

TELESCOPE

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SEASONS GREETINGS

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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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This Month's Issue

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COVER

This month's cover shows the Institute's favorite tug, the MERRY CHRISTMAS, coming into port with Santa Claus on deck to wish you and yours the happiest of holiday seasons and a fine New Year to come.

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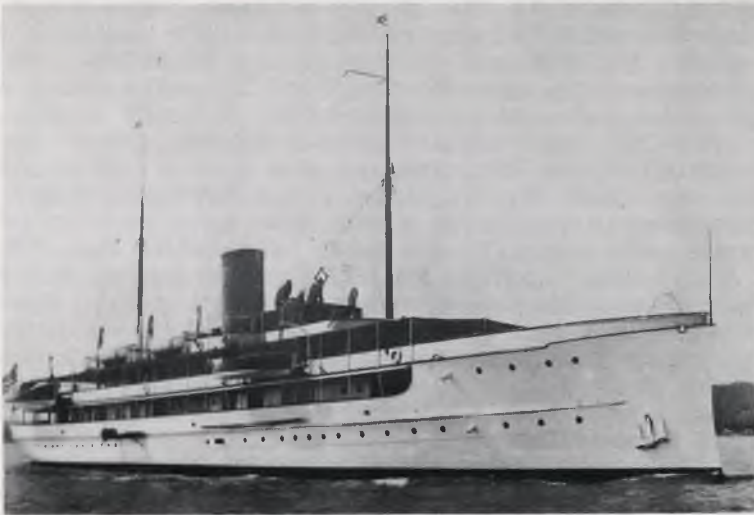


Photo by Capt. Wm. J. Taylor.

The Fabulous DELPHINE

by Stoddard White
Detroit News Marine Writer

Few things are colder than a dead ship. The passenger cabins echo hollowly, their beautiful draperies and carpeting stored at the cleaners. The baggage hold -- once packed with trunks full of lovely gowns and dress suits -- resounds like a tomb. The once-thrbbing engine room is dry, but silent. Wooden decks and steel bulkheads are clammy. This is the famous Dodge yacht DELPHINE--whose pilothouse clock stopped at 5:16 one day in September, 1955. Largest private vessel ever to sail the Great Lakes--until Queen Elizabeth II brought the huge BRITANNIA here last summer - the DELPHINE lies in lonely, empty splendor at her dock on Lake St. Clair.

But the DELPHINE is not unattended. Around the clock, she has the loving care of three men who helped sail her and who hope to sail her again. They swab her decks, keep the machinery in operating condition and protect her white sides. They have just supervised putting \$4,000 worth of new canvas on the pilothouse roof and over the searchlights. Old canvas showed the rot and wear of 38 years. The DELPHINE could sail in a couple of months, says Chief Engineer Edward J. Hudson, the shipkeeper. First, however, he would have to arrange for dredging of the silted-up private channel into the lake. Then he would have to assemble the crew of about 55--plus maids, waiters and porters--needed at sea. The fabulous vessel belongs to Mrs. Anna Thompson Dodge, widow of Horace E. Dodge, the motormaker who did not live to see the DELPHINE launched at River Rouge in 1921. Horace E. Dodge personally inspected and supervised building of his yacht DELPHINE, despite his failing health. Because the auto pioneer could not move around easily, the shipyard rigged a seat for him on a large crane. The crane moved him from place to place so he could watch the installation of every bit of machinery. Mrs. Dodge employs the three men to stand watches in a shanty at the end of the DELPHINE'S dock near Grosse Pointe Memorial Church and the Little Club.

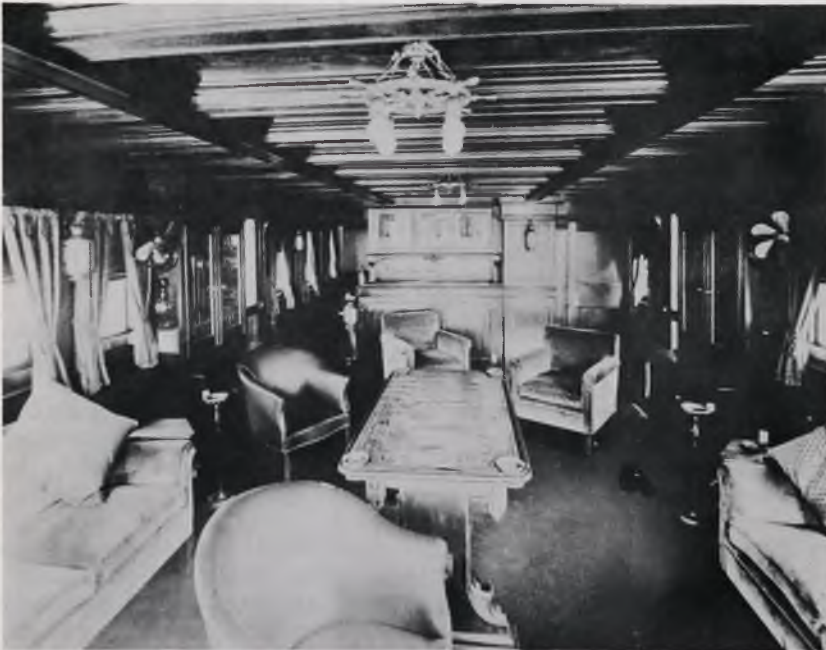
Chief Hudson, who will be 70 in January, was first assistant engineer when the DELPHINE was brought out. He had been an engineer on Dodge's yacht NOKOMIS and on a previous DELPHINE. He also drove the Dodge racing craft, and won the last 150-mile race, taking MISS SYNDICATE 52 times around a three-mile Detroit course. Even in 1921, the DELPHINE cost an estimated \$2,000,000. Her operating cost was about \$3,000 a day, even at the dock. It would be higher today. She was named for Delphine Dodge Cromwell Baker Godde -- a lovely young woman who is memorialized by a pensive full-length portrait in a main cabin. The keel was laid June 17, 1920, on Delphine's first wedding day. At 22, Delphine shared the \$57,000,000 estate of her late father. Her mother carried out Horace Dodge's plans for the yacht, and on April 2, 1921, the young bride christened the yacht at the Great Lakes Engineering Works. Delphine died in 1943 in New York City at the age of 45. The yacht died in New York City once, too. In 1926 she burned and sank in the Hudson. She lay on the bottom for four months, then was raised and refitted at a cost of \$750,000. She sank again in 1940 in Lake Huron off Manitoulin Island, and was raised again. Two years later the Navy commandeered her and renamed her USS DAUNTLESS. As such, she became a gunboat and the flagship of Adm. Ernest J. King, chief of naval operations.

The \$100,000 worth of paintings had been lost in the 1926 fire, and the Navy tore the \$60,000 pipe organ out of the ship's music room. Sailors and officers were quartered in the owner's beautiful 25-by-30 foot stateroom and the eight 14-by-14 guest rooms. The Navy contributed radar, which had not been invented before the DELPHINE became the DAUNTLESS. Television and air conditioning were peacetime additions. Reportedly, the DAUNTLESS never left Chesapeake Bay. But Adm. King and his crew drew sea pay while planning naval battles on a teakwood deck which, in peacetime, had been covered with Oriental rugs. Today the stack still bears "hashmarks" denoting the ship's months of military service. The fabulous DELPHINE does not have the long, rakish bow of the traditional steam yacht. Instead, she looks more like a naval vessel. This design of "ram" bow and cruiser stern were deliberate. Like her length of 257 feet, severe limitations were placed on her so she could leave the Great Lakes through the small St. Lawrence River canals of the pre-Seaway era. Not until the modern locks of the Seaway opened last spring was any larger vessel able to enter the Lakes. Then the royal yacht BRITANNIA was first to eclipse the DELPHINE in size here. After the war the yacht was returned to Mrs. Dodge, with what she considered less than a minimum compensation. It cost her at least \$250,000 to restore the DELPHINE to beauty in 1948. The Oriental rugs are but a memory today. Elaborate cane furniture which stood on the awninged deck is stacked high against a bulkhead.

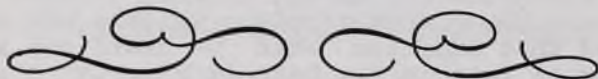
Old bedspreads and sheets cover the elaborate furniture and upholstery. Brown paper neatly dustproofs the twin beds in the owner's stateroom -- a cabin which has entrance foyer, large bathroom, electric fireplace, marble vanities, air conditioning and bedside telephone to the wireless room and the outer world. Windows and the dining room cabinets are covered with a whitish layer of cleaning powder which hides some of the famous collection of china figurines. The teakwood is covered with a protective rubber-based paint -- a far cry from the days when it was sanded to bare wood and scrubbed white by hand. Protecting all this are Hudson, who now calls Miami home but who has an apartment at 1124 Hibbard; Howard Seeley, 19461 Bigelow, Roseville, who has been the yacht's

boatswain since 1952, and Robert L. St. John, 4710 Ashland, the launchman. Hudson works days, and the other two alternate on 24-hour shifts in the dock house, which contains an office, bedroom, galley and machine shop. Hudson, who has worked around Dodge boats and yachts since 1941, spent a decade in the Dodge Brothers machine repair shop, then returned to the yacht in 1949. Original deck fittings, towing bits and such metal parts were made in the machine shop. "We filed on them all one winter," Hudson recalls. Then they were taken to River Rouge for installation in the ship.

They went into a steamer which is 257 feet long and displaces 1,700 tons--about the dimensions of the small European freighters seen so often in Detroit. Her two propellers were powered by twin 1,500 horsepower oil-burning engines. She carried two 25 foot crew launches, a 30 foot launch and 35 foot speedboat for the owner, and four lifeboats. When the DELPHINE is loaded and has taken on 325,000 gallons of fuel oil and 200,000 gallons of water, she draws 16 1/2 feet. On her four decks are such luxuries as a smoking room, captain's office, music room, surgeon's office, card room and maids' quarters--as well as elaborate radio and navigational spaces. Horace Dodge, who knew and loved boats and ships, planned her himself and had her designed by H. J. Gielow, noted New York naval architect. But he did not live to see the glow of 3,000 electric lights aboard his miniature ocean liner. Whether they ever will shine again is known only to his octogenarian widow.



Typical of the luxurious appointments aboard the DELPHINE is this view of the smoking room. Teak panelled walls and lockers fitted for fishing tackle, guns, etc., were all provided for the comfort and use of guests. A Detroit News Photo.



Curator's Corner

by Robert E. Lee.

History had a notation placed upon its pages last month. Not a unique mark, for similar notations are being continuously made; but somehow it was a bit different. CALCITE was retired.

It is difficult to explain why one such passing should bring forth more sentiment than another, and we are not the ones who should try to explain it. But to record history accurately, we must accordingly capture the mood that accompanied it.

CALCITE was built by the Detroit Shipbuilding Company at its Wyandotte Yards as Hull Number 188. She was launched in March, 1912. (See TELESCOPE, Vol. 9, No. 10, p184) Three months later she took on her first cargo. Since that time, up to her retirement, she hauled over 30 million tons of cargo.

In her forty-eight years of service she has never missed a season, and rarely missed a scheduled run. In all, she made more than forty-five hundred trips!

Forty-five hundred times, the people of Rogers City have known their friends, neighbors, and sons, to sail out to the Lakes and return, safely borne by the CALCITE. It is little wonder this valiant old lady of the Lakes will be missed.

When her career began, she was the first ship of the Calcite Transportation Company. In 1922 the company became the Bradley Transportation Line. Currently operated by the Michigan Limestone Division of United States Steel, CALCITE was both the oldest and smallest ship in the fleet.

CALCITE has sailed under the mastery of every captain who is presently attached to the Bradley Line, including Captain Don Nauts, Fleet Captain, and Captain Joe Parrilla, Line Manager. Among her other masters have been, Captain William McLean, her first skipper, Captain F. F. Pearse, who transferred with her to Bradley Transportation, and Captain Hilton Gould, her last skipper.

Rogers City paid homage to the faithful veteran as she left Calcite Harbor for the last time. The high school band was on dock to serenade her, as were the dignitaries of both the city and the line. Of course, there were also pretty girls...some of whom may well be the wives of sailors in years to come. A ribbon was tied to the dock and the ship; a sentimental tie to keep the ship from departing. There were speeches...and there were those who were speechless as was Cap' Nauts when he was given the ship's clock.

Those who took the trip down to Conneaut tell us there were salutes all along the way as old friends passed for the last time. There are times when a ship's whistle can sound saddened and we sensed that sadness when we heard one such salute as she passed Belle Isle in the Detroit River.

Perhaps it wasn't the last time we'll see her. She may sail another year under another name. We hope she does.

On November 18 a major addition to the Dossin Great Lakes Museum was dedicated. Gift of the Detroit News, a 50 foot mast is now in daily use displaying the American Flag, Union Jack, signal pennants, and a "house flag".

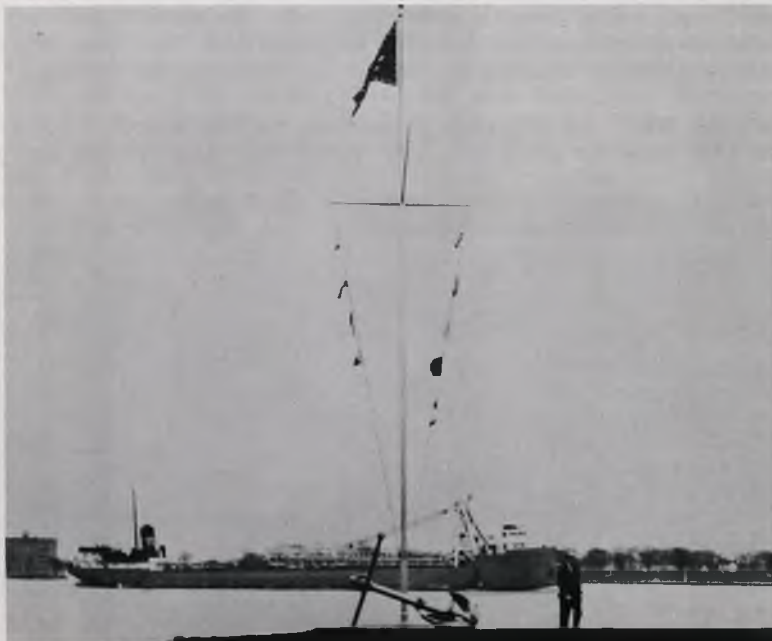
The mast is set in a special concrete base into which is set an imposing anchor, and a plate recognizing the gift of the Detroit News.

House flags are a lesser known item of marine use so far as the public is concerned, and for this reason they will be a feature item of display through the medium of the new mast.

A program has been initiated whereby a "house flag of the day" will be flown. Inside the building, a large sign will illustrate the proper use of such a mast, and an insert sign with a picture of the featured flag will be displayed. On this card will be an explanation of the flag, the name of the company it represents, and a listing of the vessels of that company.

Something of a tradition was begun on the day the mast was dedicated, when the Michigan Limestone flag was flown and then dipped as *CAICITE* passed on her last trip. (See picture below.) Because *CAICITE* passed earlier than expected, this salute was given before the mast had been dedicated.

We hope that operators will provide us with flags and that the skippers will recognize them in passing with a salute, so that this Museum effort will succeed, grow, and become recognized.



CAICITE passing the Dossin Great Lakes Museum on her last trip down; November 18, 1960

The Model Forum

by
KENNETH L. FAIRBANKS

When the Great Lakes Maritime Institute was founded as the Great Lakes Model Shipbuilders Guild, the very name of the organization left little doubt of its prime interest. Growth with time caused a broadened interest, and because the name so limited the apparent scope of the Guild, the name was changed to one that was more comprehensive.

Unfortunately, this change took place at a time when the model building activity was at a natural low point; we had a temporary headquarters, there was no shop, and the Museum staff were too occupied with planning a new museum to devote time to this part of our program. These conditions combined to make it appear that the organization had abandoned the model builder.

Nothing could have been less true!

Now the Museum is settled in its new building on Belle Isle, we have an area where a model yard can be installed, and plans toward it are at an advanced state.

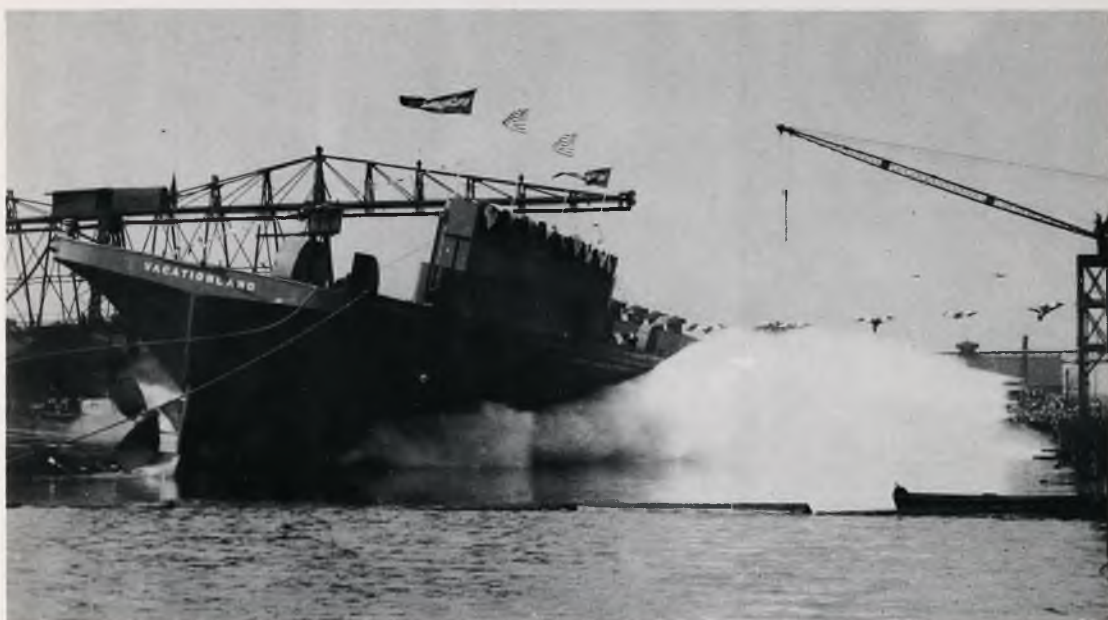
THE MODEL FORUM will appear each month in TELESCOPE. It is for you, the model builder. Your interest will have a direct effect on its size and content. It is an idea exchange, a news forum, and a guide...all for the modeler.

For those interested in the hobby in the Detroit area, we will call meetings on a regular basis, to be announced soon, when those who wish may come to the Museum and use the shipyard for operations they are unable to do in their own yards.

We think it will be a good program, and a worth while one. You will be the one to decide...by your participation in it.



EDITOR'S NOTE: Shown here, the Author's model of self-unloader JOHN G. MUNSON. This cut-away model shows the infinite detail achieved by its creator. It is one of the most popular models in the Dossin Museum collection.



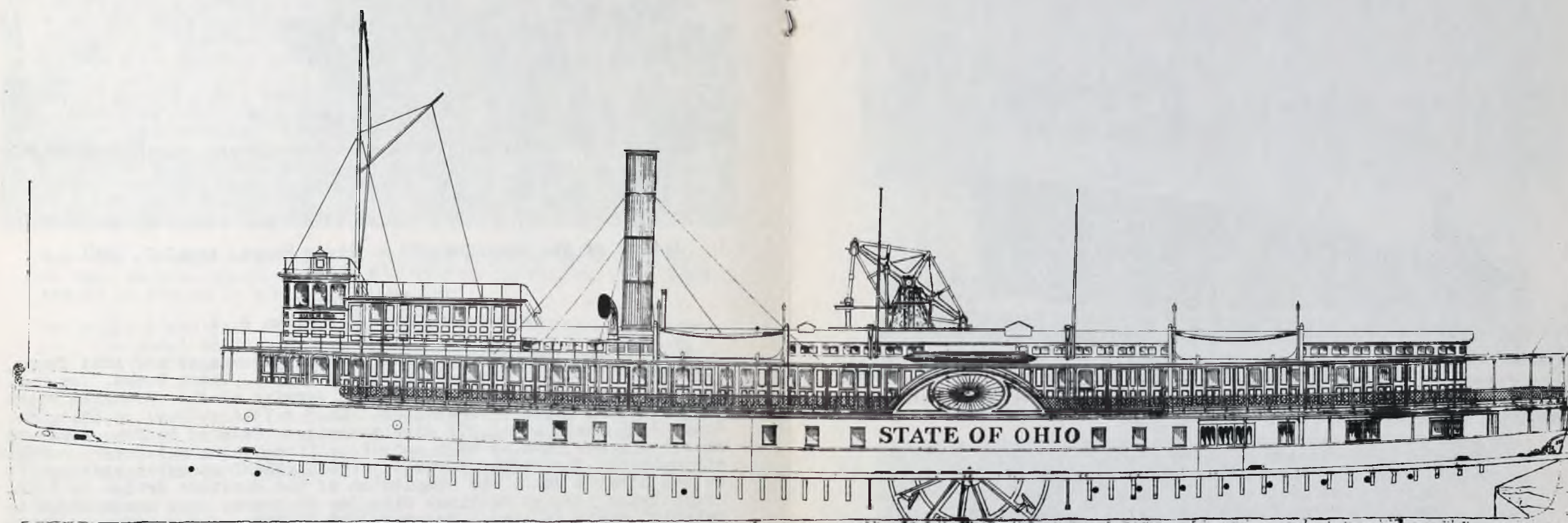
Launch of the VACATIONLAND at River Rouge, April 7, 1951
Author's Photo

The Big Splash

By Reverend Edward J. Dowling, S. J.

VACATIONLAND (US.262971), double-ender passenger and auto ferry, was built by Great Lakes Engineering Works, River Rouge, as Hull No. 296 for the Straits of Mackinac Service of the Michigan State Highway Commission. Dimensions, 344.7 x 73.6 x 20.6; 3,844 gross tons; 2,614 net; and 8,371 displacement. Powered by four Nordberg diesel engines, two at each end, totalling 9,460 horsepower. Hull strengthened for winter service. VACATIONLAND operated continually at the Straits until the completion of the Mackinac Bridge in 1957. After lying idle at Mackinaw City for 2½ years, she was brought to Detroit early in 1960, renamed JACK DALTON, and ran for a short time carrying trailers between Detroit and Cleveland. Latest rumors tell of her sale to owners in Alaska, who will take her to the 49th State next spring via the St. Lawrence Seaway and the Panama Canal. The photo of the JACK DALTON below was taken by William A. Hoey.





This month's blueprint is an outboard profile of the STATE OF OHIO. She was built in 1880 as the CITY OF CLEVELAND (1) for the D. & C. Line. She was later re-named CITY OF ALPENA (1) and then in 1892 was sold to the Cleveland and Buffalo Transit Co. The re-named her STATE OF OHIO. She remained in the C. & B. fleet until she burned in 1924

Picture Page

By Emory A. Massman Jr.



SPADACONA Can#154474 Gr. T. 9181 N.T. 6711, 582x60x32. Blt. by Midland S.B. Co. hull #24 at Midland, Ont. launched 11-29. Pri. exp. eng. 24½-41½-72x48, IHP 2800, built by Hooven, Owens, Rentschler Co. 3 scotch boilers 15'x11'6" built by Richardsons, Westgarth & Co. Recently conv. to a self-unloader. Owned by Canada S.S. Lines.



JOSEPH S. WOOD (b), Richard M. Marshall (a) US# 265806, Gr. T. 10606 N.T. 8083 Built by Defoe S.B. Co. hull# 424 at Bay City, Mich., launched 8-53. 628'10"x67x35. Engine by DE Laval Steam Turbine Co., 5500 HP. 2 B & W water tube boilers. Owners 1. Great Lakes S.S. Co., Inc. 2. Northwestern Mutual Life Ins. Co. (Operated by Wilson Marine Transit Co.)



The WILLIAM S. MACK
Pesha Photo

The BECKER FLEET

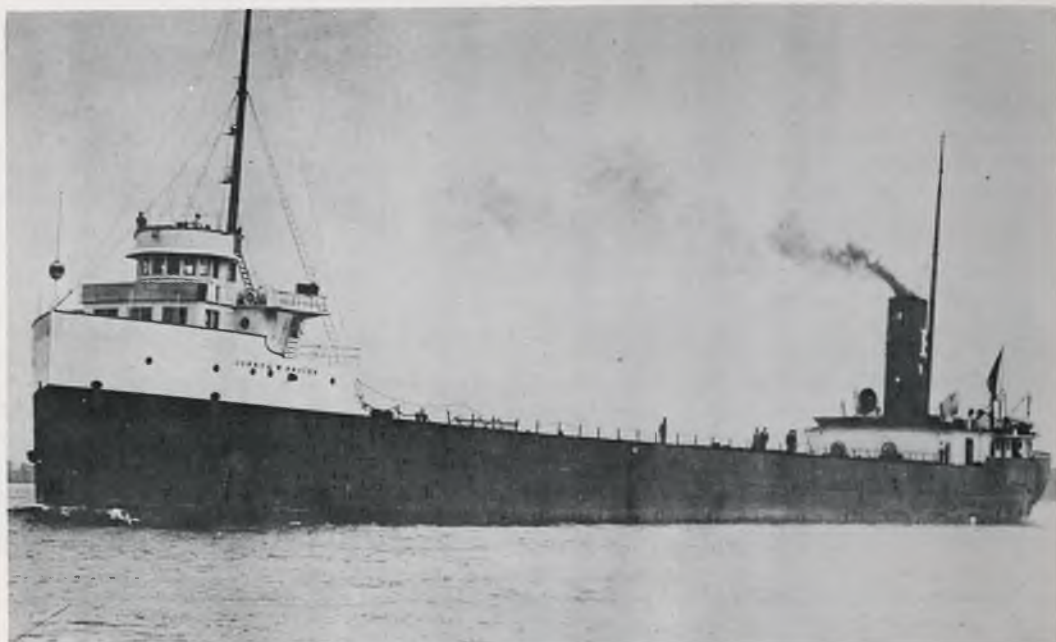
by Rev. Edward J. Dowling, S.J.

This Cleveland freighter fleet, known in its later years as the "Becker Fleet," went through the following transition during its half century on the Great Lakes:

- 1880 - 1890, William S. Mack, Manager
 1890 - 1900, Mack, W.H. Becker, Cleveland and John A. Donaldson and James Ash, Buffalo, Managers.
 a) Lake Erie Transportation Company
 b) Lakeside Transportation Company
 c) Lakewood Transportation Company
 1900 - 1920, W.H. Becker, Cleveland, Manager
 a) Columbia Steamship Company
 b) England Transportation Company
 c) Interstate Steamship Company
 d) Robbins Transportation Company
 e) Seither Transportation Company
 f) Valley Steamship Company
 1920 - 1930, W.H. Becker, Manager, Becker Steamship Co.

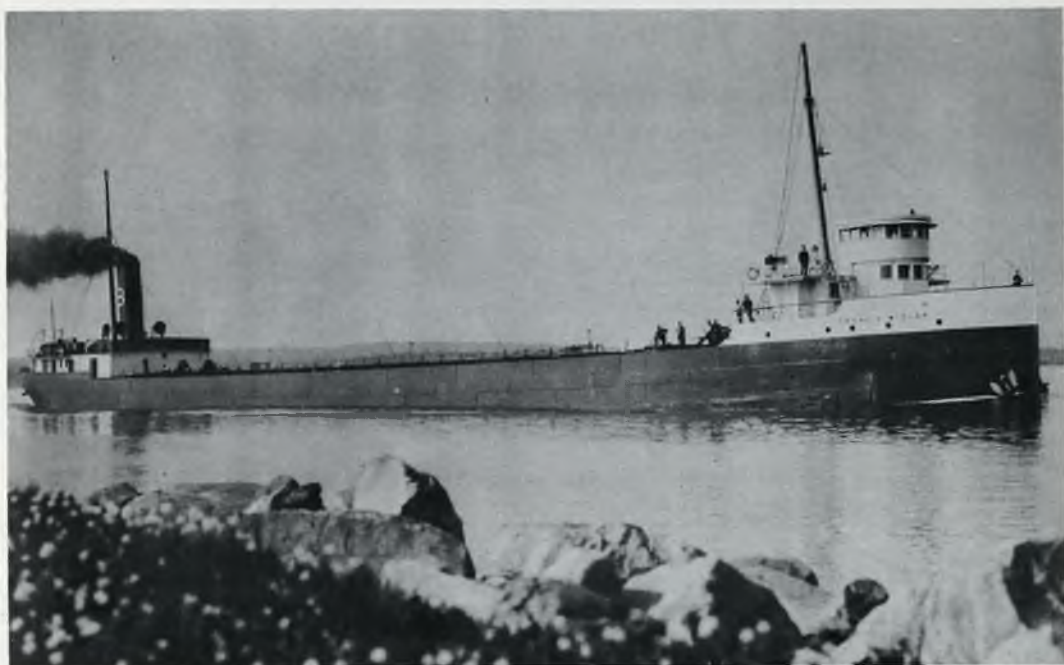
The vessels are listed in alphabetical order below. In general, the Becker vessels had green hulls and white cabins. The later freighters carried a white "B" on a black stack.

- Sch. ANNIE M. ASH (106450), 1888 Cleveland, 242 x 38 x 16.
 Wood.
 Str. DAVID BALLENTINE (6768), 1873 Bangor, Michigan, 204 x 36
 x 21. Later QUITO. Wooden hull.
 Sch. WILLIAM D. BECKER (81423), 1892 W. Bay City, 211 x 35 x
 16.
 Str. A. G. BROWER (107738), 1902 Chicago, 346 x 48 x 24.
 Later SARGENT, C. B. NIENABER, S. B. WAY (1), HOWARD P.
 EELLS, JR., D. E. CALLENDER (11), E. G. MATHIOTT (11).



The JOSHUA W. RHODES
Pasha Photo

- Str. W.W. BROWN (81803), 1902 Chicago, 346 x 48 x 24. Later BALTIC, JOHN W. AILES, HARRY T. EWIG.
- Str. S.S. CURRY (116558), 1893 W. Bay City, 360 x 45 x 20. Later ELMORE, P.W. SHERMAN, E.G. MATHIOTT (1).
- Str. JOHN A. DONALDSON (205220), 1908 Lorain, 380 x 50 x 28. Later J.H. MACOUBREY, WILLIAMSPORT.
- Str. R.W. ENGLAND (200948), 1904 Ecorse, 362 x 50 x 28. Later FRANK SEITHER (1), FONTANA (11).
- Str. G.J. GRAMMER (86610), 1901 Superior, 346 x 48 x 23. Later ADAM E. CORNELIUS, JR., TROY H. BROWNING (1), D. A. MOLONEY.
- Str. B.F. JONES (1) (202839), 1906 Ecorse, 530 x 56 x 32.
- Str. CHARLES J. KERSHAW (125251), 1874 Bangor, Michigan, 223x 37 x 19. Wooden hull.
- Str. V.H. KETCHUM (25908), 1874 Marine City, 233 x 40 x 23. Wood.
- Str. WILLIS L. KING (208397), 1911 Ecorse, 580 x 58 x 32. Later C. L. AUSTIN.
- Str. JAMES LAUGHLIN (203056), 1906 Ecorse, 530 x 56 x 32.
- Str. WILLIAM S. MACK (81791), 1901 Lorain, 346 x 48 x 28. Later HOME SMITH (C.138212), ALGORAIL.
- Str. P.P. MILLER (200346), 1903 Cleveland, 354 x 48 x 28. Later COLLIER, JOHN McCARTNEY KENNEDY, R.E. MOODY.



The FRANCIS WIDLAR
Young Photo

- Str. WILLIAM C. MORELAND (207281), 1910 Lorain, 580 x 58 x 32. Rebuilt, 1915 as SIR TREVOR DAWSON (214499). Later CHARLES L. HUTCHINSON (11), GENE C. HUTCHINSON. (See TELESCOPE, Vol.9, No.1, January 1960, "The Big Splash").
- Str. EDWIN N. OHL (204630), 1907 Wyandotte, 420 x 54 x 29. Later MICHAEL GALLAGHER (1), MICHAEL G. BROWNING.
- Str. W.G. POLLOCK (203342), 1906 Cleveland, 420 x 52 x 28.
- Str. PASCAL P. PRATT (150424), 1880 Cleveland, 272 x 40 x 21. Wooden hull.
- Str. JOSHUA W. RHODES (203473), 1906 Lorain, 420 x 52 x 28. Later FRANK SEITHER (11), HAZEN BUTLER, J.P. WELLS.
- Str. FRANCIS L. ROBBINS (201802), 1905 Cleveland, 380 x 70 x 28. Later GEORGE W. MEAD.
- Str. GEORGE W. ROBY (86031), 1889 W. Bay City, 281 x 41 x 20. Wooden hull, later barge.
- Str. ALEXIS W. THOMPSON (205106), 1908 W. Bay City, 504 x 55 x 27. Later EDWARD N. SAUNDERS, JR. (11), ERNEST R. JOHNSON.
- Sch. WADENA (81438), 1887 Cleveland, 212 x 37 x 16. Wood.
- Str. THOMAS WALTERS (208561), 1911 Lorain, 580 x 58 x 32. Later FRANK R. DENTON.
- Str. FRANCIS WIDLAR (200910), 1904 Cleveland, 416 x 50 x 28. Later BAYTON (G.141675).

Note: The vessels still in the Becker Fleet in 1930 passed into the newly formed Midland Steamship Lines.

Great Lakes Marine News

Edited by Robert Radunz

Contributors

Edwin Sprengeler, Milwaukee
George Ayoub, Ottawa

Richard J. Wright, Akron
James M. Kidd, Toronto

October 5

Five day strike between Seafarers International Union and six Canadian shipowners is settled in Montreal with signing of a two years contract.

Canadian Pacific announces the liner **EMPRESS** of **FRANCE** will make her final voyage out of Montreal November 25 and then be put up for sale.

New Misener freighter under construction at Vickers-Montreal to be J. N. McWATTERS.

October 12

CAYUGA reportedly purchased from the scrapyard by Charles Santos and Joseph McCarthy who plan to put her in operation as a floating luxury hotel and restaurant. Estimated refitting to be \$100,000.

October 14

Work stoppage by 271 St. Lawrence River pilots due today is averted in negotiations between the Canadian Transport Minister and pilot representatives.

October 22

QUEDOC goes aground twice in the same day in Seaway. First grounding is near Alexandria Bay; second is at the Prescott elevator.

October 24

M. V. SUNGATE to arrive in Kingston with first cargo of aluminum ingots brought to this port by an ocean vessel. The cargo is from Kitimat, B. C.

October 28

Wilson Marine Transit Company freighters **NORWAY** and **EDWARD S. KENDRICK** laid up in Toronto with soy bean cargo storage. This is the first time U.S. registered ships have wintered in Toronto.



NORWAY. Photo by Peter B. Worden.

November 3

Transfer of the 21,500 iron ore cargo from the freighter JOHN SHERWIN is to be completed today. The ship sank in the upper St. Mary's River, when she struck an unidentified object.



The JOHN SHERWIN
Photo by Thomas Manse.

November 11

German freighter BETEIGEUEZ leaves a trail of twisted bridges as she rams the new US-23 bridge at Zilwaukee 10 miles south of Bay City damaging its operating gear and probably delaying its opening for several months. Then she ran aground less than 100 feet from the 3rd Street Bridge in downtown Bay City while trying to avoid a second collision. As a result, when she pulled herself free from the mud bank, she smashed protective piling at the bridge. To make matters worse, she was then involved in a collision in lower Lake Huron with the Canadian freighter ALGOSOO.



The ALGOSOO
by Peter B. Worden

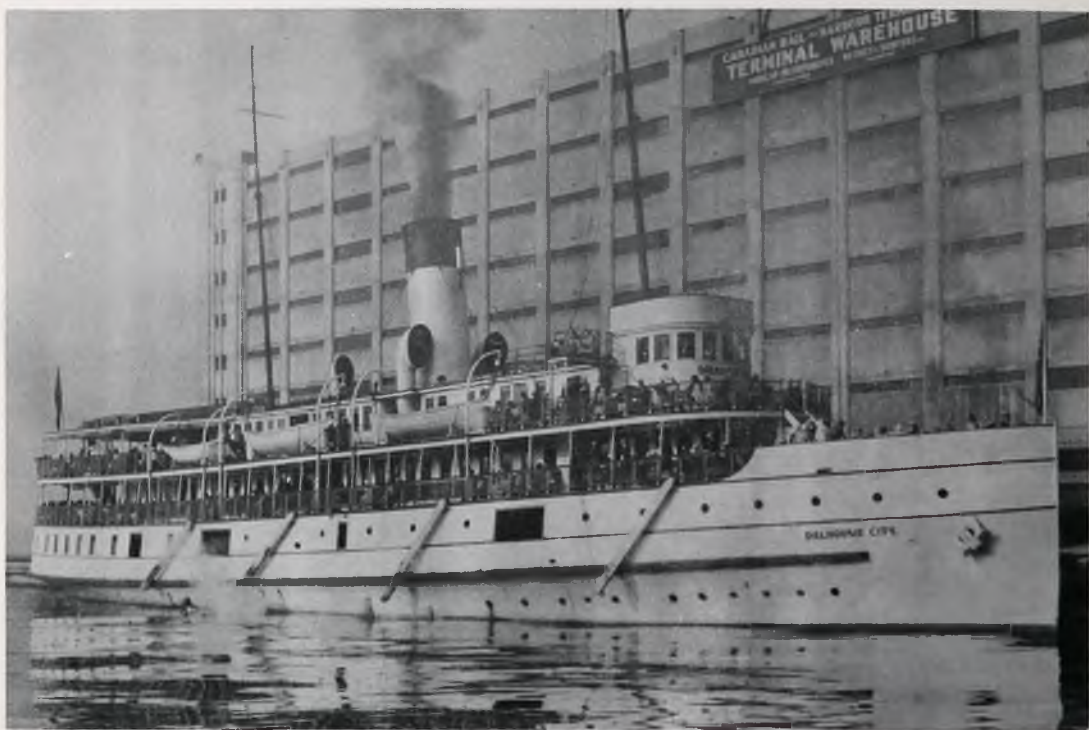
November 12

The pilot who was aboard the German freighter BETEIGEUEZ blames the vessel's design for part of its misfortune. He also criticized the location of the Zilwaukee bridge terming it a screwball idea to place it on a river bend. Pilot, Captain William McNeil stated the rudder was too small to keep it under control in close quarters and that the ship was designed for port to port ocean service and not for river navigation.

Mayor Miriani of Detroit states that the City may be inspired to build two or three public berths for the Port of Detroit when new shipping figures are released. One port advisor states an expected increase of 35 percent in tonnage over 1959.

November 14

Battered German freighter BETEIGEUEZ heads for repairs in Montreal after a Coast Guard hearing is held in Detroit concerning cause of all its trouble.



The ISLAND KING II as the DALHOUSIE CITY.

Dossin Museum Collection

November 15

Steamer ISLAND KING burns at Montreal to a total loss. Owners of the ship were away, and the watchman could not be located. Police are investigating the possibility of arson. She was built as the DALHOUSIE CITY in 1911 by Collingwood Shipbuilding Co., Ltd.

November 16

IRVING S. OLDS of Pittsburgh Steamship Lines closes out season for this Line as it unloads in Conneaut, where it will winter, along with two other of the Lines' ships.

Heavy fog closes down the Seaway. About two dozen vessels were at anchor between the Snell Lock and Montreal harbor.

The JACK DALTON (ex-VACATIONLAND) is reclaimed by the State of Michigan as the purchaser has failed to make payments. The ship was seized by U.S. Deputy Marshals at its dock after Federal Judge John Feikens signed a writ of attachment and seizure under the Admiralty Law.

November 21

Guided missile destroyer HENRY B. WILSON sails into Lake Huron on her final trials.

November 23

The CANADIANA is purchased from the Toledo Lucas County Bank by the newly formed Pleasurama Excursion Line of Cleveland. The bank had acquired the ship June 13 after foreclosing on a \$30,000 mortgage.

Overseas cargo handled by the Port of Toledo during the first six months of this season indicated an increase of 58% over the same period in 1959.

December 1

The Captain, his wife, and 12 crewmen are still on board the freighter MORAZAN. High winds prevent the crews of the Coast Guard cutters, MACKINAW, MESQUITE, or SUNDEW from putting over a rescue boat. Captain of ship reports heavy pounding and water in the holds rising rapidly. The ship had been bound from Chicago to Rotterdam with general cargo when she was blown off course in the Manitou Strait Channel. Rocks trapped the vessel about 300 yards south of the island.

December 2

The wife of the captain of the MORAZAN is removed from the ship by a boarding party from the cutter MACKINAW. The tug ROEN arrives to start rescue operations.

December 3

High winds hinder salvage operations on the MORAZAN. Two marine salvage experts are unable to leave the ship and are caught on board to share the plight of the captain and crew.

December 4

Coast Guard men from the MACKINAW remove all hands from the MORAZAN as high winds offer threat of breaking up the ship.

December 5

Volkswagen of America reported that it shipped 30% more vehicles through the Seaway this summer than it had anticipated. The company said it delivered 21,495 cars at the ports of Toledo, Detroit, and Chicago.

November 28

A New York engineer testified in Chicago that any further diversion of Lake Michigan water by Chicago would lower the water level enough by 1985 to harm all types of lake shipping.

November 30

The State of Alaska may be interested in the VACATIONLAND. State Highway Commissioner John C. Mackie discussed the sale of the ship for coastal ferry service with Thurm Sherard, chief engineer of the Alaska State Highway Department.

The Seaway is to be kept open another day to permit the upbound passage of the last few freighters carrying ore from Quebec.

Liberian motorship FRANCISCO MORAZAN goes aground on the rocks about eight miles northwest of Glen Haven near South Manitou Island in Lake Michigan. The 2,200 ton ship was driven ashore by gale force winds and a heavy snow storm.



Telescope

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 THE DOSSIN GREAT LAKES MUSEUM, BELLE ISLE, DETROIT 7, 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 INTERNAL REVENUE SERVICE.

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MEETING

The January, 1961 meeting will be held at the Dossin Great Lakes Museum at 8:P.M., Friday, January 27th.

The program will feature a talk by Capt. Bill Cowles; "All in a Great Lakes Shipping Season."

In addition, refreshments will be served during a social hour following the meeting.