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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

The OLIVE K., palatial yacht of the late Charles F. Kettering, is the subject of our cover, and the article on page 183 of this issue.

Regular Membership.....$4 annually

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Kettering's magnificent OLIVE K.

In much the manner that we have seen the demise of the lumber barons' mansions of northern Michigan or of the industrial magnates' places on Park Avenue and along the Hudson in swank New York, so have we seen the departure of another status symbol, the palatial yacht.

While there is a great upsurge in private ownership of boats, these owners will probably never match the luxury encountered in the DELPHINE (Telescope 1960 Vol. 9) or of the subject presented here, the OLIVE K. The owner, Charles F. Kettering, was a man well known for his excursions across uncharted routes. The unknown excited him. He was an experimenter with much curiosity and designed innovations in the construction of the OLIVE K. to the point that it almost became a floating laboratory. Many of the innovations are commonplace today,but in 1929 were somewhat radical departures.

In it was installed a gyroscopic stabilizer for aiding in keeping it on an even keel in a rough sea. There also was a gyroscopic controlled "metal mike," a mechanical device for steering the yacht. Other improvements were in the engine room, in which the owner spent considerable of his time. In the library on the main deck, he had a combination radio and electrical reproducing machine constructed by himself. It was declared by other engineers to be one of the most ingenious devices aboard. Mr. Kettering constructed it in his "sparetime" for amusement. It worked something like this: In the staterooms, lounge, library, and dining room were dial telephones connected with the musical apparatus.

At right is stateroom # 2.

Guest rooms on the OLIVE K afforded a feeling of visiting royalty to the fortunate persons invited aboard.

All this, as well as music?

The reproducing machine changed its own records and needles, while the radio part had automatic and hand controls. The records were numbered. The person desiring to play, say, "Holy Night" which was numbered 20, raised the receiver from the telephone, dialed 20 and the record played. To change the record to number 14, one merely replaced the receiver, raised it, and dialed 14.

The radio apparatus was attuned to 10 stations. In order to tune in on any of the stations all one had to do was to dial the number corresponding to the number selected for the broadcasting station. The combined machine was simple and direct in its mechanism, yet was astounding to the layman. The records or radio was heard only in the room in which the receiver had been removed from the telephone.

No evidence is at hand that reveals the menu's contents, but food in this fine dining room couldn't be less than perfect and fit with the decor.

.....

All pictures are through courtesy of the Defoe Ship Building Company.

Mr. Kettering remarked that some people disliked jazz. They said it was not music. Mr. Kettering said it was music that he enjoyed and that it had its benefits. It requires a certain technique to play jazz and that technique is the basis for all improvements. It comes before expression. It is important to the other arts, and it is equally important to mechanics.

The Defoe Boat and Motor Works, Bay City, Michigan, (builders of the OLIVE K.) expressed the opinion that the Kettering yacht would push the industry ahead ten years as a result of the many innovations included in its construction.

Slippers, pipe, and a moonlight night. Wouldn't this be perfect for the end of any day? This is the living room of OLIVE K.

The mechanical marvels of OLIVE K. were solely the ideas of Mr. Kettering. Among these, and by far the most important, was the system of synchronization which he installed in his new yacht. It was the only system of its kind at that date. It is only natural to assume that the General Motors Research head would devise some-

thing mechanically unusual, that would startle all yacht-dom, for he was the man who developed the self-starter for automobiles; who made possible the electrical lighting of farm houses and buildings; and who introduced a well known kind of gasoline to the motoring world.

In the beginning,Mr.Kettering wanted a yacht that was different. He figured and planned; he resolved that it was not necessary to tolerate undue vibration in a yacht. As a result, he contrived a plan whereby an alternating, directly driven, 10 kilowatt generator could be placed on the fly-wheel of each of the 550 horsepower Winton-Diesel engines. He figured that the generators could be hooked up so that if one of the engines had a tendency to lag, power would go across to the lazy unit, motorizing it and thereby bringing the strokes of the two engines into unison. In this way, he found that the two engines functioned as one twelve-cylinder power plant.

The Owner's own room was truly a place of beauty, fitten in every luxurious manner of the finest hotels.

Silks, satins, and finery were everywhere the rule on board the OLIVE K.

The stabilizer was arranged to take every bit of roll out of the boat. In her trial runs, which were made on Saginaw Bay, off Bay City, the OLIVE K. was sent into the trough of the sea with her stabilizer not in operation. An animated bridge game that was in progress in the living room of the boat was nearly ruined. Guests seated around the dining room table, in several instances found themselves with dishes in their laps. The boat tossed, churned, and nose-dived. Mr. Kettering went below, started the stabilizer, and the OLIVE K. straightened out like a charm after the fashion of a great liner. For this reason, OLIVE K. had a cruising radius of 7,000 miles at full speed, about 16 knots. At limited speed, the cruising radius was approximately 10,000 miles.

The OLIVE K. had an overall length of 170 feet. Her beam was 26 feet. She was, of course, entirely constructed of steel. This unusual craft was designed by Cox & Stevens in conjunction with John H. Wells, Inc., naval architects. Her keel was laid shortly after the first of 1929,and the boat nearly completed, was launched in September.

A reliable source of information indicates that OLIVE K. eventually changed ownership and renamed ROYONO. She was later named the JAMAROY and operated by the U.S. Navy as a patrol vessel.

Curator's Corner

BY
ROBERT E. LEE
CURATOR
DOSSIN GREAT LAKES MUSEUM

Because we have had a lapse of a month in reporting this column, we have a back-log of interesting matters to pass on.

There have been some staff changes at the Museum, and those who haven't visited recently will miss one familiar face, and see one they won't recognize. "Bill" King, formerly on the J. T. WING, and then here as Guide, left us. In appreciation of his faithful service to the Institute during his employment at the Museum, the Board voted him an Honorary Life Membership at the August meeting.

The new face you'll see belongs to Charles "Pat" Labadie who has come aboard as Museum Preparator. Pat has a good background for his new duties, having been a ship buff since his diaper days. He was a member of the Institute before joining the staff. We feel fortunate to have him with us and look forward to a long and rewarding association.

Remember the cannon that stood so.long before Detroit's old City Hall? Well, they are now a handsome addition to the Dossin Building where they will continue to commemorate Perry's Lake Erie victory of 1813. They add a very dignified air to the appearance we make to the approaching visitor.

The photo on the right shows both subjects so far discussed. The Perry Cannon and Mr. Labadie, both looking their very best.

The Museum's collection of Whipple paintings was given a very real and fine boost by the Algonquin Club of Detroit and Windsor (Canada) when a Whipple of 1888, "The Rescue of the Schooner Merrimac" was presented to us this month. The presentation was a memorial to Dr. Milo M. Quaife who had been life president of the Club (See TELESCOPE, Vol. 8; No. 9) The canvas illustrates an exciting event where the tug TORRENT is towing the MERRIMAC, unable to make the grade alone, through heavy seas. It is typical of the attention to detail followed in all Whipple's works, and makes a most handsome addition. The Dossin Museum is deeply indebted to the members and Officers of the Algonquin Club for their generous gesture in obtaining and making the painting available.

Attendance continues to hold up, and of course, with school back in session, class tours are beginning to come in again. Incidentally, for those who noticed it in this column recently, our attendance for last year wasn't "2,"! It should have been 208,000. Blame the printer for that one!

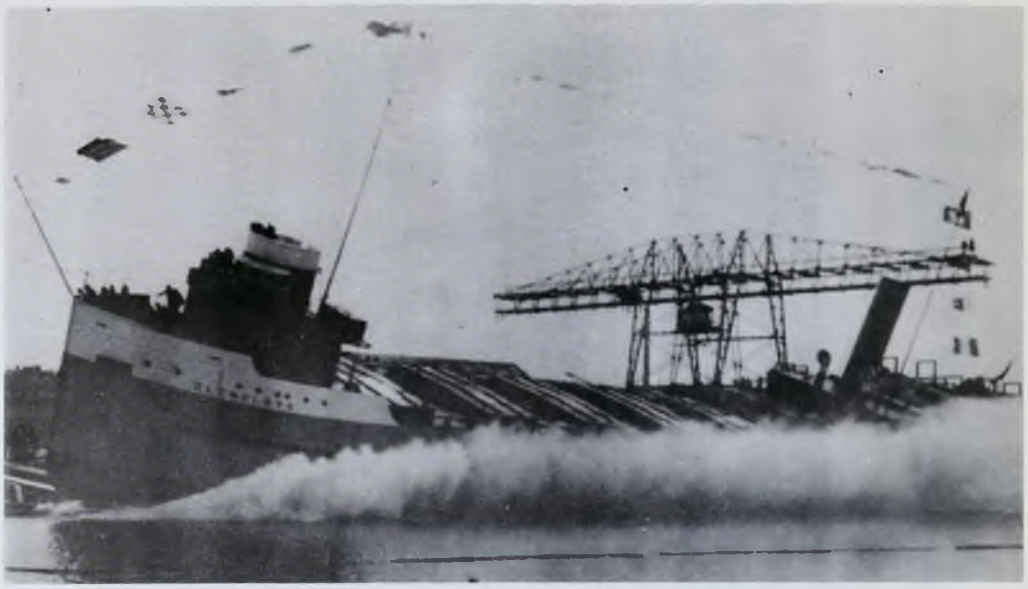
The Picture Page

- by -

EMORY A. MASSMAN, JR.

JOHN PURVES (d) BUTTERFIELD (c)LT-145 (b) BUTTERFIELD(a)US#218244. Gross tons 429 - Net tons 203 - 141' x 27'6" x 16'8'. Built by Bethlehem S.B. Corp. Hull #2130 in 1919 at Elizabeth, N.J. Originally had 2 Scotch boilers and a 750 H.P. triple expansion engine. Repowered in 1957 with 2-900 H.P. 12 cylinder General Motors Diesel engines. Owners: (1) U.S. Government (2) Consolidated Water Power and Paper Company (3) Roen S.S. Co. Saw service on Coast in both World War I and II.

CEDARVILLE (b) A.F. HARVEY (a) US#226492. Gross tons 7973 - Net tons 6352 - 580' x 60' x 32'. Built 1927 by Great Lakes Engine Works. Hull #255. Triple expansion engine 24½-41-65-42 - 3 boilers 14' x 11'6". Built by Manitowoc S.B. Co.Converted to self-unloader 1957 by Defoe S.B. Co. Owners: (1) Pittsburgh S.S. Div. U.S. Steel. (2) Bradley Transportation Line.



Launch of the GLENCLOVA at Midland, 1921
(Bald Photo)

THE BIG SPLASH

GLENCLOVA (C.150232) was a canal sized bulk freighter, built by the Midland Shipbuilding Company, Midland, Ontario, for the Glen Line of Midland. This vessel was its builder's Hull No. 9. Both the shipyards and the owners of the new freighter were controlled by the late James Playfair of Midland. GLENCLOVA when new measured 246 x 42.5 x 18.5; 1925 gross tons and 1092 net tons. Sometime during her early years, GLENCLOVA sailed in the Mathews fleet, probably during the brief business association of James Playfair and A.E. Mathews.Later she was in the Hall fleet and finally passed into Canada Steamship Lines in 1927 and was renamed ANTICOSTI. After service on salt water during World War II, she was sold by C.S.L. to Cia. Maritima Panamana Risacua, and renamed RISACUA (Panama #1792). In 1952, she returned to her Canadian register as a unit of the Hindman fleet of Owen Sound under the name GEORGE HINDMAN. Her original triple expansion engine, 18,30,50 x 42, built back in 1889 by Frontier Iron Works of Detroit, was replaced with a General Motors diesel engine in 1955. She is still in service on the Great Lakes. Our photo below shows her at the Soo in 1958.

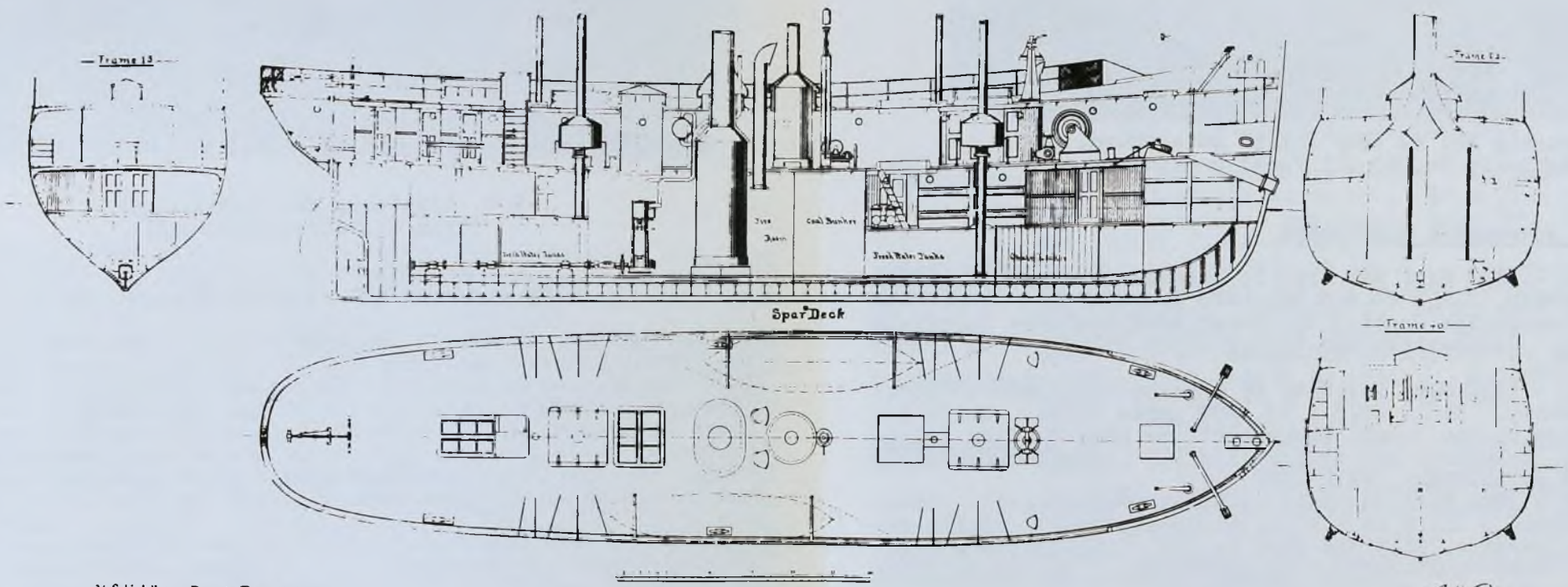
U.S. Lightship No. 54 (Boston)
(From a colored postcard)

LIGHTSHIPS OF THE LAKES

By Reverend Edward J. Dowling, S. J.

The rumored removal in the near future of the last lightship on the Great Lakes, Lightship No. 103 (Huron), makes the following list timely, and we hope interesting and informing. This event is noteworthy when we recall that at the beginning of this Century there were some 18 U.S. Government lightships on the Lakes, as well as two or three Canadian lightships and several privately operated ones. The American Government agency which operated lightships was the U.S. Lighthouse Establishment, later the U.S. Lighthouse Service and after 1935 the U.S. Coast Guard. Canadian lightships were operated by the Department of Marine and Fisheries and lately by the Department of Transport. It is known that the Lake Carriers Association operated a few lightships in the Nineties. There seem to have been a few more also maintained by private groups or communities. There is some difficulty in tracing down the U.S. Government lightships due to the fact that they were not listed in "Merchant Vessels of the United States" until 1912, and then dropped out, along with all other Government vessels in 1943. Further complications arise from the fact that the U.S. Government lightships had no official name but only a number. The apparent name was that of the lightships' station, and this frequently was changed, as will be noted later. The following list will appear in two parts. Part One will list and describe, as far as is possible for this author, the various lightships, either stationed on or built on the Great Lakes. The Second Part will describe the known lightship stations and enumerate the lightships which served these stations. Any additional information which our readers can contribute will be deeply appreciated by the TELESCOPE and by the author.

U.S. LIGHT-VESSEL No. 58.



U S Lighthouse Board. June, 1893
Superintending Engineer

R D Evans

U.S. Lightship No. 59 (Bar Point) foreground, and
U.S. Lightship No. 60 (11 Foot) background

PART I (a) U.S. Government Lightships

Lightship No. 51 - 1892 West Bay City by Wheeler (Hull #84). Steel steamship, 110 x 26.9 x 11, 283 gross tons. Built for service on the Coast. Its known stations were Cornfield Point, Connecticut and Relief (1912-1915). Not listed in 1919.

Lightship No. 52 - 1892 West Bay City by Wheeler (Hull #85). Steel steamship, 118 x 26.6 x 12, 289 gross tons. Built for service on the Coast. Known stations were Fenwick Island Shoal, Delaware, and Relief (1932). Later commercially owned as GOLDFISH (US.232670).

Lightship No. 53 - 1892 West Bay City by Wheeler (Hull #86). Steel steamship, 112 x 26.6 x 11, 310 gross tons. Built for coast service. Stations were Relief (1912-1923), Charleston, S.C. (1926-1933), Relief (1934), and Stone Horse Shoal, Mass., until at least 1949.

Lightship No. 54 - 1892 West Bay City by Wheeler (Hull #87). Steel steamship, 118 x 26 x 11, 310 gross tons. Spent entire active life on the Coast. Stations: Boston (1912-1939), Relief (1942).

Lightship No. 55 - 1891 Toledo by Craig (Hull #50). Wood steamship, 90 x 20 x 9, 129 gross tons. Stations: Simmons Reef, Lake Michigan (1898) and Lansing Shoal, Lake Michigan (1912-1921). Later tug C.&M. (US.222924).

Lightship No. 56 - 1891 Toledo by Craig (Hull #48). Wood steamship, 90 x 20 x 9, 130 gross tons. Stations: White Shoals, Lake Michigan (1898), North Manitou Shoal, Lake Michigan, (1912-1925). Later tug ENTERPRISE (US.230266).

Lightship No. 57 - 1891 Toledo by Craig (Hull #49). Wood steamship, 90 x 20 x 9, 130 gross tons. Stations: Grays Reef, Lake Michigan (1898-1923). Not listed in 1926.

Lightship No. 58 - 1893 Toledo by Craig (Hull #66). Steel steamship. Not listed in 1912. Further information wanted. See center page.

U.S. Lightship No. 82 (Buffalo)

Lightship No. 59 - 1893 Toledo by Craig. Wooden, schooner-rigged, non self-propelled vessel, 80 x 21.6 x 9.6, 105 gross tons. Stations: Bar Point, Lake Erie (1898), Poe Reef, Lake Huron (1912-1914). Not listed in 1915.

Lightship No. 60 - 1893 Toledo by Craig. Wooden, schooner-rigged, 80 x 21.6 x 9.6, 105 gross tons. Station: 11 Foot Shoal, Lake Michigan (1898-1923). Later used to house a yacht-club in Lincoln Park Chicago, and still later a house-boat on the Chicago River. Apparently abandoned, c.1940.

Lightship No. 61 - 1893 Toledo by Craig. Wooden, schooner-rigged ship, 80.6 x 21.6 x 9.6. Stations: Lake Huron (1912-1921). Not listed, 1923.

Lightship No. 62 - 1893 Toledo by Craig. Wood, schooner-rigged non-powered vessel, 80 x 21.6 x 9, 105 gross tons. Stations: Poe Reef (1893-1898 or later), Bar Point (1912-1915), Relief (1916-1917). Later tug LEATHEM D.SMITH (US.218059).

Lightship No. 63 - 1893 Toledo by Craig. Wooden scow or float. Dimensions not known. Stations: Ballard's Reef, Detroit River (1893-1898 or later).

Lightship No. 64 - 1893 Toledo by Craig. Wooden scow or float. Stations: Limekiln Crossing South, Detroit River (1893-1910), as U.S. Lightship, and 1911-12 as Canadian light-ship.

Lightship No. 65 - 1893 Toledo by Craig. Wooden scow or float. Station: Limekiln Crossing North. Detroit River (1893-1910) by U.S. Lighthouse Service and 1911-12 by Canada.

Lightship No. 75 - 1902. Steel scow or float. Stations: Lake St. Clair (1902-1933 and 1935-1939), Relief (1934). Not listed, 1942.

Lightship No. 77 - 1906. Steel scow or float, 75 x 21.6 x 4, 155 tons, displacement. Stations: Peshtigo Reef, on Green Bay (1912-1937), Relief (1939). Not listed in 1942.

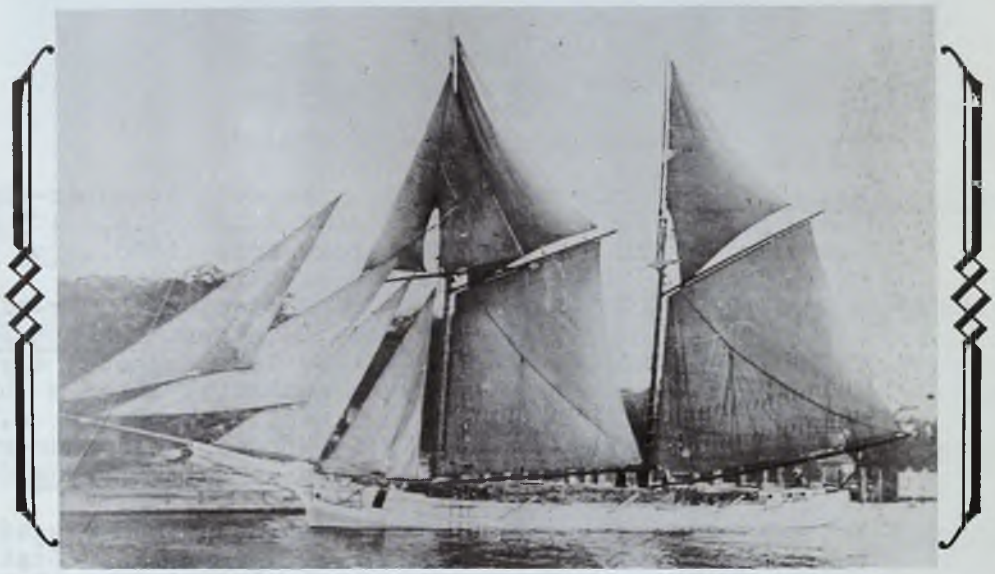
Lightship No. 82 - 1912 Muskegon, Michigan, by Racine-Truscott-Shell Boat Company. Steel steamship, 80 x 21 x 10, 187 tons displacement. Stations: Buffalo (1912-1913). Not listed, 1914. (Foundered in the Great Storm of 1913 and salvaged the next year), Relief (1916-1923), 11 Foot Shoal (1924-1934), Relief (1935). Not listed in 1937.

Lyman M. Davis

by JOHN F. MILLER

Of all the seventeen hundred schooners operating on the Great Lakes in 1873, none seemed to have acquired the prestige won by the LYMAN M. DAVIS, especially for her speed demonstrated on her many trips in the Lake Michigan lumber trade.

In 1871,Chicago was in the process of rebuilding after the great fire which caused a property loss alone of $196,000,000. The same year the Peshtigo forest fire in Wisconsin burned over six counties caused millions of dollars damage and killed 1,152 people. The enormous demand for reconstruction and building material caused by these two great fires started a boom in the lumbering industry.



Lumber, the bulkiest of all this material, was standing in Michigan forest ready to cut. To transport it to the Chicago area required a large fleet of schooners and those which could carry large loads and sail fast, made better profits and were in great demand.

The Mason Lumber Company of Muskegon one of the largest, had orders for white pine from Chicago. They owned considerable acreage of standing timber, both pine and hard woods. The pine could be sold for home building and the hard wood was ideal for schooner construction, but they lacked transportation and took immediate steps to build a schooner of their own.

Mr. Lyman Mason and Charles Davis, an associate, engaged D. P. Arnold a well-known boat builder in Muskegon to construct a schooner that would carry about 250,000 feet of lumber. Mr. Arnold who was well qualified promised to build a fast one. With the help of Captain Barnes, the owners' representative, they worked together on the plans and after selecting the finest white oak from the Mason Lumber Company yard, the hull of the LYMAN M. DAVIS was started.

A crew of Swedish and Norwegian shipwrights, who had learned their trade in the Old Country, were hired for the job. Captain Barnes as the owners' representative selected all of the timbers, planking, and fittings and was on the job every day as the schooner was under construction.

Although built in Muskegon, the LYMAN M. DAVIS in 1873 was registered under number 15934, home port Grand Haven, Michigan. Gross tons 195 - Net tons 185. Length 123 feet, breadth 27.2 feet, depth 9.4 feet - Crew 7.

Captain Barnes was given credit for the wonderful performance of the DAVIS during the 33 years he was her captain. Even in the winter during lay up, Captain Barnes would visit her often, and if he detected any rot or weakness of any kind, it was corrected at once. The LYMAN M. DAVIS changed ownership four times in the 33 years he was her skipper.

It was said that he knew every little trick his schooner had. He knew when to ease her and when she could stand a hard blow. To him must be given the credit for her fine record. She was a consistent money maker for all her owners. The DAVIS was fast and often made three round trips between Muskegon to Chicago in a week. A legendary report states the DAVIS beat the steamer GEORGE C. MARKHAM in a run from Menominee to Muskegon in 1890. Her speed and record passages were known to every schoonerman on all the Great Lakes.

Lumbering in Western Michigan which began after the Civil War, eased off in volume and ended in the 1900's. At that time, many of the Michigan lumbermen moved to the West Coast.

The Graham Brothers of Kincardine, Ontario, Angus, John, Colin, Alexander, and Donald were busy hauling Georgian Bay lumber to Eastern lakeports and knowing the reputation of the LYMAN M. DAVIS, went to Muskegon in the winter of 1912 and purchased her from the Brinen Lumber Company, the last owner. On May 6, 1913, the DAVIS sailed out between the piers of Muskegon to her new home in Canada. It is reported that in the early spring of 1913, after being fitted out by the new owner, Graham Bros., Mr. William Brinen went down to the dock and wanted to repurchase his old schooner,offering a bonus of $500 plus the fitting out expense, but the Grahams declined.

The DAVIS sailed for different Canadian owners up to 1930. The last registered owner in 1930 was a Captain Henry Daryaw of Kingston, Ontario.

The sixty year career of the LYMAN M. DAVIS ended in a somewhat grotesque manner. In 1933, she was burned as an added attraction to a fireworks display at the Toronto Exhibition.

Ocean visitor:

LEADA, owned by Leo Adams Redderei, Hamburg, Germany; under charter to Kerr S.S. Company, Ltd., Montreal, P.Q., for Seaway service,for the past few years,has been renamed LEAMITRA.

Great Lakes Marine News

EDITED BY ROBERT RADUNZ

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Aug. 1 - A contract has been signed between Collingwood Shipyards and N.M. Paterson & Sons, Ltd., for building two bulk carriers each 291' long. The ships for coastal, canal, and Great Lakes service will be launched this fall and completed for service in 1962.

Aug. 8 - The New York State Canal System was down 4.8% in tonnage to June this year. The decreases were in the Erie and Oswego Canals while the Champlain and Cayuga-Seneca Canals showed increases.

Sept. 4 - A fire which started in the engine room, touched off an explosion aboard the Imperial Oil tanker, IMPERIAL HAMILTON (a. Sarnolite, b. Imperial Sarnia (1)) at Sarnia. The vessel was partly laden with gasoline and only the quick work of firemen prevented more disastrous results.Damage was confined to the stern section. Five crew members were injured.

Sept. 5 - Cargo traffic in the port of Montreal was up about one third so far this season, due to heavy shipments of grain. The strike-bound ports of Hamilton and Toronto was another contributing factor.

An order issued by the St. Lawrence Seaway Authority restricts vessels with masts extending more than 117' above water level from entering the waterway. The limit for the Lachine Canal is 90'.

Sept. 6 - $45,000,000 shipbuilding program has been announced by the Canadian Department of Transport which parallels the U.S. Coast Guard. Fifteen vessels will be started this year. Two "marine service cutters" will be built for Lakes service. The other vessels will see service on the East and West coasts and the Arctic. Dredging of the Trenton Channel of the Detroit River was assured when the House Appropriations Committee reported a $960,369,500 water resources construction bill. The channel between Riverview and Trenton will be dredged to a 300 foot width and deepened to 27 or 28 feet allowing a vessel of 25½ feet draught to navigate it safely. Contracts are expected to be awarded next May with completion set for July 1964. Other Michigan projects included in the bill are: Grand Haven Harbor, South Haven Harbor, and St. Joseph Harbor, $300,000 each for rebuilding piers and revetments that have deteriorated.

Sept. 8 - The M.V. ENGLISH RIVER was christened and launched at Collingwood shipyards today. The new vessel is the second 'shuttle-type' package freighter for Canadian

General Electric, built for charter to Canada S. S. Lines. A sister ship, FRENCH RIVER, with dimensions, 403.9 x 60 x 36.6, was launched June 29, 1961, and is now operating between Montreal and Toronto in the containerized cargo service.

Sept. 10 - The French vessel CLEVELAND went aground at 8:00 p.m. blocking the channel northeast of Peach Island in the Detroit River. Twelve ships, both upbound and downbound, were forced to drop anchor. A Great Lakes Towing Company tug, the SUPERIOR, finally pulled the CLEVELAND off at 1:30 a.m.

Sept. 11 - The old pilot boats CITADEL and ABRAHAM MARTIN, stationed at Les Escoumains on the St. Lawrence River, are to be replaced by small naval patrol boats.

Seven states may be able to reach an agreement to regulate water levels in the Great Lakes. It would cost millions of federal tax dollars and require a treaty with Canada. The problem stems from diversion of water by Chicago for their drainage canal. Long-range parts of the plan call for reversing the flow of Canadian waters from the Hudson Bay basin into the Great Lakes during low level periods and draining off excess-possibly to Chicago-and other cities-when levels are high.

Motorship VIRE, of the French Line, unloaded French autos in the port of Monroe, becoming the first foreign ship to enter that city in many years. Monroe has been designated the arrival point and distribution center for about 10,000 Renault cars a year.

An 11-day strike by grain handlers in the port of Chicago was settled this week. Grain shipments from this port have been declining since 1959, whereas Milwaukee and Duluth-Superior have increased due to the advantage of deeper drafts.

A new American port, Port Madison, is to be developed on Lake Ontario near the entrance of the St. Lawrence River. The site is the former U.S. Government's Fort Madison installation on Black River Bay, Sackett's Harbor, N. Y.

Sept. 13 - Two 95' gunboats built in Wisconsin for the U. S. Navy were loaded aboard the Dutch freighter SALATIGA in Montreal this week. The navy craft, armed with rocket launchers, will be turned over to the Ethiopian Navy as part of the mutual aid assistance.

Sept. 20 - The German freighter ADMIRAL BASTIAN entered the Montreal dry dock in the Lachine Canal for repairs to keel plates damaged near Three Rivers. The 241' ship with an overall length of 272' is the longest and probably the largest vessel to enter the old waterway. The Montreal Dry Dock Company, once owned by Playfair intrests from 1923 until sold in 1928 to Canadian Vickers Ltd., is the only shipyard still open in the Lachine Canal.

Continued

For the first time this year, American vessels during August carried more grain down the Great Lakes than did overseas ships. U.S. ships moved more than 22 per cent of the more than 56 million bushels. Overseas vessels hauled 21.5 per cent. The rest was carried in Canadian bottoms.

Milwaukee has opened their new $6,000,000, pier capable of berthing five ocean-going ships at once.

A petition by the Seafarers International Union of Canada, declaring it the bargaining agent for marine engineers on the Great Lakes, was turned down by the Ontario Supreme Court. Also rejected was a court order directing the Canada Labor Relations Board to certify the SIU as union agent for some 214 marine engineers and deck officers on Canadian lake ships.

Sept. 25 - Fewer losses and greater economy and efficiency has reduced the average insurance rates for the St.Lawrence Seaway from $8,000 in 1959, to $5,500 in 1960.

Canada SS. Lines which owns three terminals in the port of Toronto and leases another is planning to move to nearby Port Credit. Negotiations are underway with the Canadian Government which owns the dock in Port Credit for a long-term lease agreement. Also involved is the improvement and deepening of the harbor.

Detroit's port plans will be presented in Washington soon as the city's top priority project under the Federal Area Redevelopment Administration program. A request will be made for federal funds to conduct a thorough study by nine city departments and Port of Detroit officials, estimated cost to be $150,000. If public development were to occur, the Mayor has said, it would be done with revenue bonds at no cost to the taxpayer.

Sept. 25 - The St. Lawrence Seaway is handling more cargo this year than it did last year. The Seaway authority said that traffic through the Montreal to Lake Ontario route increased 9.5 per cent over the corresponding period of 1960.

Sept. 27 - Interlake Steamship Company bulk carrier ARCTURUS has been sold to a scrap iron firm - the 32nd American lake ship sold for scrap this year. The JAMES E. FERRIS has been sold by Pioneer Steamship to Buckeye Steamship.

Sept. 28 - A minimum loss of $3,500,000 was estimated for the six weeks strike which tied up the ports of Toronto and Hamilton during this past summer.

Sept. 29 - The St. Lawrence Seaway hasn't proved the boom to Michigan industry that some persons predicted it would be, according to a report published by the University of Michigan. Stiff competition from rail and truck lines, seasonal nature of the seaway, and high costs of operating ocean going vessels, which prevents them from

Continued making calls at all ports are all factors involved. Greatest benefit of the Seaway will be restricted to industries that produce large, bulky commodities, which cannot be shipped overland easily.

Vessel Changes

CITY OF HAMILTON
CITY OF KINGSTON
CITY OF MONTREAL
CITY OF TORONTO

These four 230' C.S.D. package freighters which have been laid up in Kingston for the past three years have been sold to Steelfactors Ltd., Montreal. To be towed to Lauzon by tug SALVAGE MONARCH.

J.F. DURSTON, had been sold to Eisen und Metall A.G., for scrap, arrived at Hamburg, Germany, July 4, 1961.

PRICE McKINNEY, also sold for scrap to Eisen und Metall A.G., arrived Hamburg, Germany, July 17, 1961.

SUPERIOR (ex CLEMENS A. REISS; a, FRANK T. HEFFELFINGER), formerly announced as being sold to Eisen und Metall A.G., Hamburg, evidently was resold to Dutch shipbreakers, arrived at Rotterdam, Holland, July 21, 1961.

DENMARK - T.J. McCarthy resold to Italian shipbreakers, arrived, Spezia, Italy, in tow of tug ELBE, August 6, 1961.

MICHAEL GALLAGHER - (a. CHARLES O. JENKINS, b. JOHN W. DAVIN) Midland SS. Company resold to Italian shipbreakers, arrived, Spezia, Italy, in tow of tug ELBE, August 6, 1961.

SEAWAY DISCOVERER - (a. AURICULA, b. DON DEMETRIO) m.v., sold by Mavroleon Bros. Ltd., London, to Valmonte Cia. Nav., Lebanon, and renamed CAPTAIN MINAS.

Red Face Department

It appears, from all that we have heard on the subject, that the author of last month's article, "Old Ironsides of the Great Lakes", fell into a trap that commonly springs on the unwary. He took as purest truth some of the "fake lore" passed down by sailors from one command to another. It matters little if this sort of research comes from a sailor, or the oldest citizen of the town, or even out of a romantic account in an old newspaper...the result is the same, and overlooking the errors it caused is unforgivable. So we share most of the blame with the author. We <u>know</u>....and we knew all along that Alexis St. Martin was shot <u>on</u> Mackinac, so the MICHIGAN could not possibly have taken him there, wounded, to Dr. Beaumont! Let us say that our readers read TELESCOPE more carefully after we have it in print than we do, at times, beforehand! We are sorry.

In that same issue, an oversight made us neglect to identify some of the pictures. Here they are: Top of page 173 WILLIAM P. COWAN, page 174 MINNEKAHTA, and page 175 LAKELAND.

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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NOVEMBER INSTITUTE MEETING NOTICE

Entertainment meeting at Dossin Museum, 8:00 PM, November 24th.

Member Robert B. Radunz (Marine News Editor) has arranged for his father to present a pictorial program which members are sure to enjoy. Come with a friend...or several friends. The more the merrier.

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