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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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OUR COVER PICTURE

The cover features a little known photograph of the Steamer Globe taken sometime between 1860 and 1864. The scene is the Rose and Fox dock at Northport, Michigan. Center foreground is the steam tug Liviathan. Can anyone identify the sailing vessel?

The picture is from a copy print by E.O.Clark, made by kind permission of the Historical Society of Pennsylvania.

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ABRAHAM LINCOLN

and the Detroit River

By THOMAS I. STARR

(Editor's Note) This article first appeared in Vol. III, No. 5, of the Detroit Historical Society *Bulletin*. It isn't a new story, but it is one that seems timely in the month of Lincoln's birth, during a period when interest in him is at an all-time high. We re-print the entire article here, making but one addition: We have included Lincoln's own words as they appear on his application for patent as a preface. *Telescope* gratefully acknowledges the permission granted by the *Bulletin* , and Mr. Thomas I. Starr, making its presentation to our readers possible.

No. 6469, Improved method of lifting vessels over shoals.

What I claim as my invention and desire to secure by letters patent, is the combination of expansible buoyant chambers, placed at the sides of a vessel, with the main shaft or shaft C, by means of the sliding spars or shafts D, which pass down through the buoyant chambers, and are made fast to their bottoms and the series of ropes and pulleys, or their equivalents, in such a manner that by turning the main shaft or shafts in one direction, the buoyant chambers will be forced downwards into the water, and at the same time expanded and filled with air for buoying up the vessel by the displacement of water, and by turning the shaft in an opposite direction, the buoyant chambers will be contracted into a small space, and secured against injury.

A. LINCOLN.

Patented May 22, 1849

Abraham Lincoln was an inventor. He created a device for easing river boats over shoals, and was granted a patent. Most biographers of the 16th President mention this, but not one of them has even intimated that the Detroit River had any part in the matter.

Perhaps the Detroit River did not have anything to do with it; we could be drawing erroneous conclusions from a definite pattern of facts. But the facts having to do with the patent issued on May 22, 1849, to Lincoln, seem to this writer to hinge on Lincoln's observation of an incident which took place on the shore of Fighting Island in the Detroit River, the morning of September 29, 1848.

Lincoln was a riverman of no mean ability. His first dollar was earned with a rowboat on the Ohio. He had piloted flat-boats down the Sangamon and the Mississippi around the time he had turned 21. Shallow waters and their hidden obstructions had taught him the dangers of the shoals. Hadn't he been snagged on the Rutledge mill dam at New Salem, where the village's population turned out to watch him refloat his flat-boat and prevent disaster to his cargo? This happened in April 1831, the first time he saw the community that was later to be his home. Many are the incidents that could be cited to show Lincoln's active interest in river navigation and his efforts for waterway improvements.

Perhaps the idea for his single invention had its inception in the Rutledge mill dam incident; if so, he waited 17 years to develop it and make the model upon which the patent was issued. During those years he achieved for himself a reputation as a lawyer and a politician. He served four terms in the Illinois legislature; twice he had been a presidential elector; and he was then the only Whig party member of the House of Representatives from the State of Illinois in the Thirtieth Congress.

Lincoln had defeated Peter Cartwright to win election to Congress. A presidential election between Lewis Cass and Zachary Taylor was approaching, and Lincoln had some Taylor speeches to make. He ended his tour in Boston and started for Springfield, Illinois.

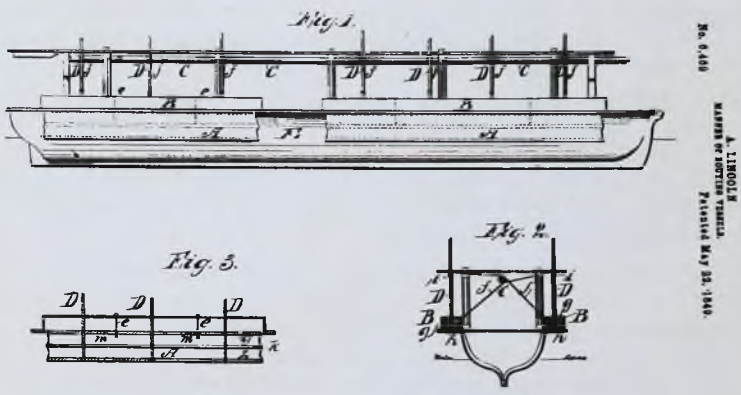
On the way he visited Niagara Falls, then went to Buffalo and boarded the ***S. S. Globe***....and here we come to a series of facts not so well known. Most biographers know that Lincoln left Buffalo on a boat, but its name or where he left it was not known until the Abraham Lincoln Association discovered a letter in the Illinois State Historical Library and published it in 1944 in a volume of letters ***Concerning Mr. Lincoln***. Levi North, a Kewanee, Illinois lawyer when Lincoln was President, wrote Lyman Trumbull, "Mr. Lincoln may remember that in October 1848, he came around the lakes on the steamer ***Globe***, and that he and I had a debate for two days on that trip...".

Historians have generally written that Lincoln left the boat at Toledo or Detroit and traveled to Springfield by rail and stagecoach. Mr. North said that Lincoln and he "came ***around*** the lakes," which seems to square with other known facts. Lincoln left Buffalo September 25; ten days later, on October 5, he was registered at the Sherman House in Chicago.

The schedule of the ***Globe*** on that trip can be traced in the ***Detroit Free Press*** and other contemporary newspapers. In the ***Free Press*** of Friday September 29, 1848, it was found that the ***Globe***, "enroute Buffalo to Chicago," had "reported" at Detroit. In the issue of Saturday the 30th., the ***Free Press*** prints this obscure paragraph, and upon it hangs the nub of this story:

> "THE CANADA ASHORE —— This noble steamer in going down the river on Thursday night ran ashore on Fighting Island quite hard, and was there yesterday when the ***Globe*** came up. The night was exceptionally dark...".

But who gives a hoot about the darkness of the night of September 28, 1848, except that its happenings throw white light upon another fragment of the Lincoln story? We know that Lincoln was aboard the ***Globe*** when it passed the stranded ***Canada***, and it seems reasonable to assume that he must have seen the efforts being made to refloat the latter ship.



A sketch of Abraham Lincoln's plan for buoying vessels over shoals, filed with his application for patent, March 10, 1849.

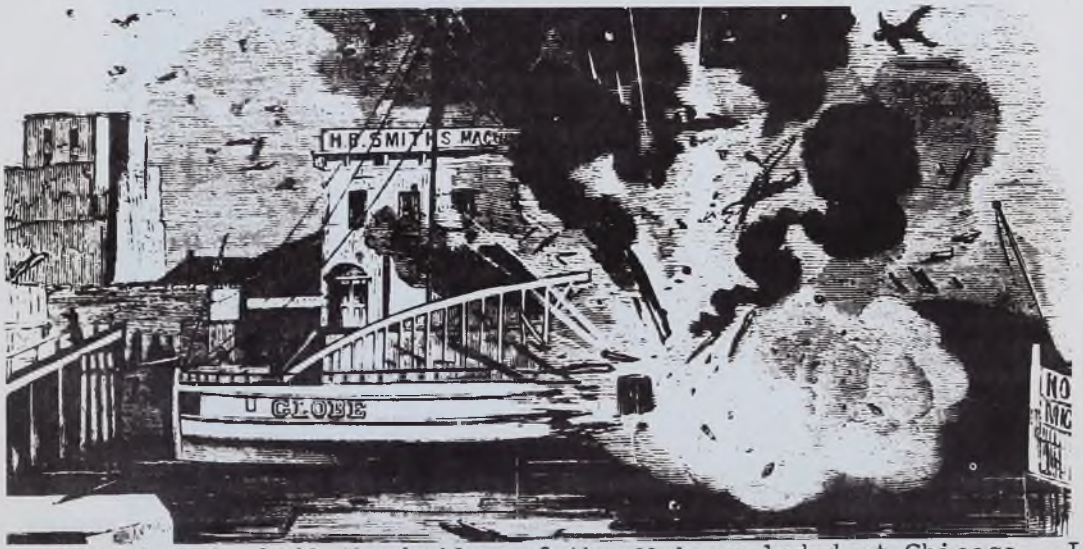
Detroit Historical Society Bulletin.

Lets pick up the thread of the narrative from W. H. Herndon's three - volume "*Lincoln*." Herndon in telling the story stated that Lincoln had been a passenger on the boat that had gone aground; and then added, "Continual thinking on the subject of lifting vessels over sandbars and other obstructions in the water suggested to him (Lincoln) the idea of inventing an apparatus for the purpose. Using the principle involved in the operation he had just witnessed, his plan was to attach a kind of bellows on each side of the hull of the craft just below the water line; and by an odd system of ropes and pulleys whenever the keel grated on the sand these bellows were to be filled with air; and thus buoyed up, the vessel was expected to float clear of the shoal." Herndon also tells how Lincoln whittled out his model, frequently bringing it into the Lincoln and Herndon law office and there explaining its operation and merits.

Returning to Washington in December for the second session of the Thirtieth Congress, Lincoln took with him his model. How much time he devoted to it during the remaining few months of the session is not known. Six days after adjournment, on March 10, with his model under his arm, Lincoln walked over to the Patent Office and filed his specifications and application for patent.

The *Globe* was a new steamer on the Lakes, and had been in service only a few months before it carried Lincoln. Built in Detroit, it weighed 1,200 tons, and was converted from side wheel to propeller in 1860, following an explosion of her boilers. In this mishap sixteen lives were lost. Three years later it burned and sank in Saginaw Bay. It was raised and converted into a barge and was finally wrecked in Leamington, Ontario in 1873. The *Canada*, too was a new boat, something of a luxury lake liner of its day, making trips regularly between Detroit and Buffalo.

Despite several unconfirmed stories to the contrary, this writer is strongly of the opinion that Lincoln never saw Detroit, except from the deck of the *Globe*. And just as strong is this writer's belief that the Detroit River made Lincoln an inventor.



On November 8, 1860 the boiler of the *Globe* exploded at Chicago. In that mishap 14 lives were lost; the fact graphically illustrated in this contemporary woodcut. Subsequent to this the *Globe* was rebuilt into a propeller.

Photograph: Rev. E. J. Dowling, S.J.

Curator's Corner

BY
ROBERT E. LEE
CURATOR
DOSSIN GREAT LAKES MUSEUM

January was an eventful month at the Dossin Great Lakes Museum. This was true both from the viewpoint of events conducted and of gifts that were presented to the collections.

Two meetings were held, and both were outstanding. The Marine Historical Society of Detroit held their January meeting here on the 14th. The program consisted of excellent motion pictures presented by Mr. Carl Turnquist. Before the entertainment began, Mr. Turnquist presented a Canada Steamship Lines houseflag to the Museum on behalf of the Company. Following the program, a coffee hour was conducted by the Detroit Historical Society, with Mrs. Henry D. Brown, Mrs. Edward Nolan, and Mrs. Lee serving as hostesses. It was a fine gathering, and one from which the Marine Historical Society should derive justified pride; second only to our own pleasure in having them.

The second meeting of note was the Great Lakes Maritime Institute gathering on the 27th. Your President, Captain "Bill" Cowles related his experiences of a single season on the Lakes when almost anything that could happen, did! Refreshments also followed this meeting, with Mrs Cowles as Hostess. A most enjoyable evening.

The generosity of our donors found expression in several ways through gifts that will add handsomely to our holdings. Mr. Kenneth E. Smith presented a fine photograph of Stannard Rock Light. Father Edward J. Dowling, Bill Moss, and Mike Ralph each presented original paintings to the collections. Mr. William A. McDonald gave us a prized piece of original advertising for the *Garland*, "Palace Excursion Steamer of the Detroit River" (see illustration below).

Picture Page

By Emory A. Massman Jr.

PHILLIP MINCH: US 201928. GT 5865; NT 4471. 480x52x30. Built by the American Ship Building Co., hull 335. Launched at Lorain, Ohio, in May 1905. Engine and boilers built by Amer. S.B. Co. Tri. Exp. Eng. 22½-36-60 x 42. 2 scotch boilers 13'9" x 11'6". Built for and still owned by the Kinsman Transit Company of Cleveland, Ohio.

BRAZIL (a): **GLENBRAE** (Can.)(b), **BRAZIL** (c). US 3467; C 138217. GT 2186; NT 1655. 276.1x40.2x21.6. Built by Union Drydock Co. at Buffalo, N. Y. in 1890. Steel Const. Tri.Exp.Eng. 19-32-52x45. Owned by 1) Drake & Maytham; 2) Wisconsin Transp. Co. later merged into Reiss S. S. Co.; 3) Great Lakes Transp. Co. (Can); 4) Illinois Ship and Dredge Co. Scrapped about 1948.

The Model Forum

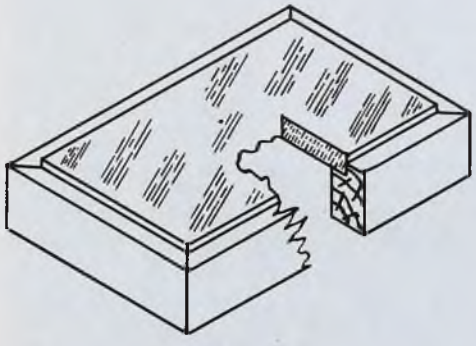
by
KENNETH L. FAIRBANKS

As an aid to model shipbuilders, would recommend that you refer to the following publications, consult your local library or bookstore.

"Deep Water Sailer" and "Masting & Rigging" by Harold A. Underhill of Brown Son & Ferguson Ltd., Glasgow, Scotland. These two books were most helpful to the writer.

"Down Easters" by Basil Lubbock of Charles E. Lauriat Co., Boston, Massachusetts, and "Down Easter" by Roger W. Bragon of Falmouth Publishing House, Manchester, Maine. All of the above books deal primarily with the construction and rigging of salt water sailing ships, but the principles covered in them, also apply to the Great Lakes vessels. You will find by experience that every vessel will have different characteristics on deck and rigging arrangement, but the general procedure of building will be more or less the same.

It is unfortunate that books for model builders on the construction of Great Lakes vessels are not available at present, but we hope that some marine writers will come to our assistance at some future date. In the meantime, helpful blue prints and photos are available through the Dossin Museum Archives. The blue prints are prepared to a scale of 1/8 inch to one foot, for your convenience. We hope with the aid of the Model Forum and the blue prints mentioned above, you will enjoy model shipbuilding as a hobby.



SURFACE PLATE
(auto plate glass set into wood frame.)

To keep your workshop tidy and orderly, would suggest the use of large paper bags for waste material.

A basic piece of equipment needed by all ship model builders is a SURFACE PLATE for measuring and scribing. First secure at an auto glass repair shop a piece of double strength auto plate glass of a size suitable for your needs. Then construct a wooden frame, as shown in sketch, using your own selection of frame material, then rabbiting the inside edge about half the thickness of the glass. After the frame is assembled and the plate glass inserted, it is ready for use.

6 Misfits that Fitted

by JOHN F. MILLER

It is unusual that a group of ships is built, all of which turn out to be unsuited for their intended use; and it is even rarer when six misfits stay in useful service for 30 years; yet such is the case of the six bald-headed auxiliaries built at Toledo in 1916. Originally intended for a New York shipping line, the sextet measured just under 2,000 gross tons on Welland Canal dimensions, 252' x 43' x 21', with deadweight about 3,000 tons. They had an ugly four-masted schooner rig with a straight stem and no bowsprit. Their single screw was powered by a Swedish Bolinders hotbulb Diesel, with only 320 h.p. Before completion, these ships were acquired by Standard of New Jersey for salt water service. Here are the amazing records of these unusual craft, given in order of completion.

MOONLITE, sold by Esso, 1922, to Pacific S.S. Company, and renamed ADMIRAL PEARY, and equipped in 1924 with 1,000 h.p. McIntosh and Seymour engines. Sold to Mexico in 1934 and renamed SONORA. In Panama registry during World War II, she was operated by AGWI and Lykes. Destroyed by fire, June 23, 1945, off the east coast of Florida.

STARLITE, was renamed STANDTOW NO. 2 in 1921, and sold to an Argentine subsidiary of Esso in 1922 and renamed TRANSITO. Reduced to a barge by 1938, she was renamed ESSO NO. II, and renamed again in 1947 as ESSO SANTA FE, still under the Argentinian flag. Apparently still in service.

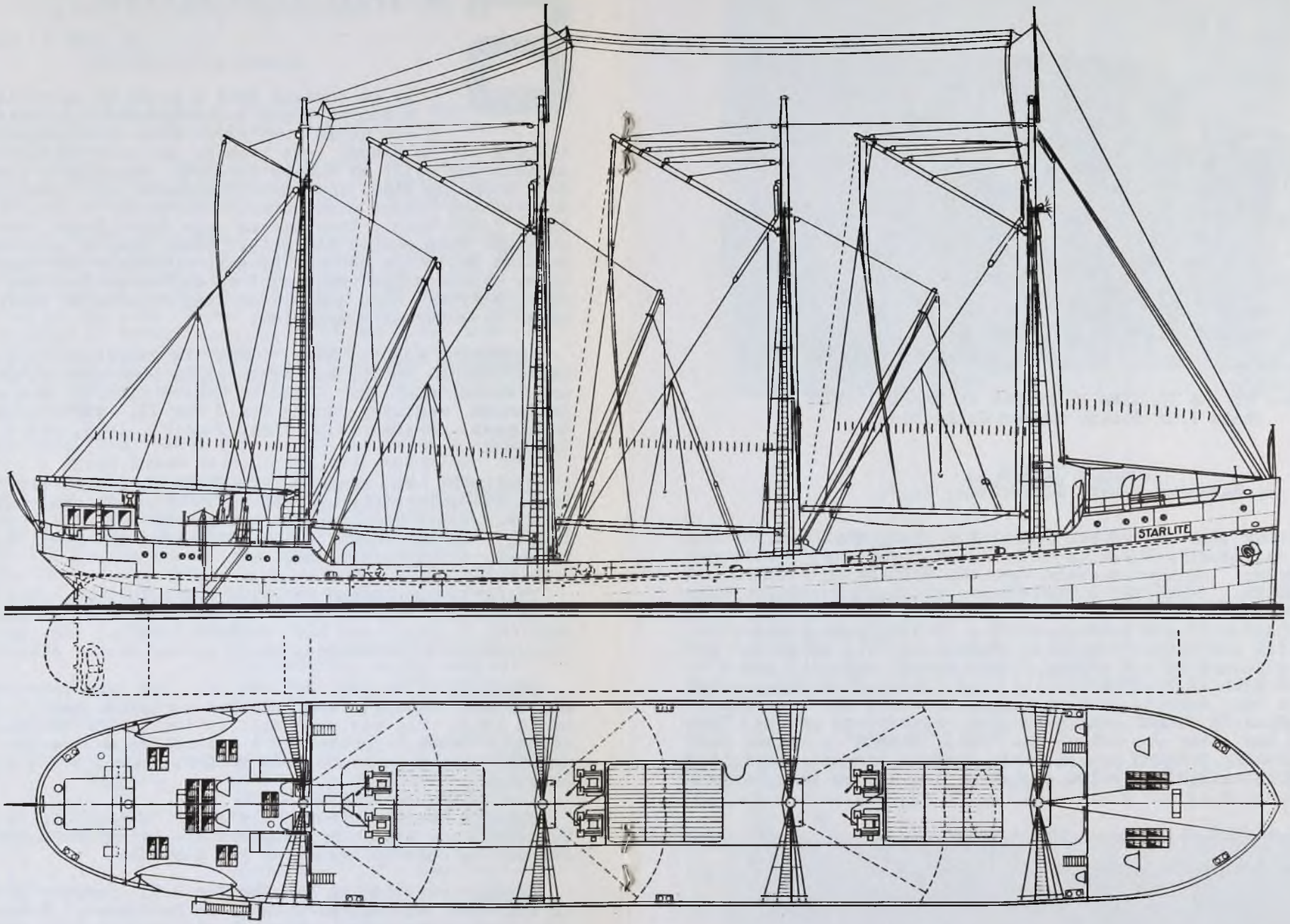
TWILITE was renamed STANDTOW NO. 1 in 1921, and then also went to Argentine, bearing in succession the names NORSWORTHY, PLATAPET, ESSO NO. 1 (1938) and ESSO FORMOSA (1947). Now in same ownership, (Cis.Trans. de Petroleos, S.A.) as her sister ship ESSO SANTA FE.

DAWNLITE was sold by Esso in the early twenties to Pacific Steamship Company, who kept her original name, rig and engines until 1930. She was then sold to the Sabine Towing Company of Port Arthur, Texas, reduced to a tank barge and renamed PURE WOFFORD. In 1947 she became the SAN CARLOS, owned by Julius S. Gissel of Houston.

SUNLITE went through a similar change of ownership in the twenties, and again in 1930,when she became Sabine's PURE SHERRILL. She now belongs to Gissel as SAN GABRIEL.

DAYLITE was also in the Pacific S.S. Company from 1921 to 1930. In that year she became a barge at Baltimore. Retired in 1940, she was due for scrapping, but was refitted in 1941 with an old triple expansion steam engine. Last year, still called DAYLITE, she was listed under Panamanian registry, being owned at Macao, Brazil.

With their original rig and motors these vessels were grossly under-powered. Yet, either with new engines or none at all, these six "misfits" weathered the depression, escaped the Japanese scrap market, and survived the Battle of the Atlantic.



STARLITE

The four masted schooner **STARLITE**, built at Toledo, Ohio, in 1916, for a New York shipping line. 252'x43'x21. Sold to an Argentine subsidiary of Esso in 1922, and subsequntly re-named several times. Apparently still in service.

Launch of the WILLIAM P. PALMER at Ecorse, 1910
Photo from Dossin Museum Collection

THE BIG SPLASH
By Reverend Edward J. Dowling, S. J.

WILLIAM P. PALMER (US.208157) was built at Ecorse, Michigan, by the Great Lakes Engineering Works as Hull No. 76, for the Pittsburgh Steamship Company. Sister vessels were the WILLIAM B. DICKSON and WILLIAM J. OLCOTT. WILLIAM P. PALMER is a standard type bulk freighter of dimensions: 580' x 58'2" x 33'2". Her gross tonnage as built was 7602 and net tonnage, 5476. Great Lakes Engineering Works also built her triple expansion engines of 24", 38", and 65" diameter of cylinders by 42" stroke. This vessel was the second to carry the name WILLIAM P. PALMER, the other being US.81705, built in 1900. Since both vessels operated simultaneously for many years, the later WILLIAM P. PALMER was generally referred to as the "Big PALMER" while the other was called the "Small PALMER". After half a century, the Big PALMER is still in service for her original owners. Our illustration below shows the vessel on the Detroit River in 1953.

The JUDGE HART

FLEET OF BOLAND AND CORNELIUS, Part II

Str. FLEETWOOD (US.77587), ex WIARTON (C.150231), ex GLENVEGAN (C), ex CICOA (US0), ex JOHN SHARPLES (US), 1903 W. Superior, Wisconsin, 255 x 41 x 18.Managed by B & C during World War II.
Tug GOVERNOR (ex DIPLOMATIC, ex JAMES P. McGUIRL, US.210759), 1912 Grassy Point, New York, 73 x 21 x 8. Wood.
Str. NISBET GRAMMER (C.), 1923 Birkenhead, England, 253 x 43 x 18.
Str. GRIFFIN (US.86140), 1891 Cleveland, Ohio, 286 x 38 x 20. Later JOSEPH S. SCOBELL.
Str. JUDGE HART (C.146247), 1923 Cowes, England, 252 x 43 x 18.
Str. JOHN A. HOLLOWAY (C.148434),1925 Hull, England, 253 x 43 x 18.
Str. GEORGE R. HUNTLEY (C.148898), 1926 Old Kilpatrick, Scotland, 253 x 43 x 18.
Str. GEORGE H. INGALLS (ex WILLIAM L. BROWN,US.81747),1901 Chicago, Illinois, 430 x 50 x 25.
Str. INLAND (ex I. W. NICHOLAS, US.100589), 1895 Cleveland, Ohio, 328 x 42 x 22. Later shortened to 248'.
Barge ISOLDE (ex Str. C. W. JACOB, ex CITY OF PARIS, US.126722), 1891 W. Bay City, Michigan, 298 x 41 x 21. Wood.
Str. ITALIA (US.100450), 1889 Marine City, Michigan, 289 x 42 x 21. Wood.
Str. JASON (US.210935), 1913 Sparrows Point, Maryland, 514 x 65 x 36. Former U. S. Navy collier. Operated on coast only.
Sch. B. W. JENNESS (US.2608), 1867 Detroit,Michigan, 155 x 30 x 10. Wood.
Sch. JOURNEYMAN (US.75549), 1873 Wenona, Michigan, 130 x 26 x 9. Wood.

The KENSINGTON
Pesha Photo

Str. JUDGE KENEFICK (C.148430), 1925 Hull, England, 253 x 43 x 18.
Str. HUGH KENNEDY (US.203906), 1907 Lorain, Ohio, 532 x 56 x 31. Later J. F. SCHOELLKOPF, JR.
Str. KENSINGTON (US.200203), 1903 Toledo, Ohio, 370 x 50 x 24. Later M. A. REEB and O. S. McFARLAND.
Sch. JAMES C. KING (US.13871), 1867 E. Saginaw, Michigan, 175 x 33 x 12. Wood.
Str. JACOB T. KOPP (US.204815), 1907 Ecorse, Michigan, 480 x 54 x 31. Later G.N. WILSON, HARRY YATES,CONSUMERS POWER, EDMUND P. SMITH.
Str. LACKAWANNA (US.140930), 1888 Cleveland, Ohio, 266 x 38 x 19.
Str. LAGONDA (US.141432), 1896 W.Bay City, Michigan, 375 x 46 x 23.
Str. LAKE CHELAN (ex WAR PANSY, US.216454), 1918 Toledo, 252 x 43 x 19.
Str. McKEE SONS (ex MARINE ANGEL, US.247490),1945 Chester, Pennsylvania. Originally a "C-4" type ocean transport of dimensions 496 x 72 x 27. Converted to self-unloader,1952,and lengthened. New dimensions, 620 x 72 x 37.
Str. NORMAN B. MACPHERSON (C.148846),1925 Old Kilpatrick, Scotland. 253 x 43 x 18.
Str. MAHONING (US.92454), 1892 Wyandotte, Michigan, 274 x 40 x 23. Later GUANOCO.
NOTE: Remove rename "GUANOCO" from CODORUS in last month's list. CODORUS was never renamed.
Sch. MASSASOIT (ex JESSE LINN, US.75605), 1874 Gibralter, Michigan, 217 x 43 x 21. Wood.
Sch. JOHN MAGEE (US.75084), 1869 Oswego, New York, 137 x 26 x 11. Wood.
Str. CLIFFORD F. MOLL (US.206044), 1909 Ecorse, Michigan, 444 x 56 x 29. Later STANDARD PORTLAND CEMENT and ELMDALE (British).
Str. WATKINS F. NISBET (C.147230), 1923 Birkenhead, England, 253 x 43 x 18.

the NYANZA - Pesha photo

Str. NIAGARA (US.130738), 1897 W.Bay City, Michigan, 250 x 41 x 17.
Str. JOHN M. NICOL (US.76786), 1889 W. Bay City, Michigan, 253 x 42 x 16. Wood.
Str. NYANZA (US.130462), 1890 W. Bay City, Michigan, 280 x 41 x 20. Later barge LANDBO. Wood.
Str. JOHN J. O'HAGAN (ex LAKE GENEVA, US.216827), 1918 Duluth, Minnesota, 215 x 43 x 18. Later MANOMET,U.S.S. ARIES,ADELANTO.
Str. WILLIAM P. PALMER (US.81705), 1900 Cleveland, Ohio, 253 x 42 x 27. Later MAX M. BROAD and SIDNEY E. SMITH.
Str. JOHN S. PILLSBURY (C.149071),1926 Hull,England, 253 x 43 x 18.
Str. ROBERT W. POMEROY (C.147076),1923 Hull,England, 253 x 43 x 18.
Sch. PORTER (US.150012), 1874 Milwaukee, Wisconsin, 205 x 34 x 14.
Str. JOHN PRIDGEON, JR. (US.75756), 1875 Detroit, Michigan, 211 x 36 x 14. Wood.
Str. JOHN J. RAMMACHER (C.147080),1923 Hull,England, 253 x 43 x 18. Later WALLACEBURG.
Str. W. P. REND (ex GEORGE G. HADLEY, US.86026), 1888 W. Bay City, Michigan, 288 x 40 x 22. Wood.
Str. JOHN B. RICHARDS (C.148849), 1925 Old Kilpatrick, Scotland, 253 x 43 x 18.
Sch. ROB ROY (US.21795), 1868 Perry, Ohio, 98 x 22 x 7. Wood.
Str. WILLIAM T. ROBERTS (ex E.D. CARTER, US.202866),1906 Wyandotte, Michigan, 504 x 54 x 30. Later DOW CHEMICAL and NORMAN J. KOPPMEIER.
Str. CAPTAIN JOHN ROEN (ex GEORGE M. HUMPHREY, US.226276), 1927 Lorain, Ohio, 587 x 60 x 32. Later ADAM E. CORNELIUS and CONSUMERS POWER.
Sch. SANTIAGO (US.116893), 1899 W.Bay City,Michigan, 324 x 45 x 21. Wood.

(to be continued)

CORRECTION: Mr.Erik Heyl has questioned our statements in TELESCOPE October 1960, page 186 regarding ADIRAMLED, ex CITY OF FREMONT. He states that this vessel was lost by sinking, June 6,1912 near Dutch John Bay, Stone Island, Lake Ontario. Similarly he states that the correct ending for CITY OF GRAND RAPIDS is: Burned at wharf, Little Tub, Tobermory, Ontario. Later towed away and fetched up in Big Tub, Tobermory, as her final resting place. Our information regarding these ships was taken from a list of Great Lakes wrecks composed by the late Captain Edward Carus of Manitowoc.

Great Lakes Marine News

Edited by Robert Radunz

Contributors

Edwin Sprengeler, Milwaukee
George Ayoub, Ottawa
Richard J. Wright, Akron
James M. Kidd, Toronto

December 2
St. Lawrence Seaway closes shortly after midnight, after a two day extension. The laker HASTINGS (Can. SS Lines) was the last ship upbound.

December 9
Salvage operations begin at Montreal on the ISLAND KING II, which was recently destroyed by fire at its winter berth in the Lachine Canal. Job is expected to take three weeks.

December 16
Port of Montreal closes with the departure of the Canadian Pacific freighter BEAVERFORD bound for London. It was preceded earlier by the Seaway freighter PORT SAID (Egyptian) bound for Alexandria.

December 19
Announcement is made that the new Dutch motorship PRINSES MARGRIET of the Oranje Line will arrive in Montreal on July 22, 1961, and leave for Chicago on July 27.

December 20
The 49 year old ferry T. J. CLARK which was refused a certificate in the fall of 1959 by the Canadian Department of Transport, was sold by the Toronto Transit Commission to the Toronto Dry Dock Co. for $1. She nearly sank at her dock one week ago so the Commission was anxious to get rid of her.
IMPERIAL COLLINGWOOD and IMPERIAL LONDON are to be lengthened at Canadian Vickers Yard in Montreal by 41'6". The additional length will comprise one tank and will be placed forward of the wheelhouse. Hull will be raised 2'3⅛" giving them additional freeboard. The wheelhouse will now appear almost amidships.

December 22
Quebec City firemen extinguished a fire which caused considerable damage to a cabin and cargo aboard the hard luck German freighter BETEIGEUZE in Quebec harbor. No estimate of damage reported. (See TELESCOPE December '60).

December 24
Canadian General Electric has launched an $18,000,000 shipbuilding program. Work has already started on a 25,000 ton bulk carrier in St. John N.B. for the Great Lakes. Work will start soon on another twenty-five thousand ton Lake carrier and two smaller freighters at Collingwood. The large ships will cost $7,000,000 each and the smaller $2,000,000 each.

December 29
ISLAND KING II may sail again. Superstructure has been cut away and boilers and engines are in the process of removal. The vessel will be inspected by its new owners, the Buckport Shipping Ltd. Once salvage operations are completed, if at all possible, the ship will be converted into either a river schooner for hauling scrap, or a scow for salvage work.
Canadian Department of Transport tender GRENVILLE will begin a two year survey of Lake Ontario in January 1961.

January 1, 1961
Milwaukee harbor report shows that harbor income increased from $746,000 to $866,000 despite a longshoremen's strike that reduced port traffic.

January 4
Sheriff Robert White of Leland, Michigan, reports that two men went out in a small boat and stole some cargo from the stranded freighter MORAZON.
Chief engineer of the St. Lawrence River channel states that the widening is well underway between Montreal and Quebec and by 1970 ships will have 50% wider channel.
Ford Motor Company engineers testified in Federal Court that lowering of Great Lakes level would reduce Ford's water intake by 30 million gallons a day, and might effect the company's expansion in the area.
Exports from Chicago in 1960 increased by 13.7% but imports dropped by 24.2%.
Port Huron, Michigan votes to appropriate more than $250,000 for expansion of port facilities. The Mayor predicts that income from the port will exceed $1,000,000 a year within three years.

January 11
President of the Lake Carriers' Association questions whether the new Great Lakes pilotage regulations proposed by the federal government would achieve what he called their sole purpose, safety of navigation. He also stated that to his knowledge "not one single person having actual experience in piloting on the Great Lakes has been consulted" in the administering of the Great Lakes pilotage act which Congress passed last year.
For the first time in their history, the three Ford Motor Company freighters each carried more than 1,000,000 net tons of raw materials to the Rouge plant in 1960. The three ships brought a total of 3,306,000 net tons of iron ore.
Total bulk cargo shipments on the Great Lakes last year were up by fifteen per cent over the 1959 total.The 1960 total was 169,810,310 net tons. Of the four major commodities shipped, only coal showed a small drop in volume.

January 15
The levels of Lake Huron and Michigan and the lower St. Mary's River will be lowered three inches as a result of deepening projects, according to the superintendent of the United States ship canal at the Sault.

January 16
President Eisenhower's budget submitted to Congress tagged $19,100,000 for more deepening of Great Lakes connecting channels to St. Lawrence Seaway depth and $10,900,000 for harbor work in seven lake states. He also asks $967,000 for the Great Lakes sea lamprey eradication program. Included in the request was an estimated Seaway loss of $1,200,000.

January 18
Chicago manager of the Isbrandtsen Company, a salt water shipping line, states that his company preferred not to use the St. Lawrence Seaway because of "time consumed in navigating the bottlenecks."
The French Line is considering entering Seaway trade with five cargo-passenger vessels. Ships would carry 75-100 passengers each and sail to Europe every 15 days.
A total of 16,606 vessel passages through the Sault Locks were recorded in 1960.

January 25
The self-unloader CALCITE (see TELESCOPE Vol. 9, No. 12) is being scrapped at the Pittsburgh Dock Company, Conneaut, Ohio.
The governments of Canada and the United States were asked by the inland shipping industry to open the Seaway by April 1, ice conditions permitting.

January 28
Overseas cargoes at the Port of Detroit rose to 600,573 tons during 1960, compared with 265,590 tons in 1959.
Smoke nuisance charges against 24 steamship companies in Traffic and Ordinance Court, Detroit, were dismissed when the firms agreed to control the smoke emitted by freighters passing in the Detroit River and at Detroit docks.

February 1
Management of the four vessels of the Midland Steamship Company of Cleveland will be taken over by the Browning Lines. Browning is only taking over the administrative function of the Midland fleet.
Colonel Loren W. Olmstead is named executive director of the Niagara Frontier Port Authority in Buffalo.
The LYNDE D. McCORMICK, second Bay City built guided missile destroyer, will leave for the Atlantic Ocean on May 17.

S.. T. EMERILLON - Donald Page photo

The following information is from a special newsletter sent to Marine News by D. Page, Shipbuilding Production Manager of Davie Shipbuilding Limited, Lauzon, Levis, Quebec.

Davie has built and delivered in 1960 the following four ships:

S. T. EMERILLON a 42,000 ton steam turbine tanker, the largest ship to be built in Canada to this date.

C.M.S. JOHN A. MacDONALD, a diesel electric icebreaker of 15,000 h.p. for Arctic Service.

SS NEW QUEDOC for Paterson Steamship and upper laker of 610' length, steam turbine drive.

Tug, JERRY G., 1,000 h.p. diesel with variable pitch propeller.

New upper laker the SS WHITEFISH BAY is being fitted out for Canada Steamship Lines.
Being built, is a sister for the NEW QUEDOC to be diesel propelled. She is unnamed and is known at this point as hull #627.

The upper lakers HARRY R. JONES and WILLIAM F. STIFEL were made ready by Davie for their Atlantic crossing to Genoa and were towed by Dutch tugs.

The old steam canal size tanker PINEBRANCH ex THUNDER BAY built 1895, left in December in tow of the tug FOUNDATION VIGILANT for Mulgrave, N.S., where she is to be used as a breakwater.

Canal size freighter EDMONTON is laid up in the Louise Basin in Quebec, apparently awaiting scrapping.

S. S. NEW QUEDOC - Donald Page photo

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 organizations scope of interest has been widened considerably, and the monthly publication TELESCOPE includes articles on History, Salvage, Current News, and Model Building as well. The building of models remain one of the main projects of the Institute, and the organization has created the largest 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 NOTICES

February meeting will be a business meeting of the Board of Directors. Members are invited to attend. Dossin Museum; **February 24th 1961** at 8:00 PM.

The March meeting will be held one week early, on **MARCH 24th**, so that we may enjoy a special program. Institute Member, **Professor George W. Hilton**, currently at Northwestern University, will give an illustrated address on **CARFERRIES OF THE GREAT LAKES**. We will be joined for this meeting by the Michigan Railroad Club. Remember the date: **MARCH 24, 1961; 8:00 PM; Dossin Museum, Belle Isle.**

S P E C I A L N O T I C E

ATTENTION MODEL BUILDERS! A meeting of the Model Forum Group will be held at the Dossin Museum Building, Friday March 10, at 7:30 PM. Bring along your pet project and your "shipyard dungarees".