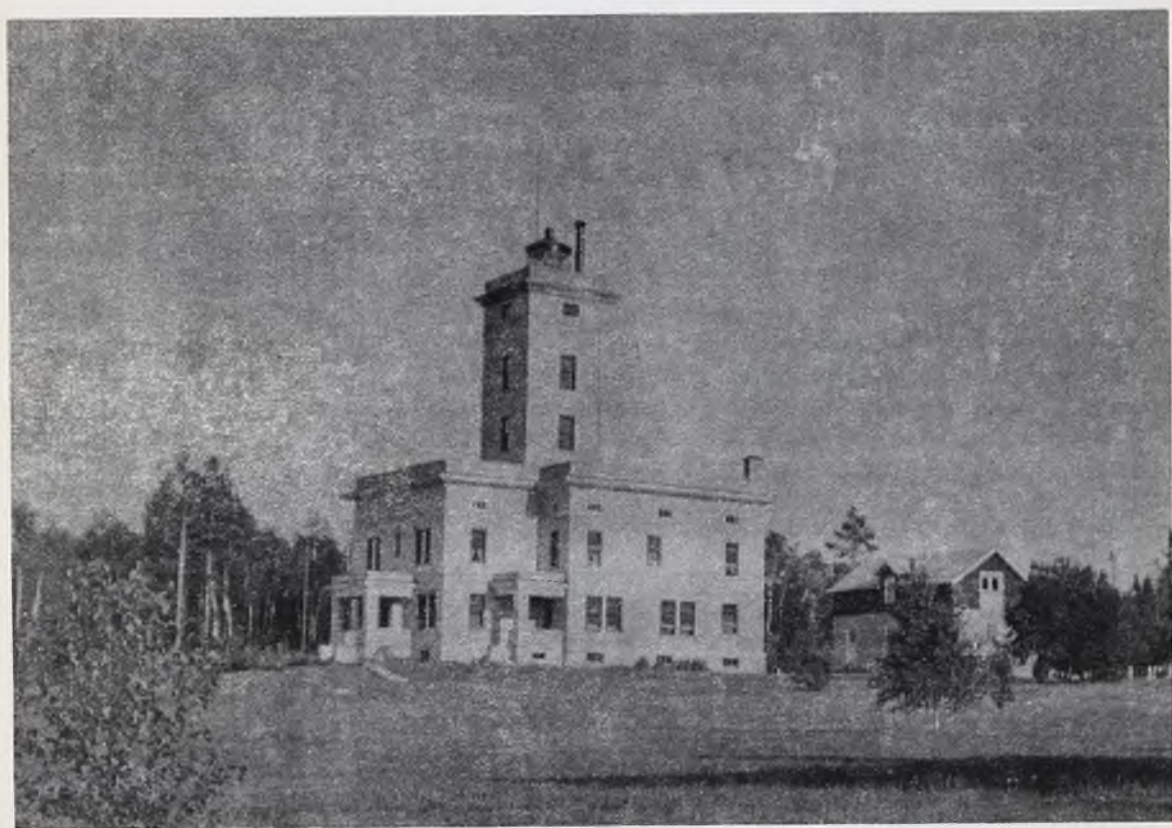


# TELESCOPE

March 1960

Vol. 9 No. 3



published by the  
Great Lakes Maritime Institute

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

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# The March Issue

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Blueprint

The center pages of this issue present main deck and bow views of the Michigan Central Railroad carferry TRANSFER. This drawing is by James B. Jones of the Museum staff.

## Cover

On this month's cover is a photograph of the Sand Hills light and Fog Signal Station, Five Mile Point, Keweenaw, Michigan. The history of this old landmark is told by H. Donald Bliss, in his story of Sand Hills Light beginning on page 43 of this issue.

## Membership

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## *Story of Sand Hills Light*

by H. Donald Bliss

**I**n 1843 the world's first native copper mine was discovered on the southern shore of Lake Superior, upon Michigan's Keweenaw Peninsula. A full-scale land rush and mining boom ensued, in which all heavy shipments of the rich ore went out by water. This commerce soon required the establishment of a string of lighthouses along the rocky shoreline. Copper Harbor Light was erected in 1849, Eagle Harbor Light in 1851 and Eagle River Light in 1858.

The Eagle River Light stood only a few miles from the original Cliff Mine. This beacon was discontinued in 1908, due to its unfavorable location back from the shoreline. Plans were drawn to build a larger modern light station on Five Mile Point just west of Eagle River, in an area known as the Sand Hills. From that point ships could be warned about the Eagle River Shoals which had seen several shipwrecks during the mining decades. These plans were hastened by the stranding of the ore carrier, WILLIAM C. MORELAND, in 1910 upon Sawtooth Reef, a section of the shoals off Sand Hills (see Telescope, January, 1960, p. 16, concerning the MORELAND).

A temporary light and fog signal were located on Five Mile Point in 1917 during the construction of the main station. Since a road was not built until the Twenties to Ahmeek, eight miles away, all materials had to be floated in to the site on barges. Built in two years at a cost of over \$100,000, the finished station was acclaimed the most modern and most powerful light and fog signal on the Lakes.

The Great Lakes Pilot of 1921 carried the following description: "Sand Hills Light and Fog Signal Station, flashing white 91 feet above water, visible 18 miles, is shown from a buff-brick square tower on a two-story dwelling, on a point 3 7/8 miles south-



west of Eagle River. The fog signal is made on a diaphone." Three keepers and their families lived in the two-story apartment block beneath the tower. The original light in the tower was an oil vapor lamp mounted in a fourth order fresnel bullseye lens developing 24,000 candlepower and visible for only 11 miles. This was soon converted to electricity with a 500-watt bulb producing 248,000 candlepower which could be seen 18 miles away. Down at the water's edge the newest in compressed air diaphones sent an ear-shattering fog signal to warn mariners that "Sawtooth Reef" was near.

The keeper in charge of this magnificent new station in 1919 was William Richard Bennetts, one of three brothers who devoted their lives to the lighthouse service on the Great Lakes. Mr. Bennetts remained during the entire twenty years that Sand Hills was a tended light. When he retired in 1939, the station closed too, leaving only an acetylene gas automatic beacon to mark the reef. Only once again did the grounds ring to the sound of voices, when the Coast Guard opened the buildings as training barracks in the war years of 1942-43 and billeted two hundred trainees there. Then the Sand Hills Light returned to its lonely vigil, and in 1954 the last flame was extinguished and the name of Sand Hills was seen no more on the light lists. Actually, the fate of this relatively young station was sealed from the day it was built, as radio and weather reporting methods had already begun to displace shore stations.

#### "LIGHTHOUSE OF BLISS"

One sultry August day in 1958 an overworked Detroit insurance man and his equally weary spouse handed their four small children over to a relative and "flew the coop" into Upper Michigan. This was their first trip upstate, and the brand new Mackinaw Bridge was their immediate target. But wanderlust carried

them far beyond the mighty span, into the fabulous Copper Country of the Keweenaw Peninsula, to drink in the unbelievable scenery and to thrill to the tall tales of mining days and adventures upon Lake Superior.

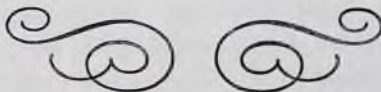
It came time to leave all this when fate stepped in to make a dream come true. In a little gift shop near Eagle Harbor, the couple overheard the lady telling a customer, "The Ahmeek Lighthouse is up for bids!" Now, who hasn't dreamed of living in a lighthouse? You can bet it wasn't long before the couple hastened to nearby Five Mile Point to survey the view from the ninety-foot tower of Sand Hills Light. After a few hurried consultations with local people, they submitted a bid based purely upon beginners' luck. Two weeks later came the news: The Bliss Family had struck it rich.

Summer was almost over, but Labor Day Weekend found all six members of the Bliss crew at their stations in the lighthouse. They boarded up windows and doors for the winter and took many pictures to last through the off season. Deep snow comes early to Keweenaw County, and the road from Ahmeek is not plowed of snow until spring. During the winter months, a research program took shape as information began to flow in from former keepers and local residents. A newspaper article told the story of how some ordinary Americans had staked a modern claim in the Keweenaw and of their search for all the facts and figures about their castle on the lake.

When June brought the wild strawberries to Sand Hills, the little force returned, inspired to restore the spirit of former days. They erected a sign, "SAND HILLS LIGHT AND FOG SIGNAL STATION—FIVE MILE POINT—KEWEENAW COUNTY, MICHIGAN", proclaiming to all that here was a sanctuary for lovers of lighthouses, the Great Lakes, and indeed Mother Nature herself. An old fog signal log turned up, and into it went the names of people who came out from Calumet, Hancock, Detroit and Chicago to witness this spectacle of a resurrected lighthouse. And from their unbelieving comments, it soon became clear to the Bliss Family that all the world loves romance, wherever it is found, and especially at Sand Hills.

---

**Editor's Note:** Don Bliss' account of his rare good fortune in maritime "collecting" omits the fact that he is now hard at work gathering enough lighthouse equipment and paraphernalia to restore the complete picture at Sand Hills. Anyone having knowledge of where such gear may be obtained is invited to reach him at 158 Merriweather Road, Grosse Pointe Farms 36, Michigan.





## *Paddling Frank E. Home*

by  
Robert H. Davison

One of the outstanding races on the Detroit river, took place on Sunday, September 13, 1903, between the sidewheeler Frank E. Kirby and the steam propeller Columbia. The race was from the docks of the boats to the upper end of the Lime Kiln crossing, a distance of approximately 18½ miles.

The rivalry between these two boats stemmed from when the Columbia first came out in 1902. Brushes were a daily occurrence, some days the Kirby would win and on others the Columbia, but none were a decisive victory. So...as the months passed the rivalry became hotter.

While there was no written agreement or a definite understanding that there was to be an out-and-out race between the two boats, it was generally understood by the crews of both steamers that there would be some excitement Sunday morning, this being the last run of the season for the Columbia and the last opportunity this year for the two boats to get together. Matters grew so warm that a Kirby man caught around the Columbia was met with a dark look and a Columbia man got the same greeting from the Kirby dock.

For a week preparations had been going on. Both crews worked long and hard to get the flyers in shape. The bottoms of both boats were scraped with steel brushes to remove the summer's accumulation of moss, the engines and boilers were gone over and tuned up to the finest point, and when the Columbia swung around and headed down the river at 9:30 a.m., she was ready for business. Her captain and crew were determined to wrest from the Kirby the title of "Flyer of the Lakes".

Sunday opened up with a drizzling rain falling and a strong wind blowing straight up the river right against the boats. Long before 9:30, the hour of departure, Engineer Huff of the Columbia began to turn over the engine and the oilers went over every part of the great throbbing machine. Usually in rainy weather the canvases on the side of the

steamer are pulled down, but this Sunday they were kept up so no obstruction was offered to the wind.

It was only a few minutes after 9:30 that Capt. Wilkinson gave the signal to cast off the lines. Slowly at first the steel monster in the hold began to turn, then faster and faster until the big boat throbbed as though in the grasp of some mighty giant. By the time she was turned about and headed down river she was flying at full speed. Docks, warehouses and other buildings slipped past amazingly fast and the crowd of passengers smiled and were confident that nothing could catch her.

Scarcely had the Columbia reached the foot of First street when the Kirby, smoke pouring from her stack and the safety valve popping and sputtering, turned her sharp nose from the dock and the great race was on.

At the start the Kirby was about three lengths behind the Columbia. On board of her was a large crowd of passengers. Also, Ollie Dustin and a big party of friends were on board to do the cheering. The captains and crews of each boat were confident of winning. Just before the start of the race Capt. Fox, of the Kirby, said that he would bet his wife, children and chances of heaven on the result. Engineer Huff of the Columbia, it was said, was willing to bet his house and lot on the race, but no one took him up, and as events proved later it was a lucky thing no one did.

The two flyers seemed almost imbued with life as they flew down the river. Down in the fire hold of the two boats the firemen, naked to the waist, worked like demons. Every few minutes the boiler doors were opened and the great flaming monsters greedily consumed the coal that was shoveled down their throats. In the engine rooms the men stood at the levers, strained, listening for the slightest sign of something wrong.

In a few minutes the city had been left behind and the green parade ground of Ft. Wayne came into view. The Columbia was still in the lead, turning over her screw at the rate of 140 r.p.m. The Kirby's wheel was turning at 34. The engines strained and the clang of the boiler doors was incessant. Great clouds of smoke poured out of the funnels and the demons down in the hold fed more coal to the flames.

Half way between Sandwich point and the head of Fighting Island the Kirby began to gain. Slowly but surely she began to cut the lead of the Columbia. Inch by inch her sharp nose drew nearer. A great cheer went up from the Kirby passengers and the passengers on the Columbia answered with a hoarse cry of defiance.

Suddenly a cry of exasperation and violent curses came from the hold of the Columbia. The belt on the forced draft blower stretched and began to slip. There was a frantic search for resin to put on the belt, but there was none aboard. Slowly the steam gage dropped as the forced draft failed.

The Kirby began to creep up on the Columbia. She gained a length and held it. Slowly she gained another and then, just as both boats passed Grassy Island light, the Kirby came abreast the Columbia, and at Mama Judy light was a length to the good.

There was a deathly silence on the Columbia, but from the Kirby came shouts of victory, waving of hats and handkerchiefs and out over the stern a deckhand waved a mooring line in derision and invited the Columbia to take a tow.

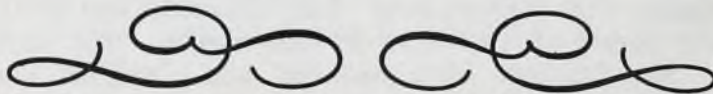
As the racers passed Grassy Island they met the steamer Minnesota up-bound towing the M.W. Page. The suction of the speeders as they passed on either side of the tow caused the steel cable between steamer and consort to stretch taut like a fiddle string.

The Columbia was now hopelessly beaten. The Kirby plowed the green waves like a streak, and at the upper end of the crossing she went like a scared deer, greeted by the toots of a dozen tugs, the crews of which were all onto the race and had staked considerable money on the result. As the Kirby shot by Amherstburg a bugler from a band on the dock saluted her and Capt. Fox answered him. This seemed a signal for all others to congratulate her and as she rushed out into the lake bells were rung and whistles blown on all sides in her honor. The Columbia slowed at the crossing and in a few minutes was at the Amherstburg dock. The Kirby was a streak of smoke in the distance.

TIME: Kirby -  $18\frac{1}{2}$  miles - 53 minutes  
Columbia -  $18\frac{1}{2}$  miles - 1 hour 5 minutes

KIRBY: built Wyandotte 1890  
195.5 x 30.0 x 10.2  
532 gross - 374 net  
1400 H.P. - Crew 22

COLUMBIA: built Wyandotte 1902  
200.0 x 45.0 x 18.0  
968 gross - 549 net  
2000 H.P. - Crew 20





## Picture Page

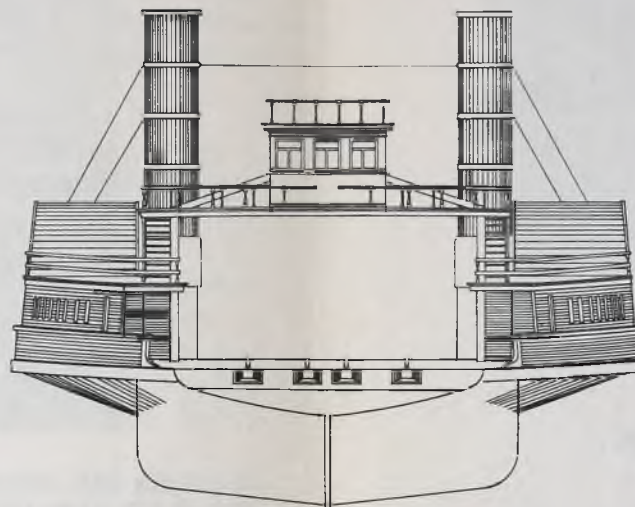
by Emory A. Massman, Jr.



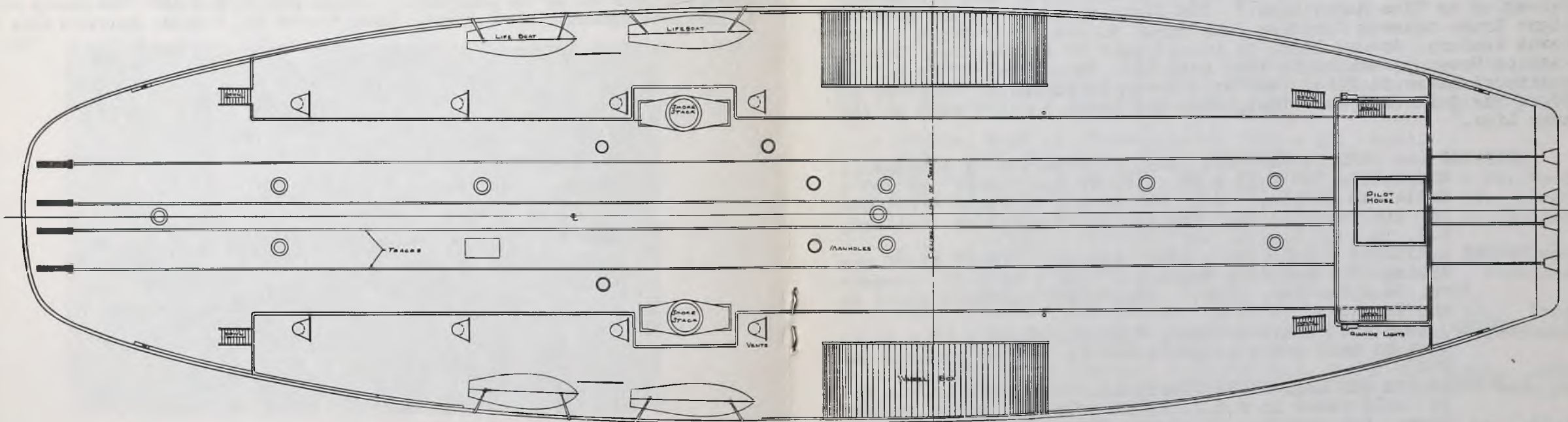
CANADIANA US# 207479 Gross tons 974 Net tons 427 209.7x45x15.8 Buffalo Drydock Co.  
 Hull # 215 launched April 1910 at Buffalo, N. Y. Engines & boilers Built by the  
 Detroit Drydock Co. in the same year. Triple exp. 20-32-50x36 Her owners were:  
 1. Lake Erie Excursion Co. 2. Crystal Beech Transit Co. 3. Toledo Excursion Line Inc



J. T. REID (c), James B. Neilson (b), Washburn (a), US# 81373 Gross tons 2234 Net  
 tons 1571 320x42x25 American Steel Barge Co. hull # 124 launched 1892 at Superior,  
 Wis. Owners: 1. American Steel Barge Co. & Pillsbury Flour Co. 2. Bessemer S. S. Co.  
 3. Pittsburgh S. S. Co. 4. Spokane S. S. Co. 5. Nicholson Universal S. S. Co.  
 Scrapped at Cleveland, Ohio in 1935.



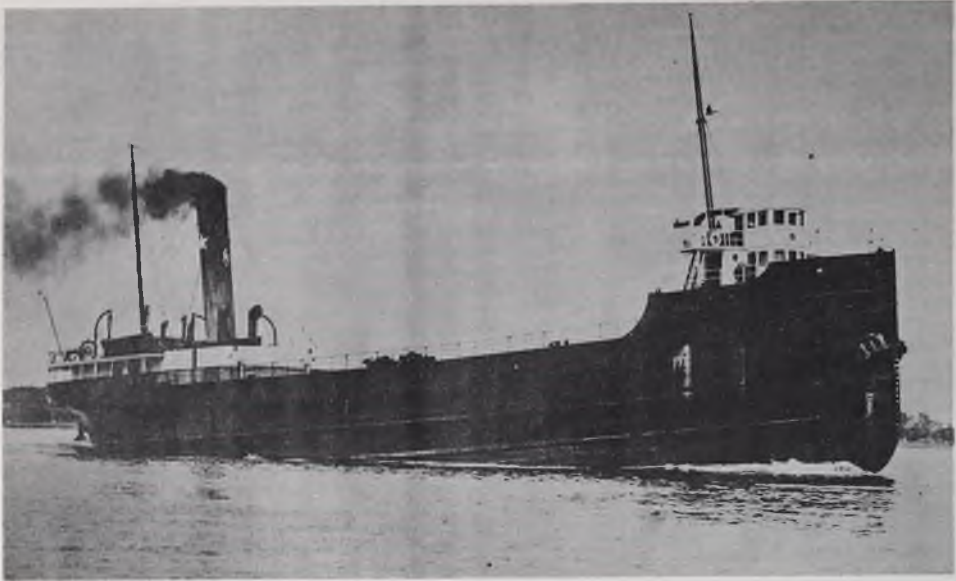
Bow View



TOP DECK PLAN

SHEET No. 3 of 3 SHRS.  
 SCALE 1/4" = 1'-0"

**CAR FERRY "TRANSFER"**  
 BUILT 1888 BY CLEVELAND SHIPBUILDING CO.  
 GREAT LAKES MODEL SHIPBUILDERS' GUILD  
 3401 WOODWARD AVENUE  
 DETROIT 2, MICHIGAN  
 Drawn By James S. Jones Check'd By R.B. Johnson  
 Traced By James S. Jones DATE 2-11-60



The NEEBING  
Pesha Photo

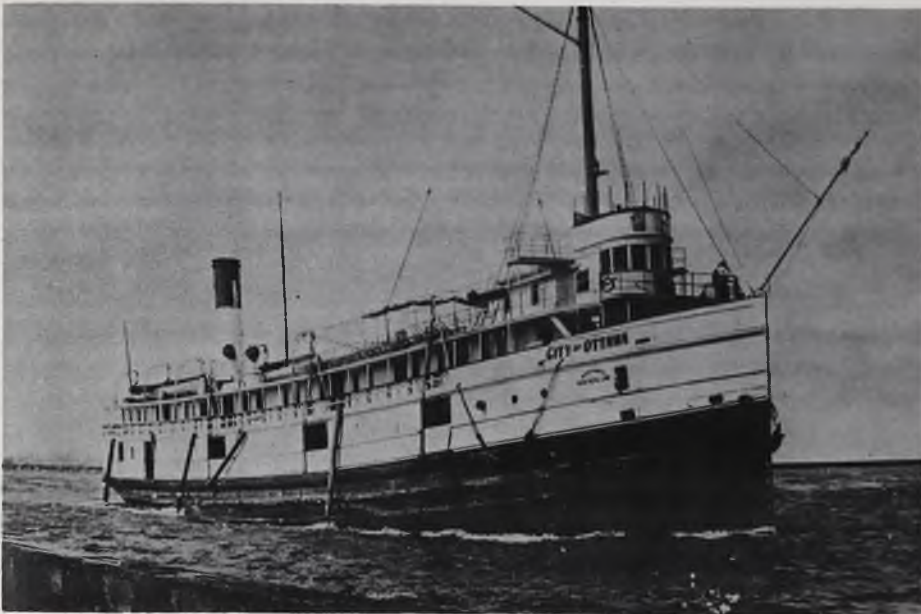
Ships of the  
*Canadian North-West Steamship Co.*

By Reverend Edward J. Dowling S.J.

Managed by Thomas Marks & Company, this fleet was also frequently referred to as "The Marks Line." The fleet operated in the general freight trade between Canadian lake ports in the early years of the present century. Around 1915, it became part of the Montreal Transportation Company, which in turn went into Canada S.S. Lines on an operational basis in 1916, and as a complete financial transfer in 1920. The following four freighters are known to have been in the "Marks Line."

- ATIKOKAN (ex JOHN B. TREVOR), 1895 W. Superior by McDougall. Originally 308 x 38 x 18. Later lengthened to 362'. Whaleback (#135). Went out to the Maritime Provinces in the Twenties and eventually scrapped at Halifax, N.S. in 1935.
- GEORGE A. GRAHAM (ex MARINA), 1891 Chicago. (Hull #1 of the Chicago Shipbuilding Company.) 292 x 40 x 25. Stranded, Georgian Bay, 1917. Eventually scrapped there in the Thirties.
- NEEBING, 1903 Low Walker-on-Tyne, England. 247.6 x 42 x 21.8. Went to salt water in World War I. Later renamed JAN TOMP.
- PAIPOONGE (ex CORONA), 1888 Cleveland. 299.5 x 40.8 x 21. To salt water in W.W.I. Later Danish DOTRE JANSEN. Ended her days in World War II by being sunk as a British "Block Ship" under the name KAUPU.

The "Marks" vessels had black hulls, white cabins, and a red stack with a broad black top and a white star on it.



The CITY OF OTTAWA  
Pesha Photo

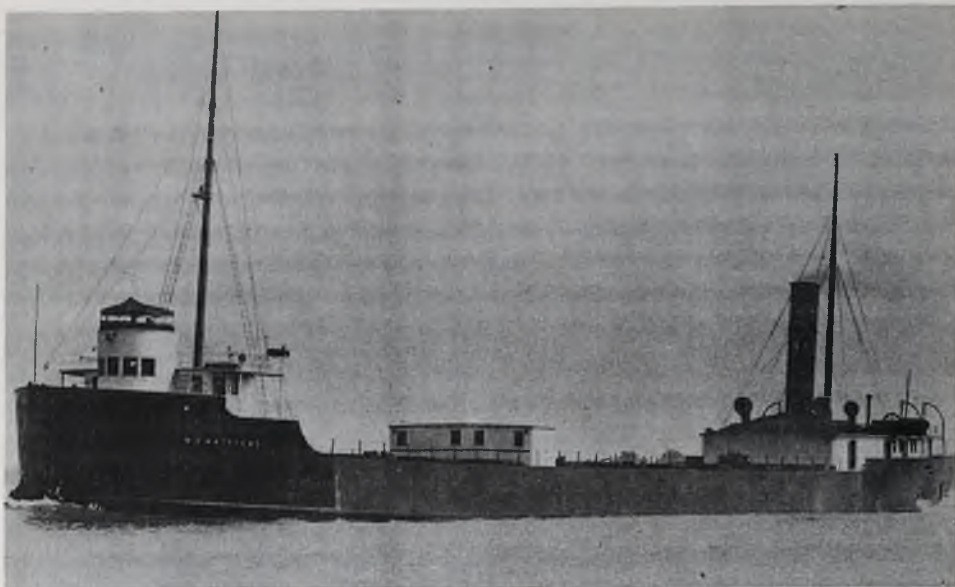
Vessels of the

### *Merchants' Montreal Line*

Known commonly as the "Jacques Line" this fleet operated on a through express passenger and freight service between Montreal and Chicago and Duluth. This fleet went into Canada SS Lines in 1913.

- PERSIA, 1873 St. Catherine's. 144 x 26. Wood.  
 CUBA, 1875 Kingston. 177 x 26. Wood.  
 MELBOURNE (ex A. MUNRO), 1873 Pt. Dalhousie. 179 x 26. Wood.  
 CITY OF HAMILTON (ex JAPAN), 1871 Buffalo. 210 x 32. Iron.  
 Later CITY OF WALKERVILLE and barge ROY K. RUSSELL.  
 Scrapped at Hamilton, 1936-37.  
 CITY OF MONTREAL (ex CHINA), 1871 Buffalo. 210 x 32. Iron.  
 Later WESTERIAN, SULA and again WESTERIAN. Abandoned  
 and scuttled, St. John's, Newfoundland, 1935.  
 CITY OF OTTAWA (ex INDIA), 1871 Buffalo. 210 x 32. Iron.  
 Later SAULT STE. MARIE and INDIA. Eventually abandoned  
 at Lake Pontchartrain, La. in late Forties.  
 BICKERDIKE (ex ARABIA), 1873 Buffalo. 221 x 34. Iron. Later  
 MAPLEBROOK, CITY OF WINDSOR and BELLEVILLE. Scrapped  
 at Hamilton, 1942.  
 C.A. JACQUES, 1909 Dumbarton, Scotland. 249 x 42 x 22.7.  
 Steel. Lost by enemy action, N. Atlantic, May 1, 1917.

With the exception of the last named ship, these vessels were painted mostly white in the hull, with white cabins and a silver stack with black top. The C.A. JACQUES had an all black hull.



The W. D. MATTHEWS  
Pesha Photo

Fleet of the  
ST. LAWRENCE AND CHICAGO STEAM NAVIGATION COMPANY

This fleet operated in the upper lakes, canal, and St. Lawrence River areas from the early Nineties until 1916 when its vessels passed to Canada Steamship Lines. It was among the first companies to bring British-built "Canallers" into the Great Lakes. All the ships described below were steel vessels.

ALGONQUIN, 1888 Glasgow. 245 x 40 x 20.6.

ROSEDALE, 1888 Sunderland. Originally c.22 x 35 x 21. Lengthened in 1891 to 246'. Later in Inland Lines and C.S.L. To Coast, 1917 and lost in collision at sea, 1919.

IROQUOIS (ex TADANAC), 1902 Toronto. 247 x 43 x 25.6. Later COLORADO, DORNOCH, BROOKTON, GEORGE HINDMAN, and BROOKDALE. Still sailing in the Reoch Fleet.

W.D. MATTHEWS, 1902 Collingwood. 358 x 48 x 28. Later C.S.L.'s, BRENTWOOD. Scrapped in middle Thirties.

G.R. CROWE, 1907 Dundee, Scotland. 252 x 43 x 27. Lengthened 1910, Collingwood, to 331'. Sold 1916 to salt and converted into a tanker. Lost at sea during World War I.

E.B. OSLER, 1908 Bridgeburg, Ontario. 491 x 56 x 31. Later C.S.L. OSLER. Converted to self-unloader, 1940, Collingwood. Renamed R.O. PETMAN, 1956. In service.

JAMES CARRUTHERS, 1913 Collingwood. 529 x 58 x 31. Foundered on Lake Huron in the Great Storm of 1913.

J.H.G. HAGARTY, 1914 Collingwood. 529 x 58 x 31. Still sailing in C.S.L. fleet today as HAGARTY.

**NOTE:** The colors of the ships of the St. Lawrence and Chicago Steam Navigation Company, described on this page were black hull, white cabins and black stack with bright red diamond on the sides.



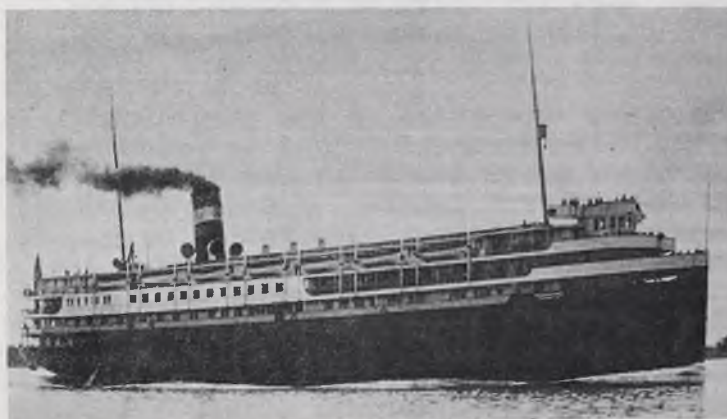
Launch of the NORONIC at Port Arthur, 1913  
Photo, Courtesy Dr. Neil F. Morrison

### *The Big Splash*

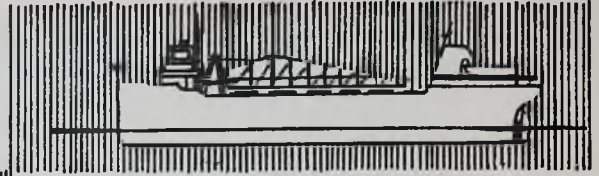
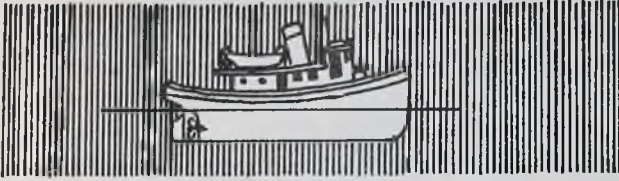
By Reverend Edward J. Dowling S.J.

The passenger and freight steamer NORONIC was built for the old Northern Navigation Company by the Western Dry Dock and Shipbuilding Company of Port Arthur. She was their Hull #6. Her dimensions were: 385' length over all, 52' beam and 28'9" depth. She was the last vessel built for Northern Navigation Company, which during NORONIC'S period of construction became part of Canada Steamship Lines. In her first year of service, this fine appearing vessel proved a bit crank and at the end of the 1914 season she was altered slightly by the increase of her beam at the waterline. With that adjustment made, she proved a very popular vessel. Her regular route was between Windsor and Port Arthur and Duluth, running alternately with her older sisters HAMONIC and HURONIC.

The NORONIC was destroyed by fire while docked at Toronto on September 17, 1949. Shortly afterward her burnt-out hulk was towed to Hamilton and cut up for scrap.



## GREAT LAKES



## MARINE NEWS

William M. Worden  
Cleveland

edited by  
Howard J. Schuldt, Jr.  
Detroit

Edwin P. Sprengeler  
Milwaukee

January 25

A frequent visitor to the Lakes last summer, the American freighter SANTA ALICIA suffered damage to her bow in a collision with the Norwegian tanker GORM near the Isle of Wight in England.

January 29

The Lake Carriers Association and its Canadian counterpart, The Dominion Marine Association, today called on their governments to pass laws requiring pilots to be carried aboard salt water vessels sailing the Lakes.

February 1

Chesapeake and Ohio Railway carferries serving Milwaukee are to shift operations from the Maple Street docks to municipal facilities on Jones Island.

\*\*\*\*

Army Engineers have asked Congress for \$20,000 to study the possibility of a bypass for the Welland Canal. The International Shipmasters' Association has added its voice to the increasing demand for improved navigation between Lakes Erie and Ontario by calling for construction of an all-American canal.

\*\*\*\*

The first of several salt water freighters to be designed with Great Lakes operations in mind was launched today at Chester, Pennsylvania for Moore-McCormack Lines. The steamer MORMACPRIDE is being fitted with special equipment for fresh water operation including rubbing bars for passing through narrow locks, mooring winches and self-containing sewage disposal systems.

February 6

The Bob-Lo Company, operators of the excursion steamers COLUMBIA and STE. CLAIRE, has announced plans to erect a million dollar building in Detroit's Civic Center at the foot of Bates Street one block east of the present docks. The new building will be two stories high and include a river observation deck. It is scheduled for completion before the 1962 navigation season.

February 8

Efforts will be made this spring to raise the Dutch motorship PRINS WILLEM V which has rested in 90 feet of water, four miles off Milwaukee, for more than five years.

\*\*\*\*

The excursion steamer CANADIANA has been cleared of blame in its



"Present Bob-Lo Terminal soon to be replaced by modern new building."

Photo by H. Schuldt Jr.

DOW CHEMICAL involved in collision with GRAND RAPIDS last July 25.

Photo by E. Massman Jr.



collision July 30, 1958, with a railroad bridge over the Maumee River by a Common Pleas Court jury in Toledo. Damages totaling \$4,966 were denied the Toledo Terminal Railroad which claimed the ship failed to signal and was going too fast. Still pending is a \$125,000 damage suit against the railroad which claims that the bridge was swung into the vessel after being opened for a freighter that preceded the CANADIANA.

February 10

Captain Donald E. Nauts has been named shore captain of the Bradley Transportation Line.

February 17

The canaller ACTON has been fitted out to break ice at the Lake Erie end of the Welland Canal.

\*\*\*\*

A suit for nearly \$60,000 has been filed as the result of a ship collision off Muskegon last July 25. American Steamship Company owners of the steamer DOW CHEMICAL sued the Grand Trunk-Milwaukee Car Ferry Company for damages to the DOW CHEMICAL by the car ferry GRAND RAPIDS. The suit charges that the GRAND RAPIDS, proceeding under full steam in Muskegon Lake, ignored a danger signal blown by the DOW CHEMICAL and made no attempt to reverse her engines when the collision was imminent.



February 18

A steel barge loaded with 1,400 tons of rock salt broke up and sank in the Detroit River as it was loading at Ojibway, Ontario. Loss of the barge and its contents owned by the Canadian Rock Salt Company, Ltd. was estimated at \$250,000.



"New Dossin Great Lakes Museum starts to take shape on Bell Isle.  
Photo by H. Schuldt Jr.

### SHIPS

Cleveland Cliffs has contracted with American Shipbuilding Company at Lorain, Ohio for conversion of the 487 foot ocean tanker CHIWAWA formerly owned by Cities Service Company into a 730 foot long, 75 foot wide iron ore carrier. A new mid section for the vessel is being built in Europe and will be floated to Lorain to be joined to the 17 year old CHIWAWA in time for service May 1961. Her 7,000 HP engines are expected to drive the 22,500 ton ship at 16½ MPH.

\*\*\*\*

The salt water tanker GULF OIL is to be coupled with a new section being constructed in Holland to form a 730' by 75' bulk carrier for Pioneer Steamship Company. The new ship is to be completed by Maryland Shipbuilding Company at Baltimore early in 1961. The GULF OIL figured in the news August 8, 1959 when she collided with the S.E. GRAHAM at the mouth of Newport, Rhode Island Harbor. Both ships burned and 15 persons lost their lives.

### REGARDING THE ST. LAWRENCE WATERWAY

#### IT IS AN OLD STORY

Year after year, decade after decade, the Atlantic Coast ports fought the improvement of the St. Lawrence River for deep water ships, greatly fearing loss of shipping for themselves. Now, the inevitable has happened. At the end of the first season on the waterway, the Maritime Association of the Port of New York has the following to say:

"Nearly 1,000 more ships entered or left the Port of New York during 1959 than in 1958, including 194 ships on their maiden voyages to the port. Foreign flag vessels outnumbered American ships by about seven to five, or about the same ratio as in 1958. Norway had the greatest number, followed by Great Britain, the Nether-

lands, and Germany."

In addition to the above, it is reported that increases in freight rates have been registered on grain, coal, ore, and oil. All this confirms the writer's predictions of several years ago that "What is good for one part of the country is good for all parts."

J.E. Johnston

#### CORRECTION FROM OCTOBER ISSUE

Shenango No. 2, 1895 Toledo, 300 x53, wood hull, twin screw.  
Later Muskegon, Pere Marquette 16, Harriet B. lost as  
barge in collision with Quincy A. Shaw, May 3, 1922

This information from Robert J. MacDonald, our thanks.

#### INFORMATION PLEASE

Information is needed about Captain John Hanson Reed, master of the schooner John Grant from 1837 to 1845. He retired to a Michigan farm around the latter date. Forward any information to:

Captain Joseph E. Johnston  
991 South Third Street  
Niles, Michigan



## GREAT LAKES MARITIME INSTITUTE, INC.

THE GREAT LAKES MARITIME INSTITUTE WAS ORGANIZED IN 1952 AS THE GREAT LAKES MODEL SHIPBUILDERS' GUILD. ITS PRIMARY PURPOSE AT THAT TIME WAS THE PROMOTION OF THE BUILDING OF MODELS OF GREAT LAKES VESSELS. SINCE THEN THE ORGANIZATION'S 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 COLLECTION OF GREAT LAKES SCALE 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 MEMBER RECEIVES ANY REMUNERATION FOR SERVICES RENDERED. DONATIONS TO THE INSTITUTE HAVE BEEN RULED DEDUCTIBLE BY THE DEPARTMENT OF INTERNAL REVENUE.

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### Meetings

General meeting Mar. 25, 1960

A slide show, Great Lakes Traffic, will be presented by Mr. Cass Durich at this meeting. In all, 240 slides will be shown featuring the Aquarama and other pass. and frt. vessels. Some old timers will be included.

Detroit Historical Museum, 5401 Woodward at 8.00 P.M.