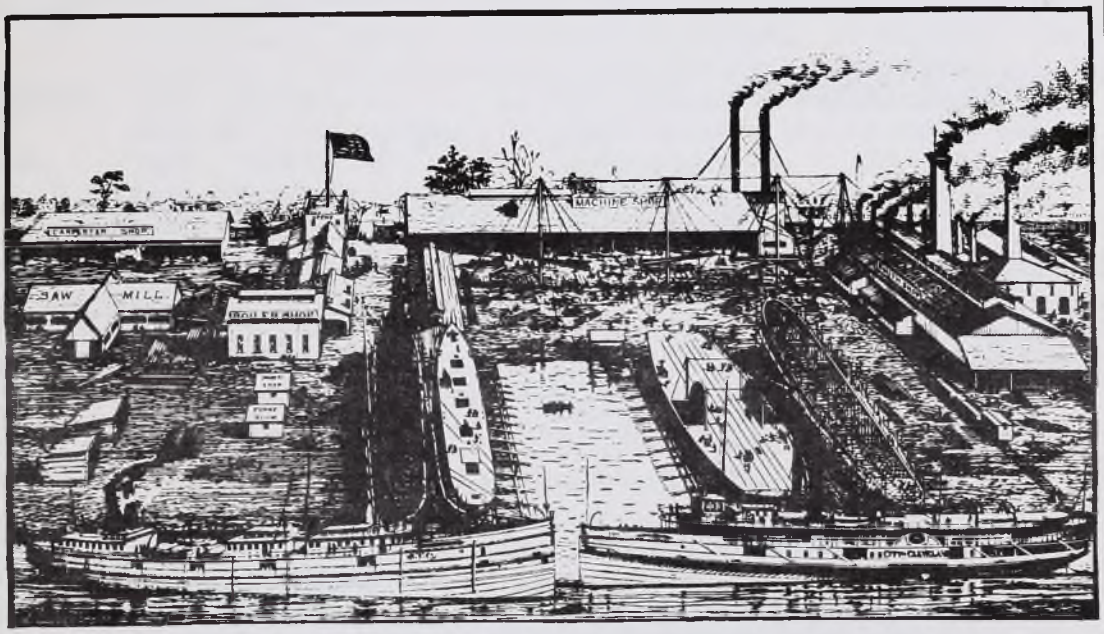
TELESCOPE

March, 1962

Volume 11, Number 3



Journal
of the
GREAT LAKES MARITIME INSTITUTE
DOSSIN GREAT LAKES MUSEUM, BELLE ISLE, DETROIT 7, MICHIGAN

IN THIS MONTH'S ISSUE....

DISCUSSION:

REVIEW

A long standing gap in recorded Great Lakes marine history has been filled very creditably by Captain H.C. Inches' newly-published book, The Great Lakes Wooden Shipbuilding Era. The well-known captain, who is the Director of the Marine Museum of the Great Lakes Historical Society at Vermilion, Ohio, grew up near the wooden shipbuilding yards in Michigan, and is well qualified to tell their story. The author's affection for the old wooden vessels shows clearly in this well-told word and picture chronicle of their history.

The book will serve many purposes. To the historian of the Great Lakes it supplies a chapter heretofore lacking in the chronology of shipping; to the marine architect it offers blueprints and sail plans of such famous wooden ships as the schooners LUCIA A. SIMPSON, MONTEZUMA, and DAVID DOWS. Blueprints are presented of the lumber vessel CHARLES H. BRADLEY and the ore carrier TAMPA, and each of these five vessels is also represented by photographs. To the picture collector, it will be a windfall of nearly eighty photographs of wooden tugs, schooners, freighters and passenger vessels, many of which heretofore appeared in the private collections of only a very few Great Lakes historians.

Captain Inches has also presented a unique pictorial representation of the life story of the wooden passenger vessel INDIANA, from her construction period through her launching, her passenger service and, finally, her last days of disuse and decay at Toledo, Ohio. The attractively published edition, which will undoubtedly become a collector's item, itself, is available at the present time only by order direct from Captain H. C. Inches, 142 North Main St., Vermilion, Ohio. Price $8.50, which includes Ohio sales tax.

—Gordon Wendt

Lighthouse Tenders of the Great Lakes

Part One

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

The following list comprises vessels either built on and/or operated on the Great Lakes by the U. S. Lighthouse Service and by the U. S. Coast Guard, which took over this service in 1935. All are steel vessels except those which are noted otherwise.

ACACIA (i), (ex GEN. JOHN P. STORY). 1920 Milwaukee by Fabricated Shipbuilding Co. 172 x 32 x 15. Steamship. Lost by enemy action in the Caribbean, 3-2-'42.

ACACIA (ii), (ex THISTLE). 1944 Duluth by Zenith Dredge Co. 180 x 37 x 12. Motorship. Heavy hull for winter navigation. In service upon the Great Lakes at present.

AMARANTH, 1892 Cleveland by Globe Iron Works. 147 x 27 x 20. Steamship. Later commercial motorship SOUTH WIND (US 258181). Last reported in service in the Caribbean.

ANEMONE, 1908 Camden, N. J., by New York Shipbuilding Co. 174 x 30 x 16. Steamship. On lakes briefly before World War I.

ASPEN, 1906 Toledo by Craig Shipbuilding Co. 118 x 25 x 12. Steamship. Retired c. 1948, disposition unknown. Information desired on this vessel's later years.

BALSAM, 1942 Duluth by Zenith Dredge Co. 180 x 37 x 12. Motorship with bow strengthened for ice work.

BASSWOOD, 1944 Duluth by Marine Iron and Shipbuilding Co. 180 x 37 x 12. Motorship. Heavy hull and bow for winter work.

BIRCH (i), Listed in Great Lakes Red Book, 1928, as having been stationed at Buffalo. Further information wanted.

BIRCH (ii), 1939. 76 tons. Probably motorship. Data desired.

BITTERSWEET, 1943 Duluth by Zenith Dredge Co. 180 x 37 x 12. Motorship with strengthened hull for winter service.

BLACKHAW, 1943 Duluth by Marine Iron and Shipbuilding Co. 180 x 37 x 12. Motorship with strengthened hull for winter work.

BLACKTHORN, 1943 Duluth by Marine Iron and Shipbuilding Co. 180 x 37 x 12. Motorship with strengthened hull for ice work.

BRAMBLE, 1943 Duluth by Zenith Dredge Co. 180 x 37 x 12. Motorship. Strengthened hull for winter work.

BUTTONWOOD, 1942 Duluth by Marine Iron and Shipbuilding Co. 180 x 37 x 12. Motorship with strengthened hull for ice work.

CACTUS, 1942 Duluth by Marine Iron and Shipbuilding Co. 180 x 37 x 12. Motorship with strengthened hull for winter work.

CAMELLIA, 1911 Muskegon by Racine, Truscott, Shell Lake Boat Co. Steamship or tug. 106 x 24 x 10.

CHERRY, 1932 Sturgeon Bay, Wis., by Leathem D. Smith Shipbuilding Co. 86 x 22 x 10. Motorship. Stationed on Great Lakes.

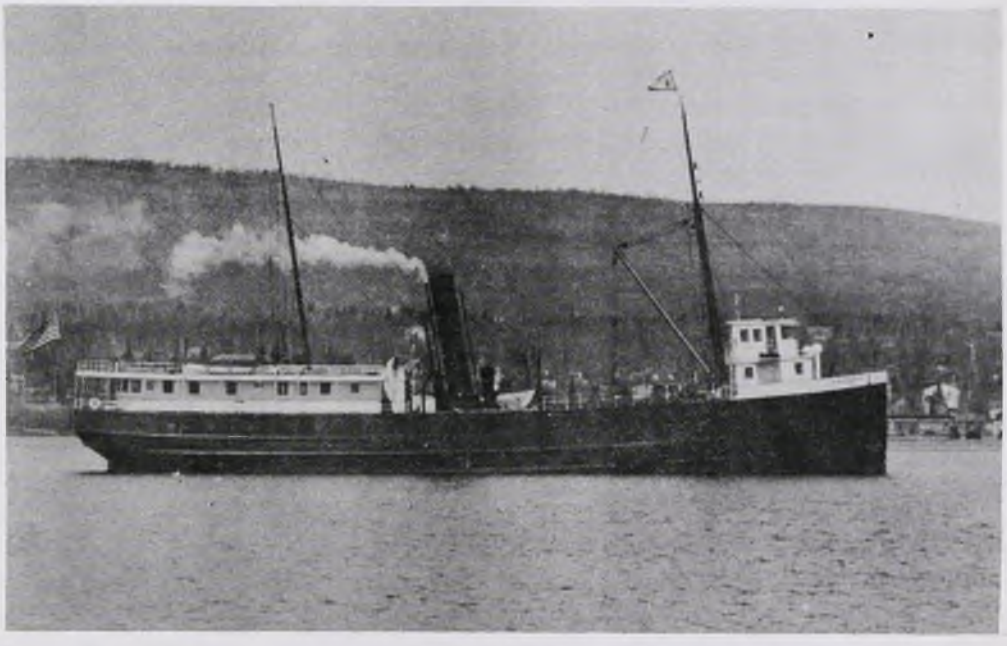
CITRUS, 1942 Duluth by Marine Iron and Shipbuilding Co. 180 x 37 x 12. Motorship. Hull strengthened for winter service.

CLOVER (i), (ex TWO MYRTLES, US 145820). 1899 Manitowoc, Wis., by Burger and Burger. Converted wooden steam barge. 80 x 22 x 7. Abandoned in the middle nineteen thirties.

Top: The lighthouse tender ACACIA of 1944. —Photograph by Raymond J. Knight.

Bottom: The lighthouse tender AMARANTH off Grand Marais, Minn.

Next Page: Lighthouse tender DAHLIA (i) at Benton Harbor in the 1890s. —Woodworth photograph.



CLOVER (ii), 1942 Duluth by Marine Iron and Shipbuilding Co. 180 x 37 x 12. Motorship. Hull strengthened for winter work.

COLUMBINE, 1892 Cleveland by Globe Iron Works. 145 x 26 x 13. Steamship. Information on final disposition desired.

CONIFER, 1942 Duluth by Marine Iron and Shipbuilding Co. 180 x 37 x 12. Motorship. Strengthened hull and bow.

COWSLIP, 1942 Duluth by Marine Iron and Shipbuilding Co. 180 x 37 x 12. Motorship. Equipped for winter service.

CROCUS, 1904 Shooters Island, N. Y. Steamship. 154 x 29 x 14. Abandoned and scrapped shortly after World War II. Had been stationed on the Great Lakes for many years.

DAHLIA (i), 1874 Philadelphia, Pa. 131 x 26 x 20. Iron screw steamship. Later str. FLORA M. HILL (US 206265), 1907. Sunk by ice outside Chicago Harbor, 3-11-'12.

DAHLIA (ii), 1932 Detroit by Great Lakes Engineering Works. 81 x 20 x 9. Motorship. Presently stationed at Detroit.

ELM (i), 1918 Boothbay, Maine. Wooden gas-powered supply barge. 101 x 30 x 9. Was on the Great Lakes in the Twenties.

ELM (ii), 1938 Bay City by Defoe Boat Works. Diesel workboat. 72 x 14.

EVERGREEN, 1942 Duluth by Marine Iron and Shipbuilding Co. 180 x 37 x 12. Heavy hull for ice work. Motorship. Assisted rescue in ANDREA DORIA sinking off New England coast, 1956.

FIREBUSH, 1943 Duluth by Zenith Dredge Co. 180 x 37 x 12. Motorship. Equipped for winter work.

(to be continued)

Addenda to List of Light Vessels of the Great Lakes: The following information about new Canadian light vessels has reached us since publication of the February Telescope.

NO. 1, (Can. 188702). 1956 Lauzon, Quebec, by G. T. Davie & Sons. 122 x 31 x 20. Apparently motorship. Station not given.

NO. 2, (Can. 192578). 1950 Montreal by Vickers. 122 x 31 x 20. Steel motorship. Station, LURCHER.

NO. 4, (Can. 313103). 1959 Kingston, Ont., by Kingston S. B. Co. 122 x 31 x 20. Steel motorship. Station not given.

IRON *MERCHANT* SHIPS:

AN UPPER LAKES CENTENNIAL

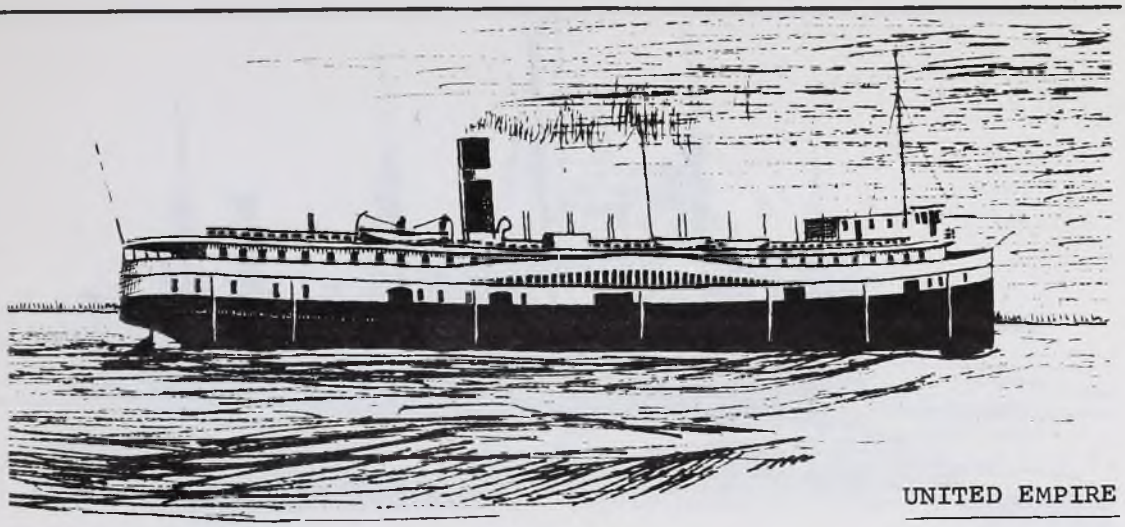
PART TWO

By Gordon P. Bugbee

Great Lakes shipowners found the depression years after 1873 quite unlike any they had known before. Cargoes were plentiful. But ships were even more plentiful. In the competition, freight rates plummeted until few ships could show a profit. Vessel men ruefully agreed that they had overexpanded their fleets in the good years. There was nothing to do but to let storms and dry rot take their toll of wooden hulls, until supply and demand might become favorable once again. Nobody thought of building any large hulls, let alone iron ones. Iron shipbuilding had to seek its laurels upon a much more subdued scale.

One June morning in 1875, a sleek steam yacht named MYRTLE turned up at Toledo, eager to show off her speed. Mischievously she ran after the plodding sidewheeler CHIEF JUSTICE WAITE and overtook it, unsportingly spinning several circles around the big paddler before steaming home again to Wyandotte, Michigan. MYRTLE's seventy-foot hull had only eight feet of beam, which gave her advantage enough. But MYRTLE was also demonstrating what was known as a "composite" hull—one having the complete iron framework of a metal hull, but having a sheathing of wood planking instead of iron plates. These relatively light hulls drew less water than comparable ones of wood, contributing to their speed. MYRTLE's lesson may have impressed the Detroit & Cleveland line, for in 1877 the line chose to replace its burnt sidewheeler R.N. RICE with a composite ship of the RICE's dimensions, using the RICE's engine. That composite hulls were a compromise in cost between wood and metal must obviously have influenced the choice. At Wyandotte the Kirbys produced this ship, the first CITY OF DETROIT (see this issue, page 57). On her first trip to Cleveland, CITY OF DETROIT covered the 112-mile course from Detroit in six hours and six minutes, trimming thirty-five minutes from the best time ever shown by the RICE on this route.

When wooden ships were built once again, they quickly adopted some of the benefits of iron. Some wooden ferries had bows strengthened for working in ice. In the autumn they might be dry-docked to have their bottoms sheathed in iron for the winter's work. Most large new wooden hulls had diagonal iron straps which braced the



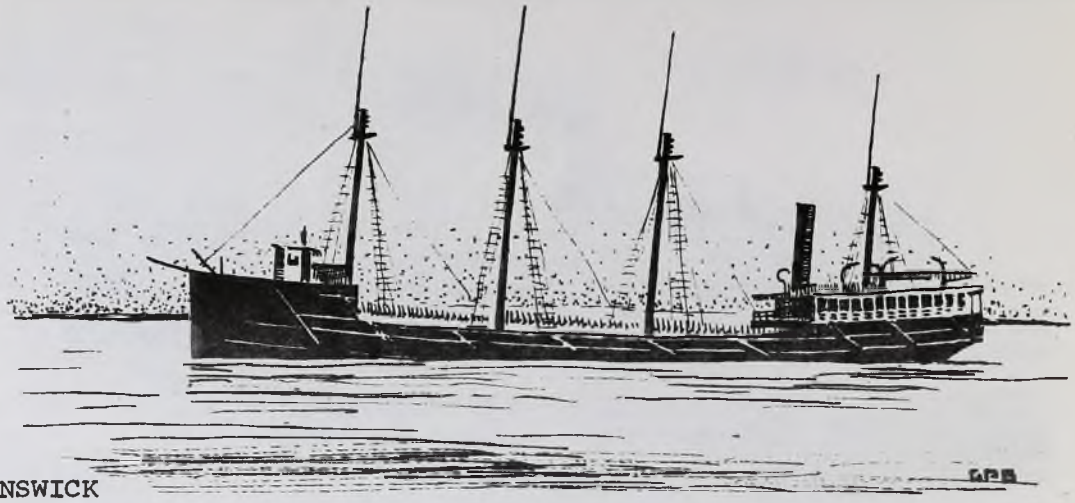
UNITED EMPIRE

hull timbers. With such strapwork, wooden bulk freight "steam barges" might do away with exposed hogging arches. This kept their decks clear and low enough for cargo handling apparatus. The Union Steamboat Line's propellers NEW YORK and ROCHESTER of 1879-80 also had no hogging arches, and resembled iron ships. The 287-foot ROCHESTER was the longest propeller on the lakes. Buffalo's Union Dry Dock Company built them with iron trusses in their sides. The Beatty Line propeller UNITED EMPIRE of 1882 was the longest Canadian propeller. She was built at Sarnia with distinctive low hogging arches which were tucked beneath the hurricane deck. These were British-built double arches, made of iron plates butted together. We should distinguish "composite" hulls from these techniques, for these techniques merely served to make wooden hulls more versatile.

Besides building costs, there were other compelling reasons for making wooden hulls do. River channels were still shallow and unpredictable in such spots as the Lime Kiln Crossing in the lower Detroit River. Some lake regions like Georgian Bay were just being charted. And there was grief almost any time an iron hull touched bottom or was bumped by a tow barge. There would be broken iron frames and torn hull plates to be mended in dry dock, and probably a water-damaged cargo to be settled with the insurance people.

Other accidents were more serious. In October of 1875, MERCHANT, herself, was stranded on a reef off Racine, Wisconsin, and broke her back. Her engine was salvaged, but not her hull. Two of the four Holt and Ensign iron propellers also came to grief in these early years. JAVA sank in Lake Michigan in August of 1878. Some thought she hit an uncharted rock. Others said a propeller shaft must have broken and dropped out, flooding two compartments. But her master dismissed all theories as "conjecture." SCOTIA piled up on Keweenaw Point late in 1884 and quickly broke up. Her owners retrieved her engines and boiler and some scrap iron from her hull.

Wood planking was resilient, and absorbed the impact of the more common groundings which would rip an iron bottom. One of the chief arguments for composite ships was that they combined the strength



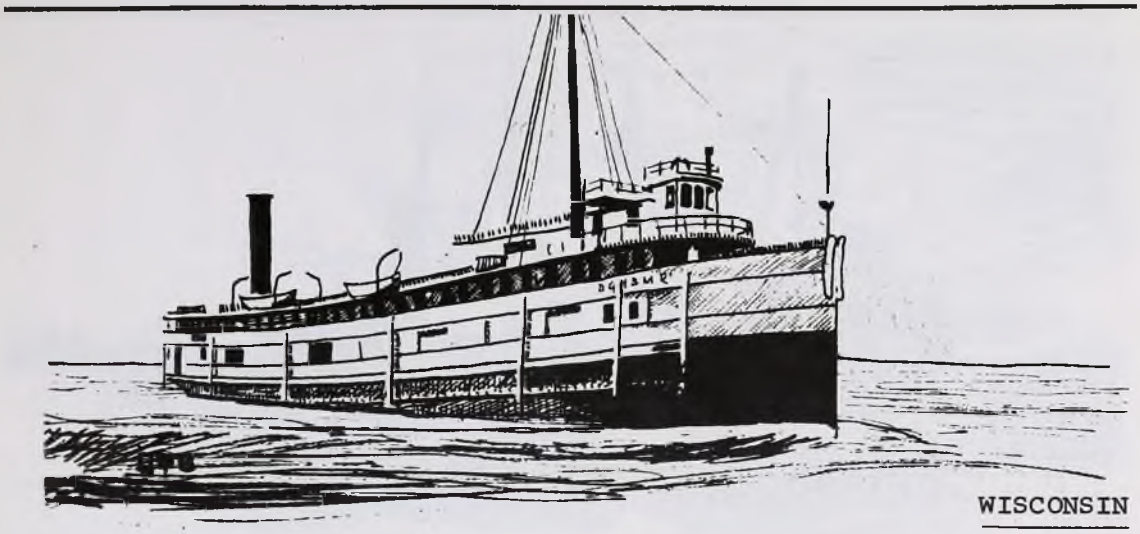
BRUNSWICK

of iron ships and the resilience of wooden ones. Iron ships soon sought a similar remedy. In 1876, months after MERCHANT was lost, the Anchor Line sheathed the iron bottom of JAPAN with elm planking. Others followed suit, but the lost JAVA didn't have this protection.

The fortunes of iron shipyards revived in the early eighties. In 1879 the Wyandotte yard began two iron sidewheelers, GRACE McMILLAN and CITY OF CLEVELAND (see cover), the latter having the first "feathering" paddle wheels on the upper lakes. Tardy iron shipments delayed CITY OF CLEVELAND's completion until 1880. In that year Wyandotte also built the iron package freighters BOSTON (see cover) and LEHIGH and iron car ferry TRANSPORT. The 1881 output reached the shipyard's capacity for iron ships with the package freighter CLARION, sidewheeler CITY OF MILWAUKEE, passenger propellers MICHIGAN and WISCONSIN and bulk freight steamer BRUNSWICK.

BRUNSWICK had the first iron hull among bulk freight "steam barges." She was designed to carry a full cargo in shallow channels where heavier wooden ships could only carry partial loads. But the vessel men said BRUNSWICK was weak, for she did not have the usual intermediate deck framing in her cargo hold. Late in November of her first season, word came that BRUNSWICK had foundered in Lake Erie, and the critics nodded their heads knowingly. However, later reports revealed that her loss occurred in a collision with the schooner CARLINGFORD, which also sank in deep water.

All of the 1881 Wyandotte ships ultimately perished through such violence, some after long careers. MICHIGAN and WISCONSIN were designed for winter service between Milwaukee and Grand Haven, where CITY OF MILWAUKEE ran in the summer, thus furnishing year-around connections with trains for the East. The two propellers had "double bottoms"—two bottom membranes with a space between. In this space, water from a punctured hull might collect harmlessly, and water ballast might be stowed when the ship was "light." Late in 1884, MICHIGAN sank at Grand Haven after bumping the outer south pier from its foundations. She was placed in a caisson at Ferrysburg to repair the damage. The next March, MICHIGAN was crushed

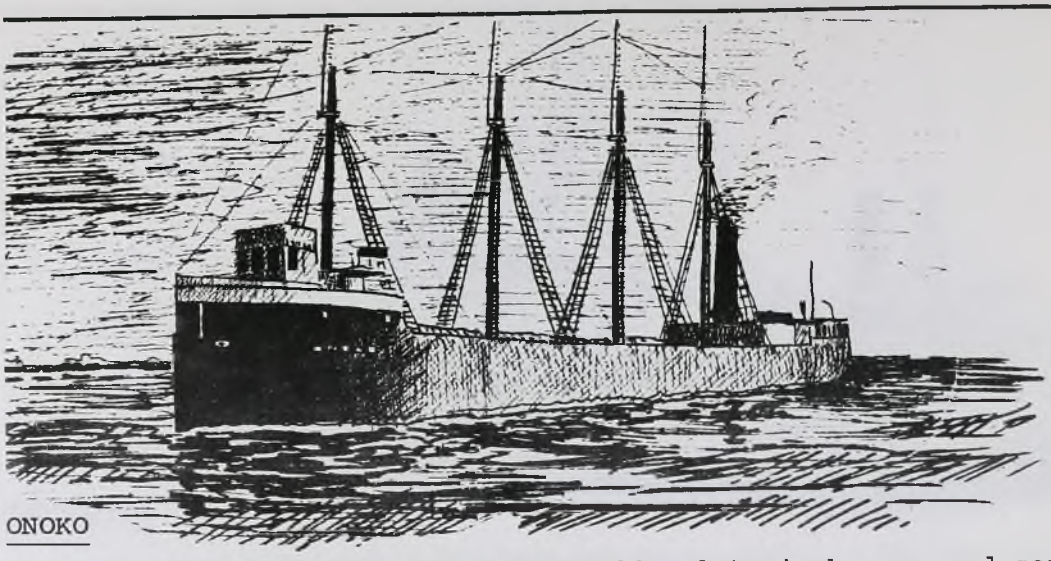


WISCONSIN

by ice and sank in deep water, her crew crossing the ice to safety. WISCONSIN was out in the same ice fields and was declared almost certainly lost. But her shrewd commander jettisoned her cargo, braced the hold with the wood fenders, put his ship "down at the head" where her hull was strongest, and gave her a great list so that ice was deflected downward against the hull on one side and upward on the other. WISCONSIN survived with severe structural damage, and was refused insurance for winter work the next autumn. Prejudice against metal hulls in ice died hard after this time.

Buffalo's Union Dry Dock Company began building large iron ships again with the Union Steamboat Line propeller H. J. JEWETT of 1882. This fast package freighter had iron sides carried up to her cabin deck. H. J. JEWETT also had a double bottom, and her bottom proper was plated in steel to furnish more strength than would iron in resisting bottom damage. This probably represents the first extensive use of steel in a large metal hull on the upper lakes. It is then a short step to the first large "steel" ships, which may have been the package freighters ALBANY and SYRACUSE, built at Wyandotte in 1884. SYRACUSE is still afloat as the sandsucker ALGONAC.

Henry Beatty, who gave form to his line's UNITED EMPIRE, was hired by the Canadian Pacific Railway to set up a steamship line between Owen Sound in Georgian Bay and Port Arthur in Lake Superior, joining unfinished links in the railroad. Beatty sketched out three iron propellers which were declared the handsomest ships of the lakes. For Lake Superior weather, their plating was carried up to form the railing of the promenade deck, and their cabins were quite low, giving much attention to their graceful hulls. These were ALBERTA, ALGOMA and ATHABASKA (see Telescope, X, page 203), built in Scotland and brought through the lower lakes canals in sections which were joined again in Buffalo, ready for service in 1884. Their hulls had novel features known as "Plimsoll Marks," which other shipowners probably eyed suspiciously as curbing the right to load a ship as deeply as she would float. In her first season, ALBERTA gave her owners much trouble, colliding with other ships at least five times. But more tragic was the loss of ALGOMA on the rocks off Isle Royale



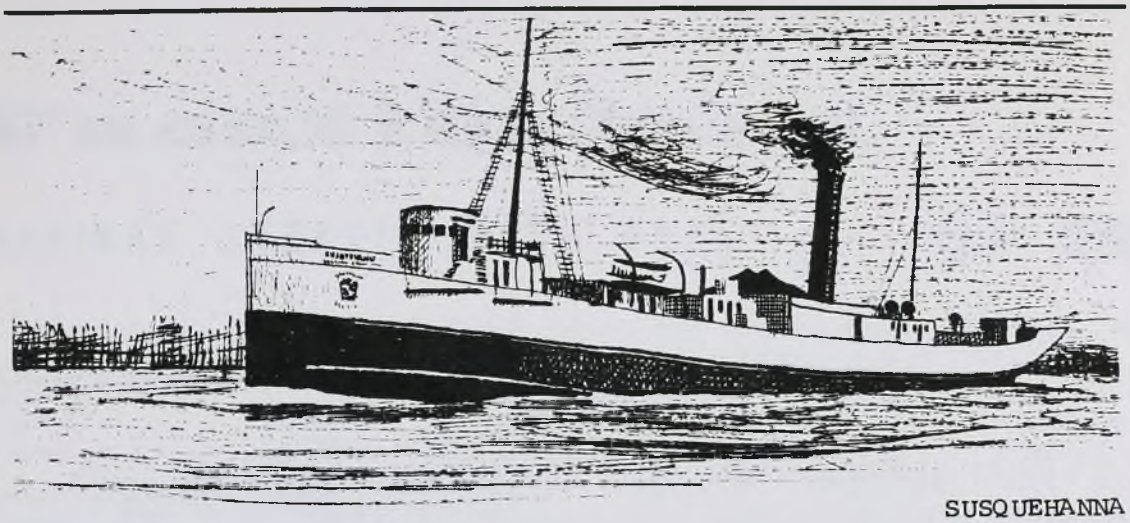
ONOKO

with loss of about forty lives in 1885, late in her second season.

In about the same way that the Evans family became patron to the early iron merchant ships, a group of Cleveland investors sponsored the early iron bulk freighters. These included Captain Phillip Minch and the Globe Iron Works. BRUNSWICK was on the bottom of Lake Erie in the spring of 1882 when the Globe Works completed the 302-foot iron bulk freighter ONOKO, "the largest vessel on fresh-water." ONOKO quickly found critics who called her a "monstrocity" and predicted troubles ahead for her. Ultimately, ONOKO did founder in 1915, but she still deserved the last laugh. Even in the early eighties, low rates were offered to shipowners for carrying grain, coal, lumber, ore and other cargoes. But ONOKO was big enough to carry a 2,800-ton cargo with handsome profit at rates which brought despair to owners of smaller ships. Captain Minch's group and the Globe Works brought out two more iron bulk freighters, slightly smaller than ONOKO, these being WILLIAM CHISHOLM of 1884 and J. H. DEVERAUX of 1885. The Globe Works followed these in 1886 with the first steel bulk freighter, Capt. Thomas Wilson's SPOKANE.

At Buffalo in 1886 the Union Dry Dock Company completed the largest ship on the lakes, the 322-foot Anchor Line package freighter SUSQUEHANNA, designed by G.B. Mallory. The same yard was preparing for the still-larger CHEMUNG and OWEGO for the Union Steamboat Co. Like the Buffalo-built TIOGA of 1885, these ships had graceful hulls with engine and boilers almost amidships, contrary to usual lake practices. SUSQUEHANNA also had the first three-cylinder compound engine on the lakes.

1886 was a banner year in other ways. For the first time, iron ore began to dominate lake shipping, displacing the grain trade. The Gogebic Range had just opened, and demand for ore had jumped unexpectedly at the same time. High ore cargo rates drew grain and lumber carriers to the ore trade, and shipowners enjoyed the first substantial prosperity in thirteen years. The same season harshly withdrew fifty-seven lake ships in storms and strandings. And iron mine owners were beginning to see wisdom in controlling their own



SUSQUEHANNA

fleets. By December, 1886, thirty-one new bulk freighters were on the stocks or contracted for in lake shipyards, eleven being at Cleveland alone, and a good number of these being in metal.

The Wyandotte yard still thought of shallow channels. Over a five year period it produced nine composite bulk or package freighters beginning with the barge (later steamer) SUSAN E. PECK in 1886. These looked like iron freighters, but below the water line they were sheathed in white oak planks instead of metal plates. Composite ships could last as long as metal ones, with proper replacement of planking. MANCHESTER of 1889 ended her days in 1959 as the Canadian freighter YANKCANUCK. Even in 1894 Wyandotte furnished the steel freighter HARVEY H. BROWN with wood planking on her metal bottom.

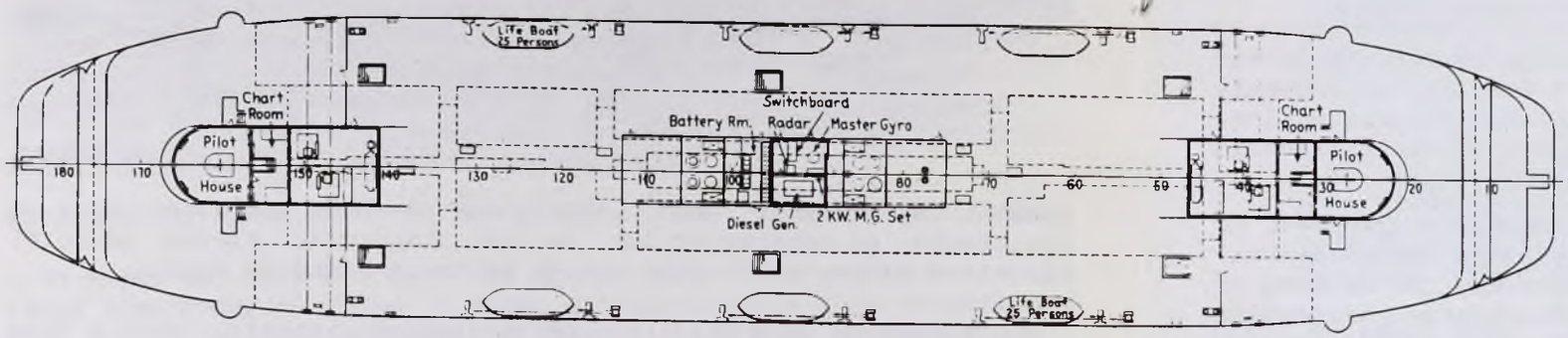
Metal hulls became common in the nineties. The last large wooden hull built at Detroit was the icebreaking car ferry SAINTE MARIE of 1893, probably still designed under the shadow of the MICHIGAN and WISCONSIN experience of 1885. Universal acceptance of steel for large hulls probably occurred through such developments as depletion of midwestern forests, use of double bottoms, deepening of channels and growing size of ships. In World War I, wooden shipbuilding was a "lost art" when STURGEON BAY was built of wood to conserve steel.

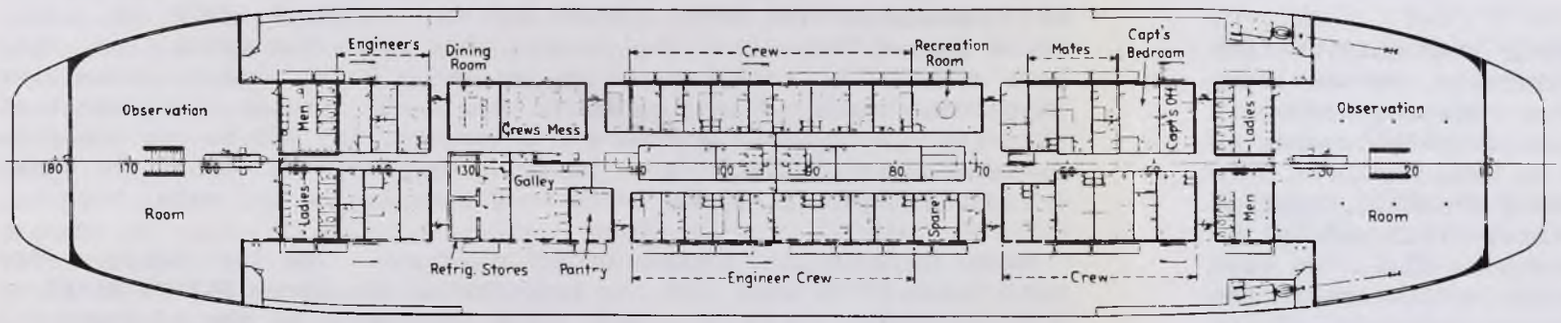
Eber Ward had correctly seen "a great business" in rebuilding the wooden fleets in metal. But ultimately the shipyards were caught in a dilemma of their own making. The usefulness of metal hulls could be prolonged by lengthening or repowering, and they might be retired principally when bigger ships forced them out of profitable markets. Wooden shipyards had been sustained in knowing that good times could not be more than a decade away before fleets of short-lived ships would have to be replentished. Metal ships have seemed to last forever.

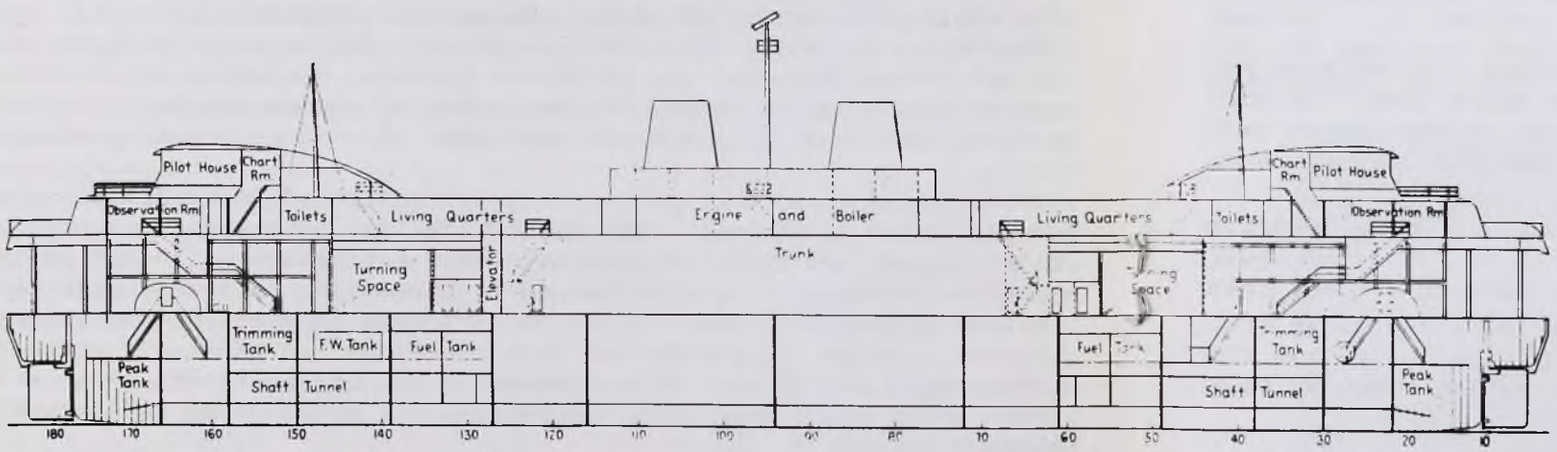
NOTE: In Part One of this article, appearing in the February Telescope, captions for the illustrations were omitted through oversight. These might be identified as MERCHANT of 1862 (p. 25), JAPAN of 1871 (p. 26) and PHILADELPHIA of 1868 (p. 27).

Vacationland

MACKINAC STRAITS AUTO FERRY PART 2







Three names for three owners are credited to this ship so far in her eleven-year career. The Great Lakes Engineering Works launched VACATIONLAND at River Rouge on April 7, 1951, for the State of Michigan. VACATIONLAND was the eighth automobile ferry to serve the crossing at the Straits of Mackinac, which was inaugurated July 31, 1923, with the wooden ferry ARIEL of 1881. But VACATIONLAND was the first automobile ferry designed for year-around service there, the railroad car ferries having previously provided the winter link.

For icebreaking service VACATIONLAND is double-ended, with twin screws at each end. Her screws are powered through electric couplings by four Nordberg direct-reversible marine diesel engines, each having eight cylinders of 21½" bore and 31" stroke. The engines together provide a maximum shaft horsepower of 9300. For icebreaking purposes, the hull has well-rounded sections showing few parallel areas at water lines, and is heavily built. The ship has 360-foot length and 75-foot beam in overall measurements, and moulded depth of 25 feet 3 inches.

Completion of the bridge across the Straits of Mackinac idled the automobile ferries. Detroit-Atlantic Navigation Company purchased VACATIONLAND in April, 1960, to carry truck trailers between Detroit and Cleveland as JACK DALTON. The service did not last the year, and JACK DALTON returned to her former owners. Last summer she was sold again, this time to Canadian owners, Compagnie Navigation Nord-Sud, Ltee. As PERE NOUVEL she provides year-around service in the St. Lawrence River below Tadoussac, carrying automobiles between Rimouski and Baie Comeau, Quebec.

Curator's Corner

BY
ROBERT E. LEE
CURATOR
DOSSIN GREAT LAKES MUSEUM

Marine art lovers will be given an exceptionally fine treat when a special showing of the work of Robert Hopkin opens this month. This exhibition is one of three that are being shown in the Detroit area in connection with a recently-published book, Robert Hopkin, Master Marine and Landscape Painter, by Arthur Hopkin Gibson.

The exhibits opened on March 1st., with a show at Detroit Institute of Arts, followed on March 15th. with a display of Hopkin sketches and biographical material at Burton Historical Collection. The Burton exhibit closes on April 15th., at which time the Dossin Museum show opens, to run through mid-June.

Stamp collectors will be interested in a marine item produced by the Michigan Stamp Club in connection with its 48th annual exhibition March 24-25. They have used a very fine pen and ink drawing of H.M. Brig GENERAL GAGE by Institute Member Loudon Wilson, originally used as a cover picture on Telescope (Vol.5, No.2). It will make a handsome addition to any collector's album.

The upper Detroit River is still mighty dismal, and only the ice floating downstream breaks the inactivity. Naturally, we are looking forward to the opening of the season. When "opening" comes is probably anybody's guess, but the Dossin Museum is going to mark an opening date on March 24th. We have arranged to have Explorer Ship 1466 of the Sea Scouts raise flags in a ceremony at noon. Order of the program will be raising the National Colors, followed by the Union Jack, Sea Scout Flag, and the Institute-Museum flag. We hope to be able to make this an annual affair which will attract the attention deserved by as important an event as the beginning of the season represents.

One of the most enjoyable and rewarding meetings that we have yet hosted was held at the Museum on the evening of March 12th. On this occasion the International Shipmasters' Lodge #2 of Port Huron came down in a chartered bus, had dinner at the Belle Isle Casino, then toured the Museum.

This group is no stranger to the Museum since it displayed its Sprague painting of Duluth Harbor on exhibit with us. Many of their members had not seen the painting since it had been hung, and this afforded them an opportunity to do so. They were pleased, as we are, with the very fine effect this painting creates, and noted was the fact that over 200,000 persons have seen the painting since we have had it on display.

After a long absence while on loan at the "Sidewalk Superintendent's Club" at the site of the new Michigan Consolidated Gas Company building, our models of WALK-IN-THE-WATER and MILTON are back on display in the museum. They were missed while they were out, but their trip into "foreign waters" brought much attention to the fact that the museum exists, and we thank the Gas Company.

PICTURE PAGES: 1L

By Emory A. Massman, Jr.

Top: R. BRUCE ANGUS (a IMPERIAL REDWATER, Can. 192769). Gross tons 11816, Net tons 7950. 600 x 68 x 35. Built by Port Arthur S. B. Co., Ltd., hull # 106. Launched at Port Arthur in 1951. John Inglis Co. steam turbine engine, 4500 h.p. Foster-Wheeler water-tube boilers. Converted from a tanker in 1953. Owners: (1) Pipe-line Tankers, Ltd.; (2) Upper Lakes and St. Lawrence Trans. Co.; (3) Upper Lakes Shipping, Ltd. —Massman photo taken 1961.

Bottom: FRANK E. TAPLIN (a CHARLES W. KOTCHER, US 204799). Gross tons 4650, net tons 3446. 427'-8" x 52' x 28'-5". American S. B. Co. hull # 356. Launched at Lorain, Ohio, March, 1908. Triple expansion engine, 22" - 35" - 58" x 42". 2 scotch boilers, 13'-9" x 11'-6". Engine and boilers built 1907 by American S. B. Co. Owners: (1) Detroit Steamship Co. (Sullivan); (2) Wilson Transit Co.; (3) Gartland Steamship Co. (Sullivan). Reconstructed by Marine Iron Works in 1930. —Massman photo taken 1961.

PICTURE PAGES: 2

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

Top: J. I. CASE (US 75720, later Can. 141595). 1874 Manitowoc by Rand and Burger for J. I. Case Plow Works Co., Racine, Wis. 208 x 34 x 15. J. I. CASE had the tallest spars of any vessel upon the Great Lakes. Her mainmast stood about 190 feet above water line.

Bottom: KEEPSAKE (Can. 80573). 1880 River Puce, Ontario. 72 x 19 x 4. Scow schooner, operated locally until 1917. Last recorded owner was Horace Fleury of Belle River, Ontario.

PICTURE PAGES: 3

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

Top: CITY OF DETROIT b CITY OF THE STRAITS c LIBERTY (US 125662). 1878 Wyandotte by Detroit Dry Dock Co. (hull 31) for Detroit and Cleveland Steam Navigation Co. Composite hull, 234 x 36 x 13. Fletcher beam engine (# 171) from R. N. RICE of 1867. Feathering wheels installed 1887. Diesel screw engines 1928.

Bottom: WYANDOTTE b PIZZARO c CITY OF FORT MYERS d DOLPHIN (US 81406). Built 1892 by Detroit Dry Dock Co. (hull 109) for John P. Clark. Steel freight and passenger vessel, 155 x 35 x 10. Triple expansion engine, 16" - 24" - 38" cylinders by 24" stroke, built by Dry Dock Engine Works.

GREAT LAKES MARINE NEWS

Correspondents:

GEORGE AYOUB, Ottawa
JAMES M. KIDD, Toronto
EDWIN SPRENGELER, Milwaukee
RICHARD J. WRIGHT, Akron

February 1—The American Sault Ste. Marie locks accomodated 14,014 ship passages during a 255-day season between April 8 and December 18, 1961. According to Col. R. C. Pfeil, Detroit District engineer of the Army Corps of Engineers, this represents a sixteen per cent decline from the passages of the previous season. Iron ore accounted for 55,971,896 net tons out of a total of 79,903,626.

—Sub-zero temperatures at Quebec have halted icebreaking efforts to keep the lower St. Lawrence River open to winter traffic. Plans remain, however, to open a channel to Montreal by mid-February.

February 2—Jones & Laughlin Corp. will prepare a new $30 million iron ore mine near Kirkland Lake in northern Ontario. Named after J & L Chairman Avery C. Adams, the mine is expected to produce a million tons of high quality iron ore pellets annually.

February 5—Winter has shut down the Browning freighters SPARKMAN D. FOSTER and W. WAYNE HANCOCK and their coal run from Toledo to Ford's River Rouge plant.

—VADM James A. Hirschfield retires from the post of Assistant Commandant of the United States Coast Guard to begin duties as vice-president of the Lake Carriers' Association in Cleveland. On April 1, he is scheduled to succeed VADM Lyndon Spencer USCG (Ret.) as President of LCA. Admiral Hirschfield has served the Coast Guard 38 years, and in World War II was responsible for the sinking of a German submarine.

—Cleveland Tankers' PLEIADES now flies a foxtail from its masthead. The fox was seen in near starvation on an ice floe off shore between Milwaukee and Chicago, but resisted efforts to rescue it as a ship's mascot; then it was shot as "the humane thing to do."

February 6—Port Weller Dry Dock is lengthening the motorship CHICAGO TRIBUNE by 61 feet to a 319-foot length, for Quebec & Ontario Transportation Co.

—Canadian Pacific Steamships will operate seven ships into the lakes in 1962, including six German chartered freighters and the company's newest, BEAVERFIR, which terminated before at Montreal.

EDITOR'S NOTE: The Editors of Telescope regret losing the services of our Marine News Editor, Mr. William M. Worden. Bill is now attending Ohio University at Athens, Ohio, and we look forward to his summer vacation when he may resume his association with Telescope. We wish him the best of fortunes.

Great Lakes Marine News

February 7—A veteran of 42 years on the Great Lakes, Capt. Eric Allan George Burlington, master of WHITEFISH BAY, has become Commodore of the Canada Steamship Lines fleet.

February 12—The American Iron Ore Association of Cleveland shows figures for a total iron ore inventory of 66,094,912 gross tons at U. S. and Canadian steel plants, compared to 70,581,146 last year. The 271 active blast furnaces in both countries are double the 134 of last February, so that stockpiles should dwindle more rapidly. This should encourage a more active lake season this year and bring out a number of freighters which were laid up all last season.

—Wm. Hamilton & Co. shipyards in Port Glasgow have launched the 9,000-ton self-unloading motorship HALIFAX for Hall Corporation of Canada.

—Ship damage by ice along the St. Lawrence River and inland ports was reported considerably higher in 1960-61 than in past years. The number of major strandings and collisions on the Montreal-Quebec section was rated "extremely bad."

February 14—Coast Guard efforts rescued nine fishing tugs from windrowed ice along the Wisconsin shore.

February 15—St. John Shipbuilding and Dry Dock Co. has begun construction of a 25,000-ton grain and ore carrier of dimensions 730 x 75 for Eastern Lake Carriers, Ltd.

—The tanker MAPLEBRANCH of Branch Lines, Ltd., opened the 1962 Season at Montreal, fifty-five days after the British freighter WOLDINGHAM HILL cleared Montreal on December 22. This marks the shortest closed season for Montreal on record.

February 16—The 2,864-ton Norwegian freighter DISA, which traded into the lakes in 1961, experienced rudder difficulties off Bermuda and was taken in tow by the salvage tug FOUNDATION VIGILANT to its original destination, Port Houston, two thousand miles away.

February 17—Captain William Taylor died in a Toronto hospital at age of 76. Captain Taylor was master of NORONIC at the time of her burning in Toronto harbor, September 17, 1949, with loss of about 120 lives.

February 18—A new pipeline up from Chicago has cut down oil deliveries by ship to Milwaukee, oil going directly to Green Bay.

February 19—The former Nicholson freighter IRONWOOD, sold to Toth, is reported under conversion to a sand and gravel barge, with her superstructure stripped to the spar deck. IRONWOOD was built in 1902 at Toledo as CHARLES BEATTY, one of the few lumber carriers of her day to have a metal hull.

Great Lakes Marine News

—The Port of Cleveland expects to build a 150-ton crane shortly.

—In rejecting Bethlehem Steel's subsidy application for building two 51,000-ton ocean ore carriers, Commerce Secretary Hodges suggests that no companies should have government help to build ships which haul only their own goods.

February 21—Canadian shipyards will build two 95-foot search and rescue vessels for the Canadian Coast Guard, each to have twin screws powered by four marine diesel engines. Kingston Shipyards will build one for $691,601, and Davie the other at Lauzon for $696,536.

—For the 1962 season the Toledo-Lucas County Port Authority will have a $300,000 crane capable of lifting 110 tons at short radius or 80 tons to be placed in the deep hold of a typical freighter.

February 26—The Sturgeon Bay Ship & Dry Dock Co. will build a $200,000 ferry for Beaver Island service from Charlevoix, to be delivered by mid-June, replacing the EMERALD ISLE.

—The Ann Arbor Railroad Co. has sold the Lake Michigan car ferry ANN ARBOR NO. 3 to John Bultema of Manistee; she will be cut down to a barge. Globe Iron Works built ANN ARBOR NO. 3 at Cleveland in 1898.

—Isthmian Lines will enter Great Lakes service this season to connect with Far Eastern ports by way of the Mediterranean. With STEEL SEAFARER westbound and STEEL RECORDER eastbound, the service will be inaugurated this spring with accomodation for dry cargo, bulk liquids in deep tanks, and refridgerated cargoes. Isthmian is an American flag line.

—A class of super-carriers about nine hundred feet in length is proposed for the Great Lakes ore fleet by American Ship Building Co. At least six United States firms are said to be interested in such vessels, which would cost about $12 million each. The ships would become feasible when the Poe Lock at the Soo is replaced with a new one 1000 feet long and 100 feet wide. They would be confined to the upper lakes above the Welland Canal because of their size. The intention to build them seems to be hinged upon the possibility of government construction subsidies or favorable adjustment of tax and depreciation laws in line with those made recently in Canada.

—The St. Lawrence Seaway is scheduled to open on April 15.

—February 27—Senator Douglas of Illinois and the Interior Department favor development of the Indiana sand dunes on Lake Michigan as a national park. They oppose a proposal by the Indiana State Government to develop a deep water harbor at Burns Ditch, Indiana, together with adjacent industrial development.

Great Lakes Marine News

S H I P S

Ford Motor Company has purchased the bulk freighter CHARLES L. HUTCHINSON from Pioneer Steamship Company, increasing Ford's fleet to four ships. Slightly smaller than Ford's WILLIAM CLAY FORD, but of the same age, CHARLES L. HUTCHINSON was built in 1952 at Bay City by Defoe, and measures 624.2 x 67.0 x 30.5. She will be fitted out for Ford service this spring at Toledo.

SWEDEN a L. C. SMITH arrived for scrapping on December 13, 1961, at Savona, Italy.

STEEL PRODUCTS a VENUS has sat out the winter aground at Point Abino on the Canadian shore of Lake Erie. Presumably by spring she will continue on her way to be scrapped.

The Canadian barge LOG TRANSPORTER of Kingcome Navigation Co., Ltd., of Vancouver, B. C., sank off Cape Mudge on the Pacific Coast of Canada on October 25, 1961. She was the former Hall canaller EAGLESCLIFFE HALL (i), later DAVID BARCLAY.

A series of sales and name changes involves salt water vessels which have traded into the Lakes. Grace Lines' SANTA REGINA, first U. S. ocean vessel through the Seaway to Chicago in 1959, is sold to Farrell Lines (U. S.) and renamed AFRICAN GULF. She is the former JOHN IAND, JEFF DAVIS and SEA COMET II. TARA a CHARLES L. D. has been sold to the Argentine line of Empresa Lineas Maritmas Argentinas and renamed PRESIDENTE CASTILLO. The Lebanese firm of Cia. Mar. Angolikana has sold GRANNY MARIGO to the Italian firm of Soc. di Nav. e Trasporti and renamed GUISEPPE RICCARDI. She will be remembered in Lake circles as SPRINGTIDE, chartered with SPRINGDALE by Reoch in 1954 from Springwells Shipping, Ltd., of London. SPRINGTIDE subsequently bore the names EASTIDE and SULLBERGO.

IQUITOS a RUTENFJELL b POLYRIVER c MUSKEGON was abandoned by her crew 315 miles off the Mexican coast after taking fire during the night of November 28-29, 1961, while bound from Callao to Manzanille. She was owned by Cia. Nav. Mar. Fluvial, a Peruvian firm. IQUITOS was a frequent visitor to the Lakes under former names, before and after World War II, while owned by the Fjell Line.

The Greek freighter ANTONAKIS (a EMPIRE RALEIGH b VERMEER c ZONNEWIJK) went aground off Cape Spartel near Tangiers, Dec. 6, 1961, in a fog. She was en route from Santiago to Shanghai. The wreck later broke in two.

The former Boland and Cornelius freighter FRED A. MANSKE (a HARRY YATES i b CONSUMERS POWER) is now in British registry out of the Bahamas, owned by Redwood Industries.

Defoe will build two guided missile destroyers under supervision of the United States Navy to be purchased by Australia. The contract for $29 million was made in December.

Launch of GLENEAGLES at Midland, 1925. (Bald photo)

THE BIG SPLASH

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

GLENEAGLES (Can. 152643) was built in 1925 by Midland Shipbuilding Company at Midland, Ontario, for the Great Lakes Transportation Co., Ltd., of Midland. Both the shipyard and the operating company were part of the vast maritime empire of the late James Playfair. GLENEAGLES was a standard bulk carrier of dimensions 580' x 60' x 29', 8,233 gross tons and 4,780 net tons. Her power plant is a triple-expansion engine of 24½" - 41½" - 72" diameter of cylinders and 48" stroke, built in 1918 in the United States by the Hooven, Owens, Renschler Mfg. Co. of Hamilton, Ohio. These engines had been built for U.S. Shipping Board ocean vessel installation and were acquired as World War I surplus. In 1927 GLENEAGLES was acquired by Canada Steamship Lines, as were many other of Playfair's ships. This ship is still in service, being used most frequently in recent years on the all-lake Superior iron ore shuttle between Port Arthur or Duluth-Superior and the Algoma Steel mills at Sault Ste. Marie, Ont. Our photo below shows her upbound on the Detroit River in 1952, very likely loaded with coal.

HIGH AND DRY

By William A. Hoey

The self-unloader ALPENA received all-new bottom plates in May of 1958 at the Great Lakes Engineering Works at Ecorse, Mich. She is shown here at that time on Great Lakes Engineering Works' 800-foot floating dry dock which was recently sold to the American Ship Building Company for use at Toledo. ALPENA was launched in May, 1909, by the Detroit Shipbuilding Company at Wyandotte as their hull number 177. Her measurements are 363' x 47' x 26.2'; 2,886 gross tons and 1,787 net tons. She has been altered very little during her career. ALPENA is still powered by her original quadruple-expansion engine, 17½" - 25½" - 37" - 54" cylinders by 36" stroke, rated at 1,300 IHP. This engine and two single-ended coal-fired boilers were built for her by Detroit Shipbuilding Company in 1909. She has served the Wyandotte Transportation Company since the time she was built. However, springtime will probably bring news of new owners for ALPENA.

Editor
Gordon P. Bugbee
Associate Editors
Otto Strek
William A. Hoey
Robert E. Lee

Vessel List Editor
Rev. Edward J. Dowling, S.J.

Great Lakes Maritime Institute, Inc., promotes interest in the Great Lakes of North America; preserves relics, pictures, records and memorabilia related to these lakes; encourages the building of scale models of Great Lakes ships; and furthers the program of the Dossin Great Lakes Museum, the repository of Institute holdings. The issues of Telescope, monthly journal of the Institute, seek to stimulate inquiry and discussion and to place a record in public hands. Subscription to Telescope is included in the membership fee in the Institute; single copies are 35¢ each. Telescope welcomes an opportunity to consider manuscripts for publication. These should be addressed to "The Editors, Telescope, Great Lakes Maritime Institute, Dossin Great Lakes Museum, Belle Isle, Detroit 7, Michigan. The editors cannot assume responsibility for the statements made by authors. Other correspondence with the Institute should be addressed to the Coordinating Director at the above address, or may be made by telephone at LO 7-7441. The Great Lakes Maritime Institute was organized in 1952 as the Great Lakes Model Shipbuilders' Guild. 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. Membership in the Institute is by the calendar year.

Regular Membership.....$ 4 annually
Contributing Membership. 5 annually
Sustaining Membership.. 10 annually
Life Membership.....$ 100

The Institute is supported in part by the Detroit Historical Society.

Meeting Notices

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

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

Cover Illustration

A hypothetical view by S. A. Whipple illustrates the arrangement of shops and building ways in the Wyandotte yard of the Detroit Dry Dock Company. Here the iron and steel hulls were fabricated, while the Detroit yard upriver completed the work by putting in engines and building cabins. This view shows the Western Line package freighter BOSTON and the Detroit and Cleveland Line steamer CITY OF CLEVELAND, both of 1880, in the foreground; on the ways are a railroad car ferry and other uncompleted hulls, but the grouping merely shows the type of ships built at Wyandotte, rather than a particular group being built at any specific date.

—Burton Coll., Det. Public Library