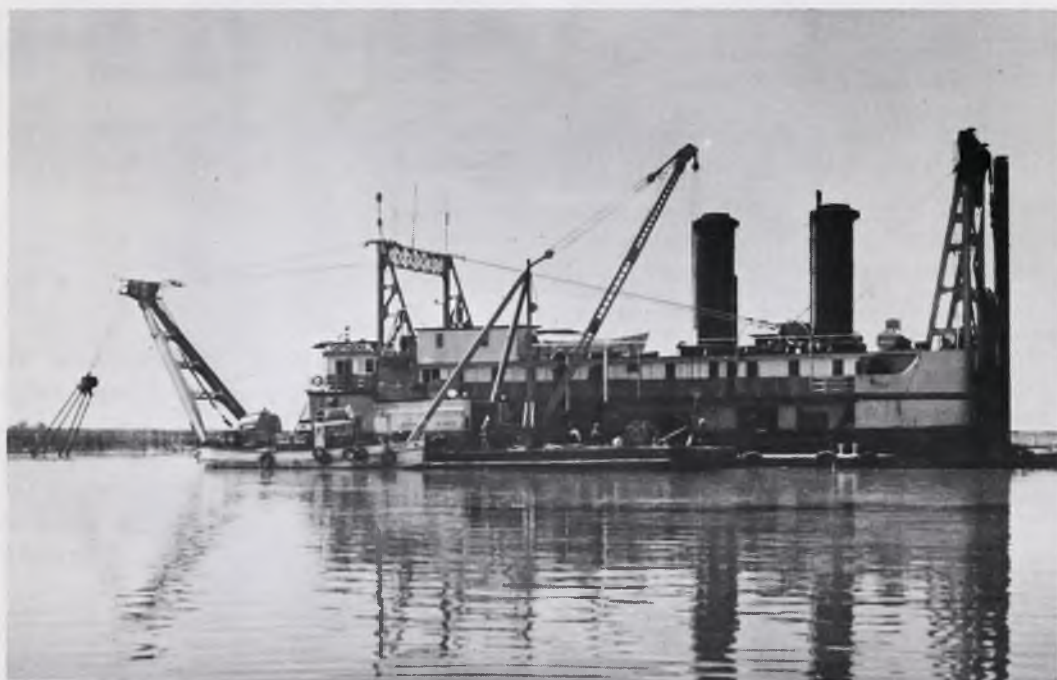


# TELESCOPE

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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

The 27 inch Hydraulic Dredge CARTAGENA shown working last season in the Southeast Bend cut-off in Lake St. Clair. She was recently prominent in the news when she broke loose in rough seas on the Atlantic. (See news Page 18.)

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- Life Membership.....\$100

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## Tale of the TURNCOAT TUGBOAT

By Richard J. Wright

With the emphasis on the Civil War Centennial celebrations today, one does not have to look far for some connection with the Great Lakes. One little-known story is that of the Lake Erie "turncoat tugboat," UNCLE BEN. For the first four years of her life, she led a normal existence engaged in towing in and around Buffalo, N.Y. She had been built at Buffalo in 1856 by Bidwell and Banta, for Jacob W. Banta, Benjamin and Vincent Bidwell, and Sidney Shepard, all of Buffalo (Permanent Enrollment #199, Buffalo, October 14, 1856). She was registered as being 95 feet long, 20 feet 5 inches wide, had a depth of 9 feet, and was 155  $\frac{31}{95}$ ths tons. UNCLE BEN was subsequently owned by Harvey M. and Leander W. Mixer of Buffalo (Permanent Enrollment #20, Buffalo, March 27, 1857); Harrison B. and Leander W. Mixer of Buffalo (Permanent Enrollment #144, Buffalo, September 14, 1857); and David R. Morse, Henry E. Perine, and Morris Hazard, all of Buffalo (Permanent Enrollment #61, Buffalo, July 13, 1859).



On December 31, 1859, the Buffalo tugboat was sold to Andrew F. Wiggins and Henry W. Johnson of New York (Permanent Enrollment #115, issued at New York). On January 9, 1861, the steamer STAR OF THE WEST was driven out of Charleston, South Carolina, by gunfire while attempting to bring supplies to Fort Sumter. On April 12, 1861, Fort Sumter was bombarded by Confederate shore batteries and was forced to surrender. In the interim, as the fort was running short of supplies, a plan was devised to relieve the besieged garrison by carrying supplies in under Confederate guns. Accordingly, the Union frigates POWHATTAN, PAWNEE, and POCOHONTAS, the revenue cutter HARRIET LANE, and steamer BALTIC, and three tugs, the FREE-BORN, YANKEE, and UNCLE BEN, set out from New York on April 6, 1861. The tugs had been chartered at exorbitant rates through the insurance brokers Johnson and Higgins of New York and their agent, Russell Sturgis. The UNCLE BEN was under the command of Captain

# Telescope

W. H. Dare. The tugs were to be used to carry supplies through shallow water from the steamers to the fort.

The flotilla encountered rough weather as they moved south, and on April 20, the UNCLE BEN was forced to put into Wilmington, North Carolina, because of a shortage of fuel. That afternoon, she was seized by Southern sympathizers, and her crew was imprisoned for their own well-being by the Cape Fear Flying Artillery. After eleven days imprisonment, and through the interposition of persons no less than President Lincoln, Secretary of War Steward, and Secretary of Navy Welles, the crew was released and taken to New York by the ALBA. The subsequent expedition to relieve Fort Sumter was a dismal failure.

On August 6, 1861, Captain J. W. Livingston, commander of the U.S.S. PENGUIN of the Atlantic Blockading Squadron, discovered four negroes in an open boat off Wilmington. After taking them on board, he was informed of a plot by Captain Price of the tug UNCLE BEN, which was to be armed by the Confederates, along with the steamer NORTH CAROLINA, to capture the PENGUIN. The tug was armed with one gun, but the abortive plot was never initiated. Instead, the UNCLE BEN was used to patrol Wilmington Harbor.

We next hear of the tug in a report submitted by Acting Rear-Admiral Samuel Lee, regarding the blockade-runner KATE on September 17, 1862, in which he mentioned that there were two iron-clads building at Wilmington, with only one steam engine, that of the UNCLE BEN, being available. It was finally installed in C.S.S. NORTH CAROLINA, which was lost at Wilmington in 1864.

On October 25, 1862, a letter of marque was issued by J. B. Benjamin, Secretary of State, Confederate States of America, to Thomas B. Power of Texas, Amos P. Chamberlain of New Orleans, and John D. Freeman of Jackson, Mississippi, as owners of the Confederate privateer RETRIBUTION, then being fitted out at Wilmington. This group of men had originally planned to send to sea a squadron of privateers, the steamers PELICAN, MOCKING BIRD, DOVE, BONITA, and the schooner RETRIBUTION, of about 150 tons.

Sure enough, the schooner was the former Buffalo tugboat, UNCLE BEN! She set sail for Charleston on November 24, 1862, safely running the blockade along with the POCATALIGO. She arrived safely at Charleston, where she loaded a cargo of cotton and turpentine. She cleared port bound for St. Thomas, Danish West Indies, arriving there on December 7, 1862, under the command of Captain John Parker.

RETRIBUTION was described by Commander Edward T. Nichols, commanding the U.S.S. ALABAMA, stationed at St. Thomas, on January 14, 1863, as "rigged as a schooner, with short lower masts, very square lower sails, and unusually large gaff-topsails; her fore staysail comes down to the stem. She has a rounded steamboat bow, without cut-water, and a round, overhanging stern, and carries a waist boat. She is said to be armed with three 9-pounder rifles, and is very fast." Her hull was painted black, but it was easy to spot where the hole left by the shaft had been boarded over.

Upon arriving at St. Thomas, Captain Parker immediately sold his cargo, and purchased the small Danish schooner DIXIE, which was brought alongside. All war materials were immediately transferred. Quite naturally, the United States' consul, John T. Edgar, was much disturbed by this flagrant disregard for neutrality and lodged a

protest with Governor W.L. Birch. Before the protest could be acted upon, on the night of December 15, 1862, the DIXIE slipped her anchor cable and set sail, without first bothering to obtain clearance papers. The fort fired a few shots at her, but she was not struck. The following day an examination of the RETRIBUTION by Danish authorities found that vessel to be in good order.

Early on the morning of December 18, 1862, the Confederate vessel left St. Thomas, after first inducing some twelve or fifteen men from American merchant vessels then in port to join her. Accordingly, the two vessels rendezvoused at the island of Blanquillo, where arms and ammunition were retransferred. The DIXIE then left for Turks' Island, loaded a cargo of salt, and ran the blockade to a Southern port. The RETRIBUTION was now armed with a 20-pounder rifle and two smoothbore 12-pounders. She also refitted her rigging and made ready for her role as a privateer.

On January 3, 1863, she appeared off St. Thomas, and chased back into port the American brig GILMORE MEREDITH of Baltimore, and the schooner WESTWARD of Bangor, Maine. Many American vessels in St. Thomas stayed there, afraid to sail for fear of being captured.

The RETRIBUTION then sailed north, and on January 10, 1863, succeeded in capturing her first prize, the American brig J.P. ELLICOTT of Bucksport, Maine, bound from Boston for Cienfuegos. A prize crew of five seamen and two officers were put on board with orders to remain close-by overnight. The next morning, the privateer not being in sight, the prize crew overcame the officers, Gilbert Hay and Thomas Gilbert (the ELLICOTT's crew, with the exception of her captain's wife, having been taken to the privateer the night before), the vessel was brought about and headed for New York. The two officers were put in irons. Bad weather and the leaky condition of the brig forced the leaders of the conspiracy, Thomas Coin and John Wilson, to turn back and put into St. Thomas, where the offenders were taken into custody by officers from the U.S.S. ALABAMA. Coin and Wilson, who had deserted from an American vessel in St. Thomas, who had received twenty-five dollars in advance, and a promise of fifty dollars more should they have been successful in running the blockade, requested clemency, which was granted. Hay had been captured once before, while commanding the privateer BEAUREGARD, and Gilbert had deserted from the brig MEREDITH, of which he had been second mate. Gilbert was to have received twenty-five dollars per month and two shares in prizes. The RETRIBUTION landed the crew of the ELLICOTT at Dominica, near the end of January, and they were later transported back to their vessel.

The U.S.S. ALABAMA was sent in pursuit and narrowly missed catching her quarry at Blanquillo on the morning of January 24, 1863. The warship learned that the night before, the privateer had appeared off the island, but had been unable to reach a suitable anchorage due to strong currents and light winds. It might also be added that the search was intensified as the Confederate raider 290, or C.S.S. ALABAMA, was thought to be in the vicinity.

On January 31, 1863, the RETRIBUTION took her second prize, the schooner HANOVER of Boston. The captured vessel was taken to Fortune Island, where she was run ashore and loaded with salt. Her cargo, consisting of boxes of fish, were in part taken by the captor, and in part given to the inhabitants of the island. The HANOVER under John T. Gordon was then sent to Wilmington, North Carolina. She was run aground near there, under the guns of Fort Fisher, while eluding

## Telescope

the blockade squadron on February 20, 1863. The following day a gale sprang up, damaging her hull and destroying her cargo of salt. The final figure arrived at by a prize court held at Wilmington on February 26, 1863, showed a profit of \$471, to be split into sixty-two shares. The profit came from the sale of equipment, hull, and rigging. Gordon later applied for a letter of marque for the schooner PAUL JONES.

The RETRIBUTION took her third and final prize, the brig EMILY FISHER, on February 19, 1863. After this, the hull of the tug-schooner-privateer began to show signs of strain, and she put into Nassau, British West Indies, where she was condemned as being unseaworthy. She was sold at public auction, June 22, 1863, for \$760, to Bryon Bode and Gustave Renouard (G. Renouard & Co.), of Nassau. The former owner was listed as Thomas Stead, a British subject, who sounds suspiciously like either Parker or Thomas Powers of Texas. After the required repairs were made, the cost of the vessel to her new owners amounted to about 416 pounds sterling (\$2,000).

But what about Captain Parker? It appears that his real name was Vernon G. Locke, a subject of Great Britain, who had assumed the name Parker to get around neutrality laws. He no longer was protected by Confederate law, and had no right to carry on war. Nonetheless, he left for St. John, New Brunswick, where he organized a plot to take over an American steamer operating in Canadian waters. On December 5, 1863, his party boarded the steamer CHESAPEAKE in New York bound for Portland, Maine. When about twenty miles northeast of Cape Cod, the Confederates took over the vessel, killing one crewman and wounding another. The vessel put into the Bay of Fundy the next day, where Locke (alias Parker), who had remained behind to arrange for refueling, came aboard and assumed command. The next morning, December 9, 1863, the U.S.S. ELLA and ANNIE steamed straight toward the rebel-held vessel, and in so doing, invaded neutral waters. The Confederates immediately abandoned the CHESAPEAKE and escaped ashore. Locke surrendered himself to the sympathetic Provincial Government of Nova Scotia, and it is assumed that he was afterwards released. It is interesting to note that his correct name appears in the Admiralty Court records for the settling of shares of the prize HANOVER.

But back to the RETRIBUTION. She was loaded with a cargo of pineapples (sic.) and put into Newark, New Jersey, where she was seized by Federal authorities because of her past record. The Libel of Information was filed there on September 5, 1863. By this time, the vessel had been renamed ETTA. The final decree was entered on October 7, 1864, to whom it is unknown, for \$900.

Here the author ran into a stone wall in his research. However, a schooner ETTA was captured by a boarding party from the U.S.S. SAGAMORE off Cedar Keys, Florida, on March 23, 1864, while attempting to run the blockade. She was burned and two crewmen, both claiming to be British subjects, were sent to Key West. Whether this was the same vessel, noting the difference in dates of the last bill of sale and the loss of the above-mentioned vessel, is unknown.

And so the tale of the "turncoat tugboat," UNCLE BEN-RETRIBUTION-ETTA, comes to an uncertain end. Who would have believed that a lowly, common Lake Erie tugboat could have led such an adventurous livelihood, encompassing so many varied avenues of excitement and history? But, it is all a matter of record.

December 28, 1961  
24441 Pembroke  
Detroit 19, Michigan

Capt. William J. Cowles, President  
Great Lakes Maritime Institute  
Dossin Great Lakes Museum  
Belle Isle  
Detroit 7, Michigan

Dear Capt. Cowles:

As per instructions from the Great Lakes Maritime Institute, the members were requested to vote for not more than six members to the Board of Directors. The members were also instructed to mail the ballots in plain envelopes to my home address.

A count of ballots was made with the following results:

81	Robert E. Lee	24	Robert Radunz
77	Rev. Dowling	21	Kenneth Fairbanks
74	Capt. Cowles	19	Don Baut
58	Gordon Bugbee	12	Fred Heath
53	William Hoey	10	Haviland Reves
35	Emory Massman	10	Charles Labadie
28	William Stevens	4	Bruce Borrie
26	William Worden		

Of the one hundred ballots received, one ballot was voided, and four were postmarked after December 18.

Sincerely yours,

*Richard W. Witkowski*  
Richard W. Witkowski  
Notary Public  
County of Wayne  
My Commission expires  
November 11, 1963

RWW:pk

## The Picture Page

- by -

EMORY A. MASSMAN, JR.



GEORGE M. STEINBRENNER (c) SATURN (b) JOHN SHERWIN (a) US.202910; gross tons 6490; net tons 5495 - 522' x 54' x 31'. Built 1906 by W. Bay City S.B. Co. Hull #617. Triple expansion engine 22 3/4" - 36 3/8" - 60 1/8" x 42 built by Detroit S.B. Co. Two Scotch Boilers 14'6" x 11'6" built by Toledo S.B. Co. 1940. Owners (1) Interlake S.S. Co. (2) Kinsman Transit Co.



JOSEPH S. WOOD (ii) (b) RICHARD M. MARSHALL (a) US.265808; gross tons 10606; net tons 8083 - 628'10" x 67' x 35'. Built by Defoe S.B. Co. at Bay City, Michigan 1953. Hull #424. She has a 5500 H.P. Delaval Steam Turbine Co. Engine and Babcock & Wilcox Boilers. Owners (1) Great Lakes Steamship Co., Inc. (2) Northwestern Insurance Co. Operated by Wilson Marine Transit Co.





Launch of the MONTFAUCON at Wyandotte, 1920  
(Photo, Courtesy David T. Glick)

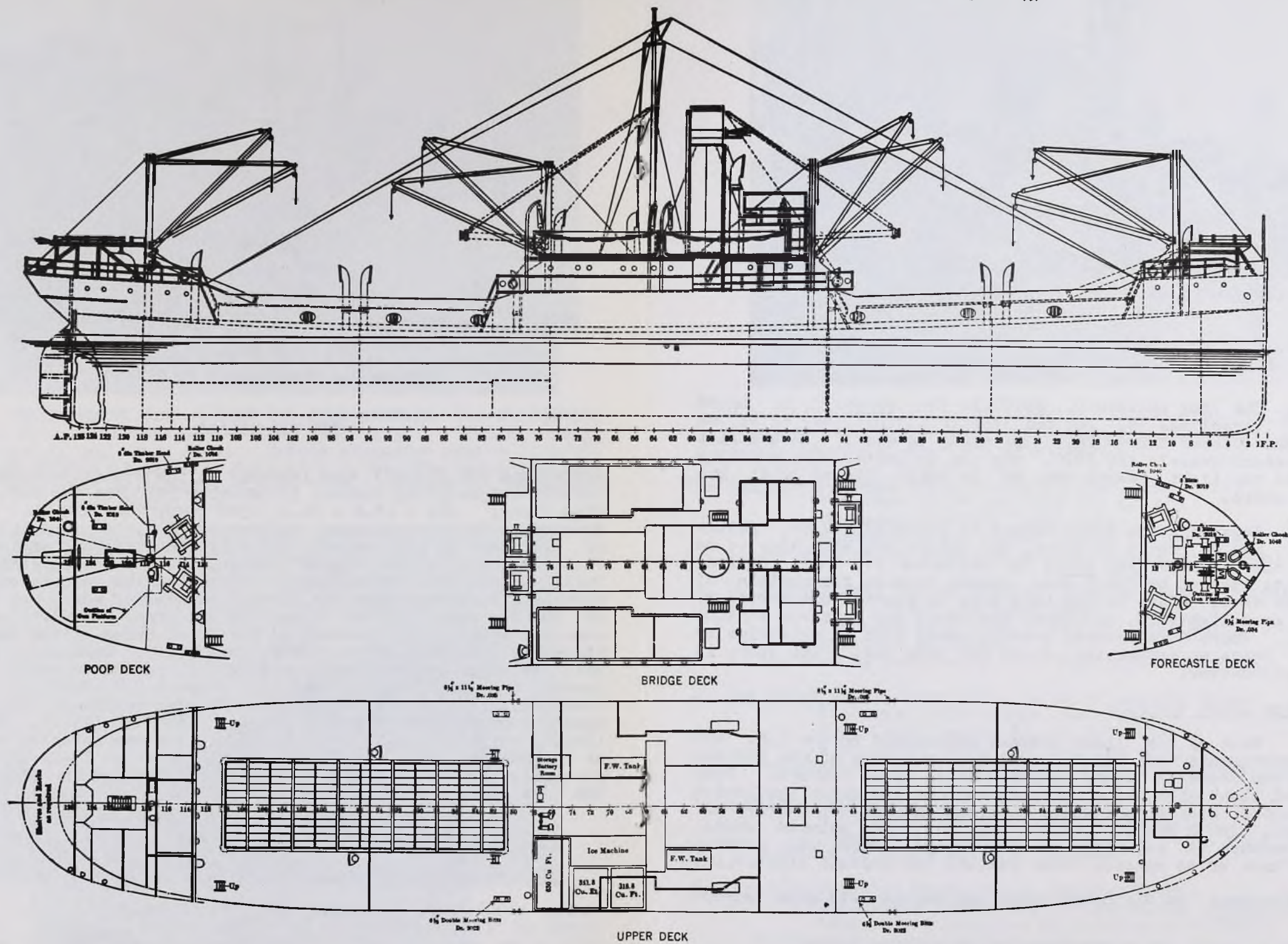
#### THE BIG SPLASH

MONTFAUCON (US.219952) was launched at the Wyandotte Yards of the Detroit Shipbuilding Company in December 1920. She was Hull No. 281. Dimensions: 251 x 43.6 x 24.2; 2309 gross tons and 1440 net tons. Powered by triple expansion engines of 20", 30", and 54" diameter of cylinders by 40" stroke, built by the shipyard engine works. This freighter, of the "Laker" design, was one of ten similar ships built by American Shipbuilding Company on its own account, from materials left over from the "Laker" program of World War I. Seven of the ten were built at Wyandotte and three at Cleveland. For some years they were operated on the Great Lakes as the Independent Steamship Company (See TELESCOPE, June 1960). Eventually they were sold to other owners. Thus MONTFAUCON passed to Aetna Portland Cement Company of Saginaw and was renamed E.M. FUNCE in the late Twenties. The vessel was sold to foreign owners in 1940 and renamed successively INTREPIDO (1940), VALEROSO (1947), MARIANNINA (1949), and ANNA MARIA IEVOLI (1955). She was severely damaged by an internal explosion while docked at Naples on 11-21-'57 and was scrapped. Our photo below taken by Stephen Gmelin shows her at New York in 1948 carrying the name VALEROSO.



# TYPICAL U.S. SHIPPING BOARD LAKER

*Length Between Perpendiculars, 251 Feet; Beam, Molded, 43 Feet 6 Inches; Depth, Molded, 24 Feet 2½ Inches; Block Coefficient, 0.797*



UPPER DECK  
Fig. 1.—Profile and Deck Plans



Tug LEATHEM D. SMITH (ex U.S. Light Vessel No. 59)  
Photo by Edwin Wilson

#### LIGHT VESSELS OF THE GREAT LAKES, Cont'd

Correction: The tug LEATHEM D. SMITH is the former U. S. Light Vessel No. 59, not the former U.S.L.V. No. 62 as we stated in the October TELESCOPE. The error is ours. In the list of U.S. Merchant vessels for 1919, the tug is listed with merchant ships while the Light Vessel No. 62 is still listed with the Government ships.

Addition: Regarding the light vessel at COLCHESTER RMEF, fellow member, David T. Glick, has called our attention to an account in the Detroit Free Press for September 19, 1864, telling of complaints raised by local ship owners because the captain of the schooner WAVE, after having been paid to station his vessel at Colchester as a lightship, had taken the money and left the station unattended. There were several vessels named WAVE in existence at that time, hence we cannot say which one this was. The story is interesting, however.

#### Colors of the Light Vessels:

Most of the light vessels maintained by the U.S. and Canadian Governments were painted red, with the name of the station painted on the vessel's sides in large white block letters. Some were painted black with white letters, while a few had a yellowish hull and cabins with either white or black letters. At least one light vessel, NORTH MANITOU SHOALS (No. 56), was painted white, probably because it lay close to the island, which was heavily wooded. We know of no special color pattern for private lightships.

Lightship Stations on the Great Lakes and the vessels that served them:

1. Buffalo (Located off Point Abino, eastern Lake Erie).
  - U.S. Light Vessel No. 82 (1912-1913)
  - U.S. Light Vessel No. 96 (1914)
  - U.S. Light Vessel No. 98 (1915)

Replaced by Point Abino Lighthouse (Canadian), 1916.



U.S. Light Vessels No. 98 (LANSING) and No. 103 (RELIEF) together with the Lighthouse Tenders HYACINTH (left) and SUMAC, in winter quarters at Milwaukee.

2. Southeast Shoals (East of Point Pelee, Lake Erie)
  - Schooner SMITH and POST (up to 1901)
  - Schooner KEWAUNEE (1901-1910)
  - Canadian Light Vessel No. 18 (1910-1929)
  - Replaced by Southeast Shoals Lighthouse (Canadian), 1929.
3. Colchester Reef (Essex County, Ontario, midway between Detroit River and Point Pelee)
  - Schooner WAVE (1864) and apparently others until the Eighties or later.
  - Replaced by Colchester Reef Lighthouse (Canadian).
4. Bar Point Shoal (Lake Erie, Mouth of Detroit River)
  - Schooner LOUIS McLEAN (Very early)
  - U.S. Light Vessel No. 59 (1893-1911)
  - U.S. Light Vessel No. 62 (1912-1921)
  - Replaced by the Livingstone Channel buoy system, 1922.
5. Limekiln Crossing South (Lower Detroit River)
  - U.S. Light Vessel No. 64 (1893-1911)
  - Same vessel operated by Canadian Govt. until 1913.
  - Replaced by buoys and land markers.
6. Limekiln Crossing North (Lower Detroit River)
  - U.S. Light Vessel No. 65 (1893-1910)
  - Same vessel operated by Canadian Govt. until 1913.
  - Replaced by buoys and land markers.
7. Ballard's Reef (Lower Detroit River)
  - U.S. Light Vessel No. 63 (1893-c.1900)
  - Replaced by lighthouse.



New U.S. Light Vessel DIAMOND at Mt. Elliot Street Coast Guard Base, 1948, on her way to salt water.

8. Grosse Pointe (Lake St. Clair, near entrance to Detroit River).  
Seems to have had a lightship around 1892. This may be the predecessor of the ST. CLAIR station.
9. Lake St. Clair (Middle of Lake St. Clair, on ship channel)  
U.S. Light Vessel No. 75 (1902-1933)  
U.S. Light Vessel No. 95 (1934)  
U.S. Light Vessel No. 75 (1935-1941)  
Replaced by a lighthouse, 1941.
10. Lake Huron (On Lake Huron, north of Fort Gratiot)  
U.S. Light Vessel No. 61 (1893-1920)  
U.S. Light Vessel No. 96 (1921-1934)  
U.S. Light Vessel No. 103 (1935-1961)
11. Poe Reef (Straits of Mackinac, off Cheboygan, Michigan)  
U.S. Light Vessel No. 62 (1893-1911)  
U.S. Light Vessel No. 59 (1912-1914)  
U.S. Light Vessel No. 96 (1915-1920)  
U.S. Light Vessel No. 99 (1921-1928)  
Replaced by lighthouse, 1929.
12. Martin Reef (North shore of Lake Huron, several miles west of entrance to St. Mary's River)  
U.S. Light Vessel No. 89 (1908-1926)  
Replaced by lighthouse, 1927.
13. Simmons' Reef (Northern Lake Michigan, west of Straits of Mackinac)  
U.S. Light Vessel No. 1893-1898 or later  
Replaced by buoys.
14. White Shoals (Northern Lake Michigan)  
U.S. Light Vessel No. 56 (1893-1910)  
Replaced by lighthouse, 1910.

to be continued

## Christmas Trees In The Spring

By John F. Miller



At Milwaukee, Wisconsin, in 1868, a three masted schooner was built and listed as #110087:GT 205,NT 119; L. 123'5" x B. 27'6" x D. 8'4" and named the ROUSE SIMMONS.

After forty-five years of profitable service, handling various types of cargo, mostly on Lake Michigan, she was finally owned and skippered by Captain Herman Schunemann of Chicago, and used by him to haul Christmas trees from the North woods to the Chicago area.

The novelty of buying Christmas trees direct from the schooner deck at the Clark Street dock in Chicago appealed to many residents and created a lot of publicity for the Captain, as well as a good profit.

On the evening of November 25, 1913, the well-known Christmas Tree Ship, fully loaded above her bulwarks, sailed out of Manistique, bound for Chicago, three hundred miles south. A Captain friend of Skipper Schunemann coming into Manistique, remarked to his men that "Captain Schunemann must be in a hurry to get those trees into Chicago to start out in such rough weather."

The winds gained in strength in addition to heavy snow and freezing temperatures. The Coast Guard at Sheboygan, Wisconsin, went out into the gale, but due to the severe snow storm they never sighted the schooner.

The fate of the gallant schooner was confirmed the following spring when fishermen in the area found their nets clogged with balsam and spruce. In addition, a corked bottle was found near Sheboygan with a note signed by Captain Schunemann stating he had lost two crew members and their small boat, and had given up hope of survival.

Thus ended the career of another one of the wonderful sailing ships of that era.

# Great Lakes Marine News

## CONTRIBUTORS

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

Edited by William M. Worden

- Nov. 23 - Drums of sodium nitrate exploded aboard the German freighter LEAPPAUL during unloading operations in Toronto harbor. Steel rods being unloaded from the ship punctured a drum and ignited the chemical. Damage was minor and there were no injuries.
- Nov. 29 - Seaway officials announced their intent of closing the waterway the following day, the 30th. Five ocean vessels were still in the lakes, hurrying for the Seaway.
- Nov. 31 - In Chicago, Mr. Louis Purdy, port director for Toledo, said that greater and better promotion and publicity for the Seaway and Great Lakes ports was necessary to improve overseas trade.
- Dec. 2 - About five thousand persons were on hand as Gov. Anderson of Minnesota and State Highway Commissioner Harvey Grasse of Wisconsin opened the new high-level automobile bridge above St. Louis Bay at Superior.

The Seaway officially closed, after a two-day delay. However, Seaway officials announced their intent to operate the big locks during the day, for a few days, so that several lakers still on the St. Lawrence could get back into the lakes. The last overseas ship to clear St. Lambert Lock was the Greek AMVRAKIKOS, at 3:15 p.m. on the 4th.

- Dec. 6 - There were 20,466 Volkswagen cars and trucks unloaded at Toledo and Chicago during the past season, a company spokesman said in announcing the company's intention to continue using the Seaway next season.

A 2.5 million dollar contract has been awarded to Collingwood Shipyards by the Canadian Oil Companies for construction of a new tanker, 348½' x 46' x 40', for completion next August. The tanker is expected to carry 51,000 barrels of oil.

- Dec. 7 - Seaway traffic in Milwaukee rose by 197% in 1960, while total Seaway traffic rose only 10%.

The Finnish government offered the United States the use of a super-icebreaker to try and keep the Lakes open year-round.

The J.W. WESCOTT II, mail and supply boat at Detroit, ended its season today.

- Dec. 8 - The British steamer WESTRIVER, operated by Wilson Marine Transit Co., was recently damaged by fire in her after crew's quarters. The fire took place at the Maashaven Dock in Rotterdam, the Netherlands, and was fought by three Rotterdam fire tugs.
- Dec. 9 - The USS ROBISON, third of four guided missile destroyers constructed by the Defoe Shipbuilding Co. at Bay City, Michigan, is commissioned at the Boston Naval Shipyard. Her sister ships are the McCORMICK and WILSON. The USS HOEL is still under construction at Bay City.
- Dec. 11 - Twenty-three ships are laid up in Goderich, Ontario with storage grain. This is the largest lay-up fleet in this Lake Huron port since 1928.
- Dec. 12 - Cdr. Marcus H. McGarity has been named officer in charge of the Milwaukee Coast Guard District, to replace Cdr. Douglas Shambeau, transferred to Detroit.
- HARBOR SEAGULL, Milwaukee's new launch for cleaning up harbor debris, undergoes tests in Escanaba.
- Dec. 13 - At Seven Islands, Que., an S.I.U. official involved in a shooting incident with the freighter WHEAT KING, was acquitted of taking the tug MANNY R. without the owner's permission. A new charge, conspiracy to intimidate the ship's crew was laid against him.
- "Operation Sail" announces plans for a rendezvous of sail training ships in New York in 1964. It is hoped that at least one of the ships might visit the Lakes.
- Detroit City Council approved a ten year lease with the Bob-Lo Company for land at the foot of Woodward. A new terminal costing \$150,000 will be erected, said W.B. Browning, company president.
- Toledo handled 360,860 tons of overseas cargo in 1961, more than double last year's tonnage.
- Dec. 14 - A contract for a 2,000 ton coastal vessel has been awarded to Port Weller Drydock by Crosbie and Co. of St. John's, Newfoundland.
- Dec. 16 - Navigation at the Canadian lakehead was closed with the departure of SIR JAMES DUNN, escorted by the icebreaker ALEXANDER HENRY, and the arrival of HAGARTY and SIR THOMAS SHAUGHNESSY. A faulty gyrocompass delayed the SHAUGHNESSY's arrival, forcing cancellation of her scheduled downbound trip.
- Dec. 17 - Last ships through the Soo were SIR JAMES DUNN and the ALEXANDER HENRY.
- Capt. J.B. Sullivan of the ARTHUR B. HOMER retires.
- Dec. 18 - Chimo Shipping Ltd., of St. John's, and A.S.Redereit Odfjell of Oslo will operate a new tanker service next season under the name of Chimo-Odfjell Great Lakes tankers.



- Dec. 19 - The 7,100 ton British freighter MUSWELL HILL docked at Montreal to load scrap for Genoa, Italy.
- Dec. 20 - Adm. Lyndon Spencer (U.S.N.R.) has announced that he does not seek re-appointment to his post as President of the Lakes Carrier's Association next year.
- Dec. 23 - C.S.L.'s ESKIMO, chartered to Canadian Pacific Steamships, docked at Quebec after her first trip to Liverpool. FORT CHAMBLY, also chartered to CPR, will run to London during the winter.
- Dec. 26 - The crew of the dredge CARTAGENA (see TELESCOPE, Nov. 1960, pg. 195) prepared to abandon ship when it was feared that the leaking dredge, battered by twenty-foot waves would go down. On the 31st, a Canadian tug, FOUNDATION VIGILANT, took the abandoned dredge under tow. There were no injuries.
- Jan. 3 - Interlake Steamship Company has sold two of its older freighters for scrap. The JOSEPH SELLWOOD, 545 feet long and built in 1906 at Lorain was named for the part owner of V.H. KETCHUM, longest ship of her day, in the mid-1870's. The JAMES C. WALLACE, built at Lorain in 1905, has also been sold. She was named for the then president of American Ship. The WALLACE was 552 feet long with a capacity of 11,000 tons.



JOSEPH SELLWOOD

A letter to your editor from Mr. Donald Page of Davie Ship supplies this news column with the following information covering Davie's activities in the past year:

Ships Completed:

WHITEFISH BAY, Davie hull No. H-625 for Canada Steamship Lines, steam driven.

CANADOC, Davie hull No. H-627 for Paterson, a motor vessel.

Ships under construction:

1. A destroyer escort for the R.C.N., Steam Turbine, Davie hull No. H-622.
2. A supply tanker of 20,000 tons for the R.C.N., Steam Turbine Davie hull No. 628.
3. A 5,000 ton diesel tanker for Hall Corp., Davie hull No. 629.
4. A 3,100 ton diesel pulpwood carrier for Anticosti Shipping Co., Davie hull No. 630.

Refitting is in progress on the H.M.C.S. SIOUX, and R.C.N. destroyer.

Ships scrapped at Davie:

S.S. EDMONTON	S.S. CITY OF MONTREAL
S.S. CITY OF TORONTO	S.S. CITY OF KINGSTON
S.S. CITY OF HAMILTON	S.S. LETHBRIDGE
Steam Tug CHATEAU	

Ships prepared by Davie for towing to Europe for demolition:

J.F. DURSTON	WILLIAM A. PAINE
ROBERT N. JOYNT	PERSEUS
SUPERIOR	JOHN C. HAY
PRICE McKINNEY	PIONEER
DENMARK	SWEDEN
WILLIAM HOSFORD	ARCTURUS
GALLAGHER	CORNELL

Our thanks to Mr. Page for this valuable information.



Scrapping operations have been underway on Toronto's venerable CAYUGA for some time. The vessel has been stripped to the hull, and the hull will be lifted out of the water in sections. Mr. Alan Howard, former Managing Director of the Cayuga Steamship Co., and Institute member, reports that the stern section up to the first watertight bulkhead has been removed, and that part of the propeller shafts extend far out into the water from the bulkhead.

# Telescope

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## 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

#### JANUARY MEETING:

Entertainment meeting will feature an illustrated talk on the Steamer TASHMOO, by Mike O'Brien. 8:00 P.M. January 26th., at Dossin Museum.

#### FEBRUARY:

BUSINESS MEETING of Board of Directors General Membership invited. 8:00 P.M., February 23rd., at Dossin Museum.