

TELESCOPE

August, 1962

Volume 11, Number 8



Great Lakes
Maritime
Institute

DOSSIN GREAT LAKES MUSEUM, BELLE ISLE, DETROIT 7, MICHIGAN

Meeting Notice:

SEPTEMBER MEETING: Marine activity and landscape views of St. Clair's lake and river regions will be illustrated in a slide program arranged by Donald Baut and Gordon Bugbee. **Friday, September 28,** at 8 p. m., at the Dossin Great Lakes Museum on Belle Isle.

In This Issue...

Cover: Ford Motor Co. ore carrier ERNEST R. BREECH	
Photo by Peter B. Worden (see also pages 170-171)	
Meeting notice	166
Care and Feeding of a 730-foot Bulk Freighter	
By VADM E. R. Mainguy, RCN (Ret.)	167
Views of a modern bulk freighter: ERNEST R. BREECH	
Photographs by William A. Hoey	169
Ships of the United States Revenue Marine	
By the Rev. Edward J. Dowling, S. J.	172
Comment: On the MONTROSE	
By Robert E. Lee	175
Blueprint: MARIPOSA and MARITANA of 1892	176
Notes upon MARIPOSA and MARITANA	178
Curator's Corner	
By Robert E. Lee	179
Great Lakes Marine News	180
The Big Splash: CLEMENT T. JAYNE	
By the Rev. Edward J. Dowling, S. J.	184
Picture Pages: By Emory A. Massman, Jr., and the	
Rev. Edward J. Dowling, S.J. (notes on back cover) ..	185

Telescope

Editor: Gordon Bugbee

Vessel List Editor: the Rev. Edward J. Dowling, S. J.

Photographic Editor: Emory A. Massman, Jr.

Associate Editors: Otto Strek, William A. Hoey, Robert E. Lee

Great Lakes Marine News Correspondents: George Ayoub, James M. Kidd, Edwin Sprengeler, Dan M. Weber, Peter B. Worden, and Richard J. Wright

The Great Lakes Maritime Institute, Inc., promotes interest in the Great Lakes of North America; preserves relics, records, pictures and memorabilia related to these lakes; encourages the building of scale models of Great Lakes ships; and furthers the program of the Dossin Great Lakes Museum, the repository of Institute holdings. The issues of Telescope, monthly journal of the Institute, seek to stimulate inquiry and discussion and to place a record in public hands. Subscription to Telescope is included in membership rights in the Institute; single copies cost 35¢ each. Telescope welcomes an opportunity to consider manuscripts for publication. These should be addressed to "The Editors, Telescope, Great Lakes Maritime Institute, Dossin Great Lakes Museum, Belle Isle, Detroit 7, Michigan. The editors cannot assume responsibility for the statements made by authors.

Other correspondence with the Institute should be addressed to the Coordinating Director at the above address, or may be made by telephone at LO 7-7441. The Great Lakes Maritime Institute was organized in 1952 as the Great Lakes Model Shipbuilders' Guild. The Institute is incorporated as an organization for no profit under the laws of the State of Michigan. No member receives any remuneration for services rendered. Donations to the Institute have been ruled deductible by the Internal Revenue Service. Membership in the Institute, by the calendar year, is available in these forms:

Regular Membership.....	\$ 4 annually
Contributing Membership....	5 annually
Sustaining Membership.....	10 annually
Life Membership.....	\$ 100

The Institute is supported in part by the Detroit Historical Society.

Care and Feeding of a 730-Foot Bulk Freighter

By VADM E. R. Mainguy, RCN (Ret.)

Admiral E. R. Mainguy retired six years ago as Chief of Naval Staff after 40 years in the Royal Canadian Navy. He is now President and General Manager of the Great Lakes Waterways Development Association. The article below was written after his seven-day voyage upon the 730-foot bulk freighter RED WING of Upper Lakes Shipping Ltd., Toronto. As compared to the rigid requirements of a combat ship, the informal operating procedures of a typical merchant ship impressed him. This article first appeared in the Royal Canadian Navy's Crownsnest, and then in Upper Lakes Shipping's own Ship-Shore News (Nov., 1961), from which we have adapted it.

Recently I completed a trip in a large Great Lakes' bulk carrier from Hamilton to the head of the Lakes and return. The particulars of the laker (730 feet long and 75 feet wide; carrying capacity of 25,350 long tons) would perhaps resemble those of the aircraft carrier HMCS BONAVENTURE (700 feet long and 80 feet wide, not taking its angled deck into account). But the laker's complement is 32, about one-thirtieth of BONAVENTURE's; and it is made up as follows:

...The Captain (Capt. G. H. Davies)—in general command and also looking after correspondence, pay, etc. He also seems to do general maintenance and running repair of radio, radar and gyro.

...Four mates—the First Mate works a day shift from 0800 to 1700 hours with one hour off at midday. He looks after the requirements of the ship and cargo, also painting and upkeep of ship and living quarters. The other three mates are in three watches at sea or in harbor.

...Chief engineer—in general charge of machinery.

...Three engineers—in three watches.

...Three wheelmen and three watchmen—3 watches at sea and harbor.

...Six deckhands and one electrician—working a day shift.

...One chief cook—looking after the galley and cooking.

...One second cook—looking after some cabins and waiting on the officers' tables.

...One night cook—on duty from 2300 to 0700 preparing snacks for the first and morning watches and breakfast for the middle watch. She also prepares vegetables for the day and gets breakfast going—bacon in the pan, coffee on, eggs handy, etc. She also looks after some cabins.

...One "porter" (junior cook)—looking after some cabins, helping the chief cook and waiting on the crew's table.

The "watchman" of the watch looks after his allotted part of the ship and does odd jobs as messenger for the Officer On Watch. He



Above: The RED WING.

—Photograph by Emory A. Massman, Jr.

also lays out and stows heaving lines and rigs and stows ladders, booms, etc., before and after going alongside or locking. In the engine room are the engineer OOW and one oiler. The fireman looks after his two boilers. First mate and deckhands are usually painting, cleaning and looking after the overall husbandry of the ship.

The most interesting part of the voyage was the passage through the Welland Canal. As we approached the entrance one ship was in the first lock and another waited ahead of us; so we secured alongside the tie-up wall astern of the waiting ship. The captain proceeded to the bridge and the OOW went aft to look after the two after winches, assisted by the watchman. Three deckhands were put ashore from a landing boom forward. Two of them went to the after wires which, because the stern would be further from the jetty, were heavier to handle than the short length of the forward wires, which the remaining deckhand handled. The first mate handled the two forward winches. When wires were secured, one of the aft deckhands came inboard to assist the first mate. As soon as the lock gate was open for us, we slipped and the deckhands came inboard.

The locks' dimensions are roughly 800 feet by 80 feet, so it was with considerable interest that I awaited our entrance with our 75-foot beam. There are two methods of entering a lock. Either you gently touch the tie-up wall at the entrance and slide into the lock, or you "take it on the fly" which means that you endeavour to enter without touching anything. The first method is recommended when upbound as there are usually turbulent eddies at the foot of the locks. We went slowly ahead along the wall, which is at a slight, outward angle from the wall of the lock. As the bow entered the lock a touch astern on the engine kicked the stern to port and lined up the ship with the lock. It took about eight minutes to

enter and very seldom did I feel the ship touch anything. Proper "egg-shell" handling!

To aid him in conning the ship, the captain has the "spear pole", which projects upward and forward at an angle of about 45 degrees from the bow. Its tip, on which is a small light for night use, is about 40 feet ahead of him. Astern is some 700 feet of ship. He sits in a chair, amidships, and works the engine room telegraphs himself. He also has two radio sets to listen to and answer if necessary.

It was a remarkable performance carried out in almost complete silence broken only by quiet orders to the wheelsman—"Let her come a bit to starboard, Dave", "Slow", "OK, hold her on that stanchion", and so on. The first mate and OOW got on with their wires with almost never a word spoken. Meanwhile, aft, the engineer OOW manoeuvres the turbo-electric main engine, the fireman fires, the oiler oils.

The captain remains on the bridge throughout the passage of canals and rivers while the OOW alternates between the bridge and his winches. In the open lakes, the OOW takes over and the captain seizes a little well-earned rest.

We went to a small port, some fifty miles north of Duluth, and commenced loading 25,000 tons of iron ore on arrival at 2200. The loading was completed by 0600 and we sailed immediately.

My last vivid recollection of the captain is when we were in process of coming alongside an awkward jetty, with a stern anchor out (the first mate's job). The captain was conning the ship, working telegraphs, and talking by R/T to his headquarters in Toronto who wanted to know when he expected to arrive!

Upon Following Pages:

Ernest R. Breech

Photographs by William A. Hoey

Views of a modern bulk freighter are presented in these photographs of ERNEST R. BREECH (see also cover) during her rechristening at Detroit last April 11. Ford acquired her from Pioneer Steamship Co. as CHARLES L. HUTCHINSON (iii), built 1952 by Defoe at Bay City.

Page 170 contains deck scenes, including a view aft from the guest lounge beneath the pilot house (top); the funnel with Ford insignia (lower left); a view forward from the after cabin (lower right); and upper deck of the after cabin with port lifeboat (middle right).

Page 171 contains interior views, including a guest stateroom (upper left); tunnel below decks between forward and after cabins (upper right); and the pilot house (bottom).

bulk freighter ERNEST R. BREECH

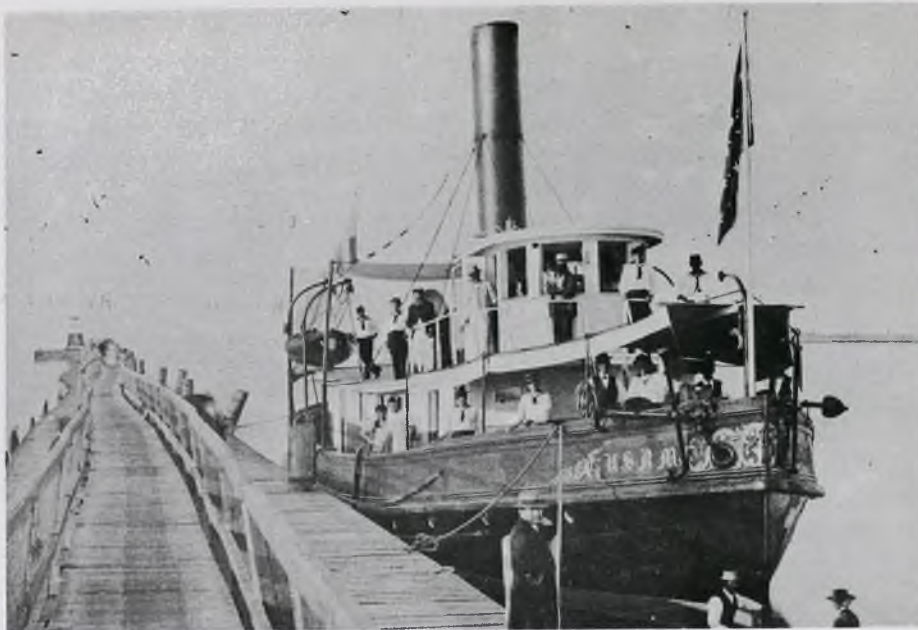
See description of these photographs upon page 169



bulk freighter **ERNEST R. BREECH**

See description of these photographs upon page 169





U.S. Revenue Cutter GEORGE M. BIBB. —Courtesy William A. McDonald

SHIPS OF THE U.S. REVENUE MARINE

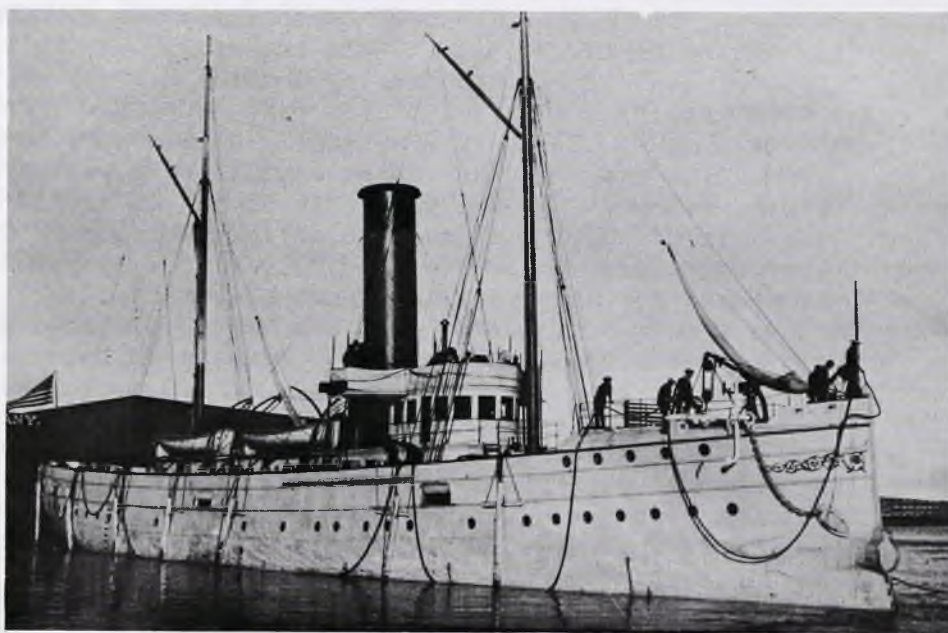
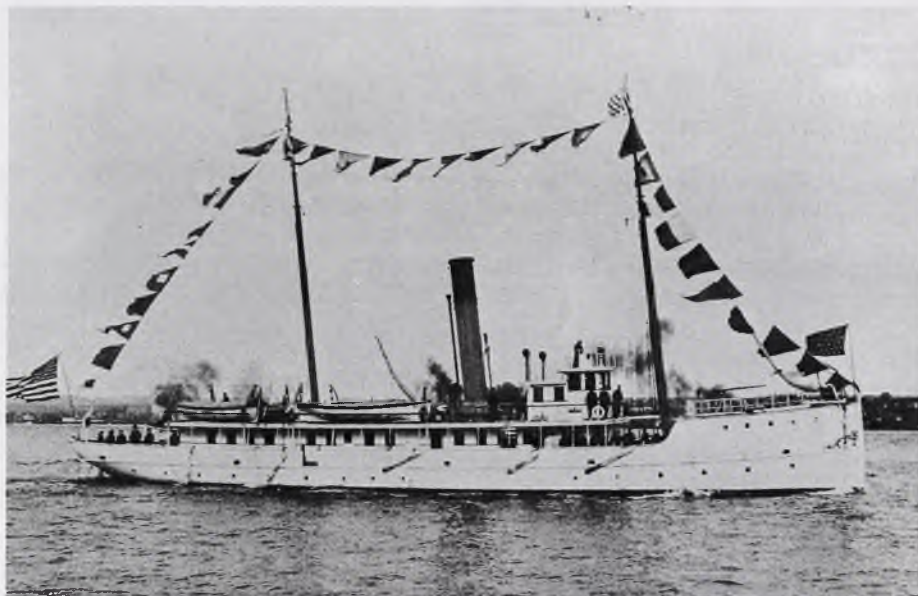
By the Rev. Edward J. Dowling, S. J.

Established by an Act of Congress on August 4, 1790, authorizing construction of ten ships to guard our nation's coast against smuggling, this service, later called the U. S. Revenue Cutter Service, became part of the U. S. Coast Guard in 1915. The following list is of names of ships which were either built on and/or sailed on the Great Lakes in this service. The proper prefix for these vessels was "U.S.R.C.," i. e. "United States Revenue Cutter."

- ALGONQUIN 1898 Cleveland by Globe Iron Works. Steel propeller, 205 x 32 x 13; 936 tons displacement (hereafter "dt").
- GEORGE M. BIBB (ex U.S.S. MOCCASIN, ex HERO), 1864 Philadelphia. Iron sidewheeler, later propeller, 129 x 23 x 10; 192 dt. Later (1891) PENTAGOET (US 150559). Foundered off coast of Mass., 1898. Served on L. Ontario in nineties.
- J. S. BLACK 1861 Milan, Ohio. Wooden schooner.
- GEORGE S. BOUTWELL, 1873 Buffalo by Bell Steam Engine Works. Iron propeller, 152 dt.
- A. V. BROWN 1861 Milan, Ohio. Wooden schooner.

- CALUMET (laid down as TIOGA), 1894 Buffalo by Bell. Steel tug, 94 x 20 x 8; 123 gt. Later U.S.C.G. tug CALUMET, WYT-74, commercial tug CALUMET (US 252202) and JOHN F. DREWS. Still in commission, presently dieselized.
- HOWELL COBB, 1861 Milan, Ohio. Wooden schooner.
- SCHUYLER COLFAX, 1871 Camden, N.J. Iron sidewheeler, 179 x 25 x 9; 486 dt. Stationed at one time upon the Great Lakes.
- CALEB CUSHING, Wooden schooner, early.
- DALIAS 1845 Buffalo. Iron sidewheeler fabricated by Novelty Iron Works, New York.
- ALEXANDER J. DALIAS (i), 1816 Erie, Pa. Wooden schooner.
- ALEXANDER J. DALIAS (ii), 1874 Portland, Me. Wooden propeller, 223 tons. Arnold Transit Co. bought her for steeple comp. engine for use in their MACKINAC (US 206658) of 1909.
- JOHN A. DIX 1865 Tonawanda (Grand Island), N.Y., by Murphy. Wooden sidewheeler, 176 x 27 x 11; 659 gt. Later commercial JOHN A. DIX (US 75440) in 1872. Junked 1898, beam eng. to PENNSYLVANIA (US 150813), better known as OWANA.
- WILLIAM PITT FESSENDEN, 1865 Cleveland by Peck & Masters. Wooden sidewheeler, 175 x 29 x 11; 235 tons. Hull converted to barge DAN ROGERS (US 35476), apparently abandoned 1902.
- WILLIAM P. FESSENDEN (ii), 1883 Buffalo by Union Drydock Co. Iron sidewheeler, 181 x 28 x 10; 330 dt. Beam engine by North River Iron Works (Fletcher & Harrison #47) from earlier FESSENDEN. FESSENDEN (ii) became Arnold's second CHIP-PEWA (US 206249) in 1909; scrapped 1942 at Hamilton.
- JOHN B. FLOYD, 1857 Milan, Ohio. Wooden schooner.
- ALBERT GALLATIN, 1871 Buffalo by Bell. Iron prop., 212 dt. Worked mostly on coast. Lost 1892 near Gloucester, Mass.
- WALTER Q. GRESHAM, 1896 Cleveland by Globe. Steel prop., 205 x 32 x 12.5; 1090 dt. Later U.S.C.G.C. GRESHAM, comm. tug T.V. McALLISTER, TRADE WINDS and (by '49) HATIKVA, Israel.
- ALEXANDER HAMILTON, 1871 Buffalo by Bell. Iron prop., 136 x 23 x 13; 229 gt. Later comm. HAMILTON (US 202921), PILOT, KEECHI.
- J. B. HAWLEY, 1883 Buffalo by Bell. Iron tug or launch, 26 tons.
- JEFFERSON 1844 Oswego. Iron propeller by Charles Knapp & Co., of Pittsburg. 125 x 22 x 11. To coast, c. 1847.
- ANDREW JOHNSON, 1865 Cleveland by Peck & Masters. Wooden sidewheeler, 176 x 27 x 11; 499 dt. Beam engine by Cuyahoga Iron Works, removed 1898 and placed in FLORA (US 120210) as 2nd engine. Hull supposedly used for Amherstburg dock.
- MACKINAC 1903 Baltimore, Md. Steel tug, 110 x 20 x 12; 220 dt. Stationed for many years at Sault Ste. Marie.
- LEWIS McIANE, 1833 Erie by J. Richards. Wd. sch., later U.S.R.C. ERIE.
- LOTT M. MORRILL, 1889 Wilmington, Del., by Pusey & Jones. Steel prop., 140 x 24 x 12; 314 gt. Later U.S.C.G.C. MORRILL.
- ONONDAGA 1898 Cleveland by Globe. Steel prop., 205 x 32 x 13; 736 dt. Later U.S.C.G.C. ONONDAGA and comm. barge RICHMOND CEDAR WORKS NO. 7 (US 169296); abd. Richmond, Va.
- OSSIPPEE 1915 Newport News, Va., by Newport News S.B. & D.D. Co. Completed as U.S.C.G.C. OSSIPPEE; on lakes many years.
- PATROL 1899 Jersey City, N. J. Wooden gas launch, 36 x 8 x 4. PATROL was stationed at Chicago about 1910.

Above: U.S.R.C. LOTT M. MORRILL. —Bell photograph. **Below:** the
U.S.R.C. WAITER Q. GRESHAM. —Photo from St. Clair Collection.



COMMODORE PERRY, 1864 Buffalo by H. Whitaker. Wooden propeller, 162 x 25 x 10; 412 gt. Later passenger steamer PERIWINKLE (US 150329). Burned, 1897.

PERRY 1884 Buffalo by Union DD Co. Iron prop. 161 x 25 x 11; 451 dt. To coast '93; stranded '11 Tonki Pt., Bering Sea.

BENJAMIN RUSH, 1831 Erie. Wooden schooner, 30 tons.

SEMINOLE 1900 Baltimore, Md. Steel prop., 188 x 29 x 16; 785 dt. Later U.S.C.G.C. SEMINOLE; on lakes most of her career.

JOHN SHERMAN, 1865 Cleveland by Peck & Masters. Wood sidewheeler, 172 x 28 x 11; 500 dt. Later comm. JOHN SHERMAN (US 75804), 1877. Fletcher beam engine #48 to ALASKA, 1879, and to FRANK E. KIRBY in 1890.

SPLIT LOG 1818 Fort Gratiot, Mich. Wooden schooner or sloop. 34 x 19; 34 tons.

JACOB THOMPSON, 1861 Milan, Ohio. Wooden schooner.

ISAAC TONEY, 1861 Milan, Ohio. Wooden schooner.

TUSCARORA 1902 Richmond, Va. Steel prop., 178 x 30 x 11; 670 dt. Later U.S.C.G.C. TUSCARORA. Stationed on L. Michigan.

VIGILANT 1910 Bay City, Mich. Wooden gas launch, 71 x 17 x 5. Was stationed at Sault Ste. Marie as of 1910.

Comment:

There are times when men may...and do...weep openly. At such times only Herculean strength of will can hold back tears of hurt. All of us have, at some time in life, known this feeling.

That is, we've known it if we've lived.

A few nights ago I watched the agony of a proud ship slowly tip on her side and slide...ever so slowly...into murky water and die. And I wept.

It wasn't a sight I would have planned to see, nor is it one I ever want to see again.

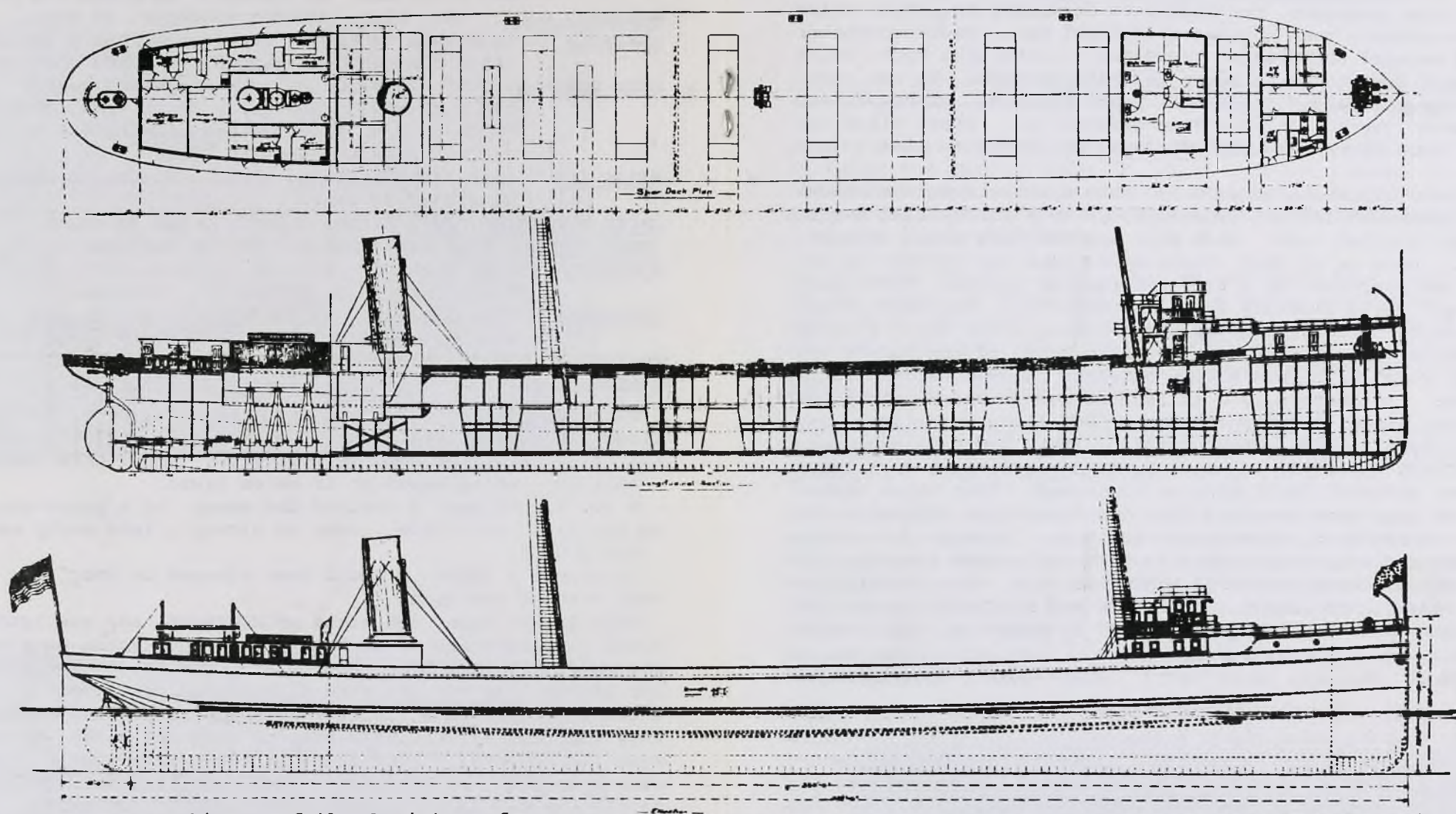
When I came upon the sight of MONTROSE she was leaning over as would a person with a mortal pain. Her lights were bright, as if she would try very hard not to die. Later, as she slipped deeper, her lights dimmed and then disappeared completely. A short time later they came on again...one more try...but they couldn't last, so they went out again...this time to stay out. She was dying and her eyes had closed. From then it was a slow vigil. Tugs, nudging almost lovingly at her side, could not help her. And so it was until she had done a complete recline to her side.

Ashore, thousands watched in awe. But vultures were among them.

It was three in the morning when the Captain and two of his officers were finally removed. The ship was nearly at an eighty-degree list. The officers were taken ashore to a fenced area, where they were protected from the crush of the vultures. They stood in a very unhappy little group, looking at their ship. Just then, something unsecured on deck clattered and slithered into the water. A mighty cheer went up, not unlike that at a ball game...but this time worthy only of vultures! Unfortunately, the fence couldn't screen out the sound from the ears of the unhappy little group.

And I wept again...this time for the vultures, for indeed, they have never lived.

—Robert E. Lee



From Transactions of the Society of Naval Architects and Marine Engineers, Vol. I (1893), plate 58. See description of these ships upon page 178.

MARIPOSA and MARITANA:

DIMENSIONS:

Length, b. p., 330'0"; Breadth, 45'0"; Depth, 24'6".

Blueprint

MARIPOSA and MARITANA

The "Monster Boats" of 1892

Minnesota Iron Co. created one of the early large ore fleets to be owned by iron interests, the Minnesota Steamship Co., whose ships together represented a huge capital investment then. Pickands-Mather of Cleveland managed the fleet. Cleveland's Globe Iron Works built four steel bulk freighters to begin the fleet in 1890. To use steel from Minnesota-affiliated plants at South Chicago, Minnesota and Globe interests formed Chicago Shipbuilding Co., whose first two ships were more Minnesota bulk carriers delivered in 1891.

The next year Minnesota brought out "the monster boats" MARIPOSA and MARITANA, then the largest lake carriers by a substantial margin of five or six hundred tons. Each ship was 350 feet long, overall, and had a hull beam of 45 feet (both dimensions the largest on the lakes), and was propelled by a triple-expansion engine. These were graceful ships, with pleasing sheer to their hull, and pilot house set aft of the first cargo hold in the fashion of the day. A solid rail extended the length of the deck, and the top of the funnel was distinctively parallel to the water's surface. Minnesota ship names followed a "Ma...a" pattern, and if far-fetched in origin, they had a very pleasing sound ("Maritana" was an 1845 opera by Wallace, and "Mariposa" is Spanish for "butterfly"). The South Chicago yard launched MARITANA (hull #4) on June 8, 1892, and eight days later Globe launched MARIPOSA (hull #48) at Cleveland. With other Minnesota ships the pair were absorbed into the Pittsburgh Steamship Co. of the newly-formed U. S. Steel Corp. in 1901. Buckeye Steamship Co., a Hutchinson fleet, bought them in 1929 and traded them in 1942 with the semi-whaleback ALEXANDER McDOUGALL for the new Maritime Comm. laker JOHN T. HUTCHINSON. MARIPOSA and MARITANA served the rest of the war, and were scrapped in 1947 at Hamilton, Ont. —GPB

Below: MARITANA, probably about 1901. —Bell photo, Dowling Coll.



Curator's Corner



BY
ROBERT E. LEE
CURATOR
DOSSIN GREAT LAKES MUSEUM

A lengthy period of international negotiation culminated last month in the presentation of another fine model to the Museum collection.

Nearly two years ago, your correspondent met Captain J. Ch. Ladde', on board the PRINS WILLEM IV while she was docked at the Detroit Harbor Terminal. The Captain presented us with a houseflag of the Anthony Veder line, which flag was the first one presented since we occupied the new building.

We inquired about a model, and we were told that there were models of the ships at Rotterdam. We then began negotiation. The assistance of Mr. Willard C. Wichers, Director of Netherlands Information Service, Holland, Michigan, was enlisted. During his later visits to the Netherlands Mr. Wichers gained the personal interest of Mr. Anthony Veder in the project.

In the meantime, Captain Ladde' had been given command of PRINS WILLEM GEO. FREDERICK, and it seemed very fitting that the ceremony be planned for a time when his ship would be in port.

Thus, on July 14, presentation of a model of PRINS WILLEM IV was made to the Museum aboard PRINS WILLEM GEO. FREDERICK. Present for the ceremony were Mr. Roy Johnson, Detroit Agent for the line, Mr. Willard Wichers, representing the Netherlands, and Captain Ladde'. The model was received by Mr. Walker Cisler, representing the Mayor of Detroit, Mr. Henry D. Brown, and your correspondent. Luncheon was served to the participants and many guests on board following the ceremony.

PRINS WILLEM IV was a fitting selection for our exhibit, as she was among the vessels that pioneered ocean-lakes service years before the Seaway opened. She was a sister to PRINS WILLEM III and V. The III was sunk in the Mediterranean by an air torpedo in World War II. The V was sunk before completion near Rotterdam in 1940, but was raised again in 1947. Her Maiden Voyage was in 1949. In 1954 she sank in Lake Michigan after collision. There is still hope of raising PRINS WILLEM V.

Our vessel had a war service of her own. Before completion she was converted by the Germans to a blockade runner. After VE Day the British used her as a minesweeper. She was returned to Holland in December, 1945, in need of extensive repairs. After reconditioning PRINS WILLEM IV made her trial trip on July 25, 1946.

It is interesting to note that this presentation was made on the occasion of the Line's 25th anniversary on the Lakes, and also that PRINS WILLEM IV is now the oldest ship in the fleet still in service.

Great Lakes News



GREAT LAKES MARINE NEWS

Correspondents:

GEORGE AYOUB, Ottawa

JAMES M. KIDD, Toronto

EDWIN SPRENGELER, Milwaukee

DAN M. WEBER, Toledo

PETER B. WORDEN, Sault Ste. Marie, Mich.

RICHARD J. WRIGHT, Akron

Calendar

June 26—A strong protest against proposed lake pilotage charge increases will be registered in Ottawa and in Washington.

July 2—Kinsman Transit Co. is reported to have sold LA BELLE to unidentified interests.

—In the St. Lawrence River salvage crews lightered the grounded Italian freighter GUIDO DONEGANI; others surveyed bottom damage to the Swedish freighter AMICITA on Cole shoal in Canadian waters.

July 3—Papachristidis' new MONTREALAIS cleared Port Arthur with a record wheat cargo of 893,462 bushels.

July 4—Seafarers' International Union signed two-year contracts with seven Canadian firms: Paterson, Misener, Hall, Reoch, Mohawk, Beaconsfield and Canada Steamship Lines.

Below: SIR JOHN CROSBIE is shown in a photograph by George Ayoub taken near the Seaway's Iroquois Lock downbound for Newfoundland on July 15, a day after her christening at Port Weller Dry Docks Ltd. Crosbie & Co. have chartered her to Chimo Shipping Ltd. as a sealer. Dimensions: 253' o.a. (230' b.p.) x 42' x 20' (16' draft); 1859 gt; 1086 nt; 2150 dwt. Her Werkspoor 4-stroke-cycle diesel engine develops 2300 b.h.p. at 280 r.p.m.; speed 13 knots. **Facing Page:** MONTROSE is shown the day after her collision in two water-level views (above) photographed by Emory A. Massman, Jr., together with a view from the Ambassador Bridge (Bugbee photo) and a view of her at anchor in the Detroit River last year. See description, page 183.



Great Lakes News

July 5—Davie Shipyards, Lauzon, launched the Royal Canadian Navy tanker and supply vessel PROVIDER.

July 6—At Toledo Misener's J. N. McWATTERS set a port grain record when she cleared with 922,000 bushels.

July 9—Ann Arbor Railroad car ferry WABASH will be converted from coal to an oil-fired system at Manitowoc.

—U. S. Seaway administrator Joseph McCann predicts 25 to 27 million tons of Seaway cargo this season if present trends continue.

—In Washington the Seafarers International Union agreed to call off picketing and harassment of Canadian ships manned by the Canadian Maritime Union. U. S. Labor Secretary Goldberg promised to name an examining board for the controversy. Earlier, the Welland Canal reopened after a one-day retaliatory strike against Canadian SIU-manned ships, and Canadian Labor Minister Michael Starr promised another investigation, choosing B.C. Supreme Ct. Justice T.G. Norris.

July 10—HAMILTONIAN grounded near Sarnia in the St. Clair River and lost an anchor; in fifteen hours she was free. T. W. ROBINSON was lightered and refloated at the Wickwire dock in Buffalo.

July 11—GEORGE HINDMAN is the new name for Hindman's BAIRD TEWKSBURY a WILLIAM D. CRAWFORD, recently purchased from Marine Salvage.

—Great Lakes Towing Co. tugs SUPERIOR and COLORADO will receive Kort steering nozzles to increase power and eliminate use of rudder.

—The 534-ton liquified gas carrier EVA THORSTRUP of Copenhagen's Thorstrup Bros. arrived at Montreal with a cargo for Sarnia's synthetic rubber industry.

July 12—AQUARAMA damaged an after mast in a brush with painters' scaffolding cables upon Toledo's Anthony Wayne Bridge.

—To encourage American lake vessel replacement, Pres. Kennedy offers fleets 18 years to depreciate their ships for tax purposes, instead of the 60-year terms previously in effect.

—Because of declining lake shipbuilding work, American Shipbuilding Co. is bidding for work from the Atlantic, including Liberty ship conversions and naval auxiliary vessels.

—JOHN J. BOLAND is in Fraser-Nelson Shipyard at Superior to repair fifteen torn bottom plates near her bow.

July 15—Columbia's newly-purchased CIARENCE B. RANDALL joined J.H. HILLMAN, JR. and Interlake's ELTON HOYT II in layup at Toledo; of 205 U.S. bulk carriers only 131 are active, 10 less than in June.

July 17—Former Buffalo excursion steamer CANADIANA, now PLEASURAMA, returned home for sandblasting and painting at American S. B. Co.'s Buffalo yard. Capt. Harold S. Harding, her owner, plans to run her to Put-in-Bay daily from Cleveland.

—U. S. Dept. of Commerce has granted an operating subsidy into the Great Lakes to Waterman Steamship Corp. of Mobile, Alabama.

—Inland Steel's EDWARD L. RYERSON carried 24,520 tons of ore to Indiana Harbor at 25'-8½" draft.

—Peterson Builders, Inc., of Sturgeon Bay, launched an all-wood non-magnetic minesweeper for the Navy, one of six under contract.

July 18—After a year's absence, destroyer escort DANIEL A. JOY, largest U.S. warship on the lakes, returns to its Chicago base.

July 23—Canada formally suspends Welland Canal tolls as of July 18.

July 27—Canadian Vickers launched the 432-ton buoy and lighthouse tender SIMCOE for Can. Dept. of Transport, to be based at Prescott.

Great Lakes News

July 30—Canadian National's venerable iron car ferry IANSLOWNE has lost a picturesque mansard-roofed pilot house believed to have come from an earlier ferry when IANSLOWNE was built in 1884. Cabins and guard brackets aft of the port wheel are also being rebuilt.

July 31—A collision last night left the British ship MONTROSE on her port side in 45 feet of water by the American tower of Detroit's Ambassador Bridge. The year-old freighter was crossing from Detroit at 9:26 p.m. when she was hit by a downbound barge carrying clinker cement and pushed by tug B. H. BECKER. The barge's bow—reinforced for work in ice—penetrated MONTROSE's port side and #2 watertight bulkhead forward, flooding two compartments. MONTROSE raced toward Canadian shallow water, but as her bow dipped, her stern became high out of the water; out of control with an increasing list she drifted to her resting place. Her crew of 41 escaped safely, Capt. Ralph Eyre-Walker being last over the sloping side at 2:20 a.m. Within an hour MONTROSE was on the bottom. A Coast Guard inquiry starts Aug. 1.

Ships

—New paint adorns idle ferry PELEE, lying at Port Stanley, Ont.

—AVONDALE (ii) is the new name for GEORGE F. RAND (ii) a ADAM E. CORNELIUS (i) b DETROIT EDISON (i), now sailing in the Reoch fleet.

—Canadian Oil Companies' new tanker will be named W. HAROLD REA.

—The midsection of NIVOSE arrived for scrapping May 28 at Bilbao, Spain, in tow of tug SEEFALKE. NIVOSE's bow and stern are joined to a new midsection at Blythwood S.B. Co. Ltd. as LAKE WINNIPEG.

—Upper Lakes has retired canaller BROWN BEAVER a FULTON. At Toronto TORONDOC (ii) a SARACEN is being scrapped and COVE TRANSPORT a LEECLIFFE HALL (i) is idle after cancelled acid-carrier conversion. At Port Colborne LAWREDOC (i) and THORDOC (ii) a CASCO may escape scrapping by becoming barges. Unofficial reports say BAYTON a FRANCIS WIDIAR will be scrapped.

—MARIANGELA B. a LABAN HOWES b KINSALE HEAD c TEIA, of Angela Maria Nav. Co. of Panama, arrived for scrapping May 25 at La Spezia, Italy. Leatham D. Smith built her at Sturgeon Bay in 1943 as one of the N3-S-A1 class (for more information on these, see p. 184).

—ARICA is sold by C. H. Sorensen & Sons to V. Torkildsen (both Norwegian) and is now named LITVIK.

—ATLANTIC TRADER a THOMAS SAY is sold by Atlantic Freighters Ltd. (Panama) to Brodospas (Yugoslavia) and is renamed SPLIT.

—CONSULARLT is sold by Ivers & Arlt (German) to Cia. Nav. del Pacifico (Panama) and is renamed CONSUL.

—ESTELLO is transferred from B. Ruud Pedersen to Krogstads Shipping Agencies (both Norwegian) and renamed NIDAR.

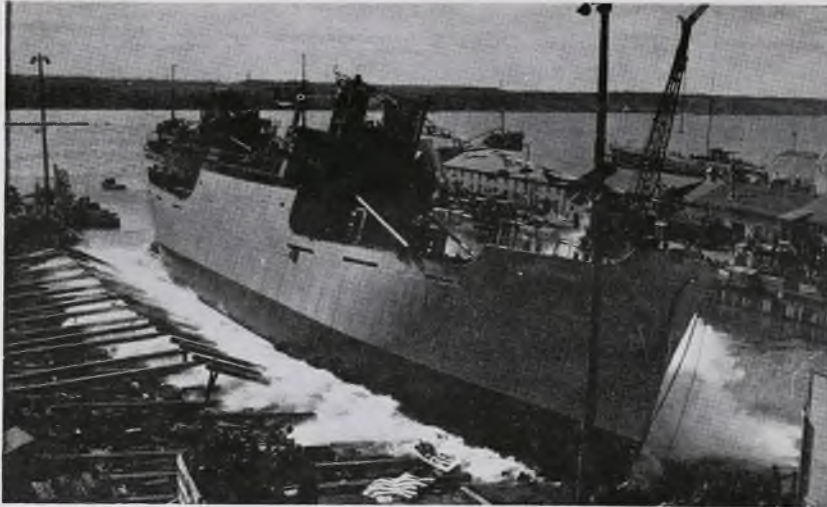
—FENHEIM a URANUS is sold by Skibs A/S Pampas (Norway) to Spanish shipbreakers, and arrived at Barcelona on June 1, 1962.

—HARTISMERE is sold by J. & C. Harrison Ltd. of London to Dell Enterprises Ltd. of Bermuda, and is renamed RECIFE.

—MAFALDA is transferred from K. Bruusgaard (Norway) to A. Nylund (Finland) and is renamed YRSA.

—TRONSTAD is sold by A. Borresen of Norway to H. Nielsen O/Y of Finland and is renamed EVA.

—WILHELM NUBEL is sold by Emden Steamship Co. of West Germany to Cia. Nav. Vlanasty of Lebanon and is renamed AGHIOS GERASSIMOS.

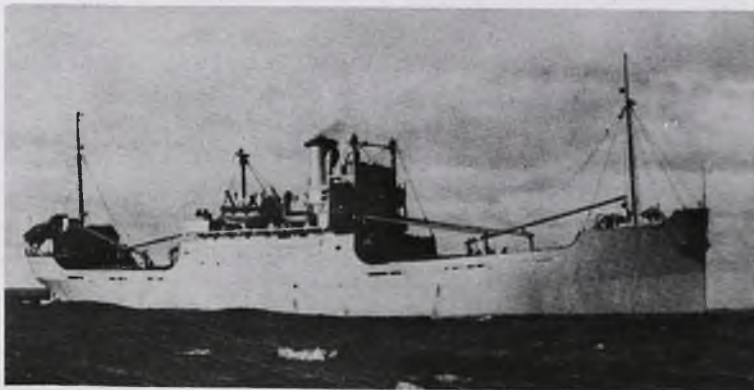


Launch of CLEMENT T. JAYNE, Sturgeon Bay, 1942 (courtesy Jack Miller)

The Big Splash: CLEMENT T. JAYNE

By the Rev. Edward J. Dowling, S. J.

CLEMENT T. JAYNE was one of thirty-five small freighters built on the Great Lakes by the U. S. Maritime Commission in the early years of World War II. They were designated officially as types N3-S-A1 and A2. Principal dimensions were 250.4 x 42.1 x 18.4; 1815 gt, 995 nt. These vessels were named for famous captains of old time American Clipper Ships. Capt. Jayne commanded the clipper DASHING WAVE (US 6533), built in 1853 at Portsmouth, N. H. Most of the N-3 type vessels went to Great Britain on lend-lease, and for this reason the first registry number for CLEMENT T. JAYNE was British (Br 169, 576). After the war she sailed in the fleet of the Head Line of Belfast as DUNMORE HEAD, and still later carried the name BJOGNA. Our illustration below shows an identical sister ship, ALDEN GIFFORD. CLEMENT T. JAYNE was built by Leathem D. Smith Shipbuilding & Drydock Co., Sturgeon Bay (hull #277). Her engines were of the steeple compound Uniflow type built by Ajax Engine Company of Corry, Pa.



PICTURE PAGES: **1**

By Emory A. Massman, Jr.
(See data on back cover)

FREIGHTERS

Above: W. C. RICHARDSON (Massman photo)

Below: MENIHEK LAKE (Massman photo)



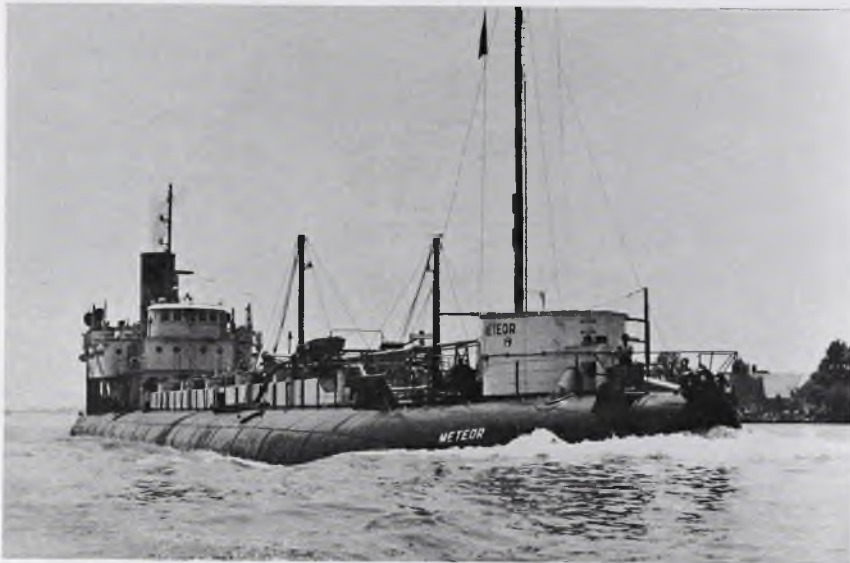
PICTURE PAGES: 2

By Emory A. Massman, Jr.
(See data on back cover)

"WHALEBACKS"

Above: METEOR (Massman photo)

Below: CHRISTOPHER COLUMBUS (photo by Rev. F. C. St. Clair)



PICTURE PAGES: **3**

By the Rev. Edward J. Dowling, S. J.
(See data upon back cover)

PASSENGER SHIPS

Above: ESSEX

Below: WAYNE



PICTURE PAGES: **Data**

1 FREIGHTERS

—By Emory A. Massman, Jr.

Above: W. C. RICHARDSON (US 205012) a WAINWRIGHT. Built: 1908 at Wyandotte by Detroit S.B. Co. (hull #175). Measurements: 4883 gt, 3681 nt; 427 x 52 x 28½. Engine: Triple-exp. 22"-35"-58" x 40", by builder. Boilers: 2 scotch, 13'-9" x 11'-6", by builder. Has four hatches and stainless steel propeller blades. Owners: (1) Edw. Mehl, Erie, Pa.; (2) Richardson Trans.Co.; (3) Columbia Trans. Company (Oglebay, Norton & Co.)

Below: MENIHEK LAKE (Can. 188393). Built: 1959 at Collingwood by Collingwood S. B. & Eng. Co. Measurements: 17023 gt, 12993 nt; 715 x 75 x 37'-9". Engine: 8500 h.p. Gen. Electric Steam Turbine. Owner: Carryore Ltd. (Hanna interests).

2 "WHALEBACKS"

—By Emory A. Massman, Jr.

Above: METEOR (US 121015) a FRANK ROCKEFELLER b SOUTH PARK. Built: 1896 at West Superior, Wis., by American Steel Barge Co. (hull #136). Measurements: 3383 gt, 2393 nt; 368½ x 45 x 26. Engine: Triple-exp. 23"-38"-63" x 40" by Cleveland S. B. Co. Boilers: 2 scotch 15'-4" x 10' by American S. B. Co. Owners: (1) American Steel Barge Co.; (2) Bessemer SS Co.; (3) Pittsburgh SS Co.; (4) Central Dredging Co.; (5) Maurice Sobel; (6) Erie SS Co.; (7) Nicholson-Universal SS Co.; (8) Cleveland Tankers (tanker, since 1943).

Below: CHRISTOPHER COLUMBUS (US 126952). Built: 1892 at West Superior by American Steel Barge Co. (hull #128). Measurements: 1511 gt, 945 nt; 362 x 42 x 24. Engine: Triple-exp. 26"-42"-70" x 42" by Samuel F. Hodge & Co., Detroit. Boilers: 6 scotch, 11' x 12'. Four-blade propeller, 14' diameter and 19' pitch. Scrapped 1936 at Manitowoc. Owners: (1) Worlds Fair SS Co.; (2) Goodrich Transit Co.; (3) Chris-Car-Ala Corp. Photo by the late Rev. F. C. St. Clair.

3 PASSENGER SHIPS

—By the Rev. Edward J. Dowling, S. J.

Above: ESSEX (US 211553) b J. E. McQUEEN c STOIC. Built: 1913 at Toledo by Toledo S. B. Co. (hull #128). Measurements: 266 gt; 181 nt; 94 x 36.1 x 12.9. Engine: 20"-20" x 24" by builder (replaced 1942 by triple-exp. 15"-28"-46" x 30" by Polson Iron Works, 1890). Owners: (1) Walkerville & Detroit Ferry Co.; (2) McQueen Marine Ltd.; (3) Imperial Oil Co.

Below: WAYNE (US 222835). Built: 1923 at River Rouge by Great Lakes Eng. Works (hull #243). Measurements: 379 gt, 251 nt; 134 x 56½ x 14¼. Engine: Fore-and-aft comp. 20"-40" x 28". Boilers: 2 scotch 11½' x 10½'. Owners: (1) Walkerville & Detroit Ferry Co.; (2) Duluth-Superior Steamship Co.