TELESCOPE

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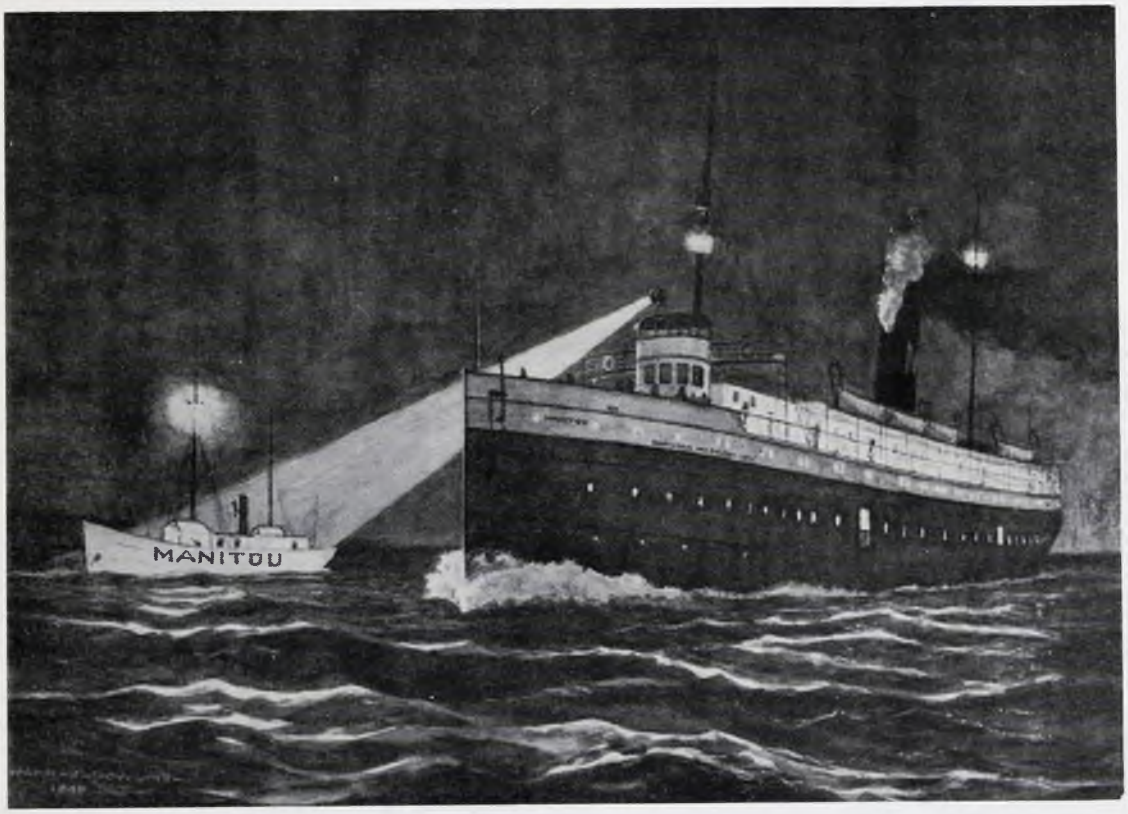

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Great Lakes Maritime Institute

Telescope

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Dossin Great Lakes Museum
Belle Isle, Detroit 7, Mich.

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

United States Light Vessel No. 56 (MANITOU) is illuminated by the searchlight beam from the passenger steamer MANITOU (US 92521), whose whistle is also blowing a salute. Thrice weekly the big liner passed the little white lightship late in the evening.

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IN RESPECTFUL MEMORY

GEORGE O. YOUNG (1887-1962)

EDITOR OF THE *TELESCOPE*

The Great Lakes Maritime Institute suffered a severe loss in the sudden demise of our esteemed Editor, Mr. George O. Young, on Tuesday, January 23.

We knew him as a lovable, enthusiastic, and active member of our Institute. His devotion for our organization is attested by his faithful work as Editor. His kindly and pleasant personality will be missed by all of us.

In the name of all of our members, the Telescope extends sincere expressions of sympathy and condolence to his wife, Mrs. Young; to his son, our fellow member, Mr. George O. Young, Jr.; and to all of those near and dear to him.

For Mr. Young, a deeply religious man, we can confidently ask that God grant him eternal rest and peace.

Your President

IRON *MERCHANT* SHIPS:

AN UPPER LAKES CENTENNIAL

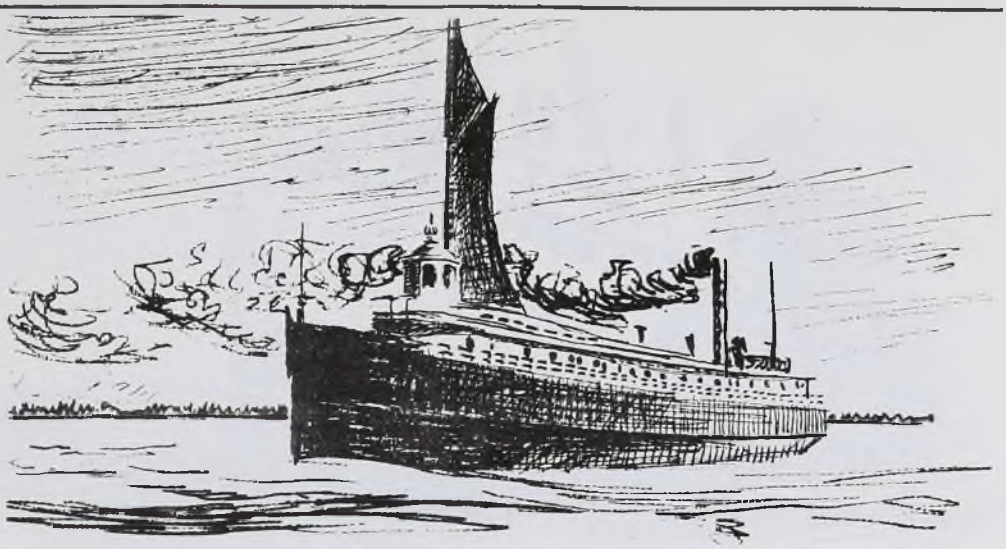
PART ONE

By Gordon P. Bugbee

This summer will mark the passing of a century since the first iron merchant ship was built for commercial purposes to sail upon the upper Great Lakes. In August of 1862 the iron screw steamer MERCHANT cleared Buffalo for Chicago upon her first voyage. The 894-ton propeller had been built by David Bell in a Buffalo shipyard from frames fabricated nearby in Black Rock. The 190-foot ship was built to carry passengers and package freight in the services of James C. and Edwin T. Evans of Buffalo.

In the remainder of the sixties, Buffalo shipyards built a number of small iron vessels of three hundred tons or less. The far-seeing Evans family commissioned David Bell in 1868 to build one large vessel, the 1,464-ton propeller PHILADELPHIA. By this time the Evans family had formed the Erie and Western Transportation Company —commonly known as the "Anchor Line"—on behalf of a predecessor of the Pennsylvania Railroad. In 1871 the Anchor Line brought out the three famous iron passenger and package freight propellers INDIA, CHINA and JAPAN, and the iron package freighter ALASKA, all built at Buffalo. The New York Central Railroad affiliate, the Western Transportation Company, ordered the iron package freighter ARABIA at the same time. The four twin-screw iron package freighters CUBA, JAVA, RUSSIA and SCOTIA were built in 1872 for Holt and Ensign's Commercial Line. In this way Buffalo shipbuilders and Buffalo shipowners came to dominate the iron merchant ships of United States registry within the decade which followed the MERCHANT experiment.

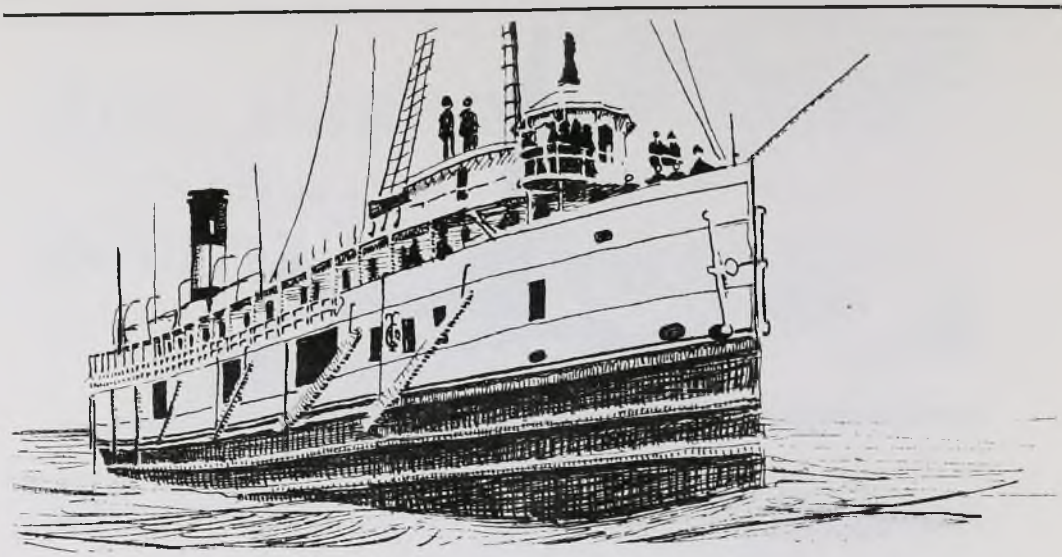
Now, centennials are arbitrary but well-meaning reminders of past events which might not otherwise come to mind. What is most noticeable about this iron merchant ship "centennial", however, is that it has had no occasion to be celebrated some years ago. If longevity was an appealing argument for iron ships, the United States gunboat MICHIGAN amply demonstrated this, as well as the more fundamental consideration that iron ships DO float. U.S.S. MICHIGAN was completed in 1844 at Erie, Pennsylvania, from plates fabricated at Pittsburgh. When MERCHANT was built, U.S.S. MICHIGAN was already eighteen years old, an aged ship by the standards of wood construc-



tion. U.S.S. MICHIGAN was still in sound condition then, and lake observers predicted a long life still ahead for her. But even the most optimistic among them could not know that the gunboat would remain afloat for more than a century, finally being broken up after World War II at Erie. From the forties also date a number of iron revenue cutters and other United States government vessels of a smaller size.

On Lake Ontario and the St. Lawrence River, the British built several armed vessels from frames and plates fabricated in Great Britain. Of similar origin were some of the iron vessels which Canadian entrepreneurs built for merchant service upon those waters. The Kingston-built PASSPORT of 1846 later became CASPIAN and was dismantled at Sorel only in 1922. The longest career of all went to the Montreal-built RICHELIEU of 1845, which went out of service as the ferry BEAUHARNOIS in late 1954, and whose hull may still survive landlocked for a stillborn restaurant venture near Valleyfield, Quebec. For the upper lakes, Canadian railroads contracted for a number of iron river car ferries in the sixties and seventies. The iron ferry GREAT WESTERN of 1866 may still exist as a laid-up barge at Sorel, while the iron ferry HURON of 1875 still operates at Detroit, probably the oldest self-propelled lake vessel running.

By contrast, the useful life expectancy of a wooden hull was about ten years. After this time, major hull repairs could be anticipated from year to year, so that replacement of the whole hull might be less costly in the long run. Engines frequently lasted longer than the wooden steamers for which they were built. A classic example was the beam engine of the sidewheeler CANADA of 1846, which the Wards of Newport successively placed in their own CASPIAN, E. K. COLLINS and PIANET before it ended its life in the Goodrich steamer NORTHWEST in 1876. Long wooden hulls had to be strengthened by metal chains or cables anchored at their sagging bow and stern and draped tautly over arched "hogging" frames. These frames produced great wooden sidewheelers such as the 350-foot WESTERN WORLD of 1854. But the vibration of single-cylinder steam engines of wooden

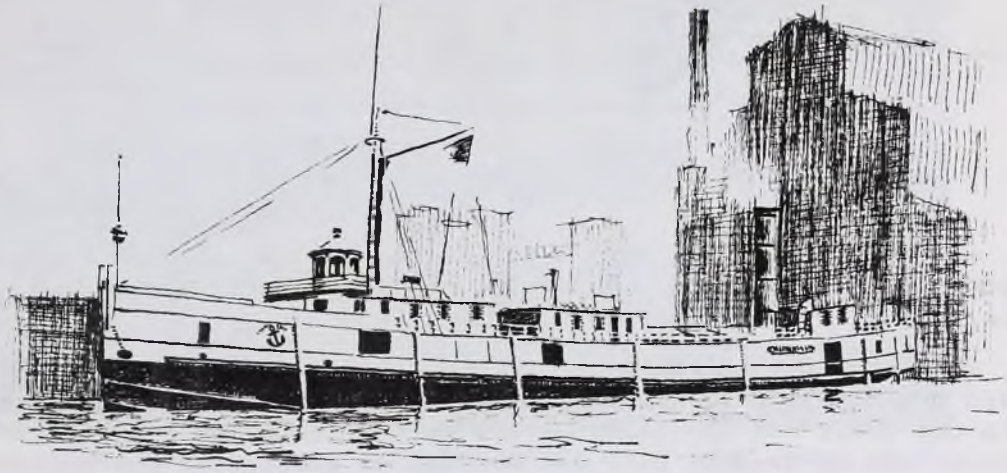


screw steamers limited their length, for the harmful effects of vibration grew greater in longer hulls. Engine innovations alleviated the problem in the seventies by the introduction of balanced fore-and-aft compound engines. But longer lengths needed iron hulls.

Cheap construction favored wooden hulls long after U.S.S. MICHIGAN showed that iron hulls were technically possible. American lake ships mirrored the American merchant marine in general, which clung to wooden hulls long after British shipowners had turned to iron. But ship timber was relatively scarce in Great Britain, while American shipyards had cheap, high-grade timber close at hand. And in the eighties Michigan led the nation in timber cutting, which further emphasizes the economy of wooden lake ships. But this answer is not completely satisfactory. The above-mentioned Canadian entrepreneurs had just as abundant timber and their iron industry was probably no better developed than that of the United States. Yet even in 1854 the Detroit Free Press reports the iron paddle steamer HER MAJESTY, which was built at Toronto to be sailed audaciously across the Atlantic to be sold in the very backyard of the iron shipbuilders of Scotland's Clyde.

News of the Buffalo enterprises was watched by Eber Brock Ward, the Detroit shipowner, who pasted newspaper accounts into his scrapbooks, now in the Burton Collection of the Detroit Public Library. One of these clippings recited the advantages of iron hulls. Despite higher first costs, iron ships might last almost indefinitely in good condition. Large hulls might possibly cost less to build in iron than in wood. Iron ships would resist fire damage. They would not easily become hogged if stranded, unlike wooden hulls, and if they were severely damaged, their material was still worth recovery. But the most compelling argument was that an iron ship weighed less than a comparable one of wood, making room for extra cargo capacity. "We maintain that iron vessels on the lakes are no longer an experiment," wrote the enthusiastic journalist.

Soon after MERCHANT appeared, Captain Ward wrote to the Philadel-



phia shipbuilding firm of Neafie and Levy for estimates on a 75-foot vessel of 100 tons. The builders proposed to deliver such a vessel in Philadelphia for $10,000 with an iron hull, or for $8,500 with a comparable one of wood. Nothing seems to have come of this proposal, but Captain Ward grew increasingly interested. Looking over the growing lake fleets, he told friends, "All these vessels will be rebuilt in iron and it will be a great business." In 1871 Captain Ward established his own shipyard to build iron hulls, close to his iron rolling mills along the lower Detroit River at Wyandotte, Mich. Supervising this yard was a twenty-two-year-old naval architect named Frank E. Kirby, who would build the largest sidewheelers in the world at this yard forty years later. But the early output of the Wyandotte yard was small, including the small sidewheeler QUEEN OF THE LAKES, and the tugs SPORT and E. B. WARD, JR. The death of Captain Ward early in 1875 seemed to question the yard's future.

Iron shipbuilding held a promising outlook for Buffalo, despite the skepticism of vessel men about the economics and performance of metal hulls. But late 1873 introduced a national financial panic and in following seasons lake ships could not find enough work to pay expenses. A backlog of contracts made 1874 a banner year for the launching of new wooden lake ships, nevertheless, and more ships were still built in 1875. These wooden shipyards had perishable materials on hand which might bring some price in a completed hull but none as decayed timber. No such inventories governed iron shipyards, where activity declined to the building of small craft once again. Not until the end of the seventies were sizable iron hulls built once again for service upon the upper Great Lakes.

(To be concluded in the March issue)

SOME RECOMMENDED FURTHER READINGS ON GREAT LAKES IRON SHIPS:

Herbert R. Spencer, "The Iron Steamer," in American Neptune, IV (July, 1944), pages 183-192. Concerns U.S.S. MICHIGAN.

Erik Heyl, "The Steamship Merchant," in Niagara Frontier, VI (Winter, 1960), page 118.

Curator's Corner

BY
ROBERT E. LEE
CURATOR
DOSSIN GREAT LAKES MUSEUM

The past month has been quite an active one in the Detroit area with regard to matters maritime, and the Dossin Museum has been a participant in much of this activity.

The International Shipmasters convention was held here in January and the Museum prepared and exhibited a special promotional effort in the lobby of the headquarters hotel. This was a panel of historic and up-to-date pictures of ships, a picture of the Museum, and a statement of warm welcome to both the City and Museum for those attending the sessions.

The Saginaw Museum, at Saginaw, Michigan, has an exhibit dealing with the Great Lakes that will run through the end of March, and we have contributed heavily in loaned materials to this show. It is a very gratifying fact to have the Lakes recognized in such exhibits, and we are happy to have been able to assist them.

The Museum was host to the Marine Historical Society of Detroit for their meeting of January 19th. In spite of the terrible weather there was a very fine turnout which was rewarded with an excellent program of movies. It was a very real pleasure to host this meeting and it is our hope that the Society will come back soon and often.

The U. S. Army Corps of Engineers Exhibit, which they removed to be up-dated, has been returned. This very interesting and informative exhibit explains the current deepening work being done on the Lakes, and gives visitors a graphic understanding through the use of well prepared charts.

One of the most interesting trips ever made, and made by an equally interesting boat, is the subject of a newly installed exhibit covering the motor-boat **DETROIT**. This boat was the first gasoline powered craft to cross the Atlantic. The trip was made in 1912 from Detroit to St. Petersburg, Russia. The difficulties encountered on the historic voyage were many. The sea was rough; ballast shifted frequently. The cockpit was always awash and everything aboard was soaked. The drinking water went bad; the engine was almost unbearably noisy; and—although the trip was begun in July—there was a constant hazard created by the floating ice. The 37-foot **DETROIT** was patterned after the sturdy Coast Guard surf boats, designed for seaworthiness. A 16 h.p. Scripps gasoline engine powered her.

Our exhibit displays a very fine model of the **DETROIT**, a reproduction of a painting by Warren Sheppard depicting the **DETROIT** in the crossing, and a beautifully detailed working model of the gasoline engine used in the vessel.

Launch of the Car Ferry PERE MARQUETTE 22 at Manitowoc, 1924.
(Photo, courtesy of John Nelson)

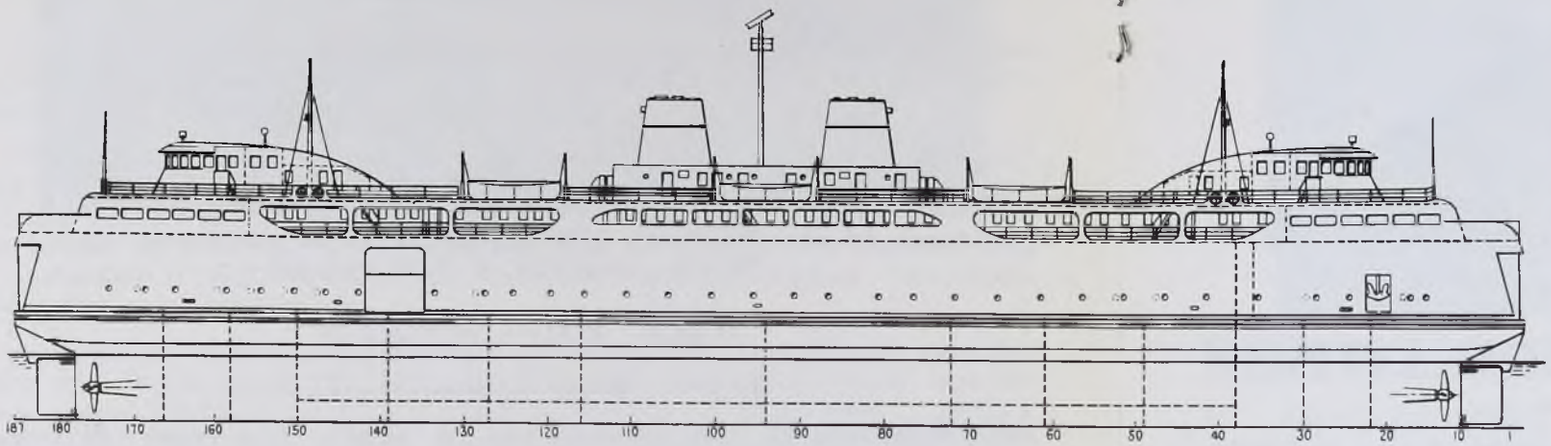
THE BIG SPLASH

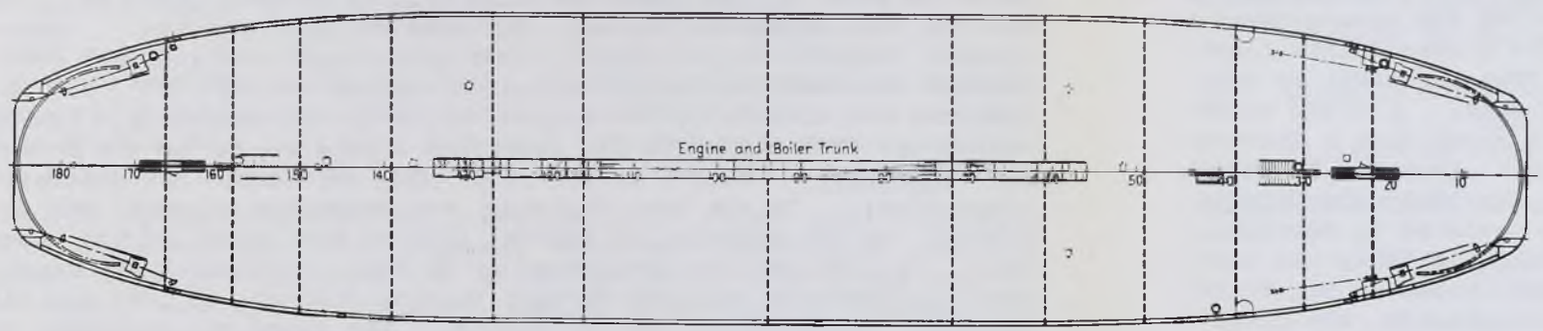
By Rev. Edward J. Dowling, S. J.

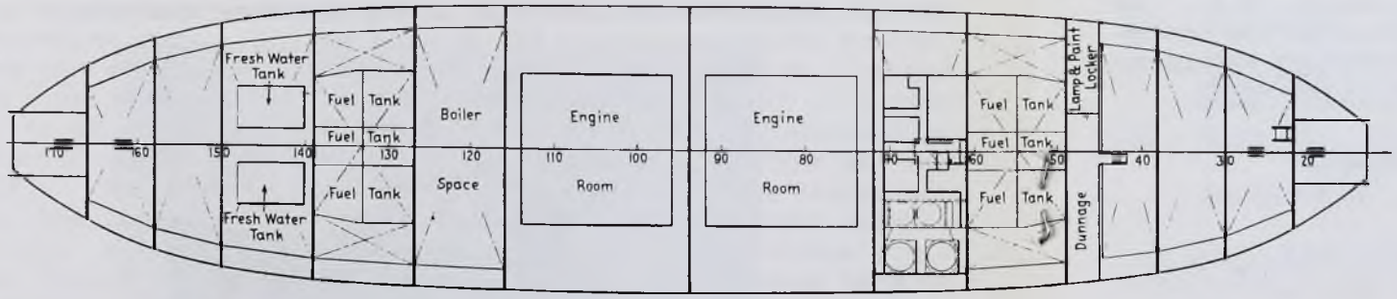
PERE MARQUETTE 22 (US 224122) was a steel, twin-screw car ferry built in 1924 by the Manitowoc Shipbuilding Company (Hull No. 210) for the Pere Marquette Railway, for Lake Michigan service. Dimensions: 247.9' x 56.2' x 19.2'; 2985 gross tons and 1501 net tons. Powered originally by triple expansion engines of 20½", 34", and 56" diameter of cylinders by 36" stroke, built by the shipyards. Sister vessel was PERE MARQUETTE 21, described in this column in the December Telescope. Twice in her life this car ferry has undergone alterations. In the late Thirties her passenger capacity was increased by the addition of cabins running the length of the upper deck. In 1953 she was lengthened by 40 feet, reboilered, and repowered with steeple compound Skinner Uniflow engines of 19½" and 43" diameter of cylinders by 26" stroke. The speed was increased to 18 m.p.h. Our picture below (Samuelson photo, courtesy of Thomas B. Dancey) shows PERE MARQUETTE 22 as she appeared when new.

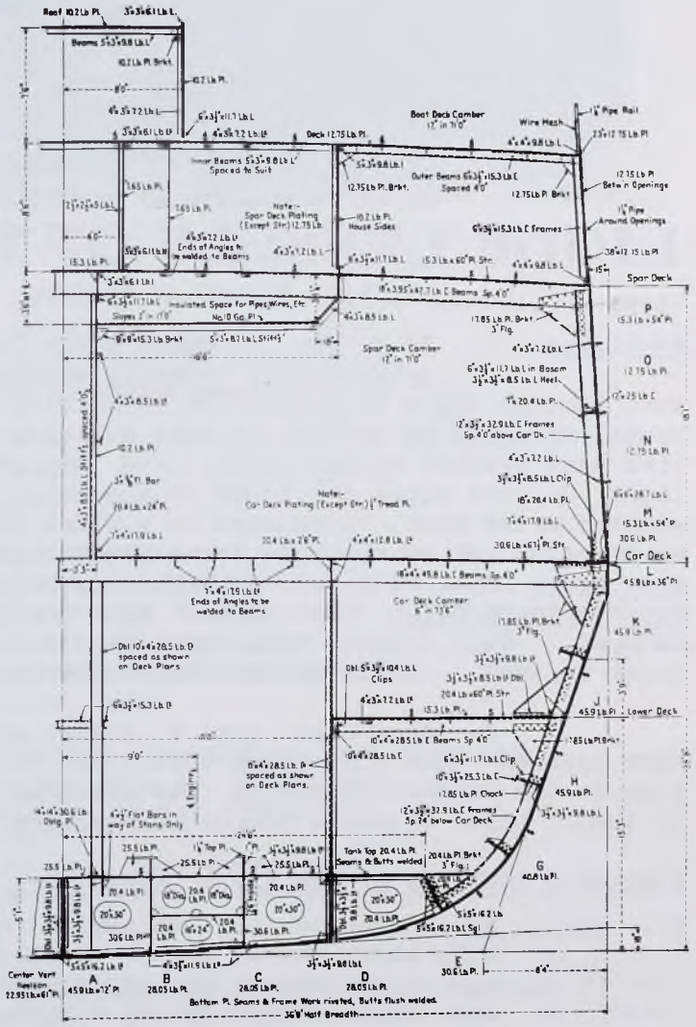
Vacationland

MACKINAC STRAITS AUTO FERRY PART 1









U.S. Light Vessel No. 53 (STONE HORSE),
Built by Wheeler at Bay City, 1891.

LIGHT VESSELS OF THE LAKES

By Rev. Edward J. Dowling, S. J.

Additions: 1. In a copy of Scott's New Coast Pilot for the Great Lakes—1888, recently acquired by the Museum-Institute Library, there is a notation describing the Grosse Pointe Light Vessel, referred to earlier in this article. "The Lightship is red, with name painted on each side, and has one mast. A fixed white light 25 feet above the level of the lake is shown from a lantern mounted on the mast, surmounted by a black cage." Location is given as 3¼ miles ENE of Windmill Point Lighthouse. In 1881 the Detroit Free Press referred to this lightship as being operated by Westcott. Scott's Coast Pilot also states that Bar Point Lightship has been removed. This infers that there was a light vessel at Bar Point prior to 1888. No other data regarding this lightship are given.

2. From Capt. Earl C. Palmer of Long Branch, N.J., we have learned that U.S. Light Vessel No. 58, featured on the center page in the October Telescope, was stationed at NANTUCKET SHOALS as of 1898. Capt. Palmer's source is Stebbins' Coast Pilot—1898.

Lightship Stations on the Great Lakes, etc. (Continued):

15. Gray's Reef (Northern Lake Michigan)
U.S. Light Vessel No. 57 (1893-1924)
U.S. Light Vessel No. 103 (1925-1927)
U.S. Light Vessel No. 56 (1928-1929)
U.S. Light Vessel No. 99 (1930-1935)
Replaced by a lighthouse, 1936.

16. Lansing Shoal (Northwest Lake Michigan)
U.S. Light Vessel No. 55 (1912 or earlier, to 1921)
U.S. Light Vessel No. 98 (1926-1928)
Replaced by a lighthouse, 1928.

U.S. Light Vessel No. 75 (ST. CLAIR) in her early days when she was still a manned lightship.

17. Eleven Foot Shoal (Entrance to Little Bay de Noc, L. Michigan)
U.S. Light Vessel No. 60 (1893-1923)
U.S. Light Vessel No. 82 (1924-1934)
Replaced by Minneapolis Shoal Lighthouse in 1935.

18. Peshtigo Reef (on Green Bay, off Marinette, Wisconsin)
U.S. Light Vessel No. 77 (1906-1933)
Replaced by Lighthouse, 1934.

19. North Manitou Shoal (Between Manitou Islands and Mainland of Lower Michigan, Lake Michigan)
U.S. Light Vessel No. 56 (1910-1926—see cover painting)
U.S. Light Vessel No. 89 (1930-1932)
U.S. Light Vessel No. 103 (1933-1935)
Replaced by Lighthouse, 1936.

20. Milwaukee (off Milwaukee, Wisconsin, Lake Michigan)
U.S. Light Vessel No. 95 (1912-1932)
Replaced by Radio Beacon System, 1933.

21. Gros Cap (Whitefish Bay, Lake Superior)
Canadian Light Vessel No. 22 (1921-1954)
Replaced by Lighthouse, 1955.

Lightship Stations recommended by Lake Carriers' Association at various times, LCA private light vessels servicing some of these.

a. Niagara River (On Lake Ontario, mouth of Niagara River)
Recommended to have lightship by LCA, as stated in their annual reports of 1908 and 1909. Further information wanted.

b. Gary (Lower Lake Michigan, near Gary Harbor, Indiana)
Recommended by LCA in 1908. Apparently had some vessel as a

lightship for a short time. This writer vaguely remembers hearing persons around Chicago mention this. More data wanted.

c. Soo River (St. Mary's River, below the locks)
In 1911 LCA recommended that a float light be stationed in the river to mark the division of channel, upbound, between American and Canadian locks. Apparently buoys were eventually used.

d. Vidal Shoals (St. Mary's River, above locks)
In the late Eighties and early Nineties, LCA is reported to have had a light vessel stationed at this dangerous shoal. Again in 1910 LCA recommended a lightship for this spot, and appears to have stationed its steamer KEWAUNEE there briefly. (NOTE: We have recently verified that the KEWAUNEE in question was a wooden propeller (US 161165), 90 x 24 x 7, built 1900 at Kewaunee, Wis., apparently for the Lake Carriers Association.)

U.S. Light Vessel No. 103 (HURON) in Winter Quarters
(Photo by Rev. Peter VanderLinden)

This concludes our efforts on the Light Vessels of the Great Lakes. We hope our readers have enjoyed this article, and will continue to pass on to us information on lightships which may be turned up in the future. The following may be of interest in this connection:

A very noteworthy article appeared in the New York Times, November 11, 1961, page 90, describing the new structures adapted by the U.S. Coast Guard to replace lightships. The affair resembles somewhat the so-called "Texas Towers" that form part of the Early Warning Continental Air Defense. The first such structure has already been commissioned, and replaces the Buzzard's Bay Lightship (#110) near the Cape Cod Canal. The "towers" are more economical than light vessels, and are more comfortable to live on.

In the next Telescope we will begin a list of the Lighthouse Tenders built on and/or stationed on the Great Lakes. All data welcomed.

Great Lakes Marine News

CONTRIBUTORS
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Edited by William M. Worden

January 1—The Danish freighter THARA DAN of Lauritzen Lines was the first ship into Three Rivers for 1962. She made the trip without help of ice-breakers. Her master was awarded a gold-headed cane.

—CSL's FORT CHAMBLY set another new record for early season arrivals when she reached Quebec at 3 a.m. from London and Antwerp. FORT CHAMBLY is under charter to Canadian Pacific Railways.

January 2—A third winter service to Quebec from Europe is under consideration by the Ernst Russ Line of Hamburg. For this service the firm is now experimenting with its 2,200-ton NANNI RUSS.

—Overseas shipments through three Great Lakes ports increased substantially this year. Milwaukee's shipments nearly tripled, while both Cleveland and Buffalo more than doubled previous tonnages.

—The 1,722-ton coastal vessel RANDOM has been sold by Canadian National Railways to Andreas Fioratas of Panama City for scrap. RANDOM was built in Germany in 1921 and purchased by the Newfoundland Government in 1942; upon confederation she was transferred to CNR.

January 10—A program to promote greater use of the St. Lawrence Seaway is proposed by the new Seaway administrator, Joseph H. McCann, who predicts an increase of five million tons over 1961 in 1962.

—In his annual report, Vice-Admiral Lyndon Spencer, President of the Lake Carriers' Association, reported a drop of 9% in tonnage carried in bulk cargoes in 1961, compared to 1960. He also noted that fourteen new or converted lake carriers joined the lake fleet, of which ten were of Canada and four of the United States. Forty-one United States and forty Canadian vessels withdrew from service during the year.

January 11—The familiar Great Lakes freighter ARCTURUS a JAMES B. WOOD went down off the islands of the Azores during a tow to Norway for scrapping. No lives were lost. The Interlake fleet had not used ARCTURUS since her collision with WANG CAVALIER in the Detroit River in June, 1959 (see Telescope, VIII, no. 7, p. 14).

January 14—The Coast Guard cutter MACKINAW freed five ships from windrowed ice which prevented their entering Muskegon harbor. The

five ships included the Grand Trunk car ferries MADISON and CITY OF MILWAUKEE, the tankers DETROIT and EDWARD G. SEUBERT, and the passenger ship MILWAUKEE CLIPPER. MACKINAW also freed the cutter WOODBINE which was caught in ice just inside the harbor. MACKINAW later moved on to Grand Haven to free the tanker DANIEL PIERCE, which had been caught in ice for almost a week.

January 15—Canadian Ambassador A. D. P. Heeney handed Secretary of State Dean Rusk the strongest Canadian protest yet received on further diversion of water from the lakes into the Chicago Drainage Canal. The note listed five agreements and treaties which the Canadian Government feels would be violated by this water diversion.

January 16—The annual joint conference of the Lake Carriers' Association and the Dominion Marine Association met at Dearborn, Mich. Capt. E. S. Brand, director of marine operations for the Canadian Department of Transport, suggested that Great Lakes freight ships could become havens for thousands of people in event of an atomic attack. He noted that these vessels would be among the safest possible places if they were in open water, and that people could reach them by small craft. L. M. Hale, Chief of Marine and Engineering operations for the St. Lawrence Seaway Development Corp., observed that the Seaway was being used only to a small portion of its capacity. "You might compare us with a truck carrying only one-third of a load," he said. "Operation costs would increase very little to carry a full load. We are going after that full load." Joseph H. McCann, administrator of the Seaway, expressed confidence that the Seaway would pay for itself within the next forty-six years. McCann would not predict a toll increase in 1964 when income from tolls is to be reviewed in relation to the fifty-year bonds issued to finance the Seaway construction.

January 17—The Seafarers' International Union announced contracts with 51 Canadian shipping companies operating on the Great Lakes and St. Lawrence Seaway. The contracts cover marine engineers. Three companies remain unsigned.

—Lt. Col. L.F. Kengle of the United States Lake Survey predicted higher water levels for Lakes Superior, Michigan, and Huron, but thought levels in Lakes Erie and Ontario would be lower for 1962.

—At the joint LCA and DMA conference at Dearborn, speakers predicted a year-around navigation season on the lakes, and lower insurance rates for Seaway ships due to improved conditions. Plans for a new lock at the Soo and for larger ships questioned whether Seaway locks might become obsolete. Speakers also announced that Canadian Seaway canals will have a uniform 7 m.p.h. speed limit in 1962, except for a 9 m.p.h. limit at the Beauharnois canal to allow for stronger currents. Check points will be set up, and slow ships will be ordered to speed up, thus assuring more uniform passages.

ARCTURUS

Ships must carry very high frequency communications equipment.

January 18—The Canadian Department of Transport reported that 6,400 pilotage jobs were performed in the Seaway and Welland Canal section last season, with only nine groundings and one collision. Between Cornwall and the Gulf of St. Lawrence there were only 144 accidents reported in 31,395 jobs. The new pilotage system introduced last year upon the Great Lakes was reported working satisfactorily by both the Canadian and United States governments. Sixty-nine Canadian and forty United States pilots were employed.

January 22—Milwaukee's Common Council voted in favor of closing the Milwaukee River south of West Clybourn St. with the building of a 23-foot-clearance expressway bridge. Only two lake ships have used the river as far north as Humboldt St. since 1959. The Council also approved funds to send Milwaukee Port Director Brockel to Europe upon a trade mission.

—An ice-breaking cable repair ship with diesel propulsion and dimensions of 313' x 60' is to be built for the Canadian Department of Transport for use in the Gulf of St. Lawrence, the Atlantic Coast, and the eastern Arctic region.

January 25—On lower Lake Michigan windrowed ice again made work for the ice-breaker MACKINAW. Held in ice for varying lengths of time were MILWAUKEE CLIPPER, HIGHWAY 16, MADISON, CITY OF MILWAUKEE, GRAND RAPIDS, POLARIS and DANIEL PIERCE. The smaller cutter WOODBINE and the Coast Guard tug ARUNDEL also became stuck while going to assist the other ships, and MACKINAW was brought to the scene.

January 29—In the future a fleet of 241 ships of the Canadian Department of Transport will be known as the Canadian Coast Guard. The vessels will receive a new color scheme, and distinguishing insignia for their funnels, and their crews will have new uniforms.

S H I P S

RAULI a DELAWARE b FRED W. SARGENT c PAPUDO arrived for scrapping at Seville, Spain, on October 3, 1961. RAULI was owned by Naviera Chilena Del Pacifico, S. A., of Valparaiso, Chile, before she was sold to Spanish shipbreakers. Very few of the handsome package freighters of the Great Lakes Transit Company survive her.

Sold to Italian breakers, JOHN C. HAY a PETER WHITE left Genoa, Italy, on October 20, 1961, bound for Vado, Italy, where she will be broken up.

Davie has lengthened BULKARIER, but new dimensions are not known.

At Ashtabula scrapping is in progress on the railroad car ferry STE. MARIE, while the former Hutchinson barges MAIA and MARSALA await their turn in the same port.

HARRY WM. HOSFORD a F.B. SQUIRE arrived for scrapping at Hamburg, Germany, on October 22, 1961. JAMES WATT arrived for scrapping at Gizon, Spain, on September 25, 1961. RUFUS P. RANNEY arrived for scrapping at La Spezia, Italy, on September 9, 1961. At the same port to be broken up was SWEETWATER, which arrived there August 30, 1961, having been resold by Boston Metals Co. (see Telescope, VIII, no. 11, and IX, no. 7.)

STRINDHEIM a WAR GULL b LAKE BENTON c FIDO was sold to Norwegian shipbreakers by Strindheim Rederi (Bjarne Raak), of Trondhjem, Norway. Built at Lorain in 1918, the former laker arrived for breaking up at Stavanger, Norway, on October 6, 1961.

HETTON BANK, which sailed the lower lakes for Montreal Forwarding Company in the thirties as CORALSTONE, has been sold by McIlwraith McEachern, Ltd., of Newcastle, Great Britain, to San Raimundo Cia. Navagacion, of Panama. She has been renamed LA UNION.

Louis Dreyfus & Cie. (French) has sold FRANCOIS L.D. (ex CHARLES L.D.) to Suisse Outremer S.A. (Swiss), who have renamed her RHONE. Buries Markes, Ltd., of London, has sold LA CHACRA to General Shipping, Inc., of Liberia, who have renamed her ARABELIA.

J O H N J. B O L A N D

As Telescope goes to press, this editor has learned of the death of Mr. John J. Boland, Board Chairman of American Steamship Co. and partner in the Great Lakes shipping firm of Boland & Cornelius. Mr. Boland died on Friday, February 16, from injuries suffered in an automobile accident on February 13. Mr. Boland's father was a founder of American Steamship Co., and his grandfather was a master and later an owner of Great Lakes schooners. WMW

PICTURE PAGE

By Emory A. Massman, Jr.

GOVERNOR MILLER US 237394; Gross tons 8240; Net tons 6072; dimensions 594' x 60' x 32'-6". Built by American S.B. Co., Hull No. 810. Launched at Lorain, Ohio, in June, 1938. Engine—De Laval steam turbine, 2300 h.p. Two Foster-Wheeler water tube boilers. Engine and boilers built 1938. Owner Pittsburgh Steamship Division, United States Steel Corporation. --Photo by E. A. Massman, Jr.

BEN E. TATE (c) WM. NELSON (b) PANAY (a) US 150959; Gross tons 3954; Net tons 3404; Dimensions 364' x 50' x 28'. Built 1902 Chicago S.B. Co., Hull No. 56. Converted to self-unloader about 1927. Triple expansion engine 20¼"-33½"-55 1/8" x 40", built by Chicago S.B. Co. Two scotch boilers, 14'-6" x 11', built by American S.B. Co., 1918. Owners (1) E.D. Carter, Erie, Pa.; (2) J. A. Paisley Steamship Co.; (3) Columbia Transportation Co.; (4) Oglebay, Norton & Co. --Photo taken 1961 by E. A. Massman, Jr.

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.

R E G A R D I N G T H E E N G I N E S O F M A N I T O B A

Prof. Fred Landon has sent letters he received from a former foreman at the Collingwood shipyards and from a former chief engineer on the MANITOBA, both of whom state that the engines of MANITOBA were only rebuilt in 1914 and not completely renewed at that time. Both gentlemen state that new boilers were installed in 1914. As to the reduction in the cylinder sizes noted in most records, Mr. William A. McDonald points out that this could be done to the old engines either by inserting bushings within the old cylinders, or by casting new cylinders and putting them into the engine frame. From this evidence, we suspect that the statement in Lloyd's, "NE & B, '14," is a mistake. (Telescope, Nov., 1961.) EJD

Also in the November issue, in the news column on page 216, our reference to "CITY OF MILWAUKEE" should read "MILWAUKEE", as corrected by member George Hilton. This MILWAUKEE, which foundered in 1929, was formerly MANISTIQUE MARQUETTE & NORTHERN 1 (US 93363). The present CITY OF MILWAUKEE was built in 1931 to replace the lost MILWAUKEE, and is still active as the Grand Trunk fleet flagship.

M E E T I N G N O T I C E

MARCH MEETING:

CDR Howard Lindsey, Commanding Officer of the United States Coast Guard Base, Detroit, has agreed to present a program of films on Coast Guard operations for the Institute's entertainment meeting on Friday, March 30, at 8:00 p.m. at the Dossin Museum.

APRIL MEETING:

BUSINESS MEETING of Board of Directors, General Membership invited. Friday, April 27, at 8:00 p.m. at the Dossin Museum.

M E M B E R S H I P C A R D S

All members who have paid their dues by the fifteenth of February should have received their membership cards by now.