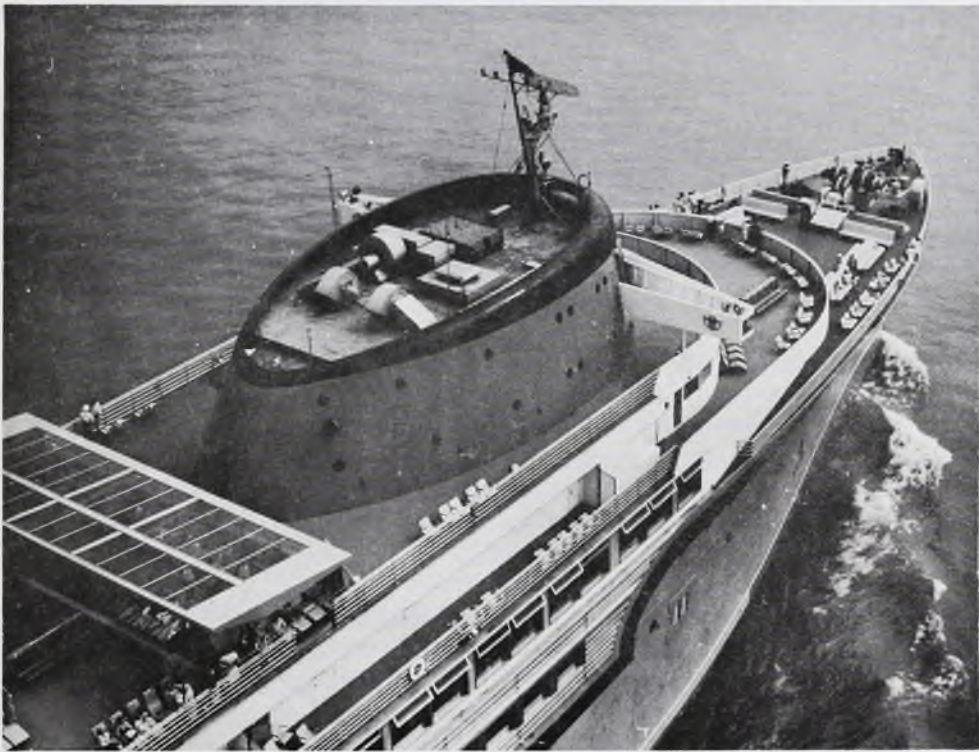


# TELESCOPE

July, 1962

Volume 11, Number 7



Great Lakes  
Maritime  
Institute

DOSSIN GREAT LAKES MUSEUM, BELLE ISLE, DETROIT 7, MICHIGAN



**Above:** "The Merrimac Rescue," oil painting by S. A. Whipple, 1884. Given to Dossin Museum by The Algonquin Club of Detroit and Windsor in 1961 in memory of the historian, Dr. Milo M. Quaife.

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# A "Merrimac Rescue" Scrapbook

"On Sunday afternoon, the wind began blowing quite strong from the west, and by 3 o'clock on Monday morning it had reached a velocity of twenty-seven miles an hour. The blow was general at all ports of the lakes, and was accompanied by very cold weather..."

Thus wrote the marine correspondent of the Detroit Free Press for the issue of Tuesday, November 13, 1883. Let us imagine ourselves to be readers of his paper for the week which followed. Let us pursue the experience of but one of the many lake ships reported in distress in that November gale. The clippings we might gather would be about as follows:

Detroit Free Press, Tuesday, November 13. "Sand Beach, Nov. 12. Another very heavy gale has been blowing from the northwest since last night. The steam barge ESCANABA came in today with her cargo of corn badly shifted. She lost her consort, the MERRIMAC, thirty miles above here at 9 o'clock this morning. The tug JOHN OWEN, with the lifesaving crew in tow, went to look for her this afternoon, but failed to find her. ..."

Detroit Free Press, Wednesday, November 14. "Port Huron, Nov. 12. The steamship ESCANABA, from Chicago to Sarnia with grain, arrived here today. Capt. Owen says that he never in his life had such a time of it. His boat shifted her cargo so that his rail was almost under water. It will be remembered that the ESCANABA is a double-decker, and has about eight feet of her side out of the water. Had she been outside one hour longer, Capt. Owen thinks she would have gone to the bottom. The MERRIMAC, her consort, parted from her at 8 a.m. off the point. Her foresail and jib were gone. She drifted with the west northwest wind to the Canada shore. The tug JOHN OWEN took the MERRIMAC's hawser from the ESCANABA and went in search of her towards the Canada shore. Telegrams to all points were sent, but no information can be learned of the vessel. There is about 8,000 or 10,000 bushels of grain wet in the ESCANABA. ..."  
"Sand Beach, Nov. 13. The wind is blowing up from northwest again tonight with some snow. ...The MERRIMAC was reported this morning off Goderich flying a signal of distress. The tug JOHN OWEN has gone after her."



## Telescope

Detroit Free Press, Thursday, November 15. "Insurance Losses. ...The MERRIMAC, in distress at Goderich, left Chicago last week with 40,000 bushels of corn, which was insured in the 'Big Four.' She rates A 1, and is valued at \$60,000. She is insured for \$40,000, divided equally between the Boston Marine and Crosby & Dimick's companies." "Port Huron, Nov. 14. The tug MOCKING BIRD left here this morning to tow the schooner L. C. BUTTS, now four miles from Goderich, to anchor with her canvas gone. The seas are still running high. It was first supposed that this vessel was the MERRIMAC."

Detroit Free Press, Friday, November 16. "Sand Beach, Nov. 15. ...The OWEN has been over towards the Canadian shore looking for the MERRIMAC, but failed to find her." "Port Huron, Nov. 15. At 10 o'clock a message was received from Kincardine saying that a river tug was sighted off that port alongside of the large vessel at anchor off there. This is probably the JOHN OWEN or TORRENT looking for the MERRIMAC."

Detroit Free Press, Saturday, November 17. "Special dispatch to the Detroit Free Press. Port Huron, Nov. 16. The rescue of the barge MERRIMAC by the tug TORRENT, which arrived at 8 o'clock, is one of the best efforts of Capt. Chris Moore's life. He left here Wednesday night at 10 o'clock and found the barge fifteen miles off the Canada shore and four miles north of Kincardine. The crew of the MERRIMAC were in a most pitiable state, not having had a meal or slept any since Sunday morning. ...On Monday the vessel shifted her cargo so that her rail was under water, and again the same thing happened. Both times all hands trimmed the vessel back. Some of the men gave up, when the tug hove in sight. A hawser was passed from the tug to the vessel, and after five hours' work her cables were shipped, and they started for the west shore. When off Point au Barques the vessel again shifted her cargo. All the lights went out on both the vessel and tug. The vessel was leaking while in the seas. All hands were at the pumps for ten hours until they got under the land below Sand Beach. She arrived and will go under the elevator tomorrow. ...It is thought there is some wet grain in her. Tonight the captain gave way from exhaustion and fainted three times while coming from the vessel. He says that had the TORRENT been two hours later, she could not have found the MERRIMAC afloat. This vessel is in the worst shape of any schooner that has come into the river for years. She is a complete mass of ice and drawing sixteen feet of water. The TORRENT received bad usage. She is covered with ice and snow. Every dish, table, and chair on her is broken."

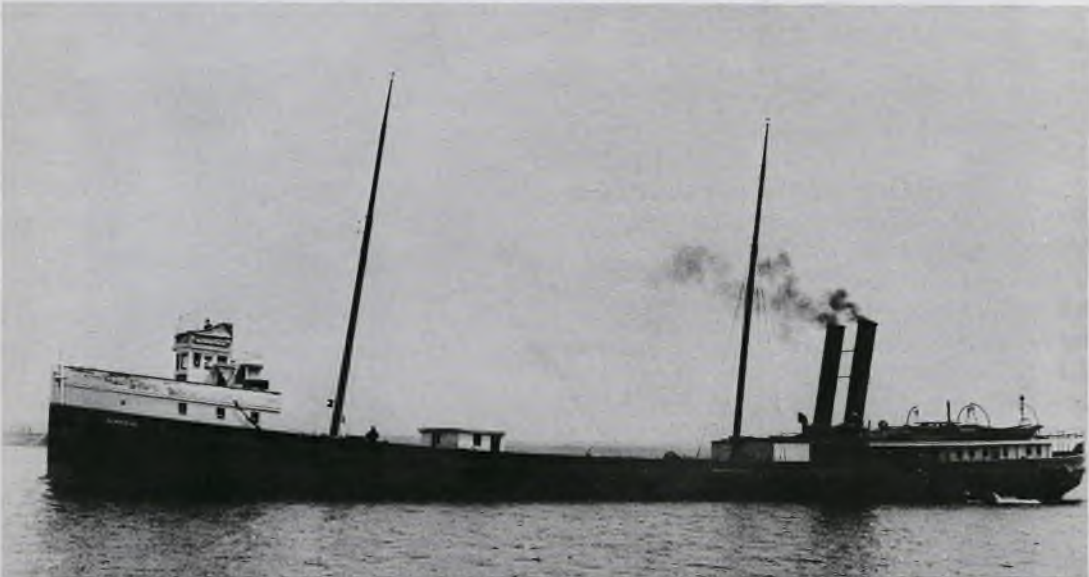
Detroit Free Press, Tuesday, November 20. "That the recent north-west gale was the worst in every respect that has visited the Great Lakes since 1867 is shown by the number of disasters which have occurred since Sunday last. A careful account shows that there were about forty-six vessels which went ashore or foundered."

\* \* \*

When they ordered the schooner MERRIMAC in 1881, Milwaukee's Inter-Ocean Transportation Company had probably intended her to become a "steam barge" one day. The Detroit Dry Dock Company built MERRIMAC in their leased Springwells yard. Simultaneously taking shape at their Orleans Street yard was the Inter-Ocean steam barge MASSACHUSETTS, designed to tow MERRIMAC. Both hulls were 235 feet long, and each originally carried four spars. MERRIMAC's plight in the 1883 gale seems to have troubled her owners. MERRIMAC spent that winter at the Orleans Street shipyard. There the Dry Dock Engine Works fitted her with a fore-and-aft compound steam engine with cylinders 21" and 48" in diameter and piston stroke of 40". MERRIMAC enjoyed a long career, passing to the Gilchrist fleet and in 1911 to Canadian registry. Bearing the name of "ROCK FERRY" she served Montreal's George Hall Coal Co. who abandoned her in 1924.

The tug TORRENT was built at Cleveland in 1869. She spent much of her early career as part of a large fleet of river tugs which towed sailing ships through the Detroit and St. Clair Rivers when sailing masters would accept the prevailing tug rates. But the river towing business waned as steam barges like MASSACHUSETTS or ESCANABA steamed the length of the lakes towing barge consorts like MERRIMAC or stripped-down schooners. Around the time of the rescue of MERRIMAC, TORRENT was occupied chiefly in towing log rafts.

Captain Seth Arca Whipple, the Detroit artist, commemorated the TORRENT's rescue of MERRIMAC in an oil painting dated 1884. The Algonquin Club of Detroit and Windsor presented this painting to the Dossin Great Lakes Museum in October, 1961, as a memorial to the late Michigan historian, Dr. Milo M. Quaife. —GPB



**Above:** Bell photograph of MERRIMAC as she appeared in later years as a steam barge.

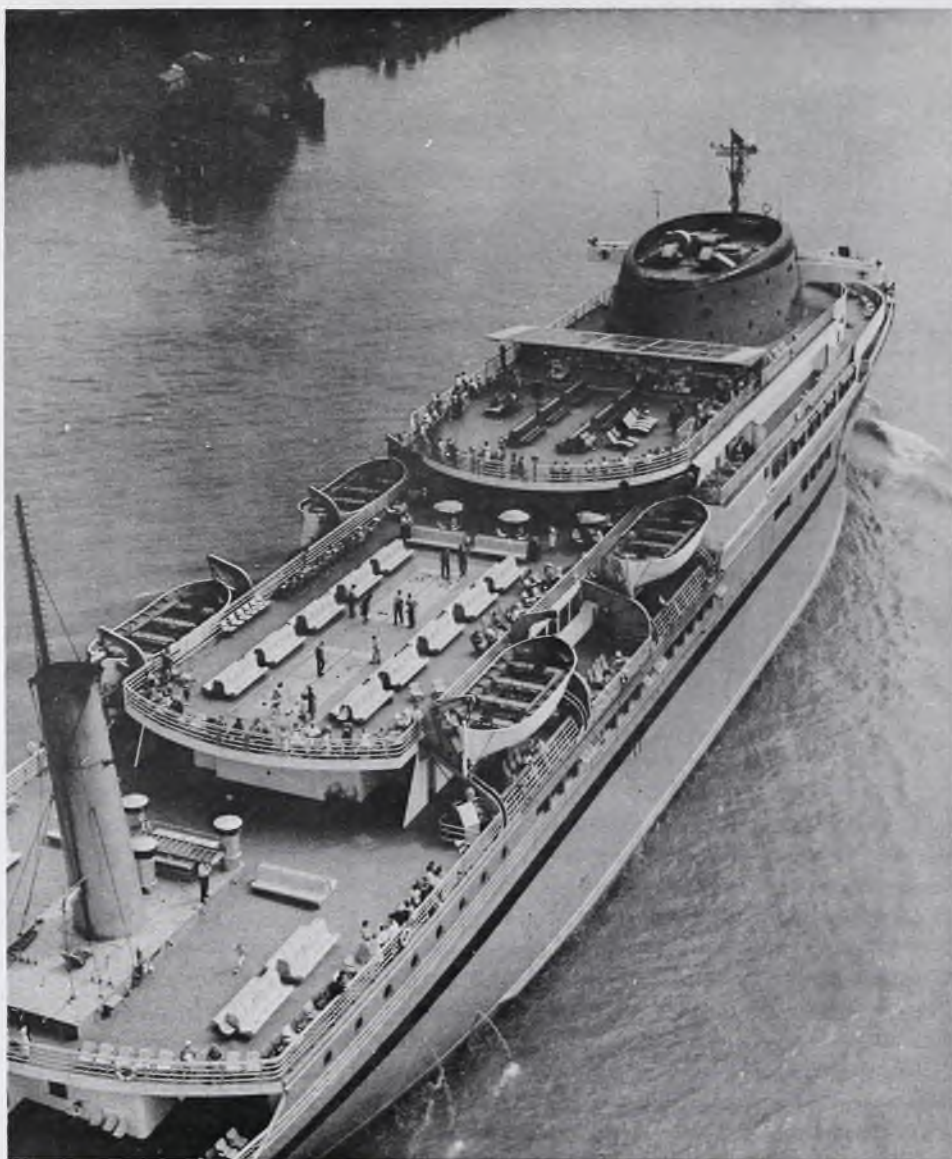
—Rev. Edward J. Dowling collection



**Modern Living on the Lakes:**

**A q u a r a m a**

**Below:** AQUARAMA welcomes the sunshine topside in a broad expanse of sundecks. **At right:** Large picture windows in AQUARAMA's Club Lounge give vistas of passing scenery in the Detroit River.





Bite-sized installments of shipboard life upon open waters are within easy reach of people in the Midwest, thanks to a Lake Erie phenomenon known as AQUARAMA.

Five seasons have now passed since the great ship began her daytime sailings between Detroit and Cleveland. AQUARAMA has brought an imaginative way of travel that is still almost unique, and her appointments far exceed those common to a "ferry boat." Once she leaves the Detroit River, AQUARAMA crosses broad expanses of lake with distant horizon; so AQUARAMA is designed to provide diversions within her cabins and upon her decks, with features like these:

...Six or more varying settings serve meals and refreshments;  
...The lofty ballroom has dance floors upon two decks and a stage for the evening shows; out on deck is another dance floor for use "under the stars";

...Large picture windows of the spacious lounges enhance the river portions of the trip; an escalator connects the main lounge with the lobby below;

...Extending much of the ship's length are broad sundecks for steamer chairs and deck games, topped by a shaded wind-breaking pavilion; the oil-fired 9,000-horsepower engine is located far aft, leaving no soot to soil decks, chairs and clothing;

...A children's play room is supervised by trained attendants;  
...A small movie-television theater and a small conference auditorium are located forward.

All that is lacking to make AQUARAMA Everyman's Country Club would be a swimming pool and golf course (when automobiles become extinct AQUARAMA's 165-car decks would make a dandy eighteen-hole course and would leave room for a few bowling alleys besides).





**Above:** On one of her first Detroit visits in 1956, AQUARAMA moves past idle sidewheelers EASTERN STATES, GREATER DETROIT and CITY OF DETROIT III of the old Detroit & Cleveland line; passing under the bridge beyond is Bob-Lo's COLUMBIA. —Photograph by Willis Bugbee.

**Below:** Broadside view of AQUARAMA. —Photo by William M. Worden.

If the open lake suits AQUARAMA well, the lower Detroit River passages are a bonus. And on Fridays AQUARAMA makes a twelve-hour voyage from Detroit, through St. Clair's lake, "flats" and river to Sarnia, just below Lake Huron. Clevelanders might well book two nights of Detroit hotel reservations to make up a three-day cruise enveloping this picturesque trip past resort country, indian reservations and the largest oil refineries of Canada.

AQUARAMA lends herself well to conventions and other groups both large and small. Convention managers favor having their people "all on the same boat," easily rounded up for meetings; few other floating auditoriums have the capacity of the spacious ballroom. Some companies sponsor employee outings upon AQUARAMA; and for two days Chrysler Corporation held its 1962 product previews aboard AQUARAMA for its dealers last year.

AQUARAMA offers the safety features of a modern ship. Her all-metal superstructure would not support fire. (Question: Can a fire be built in the big stone fireplace of her Club Lounge?) Greatest assurance of safety is found in her officers. Captain Morgan Howell of AQUARAMA is probably the best-known shipmaster of the Great Lakes.





For almost a century-and-a-half since steamboats came to Lake Erie people have travelled by water from Cleveland to Detroit in summer. The earliest steamboats plied from Buffalo to Detroit, calling along the way at South Shore settlements like "Cleaveland." Later on, the fledgling railroads encouraged steamboat owners to furnish express lines connecting with the trains. Under the Michigan Central's influence in 1850, Captain Arthur Edwards placed the steamers BALTIMORE and SOUTHERNER in direct daily overnight service between Detroit and Cleveland. This line grew into the Detroit and Cleveland Steam Navigation Company. But when the railroads reached around Lake Erie almost all of the daily steamer lines disappeared. The lines to Sandusky and to Cleveland from Detroit survived, partly because they were cross-lake shortcuts to land routes. By the turn of the century the lake lines learned to offer their services as an attractive alternative to hot, dusty, routine land travel. The growing D & C Line sprouted offshoots to Mackinac, to Toledo, to Buffalo, and eventually to Chicago. Some of these lines embraced the largest sidewheel steamers in the world, like the 536-foot GREATER DETROIT of 1924. These had lavish public rooms, and the largest ships carried more than six hundred staterooms. Mixed causes, including the automobile, brought down the venerable D & C in 1950, and its ships tied up for good. From Cleveland to Detroit there were now only two sailings a week, part of the seven-day cruises of the trim Georgian Bay liners, ...until the coming of AQUARAMA.

AQUARAMA first came to the Great Lakes in 1953. But her origins go back to the early forties, when the Wisconsin and Michigan Steamship Company acquired the Anchor Liner JUNIATA. They converted this ship into the modern passenger ferry MILWAUKEE CLIPPER, to cross Lake Michigan between Milwaukee and Muskegon, Mich. MILWAUKEE CLIPPER pioneered many of the features now found in AQUARAMA, but unlike AQUARAMA she carries staterooms as well. About ten years later the Max B. McKee interests—owners of MILWAUKEE CLIPPER—bought three 520-foot ocean ships. These belonged to a war-built type known in Maritime Commission designation as a "C-4". They had served as troopships, cargo ships and hospital ships (the well-known peacetime hospital ship HOPE is one of this class). The McKees lengthened two ships as the lake bulk freighters MCKEE SONS and JOSEPH H. THOMPSON, the latter becoming the first 700-foot Great Lakes ship.

The McKee's third ship was MARINE STAR, which was brought upon pontoons up the Mississippi to Chicago in September, 1953. The next May her Cleveland-Detroit service was proposed by a group led by J. Lee Barrett, long a leader in Michigan tourist activity. Under charter to the newly-formed Michigan-Ohio Navigation Co. and from plans by naval architect George G. Sharp, MARINE STAR was transformed into AQUARAMA at a reported \$7.5 million cost. The work was completed at Muskegon. AQUARAMA spent the 1955 season at Chicago as a shore-based attraction. The next season she "barnstormed" the major Great Lakes ports to "show the flag." At last, in 1957, AQUARAMA began her new career, crossing the waters of Lake Erie. —GPB

# Canadian Government Vessels

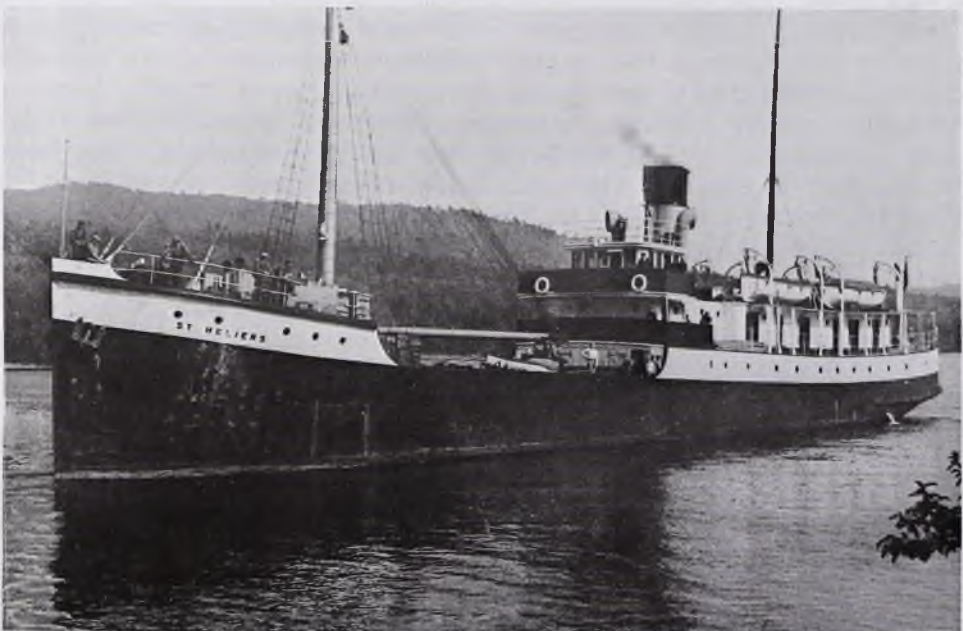
## In Lighthouse Service and Other Activities

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

The following list gives a fair cross section of the Canadian vessels built on and/or stationed on the Great Lakes and engaged more or less in the lighthouse service. Canadian vessels are often used in more than one service. Hence vessels nominally the equivalent of the U. S. lighthouse tender may also be used as tugs, survey vessels, icebreakers, etc., as will be noted below.

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**Below:** Canadian Lighthouse Tender ST. HELIERS (Author's Collection)





- ABERDEEN (Can. 103227), 1894 Paisley, Scotland. Steel steamship, 180 x 31.1 x 16.9; 674 gross tons. Operated mostly in the Maritime Provinces.
- ARGENTEUIL (Can. 138456), 1916 Sorel, P. Q., by Government Shipyards. Steel steamship, 94 x 21 x 7. Operated in St. Lawrence and Lake Ontario area.
- BAYFIELD (ex EDSALL, ex GENERAL U. S. GRANT, US 10283), 1864 Buffalo by Crosthwaite. Wooden sidewheeler, 210 gt. Rebuilt as propeller, 1872, and sold Canadian (Can. 65113) in 1874. Became Government Survey Ship in 1894. Dimensions 110 x 18.5 x 9.3; 150 gt. Later commercial tug HARRISON and CHURCHILL. Junked in 1936.
- BAYFIELD (ex LORD STANLEY, Can. 96049), 1889 Glasgow by Henderson. Steel steamship, 140 x 24 x 11.3; 276 gt., survey vessel.
- BERTHIER (Can. 138453), 1916 Sorel, P. Q., by Gov't Shipyard. Stl. tender and tug, 120 x 24.1 x 11.4. St. Lawrence area.
- CONCRETIA (Can. 141346), 1918 Montreal by Montreal Shipbuilding Co. Tender and utility boat, 126 x 22.2 x 10.1, concrete hull. Later used as a sand barge.
- CURLEW (Can. 100413), 1892 Owen Sound. Wooden tender, 116 x 19.8 x 11.
- DETECTOR (Can. 138457), 1915 Sorel, P.Q., by Government Shipyards. Steel steamship, 140 x 35 x 13.1; 584 gross tons.
- DRUID (Can. 53589), 1856 Glasgow by Tod & McGregor. Iron sidewheeler, 160 x 22 x 10. Later a screw-propelled freight and passenger ship on Lake Superior. Scrapped c. 1915.
- DRUID (Br. & Can. 112393), 1902 Paisley, Scotland, by Fleming and Ferguson. Steel ferry and tender, 160 x 30; 451 gt. Twin-screw. Later freighter STEVE AHEARN.
- C. P. EDWARDS (ex OTTAWA MAY HILL, Can. 177552), 1946 Collingwood by Collingwood S. B. Co. 144 x 27 x 8. Diesel tender. In service.
- ESTEVAN (Can. 131136), 1912 Collingwood by Collingwood S. B. Co. Steel steamship for Pacific Coast lighthouse service, 212 x 38 x 15; 1161 gt. In service, Vancouver, B. C.
- EUREKA (Can. 93940), 1893 Glasgow by Hamilton. Steel tug and tender, 95 x 22 x 12; 170 gt.
- FRONTENAC (Can. 154907), 1930 Sorel, P. Q., by Gov't Shipyards. Steel tender and tug, 109 x 24 x 10; 248 gt. Works in the St. Lawrence River area.
- GRENVILLE (Can. 134547), 1915 Toronto by Polson. Steel steamship, 155 x 31 x 11; 497 gt. In service. Note: GRENVILLE was one of the first lake ships to have a cruiser stern. Chicago's package freighter NEVADA (US 213782) b ROGDAY c NEVADA of the Goodrich Line was built at Manitowoc in 1915 also with a cruiser stern.
- ALEXANDER HENRY (Can. 310138), 1959 Port Arthur, Ont., by Port Arthur S. B. Co. Diesel steel icebreaker and tender, 198 x 44 x 18; 1674 gt. In service.
- HOSANNA (Can. 100270), 1893 Sorel by Paul. Wooden tug and tender, 58 x 23 x 6.
- LA CANADIENNE (Can. 82778), 1880 Port Glasgow by R. Duncan. Iron tender and survey ship. 154 x 22 x 11; 372 gross tons.

# Telescope

- LAMBTON (Can. 126409), 1909 Sorel by Government Shipyard. Steel tug and tender, 108 x 25 x 13; 323 gross tons.
- LANORAI II (Can. 150289), 1928 Sorel by Government Shipyard. Steel tug and tender. 94 x 23 x 10; 177 gt. Twin-screw.
- LANSDOWNE (Can. 90604), 1884 Maccan, Nova Scotia, by J. O'Brien. Wooden tender. 188 x 32 x 17; 680 gross tons.
- LAVIOLETTE (Can. 133906), 1912 Sorel by Government Shipyard. Steel tug and tender. 84 x 22 x 11; 213 gross tons.
- W. H. LEE (Can. 134548), 1889 Brooklyn, N. Y. Wooden tug and tender. 129 x 30 x 11; 317 gross tons.
- LURLINE (Can. 90780), 1888 Windsor by Lane. Wood fisheries patrol craft. 78 x 16 x 8; 66 gt. Once a private yacht owned by Hiram Walker, LURLINE was in government service apparently only a few months in 1907 before foundering after she hit the Goderich breakwater, November 2, 1907.
- MINTO (Can. 107787), 1899 Dundee, Scotland, by Gourlay Bros. Steel tender and cutter. 225 x 32 x 18; 1090 gross tons.
- PETREL (Can. 103040), 1892 Owen Sound by Polson. Stl. fisheries patrol vessel. 116 x 22 x 10; 207 gt. Used on Lake Erie.
- PORTE DAUPHINE (Can. 313111), 1952 Pictou, Nova Scotia. Stl. diesel hydrographic survey ship, 119 x 26 x 13; 319 gt. In use.
- SAFEGUARDER (Can. 140173), 1914 Southampton, England, by Day, Sumner & Company. Steel tender. 160 x 29 x 16; 655 gross tons. Works in the St. Lawrence area.
- ST. HELIERS (Can. 143436), 1919 Port Glasgow by Ferguson Bros. Steel tender. 135 x 29 x 14, and later lengthened to 190 feet; 930 gross tons. Later tug TROPIC SEA.
- SHAMROCK (Can. 107497), 1898 Quebec by J. C. Kaine. Wooden tender. 117 x 25 x 9.7; 237 gross tons.
- SIMCOE (Can. 125456), 1909 Newcastle, England, by Swan, Hunter & Wigham Richardson. Stl. tender, 180 x 32 x 15; 973 gt. Foundered, Gulf of St. Lawrence with all hands, 12-7-'17.
- MURRAY STEWART (ex VICTORIA, Can. 138848), 1913 Port Arthur, by Port Arthur S. B. Co. Steel tug and tender. 119 x 26 x 15. Later commercial tug DAVID RICHARD.
- WILLIAM J. STEWART (Can. 157006), 1932 Collingwood by Collingwood S. B. Co. Steel twin-screw hydrographic research ship. 214 x 36 x 15; 1295 gt. In service on coast.
- VERCHERES (Can. 133955), 1906 Sorel by Government Shipyards. Steel utility boat. 93 x 17 x 6.5; 147 gross tons.
- VIGILANT (Can. 117070), 1904 Toronto by Polson. Steel fisheries patrol vessel. 177 x 22 x 13; 396 gross tons. Used in recent years by Hindman as a pulpwood barge.

Note: Several new units have been contracted for by the Canadian Government, for delivery in 1963. Some are destined for service on the Great Lakes.

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### Illustrations upon Opposite Page

**Above:** Canadian Lighthouse Tender SIMCOE.

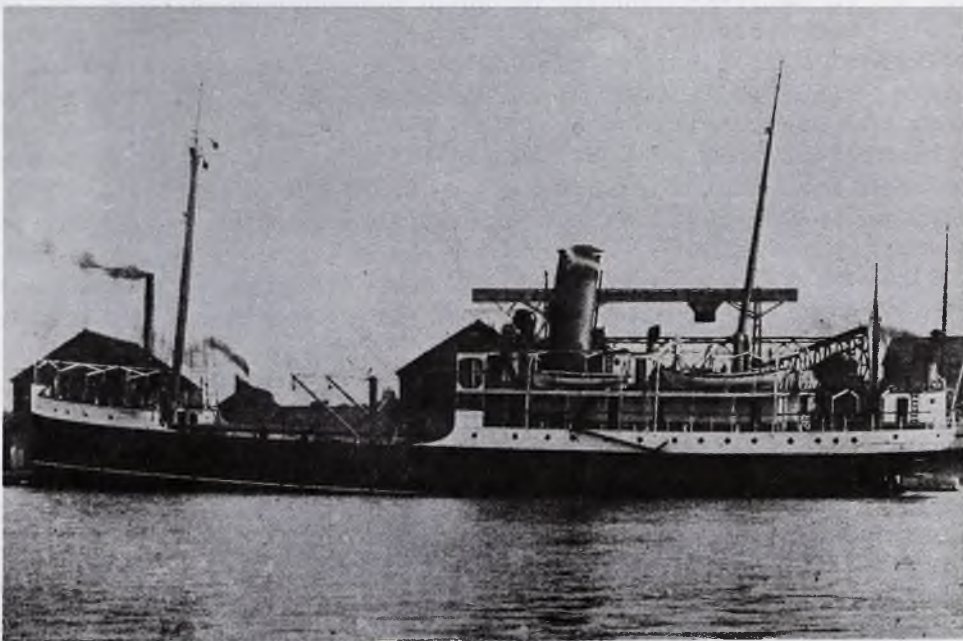
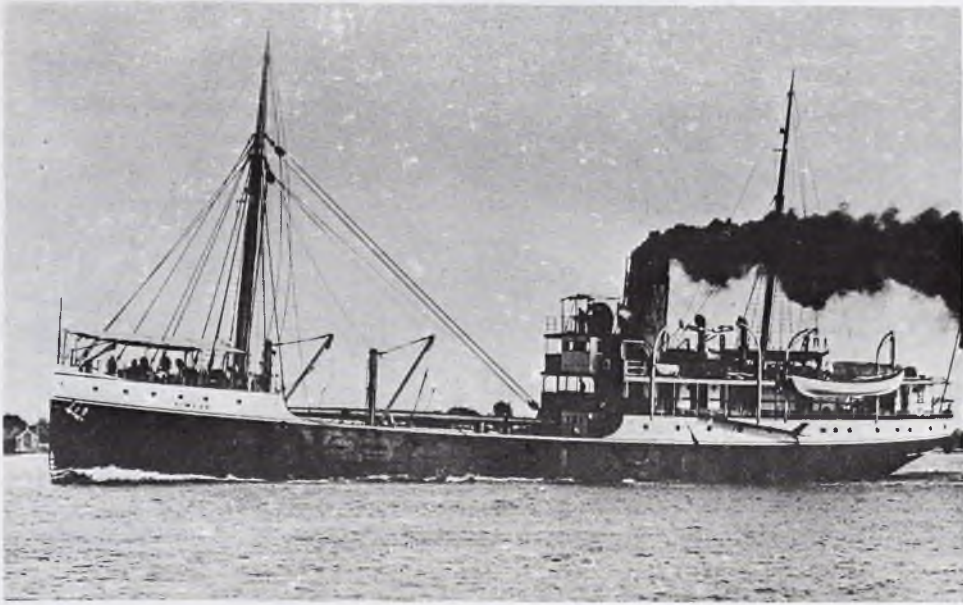
—Pesha photo

**Below:** Canadian Lighthouse Tender ESTEVAN.

—Huron Institute

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Launch of MADISON at Manitowoc, 1927

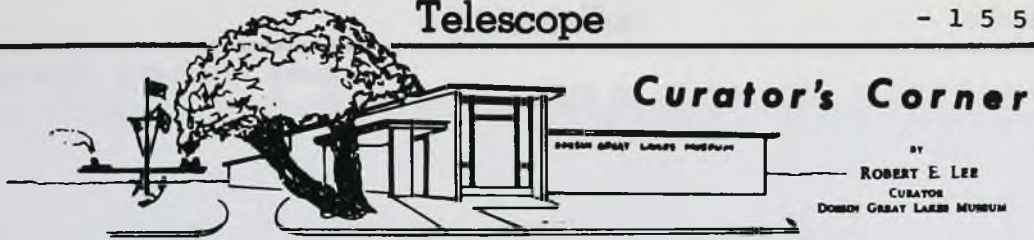
## *THE BIG SPLASH*

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

MADISON (US 226275), a steel, twin-screw railway ferry, was built by Manitowoc Shipbuilding Co. (hull #227) for Grand Trunk-Milwaukee Car Ferry Co., affiliated with the Grand Trunk and Canadian National Railway system. Dimensions: 348 x 56.2 x 19.2; 2942 gt., 1488 nt. Powered by twin triple-expansion engines of 20"-34"-56" cylinder diameter by 36" stroke, built by the shipyard. Originally painted dark green with white cabins and black stack. Recently repainted in traditional CNR colors of black-and-white hull, white cabins and red stacks with white band and blue top. Her route lies between Milwaukee and Grand Haven and, after 1932, Muskegon. To the best of our knowledge this ship has never left Lake Michigan. MADISON has two identical sister ferries, GRAND RAPIDS of 1926 and CITY OF MILWAUKEE of 1930. All have given reliable service over the past thirty years plus. There are rumored plans to repower and possibly lengthen these ships in the near future. Our photo below shows MADISON leaving the Kinnickinnic River at Milwaukee in 1927.

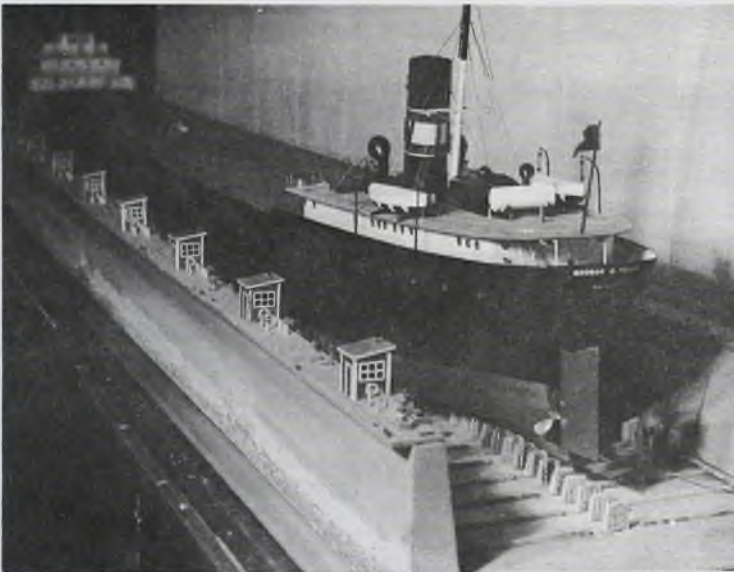




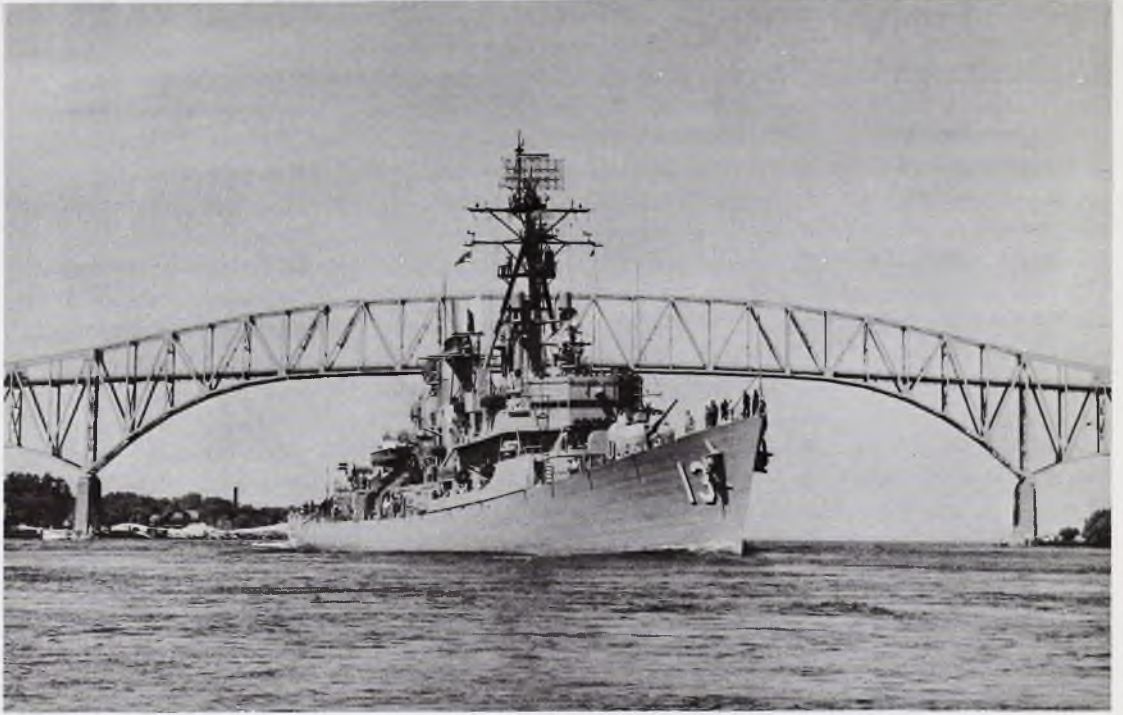


As reported in this column last month, the special anniversary exhibit for the American Bureau of Shipping is now open to public viewing. An appropriate ribbon-cutting ceremony attended the official opening of the exhibit on June 26th. After the ceremony the invited guests, all prominent in shipping circles, joined in refreshment and social exchange. Hostesses for the occasion were wives of officials of the Propeller Club, the American Bureau and the Museum. The exhibit will remain through September.

A most impressive mechanical display has been added to the museum through a gift from the Manitowoc Ship Building and Dry Dock Co. This is a completely operating model of a floating dry dock. At the push of a button it demonstrates the method of lifting a lake giant out of the water. The model is sixteen feet long and contains a freighter which is not a model of any specific vessel, but is a composite of several such ships built by Manitowoc. The ship was originally named CENTENNIAL (in honor of the Centennial of the State of Wisconsin). Following a course that is common to the shipping industry when a ship changes owners, we have re-named the vessel GEORGE O. YOUNG, in honor of the late Editor of Telescope.



We are deeply indebted to the Historical Society of Wisconsin for their assistance in having the model made available to the museum; to the Manitowoc Ship Building Company for the gift; and to Mr. A. J. Zuehlke, Company officer and Institute Member who was responsible for coordinating and supervising the movement of the model to the Dossin Museum. The model was designed and built by Mr. Zuehlke and is a beautiful testimony to his skill. We are pleased and proud to have this new accession.





# GREAT LAKES MARINE NEWS

## Correspondents:

GEORGE AYOUB, Ottawa

DAN M. WEBER, Toledo

JAMES M. KIDD, Toronto

PETER B. WORDEN, Sault Ste. Marie, Mich.

EDWIN SPRENGELER, Milwaukee

RICHARD J. WRIGHT, Akron

## Calendar:

**June 5**—In September Montreal will see Nipigon Transports Ltd.'s 730' laker LAKE WINNIPEG, which was converted by Blythswood S. B. from the French T-2 tanker NIVOSE. She is now being refitted at Govan Dry Dock on the Clyde in Scotland, and will carry a transverse bow propeller. Carryore, Ltd., of Montreal, will run LAKE WINNIPEG.

**June 6**—In Milwaukee the U. S. Marshal seized the Greek freighter ORIENT MERCHANT for \$8,275 claims of a Chicago stevedoring firm, but the ship's agents posted bond to let her sail for Bombay, India.

**June 9**—McGill University people are examining an old anchor—thought to be over 125 years old—which the Shell tanker EASTERN SHELL a J. A. McDOUGALD hoisted from the river bottom off Levis.

**June 10**—At Toledo Swedish American Line showed off its 7,800-ton ODENSHOLM, first of four ships being built for Seaway service, two others to be named VRETAHOLM and BLANKAHOLM, all built in Finland.

**June 11**—Collingwood Shipbuilding Co. will build a craneship for Yankcanuck Steamships Ltd. for delivery next March. The new ship will carry steel products from Algoma Steel's plant at Sault Ste. Marie, Ont., and will spend winters in coastal trade. Dimensions of the ship are 325 x 49 x 26; and Cooper-Bessemer will build a 1900 horsepower diesel engine for her at Stratford, Ontario.

—Boland and Cornelius have sold GEORGE F. RAND (ii) to R. E. Law of Port Colborne, whose DOLOMITE a EMPIRE CITY b SUMATRA will tow her to a Canadian shipyard to fit her out.

—Boland and Cornelius will operate MICHAEL TEWKSBURY and CARMIE THOMPSON, remaining units of Midland Steamship Co. Midland's BAIRD TEWKSBURY has been resold by scrappers to join the Hindman fleet.

—The Supreme Court of Canada ruled that eight Canadian National ocean freighters, sold to a Cuban charter bank in 1958 for operation by Detroit's Browning interests, are Cuban Government property.

**June 12**—Isbrandtsen SS Co. will be merged with American Export Lines by the end of June. The firm has signed U. S. Dept. of Commerce contracts for construction and operating subsidies for ships on three trade routes including Great Lakes to Europe. A ten-year \$120 million ship replacement program is included in subsidy terms.

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**Illustrations on facing page—above:** Guided missile destroyer U.S.S. HOEL passes under Port Huron's Blue Water Bridge coming from Bay City's Defoe shipyard where she was built. **Below:** Papachristidis' new 730' laker MONTREALAIS. Both photos by Rev. Peter Vander Linden.

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—In high winds at Kenosha, tug ENDEE lost the line of ocean ship CASTAGNOLA, which then grounded. A Coast Guard tug got her off.

**June 13**—A stockholder is suing to place Tomlinson Fleet Corp. in receivership, but its management does not favor liquidation plans.

**June 16**—Pioneer Steamship Company shareholders unanimously approved liquidation plans. Inland Steel Corp. purchased Pioneer's J. J. SULLIVAN, for delivering cargoes to their Indiana Harbor Canal dock, inaccessible to big ships. 3 Pioneer ships remain for sale.

—Continental Grain Co. sold its thirteen idle bulk carriers once used to store grain at Buffalo. Marine Salvage Ltd. of Port Colborne purchased the fleet for scrapping in Canada and overseas.

—In a campaign speech Canada's Prime Minister Diefenbaker announced the immediate suspension of tolls on the Welland Canal.

**June 18**—Columbia's self-unloader J. R. SENSIBAR arrived in Toledo loaded with coal (second best idea to carrying coals to Newcastle). There she exchanges her damaged boom for that of Columbia's SIERRA.

—Burntisland S. B. Co. launched the 6,000-ton Canadian Pacific ship BEAVERPINE for St. Lawrence and Great Lakes service to Europe.

**June 19**—Halco's new 386' self-unloader HALLFAX arrived in Montreal on her first trip, bound for Toronto with coal from Sydney, N. S.

—U. S. ports on the Atlantic and Gulf of Mexico are protesting Govt. preference for Seaway routes in military and foreign aid cargoes.

**June 23**—Collingwood shipyards will build a 730-foot bulk carrier for Canada Steamship Lines, for delivery in 1963.

**June 24**—Great Lakes Dredge and Dock Co. will begin its portion of the \$16 million Toledo Harbor channel dredging project of the Corps of Engineers, which will yield a channel 28 to 30 feet deep.

**June 25**—Cargo traffic through the Welland Canal and St. Lawrence Seaway showed gains in April and May of this year. May set an all-time high for any single month, with 3,800,000 tons of cargo.

**June 26**—Columbia Transportation Company's newly-acquired PIONEER CHALLENGER will spend two months in a Lorain dry dock where her engine room and quarters will be rebuilt.

—Four freighters grounded above the Soo Locks in a fog and tied up St. Marys River traffic until last night. Aground were JOHN A. FRANCE, PETER ROBERTSON, ENDERS M. VOORHEES and ROBERT C. NORTON.

**June 28**—FEDERAL BEAVER, reportedly Canada's most powerful harbor tug, was christened at Port Cartier, P. Q. Russell Bros. of Owen



**J. J. SULLIVAN**

Bugbee photo



## Great Lakes News

Sound built her for Federal Terminals Ltd. adapted for icebreaking.

—Port Arthur's new \$8.5 million terminal has berths for two package freighters and a Seaway ship.

**June 30**—Former Interlake freighter JAMES C. WALLACE leaves Cleveland tomorrow to top off her scrap cargo at Nicholson's in Ecorse and will be towed overseas to be broken up at Genoa, Italy, after leaving her cargo at Trieste. Marine Salvage Ltd. owns the WALLACE.

**July 2**—A twenty-six-inch increase in St. Marys River channel depth (to 25'-7") is toppling Great Lakes cargo records. MONTREAL-AIS broke JOHN E. F. MISENER's Soo corn cargo record by carrying 874,432 bushels through, and JOHN A. FRANCE locked through with 878,000 bushels of grain, equal to 26,340 net tons of ore (ARTHUR B. HOMER took 26,525 net tons of ore through the Soo in 1960). But on June 29 Canada Steamship Lines' MURRAY BAY took down 26,919 net tons of ore, an "all commodities" record, which Upper Lakes' RED WING topped on July 2 with 26,924 net tons of ore. And on June 29, Halco's LEECLIFFE HALL set a 879,995-bushel grain record. On a 700-foot ship each extra inch of draft may increase an ore cargo by about 110 tons. Canadian ships account for the Soo's 1962 records.

**July 6**—In a continuing dispute, Milwaukee Circuit Judge Curley prohibited Seafarers International Union from picketing ships of Upper Lakes Shipping Ltd. in Milwaukee. For a week, pickets there had prevented VICTORIOUS from loading corn. The Union claims the company locked out its Canadian members last year, but Judge Curley said Canadian courts were the proper resort. In early July the Welland Canal was blockaded by members of the Canadian Brotherhood of Railway, Transport and General Workers against SIU-manned ships, and a boycotted ship jammed a Port Weller lock gate. The Seaway Authority halted traffic in the canal until the dispute was settled.

## Ships:

—IQUITOS a RUTENFJELL b POLYRIVER c MUSKEGON, which burned last November at sea, was deliberately sunk by a U. S. destroyer 100 miles SE of Christmas Island April 9, as a menace to navigation.

—CELESTE a WENTWORTH PARK b SUNDIAL has been renamed NADINE by her Greek owners, Carga Maritima S. A.

—KATE GRAMMERSTORF, owned by Karl Grammerstorf of Germany, was beached March 29 near Dunkirk, France, after collision with Norwegian tanker THORSVAAG. Refloated, she was towed to Dunkirk March 30.

—LEIF VIKING a TRAVERSE b COASTAL MERCHANT c NORLANTIC, a C1-M-AVL class ship built by Leatham D. Smith at Sturgeon Bay in 1945, is for sale at Brooklyn, N. Y., as a constructive total loss. She grounded Jan. 7 coming from Searsport, Me., and was floated Jan. 16.

—ANNA PRESTHUS a HJELMAREN b BRAILIA c MARIE d FRIGG was sold by J. Presthus to Otto Hestness and renamed MARIKO (still Norwegian).

—VEDBY was sold by Holger Jensen (Danish) to A. Johansson (Finnish) and has been renamed DAFNY.

—HEDIA a PORTHCRAWL b CLAYMONT c LOKE d MILLY e GENEROUS, owned by Cia. Nav. General of Liberia, left Casablanca for Venice and was last reported March 14 near Galita Island; she is posted "missing."

—Hatch-covering boards on FLOWER GATE (Br.) gave way at Cleveland June 19 and dumped 2 men and a fork-lift truck thirty feet, striking a third man, all badly injured. FLOWER GATE was loading aluminum.

PICTURE PAGES: **1**

By Emory A. Massman, Jr.



**Above:** J. L. REISS (US 202875) a W. K. BIXBY. Built: 1906 at Wyandotte by Detroit S. B. Co. (#161). Measurements: 5398 gt, 4102 nt; 489 x 52 x 26½. Engine: Triple-exp. 22½"-36"-60¼" x 42", by builder. Boilers: 2 scotch, 13'-9" x 11'-6", by builder. Converted to a self-unloader in 1933 at Manitowoc. Owners: (1) National Steamship Company (McMillan); (2) Reiss Steamship Company.

**Below:** NEW QUEDOC (Can. 313931). Built: By Davie S. B. and Eng. Co. at Lauzon, Levis, P. Q.; launched June 15, 1960. Measurements: 9957 gt; 605 x 62 x 33. Engine: 4400 SHP Steam Turbine. Owner: N. M. Paterson & Sons.







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Schooner J. H. MEAD (US 75722) was built 1874 at Sheboygan, Wisconsin. Dimensions: 171 x 29 x 11; 409 gross tons; 388 net tons. By 1912 her home port was entered as Chicago, Illinois. The MEAD was one of those schooners that had not been in the news for any unusual feats of sailing or cargo carrying. She did an unusual job of lumber carrying, but she never got any headlines for that, either. It was in 1907 that the MEAD was picked to haul the lumbering off on Sugar Island in the St. Marys River below the Soo Locks. This photograph was taken on August 20, 1907, at the lumber dock on Sugar Island by S. C. Scott, a Detroit man who was spending his vacation there. To get some history about this photo I made a visit to Sugar Island in 1955. But to the old man who, I was told, might give me some information, the photograph only drew a blank; he could not remember the MEAD hauling lumber from the island. The J. H. MEAD must have made many trips hauling lumber to Chicago and Buffalo, for I have a photograph of her in the St. Clair River loaded high above her decks with lumber. She looks like a well-kept ship and a good earner. After her lumber days on the Great Lakes were over, the MEAD was sold to salt water during World War I and ended her days on the Atlantic in 1918.

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PICTURE PAGES: **3**

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

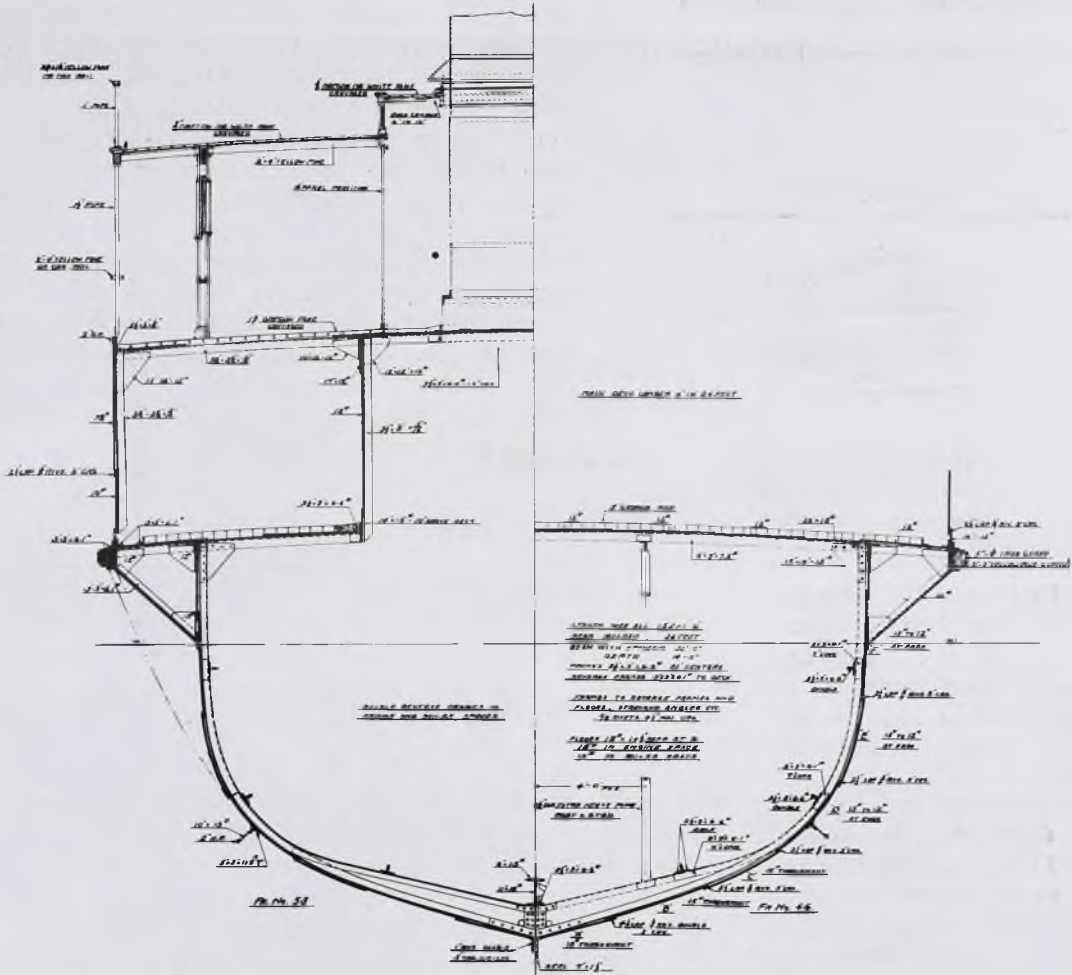


GREYHOUND (US 86621), 1902 Wyandotte by Detroit S. B. Co. (hull no. 146) for White Star Line, Detroit. Dimensions 275 x 38 x 15; 1392 gt., 748 nt. Vertical beam engine from earlier GREYHOUND (ex NORTHWEST) and DETROIT, built 1859 by Shepard Iron Works and rebuilt 1886 by S. F. Hodge & Co. Cut down to a barge around 1937 and hull used as a sand scow at Toledo until very recently.

ALBERTA (Can. 85765), 1883 Whiteinch, Scotland, by C. Connell & Co. (hull #136) for Canadian Pacific Railway. Originally 263 x 38 x 23; 1893 gt. Lengthened 1911 at Collingwood to 309'; 2829 gt.; 2377 nt. Fore-and-aft engine, cylinders 35" and 70" diameter by 48" stroke, by David Rowan & Co., Glasgow, 1883. Lloyds' Register states, "New Engines and Boilers, 1913" (possibly rebuilt engine), also fore-&-aft of 30" - 64" x 48" size, by Port Arthur Shipbuilding Co., 1913. Scrapped by Inland Steel Company at Indiana Harbor, Ind., in 1948.







# ALGOMAH II

Original midship section as built by Rice Brothers at East Boothbay, Maine (see June Telescope, page 128). This was greatly altered when later rebuilt as ALGOMAH II. New name will be ERIE QUEEN.



## Telescope

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The Great Lakes Maritime Institute, Inc., promotes interest in the Great Lakes of North America; preserves relics, records, pictures 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 membership rights in the Institute; single copies cost 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, by the calendar year, is available in these forms:

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

## Cover Illustration

Out from under Detroit's Ambassador Bridge emerges the giant day cruise ship AQUARAMA. She has just left her West Grand Boulevard dock and is up-bound upon the season's first regular Friday outing to Sarnia and return, a twelve-hour excursion. These popular trips to the St. Clair River give Detroiters a rare opportunity to see the most interesting water scenes in the Detroit area. Upon five other days of the week AQUARAMA plies across Lake Erie from Detroit to Cleveland.

## Meeting Notices

**July Meeting:** Annual evening Bob-Lo Cruise upon the Six O'clock Boat, at Foot of Woodward, WEDNESDAY, July 25.

**August Meeting:** BUSINESS MEETING of the Board of Directors. General membership invited. TUESDAY, August 7, at 8 p.m., Dossin Great Lakes Museum.

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