

# TELESCOPE

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**Great Lakes  
Maritime  
Institute**



**Dossin Great Lakes Museum,  
Belle Isle, Detroit 7, Michigan**

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**In  
This  
Issue:**



**LAKE  
SUPERIOR  
PASSENGER  
"PROPELLERS"  
OF THE  
TWENTIETH  
CENTURY**

We devote this issue of Telescope to the latter-day "propeller" passenger ships of the upper Great Lakes. These were built—usually for railroads—in the early years of this century to carry passengers and package freight to Lake Superior ports.

Of all lake passenger ships, the design of these Lake Superior propellers belongs most distinctively to the Great Lakes tradition. Like their package freighter counterparts, their engines and boilers were set all the way aft, or very nearly so. This arrangement—now taken up by such recent ocean liners as ROTTERDAM and CANBERRA—gives over the best part of the ship to passenger cabins amidships without obstruction of uptakes. Because freight paid much of the operating expenses, the shipowners could afford to give up much of the passenger cabins to public rooms. For travellers making a pleasure journey of a week or more, this was especially appropriate. A distinctive feature of the Lake Superior propellers was the dining room, placed amidships on an upper deck, with wide windows for viewing the passing scene. Typical staterooms were also larger than those of other lake steamers so that in addition to the usual berths and running water they had a built-in sofa.



On the opposite page is Bill Moss' sketch of NORONIC in the Soo Locks. Above is a view of her dining room (from Hoey collection).

The design of these fine steamers grew out of the small propellers of earlier years which served the entire lake system. These had a single deck of passenger cabins above the main freight deck. They were designed for informal travel, and had their dining tables running down the forward end of the main salon, with staterooms on either side. Well known as the finest of these earlier ships were the Anchor Line's iron triplets INDIA, CHINA and JAPAN of 1871, and the Lake Michigan and Lake Superior Line's PEERLESS of 1872. More modern were the metal Canadian Pacific propellers ATHABASCA, ALBERTA, ALGOMA and MANITOBA of the eighties. A transitional vessel was Northern Navigation's HURONIC of 1902, suggesting a taste of things to come. She had two decks of passenger cabins, and her main salon forward was expanded into a full dining room with windows.

In a class by themselves, of course, were James J. Hill's magnificent liners NORTH LAND and NORTH WEST of 1894-95, probably the best appointed ships that ever sailed the lakes. But these were based on ocean tradition, carried no freight, and had their engines and boilers amidships; so they do not belong to our discussion. For similar reasons we omit the Georgian Bay Liner SOUTH AMERICAN, Her Duluth service is the feature subject for a coming Telescope issue.

The flowering of the Lake Superior propellers came with Anchor Line's TIONESTA of 1903. Her advanced design—by Frank E. Kirby, who is usually known only for his sidewheelers—strongly influenced the form of the propellers that followed. Her sisters were JUNIATA of 1905 and OCTORARA of 1910. On pages 53 through 59 we present ink line drawings by Institute member Bill Moss showing the changing appearance of these ships over the years, together with deck plans as of 1916 and 1929 from Anchor Line brochures of the time.

The sweetest lines of any of the Lake Superior propellers belonged to Northern Navigation's HAMONIC, built in 1909 at Collingwood and long running from Sarnia to the Lakehead (later for Canada Steamship Lines). She is shown in our center spread as our "blueprint" which continues the drawings of her which began in the last issue. The largest of the Lake Superior propellers—with four full passenger decks above the main deck—was her running mate, NORONIC, built at Port Arthur in 1913. By contrast, NORONIC's boxy superstructure looked ungainly. NORONIC also tarnished her memory with her tragic loss at Toronto in 1949. (See drawing on opposite page, by Moss.)

Briefly from Chicago there was MINNESOTA of Chicago & Duluth Transportation Co. (not to be confused with Georgian Bay Line). She was a 1911 rebuilding of package freighter HARLEM, and later ran on the Chicago and Buffalo route before leaving the lakes (see p. 67).

Finally come the two white Canadian Pacific propellers ASSINIBOIA and KEEWATIN, built in 1907 in Scotland for lake service. Happily, as will be seen in later pages, their story is still unfolding. The vacationer travelling upon them between Georgian Bay and Fort William can still fully appreciate the high standard of "gracious living" reflected in their service and appointments, which without such evidence would seem to be a fanciful legend of the past. —GPB

## How Do They Measure Up?

**a** HURONIC (C 107168). Built: 1902 at Collingwood by Collingwood S. B. Co. (hull #1). Measurements: 3330 gt; 2111 nt; 321 x 43 x 23.4. Engine: Triple-expansion, 26"-42"-70" x 42", by J. Inglis & Co. Owners: (1) Northern Navigation Co.; (2) Canada Steamship Lines. Scrapped 1950 at Hamilton. (See photo p. 67).

**b** TIONESTA (US 145958). Built: 1903 at Wyandotte by Detroit S. B. Co. (hull #150). Measurements: 4329 gt; 2652 nt; 340 x 45.2 x 28. Engine: Quadruple-expansion, 22"-31½"-45"-65" x 42", by builder. Owners: (1) Erie & Western Transportation Co. (Pennsylvania Railroad); (2) Great Lakes Transit Corp. Scrapped 1940 at Hamilton.

JUNIATA (ii) (US 201768) **b** MILWAUKEE CLIPPER. Built: 1905 at Cleveland by American S. B. Co. (hull #423). Measurements: 4272 gt; 3137 nt; 346 x 45 x 25.3. Engine: Quadruple-expansion, 22"-30"-44"-65" x 42", by Detroit S.B. Co. Owners: (1) Erie & Western Trans. Co.; (2) Great Lakes Transit Corp.; (3) Wisconsin & Michigan Steamship Co. Rebuilt 1941 at Manitowoc as MILWAUKEE CLIPPER.

OCTORARA (US 207175). Built: 1910 at Wyandotte by Detroit S. B. Co. (hull #181). Measurements: 4329 gt; 2652 nt; 340 x 45.2 x 28. Engine: Quadruple-expansion, 22"-31"-45"-65" x 42", by builder. Owners: (1) Erie & Western Trans. Co.; (2) Great Lakes Transit Corp.; (3) U. S. Army (troop ship). Scrapped '52 at San Francisco.

**C** ASSINIBOIA (C 125984). Built: 1907 at Govan, Scotland, by Fairfield Co., Ltd. (hull #458). Measurements: 3925 gt; 2885 nt; 336.5 x 43.8 x 26.9. Engine: Quadruple-expansion, 23½"-34"-48½"-70" x 45", by builder. Owner: Canadian Pacific Railway, Montreal. Bulkheaded and towed in two parts through St. Lawrence & Welland canals in delivery, and completed at Buffalo. In service.

KEEWATIN (C 125985). Built: 1907 at Govan, Scotland, by Fairfield Co., Ltd. (hull #453). Measurements: 3856 gt; 2470 nt; 336.5 x 43.8 x 15.4. Engine: Quadruple-expansion, 23½"-34"-48½"-70" x 45", by builder. Owners: Canadian Pacific Railway. In service.



Above: Buffalo harbor with (left to right) ROCHESTER, OCTORARA, NORTH SEA and TIONESTA. Buffalo Dry Dock Co. photo, Massman print.

**d** HAMONIC (C 122553). Built: 1909 at Collingwood by Collingwood S. B. Co. (hull #22). Measurements: 5262 gt; 3295 nt; 349.7 x 50 x 32. Engine: Quadruple-expansion, 24"-32"-52"-80" x 42", by builder. Owners: (1) Northern Navigation Co.; (2) Canada Steamship Lines. Burned at Point Edward, Ontario, July 17, 1945.

**e** MINNESOTA (US 95972) a HARLEM c FELICIANA. Built: 1888 at Wyandotte by Detroit D.D. Co. (hull #84), as package freighter HARLEM. Rebuilt c. 1911 as passenger ship MINNESOTA. Measurements: 2299 gt; 1858 nt; 288' x 41' x 22.7'. Engine: Triple-expansion, 23"-36"-62" x 48", by Dry Dock Engine Works. Owners: (1) Western Transit Co.; (2) H. J. Pauly; (3) Chicago & Duluth Transportation Co.; (4) Northern Michigan Transportation Co.; (5) U. S. Shipping Board, etc. To coast; abandoned at Miami, Florida. (Massman data.)

**f** NORONIC (C 134014). Built: 1913 at Port Arthur by Western D. D. & S. B. Co. (hull #6). Measurements: 6905 gt; 3935 nt; 362 x 52 x 24.8. Engine: Four-cylinder triple-expansion, 29"-47"-58"-58" x 42", by American S. B. Co. Owners: (1) Northern Nav. Co.; (2) Canada Steamship Lines. Burned at Toronto, Sept. 17, 1949.

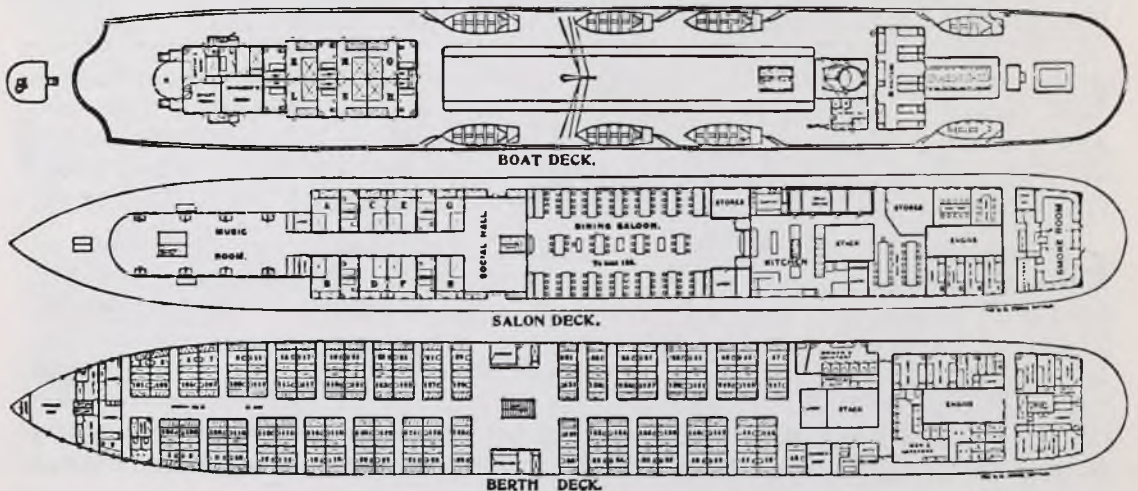
Except as noted, data is furnished by Rev. Edward J. Dowling, S. J.

# Three Anchor Liners & How They Grew

A Portfolio of Drawings by Bill Moss

The Anchor liners TIONESTA, JUNIATA and OCTORARA carried passengers throughout their active careers. But in their time their appearance changed almost as much as that of any ship-turned-sand-sucker. OCTORARA assumed a new superstructure when she went to the Pacific as a troopship in World War II, being scrapped in the early fifties. JUNIATA was reborn in 1941 as the familiar streamlined MILWAUKEE CLIPPER (see Telescope XI:277-78). Only TIONESTA missed such a complete renewal, for she was broken up at Hamilton in 1940, about four seasons after the Anchor line passenger services ceased. Yet even in their Anchor line years these sisters "grew" noticeably.

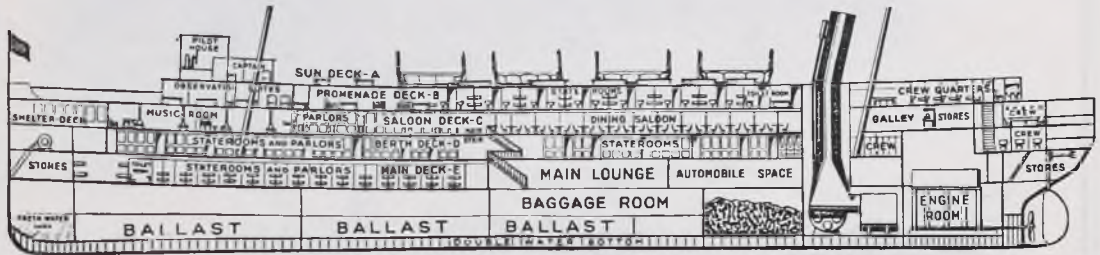
The sisters were not identical. Perhaps this is because Wyandotte built OCTORARA in 1910, seven years after it produced TIONESTA; while JUNIATA was built at Cleveland in 1905. TIONESTA had a string of windows along her lower stateroom deck, where her sisters had portholes. This is the same device we use to tell NORTH from SOUTH AMERICAN. Each Anchor liner had two masts, but only OCTORARA had one aft of her funnel. So begins our ship recognition parlor game.



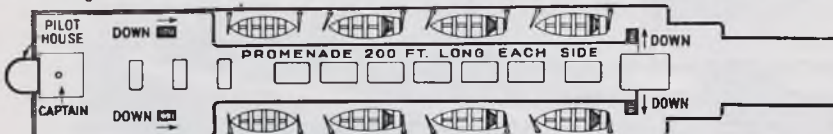
Cabin plans from travel brochures of the Anchor Line show the great changes that occurred to their liners TIONESTA, JUNIATA and OCTORARA over the years. Above are plans of 1916, early in their evolution, and, at right, those of 1929. They are from the Burton Collection of the Detroit Public Library.

When the Pennsylvania Railroad still controlled the Anchor line, the sisters had two full decks of passenger staterooms above a main deck carrying package freight. The upper of these, encircled by a narrow promenade, had several elaborate public rooms, while the lower was given over mostly to staterooms. Forward on this upper deck was a long "Music Room" with a "Library" at its after end. Amidships was the dining room, just aft of the social hall. Both of these rooms had a large expanse of windows and a continuous high dome shaped like a barrel vault. Far aft on this deck was a small smoking room. Far forward on the sun deck were six parlors and the officers' cabins, with a short shaded promenade. Early post cards hint that TIONESTA lacked these parlors when she first came out.

The "Anchor line" name and its ships passed to Great Lakes Transit Corp. in 1915. Timetables in the Burton Collection of Detroit Public Library show how in the next decade or so these ships "grew up."



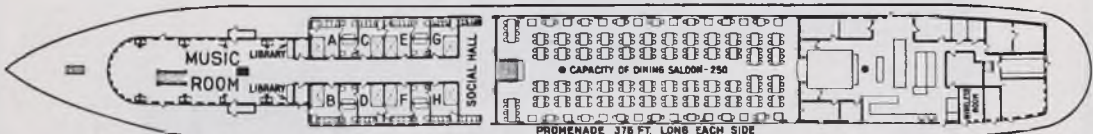
Longitudinal Sectional View of Tionesta, Junata and Octorara. Length over all—381 feet



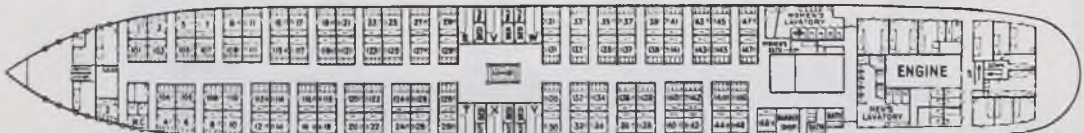
DECK "A"—SUN DECK—No staterooms or parlors on this deck



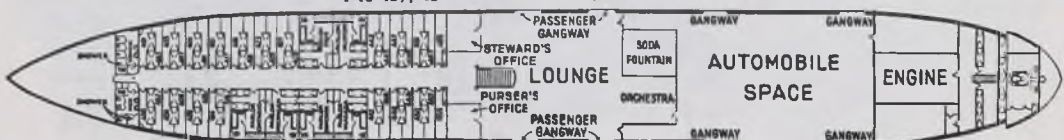
DECK "B"—PROMENADE DECK—Eight parlors de luxe en suite; also, 28 two-berth outside staterooms (Nos. 200 to 229) and 28 two-berth corridor staterooms (Nos. 350 to 377)



DECK "C"—SALOON DECK—Eight parlors de luxe

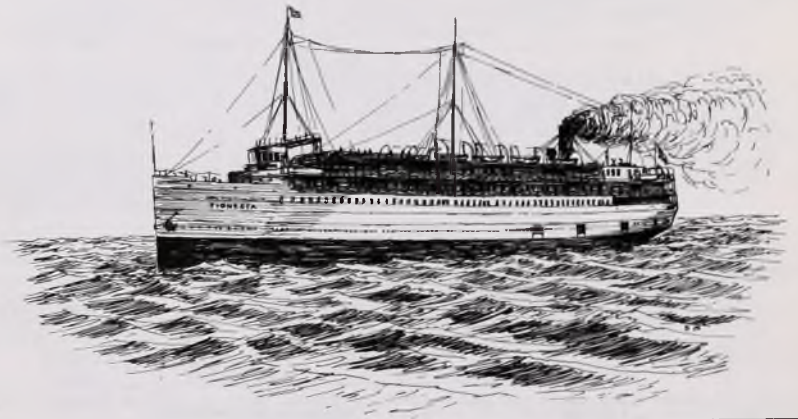
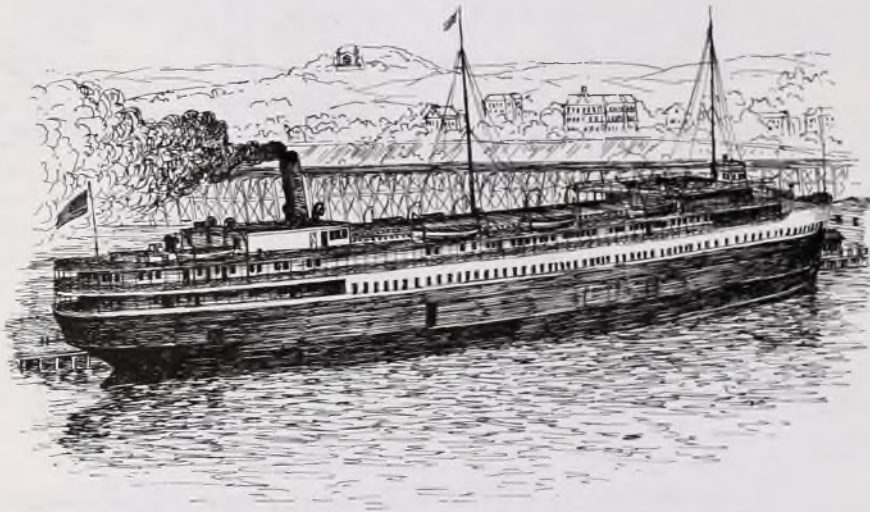
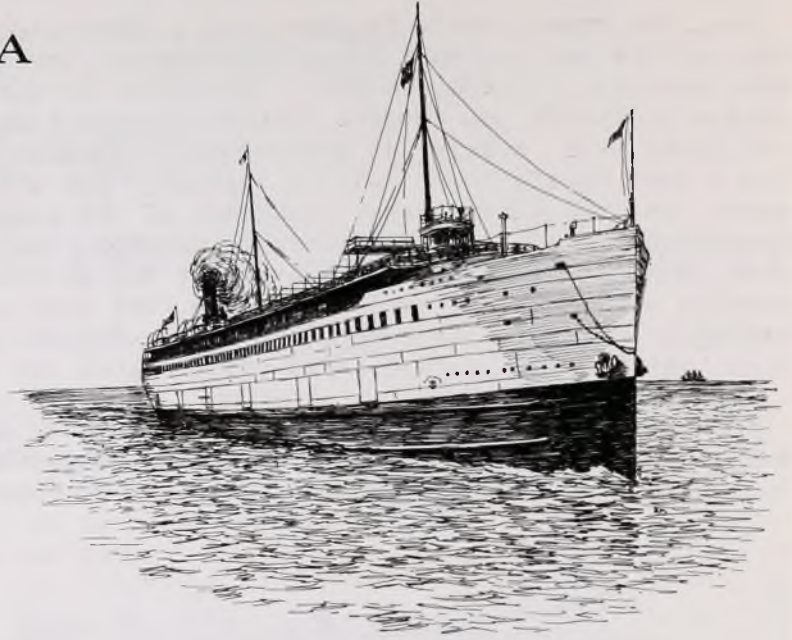


DECK "D"—BERTH DECK—Six parlors without bath, but equipped with lavatory; 47 outside staterooms (Nos. 1 to 48); 46 inside staterooms (Nos. 101 to 147)



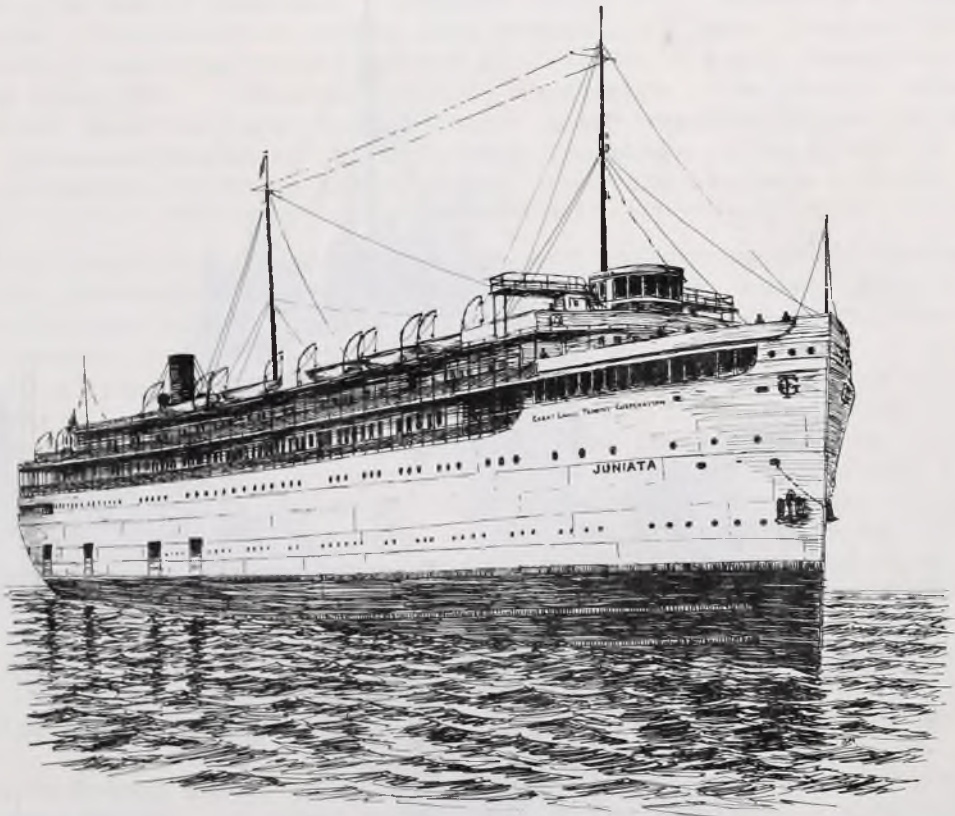
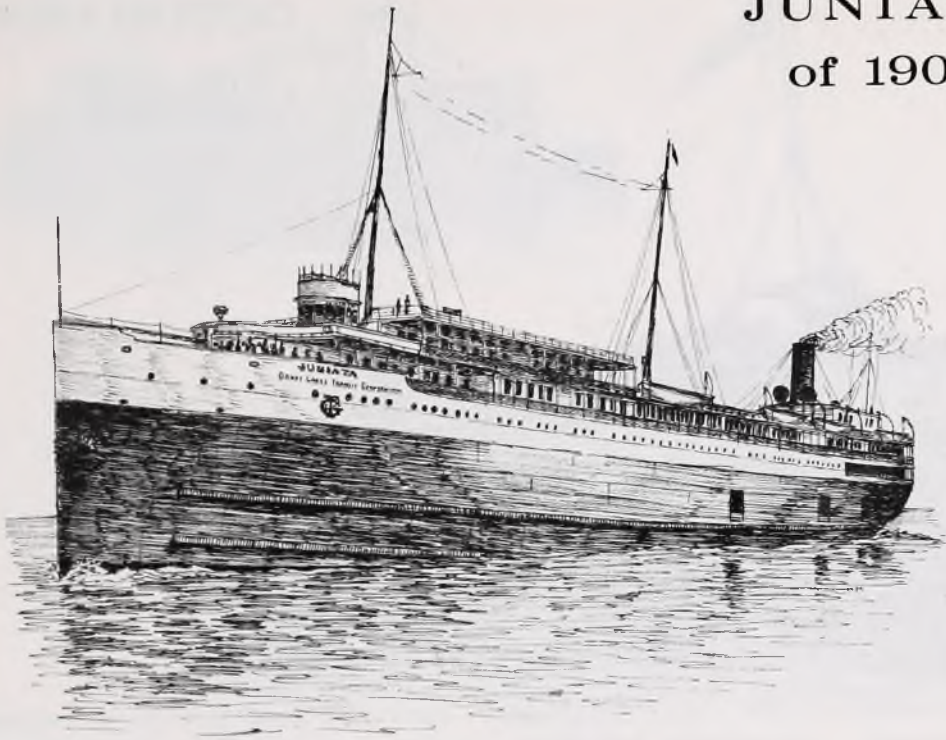
DECK "E"—MAIN DECK—Twin bed parlors and bath, Ontario, Michigan, Niagara, Superior, Erie, Huron, and 36 Two Berth Outside Rooms in the 400 Series.

**TIONESTA**  
of 1903

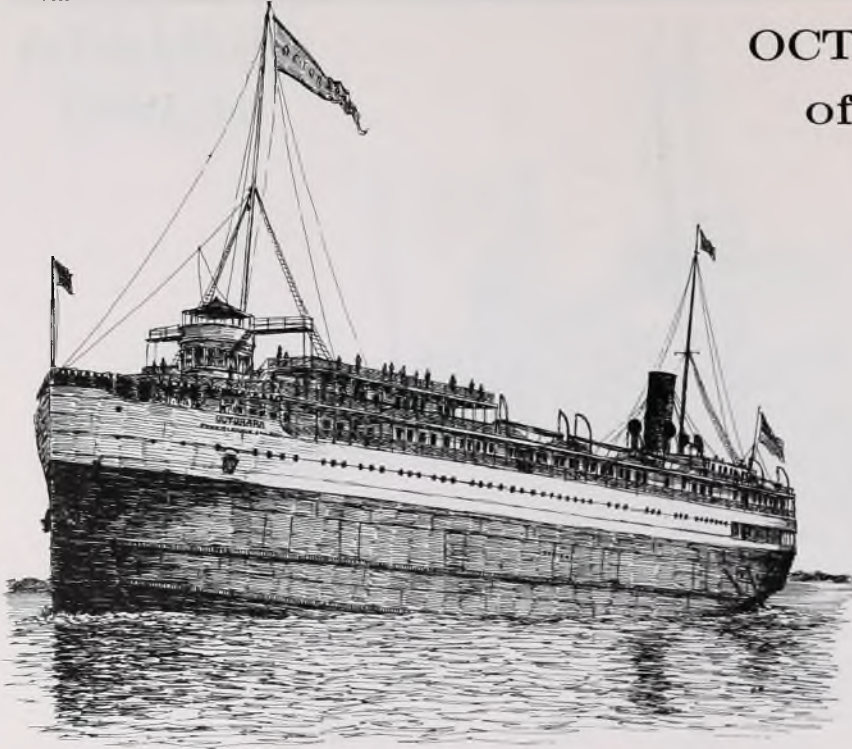


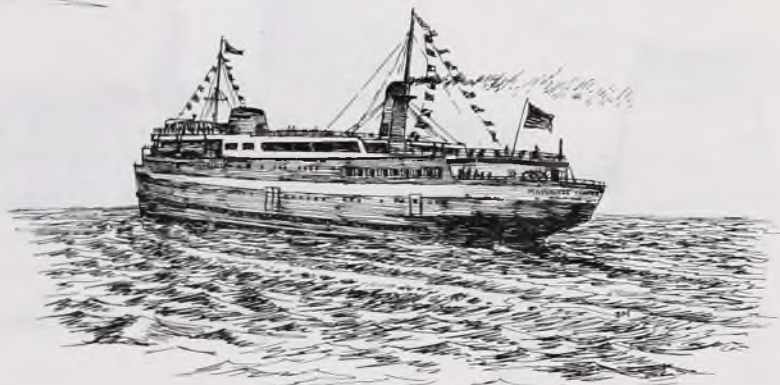


# JUNIATA of 1905



OCTORARA  
of 1910

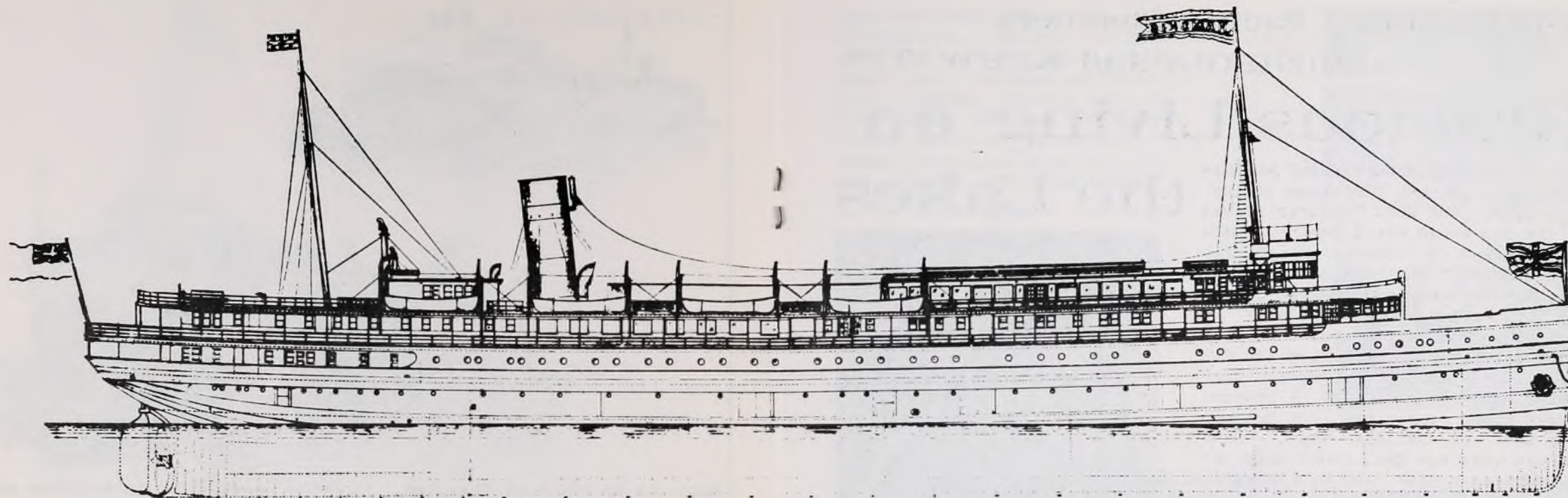




**Subjects of the Moss Drawings.** TIONESTA (page 56): Above—from an early study. Middle—at Duluth, original appearance. Below—after rebuilding of early twenties. JUNIATA (page 57): Above—original appearance. Below—after Anchor Line remodelling was finished in late twenties (see also cover drawing of JUNIATA in early twenties). OCTORARA (page 58): Above—original appearance. Below—in Soo Locks after late twenties' rebuilding. Later manifestations (this page): Above—OCTORARA as a U. S. Army troopship in World War II. Below—MILWAUKEE CLIPPER's stern hints that she was once JUNIATA.

By 1923 the trunk dome topside was gone, and staterooms and a shaded promenade preempted the sun deck all the way aft to the funnel. The smoking room aft was gone, and there was no longer much reason for passengers to go aft of the funnel casing on any deck. Now there was a lounge and ballroom amidships on what had been the main freight deck. For the added passenger capacity the dining room was extended aft, boosting seating capacity from 136 to 230. By 1926 the dining room also gobbled up half of the adjacent social hall to add twenty more seats. Also by 1926 there were staterooms added forward of the main deck lounge. On the hull, green paint was now terminated below the main deck, adding to the white expanse above. The 1927 timetable indicates the completed transformation of the Anchor line sisters. This raised the pilot house and captain's cabin a deck higher, providing "observation" parlors below. And the bow was also raised to become three decks high. A fringe of windows on the bow gave a shelter deck area around the Music Room.

In the drawings above, Bill Moss has illustrated these sisters in the various stages of their Anchor line transformation, together with thumbnail sketches of their more recent guises. —GPB



OUTBOARD PROFILE OF STEAMER HAMONIC OF NORTHERN NAVIGATION CO.'S FLEET.

THE MARINE REVIEW

August, 1909



Above: HAMONIC at Port Arthur.  
—Lovelady photo, Dowling coll.

Lake Superior Propeller  
**HAMONIC** of 1909-45,

Built at Collingwood for the  
Northern Navigation Company  
To Run  
From Sarnia To The Lakehead.

PART 2 of 4 Parts

## The Canadian Pacific Steamers

### ASSINIBOIA and KEEWATIN

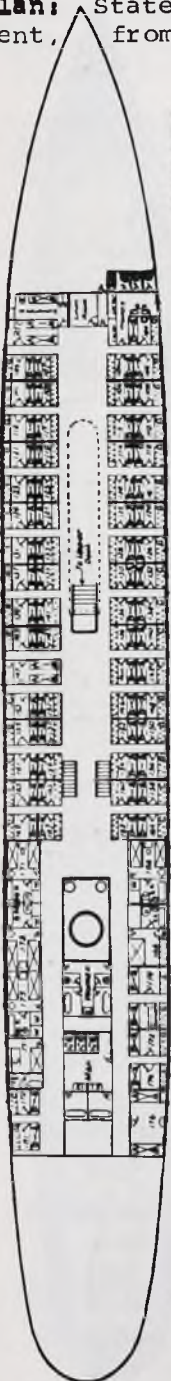
# Gracious Living on the Lakes

The propellers KEEWATIN and ASSINIBOIA still furnish "gracious living" recalling the best of lake travel in its pre-World War I zenith. Each ship makes a five-day round trip between Port McNicoll on Georgian Bay and the Canadian lakehead cities of Port Arthur and Fort William on Lake Superior. The route forms a pleasant summer alternative for CPR train passengers going between Toronto and the West Coast. A special "boat train" runs north from Toronto for them on sailing days. Many others make the full round trip as a vacation cruise (see back cover). At season's height the sisters usually have full passenger lists, so advance reservations are advised. The CPR offers a full round trip of five days (including hotel and meals at Fort William) for about \$100 for each person in outside stateroom. On the following two pages are views of the fine cabin appointments of their promenade deck.

—GPB



Opposite page—above: Sun deck of KEEWATIN. Below: ASSINI-BOIA at Fort William. This page—top: Foredeck of KEEWATIN. Middle: Drawing room of ASSINIBOIA. Bottom: Gallery of main salon at "flower well." Plan: Stateroom deck arrangement, from CPR timetable.



**CLYDE-BUILT**  
 15 knots  
 3800  
 Gross Tonnage  
 2446  
 Net Tonnage  
 1300  
 Length  
 42 ft.  
 Depth  
 12 ft.  
 DECKS  
 Main, Upper and Sun Deck

MAIN DECK

MAIN DECK — all inside. Rooms have two berths and a long seat.  
 Back Outside Room 108, 107, 106, 105, 104, 103, 102, 101, 100 and 100A are for  
 private berthing. Rooms 106, 107, 108 and 109 are for private berthing and  
 private berthing. Rooms 102, 103 and 104 are for private berthing.

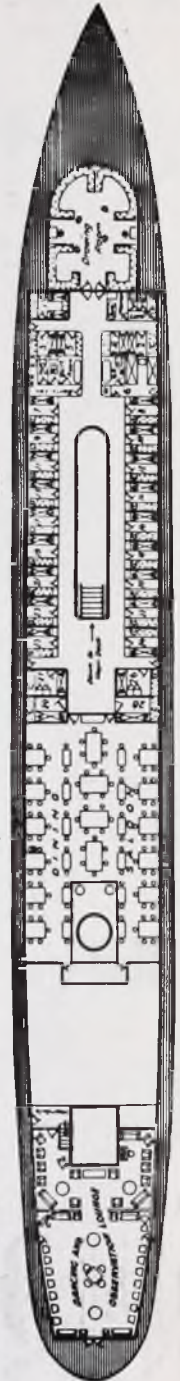




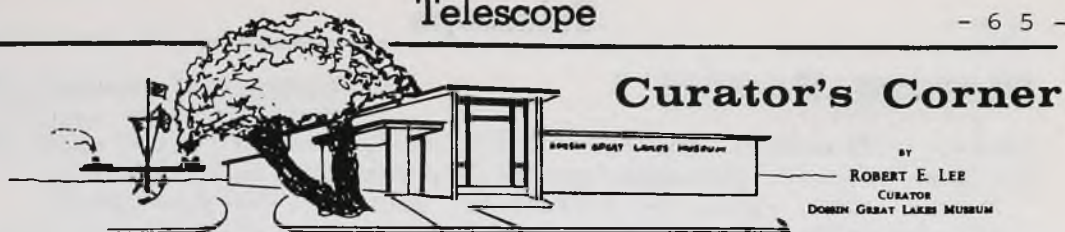
**Top:** Dining room of ASSINIBOLA. **Middle;** Cocktail Lounge of KEEWATIN. **Bottom:** "Tea time" in ball-room of KEEWATIN. **Plan:** Salon deck.



**Steamships "KEEWATIN" and "ASSINIBOIA"**



A indicates Upper Deck, B Lower Deck, C Side Deck, and indicates Wardrobes. Upper and Lower Deck represent the Spring/Summer arrangement.  
 UPPER DECK - Each room except 1, 2, 3 and 4 has two berths and one side berth. Room 1 has two berths and one side berth. Room 2 has two berths and one side berth. Room 3 has two berths and one side berth. Room 4 has two berths and one side berth.  
 The Lower Deck with two berths and private bath.



Many will recall that the Museum recognized the "opening" of the season last year. It was a simple program, involving no more than the raising of flags by Sea Scout Ship 1466 of St. Clair Shores, followed by inspection of troops by Capt. Morgan Howell of AQUARAMA.

Of course, traditions have to be continued. For the 1963 ceremony we have added representation of groups who have a natural interest in this sort of thing. First of all, because they did such a fine job last year, we invited back the same group of boys from Sea Scout Ship 1466 for the flag raising. Our own president, Rev. Edward Dowling, S. J., will ask the blessing. Present for introduction will be Mr. Sparkman Foster, Propeller Club "Mayor of the Detroit River"; Mr. Albert M. MacCleery, American Bureau of Shipping; Capt. Donald Erickson, president of the Detroit Lodge, International Shipmasters Association; CDR Manson E. Meekins, USCG; ADM Leon Jacobi USNR; and a delegation of captains. Following the introductions, the Sea Scout crew will stand inspection, while the fireboat JOHN KENDALL puts on a water display off-shore.

For the past two years an exceptionally fine painting by Howard F. Sprague has been on loan to the Museum from the Port Huron Lodge of International Shipmasters. The painting depicts Duluth harbor and is outstanding for its size alone. For years it hung in the Lodge rooms in Port Huron until, ten years ago, the building containing these rooms was torn down. The painting then went into "storage" in a private home until it came to the Museum two years ago. We are proud that this group of fine gentlemen has just made this a permanent gift to the Museum. It will continue to bring pleasure to our many visitors and provide a lasting memorial to the men of International Shipmasters Lodge No. 2.

## Picture Pages: Data Photographs on the next two pages

**1** **PACKAGE FREIGHTERS.** Above: TROY (US 145786) b CHARLES DONNELLY. Built: 1898 by Detroit D. D. Co. (hull #128). Measurements: 3654 gt; 3050 nt; 390'-6" x 45'-6" x 28'-1". Engine: Quadruple-exp., 19"-28"-40"-58" x 42", by Dry Dock Engine Works. 1600 h.p. Boilers: Two B & W water tube boilers installed 1943. Owners: (1) Western Transit Co. (N.Y. Central RR); (2) Great Lakes Transit Co.; (3) Nicholson Transit Co. Sold for scrap, 1962.

Below: MILWAUKEE (US 93265). Built: 1902 by Chicago S. B. Co. (hull #55). Measurements: 3327 gt; 2424 nt; 325' x 44' x 28'. Engine: Triple-expansion, 23"-38"-64" x 40", by builder. Owners: (1) Western Transit Co.; (2) Lehigh Valley Trans. Co. (U.S.R.R. Administration); (3) Great Lakes Transit Corp.

**2** **PASSENGER SHIPS.** Above: HURONIC. Below: MINNESOTA. Data will be found on pages 52-53.



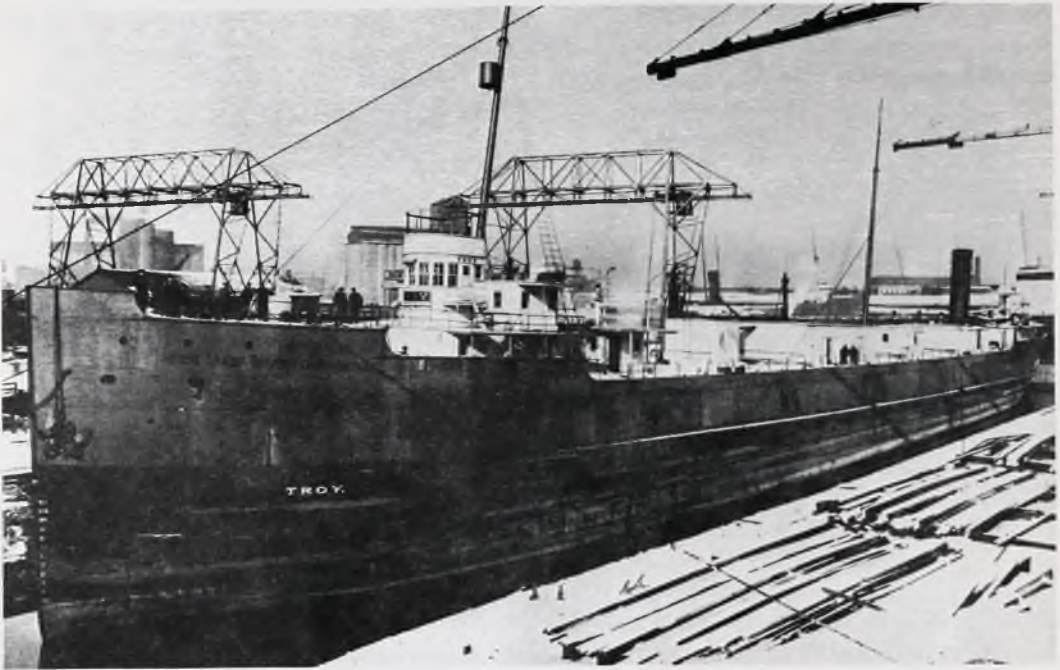
## Picture Pages: 1

By Emory A. Massman, Jr.  
(Data found on page 65.)

PACKAGE FREIGHTERS: The turn-of-the-century breed which grew with the Lake Superior passenger propellers featured in this issue.

Above: TROY, photo by Buffalo Dry Dock Co., Massman print.

Below: MILWAUKEE, photo by Buffalo Dry Dock Co., Massman print.



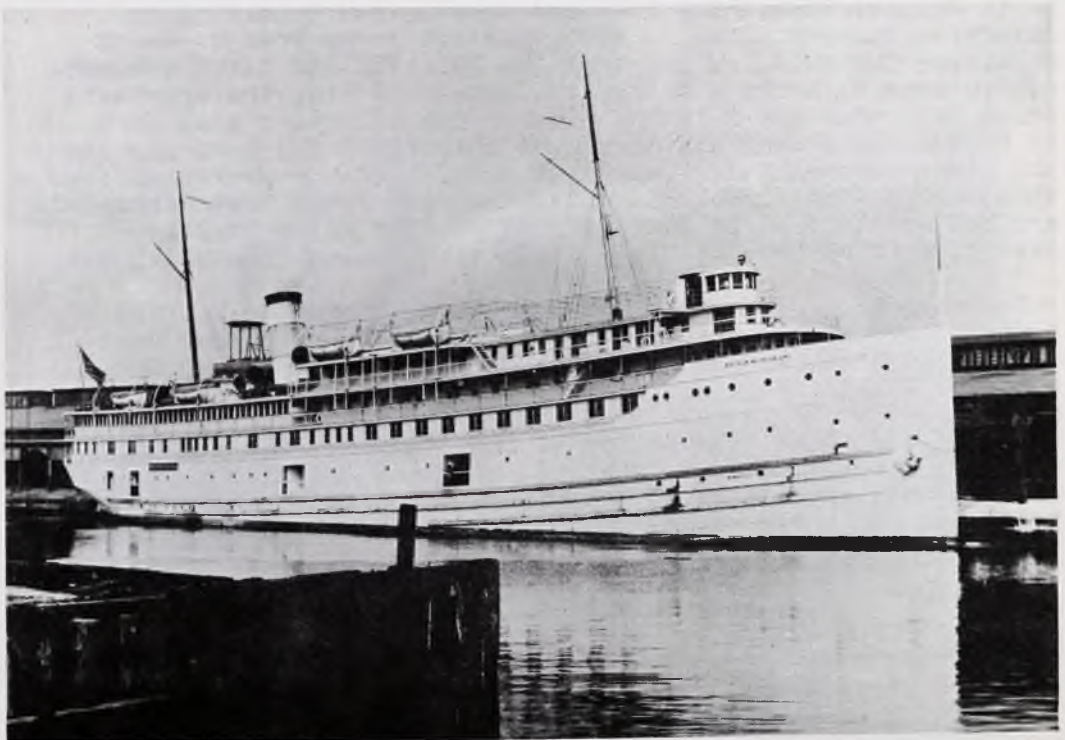
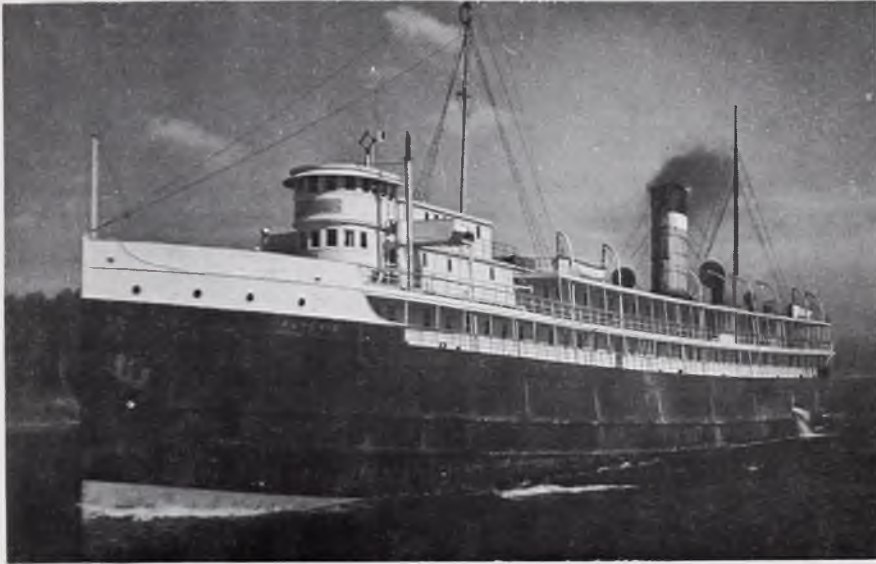
**Picture Pages: 2**

By Emory A. Massman, Jr.  
(Data on pages 52-53)

TWO LAKE SUPERIOR PASSENGER PROPELLERS

Above: HURONIC, photograph by Captain Sid Ferriss, courtesy of  
J. Michael O'Brien.

Below: MINNESOTA, photo by Buffalo Dry Dock Co., Massman print.



# Great Lakes Marine NEWS

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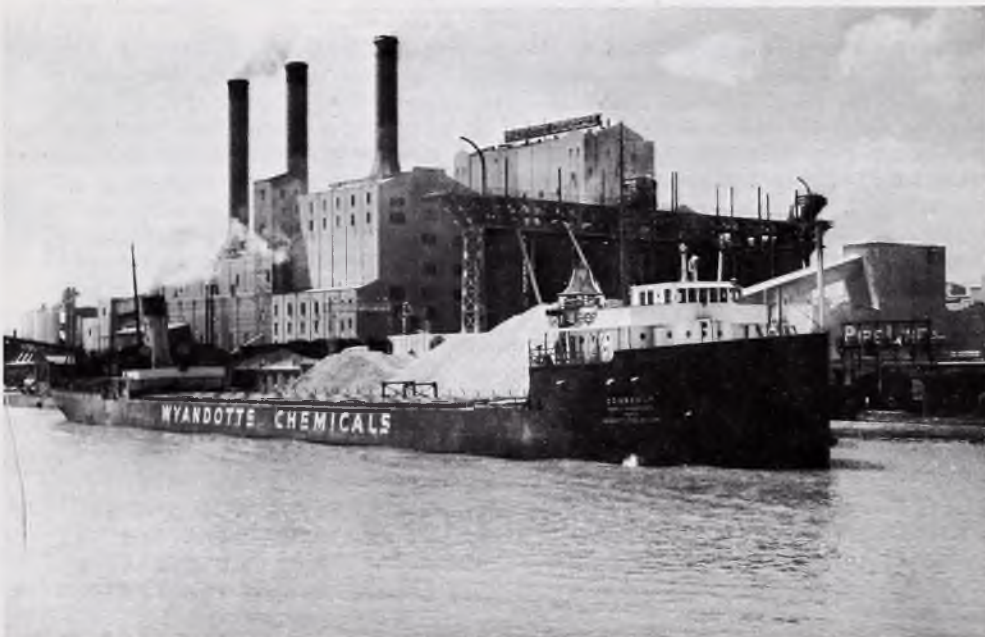
EDITED BY ROBERT RADUNZ, 3060 COVENTRY, DRAYTON PLAINS, MICHIGAN

--February 1-- E. B. Williams, retired Cleveland naval architect told the annual meeting of the Wisconsin Marine Historical Society that a fleet of giant automated vessels--few in number but fast and economical might be the possible solution to disintegration of the Great Lakes ore shipping industry. He stated the automated ore vessel of the future would be 900 feet in length and 95 feet in width with a cargo capacity of 40,000 tons.--To attract a greater portion of Wisconsin's 414 million dollar overseas shipping trade the Milwaukee harbor commission has voted to make an intensive port promotion campaign in the State of Wisconsin.--Wyandotte Transportation Co. will rename its steamer CONNEAUT, WYANDOTTE. The old WYANDOTTE will be taken out of service forever but will not be scrapped. It is thought she will be made into a barge. The line this year will include the HURON, ALPENA and new WYANDOTTE.-- U.S. Court of Appeals in Cincinnati has returned to Detroit Federal Court for trial a damage suit resulting from the 1959 collision of the Canadian steamer ROYALTON and the Liberian motorship MONROVIA in Lake Huron. The owner of the MONROVIA sued Scott Misener Steamships Ltd. and asked a court hearing to determine damages. June 1, 1961, Federal Judge Fred W. Kaess dismissed the suit, ruling that the ROYALTON had taken adequate precautions to avoid a collision. Reversing him, the appellate court held that the ROYALTON did not use all means available to reduce speed when she heard the MONROVIA'S fog horn and saw the other ship on radar, and that she failed to reverse engines when her passing signal was not answered.--Auto ferry Highway 16 arrived at its dock in Muskegon today after being stalled several days by Lake Michigan ice while inbound from Milwaukee.

--February 4, -- The Wisconsin & Michigan Steamship Co. was temporarily out of business today. Damaged by a 72 hour bout with Lake Michigan ice the auto carrier HIGHWAY 16 was undergoing hull repairs in Muskegon. The company's other ship MILWAUKEE CLIPPER is laid up at the dock, for sale. The ship HIGHWAY 16 will be laid up for at least a week. The general manager of the line said, "The ice this year was just too much for us.-- A recommendation for compulsory pilotage for all ships using the St. Lawrence River waterway is to be presented to the Royal Commission on Pilotage by the Federation of St. Lawrence River Pilots. Clarification will be requested for the ruling under the present system which provides for compulsory payments but still leaves a ship's captain free to refuse a pilot's assistance.

Opposite page--Above: Tug PRUDENCE, Hoey photograph. Below: CONNEAUT, photograph by William M. Worden.

Great Lakes Marine NEWS



## Great Lakes Marine NEWS

--February 9 -- Prof. Harry Benford of the University of Mich. says that new life for Michigan's Upper Peninsula could come through the development of a super 1,000 foot ore carrier with a capacity of 81,000 tons. It would be used in year-around service between Escanaba at the northern end of Lake Michigan to the Gary industrial area at the southern end of the lake, hauling pelletized iron ore. Offshore loading & unloading terminals would permit the vessel's 30-foot draft. Also this service would eliminate the restrictions of the Soo Locks.--Collingwood Shipyards has launched the hull for Yankcanuck Steamship Line. The ship will be named YANKCANUCK when she is christened April 10. Scott Misener's, GEORGE M. CARL is undergoing a \$300,000 overhaul at Port Colborne.--IMPERIAL HAMILTON has been purchased for scrapping by Earl's Welding Service of Sarnia.--Scott Misener's last canaller, the WHEATON is reported to be up for scrapping.

--February 6-- Ford Motor Co. freighter, ROBERT S. McNAMARA called it quits on the Detroit-Toledo coal run. It was her 16th round trip since Jan. 1. Her layup at her Rouge dock should last about 3-4 weeks. Solid blue ice nearly two feet thick and windrows extending nearly 10 feet toward the bottom made the going very difficult for Capt. Gustave Goransson and his crew. --C & O carferry service between Ludington, Mich. and Wisconsin ports has been hampered by the worst ice since 1936.

--February 13-- The firm that tried unsuccessfully in 1961 to raise the sunken Dutch motorship PRINS WILLEM V off the bottom of Lake Michigan near Milwaukee has been given until March 6 to tell how it would pay off three million dollars in debts. A Chicago referee in bankruptcy has set the deadline. The company's lawyers contend the firm is solvent and has a number of lucrative engineering contacts.--Gartland Steamship Co. of Chicago has asked for bids on the conversion of three vessels to unmanned barges. It is reported the ships will be the SULLIVAN BROTHERS, WILLIAM H. WOLF and HENRY R. PLATT. Last fall Gartland bought a surplus seagoing tug, presumably intended to push the barges.

--February 16-- The owners of the AQUARAMA have rejected a rental fee of \$65,000 per year for use of Milwaukee's new passenger pier. The Milwaukee harbor commission has asked the Wisconsin & Michigan Steamship Co. to make an offer and a reply is expected soon.---- It has been reported from Toledo that the MONTROSE will be towed to Montreal and from there to the United Kingdom, very shortly after the opening of the St. Lawrence Seaway on April 15.----Upper Lakes Shipping, Ltd. is dropping its package freight trade handled by the ships JAMES B. EADS and McCORQUODALE. The EADS is up for scrapping at Port Weller, along with the SHIRLEY G. TAYLOR and JOHN S. PILLSBURY.

--FEBRUARY 18-- Ice conditions on the Great Lakes prove this winter is one of the coldest on record. Lake Superior is so completely frozen there is an ice bridge from the tip of the Keweenaw Peninsula to Isle Royale. Only open water in Lake Huron is at the entrance to Georgian Bay, near Great Duck Island.--The most powerful conventionally-powered icebreaker in the world is to be built by the Canadian Government for future operation in the Gulf of St. Lawrence and the Arctic. The new icebreaker, still in planning stage, will be capable of 24,000 H. P.

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--February 20-- Midwestern congressmen, including those from Michigan, have been urged to push for better Great Lakes port facilities and to help expand shipping through the Seaway. The appeal came from the Council of Lake Erie Ports, which represents cities on the lake and adjoining areas, including the Detroit River. Carlis Stettin, Detroit Port Director and spokesman for the group stated that forces which opposed creation of the Seaway--mainly railroads and trucking interests--are still working to prevent the waterway from achieving its full potential. He also repeated a complaint that an order issued by Defense Sec. McNamara a year ago on utilization of the Seaway has been disregarded.--Plans have been made to put a bow thruster propeller on the Bradley self-unloader CEDARVILLE. She will be the first of the Bradley fleet to be so equipped. The installation will be steam-powered, as self-loaders carry steam forward to operate their conveyor machinery.

--February 22--Tentative dates for the opening of canal traffic in the St. Lawrence river and Great Lakes have been announced by the St. Lawrence Seaway authority. Welland canal, Apr. 1; Sault St. Marie canal, Apr. 4, and Seaway canals Apr. 15. Due to weather conditions the dates may be revised.--Toledo Foreign Trade Zone Operators, Inc. has asked the Toledo Port Authority to approve and build a 59,972 square foot extension to the zone warehouse at Presque Isle. They state the expansion is needed to accomodate existing and forthcoming accounts.--Except for a few areas about one or two acres in size, Lake Superior is solid ice.

--February 26-- Shore to Shore sheet of ice links Milwaukee to Muskegon for the first time since 1936.--Coal run from Toledo to Detroit is expected to resume on March 1st.--A late start in the spring shipping season on the Great Lakes appears almost certain. U.S. Weather Bureau reports all lakes except Ontario are 90 to 100 per cent ice covered.

--February 27-- McQueen Marine Ltd. of Amherstburg plans to decommission the steam tug PRUDENCE. She recently caught fire in Erieau harbor and her cabins were burned off. The PRUDENCE was one of the last of scores of 142-foot deep-draft ocean vessels built during World War I. McQueen will also begin work May 1st on a new tug. The tug a 95-footer to cost \$600,000 will be the largest and most powerful tug ever launched on the Great Lakes. She will have maximum power of 3,000 horsepower and will be built for McQueen by Erieau Shipbuilding. Reported name for the tug is AMHERSTBURG.--Ice that had sealed Lake Michigan from shore to shore has trapped the Grand Trunk ferry CITY OF MADISON in Muskegon harbor. The ship was undamaged. The car ferry CITY OF MILWAUKEE reported she was stuck in very heavy ice in the middle of the lake. However it broke free after several hours and was able to enter Milwaukee harbor. The C & O ferry CITY OF MIDLAND reported blue ice seven inches thick between thicker cakes of white ice on its route between Milwaukee and Ludington.--Coast Guard cutters BRAMBLE & ACACIA escorted the coal carrier McNAMARA from the Rouge River toward Toledo taking 12 hours to cover 30 miles. The ships secured for the night about 8 miles from the Toledo Harbor light and resumed the trip in the morning, arriving at the Toledo docks at about 2 p.m.

# Telescope

**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.

**Telescope**, the Institute's monthly journal, covers Great Lakes topics. Its editors welcome opportunity to review manuscripts for publication, sent care of "Telescope, Great Lakes Maritime Institute, Dossin Great Lakes Museum, Belle Isle, Detroit 7, Mich. The editors cannot be responsible for statements of authors.

**Other communication with the Institute** should go to the Coordinating Director, by mail to the address above, or telephone at LO 7-7441.

**Institute membership** is available by Calendar Year in these forms:

Regular Membership .... \$ 4 annually  
Contributing Membership 5 annually  
Sustaining Membership.. 10 annually  
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Subscription to Telescope is included in membership rights in the Institute. Single copies of Telescope are priced at 35 cents each. The Institute is supported in part by the Detroit Historical Society.

## Meeting Notices

**GENERAL MEETING:** Bill Luke presents a slide program of "Lakers and Salties—Lakehead to Massena". Bill is a master of identifying distant ships from a Bob-Lo forecastle, and his art may rub off a bit on his audience. **Friday, March 29, 8 p.m.,** at Dossin Museum.

**BUSINESS MEETING:** Board of Directors; general membership is welcome to attend. On **Friday, April 26, 8 p.m.,** at Dossin Museum.

## Institute Notes

At the last business meeting, a **nominating committee** was created for the coming elections, headed by Capt. William J. Cowles, of 9210 Louis, Detroit 39. Its other members are Bill Hoey, Bill LaBonville and Emory Massman. We encourage our members to suggest candidates for the Board of Directors in time for the April meeting if reasonably sure their proposed candidates will be willing to serve. . . . Our next issue should contain a full announcement for another Institute **Memorial Day excursion**, this time observing this year's 150th anniversary of the Battle of Lake Erie. Save that date. . . . **Marine Historical Society of Detroit's annual five-day ASSINIBOIA cruise** (see pp. 62-64) sails June 15th from Port McNicoll, and our readers may like to join their good company. Rates (Canadian money) \$90.61 in outside room and \$80.61 inside (children under 12 at half fare —\$45.39 and \$40.39). Checks made out to Canadian Pacific Railway may be sent to Al Bradley, 7035 Army Ave., Detroit 9, Michigan.

## Telescope

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## Great Lakes Maritime Institute

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