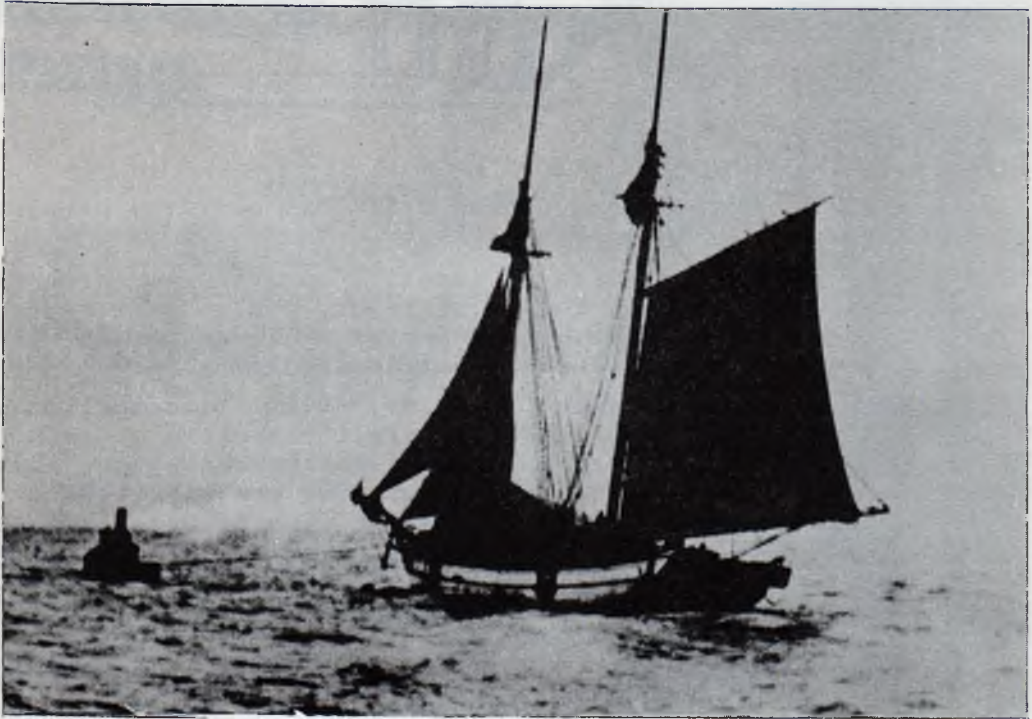


TELESCOPE



May, 1965

Volume 14, Number 5

**Great Lakes
Maritime
Institute**



**Dossin Great Lakes Museum,
Belle Isle, Detroit 7, Michigan**



At left: *City of Detroit III*



Curator's Corner

BY
ROBERT E. LES
CURATOR
DOREEN GREAT LAKES MUSEUM

Well, friends, we made it!

Yes, sir, the Gothic Room of the *D-III* is now the property of the Museum, thanks to the Institute drive for funds.

While the individual gifts of some 977 individuals accounted for a great big slice of the total funds, there were several club and society gifts worthy of special mention, not to overlook a few of the individuals who made special gifts.

Largest single contribution was \$2,750.00 from the Louisa St. Clair Chapter, D. A. R. There were three gifts of \$1,000: Member Ray Kolowich; Detroit Lodge of the International Shipmasters, and the Institute, itself. \$500 contributions came from Hiram Walker & Sons; the Propeller Club of Detroit; and the Detroit Historical Society Guild. The Marine Historical Society of Detroit; the Algonquin Club; the Huron Portland Cement Company; and the Historic Memorials Society of Detroit all made grants of \$300 or more.

Far too many individuals to list here made contributions of \$100, \$50 and \$25. But the bulk came from the "little folks" who sent in two to five dollars, to bring the appeal over the top to a total of over \$14,000.

And through it all, we have been very busy. Four members of the Historical Commission's technical staff accompanied us to Cleveland for a four-day session of removal from the barn. The Gothic Room, as some of you will remember, isn't light woodwork...it is heavy. Many of the pieces weighed in at over seven hundred pounds, and had to be lowered from a balcony on block and tackle. The following week we spent Monday overseeing the loading of the materials into two of the biggest vans we've ever seen. On Tuesday it all arrived at 8:00 a.m., and six hours later it was in the building...all seven-and-a-half tons of it!

What did we get? The whole Gothic Room, whistles, wheels, capstan heads, instruments, gauges, well, you name it: everything from a stateroom soap dish to a pilot house telephone.

Plans for installation? We begin at once to prepare the location by removing the present exhibit materials. Once this is done, we will begin the actual construction work on the Gothic Room with the famed "LaSalle" window, and from there it will grow as rapidly as we are able to reconstruct it.

Best part of it is, you'll be able to see it happening, for through all the work, the area will remain open to viewing by the public, and we are sure we'll have our share of "dock workers" to watch. C'mon in and join them!

Institute Page

MEETING NOTES:

General Meeting
Friday 21 May 1965
Dossin Museum, 8 p.m.

Andrew W. Fleming, Director of the Detroit-Wayne County Port Commission, will be our speaker.

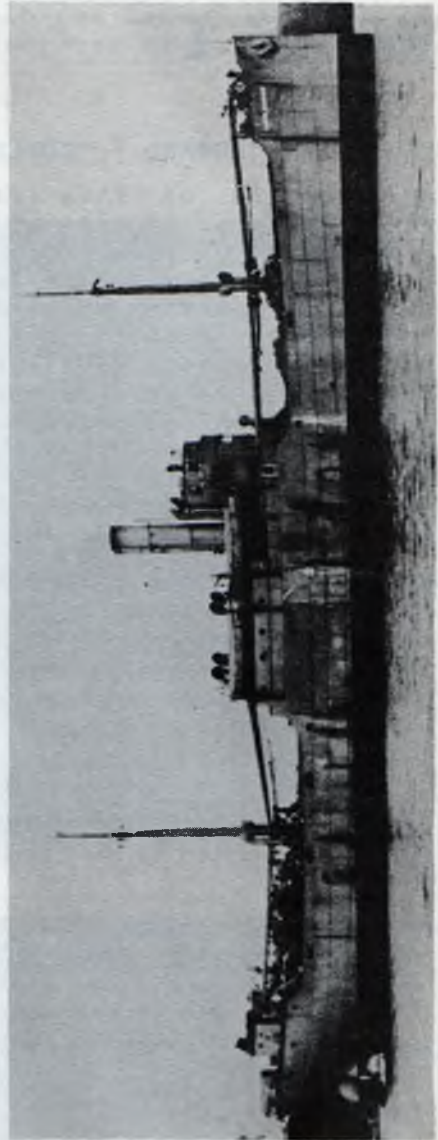
Annual Meeting
Friday 25 June 1965
Dossin Museum, 8 p.m.

This will be our election meeting, at which the results of the ballots received by MAIL will be announced, and the new officers for the year will be elected by the new Board. As at all business meetings, visitors are welcome.

We will also have a July cruise meeting on a six o'clock boat to Bob-Lo on a date to be announced.

* * *

We are very grateful indeed to learn that the campaign to save the Gothic Room and other effects of the side-wheel steamer *City of Detroit III* for Dossin Museum has been successful. The Curator's column on the opposite page has more to say on the subject, to which we add our hearty thanks to the contributors who have made possible this unique restoration. To us, the Gothic Room was the most splendid piece of interior cabin work ever found on a lake steamer. We are fortunate, indeed, for the effort of the late Mr. Frank Schmidt in saving it after the ship was dismantled in 1956; and we are doubly fortunate in the generous response which made possible its purchase for the museum at a time when it was in danger of being scattered or destroyed forever.



COVER: The late Jack Miller contributed this photograph of the schooner Ontario being towed out of Kincardine, Ont. See our discussion of ballad recordings of the schooner era on page 102.

PHOTO ABOVE: Lake Fandon, photo from collection of the Rev. Edward J. Dowling, S. J. (See page 100).

The "Lakers" of World War I

Part 6: Lake Elwin to Lake Fielding

BY THE REV. EDWARD J. DOWLING, S. J.

Earlier parts of this list appeared in Telescope issues of April, May and August of 1964, and in January and March of 1965. Part One described early lake-built ocean ships from about 1890 onward. Part Two described the Fredrikstad standardized freighters which lake yards built for merchant fleets around 1916. Part Three listed "War" class lakers ordered for Britain and mostly requisitioned, undelivered, by the United States when it entered the war in 1917. Part Four described those United States Shipping Board lakers whose names did not begin with the word "Lake." Part Five alphabetically began the list from "Lake Agomak" to "Lake Elva" which we resume in this issue. Some "Lake" names not found here will of course be renamed "War" class vessels found in Part Three.

Lake Elwin (US 219631), 1920 Ashtabula by Great Lakes Engineering Works (#515). Sold Italian in 1927 and subsequently named *Boba Secondo*, *Barcelona* and *Boba Secondo*. Scrapped in Italy in the thirties.

Lake Ennis (US 216366), 1918 Wyandotte by Detroit Shipbuilding Co. (#221). Scrapped by Ford at Dearborn in 1928.

Lake Fablus (US 218478), 1918 Wyandotte by Detroit S. B. Co. (#263). Later Russian *Mongol*. In *Lloyd's Register* as late as 1954.

Lake Fabyan (US 216439), 1919 Wyandotte by Detroit S. B. Co. (#264). Later American *Munleon*. Stranded off Point Reyes, California, on November 7, 1931. (See illustration as *Munleon*.)

Lake Fackler (US 218560), 1919 Wyandotte by Detroit S. B. Co. (#265). Later *Bolivar*. Sold Chinese in 1937 and later named *Hwadah* and *Bolivar*. Apparently scrapped or lost during World War II.

Lake Fagundus (US 218679), 1919 Wyandotte by Detroit S. B. Company (#266). Abandoned and scrapped in 1931.

Lake Fairfax (US 218640), 1919 Wyandotte by Detroit S. B. Co. Later U. S. Army Engineers Corps dredge *Bayou*. Data wanted.

Lake Fairlie (US 218680), 1919 Wyandotte by Detroit S. B. Co. (#268). Abandoned and scrapped in 1928.

Lake Fairport (US 219067), 1919 Wyandotte by Detroit S. B. Company (#270). Later *City of Flint*, *Fairport* and *British Herport*. Sold British in 1938. Apparently scrapped at that time.

Lake Fairton (US 219258), 1919 Wyandotte by Detroit S. B. Co. (#271). Later (1933) U. S. Army Engineers Corps dredge *Raritan*. Stranded off the coast of North Carolina, February 28, 1942.

Lake Falama (US 218694), 1919 Superior by Superior Shipbuilding Co. (#549). Later *Annie Murphy*, *Fairisle* and *British Herisle*. Sold British in 1938 and was scrapped shortly afterward.

Lake Falfa (US 219351), 1919 Wyandotte by Detroit S. B. Co. (#273). Later *Vinton County* and *Bogota*. Sold British in 1936 and scrapped in United Kingdom in 1937 or 1938.

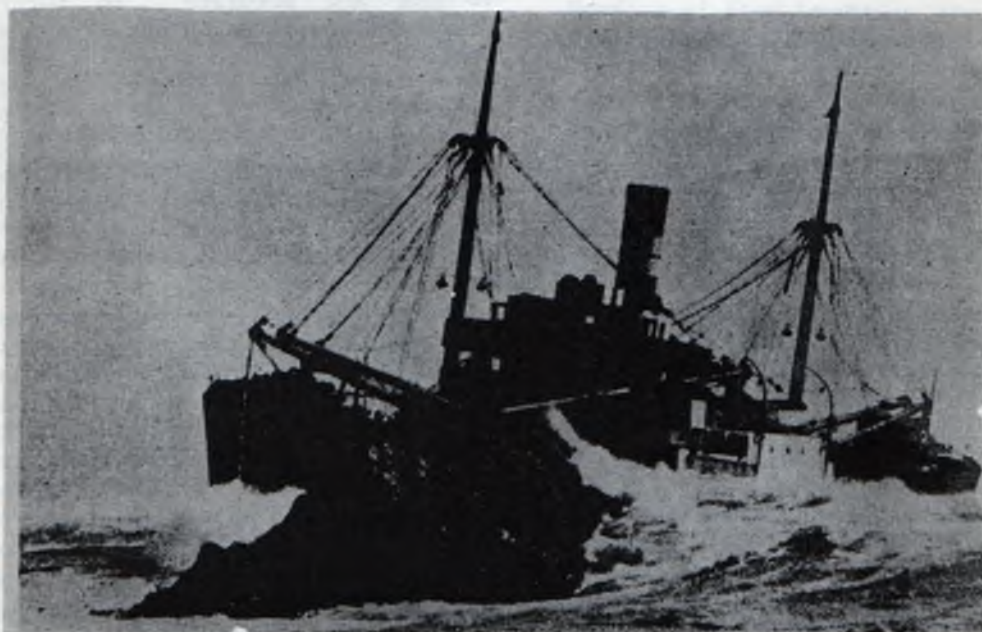
(Continued on page 110)

ABOVE: Wreck of Munleon (ex Lake Fabyan)
at Point Reyes, California, in 1931.

Photograph from author's collection.

BELOW: Sandwich (ex Lake Falun).

Photograph courtesy of C. S. Ashdowne.



Review: A Digression on Two Sorts of Records

The Statistics...

Greenwood's Lake Boats '65, John O. Greenwood. Cleveland 44114 (Freshwater Press, Inc., Room 440, The Arcade), 1965. 180 pages. Ill. Map. Paperback edition. \$4.50. (Also available at Dossin Museum's Western States newsstand.)

Greenwood's Guide to Great Lakes Shipping, John O. Greenwood. Cleveland 44114 (Freshwater Press, Inc., address above), 1965. Edition Six. 680 pages. Maps. Hard cover with tab section dividers. \$14.00.

April brings a chance to take stock of the state of lake shipping during the new season's advent. This comes with the 1965 edition of *Greenwood's Guide to Great Lakes Shipping*, an annual directory now in its sixth season of registering lake ship dimensions and data.

The sport of census-taking amounts to equipping yourself with this and last year's *Guides* to compare them for changes in the makeup of lake fleets, names of ships, and the like. In the past, the fourteen-dollar price of the *Guide* has made this an expensive year-to-year activity for many lake ship fans. But 1965 brings a new, concentrated version in paperback, *Greenwood's Lake Boats '65*, tailored to the wishes of the river watchers. In essence *Lake Boats* contains the five parts of the *Guide* having the meat of ship dimensions, fleet lists and the like. Omitted for economy are the *Guide's* further data on grain elevators, shipyards, and the like--needed more by businessmen than by amateurs.

The *Greenwood's Guide* has already acquired a reputation for being up-to-date and accurate. In future years this will be an asset to historians who wish to trace the make-up of fleets over the years, or perhaps the life of a specific ship. When these people consult a directory, they must know that it has no more than a reasonable season-to-season time lag in catching up with changes of name, reconstruction, and the like. For 1965, for example, almost all name or ownership changes reported through *Telescope's* April issue are also found in *Greenwood's*. To us, this is amazing down-to-the-deadline editing for such a bulky text. New ships coming out this season are found in the regular lists, while a special list covers other ships more recently ordered.

While on the subject of books, we note that Dossin Museum's newsstand has a revised edition of Arthur G. and Lucy Frederickson's *Pictorial History of the C&O Train and Auto Ferries* (74 pages, over 125 illustrations) for \$2.10 postpaid, as well as Thomas Manse's 1965 edition of *Know Your Ships* at \$1.08 by mail.

...and the Songs

Songs of the Great Lakes, Collected by Edith Fowke. New York 10036 (Folkways Records, 165 West 46 St.), 1964. (Record No. FE 4018.) Includes illustrated 12-page booklet. \$5.95.

Woods and Water: Folksongs from Michigan History, performed by Duane Starcher. Kalamazoo, Michigan 49001 (Aural Press, Western Michigan University), 1964. (Record No. WMU 2000.) Album notes are on jacket. \$5.00 postpaid.

REVIEW: TWO SORTS OF RECORDS

(Note: These records are not available at Dossin Museum's newsstand.)

"Are there any sailors' songs on the lakes?"

"Well, very few. You see, steam killed all that sort of thing. In the days of sail ships, sailors had everything to do by hand, and they had special songs to lighten each kind of work. There was a song for manning the capstan, and another for heaving the anchor, and so on. But when steam came, sail-ships went, and with 'em the songs. The songs of the lakes today are mostly of the

*Lost on the Lady Elgin,
Sleeping to wake no more.
Numbered with that three hundred
That failed to reach the shore*

variety. No, there is no romance on the lakes today."

--Detroit Free Press, Jan. 2, 1887

The writer above pronounced his eulogy of lake sailors' songs long before our days when every freighter has its television set for entertainment. Lake sailing ships were by no means extinct in 1887, or indeed until the schooner *Our Son* sank in 1930. But large numbers of them were cut down as barges on a towline behind the new "steambarges" in the 1870s and 1880s.

If the work songs had lost their usefulness by 1887 (if, indeed, they were widely used at all on the Great Lakes), there still survived the "fo'c'sle" songs sung only for entertainment. The writer above went on to quote a version of the "Persian" ballad which he had picked up from a wheelsman on the steam-barge *Thomas W. Palmer*.

Few people are aware that the lake songs existed. The closest that the lakes usually come to popular repertoire is that saucy parody of the perilous sea passage--on the canal boats of New York State. Its refrain goes:

*O, the Ee-rye-ee was a-risin'
And the gin was a-gettin' low;
And I scarcely think
We're gonna get a drink
Till we get to Buffalo-o-o,
Till we get to Buffalo. ...*

Readers of Fred Landon's and Dana Bowen's books also remember such ballads as "The Asia" and William Drummond's "The Julie Plante," if in text only. (In our *Telescope* of June, 1963, we published a newspaper ballad of 1884 that we later recognized as borrowing some of the best punch lines of Drummond's ballad.)

Now the revived interest in folk singing has brought many of these lake songs vividly to life in at least two recent recordings. One is *Songs of the Great Lakes, Collected by Edith Fowke*. It consists of lake songs gathered by Canadian historians, principally by C. H. J. Snider and Stanley Baby. Mr. Snider is particularly known to lake historians for his "Schooner Days" column in the *Toronto Telegram* in bygone years, and for numerous books. His writings have, more than any others, done much to preserve the story of lake schooners, a greatly-neglected field of interest now that they are remembered by so few people. This recording also includes an informative 12-page booklet with the text and background of the various songs. The songs in this record are sung by the people who collected them.

The other recording is *Woods and Water: Folksongs from Michigan History*. In this recording, Duane Starcher sings to his own accompaniment. He presents only four lake songs, and the balance of the record contains mostly "shanty boy" songs from the Michigan lumber camps. It thus brings together two Michigan industries that were very closely related. Lake historians may prefer the Fowke record for its being completely devoted to songs sung aboard lake vessels. But those who are not

familiar with folk singing will probably find the Starcher record a much more entertaining introduction, thanks to its very more lively singing style. Indeed, the two records complement each other well enough to deserve being purchased together.

The lake songs reveal an aspect of the lives of the lake sailors of the schooner era. We see sailors both as they wished to see themselves and as they appeared in spite of themselves. Few other historical documents transmit so much of their life and sentiments. Old newspaper items are more impersonal, and involve new ships or ships in trouble. Law case books tell much about shiphandling technique, but cramp personal feelings under oath. In the songs, the sailor speaks freely.

Many of these songs seem overly preoccupied with accident and death. But in that era, especially in early and late season, death was all too possible--especially in older sailing ships with weakened and leaky hulls and worn out canvas. Then, too, there were so many lake craft afloat and perhaps inexpertly handled, and even the sturdiest iron ship could be struck down by a wayward vessel moving perhaps without proper running lights. And, in a gale, an ever-present hostile shore was more to be feared than waves.

The aforementioned ballad of "The *Persian*" falls in this somber category, and is included in both recordings. Modern ears will find its tragic sentimentality unpalatable, but its strong survival testifies to the popularity it enjoyed years ago. The *Persian* seems to have been a 135-foot schooner built in 1855 of "409 tons burthen, carpenter's measurement." On October 3, 1868, she apparently collided with the *E. B. Allen* off Forty Mile Point in Lake Huron. Continuing on her way, she sank presumably while crossing Saginaw Bay. Captain John Long and his crew of ten men were all lost. At

REVIEW: TWO SORTS OF RECORDS

the time, *Persian* was owned by Murray, Long and King of Oswego, according to information in the Burton Collection of Detroit Public Library. After the ballad's first two stanzas, the song has little specific information that couldn't apply to the loss of any ship with all hands, so that it has little use as a factual record. But, after all, such a tragedy leaves all to conjecture, particularly in the days before ship-to-shore telephone. And one cannot expect grief to be articulate. The *Free Press* text of the ballad was as follows:

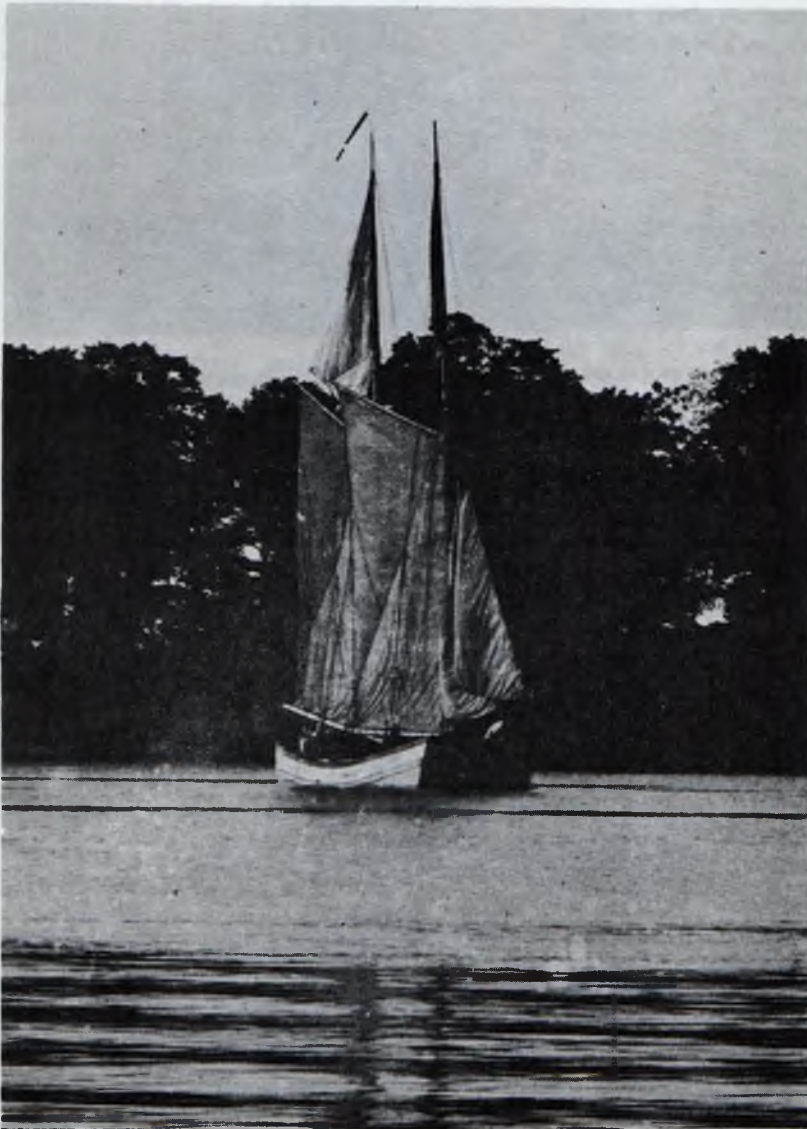
*O, sad and dismal is the fate
That I will now relate to you,
That of the schooner Persian,
The officers and crew.
They sank beneath the deep blue seas
In life to rise no more,
Where wind and desolation sweep
On Huron's rock-bound shore.*

*They left Chicago on their lee;
Their songs they did resound,
While they, so full of joy and glee,
For homeward, they were bound;
Not thinking that the sword of death
Would smite them on their way
While they, so full of joy and glee,
Upon Lake Huron lay.*

*Dan Sullivan was the mate's name,
A man both true and brave
As ever yet by fate compelled
To fill a sailor's grave.
He sank beneath the deep blue sea
In life to rise no more
Where the wind and desolation sweep
Lake Huron's rock-bound shore.*

*Farewell, Dan, your friends will
mourn
Your fate upon the main.
O long will they look for your
return
Back to Oswego town again.
They will miss the love-glance of
your eye
And your hand they'll clasp no
more.
In watery depths you now do lie
Far, far from friends and home.*

A Herbstster photograph shows the scow schooner Lillie at Put-in-Bay in 1913. This photograph came to Telescope from the late Jack Miller. This scow schooner presumably resembled the Bigler, commemorated in a whimsical ballad. (See page 106.)



REVIEW: TWO SORTS OF RECORDS

...The sailors' names I do not know,
Excepting one or two.
They sank beneath the deep blue sea;
They were a reckless crew.
Not one of them escaped the wreck
To tell the story o'er.
In watery depths they now do lie
Far, far from friends and shore.

In mystery their fate is sealed;
They did collide, some say.
But that is all can be revealed
Until the judgment day,
Until the angels take their stand
And wade the waters blue
And then bring forth this loud
command,

"The schooner Persian's crew!"

Around Presque Isle the sea-birds
scream

Their mournful notes along
In memory of the Persian's crew
A melancholy song.

And years grow on, and days roll on,
And their faces you'll see no
more.

In watery depths they now do sleep
Far, far from friends and shore."

A quieter end came to the little scow schooner *Bigler*, a "canal-built" schooner of about 600 tons. Presumably she was built to Welland Canal dimensions, then allowing passage to ships about 150 feet in length. On her last trip, the *Bigler* had cleared Nipigon Bay in Lake Superior, in early September, 1884. Out in the lake she began to leak, and was abandoned to sink about 40 miles north of Marquette. She had a cargo of stone intended for Chicago.

The *Bigler* fostered a humorous ballad, quite different from that of the *Persian*, and still very entertaining today. Her song is also found in both recordings. She was the butt of a joke, a slow and awkward craft with blunt bows; with wry irony the songwriter miscast her in a spirited song suitable for a fast sailer: One stanza goes:

We made Skillagalee and Wobble-shanks,

The entrance to the Strait.
We might have passed the whole fleet
there,

If they'd hove to and wait.
But we drove them all afore us,
The nicest you ever saw

Clear out into Lake Huron
Through the Straits of Mackinac.

Perhaps the most revealing of the lake songs in day-to-day lore is "Red Iron Ore," which again is found in both recordings. It describes a passage of the ore schooner *E. C. Roberts* from Chicago to Cleveland via Escanaba where its ore cargo was taken on. We feel the sailors' disgust at having to turn shovellers to trim the dusty ore cargo once it is loaded aboard. We feel their fierce pride in their ship and master, their annoyance at taunts from the schooner *Minch* which clears Escanaba before them ("We'll see you in Cleveland next Fourth of July"). Annoyance turns to triumph on the way along ("We flew by the *Minch* for to show her the way, and she ne'er hove in sight till we were off Thunder Bay."). Like the *Bigler*'s ballad, "Red Iron Ore" makes passing note of landmarks along the way, which were essential to recognize in those days of crude aids to navigation; so that we get a sort of condensed "log" of her passage. Triumph is complete when the *Roberts* makes port: "...Over the bottle, we'll spin a big yarn; but Cap'n Harvey Shannon had ought to stand treat, for gettin' to Cleveland ahead of the fleet."

Woods and Water's fourth lake song tells of the loss of the small Lake Michigan schooner *Lookout*. The remaining songs of the Fowke record include "The wreck of the *Asia*," "The *Maggie Hunter*," "The Loss of the *Antelope*" and part of "The *Fayette Brown*." Another, "James Bird," tells of an incident in the Battle of Lake Erie in 1813. The remainder are ocean songs which happened to be sung aboard lake vessels. --GPB



STEAMERS AND CONSORTS AT THE DETROIT COMPANY'S DOCKS FOR REPAIR:

BLUEPRINT: GETTYSBURG

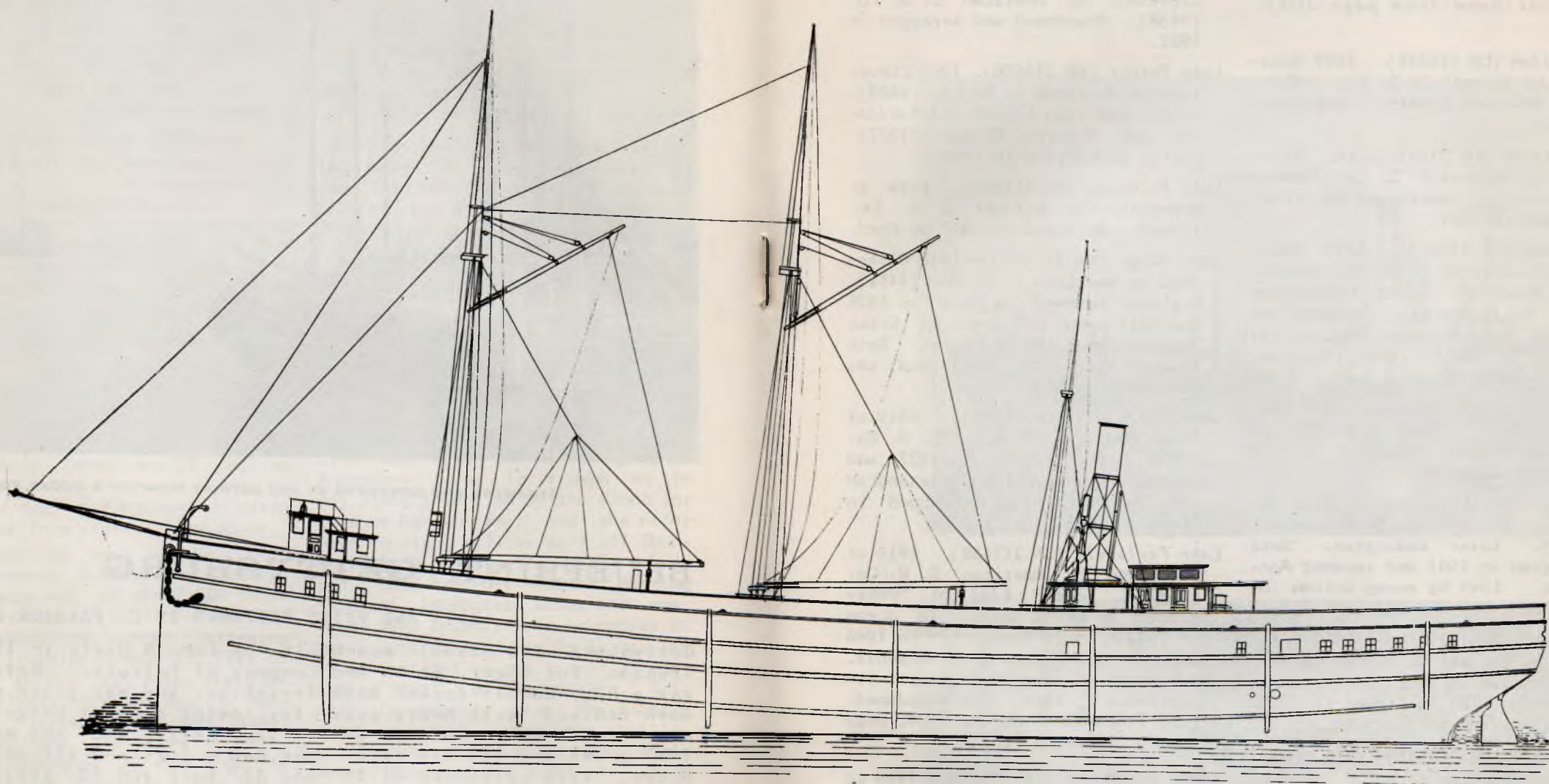
DATA AND PRINT PREPARED BY C. PATRICK LABADIE

Gettysburg (US 85957) was built by Linn & Craig in 1887 at Trenton for Alger, Smith and Company of Detroit. *Gettysburg* was a big, double-decked bulk freighter, and was given a long, open fantail with heavy gear for towing consort barges. Her dimensions were 208.6 x 37.1 x 21.6 feet, and she measured 1087 gross and 811 net tons. She had a fore-and-aft engine by Hodge, with cylinders of 26" and 44" bore and 40" stroke.

In 1915 *Gettysburg* was sold to R. Burns of Detroit, and in 1916 she was sold again, this time to Moore & McCormack of New York City. Renamed *Barnstable*, she became the first ship owned by that fleet.

Barnstable was rebuilt for salt water service, with a superstructure amidships, and was converted to carry package cargo. She foundered off Tybee Light on the Georgia Coast on 13 September 1919, with loss of four lives. Fourteen men were saved after spending 54 hours in a lifeboat.

The illustration of *Gettysburg*, moored with several sailing vessels at Detroit Dry Dock Company's Orleans Street plant, comes from that company's 1894 volume, *Around the Lakes*. See center spread for our print of *Gettysburg*.



LAKERS VI: LAKE ELWIN to LAKE FIELDING

LAKERS

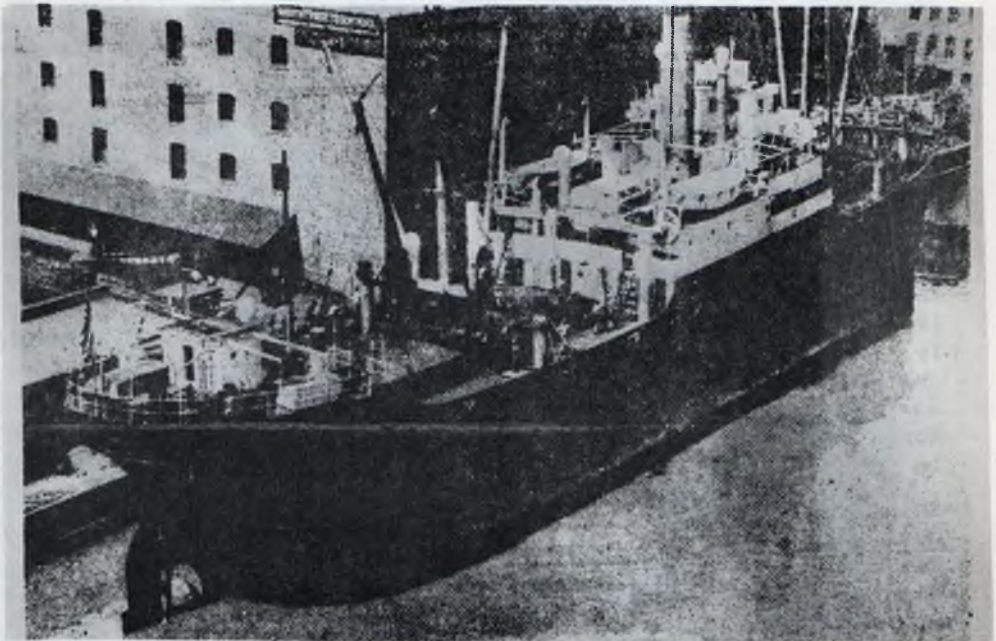
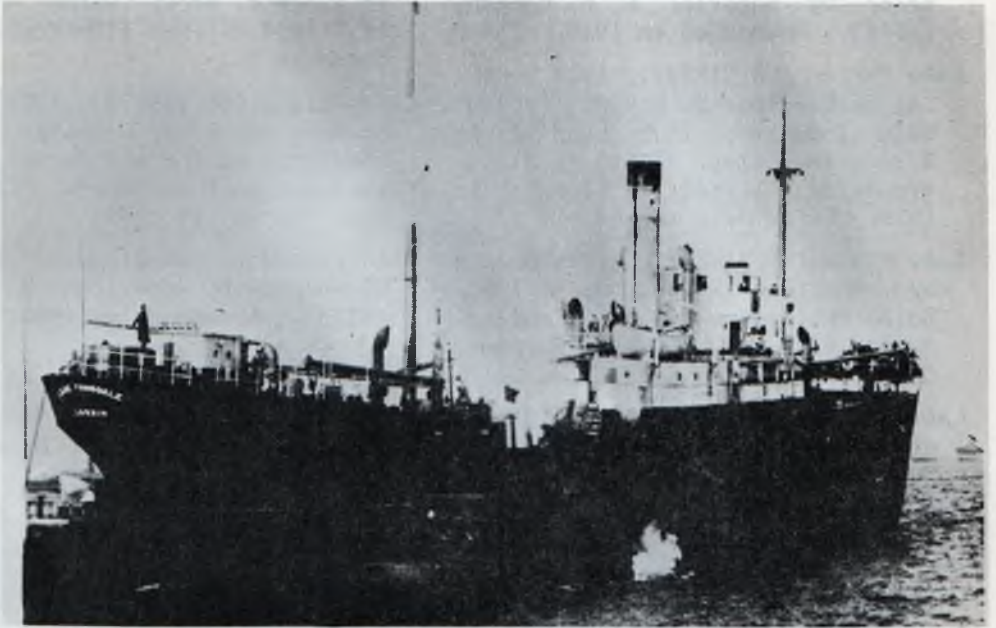
(Continued from page 100)

- Lake Faliah* (US 219301), 1919 Wyandotte by Detroit S. B. Co. (#272). Later *McCreary County*. Abandoned in 1932.
- Lake Falkner* (US 219355), 1919 Wyandotte by Detroit S. B. Co. (#274). Later *Hancock County* and *Munlisto*. Scrapped in 1937.
- Lake Falun* (US 219414), 1919 Wyandotte by Detroit S. B. Co. (#276). Later *Sandwich*. Sold Panamanian after World War II. Wrecked on Alacran Reef, Yucatan, Mexico, on January 2, 1959. (See illustration as *Sandwich*.)
- Lake Fanbush* (US 218708), 1919 Lorain, Ohio, by American Shipbuilding Co. (#763). Abandoned in 1930 and scrapped at Boston.
- Lake Fandango* (US 219471), 1919 Wyandotte by Detroit S. B. Company (#278). Later *Lexington*. Sold Norwegian in 1941 and renamed *Norlantic*. Lost by enemy action in Caribbean, May 12, 1942.
- Lake Fandon* (US 219480), 1920 Wyandotte by Detroit S. B. Co. (#279). Sold Russian in 1931 and renamed *Tchoukcha*. Still listed in 1954. (See illustration.)
- Lake Fannin* (US 218231), 1919 Cleveland by American S. B. Co. (#487). Later American *Osage*, Chinese *Hia Ying* and Panamanian *San Jose*. Sold Chinese in 1937, and Panamanian around 1939. Data wanted.
- Lake Fanquier* (US 219100), 1919 Lorain by American S. B. Co. (#767). Later American *Guayaquil* and *Caribstar*. Lost by enemy action in Caribbean, October 4, 1942.
- Lake Fansdale* (US 198887), 1919 Lorain by American S. B. Co. (#765). Sold Russian in 1929 and renamed *Kamchadal*. Listed in *Lloyd's* in 1954. (See illustration.)
- Lake Farabee* (US 218418), 1919 at Cleveland by American S. B. Co. (#488). Abandoned and scrapped in 1932.
- Lake Farber* (US 218600), 1919 Cleveland by American S. B. Co. (#489). Later American *Commercial Navigator* and Russian *Chapiev* (1937). Listed in *Lloyd's* in 1954.
- Lake Faresman* (US 217822), 1919 at Wyandotte by Detroit S. B. Co. (#255). Scrapped in 1927 by Ford.
- Lake Farge* (US 217237), 1918 Cleveland by American S. B. Co. (#481). Engines removed by Ford in 1926 and hull used as barge on Great Lakes between the two wars. Back to salt water in 1942, and was scrapped in 1953.
- Lake Faribault* (US 218852), 1919 at Cleveland by American S. B. Co. (#490). Sold Italian in 1927 and renamed *Grazia Terzo*, *Alexandria* and *Grazia Terzo*. Scrapped in Italy in 1932.
- Lake Faristell* (US 217458), 1918 at Cleveland by American S. B. Co. (#482). Later *King* of "Poker Fleet" on Great Lakes. To ocean in 1942. Sold Panamanian in 1946 and renamed *Milena* and *Evgenia*. Stranded on Cape Cod, Mass., on September 7, 1953, and abandoned. (See *Telescope*, March, 1964, page 51, for illustration.)
- Lake Fariston* (US 218971), 1919 at Cleveland by American S. B. Co. (#491). Later American *Baracoa*. Sold British in 1936. Apparently scrapped in United Kingdom around 1938. (See illustration as *Baracoa*.)
- Lake Farley* (US 219064), 1919 Cleveland by American S. B. Co. (#492). Sold Russian in 1929, and later named *Buriat* and *Buryat*. Still listed in *Lloyd's* in 1954.
- Lake Farlin* (US 218116), 1919 Superior by Superior S. B. Co. (#544). Scrapped by Ford in 1927.

ABOVE: Lake Fansdale.

Photograph from author's collection.

BELOW: Baracoa (ex Lake Fariston) at Chicago,
around 1932. Photo from author's collection.



LAKERS VI: LAKE ELWIN to LAKE FIELDING

- Lake Farmingdale* (US 218471), 1919 Superior by Superior S. B. Co. (#545). Later Philippine *Florence D.* Data wanted.
- Lake Farragut* (US 218559), 1919 Superior by Superior S. B. Company (#546). Abandoned in 1930.
- Lake Farrar* (US 218692), 1919 Superior by Superior S. B. Co. (#547). Sold Japanese, 1926, and later *Nissho Maru* (Jap. 31365) and *Nissho Maru*. Listed in *Lloyd's* in 1939. Later data wanted.
- Lake Faulk* (US 218882), 1919 Lorain by American S. B. Co. (#764). Sold Philippine in 1926 and renamed *Helen C.* Later *Euzkadi*, *Southern Trader* and *Atlantic Gulf*.
- Lake Favonia* (US 219111), 1919 Lorain by American S. B. Co. (#767). Sold Russian in 1929 and renamed *Zirianin* and *Ziryanin*.
- Lake Faxon* (US 219182), 1919 Lorain by American S. B. Company (#768). Transferred to U. S. Government in 1933. Data wanted.
- Lake Fear* (US 218776), 1919 Saginaw by Saginaw S. B. Co. (#140). Was scrapped by Ford in late twenties.
- Lake Felden* (US 219183), 1919 Lorain by American S. B. Company (#769). Later American *Elizabeth River* and *Francis J. Salman*. Lost by enemy action in the Caribbean, May 18, 1942.
- Lake Fellowship* (US 219231), 1919 Lorain by American S. B. Company (#771). Completed as *Henry County*. Later *California State*, *Golden State*, *Isle of Patmos* and *Santa Rosa*. Sold Panamanian after World War II. Listed in *Lloyd's* in 1963.
- Lake Felton* (US 219446), 1919 Lorain by American S. B. Company (#772). Was completed as *Franklin County*. Abandoned and scrapped in 1931.
- Lake Fenn* (US 219445), 1919 Lorain by American S. B. Company (#773). Transferred to U. S. Government in 1933. Data wanted.
- Lake Feodora* (US 219574), 1919 Lorain by American S. B. Co. (#774). Later American *Sagamore*. Wrecked at Prout's Neck, Maine, January 14, 1934. (See illustration as *Sagamore*.)
- Lake Fergus* (US 219573), 1920 Lorain by American S. B. Company (#775). Completed as *Indiana Harbor*. Was stranded on Point Gorda, California, on May 18, 1927.
- Lake Fernalda* (US 219260), 1920 at Cleveland by American S. B. Co. (#776). Abandoned in 1933.
- Lake Fernando* (US 218954), 1919 at Buffalo by Buffalo Dry Dock Co. (#912). Later American *Munami* and French *Lisieux* (1941). Apparently a war loss.
- Lake Ferrona* (US 219186), 1919 at Cleveland by American S. B. Co. (#913). Sold Russian in 1929 and renamed *Turkmen*. Still listed in *Lloyd's* in 1954.
- Lake Fessenden* (US 219213), 1919 at Cleveland by American S. B. Co. (#914). Completed as *Bartholomew*. Later American *Cumberland* and British *Western Head* (1939).
- Lake Festina* (US 218330), 1919 Toledo by Toledo S. B. Co. (#157). Sold Russian in 1929, and later named *Samoied* and *Pugachev*. Still listed in *Lloyd's* in 1954.
- Lake Festus* (US 218384), 1919 Toledo by Toledo S. B. Co. (#158). Later American *Mayan* and Panamanian *Nino Claudio* and *Valerio*. (See illustration.)
- Lake Fibre* (US 218509), 1919 Toledo by Toledo S. B. Co. (#159). Abandoned and scrapped in 1931.
- Lake Fielding* (US 218767), 1919 Toledo by Toledo S. B. Co. (#160). Later Chinese *Confucius* (1926) and Japanese *Shinsei Maru No. 17*.

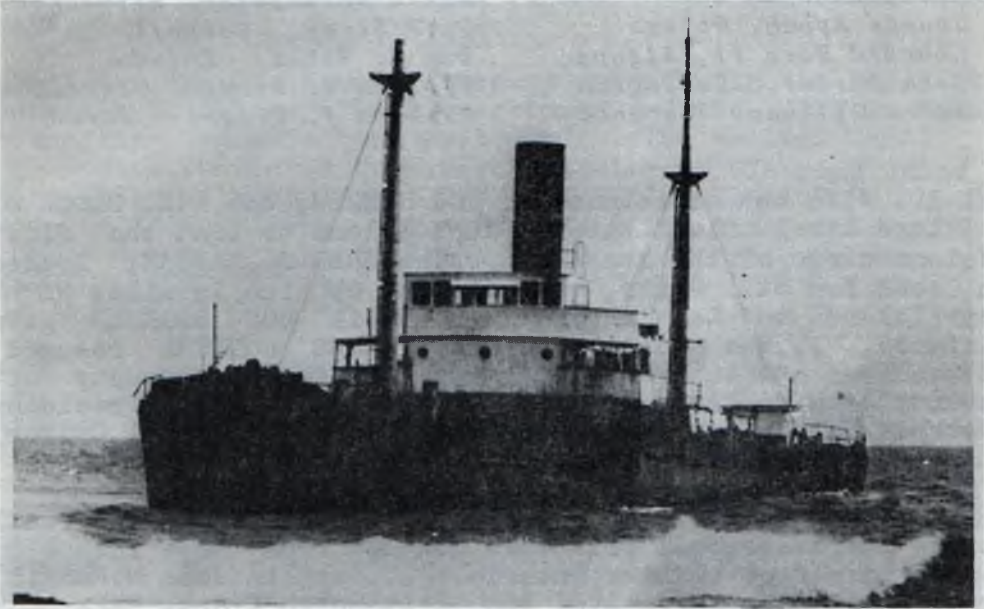
(To be continued)

*ABOVE: Wreck of Sagamore (ex Lake Feodora), at
Prout's Neck, Maine, in 1934.*

Photograph courtesy of William A. McDonald.

BELOW: Lake Festus at Rotterdam, 1919.

Photograph from author's collection.



LAKES & SEAWAY NEWS

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April 1...With the assistance of CGC SUNDEW, the L.E. BLOCK of the Inland Steel fleet entered Port Inland to load the first limestone cargo of the season. ...The FRED A. MANSKE, loaded with coal for St. Clair, was stopped by ice $1\frac{1}{2}$ miles NE of Peach Island on Lake St. Clair until CGC BRAMBLE gave assistance. ...The hydraulic dredge THREE BROTHERS resumed work on four new ship berths at the Toledo-Lucas County Port Authority site on Presque Isle. ...William P. Young, President of Detroit Harbor Terminals, died in University Medical Center, Ann Arbor, of a heart attack.

April 2...The Lake Survey predicted that all the lakes will continue their seasonal rise this month, from three inches on Superior to a foot on Lake Ontario. ...Captain John W. Rankin, a veteran of 23 years with the Pittsburgh Fleet, has been appointed Assistant Marine Superintendent. ...A ruling by a federal judge in Pittsburgh, extending rate reductions for iron ore from Cleveland to Pennsylvania cities on the Erie-Lackawanna, will no doubt increase business considerably at the Nypano ore dock on the Old Riverbed in Cleveland. ...The FRED A. MANSKE was again icebound on Lake St. Clair, this time on the return trip to Toledo. CGC BRAMBLE again assisted. ...The carferry GRAND HAVEN, escorted by CGC KAW, worked all day in order to enter Cleveland.

April 3...The ADAM E. CORNELIUS required the assistance of CGC BRAMBLE to transit Lake St. Clair. TUPELO and ACACIA, meanwhile, were attempting to clear an 85 mile field across lower Lake Huron. ...The tanker OIL TRANSPORT opened the shipping season for the Port of Hamilton, Ontario. ...The CHILEAN REEFER, a 4,981 ton Danish freighter, was severely damaged off Flushing, Holland in a collision with CAPE BRETON MINER. The Lauritzen vessel was nearly sliced in two, while the Upper Laker was slightly damaged.

April 6...The FLYING INDEPENDENT, locked in the lakes for the winter by the Seaway closing, departed Toledo. ...A contract amounting to \$5,266,786, has been awarded by the DOT to Davie Shipbuilding, Ltd., Lauzon, for a new ice-breaking, supply,

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and buoy vessel to replace CCGS CHESTERFIELD and CCGS SAUREL in Eastern St. Lawrence service. ...The ERNEST T. WEIR opened Escanaba Harbor, departing with a cargo of iron ore for Detroit.

April 7...The PELEE ISLANDER commenced operations for the season, a week late due to ice conditions on western Lake Erie. ...The OLAU GORM departed Toronto for Buffalo after spending the winter on the lakes. VAN FU and ORIENT MERCHANT remain to sail.

April 8...The St. Lawrence Seaway opened with the MEDICINE HAT entering St. Lambert Lock westbound and the JOHN O. McKELLAR transiting Iroquois Lock eastbound. The Welland Canal, open for a week, continued to have difficulty in clearing ships from Port Colborne with SEAWAY QUEEN, GEORGIAN BAY, GEORGE M. CARL, and CHICAGO TRIBUNE all stuck 12 miles east of Long Point. ...The Reiss Steamship Company announced the purchase of the EMORY L. FORD from the Hanna Mining Company. The vessel will be renamed(b) RAYMOND A. REISS in honor of a New York director.

April 9...The GEORGE M. CARL, first arrival in Toledo for grain, was delayed for more than two hours when the Cherry Street bridge would not open. ...The latest bid for the whaleback JOHN ERICSSON, which is being offered as a marine museum by her owners, Upper Lakes Shipping, Ltd., may find a permanent resting place for her in the Don Valley, Toronto, as part of Ontario's science and technology center.The ERNEST R. BREECH was aground just north of Port Huron, apparently pushed out of the channel by ice jamming the mouth of the St. Clair River. ...The shakedown cruise of HMAS PERTH, under construction by Defoe in Bay City, was postponed for two weeks due to heavy ice on Saginaw Bay. ...Ice on Lake St. Francis forced the first ships of the season in the seaway to await better conditions. The MEDICINE HAT tied below Beauharnois, and the JOHN O. McKELLAR moored above the Snell Lock. ...CCGS SIMCOE escorted the tanker CEDARBRANCH and the R. O. PETMAN clear of the ice at Port Colborne.

April 10...CSL's package freighter FORT ST. LOUIS was slightly damaged when her stern brushed against a dock and the Swedish freighter FREDRIK RAGNE in Montreal Harbor. ...The Dutch freighter HERMES rammed the German motor vessel TRANSATLANTIC amidships on Lake St. Peter, near Trois Rivieres, on the St. Lawrence. A fierce fire broke out on the Poseidon liner which lasted for twelve hours until the stricken freighter capsized on her side. One man is dead, two missing, and twelve injured as a result. ...USS DANIEL A. JOY (DE 585), stationed at Chicago since 1950, is bound for deactivation at the Philadelphia Naval Shipyard. USS PARLE will replace the training vessel in July. ...The WILFRED SYKES opened the Lake Michigan iron ore season, arriving at Indiana Harbor from Escanaba. ...The ERNEST R. BREECH was freed by the tugs MAINE and SUPERIOR after grounding in the Lake Huron Cut.

April 12...The mailboat J. W. WESTCOTT II opened the 71st season of this unique Detroit River service. ...The Maritime Subsidy Board ruled that reduced payments should be made on the FLYING INDEPENDENT, trapped in the lakes by the closing of the Seaway. ...Harry C. Brockel, Milwaukee Port Director, forecasts record foreign trade for his city this season, with tonnage possibly exceeding 700,000 tons.

April 14...United States and Canadian authorities have approved shipment of a non-explosive form of ammonium nitrate fertilizer through the St. Lawrence Seaway. ...The GEORGE A. SLOAN of the Pittsburgh Fleet opened the Soo Locks for the season. Afterwards the SLOAN anchored at Big Point to await the CGC MACKINAW and daylight.

April 16...Canadian government authorities stated that the Russian motorship MITSHURINSK will be permitted to use the St. Lawrence Seaway if it meets normal operational requirements. The U.S. Government also gave consent since two of the seaway locks on the route to Toronto and Hamilton are in U.S. waters. ...CGC MACKINAW reported very slow progress in Whitefish Bay with three Pittsburgh Fleet vessels due to windrows as high as twelve feet in some areas. ...Hanna Mining Company's report on available ore carriers shows that the fleet has been reduced from 177 to 168 bottoms since the opening a year ago. Per trip capacity of the fleet has also been reduced by about 100,000 gross tons. ...The Navy's USS MISPELLION arrived in Toledo at the American Shipbuilding Yards for insertion of a new midsection and modern auxiliary equipment. The eight million dollar project is scheduled for completion by Dec. 15.

April 17...CGC MACKINAW finally succeeded in leading the WILLIAM G. MATHER and GEORGE A. SLOAN clear of the Whitefish Bay ice. The icebreaker was expected to proceed to Duluth after freeing six additional vessels. ...The BUENOS AIRES MARU was declared the winner of the J.L. Hudson Company trophy as the first salt water ship to reach the Port of Detroit.

April 18...The WILLIAM G. MATHER locked downbound at the Soo with the first iron ore cargo of the season from Marquette. ...The J. A. CAMPBELL of the Interlake Steamship Company has been sold to the Buckeye Steamship Company and will be renamed BUCKEYE MONITOR prior to departing Sturgeon Bay lay-up quarters. ...The GEORGE R. FINK of the Hanna Furnace Company became the first arrival in Buffalo, delivering a cargo of coal from Ashtabula.

April 19...Rep. John D. Dingell (D., Mich.) has urged the governors of the eight states around the lakes to call off "another debating society" and agree that only the Federal Government can save the Great Lakes from pollution. Dingell's stand was taken in his reply to an invitation from Governor James A. Rhodes of Ohio to attend a conference of governors on Lake Erie pollution. ...The freighter MITSHURINSK became the first Soviet ship to enter the St. Lawrence Seaway, after a

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two hour delay when a cable snapped while approaching the St. Lambert lock.

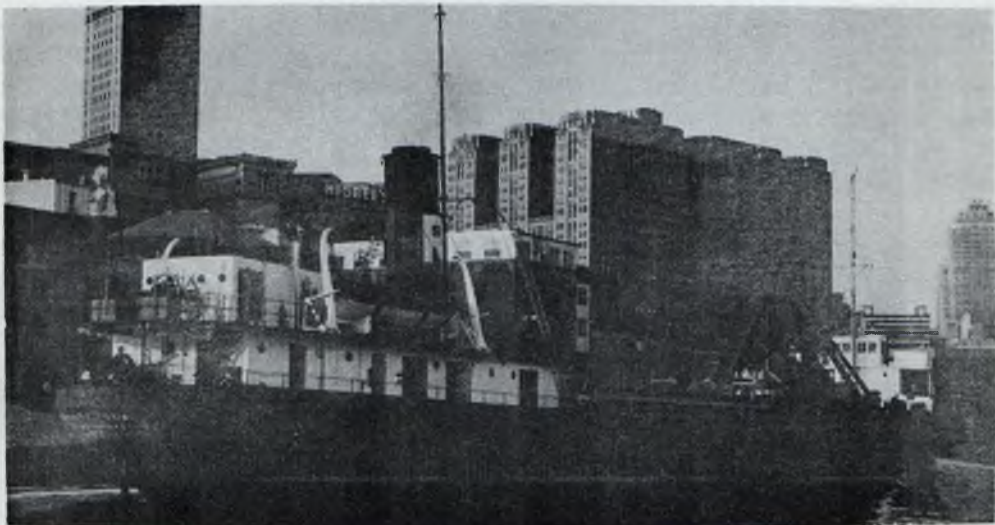
April 20...The R. BRUCE ANGUS arrived in Cleveland with the first iron ore cargo of the season.

April 21...The German freighter RHEINHART LORENZ RUSS grounded in the Lake St. Clair cut-off channel in heavy fog. ...The SAGUENAY cleared the Lakehead with the season's first cargo, grain from the United Grain Growers elevator. ...The Israeli ship HADAR became the first saltwater arrival through the seaway in Milwaukee.

April 22...Canada has announced plans to open a new marine post office at Lock 5 of the Welland Ship Canal. ...The HMAS PERTH departed Bay City for trials in Lake Huron after being delayed for two weeks by Saginaw Bay ice.

April 24...After hauling coal on Chesapeake Bay for two years, the W. F. WHITE is returning to the Great Lakes to rejoin the Bradley Fleet. ...CSL's newest package freighter, the 7,900 ton FORT WILLIAM, was christened at Lauzon. ...For the second time in as many weeks, the MIDLAND PRINCE grounded while departing Sodus Point with a coal cargo.

April 25...A \$25 million breakwater was urged for Burns Harbor, Indiana, at a hearing before the Senate Public Works Subcommittee in Washington. ...Toledo set two records for shipping cargo in 1964. Overall tonnage was at a record 41,326,499 tons. and direct overseas shipments were up to



VALLEYDALE (a. VALLEY CAMP) is shown in this Gaelic Tugboat Co. photo delivering a cargo of limestone to Cleveland for a new owner, Reoch Steamships, Ltd. of Montreal.

766,533 tons. ...The sunken wreck of the CITY OF BELIEVILLE, a former Ogdensburg-Prescott ferry steamer which sank at her Prescott dock on February 17, 1914, was explored by the Underwater Society of Ottawa with some success. Parts salvaged from the old wooden ship included a 350 lb. double bollard, tools, and a quantity of spikes.

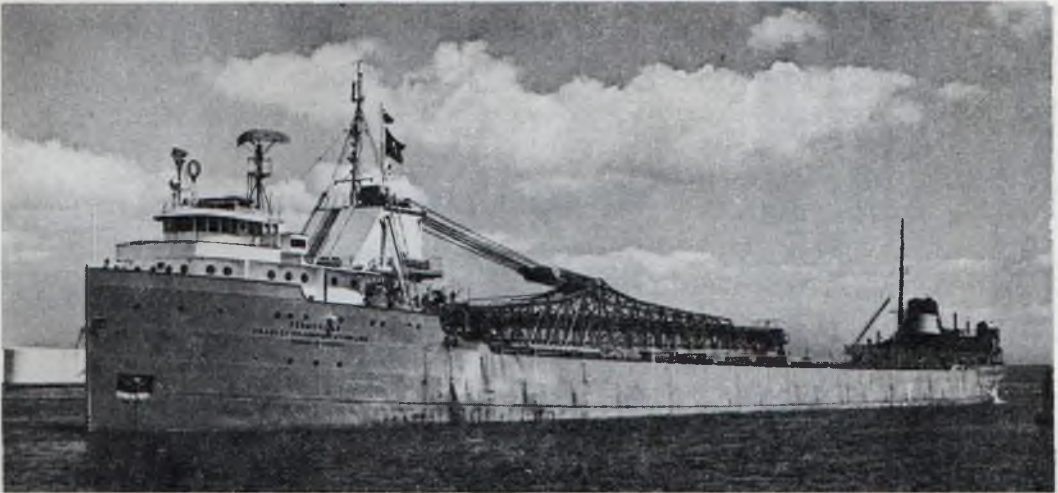
April 27...Delivery to Cleveland of the SHOWBOAT, an 85-foot excursion boat, will be delayed several weeks. Her builder, Dubuque Boat & Boiler Co., is under ten feet of water due to the flooding Mississippi. ...Following complaints made by crewmembers and in an official statement of the SIU, Halco's NORTHCLIFFE HALL will be inspected by the DOT at Port Alfred to determine her seaworthiness. The ship was forced back to Port Aux Basques, Newfoundland, on April 25, due to heavy seas in the Gulf of St. Lawrence. ...The VIKING, formerly the ANN ARBOR No. 7, has returned to service after being remodeled and repowered by Fraser Shipyards, Inc., Superior.

April 28...Upper Lakes Shipping, Ltd., announced that their new self-unloader under construction at Port Weller will be christened ONTARIO POWER on June 19, and placed in commission the same day. ...The CHIEF WAWATAM, 54-year old Straits of Mackinac ferry, will sail shortly for Manitowoc where a major repair job will be performed on her boilers. Her place will be taken by the car barge MANISTEE (a. ANN ARBOR No. 3) under tow of the tug MUSKEGON. The tug is owned by Gartland Steamship Company and is under charter to John Bultema of Manitowoc. The barge is owned by Bultema and is under charter to the Mackinac Transportation Co. for six months. ...The BAY STATE, a trawler built by Sturgeon Bay Shipbuilding and Dry Dock Co., departed for Boston to go into service for the Bay State Trawling Corp. ...The Greek freighter ORIENT MERCHANT, troubled with bad luck since being trapped in the lakes last fall, was hard aground outside Port Colborne. A week earlier she was aground at Chicago, and with a draft of 25.5 feet, salvage operations appeared probable.

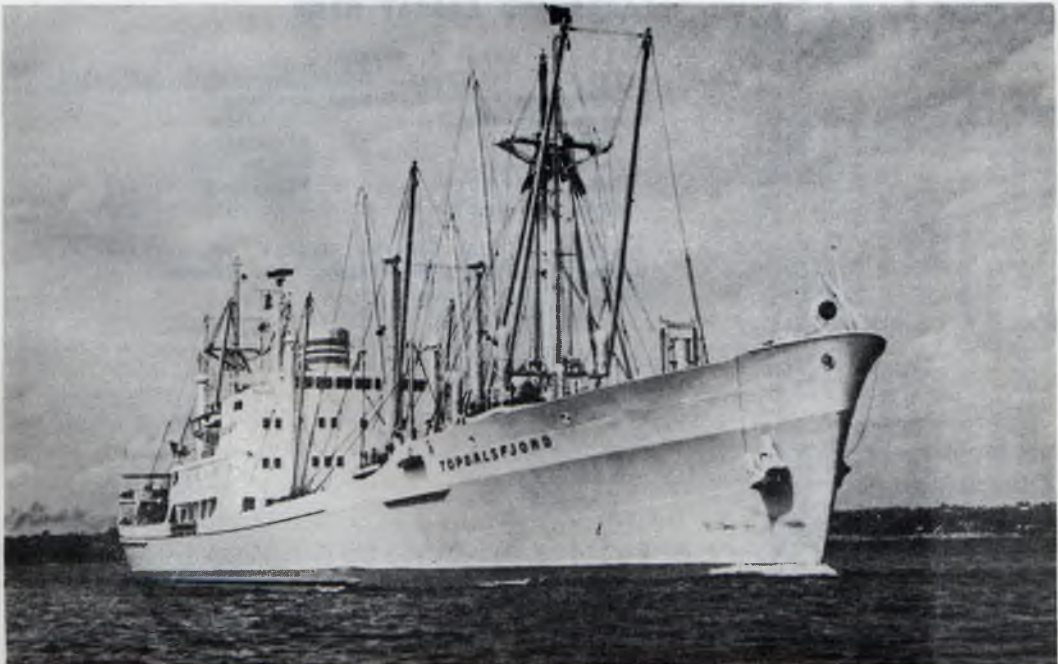
April 30...The Cleveland-Cliffs Iron Company announced a \$40 million expansion plan for its Empire mine in Michigan's Upper Peninsula. ...The WILLIAM McLAUGHLIN of the Interlake Steamship Company will be renamed (b) SAMUEL MATHER iii.

On May 7, the most serious disaster since the sinking of the CARL D. BRADLEY in the Fall of 1958, struck the Great Lakes fleet. The CEDARVILLE (a. A.F. HARVEY), another member of the Bradley Fleet, collided with the TOPDALSFJORD of the Norwegian American Line two miles east of the Mackinac Bridge in heavy fog, and within 21 minutes was at the bottom of the Straits in about 90 feet of water. Although the final count is uncertain and a daily search continues, it appears that ten crewmembers of the CEDARVILLE lost their lives in the disaster.

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CEDARVILLE (a. A.F. HARVEY)



TOPDALSFJORD

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