

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 blue-print 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 PICTURE

This month's cover is of the Whitefish Bay, C.S.L.'s new Flagship, on her first trip at Cleveland. See page 85. Picture by F. B. Worden.

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THE SENECA EXPLOSION

EDITOR'S NOTE: Institute Member, William A. McDonald has a private archive of information which rivals the holdings of many professional institutions. TELESCOPE welcomes the opportunity to bring some of the "gems" of his collection to it's readers. In submitting this excerpt from an old newspaper account, Mr. McDonald adds the following pertinent information:

"The account of the boiler explosion on board the SENECA was sent to me together with some other items pertaining to steam-boating in the 1850's at Ontonagon, Michigan by the Honorable Charles Williams, Judge of Probate and Juvenile Court at Ontonagon.

The steam propeller SENECA, US 22559, 105 tons register, was built at Geneva, N. Y. in 1853. First enrollment was recorded at Buffalo, N. Y. in 1857. About that time the vessel went to Ontonagon and was employed in carrying passengers and freight up river to the location of several copper mines that were heavy producers there in the 1850's and 60's. In 1872 I find notation that the SENECA was sold to aliens, which undoubtedly means to Canadians. I have been unable to find any further reference to her later career.

It might also be pertinent to offer an explanation of the phrase "best of Wyandotte". The reference here is to the product of the Eureka Iron and Steel Company, located at Wyandotte, Michigan. This plant was organized in 1853 by Captain Eber Brock Ward, who was one of Michigan's most prominent capitalists in those days. Captain Ward was a shipbuilder and ship owner and was engaged in many other industrial enterprises. At his Wyandotte mill he installed a Bessemer Converter, and in 1864, made the first Bessemer Steel manufactured in America. This was the steel that had been used to repair the boiler of the SENECA". -W.A.McD.

ANOTHER BOILER EXPLOSION from Lake Superior Miner - October 15, 1864

Another terrible boiler explosion, attended with probably fatal consequences, occurred this morning, about 8 o'clock, on board the propeller SENECA, lying at the foot of Orleans Street. The boat has been at dock under-going repairs to her boiler for the past two months, and this was the first attempt to get up steam, preparatory to moving down to one of the lower docks to load for Ontonagon. When about 30 lbs. had been generated, one of the lower flues, which had not been braced, was blown out with terrific violence. The Captain and fireman were in the hold at the time the accident occurred. The former was sitting upon a small block near the entrance to the furnace, the fireman was engaged in tightening up one of the hand holes a short distance from him. A dense volume of steam poured from the aperture blown open, and struck the Captain full in the face. In an instant the hold was filled with steam, and the deepest concern

was felt by those above for the fate of the unfortunate men below. Fortunately, the forward hatch was open, and towards this the two men had presence of mind enough left to crawl, and were drawn up to the deck, more dead than alive. Their appearance when taken out was terrible to look upon. The skin from their faces, arms and bodies rolled off in great flakes and strewed the deck, presenting a sickening spectacle. The Captain's flesh in many parts of his body is literally par boiled. There is not an inch on the body of either man that is not literally scalded. The unfortunate men were conveyed as soon as possible to the Dry Dock Saloon, where their injuries were attended to by Drs. Cobb and Brodie, who labored long and humanely to alleviate their sufferings. The fireman was removed to the Marine Hospital as soon as his wounds were dressed. The Captain now lies in an insensible condition, his injuries being too great to permit of his removal. One reporter was informed by the medical attendants that they do not consider it possible he can live. His name is Morrison, and his wife and family reside in Ontonagon. The fireman's name is Marr, and is, we believe an unmarried man.

The Engineer, Jas. Kelley, was engaged in tightening up the bolts in a steam pipe in his room at the time of the explosion. He too, was badly scalded about the hands and face but not seriously.

The destruction of property by the explosion is not so great as might be expected, and was confined to the hold. The sheet iron roofing was torn to shreds, and driven with great violence against the bow of the boat. A quantity of coal which was lying near the boiler was scattered in every direction. Many pieces of large size were blown through the hatchway and out into the river. The boat was comparatively uninjured. She is owned by the firm of Willard & Co., (Wm. Willard and James Mercer) of Ontonagon. Det Free Press, Sep.29.

THE ACCIDENT TO THE SENECA CONFIRMED

The heart rending accident to the steam tug SENECA, is confirmed, full particulars of which are given elsewhere. Captain Morrison and fireman Marr died a few hours after the casualty. A private letter from Detroit says the portion of the boiler that gave way was of new iron, and it probably occurred from imperfection in the material though the best of Wyandotte was selected.

A well known Great Lakes author, historian, friend and member of the Institute, Frank Barcus, died on April 19, following a long illness. He was 65 years of age.

Frank was born in Milwaukee and came to Detroit with his family when quite young. He was never far from the Great Lakes, with the exception of a year spent in the Soviet Union as a Supervising architect for Albert Kahn.

His talents found wide expression, for he authored two books and a map. His first book was a sketchpad of drawings of the Detroit scene. Most well known to Lakes students and buffs is his latest published work "Freshwater Fury", which deals with the great storm of 1913. His Historical Chart of the Great Lakes region is published and distributed by the Michigan State Historical Commission.

He was also a member of the American Institute of Architects, and the Algonquin Club. He will be greatly missed.

Whitefish Bay

New Flagship of the Canada Steamship Lines, WHITEFISH BAY made her first trip into Cleveland, arriving on April 20th. She came from Picton with 23,425 Gross tons of pellets for Bethlehem Steel.

The WHITEFISH BAY is powered with an oil turbine, and was built by Davie Shipbuilding, Limited at Lauzon, Quebec, as hull number 625. She is 730' x 75' x 26.6'. Her estimated capacity is 26,000 tons, a figure yet to be confirmed, as the Picton channel is not dredged to sufficient depth to accomodate her fully loaded draft.

Her contract date was July 6, 1959, and she was launched on November 16, 1960. TELESCOPE thanks member Peter B. Worden for the cover picture and much of this information. The fine launching picture is member Donald Page who also rates our thanks.



WE ARE SORRY

We goofed! Yes, we could say that some poor typist caused the problem, but we won't. We the Editors are to blame for several mistakes in the April issue. Here are the corrections. Forgive us, please.

Abitibi Fleet: Omitted was, Tug F.H.ANSON (C 150372) 1922 Twin Falls, Ont., 75x20x10 wood, Diesel powered.

Str. E.B.BARBER number should be C 194458, and length 574.

HOME SMITH, J. FRATER TAYLOR, THEANO, VALCARTIER, and J. H. WADE, should read STEAMER not Tug.

Str. HOME SMITH number should have been US 81791.

And we really are sorry that these got by us.

GENERAL INFORMATION

The UNITED STATES LAKE SURVEY was established by Act of Congress on March 3, 1841. Its mission is the preparation and publication of navigation charts and bulletins covering the GREAT LAKES system, LAKE CHAMPLAIN, NEW YORK CANALS, and the MINNESOTA-ONTARIO BORDER LAKES, and the study of all matters affecting the hydraulics and hydrology of the GREAT LAKES, including the necessary hydrographic and related surveys, investigations and observations.

Lake Survey charts of the Great Lakes, Lake Champlain, New York Canals, and part of the Minnesota-Ontario Border Lakes (Rainy Lake and Lake of the Woods) are prepared on the polyconic projection and are primarily for navigational use. They depict the hydrography of water areas, together with topography of limited areas of the adjacent shores and islands so as to show the docks, structures, and the landmarks visible from the lakes and channels. Various scales are employed to portray features in sufficient detail for the purposes of the different classes of charts. The small scale of the general lake charts is suitable for the needs of open-lake navigation; the medium scales of the coast, river and sectional charts afford greater detail for the closer navigation in the areas covered; and the largest scales show the details pertinent to restricted navigation in harbors and confined localities. The Minnesota-Ontario Border Lakes Charts from North Lake to Kabetogama Lake are prepared on the Lambert Conformal Conic Projection and are designed to suit the needs of their intended use in small shallow draft boats cruising the waters covered. They do not show hydrography.

Water surface elevations on the GREAT LAKES and the discharge of their outflow rivers have been recorded since 1860. These and related data such as amount of precipitation in the Great Lakes Basin and lake level forecasts are available upon request for specific information.

GENERAL CHARTS OF THE GREAT LAKES

Chart No.	Locality	Scale	Size (inches)	Edition of	Price
0	GREAT LAKES —General Chart—Including Lake Champlain and New York Canals	1:1,200,000	36×52	Apr. 1955	\$1.00
2	LAKE ONTARIO —The entire lake.....	1:400,000	24×38	Aug. 1956	1.00
3	LAKE ERIE —The entire lake.....	1:400,000	30×44	Mar. 1958	1.00
5	LAKE HURON —The entire lake, including Georgian Bay and North Channel	1:500,000	36×42	Oct. 1958	1.00
7	LAKE MICHIGAN —The entire lake, including Green Bay.....	1:500,000	30×48	June 1957	1.00
9	LAKE SUPERIOR —The entire lake.....	1:500,000	31×52	June 1958	1.00

Sales Offices—The charts may be purchased at the following offices:

U. S. Army Engineer District, Lake Survey, Corps of Engineers, 630 Federal Building, Detroit 26, Mich. (Mail orders and counter sales).

St. Marys Falls Canal Office, Corps of Engineers, Sault Ste. Marie, Mich. (counter sales only).

U. S. Army Engineer District, Buffalo, Corps of Engineers, Engineer Park, Buffalo, N. Y. (counter sales only).

U. S. Army Engineer District, Chicago, Corps of Engineers, 475 Merchandise Mart, Chicago, Ill. (counter sales only).



Curator's Corner

BY
ROBERT E. LEE
CURATOR
DOSSIN GREAT LAKES MUSEUM

The season is upon us, the long ships pass, the trees have burst out green. It is summer on the Island. With this annual event has come the influx of visitors to the Museum, and we are now well past 154,000 since opening. That's only 46 thousand short of the 200,000 we predicted we would have by the 24th of July. It begins to appear fairly obvious that we will considerably pass that hoped for goal!

Grass has begun to show, (along with crabgrass) and the outside grounds look better every day. Very shortly we will begin the long awaited landscaping. There is enough chain spread out to make a fine fence, and all that is awaited is the construction of concrete posts to support it. Incidentally, if anyone has any two inch pipe in lengths between five and six feet, we can use it for post centers.

The largest single gift to be received by the Museum, with the exception of the Dossin grant for the building, was delivered and placed in position on the lawn this month. When we say largest, we are speaking of both value, and weight. This is a propeller from the PAUL H. TOWNSEND, presented to the Museum by the Huron Portland Cement Company. It weighs 7,720 pounds, and if you know the present price of pure bronze, even as scrap, this is a major contribution.

In addition to the propeller itself, the company is providing a concrete base and a bronze plate, so that we will have a very handsome addition to our outdoor displays.

While we are on the subject of Huron Portland, this writer owes a real note of appreciation to the Company for hospitality extended at their plant in Alpena.....the largest single cement plant in the world....and on board the S. T. CRAPO. More will be said about this trip in a future issue, but suffice for the time being that the methods employed in bulk cement transportation are among the most interesting we have ever been privileged to witness.

Another outstanding contribution came to the Museum from member Don Bliss. This is a fourth order bulls-eye lens. Don bought this from Coast Guard surplus and presented it to us. The staff have it neatly polished, and it will be added to the displays on the floor, very soon.

We are planning a special exhibit to be installed in the next few weeks, which should draw heavily from the steamboat fans. This is a showing of the pen and ink drawings of Samuel Ward Stanton. You are doubtless familiar with his book "AMERICAN STEAM VESSELS", which is now an extremely rare collector's item. This showing will include original drawings used in the book, in addition to many that were shown at the Columbian Exposition at Chicago in 1893.

Another special showing that is planned for the very near future, will be the watercolor drawings of member Eric Heyl of Buffalo. The color and quality of these drawings are outstanding, and they are made even more interesting by the complete historical run-down that he has provided with each picture.

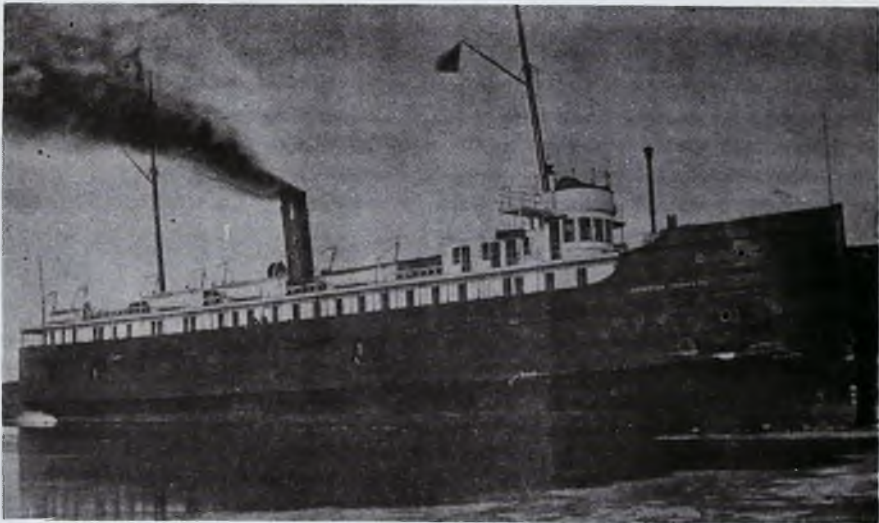
We face a good season, and an interesting one.

The Picture Page

- by -
EMORY A. MASSMAN, JR.



JOSEPH H. FRANZ. US 224409. G.T. 8289, N.T. 6436. 600'11" x 62' x 32'. Built by Great Lakes Engineering Works in 1925, hull no 248. Originally had triple expansion engine but was re-powered in 1955 with a 5325 I.H.P. Skinner Engine and 2 new B & W water tube boilers. Owner: Columbia Transportation Company.



ATLANTA. US 106825. G.T. 1129, N.T. 958. Passenger and freight 200' x 32.2' x 13.6'. Built by Cleveland Drydock Company, in 1891. Wood construction. Owned by Goodrich Transportation Co. Was destroyed by fire, 3/18/06 off Port Washington, Wisconsin downbound, Green Bay to Chicago. All on board rescued by fish tug TESSLER.

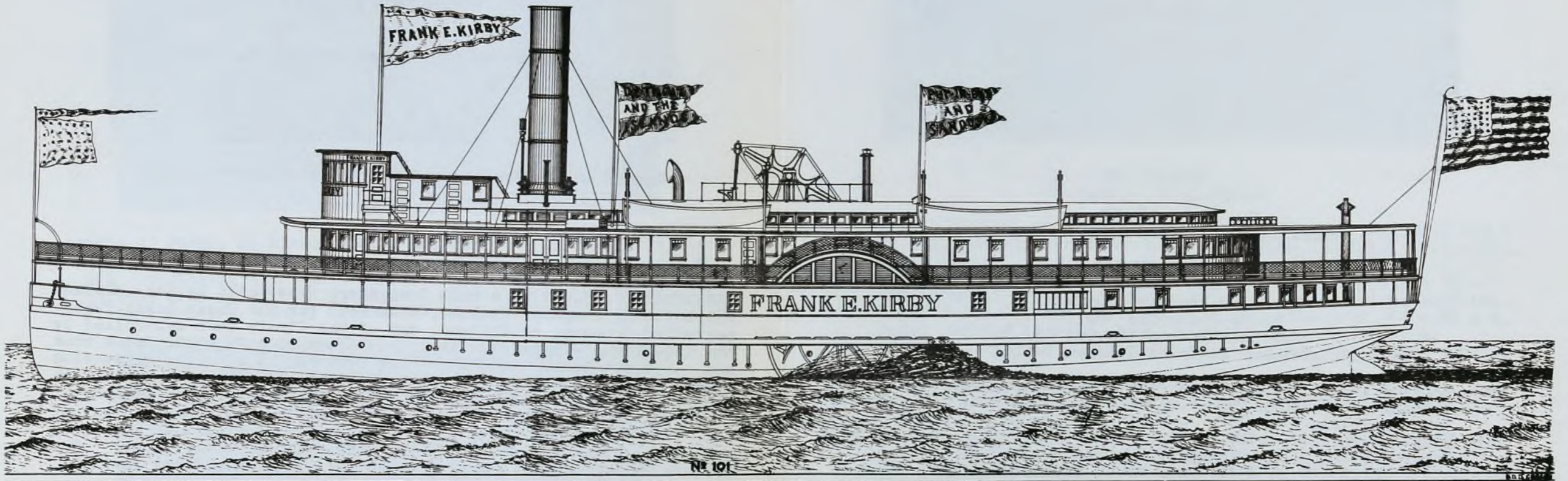


Launch of the freighter GLENIFFER at Midland, 1925
Bald Photo

THE BIG SPLASH

GLENIFFER (C.152641), a bulk freighter, was built by the Midland Shipbuilding Company, Midland, Ontario, for the Great Lakes Transportation Company, of Midland, one of the fleets then controlled by the late James Playfair. Dimensions 546 x 60 x 28, 7726 gross tons and 4439 net tons. GLENIFFER was powered by a triple expansion engine of 24, 41, and 72 inches diameter of cylinders by 48 inch stroke. Built in 1918 by the Hooven, Owens, Rentschler Company of Hamilton, Ohio. By 1927, most of Playfair's vessels had passed into Canada Steamship Lines, Ltd., including the GLENIFFER, which was at that time renamed ASHCROFT, the name she bears today. Our picture below (Author's photo) shows her in the Soo River in 1958.







The S. B. BARKER
(Photo courtesy Capt. H.C. Inches)

THE BOOTH FLEETS

A. Booth Packing Company
Booth Fisheries Co.
Dominion Transportation Co.
United States and Dominion Transportation Co.

- Str. AMERICA (US.107367), 1898 Wyandotte, Michigan, 164 x 31 x 11. Lengthened to 182', 1911. Steel. Stranded on Isle Royale, Lake Superior, 6-7-'28.
- Str. ARGO (US.107627), 1902 Toledo, Ohio, 173 x 31 x 20. Steel. Later RACINE. Sold French, 1916, and renamed RENE.
- Str. S.B. BARKER (US.115837), 1882 Grand Haven, Michigan, 96 x 17 x 8. Wood. Later tug GLOBE. Abandoned due to age, 1925.
- Str. BON AMI (US.3226), 1894 Saugatuck, Michigan, 108 x 21 x 6. Wood. Later NORTH SHORE. Abandoned Sturgeon Bay in the '30s.
- Str. MABEL BRADSHAW (US.92096), 1889 Benton Harbor, Michigan, 135 x 26 x 9. Wood. Sold Canadian, later SOO CITY.
- Str. CITY OF GREEN BAY (ex M.C. HAWLEY, US.91228), 1880 Fort Howard, Wisconsin, 134 x 27 x 7. Wood. Sunk off Whistler's Point, Saginaw Bay, 8-19-'09.
- Str. CARIBOU (C.116249), 1904 Goderich, Ontario, 145 x 27 x 10. Wood. Abandoned 1946 and converted into a motel near Sault Ste. Marie, Ontario.
- Str. HIRAM R. DIXON (US.95761), later (C.107600), 1883 Mystic, Connecticut, 147 x 20 x 9. Wood. Burned at Michipicoten, Ontario, 8-18-'03.
- Str. EASTON (US.136568), 1896 Baltimore, Maryland, 155 x 37 x 10. Steel. Sold French, 1916, and renamed APACHE. Dropped from listing in Bureau Veritas, 1926.



The EASTON
(Author's Collection)

- M.V. HIBOU (ex Str. ALICE, C.122260), 1907 Toronto, Ontario, 122 x 26 x 11. Steel. Foundered near Owen Sound, Ontario, 11-21-'36. Seven lives.
- Str. HUNTER (US.95471), 1877 Philadelphia, Pennsylvania, 133 x 19 x 7. Wood. Burned off Michipicoten Island, Lake Superior, 10-5-'04.
- Str. LIBERTY (US.141011), 1889 Fort Howard, Wisconsin, 97 x 18 x 6. Wood. Burned at dock, Grand Marais, Michigan, 7-6-'19.
- Str. MANITOU (C.107140), 1903 Goderich, Ontario, 137 x 24 x 9. Wood. Abandoned, 1942.
- Str. C.W. MOORE (US.125924), 1881 Allegan, Michigan, 124 x 24 x 9. Wood. Later (C.126864). Abandoned in 1920's. But was still shown in record A.B.S., 1924.
- Str. OVAL AGITATOR (US.155225), 1892 Grand Haven, Michigan, 98 x 19 x 9. Wood. Later BEAVER. Burned at Charlevoix, 4-21-'15, but apparently rebuilt. Listed in U.S. Registry as late as 1926.
- Str. SOO CITY (US.116217), 1888 W. Bay City, Michigan, 171 x 33 x 12. Wood. Foundered off Cape Race, N.F., 11-14-'08. Twenty lives.
- Str. VERNON (US.161557), 1886 Chicago. Wood. Foundered off Twin Rivers Point, Lake Michigan, 10-29-'87, while under charter to Northern Michigan Transportation Company.

NOTE: Besides these passenger and freight vessels, Booth Fisheries have had a very large fleet of steam and motor fish tugs. We have not listed these, although some of them occasionally doubled in freight and even passenger service briefly. One Booth tug, later converted after being sold, is of interest, as follows:

Tug PITTSBURGH (US.208790), 1911 Lorain, Ohio, 61 x 16 x 8. Steel. Later Soo Lock excursion boat M.V. BIDE-A-WEE (first of that name) and still later dispatch boat BRIDGEBUILDER X, used during construction of the Mackinac Bridge. Later foundered, Northern Lake Michigan, 12-19-'59.



The B.A. PEERLESS in 1960, after being shortened
(Author's Photo)

FLEET OF THE BRITISH-AMERICAN OIL COMPANY, LTD.

Note: All vessels of this fleet are steel tankers.

- Str. B.A. PEERLESS (C.194747), 1952 Collingwood, Ontario, 602 x 68 x 34. Shortened 80 feet in 1959. In service.
- M.V. BLUE CROSS (ex REDHEAD, C.151909), 1930 Montreal, 254 x 43 x 19. Sold to Hall. Later LAKE TRANSPORT. In service.
- Str. BRITAMLUBE (C.157353), 1932 Haverton-Hill-on-Tees, England, 250 x 43 x 24. Sold to Hall and renamed BAY TRANSPORT. In service.
- Str. BRITAMOCO (C.157359), 1932 Haverton-Hill-on-Tees, England, 250 x 43 x 24. Presently Hall's GULF TRANSPORT.
- Str. BRITAMOLENE (C.157039), 1931 Haverton-Hill-on-Tees, England, 250 x 43 x 24. Presently ISLAND TRANSPORT of Hall fleet.
- Str. BRITAMOLENE (C.157343), 1931 Haverton-Hill-on-Tees, England, 250 x 43 x 24. In Hall fleet presently as WAVE TRANSPORT.
- M.V. A.C. DODGE (US.241603), 1942 Camden, N. J., 243 x 37 x 14. Chartered by British-American, c.1945. Sunk in Delaware River, c.1950.
- Str. FUEL TRANSPORTER (ex TEXACO CHIEF, ex CYCLO CHIEF, C.160729), 1930 Haverton-Hill-on-Tees, England, 250 x 43 x 24. Later Hall's FUEL TRANSPORT.
- M.V. JOHN GEORGE (C.162235), 1832 Knottingley, England, 130 x 20 x 8. Later BRITAMETTE. Sold to Husky Oil Co., Ltd., c.1956 and renamed HUSKY 120. In service at Port Arthur.
- Str. MEXOIL (BR.191554, ex PANAMANIAM, ex US.216397), 1918 Violet, Louisiana, 242 x 26 x 19. Scrapped at Hamilton, 1957.
- M.V. NIPIWAN PARK (C.175359), 1944 Collingwood, Ontario, 251 x 43 x 20. Chartered by British-American, 1951. Later IRVINGLAKE.
- M.V. OIL TRANSPORTER (C.193666, ex TRANSOIL, US.234569), 1936 Chickesaw, Alabama, 250 x 43 x 16. Later Hall's OIL TRANSPORT.

Great Lakes Marine News

Edited by Robert Radunz

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March 2

The motorship CEMENTKARRIER of the Canada Cement Transport, Ltd. is being lengthened 41' at the Lauzon shipyard. The M.V. CARINA will inaugurate a new freight service between Montreal and Japan for the Sabre Line. First ship in Japanese-US-Canadian service of Mitsui Line will be the MAYASAN MARU. Canadian Pacific Steamships have chartered six vessels for their Great Lakes-Seaway service in 1961. They are small 2,700 to 3,000 ton ships named, HEINRICH UDO SCHULTE, ANGELICA SCHULTE, HERMANN SCHULTE, ERIKE SCHULTE, ELISE SCHULTE, MARIA ANNA SCHULTE. The M.V. FREDBORG of the Swedish-Chicago Line is being lengthened 41'.

March 11

Canada Steamship Lines' new freighter FORT CHAMBLY is launched at Collingwood shipyard. She is 463' long with a beam of 56' and will join the FORT YORK and FORT HENRY in the Montreal-Lakehead package trade.

March 16

St. Lawrence River pilots from the Gulf of St. Lawrence to the Great Lakes, open talks with the Canadian government for a new wage yardstick and operating conditions. One of the points to be raised is pilots' fees. An older ship carrying 6,000 tons of cargo and drawing 25' of water is charged \$186, the same rate as a new vessel designed to carry 25,000.

March 22

A deep-sea waterway scheme for the Ottawa River is under study by the Canadian Departments of Transport and Public Works. The project is being proposed as a shorter route from Montreal to Georgian Bay and upper Great Lakes. Estimated costs run at least \$100,000,000.

April 1

Severe ice conditions may delay St. Lawrence Seaway traffic as long as two weeks. There is still thick ice in the main Montreal-Lake Ontario section. Official opening date was to be April 15, but it is feared that navigation might not begin before the end of the month.

The annual pile-up of tankers awaiting passage to Green Bay has started as five tankers and a tug lined up at the north end of Sturgeon Bay waiting for the icebreaker MACKINAW to cut them a path to the port of Green Bay. The ships are: tug, REISS; tankers, CLARK-MILWAUKEE, POLARIS, METEOR, TRAVERSE CITY SOCONY, and CHICAGO SOCONY.

April 4

Due to large stockpiles of iron ore the big shipping companies are reported to be holding up the first northern sailing of their fleets until about May 1. Canadian icebreaker ALEXANDER HENRY has taken keepers to the Lake Superior lights on Caribou Island, Gros Cap and Ile Parisienne. Self-unloaders, J.S. ASHLEY and DAVID P. THOMPSON of Pioneer Steamship have been sold to American Steamship of Buffalo. They will continue to operate in the coal and limestone trade.

April 8

The BENSON FORD opened the Ford fleet's season with a trip to Toledo to pick up coal for the Rouge plant. The first cargo to be shipped from the port of Milwaukee to Manila will leave early in May. The ORIENT TRADER will carry a cargo of 1,111,000 pounds of skim milk powder for the relief agency CARE.

April 10

The auto carrier PERESEUS has been sold for scrap by the Nicholson Transit Co. to the Hyman Michaels Co. and will be towed overseas for scrapping. Ex-Michigan ferry boats, CITY OF PETOSKEY and CITY OF MUNISING may be sold for \$25,000 each if the Michigan State Administrative Board approves.

April 12

Bradley Transportation Line is expected to open their 1961 season the week of April 24, when the ROGERS CITY sails from the port of Rogers City with a load of limestone. Ice conditions in Whitefish Bay at the mouth of Lake Superior are reported to be solid. Tankers are able to get into Escanaba through passages cut by Lake Michigan icebreakers.

April 15

The St. Lawrence Seaway opened navigation today. Navigation will be restricted to daylight hours for a few days due to ice between Iroquois, Ontario and Montreal. First ship through the St. Lambert locks at Montreal was the Liberty ship COVERDALE of Bermudian registry. About 30 vessels are expected to move up the seaway over the weekend. The freighter FORT HENRY was the first downbound vessel.

April 17

Pittsburgh Steamship Division has reported that between May 1 and May 20 they will place 24 vessels in operation. American Steamship has sold the NORMAN J. KOPMEIER to Reoch. She will be renamed PINEDALE. McLouth Steel Corp. has chartered the WILLIAM G. MATHER and CADILLAC from Cleveland Cliffs and intends to start operations by mid-May.

Admiral Lyndon Spencer, president of the Lake Carriers' Association, urges creation of a Government reserve fleet of older Great Lakes vessels for national emergency. He also states that U.S. policy of depreciation write-off was killing the lakes fleet. U.S. ship owners, by law, are required to write off a vessel over a period of sixty years. Canadian owners are given 15 to 33 per cent annual depreciation allowance.

April 19

The first foreign ship of the season passed Detroit today. The ship MAKEFJELL passed on the way to Bay City. T.J. McCarthy Steamship Co. chartered the MATAAFA from Nicholson Transit to use for the transport of automobiles. Ore passages to the port of Conneaut, Ohio, may not be resumed this season due to reduced demands for steel.

April 20

The FAIRHEAD of Belfast, Ireland, is the first foreign ship to tie up at Detroit in the 1961 season.

April 23

First overseas ship to dock at Milwaukee was the German motor vessel EMSSTEIN. She was also the first ship to arrive at Cleveland. Senator Wiley of Wisconsin has again introduced a bill in Congress asking that the army engineers study deicing systems so that the St. Lawrence Seaway and the Great Lakes can break the ice barrier to winter trade.

April 24

Pioneer Steamship has sold the JOHN S. MANUEL, WILLIAM A. PAINE, and PRICE MCKINNEY for scrapping.

April 26

U.S. pilots will be allowed to work in the Welland Canal starting May 1. Previously this work was restricted to Canadian pilots. Under a new agreement, Canadian pilots will be admitted on ships using Lake Michigan and the Straits of Mackinac.

The EXANTHIA of American Export Lines is scheduled to be the first overseas American flagship to enter the Great Lakes this year. She is due early in May.

Michigan State Attorney-General Paul L. Adams pledges an all-out fight against Chicago water diversion. He states lowering of the Lakes level would be an economic blow to Michigan.

April 27

Milwaukee port pace gains speed as five foreign vessels dock. The U.S. share of St. Lawrence tolls fell \$212,000 short during the first two years of operations. However, it is still expected that the Seaway will still be able to pay off its debts within the 50 year limit.

May 1

Tomlinson Fleet Corp. has sold the RUFUS P. RANNEY for scrapping in Genoa, Italy. American Steamship has sold FRED A. MANSKE to Reoch. Wilson Marine sold CHARLES HUBBARD for scrapping.

German freighter KONRAD SCHULTE goes aground near the Livingstone light at the mouth of the Detroit River and is pulled free 12 hours later.

May 2

The CEDARTON goes aground north of St. Clair, Michigan, in the St. Clair River. T.J. McCarthy Steamship Co. has sold for scrap the J.F. DURSTON, ROBERT N. JOYNT, SWEDEN, and DENMARK.

OTHER VESSEL CHANGES

FAIRMOUNT sold by Canada Steamship Lines to Marine Industries, Montreal.
 TEMPLADOR, renamed LIQUILASSIE to be operated by Hall Corp. of Canada.
 RIVERSHELL, renamed GOOD HOPE and will be operated as a tanker.
 CANADOC has been renamed PORTADOC. Barge PORTADOC has been renamed KENODOC. The name of CANADOC will be given a new vessel.
 GEORGE S. CLEET has been renamed BAY GEORGE.
 A.A. AUGUSTUS is purchased by Hindman Transportation and renamed HOWARD HINDMAN.
 A.T. KINNEY has been renamed HILLSDALE.
 JOHN DUNN, JR. has been renamed SPRUCEDALE.

Here's the latest stuff from the ocean circles:

ISLAND QUEEN (ex DALHOUSIE CITY) has been refloated and is reportedly being converted to a salvage barge by Buckport Shipping, Ltd.

HARRY R. JONES (ex D.G. KERR) which went aground at Ardrossan, on the southwestern coast on Scotland, January 6, 1961, while on her way to Troon, Scotland, to be scrapped, was gotten off February 15, 1961, and arrived at Troon the same day. She was allocated to the West of Scotland Shipbreaking Co., Ltd.

WILLIAM F. STIFEL (ex NORMANIA) formerly reported as being sold to Marine Salvage, Ltd., Port Colborne, Ontario, by Columbia Transportation Co., Cleveland, Ohio (summer 1960), arrived at Savona, Italy, to be turned over to the shipbreakers, December 27, 1960.

Name change on Lakes "visitor:"

MANCHESTER PROSPECTOR (ex VIGOR) operated on Lakes-Seaway, by Manchester Liners, Ltd., Manchester, England, was sold to C.M. Sarlis & Co. (Greek); renamed GIORGIOS.

Couple of familiar Seaway boats have changed name also:

ERHOLM (a, Erland), sold by Svenska Amerika Line, to Otto Kihlstrom (Swedish); renamed OTIS.

LAHOLM, sold by Swedish-America Line (same as above) to Otto Kihlstrom (Swedish, both); renamed IBIS.

Photo by
William Carle



A. A. AUGUSTUS, US 207074, now HOWARD HINDMAN. Sold to Hindman by Pioneer Steamship Company. Now registered at London, England.

Photo by
Peter Worden



PINEDALE (e) US 202866 formerly a. E. D. CARTER; b. WILLIAM P. ROBERTS; c. DOW CHEMICAL; d. NORMAN J. KOPMEIER; sold by Boland and Cornelius to Reoch Steamship Company, Ltd., and is now registered at Hamilton, Bermuda

Photo by
Peter Worden



The steamers DAVID P. THOMPSON and the J. S. ASHLEY have been sold by the Pioneer Steamship Company to Boland and Cornelius. The J. S. ASHLEY (US 206695) is shown here in her new colors.

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 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 NOTICE

The June meeting of the Institute is to be held at the Dossin Museum on June 30th., at 8:00 PM. This will be a business meeting with social hour following.
PLAN TO ATTEND.