with the influx of the “largest fleet ever” this past season and the associated enthusiasm, raises some questions. What is the benefit for Great Lakes mariners and ancillary resources? Indeed, what is the benefit to the regional population? The answer might be, “Not much.”

Regional port authorities benefitted from additional docking revenues, and the photos will look good on future promotional brochures. The tourists supported selected shoreside venues and services, leaving communities around the lakes to share the estimated \$125M USD financial boost. (For comparison, the Boston Marathon generates about \$190M for the local economy.) Certainly, the Pilots had a good year, and a few related firms, like J.W. Westcott Co., enjoyed a boost in



Grand Salon of the City of Cleveland in 1903
Image courtesy of the Detroit Historical Society

revenues. But otherwise, the cruise vessels arrived fully staffed, and most freshwater mariners saw limited benefit from this “new” industry.

From the passenger standpoint, the comparisons are tough – apples to oranges. Today’s vessels generally carry 200-450 passengers. A century ago, a full complement would have been 1,500 or more. Today’s staterooms are sizable and fully appointed. Most staterooms in 1920 were simply a bed, window, chair, and a sink – people spent their time in the elegant public spaces. The finest vessels of that era, while beautifully decorated, had only a dozen staterooms – or parlor rooms – with sitting areas, full baths and toilets ensuite, private balconies, and valet service.

Similarly, per-person fare comparisons are difficult, but not impossible. If current staterooms are compared with parlor suite



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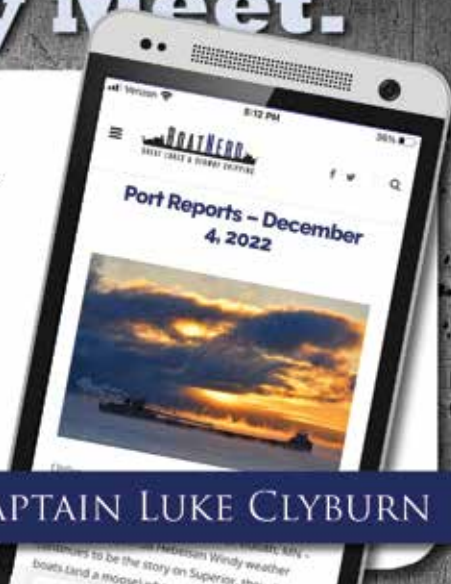
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CONGRATULATIONS CAPTAIN LUKE CLYBURN

amenities, and average costs compared to average U.S. household annual income, 1922 looks different than 2023.

A century ago, a ten day excursion with the best food and drink would have cost about \$300 on a D&C liner, or about 8.5% of the average American's \$3,500* family income. Today, a ten day excursion averages about \$14,000, and represents almost 20% of the average \$71,000** household income. Keeping in mind that there were many comfortable rooms (without

the couch, bathtub, and balcony) available for a third of the parlor suite fare, steamboat travel was much more accessible to the middle class in 1922. Indeed, today's usual passenger compliments are well-heeled fans of the cruise experience from around the world, interested in this "new" Great Lakes adventure.

Notably, most of the voices around the lakes saying, "What a beautiful cruise ship," are standing on shore, and most of the people employed on the boats are not from the region. This sets the new business distinctly apart from the industry's historic past. It is exciting to see the resurgence of this facet of the Great Lakes maritime, but perhaps in time the benefits will be open to more local mariners and travelers. 🚢



Advertisement for Great Lakes cruises in 1919
Image courtesy of the Detroit Historical Society



Parlor Room aboard the City of Detroit III about 1912
Image courtesy of the Detroit Historical Society



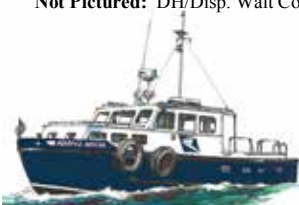
Greater Detroit departing Detroit about 1924
Image courtesy of the Detroit Historical Society

* - 1917 U.S. Commission of Internal Revenue
** - 2021 U.S. Census Bureau

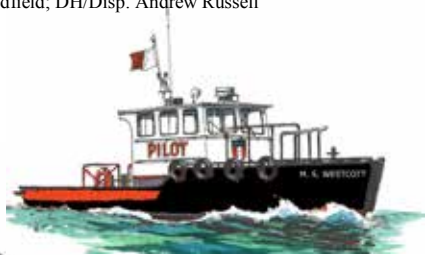
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Seated: GM Sam Buchanan; Senior Disp. Bill Redding; President Jim Hogan; VP Jimmy Hogan
Not Pictured: DH/Disp. Walt Cochenour; Capt. Julie Cortis-Redfield; DH/Disp. Andrew Russell



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CAPTAIN LEWIS LUDINGTON AWARD

The Award Program is under the auspices of the Rector and the Board of Trustees of Mariners' Church and the Ludington Family, with the nomination and election of the honorees by the International Ship Masters' Association (I.S.M.A.) Detroit Lodge No.7.

- ◆ The honorees must be members of the I.S.M.A. and who have been a licensed Master or Engineer who have been active in a career-long commercial practice of their profession.
- ◆ Primary consideration for the Award is given first to the active members of the Detroit Lodge, but the Board of Governors may also consider all other active members of the I.S.M.A.
- ◆ The criteria used for the appraisal of candidates are the values lived by Captain Ludington and the virtues promoted by the I.S.M.A. which:
 - Seek the blessing of God
 - Show brotherly affection and loyal duty
 - Practice the Golden Rule: "As ye would that men should do to you, do ye also to them likewise."
 - Express gratitude to "Our Heavenly Father" for divine mercies, loving kindness and truth
 - Hold the blessed hope of "Casting anchor in the haven of eternal rest"

The Award is presented at the Annual Great Lakes Memorial Service with the Blessing of the Fleet held in Mariners' Church on the second Sunday in March at 11:00AM.

A member of the Ludington Family will make the presentation. The Award consists of a gold Mariners' shield lapel pin with an accompanying and appropriate certificate. The design of the certificate is germane to the layouts of official documents of the I.S.M.A. A copy of Captain Ludington's license with I.S.M.A. Pennant No. 1644, the Edgar Guest poem and the Criteria are also presented to each honoree. 🌟

NOTE: These criteria were established in 1994 by then Rector of Mariners' Church, Richard W. Ingalls

PAST RECIPIENTS OF THE CAPTAIN LEWIS LUDINGTON AWARD



Harry A. Anderson (4) 2000
Edward C. Baganz 1994
Mindaugas Balanda 1999
William G. Barnhardt (2) 2010
Lee Barnhill (19) 2021
Leonard Bartlett 2013
Russell D. Brohl (4) 2007
John Brookham (15) 2020
Samuel D. Buchanan 2012
John F. Callahan 2005
Michael S. Capser (9) 2004
G. Victor Chamberlain (4) 1995
William E. Cline (2) 1996
Luther L. Clyburn 2009
John A. Cork (22) 2001
Theodore A. Cogswell 1994
Kevin P. Connolly 2013
Wayne A. Coulston 2015
Henry R. Cowan 1997
William H. Craig (4) 2001
James Daleski 2016
Timothy J. Dayton (4) 2004
Marvin B. Donaldson 1994
Jay M. Downen 2021
Elmer V. Dunn 1997
Melvin E. Edwards 1994
Donald E. Erickson 1994
Sven A. Fagerstrom 1994
Harold B. Ferriss 1994
Shire! D. Ferson 1994
Alan J. Flood 2003
Thomas Foster 2021
John S. Frost 2012
Warren F. Fuller 2012

Paul G. Gallas 2019
Robert W. Gasior (4) 2002
Michael A. Gerasimos 1995
Gustav Goransson 1994
Dominic J. Gorno III 2017
William J. Graham 1998
Kurth R. Grainger (18)1997
Gerald M. Greig (15) 2000
Robert R. Green 1994
William T. Griffore 2020
Robert W. Haller (9) 2014
Stephen E. Hammarskjold 1998
George P. Haynes (2) 2008
Arthur S. Herrala 2009
Roger G. Hewlett (2)2022
Dean G. Hobbs (23) 2014
William A. Hoey 2005
Joseph J. Hogan 1996
Morgan L. Howell 1994
Robert Hull (15) 2015
Lawrence W. Huston 1994
Ronald R. Ingram 1994
William L. Jagenow 1994
Robert F. Kerr 2001
Philip J. Knetchel (9) 2005
Paul C. LaMarre Jr. 2013
Taylor M. Larson 1994
James Leaney 2016
John F. Lecorn 1994

Frederick D. Leete III (3) 2002
Thomas J. Leinweber 1996
Robert Lund (3) 2018
Jack P. Lyons 1994
Constantine Markakis 2003
Dale K. Mason 2011
Hicks P. McBeth (2) 2003
Thomas R. McMullen 2000
Steven A. Nelson 2014
James L. Nuzzo 2002
Thomas R. Ochs, Jr. 2007
Seann O' Donoughue (15) 2014
Patrick F. Owens 1994
Michael Pratt (20) 2011
James E. Ray 2006
Scott E. Reynolds 2019
Melvin E. Riecher 2008
Richard R. Riley 1995
Joseph C. Ruch (2) 2006
Robert A. Sanderson 2007
Thomas J. Schnell 2010
John A. Sarns 2011
Mary Ann Schallip (22) 2018
Robert G. Schallip, JR. (22) 2017
Raymond Sheldon (23) 2015
George R. Skuggen (4) 1999
Roger A Stahl 1997
Mark P. Stevenson (3) 2016
John G. Tanner (23) 1997
Robert J. Thibaudreau 2019
Albert M. Tielke (4) 2010
James L. VanBuskirk 1994
Joseph Walters (12) 2018
John P. Wellington (22) 2005

The number in parentheses is the recipients' Lodge number, all others are Lodge 7.0

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1013' 6" 68,000

M/V James R. Barker



1004' 63,300

M/V Mesabi Miner



1004' 63,300

M/V Lee A. Tregurtha



826' 29,300

M/V Hon. James L. Oberstar



806' 31,000

M/V Kaye E. Barker



767' 25,900

M/V Herbert C. Jackson



690' 24,800

Tug/Barge -Dorothy Ann/Pathfinder



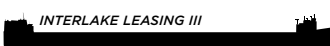
700' 2" 26,700

M/V Mark W. Barker



639' 26,000

M/V Stewart J. Cort



1000' 58,000

INTERLAKE LEASING III

WELCOME TO THE 2023 ISMA CONVENTION

I would like to personally welcome each of you to the 2023 International Ship Master's Convention. Welcome to Detroit and to the DoubleTree by Hilton Detroit-Dearborn Hotel.

Detroit cordially invites you and your guests to attend this most important and festive occasion as we welcome Past President Captain Luther L. 'Luke' Clyburn, Detroit Lodge No. 7, as he is installed on Friday, January 27th, as our new Grand Lodge President.

Detroit Lodge No. 7 has a long and proud history. Over the years, our membership has included many well-known ship Captains and prominent Detroiters. Our lodge history dates back to the spring of 1890, when organizers from the Shipmasters' Association visited Detroit in hopes of forming a lodge. After several months and much discussion,

it was determined that there was enough interest within the marine community that a lodge could be sustained in Detroit. Organized with 34 charter members, the lodge was issued a charter by the Grand Lodge on April 2, 1891. Within a short time, the membership had risen to 90 members.

I would like to give you an idea of what you can expect and what we hope to achieve over the next few

days. On Wednesday the Navigation, Engineering and Legislative Committee will begin at 4:00PM, followed by the Delegate Caucus Meeting at 7:00PM. The official start to the Convention will be on Thursday morning. In the afternoon, guest speakers from the maritime industry will bring us up to date on current issues -and we are having some great speakers during our three-day session! Planned trips to the Ford Motor Truck Plant and to the Detroit Historical Museum. Our "Grand Ball" will be on Friday evening, with an twenty-piece Big Band "Rare Form", led by Detroit Lodge Secretary-Treasurer Captain Ray Oset. Then Saturday night's Dock Party theme, along with the "Balduck Mountain Ramblers" lead by Detroit Lodge member Joel Stone. Sure to be a lot of fun!

Before I close, I would like to thank each of you for attending our convention and bringing your expertise to our gathering. You, as organization leaders, have the vision, the knowledge, the wherewithal, and the experience to help us pave our way into the future. My personal respect and thanks go out to all of you.



Jeff Haescher

President, Detroit Lodge No 7
International Ship Masters' Association



Photo courtesy of Bedrock/Kellin Wirtz-2019/visitdetroit.com

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MISSION STATEMENT

The International Ship Masters' Association is a voluntary organization of dues-paying licensed professional mariners and others associated with the vessel industry. Our association's roots extend to 1883.

OUR MISSION:

- To be the respected voice of licensed professional mariners in matters related to navigation and safety on waters of the Great Lakes and St. Lawrence Seaway System. In this process, we work with, and provide input to, regulatory agencies, legislative bodies, industry associations and other working groups on matters affecting navigational safety.
- To provide opportunities for licensed merchant mariners to network, to offer their feedback, and to enhance their knowledge in a variety of ways.
- To maintain mutual respect, support, and encouragement among our members, and to promote the pursuit of personal and professional excellence.
- To encourage and assist those preparing for careers as merchant marine officers.

1	Jeff Haeseker President, Detroit Lodge No. 7
5	Mike Duggan Mayor, City of Detroit
7	Claude Molinari President, CEO of Visit Detroit
9	History of ISMA
10	Past Presidents of the Grand Lodge
13	The History of Detroit Lodge No. 7
15	Grand Lodge Officers
20	Schedule of Events
23	Speaker Biographies
27	Final Bells
29	Grand Lodge 2023 Scholarships <ul style="list-style-type: none"> • Hawsepape Scholarship Award • Marine Officer Cadet Scholarships
31	Entertainment
	
Photo courtesy of Ben Rzonca	
36	Captain John Ward Westcott: The Manager of the Detroit River — John Polacsek
51	A Bit of Michigan History in Ohio: The Benson Ford Dream Cottage — Wayne S. Sapulski
56	A Record Year for Cruise Ships? — Joel Stone
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64	Thank you to Our Sponsors

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January 25, 2023

Dear Friends: *A thousand welcomes!*



Greetings and welcome to the International Shipmasters' Association (ISMA) National Convention held at the Doubletree by Hilton – Detroit Dearborn, on January 25 – 29, 2023!

ISMA is a voluntary organization of dues-paying licensed professional mariners and others associated with the maritime community of the Great Lakes and St. Lawrence Seaway. It acts as a collective voice on navigation, safety, and other related matters throughout our waterways. They also promote the advancement of professional mariners by awarding scholarships to candidates preparing for licensed careers in the industry.

The ISMA convention provides an opportunity for its licensed Great Lakes members from both the US and Canada to discuss maritime matters, conduct the organization's business, renew relationships, and make new friends among fellow mariners. It also preserves the history of the organization, roots of which date to 1883.

On behalf of the city of Detroit, I commend the members of the International Shipmasters' Association for the critical work that you do in our community and across the nation. Thank you to the organizers, volunteers, and supporters who helped produce and make the 2023 ISMA National Convention a success. Please accept my wishes for another successful event and incredible year! Again, many thanks to you for all that you do.

Sincerely,

Mike Duggan,
Mayor, City of Detroit



Milwaukee

L A K E

Lodge 6

Congratulates

Captain Luke Clyburn

ISMA Grand Lodge President

“A Man of the Lakes”





Welcome Back to Detroit



On behalf of Visit Detroit, I am pleased to welcome you to our city for the International Ship Masters' Association National Convention. Our region is roaring back with incredible energy and vibe you can't find anywhere else in the world, and I encourage you to experience all that Detroit has to offer.

Detroit continues its remarkable transformation. Downtown is home to new hotels, three major sports venues, a vibrant entertainment district, the number one riverfront in the United States, new restaurants, parks, casinos, unique retail, theater, world-class museums and championship sports teams. Our community is more than just downtown, with strategic investment in neighborhoods throughout the city, local businesses are flourishing and provide unique experiences while you are in town.

The surrounding suburbs also offer a variety of exciting entertainment options as well. During your visit, I encourage you to take time to see the sights and meet some of our city's interesting people. Taste Detroit's delicious offerings, from meals prepared by award-winning chefs to the classic Coney dog. Explore the masterpieces that grace the walls of the Detroit Institute of Arts and sing and dance at the Motown Museum. Stroll along the Detroit RiverWalk and enjoy views of the Detroit and Windsor, Canada skylines.

The Detroit People Mover and new Q Line are convenient and easy ways to get around downtown and connect visitors to hotels, the convention center, restaurants, retailers, museums, entertainment and sporting venues. Thank you for choosing Detroit for your conference. Our city has so much to offer your attendees. Everywhere you go, you'll feel the optimism, openness, and liveliness that defines Detroit today. It's time to experience Detroit for yourself.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Caleb McLaughlin'.

President & CEO
Visit Detroit



From the depths you have
achieved great heights.

Thank you for your dedicated work of educating us
on the underwater world of our Great Lakes.

*Best wishes,
Cleveland Lodge 4*



Cleveland

THE INTERNATIONAL SHIPMASTERS' ASSOCIATION

The I.S.M.A. traces its origin to the city of Buffalo, New York where in the winter of 1886 the death of a local captain resulted in the formation of the Excelsior Marine Benevolent Association. The association was created to establish an endowment fund to financially assist the survivors of mariners who had passed on.

In hopes of expanding membership, mariners in other ports were contacted concerning the benefits of belonging to the Association. Other branches, or lodges, of the Association soon began to form around the Great Lakes.

The First Convention of the Association was convened in Buffalo, New York on January 8, 1891 where the Grand Lodge was officially organized with a Constitution, By-Laws and Ritual. During the Third Convention in Port Huron, Michigan with nine lodges in attendance, the name of the organization was changed to "Shipmasters' Association".

With the passage of time, lodges proliferated (and in some cases merged) and with the addition of Canadian members, the Association became truly international in scope. In 1916, at the Grand Lodge Convention in Toronto, Ontario, the name "International Shipmasters' Association of the Great Lakes" was officially adopted.

While the Association no longer has a benevolent fund, the continuing purpose of the I.S.M.A. is clearly stated in the Constitution:

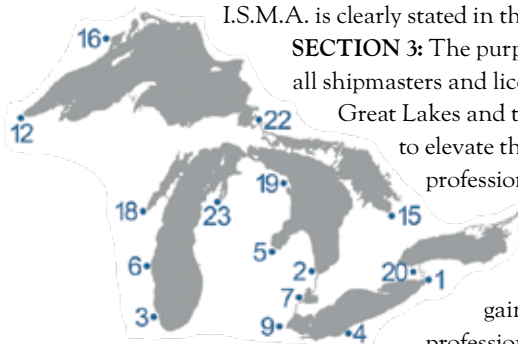
SECTION 3: The purpose of this association shall be to unite all shipmasters and licensed merchant marine officers of the Great Lakes and tributary waters, of good moral character; to elevate the character of its members and their profession; and to utilize their professional experience to promote the safety of the Great Lakes sailing profession.

Hence, the Association is neither a bargaining agent nor a labor union, but rather a professional association that cooperates with vessel

owners and management to achieve optimum efficiency in vessel operations, and to collaborate with the Coast Guard, Weather Service and other government agencies in both the United States and Canada for maximum safety on the Great Lakes.

Since its very beginnings, the I.S.M.A. has enjoyed the most cordial and fruitful relationship with shipping management, and the recommendations of the Grand Lodge Navigation, Engineering and Legislative Committee have been of considerable assistance to the Coast Guard in its efforts to most effectively utilize all aids to navigation.

The International Shipmasters' Association has been of great benefit to its membership by the dissemination of useful professional information and by its dedication to the welfare of the shipping industry and its personnel. It continues to solicit new members and lodges around the Great Lakes. A fraternal closeness between the various lodges and its members has been an important element in the success and growth of the Association. 🚢





ISMA PAST GRAND PRESIDENTS

YEAR	GRAND PRESIDENT	HOME PORT
1891-1894	Alexander Clark	Buffalo, New York
1895	Charles E. Benham	Cleveland, Ohio
1896-1897	George McCullagh	Detroit, Michigan
1898	William E. Rice	Port Huron, Michigan
1899	Henry Leisk	Milwaukee, Wisconsin
1900	Alexander J. McKay	Detroit, Michigan
1901	Charles H. Hubbard	Chicago, Illinois
1902	Julius A. Ward	Algonac, Michigan
1903	Walter D. Hamilton	Chicago, Illinois
1904	H.H. Parsons	Detroit, Michigan
1905	James A. Calbick	Chicago, Illinois
1906	William D. Ames	Cleveland, Ohio
1907-1908	Murray G. McIntosh	Detroit, Michigan
1909	John H. McDonald	Marine City, Michigan
1910	John H. Sinclair	Port Huron, Michigan
1911	James G. Herbert	Buffalo, New York
1912	Charles T. Bronson	Milwaukee, Wisconsin
1913	Millard M. Stewart	Algonac, Michigan
1914	Charles J. Auttersen	Duluth, Minnesota
1915	Alexander C. Smith	Amherstburg, Ontario
1916-1918	William J. Crosby.	Detroit, Michigan
1919	W.L. Girardin	Lakewood, Ohio
1920-1924	Lee C. DeNike	Highland Park, Michigan
1925-1927	John J. Powers	Ogdensburg, New York
1928	Fred N. Watts	Algonac, Michigan
1929-1930	Peter M. Cartwright	Milwaukee, Wisconsin
1931-1932	Milton J. Brown	Cleveland, Ohio
1933	Frederick L. Leckie	Cleveland, Ohio
1934	Lee C. Hinslea	Cleveland, Ohio

YEAR	GRAND PRESIDENT	HOME PORT
1935	William S. McDonald	Kenmore, New York
1936	Colin C. Carlisle	Milwaukee, Wisconsin
1937	George W. Wilson	Detroit, Michigan
1938	William T. Bright	Chicago, Illinois
1939	T. Howard Saunders	Kenmore, New York
1940	A.J. Munroe	Rocky River, Ohio
1941	Fred W. Thodey	Port Huron, Michigan
1942	Wayne Pringle	Toledo, Ohio
1943	Rudolph C. Hoglund	Detroit, Michigan
1944	W. Ross Maitland.	Buffalo, New York
1945	Clyde T. Gallagher	Avon Lake, Ohio
1946	Philip E. Thorpe	Chicago, Illinois
1947	Henry F. Wiersch	Rocky River, Ohio
1948	Patrick J. Healy	Eggertsville, New York
1949	Ezra D. Purdy	Port Huron, Michigan
1950	Harold P. Murphy	Toledo, Ohio
1951	Arthur M. Hendrickson	Euclid, Ohio
1952	Charles Gonyaw	Tonawanda, New York
1953	Jere B. Sullivan	Milwaukee, Wisconsin
1954	John B. Stephens	Toronto, Ontario
1955	Alfred J. Gaffney	Toledo, Ohio
1956	L. Anthony Gilbert	Ogdensburg, New York
1957	John Gallagher	Fairview Park, Ohio
1958	Clifford Patnode	Superior, Wisconsin
1959	John B. Oliver	Toledo, Ohio
1960	Francis B. Shinskey	Buffalo, New York
1961	Sid G. Williamson	Toronto, Ontario
1962	Shirel D. Ferson	Lincoln Park, Michigan
1963	Arne D. Tenhula	Brookfield, Wisconsin

YEAR	GRAND PRESIDENT	HOME PORT
1964	Eugene O. Peo	Ogdensburg, New York
1965	Thomas A. Allen	Lakewood, Ohio
1966	Ervin L. Malloch	Evergreen Park, Illinois
1967	Anthony F. Rico	Duluth, Minnesota
1968	Ace C. Zyp	Toledo, Ohio
1969	I. Ray Millar	Port Huron, Michigan
1970	Donald E. Erickson	Taylor, Michigan
1971	Elmer F. Murray Jr.	Tonawanda, New York
1972	James F. Gallagher	Rocky River, Ohio
1973	Ralph F. Weber	Green Bay, Wisconsin
1974	Edward Magill	Erie, Pennsylvania
1975	James Burns	Sarnia, Ontario
1976	Robert O. Ketola	Toledo, Ohio
1977	Gustav Goransson	Detroit, Michigan
1978	Joseph E. Fitch	Cleveland, Ohio
1979	Kurth R. Grainger	Manitowoc, Wisconsin
1980	Gerald Jost	Toledo, Ohio
1981	Harvey E. MacDermid	Ashtabula, Ohio
1982	Mitchell B. Hallin	Duluth, Minnesota
1983	William A. Hoey III	Grosse Ile, Michigan
1984	Delmar R. Webster	Pompano Beach, Florida
1985	Victor H. Anderson	Ashtabula, Ohio
1986	James E. Daleski	Alpena, Michigan
1987	G. Victor Chamberlain	Sandusky, Ohio
1988	George Ferguson	Thunder Bay, Ontario
1989	Pete Jimerson	Victor, New York
1990	James C. Leaney	St. Catharines, Ontario
1991	Ronald R. Ingram	Livonia, Michigan
1992	John P. Wellington	Sault Ste. Marie, Michigan

YEAR	GRAND PRESIDENT	HOME PORT
1993	Gordon T. Burke	Alpena, Michigan
1994	William E. Cline	Port Huron, Michigan
1995	Gerald M. Greig	Barrow Bay, Ontario
1996	Richard Race	Chicago, Illinois
1997	Michael S. Capser	Northwood, Ohio
1998	John A. Cork	Sault Ste. Marie, Michigan
1999	Dean G. Hobbs	Traverse City, Michigan
2000	Albert M. Tielke	Avon, Ohio
2001	Ray H. Skelton	Duluth, Minnesota
2002	Patrick F. Owens	Marysville, Michigan
2003	George P. Haynes	Port Huron, Michigan
2004	John M. Biolchini	Rogers City, Michigan
2005	Raymond L. Sheldon	Escanaba, Michigan
2006	Ronald L. Brezinski	Elyria, Ohio
2007	Russell D. Brohl	Put-in-Bay, Ohio
2008	Robert W. Haller	Taylor, Michigan
2009	Jeremiah L. Bisette	Thorold, Ontario
2010	Edward J. Morris	Bay City, Michigan
2011	Thomas R. McMullen	Livonia, Michigan
2012	Seann O'Donoghue	Owen Sound, Ontario
2013	Rebecca Hancock	Traverse City, Michigan
2014	Robert G. Schallip	Neebish Island, Michigan
2015	Joseph Walters	Washburn, Wisconsin
2016	Robert Lund	Chicago, Illinois
2017	Lee W. Barnhill	Alpena, Michigan
2018	Harold L. Dusseau	Perrysburg, Ohio
2019	Mark W. Mather	Traverse City, Michigan
2020-2021	Joseph C. Ruch	Port Huron, Michigan
2022	William J. Rabatsky	Cleveland, Ohio

Congratulations

Captain Luke Clyburn

2023 Grand President

and Best Wishes to

Detroit Lodge No. 7

for a Successful Convention



**PORT HURON
LODGE NO. 2**

HISTORY OF DETROIT LODGE NO. 7

In the spring of 1890, organizers from the International Shipmasters' Association visited Detroit in hopes of forming a lodge. Following the passage of several months, and much discussion, it was determined there was sufficient interest within the marine community to sustain a lodge in Detroit. In March of 1891, Grand President Alexander Clark responded, when he traveled to Detroit from Buffalo. He was accompanied by the father of the association, Captain Martin Niland, who acted as Grand Marshal.

Organized with 34 charter members, the lodge was issued a charter by the Grand Lodge on April 2, 1891 and was designated as Lodge No. 7. Captain George McCullagh was elected lodge president; Charles L. Wilson, vice-president; and John C. Shaw, secretary. Within a short time, the membership had increased to 90. The following fall, a large hall at 12 Woodward Avenue was rented and fitted up in elegant style. The new quarters,

located on the 3rd floor of the Detroit United Railway Company headquarters, contained a well-stocked library, along with reading, club, and meeting rooms. The lodge rooms were moved to several locations over the years, including the Merchants Building in the 1930's, the Lincoln Building in the 1940's, the Barlum Hotel in the 1950's, and the Pick-Fort Shelby Hotel for most of the 1960's. In the late 1960's, lodge meetings shifted to the Dossin Great Lakes Museum on Belle Isle by arrangement with then Curator Robert E. Lee. Curator John Polacsek continued



Over the years, Lodge No. 7 has provided a number of prominent mariners who have served faithfully as Grand Lodge Officers. As far as can be determined from existing I.S.M.A. records and directories, the following have brought honor to Detroit Lodge No. 7 by serving as Grand Lodge President:

- Capt. George McCullagh (1896 & 1897)
- Capt. Alexander J. McKay (1900)
- Capt. H. H. Parsons (1904)
- Capt. Murray G. McIntosh (1907 & 1908)
- Capt. Charles J. Auttersson (1914)
- Capt. William J. Crosby (1916 thru 1918)
- Capt. Lee C. DeNike (1920 thru 1924)
- Capt. George W. Wilson (1937)
- Capt. R. C. Hoglund (1943)
- Capt. Shirel D. Ferson (1962)
- Capt. Donald E. Erickson (1970)
- Capt. Gustav Goransson (1977)
- Capt. William H. Hoey (1983)
- Capt. Ronald R. Ingram (1991)
- Capt. Patrick F. Owens (2002)
- Capt. Thomas R. McMullen (2011)

that arrangement until his retirement in 2006. Since January of 2007, the lodge has been meeting at the Island Cove Marina on the Clinton River, the Great Lakes Yacht Club on Lake St. Clair, and at the J.W. Westcott Company on the Detroit River. Our last winter meeting is traditionally held at Mariners' Church.

Lodge meetings are held about every 10 days during the winter months. Luncheons precede the meetings, allowing members and their guests enjoy each other's company and discuss the issues of the day. Business meetings follow the luncheons and speakers are often invited to address the members on issues pertaining to safety and navigation on the Great Lakes. Occasional meetings are scheduled

in the evening as joint functions with the lodge's auxiliary, spouses and guests. The Lodge Dinner Dance, an annual event since 1894, is the longest running dinner dance in Detroit's history.

The lodge membership continues to include ship masters and mates, tug and yacht officers, boat operators, and related marine business interests, all concerned about safety and navigation on the Great Lakes. The lodge is the largest lodge in the I.S.M.A., representing all facets of the maritime community.

The membership of Detroit Lodge No. 7 is proud to be hosting the 2023 Grand Lodge Convention.

The lodge will celebrate its 132nd birthday on April 2, 2023. 🇺🇸

Congratulations For 2023!

From Your Friends In Canada



OFFICERS OF THE GRAND LODGE

GRAND PRESIDENT

CAPTAIN WILLIAM J. RABATSKY



Captain William J. “Bill” Rabatsky, a native of Cleveland, grew up with an attraction to boats and Lake Erie. Sailing at an early age, he purchased an

unfinished one design sailboat in eighth grade that was raced during high school with his future bride as crew. Inspired by this early experience, he wanted to make his living on the water.

Captain Rabatsky graduated from the Great Lakes Maritime Academy in 1979 with an unlimited tonnage first class pilot license finding a berth as third mate aboard the Steamer GEORGE M. HUMPHREY. He quickly wanted to continue expanding the experience of his formal deep draft training and went to work on several large tugs towing over lake, harbor tugs and marine construction tugs. These early vivid encounters made long-lasting impressions.

When Captain Rabatsky’s new bride Mary graduated from college, they both decided to break away from the norm before a household would ground them. Captain Rabatsky rescued a 48’ wooden sailing cutter that they sailed for a non-profit character-building program. This rewarding experience lead them to the Virgin Islands operating a sailing charter vessel.

Shortly after having their first child, Captain Rabatsky found shore-based employment in Milwaukee as captain of ship assist harbor tugs, marine construction tugs and an excursion boat. A captain po-

sition on harbor tugs with the Great Lakes Towing Company opened an opportunity in Cleveland as manager of the company’s lakes wide dispatch office.

Returning home Captain Rabatsky continued to expand his maritime background on both shore and water. He was Captain of the tug WISCONSIN when it rescued six men on a foundering barge in storm force winds on Lake Erie that earned he and his crew a USCG Meritorious Public Service award. He became vice president of a union representing Great Lakes sailors and continued to garner enough deep draft time to write an unlimited master’s license.

Captain Rabatsky eventually found a dream maritime job working as tug captain for a Cleveland marine construction company. The regular hours have provided Captain Rabatsky the opportunity to experience relationships in Cleveland’s diverse maritime community. These encounters continue to expand his maritime background.

GRAND PRESIDENT-ELECT

CAPTAIN LUKE CLYBURN



It hardly seems possible that 50 years ago this year I took command of a Navy Sea Cadet program that was operating in Southfield, Michigan. At that time, I was working in the mortgage department of a bank in Pontiac, Michigan. The president of the bank, Jim Clarkson, who was a military man, wanted to help carry out the mission of this new program created by the U.S. Congress. The purpose

of the program was to develop a maritime interest in American youth.

My career in boating began when I was 16 years old, growing up on the banks of the Ohio River in Evansville, Indiana. I went to work for an uncle, Jesse Brent, who was the founder of Brent Towing Company located in Greenville, Mississippi. My first nautical job was on the MV Ruth Brent, running from Pittsburg, PA to New Orleans, LA, pushing oil and chemical barges. This gave me the money that I needed to come to Michigan to finish high school and begin my studies in college. It was because of my interest in the Great Lakes that I wanted to come to Michigan.

In order to better develop a maritime interest in youth we felt that our young cadets needed to go to sea. What better setting could be found than the Great Lakes. Our search for a suitable boat turned up the YP 587, a Navy yard patrol vessel that was going to be scrapped. With the help of the Secretary of the Navy, William Graham Clator and his aid Togo West, this became a reality. The vessel was signed over to us. With a crew of cadets, I picked up the YP in Muskegon, MI and traveled to Mt. Clemens, which would become home base.

With the need to attract supporters and find funding we became involved in Great Lakes research and film production. In 1983 I had the opportunity to take part in a film about the vessel Emperor, which had sunk off Isle Royale. In this film we named our YP the Noble Odyssey, and I began to work with Bob Kreipke, who was head of film production for Ford Motor Company. Since that time, working with Bob, we have created fourteen films on Great Lakes research projects. All have been shown on PBS and have won awards.

In 1989 we had the opportunity to replace the Noble Odyssey with a newer 80-ft. vessel, YP 673, which we named Pride of Michigan. To pick up our new vessel, I had to take a crew of cadets to Norfolk, VA and pilot the boat up the Atlantic coast to the Hudson River and through the Erie Canal system.

In the past 50 years of working with cadets, I have been able to operate our vessel on all the Great Lakes. Our focus has been on underwater projects, such as SCUBA diving on a drowned forest 7,000 years old and exploring ancient drowned shorelines. We have worked with universities and other organizations that have an interest in the history and science of the Great Lakes. Our seagoing travels over those years would have taken us four and a half times around the world.

As I look back over these years, I realize that much has happened out of necessity. My becoming a ship captain was necessary to run the program that we had developed. Because of my joining Detroit Lodge #7 ISMA and meeting Captain Morgan Howell I was able to meet the Coast Guard requirements and obtain my captain's license. At one point, I received a notice from the Navy that we were not able to SCUBA dive from the Noble Odyssey because of liability concerns. I did not want to stop diving and learned that if I became a SCUBA instructor, I could obtain insurance that would meet the requirements of the Navy. In those years I have been able to work with hundreds of teen-aged cadets, not only from Michigan but from across the United States. We have safely made hundreds of working dives, and because of our research, we have made an impact on the way that scientists think about the Great Lakes.

I am still in contact with cadets who have trained with us, so long ago. Many have gone into the Navy, Coast Guard and Merchant Marine, as well as other professions and leadership roles. A number of these former cadets are today working professionally on the Great Lakes. I am very proud of being able to help so many young people to advance their careers and lead interesting lives.

None of this work would have been possible without the generous help and support of so many. Kathy Trax has been my partner for over half of this 50 years. Many of our scientific efforts were accomplished with support from Dr. Elliott Smith, Dr. Jim Wells, Dr. Doug Hunter and U.S. Navy Captain John Williams. Our professional film production is due to the efforts of Bob Kreipke.

I am still passionate about working on the Great Lakes and believe that much more of the history of these Great Lakes still remains hidden under the waves.

GRAND 2nd VICE PRESIDENT CAPTAIN TODD TAYLOR, Appointed



Captain Todd Taylor began his maritime life during high school as a chef aboard Milwaukee's first dinner cruise boat the EDELWEISS, then a deck-hand on Milwaukee's oldest tour boat in town, the IROQUOIS, and gaining his first license. She was a double decked, single screw Kahlenberg power testing ground for the newly minted captain.

Winter work aboard the lakers moored at Jones Island became a career aboard a baker's dozen of ships, tugs, barges and research vessels including the MC KEE SONS, CHARLES M. BEEGHLY,

UNDAUNTED and JOHN M. SELVICK, with a year on the Ohio River for Campbell Transportation. Todd earned his BA degree in 2007 from the University of Wisconsin-Milwaukee.

Todd returned to construction work aboard tugs with the Edward E. Gillen Company which was acquired by the Michels Corporation. He currently is senior captain aboard tugs LEONA B. and RUTH LUCILLE. When ashore Captain Taylor is Milwaukee County Council Scout Master of Pack 474 and Troop 21 with his loving wife Bridget. He has two boys Finnian and Shamus. He has served as Milwaukee Lodge #6 president for the last 5 years.

GRAND SECRETARY / TREASURER CAPTAIN BRIAN L. EICKEL



Raised in Bay City, MI and in 1968 {10 years old} started amateur sailing and racing on the Saginaw Bay. 35 years later in 2003 received a 100 ton Masters, and in

2020 received his 200 ton endorsement. His first nautical job (2003) was for the Genesee Parks and Recreation on the Genesee Belle. He joined Lodge 2 Port Huron International Ship Masters Association Captain Eickel transferred his pennant (12170) to Lodge 7 Detroit.

He worked for FCA (Chrysler Corporation) for 33 years and officially retired December 31, 2016, He has worked for several boat lines and current works as a seasonal Captain for Huron Lady II in Port Huron and Bay Sail on Appledore IV as a relief captain, Bay City, Michigan. Relief Captain on the Crossroad Council of the Boy Scouts of America "High Adventure" Sailboat Retriever (52 foot Ketch) Mackinaw City, Michigan.

GRAND CHAPLAIN

CAPTAIN MARY ANN SCHALLIP



Mary Ann earned her sea service time working as a deckhand on the Neebish Islander II alongside Captain Bob who improved her ship handling skills and in

1993 became the first licensed female captain on the St. Mary's River. In 2005, both she and her husband Bob went to work at American & Canadian Lock Tours, aka Soo Locks Boat Tours, working as Captain and Operations Manager coordinating scheduling, training, bookkeeping and anything else that needed to be done. She retired in October, 2016 then went back to work as Operations Manager in 2022.

She is currently the Secretary and Treasurer for Great Lakes Captain's Association and International Ship Masters' Association, Lodge 22 in Sault Ste. Marie. She has also been the ISMA Grand Lodge Chaplain. She is also a recipient of the Lewis Ludington Award.

Mary Ann and Bob have three children: Captain Michele Schallip, USCG; Stephanie Pins, Director of Risk Management and Quality Assurance at War Memorial Hospital in the Sault (husband Mike Pins); and Robert Schallip, III, Pilot for Royal Air in Pontiac, Michigan (wife Megan). She has a six year old grandson and a 4 year old granddaughter.

GRAND WARDEN

CAPTAIN CHARLES DUGGAN



Charles "Chip" Duggan is a native of South Bass Island, also known as Put-in-Bay, in Lake Erie.

His great grandfather was keeper of the West

Sister and South Bass Island lighthouses, between 1903 and 1925. While his grandfather was a commercial fisherman, his father and uncle were ferry boat skippers, and his father eventually became owner of his own boat line.

Today Chip and his family are the owners of one of the most important docks in the busy Put-in-Bay Harbor.

GRAND SENTINEL

CAPTAIN RICH CAPICCIONI



Captain Rich Capiccioni started racing sailboats 23 years ago and still competes within Cleveland's Tartan 10 fleet. He has completed three Chicago

Yacht Club races to Mackinac aboard a Nelson Marek 50 and cruised the Salish Sea on a Spirit 33. Upon retirement the former letter carrier received a 50 ton Masters credential and began working on small boat charters, power driven and sail. He also works aboard the dining cruise ship, Nautica Queen and captains an occasional delivery.

His long association with The Society of Northeast Ohio Brewers (SNOB), northeast Ohio's oldest home brewers club, enabled him to collaborate with Collision Bend Brewing to produce the "Ship Masters Alt" beer featured at the 2022 Grand Lodge Convention.

Off the water he enjoys performing with his bluegrass band, Small Craft Advisory.

Captain Rich lives in Brecksville, Ohio. 🍷



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SCHEDULE

WEDNESDAY, JANUARY 25, 2023

15:00 - 20:00	Registration	Main Lobby
15:00 - 23:00	Hospitality Suite	Room 124
16:00 - 17:30	N.E.L.C. Meeting	Southfield Room
17:30 - 19:00	Delegate Caucus	Southfield Room

PIZZA SERVED AFTER CAUCUS

THURSDAY, JANUARY 26, 2023

08:00 - 11:30	Registration	Main Lobby
09:00 - 10:00	Grand Lodge Convenes	Southfield Room
09:30 - 16:30	The Henry Ford Museum (self-guided tour) - FREE Transportation provided by hotel	
10:00 - 18:00	Hospitality Room	Room 124
10:00 - 10:15	Coffee break	Southfield Room
10:15- 11:45	Grand Lodge Reconvenes	Southfield Room
11:45 - 12:45	Lunch	Great Lakes Ball Room
12:45 - 13:30	MOLLIE MAHONEY Senior Project Manager U.S. Army Corps of Engineers Detroit District <i>Update on Soo Locks Project</i>	Southfield Room
13:30 - 14:15	CAPTAIN ROB JONES Deputy Chief, Major Investigations Office of Marine Safety National Transportation Safety Board <i>Recent National Transportation Safety Board Cases</i>	Southfield Room
14:15 - 15:30	JIM WEAKLEY President, Lake Carriers' Association <i>Icebreaking: Metrics & Resources</i>	Southfield Room
15:30 - 15:45	Coffee Break	Southfield Room
15:45 - 16:30	BILL HAZEL Vice President, Marine Pollution Control CAPTAIN MIKE DAVANZO Operations Manager Enbridge Straits Maritime Operations Center <i>Advanced Technologies, GIES, Monitoring Shipping in the Straits of Macinaw</i>	Southfield Room
16:30-17:15	CAPTAIN MICHELE SCHALLIP Special Assistant to the Commandant, USCG <i>Update of the Coast Guard Operations Outside of District 9</i>	Southfield Room
15:00 -18:00	Registration	Main Lobby
18:00 - 19:00	Cocktails	Great Lakes Ball Room
19:00 - 20:00	Dinner	Great Lakes Ball Room
20:00 - 21:30	Social Hour	Great Lakes Ball Room
21:00pm - ???	Hospitality Room	Room 124

FRIDAY, JANUARY 27, 2023

10:00 - 11:30	Registration	Main Lobby
09:00 - 10:00	Grand Lodge Convenes	Southfield Room
09:30 - 16:30	The Henry Ford Museum (self-guided tour) - FREE Transportation provided by hotel	
10:00 - 10:15	Coffee Break	Southfield Room
10:00 - 6:00	Hospitality Suite	Room 124
10:15 - 11:45	Grand Lodge Reconvenes	Southfield Room
11:45 - 12:45	Lunch	Great Lakes Room
13:15 - 14:00	JOEL STONE Curator Ermitus, Detroit Historical Society <i>Floating Palaces of the Great Lakes</i>	Southfield Room
14:00 - 14:45	CHUCK KAKUSKA Owner, Sea K Maritime Licensing Services <i>Recent Changes to Maritime Licensing</i>	Southfield Room
14:45 - 15:30	WAYNE LUSARDI State Maritime Archaeologist State of Michigan <i>Recovery of a WWII Tuskegee Fighter Plane from Lake Huron</i>	Southfield Room
15:00 - 18:00	Registration	Main Lobby
16:00 - 17:00	Installation Rehearsal	Southfield Room
17:00 - 18:00	Installation Ceremony	Southfield Room
18:00 - Midnight	ISMA 2023 GRAND BALL	Grand Ball Room
	18:00 Silent Auction	
	18:45 Introduction of Grand Lodge Officers	
	20:00 ROBERT KREIPKE , Keynote Speaker Ford Historian <i>Ford Motor Company's Ties to Shipping</i>	
22:00 - ???	Hospitality Suite	Room 124

NOTE: All presentations are targeted for 20-30 minutes, plus and additional 15 minutes for questions for a total of 45 minutes



SCHEDULE

SATURDAY, JANUARY 28, 2023

09:00 - 10:00	Grand Lodge Convenes	Southfield Room
09:30 - 16:30	The Henry Ford Museum (self-guided tour) - FREE Transportation provided by hotel	
10:00 - 10:15	Coffee break	Southfield Room
10:15 - 11:15	Grand Lodge Reconvenes	Southfield Room
11:15 - 11:45	Final N.E.L.C. Meeting	Southfield Room
11:45 - 12:45	Lunch	Great Lakes Ball Room
TBD	Ford Truck Plant Tour	Truck Plant
13:00 - 18:00	Hospitality Suite	Room 124
18:00 - 19:00	Cocktails	Great Lakes Ball Room
19:00 - 20:00	Beach Barbeque Buffet	Great Lakes Ball Room
20:00 - 23:30	Dock Party	Great Lakes Ball Room
22:00 - ???	Hospitality Suite	Room 124

SUNDAY, JANUARY 29, 2023

07:00 - 09:00	Farewell Breakfast Buffett House Guest: Included Non house: \$15.00	Main Lobby
11:00 - 12:00	Mariners Church Free Parking at the Ford - Underground on Jefferson	170 E. Jefferson Ave, Detroit, MI 313-259-2206

Thank you to Captain Rick Scott, for the organization of the ISMA Convention speaker sessions, January 26 through 27, 2023.

ADDITIONAL CHURCH SERVICES

09:00 & 11:00	St. Alphonsus Catholic Church	7469 Calhoun, Dearborn, MI
10:00	St. Barbara Catholic Church	13534 Colson, Dearborn, MI

ONE LINERS



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Dale Bennett, # 13093: Fair Winds, Following Seas**

ISMA CONVENTION SPEAKERS

CAPTAIN MIKE DAVANZO, USCG (retired)

MARITIME OPERATION SPECIALIST

US LIQUIDS PIPELINES GREAT LAKES REGION



Mike Davanzo is the Enbridge's Maritime Operation Specialist based in St Ignace, Michigan. He is charged with overseeing Enbridge Maritime Operations

Center and the effective execution of the Enbridge Maritime Pipeline Protection Program which is designed to prevent anchor strikes and protect Enbridge's Line 5, dual pipeline crossing at the Straits of Mackinac from potential damage by passing ships.

Mike's experience in the maritime sector spans nearly five decades. He joined Enbridge after retiring from the United States Coast Guard in May 2021 after serving over 44 years, including over 23 years of sea duty. Captain Davanzo's last duty assignment was Chief Office of Cutter Forces. There he lead development and sustainment of the Coast Guard's cutter fleet, including requirements, policy, training and advocacy for the ships and their crews.

Prior to this assignment, Captain Davanzo, USCG (Retired) served in ten sea going assignments, most recently as Commanding Officer in USCGC POLAR STAR, the United States sole heavy Icebreaker. He previously served afloat as Commanding Officer in USCGC MACKINAW, USCGC HOLLYHOCK, USCGC JAMES RANKIN and USCGC RAMBLER. He has also served aboard USCGC MADRONA, USCGC

SUNDEW, USCGC BAYBERRY and USCGC LANTANA.

Captain Davanzo's service ashore includes Coast Guard Headquarters Office of Boat Forces where he served as Aids to Navigation Platform manager; Office of Cutter Forces where he served as Icebreaker, Buoy Tender and Patrol Boat Division Chief; Coast Guard Force Readiness Command, where he served as Chief, Fleet Training and Readiness Branch and Chief, Afloat Training Organization Norfolk. He has also served in several Enlisted and Chief Warrant Officer ashore assignments.

Mike Davanzo and his wife Allyson make their home in Mackinaw City, MI. They have two children, Jessica and Matthew and an awesome granddaughter, Riata.

BILL HAZEL

VICE PRESIDENT OF MARINE SERVICES

MARINE POLLUTION CONTROL

DETROIT, MI USA

Mr. Hazel has been involved in oil and hazardous materials spill response for 32 years as an employee of Detroit-based Marine Pollution Control (MPC). During that time, he has participated in many notable national and international incidents, including the Hurricane Katrina response in Louisiana, hazardous materials and flammable transfers in Canada and California, and salvage operations in Cuba, Lake Superior and Lake Erie. He was MPC's Incident Commander when the company responded to Hurricane Sandy in New York City (2012), heading up the transfer of millions of gallons of flood

water from the World Trade Center construction site. He is responsible for MPC's Oil Spill Removal Organization (OSRO) services, marine spill response training and exercises, ship services offerings, and facility and vessel response planning technical services. Marine Pollution Control was founded in Detroit, Michigan in 1968 by David Usher and remains one of the nation's foremost oil and hazardous materials response organizations.

CAPTAIN ROB JONES

OFFICE OF MARINE SAFETY

NATIONAL TRANSPORTATION SAFETY BOARD



Captain Jones is the Deputy Chief of Major Investigations with the Office of Marine Safety and works out of the National Transportation Safety Board's headquarters office in Washington, DC.

Captain Jones received a Bachelor of Science degree in Nautical Science from the Maine Maritime Academy at Castine, Maine in 1980. Upon graduation he sailed break bulk and container ships with several companies out of New York. In 1982 Capt. Jones started his employ with the Transoceanic Cable Ship Company (AT&T) and advanced up through the ranks until sailing as Unlimited Master in 1990. As Master he was responsible for the installation and repair of undersea fiber optic cable systems around the world. Many of these operations included the use of unmanned submersibles and other remotely operated vehicles. Captain Jones retired from the Cable Ships after 13 years as Master to join the Safety Board in March of 2003.

Captain Jones has led and participated in dozens of accident investigations since his arrival at the Board. He has led

or participated in investigative hearings on the Board's behalf or with the U. S. Coast Guard. As supervisor to the major investigations division he oversees 11 investigators and their participation into approximately 40 major marine investigations per year. Captain Jones has represented the Board on numerous occasions presenting at maritime forums and symposiums both domestically and internationally, along with continuing to advocate for safety lessons learned and recommendations produced by the Board to share with industry in the interest in enhancing marine safety.

CHARLES KAKUSKA

**OWNER, SEA K MARITIME
LICENSING SERVICES**

Charles "Chuck" Kakuska is a 25 year veteran of the U.S. Coast Guard and a 40 year veteran of the Maritime Licensing Program. He is currently President of Sea K's Maritime Licensing Service providing maritime credential evaluation and consultation services to over 5000 mariners throughout the country and internationally. His extensive knowledge and professionalism have made him an invaluable resource to the maritime industry. Chuck has been happily married for almost 50 years. He has 2 daughters and 7 grand children.

ROBERT KREIPKE

**KEYNOTE SPEAKER
FORD HISTORIAN**



Robert Kreipke is Ford Motor Company's Corporate Historian Emeritus. Bob's career at Ford included producing awarding winning films and videotapes, producing live shows, and executive strategic planning. Bob has also authored

four international books – *Ford Motor Company, the First 100 Years, The Model T, Faces of Henry Ford, and The Ford Model A*. In addition to being Ford’s Corporate Historian emeritus, Bob directs various nationally recognized films, including award winning documentaries shown on PBS. His still photography and videos capture the beauty around the Great Lakes region and are displayed in many museums throughout the state. Bob lectures around the country relaying Ford’s colorful heritage. During the past years he has served as President of several organizations: Oakland County Navy League, The International Television Association, The Detroit Producers Guild, Historic Fort Wayne Advisory Board, The Michigan Forest Biomaterials Institute, and MotorCities National Heritage Area.

MOLLIE H. MAHONEY, PMP
SENIOR PROJECT MANAGER
U.S. ARMY CORPS OF ENGINEERS
DETROIT DISTRICT



Mollie Mahoney is a Project Manager for the U.S. Army Corps of Engineers, Detroit District. A native of the Detroit area, Ms. Mahoney holds a BS in

Natural Resources and the Environment from the University of Michigan and a BS and MS in Civil Engineering from Wayne State University. Ms. Mahoney began her career with the Detroit District in 2008. Since that time she has served as the project manager on dredging projects, navigation and flood control structure repairs, confined disposal facility maintenance, and Soo Locks maintenance projects. Ms. Mahoney is currently the Senior Project Manager for the New Lock at the Soo.

JOEL STONE
CURATOR ERMITUS
DETROIT HISTORICAL SOCIETY



Joel Stone is curator emeritus for the Detroit Historical Society, which oversees the Detroit Historical Museum and the Dossin Great Lakes Museum.

His writing focuses on North American frontier and transportation cultures, and includes *“Floating Palaces of the Great Lakes”* (University of Michigan Press, 2015) and *“Interpreting Maritime History at Museums and Historic Sites”* (Rowman & Littlefield, 2017). He is the immediate past president of the Association for Great Lakes Maritime History, and currently edits that organization’s monthly newsletter, as well as Telescope magazine for the Great Lakes Maritime Institute.

JAMES H. I. WEAKLEY
PRESIDENT, LAKE CARRIERS’ ASSOCIATION



Jim Weakley has served as President of Lake Carriers’ Association since January 16, 2003. As chief spokesman for U.S.-flag Great Lakes carriers, he

represents the industry on a wide range of issues affecting vessel operations. A 1984 graduate of the U.S. Coast Guard Academy, he sailed aboard the USCG Cutter MIDGETT as an Engineering Officer. Shoreside assignments included Pollution Response and Vessel Inspection, as well as Search and Rescue (SAR).

Mr. Weakley entered the private sector in 1993 when he joined The Interlake Steamship Company as Personnel Director. During his career with Interlake (one of the largest U.S.-flag carriers on the Great Lakes), he advanced to the position

SPEAKERS

of Operations Manager. He remained in the Coast Guard Reserve and was recalled to active duty following the events of September 11, 2001 and became a founding member of the Maritime Security Division for the Ninth Coast Guard District. He retired from the Coast Guard as a Commander after 23 years of active and reserve service.

Mr. Weakley is a member of the Board of Directors of America's Maritime Partnership, the Washington, DC-based coalition that promotes Jones Act shipping in our nation's capital. He is also an officer of the Great Lakes Maritime Task Force, a regional labor/management coalition that focuses on Lakes issues. He serves as chairman of the Great Lakes Maritime Academy's Board of Visitors and is one of Ohio's Great Lakes Commissioners.

Mr. Weakley earned a Masters of Business Administration from the Executive Program

at Case Western Reserve University in 1999.

With roots that trace back to 1880, Lake Carrier' Association is one of the oldest trade associations in the country. Today the Association represents 13 American corporations that operate 43 vessels. Major cargos include iron ore for the steel industry; coal for power generation; and limestone for the construction industry. In a typical year, LCA's members will haul more than 100 million tons of dry- and liquid-bulk cargo.



Photo courtesy: Vito Palmisano/visitdetroit.com



	DEATH	PENNANT NO.	LODGE NO.
Past Grand Lodge President Gordon Albert "Pete" Jimerson	2/27/2021	9936	9
Mark T. Gainey	4/10/2021	10311	12
James Crissey	11/11/2021	A-1142	3
Richard J. Gray	1/17/2022	12845	23
Nathan L. Smith	1/19/2022	10996	2
Gordon H. McNeill	2/2/2022	10691	15
Constantine "Gus" Markakis	2/5/2022	11722	7
Percy Warrilow	2/11/2022		15
<i>Honorary Member March 2017 by Lodge 15. WW2 vet, who served on board the Canadian Aircraft Carrier NABOB. He was part of the crew that were rescued from the shipwreck after she was torpedoed by the Germans at sea.</i>			
Archie Dickson	2/18/2022	A-12106	15
Raymond "Butch" Modrzynski	2/28/2022	10461	19
William A. Carson	3/17/2022	11519	12
Michael L. Booth	3/22/2022	A-12282	2
James Van Overbeek	5/3/2022	11537	15
Dale E. Bennett	5/12/2022	13093	6
William A. McSweeney	6/17/2022	11106	4
George R. "Skip" Skuggen	7/5/2022	9924	4
Meredith Williams	7/27/2022	A-12883	4
Stephen E. Hammarskjold	8/22/2022	10184	7
Leo Schreiber	8/28/2022	10953	15
Past Grand Lodge President PGP Ronald R. Ingram	9/13/2022	10140	7
Bruce D. Dunlap	9/25/2022	11310	2
David J. Olson	9/29/2022	9947	7 then 18
James "Jim" Douglas	11/11/2022	A-11979	7
Charles J. Geiger	11/22/2022	9871	18
<i>One of the originators of lodge 18</i>			
Theodore A. Cogswell	12/27/2022	9948/12084	7

SPECIAL MENTIONS

Jeanie Kreamer Beaupre 4/4/2022
Last wife of Lodge 15 member Ron Beaupre, of Maria Town, Ontario.

Adolph N Ojard 12/21/2021
Ojard served as the former executive director of the Duluth Seaway Port Authority as well as president of the American Great Lakes Ports Association.

THE PILOT'S PSALM

The Lord is my Pilot; I shall not drift.

He Leadith me across the dark waters.

He Steereth me in deep channels;

He Keepeth my log;

*He Guideth me by the stars of holiness
for his namesake;*

*Yea though I sail mid the thunder and
tempest of life;*

*I shall dread no danger, for Thou art
near me;*

Thy Love and Thy care, they shelter me;

*Thou prepares a harbor before me in
the homeland of eternity.*

*Thou anointest the waves with oil; my
ship rideth calmly.*

*Surely sunlight and starlight shall favor
me on the voyage I take, and I shall rest
in the port of my God forever.*

AMEN



Photo credit Greg Stamatelakys

Photo credit Greg Rudnick (background)



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GRAND LODGE 2023 SCHOLARSHIPS

The ISMA Grand Lodge donates three \$1,500.00 scholarships annually to successful applicants.

HAWSEPIPE SCHOLARSHIP AWARD

Awarded to candidate that is working on obtaining certificate upgrade who is employed in the Great Lakes basin, be they Canadian or American Mariners.

Mr. Alex Murtha

MARINE OFFICER CADET SCHOLARSHIPS

#1 Awarded to one Cadet enrolled at the Great Lakes Maritime Academy in Traverse City, Michigan,
#2 Awarded to one Cadet at the Great Lakes International Marine Training Center in Owen Sound, Ontario.

Mr. Daniel Lindner
UNITED STATES APPLICANT

Mr. Shane Burgess
CANADIAN CADET APPLICANT

CONGRATULATIONS TO THE INTERNATIONAL SHIP MASTERS' ASSOCIATION



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Directions: visitmariners.org

Blessing of the Fleet

March 13, 2023 @ 11 a.m.

Great Lakes Memorial Service

November 13, 2023 @ 11 a.m.



Congratulations!
and Best Wishes to
Captain Luke Clyburn

From your friends in
Toledo - Lodge 9



Masters, Mates & Pilots
Congratulates
Captain Luther L. 'Luke' Clyburn
Grand Lodge President



International Ship Masters' Association Grand Lodge Convention

Captain Donald Josberger
International Secretary-Treasurer

Captain Donald J. Marcus
International President

Captain Thomas Bell
Vice President
United Inland Group
Great Lakes & Gulf Region



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DONALD K. ROSS BAGPIPING



Donald Ross learned to play bagpipes at the age of 12. He was initially taught by Dennis Barr, who in turn was taught by Walter Rose. Walter Rose was the premier instructor for young pipers from 1950 – 1968 in the Detroit metropolitan area. After his initial instruction, Donald joined the Clan MacRae Pipe Band. Later, at a school for pipers, Donald met David Martin who is the Pipe Major of the St. Andrew's Pipes and Drums of Detroit. Donald then became a member of the St. Andrews band. He was pipe sergeant of the band for 24 years. Although he has taken time away from the band for raising a family and career duties, he has consistently been playing the pipes for 52 years. He is currently a member of the St. Andrews band, and is in high demand for solo playing

for weddings, funerals, memorials, birthdays, golf outings, etc. Email Donald at highlandpipingofmichigan@gmail.com or visit his web site at www.gracefullyplayed.org.



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BALDUCK MOUNTAIN RAMBLERS

The Balduck Mountain Ramblers is a five-man acoustic ensemble specializing in folk genres from bluegrass and country gospel to pub tunes and sea shanties. While this diversity makes them hard to categorize, audiences inevitably warm to Rambler harmonies and humor. Having performed professionally for almost 40 years at venues large and small, they still carry on with the spontaneity of friends sitting around a living room.





LAKES PILOTS ASSOCIATION

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Established in 1960 following the opening of the Saint Lawrence Seaway, Lakes Pilots has provided pilotage services for Lake Erie and the St. Clair and Detroit river systems. Our jurisdiction covers almost 270 nautical miles of waterways, spanning four U.S. states and one Canadian province, containing a combined 12 ports.

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 To inquire about applying to become a pilot, please email: t.brandano@lakespilots.com

RARE FORM

“Rare Form” is the band offering dancing and listening entertainment for tonight’s Grand Ball. Captain Raymond Oset is the leader and a trumpet player in the band. Ray



has performed with many musicians from Roger Williams to Roger Daltrey, Gladys Knight to the Temptations, The Tonight Show Band with Doc Severinsen to Maynard Ferguson, Natalie Cole to Johnny Mathis, Elvis Presley Show to Bob Hope, Les and Larry Elgart on the Boblo Boat to the Royal Hanneford Circus.

Ray started playing in a Big Jazz Band at age 11. That band was led by a gentleman named Manny Balos who was an excellent teacher and musician. When Manny passed, Ray took over the band. Ray also played with the Austin-Moro Band for many years. When Emil Morrow passed, Ray purchased all his music, some of which you are hearing this evening.

The members of the band range in age from 16 years to 90 years of age. Some of these players play professionally at times. However, playing in this band is “just for fun” twice a month. There is a player who lives in Windsor, Ontario and crosses the border for each rehearsal and another who flies in from Florida. Playing a musical instrument is a “life skill”. Most players start in school at 10 years of age. Sometimes, it continues throughout their life and becomes a passion.

Thank you to the ISMA for the invitation to share our “passion” with all of you this evening. We hope you enjoy the music.



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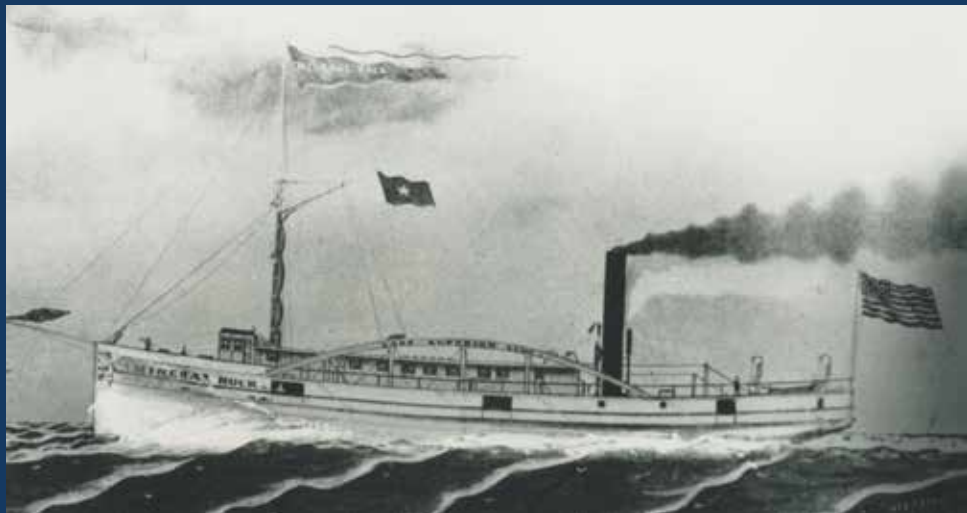
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Captain John Ward Westcott: The Manager of the Detroit River

by John Polacsek



The Steamboat MINERAL ROCK of the Lake Superior Line. The 171 foot long vessel was purchased November 23, 1870 by Eber Ward, and he owned the boat until June 24, 1873. It would have been during that time period that J.W. Westcott would have been the captain. The Detroit Publishing Collection at the Library of Congress has same image, with the title under the vessel MINERAL ROCK and the words Captain John W. Westcott.

J. W. Westcott was born in the village of Warnersville on Lime Island, Michigan in the Sault Ste. Marie River on December 19, 1848. His father David H. Westcott was a shipwright and his mother was Mary Jane (Ward) Westcott a sister of the noted Captain Eber Brock Ward. On Lime Island the family was involved with providing wood for the boilers of the passing steamboats. In 1850 the family migrated to the Village of Newport on the St. Clair River, which later became known as Marine City, Michigan.

His early years saw him attending public school and working at the shipyard

that was owned by Thomas Arnold. At the age of 13 he became a waiter and porter on the steamer *Forest Queen*, positions that he held for three years. He later became the steward of the steamer *May Queen* and afterwards watchman, mate, and wheelsman. In 1871 and 1872 he commanded the propeller *Mineral Rock* which was running on Lake Superior. In 1873 he became master of the propeller *Phil Sheridan*, but that Fall he decided to stay ashore.

Not one to miss an opportunity, in 1874 J. W. Westcott came to the Port of Detroit looking for new opportunities.



J. W. Westcott joined the International Shipmasters Association and was issued Number 357.

Being an inquisitive young man he decided to become a marine reporter and provide the maritime industry with updates on activities. In early June of 1875 a Chicago newspaper printed a squib about the activity along Detroit's docks. "Detroit, Mich, June 12, 1875 To the Editor of the Inter-Ocean. There is a fellow who comes around the docks here now and then, and asks, timidly. "Is there anything new?" No one has any idea who he is. Can you Chicago folks answer? Detroit Agent." The reply from the Chicago Inter-Ocean marine editor was "It must be the marine "reporter" of the Detroit Post." Thus J. W. Westcott entered a new phase of his life as a marine reporter for the Detroit Post newspaper.

A few days later Captain Westcott moved to Amherstburg, Ontario, Canada where he continued his career as a marine reporter . He saw an opportunity to provide the passing vessels with a safe route through the shallow waters that were in the area and known as the Lime Kiln Crossing. With the aid of the local marine agent Henry Duff , in July 1875 he put a new plan into action. The De-

troit marine reporter Captain J. W. Hall in a report to the Chicago Inter-Ocean on July 22 gave J.W. Westcott high praise when a new set of range lights were installed: "Lights for the guidance of the shipping at the Lime Kiln Crossing, on the Detroit river, will, on Monday next, be re-established as last year by Captain J. W. Westcott, who is going to considerable expense toward the perfection of

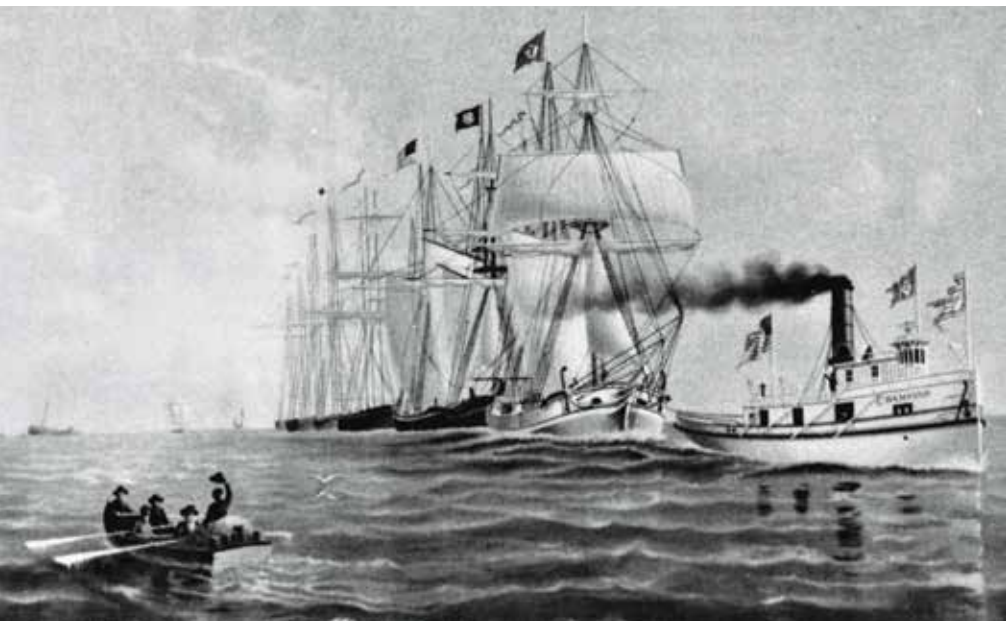


The Marine Reporting office of the J. W. Westcott Company moved to the foot of Woodward over the annex of the U. S. Custom House. The awning on the second level is where the office was located.

arrangements to that end. These lights will govern the movements of shipping by night, and flag signals by day. At times of great danger from low stage of water or otherwise, Captain Westcott will exhibit at night on Norvell's dock three green lights, one directly over the other, while during the day a red flag will be displayed.

tracks. There was a great deal of maritime activity as numerous vessels were in the area loading merchandise from the railroad cars and transporting the material up and down the Great Lakes.

"The undersigned would announce that the range lights at the Lime Kiln Crossing are now established, and will



When tug boats passed the Port of Detroit with sailing vessels in tow J. W. Westcott would row out to each of the vessels and collect the tug fee. He would also sell a copy of the Detroit Post and deliver messages and mail for a small fee.

The above preliminaries are being carried out at Captain Westcott's individual expense, and, as they will be of great importance to the shipping, it is hoped that vessel owners and masters will not be chary in granting a liberal support to the undertaking."

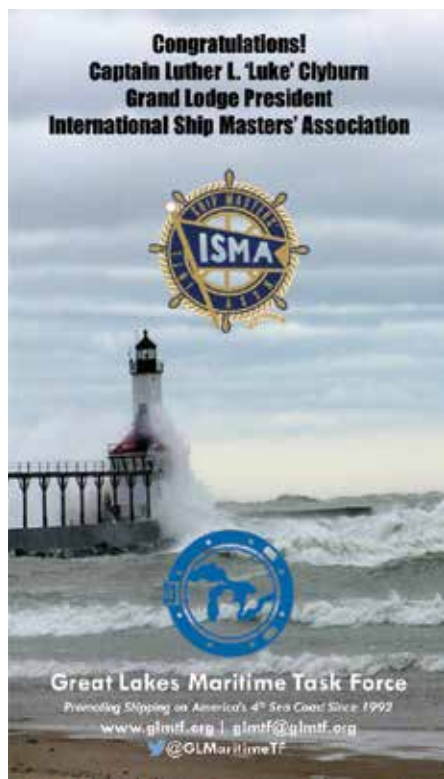
On July 26, a notice was sent to the Marine Editor of the Inter-Ocean from Texas Landing, Ontario. This location is about a mile from Fort Malden, and close to the point where the Canadian Southern Railroad ended. At that point a railroad car ferry took the cars across the Detroit River to Stony Island to continue on the

continue until the close of navigation, consisting of one red and one white light, on the same, range as last season- also, the signals for low water on Mt. Norvell's dock and will be a red flag by day, and three green lights, one above the other, by night. No other signals but the ones now mentioned will be displayed, and those only when I consider it unsafe for vessels of the largest class to cross over. I have taken careful soundings as to best waters, and will be on hand to pilot boats over when wanted. Steamers can notify me by blowing three long and two short whistles when one mile above the dock. Respect-

fully, J. W. Westcott, Lime Kiln Crossing, Detroit River.” Captain Westcott would come out by a rowboat to a requesting vessel, come onboard and direct the vessel safely through the shallow area.

On July 24, 1875 work on the Lime Kiln Crossing began under a contract issued by the Dominion Government. The contract was being held by Mr. John Quinn a submarine diver from Detroit. Barges were anchored with drills on board, and they drilled three to five foot holes in the river bottom. When the appropriate depth was reached, explosives were placed in the holes and detonated. The rocks were then removed, and by the end of the year the channel had been changed from twelve feet to eighteen feet in depth.

The Dominion Government also sent a vessel that became known as the Bar Point Lightship. It was anchored in fourteen feet of water on the reef off Bar



The Great Lakes Maritime Institute welcomes the International Ship Masters' Association to Detroit.

Our members also congratulate a friend, Captain Luke Clyburn, on becoming Grand Lodge President for 2023. A well-deserved honor!

We celebrate his lifetime dedication to the Great Lakes, represented by the 50th Anniversary of his U.S. Naval Sea Cadet Corps command in 2022.



Point some five miles south of Bois Blanc Island. The vessel was painted red and had a red light over a white light on her mast mounted forty eight feet above the deck. This light could be seen for ten miles and in thick foggy weather a bell was rung.



Leaving the Detroit dock in a small motor launch with a Caille marine engine as the power source c.1910.

Henry Duff recently moved to Amherstburg and established his office in town on LaLiberty's wood dock at the foot of Gore Street. In addition to working with J. W. Westcott, Mr. Duff directed the affairs of the Towing Association that was needed whenever a vessel struck a rock or a tow was required.

J. W. Westcott decided to establish his own company in Detroit in 1876, and started a marine reporting business at the Foot of Bates Street. With the opening of navigation in May of 1876, Captain J. W. Westcott developed a system of range lights on Lake Ste. Clair. It consisted of one white light, towering fifty feet high and placed so that passing vessels could manage to align two lights. There was also one white light placed in range before the other white light that showed the channel crossing at the head of Belle Isle. J. W. Westcott provided a safe route for the down bound traffic

coming across Lake St. Clair and entering the Detroit River.

Westcott's system worked well that year and by early October 1876 an additional aid to navigation was added. A notice went out to all mariners who relied upon

these lights. "At the request of a number of owners and masters of the larger class of steamboats and vessels I have located a buoy off Grosse Pointe at the turning stake for entering the Detroit River from Lake St. Clair. Said buoy is placed in eighteen feet of water. J. W. WESTCOTT, Superintendent Lake St. Clair and Detroit River range lights. (Cleveland, Chicago and Buffalo papers please copy.)"

By the end of the navigation season it was noted

in some marine columns of various lake ports newspapers the following: "Captain J. W. Westcott has discontinued his lights in Lake St. Clair, near the entrance to the Detroit River, and navigators who may still be out will govern themselves accordingly. These lights have rendered valuable service to mariners during the season of navigation now closing, and there has been no hurry in discontinuing them either. Captain Westcott deserves substantial encouragement for his enterprise, doing, as he has, work which the Government ought to do."

In addition to keeping the range lights in operation J. W. Westcott was acting as Detroit's marine reporter servicing the passing vessels. On November 10, 1877 he had a close call while hailing a passing vessel near the foot of First Street. His skiff upset and he was thrown into the cold water. As it turned out the passing vessel had

a rope hanging over the side with a large piece of pork 'freshening in the water'. Westcott grabbed the rope and like a true sailor was soon back in his skiff. He rowed ashore and was soon huddled close to the pot bellied stove in his office. The captains of many vessels were glad to hear that this dunking would not stop his continuance of the range lights. From that time on J. W. Westcott became "a firm believer in pork as a sustainer of human life".

On November 20, 1877 a Special Telegram from Detroit, Michigan was received by the Marine Editor of the Chicago Inter-Ocean. The Inter-Ocean had telegraphed numerous lake ports regarding the location of the schooner Kate L. Bruce after a major storm. A response came from the Marine Reporting Office of J. W. Westcott. "As regards to whereabouts of the schooner Kate L. Bruce, Captain S. Rummage, of the tug P. Johnson, informs me that he picked up the schooners C. J. Wells, Granger, and Kate L. Bruce in the Straits Nov 8, but a heavy storm from the northeast with snow, came on them at night, and when abreast of Forty Mile Point he was forced to let them go, and has heard nothing of the Bruce since. The other two vessels have passed down and up again since the above. This is all the information I can learn. Yours, etc., J. W. Westcott, Marine Reporter."

A few days later the yawl boat of the Kate L. Bruce came ashore at Thunder Bay Island. Then in the spring of 1878 a chest with some books and ledgers from this vessel were picked up by Lake Huron fishermen, leaving no doubt she sank to

the bottom in Lake Huron with her cargo of iron ore.

The marine column of the Chicago Inter-Ocean on November 21, 1877 reported the following: "The Grosse Point Range Lights - Captain Westcott announces it as his intention to keep these important lights burning until the last steamboat stops running, a fact which sailors of every degree will be glad to learn. This enterprise should be more fully appreciated than it is. Keeping lights costs money;



Range lights were set up on Belle Isle and out in Lake St. Clair so that vessels could easily enter the Detroit River. Later a light ship was anchored off Grosse Pointe to assist vessel in finding the channel.

the employee requires his remuneration, besides "oil has riz," We believe there have been no complaints this season about the manner in which the lights have been kept. They render invaluable service to every vessel navigating these waters, and no vessel-owner should wait to be asked to pay his share of the expense. The improvement in the times which has been taken place will doubtless develop corresponding generosity on the part of all concerned.- Detroit Free Press.

By August of 1878 J. W. Westcott came up with another idea on how to make money from the sailing vessels that were being towed up and down the Detroit River by tug boats. He made arrangements to become the agent for the tugs W. W. Moore, Balize, Kate Williams, W. B. Castle and Hector. The tugs would gather a string of sailing vessels at either Lake Huron or Lake Erie and tow them for a fee through the Detroit River, across Lake

delivering letters and dispatches, and he would also give any information that that particular vessel may want. In addition he had on sale the Detroit Daily Post and Tribune, since he was the marine reporter for that newspaper.

The system worked, but there were also problems, as Captain Westcott found out in September 1878. As he and a companion rowed out to the schooners that were being towed by the Tug Hector intending

to conduct business something unusual happened. They reached the Schooner Stark, third from the tug and were crossing under her bow intending to throw a line to the waiting deckhand. The schooner took a shear and made directly for the their boat. The schooner would have run them down when both men



The red hulled skiffs holding the marine reporter would be towed alongside a moving vessel and a pail would be lowered to transfer the fees that were required for telegrams, dispatches, and newspapers.

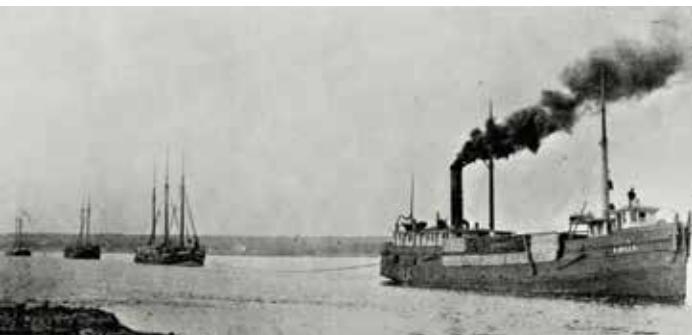
St. Clair, and the St. Clair River. This idea was not new for the firm of Duff & Garfield in Amherstburg had been providing this service for a few years prior, but not in Detroit.

As they passed Detroit, Captain Westcott would row out to each of the vessels in the tow and collect the respective fee. In this way when the tug reached the end of the tow and cast the vessels loose, the tug did not need to go to each of the towed vessels to collect their fee. What Captain Westcott was doing allowed the tugs to go in search of another group of sailing vessels that needed to be towed through the St. Clair & Detroit River system. It saved the owners time. When Westcott approached each vessel he also attended to his business such as

grabbed the bobstays, pushed their boat away, and climbed up to the schooner's deck. They had a close call, and soon another small boat came to their aid taking the men back to the Detroit office .

This accident did not daunt Captain Westcott for various newspapers noted that the Lake St. Clair and Detroit River range lights at the entrance to the Detroit River would be kept lit until the 10th of December. Once the range lights were extinguished, the Captain had something else on his mind for on December 29, 1878 the marine reporter and vessel agent married Miss Henrietta Crane of Detroit.

In November 1879 J. W. Westcott provided data regarding the passing traffic on the Detroit River for the Report of the Chief Engineers of the United States.



Later the J. W. Westcott Company expanded and purchased a steamboat that would tow lumber laden barges from Michigan's Upper Peninsula to New York State. The Captain of the steamboat was Charles H. Westcott who was J.W. Westcott's brother.

The report noted that the number of vessels passed Detroit from April 27 to October 31 was as follows: As taken from my books 16,196. Estimated for November 2,598. Small craft that I do not report 12,600 For a total of 31,394.

This amount of traffic needed to be forewarned of problems that occurred in the Detroit River and at the Lime Kiln Crossing near Amherstburg in particular. In October, Captain Westcott delivered

to a number of passing vessels, cards having a table that announced the signals for water levels upon entering the Detroit River. The data was a warning regarding the depth of water at the Lime Kiln Crossing. 14 feet 6 inches - One white light, 14 feet 3 inches

- Two white lights, 14 feet - Three white lights, 13 feet 9 inches - One red light, 13 feet 6 inches - Two red lights, 13 feet 3 inches - Three red lights. The lights were to be swung from a pole sixty feet above water level at Duff & Gatfield's wharf.

In 1880 J. W. Westcott moved his office to the Foot of Woodward Avenue and took up residence above the Custom House annex. That April the Buffalo newspapers noted that a new tug was built



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When accidents happened in the Detroit River it was often the job of J. W. Westcott to put lanterns on the wrecks to help the passing vessels identify them in the dark.

in their port and had been purchased by Detroit parties. The tug was to be named J. W. Westcott after the marine reporter for The Post and Tribune and a vessel agent in the Port of Detroit.

In early May of 1881 Captain J. W. Westcott purchased the scow *Wild Flower* for \$400. She was a small Canadian hull built in 1866 with two masts and of 18.66 gross tons. Captain Henry Hackett of Amherstburg went to Detroit so the vessel could be fitted out as a lightship. She was to be stationed near Grosse Pointe, Lake St. Clair and could accommodate a few men who would live on board during the navigation season.

By mid May the lightship was anchored in the channel near Grosse Pointe. The vessel provided a valuable service to all the deeply-laden craft passing that dangerous reef during the night. One newspaper reported that—"Before the light was placed on location, scarcely a day

passed on which some propeller was not reported aground, but recently only one boat grounded there." It was reported that some seventeen feet of water were over the shoal, and the lightship was a great mark both in the day and night. This lightship could be seen and it was different from the lighthouse on Windmill Pointe which was sometimes confused with the lights of the tall buildings in downtown Detroit

The lightship became a landmark not for just commercial traffic, but also for recreational craft. In July 4 of that year the Detroit Yacht Club held their annual regatta. The course was set to start from the foot of McDougall Avenue, up the American channel, between Belle Isle and the mainland. Then out into Lake St. Clair around Westcott's lightship and return the same way. It was to be a flying start and the gun was fired at 10 a.m. with eleven boats in the race. During the rest of the year both

steam and sailing vessels found the landmark a convenient way to enter the Detroit River. The lightship stayed on station until December 7 when the tug Shoofly brought the vessel in for winter storage.

Captain Westcott kept in close contact with the marine reporting firm of Duff and Gatfield in Amherstburg. Once telephone service started to become widespread, in late September 1881 a telephone line was opened between this Canadian marine reporter office and the Detroit office of J. W. Westcott.

On April 12, 1882 the Westcott's lightship was taken from her winter quarters to Captain Oades yard for repairs. She was placed on station and on May 19 a schooner in the tow of the steam barge Fred Kelly ran into the lightship. The force of the collision carried the lightship from its proper place down the river. The lightship fortunately was not damaged and was at once towed back to her proper place.

The 1883 navigation season started out with a lot of activity. On May 2 in a Special Telegram to the Chicago Inter-Ocean it was noted that "Westcott's Lake St. Clair lightship was placed in position to-day". On May 17 it was reported that Captain J. W. Westcott was getting up a large chart of the lower portion of Lake St. Clair and the head of the Detroit River, and this aid to navigation that would be very useful to sailors.

Later that month a special telegram to the Chicago Inter-Ocean documented the situation in Detroit. "Detroit, Mich., May 21 - It has been blowing a gale from the

north since 6 o'clock last night. Raining hard all the forenoon, with hail, sleet and snow all the afternoon. All the tows passing up yesterday are at anchor in St. Clair wind bound. Westcott's light ship and the government buoy are both dragged out of position...Captains report the largest seas in Lake Huron they ever saw."

The lightship was blown out of position, but was towed back immediately. If the storm had not made things bad enough, the next day the propeller Alaska collided with Westcott's lightship in broad daylight. Another special telegram to the Chicago Inter-Ocean noted the following: "The prop Alaska collided



The Marine Reporting Office above the Custom House Annex allowed the reporters ample time to identify and row out to the passing vessels.

with Westcott's light ship, doing serious damage. The light ship filled with water. The keeper and assistant were forced to keep pumping all night. The tug Oswego towed her in this morning. She will not be placed for several days." The damaged lightship was towed to Captain Oades shipyard for repairs and sunk shortly after she reached the dock. By May 30 the lightship was pumped out, repairs were made and she was towed back to her position at Grosse Pointe.

The 1886 navigation season was a busy one for J. W. Westcott. Scott's Coast Pilot

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noted the following: Capt. J. W. Westcott's Lightship is anchored a little to the east of south from Grosse Pointe buoy. His directions for entering the river are as follows: Pass through the ship canal at St. Clair Flats port $\frac{1}{4}$ of a point. this course should head on the light ship. Pass on the north side of her about 150 yards, when steer direct for Windmill Point light for $\frac{1}{2}$ of a mile, surmounted by the center of Belle Isle. The light is a fixed white, surmounted by a red light. A bell will be rung in thick or foggy weather.

In June of that same year Captain Dulac and Captain Westcott purchased the Bar Point Lightship. Since 1875 the Dominion Government lightship had marked the turning approach to the Detroit River. In 1885 the Detroit River lighthouse was built on this dangerous location. The cast iron plate and brick building was built with a light that was 55 feet above the water.

The private lightship was refurbished and was later anchored on the northeast end of the White Shoals in northern Lake Michigan. The area is close to the Straits of Mackinac, and it was four and a half miles from the Waugoshance Lighthouse. The White Shoal reef was covered by just five feet of water and it was imperative that this dangerous location be properly marked. The lightship showed a red light over a white light. A fog bell was rung in thick foggy weather. The lightship was used until the end of the 1891 navigation season. At that time Congress had appropriated funds for three 100 foot long wooden hulled lightships. They were constructed at the Blythe-Craig Shipyard in Toledo, Ohio and two were installed White Shoals & Grays Reef marking these important and dangerous location in late October of 1891.

As it turned out the enterprise was a private one and a notice in the marine

columns of newspapers reported “As it will be of great service to the marine interests these gentlemen will call on captains and owners for their contributions to the same, and especially request owners to consult their captains as the great benefit derived from these lights.”

By March 1887 a new enterprise was in the offing. Captain Westcott purchased the Steamer Magnet on private terms. The vessel was an old side wheeler that had been converted to a wrecker. She was

One additional project that was in the works involved the steam barge Alpena. Unfortunately her service in the Westcott Fleet was short lived. The steam barge was destroyed by fire on Lake St. Clair in late October 1891. A lamp explosion caused the Alpena to burn and sink about three miles below the ship channel. The Alpena had been towing the barges Antelope, City of the Straits and Potter down the lakes. They were coming down from Marquette laden with lumber. The

three barges went to anchor a safe distance from the burning Alpena.

Accidents in the Detroit River from collisions and running aground put a number of vessels in harms way. It was especially hazardous for vessels that were using this waterway at night.

Captain Westcott was constantly being

requested to keep a lookout for wrecks and to place a light on them at night. This attention to safety was one of his additional jobs that required checking on wrecks in shallow waters.

In March of 1892 J. W. Westcott started a full fledged wrecking operation. At Sarnia, Ontario he met with Henry McMorow of Port Hudson, Francis B. Hackett of Amherstburg, Michael Fleming and Charles Garvey of Sarnia as they sought incorporation as the Westcott Wrecking Company. Their headquarters were in Sarnia and the Canadian wrecking tug Wales was purchased to make their operation a viable one. The operation was viable until it merged with the Great Lakes Towing Company in 1902.



The steam barge ALASKA ran down the Westcott lighthouse in broad daylight.

fitted out with steam pumps, hawsers, life boats and the first mortar gun for shooting a line to a vessel ever used on the lakes. She was then converted into a tow barge and became part of the J. W. Westcott Wrecking Company.

One of the vessels involved in the project was the iron hulled steamer Dom M. Dickinson, a 142 foot long vessel that acted as a wrecker. In November 1888 the vessel had just returned from rescuing two schooners, and was tied up near the Belle Isle lighthouse. A fire started and she drifted across the Detroit River. The lighthouse keeper rescued the crew but the hull was a total loss. The vessel was from the salt water of the East Coast and was the first to pass through the enlarged Welland Canal.

In 1895 the United States Postal Service offered a contract to provide mail service to the passing vessels out of the Port of Detroit. The Westcott marine operation had for years been providing mail and delivery service to the passing vessels. But there was also the matter of a slight carrying charge which most sailors paid no questioned asked. Unfortunately for the Westcott Company they did not win the bid, and it went to another company. However On December 13 of that year the marine mail service on the river was discontinued. Due to that fact Captain Westcott then hired the tug Arthur Jones and kept her in commission delivering mail and dispatches as long as any vessels were passing.

In 1896 Captain J. W. Westcott became the recording secretary of the newly formed Detroit Lodge #7 of the Shipmasters Association. The next year the Shipmasters went to Washington D.C. to

lobby for better aids to navigation. They asked that the lightship at the foot of Lake Huron, just off Port Huron stay in place and not be reassigned to the Soo River.

They called on the lighthouse board to secure a new gas buoy for the Soo River instead and leave the lightship where it was. They also asked for a lighthouse instead of a lightship at the new entrance to Toledo Harbor. They were hoping that their needs would be met. Captain J. W. Westcott made the arrangements through Secretary Thurber whereby the Shipmasters called upon President Cleveland personally. It appears that Captain Westcott

was one of the movers and shakers on the maritime and political scene.

Captain J. W. Westcott was well known in Detroit and various marine circles. When the Detroit library commission was preparing to dispose of 1,000 worn out books which were no longer fit for circulation they wondered what to do. Mr.

Follin suggested the following - "He suggests that a portion be set aside for the sailors on vessels passing Detroit. He says Capt. Westcott can distribute them through his rowboat mail service, and that hundreds of sailors would greatly appreciate such liberally on the port of Detroit."



One of the marine reporters at the roof top office

CONGRATULATIONS
DETROIT LODGE NO. 7
&
CAPTAIN LUKE CLYBURN



BEST WISHES
TWIN SAULT LODGE #22

Educating sailors was a special interest of Captain J. W. Westcott. When the Steel Trust announced that they were authorizing Captain J. M. Fields to start a nautical school in Detroit for the benefit of the licensed officers employed by the company, he was on board. The Pittsburgh company already had three other schools in operation, one at Marine City, another at Conneaut and one in Cleveland. The school was to provide a half-days instruction that would be given each week during the winter months. The school was opened in the office of Captain J. W. Westcott, at the foot of Woodward Avenue.

In September of 1906 the new St. Clair Flats Canal was opened to traffic. It was a major government project to increase the depth and straighten the channel as it comes across Lake St. Clair. The 100 foot wide channel was one of those projects that needed to be done and one of the major proponents was J. W. Westcott. According to the Buffalo Courier - "It was Capt. J. W. Westcott of Detroit who first suggested an additional canal at the flats. This was nearly twenty years ago. At two different waterways conventions, one in Cleveland and another in Sault Ste. Marie, he introduced resolutions urging the improvement and he has been a firm advocate of it ever since. Today he was on hand to see that first boat navigate the channel that he suggested a score of years ago."

In 1907 the Lake Carriers Association of which nearly all vessel owners are members used the telephone to perform various service for vessel men. The Lime Kiln crossing in the Detroit River at the time was one of the most dangerous in all lake commerce. This was also due to the ever increasing size of freighters. The heavily laden vessels had only a small

margin when water conditions were normal. It was absolutely necessary that the depth of the channel be known to the captain of a steamer before he ventures into it. The Association therefore rented a private line between the Association's



Inside the office of the J. W. Westcott Company c. 1915



Watching for passing vessels on the Detroit River

agents at the crossing and the office of Capt. J. W. Westcott in Detroit. Constant contact between Duff and Gatfield and the Westcott office was essential.

Keeping up with modern communication saw the J. W. Westcott Company begin to use the services of The Clark Wireless Telegraph-Telephone Company in 1908. The Clark Company was out of Detroit and they owned stations at Buffalo, Cleveland, Detroit, Port Huron, Bay City, Saginaw,

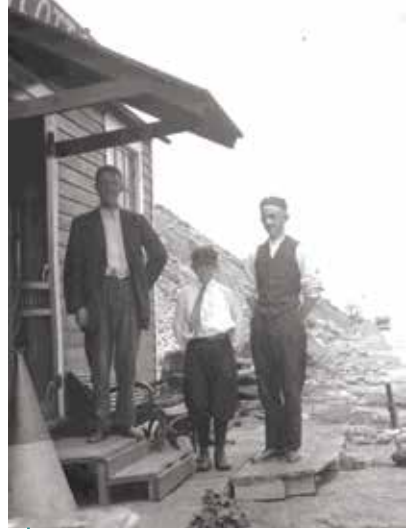


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The Westcott Marine Reporting Station on the west side of the new Livingston Channel c.1915

J. W. Westcott

Alpena and Ashtabula. Since Captain Westcott was an agent for the Pittsburgh Steamship Company which operated a fleet of 105 steamships it was important that reliable communications lines be kept open and secure. Earlier in the year the Pittsburgh Steamship Company built a wrecking tug called the Pittsburgh and stationed it at Detroit under the command of Captain Westcott. If accidents happened he could shortly send a rescue tug and tender.

Captain J. W. Westcott was involved in a number of projects on the Detroit River and the Great Lakes. He was always interested in safety whether it be marking a wreck with a lantern at night, creating a wrecking company, establishing a lightship, or being sure that the water levels are properly noted. His legacy lives on, and for a long time his name will be remembered for helping to improved lake safety. 🚢

A Bit of Michigan History in Ohio: The Benson Ford Dream Cottage

By Wayne S. Sapulski ©

A sailor's first ship is usually the one he remembers the best. The first ship marks a pivotal experience, the transition from life as a landsman to that of a mariner as all of the sights, sounds, smells, and people encountered are completely different. My first ship was the motor vessel Benson Ford, a Great Lakes ore freighter. The Benson was already 55 years old when I climbed aboard as a green deck cadet in June 1979 and no longer represented the latest and greatest in maritime technology. The rise of the 1000-footers was well underway. The Benson, however, was a

classic beauty as far as straight-deckers were concerned. It soon became apparent that she had some very unique features for a ship her age, all of which gave her a great deal of character. As it turned out, she was also populated by a motley crew full of characters, but those are stories for another time.

Generally speaking, I hate nostalgia. I hated it then and I hate it now. However, when the chance to revisit what was left of my first old ship presented itself - the bow and forward cabins are now preserved as a private cottage on Lake Erie's South Bass Island - I jumped at it.

As expected, a lot of old memories came flooding back. First, some history.

Completion of the Rouge River Short Cut Canal on August 1, 1923 marked the creation of what is now known as Zug Island and eliminated the necessity of

62 feet, and a carrying capacity of 13,400 gross tons. Similar as they were, Mr. Ford always favored the Henry and she was always considered the fleet flagship.

Always the innovator, Henry Ford had some unique features designed into

his new ships. In a radical departure from the usual coal-fired steam propulsion plants of the time, both ships were outfitted with a British designed 3,000 HP Sun-Doxford diesel engine. This huge engine had a very distinctive exhaust note, one that I will never forget. The thump of the exhaust could be heard for over a mile, especially in the confines of river channels. The steady thump was a matter of pride within the Ford fleet and it was joked



The Benson Ford Cottage today

having small vessels navigate the narrow, curving, natural river channel from its mouth on the Detroit River. The largest class of vessels could now be used to feed raw materials into the huge Ford Motor Company Rouge Plant. To take advantage of the new canal, Henry Ford let contracts to the American Ship Building Company in Lorain, Ohio to build the motor vessel Henry Ford II and to the Great Lakes Engineering Works in nearby River Rouge, Michigan to build the motor vessel Benson Ford. The two new ships were named after Mr. Ford's two grandsons who were seven and five years old, respectively, at the time. The Henry was launched on March 1, 1924 but did not make her maiden voyage until August 14 of the same year. The Benson, which was actually finished first, was launched on April 26, 1924 and first sailed on August 2. The ships were virtual twins, each with a length of 612 feet, a width of

that the noise sounded like the words 'making money, making money.' Other unique features included the first electric winches, electric steering gear, and a freight (or service) elevator flush with the spar deck just aft of the forward cabins that connected with storage areas below. Both ships were equipped with telescoping hatch covers that had to be waterproofed during the rougher weather of the spring and fall. Canvas tarps and batten boards were clamped over the hatch covers to keep them watertight. The elevator was a great help to the deck crew in getting these heavy tarps and boards on deck.

Both ships had an extra deck forward to provide guest accommodations. Each had a total of four guest staterooms and a spacious passenger lounge. A small stainless steel, electrically powered forward galley was located between separate passenger and officer dining rooms.

Three of the staterooms and both dining rooms featured mahogany paneling. The Owner's Suite featured walnut paneling. Lesser cabins for licensed crew were paneled in oak. All featured fully tiled private baths. Every cabin was fitted with built-in dressers that blended seamlessly with the paneling. No curtains were used on exterior windows. Instead, windows were fitted with louvered panels that retracted down into the bulkhead when not needed to block light or provide privacy. Electric heaters controlled by individual thermostats were installed in each of the forward cabins. Once again, other ships at that time used steam to operate their equipment and to heat living quarters.

Long before the advent of modern telecommunication systems, contact with the Ford ships was maintained through the use of Morse code radiotelegraphy. Well into the early 1930's, no other Great Lakes

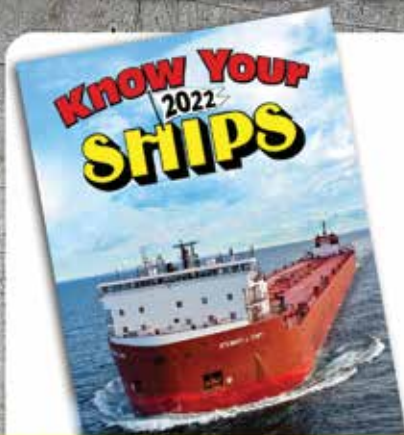
ships had communications with shore-side stations. This communication system was tied in with a radio station set up in Dearborn at the Ford Airport. Finally, the



Inside the pilothouse looking forward

traditional use of brass aboard ship was minimized. Considered a base metal, brass required frequent polishing. Instead, more modern chrome plating was used on most hardware and pilothouse fittings.

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Great Lakes



Passenger dining room



The Owner's Suite

After World War II, the passenger quarters on the Ford boats were refurbished several times to keep them suitable for corporate guests. Other technological improvements were applied as they became available. The Benson carried wireless operators until the end of the 1948 season. Thereafter the first AM ship-to-shore radiotelephone was installed. Radar was installed at the same time. By 1958, the VHF radio telephone had been developed and was installed alongside the old AM set. A gyro-compass was installed in 1953, stern anchor in 1959, and a bow-thruster in 1963. Other ship systems were continually upgraded over the years.

By the early 1980's, time had run out for the two once innovative vessels. The Benson was laid up for the last time at the end of the 1981 season. Her name was

changed to John Dykstra (2) although she never sailed under that name. She was sold for scrap in 1985. Her forward deckhouse and a large portion of the bow were removed in Cleveland in 1986 and sold to Frank and Lydia Sullivan. This forward superstructure was delivered via barge to South Bass Island, Ohio on July 18, 1986 and hoisted onto its present location on the west side of the island. Shortly thereafter the new owner painted his own name on the bow. The rest of the hull was scrapped in Humberstone, Ontario in 1987. Needless to say, the purchase, move and conversion of the forward end into a private home proved to be an expensive operation. The Sullivans' plan to operate the Benson as the 'Victory Point Bed and Breakfast' never came to fruition due to zoning prohibitions and a lack of funds.

The Benson Ford Cottage was finally sold at auction on September 21, 1999 to Jerry and Cynthia Kasper of Sandusky, Ohio for \$451,000. The current owner is family member Bryan Kasper. The Kaspers own and operate several new car dealer-



Typical built-in dresser

ships in the Sandusky area. As part of their renovations the ship's proper name was restored, but the large letter "F" at the masthead has been replaced with the letter "K." Although largely intact, many of the Benson's original fittings were removed long before the present owners took possession, either as souvenirs or for resale to raise money. The list of missing items included many of the original lighting fixtures. The pilothouse had been stripped of its binnacle, gyro compass repeater, chadburn, whistle pull, bowthruster controls, rudder angle indicator, shaft RPM counter, and chart table. What remains though, is in great condition.

Not many ships are as lucky as the Benson Ford has been to survive, at least in part, after their useful commercial lives



Motor Vessel (M/V) Benson Ford as a working freighter

have ended. The Benson Ford Cottage is a nautical time capsule providing a rare look back at the height of luxury travel aboard a working Great Lakes freighter. 🚢

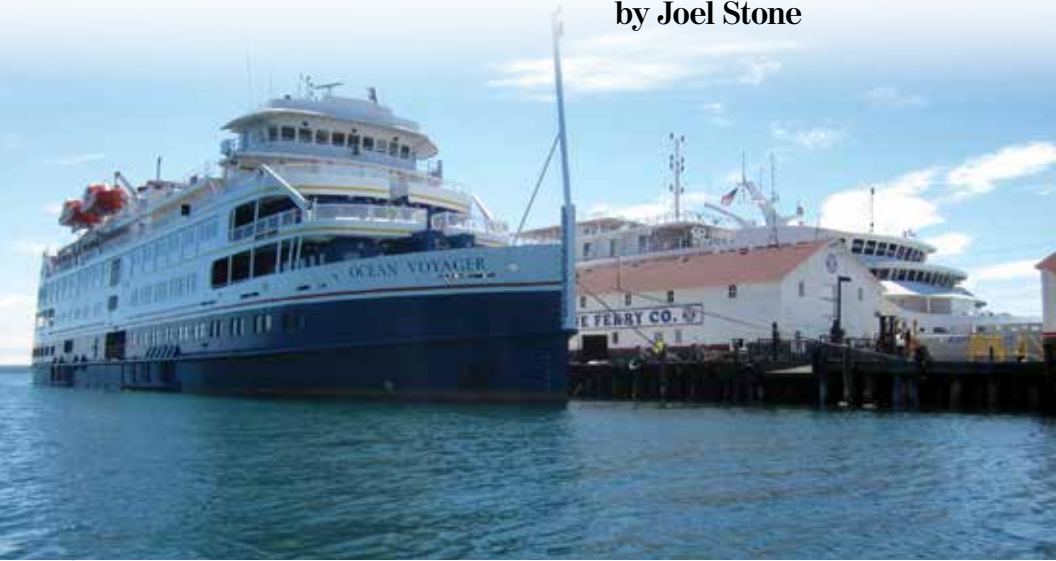
My thanks again to the Kasper family for allowing another look inside.

Chicago Lodge 3
would like to congratulate
Capt. Luke Clyburn
2023 Grand Lodge President



A Record Year for Cruise Ships?

by Joel Stone



Ocean Voyager and Pearl Mist docked at Mackinac Island in 2022
Photograph by Joel Stone

Joel Stone, curator emeritus at the Detroit Historical Society, will be discussing his book “Floating Palaces of the Great Lakes” on Friday afternoon. He had the opportunity to visit Mackinac Island last summer and was thrilled to see two medium-sized cruise ships tied up at the old Arnold Dock. The last time two such vessels were photographed in that spot was about sixty years ago. Ocean Navigator and Pearl Mist were a welcome sight, and Stone reflects on the passenger industry’s recent resurgence.

“Cruise the Great Lakes,” a joint Canada-United States promotional organization, touted a “record-breaking year for Great Lakes Cruising” in 2022. Indeed, the numbers are impressive. Reservations were up 25 per cent over last year, with nine vessels – carrying 175-420 passengers each – accounting for nearly 150,000 port visits. Itineraries varied from six to 18 days and were expected to generate \$125M USD throughout the region.

In Detroit, stops had doubled over 2021 to fifty-two, and the Detroit/Wayne County Port

Authority enlivened the experience with several “Port Day” festivals along the RiverWalk (including a special pop-up exhibit by the Detroit Historical Society).

Visits to smaller ports – Muskegon and Green Bay – were treats for both passengers and merchants. Paul Pepe, manager at Tourism Thunder Bay, Ontario said, “This tourism segment growth demonstrates the power of Canadian and US communities, States and Provinces and industry around the Great Lakes working collaboratively.”

Such success inevitably led to hyperbole. AFAR Travel Magazine, an online forum, had an article titled, “The Best Great Lakes Cruises.” Fran Golden wrote positively that, “This year’s Great Lakes cruise season, which kicked off in the spring and runs into October, is hosting the largest fleet of ships ever to sail the five lakes that straddle the U.S.-Canada border.”

Understanding that Ms. Golden’s statement is specific to the modern cruise ship industry, this statement is not incorrect, but it is surely far from the historic reality.

The Great Lakes have had numerous vessels capable of carrying 200 people in



North American docked at Mackinac Island about 1950
Image courtesy of the Detroit Historical Society

There is a long legacy of proud steamship lines, and prouder vessels, that moved millions of people around the Great Lakes. Discounting the freight packets that also carried passengers, and discounting the daytime excursion steamers that carried millions but didn’t offer more than a few private staterooms, long-distance tourism was a large part of the regional maritime economy. Indeed, Niagara Falls and Mackinac Island have been touted as tourist destinations (including Skull Cave and Arch Rock!) as early as the 1830s.

In the 19th century, passengers fell into three categories: immigrants (generally relocating Yankees, Scots/Irish, or prosperous farmers from the Germanic lowlands); commuters (government, military, and business); and tourists. However, as the 20th century approached, and rail gradually gained the larger share of regional passenger markets, steamship companies focused their business models on the vacationer. The Detroit & Cleveland Navigation Company of Detroit opened the Grand Hotel on Mackinac Island in 1887. The Canada Steamship Line developed similar properties along



Lithograph of Southern Michigan about 1852
Image courtesy of the Detroit Historical Society

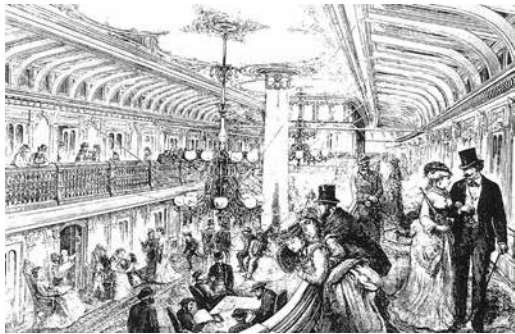
comfortable staterooms since before the American Civil War. It was a fleet that survived until about 1950, when only a few remained – the South American closing out the era in 1967.

the St. Lawrence River. Passenger ship companies around the lakes invested in resort hotels in their home ports.

Between 1900 and 1915, shipyards around the lakes built 25 new ships to handle the overnight excursion traffic. Several of these new steamships – both side-wheelers and propellers – were capable of carrying 1,000-1,500 passengers supported by hundreds of crew men and women. The larger boats might meet the expectations of today’s mega-ship patrons with elegant dining rooms, luxurious social salons, and all the high tech equipment of the Edwardian Era, including electric lights, phonographs, ship-to-shore radios, and even running water in every room.

Until the mid-20th century, the freshwater passenger steamship industry was an

integral element of the Great Lakes identity. A significant number of the continent’s middle class were able to access a broad swath of the Old Northwest at reasonable



Grand Salon of a Palace Steamer about 1850
Image courtesy of the Detroit Historical Society

prices. Additionally, there were thousands of non-mariners – pursers, cooks, waitresses, housekeepers, porters, musicians – who found steady work aboard cruise ships. Most employees hailed from the company’s regular ports of call. For a number of reasons, this industry gradually disappeared by the 1960s.

The recent resurgence, with the influx of the “largest fleet ever” this past season and the associated enthusiasm, raises some questions. What is the benefit for Great Lakes mariners and ancillary resources? Indeed, what is the benefit to the regional population? The answer might be, “Not much.”

Regional port authorities benefitted from additional docking revenues, and the photos will look good on future promotional brochures. The tourists supported selected shoreside venues and services, leaving communities around the lakes to share the estimated \$125M USD financial boost. (For comparison, the Boston Marathon generates about \$190M for the local economy.) Certainly, the Pilots had a good year, and a few related firms, like J.W. Westcott Co., enjoyed a boost in



Grand Salon of the City of Cleveland in 1903
Image courtesy of the Detroit Historical Society

revenues. But otherwise, the cruise vessels arrived fully staffed, and most freshwater mariners saw limited benefit from this “new” industry.

From the passenger standpoint, the comparisons are tough – apples to oranges. Today’s vessels generally carry 200-450 passengers. A century ago, a full complement would have been 1,500 or more. Today’s staterooms are sizable and fully appointed. Most staterooms in 1920 were simply a bed, window, chair, and a sink – people spent their time in the elegant public spaces. The finest vessels of that era, while beautifully decorated, had only a dozen staterooms – or parlor rooms – with sitting areas, full baths and toilets ensuite, private balconies, and valet service.

Similarly, per-person fare comparisons are difficult, but not impossible. If current staterooms are compared with parlor suite



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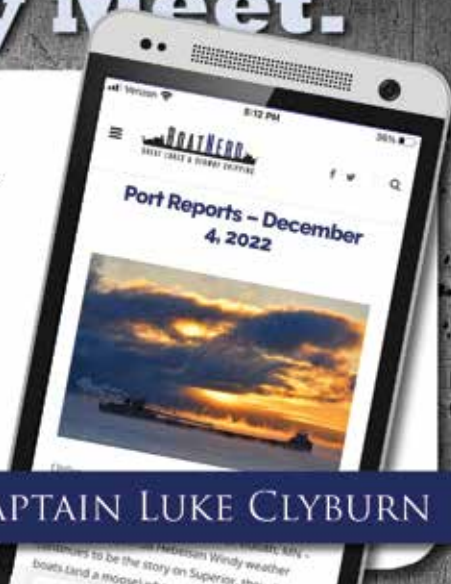
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CONGRATULATIONS CAPTAIN LUKE CLYBURN

amenities, and average costs compared to average U.S. household annual income, 1922 looks different than 2023.

A century ago, a ten day excursion with the best food and drink would have cost about \$300 on a D&C liner, or about 8.5% of the average American's \$3,500* family income. Today, a ten day excursion averages about \$14,000, and represents almost 20% of the average \$71,000** household income. Keeping in mind that there were many comfortable rooms (without

the couch, bathtub, and balcony) available for a third of the parlor suite fare, steamboat travel was much more accessible to the middle class in 1922. Indeed, today's usual passenger compliments are well-heeled fans of the cruise experience from around the world, interested in this "new" Great Lakes adventure.

Notably, most of the voices around the lakes saying, "What a beautiful cruise ship," are standing on shore, and most of the people employed on the boats are not from the region. This sets the new business distinctly apart from the industry's historic past. It is exciting to see the resurgence of this facet of the Great Lakes maritime, but perhaps in time the benefits will be open to more local mariners and travelers. 🚢



Advertisement for Great Lakes cruises in 1919
Image courtesy of the Detroit Historical Society



Parlor Room aboard the City of Detroit III about 1912
Image courtesy of the Detroit Historical Society



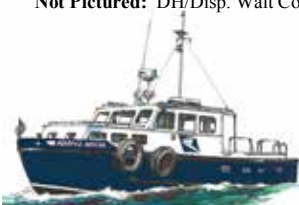
Greater Detroit departing Detroit about 1924
Image courtesy of the Detroit Historical Society

* - 1917 U.S. Commission of Internal Revenue
** - 2021 U.S. Census Bureau

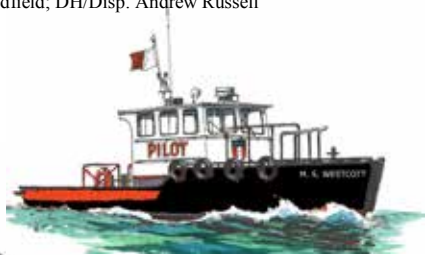
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& Detroit Lodge No. 7**
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Seated: GM Sam Buchanan; Senior Disp. Bill Redding; President Jim Hogan; VP Jimmy Hogan
Not Pictured: DH/Disp. Walt Cochenour; Capt. Julie Cortis-Redfield; DH/Disp. Andrew Russell



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CAPTAIN LEWIS LUDINGTON AWARD

The Award Program is under the auspices of the Rector and the Board of Trustees of Mariners' Church and the Ludington Family, with the nomination and election of the honorees by the International Ship Masters' Association (I.S.M.A.) Detroit Lodge No.7.

- ◆ The honorees must be members of the I.S.M.A. and who have been a licensed Master or Engineer who have been active in a career-long commercial practice of their profession.
- ◆ Primary consideration for the Award is given first to the active members of the Detroit Lodge, but the Board of Governors may also consider all other active members of the I.S.M.A.
- ◆ The criteria used for the appraisal of candidates are the values lived by Captain Ludington and the virtues promoted by the I.S.M.A. which:
 - Seek the blessing of God
 - Show brotherly affection and loyal duty
 - Practice the Golden Rule: "As ye would that men should do to you, do ye also to them likewise."
 - Express gratitude to "Our Heavenly Father" for divine mercies, loving kindness and truth
 - Hold the blessed hope of "Casting anchor in the haven of eternal rest"

The Award is presented at the Annual Great Lakes Memorial Service with the Blessing of the Fleet held in Mariners' Church on the second Sunday in March at 11:00AM.

A member of the Ludington Family will make the presentation. The Award consists of a gold Mariners' shield lapel pin with an accompanying and appropriate certificate. The design of the certificate is germane to the layouts of official documents of the I.S.M.A. A copy of Captain Ludington's license with I.S.M.A. Pennant No. 1644, the Edgar Guest poem and the Criteria are also presented to each honoree. 🌟

NOTE: These criteria were established in 1994 by then Rector of Mariners' Church, Richard W. Ingalls

PAST RECIPIENTS OF THE CAPTAIN LEWIS LUDINGTON AWARD



Harry A. Anderson (4) 2000
Edward C. Baganz 1994
Mindaugas Balanda 1999
William G. Barnhardt (2) 2010
Lee Barnhill (19) 2021
Leonard Bartlett 2013
Russell D. Brohl (4) 2007
John Brookham (15) 2020
Samuel D. Buchanan 2012
John F. Callahan 2005
Michael S. Capser (9) 2004
G. Victor Chamberlain (4) 1995
William E. Cline (2) 1996
Luther L. Clyburn 2009
John A. Cork (22) 2001
Theodore A. Cogswell 1994
Kevin P. Connolly 2013
Wayne A. Coulston 2015
Henry R. Cowan 1997
William H. Craig (4) 2001
James Daleski 2016
Timothy J. Dayton (4) 2004
Marvin B. Donaldson 1994
Jay M. Downen 2021
Elmer V. Dunn 1997
Melvin E. Edwards 1994
Donald E. Erickson 1994
Sven A. Fagerstrom 1994
Harold B. Ferriss 1994
Shire! D. Ferson 1994
Alan J. Flood 2003
Thomas Foster 2021
John S. Frost 2012
Warren F. Fuller 2012

Paul G. Gallas 2019
Robert W. Gasior (4) 2002
Michael A. Gerasimos 1995
Gustav Goransson 1994
Dominic J. Gorno III 2017
William J. Graham 1998
Kurth R. Grainger (18)1997
Gerald M. Greig (15) 2000
Robert R. Green 1994
William T. Griffore 2020
Robert W. Haller (9) 2014
Stephen E. Hammarskjold 1998
George P. Haynes (2) 2008
Arthur S. Herrala 2009
Roger G. Hewlett (2)2022
Dean G. Hobbs (23) 2014
William A. Hoey 2005
Joseph J. Hogan 1996
Morgan L. Howell 1994
Robert Hull (15) 2015
Lawrence W. Huston 1994
Ronald R. Ingram 1994
William L. Jagenow 1994
Robert F. Kerr 2001
Philip J. Knetchel (9) 2005
Paul C. LaMarre Jr. 2013
Taylor M. Larson 1994
James Leaney 2016
John F. Lecorn 1994

Frederick D. Leete III (3) 2002
Thomas J. Leinweber 1996
Robert Lund (3) 2018
Jack P. Lyons 1994
Constantine Markakis 2003
Dale K. Mason 2011
Hicks P. McBeth (2) 2003
Thomas R. McMullen 2000
Steven A. Nelson 2014
James L. Nuzzo 2002
Thomas R. Ochs, Jr. 2007
Seann O' Donoughue (15) 2014
Patrick F. Owens 1994
Michael Pratt (20) 2011
James E. Ray 2006
Scott E. Reynolds 1919
Melvin E. Riecher 2008
Richard R. Riley 1995
Joseph C. Ruch (2) 2006
Robert A. Sanderson 2007
Thomas J. Schnell 2010
John A. Sarns 2011
Mary Ann Schallip (22) 2018
Robert G. Schallip, JR. (22) 2017
Raymond Sheldon (23) 2015
George R. Skuggen (4) 1999
Roger A Stahl 1997
Mark P. Stevenson (3) 2016
John G. Tanner (23) 1997
Robert J. Thibaudeau 2019
Albert M. Tielke (4) 2010
James L. VanBuskirk 1994
Joseph Walters (12) 2018
John P. Wellington (22) 2005

The number in parentheses is the recipients' Lodge number, all others are Lodge 7.0

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Chaplain _____ *Mary Ann Schallip*

Marshal _____ *Aaron Burnett*

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Western Great Lakes Pilots Association

**WGLPA wishes Detroit Lodge #7
a very successful convention, and sends
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