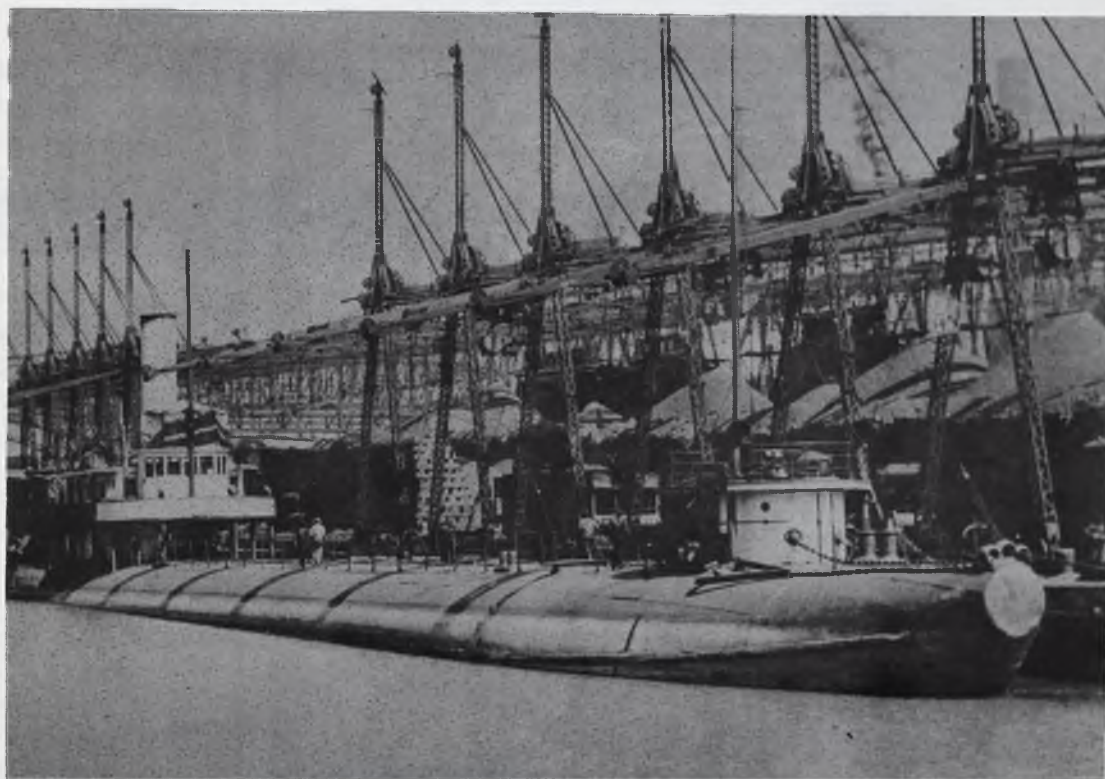


TELESCOPE

June 1960

Vol.9 No.6



published by the
Great Lakes Maritime Institute

Telescope

PUBLISHED BY

Great Lakes Maritime Institute
5401 WOODWARD AVE DETROIT 2, MICHIGAN

William A. Hoey
Editor

William M. Worden
Gordon P. Bugbee
Associate Editors

Rev. Edward J. Dowling, S.J.
Vessel List Editor

Howard Schuldt, Jr.

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:

The Editors, TELESCOPE
Great Lakes Maritime Institute
5401 Woodward Avenue
Detroit 2, Michigan

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

Supported in part
by the
Detroit Historical Society

Printed
by
R. H. Davison

This Months Issue

Contents

A Whaleback Prospectus
by Gordon P. Bugbee.....103

In Memoriam~Edwin A. Patt.....109

Blueprint.....110

Picture Page
by Emory A. Massman, Jr.....112

The Independent Steamship Co.
The Jenkins Fleets
by Rev. Edward J. Dowling, S.J..113

Great Lakes Marine News
By William M. Worden.....116

COVER

This fine old photo of the COLGATE HOYT was taken at South Chicago around 1902 or 1903. The HOYT (#106) was the first Whaleback steamship. Note the old unloading machinery and the HOYT's anchor. The photograph is from the collection of Reverend Edward J. Dowling, S.J..

Membership

Regular Membership.....\$4 annually

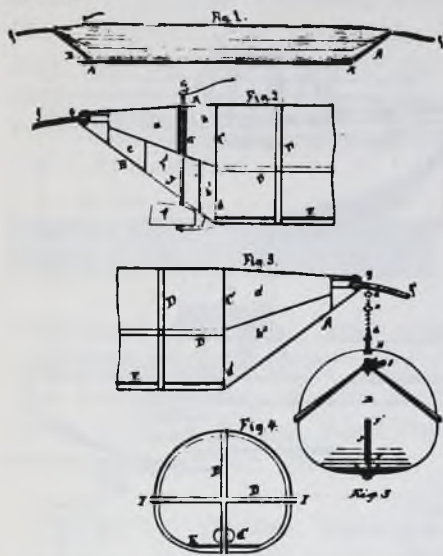
Contributing Membership..\$5 annually

Sustaining Membership...\$10 annually

Life Membership.....\$100

Membership by the Calendar Year
Single Copies 35¢

(No Model.)
 A. McDOUGALL.
 Tow Boat.
 No. 241,813. Patented May 24, 1881.



A Whaleback Prospectus

"Be it known that I, ALEXANDER McDOUGALL, a citizen of the United States, residing at Duluth, in the county of St. Louis and State of Minnesota, have invented certain new and useful improvements in Tow-boats."

So begins an early patent granted to McDougall on a type of vessel later popularly known as a whaleback, pig or cigar, of which twenty-four barges and fifteen steamers were built on the Lakes in the late Nineteenth Century. The following quotations from the McDougall patents give us a picture of the evolution of his idea and express its advantages in his own terms as told to his patent attorney.

--Edited by Gordon P. Bugbee

Witness
 S. M. Abbott
 H. W. Harding
 Alexander McDougall, Inventor
 Frazee, Bayard & Wilbur, Attorneys

A. McDOUGALL.
 Tow Boat.
 No. 241,813. Patented May 24, 1881

My invention relates to improvements in the form and construction of boats or freight vessels...; and its

object is to equally adapt them to use in rough or quiet waters and to be towed with or without the use of the rudder to direct its course. Both ends of the vessel are formed by the continuation of its sides, which are parallel for some considerable distance, and of semi-cylindrical shape above and ellipsoidal shape below the water mark, and uniformly taper to a point above the bottom of the boat about two-thirds its depth. Most or all the boats or vessels now in use are so constructed that while being towed in either rough or smooth water, they will deviate from one side to the other if the rudder is not in constant use. By this improvement in the shape of both ends, and having the tow lines fast so far forward and aft in these vessels, we avoid this cause of sheering from one side to the other. The tow lines enter the bow and stern of the vessel through pipes at "g", which prevent admission of water to the hull in case of rough water and high waves.

A. McDOUGALL.
 TOW BOAT.
 No. 259,880. Patented June 20, 1882.

My invention...consists, first, in the shape of the hull; second, in placing decks elevated on turrets above the

hull proper for the guidance and management of the vessel; third, in the construction of the hull...

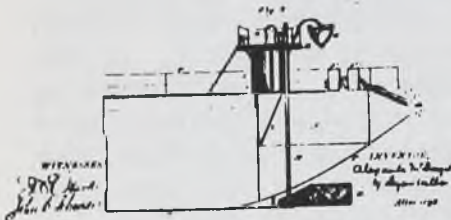
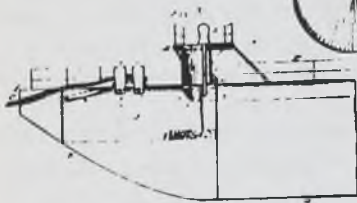
(No Model.)

A McDOUGALL.
TOW BOAT.

No. 359,985.

Patented June 30, 1889.

3 Sheets—Sheet 1.



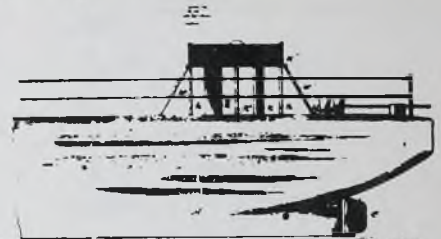
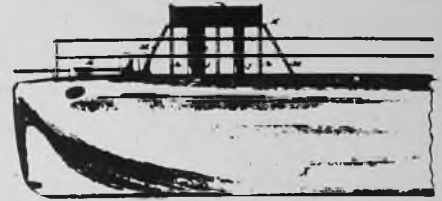
(No Model.)

A McDOUGALL.
TOW BOAT.

No. 359,987.

Patented Dec. 4, 1888.

3 Sheets—Sheet 1.



WITNESSES
Inventor

Thus the lower half of the hull has substantially vertical sides and a flat horizontal bottom and the upper half a semicylindrical form with a top in the same horizontal plane. By reason of this particular form of the lower half of the hull there are obtained the greatest degree of buoyancy and the largest capacity for carrying weight with a given depth of submersion, and at the same time the most convenient form for the stowage of cargo, while the upper half, from its arch-like form, gives the greatest possible power of support to the remainder of the hull with the least weight of steel.

This exterior tubular form of hull, it will be seen, permits the vessel to be submerged to a great depth, as there are no openings for the water to enter, and at the same time offers little resistance to the air or winds. It permits a great cheapness of construction, as it employs similar frames throughout the body of the hull, and the corresponding frames at the bow and stern are precisely alike. It avoids the difficult and expensive system of a great number of dissimilar frames as ordinarily used, and particularly those in connection with the stem and stern post which from their form make it difficult and expensive to bend and secure the covering plates. By my plan, the covering plates would have to be bent very slightly at any point, and could be bent cold.

Near the bow of the vessel is a turret, I, which rises above the deck a sufficient distance to be above the reach of the waves, preferably about eight feet for lake navigation. This turret is an iron cylinder of a size sufficient to permit of a stairway, g, down to the deck of the forecastle, J, and also to permit of a capstan, K, which may also operate a suitable windlass. In the forecastle

are placed suitable chain boxes...for the chain cables, which lead up through the deck to the anchors L, L which are secured upon the deck. ...The anchors should lie with a fluke against the side of the turret, and be lashed to the same in such a way that the lashing can be released from the deck of the turret and then the anchor can be displaced by a hand-spike from the same deck, when it will, from the sloping character of its resting place, fall by gravity into the water.

A McDOUGALL
TOW BOAT
No. 393,997. Patented Dec. 4, 1888.

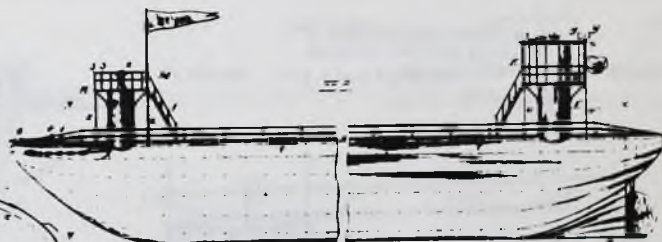
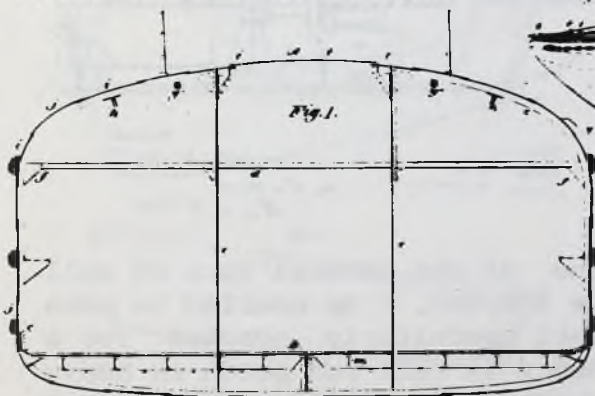
Upon this hull A there is a skeg B, of such a size as enables me to use a rudder, C, of the usual form in seagoing vessels, and comparatively high and narrow instead of the low and wide one of the former patents, by means of which, owing to the hollow run of the boat, I am enabled to use a rudder that is less liable to be destroyed or injured in bad weather than the kind shown in former patents.

In my former patent, No. 259,889, I described and illustrated working decks at each end of the boat mounted upon turrets. To avoid the danger of the waves striking such turrets "climbing" over them, I propose to mount my working-decks K K' on numerous pipes h, properly secured to the deck proper and to the underside of the working deck, and to place in the forward working deck and in the after part of it a small cylinder j, to afford a passage to the forecastle L, and another cylinder j' to carry the shaft to operate the windlass.

A McDOUGALL
TOW BOAT
No. 429,467. Patented June 3, 1890.

In building and operating a practical boat constructed in accordance with the first two of said Letters Patent and from extensive experiments conducted with models built to accord

No Model. A. McDOUGALL. 3 Sheets—Sheet 1
No. 429,467. Patented June 3, 1890.



No Model. A. McDOUGALL. 3 Sheets—Sheet 2
No. 429,467. Patented June 3, 1890.



Witnesses
C. H. H. H. H.
M. H. H. H.

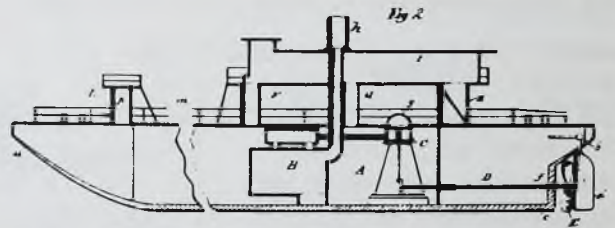
Inventor
A. Mc Dougall
By [Signature]

Telescope

with the description of the last Letters Patent, I have arrived at the conclusion that the forms of hull described in said Letters Patent are capable of many advantageous changes. Before building a practical boat, it was thought that the upper portion thereof should be made with as great a curvature as possible—viz., semi-circular—in order that the effect of the waves on the same should be reduced to a minimum. But I have found that the great curvature of the top of the boat is disadvantageous, for the reason that in very large boats, if built in the same proportions, the deck will be brought much above the customary loading chutes now generally in use for handling grain, coal, etc., and also that there is danger in some instances of vessels riding up on the portions of said top which are submerged and injuring the same. This objection is in a measure avoided by the construction illustrated and described in said Letters Patent No. 393,997, in which a hull is shown square in cross-section and with rounded corners. The tow-boat forming the subject matter of this present application is intended to overcome all the objections to the former tow-boats, which I propose to accomplish by making the main portion of the hull with straight sides, rounded at the bottoms thereof, and with an ellipsoidal top, thereby securing a very strong and immovable construction, and also by making use of a bow and stern each oval in cross-section for its greater part.

The extreme front and rear of the boat are formed of a perfectly flat circular surface, which is preferably protected by an elastic buffer a. The use of these buffers is old and I make no claim thereto. Both the bow and stern are precisely alike, with the single exception that a skeg is formed on the stern, and are of a spoon shape.

No Model
 A McDOUGALL.
 STEAM TOW BOAT.
 No. 429,468. Patented June 3, 1890.



Witnesses
Arthur J. ...
...
 Inventor
A. Mc Dougall
 By *Geo. Blaney*
Frank C. Dyer

A McDOUGALL.
 STEAM TOW BOAT.
 No. 429,468. Patented June 3, 1890.

By means of the general form of hull I have adopted, I am enabled to make a vessel peculiarly adapted for a steam tow-boat, for reason that tendency to roll and pitch in heavy seas is greatly reduced, and the propellor will always be kept under water. This can be better understood by reference to Figs. 4, 5, 6, 7, 8, 9, 10 and 11 of the drawings, in which x represents the hull of an ordinary towing-steamer, such as are seen on the

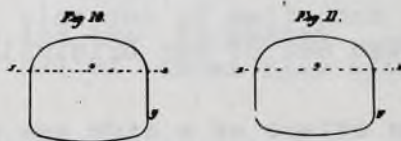
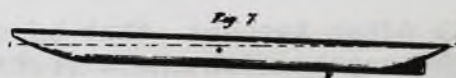
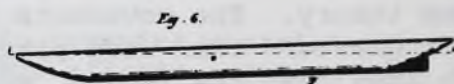
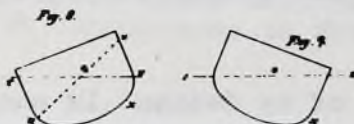
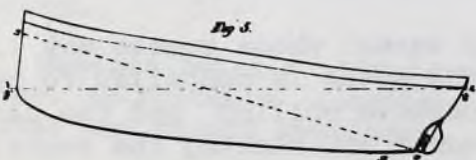
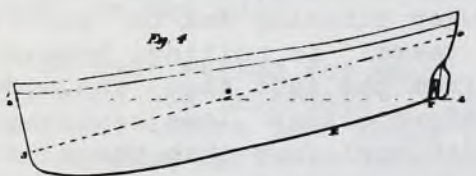
great lakes of this country, and y represents a hull of my general design. In all of these views, 1--2 represents the load water-line of each boat, and o represents the center of gravity of each boat.

In Figure 4 the effect of the sea has been to move the boat x, so as to bury the bow under water and elevate the stern entirely out of the water, and thereby cause the propellor to race, much to the detriment of the machinery. The boat is therefore thrown out of its balance and the wedge-shaped air space o-u-s is submerged and is exerting a powerful pressure upwardly, while the wedge portion o-v-r is out of the water and is exercising a powerful downward pressure by its weight. These two forces, working together, tend to bring the boat back to its balance, but by reason of the momentum acquired and the help of the action of the sea the center of gravity is passed, the reverse action takes place, and the vessel is thrown in the position shown in Figure 5. Here the after air space o-t-u is submerged and exerts an upward pressure. The bow portion o-s-q is elevated and exerts a downward pressure. Once more the boat moves toward its line of balance, but by reason of the momentum and the action of the waves, the center of gravity is passed and the original position regained. The oscillating motion of the hull often continues long after the disturbing influence of the waves has ceased.

From an inspection of Figures 6 and 7, it will be seen that the action of the sea on boats of my design is entirely different from the action of the sea on ordinary vessels. As soon as a wave broaches a vessel of my design, the hull is thrown in the position shown in Figures 6 and 7, with the bow slightly depressed and the stern slightly elevated, or vice-versa. The water meeting with but little resistance now begins to climb up on the bow or stern, as

(No Model.)
A. McDOUGALL.
 STEAM TOW BOAT.
 No. 429,468. Patented June 3, 1890.

(No Model.)
A. McDOUGALL.
 STEAM TOW BOAT.
 No. 429,468. Patented June 3, 1890.



Telescope

the case may be, and exerts by its weight a downward force, opposing the upward pressure of the submerged portion. The powerful upward pressure caused by the submerged portion is thus eliminated by reason of the opposing force caused by the weight of water on the submerged portion, and the hull regains its equilibrium solely by reason of the much less powerful force caused by the elevated portion of the hull. There is therefore but very little momentum acquired, and I have found by practical experience that the movement of the hull toward its line of balance is very slow and that the movement of the hull beyond the line of balance is very slight. The oscillating motion of the vessel after the effect of the waves has ceased is thus almost entirely overcome, while the oscillating motion of the vessel under the disturbing influence of the waves is greatly reduced.

It will be apparent as the load is increased and the water-line raised that the pitching motions of the hull will be proportionately decreased, for the reason that the downward force caused by the weight of the water will be sooner brought to bear in opposition to the upward pressure of the submerged portion.

The extreme movements of an ordinary vessel in rolling when moving at right angles to the direction of the sea are shown in Figures 8 and 9. It will be observed that the first effect of the sea is to rise up on the side and force the hull obliquely over, so as to assume the position shown in Fig. 8. Here an air space o-t-u on one side is submerged and is exerting an upward pressure, and a space o-v-s on the other side is elevated out of the water, and is exerting a downward pressure by reason of its weight. These two forces, working together, therefore tend to roll the boat back to the line of balance; but by reason of the effect of the waves, the momentum acquired, and the masts and superstructure overhanging the center of gravity, the vessel moves past the line of balance and assumes the position shown in Figure 9. The reversed motion now takes place, so that the boat continues to oscillate from side to side, precisely in the same manner as when pitching and on exactly the same theory. The movements of the vessel in rolling, however, are much greater than when pitching, from the fact that the width is much less than the length, and therefore offers less resistance to the water in moving and from the additional fact that there is a greater space exposed to the action of the wind and waves.

It often happens that an ordinary vessel whose course may lie at right angles with the direction of the waves is compelled to run bow on to the sea by reason of the excessive rolling and the liability of waves breaking over the bulwarks and sinking the vessel, so that much time is not only lost, but the vessel may be carried many miles out of her original course.

The effect of a side sea on a vessel of my design is entirely

different from that on an ordinary vessel. From an inspection of Figures 10 and 11 it will be evident that a wave striking a hull of my design from the side will strike a glancing blow and will roll up on the rounded top a portion of the way toward the center. The first effect of the sea in striking the vessel might be to careen the vessel slightly to one side or to move the hull bodily to one side; but any rolling movement of the hull must necessarily be very slight by reason of the low-curved surface exposed to the waves and wind and the glancing character of the blow of the waves thereon. Any rolling movement to one side which might be caused by the action of the waves is immediately counteracted by the weight of a wave on the curved side of the hull exposed to the waves and by the friction and weight of the wave and sliding back. It might be supposed by reason of the extremely high load line and the small amount of hull exposed above the water that heavy seas striking the boat from the side would roll entirely over the vessel; but this is not the case, for I have found by practical experience that in the severest storms the waves generally roll only a short distance up on the curved top, and then apparently having lost their force and power, roll immediately off the deck; and I have found from a practical experience in storms of such severity that ordinary boats would be compelled to turn bow on to the waves that a boat of my design can move even at right angles to the direction of the sea without more than a thin layer of water passing over the curved deck.

(To be continued)

In Memoriam - Edwin A. Patt

Mr. Patt, Secretary of the Steamship Historical Society of America, and one of the nation's foremost historians of steam navigation, passed away suddenly at his home in West Barrington, Rhode Island, on May 22nd.

He had worked for many years to organize a society for those who shared his interests. In 1935 his efforts, joined with those of several others bore fruit in the establishment of SSHSA. After retiring from business life some 20 years ago, he devoted his full energies to promoting and building up the Steamship Historical Society.

Besides being a tireless correspondent who always sought the answer to anyone's question, he was loved by his friends as a cordial and kindly gentleman.

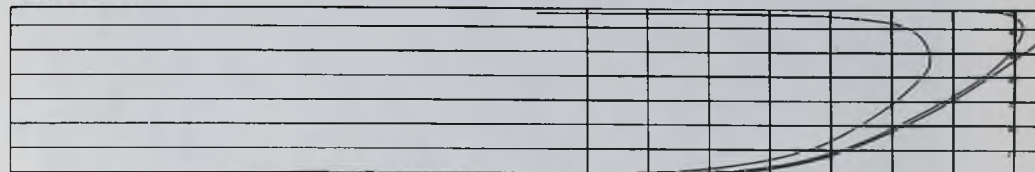
The Great Lakes Maritime Institute and the TELESCOPE express heartfelt condolences to Mrs. Patt and all of those near and dear to him.

Reverend Edward J. Dowling, S. J.

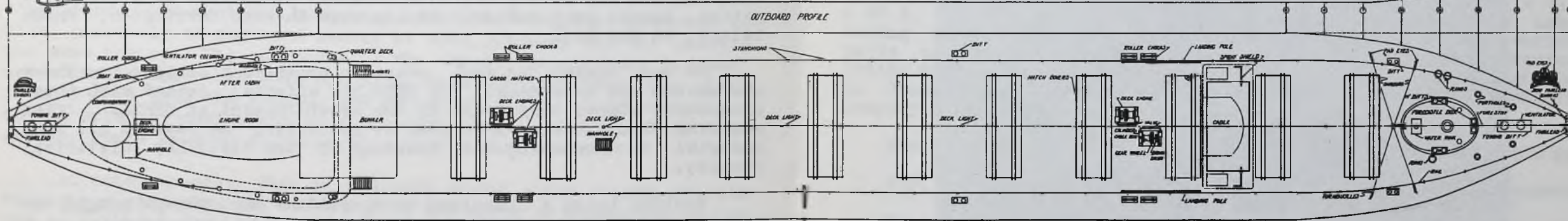
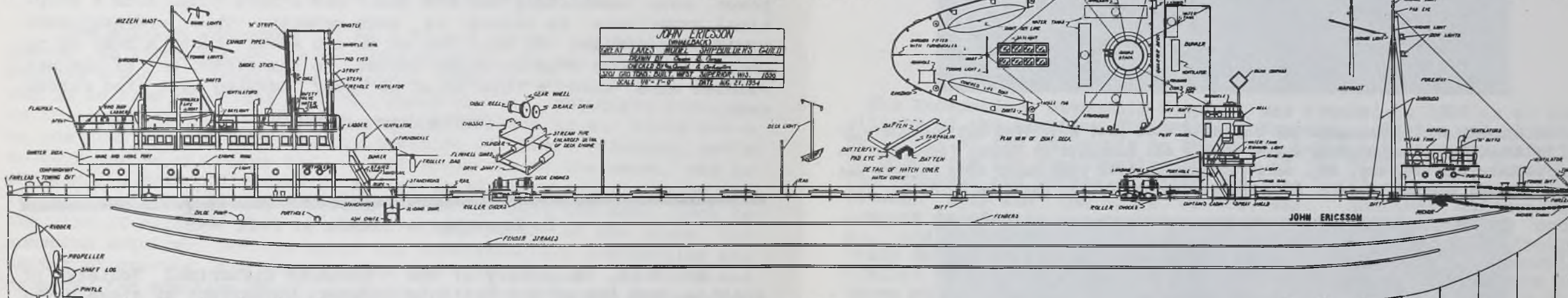
BOTTOM OF '6 TOP OF '5



NOTE: 5/8" LIFT AG F TO TO BOTTOM CONTOUR



10 11 12 13 14 15 16 17 18 19 20 21 SHEER PLAN AFTER BODY PLAN FORE BODY PLAN



DECK PLAN

JOHN ERICSSON

Picture Page

by Emory A. Massman, Jr.



B. W. DRUCKENMILLER (b) Shenango (a) US#206329 G.F. 8047 N.T. 6498 588'10½" x58'x32'
Built by Great Lakes Engineering Works, hull # 62. Launched at Ecorse 7-09. Her two
scotch boilers and tri. exp. eng. were replaced in 1952 with water tube boilers and
a 4400 hp steam turbine. Owners; 1. Shenango Furnace Co. 2. American S. S. Co. Inc.



EDWARD S. KENDRICK (b) H.P. McIntosh (a) US#203980 G.T. 6372 N.T. 4989 520'x54'x31'
Built by W. Bay City S.B. Co., hull # 622, in 1907. Her original scotch boilers and
tri. exp. eng. (22½-36-60x42) were replaced in 1952 with water tube boilers and a 5
cyl. 2500 hp. Skinner Unaflow engine. Owners; 1. Gilchrist Transportation Company.
2. Wilson Transit Company.



The ONEIDA
Young Photo

THE INDEPENDENT STEAMSHIP COMPANY
By Reverend Edward J. Dowling, S. J.

The Independent Steamship Company was founded in 1919 as a subsidiary of the American Shipbuilding Company. At the end of World War I all of the shipyards on the Great Lakes had surplus material on hand from the construction program of the "Laker" type freighter, four-hundred and thirty of which had been built on the Great Lakes between 1917 and the close of the war. American Shipbuilding Company decided to use up its surplus material as far as it would go, and to operate the vessels thus built in the general freight trade on the Great Lakes or on the coast. Ten vessels, generally similar to the "Lakers" were built in 1920, seven at Wyandotte and three at Cleveland. Their dimensions were approximately 251 x 43.7 x 22.2, 2,300 gross tons. These vessels operated on the Lakes during most of the Twenties and then found their way to various parts of the world. Six of the ships were named for American Indian tribes and the other four took their names from battlefields in France where sons of officials of the American Shipbuilding Company had fought.

- Str. BACCARAT (US.220071), 1920 Cleveland. Later HAMMOND and DAIGEN MARU.
- Str. CAYUGA (US.220781), 1920 Wyandotte. Later ALBA. Wrecked at St. Ives, Cornwall, England, 1940.
- Str. CHIPPEWA (US.220783), 1920 Wyandotte. Sailed in the Hutchinson Fleet in late 20s. Later HAINGU and HAIER. Scrapped at Hongkong, 1952.
- Str. JUVIGNY (US.219951), 1920 Wyandotte. Later operated in lumber trade on North Pacific coast.
- Str. KIOWA (US.220780), 1920 Wyandotte. Wrecked, Point au Sable, Lake Superior, 11-30-29.
- Str. MONTFAUCON (US.219952), 1920 Wyandotte. Later E.M. BUNCE, VALEROBO and ANNE MARIE IEVOLI. Destroyed by internal explosion, Naples, 11-21-57.

Telescope

- Str. ONEIDA (US.220779), 1920 Wyandotte. Later in the Ford Fleet. Lost by enemy action, Caribbean, 1942.
- Str. ONONDAGA (US.220782), 1920 Wyandotte. Also in the Ford Fleet and similarly lost by enemy action in the Caribbean area in 1942.
- Str. ROMAGNE (US.220790), 1920 Cleveland. Later listed as named SHOWA MARU. This may be the "SHOYO MARU" which was torpedoed by the U.S. submarine SEADOG near Japan, 6-9-42.
- Str. SENECA (US.220789), 1920 Cleveland. Later KANDA MARU.

THE JENKINS FLEETS

This fleet operated ships in the bulk freight trade on the upper lakes from the early years of the 20th Century until the middle Thirties. In the early Thirties, Jenkins was operated for two groups of canallers under the Canadian flag. Cleveland was the headquarters for this organization.

1. Jenkins Steamship Company

- Str. WILLIAM F. FITCH (US.81703), 1902 Wyandotte, 346 x 48 x 28. Acquired from Hanna, 1924. Went to salt water in World War II.
- Str. CHARLES O. JENKINS (US.204306), 1907 Wyandotte, 504 x 54 x 31. Later JOHN W. DAVIN and MICHAEL GALLAGHER 11.
- Str. WILLIAM HENRY MACK (US.81851), 1903 Cleveland, 354 x 48 x 28. Later VALCARTIER (C.116573). Scrapped late 30s.
- Bge. ALEXANDER MAITLAND (US.30291), 1902 Buffalo, 266 x 44 x 21. Later GLENBOGIE (C.133916). From Hanna, 1924.



The CHARLES O. JENKINS
Pasha Photo



The WILLIAM HENRY MACK
Pesha Photo

- Str. F.B. SQUIRE (US.200560), 1903 Port Huron, 410 x 50.2 x 24.
Lengthened 1921 to 512 feet. Later HARRY WM. HOSFORD.
- Str. TAMPICO (US.145480), 1900 Toledo, 247 x 42 x 22. Ap-
parently only chartered by Jenkins.
- Str. JAMES P. WALSH (US.201811), 1905 Toledo, 488.6 x 52 x 31.
Sold to Hutchinson, 1915. Reported sold for scrapping,
May 1960.
- Str. JAMES WATT (US.77236), 1896 Cleveland, 405 x 48 x 23.5.
From Pittsburgh SS Company, 1928. Sold, 1935.

2. Fairport Shipping Company, Ltd.

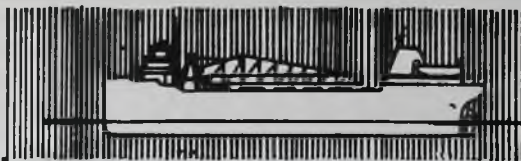
- Str. FAIRLAKE (C.161520), 1929 Whiteinch, England, 252.7 x 43.4
x 17.8. Later RALPH S. MISENER 1 and C.A. ANSELL.
- Str. FAIRRIVER (C.161524), 1929 Whiteinch, England, 252.7 x 43 x
17.8. Later FRANK WILKINSON.

3. Welland Steamships, Ltd.

- Str. LOCKWELL (C.161519), 1929 Wallsend, England, 253 x 43.4 x
17.8. Later J.H. McWATTERS.
- Str. PORTWELL (C.161517), 1929 Wallsend, England, 253 x 43.4 x
17.8. Later LT. JOHN MISENER and H.L. WYATT.
- Str. STARWELL (C.161518), 1929 Sunderland, England, 253 x 43.4
x 17.8. Later JOHN A. FRANCE 1 and AVONDALE.

The Jenkins freighters had black hulls with white forecastle, white cabins, and black stacks with a wide silver band in the middle of the stack and a red "J" on the band.

GREAT LAKES



MARINE NEWS

William A. McDonald edited by Edwin P. Sprengeler
 Detroit Cleveland Milwaukee

April 20

Ocean ships began moving into the St. Lawrence Seaway after high winds made passages impossible for some time.

April 25

Detroit Atlantic Corporation of Detroit, purchasers of the Michigan State ferry VACATIONLAND, announced a reorganization of Danco in which C.E. (Jack) Dalton became president and chairman of the board. Vice-president and secretary is Stanley A. Carter. Former president of Danco, Troy H. Browning, will be a member of the board.

John S. Wilbur, vice-president of Cleveland-Cliffs, said at the annual meeting of the Lake Carriers Association, that ore shipments from Lake Superior will drop to about 70 million tons this year.

The first ocean ship of the season arrived in Milwaukee. She was the HARPEFJELL of the Fjell-Orange Line.

A study group in Washington has suggested that the economic possibility of the proposed Champlain cut-off be studied. The waterway would connect the Richelieu River, Lake Champlain, and the Hudson River with a deep draft channel.

Kerr Steamship Company of Detroit has been appointed general agents for Michigan Ocean Lines, sailing between the Great Lakes and the Caribbean. Newly appointed agent for Hellenic Line's service between the Lakes and Mediterranean ports is the J.F. O'Brien Co. of Detroit.

April 26

HARPEFJELL, first ocean vessel into Milwaukee, came into Chicago to become that port's first "saltie" of the season.

April 27

Defoe Shipbuilding Company of Bay City launched the third Navy guided missile destroyer to be built by them. The vessel was named the USS ROBINSON, and cost an estimated 17 million dollars.

April 28

First vessel to use Milwaukee's new municipal passenger pier was Wisconsin and Michigan Steamship Company's HIGHWAY 16, which brought in 175 new automobiles. The Line's MILWAUKEE CLIPPER, (a) JUNIATA, is being rejuvenated at Muskegon, Michigan, prior to entering her regular Muskegon to Milwaukee service. She will feature a new interior color scheme.

May 4

The Detroit-Atlantic Corporation renamed the former ferry VACATIONLAND the JACK DALTON. The next day, after her initial voyage to Cleveland, a party was given on board to celebrate her entry into service.

Christening ceremony
for the JACK DALTON
at Detroit on May 4.

Photo by Albert Bradley



May 5

The Corps of Engineers is surveying the possibility of building a U.S. counterpart to the Welland Canal. It is feared that if traffic increases as expected, the Welland Canal will be even more of a bottleneck than it is now.

May 8

The Interstate Commerce Commission has handed down an order requiring the Ann Arbor Railroad ferries to establish service to Sturgeon Bay, Wisconsin. The ferries have in the past bypassed Sturgeon Bay on their trip up the Sturgeon Bay Ship Canal. Dock facilities will be ready in about six months.

May 9

Milwaukee is studying the need for a new fireboat. The city's DELUGE, which entered service in 1949, was built for river and harbor work and is not suited to open lake operation.

High winds and rain plagued Milwaukee harbor, causing a lineup of ships waiting to be unloaded.

The first cargo of grain to be shipped direct from Milwaukee to overseas in over two decades was loaded into the Fjell and Fjord Line's RAVENFJELL. The cargo was 48,000 bushels of corn.

May 12

First shipment of an approximate total of 600 tons of steel to be exported to foreign automobile makers was loaded in Cleveland aboard the M.V. PETER. In this first shipment, 457 tons of sheet steel went to Ford of England, Vauxhall Ltd., and Car Bodies, Ltd. The PETER is a Finnish vessel operated by the Nordlake Line.

May 13

The HENRY FORD II struck a barge in the Rouge River, which had sunk there that morning. The barge was owned by Detroit Marine Disposal Company. The FORD suffered extensive hull damage.

May 14

The Liberian freighter CARACAS was tied up at Detroit by a picket line of the Seafarer's International Union. The picket line was

set up in protest of American ship owners registering their vessels under certain foreign flags, to escape tougher U.S. Coast Guard regulations and higher cost of U.S. labor. Several other ships have been picketed, including the WORLD JASMINE at Duluth and the CONTINENTAL TRADER at Fort William.

May 15

It has been announced that in the first year of Seaway operations the amount of grain exported through the Seaway from the U.S. rose from 4% of the national total to 14% of all U.S. grain exports.

The Great Lakes ore fleet has 92% of the 235 ships in the fleet in operation. The figure is slightly lower than last year at this time, when 93% of the fleet was running.

Army Engineers announce plans to dynamite the barge which sank in the Rouge River on the 13th. Blasting operations are expected to take three days.

May 16

Longshoremen have struck at several ports on the Great Lakes including Cleveland, Milwaukee, Erie, and one of two facilities in Toledo. The unions are asking for higher wages on a one year contract, while the companies desire a three year pact. The strike will not affect bulk cargoes, nor will it affect the McCarthy automobile boats or the Detroit-Atlantic Corporation's JACK DALTON in Cleveland.

May 17

The Corps of Engineers new dredge MARKHAM was commissioned in Cleveland. Captain Harry J. Ruddy is master of the MARKHAM, which has been at work at the mouth of the Detroit River for some time.

A new excursion boat, the GOODTIME II, arrived in Cleveland from her builders in Erie. The twin-screw diesel boat will carry four-hundred passengers on sightseeing trips up the Cuyahoga River and on cruises into Lake Erie. There is no connection between the new boat and the well-remembered C&B Line excursion sidewheeler GOODTIME.

May 18

Chicago longshoremen have joined those in other Great Lakes ports in the widespread strike. Shippers have expressed concern over what results the strike may bring to Seaway imports and exports.

Neebish Rock Cut in the St. Mary's River will be drained dry to cut the channel to the deep draft of seaway vessels. Operations will begin immediately; downbound vessels will use the upbound channels until the work is completed.

May 19

The Maritime Board has temporarily approved Grace Line's request to end its Great Lakes to the Caribbean service. The board has announced a hearing on June 2 to discuss the final decision on the request. Interested parties are invited to submit comment by May 27.

Cleveland-Cliffs Iron Company has elected H. Stuart Harrison, former executive vice-president of the company, to the presidency.

He replaced Walter A. Sterling, who will continue as the firm's chairman of the board.

Authorities report a rise of 82% in tonnage through the Seaway this April as compared with April of 1959.

May 20

The steamers STANDARD PORTLAND CEMENT and AUGUST ZEISING collide in heavy fog two miles above Port Huron in Lake Huron. The STANDARD PORTLAND CEMENT took water and quickly settled to the bottom with her deck and houses still above water. Shortly after, the steamers PAUL TOWNSEND and TYNEMOUTH collide in an attempt to avoid the sunk STANDARD PORTLAND CEMENT. Both of these boats continued on their way.

This fine photo of the STANDARD PORTLAND CEMENT and the McQueen tugs and lighter is by the Reverend Peter VanderLinden.



GENERAL NEWS

Cayuga Steamship Company of Toronto announces that their passenger steamer CAYUGA, formerly operated from Toronto to Niagara-on-the-Lake and Queenston, Ontario, has been sold to Greenspoon Brothers, Ltd. of Port Credit, Ontario. The vessel will be scrapped. The CAYUGA will be long remembered here on the Lakes for her striking good looks and her unusual speed. The Cayuga Steamship Company will be remembered for a long time to come, also, for their efforts to keep the CAYUGA in operation.

In California, Catalina Steamship Lines AVALON, formerly operated by them from Wilmington, California to Catalina Island, is reportedly being cut down to a freighter. The vessel was known to Great Lakes as the Goodrich Line's crack passenger liner VIRGINIA. The AVALON was built in Cleveland in 1891.

BRIDGEBUILDER, 61 foot screw tug bound from Sturgeon Bay to Fox Island, foundered with a loss of two lives on December 18, 1959. She was built in 1911 at Lorain as a fishing tug, named the PITTSBURGH. The boat will be chiefly remembered for her service at Sault Ste. Marie as the sightseeing boat BIDE-A-WEE (ii) from 1939 till 1955.

Oil tanker MICHIGAN, (a) HORACE S. WILKINSON, (b) BELGIUM, has been renamed (d) TEXACO MICHIGAN.

The self-unloader SINALOA, built in 1903 at Bay City under that name, and ex (a) SINALOA, (b) WILLIAM F. RAPPRICH, (c) SINALOA, has been transferred to British registry with home port at Nassau, N.P. British West Indies. She has been renamed (d) STONEFAX, and will be operated by Hall Corporation of Canada.

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.

OFFICERS

Capt. William J. Cowles
President

Robert E. Lee
Corresponding Secretary

Robert L. Ruhl
Vice President

Emory A. Massman, Jr.
Recording Secretary

William N. Stevens
Treasurer

DIRECTORS

(Terms expire January 1961)

Capt. Frank Becker
Henry D. Brown
Gordon P. Bugbee
Rev. Edward J. Dowling, S.J.
Howard J. Schuldt, Jr.
Otto Streck

(Terms Expire January 1962)

John A. Bruehl
Kenneth L. Fairbanks
Fred Heath
William A. Hoey
Virginia Sochal
William M. Worden

BUSINESS MEETING JUNE 24, 1960
Detroit Historical Museum
8:00 P.M.

All Officers and Directors
please be present

* ** *

Date of July meeting: July 28

* ** *

ACTION ON THE DETROIT RIVER

The annual Detroit River international tug boat race is scheduled for Saturday evening, July 2nd. Sponsored by the Propeller Club of Detroit, this years race promises to be extra thrilling, as some of the Great Lakes most powerful tugs will be entered.