

TELESCOPE

April, 1963

Volume 12, Number 3



**Great Lakes
Maritime
Institute**



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



**GB
L**

DULUTH
 Keweenaw Waterway
 HOUGHTON
 MUNISING
 Pictured Rocks
 SOO LOCKS
 St. Marys River
 MACKINAC ISLAND
 St. Clair River
 DETROIT
 CLEVELAND
 BUFFALO
 Niagara Falls
 Welland Canal
 TORONTO
 1000 Islands
 OGDENSBURG
 SEAWAY
 MONTREAL

**GB
L**

Above: SOUTH AMERICAN at Mackinac Island, seen through rigging of yacht IVANHOE of Toronto which had just won the 1961 Port Huron to Mackinac race.

Cover: ERIE QUEEN, host ship for our Memorial Day cruise to Put-in-Bay Island in honor of 150th anniversary year of Battle of Lake Erie (p. 84).

SOUTH AMERICAN, take us away! 75

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Only one steamship line offers tickets to sight-see the Great Lakes afloat from Duluth to French Canada. That is of course the **Georgian Bay Line**. Its familiar flagship

SOUTH AMERICAN is now the Lakes' only ship used exclusively for cruising.

Places to visit have always been the chief stock-in-trade of the Georgian Bay Line. Thanks to lake geography, no more than a day's sailing need lie between ports of call and sights to see. Much can be packed into a week's cruise—visits to large cities, resorts, or just scenery. **SOUTH AMERICAN** features all-outside staterooms, and she carries no freight—not even automobiles. So she exists purely to delight vacationers, going only where they might want to follow.

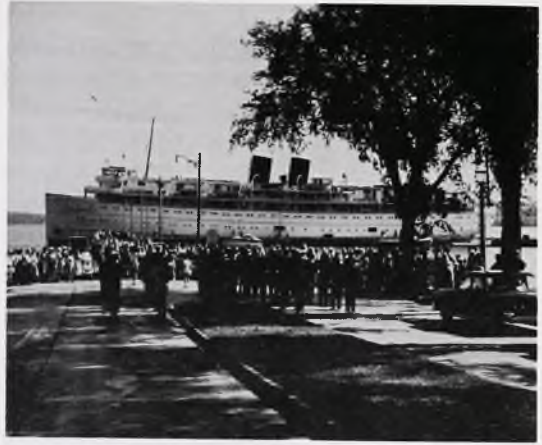
Telescope

Once again this summer SOUTH AMERICAN's main offering will be her ten week-long voyages to Duluth from Buffalo. Her eight hours at Buffalo offer an easy visit to Niagara Falls; this can highlight a weekend excursion from Detroit. The SOUTH's favorite rendez-vous is at Mackinac Island which shares her disdain for automobiles. Its summer hotels and horse-drawn economy give it easy-going turn-of-the-century ways. A turn of another century lies in Mackinac's forts and fur trading post remnants. Further north, Lake Superior's wilderness scenery dominates the voyage: the St. Marys River, the Pictured Rocks near Munising, and the Keweenaw Waterway passage. The SOUTH calls at Houghton, once a great copper port. In contrast, Duluth and the Soo Locks show off modern ore and grain shipping. SOUTH AMERICAN's passengers see the lakes as part of this traffic.

Twice this season the SOUTH will venture further east from Detroit to Montreal. A week's trip comes in mid-June, and a nine-day cruise, just after Labor Day. Locking through the various Seaway and Welland Canal locks punctuates the voyage. Toronto is visited on the September schedule. The scenic Thousand Islands lie in wait at the head of the St. Lawrence. Destination is a "foreign land" where both French and English languages are at home. Montreal is also a modern metropolis whose skyline has just recently burst forth with some of the largest skyscrapers outside New York City. There may be overland trips to Quebec, the various shrines, or the capital city of Ottawa. In each direction, night cloaks a different part of the Seaway, so the return trip is not a "carbon copy."

The SOUTH comes to life each season just about at Tulip Festival time at Holland, Michigan, where she spends her winters. In late May she is busy carrying parties of high school graduating classes. June brings the Seaway cruise as well as some short charter cruises for chambers of commerce, conventions and other organizations. Then come her regular Duluth cruises which occupy the summer months. Labor Day brings the traditional three-day cruise to Mackinac Island from Detroit. A feature of this cruise has long been the "crew show" put on at the Grand Hotel by the college students who are the SOUTH's waitresses, stewards and the like. The second Seaway trip and some other charter trips occupy the SOUTH in September, and in the middle of the month she returns to Holland to winter.

For its half century of service the Georgian Bay Line has little "history" to show. But history is often made with mishaps and discomforts. Season after season of pleasant cruising do not make news. Ironically, no Georgian Bay Liner will include Georgian Bay in its regular rounds this year. And for the first time since the line was founded in 1913, Chicago will not be on its schedules. For the consort NORTH AMERICAN has just been sold for service at Erie, Pa. (see news section with photograph). But the SOUTH should be busy this year doing the work formerly done by the two ships. And for those who have long planned a Georgian Bay Line cruise for "next year," the best time has always been "now." But it is only fair to warn that the experience may be habit-forming.



Above: Bill Hoey's view of the SOUTH leaving Detroit upbound for Duluth. At right: Views by Don Ringwald show the SOUTH in her Lake Superior rounds (prints made by Loren Graham from slides). Top: High School band serenades passengers at Munising. Middle: In the Keweenaw Waterway, which crosses the Keweenaw Peninsula. Bottom: SOUTH AMERICAN gives warning signal to depart from Duluth.

Telescope



Al Bradley, who took the photographs above, is a veteran of five Seaway cruises which he has taken with Mrs. Bradley. At left is SOUTH AMERICAN seen from NORTH AMERICAN in the Eisenhower Lock on the exploratory voyage the twins made in 1958 before the whole Seaway was open. At right is a deck view aboard SOUTH AMERICAN, with the tower at Montreal's Victoria Pier in the background. Below are two views of SOUTH AMERICAN taken on charter excursions of Detroit organizations. At left is a deck view taken in the St. Clair River on the Institute's Memorial Day trip in 1961. At right is another view taken a few days later on Detroit Marine Historical's visit to Bay City. This is taken in the Saginaw River, showing the passing self-unloader BEN W. CALVIN. The SOUTH was then on her way to pick up the Bay City Chamber of Commerce for their annual cruise.



U. S. Army Corps of Engineers

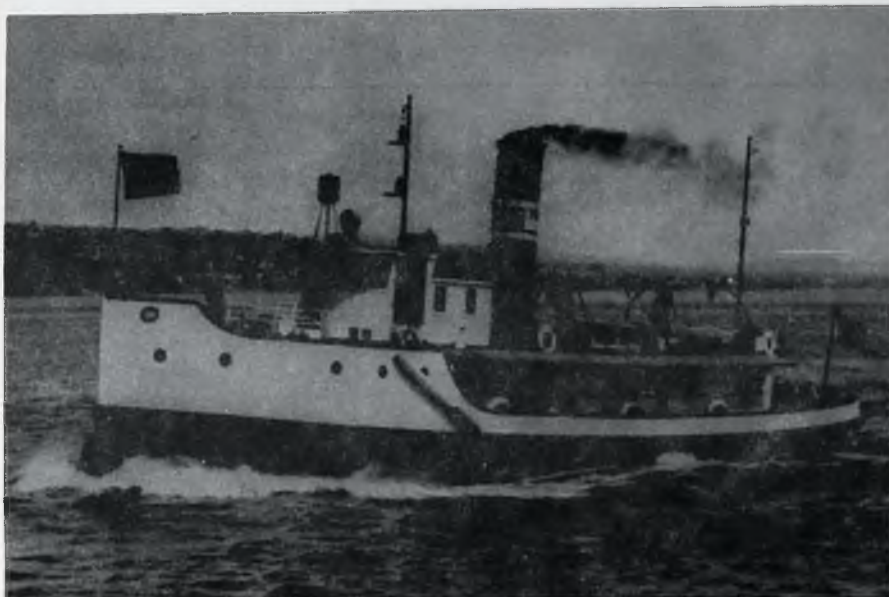
Vessels Built or Operated on the Great Lakes—

Part Four

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

The following list concludes our series on the Corps of Engineers vessels. Its previous parts have appeared in November, January and February issues of Telescope (XI: 244-47 and XII: 14-16 and 32-35).

- SAVANNAH, 1904 Sparrows Point, Md., by Maryland Steel Co. Steel steam hopper dredge, 177 x 38 x 19.
- SCAJAQUADA, 1914 Muskegon, Mich. Wooden gas tender, 82 x 14 x 10.
- SCIOTO, 1912 Toledo by Toledo S. B. Co. Steel towboat, 158 x 31 x 4. Shipped knockdown to Cincinnati and launched for river work.
- SEA HAWK (purchased 1930), wooden motor tender, 64 x 16.
- SEARCH (i) (ex JEFFERSON DAVIS), 1856 Philadelphia, Pa. Iron side-wheel survey ship, 136 x 22 x 8. Later commercial GRACE GRUMMOND (US 85552).
- SEARCH (ii) (ex USS ENQUIRER, ex ENQUIRER, US 136561), 1896 Buffalo, N. Y., by Union Drydock Co. Steel survey boat, ex yacht, 133 x 17 x 10.
- GEN. C. B. SEARS, 1915 Muskegon by Racine-Truscott-Shell Lake Boat Co. Steel steam tug, 110 x 22 x 12. Later commercial tug WARRENGAS (US 266657).
- SEMINOLE, 1913 Racine, Wis., by Racine Boat Co. Wooden gas launch, 35 x 11 x 6.
- SENECA, 1954. Steel diesel survey boat, 35 x 10 x 5.
- SHEBOYGAN, 1924. Steel quarters boat (barge), 80 x 26 x 5.
- MORRIS SHEPPARD, 1907 Racine, Wis., by Racine Boat Co. Wooden gas launch, 35 x 8 x 3.
- SODUS, 1912 Oswego, N.Y. Wooden dipper dredge (barge), 100 x 35 x 10.
- SPEAR (ex THOMAS SPEAR, US 145297), 1882 Green Bay, Wis. Wooden steam tug, 85 x 20 x 10.
- STANLEY, 1944. Steel diesel tug, 86 x 23 x 10.
- SURVEYOR (i)—see COL. ABERT.
- SURVEYOR (ii) (ex LORAIN L., US 141155), 1891 South Haven, Mich. Wooden steam survey boat, 87 x 20 x 8.
- SURVEYOR (iii), 1917 Manitowoc, Wis., by Manitowoc S. B. Co. Steel steam survey boat, 172 x 34 x 12.
- SYCAMORE, 1943. Steel diesel tug, 45 x 13 x 7.
- TANGENT, 1889 Chicago. Wooden gas-powered tender, 41 x 8 x 5.
- TAWAS BAY, steel diesel tender, 45 x 13 x 7.
- TENSAS, 1905 Chicago. Steel sternwheel towboat, 93 x 20 x 5.
- LT. COL. A. C. TIPPIN, 1914 Westlake, La. Wooden gas tender, 81 x 18 x 9.

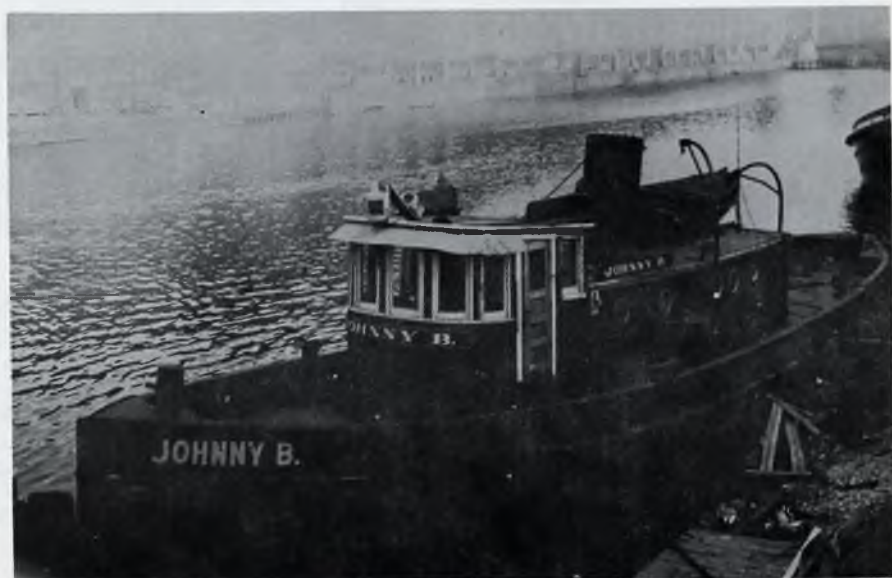


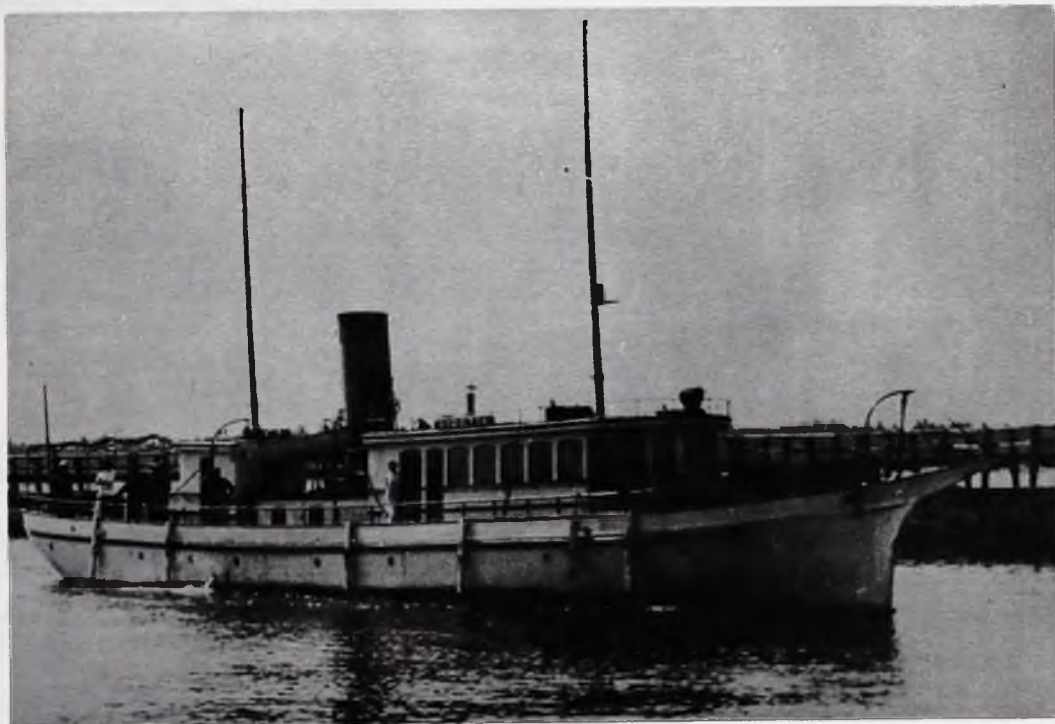
Above: GEN. C. B. SEARS, photo from author's collection. Below: SAVANNAH, photo by the Rev. Peter Vander Linden.

- TOMPKINS, 1931 Sturgeon Bay, Wis., by Sturgeon Bay S. B. Co. Steel derrick barge, 115 x 34 x 7.
- TONAWANDA, 1935. Steel derrick barge, 120 x 44 x 8.
- TORTOISE, 1905 Superior, Wis. Wooden hydraulic dredge, 102 x 24 x 6.
- TWO RIVERS, 1944. Steel diesel tug, 86 x 23 x 10.
- U.S.L.S. NO. 1, 1926 Marinette, Wis. Steel survey launch, 40 x 9 x 4.
- U.S.L.S. NO. 2, 1926 Marinette, Wis. Steel survey launch, 40 x 9 x 4.
- U.S. LAKE SURVEY NO. 1 (ex GEN. G. K. WARREN), 1891 Oshkosh, Wis. Wooden steam tug, 70 x 13 x 6.
- U.S. LAKE SURVEY NO. 2 (ex COMPASS, ex FANNIE H., US 120800), 1890 Bay City, Mich. Wooden steam survey ship, 70 x 14 x 7, acq. 1898.
- VIDETTE (ex NAUTILUS, US 130487), 1886 Poughkeepsie, N. Y. Wooden steam survey boat, ex yacht, 90 x 14 x 10. Purchased in 1897.
- VISITOR (ex US 161685), 1892 Detroit, Mich. Steel steam tug, 80 x 20 x 6. Purchased in 1897.
- WAHKIAKUM, 1913 Ecorse, Mich., by Great Lakes Engineering Works. Steel dipper dredge (barge), 269 x 38 x 10. Shipped knockdown to Portland, Ore., and set up and launched for Pacific Coast service.
- WARRIOR, 1928 Port Clinton, Ohio, by Matthews Boat Works. Wooden gas-powered tender, 48 x 11 x 6.
- WASHINGTON, large steel diesel tug, recently arrived on Great Lakes.
- WEST NEEBISH, 1909 Sault Ste. Marie, Mich. Wooden steam survey boat, 60 x 16 x 6.
- E. S. WHEELER, 1924 N. Tonawanda, N.Y. Steel gas tender, 45 x 11 x 5.
- WILCOX, 1941. Steel diesel tug, 75 x 20 x 11.
- WILLETS POINT, 1926 Kearny, N. J., by Federal Shipbuilding Co. Steel diesel dipper dredge, 200 x 41 x 20. Later U.S.E.C. TAYLOR.
- WILLIAMS (i) (ex CHARLES WILLIAMS, US 126267), 1884 Manistee, Mich. Wooden steam tug, acq. 1891; later U.S.E.C. COL. J. L. LUSK.
- WILLIAMS (ii) (ex BARTLETT H. INGRAM, ex L. T. 456), 1944 Orange, Texas, by Levingstone Shipyards. 135 x 31 x 15. Steel diesel tug. Later St. Lawrence Seaway Development Corp. tug WILLIAMS (US 286518). Sold in 1962 to Government of Pakistan.
- GEN. J. M. WILSON, 1899 Wyandotte, Mich., by Detroit D. D. Co. Steel steam tug, 94 x 20 x 11. Later commercial tug WILSON (US 224175) and SUNBEAM.
- GEN. JOHN M. WILSON, 1899 Toledo, Ohio, by Craig S. B. Co. Steel steam tug, 21 x 15 x 8. Later U.S.E.C. GEN. THOMAS LINCOLN CASEY, commercial tug JAMES J. MURRAY (US 86412) and JOHNNY B.
- WINNECONNE, 1926 Sturgeon Bay, Wis., by Sturgeon Bay S. B. Co. Steel dredge (barge), 101 x 30 x 6.
- WOLCOTT (ex U.S.C.G.C. WOLCOTT), 1926 Bay City by Defoe. Steel diesel survey boat, 100 x 28 x 8. (See Telescope XI:207, 9/62.)
- WRIGHT, 1935. Steel diesel survey boat, 40 x 11 x 5.

Note: During the construction of the St. Lawrence Seaway and the improvement of the Great Lakes Connecting Channels, the Engineers' Corps borrowed the following unit from the Panama Canal and Ry. Co.

PARAISO, 1914 Milwaukee by Bucyrus Corp. Steel dipper dredge (barge), 146 x 56 x 16. Came to the Great Lakes via Mississippi River and Illinois Waterway. Worked in St. Lawrence area and later on Lake St. Clair. Returned to Panama aboard a U. S. Navy LSD in 1961.





Opposite page—above: PARAISSO arriving at Eisenhower Lock in tow of SAN LUIS II. Photo by D. C. McCormick. Below: Tug JOHNNIE B., formerly U.S.E.C. GEN. JOHN M. WILSON, author's photo. This page—above: U.S.E.C. VIDETTE, photo courtesy of William A. McDonald. Below: U. S. Lake Survey vessel WILLIAMS (ii), author's photo.

The Trip

At 9:00 am on May 30th the steamer ERIE QUEEN will depart her Detroit dock, turn and head downriver. We enter the Livingstone Channel at 10:15 and pass Detroit River Light and enter Lake Erie about 10:45. During our cruise across the lake, a friend of the Institute will lead a discussion on the Battle of Lake Erie, which occurred here one-hundred-fifty years ago this year. We arrive at Put-in-Bay at 1:30 pm and have three hours free to visit Perry's Victory and International Peace Memorial National Monument and other island attractions. At 4:30 the steamer will depart Put-in-Bay, and retrace its path across Lake Erie, passing Detroit River Light at 7:15. Here we bear right into the Amherstburg Channel. We will pass Bob-Lo at 7:30, just as the COLUMBIA arrives there for the last trip of the day. The ERIE QUEEN continues up the river, arriving at Detroit by 9:00 pm.

This schedule will be adhered to as closely as practicable, but the Great Lakes Maritime Institute will not be responsible for delays from any cause.

Tickets are ten dollars, available in advance only from:

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

Special Grand EXCURSION THE LAKE ERIE ISLANDS

THE FAST & POPULAR STEAMER **ERIE QUEEN**

Blair A. Cook, Master

FROM
DETROIT
TO
PUT-IN-BAY
AND RETURN

MAY 30, 1963

Departs Detroit 9:00 A.M. Arrive Put-in-Bay 1:30 P.M.
Departs Put-in-Bay 4:30 P.M. Arrive Detroit 9:00 P.M.

TICKETS: \$10.

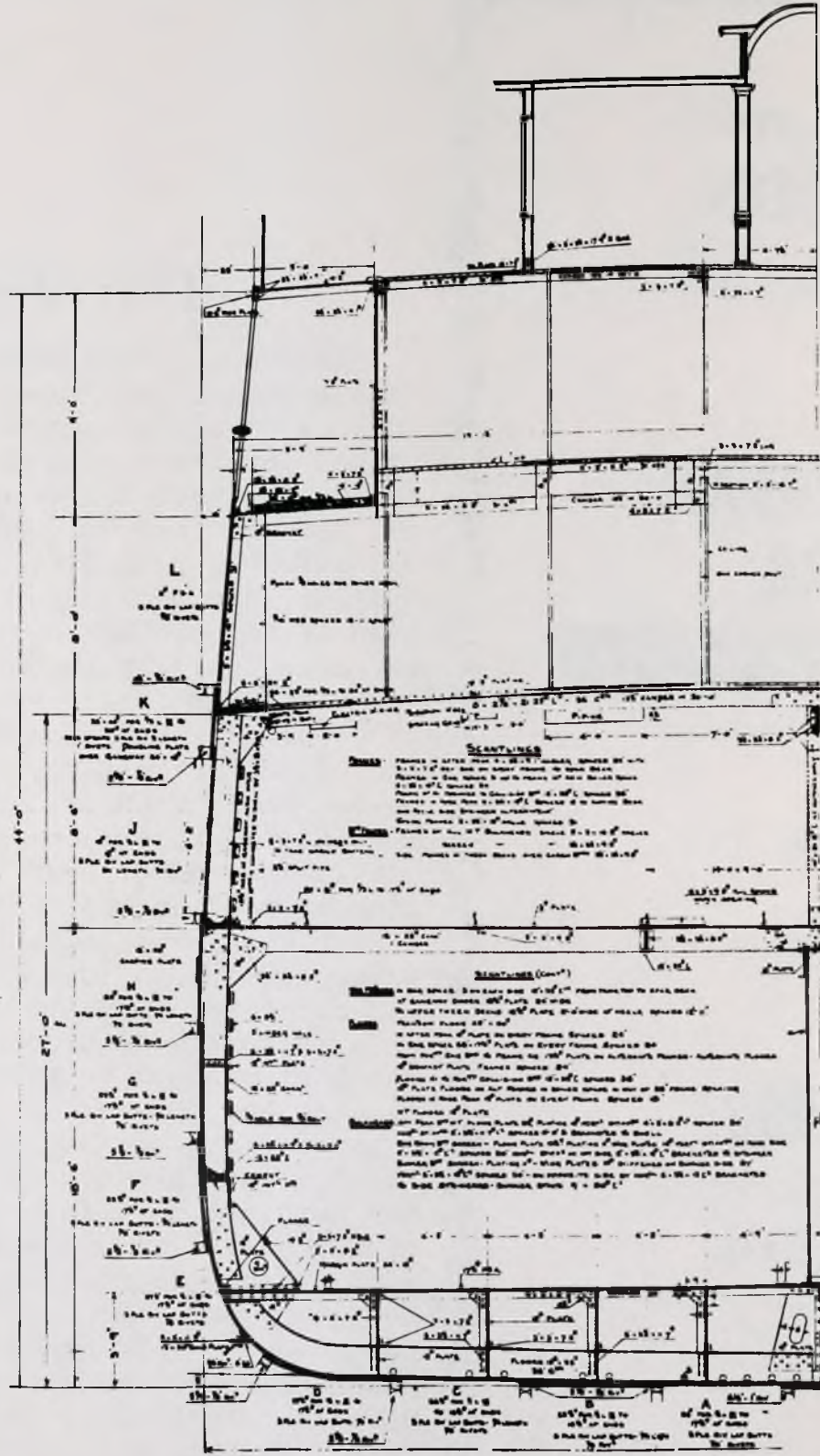
Transportation only.
Tickets in advance only,
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The Great Lakes Maritime Institute
Dossin Great Lakes Museum
Belle Isle; Detroit 7, Michigan

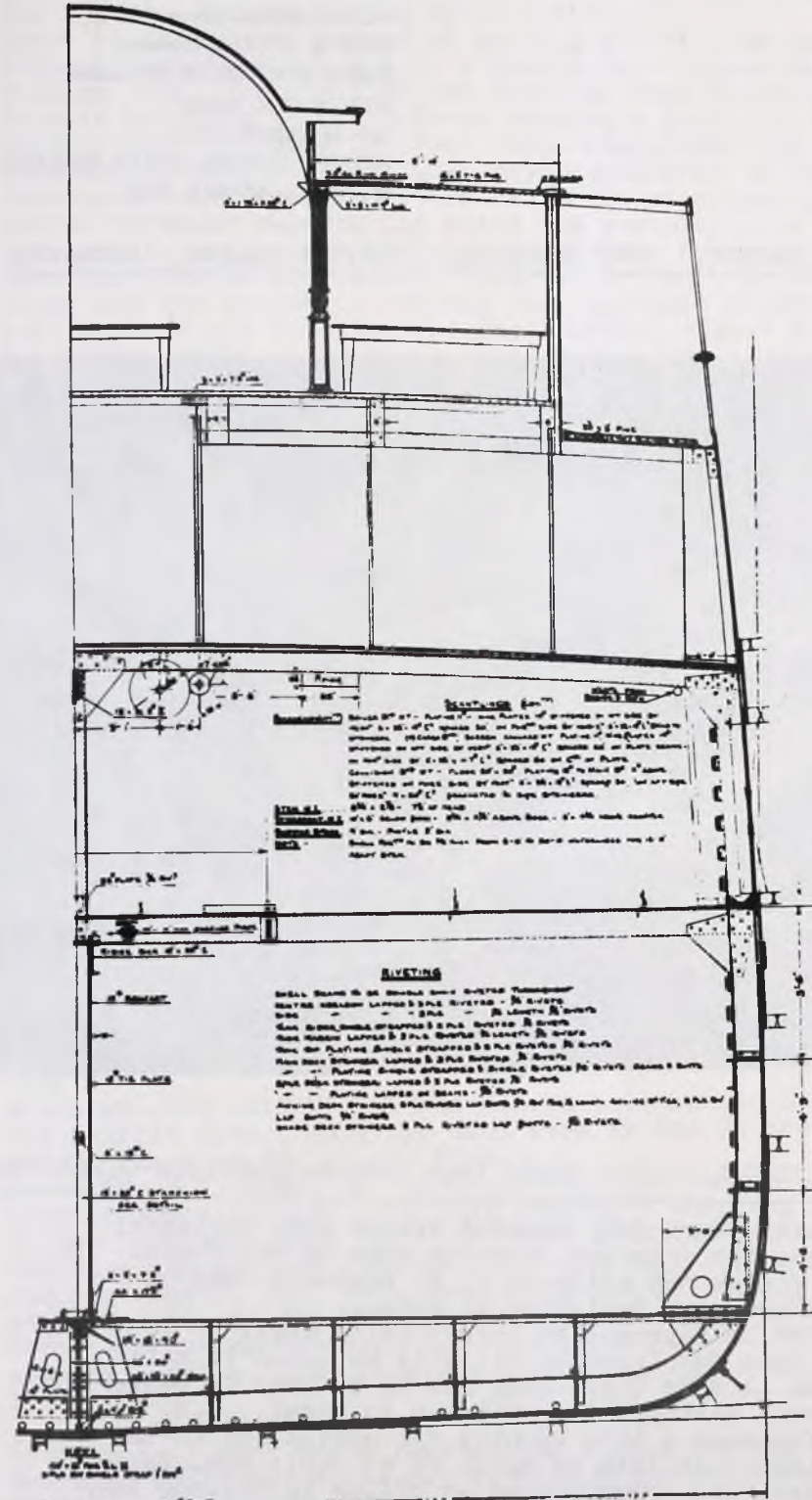
The Ship

The S. S. ERIE QUEEN was built by Rice Brothers at East Boothbay, Me., in 1922 as the passenger steamer BAINBRIDGE for the Benton Transit Co. She sailed for Goodrich Transit Co. during the late 20s and early 30s. BAINBRIDGE was a Beaver Island ferry during the mid 30s and was sold to the Island Transit Co. of Mackinac Island in 1936 for ferry service there. She was renamed ALGOMAH II and was given a major rebuilding at Sturgeon Bay. In 1946 the Island Transit Co. was purchased by the Arnold Transit Co., a competitor. The ALGOMAH II was operated by Arnold until the end of year 1960, when the steamer was put up for sale. In May 1962 the ship was purchased by Wasac Waterways Inc. of Cleveland. The ship was completely rebuilt and refurbished at a cost of over \$100,000. Her name was then changed to ERIE QUEEN at this time as she entered her new service as a charter day steamer. The ERIE QUEEN is 152 feet long over all, powered by her original 3-cylinder triple-expansion engine. This engine is supplied with steam by two hand-fired coal-burning boilers. She comfortably carries 350 passengers. This grand little steamer has been chartered by the Great Lakes Maritime Institute for this special trip. Tickets for the trip are available to members and guests of the Institute.

HAMONIC of 1909



HALF MIDSHIP SECTION, S. S. HAMONIC.



HALF MIDSHIP SECTION, S. S. HAMONIC

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

Great Lakes Marine NEWS

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NORTH AMERICAN, McNutt photo from Museum-Institute Collection

March 1-- A Federal Court jury awarded seaman John Hnylanski \$22,000 in damages for injuries received when he was forced to jump overboard from the mailboat J. W. Westcott when it collided with a Norwegian freighter in 1961...

March 5-- Two 175' self-propelled barges being built by Port Weller Dry Dock Ltd. for Imperial Oil will be named IMPERIAL VERDUN & IMPERIAL LACHINE (ii). They are to be used in bunkering service in Montreal harbor and downstream to Sorel...U.S.

Weather Bureau forecast a late opening for navigation on the northern Great Lakes--as late as April 26 at Sault Ste. Marie.

--Compass Agencies, Inc. have opened an office in Toledo, they represent the vessels of the Head, Crescent, Poseidon and Zim Israel Lines' Great Lakes services.

March 7-- The Price Bros. McClung Division, Price Bros. Co. Toledo, has been awarded a \$299,810 contract for dredging in the Trenton Channel of the Detroit River.

March 9-- A proposal aimed at getting \$30 million worth of shipbuilding work for Toledo & Lorain this summer was made by William Jory, president of the American Ship Building Co. He said he wants to bid without seeking a profit on the construction of three 500 foot ocean freighters. He asked local government, business and labor representatives in Toledo for assurances that operating costs will not rise during the 32 months it would take to build the vessels.... A big marine terminal to serve both Windsor and Detroit is being built on the Canadian side of the Detroit River at Ojibway, Ontario. All the money for the project is coming from European investors. No public funds are involved.....The ALGONAC, oldest bulk carrier on the Lakes, built in 1884, is being reduced to a barge.

March 11-- Gold cane award for the first freighter to arrive in Montreal directly from overseas was won by the Danish freighter THORA DAN....Col. Jeff W. Boucher will become the Army's district engineer in Detroit March 28th. Col. Robert Pfeil, who has commanded the district for the past two years has been reassigned to Washington....The AQUARAMA, may not sail this season. The City of Milwaukee and the owners of the ship are unable to get together on dock charges. As a result the MILWAUKEE CLIPPER may be back at the "old stand" in order to protect the lines common carrier certificate.

March 15-- Shipping interests are worried about levels on the Great Lakes. Lake Michigan is at its lowest level in 10 years. Army engineers forecast a level of about 2½ feet lower for lakes Huron & Michigan.

March 16-- Colorful season's opening ceremonies are held at the Dossin Great Lakes Museum. Members of Sea Scout Ship 1466 raised the colors on the waterside flag pole as Rev. Edward J. Dowling, S.J. invoked a divine blessing on the fleets and the men who sail on the Lakes. Uniformed merchant marine officers, members of Detroit Lodge No. 7 of the International Shipmasters Association were led by Capt. Donald Erickson, master of the motorship, HENRY FORD II. Offshore the fireboat John Kendall and the tug, BONANKA, of the Fuller Marine Towing offered nautical salutes.

March 20--A \$28,679,589 Navy contract to build three destroyer escorts has been awarded to the Defoe Shipbuilding Co. at Bay City.

March 22--The CRISPIN OGLEBAY opened northbound navigation on the Detroit River, carrying coal from Toledo to the Detroit Edison plant at St. Clair, Mich.

March 28--S.T. CRAPO of the Huron Portland Cement Co. leaves Detroit for Alpena to open that company's shipping service..... It has been announced that the NORTH AMERICAN has been sold to the Canadian Holiday Steamship Co. and will run between Erie, Pa. and Port Dover, Ont. This same group had previously been reported as having bought the CITY OF NORFOLK for the same service. Officials of the Georgian Bay Line report that 1963 bookings already exceeds those received for both their ships at this time last year.

(Pardon us.) Last month this editor stated the tug PRUDENCE had been built for World War I. Rick Wright of Akron, has written a long history informing us that she was built in 1900 in Camden, New Jersey.



SEAWAY SHIPS

Caribbean Sky- (c.Ronsard, b. Petit Couronne, a. Wood Lake) T2. tanker. Owned by Superior Shipping Co., Monrovia, has been lengthened 48.6', thereby increasing her tonnage to 14,242 gt., renamed Aspronisos.

Fagerfjell MS. tanker. Transferred from Olsen & Ugelstad, Oslo, Norway to Pteroti Cia Nav. S.A., Greece and renamed--Afaea.

Reina (b. Goya, a.Kamerun) Transferred from A/S Rona (Tollak J. Skogland) Norway, to D/S A/S Svanholm, (Trygve Matland Jr.) Norway, and renamed--Svanholm.

Ridgefield- (d. Caldwell, c. Anniston, b. Lone Star State, a. James A. Butts) Owned by the Ridgefield Nav. Co. Ltd., Liberia, was reported Dec. 18, 1962 to have gone aground at the east end of Grand Cayman. She later broke up and became a total loss.

Anna O.- (b. Llanishen, a. Rye Cove) T2. tanker. Sold by Caribbean Shipping Corp., Liberia, to Spanish shipbreakers for scrapping, arrived Castelon, 12/25/62.

Sag Harbor- (c.Atlanticus, b. Governor Kilby, a. Jeremiah H. Daily) Sold for scrapping by U.S. Dept. of Commerce, to Schiavone Bonomo Corp., Jersey City, New Jersey, 4/9/62. Arrived at breakers yard 5/27/62.

Starstone - Sold by Alvada Shipping Co. Ltd., London to Japanese shipbreakers, arrived Nagoya, 2/4/63.

Pagasitikos - (e.Andros Champion, d. Appolonius, c. Gayety, b. Paco, a. Oscar F. Barrett) Transferred from Overseas Carriers Corp. to Portorrafti Cia. Mar. (both Greece) and renamed...Portorrafti.

Wavecrest - MS transferred from Newcrest Shipping Co. Ltd. Nassau to Cia De Nav. Ensenada (Greece) and renamed George M. Embiricos.

Johann Collett - MS. Owned by Albert Collett, Norway, sank 2/6/63, in a position 48.39 N., 3 W., while being towed by the French tug Abeille No. 10, in the direction of Cherbourg. She had sent out distress signals the previous day after her cargo had shifted and she had been in difficulties north of Guernsey. Her crew was saved.

Fugue - (a. New London) T2. tanker. Sold by Lexington Transport Corp., Monrovia, to Japanese shipbreakers, left Kokura 1/11/63 for Innoshima.

Cecilia Falkland - MS. transferred from Axel Falkland, (Swe.) to Deutsche Seereederei (East Germany) and renamed Oder.

Opposite page: Two views (above) by Lloyd Chapman show Dossin Museum "Opening of the Season" ceremony, with tug BONANKA and fireboat JOHN I KENDALL standing by. Below is Bill Hoey's view of ALGONAC losing her superstructure during conversion to a barge.



Curator's Corner

BY
ROBERT E. LEE
CURATOR
DOSSIN GREAT LAKES MUSEUM

While many of us are inclined to view the Great Lakes as part of a vast national transportation asset, give our attention to the commercial shipping aspects presented, then give no further thought to the matter, it is also important to realize that these waters are a prime recreational asset. This should not be overlooked at the Dossin Museum, for the very name reminds us that the Museum exists because of the generosity and interest of the Dossin family whose interest was in powerboat racing. A more visible evidence of this connection will exist before the end of 1963, by which time a building addition will have been constructed to hold and display the famous Gold Cup racer MISS PEPSI.

By way of reporting, this addition to the building will be started, probably within this month, and is scheduled for dedication on Detroit's Birthday, July 24th.

But the real point of this discourse lies in an entirely new area of exhibiting that we entered with our "Marine Engine Show" that ran from March 30 through April 7. The title is a bit misleading, particularly to steam engine fans, for this was a show of pleasure craft outboard and inboard engines. Nine manufacturers in cooperation with Marina News co-sponsored the show.

The most spectacular feature of this effort has been the vast interest it has engendered in the Museum. Sunday, March 31, broke all previous single-day attendance records by nearly doubling the number of visitors on one day! It helped to bring the March total to 29,027...compared to 12,700 for the same month last year. It is of more than passing interest that at some time during the month we entertained our one-half-millionth visitor. We feel justification for pride. We also feel justification for more shows of this type, directed to interests, other than pure shipping, that are waiting for recognition.

To those who are "inland" and who wonder what the picture out of our window looks like, we are happy to report that the ice seems to have departed. In spite of an appeal from a Buffalo member, we did ship another batch of the frozen stuff their way at the end of the month, and haven't seen any since. In place of the ice there are ships again, and it is mighty good to see them. CRISPIN OGLEBAY was first to pass upbound. S. T. CRAPO was a day or two later, but was first to depart Detroit and first to go up Lake Huron. IMPERIAL CORNWALL passed down on her way to Walkerville, blowing a sassy and beautiful salute as she passed.

Picture Pages: 1

By Emory A. Massman, Jr., and
the Rev. Edward J. Dowling, S. J.
(See data on page 95)

PASSENGER SHIPS

Above: PILGRIM of 1888 (Photo courtesy Mr. Fred Trefla--EJD c.)
Below: ARROW of 1895 (Massman collection)



Picture Pages: 2

By Emory A. Massman, Jr.
(See data on next page)

FREIGHTERS: Two ships form breakwater at Gordon Park, Cleveland
This page—top: WILLIAM EDENBORN (left) and JAMES J. HILL
Middle—close-up view of break in EDENBORN's hull amidships
Bottom—EDENBORN in Detroit River, early '50s (Bugbee photo)
Opposite Page—two close-up views of WILLIAM EDENBORN in winter
quarters some years ago, photos by Don Baut



Picture Pages: Data

PASSENGER SHIPS—Above: PILGRIM (US 150433). Built 1888 at Saugatuck, Michigan, by R. T. Rogers. Passenger and freight "propeller", wood. Steeple compound engine, 14"-28" x 20" stroke, by Montague Iron Works, 1888. Owners: Rogers & Bond, Saugatuck; John Thompson, St. Clair, Mich. Stranded, Lake Huron, above Port Huron, April 29, 1907, and abandoned.

Below: ARROW (ii) (US 107155). Built 1895 at Wyandotte by Detroit S. B. Co. Measurements: 165' x 28' x 9.5'; 365 gross tons, 182 net tons. Beam engine from steamer JAY COOKE, 40" x 108", by W. & A. Fletcher, 1868, and rebuilt 1889. Owners: (1) Sandusky & Islands SS Co.; (2) Arnold Transit Co.; (3) North Shore SS Co.; (4) Owned in West Indies in 1940s. Burned at Sandusky, 1922, rebt. '23.

FREIGHTERS—WILLIAM EDENBORN (US 81702). Built 1900 at West Bay City, Mich. Measurements: 5,186 gt; 4,127 nt; 478' x 52' x 25.1'. Engine: Quadruple expansion, 16½"-25"-38½"-60" x 40". Owners: (1) American SS Co. (operated by Wolvin—no relation to Boland & Cornelius); (2) Pittsburgh Steamship Co. Converted to breakwater at Gordon Park, Cleveland, in November, 1962.

JAMES J. HILL (US 77409). Built 1900 at Lorain by American Shipbuilding Co. Measurements: 5255 gt; 4058 nt; 478' x 52' x 24.9'. Engine: Quadruple expansion, 16½"-25"-38½"-60" x 40". Owners: (Same information as for WILLIAM EDENBORN).

Two other sisterships were JOHN W. GATES and ISAAC L. ELLWOOD.



Institute membership is available by Calendar Year in these forms:

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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.

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.

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.

Meeting Notices

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

Don't Give Up The Trip ... To Put-in-Bay on Memorial Day on the ERIE QUEEN (See Pages 84-85)

We are grateful to Bill Moss for the handsome drawings in the last issue, and to Bob Davison for the care he took in printing them. We should correct several errors in the text of that issue, however. On page 65, MILWAUKEE should not be listed with the Lehigh Valley fleet, as this was merely administrative shuffling of the Railroad Admin. in World War I. On page 71, tug BRUDNICK does not belong with the World War I Shipping Board tugs of 142-foot length, but was both smaller and older. On page 53, draft is given for ASSINIBOIA and depth for TIONESTA, sisterships. On page 58, TIONESTA should be placed at Marquette instead of DuSuth; and on page 55, TIONESTA came out with her parlors topside, but without the shaded promenade, added later.

Telescope

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