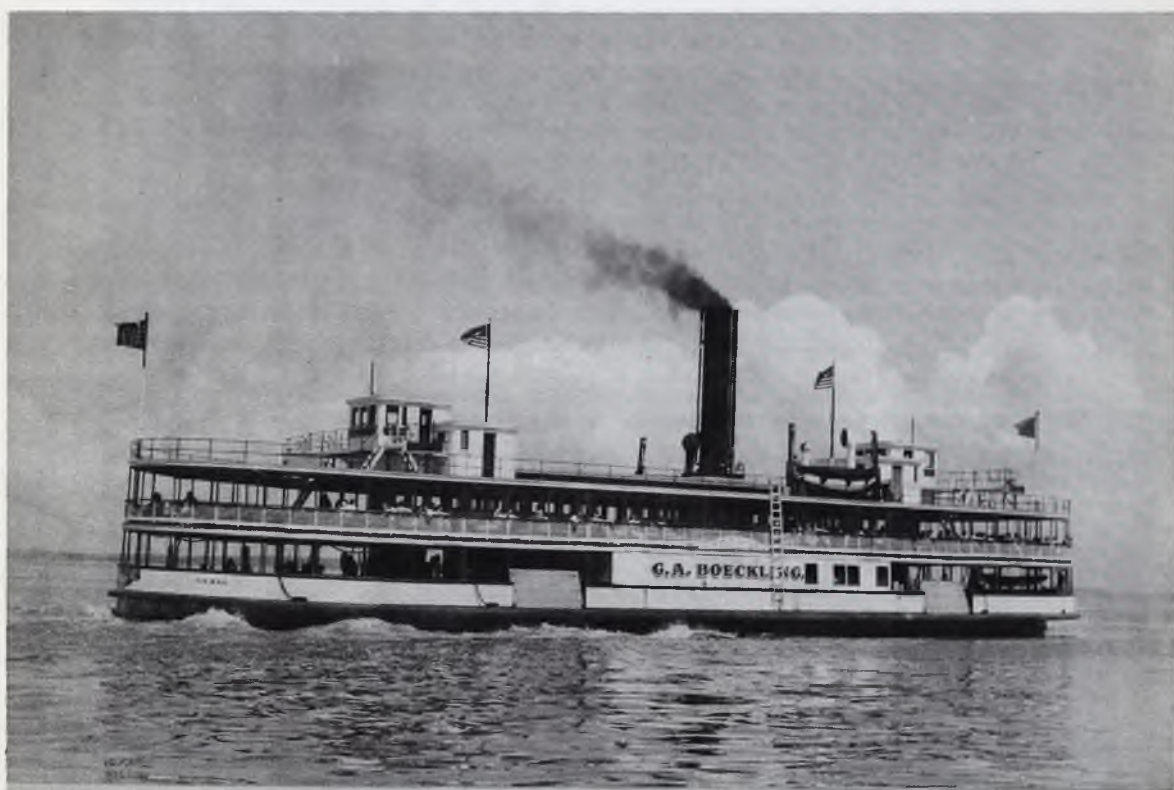


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TELESCOPE

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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This Months Issue

Contents

Quarter Century Sidewheelers
by William M. Worden.....63

New Accessions
by Robert E. Lee.....68

The George M. Humphrey.....69

Blueprint.....70

Picture Page
by Emory A. Massman.....72

The Misener Fleets, 1917~1960
by John M. Bascom.....73

The Big Splash
by Rev. Edward J. Dowling, S.J..76

Great Lakes Marine News
by Howard J. Schuldt, Jr.....77

Cover

The fine photo on this months cover shows the old Steamer G.A. Boeckling on her original route between Put-in-Bay and Sandusky. The Boeckling is still in existance at Sturgeon Bay, Wisconsin, serving as a tool house. (Photo from McDonald coll.)

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Quarter Century Sidewheelers

by William M. Worden

This paper is intended to be an objective look at the general picture of Great Lakes sidewheel passenger operations in 1925. It is a look back from that year, in that it will cover some of the accomplishments up to that year; and it is a look forward from that year, in that it will try to sum up coming events and relate them to incidents which took place in 1925. Yet, while the author wishes this article to be an "on the outside looking in" type of work, it cannot be so; for when writing about these great vessels and the lines that operated them, the personal feelings of the author cannot be ignored. He has known but one of them well; yet, he feels that he knows all of them through research and study of available materials. Through his acquaintance with the WESTERN STATES, the only boat that lasted long enough for him to form a real and physical knowledge of it, he has learned to love and revere both the vessels and the age which produced them. And so, while this work was intended as a listing and summary of Great Lakes sidewheel passenger operations in 1925, it has also become a gathering of personal opinion prejudiced by sentimental affection.

Great Lakes sidewheel operations in 1925 consisted of two types, the excursion lines and the overnight services. The excursion lines will be studied first, and then the overnight lines will be treated.

First of all, the excursion steamers probably carried more passengers than night boats of comparable size, and differed from the night boats both aesthetically and from the standpoint of engineering. The overnight vessels achieved greater size and more power, and certainly the sparse interior rooms of the excursion vessels never equalled the splendor of the great public rooms of the overnight boats. Also, the night boat presented to the casual observer a more substantial silhouette, the cabin walls giving an air of solidity which was less apparent in the glazed or cabin-less excursion vessel. This is not meant to imply that the quality of workmanship and engineering of the excursion boats was inferior; the service for which these boats were built simply did not demand the rigid design conditions of the night vessels.

Excursion lines in 1925 were doing good business, but the zenith of sidewheel excursion boat building had passed. TASHMOO of 1900 was probably the finest and most beautiful excursion boat on the Lakes. Some still claim that the knife-like TASHMOO was the most beautiful sidewheeler the Lakes ever saw. In any case, she

was certainly a most lovely craft, and her untimely passing is still lamented.

The owners of the TASHMOO, the White Star Line of Detroit, had owned several other sidewheelers, among them CITY OF TOLEDO, OWANA and GREYHOUND (ii). The line had a varied history. It was organized as the White Star Line, Inc. and operated until 1924 when it was liquidated and replaced by the White Star Navigation Company. In 1931 the White Star Navigation Company went under, and TASHMOO—after being bid in by the bondholders—was chartered to the Tashmoo Transit Company. All three companies used the trade name, "White Star Line", and all three operated TASHMOO on the same route—Detroit to Tashmoo Park and on to Port Huron. The line ended in 1936 when TASHMOO, on a moonlight downriver, hit an unidentified obstruction in the Detroit River and fled for Amherstburg, Ontario to land her passengers safely. Although she sank only up to her second deck, she broke her back; such was the end of the beautiful TASHMOO and the White Star Line as well.

During 1925 the CITY OF TOLEDO and OWANA were owned and operated by the Red Star Line of Toledo. CITY OF TOLEDO was being used in the Detroit to Toledo service, and OWANA to Port Huron from Detroit. GREYHOUND was also part of the Red Star fleet, and was operated to the Islands from Toledo. In mid-season the Red Star Line sold CITY OF TOLEDO to the Anchor Line of Detroit, and the vessel remained on the Detroit—Toledo run. She later became a ferry at Buffalo, and was scrapped at Hamilton in 1949. OWANA now serves as the coal barge T. A. IVEY, while the GREYHOUND was abandoned at Toledo during the thirties.

The Detroit and Kingsville Navigation Company was operating the famous old steamer FRANK E. KIRBY on the run from Detroit downriver and through Lake Erie to Kingsville, Ontario. One could travel to Kingsville for the nominal sum of 75¢ one way or \$1.25 round trip. The KIRBY had been built in 1890 for the Ashley & Dustin Line, and they operated her until 1919 when the propeller PUT-IN-BAY completely replaced her on the Detroit to Erie Islands run. The KIRBY was scrapped after a fire at Ecorse, Michigan, in 1932. The engines of the KIRBY were obtained by Henry Ford for an exhibit at Greenfield Village. The engine never found its way to the Village, however, as it was taken to the Rouge plant for an overhaul, and was even set up in working order there. But Mr. Ford died, and the engine, one of his pet projects, was then scrapped. As a young man, Ford had worked briefly for the Detroit Dry Dock Company at the time that the FRANK E. KIRBY was built there.

Running to the Islands were G. A. BOECKLING, a double-ended ferry out of Sandusky, and CHIPPEWA, a charming little sidewheeler also running to the "Fairy Isles" from the Ohio shore. The engines of the BOECKLING came from the older NEW YORK, and were built at Bath Iron Works in Bath, Maine. The BOECKLING now serves as a tool

**GOODTIME**

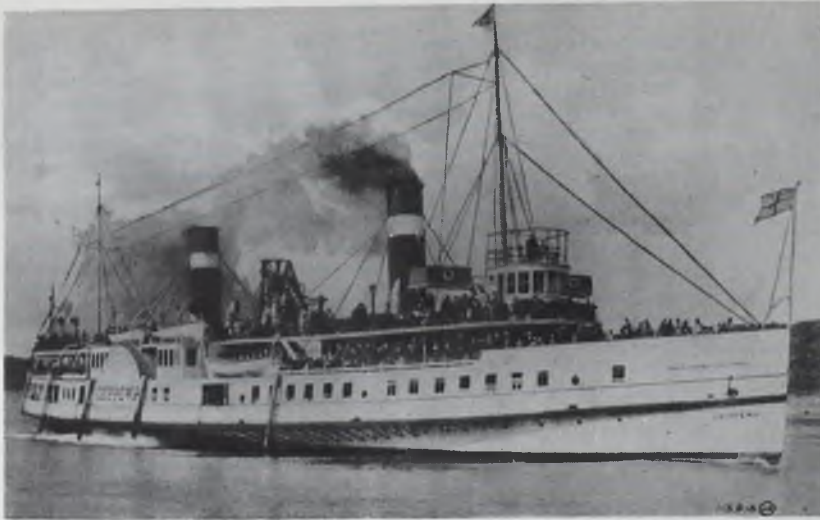
--photo by William A. McDonald

shop for a small boat builder at Sturgeon Bay, and if her engines are still intact, she is the last Great Lakes sidewheel passenger steamer. The CHIPPEWA was built in 1884 as the WM. P. FESSENDEN, a Government revenue cutter. She was rebuilt as a passenger steamer for the Arnold Transit Company, but proved to be too large and too expensive for their operations.

In Cleveland, the Cleveland and Buffalo Transit Company—noted for their overnight services—bought the D. & C. liner CITY OF DETROIT II in 1924, and converted her to an excursion boat. With staterooms and salons gone, she carried thousands of people from Cleveland to Cedar Point under the happy and perhaps prophetic name of GOODTIME. She served the C. & B. Line well, and was scrapped at Hamilton in July, 1941.

The Western Reserve Navigation Company was operating the former D. & C. steamer CITY OF ST. IGNACE from Cleveland to Port Stanley, Ontario, in 1925. Her original name was CITY OF CLEVELAND II when she was built for D. & C. in 1886. She was later renamed KEYSTONE and was operated between Erie, Pennsylvania, and Port Dover, Ontario. Her predecessors on this route had been ERIE, formerly the OWANA, and DOVER, originally the clean-sweep FRANK E. KIRBY. The same fire that ended the Kirby's days also swept through the superstructure of the KEYSTONE. Her hull was not scrapped until 1948, however. Also operated by the Western Reserve Navigation Co. was the COLONIAL, built in 1885 at Cleveland as the DARIUS COLE. She burned on September 1, 1925.

Other sidewheel excursion steamers were to be found on the various lakes. Among them were MONTAUK and ROTARIAN taking harbor excursions at Duluth. MONTAUK was built in 1891 by the famed Harlan & Hollingsworth for service from New York to Long Island. She



CHIPPEWA (Canadian)

--photo courtesy of Rev. E. J. Dowling, S. J.

came to the Lakes in 1902 as the KING EDWARD, and in 1910 she was renamed FOREST CITY when she went into service between Cleveland and Port Stanley, Ontario; later she returned to her original name. She is now a stone and sand barge. ROTARIAN was the former A. WEHRLE, JR., built in 1889 at Sandusky for service to the Islands. She was abandoned at Chicago in 1929.

Lake Huron lacked excursion service simply because there were no population centers large enough to support such an operation.

On Lake Michigan there was FLORIDA, running from downtown Chicago to Jackson Park. She had originally been the D. & C.'s CITY OF MACKINAC (i) and later became STATE OF NEW YORK. As the STATE OF NEW YORK, she and the STATE OF OHIO, formerly D. & C.'s CITY OF CLEVELAND (i) and CITY OF ALPENA (i), formed the original fleet of the C. & B. Line. Her seventy-seven year old hull now serves as the clubhouse for the Columbia Yacht Club at Chicago. Also running out of Chicago in 1925 was ARROW, operating on the Chicago to Waukegan, Illinois, run. She was built in 1895 at Wyandotte, and was rebuilt in 1922 after a devastating fire. She later became a diesel propellor boat under foreign registry.

Canada had her share of excursion boats, among them the tiny BLUEBELL and TRILLIUM at Toronto. Their destination was the Island in Toronto Harbor, popular as a summer resort.

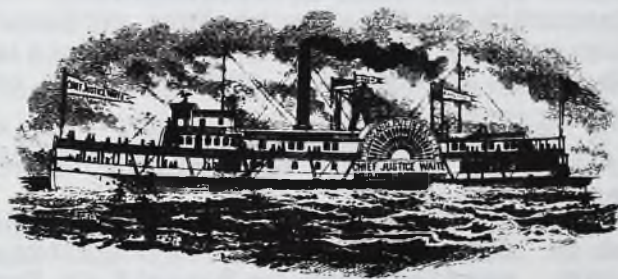
Canada Steamship Lines operated the sidewheelers CHIPPEWA (not to be confused with the American vessel of the same name) and CORONA. These two sailed out of Toronto for Lewiston and Niagara. Both the Canadian and American CHIPPEWAs ended their days at Hamilton, the Canadian vessel in 1939 and the American in 1942. CORONA was sold to the scrappers in 1937, leaving the propellor CAYUGA the

only C. S. L. excursion boat out of Toronto.

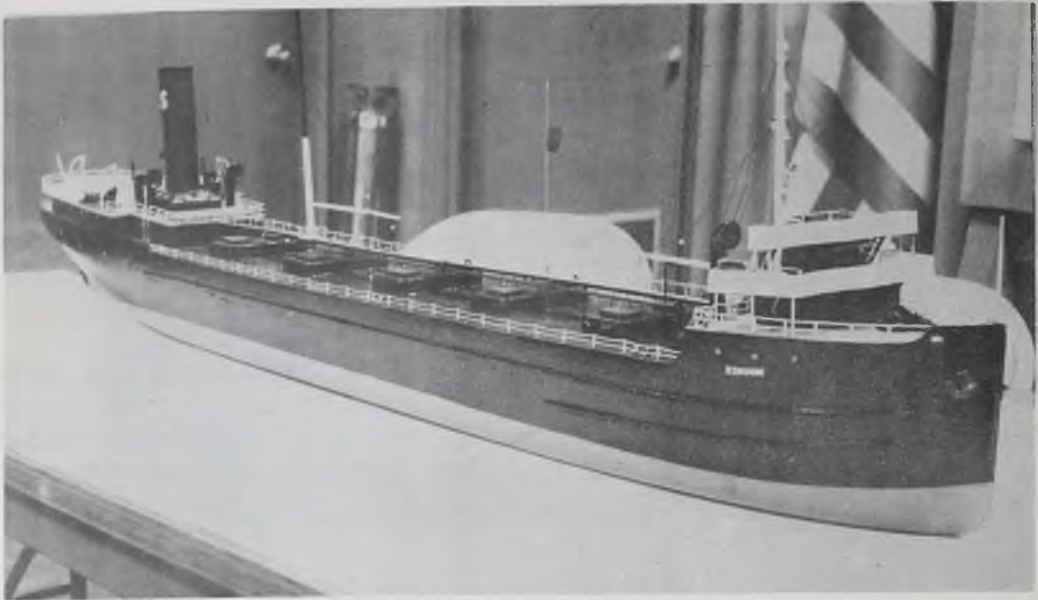
Out of Toronto for St. Catharines, Ontario, was the GARDEN CITY, a small sidewheeler built at Toronto in 1892. She was sold to Les Chantiers Manseau of Sorel for scrap during the thirties.

C. S. L. also operated BELLEVILLE on excursions out of Montreal. She had been built at Montreal as the SPARTAN in 1865, and was rebuilt in 1905. Also taking excursion trips out of Montreal was WHITE STAR. Built in 1897 at Montreal, and rebuilt in 1905 at Cornwall, she ended her days as a barge.

CHAMPION, a little sidewheeler built in 1897 at Levis, Quebec, was owned and operated by the Thousand Islands Navigation Company, Limited. She later became a harbor ferry at Hamilton, Ontario, under the name of HAMILTONIAN. She burned and was scrapped at Hamilton in 1954.



CHIEF JUSTICE WAITE



New Accessions

by Robert E. Lee

While the construction on the new building which will be Institute headquarters goes on, the collection of marine artifacts also grows.

Recently added to the collection of ship models, was a model of the RENOUN presented by Mr. John H. Farquharson, through the Great Lakes Maritime Institute. This is another worthwhile contribution to the constantly growing collection of such models, all built to one scale, which makes it the most complete such collection on the Lakes.

Through the U. S. Army, Corps of Engineers, the Museum recently obtained a number of very valuable engineering instruments used in charting the Lakes.

Among these, was a theodolite manufactured by Troughton & Simms at London, England in 1876, and used for triangulation control until 1910. A meter bar, manufactured by Repsold in Paris, France was used from 1875 to 1920 as a standard unit of measurement for all field and office survey work. The bar is one of two copies made from the original in France and now located in Paris.

Also procured from the same source, is a Keuffel & Esser circular slide rule, c.1882, which the engineers used in complex computations until 1915. A pelorus ring, manufactured by Sperry Instrument Company, which was used for taking bearings from charted landmarks before the development of the gyro-compass, was also included in the gift.

Thus, through the cooperation of the members of the Institute, and the organization itself, plus the assistance of other interested individuals and groups, the impressive collection of Great Lakes memorabilia continues to become ever more impressive. The Curator and staff of the Dossin Great Lakes Museum extends thanks to these friends and earnestly solicits continued support to the end that we may be an unquestioned leader in the field of maritime museums.



--photo by Peter B. Worden

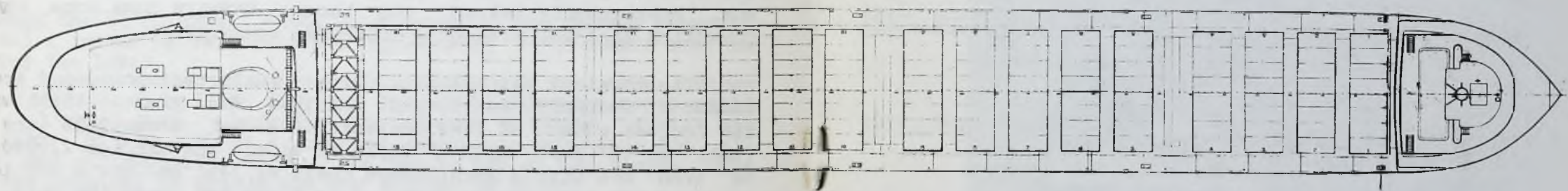
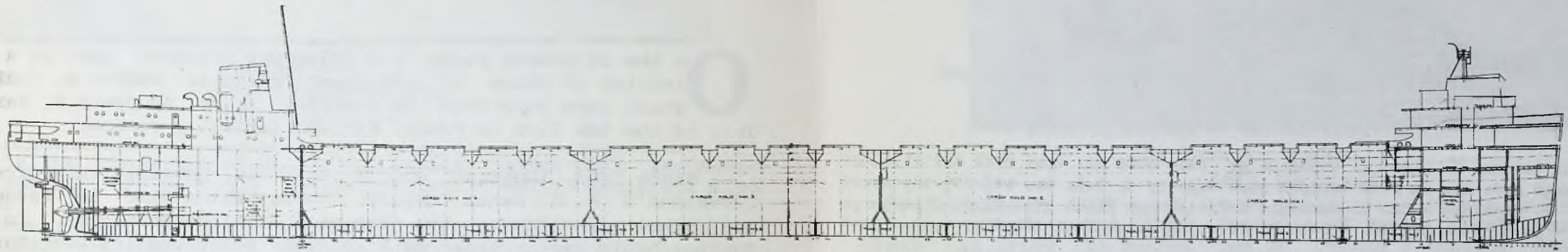
The George M. Humphrey

On the following pages the Telescope presents part of a collection of plans of the Hanna freighter GEORGE M. HUMPHREY which were furnished by courtesy of Mr. Benjamin F. Warren, Jr., of the law firm of Poole, Warren, Littell & Gordon.

Since the twenties George Magoffin Humphrey has directed Cleveland's M. A. Hanna Company, during which time he assembled its giant subsidiary, the National Steel Corporation. To the public he is better known as Eisenhower's influential Secretary of the Treasury (1953-57). The Kinsman Transit Company named its 586-foot flagship of 1927 in his honor, but this vessel was sunk at the Straits of Mackinaw in 1944, in collision with the D. M. CLEMSON. Subsequently raised, she became CAPTAIN JOHN ROEN, ADAM E. CORNELIUS (ii) and presently CONSUMERS POWER (iii).

The American Shipbuilding Company built the second and present GEORGE M. HUMPHREY at Lorain in 1954 for Hanna. Still within the largest class of lake ore carriers, her dimensions are 710' (LOA) by 75' beam by 37½' depth of side. She carries 22,000 tons of iron ore with a mean loaded draft of 24¼' and has a top loaded speed of 17½ mph. Steam turbines of 8,500 SHP power the ship. An innovation of the HUMPHREY is her expanded hatch width of 17', at spacing of 24' centers (36' centers at her three cargo hold bulkheads). This requires a heavier deck hatch crane for stacking her hatches above these bulkheads instead of beside each hatch, but offers a greater proportion of unobstructed deck opening for the convenience of loading and unloading machinery.

FURTHER REFERENCE: "The Great Lakes Ore Carrier S. S. George M. Humphrey," by K. C. Thornton et al, in Transactions of the Society of Naval Architects & Marine Engineers, Vol. 64 (1956), p. 535.



Picture Page

by Emory A. Massman, Jr.



L.S. WESTCOAT (b) Wm. R. Linn (a) US#81597 Gr. tons 4068 Nt. tons 2766 407'6" x 48 x 28
 Bld. by Chicago S.B. Co. in 1898 hull #32 Quad eng. by C. S.B. Co. 16 $\frac{3}{4}$ -27 $\frac{1}{2}$ -40 $\frac{1}{2}$ -58 x 42
 Owners 1. C. W. Elphicke & Co. 2. Carnegie's Pittsburgh Fleet 1898-01 3. Pittsburgh
 S.S. Co. '01-'40 4. Pure Oil Co. '40-'59 5. Browning Lines Inc. '59 Tnk. conv. 1940



JAMES WATT US# 77236 Gr. tons 3853 Nt. tons 3150 413'8" x 48 x 28'2" built by Cleveland
 S.B. Co. Launched at Cleveland in Sept. 1896 Reconst. to arch const. in 1925. Eng.
 by Cleve. S.B. Co. Tri. exp. 25 $\frac{1}{2}$ -40-68 $\frac{1}{2}$ x 42 2 scotch boilers 16 x 11'6" bld. by Amer.
 S.B. Co. in 1914 Owners 1. Bessemer S.S. Co. 1896-1901. 2. Pittsburgh S.S. Co. 1901
 -1928 3. Jenkins S.S. Co. 1928-1935 4. Carriers Transport Corp. 1936 5. Erie SS Co.
 1937 6. Nicholson Transit Co. 1938 to present.



The KONGO, later the OVERLAND, pioneer Misener ship
Pesha Photo

The Misener Fleets, 1917-1960

By John H. Bascom

Part I

Established in 1917 by R. Scott Misener and John O. McKellar, who acted as Captain and Chief Engineer of their first vessel, this fleet has grown to become one of Canada's leading Great Lakes companies. Fifty freighters have sailed in this fleet at various times. Data on these ships and the highlights of the organization's history are combined in the following listing:

1917. Purchased:

Str. OVERLAND (C.134520), (ex KONGO, US.115769, ex MERIDEN, ex SAGINAW VALLEY). 1881 Bay City, 215 x 31 x 10, wood. Sold in 1919.

1919. Purchased:

Str. SIMON LANGELL (C.138373), (ex US.116091). 1886 St. Clair, 195 x 34 x 13, wood. Sold in 1923.

1923. Purchased:

Str. CLAREMONT (C.140270), (ex BAYERSHER, ex PORT DE CAEN, ex ERWIN L. FISHER, US.207617). 1910 Toledo, 228 x 40 x 15, steel. Sold in 1930, later ERWIN L. FISHER and GEORGE J. WHELAN. Foundered, Lake Erie, 1930.

1928. Established Sarnia Steamships, Ltd., with backing by John J. Boland of Buffalo. Two new vessels built in Europe:

Str. JOHN J. BOLAND, JR. (ex TYNEVILLE, C.149467). 1928 Newcastle-on-Tyne, 253 x 43 x 21. Foundered, 1932 Lake Erie.

Str. SCOTT MISENER 1, (C.149472). 1928 Newcastle-on-Tyne, 253 x 43 x 21. Later GEORGE M. CARL. Sold, 1959 and scrapped at Port Colborne.



The SCOTT MISENER of 1928
Young Photo

1929. Built 4 new freighters in Europe:

- Str. JOSEPH P. BURKE (C.149499). 1929 Wallsend-on-Tyne, 253 x 43 x 18. Later R.H. MARSHALL.
- Str. RALPH GILCHRIST (C.149493). 1929 Wallsend-on-Tyne, 253 x 43 x 18. Later E. P. MURPHY. Sold to Reoch S.S. Ltd., 1959, renamed WESTDALE.
- Str. C. H. HOUSON (C.149494). 1929 Wallsend-on-Tyne, 253 x 43 x 18. Later PAUL MANION.
- Str. JOHN O. McKELLAR I (C.149495). 1929 Wallsend-on-Tyne, 253 x 43 x 18. Later J. G. IRWIN. Sold, 1959 and scrapped at Port Colborne.

1933. Acquired 15 vessels of former Mathews Steamship Co., Ltd.

- Str. ARLINGTON (ex GLANCADAM, C.138219, ex F. P. JONES, US.211084). 1913 Wyandotte, 244 x 43 x 21. Sold, 1936. Foundered, Lake Superior, '40.
- Str. BAYTON (C.141675), (ex FRANCIS WIDLAR, US.200910). 1904 Cleveland, 416 x 50 x 20.
- Str. BERRYTON (C.141676), (ex B. F. BERRY, US.204981). 1908 Lorain, 580 x 52 x 26. Later VISCOUNT BENNETT and C. A. BENNETT.
- Str. BROOKTON (ex DORNOCH, ex COLORADO, ex IROQUOIS, ex TADANAC, C.111855). 1902 Toronto, 247 x 43 x 25. Sold, 1939, later GEORGE HINDMAN and BROOKDALE.
- Str. EASTON (C.132069). 1912 Sunderland, 250 x 43 x 17. Sold, 1952, to Quedec, North Shore & Labrador Railway Company.
- Str. LAKETON (C.137906), (ex SAXONA, US.200036). 1903 Cleveland, 416 x 50 x 24.
- Str. LIVINGSTON (C.149470). 1928 Newcastle-on-Tyne, 253 x 43 x 22. Sold, 1941. Lost by enemy action, 1944.



The WATERTON
Berry Photo

- Str. MALTON (C.130439), (ex E. M. PECK, US.135983). 1888 Wyandotte, 253 x 40 x 18. Composite. Scrapped at Port Dalhousie, 1934.
- Str. MATHEWSTON (C.141679). 1922 Port Arthur, 530 x 58 x 27. Later RALPH S. MISENER ii.
- Str. NORTHTON (C.148077). 1924 Newcastle-on-Tyne, 248 x 43 x 23. Sold, 1943. Later NOVADOC iii. Foundered Atlantic, 3-2-47.
- Str. RIVERTON (C.137898), (ex I. C. WALDO, US.141421). 1896 Bay City. Originally 387 x 46 x 23. Lengthened to 451, 1905. Abandoned to underwriters, 1943. Later in Mohawk and Beaconsfield fleets as MOHAWK DEER.
- Str. ROYALTON (C.151108). 1924 Collingwood, 536 x 58 x 27.
- Str. WATERTON (C.149472). 1928 Newcastle-on-Tyne, 253 x 43 x 22. Sold, 1941. Lost, 11-10-42.
- Str. WIARTON (ex GLENVEGAN, C.150231, ex CICOA, ex JOHN SHARPLES, US.77587). 1903 W. Superior, 247 x 41 x 16. Sold, 1934 to Nicholson, later FLEETWOOD ii. Sold British, 1944.
- Str. YORKTON (C.132060). 1911 Sunderland, 250 x 42 x 16. Sold to salt water, 1940.

Note: Two of the former Mathews ships formed the subsidiary known as McKellar Steamships, Ltd. These were LIVINGSTON & WATERTON. The remaining Mathews vessels became Colonial Steamships, Ltd. At the same time, the Misener fleet adopted the color scheme of the Mathews fleet, namely black hull, white cabins and forecastle, and black stack with two narrow silver bands.

To be continued.



Launch of the WILLIAM B. KERR at South Chicago, 1906
Fein & Schnabel Photo

The Big Splash

By Reverend Edward J. Dowling, S.J.

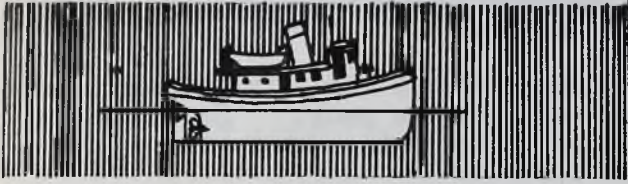
Late in 1910 the following invitation was sent prominent people of the Great Lakes shipping gentry:

"The Weston Transit Company, of North Tonawanda, N.Y. Requests the Presence of Yourself and Ladies at the Launching of its Steamer WILLIAM B. KERR at South Chicago, Saturday, December 29, 1906 at 12 o'clock. R.S.V.P."

WILLIAM B. KERR was Hull #72 of the Chicago Shipbuilding Company. Her dimensions, 612'9" x 60 x 32, marked her as the largest vessel on the Lakes at that time. Her triple expansion engines measured 22", 37", and 65" on the cylinders by 42" stroke. She was joined in 1907 by two sister vessels, the Lorain-built LeGRANDE S. DeGRAFF and WILLIAM M. MILLS. In 1910 these three vessels were sold to the Pittsburgh Steamship Company and renamed, the WILLIAM B. KERR becoming the FRANCIS E. HOUSE. She is still in service, as shown below.



GREAT LAKES



MARINE NEWS

William M. Worden
Cleveland

edited by
Howard J. Schuldt, Jr.
Detroit

Edwin P. Sprengeler
Milwaukee

February 16

Orient Mid-east Great Lakes service will begin regular monthly sailings this spring to and from ports in the far east and on the St. Lawrence Seaway and Great Lakes. The first westbound sailing will be the Greek flag motorship PINDAR, which will begin loading at Singapore about March 16 and should reach Milwaukee early in June.

February 22

Canadian objections to Chicago's long fight for permission to take more water from Lake Michigan appears to have all but killed the proposal in the Senate. Canada feels that withdrawal of additional water by Chicago would damage Great Lakes and St. Lawrence Seaway shipping and power projects by lowering lake levels. The bill has also been opposed by nearly all the Great Lakes States except Illinois.

February 29

McQueen Marine Ltd. has raised the salt barge which sank February 18 at Ojibway.

Officials of the Michigan-Ohio Navigation Company have announced that the steamer AQUARAMA will again operate this year on the Detroit-Cleveland run.

Construction is expected to start in May on a five mile cutoff channel in the St. Clair Flats which will eliminate the dangerous Southeast Bend. Completion of the project is scheduled for November 1961, and will cost close to \$5 million.

March 1

Weather and ice conditions permitting, the St. Lawrence Seaway will open April 15, the Welland Canal on April 1 and the Canadian lock at the Soo will be open April 4.

The weather bureau marine forecasts will hereafter describe wind speeds in knots rather than land miles an hour.

March 2

Chiefly for lack of port facilities in Detroit, Chicago and other Great Lakes cities, Grace Line has said it may curtail or even abandon its new service between the Lakes and the Caribbean. Grace, which brought the first American flag freighter through the Seaway

last spring, claims it lost nearly a million dollars on one season of experimental operations.

The keel was laid today for an 8,533 ton passenger freighter to be used by the Dutch Oranje Lines on the Europe-Great Lakes run. The new ship will be named the PRINSES MARGRIET after the third eldest princess of the Dutch royal family.

Major shipping lines have announced rates for freight on the Great Lakes to Europe will be 10% higher this year. The same increase has also been applied to east coast ports.

March 4

Detroit Harbor Terminals is spending \$1,500,000 to double its cargo handling facilities for the 1960 season.

March 9

Plans for an early navigation season were given a setback this week by a cold wave which formed new ice in some areas. The ice committee of Lake Carrier's Association is preparing to meet for the purpose of setting an opening date. Meanwhile, some fleet operators are already calling crews back. Bradley Transportation Company has set March 23 for its first ship departure, a record for that line. The earliest Lake Superior opening on record was March 23, 1942. Coal already is moving from Toledo to Detroit.

March 14

A revolutionary new type of rescue and patrol craft is being tested by the Coast Guard's Belle Isle Lifeboat Station. The 22 foot plywood hull, pointed at both ends, rises at bow and stern to fit it for use in rough water. The highly maneuverable shallow draft boat is powered by a 70 HP outboard motor which gives it speed over 30 miles an hour. The boat is steered by rotating the motor which is mounted in a rotating plate in the cockpit instead of hung over a transom. Its cost, \$5,000, is one seventh that of the 30 foot boats now in use.

March 16

An 8 million gallon lake storage terminal for gasoline and fuel oil planned for Port Washington, Wisconsin by River States Oil Company, is scheduled to be ready for operation by midsummer. Four tankers will be leased by the company for the haul from Superior and the Chicago area.

The Corps of Engineers is calling for bids on dredging in the West Neebish Channel of the St. Mary's River.

March 22

Three Windsor, Ontario, financiers are seeking European funds for a "free" Port of Windsor facility which would serve the American Midwest.

First commercial ship to come down the St. Clair River this spring, the oil tanker IMPERIAL WINDSOR, docks in Windsor after battling heavy ice for seven hours on its trip from Sarnia.

Detroit will see its first Japanese ship about May 29 when the MUNESHIMA MARU calls for the first time.

Irish Snipping Ltd. is planning a new service into the Great Lakes.

March 25

The 440 foot J.B. FORD became the first northbound ship of the season as she left Detroit today bound for Alpena to take on 40,000 barrels of cement.

SHIPS

The LAKE BENBOW built in 1918 at Wyandotte (Hull #226) later owned by Ford Motor Company has been scrapped at Hong Kong. During her career, she also bore the names: NIDAROS, EASTERN TRADER, and SANTA DOLORES.

The 250 ft. package freighter SUPERIOR owned by Northwest Steamship Company is up for sale.

Tied up by creditors' claims, the Panamanian flag freighter GEORGIOS-A was sold for \$159,000 in a sheriff's sale at Halifax, N.S.

The MANCHESTER PIONEER, a salt water vessel built for pre-Seaway lakes navigation has been lengthened 40 feet for a 20% increase in cargo space. The PIONEER'S sister ship, the MANCHESTER EXPLORER, is also being considered for lengthening.

Wabash Railroad has made known their desire to purchase two railroad carferries, steam or diesel, at least 240' x 60', with four tracks, and a carrying capacity of 40 cars.

Scott Misener's new 720 footer now being constructed by Vickers at Montreal will bear the name JOHN A. FRANCE when it is christened next August.

The former Straits ferry CITY OF CHEBOYGAN, while now serving as a floating potato bin under the name EDWARD H. ANDERSON is still documented as a steamboat.

The self-unloading dredge GILBERT is out of documentation as is the sandsucker KELLEY ISLAND which moved to inland waters.

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 RE-NUMERATION FOR SERVICES RENDERED. DONATIONS TO THE INSTITUTE HAVE BEEN RULED DEDUCTIBLE BY THE DEPARTMENT OF INTERNAL REVENUE.

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BUSINESS MEETING APRIL 29, 1960 5401 WOODWARD 8:00 P.M.

At this meeting we will take a vote on the proposed amendment to article 1 of our constitution. This proposed amendment reads as follows; "To further the programs of the Dossin Great Lakes Museum branch of the Detroit Historical Museum and to acquire exhibition materials." This will be a business meeting only, no entertainment.

Emory A. Massman, Jr.
Recording Secretary