

TELESCOPE

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Great Lakes
Maritime
Institute

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

Meeting Notices

GENERAL MEETING: Bill Hoey will take us back through the career of the popular D & C sidewheeler CITY OF CLEVELAND III of 1908, first of the really large lake sidewheelers. His slides will "take us aboard her" as well as illustrate major events of her life. **Friday, November 30, 8 p.m.,** at the Dossin Great Lakes Museum.

BUSINESS MEETING: Board of Directors; general membership welcome to attend. **Tuesday, January 8, 1963, 8 p.m.,** at the Dossin Great Lakes Museum on Belle Isle.

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Great Lakes Maritime Institute

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We are delighted to have the services of **Otto Streck** in gathering press clippings from Detroit newspapers for our marine news pages, starting with the October issue.

Telescope

Editor: Gordon Bugbee

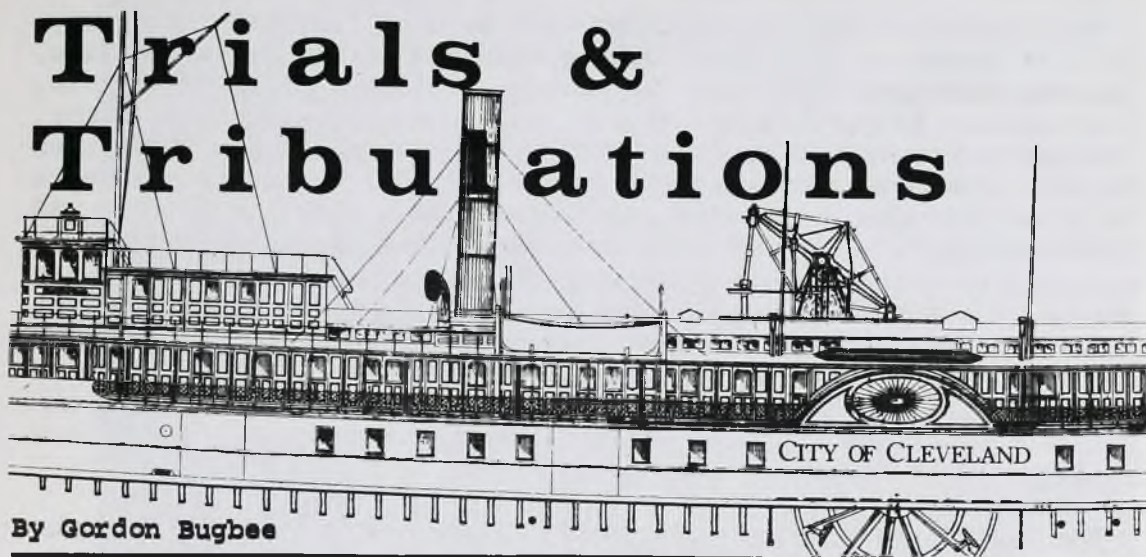
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Great Lakes Marine News Correspondents: George Ayoub, Fred W. Dutton, Edwin Sprengeler, Otto Streck, Dan M. Weber, Peter B. Worden and Richard J. Wright

Trials & Tribulations



In the eighteen eighties the trial trip of a new ship was something more than the checking of gauges and stopwatches. It was a festive occasion almost equalling the excitement of the maiden voyage that followed, and was conducted in the presence of fortunate invited guests. For example, for the trials of his new bulk freighter, *LIVINGSTONE*, Detroit shipowner William Livingstone even took along a visiting convention of the Order of Scottish Clans. So it would be small surprise that a gay event would be ordered for the trial trip of the first iron-hulled steamer built for the Detroit and Cleveland Steam Navigation Company, which took place on Thursday, May 13, 1880.

The name of this ship was *CITY OF CLEVELAND*. Since hindsight is ours, we have trouble sorting out the many D & C ships of that name. Belonging to recent times is *CITY OF CLEVELAND III* of 1908, first of the really large D & C sidewheelers. For memories going back further, there is *CITY OF CLEVELAND* of 1886, the line's first steel ship, and first on the Lakes to have two full stateroom decks above the main deck. But now we are talking of still another *CITY OF CLEVELAND*, of 1880. In that year there was only a *CITY OF DETROIT* in D & C service, and the "CITY OF ——" pattern had not yet become a habit. To show how complicated things became, our ship was soon renamed *CITY OF ALPENA*—first of that name—and finally in 1892 it became *STATE OF OHIO* in the earliest fleet of Cleveland & Buffalo Transit Company. It kept that name until it burned at Cleveland in 1924. After the turn of the century, a later generation would know her as one of the "punkin' seeds"—the fat little steamers of the Cleveland and Toledo line. But *CITY OF CLEVELAND* awed a reporter of 1880, who wrote that her cabin was "the finest structure of the kind that has been seen on the lakes for many years, and revives the tales of magnificence told of the old steamers *PLYMOUTH ROCK*, *WESTERN WORLD* and contemporary craft..." An exaggeration, perhaps! Oh, yes, there had been a chartered *CITY OF CLEVELAND* which had served the Detroit and Cleveland Line when she came out in 1857, and again in 1864-66; but in 1880, this was all ancient history.

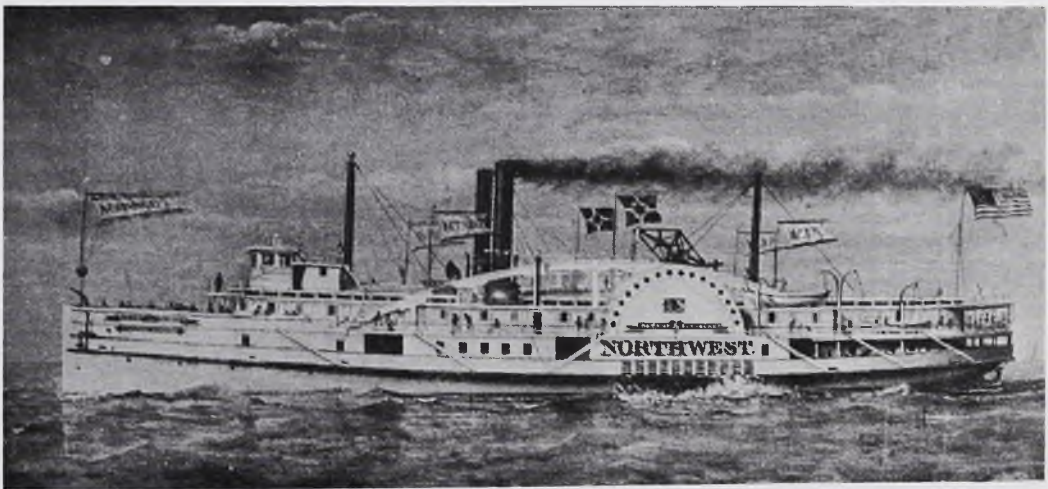
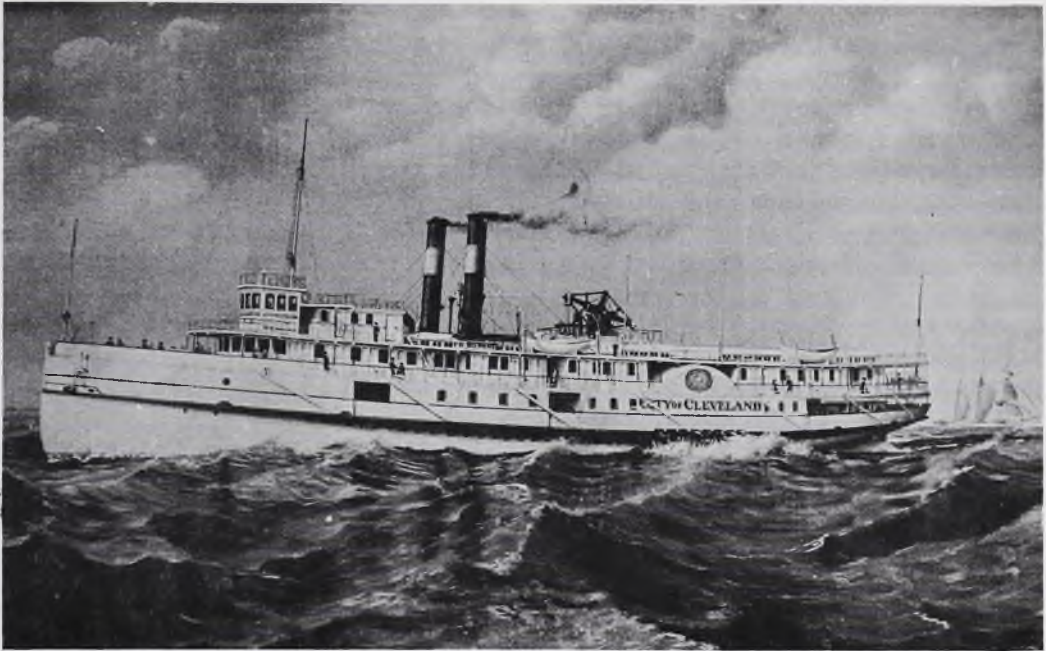
Telescope

The trials of CITY OF CLEVELAND had been a long time in coming. In late summer of 1878 David Carter, manager of the Cleveland line, journeyed to Lake Champlain to examine an engine offered for sale. Accompanying him to give advice was the young Frank E. Kirby, designer of the new CITY OF DETROIT which had joined the line that Spring. Kirby's career was still ahead of him; for forty-six years he would continue to design all ships built for the Detroit and Cleveland Line. On this occasion the engine in question was a vertical beam engine with a cylinder fifty inches in diameter and a stroke of eleven feet, belonging to the idle steamer UNITED STATES of the Champlain Transportation Company. The engine had a handsome pedigree, having been built by the predecessors of Fletcher, Harrison & Co., then considered the foremost builders of "walking beam" engines. Fletcher engines propelled many of the great sidewheelers of Long Island Sound and the Hudson River.

The engine having been acquired, by the end of the year 1878 plans were well along for a steamer to use it. An iron hull had been chosen instead of a "composite" hull (with iron frames and wood planking, as found in the hull of CITY OF DETROIT). Delay in starting construction was blamed on bad weather and tardy delivery of iron to the Wyandotte iron shipyard of the Detroit Dry Dock Company. But even by springtime the hull was barely in frame. Shipyard priority was given to the iron excursion steamer GRACE McMILLAN, whose keel was laid on February 12th, and she was in service by June 18th. Not until August 1st was the last plate riveted upon the hull of CITY OF CLEVELAND, and not until late December was she launched, almost a full year after construction began.

But if CITY OF CLEVELAND was built slowly, the public knew little reason why the Cleveland line should build her at all. Upon the Detroit-Cleveland run CITY OF DETROIT had a dependable consort, the wooden steamer NORTHWEST of 1867, whose hull had been thoroughly rebuilt in 1875. One rumor said that CITY OF CLEVELAND would run up Lake Huron from Detroit to the Straits of Mackinac, with a second, smaller iron sidewheeler to be built shortly. But the steamers ST. PAUL and MARINE CITY already held down this run, and their owners promised a good fight. Another rumor held that CITY OF CLEVELAND would be chartered to the Detroit, Grand Haven & Milwaukee Railroad for day service across Lake Michigan to meet Detroit trains (in 1881 this run received the Wyandotte-built CITY OF MILWAUKEE, a ship rather similar to CITY OF CLEVELAND in appearance).

But the most plausible rumor seemed to be that CITY OF CLEVELAND would form part of a new line from Detroit and Cleveland to Lake Superior. In the spring of 1878 the old Ward's Lake Superior Line had been disbanded, leaving only the Lake Superior Transit Company from Buffalo and another line from Chicago. Lake Superior Transit Company was a pool formed by the Erie, Pennsylvania and New York Central Railroad lake fleets. Detroit merchants complained that this line favored Buffalo and Eastern merchants and did not run as early or late in the season as did the Chicago ships. Several Detroit-owned Lake Superior lines were proposed in the wake of the



Above: View of an oil painting of CITY OF CLEVELAND as she appeared in 1881 in the colors of the Lake Superior Transit Company, by Seth Arca Whipple. This artist painted at least three paintings of CITY OF CLEVELAND that year—one for Kirby, one for W. K. Muir and one for the walls of the D & C Line offices. The last of these is probably the one above. **Below:** Although she was an older steamer, NORTHWEST was painted in 1883 by Whipple, as shown here. Both of these paintings are in the Dossin Museum collection, the gift of the late George Kolowich of the D & C Navigation Company.

Ward Line failure, and ultimately the Ward Line was revived, only to fail again by 1893. Of these schemes, in the spring of 1880 the CITY OF CLEVELAND proposal seemed closest to realisation. Yet, at the end of March of 1880 the owners capitulated and agreed to place CITY OF CLEVELAND in the Lake Superior Transit Company pool on a run between Cleveland and Detroit and Portage Lake, upon Keweenaw Point in Lake Superior. While on this run, on Sept. 1, 1881, she became the first ship to transit the new Weitzel Lock at Sault Ste. Marie.

If we may digress still further, the seeds of the CITY OF CLEVELAND enterprise really favored the Mackinac route all the time. James McMillan and John S. Newberry, who held substantial interests in the Detroit and Cleveland Line, were also promoting the Detroit, Marquette and Mackinac Railroad. Building of this railroad began in summer of 1880, linking the iron mines of Marquette to the Straits of Mackinac, across which lay other railroads of the lower peninsula. This railroad would tie Michigan's upper peninsula commerce more closely to that of Detroit, especially in the winter time when lake travel ceased. In her first season CITY OF CLEVELAND began making stops at Mackinac on her way to Portage Lake, to the displeasure of the existing lines whose ships were hopelessly outclassed by her. In 1881 McMillan and Newberry interests put their foot more firmly on the Mackinac threshold by gaining control of the Star Line, then running from Detroit to Port Austin at the tip of Michigan's thumb. Thereupon, the Star Line steamers KEWEENAW and SAGINAW extended their services to Mackinac. In 1882 McMillan and Newberry disposed of their Star Line holdings and withdrew CITY OF CLEVELAND from the Lake Superior pool. CITY OF CLEVELAND now formed a line from Detroit to Mackinac Island and St. Ignace and way ports, with two round trips a week. Service was doubled in 1883 by adding the new iron steamer CITY OF MACKINAC. In 1882 the Mackinac route was very overcrowded. The People's Line steamers PEARL, KEWEENAW and NASHUA each made weekly sailings to Mackinac from Detroit, as did the steamers ATLANTIC and FLORA of Grummond's Mackinac Line. But the D & C Coast Line to Mackinac was permanently established; and it survived until the First World War.

* * *

But let us return to our story. Awaiting her trial trip, CITY OF CLEVELAND lay at the Orleans Street wharf of the Detroit Dry Dock Company on the evening of May 13, 1880. Her engine had been started to assure its being in good working order, and her wheels revolved slowly without moving the ship. These paddle wheels attracted much attention, for they were unlike any the Lakes had seen before. They were known as "feathering" wheels, and prevailed among sidewheelers in later years. Each bucket was pivotally mounted upon the frame of the wheel, and was guided in such a way that it would enter and leave the water nearly vertically. This action gave more push to the water and wasted less energy in splashing than did the rigidly-mounted buckets of "radial" paddle wheels then in use. Furthermore, because the buckets hung limply upon the frame, and because they did not slap the water roughly when they hit it, feathering wheels gave less vibration to the rest of the ship. And most important, as

Kirby pointed out, CITY OF CLEVELAND's 23-foot-diameter feathering wheels gave her the same results as would radial wheels forty-five feet in diameter. This also meant less weight topside, which is important for stability, and that much less for the engine to turn.

About six-thirty in the evening CITY OF CLEVELAND departed upon her trial trip. First she started upriver past the Canadian side of Belle Isle, and then turned around to come down past the American side. The City of Detroit had just purchased Belle Isle for a park the previous June, so there was no Belle Isle Bridge in her way. As she approached downtown Detroit, her speed was checked down to conserve steam. But by the time she passed the foot of Woodward Avenue she was "opened out" again. For a brief time she was making thirty-four-and-a-half revolutions per minute with forty-one pounds per square inch of steam pressure supplied to her engine. All this was recorded by a small group congregated in the engine room where interest in the trial was centered. CITY OF CLEVELAND was now upon a measured run downriver to Grassy Island Light, a standard speed trial course for new ships. Naturally, her boilers couldn't supply enough steam to sustain her initial speed, and her engine slowed down to $28\frac{1}{2}$ revolutions on $26\frac{1}{2}$ pounds of steam. Kirby was quick with figures and estimated that at 32 revolutions, with 20 per cent slip of her wheels in the water, she should make 19 miles per hour. From Woodward Avenue she ran about 7.3 miles to Grassy Island Light in $26\frac{1}{2}$ minutes. Perhaps now it was time for a return run upstream against the current, to get an average for the results of both runs.

But in another sense the trials of CITY OF CLEVELAND were not yet over. In coming about below Grassy Island Light at 7:35 p.m. she made too wide a swing and found herself hard aground off Fighting Island on the Canadian side of the river, six inches out of water on her starboard side. With all the power her engine could muster, her thrashing wheels would not budge her. It was soon obvious that she could not help herself, so a small boat put out for Wyandotte on the opposite shore to get help. Telephone communication from Detroit to Wyandotte had been established just the previous summer. Answering the call for assistance, NORTHWEST arrived from Detroit some minutes after nine o'clock.

NORTHWEST was not much help. She tugged upon CITY OF CLEVELAND, but succeeded only in breaking some of her new lines. And before long NORTHWEST was also aground. NORTHWEST managed to get herself off, however, and decided that she had had enough. Well after midnight she churned back upriver toward Detroit. Ladies and gentlemen of the trial party peered wistfully after her from the decks of CITY OF CLEVELAND, and then wearily resigned themselves to spending as comfortable a night as possible upon their new island resort. Another party ventured across to Wyandotte in another boat to telephone Detroit again, but the Detroit telephone office was shut down for the night. Finally, in the early morning, the Canadian tug PRINCE ALFRED came down from Windsor, and in short order CITY OF CLEVELAND was free. As one observer later wrote, "thus ended one of the most trying trial trips on record."



U. S. Army Corps of Engineers

Vessels Built or Operated on the Great Lakes —

Part One

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

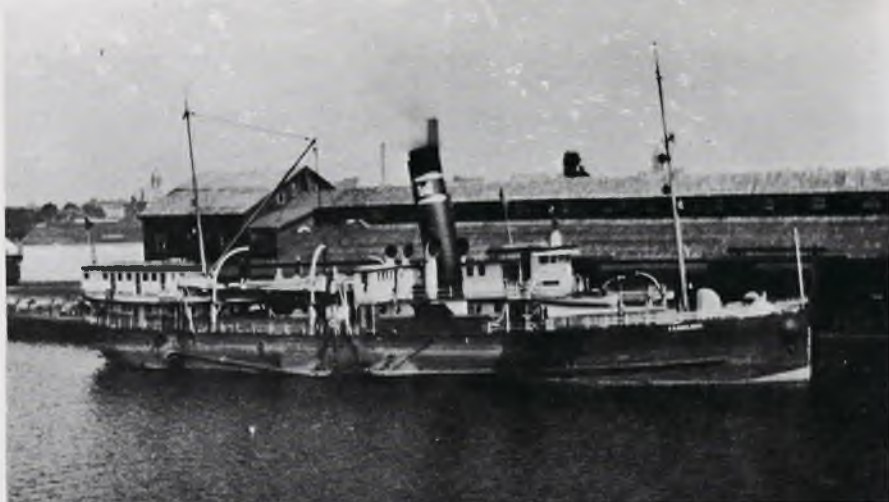
President Jefferson established the Engineers' Corps of the U. S. Army in 1803, and in 1815 the Corps began to undertake work on channel dredging and maintenance. Powered vessels operated by the Engineers' Corps are listed in Merchant Vessels of the United States from 1888 to 1942 inclusive. Unfortunately, USMV lists few of the non-powered barges and scows used by the Corps. USMV is also very sketchy in its information on previous history of vessels purchased by the Engineers at various times. A list of present day equipment is published by the Army Engineers' Corps and lists all floating equipment as of 1962. Missing from this list, however, is the place of build of the ships and the name of their shipbuilders.

The following list is of Engineers' Corps vessels 35 feet in length or larger, and has been put together from both sources mentioned above. Additional information from our readers will be gratefully appreciated by the Dossin Great Lakes Museum, Telescope, and the author.



Above: Tug WILLIAM D. FEELEY, formerly U.S.E.C. tug DEGOLIA, photo courtesy of E. H. Knack. **Opposite page:** U.S.E.C. HANCOCK, photo from Museum-Institute Collection.

- COL. ABERT, 1843 Buffalo by Buffalo Steam Engine Wks (fabricated at Cold Spring, N. Y.). Iron side-screw ("Hunter" wheels) topographical survey ship, 97 x 18.5 x 8. Later SURVEYOR.
- ACADIAN, 1930 Manitowoc by Burger Boat Co. Wooden, gas-powered survey boat, 46 x 11 x 5.
- ALCONA, 1957. Steel diesel survey boat, 40 x 12 x 5.
- ALERT, 1902. Wooden steam launch, 38 x 8 x 5.
- ALGOMA i (ex U.S. ENGINEER NO. 1), 1872 Chicago. Wooden dipper dredge (barge), 73 x 31 x 7.
- ALGOMA ii, 1939. Steel diesel tender, 45 x 13 x 7.
- ANTELOPE (ex US 105754), 1877 Rocky River, O. Wooden steam tug, 42 x 10 x 4.
- ARENAC, 1957. Steel diesel survey boat, 40 x 12 x 5.
- ARIADNE, 1889. Wooden steam launch, 40 x 9 x 3.
- ARIEL, 1906 Ashtabula, O. Steel steam tender, 36 x 7 x 5.
- ARROWHEAD, 1926. Wooden gas survey boat, 40 x 9 x 4.
- ASHLAND, 1944. Steel diesel tender, 45 x 12 x 7.
- ATLAS, 1953. Steel gate lifter (barge), 85 x 60 x 10.
- AVONDALE, 1944. Steel diesel tug, 85 x 23 x 10.
- BARLOW, 1931 Duluth. Steel diesel tug, 65 x 17 x 8.
- BEEBE, 1941. Steel diesel launch, 36 x 10 x 5.
- BELVOIR, 1935 Duluth. Steel diesel survey boat, 40 x 10 x 5.
- BLACK ROCK, 1928 Buffalo. Steel steam tug, 50 x 13 x 8.
- BREWERTON (ex ARTHUR JONES, US 107004), 1895 Benton Harbor, Mich., by E. W. Heath. Wooden steam tug, 58 x 16 x 12.
- BUFFALO (ex US 210571), 1912 Cleveland by Great Lakes Towing Co. Steel steam tug, 68 x 17 x 12. Later U.S.E.C. CHURCHILL.
- PAUL BUNYAN, 1945 Muskegon. Steel gate lifter (bge.), 150 x 65 x 12.
- BURTON, 1905 Sparrows Point, Md., by Maryland Steel Co. Steel steam hopper dredge, 177 x 38 x 19.
- CALUMET, 1913 Two Rivers, Wisconsin. Wooden gas tender, 64 x 13 x 6.

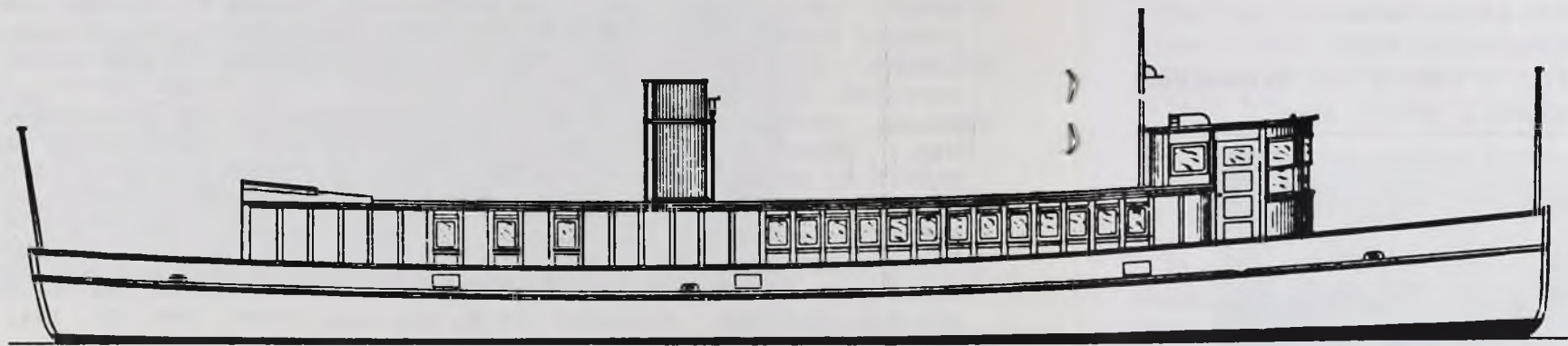


Above: U.S.E.C. Dredge GEN. G. G. MEADE, formerly GEN. GILLESPIE. Author's photo. **Below:** U.S.E.C. Tug CAPTAIN GEORGE and Derrick barge HURON. Author's photograph.

CAPT. A. CANFIELD, 1933 Baltimore, Md. Steel diesel tug, 50 x 10 x 5.
CHICAGO, 1916 Milwaukee. 75 x 16 x 10. Wooden gas-powered tender.
CHIPPEWA, 1957. Steel diesel survey boat. 40 x 12 x 5.
CIRCLE (ex-ADA BARRET, US 106373), 1885 Buffalo. Wooden steam tug,
46 x 14 x 7. Purchased 1903 by U. S. E. C.
COLEMAN, 1924 Duluth, Minn. Steel derrick barge, 147 x 40 x 10.

- COOSAW, 1936 Duluth, Minn. Wooden diesel tender, 40 x 10 x 5.
- CUMBERLAND, (ex US 127257), 1898 Baltimore, Md., by Columbian Iron Works & Drydock Co. Steel steam tug, 135 x 27 x 15. Purchased by U.S.E.C. in 1920. Later commercial tug JOHN ROEN V.
- D'ARMIT, 1913 Racine, Wis., by Racine Boat Company. Wooden gas-powered tender, 35 x 8 x 5.
- DEARBORN, 1902 Racine, Wis., by Racine Boat Company. Steel tender, ex-yacht, 50 x 9 x 3.
- DEGOLIA, 1919 New Orleans, La., by Johnson Iron Wks. Steel steam tug. Later commercial tug WILLIAM P. FEELEY (US 219137) and MARTIN H. BRENNAN. Scrapped 1957. (See photograph on page 245.)
- DEPERE, 1924 Green Bay, Wis. Steel dredge (barge), 118 x 31 x 5.
- DEPOE BAY, 1944. Steel pipeline dredge (barge), 46 x 18 x 3.
- DETROIT-WAYNE (ex-LAKE FAIRTON, US 219258). 1919 Wyandotte, Mich., by Detroit SB Co. "Laker" type freighter, 251 x 43 x 26. Later U.S.E.C. RARITAN. Stranded off N. Carolina coast, Feb. 28, 1942.
- DK-S 1, 1924. Steel derrick barge, 48 x 40 x 6.
- DK-S 3, 1924. Steel derrick barge, 82 x 34 x 5.
- DK-S 4, 1924. Steel derrick barge, 120 x 33 x 7.
- DK-S 6, 1959. Steel derrick barge, 152 x 34 x 8.
- DK-S 7, 1925. Steel derrick barge, 100 x 30 x 6.
- DK-S 8, 1925. Steel derrick barge, 104 x 30 x 6.
- DK-S 21, 1924. Steel derrick barge, 100 x 30 x 6.
- DON, 1904 Detroit. Wooden gas tender, 42 x 10 x 4.
- EIDER, 1920 Manitowoc by Burger. Wooden gas tender, 49 x 12 x 6.
- ENGINEER, 1902 Grand Rapids, Mich. Wooden motor (naptha) survey launch. 38 x 8 x 3.
- ERIE, 1925. Steel derrick barge, 100 x 30 x 6.
- ESSAYONS, 1908 Muskegon, Mich., by Racine-Truscott-Shell Lake Boat Co. Steel steam tug, 85 x 21 x 12.
- FARQUHAR, 1869. Wooden dipper dredge (barge), 76 x 24 x 6.
- FIAGLER, 1920 New Orleans, La. Steel steam tug, 100 x 24 x 12. Purchased by U.S.E.C. in 1924.
- FORNEY, 1945. Steel diesel tug, 45 x 12 x 8.
- FORT FISHER, 1935 Duluth. Steel diesel tender, 40 x 10 x 5.
- OWEN M. FREDERICK, 1942. Steel diesel tug, 65 x 18 x 8.
- COL. D. D. GAILLIARD, 1916 Green Bay, Wis. Steel dipper dredge (barge), 116 x 40 x 12.
- GAULEY RIVER, 1935 Nashville, Tenn. Wooden gas tender, 45 x 10 x 3.
- CAPTAIN GEORGE, 1929 Charleston, W.Va. Steel diesel tug, 66 x 17 x 9.
- GEN. GILLESPIE, 1904 Sparrows Point, Md., by Maryland Steel Co. 177 x 38 x 19. Steel hopper dredge, steam-powered. Later U.S.E.C.
- GEN. G. G. MEADE. Scrapped in 1950.
- GEN. GILLMORE, 1889 Chicago. Composite steam tug, 63 x 15 x 5.
- COL. GRAHAM i, purchased 1870 by U.S.E.C. Wooden steam tug, 75 x 16 x 8.
- COL. J. D. GRAHAM ii, 1924 Baltimore, Md. Steel diesel tug, 54 x 13 x 7.
- GUNSTROM, 1935 Duluth. Steel diesel survey boat, 40 x 10 x 5.
- HAINS, 1942 Wilmington, Del., by Pusey & Jones. Steel diesel hopper dredge, 216 x 48 x 6 (see Telescope, Volume nine, page 27).
- HANCOCK, 1890 Saugatuck, Mich. Wooden survey steam ship, 92 x 18 x 6. Later commercial JAMES E. SANFORD (US 222290).

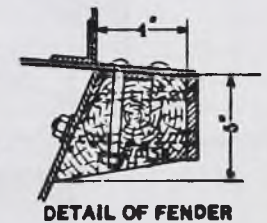
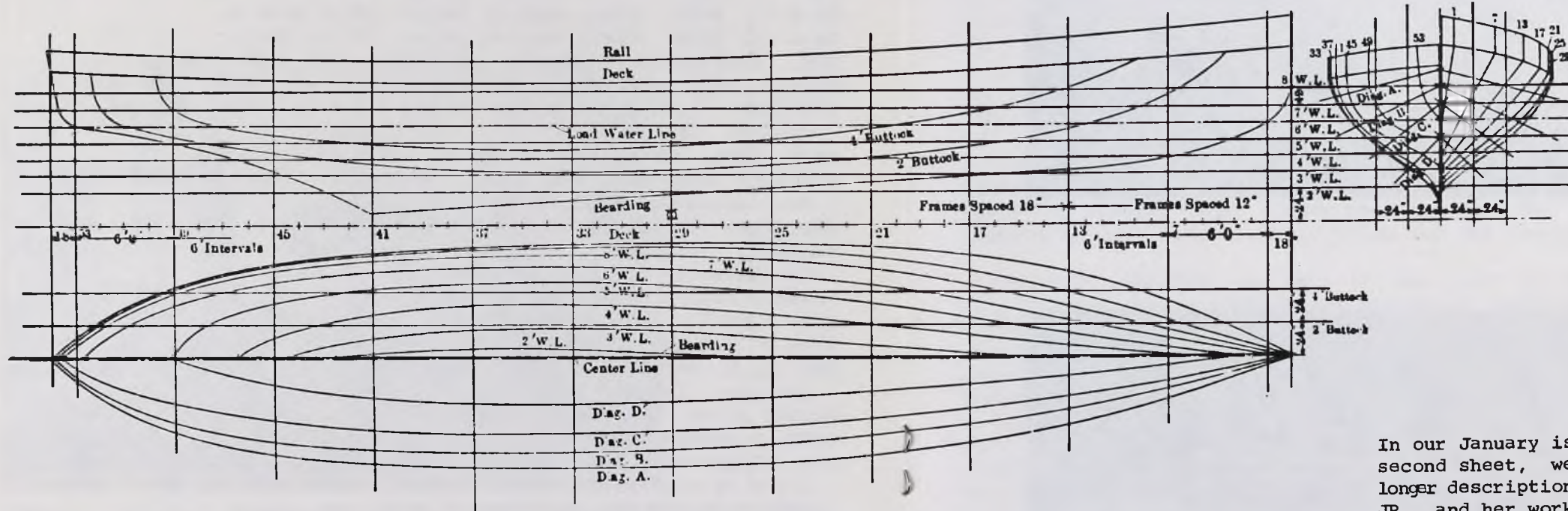
(To be continued in Telescope in January, 1963)



C. F. BIELMAN, JR. (US 204485) b DOVE (ii). Detroit River mail boat owned and operated by C. F. Bielman, built 1907 by Johnston Brothers at Ferrysburg, Mich. Steel hull, 67.5 x 14 x 7.3; 33 gt; 23 nt. Fore-and-aft engine, 6½"-13" x 8". Hull is cut away to reduce action of her propeller wash against the side of a large ship. Similarly, stern is designed to avoid catching a towed rowboat beneath it and swamping it. Superstructure is also steel, and finished inside in oak. Most frames except those forward are spaced at 18 inches, but closer spacing of 12 inches strengthens bow against ice.

Mail Boat C. F. BIELMAN, JR.

Part One



In our January issue, along with a second sheet, we hope to present a longer description of C. F. BIELMAN, JR., and her work. —GPB

Great Lakes Marine NEWS

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Above: NORTH AMERICAN, as photographed by Samuelson at Ludington, Michigan, around 1915; Dowling collection. **Below:** NORTH AMERICAN in 1952 (second funnel forward was added in 1920s); Bugbee photo.

Great Lakes Marine NEWS**Three Long and Two Short
For NORTH AMERICAN**

The best-known ships of the Great Lakes must surely be the cruise liners SOUTH AMERICAN and NORTH AMERICAN of the Georgian Bay Line. During the summer season they turn up regularly at the largest cities and favorite vacation spots of the lake region; and the Seaway lets them make yearly visits as far east as Montreal or Quebec. Their reputation goes further still, for the line once reported that it drew eighty-five per cent of its patrons from states that do not even border on the Great Lakes.

The coming season brings the fiftieth anniversary of the maiden voyage of NORTH AMERICAN. This inaugurated Georgian Bay Line services in 1913, between Chicago and Duluth with calls at Georgian Bay ports—hence the official title, Chicago, Duluth & Georgian Bay Transit Co. The slightly-larger SOUTH AMERICAN was added in 1914, also coming from yards of Great Lakes Engineering Works at Ecorse, Michigan. Originally, each ship carried only a single funnel, as seen in our illustration at left. Addition of the second funnel forward was the only major change in their appearance during their long careers. Similarly, the simplicity of their original interior fittings has hardly "dated" them. In the twenties, the two ships ran between Chicago and Buffalo—approximately the route of NORTH AMERICAN last August. When other lines retired from the Lake Superior field in the thirties, Georgian Bay Line adopted its service between Buffalo and Duluth—approximately the present route of SOUTH AMERICAN—and this has become its most popular offering. In the early forties the former Goodrich flagship ALABAMA was also running popular Lake Superior trips for the Georgian Bay Line.

But NORTH AMERICAN may have little cause to celebrate her anniversary next season, which she may spend idle at the company dock at Holland, Mich. She retired to winter quarters last August—the earliest date ever for a Georgian Bay Liner—after a poor season and a cancelled Seaway cruise. That and SOUTH AMERICAN's costly grounding incident last June forecast more gloom, and in October it came. The Georgian Bay Line announced that its two ships were for sale. Officials reported that a Florida firm wanted to buy them as floating hotels for use in the Caribbean. Meanwhile, rumors said that interests in Cleveland, in Detroit and in Chicago might buy them for further lake passenger service.

More cheerful news came after a GBL stockholders' meeting on Nov. 2. GBL President Erwin J. Goebel said that a flood of telegrams had persuaded the line to reject the Florida offer. Next year SOUTH AMERICAN shall once again sail to Lake Superior with vacationers, who thus continue to see the Great Lakes from the water instead of from the shore. But present plans are to keep NORTH AMERICAN idle at Holland and to drop service between Chicago and Buffalo. (Note: we plan a longer story on Georgian Bay Line for next spring. —Ed.)

Great Lakes Marine NEWS

VESSEL PASSAGES

The day may not be far off when bulk freighters almost as long as the 1,031-foot QUEEN ELIZABETH will be able to pass through the Soo Locks. The Corps of Engineers now **plans for a 1,200-foot lock at the Soo** instead of the 1,000-foot lock originally proposed. Since spring the old Poe Lock of 1896 has been torn out to make room for the new lock, but new construction was suspended while lake ship-owners debated the appropriate size. The \$37 million lock will be 1,200 feet long, 110 feet wide and 32 feet over sills, and is to be completed in time for the season of 1967. Ships 1,000 feet long with 100 feet beam will be able to use the lock safely; the largest lake bulk freighters today are 730 feet long and 75 feet beam.

Meanwhile, some **older lake vessels get a new lease on life.** On Friday, October 12, the Dodge yacht DELPHINE was towed from her berth at the Dodge mansion in Grosse Pointe Farms, Mich., on Lake St. Clair, where she had been idle since 1955. Becker tugs took her down to Nicholson yards at Ecorse to fit her out for sailing. By mid-November she was scheduled to leave for New London, Conn., for her remaining fitting out, with speculation that she might then make a world cruise. * * * At Manitowoc Shipbuilding Co. the Reiss freighter WILLIAM A. REISS (see Picture Pages) will be sliced horizontally from her bow almost to her stern. Her decks and pilot house will be raised 7 feet 6 inches to increase her cargo capacity by 37%, increasing her depth of hull to 39 feet 6 inches. * * * At the Lorain yards of American Shipbuilding Co. Columbia Transportation's self-unloader W. W. HOLLOWAY will be given a 2,200-h.p. diesel engine and a controllable-pitch propeller with pilot house controls for both engine and propeller. Together with the bow thruster she received last spring, she will be very maneuverable in narrow, twisting waterways. * * * The biggest news item in Toledo—overshadowing port records and all—is member Dan Weber's 22-foot steam launch SILVER STAR, which made its trial run in mid-October. We hope to give our readers a good description of her soon.

Less fortunate are **several obsolete lakers about to be scrapped.** In late October Capt. Hawthorn took Browning's W. WAYNE HANCOCK down from Detroit with a load of scrap to be delivered with her overseas. * * * Idle in Cleveland, Buckeye Steamships' PRINCETON—last of the "College" class freighters of 1900 excepting barges like BRYN MAWR—is reportedly scheduled for scrapping. * * * Although Gulf & Lake Navigation Co. Ltd. of Montreal recently sold its canallers CEDARTON and BIRCHTON to Century Metals Co., Ville St. Pierre, Que., for scrap, the firm reportedly contemplates building new ships in the near future. * * * Opening of the \$20 million auto bridge between the two Sault Ste. Maries on October 31 brings the **end of the Soo's 74-year-old ferry business** using motor vessels AGOMING, JAMES W. CURRAN and JOHN A. MCPHAIL. The first is up for bids, while the others are reportedly going to Wolfe Island service in Lake Ontario.

Great Lakes Marine NEWS

Other Notes: October's iron ore shipments by lake were the lowest for that month since 1938. * * * FRANKCLIFFE HALL is renamed NORTH-CLIFFE HALL (ii) so that the name can be used for a new laker. * * * Canada is expected to pass legislation barring Commonwealth-flag ships from trading between Canadian ports from the lakes to Anticosti Is. * * * CSL's flagship WHITEFISH BAY set a Seaway record of 1,182,685 bu. of oats and barley; reports say she may go to the Paterson fleet next season. * * * The Seaway is to close on Nov. 30; the Welland on Dec. 15; and the Canadian Soo on Dec. 12. * * * In describing Pittsburghers as the first American lakers in Seaway trade since 1960, we overlooked LEON FALK and SHENANGO II which made earlier trips this season. In our last issue we also referred to NEWFOUNDLAND TRADER as NEWFOUNDLAND "CRUISER" in error. * * * For late news of MONTROSE, see "Grand Salon," pages 254 - 255.

SEAWAY SHIPS

Zim Israel Line will build four new cargo ships for Great Lakes trade, to be named ETROG, HADAR, ESHKOL and YAFFO. * * * Fjell Line has transferred VESLEFJELL to Sea Express Lines Ltd. of London, and she is now called SEA CARRIER. * * * Another familiar vessel was WESTRIVER a KONGSTEN b ATHELCHIEF c WEST RIVER, which is now transferred from Purvis Shipping Co., Ltd. of London to Padre Cia. Nav. of Lebanon and renamed YANXIIAS. * * * TRANSWARREN a HALLS OF MONTEZUMA b ESSO CARDIFF c AQUITANIUS d ANDROS NEPTUNE e SKOPELOS is now NIAGARA, sold by Transeastern Associates Inc. to Sea Transports Inc. (both U.S.). * * * NOLI a CAPO FARO is renamed MARIA PAOLINA G. * * * PRAXITELES a EDWIN L. DRAKE b PHOENIX c ANASSA is renamed DORI. * * * TROJA is transferred from Wilh. Wilhelmsen of Norway to Mardita Cia. Nav. of Greece and renamed IOANNA. * * * ILISSOS a PAUL DUNBAR b BYLEGOROD c PAUL DUNBAR d MORRIS HESS e PALATINA f ANDROS PEARL is transferred from Seafreight Trans. Corp. to Elva Cia. Mar. (both Greek) and renamed ELENA. * * * DAMMTOR is transferred from Fisser & Von Doornum (German) to Ophir Cargo Vessels Ltd. (Israel) and renamed HASHLOSHA. * * * FEGGEN a PHILIP DODDRIDGE is transferred from Lundegaard & Sons (Nor.) to Marviva Cia. Nav. (Greek) and renamed THEODORA. * * * SENATOR HAGELSTEIN a CRESCENT PARK b JULIA c LONA is sold by Reith & Co. (German) to Elpisaga Cia. Nav. (Lebanese) and is renamed AGIA SOPHIA. —GA



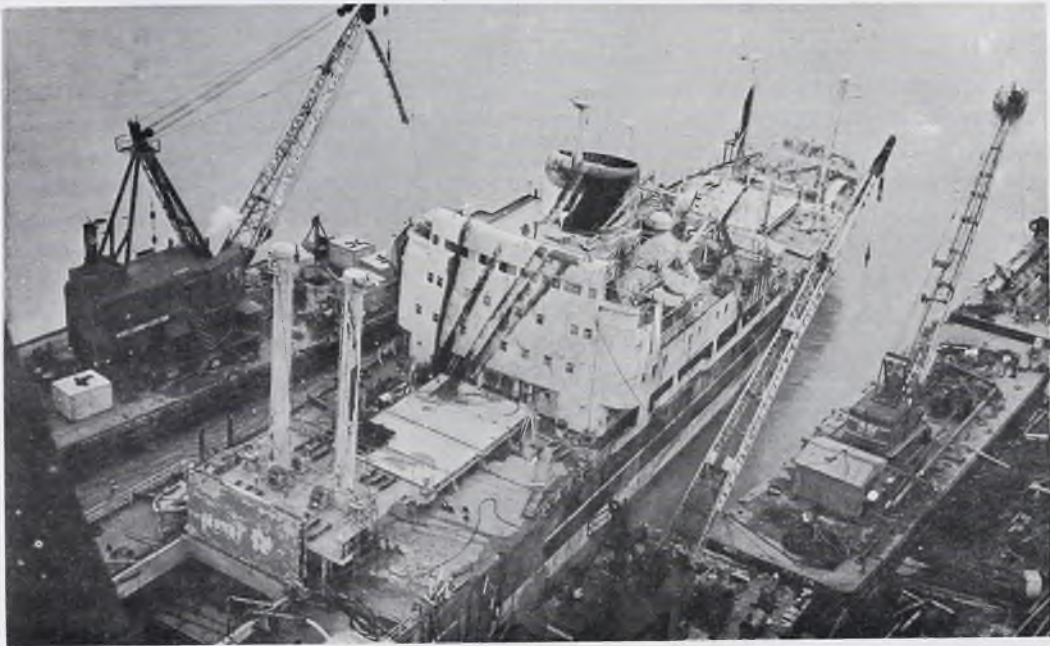
Above: Pat Labadie's photograph of DELPHINE under tow on October 12.

Grand Salon: The Detroit area lost two of its best-known sightseeing attractions on Friday, Nov. 9. That afternoon a blaze destroyed the Ford Rotunda in Dearborn. And at about the same hour—more cheerfully—tugs picked up the British freighter MONTROSE at her berth under the Ambassador Bridge and towed her to the Nicholson yards in Ecorse for preliminary repair work. Since her collision last July 30, MONTROSE had lain under the shadow of the

Finale to Salvaging of MONTROSE

bridge, at first completely rolled on her side. In September the salvage crews of Merritt-Chapman & Scott began preliminary salvage work, and pumping began in October. By October 21, her bow had been pulled around perpendicular to the shore, using cables from the shore, and she had been partially righted. Similar operations brought her further in, until she was close to the shore in shallower water. On October 30, three men were injured when a cutting torch set fire to fumes in a cargo hold, causing an explosion. Member Pat Labadie photographed MONTROSE at about this time as seen below and at the top of the next page. During the following week, MONTROSE floated at last. The remaining photographs on the next page show her the day she was towed away. A view from the Ambassador Bridge by Gordon Bugbee shows her cabin streaked with grime, showing her various angles of rest during the salvaging. Below, Bill Hoey shows MONTROSE under tow at last. By the time this is published, MONTROSE will probably have paid a visit to Toledo and she will receive substantial repairs at Montreal so that she might steam across the North Atlantic this winter. —GPB







Curator's Corner

BY
ROBERT E. LEE
CURATOR
DOSSIN GREAT LAKES MUSEUM

The "eyes" of the U. S. submarine TAMBOR—that is to say, her periscope—accomplished perhaps her best-known action in World War II. As we said in our last issue, this was her sighting the enemy cruisers MOGAMI and MIKUMA in the Battle of Midway, leading to their destruction or severe crippling by Allied aircraft. So it is very appropriate that the now-scrapped TAMBOR, long a naval training ship at Detroit, should leave her periscope—not necessarily the Midway scope, however—to the Dossin Museum.

At 3:30 on Saturday, October 20, Rear Admiral Lawson P. Ramage was "piped aboard" with appropriate ceremony at Dossin Museum for the periscope's dedication ceremony. Admiral Lawson is assistant chief of naval operations in charge of fleet operation and readiness. He was in Detroit to honor the crew and reservists of submarine CERO, TAMBOR's successor. These men received the Nimitz Trophy for being judged the finest reserve submarine division in the nation. Adm. Ramage has his own honors, being a Congressional Medal of Honor recipient. As Stoddard White described it in the News, "he took the submarine PARCHE into a pre-dawn attack on a Japanese convoy in 1944. In 46 minutes the PARCHE sank a troop transport and a tanker and crippled a freighter, a tanker and a fast transport which was trying to ram the sub. In the final action—fighting on the surface, with terrific shellfire close overhead and his own ship illuminated by enemy flares—he sent his crew below and continued the battle alone from the bridge." On another occasion "Red" Ramage sent his submarine TROUT into an enemy harbor and torpedoed a large tanker. Also present at the ceremony were Mr. Edward Galli, president of Dearborn Machinery Movers whose cranes removed the periscope from TAMBOR at their own expense, and Mr. Paul Penfield, Vice-president of Detroit Edison, whose cranes were volunteered to install it. After the ceremony Admiral Ramage was "piped over the side" once again, along with Admiral Leon Jacobi of the Brodhead Naval Armory.

One of our out-of-town members was philosophizing the other day on the museum model collection. "The only big gap," he said, "is the U.S.S. MICHIGAN." But he was only partly right. For Admiral Jacobi has just donated to Dossin a fine model of U.S.S. WOLVERINE (i), as the MICHIGAN was known in this century (after a battleship took the name "Michigan"). As the first iron ship in the Navy, MICHIGAN was built in 1843 at Erie, Pa., from iron plates fabricated in Pittsburgh. Admiral Jacobi led a campaign to save the WOLVERINE in 1948—105 years later—but funds were not available to preserve the historic ship and she was broken up, with only a portion of her bow remaining in a park at Erie. The model was built for Captain Lord, her last commander. Admiral Jacobi also presented a handsome ship's wheel and base. (Note: Your editor wrote this column while Bob Lee was on vacation. In a future Telescope we will illustrate the handsome models which recently joined the museum collection.)



High and Dry:

By William A. Hoey

The tug B. H. BECKER is shown on the marine railway of Detroit Boat Basin on October 29th of this year. A bent propeller shaft was the reason for pulling the tug out. The old shaft was removed, the new one installed, and a new bearing bored under the direct supervision of Captain Becker, her owner. The B. H. BECKER was built in 1918 at Buffalo as C. C. CANFIELD for Interlake Steamship Company. She served them as a supply boat and for light towing. Her original steam engine had a 12" diameter cylinder with 14" stroke, rated at 35 horsepower. Captain Becker bought her in 1938, and replaced her steam engine with a 250-h.p. diesel engine, and this in turn was replaced with another diesel around 1950. B. H. BECKER measures 35 gross and 20 net tons, and 57.6 x 15.6 x 6.1.

Picture Pages: **1**

By Peter B. Worden
and Gordon Bugbee
(data on back cover)

FREIGHTERS:

Above: AMOCO WISCONSIN (Worden photo)

Below: WILLIAM A. REISS (Bugbee photo)



Picture Pages: **2**

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

PASSENGER SHIPS:

Above: CITY OF COLLINGWOOD, Bald photo, Fort Malden Museum

Below: MAJESTIC, Bald photo, Museum-Institute collection



The Great Lakes Maritime Institute, Inc., promotes interest in the Great Lakes of North America; preserves memorabilia, relics, records and pictures related to these lakes; encourages building of scale models of lake ships; and furthers programs of Dossin Great Lakes Museum, repository of Institute holdings. The Institute was organized in 1952 as the Great Lakes Model Shipbuilders' Guild, with efforts of the late Capt. Joseph E. Johnston. It is incorporated as an organization for no profit under the laws of the State of Michigan. Donations to the Institute have been ruled deductible by the Internal Revenue Service. No Institute member receives any remuneration for services rendered.

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Picture Pages: DATA

1 FREIGHTERS. Above: AMOCO WISCONSIN (US 230184) a EDWARD G. SEUBERT. Built: 1930 at Manitowoc by Manitowoc SB Co. (hull #254). Measurements: 4432 gt; 2724 nt; 390 x 53.5 x 24.5. Engine: Triple-expansion, 23"-38"-63" x 42", by builder. Owner: Standard Oil Company (Indiana); renamed 1962.

Below: WILLIAM A. REISS ii (US 225045) a JOHN A. TOPPING. Built: 1925 at River Rouge by Great Lakes Engineering Works (hull #251). Measurements: 8345 gt; 6553 nt; 601.6 x 62 x 27.8. Engine: (1) Quadruple-expansion, 24"-31"-46"-68" x 42", by builder; (2) Turbine, 2 cyl. plus dr. gears, 1953 by DeLaval. Owner: (1) Columbia SS Co.; (2) Reiss SS Co. Note: This winter the REISS will be cut horizontally to raise her cargo hold (see news).

2 PASSENGER SHIPS. Above: CITY OF COLLINGWOOD (Can. 94766). Built: 1893 at Owen Sound by Capt. James Simpson for the North Shore Navigation Company (The Black Line). Measurements: 1387 gt; 899 nt; 213 x 34 x 12.6; wooden hull. Engine: Triple-exp. 18"-30"-48" x 30", by John Inglis Co. of Toronto. Passed into fleet of Northern Navigation Company in 1899. Destroyed by fire at Collingwood, June 19, 1905.

Below: MAJESTIC (Can. 100950). Built: 1895 at Collingwood by the old Collingwood Drydocks for Great Northern Transit Company (the White Line). Measurements: 1578 gt; 1073 nt; 209 x 35 x 13. Wooden hull. Engine: Fore-and-aft, 28"-54" x 36", by John Inglis Co., Toronto. Passed into fleet of Northern Navigation Co. in 1899. MAJESTIC burned at Point Edward, December 15, 1915.