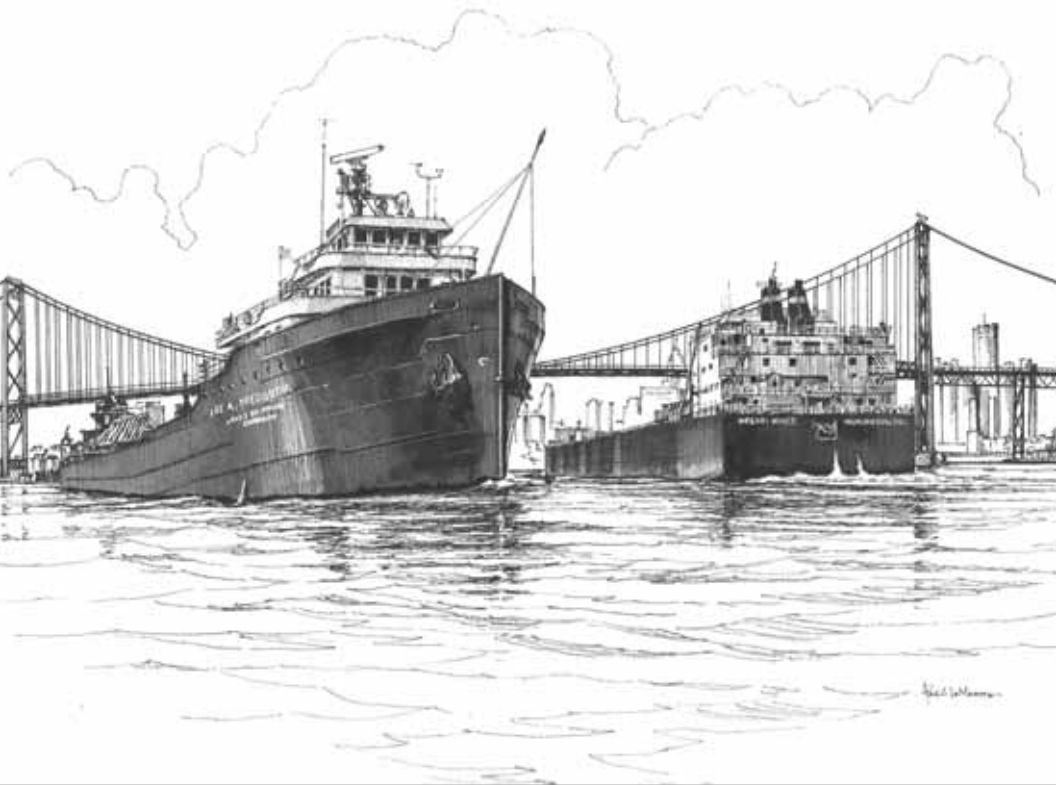


# INTERNATIONAL SHIPMASTERS' ASSOCIATION



121st GRAND LODGE CONVENTION  
FEBRUARY 10th, 11th, and 12th, 2011  
DETROIT, MICHIGAN

# I.S.M.A. Lodge No. 7



Welcomes you to Detroit !

# DETROIT LODGE NO. 7

INTERNATIONAL SHIPMASTERS' ASSOCIATION



Welcomes the Grand Lodge Officers,  
Delegates, Friends and Guests to the

121<sup>ST</sup> GRAND LODGE CONVENTION



February 10<sup>th</sup>, 11<sup>th</sup>, and 12<sup>th</sup>, 2011

Doubletree Guest Suites – Fort Shelby  
Detroit, Michigan



## 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.



# 2011 ISMA GRAND LODGE CONVENTION MEMBER'S SCHEDULE

## Wednesday, February 9, 2011

- 2:00-8:00 PM: Registration . . . . . Fort Pontchartrain Room (10th Floor)  
5:00 PM -? ? ? Hospitality Room Open . . . . . Executive Lounge (10th Floor)  
4:00-6:00 PM: N.E.L.C. Meeting . . . . . St. Aubin Room (Lower Level)  
7:00-10:00 PM: Delegate Caucus . . . . . St. Aubin Room (Lower Level)

## Thursday, February 10, 2011

- 10:00 AM: Hospitality Room Open . . . . . Executive Lounge (10th Floor)  
7:00-9:30 AM: Continental Breakfast . . . . . Crystal Ballroom (2nd Floor)  
8:00-11:30 AM: Registration . . . . . Fort Pontchartrain Room (10th Floor)  
8:00-10:00 AM: Grand Lodge Convenes . . . . . Terrace Room (Lower Level)  
10:00-10:15 AM: Coffee Break . . . . . Lower (Terrace) Level  
10:15-11:15 AM: Grand Lodge Reconvenes . . . . . Terrace Room  
11:30-1:00 PM: Combined Lunch . . . . . Crystal Ballroom (2nd Floor)

Lunch Speaker: Bill April, Fort Shelby Director of Sales & Marketing

- 1:30-3:45 PM: Speakers . . . . . Terrace Room (Lower Level)  
1:30-2:00 PM: Capt. Jeff E. Ogden, Commander, USCG Sector Detroit  
2:00-2:30 PM: Wayne Schloop, Corps of Engineers, Detroit District  
2:30-3:00 PM: Keith Kompoltowicz, Meteorologist, Corps of Engineers  
3:00-3:15 PM: Coffee Break  
3:15-3:45 PM: Mark J. Burrows, International Joint Commission  
2:00-8:00 PM: Registration Desk Open . . . . . (10th Floor)  
6:00-7:00 PM: Cocktails (open bar from 6:00-7:00 pm) . . . . . 2nd Floor

(Cash Bar after 7:00 PM) (Dress Code: CASUAL)

- 7:00-8:30 PM: Dinner . . . . . Crystal Ballroom (2nd Floor)

Dinner Speaker: Joel Stone , Curator, Detroit Historical Society  
Entertainment following dinner: The Balduck Mountain Ramblers

## Friday, February 11, 2011

- 10:00 AM: Hospitality Room Open . . . . . Executive Lounge (10th Floor)  
7:00-9:30 AM: Continental Breakfast . . . . . Crystal Ballroom... (2nd Floor)  
8:30-10:00 AM: Grand Lodge Convenes . . . . . Terrace Room (Lower Level)  
10:00-10:15 AM: Coffee Break . . . . . Lower (Terrace) Level  
10:15-10:45 AM: Speaker . . . . . James Robinson, Robinson & Son, LLC  
10:45-11:15 AM: Speaker . . . . . CDR Kevin E. Wirth, USCG Headquarters  
11:30-1:00 PM: Combined Lunch . . . . . Crystal Ballroom (2nd Floor)

Lunch Speaker: William Strauss, Senior Economist and Economic  
Advisor, Federal Reserve Bank of Chicago.

**Friday.....Continued**

- 1:30-2:45 PM: Meetings / Speakers . . . . . Terrace Room (Lower Level)
- 1:30-2:15 PM: Chuck Kakuska, Sea K's Licensing Service . . . . . Terrace Room
- 3:30-4:30 PM: Installation Rehearsal . . . . . Crystal Ballroom (2nd Floor)
- 4:30-5:30 PM: Installation of New Officers . . . . . Crystal Ballroom (2nd Floor)
- 5:30 PM: Photograph of Grand Lodge Officers . . . . . West Lobby Staircase
- 5:30 PM . . . . . Shuttle Bus begins running to Detroit Athletic Club  
(Bus service will remain available back & forth all evening)

*Please Note: The Detroit Athletic Club has very specific attire requirements:  
Gentlemen are required to wear a coat & tie.  
Acceptable attire for Ladies includes Skirted Suits, Pant Suits, and Dresses.  
No Denim of any style or color is allowed at any time.*

- 6:00-7:00 PM: Cocktails & Hors d' Oeuvres . . . . . Detroit Athletic Club
- 6:00-9:00 PM: Silent Auction . . . . . Georgian Room - Detroit Athletic Club
- 6:50-7:00 PM: Group Photograph . . . . . Detroit Athletic Club Staircase
- 7:00-Midnight: Grand Ball . . . . . Detroit Athletic Club
- 9:00 PM-? ? ? Hospitality Room Open . . . . . Executive Lounge (10th Floor)

**Saturday, February 12, 2011**

- 10:00 AM: Hospitality Room Open . . . . . Executive Lounge (10th Floor)
- 7:30-10:00 AM: Continental Breakfast . . . . . Crystal Ballroom (2nd Floor)
- 8:30-10:00 AM: Grand Lodge Convenes . . . . . Terrace Room (Lower Level)
- 10:00-10:15 AM: Coffee Break . . . . . Lower (Terrace) Level
- 10:15-10:45: Speakers Ron Williams & Richard Wagenmaker, N.O.A.A.
- 10:45-11:45 AM: Final N.E.L.C. Meeting . . . . . Livernois Room (Lower Level)
- 12:00-1:00 PM: Combined Lunch . . . . . Crystal Ballroom (2nd Floor)
- 1:30-5:00 PM: Outing: Ford Rouge Factory Tour . . . . . (meet in lobby)
- 6:00-7:00 PM: Cocktails (open bar from 6:00-7:00 pm) . . . . . 2nd Floor

(Cash Bar after 7:00 PM)

- 7:00-9:00 PM Dinner Buffet . . . . . Crystal Ballroom (2nd Floor)

Key West / Margaritaville Theme Night (Wear your tropical or casual attire)  
Entertainment by: The Calypso Gypsies Steel Drum Band

**Sunday, February 13, 2011**

- 8:00-10:30 AM: Country Breakfast Buffet . . . . . Crystal Ballroom (2nd Floor)
- 8:30 & 11:00 AM: Services at Mariners' Church . . . . . (on your own)
- 11:30 AM: Mass at St. Aloysius Parish . . . . . (on your own)



# GUEST'S SCHEDULE

## Thursday, February 10, 2011

- 7:00-9:30 AM: Continental Breakfast. . . . .Crystal Ballroom (2nd Floor)  
9:45-11:00 AM: Outing: Tour of Mariners' Church. . . . .(Meet in Lobby)  
11:30-1:00 PM: Combined Lunch. . . . . Crystal Ballroom (2nd Floor)  
1:15-4:30 PM: Outing: Detroit Institute of Arts. . . . .(Meet in Lobby)  
6:00-7:00 PM: Cocktails (Cash Bar after 7:00 PM). . . . .2nd Floor  
7:00-8:00 PM: Dinner. . . . . Crystal Ballroom (2nd Floor)

## Friday, February 11, 2011

- 7:00-9:30 AM: Continental Breakfast. . . . .Crystal Ballroom (2nd Floor)  
9:45-11:15 AM: Outing: Pewabic Pottery. . . . . (Meet in Lobby)  
11:30-1:00 PM: Combined Lunch. . . . . Crystal Ballroom (2nd Floor)  
1:00-3:30 Outing: Walking Tour of Renaissance Center. . . (Meet in Lobby)  
2:30-3:30 Afternoon Tea. . . . .Fort Lernout Room (2nd Floor)  
3:30-4:30 PM: Installation Rehearsal. . . . . Crystal Ballroom (2nd Floor)  
4:30-5:30 PM Installation of New Officers. . . . .Crystal Ballroom (2nd Floor)  
5:30 PM: Photograph of New Officers. . . . .1st floor Staircase  
5:30 PM . . . . . Shuttle Bus begins running to Detroit Athletic Club

(Bus service will remain available back & forth all evening)

- 6:00-7:00 PM Cocktails & Hors d' Oeuvres. . . . . Detroit Athletic Club  
6:00-9:00 PM: Silent Auction. . . . .Georgian Room - Detroit Athletic Club  
6:50-7:00 PM: Group Photograph. . . . .Detroit Athletic Club Stairway  
7:00-Midnight: Grand Ball. . . . . Detroit Athletic Club

## Saturday, February 12, 2011

- 7:30-10:00 AM: Continental Breakfast. . . . .Crystal Ballroom (2nd Floor)  
12:00-1:00 PM: Combined Lunch. . . . . Crystal Ballroom (2nd Floor)  
1:30-5:00 PM: Outing: Ford Rouge Factory Tour. . . . . (meet in lobby)  
4:00-5:00 PM: Mass at Historic St. Aloysius Parish. . . . . (on your own)  
6:00-7:00 PM: Cocktails (Cash Bar after 7:00 PM). . . . .2nd Floor  
7:00-9:00 PM Dinner Buffet. . . . . Crystal Ballroom (2nd Floor)

Key West / Margaritaville Theme Night (Wear your tropical attire)

## Sunday, February 13, 2011

- 8:00-10:30 AM: Country Breakfast Buffet. . . . . Crystal Ballroom (2nd Floor)  
8:30 AM & 11:00 AM: Services at Mariners' Church. . . . . (on your own)  
11:30 AM: Mass at St. Aloysius Parish. . . . .(on your own)



CITY OF DETROIT  
MAYOR'S OFFICE

COLEMAN A. YOUNG MUNICIPAL CENTER  
2 WOODWARD AVE., SUITE 1126  
DETROIT, MICHIGAN 48226  
PHONE 313•224•3400  
FAX 313•224•4128  
WWW.DETROITMI.GOV

February 9, 2011

Dear Friends:

On behalf of the citizens of Detroit, it gives me great pleasure to welcome the International Shipmasters' Association to our great city.

I am excited that you have selected Detroit to host your 121st Annual Convention. The City of Detroit and the International Shipmasters' Association share a history dating back 120 years to 1891, when Detroit Lodge No. 7 was organized and lodge quarters established at the foot of Woodward Avenue.

During your stay please take time to experience Detroit and enjoy the unique attractions our city offers. You will be pleased by our city's outstanding facilities and our friendly and courteous service. Detroit is home to the historic Mariners' Church, the Detroit Institute of Arts, the Motown Historical Museum and numerous other cultural attractions. Our downtown includes two state-of-the-art sporting venues, Comerica Park, home of the Detroit Tigers and Ford Field, home of the Detroit Lions. Our city also features three Las Vegas style casinos and lots of exciting nightlife in historic Greektown. We have recently completed a 500 million dollar redevelopment of our Detroit International Riverfront. All of this is just waiting for the International Shipmasters' Association to experience and enjoy.

On behalf of my entire administration and the citizens of Detroit, I say "welcome" and congratulations to Detroit Lodge No. 7 on its 120th anniversary. Please accept my best wishes for a successful convention.

Sincerely,

  
Dave Bing  
Mayor





# THANK YOU!

Detroit Lodge No. 7 would like to acknowledge the following companies and organizations that have assisted us with this convention.

We could not have done it without you!

*Premier Sponsor:*

The Interlake Steamship Company

*Partner Sponsors:*

Port City Steamship Services /  
Port City Marine Services

J.W. Westcott Company

Grand River Navigation Company /  
Lower Lakes Towing, Ltd.

Great Lakes Marine Artist Paul C. LaMarre, Jr.

Lake Michigan Carferry / S.S. Badger

Captain of the Fleet

Infinity and Ovation Yacht Charters

Marine Historical Society of Detroit

Marine Publishing Company

Great Lakes and Seaway Shipping Online, Inc.

## 2010 GRAND PRESIDENT Capt. Edward J. Morris



Captain Ed Morris was born in Petoskey, Michigan on May 5, 1950, the second of four children. Ed's parents were from St. Ignace & Mackinaw City, and Ed's father worked the ferries on the Straits of Mackinac, often taking Ed along back & forth between the two cities. In 1952, the family moved to Bay City, where Ed attended school and graduated from West Catholic High School in 1969. At age 19, Ed designed and built a 30-foot trimaran. It was years later, at a launch party, where Ed met his good friend's sister, Katherine L. Bach, whom he married on August 28, 1981. Ed proudly served in the Michigan National Guard from 1969 to 1975.

In 1985, Ed founded Morris Machine & Mold in Bay City, and soon thereafter began a tool & die apprenticeship program, which continues today.

In 1997, Capt. Morris became owner and Captain of the steamer *Hiawatha*, which is the last operational steam driven walking-beam side-wheeler in the world.

Also in 1997, Ed designed and built three 54-foot lighthouses for the State of Michigan. One was placed at the Pere Marquette dock in St. Ignace, and remains there today.

Ed is an avid collector of marine artifacts, and in addition to his real steamboat, has a collection of steam engines and parts. His favorite acquisition is the bronze propeller from the tug *Frederick T. Kellers*, which he worked aboard back in 1969.

Ed & Kathy have four grown children: Scott, Robyn, Sara and Jane. Kathy is a well known in the Bay City area as a musician in several bands. Captain Morris has served as President of Bay City Lodge No. 5 since 2001.

## GRAND PRESIDENT-ELECT Capt. Thomas R. McMullen



Tom's parents lived in Lansing, Michigan, but he was born in Bad Axe, where his grandparents had a farm and his grandmother was head nurse at the local hospital. When he was eight years old, his parents moved to Lakeland, Florida, and later to the Florida Keys. Tom spent his time fishing, diving, and operating charter boats until his graduation from Key West High School in 1965. After high school, Tom worked as a dolphin trainer with the original "Flipper." He joined the U.S. Navy in 1967 and went into the submarine service, serving on both ballistic missile subs and fast attack (hunter-killer) subs until 1972.

After leaving the Navy, Tom took a job with the State of California at the Menlo Park Marine Resource Lab. He participated in all aspects of California fisheries, including work being done inside the labs and on the research ship. Later, Tom partnered with a co-worker from the Research Lab and began a shark fishery in Key West, fishing between Louisiana and Mexico. Tom started his career on the Great Lakes in 1974 with the Ford Motor Company and wrote his original license in the spring of 1977. That year, he worked as Third Mate with Columbia Transportation, and the next year, he started as Third Mate with Ford.

In 1978, while working as 3<sup>rd</sup> mate aboard the Str. *Ernest R. Breech*, Tom met Susan Cortese, who was aboard for a trip with her sister & parents. (Susan's father worked at Ford as a benefits manager). Tom & Sue were married in 1981.

In 1989, Tom began working for Interlake Steamship Company when they took over the Ford boats. Tom has sailed both steamships and diesel-powered vessels. He is currently master of the M/V *Stewart J. Cort*.

Tom joined Detroit Lodge No. 7 in January of 1980, and has served the organization in various capacities, including Lodge President in 1992. In 2000, Tom was selected by the membership of Detroit Lodge No. 7 to receive the Lewis Ludington Award, a recognition established by Mariners' Church of Detroit.

Tom and Susan have been married for 30 years and live in Livonia, Michigan. They have two sons, Derek, 24, and Jeff, 22.

## FIRST GRAND VICE PRESIDENT ELECT Capt. Seann O'Donoughue



Captain Seann O'Donoughue grew up in Montreal, Quebec, and Mississauga, Ontario. As a youngster spending summers on the St. Lawrence River, he aspired to a seafaring career.

As a teen, he worked summers aboard the Toronto Brigantine *Pathfinder*, a two-masted tall ship. Other notable experiences include sailing aboard schooners on the East Coast of North America, as well as in the Caribbean.

In 1992, O'Donoughue graduated from the Marine Navigation Program at Georgian College. In 1995, he began his career at Algoma Central Marine — as 3rd mate on the *Captain Henry Jackman*, a seaway-size Great Lakes self-unloader. After a decade of mate appointments aboard several ships, he became Training Master in 2006. In 2007 he was appointed permanent Master of the *Algoisle*, a “straight-deck” bulk carrier. In October of 2010, he was given a new position as Master of the bulk carrier *Algoma Spirit*.

During winter lay-up, Captain O'Donoughue is involved in teaching, instructional development, new navigation technologies, and service to the profession. He teaches: Advanced Seamanship, Shiphandling, River Pilotage, and STCW Training on the Marine Simulator, at the “International Marine Training and Research Centre,” at Georgian College in Owen Sound. Current research projects include: building a digital database of Great Lakes river currents, and developing sharper graphics for teaching “Theory of ship squat” in connecting rivers of the Great Lakes.

In 1996, Captain O'Donoughue became a member of Georgian Bay–Huronian Lodge No. 15. Since then, his duties have included: (a) organizing the Annual Mariners Church service, (b) promoting the marine industry through media appearances, and (c) building active partnerships with the Sea Cadets and Merchant Navy Veterans Association. Recent achievements of ISMA Lodge No. 15 include: (a) raising \$15,000 for a public memorial commemorating Merchant Navy Sailors from World War II, and (b) commissioning a public art installation for the new Marine Simulator facility at Georgian College. Captain O'Donoughue and his wife, Andrea, have four children: Liam “Jigger” (10), Erin “Wavy” (8), and twins, Rohan “Mac” and Dylan “Finn” (5). They live in Owen Sound, Ontario.

## **GRAND SECRETARY - TREASURER Capt. George R. Skuggen**



Captain George R. "Skip" Skuggen began his sailing career in 1947, as a deckhand aboard the Steamer *Robert L. Ireland*. He worked his way up the ladder to become Captain in 1963, with time out for a four-year hitch in the United States Navy from 1950 to 1954.

Capt. Skuggen is a licensed Master and First Class Pilot for vessels of any gross tons on the Great Lakes and tributary waters.

He is a third generation Captain: He was Captain on a number of vessels in the Wilson Marine Transit Company, as were his father and grandfather. Skip's last four years with Wilson were as Fleet Captain.

In 1968, Skip was hired by the U.S. Coast Guard as Director of Great Lakes Pilotage. He retired from that position in 1990.

A member of Cleveland Lodge No. 4, Skip has served in a variety of local lodge positions, including President. In addition to serving as Grand Lodge Secretary-Treasurer, a position he has held since 1995, Skip was also chairman of ISMA's Navigation, Engineering, and Legislative Committee from 1991 to 1995.

A native of L'Anse, Michigan, Skip and his wife, Mary, now reside in Avon Lake, Ohio. They have three grown children, four grandchildren, and one great-grandchild.



## **PRESIDENT OF DETROIT LODGE NO. 7 Capt. Arthur B. Brooks III**



Captain Arthur B. Brooks, III was born and raised in the Detroit area. His roots in "Tigertown" go back to his great grandfather, Samuel Brooks, who established Brooks Lumber Company in 1896 on Trumbull Avenue, across from what was later known as Tiger Stadium. The company is still there after 115 years.

Art has always been attracted to water related activities. He spent his youthful days at the DYC or the family cottage on Base Lake near Dexter, Michigan. One of Art's first jobs was at European Motors where he would take delivery of autos arriving at the Detroit Harbor Terminal from overseas manufacturers.

Art and Sue Murray were married in 1960, making their home in Grosse Pointe Park and then St. Clair Shores. In 1974, Art and his family, including son, Kevin and daughter Karen, moved to their lakefront home around the corner from Metro Beach in Harrison Township. Their proximity to the lake reinforced Art's love of boating and the waterfront community organizations. The Brooks family, including three grandsons, have enjoyed many years of fun and involvement in boating related activities.

For many years Art has been active in boating organizations: the Shrine Yacht Club as Commodore in 1999; Anchor Bay Yachting Association Chaplain since 1993 and the Commodore for the year of 2006; and Chaplain of North Channel Yacht Club from 1990 to the present time. Art has served on the board of the Great Lakes Division of the U. S. Naval Sea Cadets in past years. He continues to be involved in supporting the cadet program as a Past Commodore of ABYA. The yacht club group holds various fundraising activities that benefit the Noble Odyssey Foundation, the Tri-county Marine Divisions, boating safety information programs and numerous marine environment organizations. Art has been the Safety Officer for the annual "Boat Town Festival of Lights Parade" for the last ten years. This is a highlight of the summer for the local boating community on the Clinton River.

Even though Art has not had the opportunity to be at the helm of a large sailing ship, a fond memory for he and Sue was having the opportunity to travel on the J.A. W. Iglehart from the Port of Alpena to Milwaukee, Waukegan and back.

Art's affiliation with the International Ship Masters' Detroit Lodge 7 began soon after he attained his Captain's license in 2000, thanks to his sponsor Captain Luke Clyburn. He enjoys the camaraderie of the Lodge members, and is thoroughly committed to the mission of the brotherhood.

## John S. 'Jack' Frost - Grand Marshal



Jack Frost grew up in southwest Detroit and spent summers in Belle River, Ontario on Lake St. Clair. After graduating from St. Gabriel High School in 1970, he entered the U.S. Air Force and spent time in North Carolina, Florida, Turkey, and North Dakota. Upon his Honorable Discharge in 1974, he enrolled at Minot State College. In 1976, Jack returned to Detroit and started working for the U.S. Army Corps of Engineers. He has held a number of positions with the Corps over the years, working on tugs, crane barges, and dredges. In 1989, Jack became Captain of the survey vessel *North Central*.

A Master Diver, he is called upon for emergency operations, and has worked seven different disasters throughout the U.S. as well as Baghdad, Iraq in 2003 & 2004. In 1999, he took a position as Cost Estimator at the Detroit District office, where he is currently the Senior Cost Estimator. Jack maintains his 200-ton towing license by working with the U.S. Navel Sea Cadets aboard the *Greyfox*.

Jack joined Detroit Lodge No. 7 in 1989, and has served the organization in various capacities, including Lodge President in 2005.

Jack and Anita have been married for 26 years and live in Allen Park, MI

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## Stephen E. Hammarskjold - Grand Warden



Steve Hammarskjold was born and raised here in the City of Detroit. He developed a life-long love of ships and shipping, in part, due to frequent trips to the Detroit River to see all the activity of this very busy port. He started to develop his nautical skills by attending S.U.N.Y. Maritime College as a cadet on its training ship *Empire State IV*.

Steve started work in 1968 for a Norfolk Southern Railroad predecessor company on their river car-ferry steamers *Detroit*, *Manitowoc*, and *Windsor*.

He progressed to sail the NS' towboats *F.A. Johnson* and *R.G. Cassidy* as Operator / Master of uninspected towing vessels and First Class Pilot.

When NS ceased its railroad carfloat service, Steve continued to work with them as a locomotive engineer until his retirement in October of 2010, after 42 years of company service.

He met his wife-to-be, Shelly, on a blind-date for a Detroit Lodge dinner-dance and they were married the next year (1994).

Steve joined Detroit Lodge No. 7 in 1977 and, over the years, has served the Lodge in a variety of offices including Lodge President in 1985 and Delegate to the Grand Lodge in 1986. He was a Lewis Ludington Award recipient in 1988.

## Dale K. Mason - Grand Sentinel



Dale K. Mason was born and raised on the east side of Detroit. Dale attended the U.S. Merchant Marine Academy at Kings Point, New York and graduated in 1978 with an engineering degree, USCG engineering license and commission as Ensign in the U.S. Naval Reserve.

Dale's first sailing position upon graduation was with Global Marine on the *Glomar Pacific*. After one year, he began sailing with MEBA-District 2 / Cleveland Tankers, where at age 30, he obtained his Chief Engineer's license and sailed as one of the youngest chiefs on the Great Lakes at that time. He has also sailed for U.S. Steel, Pringle Transit and American Steamship Company. In 1986, Dale went to work as Senior Port Engineer in the U.S. Naval Ship TAGOS program out of NAB Little Creek, Norfolk, VA, directing the engineering activities for the east coast fleet. Over this period of time Dale advanced to the rank of LT. in the USNR. From 1992 to 1999 Dale returned to sailing with Cleveland Tankers until just before the fleet was disbanded in 2005. He came ashore and worked as a Preventative Maintenance Manager at TRW and is currently working as an engineer at the Eastern Michigan University power plant for the last 8 years.

Dale Mason joined Detroit Lodge No.7 in 2003 and has served in various capacities, including Lodge President in 2009.

Dale and his wife Mary Lou have been married for 30 years and reside in Clinton Township, MI and Put in Bay, OH; they have two sons: Aaron (26) and AJ (Andrew) (23).

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## John A. Sarns - Convention Chairman



Captain John Sarns was born in Mt. Clemens, Michigan. As a boy growing up along the shores of Lake St. Clair, he watched the big boats go by all summer, and was fascinated by them. Then he was lucky enough to get a 4th grade teacher who had worked as a deckhand on the Great Lakes in his younger years. He would frequently share sea stories with the class, and this sparked John's interest in a maritime career.

John graduated from the Great Lakes Maritime Academy in 1986, and in 1987, began sailing for Oglebay Norton Company. He received his Master's license in 1995 and first sailed as Captain in 1998. When Oglebay dissolved in 2006, he began working for American Steamship Company, retiring in 2010. He currently resides in the Detroit area and works part-time for the J.W. Westcott Company. He has been a member of Detroit Lodge No.7 since 1988, and served as Lodge President in 1998.



## International Shipmasters' Association

### 2010 Grand Lodge Officers

Grand President: Capt. Edward J. Morris

Grand First Vice President: Capt. Thomas R. McMullen

Grand Second Vice President: Capt. Seann O'Donoghue

Grand Secretary/Treasurer: Capt. George R. Skuggen

Grand Chaplain: Capt. Arthur B. Brooks III

Grand Marshal: Capt. John S. Frost

Grand Warden: Capt. Stephen E. Hammarskjold

Grand Sentinel: Chief Engineer Dale K. Mason

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## Detroit Lodge No. 7

### 2011 Officers

President: Arthur B. Brooks III

First Vice President: William T. Griffore

Second Vice President: Patrick A. Beard

Secretary / Treasurer: Paul M. Jagenow

Co-Chaplains: Rev. Richard W. Ingalls, Jr. &

Rev. Russell E. Kohler

Marshal: Dennis E. Pomeroy

Warden: John C. Mantyk

Sentinel: Bernard M. Ogden

Lodge Co-Surgeons: Thomas W. Baumgarten, M.D.

Larry W. Stephenson, M.D.



DETROIT LODGE NO. 7 RECOGNIZES WITH PRIDE  
OUR SURVIVING PAST GRAND PRESIDENTS



**Captain Donald Erickson**  
Grand President 1970



**Captain William Hoey**  
Grand President 1983



**Captain Ronald Ingram**  
Grand President 1991



**Captain Patrick Owens**  
Grand President 2002

THANK YOU FOR YOUR SERVICE TO THE  
GRAND LODGE AND TO DETROIT LODGE NO. 7



**PAST GRAND PRESIDENTS  
OF THE INTERNATIONAL SHIPMASTERS' ASSOCIATION**

<b>YEAR</b>	<b>GRAND PRESIDENT</b>	<b>HOME PORT</b>
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. Auttonson. . . . .	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 . . . . .	Detroit, 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
1935 . . . . .	William S. McDonald. . . . .	Kenmore, New York
1936 . . . . .	C.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. Hogleund. . . . .	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. Shinsky	Buffalo, New York
1961	Sid Williamson	Toronto, Ontario
1962	Shirel D. Ferson	Lincoln Park, Michigan
1963	Arne D. Tenhula	Brookfield, Wisconsin
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	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 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
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



## 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.

## LOCAL LODGES



Buffalo Lodge 1  
Port Huron Lodge 2  
Chicago Lodge 3  
Cleveland Lodge 4  
Bay City Lodge 5  
Detroit Lodge 7  
Toledo Lodge 9  
Twin Ports Lodge 12

Georgian Bay - Huronia 15  
Thunder Bay Lodge 16  
Green Bay Lodge 18  
NE Michigan Lodge 19  
Niagara District Lodge 20  
Muskegon Lodge 21  
Twin Sault Lodge 22  
Grand Traverse Lodge 23





## Detroit Lodge No. 7 Honors Long-Time Members

The International Shipmasters' Association is comprised of different membership categories: Active Professional, Active-Retired, Associate, and Cadet.

Within the marine community, all our members work closely with various shipping companies, federal, state, and local government agencies, and recreational boating groups to provide safe and efficient waterways on the Great Lakes and Saint Lawrence Seaway.

Detroit Lodge No. 7 would like to acknowledge certain members of our lodge for their long-time service to the International Shipmasters' Association:

### **58 Years**

**Capt. Donald E. Erickson** – Pennant 9570  
Retired – S/S *William Clay Ford*  
Past Grand Lodge President – 1970  
Member of ISMA since March 18, 1952

### **52 Years**

**Capt. Robert J. Greene** – Pennant 9813  
Retired – Lake Pilots Association (Dist. 2)  
Member of ISMA since January 6, 1959.

### **50 Years**

**Capt. Warren F. Fuller** – Pennant 9857  
Retired – Tug *Bonanka*  
Member of ISMA since March 1, 1960

### **48 Years**

**Capt. Elmer V. Dunn** – Pennant 10349  
Retired – S/S *William Clay Ford*  
Member of ISMA since December 11, 1962

### **47 Years**

**Frederic E. Weber** – Pennant A-1293  
Retired – Detroit Edison Co.  
Member of ISMA since February 11, 1964

### **46 Years**

**Capt. William A. Hoey III** – Pennant 10147  
Gaelic Tugboat Company  
Past Grand Lodge President – 1983  
Member of ISMA since March 3, 1964

### **40 Years**

**Joseph M. Bourbeau** – Pennant A-1426  
Attorney at Law  
Member of ISMA since January 19, 1971

### **37 Years**

**Frank A. Blust** – Pennant A-1484  
Retired – U.S. Lake Survey  
Member of ISMA since January 29, 1974

### **36 Years**

**Capt. William J. Graham** – Pennant 10127  
Nicholson Terminal & Dock Co. / M.Y. *Helene*  
Member of ISMA since March 9, 1974

### **36 Years**

**Capt. William A. Vallier** – Pennant 10125  
Retired – Michigan Bell Telephone Co.  
Member of ISMA since March 19, 1974

### **36 Years**

**Capt. Ronald R. Ingram** – Pennant 10140  
Retired – R/V *Lake Guardian*  
Past Grand Lodge President - 1991  
Member of ISMA since February 4, 1975

### **35 Years**

**Capt. Robert A. Sanderson** – Pennant 10152  
Tug *Avenger IV*  
Member of ISMA since February 25, 1975



Congratulations  
To  
Captain  
Tom McMullen



The Grand Lodge  
President  
For 2011

From the Grand Lodge of The  
International Ship Masters'  
Association

*Congratulations and Godspeed to Capt. Thomas R. McMullen on his tour of being our Grand President*



## **Old Mariners' Church**

*The Maritime Sailors' Cathedral*  
In Detroit's Riverfront Civic Center

A National and State Historic Landmark "Worthy of the most careful preservation."

### **SERVICES**

#### **Sunday:**

8:30 and 11:00 a.m. – The Holy Communion

11:00 a.m. – Church Sunday School

#### **Thursday:**

12:10 p.m. – The Holy Communion

### **The Forty-Seventh Annual Blessing of the Fleet:**

Sunday, March 13, 2011 – 11:00 a.m.

The Rev. Richard W. Ingalls, Jr., Rector  
170 E. Jefferson Avenue; Detroit, Michigan 48226  
Parish Office (313) 259-2206

Free secured parking in the Ford Auditorium Garage, with  
entrance in the median strip of Jefferson Avenue at Woodward.



## OBITUARIES

*The Lord is my Pilot, I shall not drift.  
He guides me across the dark waters.  
He steers me in deep channels.  
He keeps my log.  
He pilots me by the star of holiness for His name's sake.  
Yea, though I sail 'mid the fenders and tempests of life,  
I shall dread no danger for He is near me.  
His love and care shelter me.  
He prepares a harbor before me in the homeland of eternity.  
He anoints the waves with oil, my ship rides calmly.  
Surely sunlight and starlight shall favor me on my voyages, and  
I will rest in the Port of our Lord forever.*

*John H Roberts, 1874*

**Mark R. Fraley – February 19, 2010**

Pennant No. 12272 • Muskegon Lodge No. 21

**Richard D. Smith – May 11, 2010**

Pennant No. 11257 • Green Bay Lodge No. 18

**Roger A. Stahl – May 20, 2010**

Pennant No. 10300 • Detroit Lodge No. 7

**Robert H. Hanford – June 4, 2010**

Pennant No. A -12036 • Port Huron Lodge No. 2

**Charles W. Tully – June 16, 2010**

Pennant No. 10421 • Niagara District Lodge No. 20

**Richard N. "Dick" Earl – September 15, 2010**

Pennant No. A -11870 • Detroit Lodge No. 7

**George E. LaPlante, Jr. – October 12, 2010**

Pennant No. 12236 • Detroit Lodge No. 7

**George N. Eskolin – October 18, 2010**

Pennant No. 10263 • Twin Ports Lodge No. 12

**William E. Bauman – November 17, 2010**

Pennant No. 10263 • Bay City Lodge No. 5

**Ronnie N. "Rev. Ron" Ronneberg – November 26, 2010**

Pennant No. A-11760 • Twin Sault Lodge No. 22



## HISTORY OF DETROIT LODGE NO. 7

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.

The history of Detroit Lodge No. 7 dates back to the spring of 1890, when organizers from the 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. In 1908, the lodge rooms moved to the 2nd floor of the Biddle House, at 234 Jefferson Avenue. The quarters at the Biddle House included a billiard room, along with a parlor and library for the Ladies Auxiliary. The lodge rooms were again moved to several locations over the years, including rooms on the 7th floor of the Merchants Building from 1933 to 1939, the Lincoln Building (now demolished) from April of 1939 to March of 1946, the Barlum Hotel (later called the Henrose Hotel) from December of 1946 to March of 1961, and the Pick-Fort Shelby Hotel from January 1962 to 1968. In January of 1968, by arrangement with Curator Robert E. Lee, lodge meetings shifted to the Dossin Great Lakes Museum on Belle Isle. When John Polacsek took over as Curator in 1981, he continued 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, and at the J.W. Westcott Company on the Detroit River. Our last winter meeting is traditionally held at Mariners' Church of Detroit.

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 1891, is the longest running dinner dance in Detroit's history. For many years, the dinner-dance was a major event on the city's social calendar. In 1914, attendance peaked at 4,000 guests when the event was held at the newly-opened Arcadia Dancing Hall on Woodward Avenue.

Over the years, Lodge No. 7 has provided a number of prominent mariners who have served faithfully as Grand Lodge Officers and committee members. 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. Auttonson (1914)  
Capt. William J. Crosby (1916 thru 1918)  
Capt. Lee C. DeNike (1920 thru 1924)  
Capt. Fred N. Watts (1928)  
Capt. George W. Wilson (1937)

Capt. Rudolph 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)

Detroit hosted its first I.S.M.A. convention in 1895. In more recent years, Lodge No. 7 has hosted conventions in 1962 at the Pick-Fort Shelby Hotel in Detroit; in 1970 at the Detroit Hilton (Statler) Hotel; in 1977 at the Dearborn Inn; in 1983 at the Northfield Hilton in Troy; in 1991 at the Fairlane Holiday Inn in Detroit; and in 2002 at the Doubletree Hotel in Novi.

The membership of Detroit Lodge No. 7 is proud to be hosting the 2011 Grand Lodge Convention at the same location as the 1962 convention: The newly restored Doubletree Fort Shelby Hotel in Downtown Detroit. This marks the 121st such meeting of the I.S. M. A.

Today's membership includes people from all aspects of the maritime community, including ship masters, mates, tug and yacht officers, boat operators, shoreside managers, and related business interests. Detroit Lodge No. 7 is the largest lodge in the International Shipmasters' Association.

On April 2, 2011 the lodge will celebrate its 120th anniversary.

With a rich and colorful past, Detroit Lodge No. 7 looks with great confidence to an exciting and successful future.

**INTERNATIONAL SHIPMASTERS' ASSOCIATION  
DETROIT LODGE NO. 7**

**Chartered April 2, 1891**



*120 Years: 1891-2011*

The membership of Detroit Lodge No.7 congratulates  
Captain Tom McMullen  
upon his elevation to Grand Lodge President.

Detroit Shipmasters are proud and honored to have  
Tom represent our lodge as President of I.S.M.A.

Arthur B. Brooks III, President

[www.detroitlodge7.org](http://www.detroitlodge7.org)



## HISTORY OF THE FORT SHELBY HOTEL

Originally opened in 1917, the Fort Shelby Hotel represented the exuberance and optimism that fueled Detroit's rise in the early 20th century. Named after a revolutionary war era fort that was located near the site, the Fort Shelby quickly became one of Detroit's top luxury hotels. In 1927, the hotel expanded with the addition of a 22-story tower designed in the Beaux-Arts style by famed Detroit architect Albert Kahn.

In 1951 it was sold to the Albert Pick Hotels chain and renamed the Pick-Fort Shelby.

The Pick-Fort Shelby was the site of the 1962 International Shipmasters' Association Grand Lodge Convention, and from 1962 thru 1967, it was the site of Detroit Lodge No. 7's regular membership meetings.



However, by the late 1960's and early 1970's, with more customers opting for newer suburban hotels and motels, the Pick-Fort Shelby struggled with low occupancy.

Pick closed the hotel in 1973 and sold the building to investors who reopened it as The Shelby Hotel, a hotel & apartment complex geared toward youth. However, this was short-lived and it soon closed again. It would remain closed for the next 33 years.

In 1983, the vacant building was added to the National Register of Historic Places.

Finally, in the spring of 2007, a \$90 million restoration project began. The construction concluded on December 15, 2008, when the hotel re-opened as the Doubletree Guest Suites Fort Shelby / Detroit Downtown.

Except for the classic exterior, marble floors, and marble staircase, the Doubletree Fort Shelby is a completely new hotel. Guest suites average 650 square feet with individual temperature controls, windows that open, private bedroom with one king or two queen beds and a 32-inch LCD, HDTV. Living rooms offer a pull-out sofa bed, a second 32-inch LCD, HDTV, and large work desk with desk top connectivity to complimentary wired and wireless high speed internet access. Suites also contain a Wolf Gang Puck® Coffee Maker, Doubletree Alarm Clock radio with IPOD® connection, and in-room safe.

Almost half a century has passed since Detroit Lodge No. 7 last hosted the Grand Lodge Convention at the Pick-Fort Shelby Hotel. The membership of Detroit Lodge No. 7 is pleased that after 49 years, the Fort Shelby Hotel is once again the site of the International Shipmasters' Association Grand Lodge Convention.

*Congratulations on  
becoming the 106th  
Grand Lodge President.*

*We are very proud of you.*

*Love from your family,*

*Susie, Derek, and Jeff*

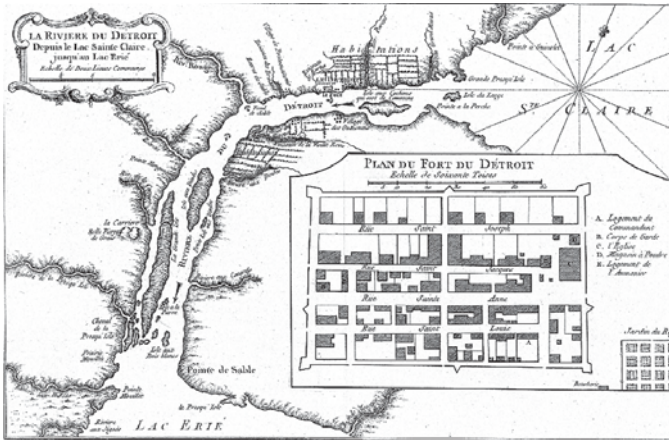


Jim Jackson

# History of Fort Shelby

In 1701, the French built the first Fort in Detroit to protect their valuable fur trade from the English by blocking passage through the Detroit River. The British captured the Fort in 1760 and the Fort fell into disrepair and a new Fort was built in 1779. Fort Shelby was built by the British in 1779 as Fort Lernoult, and was ceded to the United States by the Jay Treaty in 1796. It was renamed Fort Detroit by Secretary of War Henry Dearborn in 1805.

**The War of 1812:** British General Isaac Brock set up artillery batteries in what is now Windsor, Ontario, directly opposite the fort. On the morning of August 15, 1812, Brock sent a demand to Hull, with an implicit threat of massacre at the hands of his Indian allies. The following morning, under cover from their batteries as well as the ships HMS Queen Charlotte and HMS Hunter, the British crossed the Detroit River and began advancing on the fort. As casualties began to rise, and fearing slaughter at the hands of the Indians, Hull surrendered the fort and all of its weapons, as well as two detachments of troops under the command of Colonels Lewis Cass and Duncan McArthur that were returning to the fort. General Hull was court-martialed for surrendering the fort without a fight, and sentenced to be shot, but he was pardoned by President James Madison.



The fort remained in British hands for over a year, until the Battle of Lake Erie. Following their defeat in the naval battle, and with General William Henry Harrison advancing on Detroit with 1,000 troops, the British retreated to the Canadian side of the river. Duncan McArthur, by then a general, took possession of the fort on September 29, 1813, and the fort was renamed Fort Shelby in honor of Governor Isaac Shelby of Kentucky, who had come to the aid of General Harrison with a regiment of volunteers. The fort was occupied for the next 13 years, but fell into disrepair. Congress gave it to the city of Detroit in 1826, and it was demolished in 1827.

**The site today:** The fort was centered on the present-day intersection of Fort Street and Shelby Street in downtown Detroit, and bounded by Michigan Avenue, Griswold Street, W. Congress Street, and Cass Avenue. While excavating in 1961 to build the Detroit Bank & Trust building, the remains of a wooden post from the fort were discovered. A total of over 8000 artifacts were retrieved and are now housed at the Anthropology Museum at Wayne State University. Today, the site is occupied by the Theodore Levin United States Courthouse, the western portion of the Penobscot Building and the Federal Reserve Bank of Chicago Detroit Branch Building. The Doubletree Guest Suites - Fort Shelby stands one block west of the outer wall of the old fort.

Best Wishes  
for a great  
Convention!  
2011



PGP William Hoey  
Lodge 7 member since 1964

# GAELIC TUGBOAT COMPANY



## ***Detroit's Homegrown Tugboat Company***

Capt. William A. Hoey created the nucleus of the Gaelic Tugboat Co. when he formed the Inland Marine Navigation Co. in 1964. This company became the Gaelic Tugboat Company in 1967. From 1961 to 1964 Bill worked part time for the Fuller Marine Towing Co. and sailed on the Fuller tug *Bonanka*. He eventually purchased the Fuller Marine Towing Co. in 1965.

The Gaelic fleet, painted in the colors of Ireland, with green trim & orange stacks, is easily recognized on the Detroit waterfront. The company flag is also distinctive, an orange banner with a large white diamond in the middle. The white diamond is surmounted with a green shamrock.

The company purchased, refurbished and sold many tugs over the years. As vessels came into and left the Gaelic fleet many bore the names of numerous bodies of water and place names in Ireland, such as *Tipperary*, *Donegal*, *Killarney*, *Kilkenny*, *Galway*, *Kinsale*, *Shannon*, *Bantry Bay*, *Newcastle* and *Wicklow*. Several tugs have been named after members of the Hoey family, including *Carolyn Hoey*, *Susan Hoey*, *William Hoey* and *Patricia Hoey*. In 1995 the company honored its longtime fleet engineer Roger Stahl by naming a rebuilt tug the *Roger Stahl*. Today the Gaelic fleet includes the tugs *Patricia Hoey*, *Carolyn Hoey* and *Shannon*, plus the barge *Marysville*.

In the 1990's, Gaelic branched out into the cruise line and passenger business. The *Diamond Jack*, *Diamond Belle* and *Diamond Queen* are the mainstays and workhorses of Diamond Jack's River Tours. The "Diamond" boats are seen daily in the summer months carrying large numbers of partygoers and sightseers on the Detroit River and nearby waterways with occasional cruises up to Lake St. Clair, the St. Clair River, Port Huron and western Lake Erie.

Captain Hoey retired as company President in 2000 and his son William Hoey IV was named President. After his son's untimely death in 2001, the company was placed in the capable hands of Capt. Hoey's daughter Patricia and her husband Steve Carrothers. The Carrothers continue to manage both companies to this day.

Captain Hoey served as Grand Lodge President in 1983 and during his tenure chartered, organized and installed one new lodge, Niagara District Lodge No. 20, and reorganized and reopened Thunder Bay Lodge No. 16. He has always been proud of Gaelic's involvement with the ISMA and over the years encouraged many of his employees to join the ISMA, including Dennis Szemak, Gale Shafer, Rudy Rabe, Bob Racette, Bill Cline, Roger Stahl, Jason Dmitruchina, Paul LaMarre, Mike Nicholls and Steve Carrothers to name only a few. Though now retired, Capt. Hoey continues to have a devoted interest in the Great Lakes Maritime Industry and the Shipmasters.



## Five Generations of Participation in Detroit Lodge No. 7



Captain John Ward Westcott  
(1848-1913) Pennant No. 357



John Ward Westcott II  
(1883-1958) Pennant No. A-193



John Ward Westcott III  
(1910-1969) Pennant No. A-333



M. June (Westcott) Hogan  
(1919-2010) Life Member, Lodge 7 Auxiliary

Joseph J. Hogan  
(1917-1995) Pennant No. A-1486



James M. Hogan  
Pennant No. A-10317  
President, J.W. Westcott Co.



James Joseph Westcott Hogan  
Pennant No. A-12617  
Vice President, J.W. Westcott Co.

*Compliments of the J. W. Westcott Company*



# HISTORY OF THE J. W. WESTCOTT COMPANY



The J. W. Westcott Company was founded in 1874 by Captain John Ward Westcott. Born on Lime Island in 1848, Captain Westcott began his sailing career at the age of 12 as cabin boy on the steamer *FORRESTER*. By the age of 20, he acquired his master's papers, becoming the youngest captain on the Great Lakes. During his years as master, Captain Westcott developed a keen interest in improving navigation aids and services to vessels on the Lakes. In the early 1870's, Capt. Westcott noticed that, due to the narrow channel, many vessels were grounding around the head of Belle Isle. He constructed range lights at Windmill Point, and collected a small fee from vessel owners at the end of the season. After only a couple years, the federal government put up its own set of range lights, and effectively drove Capt. Westcott out of business. During this same time, however, he developed the idea of a marine reporting agency in the port of Detroit, which he successfully established in 1874.

Westcott's idea was to establish himself as an agent for the various shipping companies, transmitting to each passing vessel its destination and dock information. Given the nature of communications at the time, there was clearly a need for such a service. When ships left ports on the upper Great Lakes, masters rarely were certain of their destinations. Although most bulk cargoes were consigned to Cleveland, traffic and dock conditions could change during the course of the trip down the lakes. At the same time, each company closely guarded the secrecy of vessel destinations.

During the first years of operation from the foot of Joseph Campau Street, Capt. Westcott worked alone, day and night, rowing out to passing boats and delivering his messages by means of a rope and bucket thrown from the passing vessel. He slept in his rowboat whenever a break in traffic allowed.

Captain Westcott survived several challenges from competitors, and his business gradually grew. In 1876, he moved his office to the foot of 3<sup>rd</sup> Street, and he moved again in 1877 to the foot of Woodward Avenue, near the Detroit – Windsor Ferry. The firm began to provide a wide range of services, most notably U.S. Mail. In 1895, the J. W. Westcott Co. was named an official postal station. By 1910, the company had grown to employ six full time staff members, and was considered one of the central gathering places of the Detroit marine community. It was also in 1910 that the firm took delivery of its first power driven vessel, the *J. W. WESTCOTT*. In 1913, the office moved again, to the foot of 1<sup>st</sup> Street, where it remained until 1955, when it moved again to its present location at the foot of 24<sup>th</sup> Street, just below the Ambassador Bridge.

Tragedy struck the company on October 23, 2001, when the *J. W. Westcott II* sank while attempting to service the MT *Sidsel Knutsen*. Captain Cathy Nasiatka and deckhand Dave Lewis were both killed in this accident. The *J. W. Westcott II* was salvaged and put back into service.

Now entering its 137<sup>th</sup> year of service to the Great Lakes shipping industry, the company remains in the family of its founder, Captain John Ward Westcott. Current owner and manager James Hogan is the great grandson of John Ward Westcott, making him the fourth generation owner of this family business.

Since its founding, the ISMA has always enjoyed the support of the J. W. Westcott Company, as John Ward Westcott was one of the first members of Detroit Lodge No. 7. This tradition continues today, as the company continues to support the goals of the ISMA, and sponsors many activities of Detroit Lodge No. 7.

**Congratulations to Captain Tom McMullen  
and  
Greetings to all Shipmasters  
from  
The Crew at Westcott's**



**The J. W. Westcott Co.**

Foot of 24<sup>th</sup> Street  
Detroit, Michigan 48222

Phone 313-496-0555

Fax: 313-496-0628



**Back Row:** Len Tanner, Joel Hepola, Bill Griffore, John Coulston,  
(L - R) John Sarns, Paul Jagenow.

**Middle Row:** Ryan Gazdecki, Jason Elliott, Bob Dunn, Bill Redding,  
Jean Szatkowski.

**Front Row:** Mark Grabowski, Jimmy Hogan, Sam Buchanan,  
Jim Hogan

**CONGRATULATIONS**  
CAPTAIN THOMAS M<sup>C</sup>MULLEN  
&  
DETROIT LODGE #7



BEST WISHES  
PORT HURON LODGE #2



## HISTORY OF THE INTERLAKE STEAMSHIP COMPANY

The Interlake Steamship Company was launched in 1913 in a consolidation that brought together all the vessels formerly managed by Pickands Mather & Company under a variety of fleet names. But Interlake's keel was laid years earlier with the founding of Pickands Mather & Company in 1883 by three Ohioans – Col. James Pickands, Samuel Mather, and Jay C. Morse. Along with an interest in Upper Michigan iron range land, the fledgling firm purchased a 13/20 interest in the 1700-ton capacity wooden steamer *V.H. Ketcham* (built in 1874 at Marine City, MI; 242' x 41' x 24').

As the appetites of lower lake furnaces grew, demand for raw materials from the North increased. More ships were needed. In 1887, two 246-foot vessels were launched, and as the 1880s came to a close, Pickands Mather was chosen to manage the Minnesota Steamship Company. Pickands Mather formed the Huron Barge Company in 1882, and organized the Interlake Company in 1894 with its first vessel, *Kearsarge*.

In 1901, major changes occurred throughout Great Lakes shipping fleets, and Pickands Mather relinquished management of two substantial fleets, leaving the company with four ships and two barges. Determined to retain Pickands Mather's prominent position in Great Lakes commerce, Harry Coulby took the Marine Department's helm in 1904, organized the Mesaba Steamship Company, and immediately ordered a 545-foot freighter, *Amasa Stone*, which entered service the following spring. In 1907, Lackawanna Steamship Company was organized. As the 1908 sailing season began, Pickands Mather's marine department operated 17 vessels in its four fleets.

Coulby had bigger ideas, however. In the spring of 1913, the four fleets with 17 vessels were merged into the Interlake Steamship Company. Another 17 vessels were purchased from the Gilchrist fleet, and seven acquired from the Provident, Standard, and Acme steamship companies. The new fleet numbered 39 ships with a combined per-trip capacity of 218,000 gross tons (20-foot channel depths).

In 1916, Interlake purchased two more ships and built its first 600-foot vessel, *Henry G. Dalton*. Six more followed in the 1920s. To honor the man at Interlake's helm, SS *Harry Coulby* was commissioned in 1927. Larger than any other contemporary lake freighter at 631' x 65'; she was the first to carry more than 16,000 tons.

By 1933, the Interlake fleet consisted of 49 freighters. But the Great Depression had hit, and many vessels remained in layup. The outbreak of World War II increased demand for steel and the iron ore to produce it. To meet the needs of the war's effort, the Interlake fleet was expanded in 1943 by the addition of Maritime-class ships.

Over the years, Interlake continued fleet modernization and expansion. As older, uneconomical vessels were removed from service, new ships were added. Vessel size continued to increase, and with the opening of the St. Lawrence Seaway in 1959, the 700-foot class was born. Interlake's 710-foot SS *John Sherwin* became the flagship in 1959. By the mid-60s, the Interlake fleet, with 19 vessels, was the second largest American bulk fleet on the Great Lakes.

Lengthenings, conversions, acquisitions, and new construction increased capacity and diversified the fleet. In 1972, SS *Charles M. Beeghly* received a new 96-foot midbody section. A similar lengthening of SS *Sherwin* followed. In 1975, SS *Herbert C. Jackson* was the first of three Interlake straight-deckers converted to self-unloaders.

The new Poe Lock at the Soo made 1000-foot ships feasible, and Interlake entered into a contract – the largest to date in Great Lakes history – with American Ship Building Company for construction of two of the behemoths. When MV *James R. Barker* (1004' x 105' x 50') entered service in 1976, she was not only four feet longer than the largest existing lake freighter, but also the first 1000-foot class ship built entirely on the Great Lakes. Interlake's fleet expansion included delivery of three 1000-footers between 1976 and 1981 – MV *James R. Barker*, MV *Mesabi Miner*, and MV *William J. DeLancey* (now MV *Paul R. Tregurtha*), largest vessel on the Great Lakes at 1013.5' x 105' x 56'. Together they added 194,600 gross tons to Interlake's total trip capacity.

Following several Pickands Mather & Company corporate changes, The Interlake Steamship Company became a privately held company in 1987 under the direction of James R. Barker and Paul R. Tregurtha.

In April 1989, the three remaining boats of the Rouge Steel fleet were purchased and organized as Lakes Shipping Company, Inc.

In 1997, the idle SS *J.L. Mauthe* was converted to the self-unloading barge *Pathfinder*, which began operation in 1998. While this work was progressing, construction began on a new, 7200-horsepower, twin Z-drive tug *Dorothy Ann*, which entered service with the *Pathfinder* in June 1999.

In 2005, Interlake secured the bareboat charter of MV *Stewart J. Cort*, which routinely delivers taconite to the Arcelor Mittal steel plant at Burns Harbor, IN. Affectionately known as “#1,” the *Cort* was the first 1000-footer in operation on the Great Lakes when she entered service in 1972 for what was then the Bethlehem Steel Corporation fleet. The *Cort* is the only 1000-footer with pilot house forward; in fact, all her crew are housed in the forward cabins.

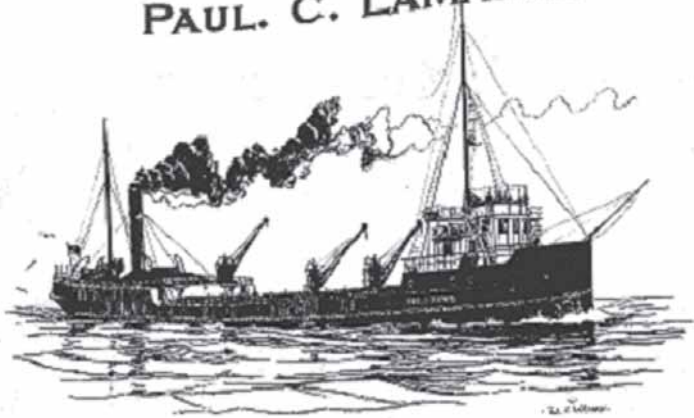
Recently, Interlake updated the propulsion systems of three ships in the fleet. The World War II vintage *Lee A. Tregurtha*'s original steam power plant was replaced with a modern, efficient diesel during the 2005-06 layup period. The formerly steam-powered *Charles M. Beeghly* was similarly re-powered with a diesel plant during layup 2008-09. And MV *Paul R. Tregurtha*'s original two 16-cylinder diesels were replaced with two medium-speed 6-cylinder diesel engines during the winter of 2009-10.

Today, the Interlake Steamship fleet includes nine self-unloaders and one straight-deck carrier (*John Sherwin* in long-term layup) with a combined total trip capacity of 412,550 gross tons. Annual cargo volume is over 20 million tons.

– Christine R. Rohn – Tielke



PAUL. C. LAMARRE JR.



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## Cover & Centerfold Artwork by Paul C. LaMarre, Jr. of Port Huron Lodge No. 2



Paul LaMarre, Jr., of Algonac, Michigan is known around the Great Lakes Region for his detailed and realistic watercolors and inks of Great Lakes Shipping. His works are on permanent display in shipping company executive offices, marine museums and private collections internationally.

He has had numerous 'one-man shows' at museums and galleries throughout the region including the Dossin Great Lakes Museum, the Canal Park Marine Museum, the Great Lakes Historical Society Museum, South Dakota State University, and the Manitowoc Marine Museum. In addition to his portfolio of limited edition prints, he also accepts commissions for original works. He has been commissioned by many lake shipping companies and groups including the Interlake Steamship Co., Canada Steamship Lines, P&H Shipping, Inland Lakes Shipping, Kinsman Lines, Cleveland-Cliffs Steamship Company, Oglebay Norton Co., Ford Motor Company, Lake Carriers' Association, USS Great Lakes Fleet, the Marine Historical Society of Detroit, the Steamer Columbia Foundation, and more.

Paul's father introduced him to the Lake Ships at the age of ten with a tour of the Great Lakes Engineering Works during the construction of the *Str. Arthur B. Homer*. A graduate of the University of Detroit, he has no formal art training. In his words, he has "been given the blessing of a modest talent that money can never buy." He credits his "beginning" in marine art – and is ever grateful to Rev. Edward J. Dowling, S.J., of the University of Detroit, most knowledgeable and respected Great Lakes Historian and marine artist who encouraged and mentored many times.....and to Robert E. Lee, who, as curator of the Dossin Great Lakes Museum, gave Paul his first "one man show".

Paul is currently corporate treasurer of the Gaelic Tugboat Company and Diamond Jack's River Tours of Detroit, and is past member of the Board of Directors of Lower Lakes Towing Company Co., Ltd, of Port Dover, Ontario. He holds a U.S. Coast Guard 100-ton master's license, and is relief captain aboard the vessels of the Diamond Jack Fleet and the J.W. Westcott mailboat. In addition to being a member of ISMA Port Huron Lodge No. 2, he is past President of the Propeller Club of the Port of Detroit, past President of the Marine Historical Society of Detroit and a member of numerous historical groups. He is also known for his marine photography and is credited with having taken the last known photo of the *Str. Edmund Fitzgerald*. Having sailed for more than twenty years, Paul has seen and photographed the Great Lakes from Duluth to Quebec from over seventy-five vessels. This has enabled him to capture the detail and accuracy for which he is so well known.

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# CONGRATULATIONS

## Captain Tom McMullen

Captain Mel Riecher and Captain Robert P. Neesley



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*Entertainment on Thursday evening will be provided by*  
**The Balduck Mountain Ramblers**

The Balduck Mountain Ramblers is a Detroit-based acoustic quintet. Since 1984 they have been dedicated to playing the finest American Stringband music.

Named after one of the few topographic features on the northeast side of Detroit – the toboggan hill at Balduck Park – the group's repertoire ambles freely from Bluegrass to Western Swing, Folk to Sea Chanteys, Pub Tunes, Gospel, A Capella - no lyric or musical genre can be considered safe when they are on a roll.

After twenty six years of Ramblin', performing everywhere from museums to cow barns...they are still best of friends.



**Joel Stone** – mandolin, whistles, bodhran and snare

**Mike Sawicki** – bass fiddle

**Gerry Castle** – guitar, mandolin, banjo, dobro, harmonicas

**John Denomme** – guitar and bass fiddle

**Kevin Taylor** – guitar, mandolin, banjo, dobro, pedal steel,  
accordion, whistles and uilleann pipes



*Don  
Contra*

*Power*

# CONGRATULATIONS

To *Stephen House*

*Ed Cotto*

*Ch. Camp*

**Grand President**

**Captain Thomas McMullen**

*Don Morin & Ron Abraham*

**LODGE 7**

From

*Kethy Morris*

*Mark W. Santo Scott Cusler*

**BAY CITY LODGE 5**

*Grand President 2010 Capt E. Now*



## ***The Detroit Athletic Club – Site of Friday’s ISMA Grand Ball***



Many organizations have left their mark on Detroit’s 300 years as a city, but few have impacted the community as much as the Detroit Athletic Club (DAC). The DAC has shaped more than 100 years of Detroit history since it was established in 1887. The original club, founded by a group of privileged young men under the spell of amateur athletics sweeping the country at the time, was later reborn in 1913 by a group of the city’s prominent automotive and industrial leaders. They reorganized the DAC and commissioned famed architect Albert Kahn to design the magnificent six-story Clubhouse that stands today in the center of the city’s theatre and sports district.

When the current clubhouse opened in April of 1915, a major national magazine described it as “an expression of Detroit’s greatness....nowhere but in Detroit could it be done.” In the ensuing 95 years, the Club and its clubhouse have stood the test of time — no major structural overhauls to the building have been needed. Membership remains strong, with more than 4,000 current members in various categories, including 3,000 voting resident members.

Today the DAC membership truly reflects the diversity of Detroit as it enters its fourth century as city. Several years ago the Club began spending millions to restore the fine art details of the interior rooms, shining a fresh light on the greatness of what many saw on that day in 1915 when the clubhouse originally opened its doors.

Over the years the Club has been honored as one of the finest in the nation, and countless community leaders have strolled its halls, swum in its pool, eaten in the fabulous Grill Room or attended a gala black-tie event within the grandeur of the Main Dining Hall. Being a hub of greatness in a great city, the DAC has seen its share of the famous, from U.S. presidents to foreign kings, from famous aviators and war heroes to athletes and entertainers. Tradition is a watchword at the DAC — business, social, athletic —with succeeding generations in many families taking membership with the Club, holding dear the memories of events and activities in the clubhouse and creating a sort of “corporate memory.”

While many of Detroit’s institutions have come and gone, the Detroit Athletic Club remains a solid force in the city where it was born, providing a center for community leadership and a focal point around which many important decisions have been made. While spanning three centuries, the Detroit Athletic Club has been, and remains, a Detroit original.

*IN MEMORY OF...*



**Captain William L. Jagenow**  
**(1867-1935)**  
**Pennant Number 1234 / 1852**  
***Master, S/S A.M. Byers***



**Captain William L. Jagenow**  
**(1915-1974)**  
**Pennant Number 5047**  
***Master, Fireboat John Kendall***  
**Lodge No. 7 President, 1974**  
**Grand Lodge Secretary, 1963-1974**

and

**Congratulations to Captain Tom McMullen and  
his wife Susan on the occasion of Tom's  
election as Grand Lodge President.**

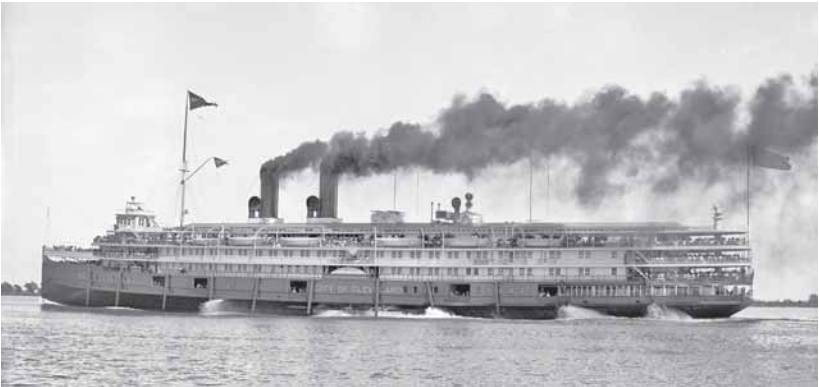
**Best Wishes to all Shipmasters.**

**Compliments of Paul and Sarah Jagenow**



## **DETROIT & CLEVELAND NAVIGATION COMPANY**

The classic night boats on the Great Lakes that connected the ports of Detroit, Michigan and Cleveland, Ohio began a daily route in 1850. During the navigation season they provided overnight connections across Lake Erie faster than railroads could provide. The company constructed the 455 foot long CITY OF DETROIT III in 1912, the 513 foot long GREATER DETROIT in 1923, and a twin in 1924 the GREATER BUFFALO. The vessels had steel hulls and wooden superstructures and were as ornate as any fine hotel. The dining service on board the vessels was unmatched and the fleet used two feathering paddlewheels for a gentle ride through the water at twenty miles an hour. The 1950 season was the last year that the fleet was active, as vessel operations were officially suspended on May 9, 1951. Most of the vessels were sold off, and burned as spectacles on Lake St. Clair before being scrapped. Fortunately the Gothic Room of the CITY OF DETROIT III was salvaged and restored in the Dossin Great Lakes Museum on Belle Isle.



Str. CITY OF CLEVELAND in 1908



Pilot House of the CITY OF DETROIT III - 1912

**Welcome, Shipmasters!**  
to the  
**Port of Detroit**  
and the  
**121st Annual I.S.M.A. Convention**



M/V Joseph J. Hogan



M/V J.W. Westcott II

From your friends at

48222

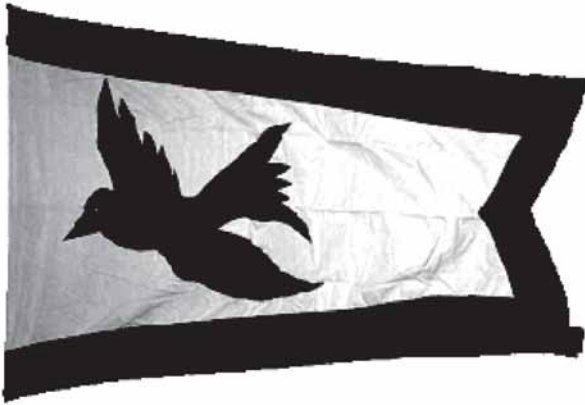
The J.W. Westcott Company

Founded 1874



M/V Huron Maid

Congratulations to  
Capt. Tom & Susie McMullen



Best Wishes in the coming year  
as ISMA Grand President  
and Grand 1<sup>st</sup> Lady.

from

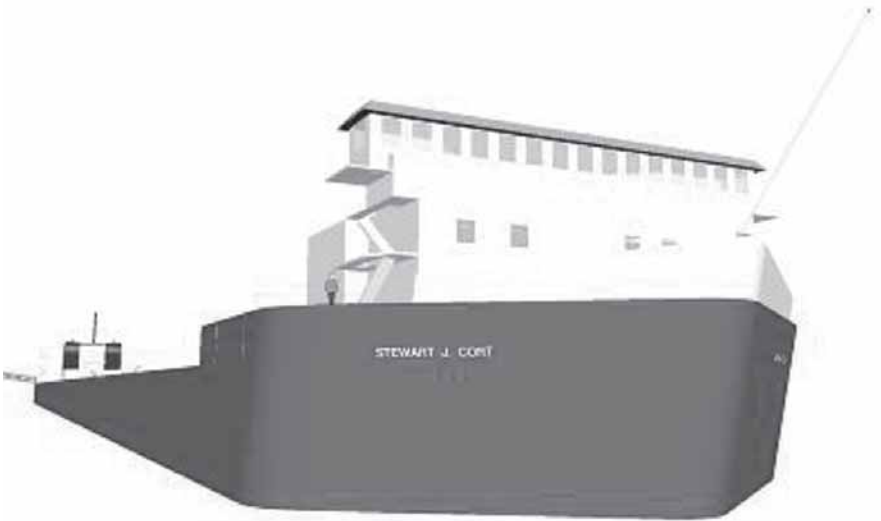
Jack & Gloria Callahan

## FERRY SERVICE ON THE DETROIT RIVER

Canoes, scows, and small barges were used to ferry passengers, horses, cattle, and cargo across the one mile stretch of water known as the Detroit River. Steamboats such as the ARGO began to be used in 1830, and by 1881 the Detroit, Belle Isle & Windsor Ferry Company was incorporated. This company had a monopoly on the passenger and freight business on the river using as many as five ferries along the riverfront. On summer days and evenings passengers rode back and forth for the nominal sum of one dime, and could spend an entire day listening to music from the band on the boat. In 1898 the D. B. I. & W. Company opened up Bois Blanc as a recreation park on the lower Detroit River, which later became Bob-Lo Island. In 1902 the Steamer COLUMBIA and in 1910 the STE. CLAIRE were added to the fleet for use on the Bob-Lo run, and in 1906 the Steamer BRITANNIA was built for cross river service. The nautical transports across the river were used until competition from the Ambassador Bridge and Detroit River Tunnel put them out of service, while the Bob-Lo boats survived until the 1991 season.



Congratulations to  
Capt. Thomas R. McMullen



Wishing you Smooth Sailing in the  
coming year as our Grand Lodge President.

from

**Bill & Barb Vallier**



## **GREAT LAKES ENGINEERING WORKS RIVER ROUGE / ECORSE, MICHIGAN**

This new shipyard along the Detroit River was created in 1904 and among the company's assets was a floating dry dock; the first of its kind on the lakes - constructed to handle vessels up to 600 feet in length. In 1904 Hull #1 was launched as the Steamer R. W. ENGLAND, while the new 381 by 50 foot steel Steamer SUPERIOR, launched in 1905, survived until she was scrapped at Hamilton, Ontario in 1966. What followed were a number of innovations in bulk freighters. In 1908 the prototype for the modern self unloader, the Steamer WYANDOTTE was designed specifically to handle cargo without the aid of shore based cranes. The WILLIAM C. ATWATER in 1925 sported the first full sized hatches that used a single piece steel hatch cover. In 1958 Hull # 301, the Steamer EDMUND FITZGERALD was a new Seaway sized freighter, and her 729-foot hull carried the largest capacity cargos on the lakes for a number of years. In April of 1961, the GLEW stockholders dissolved the company and sold the property on the Detroit River.



Great Lakes Engineering Works in 1906

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## **Congratulations to Captain Thomas R. McMullen & Detroit Lodge No. 7**

*Best Wishes for a Successful 2011 Convention*

### District II Pilots

President: Capt. Danny Gallagher (10457) Port Huron Lodge No. 2

Capt. Wayne Coulston (11840) Detroit Lodge No. 7

Capt. Phil Knetchel (10058) Toledo Lodge No. 9

Capt. Steve Habermehl (10367) Port Huron Lodge No. 2

Capt. Chris Loflin (11820) Cleveland Lodge No. 4

Capt. George Haynes (11621) Port Huron Lodge No. 2

Capt. Pat Gallagher

Capt. Rick Harrington

Capt. Dan Meyers

Capt. Brad Ell

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## FISHER BOAT WORKS of DETROIT, MICHIGAN



During World War II government contracts were awarded to the Fisher Boat Works located on Motor Boat Lane on East Jefferson Avenue. The yard on the Detroit River was to produce nineteen wooden 110.6 feet by 18.8 feet submarine chasers. The 125 ton vessels were powered by two General Motors diesel engines with 1,200 hp, and the vessels could make 20 knots. The first hull was laid in 1941 and a number of sub chasers soon joined the Atlantic Coast fleet watching for German U-Boats. There is only one surviving example of this class of vessel which was originally the SC-718 and transferred to the Royal Norwegian Navy in October 1943. Throughout the war the vessel was used to ferry secret agents and communications equipment into Norway to keep track of German navy movements. The vessel was renamed the HNoMS HITRA (one of the Norwegian islands) and is currently based in Bergen, Norway.





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# CONGRATULATIONS

## Captain Thomas McMullen



Georgian Bay – Huronia Lodge No. 15  
is looking forward to hosting the  
2012 ISMA Convention  
from February 9 thru 12, 2012  
at the Days Inn Convention Centre  
in Owen Sound, Ontario.

***We hope to see you there!***



*Tom:  
Congratulations on becoming ISMA  
Grand Lodge President.*

*Your Dad would be proud of you,  
and we are too.*

*Love,*

*Mother, Joel, Mike & Hope,  
David & Kellye, and their families*

*Congratulations*

to

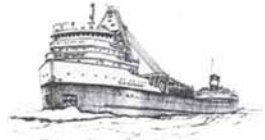
**CAPTAIN & MRS. TOM McMULLEN**



from

**Capt. & Mrs. Sam Tundo**

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# SALUTES

CAPTAIN McMULLEN  
and congratulates him as  
Grand Lodge President



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*Clinton*

Clinton River Cruises began in 1990 when Captain Paul Gallas began operating *The Clinton* on the Clinton River. In 1994, the *Clinton Friendship*, our 150 passenger vessel, began making trips down the river as well.



*Clinton Friendship*

We take pride in featuring everything you need to make your event spectacular! Our friendly and professional staff will help coordinate your gathering to make it a truly remarkable experience.



*Captain Paul II*

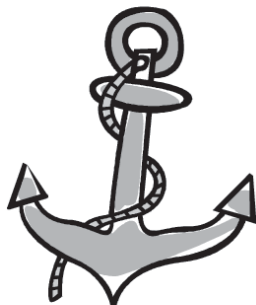
This family owned business is operated by Captain Paul Gallas, a graduate of the Great Lakes Maritime Academy, and member of Detroit Lodge No. 7.

We are also home to ***The Captain's Landing***, a dock-side open-air restaurant with waterfront dining.



Come aboard and join the FUN! Our Season Begins on May 1.

*CONGRATULATIONS  
CAPTAIN THOMAS McMULLEN*



*BEST WISHES TO DETROIT LODGE NO. 7  
ON THE 121<sup>ST</sup> GRAND LODGE CONVENTION*

*P.G.P. CAPT. BOB & EDNA HALLER  
CAPT. PHILIP & BEVERLY KNETCHEL*



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***Best wishes to Captain Thomas R. McMullen of  
The Interlake Steamship Company on his  
installation as the 106<sup>th</sup> President of  
International Ship Masters' Association***



## ***Great Lakes Maritime Task Force***

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Whenever a goose falls out of formation, it suddenly feels the drag and resistance of trying to go it alone, and quickly gets into formation to take advantage of the lifting power of the bird immediately in front. *If we have as much sense as a goose, we will stay in formation with those who are headed the same way we are going.*

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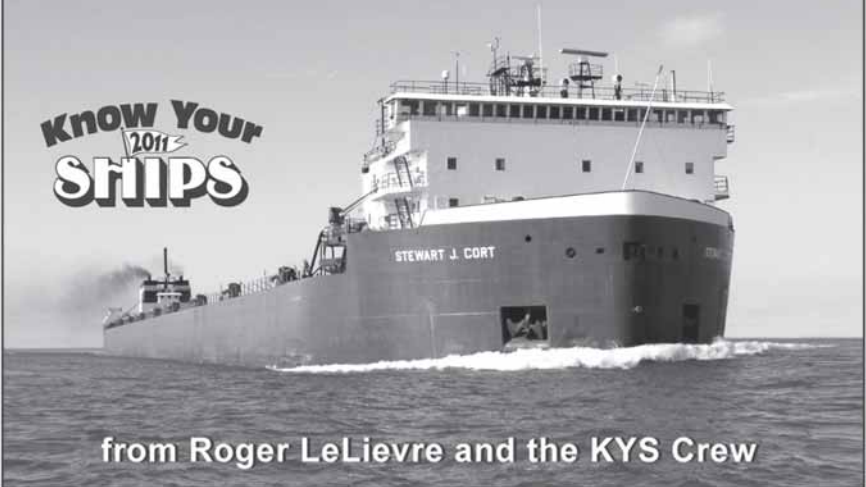
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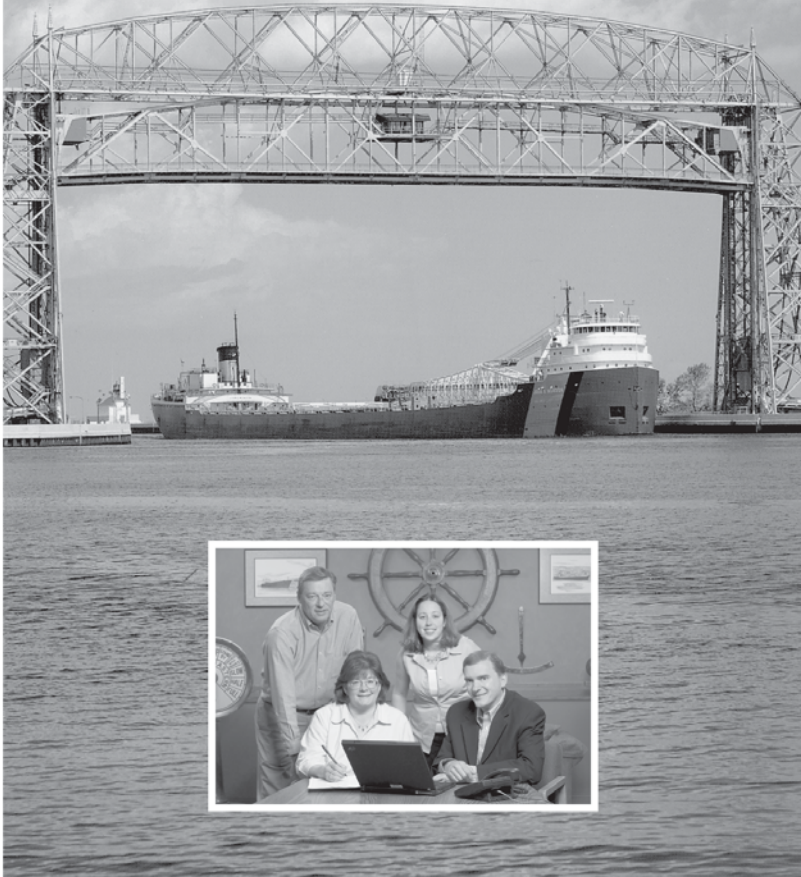


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to  
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*Congratulations*

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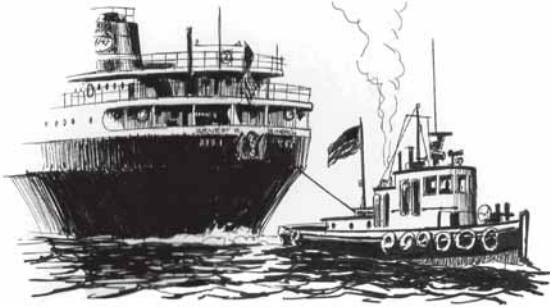
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## Local Lodge Secretaries - Continued

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### **Niagara Dist. Lodge #20**

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### **Muskegon Lodge #21**

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### **Twin Sault Lodge #22**

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### **Grand Traverse Lodge #23**

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