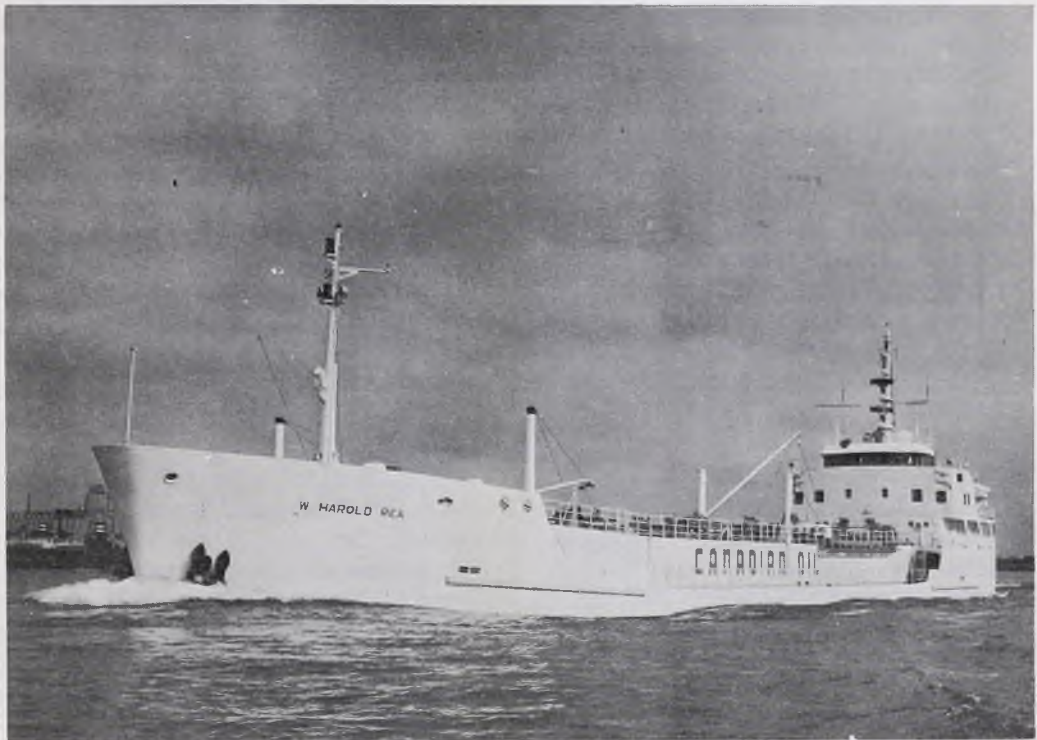


TELESCOPE

October, 1962

Volume 11, Number 10



Great Lakes
Maritime
Institute

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

Meeting Notices

BUSINESS MEETING: Board of Directors; general membership welcome to attend. **Tuesday, November 6**, at 8 p.m. at the Dossin Great Lakes Museum on Belle Isle.

GENERAL MEETING: Bill Hoey will take us back through the career of the popular D & C sidewheeler CITY OF CLEVELAND III of 1908, with illustrations. **Friday, November 30**, 8 p.m., at the Dossin Great Lakes Museum.

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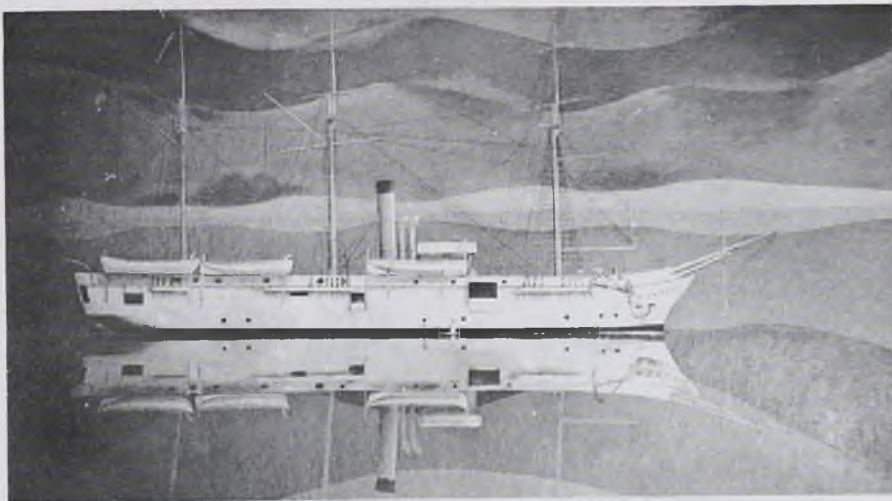
Editor: Gordon Bugbee
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Associate Editors: William A. Hoey, Robert E. Lee and Otto Streck
Great Lakes Marine News Correspondents: George Ayoub, Fred W. Dutton, Edwin Sprengeler, Otto Streck, Dan M. Weber, Peter B. Worden and Richard J. Wright

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 35c 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:

| | |
|-----------------------------|---------------|
| Regular Membership..... | \$ 4 annually |
| Contributing Membership.... | 5 annually |
| Sustaining Membership..... | 10 annually |
| Life Membership..... | 8 100 |

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



Above: U.S.S. YANTIC, painting in Brodhead Naval Armory in Detroit.

Events have conspired to dedicate this issue of Telescope to the activities of the United States Naval Reserve on the Great Lakes.

Immediately below, Father Dowling has presented a list of U. S. naval vessels that have been in reserve training service on the Lakes. To this we add views of a selection of Lake naval reserve vessels in a mural of the dining room of Detroit's Brodhead Naval Armory. These appear at the top of this and six following pages. A group of painters prepared the mural in the late thirties, so the vessels date from before then. Others in the mural not shown here include U.S.S. WILMINGTON, U.S.S. DON JUAN de AUSTRIA, U.S.S. YOSEMITE (not on lakes), U.S.S. WILMETTE and U.S.S. DUBUQUE. We are grateful for courtesy of the Armory's Adm. Jacobi and Mr. Armstrong.

Bill Hoey provides two pages of photographs of the guided missile destroyer LAWRENCE (DDG 4) at Detroit on her shakedown cruise into the lakes this September. LAWRENCE flew a pennant bearing Lawrence's words, "Don't Give Up the Ship," as did Perry from his own LAWRENCE in the Battle of Lake Erie, Sept. 10, 1813. We presume that next year's 150th anniversary of that battle will be further observed.

Third, Dossin Museum will dedicate its periscope from submarine U.S.S. TAMBOR this month. TAMBOR was recently scrapped after being stationed some years at Detroit. In the Midway operation in 1942, TAMBOR's periscope sighted several Japanese warships including the cruisers MOGAMI and MIKUMA. TAMBOR was too slow to draw near to them, so she radioed their location to the U.S. carrier ENTERPRISE. Dive bombers from the "Big E" sank MIKUMA and severely damaged MOGAMI, as shown in a famous photograph. Today, in more peaceful pursuits, TAMBOR's periscope looks up and down the Detroit River.

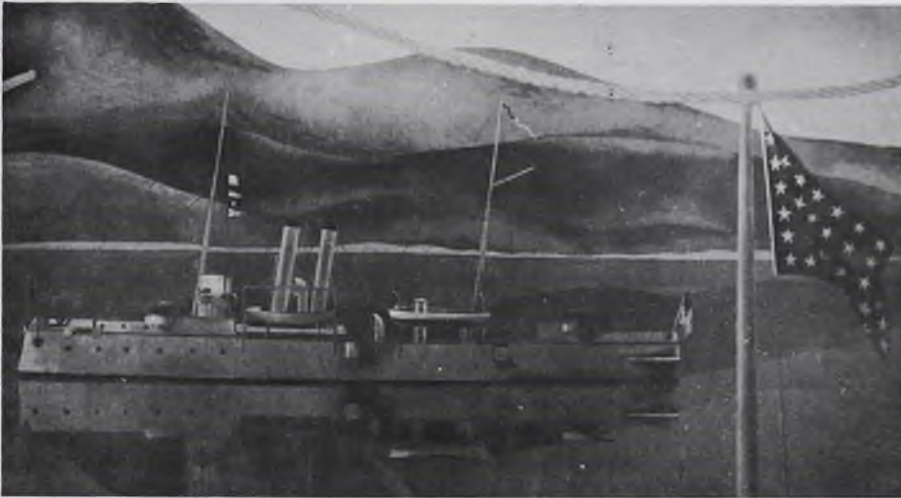
The Great Lakes Navy

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



Below: U.S.S. DON JUAN de AUSTRIA. —Young photo, courtesy of W. B. Mahoney. **Above:** U.S.S. ESSEX. —Brodhead Armory painting.
Opposite Page: U.S.S. ISIA de LUZON. —Brodhead Armory painting.



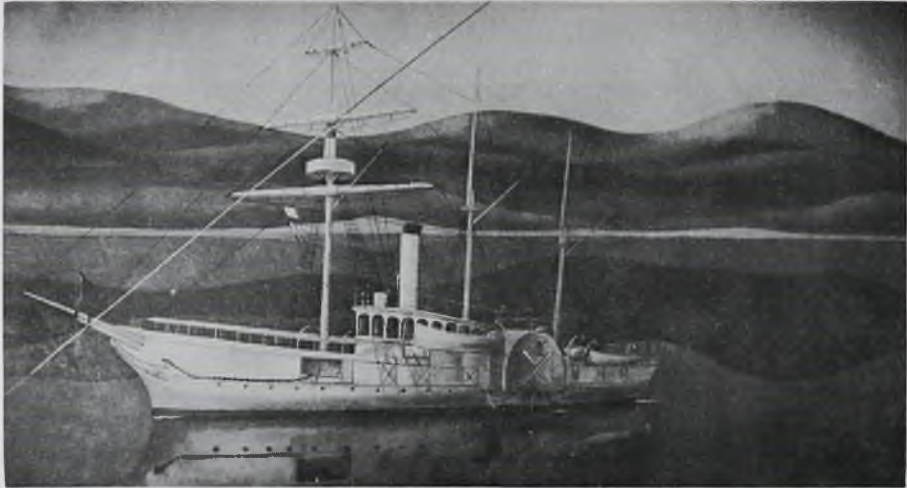


List of U.S. Naval Reserve Training Ships

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

On the following pages is a list of the major units of the United States Navy that have been stationed on the Great Lakes for reserve or emergency training and for recruiting purposes.

- AMHERST (PCER 853), 1943 Chicago by Pullman Standard Corp. Steel submarine chaser escort, 185 x 33 x 10; 940 displ. tons. Diesel propulsion. Stationed at Detroit.
- CERO (SS 225), 1940 Groton, Conn., by Electric Boat Co. Steel submarine, 311 x 27 x 17; 1256 dt. Stationed at Detroit.
- COMMODORE (ex US 125452), 1875 Cleveland by Quayle as wooden package freighter for Western Transit Co. Acquired by Illinois Naval Reserve, c. 1915, for barracks and drill arena. Junked and burned, 1930. 265 x 42 x 15; 2082 gross tons.
- DON JUAN de AUSTRIA, 1887 Cartagena, Spain, by Cartagena Naval Shipyard. Former Spanish cruiser, captured at Battle of Manila Bay, 1898. Steel hull, 210 x 32 x 12; 1130 dt.
- DOROTHEA 1890 Philadelphia by Cramp. Steel yacht, purchased by Navy before documentation. 182 x 23 x 12; 594 displ. t.
- DUBUQUE 1905 Morris Heights, N. Y., by Gas Engine Co. and C. L. Seabury Co. Composite gunboat, 174 x 35 x 12; 1085 dt.
- ELY (PCE 880), 1943 (Note: Most of the PCE and PCER sub-chaser escorts were built at Chicago by Pullman Standard; their names were assigned in the fifties.) Steel hull, diesel power. 185 x 33 x 10; 940 displacement tons.
- ESSEX Laid down 1883 at Kittery (Maine) Navy Yard, and completed at East Boston by Donald McKay. Wooden gunboat or frigate, 185 x 35 x 14; 1375 dt. Auxiliary steam power.
- FARMINGTON (PCE 894), 1943, probably by Pullman at Chicago. Steel hull, diesel power; 185 x 33 x 10; 940 tons displacement.
- GAR (SS 206), 1939 Groton, Conn., by Electric Boat Co. Steel submarine, 307 x 28 x 14; 1475 tons displacement.
- GOPHER (ex U.S.S. FERN), 1871 New York City by Delameter & Stack.



- Wood gunboat, ex lighthouse tender, 160 x 28 x 12; 840 dt.
- HAVRE (PCE 877), 1943, probably at Chicago by Pullman. Steel hull and diesel power, 185 x 33 x 10; 940 tons displacement.
- HAWK (ex British yacht HERMIONE), 1891 Paisley, Scotland, by Fleming & Ferguson. Steel, steam training vessel, 145 x 22 x 12; 375 dt. Stationed before World War I at Milwaukee.
- ISIA de LUZON, 1886 Newcastle-on-Tyne, England, by Armstrong, for Spanish Navy; captured at Manila, 1898. Steel gunboat, 192 x 30 x 12; 1125 dt. Stationed many years at Chicago; sold to Venezuelan Navy c. 1924, renamed MARESAL SUCRE.
- DANIEL A. JOY (DE 585), 1944 Hingham, Mass., by Bethlehem. Steel destroyer escort, 306 x 37 x 14; 1450 dt.; stm. turbine. Nominal Flag of Ninth Naval District's Reserve Flotilla.
- LAMAR (PCE 899), 1943, probably at Chicago by Pullman. Steel hull, diesel power; 185 x 33 x 10; 940 displacement tons.
- NASHVILLE, 1897 Newport News, Va., by Newport News S.B. & D.D. Co. Steel gunboat, 220 x 38 x 11; 907 net tons. Later commercial barge RICHMOND CEDAR WORKS NO. 4 (US 168563). Abandoned c. 1950 at Richmond, Virginia.
- THOMAS F. NICKEL (DE 587), 1944 Hingham, Mass., by Bethlehem. Steel destroyer escort, 306 x 37 x 14; 1450 dt. Steam turbine propulsion. Stationed on the Lakes in the Fifties.
- PADUCAH 1905 Morris Heights, N. Y., by Gas Engine Co. and C. L. Seabury Co. Composite gunboat, 174 x 35 x 12; 1085 dt.
- PORTAGE 1943 (probably at Chicago by Pullman). Steel escort (PCE 902), 185 x 33 x 10; 940 displacement tons.
- SABLE (ex GREATER BUFFALO, US 223663), 1924 Lorain, O., by American S.B. Co. for D & C Nav. Co. Steel sidewheeler, 518 x 58 x 21.3. Converted to training aircraft carrier in World War II, and scrapped in 1948 at Hamilton, Ontario.
- SACRAMENTO, 1914 Philadelphia by Cramp. Steel gunboat, 210 x 40 x 12; 1140 tons displacement. Steam powered.
- SANDOVAL 1895 Clydebank, Scotland, by Clydebank Engineering & Ship-bldg. Co. for Spanish Navy. Steel torpedo boat, 100 dt; 110 x 16 x 5. Later commercial freighter SANDOVAL (US 220423), Lake Michigan fruit trade; abd. Milwaukee c. '33.
- SILVERSIDES, 1939 Groton, Conn., by Electric Boat Co. Steel sub-

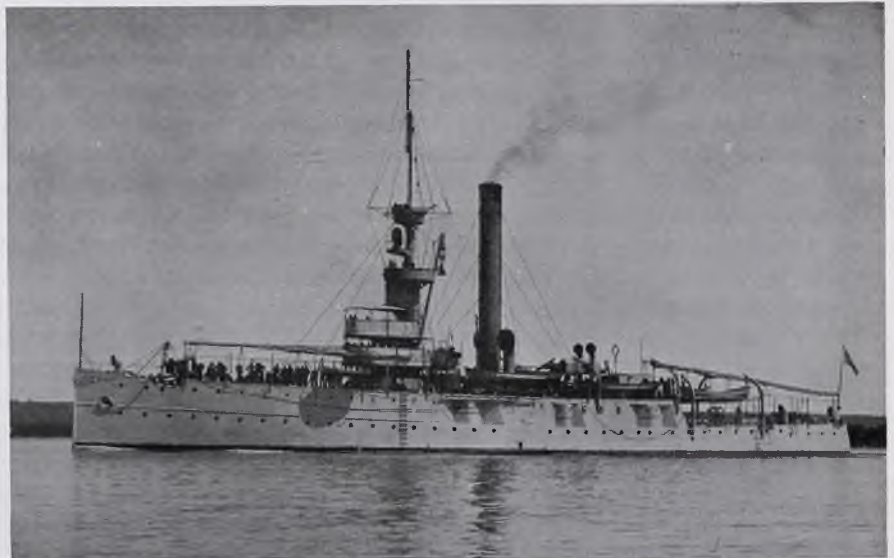


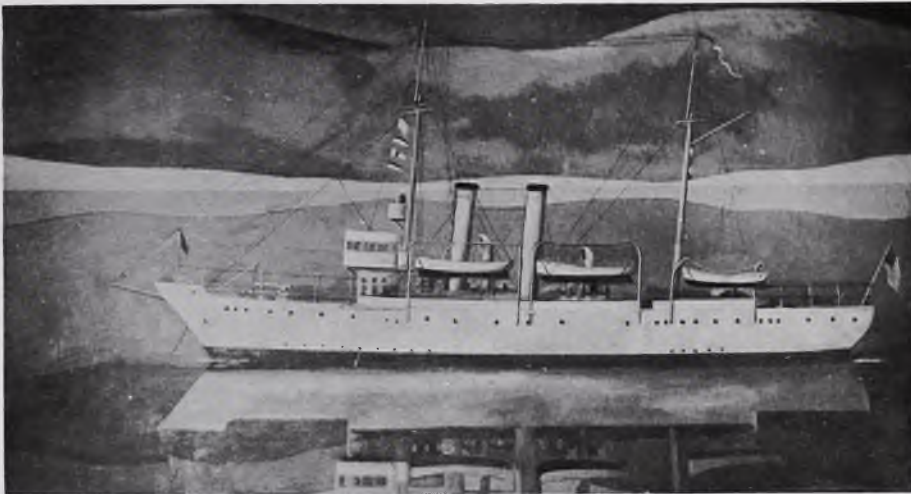
Below: U.S.S. WILMETTE. —Taylor photo from author's collection.
Above: U.S.S. GOPHER. —From painting in Brodhead Armory, Detroit.
Opposite Page: U.S.S. WOLVERINE (i) Brodhead Armory painting.





Below: U. S. S. WILMINGTON, Young photo from the author's collection. **At left:** U.S.S. HAWK from painting in Brodhead Naval Armory. **Opposite Page:** U.S.S. PADUCAH, from painting in Brodhead Naval Armory.





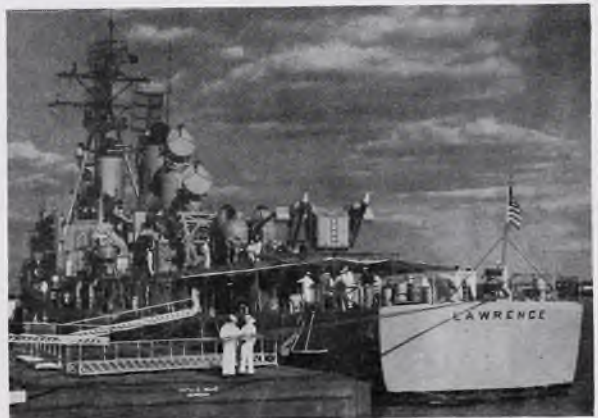
- marine, 307 x 28 x 14; 1485 tons displacement.
- STURGEON BAY** (ex US 216276), 1918 Sturgeon Bay, Wis., by Rieboldt & Wolter Co. Wooden freighter of "stemwinder" type, built as an experiment, and only wooden vessel built on Lakes for U.S. Shipping Board except tugs. Used by Navy in mid-20s and reverted to comm. status; abd. Milwaukee in 1933.
- TAMBOR** (SS 198), 1940 New London, Conn., by Electric Boat Works. Stl. submarine, 300 x 27 x 14; 1420 dt. Stat. at Detroit.
- TAUTOG** (SS 199), 1940 New London, Conn., by Electric Boat Works. Steel submarine, 300 x 27 x 14; 1472 dt. Stationed at Milwaukee until scrapped in 1960. U.S.S. TAUTOG had a splendid record in World War II, and has been said to be America's most decorated submarine.
- WHITEHALL** (PCE 856), 1943 (probably at Chicago by Pullman). Steel escort vessel, 185 x 33 x 10; 940 displacement tons.
- WILMETTE** (ex EASTLAND, US 200031), 1903 Port Huron by Jenks S.B. Co. Steel training vessel, converted from former passenger vessel which in 1915 had overturning accident with Lakes' greatest loss of life (c. 812). 265 x 38 x 19; 1961 gt.; 1218 net tons. Scrapped at Chicago in 1946.
- WILMINGTON**, 1897 Newport News, Va., by Newport News S.B. & D.D. Co. Stl. gunboat, 252 x 40 x 9; 1397 dt. Stationed at Toledo between World Wars, and locally dubbed the "Battleship LINOLEUM." Returned to salt water in W.W.II as U.S.S. DOVER; abandoned and scuttled off San Francisco, 1947.
- WOLVERINE** i (ex U.S.S. MICHIGAN), 1844 Erie, Pa., by Stackhouse & Tomlinson. Iron sidewheel gunboat, 165 x 27 x 9; 685 dt. First large iron ship on upper lakes, and probably the lakes' best-known naval vessel; scrapped at Erie c. 1948.
- WOLVERINE** ii (ex SEEANDBEE, US 211085), 1913 Wyandotte by Detroit S.B. Co. for Cleveland & Buffalo Transit Co. Steel side-wheeler, 484 x 58 x 24; converted to training aircraft carrier in World War II and scrapped at Milwaukee in 1949.
- WORLAND** (PCE 845), 1943 (probably Chicago by Pullman). Steel escort vessel, 185 x 33 x 10; 940 dt. Diesel power.
- YANTIC** 1864 Philadelphia by Philadelphia Navy Yard. Wooden steam gunboat, 180 x 30 x 12; 900 dt. Scrapped 1936 at Detroit.

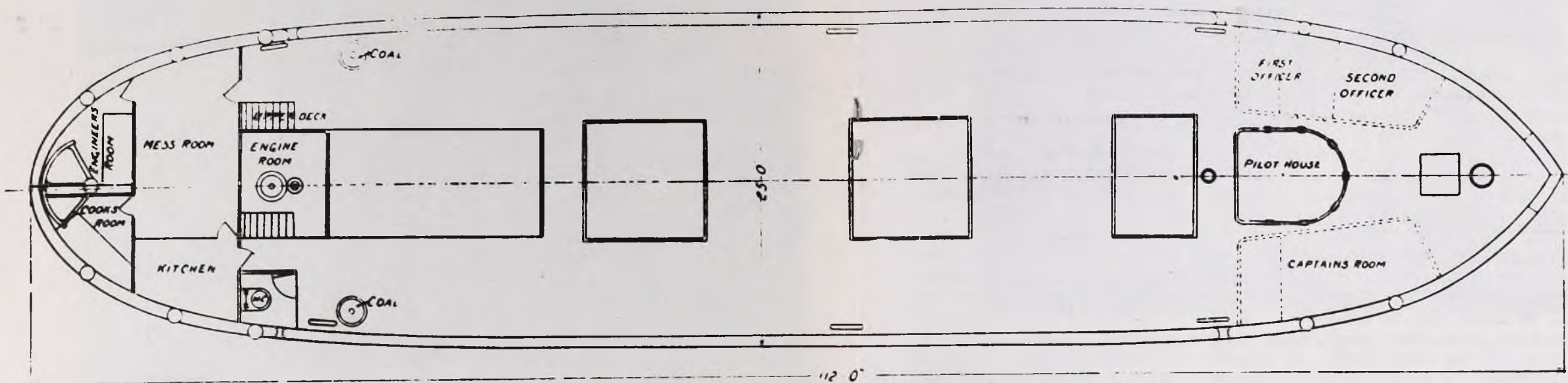


Bill Hoey took these photos of the guided missile destroyer U.S.S. LAWRENCE (DDG 4) during her visit to Detroit this fall. LAWRENCE is named for the unfortunate but courageous captain of CHESAPEAKE, who lost his life and ship in encounter with the British SHANNON in 1813. His words, "Don't Give Up the Ship," inspired Perry in the Battle of Lake Erie the next year. The destroyer LAWRENCE was here on her first cruise, having been built at Camden, N. J. She is of the same class as U.S.S. HENRY B. WILSON and other guided missile destroyers built recently by Defoe at Bay City, and is 431 feet long, overall.



**GUIDED MISSILE
DESTROYER U. S. S.
LAWRENCE**

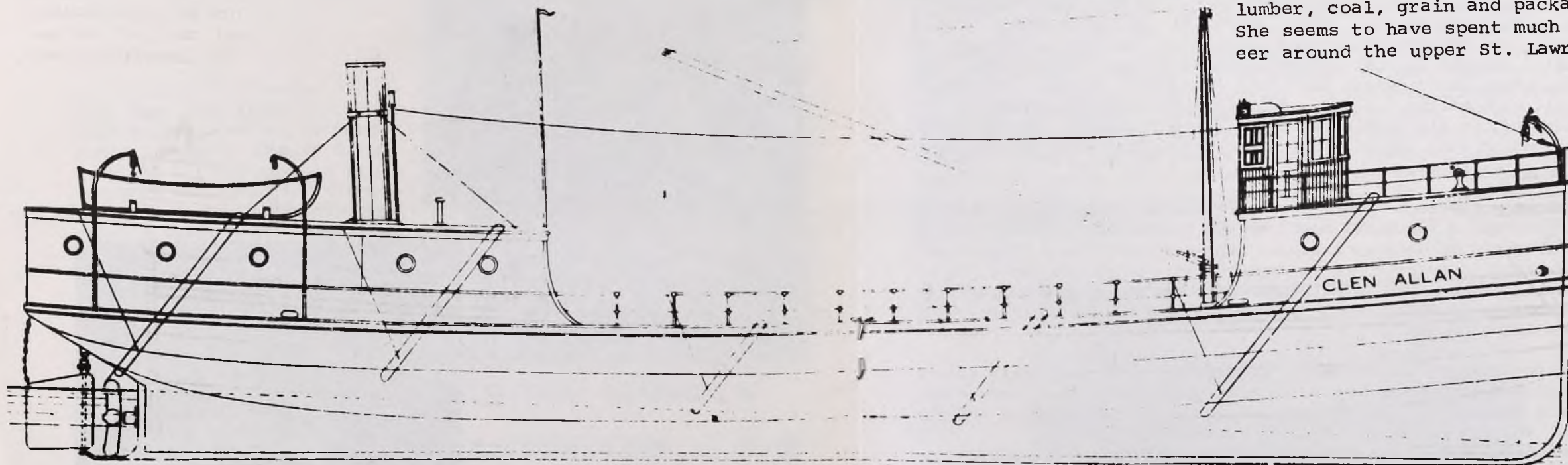




Glen Allan

GLEN ALLAN was a small bulk and package freight steamer built 1912 at Kingston, Ontario, by Davis Dry Dock Co. Her hull was of composite construction, of dimensions 112.8 x 26.4 x 8.5, and she meas-

ured 276 gross and 113 net tons. Her engine was a fore-and-aft compound, of dimensions 11"-22" x 16", by her builder. Ottawa Forwarding Company ordered GLEN ALLAN for river freight service carrying lumber, coal, grain and package freight. She seems to have spent much of her career around the upper St. Lawrence River,





Curator's Corner

BY
ROBERT E. LEE
CURATOR
DOSSIN GREAT LAKES MUSEUM

A three-year-old dream is about to be realized when (before this reaches our readers) the periscope from the old U.S.S. TAMBOR will have been installed in the museum.

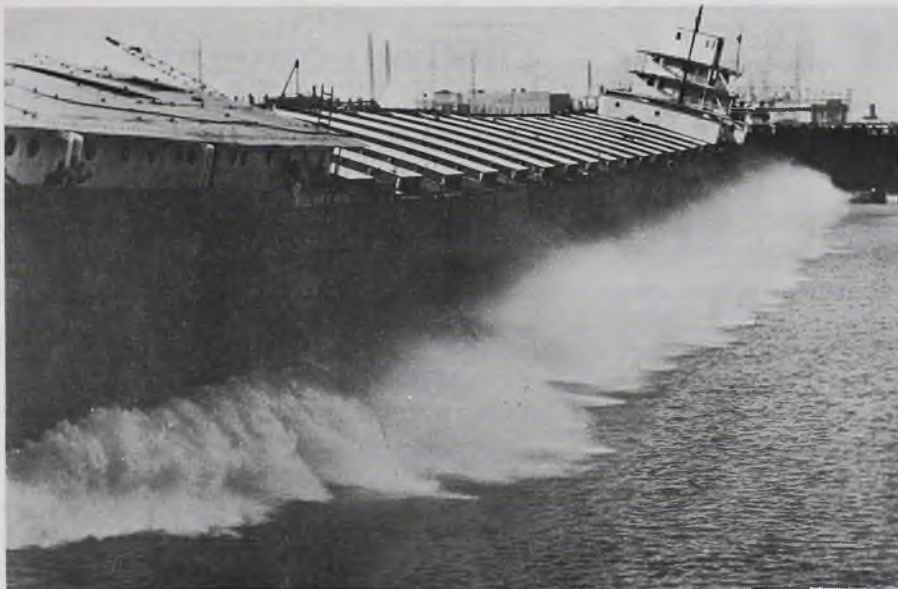
We first saw such an installation in the Museum of Science at Boston, a few years back. Since that time a building expansion has forced removal of their scope. Anyway, we thought it would be a good idea at the Dossin Museum, too.

About that time, TAMBOR was replaced by the newer and more modern CERO, and it was announced that TAMBOR would shortly be scrapped. We interested the Navy in donating the scope, if...and it was a big if...if **we** could get it removed. Well, it did look a bit hopeless at that time, but then Providence seemed to take a hand. First of all, some of the newer gear of TAMBOR was being removed to CERO, and this meant a crane would be needed. Here, we prevailed upon the Dearborn Machinery Movers Company who agreed to do the lifting and the transporting to temporary storage (see Telescope, v. 8, no. 11). Granted, they had machinery at the spot, but it was still a very generous gesture.

In the time that has elapsed since then, we have been figuring a way to install the scope. Here the skill of Dan Kinsler, Chief Preparator for Detroit Historical Commission, and the machinists at Detroit's Central Building Maintenance Department came into the picture. With Dan's design and their execution, we have a pedestal that will support the 1,600-pound instrument without strain on the building and, at the same time, permit free rotation. We are going to be proud of this installation, and we'll have more to say about it at a later time.

The model collection was given a real boost this month when we were presented a beautiful model of the famous tug CHAMPION, which is immortalized in Whipple's famous "Champion and Tow." This model was made and presented to the museum by Institute member C. T. McCutcheon of Walloon Lake, Michigan. We are proud to add this choice item to the collection, and Mr. McCutcheon can take pride in the excellence of his work.

Work continues on the museum's "Institute dark-room" with member Don Richards pecking away at it in his spare time. When completed, this will be a very valuable addition to the facilities of the museum, and one for which we will be eternally grateful. It will also be one more bit of evidence of the many ways the museum is assisted by its relationship with the Institute. Every once in a while this fact is brought forward, and we can't help taking time to say an extremely warm "thank you."



Launch of WILLIAM A. IRVIN at Lorain, 1938. Photo by courtesy of Richard J. Wright.

The Big Splash

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

WILLIAM A. IRVIN was built in 1938 at the Lorain Yard of the American Shipbuilding Company (hull #811) for the Pittsburgh Steamship Co. She is a standard type of bulk freighter of dimensions 593.2 x 60.2 x 38.2; 8240 gross tons and 6072 net. Her sister freighter is GOVERNOR MILLER. Both are powered by two cylinder turbine engines built by the DeLaval Steam Turbine Company. Engines of similar power and design are installed in the near sisters JOHN HULST and RALPH H. WATSON, but these engines were built by General Electric Co. The IRVIN and MILLER can be distinguished from the HULST and WATSON by the additional tier of cabins forward. All four vessels have given reliable service for the past 24 years and are still in service. Below is shown WILLIAM A. IRVIN, photographed in 1960 by Thomas Manse.



Great Lakes Marine NEWS

Correspondents

GEORGE AYOUB, Ottawa

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OTTO STREK, Detroit

DAN M. WEBER, Toledo

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

RICHARD J. WRIGHT, Akron



Great Lakes Marine NEWS**Vessel Passages**

During **September**, submerged openings were closed by **salvage crews working on MONTROSE**, the British freighter lying on her side in the Detroit River. Her 37-foot gash from her collision of July 31 was closed with steel patches covered by concrete. Announced plans were to fit her out-of-water side with outrigger cranes carrying counterbalancing loads; and huge chains would start from this side to wrap around the hull and then be attached to floating derricks. These together would act toward bringing **MONTROSE** to an even keel. By early October, pumping operations were already under way.

The month also saw a number of **new collisions**. The bulk freighters **HORACE S. WILKINSON** and **CAROL LAKE** came together in the Welland Canal on September 14. A day earlier, the Corps of Engineers dredge **HOFFMAN** and Japanese freighter **KUNISHIMA MARU** collided at Toledo; **HOFFMAN**'s pilot was held at fault. Near the same spot, coal-carrier **HARRY L. FINDIAY** and Greek freighter **MESOLOGI** collided on September 17. In fog on September 23, self-unloader **J. L. REISS** and ore ship **SEWELL AVERY** sideswiped each other in the St. Clair River near Algonac. Fog set the scene for still another collision, when upbound ore ship **RICHARD V. LINDABURY** hit downbound grain-laden Canadian freighter **HUTCHCLIFFE HALL**. The latter settled in 17 feet of water beyond the channel off Grosse Pointe Farms Pier. Working in the area was sandsucker **R. E. DOVILLE**, which was soon joined by lighter **T. F. NEWMAN** in removing grain from the hold. In two days the ship was afloat and sailed for Walkerville to discharge the grain left.

New Canadian vessels continue to make news. Canada Steamship Lines launched its 730-foot bulk carrier **BLACK BAY** at Collingwood Shipyards about September 20. Lake Shore Lines Ltd. of Montreal will replace its burnt **ISLAND KING II** a **DALHOUSIE CITY** with a new St. Lawrence River and Seaway excursion vessel, to be built by next year by Marine Industries, Ltd. Details are not yet released. Nipigon Transports Ltd.'s newly-rebuilt **LAKE WINNIPEG** a **TABLE ROCK** b **NIVOSE** passed up the Seaway Sept. 23 with a Cleveland-bound ore cargo from Seven Islands. That day she passed downbound **BEAVERELM** and **SVANEFJELL**, new salties on their first voyages to the Lakes. Kaiser built **LAKE WINNIPEG** as the T-2 tanker **TABLE ROCK** at Portland, Oregon, in 1943. With a new mid-section, Blythswood S. B. Co. began her conversion to a bulk carrier last year in Great Britain, and the work was completed in the dry dock of Barclay Curle & Co., Ltd. Her new dimensions are 730' o.a. x 75.5'; 19,000 gross tons. Her steam turbine engine is connected to an electric motor, built by General Electric. For a look at Canadian Oil Co.'s new **W. HAROLD**

Opposite Page: Pilot house characteristics show up on these two recent additions to the Lake fleet. **Above:** George Ayoub photographed **LAKE WINNIPEG** on her maiden trip, passing the Seaway's Iroquois Lock. Notice how low is her pilot house. **Below:** Peter Worden's photo of **HAMILTONIAN** shows how she differs from **MONTREALAIS** (see Telescope, July, 1962, page 156).

Great Lakes Marine NEWS

REA, now in service, see cover photo by Father Vander Linden.

New names for ex-Pioneer ships were announced as liquidation of that fleet continued. In its Pioneer acquisitions Ford has shown magnanimity in honoring former officers, first with ERNEST R. BREECH last April, and now with ROBERT S. McNAMARA, formerly W.H. McGEAN. McNamara was briefly President of Ford before becoming the present U. S. Secretary of Defense, and is the first cabinet member since Treasury Secretary George M. Humphrey to be so honored. The plants of Armco Steel Corp. at Middletown, Ohio, and Ashland, Ky., furnished names for Columbia Transportation Co.'s ex-Pioneer ships. PIONEER CHALLENGER becomes MIDDLETOWN, and CIARENCE B. RANDALL will be ASHLAND. The name of Randall, former Inland Steel president much respected for his public service in Washington, is not lost to the lakes. Inland Steel's ex-Pioneer freighter J. J. SULLIVAN now will be CIARENCE B. RANDALL (ii). Word now says Reoch is to get GENE C. HUTCHINSON, leaving only FRANK BILLINGS in the Pioneer fleet.

The **end of three lakers** is at hand. Kinsman's IA BELLE is loading scrap at Toronto for a trip towed overseas for scrapping. Peter Worden writes, "From Ivan Brookes in Hamilton, I understand ERNEST R. JOHNSON arrived at Stelco for scrapping September 12th, and that FRED L. HEWITT is all hauled out now. Also, he said that he saw the **former Detroit ferry** CHAPPARAL operating as the motor coaster NEWFOUNDLAND TRADER in Quebec City." For those who wondered what came of the TREASURE UNLIMITED venture, this explains where she is.

CALENDAR

August 31—A bill is before Congress for studying possible ways to keep the St. Lawrence Seaway open the year around.

September 5—Welland Canal traffic resumed after 18 hours' repairs to a lock fender damaged by WALLACEBURG a JOHN J. RAMMACHER.

September 6—Grain elevators at Lakehead ports were jammed to capacity from slowed-down shipments and arrival of a new bumper crop.

September 10—Curt Haseltine's column reports that by the end of this year Seaway-depth channels will be finished to all parts of the Lakes, a program mostly involving the connecting channels of St. Clair, St. Marys, and Detroit Rivers and Straits of Mackinac.

September 20—Up to August 31, grain shipments at Toledo were double the volume of last year, and gains were reported in coal and general cargo as well.

September 21—Defoe Shipbuilding Co. planned to lay the keel today for the first of two 437-foot Australian guided missile destroyers at Bay City, to be delivered in mid-1965 for \$29 million.

September 24—British freighter MANCHESTER FAITH, bound Chicago to Manchester, was one of the first ships to reach the North Atlantic airplane crash scene, but survivors had been picked up by Swiss motorship CELERINA already.

September 27—The Danish Lauritzen Line will again run three ships in winter service to St. Lawrence ports, this time up to Montreal.

—Ore carriers WILLIAM EDENBORN and JAMES J. HILL wait off Cleveland's Gordon Park for conversion to a breakwall to be sunk there.

Great Lakes Marine NEWS



ARROW

—George Ayoub photograph

SEAWAY SHIPS

—SEA ROBIN a OLYMPIC GAMES is transferred from A. S. Onassis Corp. to Sunstone Marine Panama, S. A., both Liberian, and renamed ARROW. George Ayoub's photo of ARROW above was taken at Iroquois Lock Sept. 2. The tanker was built by Bethlehem at Sparrows Point in 1948, of dimensions 549.6 x 68.4 x 29.9; 11,379 gt; 6,897 nt.

—ANNITSA A. a A. MITCHELL PALMER b WAIMES, a Liberty type owned by Santa Anna Corp., Greece, was refloated July 10th after going aground in the Manati Channel, Cuba, June 28th.

—ZERMATT a THOMAS CRESAP b SUNION, a Liberty type, is transferred from Kifissia Shipping Corp. to Auroraship Co. Ltd., both Greek, and renamed IPIROS.

Don Ringwald sends news from New York that the **Hudson River Day Line has been sold** for a reported \$1.5 million to the Circle Line, the principal operator of around-Manhattan sightseeing boats. The sidewheeler ALEXANDER HAMILTON of 1922 (below) and the screw steamer PETER STUYVESANT (which bears resemblance to Detroit's PUT-IN-BAY) will probably be operated by the new management, which will be cause for rejoicing among steamer fans around the country. Conrad Milster took the enchanting photograph below of the HAMILTON some years ago in a rendez-vous with the old beam-engine consort ROBERT FULTON of 1909, (at right), of which Conrad was then an oiler. Conrad took the ALEXANDER HAMILTON movies recently seen by Marine Historical Society of Detroit. Conrad should not be confused with his father, Conrad Milster, Sr., who does splendid oil paintings of these ships and is now building a model of the Great Lakes whaleback JOHN ERICSSON.



Review

The Great Lakes Car Ferries, by George W. Hilton, Berkeley, Calif., Howell-North, 1962. \$6.00.
Reviewed by Mr. Thomas B. Dancey.

Author George W. Hilton has filled a large gap in the saga of Great Lakes shipping in his recently-published book, The Great Lakes Car Ferries. Not only is this a splendid account of a highly specialized type of Great Lakes shipping, but at the same time it contains much railroad history pertaining to the Great Lakes region. The book will appeal to both those with ship interests and those with railroad interests.

Mr. Hilton opens with the first crude car ferry which operated across the Niagara River to Fort Erie, Ontario. He then proceeds to cover in fine detail the car ferry routes across the sheltered waters of the Detroit and St. Clair Rivers, the site of the first extensive car ferry operation. As the railroads pushed their lines forward on through the short Canadian route towards the West, the Detroit and St. Clair Rivers were barriers to their progress which, in spite of the extreme ice conditions, were conquered by the car ferries. This operation still is most active, though not to the same extent as prior to the construction of the railroad tunnels.

The Straits of Mackinac car ferries came a few years after their forerunners along the Detroit River. Although the Straits of Mackinac are to a degree sheltered, high winds and extremely heavy ice make their navigation hazardous for many months of each year. It is here that the railroad car ferry idea had its first test under the greatest of difficulties.

The initial ferry service in the open waters of the Great Lakes came early in the nineties when ANN ARBOR NO. 1 and ANN ARBOR NO. 2 commenced operation between Frankfort and the west shore of Lake Michigan. Soon thereafter, similar operations developed at Ludington and Grand Haven. It is on Lake Michigan that the car ferry idea has reached its greatest development. Here, today, are found the efficient fleets of the Ann Arbor, Chesapeake & Ohio and the Grand Trunk. The railroads in Michigan, towards the turn of the century, experienced a decline in lumber traffic as the forest lands in Michigan were being depleted. In order for them to survive, they were forced to develop new traffic, and in so doing, they reached across Lake Michigan and established through routes between the East and the Midwest. These routes, then established, are still most important to our economy.

The car ferry crossings on Lake Erie and Lake Ontario were not as successful as those on Lake Michigan, due to the fact that the Lower Lakes ferries depended almost entirely on northbound coal traffic. With the diminishing use of coal, not only as a railroad fuel but in industry as well, cross lake traffic declined to the point that these ferries were no longer profitable and they were discontinued.

Mr. Hilton's book is factual and easily readable. It is profusely illustrated by many of the finest photographs. Unfortunately, much of the description of the many ferry steamers mentioned has to do with accidents and disasters in which they have been involved. The safety record of the ferries is excellent, considering the fact that they have been the only all year operators on the Great Lakes. The disasters, while most interesting to read of, are the rare exception—the rule is good, solid, every-day service. The masters mentioned in Mr. Hilton's book are for the most part the men who were unfortunate enough to be involved in accidents. Little mention is made of those many men who had decades of service without misfortune. This fact is not strange, since only the extraordinary is news, normal performance is never spectacular.

Unless one has lived with the Great Lakes car ferries, it is difficult to envision the extreme winter weather conditions. The howling gales, the smashing seas and barriers of ice must be experienced to be understood. The car ferry masters of another generation had no modern aids to navigation such as radar, gyro compasses and electronic sounding devices. They commanded steamers of relatively low power, guided only by a magnetic compass and a lead line for thick weather approaches plus a great store of human intuition and courage.

This book is a splendid needed document of Great Lakes history.

AT THE MASTHEAD, A BROOM...AND A BELT

"The tug REINDEER, Capt. Keeler, passed down Sunday with eight loaded vessels in tow, which is conceded to be the largest ever made and entitling him to the belt given the tug MARTIN a few days since, which passed with seven, as reported at the time.

"Yesterday afternoon, Captain Keeler was formally presented with the belt by Captain Seth Hunter, who honored the occasion with a few brief remarks, to which Captain Keeler very feelingly replied. It was at once placed at the head of the flagstaff, by the side of an elegant broom." —Detroit Free Press, May 15, 1860, page 1.

Picture Pages: 1

By Emory A. Massman, Jr.
and Peter B. Worden
(see data on back cover)

FREIGHTERS:

Above: CRISPIN OGLEBAY (Massman photo)

Below: GEORGE HINDMAN iii (Worden photo)

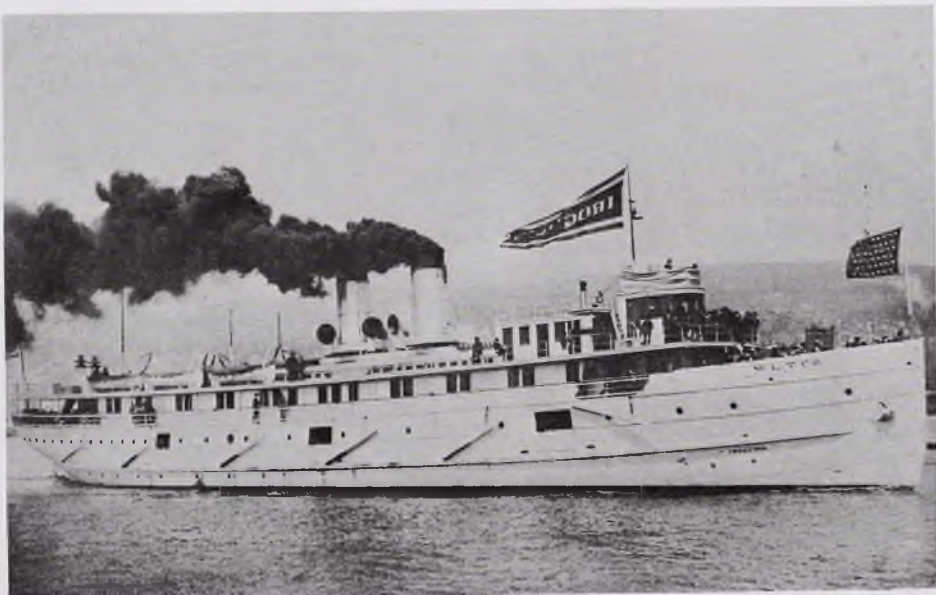
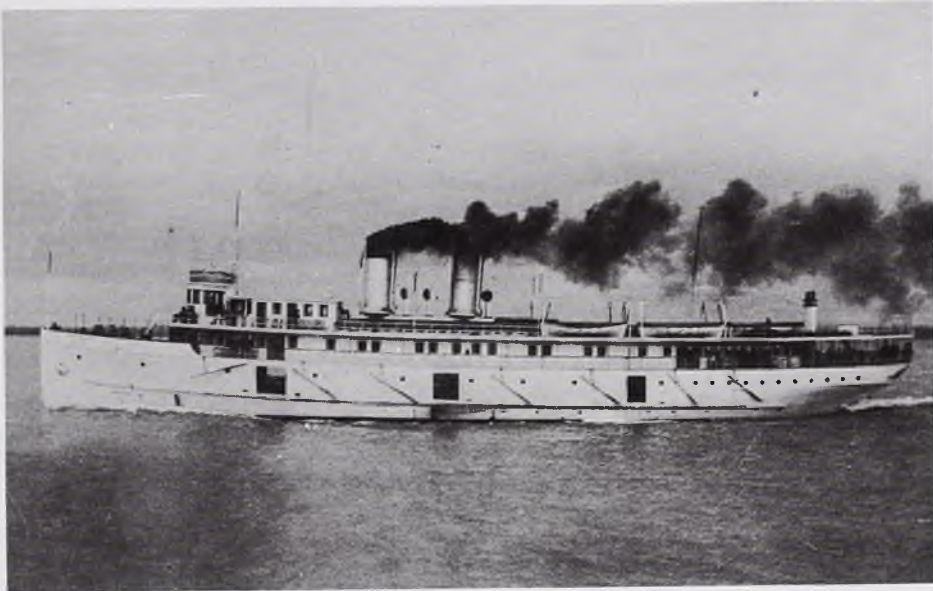


Picture Pages: 2

By the Rev. E. J. Dowling, S. J.
(see data on back cover)

PASSENGER SHIPS

- Above: CHIPPEWA (i)
Below: IROQUOIS (i)



Picture Pages: DATA

1 FREIGHTERS —by Emory A. Massman, Jr. and Peter B. Worden

Above: CRISPIN OGLEBAY (US 205186) a WILLIAM LIVINGSTONE b S. B. WAY. Built: 1908 at Ecorse, Mich., by Great Lakes Engineering Works (hull #41). Measurements: 7661 gt; 6476 nt; 541 x 58 x 31. Engine: Tri-exp., 24" - 39" - 65" x 42", by builder. Boilers: 2 Babcock & Wilcox water tube, installed 1956. American S. B. Co. converted her to self-unloader in 1948. Owner: Oglebay, Norton.

Below: GEORGE HINDMAN iii (ex-US 212197) a WILLIAM D. CRAWFORD b BAIRD TEWKSBURY. Built: 1914 at Lorain, Ohio, by American Shipbuilding Co. (hull #710). Measurements: 6480 gt; 4949 nt; 512 x 54 x 30. Engine: Triple-exp., 23½" - 38" - 63¼" x 42", by builder. Boilers: Two scotch, 15'-4½" x 11'-6". Owner: Recently sold by Midland Steamship Line, now owned by Hindman interests, new registry.

2 PASSENGER SHIPS —By the Rev. Edward J. Dowling, S. J.

CHIPPEWA i (US 127440). Built: 1900 at Toledo by Craig Shipbuilding Co. for Arnold Transit Co. Measurements: 996 gt, 677 nt; 200 x 34 x 19.8. Day excursion vessel for service from Mackinac to the Soo. CHIPPEWA went to Puget Sound area in 1907 and has been there ever since. Presently a dieseled double-ender ferry.

IROQUOIS i (US 100730). Built: 1901 at Toledo by Craig Shipbuilding Co. for Arnold Transit Co. Measurements: 1169 gt; 795 nt; 213 x 34.4 x 21.2. Day excursion vessel. Went out to Puget Sound in 1908, returned to Lakes in 1922, and went back to Puget Sound again in 1928. IROQUOIS is still in service, much changed in appearance, serving presently as a truck ferry.

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