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GREAT LAKES MODEL SHIPBUILDERS' GUILD
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THE GUILD

Organized in 1952 to locate, acquire, and preserve information and objects related to the history of shipping on the Great Lakes and to make same available to the public through the Museum of Great Lakes History and the columns of Telescope. The construction of authentic scale models of Great Lakes ships is one of the prime objectives of the organization, which has brought into being the largest existing collection of models of these ships. The Museum of Great Lakes History, located at 5401 Woodward Avenue, Detroit 2, Michigan, is official headquarters for the organization and repository of all of its holdings. The Guild is incorporated as an organization for no profit under the laws of the State of Michigan. No member receives any compensation for his services. Donations to the Guild are Deductible for income tax purposes.

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Blueprint

The center pages of this issue present a front elevation of the pilot house and bridge of the Michigan Central Railroad carferry TRANSFER of 1888. This supplements other drawings of TRANSFER being published in Telescope (see issue of July, 1959) and the Guild blueprint sets. But since this drawing is a reproduction of the original builder's tracings of the Cleveland Shipbuilding Company, it cannot be made available in the Guild Blueprint set of the TRANSFER.

Membership

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

Membership by the calendar year
Single copies 35¢

Meetings

Friday, November 27th
Friday, December 18th

The above meetings will be held at the Detroit Historical Museum in the Old News Boys Room at 7:30 PM.

LAKE SCHOONERS TO THE ATLANTIC

By Donald V. Baut

PART TWO: THE SEAWAY THAT WAS A CENTURY EARLY

The pioneering sailings between the Great Lakes and overseas ports were translated abruptly into an established trade in the year of 1858. The preceding years of the fifties had seen a number of Canadian vessels built on the Lakes for sale abroad. From the American waters had come DEAN RICHMOND in 1856 on such a one-way venture, and C. J. KERSHAW had embarked upon a round trip in 1857, to be completed the next spring. Also in 1857 the British schooner MADEIRA PET had made a round trip into the Lakes as far as Chicago. But if the people of the Great Lakes region had looked upon this activity as spectacular, these sailings were to become much more commonplace in the season of 1858.

Most of these vessels carried staves and timber to England. From New Baltimore in late spring came COL. COOK, R. H. HARMON and J. F. WARNER, bound for Liverpool. Vessels from Detroit included D. C. PIERCE, D. B. SEXTON, C. REEVE, DREADNAUGHT, BLACK HAWK and the Canadian CHIEFTAIN. Other crossings were made by HARVEST HOME, H. E. HOWE and CORRESPONDENT from Cleveland for Southampton, London and Liverpool, respectively, and by the Canadian bark E. S. ADAMS from Canadian waters. The bark PARMELIA J. FLOOD carried staves and oak timber from Fort Howard in Green Bay to New York City, thus heralding a coastal trade by way of the St. Lawrence River; but the FLOOD never returned to the Lakes.

Some of these vessels made no further voyages for various reasons. The COL. COOK went ashore September 24th on the Gaspé Peninsula upon her homeward trip. HARVEST HOME went off to Brazil from Southampton. CORRESPONDENT and C. REEVE returned home to stay, the REEVE being wrecked off Charlotte, New York, in 1862. The E. S. ADAMS made a second voyage in 1860 from Wallaceburg to Europe with staves; on October 20, 1863, she was sunk in collision with the bark CONSTITUTION off Point Pelee in Lake Erie. The BLACK HAWK made a second trip in 1859, but stayed abroad to trade between London and Black Sea ports; she returned home in 1862 only to be wrecked off Point Betsy in Lake Michigan that November.

But other vessels of the 1858 fleet became engaged in this trade regularly until well into the Civil War years. The HARMON, owned by T. P. Handy of Cleveland, continued in this manner and she carried petroleum in 1863. In 1864 Handy sold the HARMON to the British firm of Cunningham, Shaw and Company, which was to organize a fleet of these vessels in post-Civil War years. Under this firm the HARMON became the WAVETREE and sailed three years more, finally going ashore at Black River, Michigan, in November of 1867. The

Telescope

J. F. WARNER remained on the Lakes after two more voyages in 1859 and 1860, eventually being wrecked near Alpena in 1890. The CHIEFTAIN made further voyages through 1863, remaining in England during 1860 and carrying petroleum in 1862 from Port Sarnia. The SEXTON and PIERCE had more extensive sojourns abroad. The PIERCE went to Cork, Ireland, with staves in 1859 and went from there to the Mediterranean and the West Indies, finally appearing at Norfolk where in May of 1861 she was sunk by the Confederates.

The D. B. SEXTON's experience is interesting. At Liverpool the customs inspectors were puzzled about the centerboard, a hoistable keel for navigation in shallow waters. The inspectors thought it was an American fixture for smuggling tobacco, liquor and the like. Unable to get at the centerboard trunk except through the bottom of the boat, they stationed officers aboard to watch every part of the ship, especially around the centerboard trunk.

In late August of 1858 Augustus Handy of Cleveland sold the SEXTON to her master, Captain D. C. Pierce. She cleared London for the Black Sea September 8th, taking two months to arrive at Constantinople, and finally reached Galatz, Moldavia, eighty miles up the Danube, in February. By August of 1859 she was loading coal back at Cardiff, Wales, for the Sea of Azov. In March of 1861 she was ashore at Bari, Italy, but continued trading another year on the London to Black Sea route under Captain Pierce's ownership until 1862 when she was wrecked in the Straits of Gibraltar.

The schooner CORRESPONDENT offers a case study in these overseas voyages, and we may choose to follow her experience as imaginary passengers. Our master is Captain Higgins, who has had a great many years of sailing both as a deck hand and as an officer. Having left Quebec astern on June 17th, our schooner reaches St. Paul's Island on the 24th at 8 a.m. We have head winds. Four days later we are off Cape Race, Newfoundland. On July 2, with a fair head wind at this point, the wind veers to the South-Southeast and eventually we are in a heavy sea. The sails are closely reefed and we run the waves. At 1 a.m. we hold to the wind. On July 10 we pass Cape Clear in thick weather and head for Holly Head. We are two miles off Holly Head at 8:30 p.m. on the 12th, and we take on the pilot off Point Luias. We arrive in Liverpool late that night.

Now the wheat has to be sold. Let us again see how this is done. While the ship is lying at a dock the following day, an offer is made of 7s 6d or \$1.80 a bushel, but the consignors refuse it. They hold the opinion that a higher price can be obtained, for this is prime white wheat which is scarce and wanting. But even if it was sold at this price there would still be a handsome profit. The cargo is unloaded, and it is a slow process. The wheat is taken to be weighed in four-bushel sacks. Another offer is made of 6s 6d or \$1.56 a bushel, but the first bid of \$1.80 is accepted. Our cargo is the best in Liverpool with the exception of a small lot of Kentucky wheat. However, this product pays better than the

staves or lumber. Our ship clears Liverpool for Cleveland on August 12 after a stay of a month.

About this time several articles began to appear in the Liverpool newspapers concerning this vigorous trade. From the Liverpool Times (as reported in the Cleveland Daily Herald of July 2, 1858) we read:

We notice lately the fact that trade direct with Liverpool was being established at Detroit and Cleveland. Already three or four lake vessels have left for Liverpool, and today we notice the arrival of two of them, the BLACK HAWK, Capt. Taylor, 384 tons, and the CHIEFTAIN, Capt. Wolfon, 373 tons. They have both made very good passage, occupying, singular to say, the same number of days from the Lakes to Liverpool—35. The inland navigation to Quebec was done in fifteen days and Quebec to Liverpool in twenty days. These vessels are the first of a fleet that is coming from Detroit and Cleveland, opening up a new, and likely to be extensive, trade with the Far West. We heartily wish the project every success in the new...undertaking.

Another article appeared a few days later, to be reported in the Cleveland Plain Dealer of August 4, 1858:

Our friends on the other side of the Atlantic are still sending us something new in the shape of notions... The latest thing we observe is the arrival of two vessels...from Cleveland, Ohio, about the center of North America. One is called the BLACK HAWK and the other the CHIEFTAIN. They came over 1000 miles over the Lakes and St. Lawrence River before reaching Quebec, left at the same time and arrived here the same hour. There are several vessels of this class on their way here at present, ...owned...by citizens of Cleveland, Detroit, Chicago, etc. They are laden with the rich products of Ohio, staves of the finest quality for all purposes, beautiful walnut and other ornamental furniture, and woods, wheat, flours, peas, Indian lom. They insure at very moderate rates and only draw nine feet of water when fully laden. One of these ships is entered out for Detroit, the other for Cleveland. Others will enter for other ports on the route and will deliver cargo at and in the Canadas and all the lake ports of importance on the way.

By the season of 1859 the overseas commerce was well established. We have already mentioned the vessels engaged in their second voyage that season. Arrivals of vessels newly engaged in this trade with the British Isles in 1859 included: at Liverpool, CAROLINE, C. H. WALKER, EVELINE BATES, VANGUARD and MADEIRA PET from Detroit, MASSILON from Milan and VALENA from Cleveland, all carrying staves; at London, G. D. DOUSMAN and HUGH BARCLAY from Detroit; at Greenock, Scotland, W. S. PIERSON from Milan and J. G.

Telescope

DESHLER from Detroit; and at Cork, ALLIES from New Baltimore and ST. HELENA from Detroit with staves, and GOLD HUNTER from Cleveland with salt. Other arrivals at Continental ports included: at Hamburg, M. S. SCOTT from Milwaukee and GRAND TURK from Detroit; and at Cadiz, Spain, REPUBLICAN from Milan, Ohio.

For the WALKER and MASSILON this was the only voyage from the Lakes. An iceberg carried away part of CAROLINE's stern on her homeward voyage, and her mate and two men were lost in a capsized lifeboat, but CAROLINE survived to make a second overseas voyage in 1860. REPUBLICAN returned too late to winter on the Lakes in 1859, and was lost on Elbow Reef, Abaco, Florida, on April 18, 1860, when bound from New York to Mobile. VALENA made two trips to Liverpool in the 1859 season and returned to Boston in the following April. W. S. PIERSON returned as far as the Welland Canal that winter, and reached Cleveland only in April of 1860. In 1865 PIERSON carried gunstocks and lumber from Hamburg to Sandusky. GRAND TURK returned to the East Coast in 1860 where she was engaged to sponsor an 850-mile sightseeing excursion to Portland, Maine, to see the GREAT EASTERN, but the GREAT EASTERN chose to go directly to New York instead. GRAND TURK returned to Detroit in 1862, and was lost on North Manitoulin Island in 1869.

ALLIES had an extended stay abroad, having suffered loss of parts of her rigging on several occasions, once off the coast of Africa. ST. HELENA cleared Androssan, Scotland, with pig iron, but put back into port twice after storm damage left her in leaking condition; in 1861 she was lost off the African coast. EVELINE BATES went on to Cadiz, Spain, from Liverpool; she was back on the Lakes by 1861 for a long career extending to 1897. GOLD HUNTER made a second four-month "quick voyage" in 1861 from Milwaukee to Liverpool and back to Chicago.

The season of 1859 is particularly significant in developing the coastal trade from the Lakes to ports along the Eastern Seaboard and down into the Caribbean. Reaching New York that season were METROPOLIS and SULTAN bringing lumber from Buffalo, INDUS from Milwaukee also with lumber, and MUSKINGUM from Cleveland with oats and barley. INDUS went on from New York to Baltimore in August and was in Havana in July of 1860. MUSKINGUM also stayed in coastal trade briefly. She returned to Chicago from the West Indies with tar pitch, sugar and molasses in her hold on July 3, 1861, and was engaged to clear for Liverpool in late autumn that year. MUSKINGUM was wrecked on Bois Blanc Island in the Straits of Mackinaw November 16, 1868.

Arrivals at Boston included ADRIATIC from Ashtabula, ALIDA with staves from New Baltimore and KYLE SPANGLER, which was wrecked on the Atlantic Coast. ADRIATIC had her bulwarks strengthened before she cleared the Lakes. From Boston she went to trade for two years around the Gulf of Mexico, and she returned through the Welland Canal June 28, 1861. CLIFTON went to Richmond, Virginia

from Buffalo with lumber. TYPHOON cleared Detroit for the West Indies in late August of 1859 under Capt. C. B. Goulder. She went to New York from Mobile August 1, 1860.

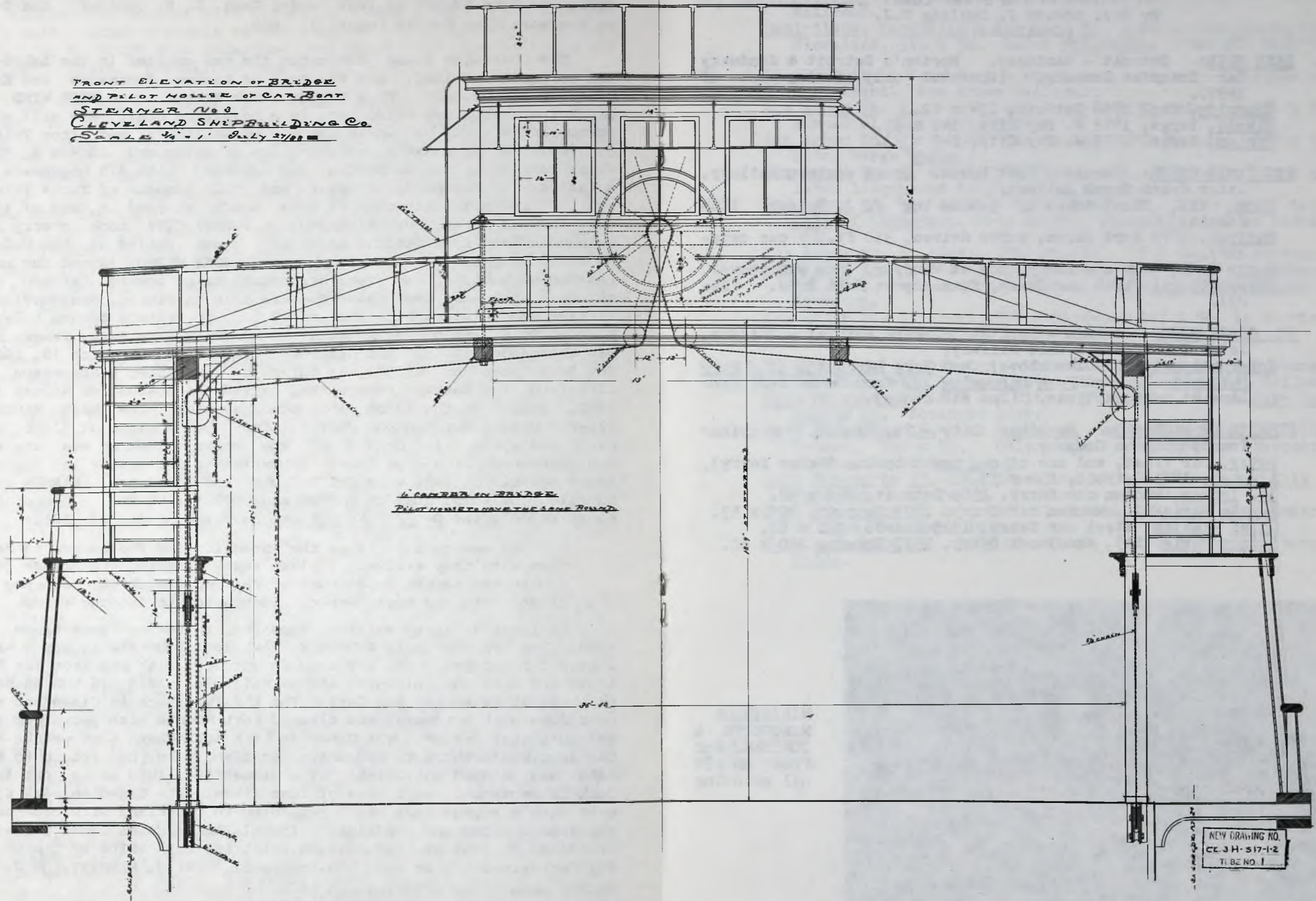
The coastwise trade dominates the new entries in the Lakes-to-Sea commerce of 1860, and the Port of Boston dominates the East Coast ports of call. From Toledo with lumber came WEST WIND, of which the newspapers said, "she is a beautiful craft and will show Bostonians a thing or two in the way of sailing"; and from Toledo also came H. N. FARNHAM which called at Salem and GEORGE W. HOLT which carried walnut to Boston and returned with 475 hogsheads of molasses, 42 hogsheads of sugar and 5000 bushels of Turks Island salt. From Milwaukee came FASHION which returned in June of 1861 only to load wheat for Liverpool. FOREST CITY took cherry and walnut lumber from Detroit to Boston, then sailed up the Hudson River to Troy in a three-day journey. JOHN HARMON joined the procession to Boston, but upon her return trip toward Chicago she struck a rock near Cape Canso and was sold to Picton, Newfoundland, parties who salvaged her and sailed her to Prince Edward Island. W. B. CASTLE went on from Boston bound for Sabine Pass, Texas, but was abandoned, leaking and dismasted, in a storm on March 18, 1861. The small schooner CHIEF was built by Lafrenier & Stevenson in Cleveland for Eastern owners and sailed for Boston on August 12, 1860. Built on the Lakes for ocean service, the bark MAGNETA cleared Boston for London July 7, 1860, with a cargo of flour, oil cake and sperm oil. On July 22 she sprang a leak at sea and she was abandoned five days later. Completing the roster of Boston-bound vessels in 1860 were WHITE CLOUD from Green Bay, CHARMER from Buffalo, ILLINOIS, JUANITA PATTON and SOPHIA SMITH. Concerning these vessels the Detroit Advertiser observed on May 27, 1860:

We understand it is the intention of the owners to sell them when they arrive, ...lake vessels having preference just now in the market on account of sailing qualities, economy in first cost and their general adaptation to loading trade.

At least six new entries appeared in the overseas trade in 1860. The Canadian bark THOMAS F. PARK left Amherstburg May 9 with staves for Europe. She returned in October with pig iron for Detroit and coal for Chicago, and immediately loaded 16,000 bushels of wheat at Milwaukee for Cork. The PARK was back in Cleveland the next June with hardware, and cleared Port Sarnia with petroleum for Falmouth that autumn. The Canadian bark ALEXANDER took walnut and oak from Wallaceburg to Androssan, Scotland, but her return to the lakes was delayed until 1861 by a dismasting 1000 miles out from Cork in September, with loss of four lives. The Canadian bark NIAGARA made a voyage that year, returning to Cleveland with crockery, meerschaum pipes and sundries. The NIAGARA made at least two more crossings in 1861-62. Schickluna built the bark PRIDE OF CANADA at St. Catherines to be sold in Liverpool. W. H. MERRITT and J. H. RUCKER made other crossings in 1860.

(To be concluded in December)

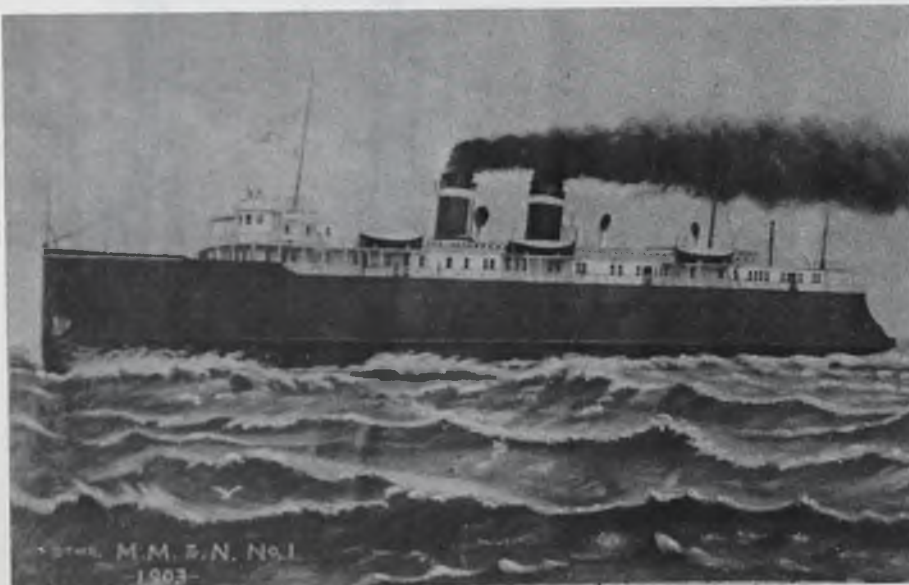
FRONT ELEVATION OF BRIDGE
 AND PILOT HOUSE OF CAR BOAT
 STEAMER No 3
 CLEVELAND SHIPBUILDING CO.
 SCALE 1/4" = 1' JULY 27/1888



Car Ferries Of The Great Lakes

By Rev. Edward J. Dowling S.J.
(Continued)

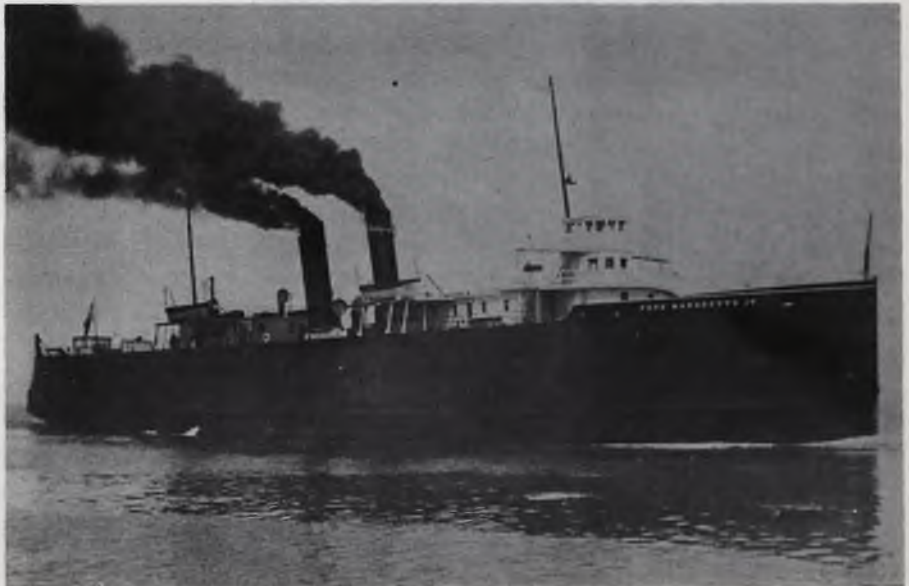
13. LAKE ERIE: Detroit - Sandusky. Morton's Detroit & Sandusky Car Transfer Company. (Operated only during part of 1899).
Champion, tug, 1868 Detroit, 13⁴ x 22.
Mikado, barge, 1895 W. Bay City, 1⁴₂ x 33.
Tycoon, barge, 1895 W. Bay City, 1⁴₂ x 33.
14. ST. CLAIR RIVER: Sarnia - Port Huron. Great Western Railway, later Grand Trunk Railway.
Huron (i), float towed by paddle tug W. J. Spicer, 186⁴ Sarnia.
Saginaw, 1873 Port Huron, screw driven, 350 ft., 4 car capacity.
Huron (ii), iron car ferry, now at Windsor. (See #10 above).
International, iron car ferry, formerly at Fort Erie. (See #13).
15. ST. CLAIR RIVER: Sarnia - Port Huron. Pere Marquette Railway, later Chesapeake & Ohio Railway.
International (No. 14 above) and Pere Marquette 14, Pere Marquette 12, and Pere Marquette 10, from Detroit-Windsor Line at various times. (See #12 above).
16. STRAITS OF MACKINAC: Mackinaw City - St. Ignace. Mackinaw Transportation Company.
Betsy, car float, and one other, towed by tug (later ferry).
Algolah, 1881 Detroit, 130 x 33.
St. Ignace, wooden car ferry, 1889 Detroit, 220 x 52.
Sainte Marie (i), wooden car ferry, 1893 Detroit, 295 x 53.
Chief Wawatam, steel car ferry, 1913 Toledo, 350 x 62.
Sainte Marie (ii), steel car ferry, 1917 Toledo, 260 x 62.



MANISTIQUE
MARQUETTE &
NORTHERN No. 1
From an old
oil painting

17. LAKE MICHIGAN: Northport - Manistique: Grand Rapids & Indiana Railroad.
Manistique, Marquette & Northern No. 1, steel car ferry, 1903 Cleveland, 350 x 56. Later Milwaukee. (See #21 below).
18. LAKE MICHIGAN: Frankfort - Manitowoc, Algoma, Kewaunee and Manistique. Ann Arbor Railroad.
Ann Arbor No. 1, wooden car ferry, 1892 Toledo, 274 x 53. Burned at Manitowoc, 1910.
Ann Arbor No. 2, wooden car ferry, 1892 Toledo, 278 x 53. Later barge Whale.
Ann Arbor No. 3, steel, 1898 Cleveland, originally 270 x 52, later lengthened to 325'. In service.
Ann Arbor No. 4, steel, 1906 Cleveland, 270 x 52. Later City of Cheboygan, auto ferry. Presently used as storage hulk.
Ann Arbor No. 5, steel, 1911 Toledo, 375 x 56. In service.
Ann Arbor No. 6, steel, 1915 Ecorse, 350 x 56. Lengthened to 372', repowered as diesel, 1959, renamed Arthur K. Atkinson.
Ann Arbor No. 7, steel, 1924 Manitowoc, 360 x 56. In service.
Wabash, 1930 Toledo, 380 x 56, steel. In service
19. LAKE MICHIGAN: Ludington - Milwaukee, Manitowoc & Kewaunee. Pere Marquette Railway, later Chesapeake and Ohio Railway.
Pere Marquette, 1896 Bay City, 350 x 56. Later Pere Marquette 15. Scrapped 1936.
Pere Marquette 16, (ex Muskegon, ex Shenango No. 2), 1895 Toledo, 300 x 53. Only wooden ship in Pere Marquette fleet. Later Harriet B.
Pere Marquette 17, 1901 Cleveland, 350 x 56. Later City of Petoskey, auto ferry. Presently inactive.
Pere Marquette 18 (1), 1902 Cleveland, 350 x 56. Foundered on Lake Michigan, 1910.
Pere Marquette 19, 1903 Cleveland, 350 x 56. Now barge Hilda.

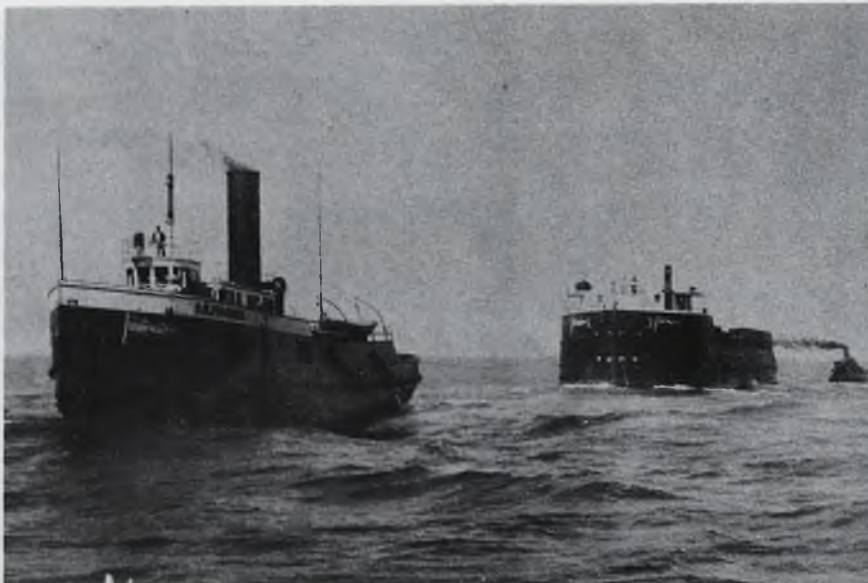
PERE
MARQUETTE 19



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Pere Marquette 20, 1904 Cleveland, 350 x 56. Later City of Munising, auto ferry. Presently inactive.
Pere Marquette 18 (11), 1911 Chicago, 350 x 57. Scrapped, 1957.
Pere Marquette 21, 1924 Manitowoc, originally 360 x 56. Lengthened in 1955 to 400 feet. In service.
Pere Marquette 22. Same data as Pere Marquette 21.
City of Saginaw 31, 1929 Manitowoc, 381 x 56. In service.
City of Flint 32, 1930 Manitowoc, 381 x 56. In service.
City of Midland 41, 1941 Manitowoc, 406 x 58. In service.
Badger, 1953 Sturgeon Bay, 407 x 59. In service.
Spartan, 1953 Sturgeon Bay, 407 x 59. In service.

20. LAKE MICHIGAN: Muskegon - Milwaukee. Chicago & Western Michigan Railway.
Muskegon (ex Shenango No. 2). (See #4 and #19 above).
21. LAKE MICHIGAN: Grand Haven, later Muskegon - Milwaukee. Crosby Car Ferry Company, later Grand Trunk-Milwaukee C.F. Co.
Grand Haven, 1903 Toledo, 325 x 54, steel. Now in Florida.
Milwaukee (ex Manistique, Marquette & Northern No. 1), 1903 Cleveland, 350 x 56. Foundered with all lives, 1929.
Grand Rapids, 1925 Manitowoc, 360 x 56. In service.
Madison, 1927 Manitowoc, 360 x 56. In service.
City of Milwaukee, 1930 Manitowoc, 360 x 56. In service.
22. LAKE MICHIGAN: South Chicago - Wisconsin & lower Michigan Ports. Lake Michigan Car Ferry Transfer Company.
No. 1, 1895 Toledo, 320 x 44. Wooden barge.
No. 2, 1895 Toledo, 320 x 44. Wooden barge.
No. 3, 1896 W. Bay City, 325 x 44. Wooden barge.
No. 4, 1896 W. Bay City, 325 x 44. Wooden barge.
These barges were towed by tugs J. C. Ames (ex J. C. Perrett), 1882 Manitowoc, wood; E. G. Crosby, 1892 Grand Haven, wood; S. M. Fischer, 1896 Toledo, steel; and Violet H. Raber (ex Ivey M. Leathem), 1891 Manitowoc, wood.



Tug
S.M. FISCHER
Barge NO. 4
Tug ANDY

Around the Lakes
edited by
Howard J. Schuldt Jr.
Detroit

William M. Worden
Cleveland

Edwin P. Sprengeler
Milwaukee

September 14

The 456 ft. ocean vessel RIVERDORE, operated by Orient Mid East Lines of London registry, was locked through the Welland Canal by two tugs, the J.C. STEWART and the ATOMIC. The ship developed steering problems on the upper lakes and was unable to maneuver through the narrow canal alone.

September 22

The Holland - America Line branches out into Great Lakes operation by buying a half interest in the Oranje Line.

September 28

An eight million dollar expansion program for the Port of Detroit is announced. Project will be privately financed.

September 29

The 450 ft. ocean tanker SWEETWATER strikes an "underwater obstruction" in the Amherstburg Channel causing water to flood her engine compartments. She came to rest on the eastern bank of the channel in front of the Brunner - Mond. Ltd. coal dock. This dock is where the excursion steamer TASHMOO sought shelter and grounded after striking a rock in 1936, and where the BENSON FORD was aground for several days earlier this season. Pumping barges and tugs are attempting to pull the SWEETWATER free.

SWEETWATER
Aground in the
Amherstburg Channel
Photo by
Albert W. Bradley



October 6

Bearing the stack emblem of the T. J. McCarthy Steamship Co., the ocean freighter ALCOA PURITAN leaves Detroit bound for Chicago on a historic voyage. She is the first vessel of a Great Lakes firm to load cargo for Europe.



ALCOA PURITAN
at Detroit October 6th
Photo by
Albert W. Bradley

October 7

The last of three timber ore loading docks of the Chicago and North Western Railway at Ashland, Wisconsin, is being dismantled.

October 10

The St. Lawrence Seaway canals are set to close November 30. Authorities warn no money will be spent for icebreaking to free late moving ships this year.

October 12

A runaway bargeload of dynamite halts traffic on the St. Lawrence Seaway near Montreal for nine hours before coming to rest on a sandbar 100 yds. off St. Bernard's Island.

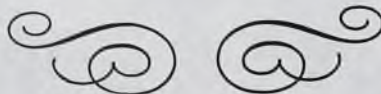
High water in Lake Superior has forced opening of gates in the compensating dam at Sault Ste. Marie causing strong currents and high water on the upper St. Mary's River.

October 19

Launching date for Bethlehem Steel's new ship the ARTHUR B. HOMER is set for November 7 at Great Lakes Engineering Works in River Rouge. She will be the largest American freighter on the Great Lakes.

October 20

The former Sandusky - Erie Island passenger boat MASCOT, sunk for several years on the sill of American Ship's abandoned dry-dock in the Cuyahoga's old riverbed, has been raised and is being refitted for use as a work boat.



Two Excursions



Photo by T. R. Sheppard Studios

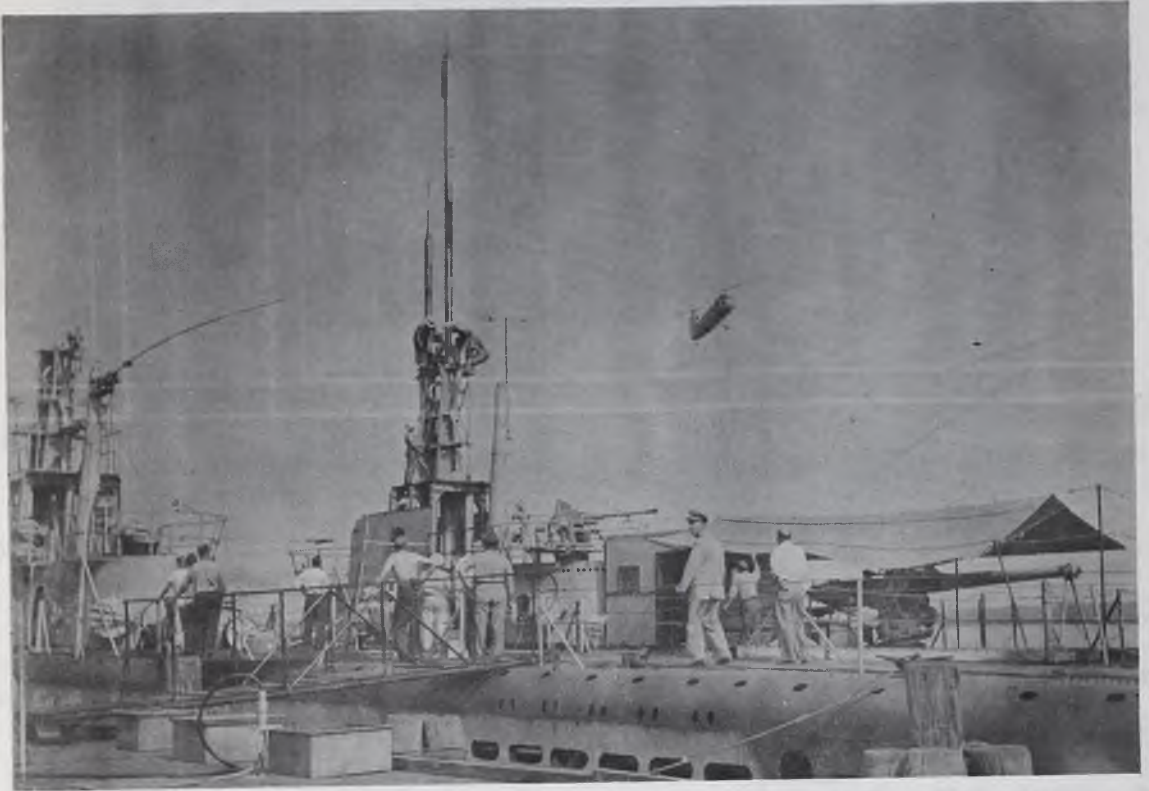
Your editor wishes to thank Capt. Frank Becker, President of the Becker Towing Company for the invitation to board his vessels for two marine events in the Detroit area during the past month.

First, aboard the B. H. Becker for the annual Detroit River tug boat race on October 17, sponsored by the Propeller Club of Detroit, of which Capt. Becker is a very active member. Only one Canadian tug appeared, reducing the field to only seven, however the excitement mounted as the starting time neared. The race began at eleven O'clock sharp at Fort Wayne. When the tugs reached the half way point, the Ambassador Bridge (see photo above), MAINE was neck and neck with the G. F. BECKER, followed by ETHEL S.. Then came GOTHEN B. H. BECKER and CAPT. F. GENTRY. At this time the CRIS-ANN was far behind. At the finish line, the Veterans Memorial Building, first across the line was the MAINE, followed by G. F. BECKER, CRIS-ANN the only Canadian entry, ETHEL S., GOTHEN, B. H. BECKER, CAPT F. GENTRY in that order. Trophys from the Henry H. Smith Company and William W. Englund were presented to Capt. Robert E. Johnson of the MAINE and other prizes were awarded to all other tugs entered.

Second, aboard the G. F. Becker to the launching of the ARTHUR B. HOMER at the River Rouge yard of the Great Lakes Engineering Works. The Homer was launched in her bright orange coat of primer paint at 12:05 on November 7th. As you can see by the cover photo by Rex Dowling, the vessel was as close to completion as possible. Notice the beacon light and radar antenna on the pilot house. Also the windows and portholes have glass installed. All of the railing is there, and by looking aft you can see that the stack is in place, and of course the engines were also installed. She is an oil fired steam turbine, 730 feet in length making her the largest on the lakes. The Homer will begin service in the spring of 1960.

Thanks are also in order to Capt Warren Fuller of the B. H. Becker and Capt. Elmer Dean of the G. F. Becker and their crews for the wonderful display of hospitality.

New Accessions



The de-commissioning of the Submarine TAMBOR resulted in some major accessions for the new Dossin Great Lakes Museum. Largest single item made available was the periscope which will be set up in the new building to afford a view up and down river. In addition several items of control equipment from her conning tower have been obtained, as well as a deck gun and anti-aircraft gun which will be exhibited at the Fort Wayne Military Museum.

Cooperation by the Dearborn Machinery Movers Company and the Detroit Edison Company, together with the Coast Guard and Navy made these accessions possible.

Correction

Thanks to Mr. Erik Heyl of Buffalo for the following

The old steamboat on page 9 of the September issue of Telescope is the WALK-IN-THE-WATER, not the MICHIGAN as noted.

In Rev. Dowling's Article "Car Ferries of the Great Lakes" on page 10 of the October issue,

3. NIAGARA RIVER : Fort Erie-Black Rock

International (i) 1854, In service May 1854, burned Dec 3, 1854, propeller.

International (ii) 1857 Buffalo, Paddle Driven, wood hull.

International (iii) 1872 Fort Erie, Ontario, 220 x 40, twin screw.