

# TELESCOPE

September, 1962

Volume 11, Number 9



Great Lakes  
Maritime  
Institute

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

## Meeting Notices

**BUSINESS MEETING:** Board of Directors; general membership welcome to attend. **Tuesday, November 6**, at 8 p.m. at the Dossin Great Lakes Museum on Belle Isle.

**GENERAL MEETING:** Bill Hoey will take us back through the career of the popular D & C sidewheeler CITY OF CLEVELAND III of 1908, with illustrations. **Friday, November 30**, 8 p.m., at the Dossin Great Lakes Museum.

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Ross & Wiley photograph, Dowling collection

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## Telescope

**Editor:** Gordon Bugbee

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

**Photographic Editor:** Emory A. Massman, Jr.

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**Great Lakes Marine News Correspondents:** George Ayoub, Fred W. Dutton, Edwin Sprengeler, Dan M. Weber, Peter B. Worden and Richard J. Wright

We are grateful to have Fred W. Dutton of Cleveland join our other correspondents whose monthly contributions tell us of events from many parts of the Great Lakes.

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 35c 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.

## IN RESPECTFUL MEMORY

WILLIAM

NILES

STEVENS

At the heart of the Dossin Museum's library is a collection of bound volumes consisting largely of journals of the shipbuilding industry, their covers stamped with the initials "W. N. S." They date back to about 1905, telling of the exciting years when steel hulls were at last replacing wooden hulls in Great Lakes fleets and when six-hundred-foot ships were first appearing. Around this time, Bill Stevens, whose volumes these were, was graduating from Detroit's old Central High School. A career in naval architecture seemed appealing at the time; and Bill went to study at the University of Michigan, which then possessed one of the early testing tanks for scientific study of hull design. Bill's career soon drew him into other forms of engineering, and eventually took him away from the Great Lakes region to Pittsburg and elsewhere. But this interest in ships did not diminish; as evidence of this, the bound volumes continued to accumulate into the thirties. Defense work of World War Two returned him to Detroit, and he retired about five years ago. Bill was an early member of this organization, and was very generous in his gifts and his efforts to both the Institute and the Museum, as the library is but one testimonial. He served as our Treasurer up to the past year, when illness limited his activities. On Thursday, August ninth, in his seventy-second year, Bill Stevens passed away. The Institute and its members will miss him very, very deeply.

G. P. B.



Although water routes furnished the only means of transportation upon the Upper Great Lakes during the colonial period, the British seem to have been the first to think of establishing a navy upon those waters. It is true that the first ship upon the Upper Lakes was a French ship, the GRIFFON, which was built and wrecked in 1679. Sometime after 1700, the French also had a small ship upon the Upper Lakes of which we know almost nothing. But the only French post of any consequence was Detroit, and the French evidently felt that this could be supplied from open boats.

When the British arrived on the scene in 1760, they had not only the problem of supplying their posts, but of keeping in subjugation their new subjects of French descent. There was also the problem of mobility in the face of the Indian tribes who had been enemies only months before. The British thought only in terms of overland communication at first. This was despite the fact that the "French and Indian War" just ended had been somewhat of a naval war; that the army had much fighting experience upon the river system of North America; and that the British had a long naval tradition. The British were quickly disabused of this idea when they tried to drive cattle overland from Pittsburgh to Detroit over four hundred miles of almost nonexistent trail. Several other problems appeared, such as their inability to supply Detroit from open boats manned by Frenchmen, as late in the year as November.

Early in 1761 the British took the first steps to supply the need for shipping. At Niagara a bateau was furnished with a mast, and perhaps was decked, but it was quickly wrecked. At the same time, construction of a vessel was started upon Navy Island in the Niagara River. It was built by a shipwright who came from Philadelphia by way of Pittsburgh, which is the way all naval stores were also to come for the next few years. Mr. Theis, the shipwright, was evidently a good one, for the vessel was launched the same year. She was a schooner, of about sixty tons, and was given the name "HURON", although she was commonly referred to simply as "the schooner." HURON went into service early the next year, 1762. Like all Great Lakes ships of this period, her life was a short one and she was wrecked in 1769. She was the first of a long line of King's Ships on the Upper Lakes, and was the first decked ship to appear on the Lakes in 82 years. There was enough timber left over from HURON to build another vessel, the sloop MICHIGAN. This was launched early in 1762 and saw some service that year. The French had such a poor naval tradition on the Lakes that—in the midst of a huge natural supply of naval stores—they had never built a vessel at Detroit and had no pitch or oakum there to repair one.

The wisdom of building armed vessels for the Lakes became evident the next year as the Pontiac Conspiracy began. Both the sloop and the schooner were at Detroit when the siege began, and they were instrumental in defending the fort. It was the Indians' first taste of naval power. The ships were able to supply the fort. They could defend the flanks of the fort until nearby buildings could be burned to clear a field of fire. They made armed sorties against the

# SHIPPING OF THE GREAT LAKES:

# 1760 - 1796

By Daniel B. Reibel

Curator of Special Exhibits and Industrial History,  
Detroit Historical Museum



Schooner HURON and sloop MICHIGAN.

—Argent Archer, artist

Courtesy of the Marine Collection of Canada Steamship Lines, Ltd.



Indian camps, and probably inflicted more casualties than all other operations around Detroit. In addition to the two vessels, the British used the vessels' boats, armed with swivels. The only reply the Indians had was to attempt to burn the ships with fire rafts drifting downstream toward them, or to aim armed sorties in canoes toward them. At one time Indians actually occupied the deck of the sloop, but were driven off. Late in 1763, MICHIGAN was wrecked upon Lake Erie, this being the first Great Lakes wreck since that of the GRIFFON. MICHIGAN was salvaged the next year; her cabins were cut down, and evidently she was renamed the BEAVER.

With the lesson of the siege of Detroit in their minds, the British quickly started turning themselves into a naval power upon the Great Lakes. They quickly built four more vessels at Niagara, and these were all put into service in 1764. These were the schooners GLADWIN and BOSTON, the sloop CHARLOTTE, and another vessel whose type of rigging is not known, the VICTORY. The British also set up a naval command for the Upper Lakes. This was under an army lieutenant, Alexander Grant, who was eventually made a navy captain, but was called "Commodore." The peace treaty between France and Great Britain, giving all of the Great Lakes region to the British, had been signed the year before, 1763. However, the British evidently decided to keep all naval power to themselves. Until 1789, no privately owned vessels of over twenty tons existed upon the Lakes, although this was not made an official policy until 1777.

Another step in the naval policy of the British was to establish a shipyard at Detroit, also in 1764. This shipyard was located just west of Woodward Avenue at about Woodbridge. At first it was only used for repair of vessels. The first vessels built there seem to have been bateaux. The shipyard at Niagara was evidently closed down. There may have been a vessel built at Detroit in 1769 although we have no record of it if it was. No other vessels were built after 1764, and by 1769 there was probably only one vessel left on the Great Lakes, the erstwhile BEAVER, formerly the HURON.

Evidently, to correct that situation, two vessels were started at Detroit, the sloop ANGELICA and the schooner HOPE. These went into service in 1771. The next year, two other vessels were launched there. One was the schooner EARL OF DUNMORE; the other was the brig GAGE. The GAGE was the first ship-rigged vessel on the Great Lakes and was to be the only one until after 1808 (unless one counts the snows as such). Between 1771 and 1796, at least fifteen vessels were built at Detroit, all but one belonging to the King.

The vessels were generally built out of green timber. This was cut at the "pinery" along the St. Claire River, although some was cut down at River Rouge. Oak was secured at various places. The most popular sources of oak seem to have been the islands in the Detroit River. The shipworks were under the care of a "master builder" or shipwright. He had several assistants. Sails were made in a sail loft, and there was a small ropewalk, but all other supplies were brought in. The loss of an anchor was considered a

# Shipping of the Great Lakes: 1760 - 1796

Vessel	Type	Dates	Notes
HURON	schooner	1761-69	Built at Niagara; 60 tons.
MICHIGAN	sloop	1762-63	Built Niagara; wreck salvaged & re-built; may have been renamed BEAVER.
CHARLOTTE	sloop	1764-69?	Built at Niagara.
GLADWIN	schooner	1764-68?	Built at Niagara.
BOSTON	schooner	1764-69	Built at Niagara
VICTORY	sloop?	1764-68?	Built at Niagara. May have been burned by Indians.
ANGELICA	sloop	1771-83	Built at Detroit; 66 tons.
HOPE	schooner	1771-83	Built at Detroit; 81 tons.
DUNMORE	schooner	1772-	Built at Detroit; properly, the EARL OF DUNMORE. 106 tons.
GAGE	brig	1772-	Blt. Detroit; largest vessel on the Lakes in this period. 154 tons.
FELICITY	sloop	1774-95?	Built at Detroit; 25 tons.
FAITH	schooner	1774-83	Built at Detroit; 61 tons.
ARCHANGEL	sloop	1774-	Built at Detroit.
WELCOME	sloop	1775-81	Built at Michilimackinac; 45 tons.
SAUTEAUX		-1776	May have been built at Michilimackinac.
WYANDOTTE	sloop	1778-	Built at Detroit; 47 tons.
OTTAWA	snow	1778-	Built at Detroit; 100 tons.
CHIPPOWAY		-1775	Built Detroit. Another vessel of same name (CHIPPAWA, 100-ton snow) is mentioned at various times until 1795.
MACKINA		1780-	Built at Mackinac Island; 16 tons.
DePEYSTER	schooner	1780-	Built at Mackinac Island; 8-9 tons.
REBECCA		1782-	Built at Detroit, type unknown; its burden was 136 tons, so it must have been either a schooner or a snow.
WEAZEL	schooner	1786-	Built at Detroit. Sometimes spelled WEEZEL. 16.3 tons.
SAGINAW	sloop	1787-	Built in Saginaw Bay; 36.5 tons.
ESPERANCE	sloop	1788-	Built in Saginaw Bay; 20.4 tons.
NANCY	schooner	1789-1813	Built at Detroit; first private ship on the Upper Great Lakes.
DETROIT	sloop	1792-	Built at Detroit
SWAN			Referred to in 1794.
MUSKRATT	schooner		Referred to in 1794; built at Mackinac Island?
FRANCIS	sloop	1795-	
ATHABASKA	sloop		Referred to in 1793; on Lake Superior; 40 tons.
MOHAWK	schooner		Referred to in 1796.
MARIA	schooner	1796-	

The first dates given are to the best of my knowledge the date of launching. It is needless to say that this list is not complete. Tonnages are given when I could get reliable figures. Spelling of a ship's name is the most accepted, if not the most common. --DBR





brig  
GAGE

Drawing  
by  
Loudon  
Wilson

—Telescope,  
Feb., 1956

serious loss, as another anchor would have to be carried for two thousand miles over several portages. With green timber, inexperienced crews, poor charts, and no navigational equipment, there were many accidents. The needs of the service required that the ships be used early in the spring and late in the fall. The season sometimes started in May and usually in April; it ended in late November. Most vessels, of which we have record of sinking, went down in these months, which means that they were sailing too early or too late in the season. Very few ships lasted as long as ten years. The type of rigging favored seems almost invariably to be that of a schooner for vessels over forty or fifty tons, and that of a sloop for smaller craft. Crews seldom seem to have run over fifteen men, even upon vessels rated at six guns, although the schooner FAITH once had forty-eight men for ten guns.

The British seem to have done very little at the beginning of the American Revolution except to maintain a routine guard. Orders were



issued to take all seamen and officers into the King's Service. The officers were sworn in as regular (more or less) naval officers. The men constituted some sort of naval militia. By late in 1777, they had begun to re-examine their security upon the Great Lakes. All boats above a common boat were to be stopped and searched at each post. All private craft were taken into the King's Service, but since there were only a few small boats classed as such, this order did not mean too much. Private goods and furs could be shipped in the King's Ships as soon as the needs of the Service were met. Since most of the needs of the fur trade were conducted from bateaux and canoe, there seems to have been little hardship. Even in the face of these orders, two small vessels were built at Mackinac Island in 1780 by a private citizen. Each was less than sixteen tons. These vessels were taken into the King's Service as soon as the authorities learned of their existence.

The wisdom of British naval policy became clear in 1778 when George Rogers Clark seized British forts in Illinois and Indiana. It was feared that he would move up to the mouth of one of the rivers on the Great Lakes to build boats and attack the British forts upon the Lakes. To prevent this, the commandant at Michilimackinac armed a small boat and sent it cruising in Lake Michigan especially to poke into each creek mouth to see if Clark was up to anything. The navy was also able to provide escort for troops on their way to attack Clark. There were about twelve vessels in service at this time. The character of commercial operations was such that merchants depended upon open boats. For the expedition against Clark, Henry Hamilton was able to raise forty-two pirogues, or dugout canoes, and ten bateaux, at Detroit alone. These carried probably about one-and-a-half to three tons apiece, or about 750 to 1,500 tons in all. This could amount to a greater number of tons than all the ships on the Lakes could carry.

At the end of the Revolution, the shipyard at Detroit was humming. In April of 1783 it had ten shipwrights, one joiner, two blacksmiths, two sawyers and a blockmaker. By August, this force had been cut down to four shipwrights, two sawyers, a blacksmith and a builder. The British were trying to save money. Although six ships had been built in Detroit during the Revolution, none were to be built for four years. However, the quick attrition of the Lakes made it necessary to build some more ships. Four more were to be built in Detroit before the British left in 1796.

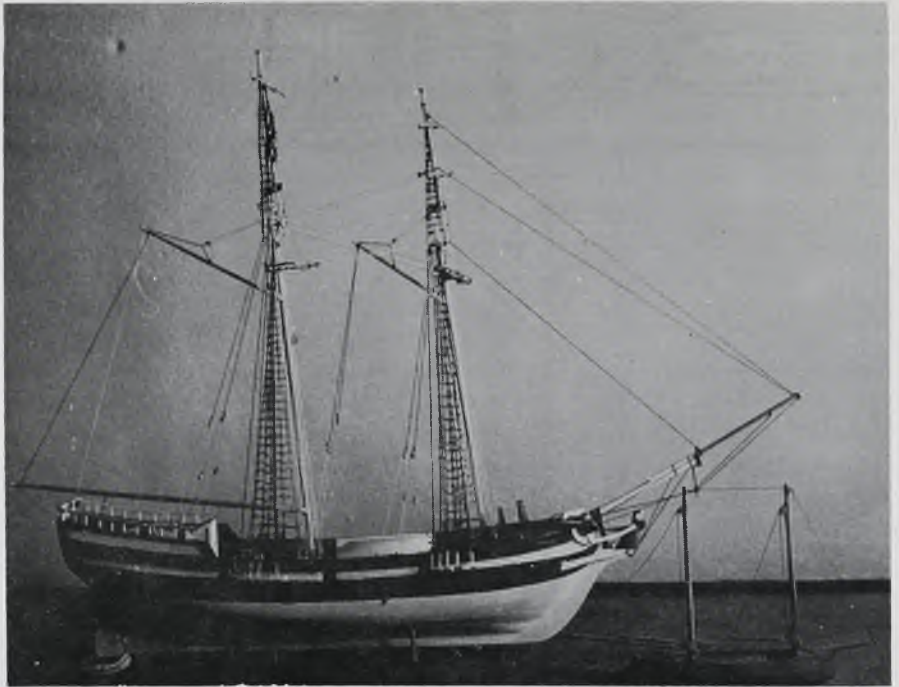
The order against private shipping was not relaxed until 1789. In that year, a group of Detroit merchants started the famous NANCY. She was evidently built in the King's shipyard. NANCY was launched that year and went into service the next year. With the exception of a few small decked boats, NANCY was the first privately owned ship upon the Great Lakes. After 1790 we start hearing of other small privately owned ships, some of which had been built at Saginaw Bay and Mackinac Island.

When the Americans occupied Detroit, the British had learned their

Schooner  
NANCY

Model by  
Emmett  
Priestley

—Dossin  
Museum



lesson well. One of the first things they did at their new post at Amherstburg was to build a shipyard. As a matter of fact, the British were not to lose their control of the Great Lakes until 1813. They had to keep control because the military situation demanded that almost all operations involve the navy. The Americans were slow to learn the value of naval superiority on the Lakes. As we examine the British policy, we find that once they realized that they needed a navy, they went right to work to build one. When the need arose during the Revolution, they were ready and able to control the Upper Lakes. When they had to surrender the southern shore to the Americans after the Revolution, they did not lose their naval superiority. And finally, since vessels of that day were easily converted to war ships, the British never did relax their hold upon private shipping, although some of the reasons for this may also be found in conditions of the fur trade.

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**Bibliographical note:** There are no good secondary sources. For good primary sources, a number have been published. These include: The Papers of Col. Henry Bouquet, ed. by Sylvester K. Stevens and Donald Kinet, 17 volumes, Pennsylvania Historical Commission, 1940-43; The Haldimand Papers in the Michigan Historical Collections, various volumes; The Sir William Johnson Papers, twelve volumes, various editors, University of the State of New York; The John Askin Papers, Milo M. Quaife, editor, two volumes, Burton Historical Collection, 1928 and 1931; The Correspondence of General Thomas Gage, Clarence Carter, editor, two volumes, New Haven, 1931 and 1933; and files of the Detroit Historical Museum.





## Curator's Corner

BY  
ROBERT E. LEE  
CURATOR  
DOSSIN GREAT LAKES MUSEUM

Only a few days remain for the American Bureau of Shipping, 100th Anniversary Exhibit, a show that we feel has been eminently successful. As we mentioned earlier in one of these columns, we were experimenting with this exhibit, for it was something that hadn't been done before. Our hopes have been justified! During the period of the exhibit we have been visited by 67,965 persons, one of the highest single periods of attendance we have yet enjoyed. Over and above the most obvious benefit of good drawing power, we were also pleased with the new friends we have made, through the exhibit, from among the interested representatives of the marine industry.

We are also aware of the interest in the museum that was generated by the recent sinking of the motor vessel MONTROSE in the Detroit River. We were singularly fortunate to have the cooperation of the Detroit News in supplying on-the-spot photographs; of our own Emory Massman for his pictures taken the following morning; and of Mr. Edward C. Shaar (now a member) for his photograph of the ship on her last trip into the Lakes. These, together with a drawing of the ship showing the damaged area helped us to answer many questions. We are now gathering material adding to this exhibit, so that we can show the progress being made in raising MONTROSE. The value of this material is two-fold...and it presents a fact that we would like to have more people appreciate...in that we exhibit what is, today, a timely subject; but more important, we are gathering material covering tomorrow's history. We should all bear in mind that what we collect today will be vital information in years to come.

Visitors will be delighted with the newly-revised edition of the Museum Guidebook. This book contains all of the material covered in the original edition (which was everything then on exhibit) plus an additional set of pictures on added pages illustrating the outdoor grounds and recent additions to the collections—eighty-five illustrations in all. Best news of all in this connection is that—although larger—this book sells for only 50¢ instead of the 75¢ previously charged. This was possible because the original cost of most of the plates had been paid out of sales of the earlier edition. Again, the museum is deeply indebted to Mr. Gordon Bugbee for the excellence of this little book. It is in keeping with the excellence of every task Mr. Bugbee undertakes, and we can think of no higher compliment that can be paid any effort.

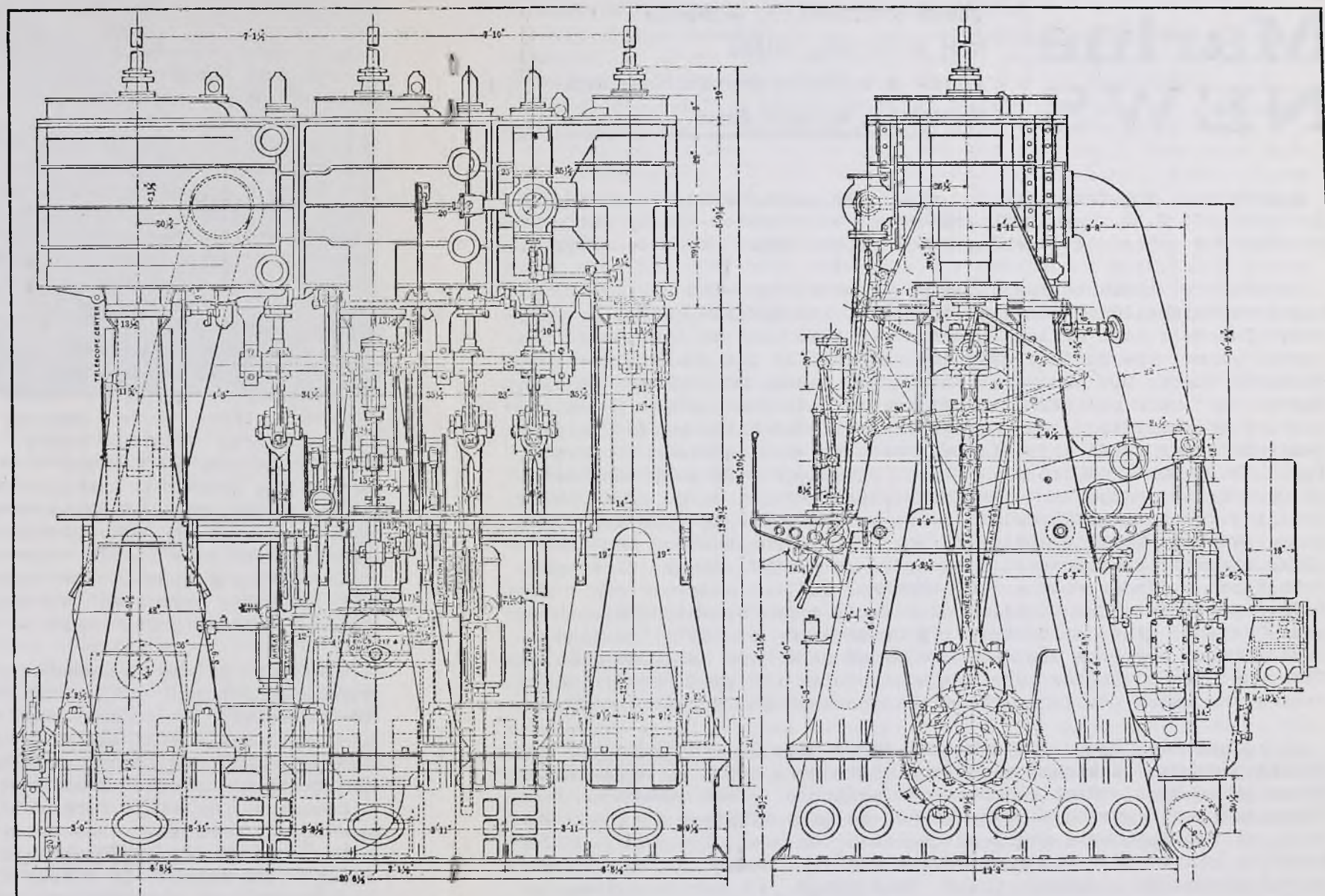
Next month's special show will be a "one man" exhibition of Great Lakes photos by Detroit's world-famous photographer, Joe Clark. Mr. Clark contributes regularly to national magazines, notably Life, and visitors can rest assured that "Joe Clark's Lakes" will be well worth seeing.



For over seventy years "triple-expansion engines" prevailed in Lake fleets—perhaps longer than any other type of engine except the sidewheelers' "walking beam" engine. Triples first appeared on the Lakes about 1887, and in 1950 they were still being installed in new ships. By circulating the same steam through three stages from smallest to largest cylinders, they saved on fuel bills. In 1892 they could push a ton of iron ore 100 miles on a penny's worth of fuel. Like other fore-and-aft compound engines they ran with less vibration than engines having only one crank. Where speed was not pushed, triples became the work-horses propelling almost all lake freighters.

Passenger ships tended more to quadruple-expansion engines, and some—like Lake Ontario's CAYUGA or the Dodge yacht DELPHINE—had a pair of "quads". All of these "reciprocating engines" seemed to last forever. But in the fifties, many of them have been replaced by Skinner-Uniflow or diesel engines, while new ships commonly use turbines, to get more efficiency and more trips per season out of each ship. Still, a very large number of triples are in use on the lakes today. The engine illustrated here was designed for the bulk freighter MARITANA of 1892, for the Minnesota Steamship Company, whose plans and description we published in Telescope of August, 1962, pp. 176-78.

## Blueprint: Triple Expansion Engine, MARITANA of 1892



From Transactions of the Society of Naval Architects and Marine Engineers, Vol. I (1893), plate 59.

Dimensions of engine shown: 24" - 39" - 63" diameter of cylinders by 48" stroke. Note: As built by Globe Iron Works in 1892, MARITANA seems to have had a 17" dia. high pressure cylinder, not one of 24".



# Great Lakes Marine NEWS

## Correspondents

GEORGE AYOUB, Ottawa

FRED W. DUTTON, Cleveland

EDWIN SPRENGELER, Milwaukee

DAN M. WEBER, Toledo

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

RICHARD J. WRIGHT, Akron

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**August** was a quiet month for news—too quiet, really. On August 15 only 123 U. S. lake bulk freighters were active—sixty per cent of the 205 ships available, and eight fewer than on July 15.

Inactivity characterized the major news item—the decision of **American Shipbuilding Company to close its Buffalo yard**, leaving only Canada's Port Weller shipyard at that end of Lake Erie. In recent years the Buffalo shipyard overhauled the grain fleet that wintered there, but the Seaway and other causes have been hard upon Buffalo's grain business. Buffalo accounts for little Twentieth Century shipbuilding. But Buffalo and Niagara River yards dominate earlier Upper Lakes shipbuilding with these significant "firsts": First ship (GRIFFON, 1679); first steamboat (WALK-IN-THE-WATER, 1818); first "propeller" (HERCULES, 1843); first large dry-docking facility (sometime before 1852); first 2,000-ton or 350-foot lake ship (WESTERN WORLD, 1854); first iron merchant ship (MERCHANT, 1862); first ship with steel bottom (H. J. JEWETT, 1882); first ship with three-cylinder engine (SUSQUEHANNA, 1887); and so forth. The AmShip yard was once the firm of Bidwell & Banta, which built huge sidewheelers like 2,200-ton CITY OF BUFFALO of 1857; in 1870 it became Union Dry Dock Company, affiliated with Erie Railroad's Union Steamboat Line. At the turn of the century the yard joined others around the Lakes to form the giant American Shipbuilding Company.

If August was "slow", September would be more so, bringing the **end of the passenger season**. Excursion boats were zipped up with canvas after Labor Day. Michigan-Ohio Navigation's giant AQUARAMA left Cleveland that evening, "deadheading" to Lake Michigan for an over-haul at the Wisconsin yards of Manitowoc Shipbuilding, Inc. SOUTH AMERICAN continued with post-season cruises toward mid-September. So did Cleveland's charter yacht ERIE QUEEN. After her extensive remodelling from Mackinac Island steamer ALGOMAH II, she had begun her new service on August 6 for Wasac Waterways. Eleven days later she was bumped at her dock by Fjell Line's brand-new SIREFJELL, whose mooring lines had parted in high winds; after repairs she was back in service August 26. One of the last tasks of the Buffalo shipyard was to dry-dock Cleveland's excursion steamer PLEASURAMA, built in 1910 at that Buffalo yard as the Buffalo and Crystal Beach steamer CANADIANA, a consort for AMERICANA of 1908. But plans to run PLEASURAMA Cleveland to Put-in-Bay this year did not take shape.

## Great Lakes Marine NEWS

## CALENDAR

**August 3**—British tanker ATHELTEMPIAR of Athel Lines, Ltd., of London, collided with the new Canadian laker MONTREALAIS at anchor in Montreal harbor. No damage was reported.

—Pittsburgh Steamship's ore carrier GOVERNOR MILLER is laid aside momentarily after an electric steering gear failure of July 25th caused bow and stern to touch opposite sides of Neebish Rock Cut.

**August 8**—Canadian tanker IMPERIAL SARNIA (ii) arrived at Halifax with damage from a collision off Egg Island with trawler SURGE.

—Peterson Builders Inc. of Sturgeon Bay will build four more 145-foot minesweepers to cost about six million dollars. They are now building minesweepers MSC 294 to 297, while their MSC 293 has just been transferred in Boston to join Pakistan's Navy as P.N.S. MOMIN.

**August 14**—John I. Tooker, "The Man Who Raised The NORMANDIE" after her 1942 fire, will supervise the raising of British freighter MONTROSE at Detroit as Senior Salvage Officer of Merritt-Chapman & Scott. Findings of a Coast Guard inquiry into the July 31 collision have been forwarded to Washington. Meanwhile, the owners of MONTROSE have brought suit for \$3.5 million damages against operators of tug B. H. BECKER and her barge which collided with the ship. Divers will patch torn plating from within MONTROSE as the first step to float her, which should take place toward the end of October.

**August 20**—To make room for BAIRD TEWKSBURY a WILLIAM D. CRAWFORD to become GEORGE HINDMAN (iii), the canaller GEORGE HINDMAN (ii) a GLENCLOVA b ANTICOSTI now sails the Lakes as ELIZABETH HINDMAN.

—Canadian Pacific Steamships' 6000-ton BEAVERELM, receiving alterations at Antwerp, will reach the Lakes in Sept. on her first run.

**August 22**—By next spring Canadian Lightship No. 4 at PRINCE SHOALS (where the Saguenay and St. Lawrence Rivers meet) will be replaced by a new lighthouse whose base has already been sunk in position.

—An initial annual production of five million gross tons of iron ore concentrates is the goal of Wabush Mines project in Northern Labrador. Pickands-Mather of Cleveland is managing agent for the enterprise, which represents ten steel and mining firms. Unless the Wabush group reaches favorable terms for using railroads of the Iron Ore Company of Canada (only 37 miles away), it will build its own 250-mile railroad to the site. Ore of 36% iron content will be upgraded to 66% before shipping. Meanwhile, in the oldest of Lake Superior's iron mining regions, the Marquette Range, Cleveland-Cliffs will build its third ore-upgrading plant to prepare 1.3 million tons of concentrated iron ore each year.

**August 25**—Tanker W. HAROLD REA was christened at Collingwood shipyards in honor of the president of Canadian Oil Companies Ltd., her owners. The \$2.5 million tanker will carry 51,000 barrels of oil, and her two 1600-h.p. diesel engines will propel her at 13 knots. Measurements: 5940 d.w. long tons; 335.6' o.a. x 46' x 21.9' draft.

—Canadian Vickers Ltd. of Montreal will build an \$8 million ice breaker and cable repair ship for St. Lawrence Gulf service of the Canadian Coast Guard, delivering the 313' ship in spring of 1965.

**August 27**—ARTHUR M. ANDERSON is Pittsburgh Steamship's first ore ship to use the Seaway and probably the first U. S. bulk freighter



# Great Lakes Marine NEWS



## Great Lakes Marine NEWS



These ex-Pioneer SS vessels are acquiring colors of new owners, some while in service. **Shown on opposite page** are J. J. Sullivan sailing for Inland Steel (above) and CLARENCE B. RANDALL for Columbia (below), as photographed by Peter Worden in St. Marys River. **Above on this page** is Don Baut's view of Columbia's PIONEER CHALLENGER at Lorain.

on the Labrador iron ore route since 1960. She is joined by PHILIP R. CIARKE, CASON J. CALLAWAY and SEWELL AVERY. Canadian and British registry ships dominate the trade through lower operating costs.

**September 12**—Ford Motor Co. has purchased a second bulk freighter from Pioneer Steamship Co. The 480-foot W. H. McGEAN a STADACONA (i) (see page 209) will haul Ford's coal on the winter Toledo-Dearborn run. Pioneer is left with only FRANK BILLINGS and GENE C. HUTCHINSON. Ford will also equip HENRY FORD II with a bow-thruster at Fraser-Nelson Shipyard of Superior, Wisconsin, using a diesel power source instead of electric motors used heretofore. HENRY FORD II will also get permanent repairs for bow damage suffered September 2 when she hit a sea wall at Port Arthur, Ontario.

## SEAWAY SHIPS

—ALBANO is sold by Ellerman's Wilson Line, Ltd. (G.B.) to Cayman Islands Co., Ltd., West Indies. Her new name is MAGISTER.

—BAHAMA COUNT a ATHELDUCHESS b MILFORD c JEAN MARIE d MANO is sold by Motorlines Ltd., Nassau, to Ronneberg & Galtung (No.) as RONGA.

—BUKKEN a MARSTENEN is renamed MARSTENEN by V. Torkildson (Norway).

—CONTINENTAL CARRIER is sold by United SS Corp. (Li) to Common Brothers, Newcastle, Great Britain. Her new name is OTTERBURN.

—LOUISE BOCK a HAUSSA b DANIELA BORCHARD c LOUISE LATTMAN is sold by Ewald Bock to H. P. Vith (both West Germany) as MAX SCHNELL.

—MOUNT ATHOS a J. MAURICE THOMPSON is sold by C. Scarvelis to Afthonia Cia. Nav. (both Greek) and is renamed EUXEINOS.

—TOTEM STAR is sold by Arne Larsson & Co. (Swe) to Fulcrum Shipping Co., Nassau, and renamed NORSE CORAL. She was built in 1962.

—ANNITSA A., owned by Santa Anna Corp., Greece, grounded in the Manati Channel, Cuba, June 28, when outward bound from Constantza.

—MARIA G.L., of John G. P. Livanos, Greece, was severely damaged in collision with Italian freighter SANTA LUCIA June 25 south of Cabo de Gata, Spain, while on a voyage from Callao to Savona.

—NYON, owned by Helica S. A. (managed by Suisse-Atlantique Soc. d'Arm. Mar.) of Switzerland, sank five miles south of Beachy Head June 15, 1962, after collision in fog with JALAZAD of India, while bound from Antwerp to Montreal. No casualties were among her crew.





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**Above:** U.S.C.G.C. EWING at Alpena. Photo from Author's Collection.

**Below:** U.S.C.G.C. ALMOND. Photo by the Author.

# **Ships of The United States Coast Guard**

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

In 1925 the United States Revenue Cutter Service and the United States Life Saving Service were united as the United States Coast Guard. The Revenue Cutters then in operation thereafter became known as Coast Guard Cutters. Subsequently, new units were added by the Coast Guard as need arose. The following list is of those stationed and/or built upon the Great Lakes. We have not attempted to list individually the numerous present day picket boats and other small craft of the Coast Guard.

Steel Patrol Cutters, 99-foot class: Built at Bay City by Defoe, 1925 and 1926. Dimensions: 99.8 x 23 x 8; 210 tons displacement. Diesel power.

CORWIN	DEXTER	FORWARD	NAUGATUCK (i)	PERRY
DALLAS	EAGLE	NANSEMOND	PATRIOT	PETREL
WOLCOTT (Later U. S. Army Engineers' Corps' WOLCOTT)				

Steel Patrol Cutters, 125-foot class: Built at Camden, N. J., 1926 and 1927. Dimensions: 125 x 23.6 x 9; 230 tons displacement. Powered by twin diesel engines.

ACTIVE	CARTIGAN	DILIGENCE	EWING	FREDERICK LEE	
ANTIETAM	CRAWFORD	DIX	KIMBALL	LEGARE	YEATON

## Miscellaneous Cutters and Harbor Craft:

COOK (ex SC 438, U. S. Navy), 1918 Bristol, R. I., by Herreshoff. 110 x 14.8 x 5.11; wooden hull; diesel.

AB-17 1910 Bay City. 45 x 11 x 3.6; wooden hull; gas engine.

AB-18 (ex SP 361, U. S. Navy), 1916 Bay City. 52 x 11 x 3.6; wooden hull and gas engines.

## Ice Breakers:

ALMOND (ex ferry IA SALLE, US 222332), 1922 Toledo by Toledo Shipbuilding Co. 126 x 34 x 11; 677 gt. Scrapped 1950.

ARROWWOOD (ex ferry CADILIAC, US 227242), 1928 River Rouge by Great Lakes Engineering Works. 159 x 56 x 18; 954 gt. Later commercial CADILIAC (US) and LADY HAMILTON (Can. 195693). Recently sold for scrap.

CHAPARRAL (ex ferry HALCYON, US 225224), 1925 River Rouge by Great Lakes Eng. Works. 134 x 45 x 14.4; 405 gt. Later Can. TREASURE UNLIMITED and NEWFOUNDLAND CRUISER.

ESKIMO 1944 Toledo by Toledo Shipbuilding Co. 230 x 43 x 14; 1715 tons displ. Later U.S.C.G.C. STORIS. In service.

MACKINAW (Laid down as U.S.C.G.C. MANITOWOC), 1944 Toledo by Toledo S.B. Co. 290 x 75 x 19; 5252 tons displ. In service. Stationed at Cheboygan, Michigan.



# Telescope

Converted Freighters: U. S. Maritime Commission Cl-M-AV1 type coastal freighters, 338 x 50 x 21; 3805 gt; 3123 nt. Single screw, diesel engines.

COURIER (ex COASTAL MESSENGER, ex DODDRIDGE), 1945 Milwaukee by Froemming Brothers. In service as the broadcasting vessel of the "Voice of America."

KUKUI (ex COQUITT), 1945 Milwaukee by Froemming Bros. Supply ship and transport. In service.

UNALGA (ex TIPTON), 1945 Sturgeon Bay by Leathem D. Smith SB & DD Co. Supply ship and transport. Recently returned to Maritime Comm.; in reserve fleet named TIPTON again.

Cruising Cutters: Built by Defoe at Bay City. 162 x 36 x 13.7; 1005 tons displacement. Steel hulls, geared turbine engines.

ESCANABA (ex C.G. Cutter No. 55), 1932. Lost by enemy action.  
ONONDAGA 1934  
TAHOMA 1934 (see cover photo). Later commercial tug STEERS M. K. (US 271360), owned by Patapsco Scrap Co., Baltimore. Apparently still in service.

## Tugs:

ARUNDEL 1939 Gulfport, Miss., by Gulfport Marine Works. 110 x 25.5 x 10.5; 328 tons displacement. In service.  
CHATAUQUA (ex U. S. Navy Tug 59), 1919 Milwaukee by Great Lakes Boatbuilding Co. Wooden steam tug, 88 x 20 x 9. Later commercial tug CHATAUQUA (US 237306) and EDNA MAY, on East Coast until fairly recently.  
CHIPPEWA (ex U.S. Navy Tug 60), 1919 Milwaukee by Great Lakes BB Co. 88 x 20 x 9. Wooden steam tug. Later (c. 1937) commercial tug WILLIAM LLOYD GREILING; apparently abandoned before being documented commercially.  
KAW 1942 Curtis Bay, Md., by U.S. Coast Guard Shipyard. 110 x 26.5 x 10.5; 328 t. disp. Steel; diesel; in service.  
MAHONING 1939 Gulfport, Miss., by Gulfport Marine Works. 110 x 26.5 x 10.5; 328 tons displacement. In service.  
MASCOUTIN (ex PYLOS, US 219802), 1920 Green Bay by Northwest Engineering Works. 142 x 27.7 x 14.8; 429 gt. Steel steam tug of U. S. Shipping Board design. Later comm. tug PYLOS and HENRY W. CARD. Out of documentation, 1957.  
NAUGATUCK (ii), 1939 Bay City by Defoe. 110 x 26.3 x 10.3; 328 t. displ. Stationed presently at Sault Ste. Marie.  
OJIBWA 1943 Brooklyn, N.Y. by Ira S. Bushey & Son. 110 x 26.3 x 10.3; 328 tons displacement. In service.  
RARITAN 1939 Bay City by Defoe. 110 x 26.3 x 10.3; 328 t. disp. In service.  
SAUKEE (ex VALLONIA, US 219803), 1920 Green Bay by Northwest Engineering Works. 142 x 27.7 x 14.8; 429 gt. Steel steam tug of U. S. Shipping Board design. Later commercial tug TROJAN. Scrapped in 1948.

## Picture Pages: **1**

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

### FREIGHTERS:

Above: W. H. McGEAN, 1961.

Below: WILLIAM H. DONNER, 1960.





## Picture Pages: 2

By Rev. E. J. Dowling, S. J.  
(see data upon back cover)

### PASSENGER SHIPS:

Above: ELDORADO, ca. 1895 (courtesy John C. Mills, Hazlet, N. Y.)

Below: MINERAL CITY (photo courtesy of George Fullerton)



Picture Pages: **3**

By Peter B. Worden  
(data on back cover)

**TUG AND BARGE:**

Above: Tug STRATHBOGIE, 1962.

Below: Barge CHARLES W. JOHNSON, 1961.





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# Picture Pages: DATA

## 1

### FREIGHTERS

—By Emory A. Massman, Jr.

**Above:** W. H. McGEAN (US 206419) a STADACONA. Built: 1909 at Ecorse by Great Lakes Engineering Works (hull #66). Measurements: 6014 gt; 4654 nt; 488 x 56 x 30. Engine: Triple-expansion, 23"-36"-61" x 42", by builder. Boilers: 2 scotch, 14'-2" x 12', by Marine Boiler Works. Owners: (1) Stadacona SS Co.; (2) Inland Lines, Ltd.; (3) Canada SS Lines; (4) Pioneer SS Co. (Hutchinson); (5) Ford Motor Company. See recent news of her on page 205.

**Below:** WILLIAM H. DONNER (US 212354). Built: 1914 at Ashtabula, Ohio, by Great Lakes Engineering Works (hull #134). Measurements: 6423 gt; 4995 nt; 512 x 54 x 30. Engine: Triple-exp., 23½"-38"-63" x 42", by builder. Boilers: 2 scotch, 15'-4" x 11'-6", by American SB Co., 1914. Owners: (1) M. A. Hanna; (2) Bethlehem Steel Corp.

## 2

### PASSENGER SHIPS

—By the Rev. Edward J. Dowling, S. J.

**Above:** ELDORADO (US 136349), built 1893 at Buffalo. Measurements: 73.2 x 17 x 6.4; 97 gt; 69 nt. Operated originally by S. M. Sloan of Buffalo on local harbor excursions, etc. After only short time she was sold to interests at Casco Bay, Maine, where she ran for many years. Photo taken about 1895 at Buffalo, courtesy of John C. Mills of Hazlet, New York.

**Below:** MINERAL CITY (US 92639), built 1895 at Mount Clemens, Mich., by William DuLac. Measurements: 70.4 x 16 x 5.3; 57 gt; 28 nt. Operated originally between Detroit and Mount Clemens, later in many other parts of the Great Lakes. She spent her last days in the Chicago Harbor to Lincoln Park service in the Twenties. MINERAL CITY was abandoned during the Depression in the Ogden Slip, at Chicago. Photo by courtesy of George Fullerton.

## 3

### TUG AND BARGE

—By Peter B. Worden

**Above:** STRATHBOGIE (Can. 134499) a LAVAL. Built: 1914 at South-Bank-on-Tees, England, by Smiths Dock Co. (hull #581). Measurements: 332 gt; 49 nt; 120 x 26 x 12. Engine: Triple-exp. 16"-26"-43" x 30", by builder. Recently acquired by A. B. McLean & Sons, Ltd., of Sault Ste. Marie, Ontario, and shown here in their colors.

**Below:** CHARLES W. JOHNSON (Can. 134514) a IOCOLITE b IMPERIAL KINGSTON. Built: 1916 at Collingwood, Ont., by Collingwood SB Co. (hull #46). Measurements: 1170 gt; 236 x 43 x 14. Originally a steel tanker, converted to a barge in 1958, and acquired in 1961 by A. B. McLean & Sons, Ltd., who now own tug STRATHBOGIE also.