TELESCOPE

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TELESCOPE

The TELESCOPE magazine is the official publication of the Great Lakes Maritime Institute. It was first published in 1952 as a sheet of announcements and meeting notices. Today it is a full-size monthly magazine, valued by members and non-members alike as a source of Great Lakes data. The TELESCOPE includes articles of interest to almost everyone, including such subjects as history, salvage, current news, and model shipbuilding. There are three monthly features, current news section, vessel list of a Great Lakes fleet, and a blueprint of a Great Lakes ship. Subscription to TELESCOPE is included in the membership fee.

The editors will consider articles of Great Lakes or general marine interest for publication in TELESCOPE. Such material need not be expertly written, but must be of a nature suited to the purposes of the publication. Address any such material to:

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5401 Woodward Avenue
Detroit 2, Michigan

The editors will assume no responsibility for statements made by the authors.

The February Issue

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Cover

This months cover shows the Corps. of Engineers dredge, HAINS. A complete description of the operation of this interesting craft is told by Robert E. Lee in his article, "The Dredge Hains" beginning on page 27. The cover photo is through the courtesy of the Corps of Engineers, U.S. Army.

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Membership by the Calendar Year
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"Lansdowne of Windsor"

by Gordon P. Bugbee

PART TWO (CONCLUDED)

While the **LANSDOWNE** is conspicuous chiefly for her paddle wheel propulsion, her engines differ significantly from those of sidewheelers we were accustomed to seeing until recent years. The demands of a cleared main deck for railroad cars have limited the engines of railroad carferries. The **HURON** represents the modern carferry in having her engines wholly below the main deck and driving twin propellor shafts, while her main deck is almost completely clear of cabins. But the **LANSDOWNE** takes advantage of the broad lateral overhang of a sidewheeler, her two engines occupying separate engine rooms on the main deck forward of the paddle boxes and flanking the railroad car tracks.

The ancient engines inherited from the **MICHIGAN** are horizontal direct-connecting engines originally built at Montreal by Gilbert & Sons in 1872. Each engine has a single cylinder of 48" diameter and 108" stroke, operated at 65 pounds of steam pressure to provide a top speed of fourteen miles per hour. The low pressure and slow movement of the engine parts are responsible for their long life, as we have already observed.

Each engine drives a paddle wheel of 29'-5" diameter having twenty-two buckets and weighing thirty tons. These are "radial" wheels with fixed buckets, as distinguished from the "feathering" wheels just coming into wide use in 1884. Feathering wheels had buckets pivoted at their ends and guided by an eccentric arm so as to remain nearly vertical while passing through the water. The feathering wheels could be nearly half the diameter of the radial wheels doing the same job, and accordingly they were much lighter. And feathering wheels which were the size of the **LANSDOWNE** radial wheels drove the 536-foot **GREATER DETROIT**, the largest vessel ever built to be propelled exclusively by paddle wheels. But the radial wheels are probably sturdier than feathering wheels, especially for ice conditions. With her bow also reinforced for ice breaking, the **LANSDOWNE** is active during the stormy winter months.

Unlike most sidewheelers, each paddle wheel may be driven

"Lansdowne of Windsor"

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Photographs by Author

1. LANSDOWNE Crossing With Cars From Detroit.
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3. Stern has Bumpers to Hold Cars on Deck.
4. Port Funnels and Cabins, Looking Forward.
5. Two Tracks of Main Deck Empty of Cars.
6. Main Deck, Looking Forward Toward Bridge Which Supports Mansard-roofed Pilot House.
7. LANSDOWNE Backing From Detroit Slip.
8. Crank of Port Engine, Looking Forward. Notice that Shaft Doesn't Continue Across the Ship.
9. Cylinder Head of Port Engine, Looking Forward.
10. Pilot House has Doubled, Round-topped Windows and Steam Steering Engine in Base of Wheel.
11. Paddle Wheels Churning Through the Thin Ice.
12. "Dock Bites Ship!"

independently of the other, for they are upon separate shafts with the car tracks intervening. This is very favorable for the short river route of the LANSDOWNE, for if one engine reverses while the other is going forward, the LANSDOWNE can turn about almost within her own length. The few sidewheelers which have had independently-driven paddle wheels included Oliver Newberry's MICHIGAN of 1833 which left behind a reputation for keeping no steady course. But Captain Nicholas Saad and Chief Engineer T. E. Durban of the LANSDOWNE suggest that the revolutions of her two engines may easily be synchronized, or that one may adjust the setting of the rudders to compensate for unequal speeds of the paddle wheels. Perhaps this would be related to the performance of a multiple-screw ship. Rudders fitted at bow and stern give further aid to manoeuvering. In its December issue the Telescope published an outboard profile of the Michigan Central Railroad carferry TRANSFER of 1888 which show her to have been propelled both by a propellor and independently-driven paddle wheels. Mr. Don Williams, a former engineer aboard the TRANSFER, confirms that her paddle wheels were easily synchronized, but that in docking operations the propellor could not easily be synchronized with the paddle wheels so that the latter were generally used alone at these times.

Steam is supplied to the LANSDOWNE engines by four single-ended scotch boilers of two burners each, located aft within the hull under the car tracks. New boilers were built in 1904, and these have since been converted to burn oil instead of coal. In normal operation one boiler is kept in reserve. Each boiler has its own funnel, giving the LANSDOWNE four impressive funnels, two upon each side of the car tracks. In recent years these funnels have been painted in Canadian National colors--red funnel with white band and blue top--which add bright color to the black hull and cabins, dull red decks and brown-roofed white pilot house.

The jewel of the wood joiner work is the pilot house which in a garden setting could easily pass for a Victorian summer house, having small double-arched windows and a graceful mansard roof with curved surfaces. This square pilot house is perhaps the last echo of the rich octagonal houses that were common upon Great Lakes steamers in the middle nineteenth century. The pilot house stands high upon an iron-strapped wood frame which spans the car tracks. Inside the pilot house is found a rare feature, a steering wheel which contains its small steering engine within its base.

Consistently prosperous commerce on the lakes has accumulated a greater abundance of useful older vessels than we are apt to find elsewhere in North America. As in the example of the common ore carrier, the active older vessels are evidence of the evolution of their modern descendents. With the survival of HURON and LANSDOWNE this is particularly true of the river carferries. Although their ages are reversed, HURON represents the modern propellor carferries built as recently as 1946. And, on behalf of the GREAT WESTERN, LANSDOWNE tells how, through the earliest successful experiments, the river carferries as a vessel type came into existence.

The Dredge *Hains*

by Robert E. Lee

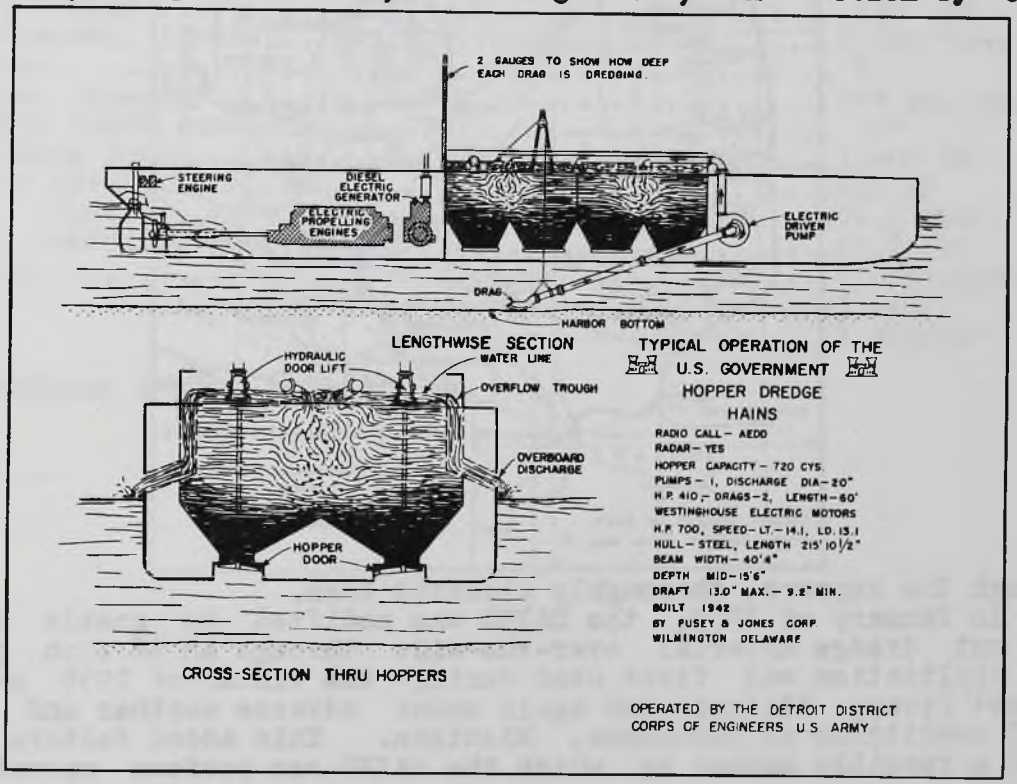
Early in November, toward the end of her 1959 work season, the HAINS was boarded by a group of local citizens for an inspection trip while she worked the Rouge Channel. This writer was one of those fortunate enough to have been included. He is indebted to the Corps for their hospitality aboard,and to the technical liaison officer, Mr. J. L. Avesian for the material used to write this article.

There are six dredges employed by the Corps of Engineers in their across-the-world operation, all sister ships; the LYMAN, HOFFMAN, HYDE, BARTH, DAVISION, and HAINS.

The HAINS is assigned to the Detroit district and performs dredging operations from early April through late December along the channels and rivers of the Great Lakes. She normally works a 24 hour day, six days per week during each season. In the winter, she is berthed at the Corps boatyard in Grand Haven, Michigan.

Commissioned in 1942,the dredge HAINS was built at Wilmington, Delaware by the Pusey and Jones Corporation.

During World War II, the HAINS was assigned in the Pacific area dredging coral reefs and deepening harbor entrances to permit navigation of Naval vessels in areas such as Guam, Leyte, and the Philippines. She was the Flagship of the 1076th Engineer Dredge Fleet. Dredging was performed under such hazardous conditions as heavy ground swells, shallow reefs, sunken ships loaded with explosives, tangled cables, floating mines, and action by enemy

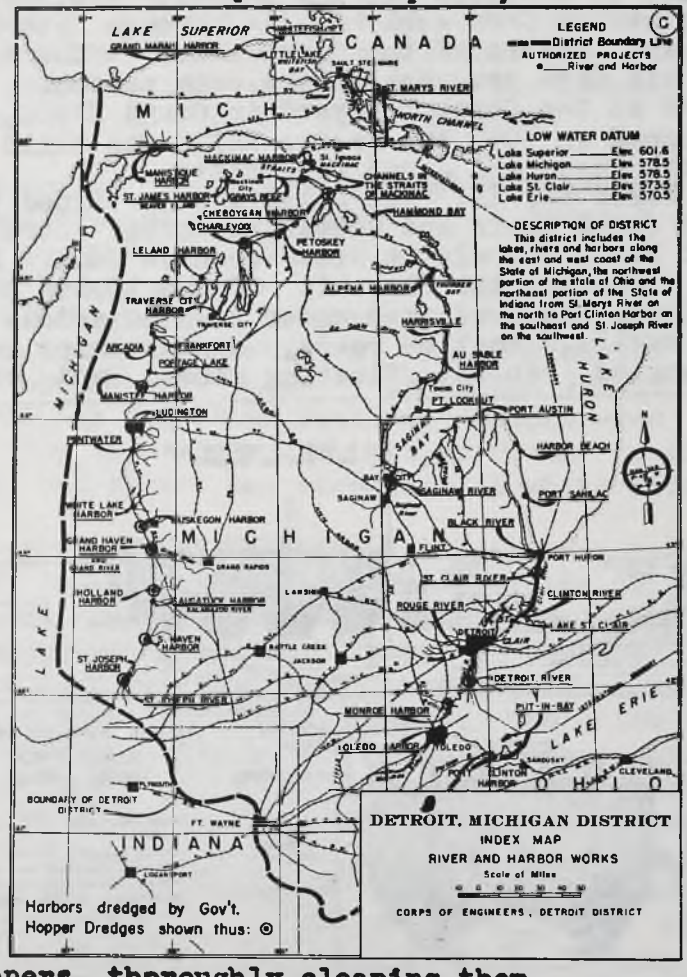


aircraft. Credit was given to the HAINS' crew for downing two enemy planes.

Even her name has an illustrious origin. Major General Peter Conover Hains had a long career as an Officer of the Corps of Engineers. He was graduated from the U. S. Military Academy in 1861, and at the time of his retirement was District Engineer at Norfolk, Virginia. He holds the destinction of having been the only officer to see active service in the Civil War, Spanish American War, and World War I.

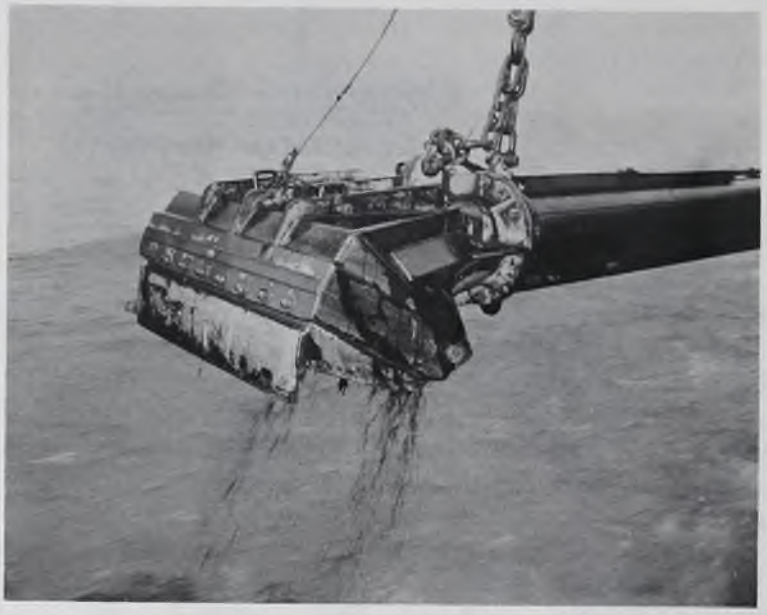
Operation of the dredge is relatively easy to understand, although it cannot be considered simple. Dragheads, mounted amidship at either side are lowered to the bottom where they suck up silt. This is deposited in huge hoppers where the solid material sinks and the water runs over the side and overboard. Four of these hoppers have a total capacity of 221 cubic yards each.

While these hoppers are being filled, careful watch is kept on the ship's level. When capacity is reached the dredge is moved off to a designated dump area where the hopper traps are opened and the load released. With the traps still opened, clean water is flushed



through the hoppers, thoroughly cleaning them.

In January of 1959, the HAINS was modified to enable it to pump out dredge material over-the-side through an 18 inch pipe. This application was first used during the winter of 1959 on the Calumet River, Illinois and again under adverse weather and physical conditions at Ontonagon, Michigan. This added feature provided a feasible method by which the HAINS can perform operations



Port draghead above water.

in channels of shallow depth, or for over-the-pier disposal. She is the only dredge of her class so equipped.

Vital Statistics

Length, overall	215' 10"
Beam	40' 4"
Draft, light	9' 5"
Draft, loaded	13' 0"
Displacement, loaded	2,200 tons
Hoppers	4
Hoppers, capacity	885 cu. yds.
Dredging depth, maximum	35'
Propelling power	1,400 HP
Pumping power, total	410 HP
Speed, light	14.1 MPH
Speed, loaded	13.1 MPH
Crew	8 officers
	43 men
	3 shifts

Commissioned 1942

Blueprints Available

ALABAMA	Cruise ship. Four sheets.....	$ 4.00
BUTCHER BOY	Huron boat (Henry M. Barkhausen's) Two sheets. Scale ½".....	2.00
CITY OF CLEVELAND III	Sidewheel passenger steamer. Six sheets.....	5.00
A Modern Lakes Fishing Tug.	Diesel-powered. Two sheets.....	2.00
GRAMPION	Two barge, schooner-rigged. One sheet.....	1.50
HELEN MacLEOD II	Huron boat. Two masts. Two sheets. Scale ½".....	2.00
JOHN ERICSSON	Whaleback cargo steamer. One Sheet Available in 1/8" and 1/16" scales.....	1.50
LIFE BOAT	U. S. Coast Guard surf boat. (Oars). Two sheets. Scale ½".....	2.00
MASSACHUSETTS	Wooden bulk carrier. Two sheets.....	2.00
MICHIGAN (1833)	Sidewheel passenger steamboat. Two sheets.....	2.00
MINNESOTA	Passenger propeller. Three sheets	3.00
PUT-IN-BAY	Excursion boat. (Propeller). Three sheets.....	3.50
SOUTH AMERICAN	Cruise ship. Four sheets.....	4.00
STAKE BOAT	Used for driving piles for pound nets. One sheet. Scale ½".....	1.00
WABESI	Mackinaw boat. Two sheets. Scale ½".....	2.00
WALK-IN-THE-WATER	Sidewheel passenger steamboat, 1818. One sheet.....	1.00
WILFRED SYKES	Modern ore carrier. One sheet. Scale 1/16"....	1.00
J. T. WING	Three-mast schooner. Last to sail the Lakes. Two sheets.....	2.00
ECORSE	Great Lakes harbor tug. Two sheets. Scale ½".....	2.00

Unless otherwise stated the scale is 1/8". The schooner J.T.Wing may be had in reduced size but with universal scale included. Two sheets.....$ 1.00
This and the plans of the John Ericsson are done by offset printing. All the others listed above are blue prints. Delivery within three days of receiving order. Address orders to the Secretary, Great Lakes Maritime Institute, 5401 Woodward Avenue, Detroit 2, Michigan

ADD 30¢ IF MAILED IN TUBE; 10¢ MAILED FLAT.

Constance Bowater

By William Worden

On the nineteenth of October, 1959, I was fortunate enough to visit the British motor vessel **CONSTANCE BOWATER**, an ocean ship which came in at Nicholson Cleveland Terminal at the foot of 55th Street in Cleveland. I would suppose that this ship is typical of those which have been visiting our Great Lakes with increased frequency since the opening of the Seaway last spring. Therefore it could be surmised that her landing could be looked upon as about average.

Even though she is a brand new ship, the **CONSTANCE BOWATER** has no deck winches, making her landing difficult. As the vessel approached the dock, a bow line was put out and secured to a chock. A moment later, with relatively little strain upon it, the line snapped. As a result the bow of the ship remained quite a distance from the dock, while the stern was all the way in. The resultant manoeuvering was time consuming and costly, and much of it could have been avoided with the use of winches. Next year the ship will carry this equipment, and lakes navigation should become somewhat easier for her. It is also interesting to note that all lines on the vessel were of manila.

The ship was in her first year of service, and this last season marks also the entrance of her owners, Bowater Paper, Ltd., into lakes service. Bowater, with their bow-and-water trademark, are a large English organization which has been in the business of importing paper into the United States for some time.

The company's ships are the very essence of modern navigation. The interiors are finished in wood panelling, and rooms include a dining saloon, lounge and passenger quarters. All are maintained in the spotless tradition of British vessels.

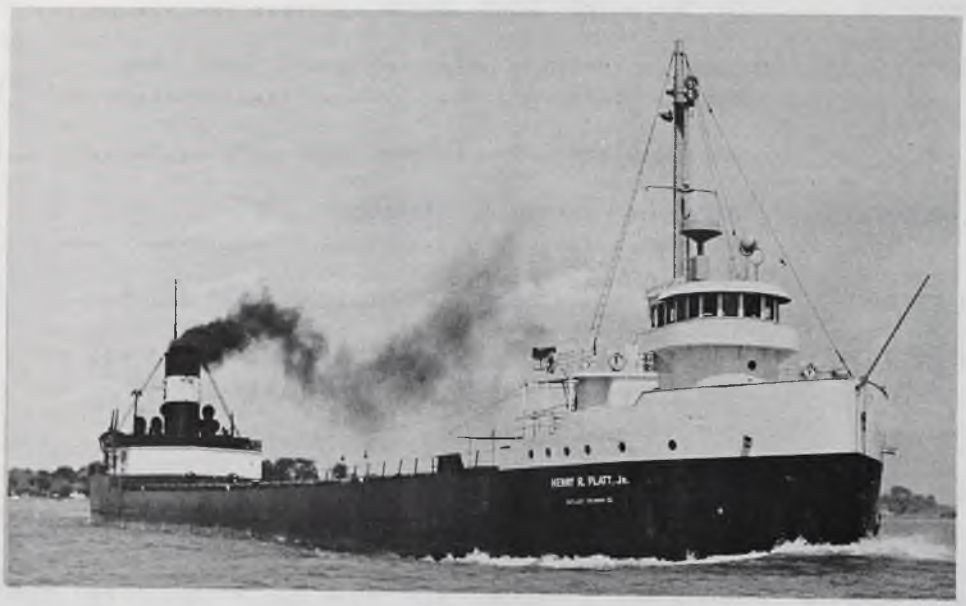
The **CONSTANCE BOWATER** is 325' long, 55' wide, and is powered by a six-cylinder two-stroke diesel engine developing about 2700 h.p. A crew member showed me around the engine room, explaining the various apparatus there.

All in all, it was a very enjoyable visit, and my thanks go to the ship's master, Reginald Creaser, the ship's crew, and Bowater Paper, Ltd., for the opportunity to visit this splendid cargo liner. We wish them many more years of smooth sailing upon our Great Lakes.

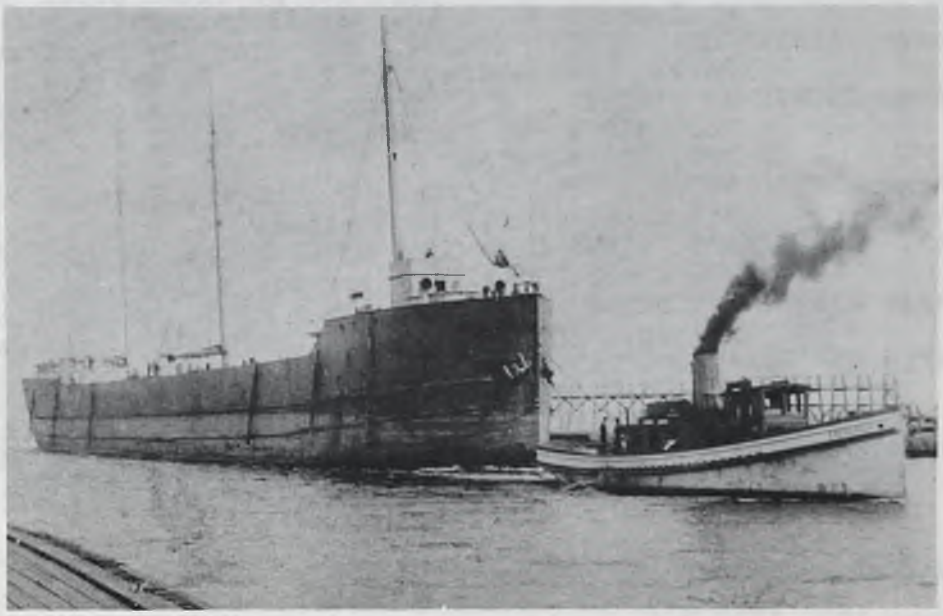
Picture Page

by Emory A. Massman, Jr.

CARL W. MEYERS(b) Cresent City(a) US# 127176 G.T.4109 N.T.3052 406x48x28 Chicago S.B. Co. hull #25 Built 1897 Quad. eng. 17½-24 3/4-35½-58x42 Owners : 1. Zenith Transit Co. 2. Pittsburg S.S. Co. 3. Nicholson Universal S.S. Co. 4. U. S. Maritime Comm. 5. Browning S.S. Co. 6. Delta Lake Ship Co.-Scraped at Port Colborne, Ont. in 1959. This vessel was reconstructed in 1928 and 1942.



HENRY R. PLATT, JR.(d) Frederick B. Wells(a) Otto M. Reiss(b) Sullivan Bros.(C) Phillsbury Barge(e) US# 121208 G.T.4378 N.T.3367 437'8"x50'x28'8" Chicago S.B. Co. hull #50 Oct,1901 Quad. eng. 15¼-24½-36¼-56x40 Owners: 1.Peavey S.S.Co. 2. Reiss S.S. Co. 3. Gartland S.S.Co. This vessel now a grain storage ship.



The barge W. LeBARON JENNEY towing into Duluth Harbor behind the tug EXCELSIOR.

Bessemer Steamship Co.

1895 - 1901

By Reverend Edward J. Dowling S.J.

This fleet was organized by John D. Rockefeller to transport ore from his recently acquired Mesabi Range. When new, the Bessemer freighters were large, fast, and powerful, and constituted the best vessels on the Lakes in the nineties. The excellence of their construction is attested by the fact that today, sixty and more years later, twenty of the twenty-seven vessels that sailed in the Bessemer fleet are still afloat. These vessels had red hulls, white cabins and black stacks with a large block letter "B" in white. The Bessemer fleet became part of the Pittsburgh Steamship Company in 1901.

1. <u>Vessels built for the fleet. 1896 - 1897:</u>

Str. SIR HENRY BESSEMER, 1896 Cleveland by Globe Iron Works. 413 x 48. Later MICHAEL J. BARTELME & WOLVERINE. Abandoned Sturgeon Bay, late '50s.

Str. SIR WILLIAM SIEMENS, 1896 Cleveland by Globe. 413 x 48. Later WILLIAM B. PILKEY and FRANK E. VIGOR. Lost in collision on Lake Erie, 1944.

Str. ROBERT FULTON, 1896 Wyandotte by Detroit Dry Dock Co. 424 x 45. Scrapped at Hamilton, 1948.

Str. SIR WILLIAM FAIRBAIRN, 1896 Wyandotte by Detroit DD. Co. 424 x 45. Still in service as storage hull.

Str. GEORGE STEPHENSON, 1896 Bay City by F. W. Wheeler & Co. 407 x 49. Now being used as storage barge.

Barge W. LeBARON JENNEY, 1896 Bay City by Wheeler. 365 x 45. Later ALFRED, ALFRED J. and COLLINGDOC. Active.

Str. JOHN ERICSSON, 1896 W. Superior American Steel Barge Co. Whaleback, 390 x 48. Still in service.
Barge ALEXANDER HOLLEY, 1896 W. Superior by American Steel Barge. Whaleback, 361 x 46. In service.
Barge GEORGE H. CORLISS, 1896 Chicago by Chicago Shipbuilding Co. 352 x 44. Later ETHEL, ETHEL J., and PORTA-DOC. In service.
Barge ALFRED KRUPP, 1896 Chicago by Chicago Shipbuilding Co. 352 x 44. Still in service.
Str. JAMES WATT, 1896 Cleveland by Cleveland Shipbuilding Co. 405 x 48. Still in service.
Barge SIDNEY G. THOMAS, 1897 Cleveland by Cleveland Shipbuilding Co. 366 x 44. Later SWEDEROPE. In service.
Barge SIR ISAAC LOTHIAN BELL, 1897 Bay City by Wheeler. 365 x 45. Later BLANCHE, BLANCHE H., and BLACK RIVER. Still active, recently powered with diesel engines.
Barge JAMES NASMYTH, 1897 Bay City by Wheeler. 365 x 45. Later MERLE H. and PIC RIVER. Still active, presently with diesel power.

2. Vessels purchased by the fleet in 1897:

Barge 102, 1889 Duluth by American Steel Barge Co. Whaleback, 253 x 36. Renamed SIR JOSEPH WHITWORTH. Later named BATH. Foundered off Cape Charles, Virginia, 12-5-'05.
Barge 103, 1889 Duluth by American Steel Barge. Whaleback, 253 x 36. Renamed JOHN SCOTT-RUSSELL. Later named BERKSHIRE. Stranded, Sandy Hook, N. J., 5-29-'09.
Str. PILLSBURY, 1892 W. Superior by American Steel Barge Co. Whaleback, 320 x 42. Renamed HENRY CORT. Stranded on Muskegon pierheads, 11-30-'34.
Str. WASHBURN, 1892 W. Superior by American Steel Barge Co. Whaleback, 320 x 42. Renamed JAMES B. NEILSON. Later named J.T. REID. Scrapped at Cleveland, '35.

The whalebacks JOHN ERICSSON and ALEXANDER HOLLEY in the Soo Locks.

(Young Photo)

The twin-stacked SAMUEL F.B. MORSE was the largest ship on the Great Lakes in 1898. The HOUGHTON and the POE of this fleet also had two stacks.
(Young Photo)

3. Vessels built for the fleet. 1898:

Str. SAMUEL F.B. MORSE, 1898 Bay City by F. W. Wheeler & Co. 456 x 50. Later barge WYCHEM 105. Still in use as a construction barge.
Barge JOHN FRITZ, 1898 Bay City by Wheeler. 436 x 50. In service.
Barge JOHN A. ROEBLING, 1898 Bay City by Wheeler. 436 x 50. In service.

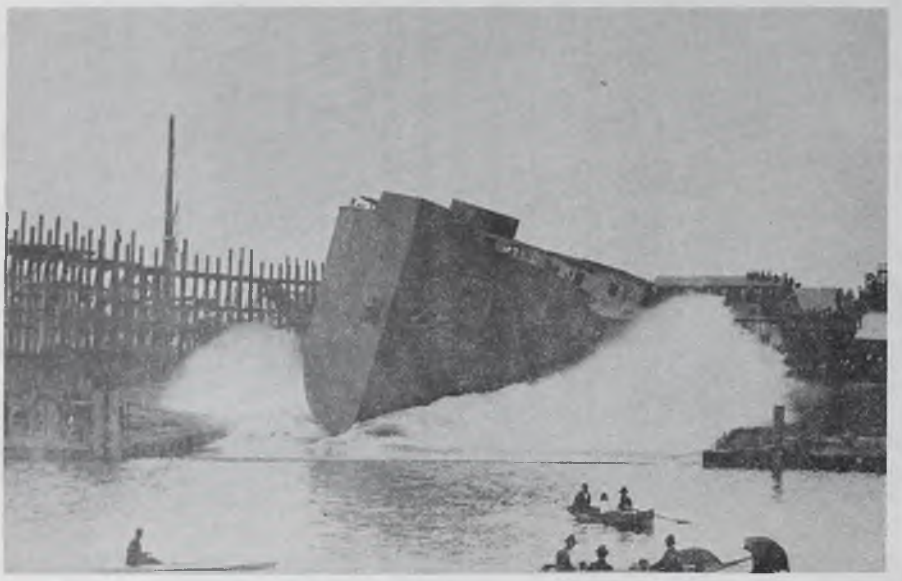
4. Vessels purchased by the fleet in 1899:

Str. GLOBE, 1894 Cleveland by Globe Shipbuilding Co. 330 x 42. Renamed JAMES B. EADS, and lengthened to 400 feet. Still in service.

5. Vessels built for the fleet. 1899 - 1900:

Str. DOUGLASS HOUGHTON, 1899 Cleveland by Globe Iron Works. 456 x 50. Still in service.
Barge JOHN SMEATON, 1899 W. Superior, by American Steel Barge Co. 458 x 50. Now being used on Ohio River.
Str. ROBERT W.E. BUNSEN, 1900 Chicago by Chicago Shipbuilding Co. 439 x 50. Now barge MARQUIS ROEN.
Str. GENERAL ORLANDO M. POE, 1900 Cleveland by American Shipbuilding Co. 470 x 50. Later barge WYCHEM 104.
Str. CHARLES R. VAN HISE, 1900 Superior by Superior Shipbuilding Co. 458 x 50. Later A.E.R. SCHNEIDER, and lengthened, 1920, to 536'. Later J. M. OAG, S. B. WAY and CAPTAIN C. D. SECORD. In service, recently repowered with diesel engines.

6. In the late nineties, the Bessemer Steamship Company also operated the vessels of McDougall's whaleback fleet.



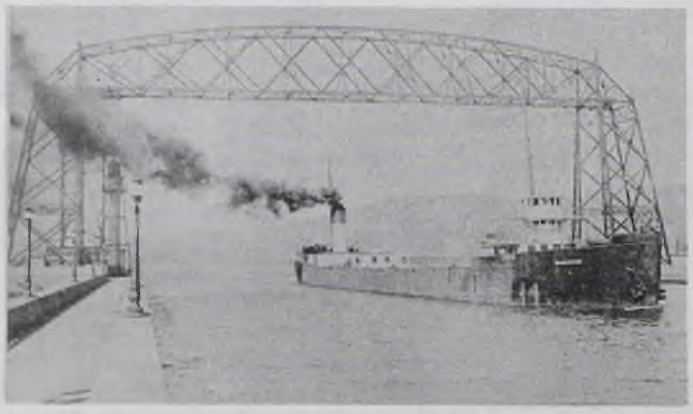
Launch of the ROBERT FULTON at Wyandotte, 1896
(Photo, Courtesy Kenneth E. Smith)

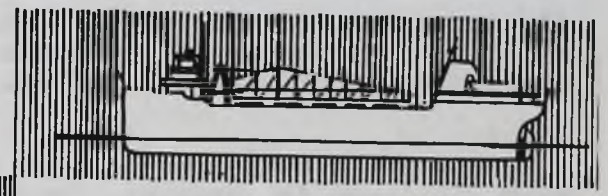
The Big Splash

The second of a series of launching illustrations

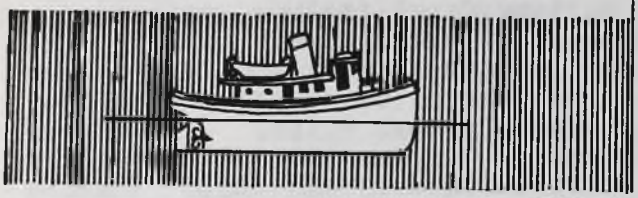
By Reverend Edward J. Dowling S.J.

The ROBERT FULTON was one of the first twelve vessels contracted for by the Bessemer Steamship Company. Six shipyards each were awarded contracts for two ships. The Detroit Dry Dock Company built the FULTON (Hull #125) and the SIR WILLIAM FAIRBAIRN (Hull #124) both of which were launched in 1896, at the old Wyandotte yards, a portion of which shows in the background of our picture. The FULTON passed into Pittsburgh Steamship Company with the rest of the Bessemer freighters in 1901 and had a fine record of steady service until she was retired after World War II and scrapped at Hamilton in 1948. Our photo below (McKenzie Photo) shows this vessel at Duluth in the colors of the Pittsburgh Steamship Company.





GREAT LAKES MARINE NEWS



William M. Worden
Cleveland

edited by
Howard J. Schuldt, Jr.
Detroit

Edwin P. Sprengeler
Milwaukee

December 22

The Great Lakes Seaway ore carrier WESTRIVER arrives in England after a month long crossing from Canada through the worst Atlantic gales in twenty years. The 10,000 ton ship was towed to Britain for engine repairs. The vessel was manned by mostly officers as many of the crew quit declaring that the voyage was unsafe.

December 30

Huron Portland Cement Company is expected to acquire the 23 year old salt water tanker AMOCO for eventual conversion to a cement carrier. The AMOCO is 501 feet long, has a beam of 68 feet, a depth of 37 and is powered by a 4,000 horsepower steam turbine.

January 4, '60

T.J. McCarthy Steamship Company has asked the Federal Maritime Board to "reconsider and modify" its December 8 decision refusing to act on the Company's application for a subsidy for a Great Lakes to Europe route until the firm discontinues its bulk trade service on the Lakes. The request asked the Board to amend its decision so the Company could fulfill existing contracts. The Company says the subsidy is necessary to compete with low cost labor on foreign vessels carrying freight into and out of the Lakes.

January 6

In an almost unprecedented winter sailing, Browning Lines' freighter JOHN C. HAY left Detroit last night for Buffalo to pick up 9,000 tons of pig iron for Great Lakes Steel Corp. The HAY is the former PETER WHITE.

January 8

Captain J.N. Rolfson, Jr. is named fleet captain for Pittsburgh Steamship. He is a native of Wyandotte, Michigan, and a veteran of twenty-two years service with Pittsburgh.

January 11

The $21,500 which the Greek freighter THEODOROS - A brought at an auction December 28 was divided in Federal Court today. Her crewmen received $12,235 for back wages. The U.S. Marshal who seized the vessel on behalf of creditors was allotted $7,266 to cover the cost of maintaining the ship and feeding the crew while it was held in Detroit. The remaining $1,999 went to attorneys. Not a penny was left for the creditors. It is interesting to note that two other ships of the same fleet as the THEODOROS - A have run into

similar trouble. The victory ship GEORGIOS - A is being held at Halifax, Nova Scotia for approximately $300,000 in unpaid bills and creditors are seeking the MICHAEL - A for the same reason.

January 12

Improvements being made on the Welland Canal include maintenance work designed to prevent further costly breakdowns during the shipping season and new mooring facilities. In addition, the fender guards are being set back. Their location is being changed so they will not catch on the superstructures of ocean ships. The Seaway Authority is discussing with shippers the question of making it mandatory for proper equipment to be carried by all ships locking through the government canal such as winches for line handling to shore. Consideration is also being given to "twinning" the locks for two way traffic.

January 13

The RANGER II which ran between Houghton,Michigan and Isle Royale is to be disposed of by the National Park Service. She has been replaced by the new RANGER III.

January 15

May 1 has been set as the date to begin construction of the $18 million Sault Ste. Marie international bridge across the St. Mary's River. It is expected to be completed by November 1961.

January 18

President Eisenhower has asked Congress to appropriate 30 million dollars to continue the work of deepening Great Lakes connecting channels.

January 19

Nineteen hundred and fifty-nine bulk freight shipments on the Great Lakes exceeded those of 1958 despite the 116 day steel strike according to the Lake Carriers' Association.

January 21

The United States' share of ship tolls on the new St. Lawrence Seaway in its first year of operation is expected to total more than three million dollars.

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The EDWARD L. RYERSON, a giant new ore carrier built for Inland Steel Company, slid off the ways of the Manitowoc Shipbuilding Corp. at noon today. The new flagship and sixth vessel of the Inland fleet has a capacity of 27,000 tons and in a normal season is expected to carry more than a million tons of iron ore from the head of Lake Superior to Indiana Harbor. She is 730 feet long with a beam of 75 feet, maximum dimensions permitted by locks and channels on the Lakes. The vessel is named for a former chairman of Inland Steel, whose family operated iron foundries on the Atlantic coast in colonial times. The eight million dollar RYERSON is scheduled for completion in time for the 1960 ore shipping season.

Other News:

The HENRY R. PLATT, JR. I has been renamed PILLSBURY BARGE.

CARL W. MEYERS-Scraped at Port Colborne

CORRECTION: Mr. John Greenwood of Cargo Carriers Inc. informs us that the Cliffs' steamer LA SALLE did not carry the first ore out of Duluth-Superior in two months as reported in December TELESCOPE. Canada Steamship Lines vessels, HAGERTY, LEMOYNE, and GEORGIAN BAY carried ore from Superior before the LA SALLE and actually weekly during the steel strike. Also the J.F. DURSTON of T.J. McCarthy Steamship Company made an earlier trip.Our thanks to Mr. Greenwood for this information.

EARLY TORPEDO ON THE GREAT LAKES

On page 54 of the July 27, 1877 issue of Scientific American there is an account of the first experimental firing of the "Lay" torpedo, the invention of a Mr. Lay, of Buffalo, New York.

The torpedo, acylindrical shell with conical ends, was controled by a line coiled in the rear end. It was fired from the shore at a target half a mile out in Lake Erie which it reached in three minutes, then was made to return to the point from which it was fired, after having circled the target. The return trip was also made in three minutes.

High-ranking U. S. Navy officials were present to observe the experiment which was intended to be secret. However a great crowd attracted by the gold braid present, witnessed the event. Also present, by invitation, was a Mr. Poo of the Chinese diplomatic corp, but no one poo-pooed the weapon. To the contrary, it was opined that it would be the world's most formidable instrument of destruction.

J.E.Johnston

CORRECTION

In the October, 1959 issue we said that SHENANGO NO.1 was burned in 1906. This should have been 1904... the date was March 11.

We also said, in the same issue that SHENANGO NO. 2 was junked in the middle 20's. In point of fact, this steamer and barge, towed by the C. W. JACOB was lost on her first trip, May 3, 1922 as a result of collision with the Str. QUINCY A. SHAW.

We are indebited to Robert J. MacDonald for calling the above errors to our attention.

GREAT LAKES MARITIME INSTITURE, INC.

THE GREAT LAKES MARITIME INSTITUTE WAS ORGANIZED IN 1952 AS THE GREAT LAKES MODEL SHIPBUILDERS' BUILD. ITS PRIMARY PURPOSE AT THAT TIME WAS THE PROMOTION OF THE BUILDING OF MODELS OF GREAT LAKES VESSELS. SINCE THEN THE ORGANIZATIONS SCOPE OF INTEREST HAS BEEN WIDENED CONSIDERABLY, AND THE MONTHLY PUBLICATION TELESCOPE INCLUDES ARTICLES ON HISTORY, SALVAGE, CURRENT NEWS, AND MODEL BUILDING AS WELL. THE BUILDING OF MODELS REMAIN ONE OF THE MAIN PROJECTS OF THE INSTITUTE, AND THE ORGANIZATION HAS CREATED THE LARGEST EXISTING COLLECTION OF GREAT LAKES MODELS. THE OFFICE OF THE INSTITUTE IS LOCATED AT 5401 WOODWARD AVE., DETROIT 2, MICHIGAN. THE INSTITUTE IS INCORPORATED AS AN ORGANIZATION FOR NO PROFIT UNDER THE LAWS OF THE STATE OF MICHIGAN. NO MEMBERS RECEIVES ANY RE-NUMERATION FOR SERVICES RENDERED. DONATIONS TO THE INSTITUTE HAVE BEEN RULED DEDUCTABLE BY THE DEPARTMENT OF INTERNAL REVENUE.

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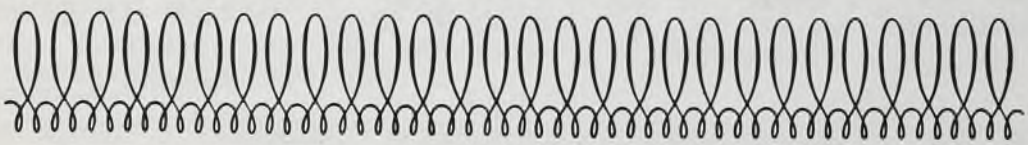

Meetings

Friday February 26th
Friday March 25th

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