

TELESCOPE

August, 1963

Volume 12, Number 6



**Great Lakes
Maritime
Institute**



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

Meeting Notices

BUSINESS MEETING of the Board of Directors will be **Friday night, Aug.**

23, 8 p.m., at Dossin Museum. General membership is welcome.

GENERAL MEETING: Carlis J. Stettin, Executive Director of the Port of Detroit Commission, will be our speaker. **Friday night, Sept. 27,** at 8 p.m., at Dossin Museum.

In This Issue:

COVERS—Front: Dan Weber's steam launch **SILVER STAR** is seen in a stern view, with Richard Cordo (left) and Chief Engineer John Schmitt.

Back: This line drawing of D&C's **CITY OF DETROIT** of 1889 (later **CITY OF DETROIT II** and **GOODTIME**) is by Father Dowling, and forms a light blue background to the Institute's stationery.

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The Great Lakes Maritime Institute

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



Above: A bow view of SILVER STAR shows her owner at the helm.

SILVER STAR

By Dan M. Weber

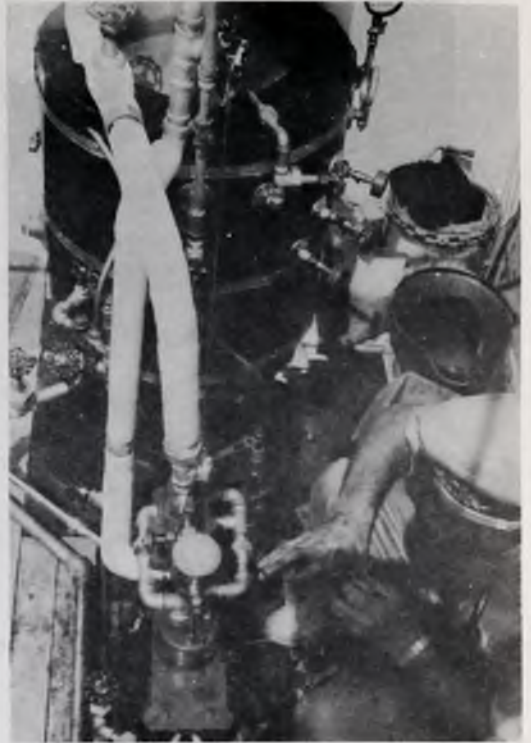
Photographs by William A. Hoey

When the CANADIANA ceased operation in Toledo in 1959, there was one way for a landlubber to continue riding with steam:

Build a steam launch.

After two years of dreaming, planning, and locating components, construction began in March, 1962. Technical assistance came from Norbert Keeley, a boiler inspector with prior Great Lakes and salt water marine engineer experience. Many heartaches, backaches and headaches were encountered before launching took place on October 5th. The name "SILVER STAR" was chosen for the steam launch, derived from the White Star Line. During one month of operation, SILVER STAR carried forty passengers, appeared on WTOL-TV, and was written up in the Toledo Blade.

Just being a "steamboat buff" does not qualify one to operate the machinery. But there were several engineers available, in addition to Mr. Keeley: John Schmitt (recently-retired Reiss Steamship Co. Chief Engineer); Jack Myers (our fellow member and Grand Trunk locomotive mechanic); and Emory Fabos (stationary engineer at my office). Fellow member Eddie Zentgraf served as oiler, coal passer, and deck hand (a non-union boat) on several occasions.



Left: SILVER STAR has no problem of hot stokeholds. Here the author (at left) and Chief Engineer John Schmitt stand in their open-air engine room. **Right:** A closer view shows engine and boiler as well as (upper right) coal bunker and ash pit.

Since it is difficult to buy a steam launch, component parts must be scrounged, purchased, or custom made, and then assembled. This task has discouraged many would-be launch owners. SILVER STAR has among its components the following:

Hull—22' x 6' double-ended lifeboat, built 1916 by Great Lakes Engineering Works.

Engine—3" x 3" double cylinder Kriebel oscillator (7 h.p.) vintage 1890s, from a Lake Michigan fish tug. 200 RPM estimated as maximum output.

Boiler—3 h.p. vertical fire-tube (16 of 2" diameter), built 1932. **Lubricator and List of Engine Signals**—ex of Nicholson Transit Co. steamer CANOPUS.

Blowdown valve and Water glass—ex Interlake's JAMES C. WALLACE.

Main whistle (three tone)—Great Lakes Towing Company.

Four Tube Chime—Gabriel Auto horn, vintage 1902.

"Beep" whistle—low water alarm from large boiler.

Whistle pull—ex Straits Ferry CITY OF PETOSKEY

Life jackets—ex CANADIANA and PERE MARQUETTE NO. 10

(Continued on page 179)

The Oakes Fleets

BEAVER STEAMSHIP COMPANY

CADILLAC STEAMSHIP COMPANY

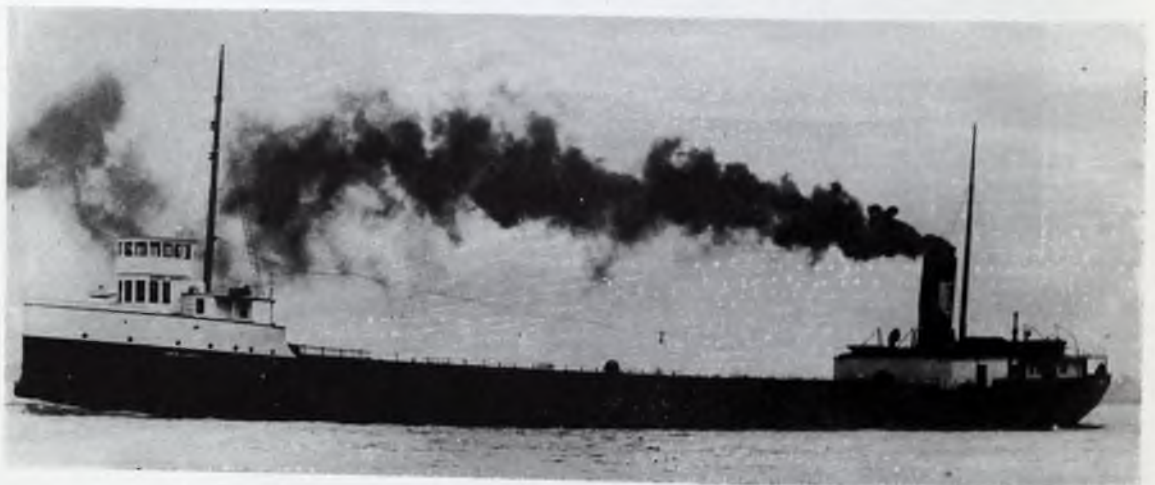
COMMONWEALTH STEAMSHIP COMPANY

FRANKLIN STEAMSHIP COMPANY

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

H. K. Oakes of Cleveland managed various bulk freighters for approximately twenty-five years after 1910. The following vessels are known to have been in this management at various times.

- B. F. BERRY (US 204981), 1908 Lorain, Ohio, by American Shipbuilding Co. 480 x 52 x 30. Sold Canadian in 1922; later BERRYTON (Can. 141676), VISCOUNT BENNETT and C.A. BENNETT. Still in the Misener fleet.
- EDWARD J. BERWIND (US 224139), 1924 River Rouge, Michigan, by Great Lakes Engineering Works. 594 x 62 x 32. Renamed MATTHEW ANDREWS (iii), 1963. In service.
- EDWIN L. BOOTH (ex DAVID M. WHITNEY, US 157601), 1901 Wyandotte, Michigan, by Detroit Shipbuilding Co. 413 x 51 x 28. Later G. N. WILSON (i), THOMAS BRITT (ii) and BUCKEYE. Still in the Columbia fleet.
- E. J. EARLING (US 203108), 1906 West Superior, Wisconsin, by Superior Shipbuilding Co. 535 x 55 x 31. Later ROBERT B. WALLACE and PETER ROBERTSON. Presently active in Republic Steel Co. fleet.
- EMORY L. FORD (US 214318), 1916 Lorain, Ohio, by American Shipbuilding Co. 580 x 60 x 32. Inactive early this season, but recently reported chartered to Gartland and back in service.
- FRED G. HARTWELL (ii) (US 221641), 1922 Lorain, Ohio, by American Shipbuilding Co. 596 x 64 x 33. Later MATTHEW ANDREWS (ii) and GEORGE M. CARL (ii) (British or Canadian). In service for Misener Holdings, Ltd.
- HERBERT K. OAKES (ex MILINOKETT, US 204398), 1907 Ecorse, Michigan, by Great Lakes Engineering Works. 504 x 52 x 31. Later STEELTON (ii) and CORNWALL. Scrapped at Hamilton, 1950.
- ABRAHAM STEARN (US 202876), 1906 West Superior by Superior Shipbuilding Co. 525 x 55 x 31. Later EDWARD N. SAUNDERS, JR. (i), JOHN C. WILLIAMS, MICHAEL K. TEWKSBURY and OUTARDE (ii) (British). In service for Tribune fleet.
- E. H. UTLEY (US 207568), 1910 Wyandotte, Michigan, by Detroit Shipbuilding Co. 504 x 54 x 31. Later CAMBRIA (ii). Recently converted into a craneship. In service.
- WESTERN STAR (US 200376), 1903 Wyandotte, Mich., by Detroit Shipbuilding Co. 416 x 50 x 28. Later GLENISIA (Can. 200367) and lengthened to 494' in 1924; later PRESCOTT. Recently reported sold for scrap.





Opposite Page—Top: EDWARD J. BERWIND (now MATTHEW ANDREWS iii), Young photo. **Middle:** HERBERT K. OAKES (now scrapped), Young photo. **Bottom:** EDWIN L. BOOTH (now craneship BUCKEYE), Pesha photo. **This Page—**E. H. UTLEY (now craneship CAMBRIA), Pesha photo.

STEAM LAUNCH "SILVER STAR" (Continued from page 176)

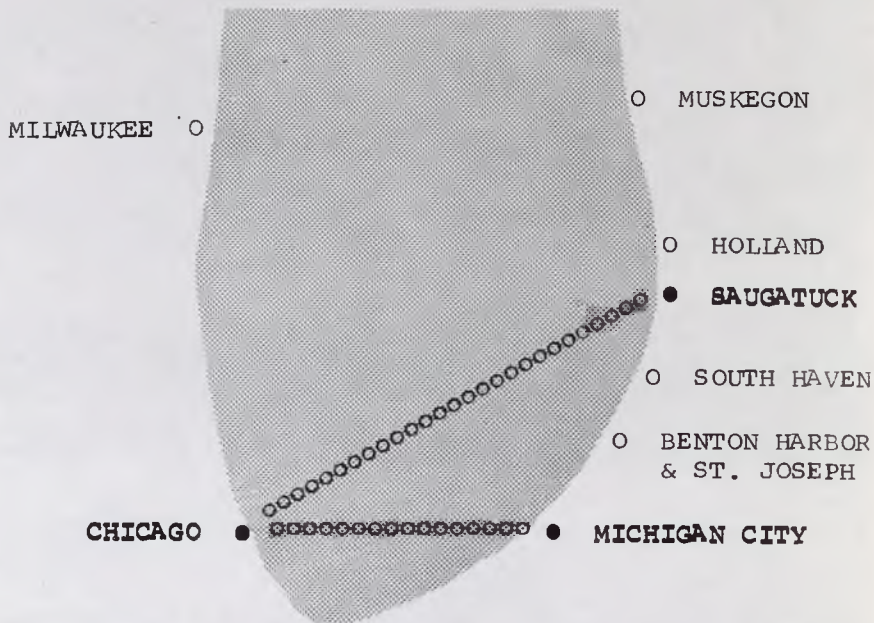
Donations from the above-mentioned engineers, neighbors, friends and others interested in this novel craft have been of great help in getting outfitted.

Speed Trials ranged from top speed of 12 m.p.h. with only the two-man crew aboard, to a cruising speed of 7 m.p.h. with the addition of three passengers. Steam engines are quiet running, slow turning, and require an over-square propeller (18 x 28 replaced 14 x 10 of prior gas engine). Keeping up the steam was a bit difficult, and for longer cruising this year the boiler is being jacketed, steam lines insulated, and a piston pump made for boiler feeding. Chief Schmitt has been most helpful with machine work and installation of these items. Despite the simplicity of steam in operation, the boiler and machinery need the skilled hand of a steam engineer for proper assembly and smooth operation.

Steam launching is a new experience in small boat handling. Two other launches were completed last year—one at Bolles Harbor, Michigan, and the other at Maumee River Yacht Club. Anyone wishing a ride this summer is requested to write the author (3080 121st St., Toledo 11, Ohio) or phone (726-1961) before coming to Toledo.

Two Lake Michigan Lines

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



1. CRAWFORD TRANSPORTATION CO.

This fleet was owned and operated by Daniel Crawford of Chicago in the passenger and fruit service between Chicago and Saugatuck, Michigan, in the early years of the present century. As far back as 1875 Crawford had been associated with John Graham and J. Stanley Morton in the establishment of Graham & Morton Transportation Co. Crawford was well known in Chicago business circles, and Crawford Avenue (4000 west), now called Pulaski Road, had been named in his honor. The following passenger ships were in the Crawford fleet regularly, while a few others may have been chartered briefly at one time or another.

ARUNDELL (US 105784), 1878 Buffalo, New York, by David Bell Steam Engine Works. Iron propellor, originally 136 x 24 x 11, and later lengthened to 167 feet. Burned at Saugatuck, 10-18-1911. Was to have been renamed KENTUCKY in that year.

DARIUS COLE (US 157173), 1885 Cleveland, Ohio, by Globe Iron Works. Iron sidewheeler, 201 x 32 x 9. Beam engine built in 1848 by Hogg & Delameter for ARROW (i), and later serving in GEORGE L. DUNLOP of 1864. DARIUS COLE was later renamed HURON and COLONIAL. She burned off Barcelona, N. Y., 9-1-1925, three lives lost.

MACKINAC (US 206658), 1909 Ferrysburg, Michigan, by Johnston Bros., for Arnold Transit Co., from whom Crawford chartered the vessel on and off for several seasons. Steel propeller, originally 138

x 28 x 12. Went to Atlantic coast c. 1916, and was later lengthened to 162 feet. Renamed WOONSOCKET in early thirties, and reengined with a Fairbanks Morse diesel engine in 1936. In service out of Baltimore as of 1962.

TENNESSEE (ex H. W. WILLIAMS, US 95952), 1888 South Haven, Michigan, by Williams. Wooden propeller, originally 140 x 28 x 10. Lengthened in 1910 to 171 feet, and renamed TENNESSEE. Later PERE MARQUETTE 8. Burned at Manistee, 10-26-1927.

2. INDIANA TRANSPORTATION CO.

This fleet was operated in the excursion and light freight service between Chicago and Michigan City, Indiana, in the first quarter of the present century.

INDIANAPOLIS (US 200920), 1904 Toledo, Ohio, by Craig Shipbuilding Co. Steel propeller, 180 x 32 x 18. Went out to Puget Sound in 1906 and remained in service there until about 1940 when she drops out of U. S. Registry.

MARY (US 91493), 1882 Marine City, Mich., by W. B. Morley. Wooden propeller, 126 x 20 x 9. Served on the St. Clair River until about 1902 when she went to Lake Michigan. Went to Atlantic Coast around 1905, and burned at Chelsea, Mass., 4-12-1908.

ROCHESTER (US 207073), 1910 Wyandotte, Michigan, by Detroit Shipbuilding Co. 246 x 42 x 15. Steel twin-screw passenger vessel for Lake Ontario service of Richelieu & Ontario Navigation Co. of U.S.A. Chartered by Indiana Trans. Co. around 1916. Sold Canadian, 1918, and renamed CAPE ETERNITY, GEORGIAN and Chinese HAIN (1946).

THEODORE ROOSEVELT (US 202941), 1906 Toledo, Ohio, by Toledo Shipbuilding Co. Steel day excursion boat, 276 x 40 x 26. Very fast and fine appearing. Later U.S.S. THEODORE ROOSEVELT and THEODORE ROOSEVELT. Scrapped at Milwaukee in 1950.

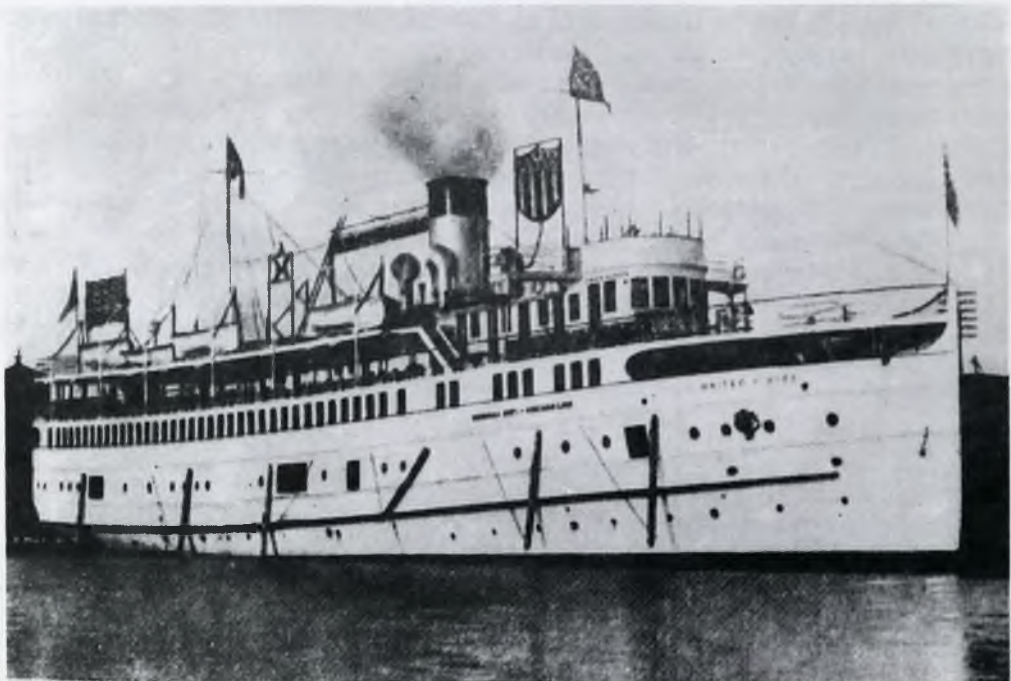
SOO CITY (US 116217), 1888 West Bay City, Michigan, by Wheeler. Wooden propeller, 171 x 33 x 12. Chartered by Indiana Transportation Co., c. 1906. Foundered off Cape Race, N. F., 11-14-1908, while bound from Chicago to Galveston; twenty-two lives lost.

UNITED STATES (US 206330), 1909 Manitowoc, Wisconsin, by Manitowoc Drydock Co. Steel propeller, 193 x 41 x 16. Went to the coast early in World War I and was lengthened to 247 feet at New York in 1917, and a second dummy stack added. Sold Canadian (Can. 154476), c. 1930, and renamed BATISCAN and converted into a ferry for use on the St. Lawrence River. Scrapped 1944 at Sorel, P.Q.

Correction: In our list of the Standard Oil Fleet, in TELESCOPE, June, 1963, we stated on page 128 that the barge GOTHAM 84 (ex S. O. CO. NO. 84) had been scrapped in 1945. True, her commercial document was withdrawn at that time, but she was sold to the U. S. Government. She returns to commercial status in a redocumentation in 1955, as the scow GOTHAM, owned by Merritt-Chapman and Scott, with new dimensions of 124 x 43 x 8.4; 277 gross tons and 256 net. Evidently the hull has been cut down and the bow and stern removed. Thanks to William A. McDonald for calling our attention to this.

TWO LAKE MICHIGAN FLEETS

Above; Crawford Transportation Company steamer TENNESSEE. **Below:** Indiana Transportation Co. steamer UNITED STATES. See p. 180-81.



Curator's Corner

By Robert E. Lee, Curator,
Dossin Great Lakes Museum

Delays (much beyond our control) have caused us to forsake the original July date for dedication of the Museum's new wing. Thus this column will reach you at about the time we are actually opening the "Miss Pepsi Pavillion". It seems fitting to include some of the illustrious history of the boat at this time, so here goes.

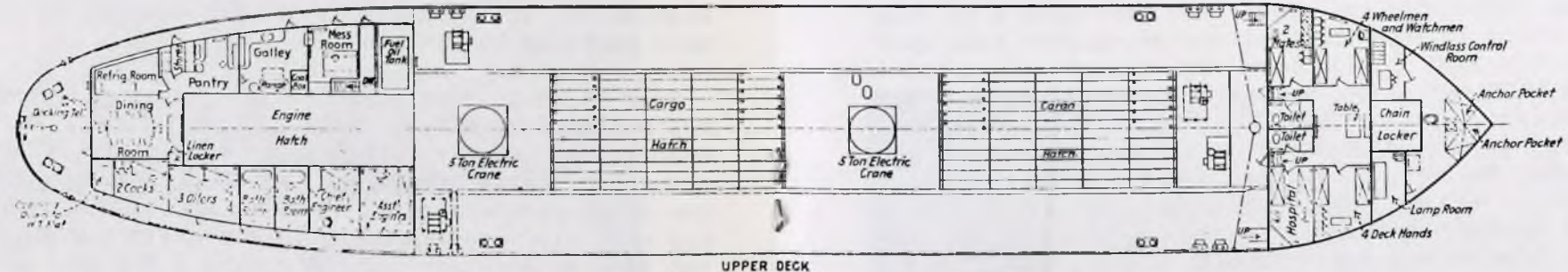
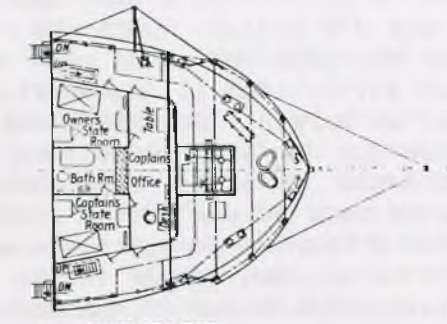
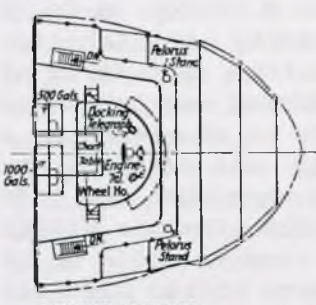
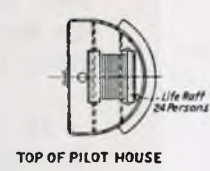
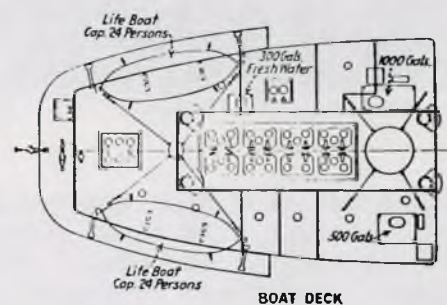
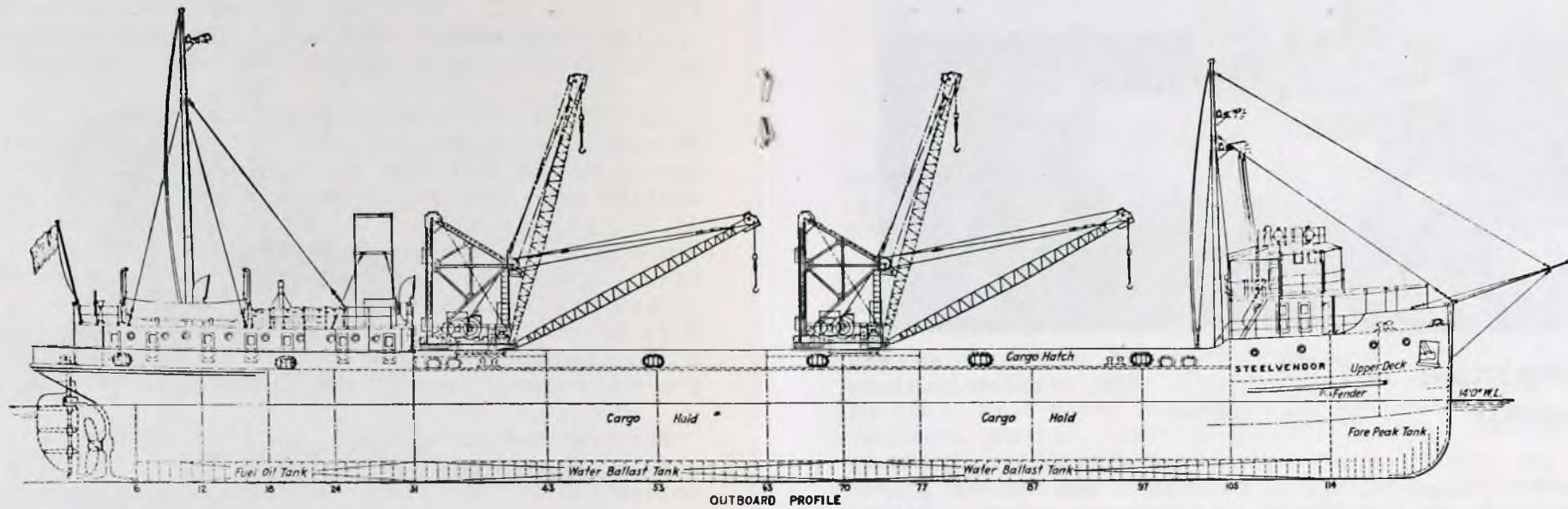
MISS PEPSI is an unlimited multiple step hydroplane, built at Kawkawlin, Michigan, in 1950, by Lester Staudacher. She was a design by the late John L. Hacker, Naval Architect. Her vital statistics are: Length, 36 feet; width, 9 feet 3 inches; dry weight, 10,500 pounds. She is constructed of oak, spruce, teak, mahogany and aluminum. Her fuel capacity is 230 gallons, and 40 gallons of oil. Engines are 1,710 cubic inch Allison aircraft type, connected in tandem, delivering 3,500 h.p. at 4,000 r.p.m. through a 2.92 to 1 ratio gear box. Propeller shaft is 1½ inch diameter, fitted with a 13½ inch propeller carved from a single block of stainless steel. The two engines burn 115/145 octane aircraft gasoline.

The boat was brought out in 1950 and became the first boat to qualify at more than 100 m.p.h. (103 m.p.h. at Harmsworth qualification run). Her first race was the Silver Cup at Detroit, where she won four of five heats, set a new heat record of 107.394 m.p.h., a new lap record of 107.654 m.p.h., and won the Lt. James J. Meehan Trophy. Later in 1950 she won the President's Cup Race at Washington, D. C., while setting a new heat record of 88.725 m.p.h. and a new lap record of 95.038 m.p.h. She further distinguished herself in her first year by becoming a member of the Gulf 100 Mile Per Hour Club!

In 1951 MISS PEPSI was National High Point Winner in the American Power Boat Association, winning five first places. These races won were the Detroit Memorial Race at Detroit, the Maple Leaf Trophy Race at Windsor, Ontario, the Steel Cup Race at Pittsburgh, Pa., the Silver Cup Race at Detroit, and the President's Cup Regatta at Washington, while setting a new heat record of 101.02 m.p.h. in the Gold Cup Race at Seattle, Washington.

Four times in 1952 MISS PEPSI achieved first place, and once more was National High Point Winner. Her firsts were in the Detroit Memorial at Detroit, the Maple Leaf Trophy Race at Windsor, the Silver Cup, again at Detroit, and the President's Cup at Washington. She set a race record of 84.472 m.p.h. in the latter. In the Gold Cup that year she was both highest qualifier at 103.746 m.p.h., and had fastest heat at 101.024 m.p.h. She also won the Aaron De Roy Plaque and the Martini and Rossi Perpetual Trophy.

During her entire career she had but one driver, Detroitier Charles F. (Chuck) Thompson. The records of boat and driver were one, and among all their other records they were the only boat and driver ever to win the President's Cup in three successive years. This is the boat to be on exhibit at our museum. She is **quite** a boat.



General Arrangement Plans of Motorships Steelvondor and Steelmotor

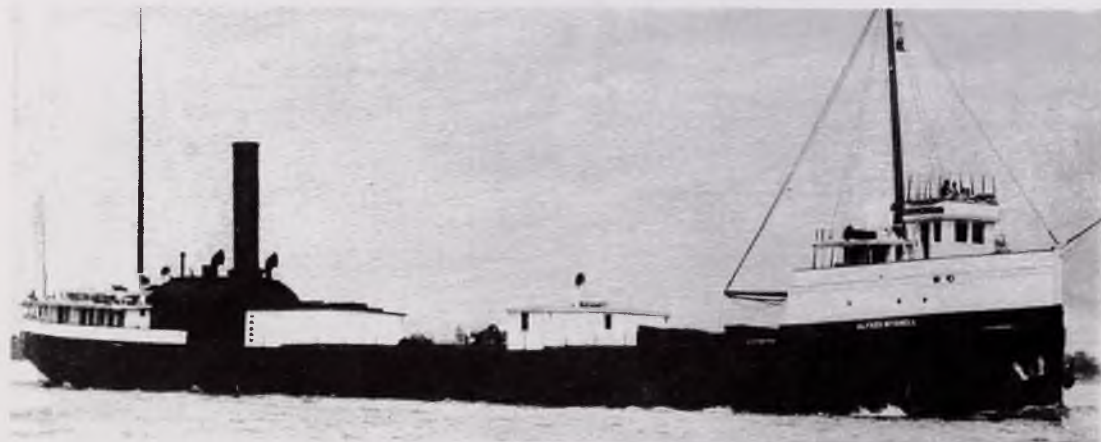


The Big Splash

By William A. McDonald

Launch of ALFRED MITCHELL at St. Clair, Mich., 1900. Photo courtesy of Fred Landon

ALFRED MITCHELL (US 107551) was a wooden bulk freighter, built by Simon Langell at St. Clair, Michigan, in 1900. She was one of the last of the larger wooden freighters on the Great Lakes. Dimensions: 255' x 39' x 21'; 1751 gross tons and 1520 net tons. Powered by a fore and aft engine built by Samuel F. Hodge & Co. of Detroit. ALFRED MITCHELL was owned and operated by the Lakeside Steamship Company (J. O. Langell, Manager), with home port first at Detroit and later at Duluth. In 1917 ALFRED MITCHELL was taken to the Atlantic coast for the war effort, and had to be shortened by a few feet for the canal passages. This shortening was effected by cutting her fantail back to the rudder post, so that when she left the lakes she had a temporary square stern. After the war ALFRED MITCHELL was sold to Belgian owners (1919) and renamed ISIA DE LA REUNION. Our illustration below (Pesha photo) shows ALFRED MITCHELL in her original appearance.



Great Lakes Marine NEWS

Correspondents

GEORGE AYOUB, Ottawa
 FRED W. DUTTON, Cleveland
 EDWIN SPRENGELER, Milwaukee
 OTTO STREK, Detroit
 DAN M. WEBER, Toledo
 PETER B. WORDEN, Sault Ste. Marie, Mich.
 RICHARD J. WRIGHT, Akron

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News photographs coordinated by William A. Hoey, 1421 Langley, Clawson, Michigan. News and photo contributions are welcomed.

July 1—A collision with the ferry SAM McBRIDE in Toronto harbor caused extensive damage to a sailing yacht. No one was injured. Damage to the ferry was slight. ...Senator E. L. Bartlett (D) of Alaska has proposed an amendment to the Merchant Marine Act which would give Great Lakes vessel operators some of the breaks enjoyed by their salt water brothers. The amendment would allow credit for obsolete vessels, construction differential subsidy, creation of construction reserve funds.

July 2—Services were held in Ludington, Michigan, for Captain Allan Hoxie, who passed away at age 83. Captain Hoxie was a veteran of fifty-eight years on the lakes and was captain of MILWAUKEE CLIPPER from 1941 until his retirement in 1955. ...Detroit Mayor Cavanaugh has warned the public and private factions that Detroit will develop the waterfront alone if the 65-year fight over financing and jurisdiction blocks joint efforts. "We cannot delay any longer," said the Mayor. "We're going to ask for help from private developers, but if we don't get it, we'll do it ourselves." ...Ford freighter ERNEST R. BREECH was temporarily trapped in the River Rouge when a 100-foot barge owned by the Michigan-Ontario Marine Service sank in the river. The barge, loaded with fill dirt, sank about 700 feet north of the Jefferson Avenue bridge.

July 7—Seven skin divers from Ottawa narrowly missed death when part of a ship they were exploring fifty feet under water collapsed. They were seeking relics from the hulk of a coal freighter sunk in 1912 on Scow Island near Brockville. Date and location indicates the sunken freighter as very probably the KEYSTORM. Sixty-one-year-old ore carrier RALPH S. CAULKINS of the Gartland Steamship Co. fleet has been purchased for an undisclosed sum by East Coast interests. It is not known to what use she will be put, but some observers feel that she will be activated and not reduced to scrap. ...Iron ore shipments from upper Great Lakes ports through June third are down 3,268,075 gross tons from the like period last year. ...Three steamship lines that serve the new nations along the west coast of Africa will send ships through the Seaway this season. They are Farrell Lines, Inc., of New York, Westwind Africa Line and Black Star Line, the national line of Ghana. They generally serve ports between Dakar in Senegal and Matadi in the Congo.

July 8—Ship traffic on the Rouge River was back to normal as the 100 foot barge which sank earlier in the week was salvaged by McQueen

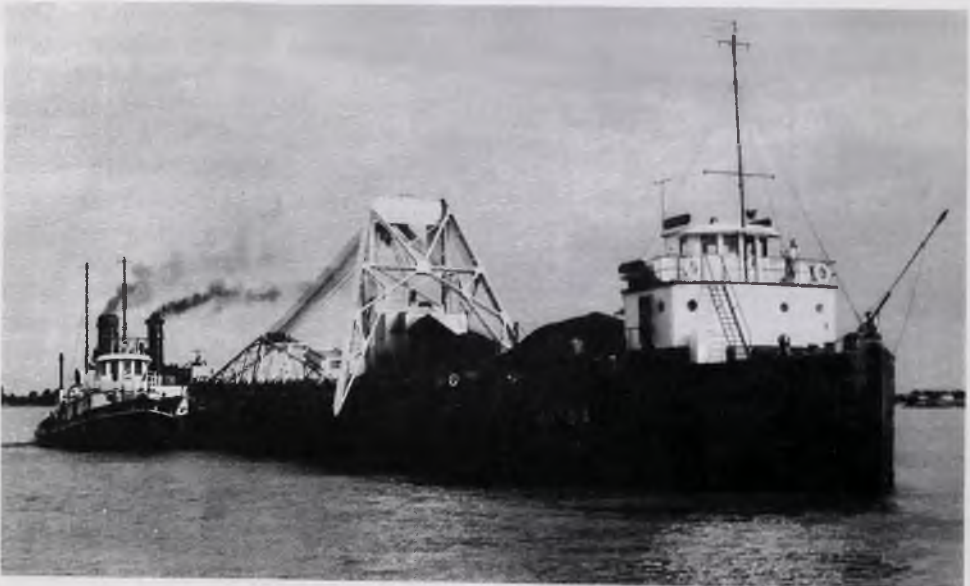
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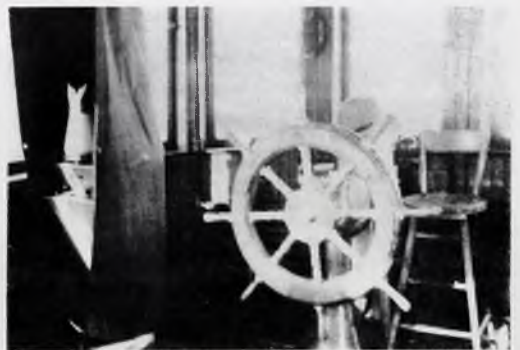


Grand Salon:

Photographs by William A. Hoey

A familiar sight in the Detroit area is Pringle Barge Line's steam tug JESSE JAMES. Back and forth from Toledo she tows the self-unloading barge MAIDA to deliver coal at Detroit Edison plants. The Pringle Line has been around since days when tugs towed cut-down schooners, but more recently has been a division of Cleveland's Oglebay, Norton & Co. A pun underlies the choice of the Pringle stack marking (above) which graphically provokes a translation as "P-Ring-Gull." Bill Hoey took these photos recently aboard JESSE JAMES. Above is her pilot house name board, beyond which steam is coming from her chime whistle for a salute. Below, JESSE JAMES comes alongside MAIDA at trip's end to approach the dock. On the opposite page is a broadside view of JESSE JAMES, together with a deck view and photos of pilot house and engine. The 103-foot tug was built at Manitowoc in 1923. Another well-known Pringle pair is self-unloading barge CONSTITUTION and her diesel tug S. M. DEAN.





(Continued from page 187)

Marine Ltd. ...Salvage tug SALVAGE MONARCH has been transferred from Kingston to Montreal harbor operation. ...A 37-year veteran of the lakes, Capt. Raymond E. Talbott, died aboard ore carrier WILLIAM A. MCGONAGLE en route from Duluth to Gary, Indiana.

July 7—Self-unloader ROGERS CITY struck the 6th St. viaduct across the Menomonee River in Milwaukee. The viaduct had to be closed for several days to repair damage of about \$3,000. ROGERS CITY had been backing down the river with aid of two tugs. A gust of wind seems to have forced her bow southward, apparently causing the high stern to slide northward and strike the northeast corner of the bridge. ROGERS CITY hit this same bridge April 25, 1962, causing about the

Above: John Bascom's photo of MONTROSE in the Welland Canal on her way out of the lakes under her new name of CONCORDIA LAGO. **Below, left:** George Ayoub's photo of TRITONICA was taken at the Welland in September, 1959. TRITONICA was lost in July in collision with ROONAGH HEAD in the St. Lawrence near Quebec City. Built 1956 at Sunderland by Jas. Laing (launched as TRITONIA), 527.11 x 70.10 x 31.10; 12,863 gt. Owners were Snowberry Shipping Co., Bermuda. **Below, right:** Iroquois Lock traffic was delayed about 2½ hours when HARPEFJELL encountered engine trouble while just about to clear the lock. George Ayoub's photo shows her being pulled out by her own lines. She cleared 2 hours later after engine repairs.



same damage. When still in the Bradley fleet, W. F. WHITE also hit the bridge Sept. 25, 1962, with only minor damage.

July 8—The only new American vessel to enter lake service this year, the 330-foot SINCLAIR GREAT LAKES, delivered her first cargo to the Ferrysburg terminal near Grand Haven, Michigan.

July 10—Port of Toledo reports grain exports from that port are down 32% from 1962. It is felt that the tempo may pick up when the new wheat crop is harvested.

July 11—The Detroit-Wayne County Port Commission asked for a \$50,160 budget increase for the 1963-64 fiscal year starting Dec. 1. It is said the extra money will be the first step in the newest campaign for waterfront development.

July 12—Four years of hearings will end on a United States Supreme Court action to require Chicago to return Lake Michigan water used for domestic purposes back to the Lake. The hearings by Special Master Albert B. Maris has received 30,000 pages of testimony and 1,000 exhibits. Maris said he would spend six months to a year studying the testimony before he makes a recommendation to the high court. ...Federal Reserve Bank of Chicago reports that the current lake shipping season will repeat the experience of 1962—substantial increases in foreign trade traffic but lag in Seaway revenue.

July 14—West German freighter SILVIA was drydocked at American Ship in Toledo. She was found to have several small holes in her bottom near the bow. Damage seems to have occurred in the Welland Canal. ...The former N. M. Paterson & Sons freighter PRINDOC is to be towed overseas to Swedish shipbreakers. Also reported sold to Marine Salvage Co. of Port Colborne are the old Cleveland-Cliffs boats MARQUETTE, JOLIET and GRAND ISLAND.

July 15—St. Lawrence Seaway is facing "one of its most difficult years" because of its inability to meet its financial obligations, the head of the U. S. section of the Seaway said today. "We are seeking a solution to our financial ills," he said.

July 17—133 ore carriers are now in service, the highest such number in over a year. ...ROBERT S. McNAMARA, of the Ford fleet, is in dry dock at Superior, Wis., for work on her bow. It took a rough beating on the Detroit - Toledo coal run in last winter's severe ice conditions. ...Jupiter Steamship vessel MALIETOA, 64 years of age, is sold for scrap. She has been in retirement for several years. ...WILLIAM CLAY FORD will have a bow thruster installed. ...Ralph S. Misener has been elected president of Scott Misener Steamships, Ltd., succeeding his late father, Captain R. Scott Misener. ...A public hearing on two controversial port laws will be held in Detroit August 14 by a pair of Michigan House and Senate legislative study committees. One of the bills would reduce the margin of approval needed for issuing port improvement bonds from 60 per cent to a simple majority. The second would permit port districts to accept gifts and grants from other units of government, including the U. S. government. ...Contracts for deepening two segments of the Maumee River ship channel at Toledo from 25 to 28 feet have been awarded to Price Brothers-McClung Division, Toledo and Western Contracting Corp., Sioux City, Iowa. ...An admiralty suit seeking \$150,000 from Toledo Terminal Railroad was filed in U. S. District Court by former owners of the excursion steamer CAN-

ADIANA. She had been involved in a 1958 collision with a railroad bridge across the Maumee River, and the bridge owners are being sued for repairs to CANADIANA and loss of her use following the crash.

July 18—Milwaukee's Seaway trade in June increased 14 per cent over June of 1962.

July 20—The 13,925-ton Swiss freighter BARILOCHI was involved in a double collision with two lake freighters, both owned by N. M. Paterson & Sons Ltd. of Fort William. BARILOCHE first grazed CALGADOC (ii) and then veered into CANADOC (ii), causing a gaping hole in her own bow. The port bow of CANADOC was severely crushed, but no injuries were reported. The collision took place in dense fog off the Isle of Orleans near Quebec City. A few hours later, in the same area, two British freighters came together, the Head Line freighter ROONAGH HEAD and the ore carrier TRITONICA (see photo on page 130). Loaded with ore, TRITONICA sank quickly with loss of thirty-three crew members (all of her crew, except for her British officers, were Chinese). ROONAGH HEAD was towed to Lauzon for repairs to a gaping hole in her bow. ...Cleveland-Cliffs' PONTIAC is due in Lorain for repairs to her bow. She rammed a lock on the Niagara River when she was caught by a sudden gust of wind.

July 21—The C&O docks in Toledo have reported that coal shipments and iron ore receipts so far this season are ahead of those for the same period in 1962.

July 22—Peterson Builders, Inc., of Sturgeon Bay, Wis., have been awarded a contract for constructing three wooden coastal minesweepers. They will be 145 feet in length. ...Spanish ship CONDE DE FONTANOR suffered slight damage when she brushed against the wreck of TRITONICA in the St. Lawrence River.

July 25—Large iron ore shipments contributed to record cargo traffic on the St. Lawrence Seaway in June.





July 26—Stockholders of Jupiter Steamship Co. have voted to liquidate the company. ...Hanna's EMORY L. FORD has been chartered to Gartland for the rest of this season and the next one. ...EDMUND P. SMITH of American Steamship Co. (Boland & Cornelius) has been sold for scrap to Marine Salvage of Port Colborne.

July 31—FLYING INDEPENDENT was pulled off a sand bar in the St. Lawrence River after three days of unsuccessful efforts.

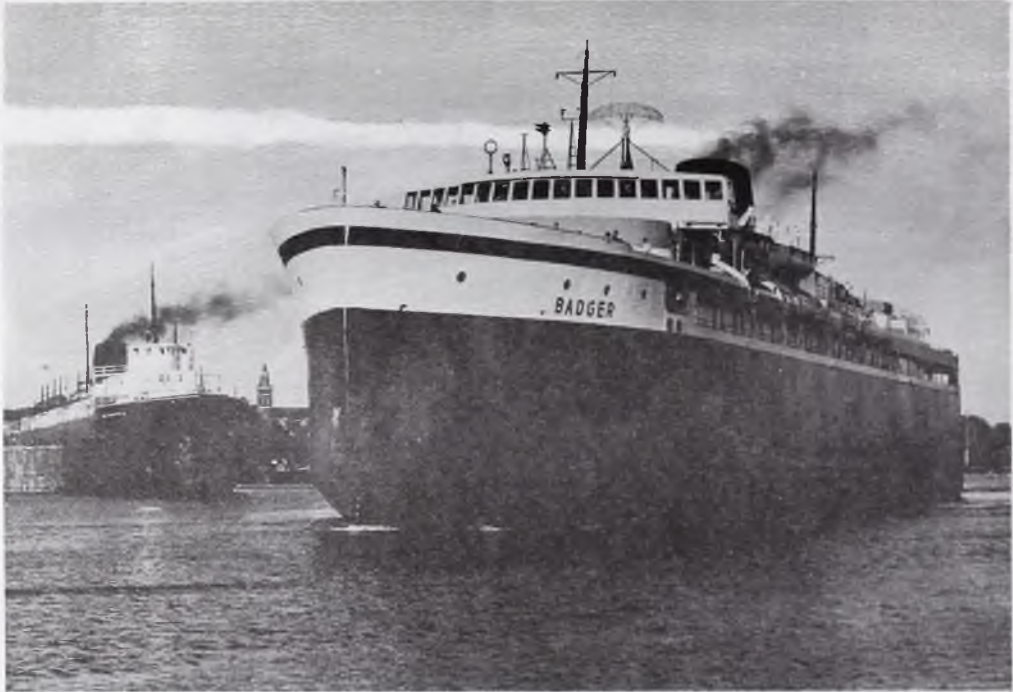
Illustrations: Three present or former Canada Steamship Lines' maximum-size lakers are shown in photographs by Peter Worden, taken in the St. Marys River. **On opposite page** is the brand-new BAIE ST. PAUL, and **Above on this page** is the new MURRAY BAY (iii), both having come out this season. CSL seems to be the most prolific lake fleet this season, having also taken delivery of BLACK BAY (photo in June Telescope, page 138) and the package freighter FORT ST. LOUIS which made her first call at Windsor in early August. **Below on this page** is Canada Steamship Lines' former MURRAY BAY (ii), only a few seasons old when she was transferred this year to N. M. Paterson & Sons, Ltd., of Fort William, Ont., and renamed COMEAUDOC.

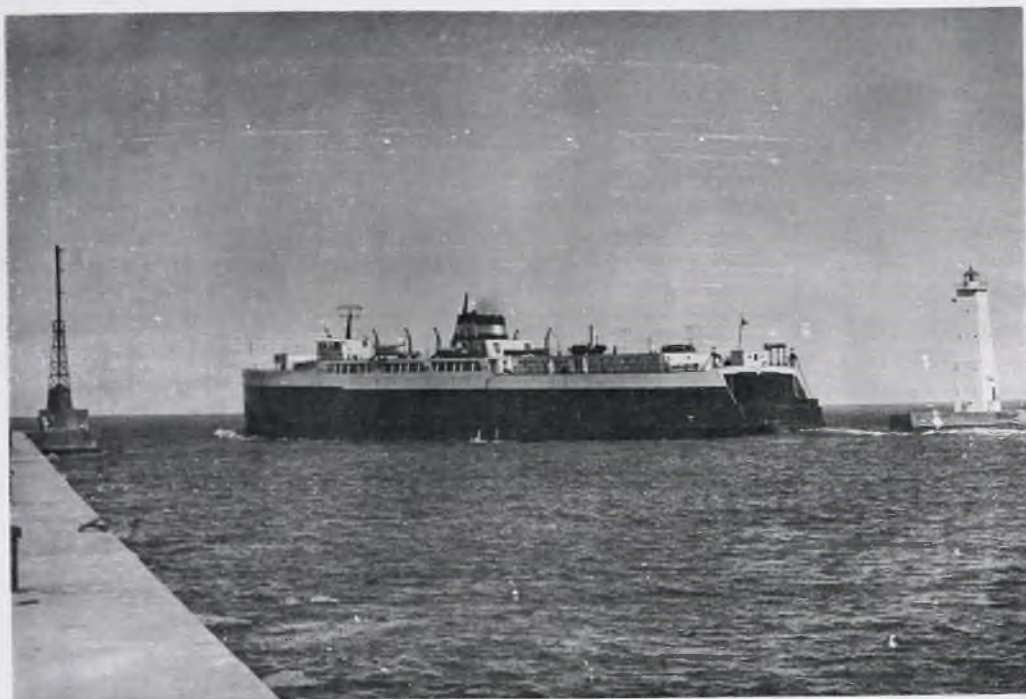


Picture Pages:

By Emory A. Massman, Jr.

This page—Top: Chesapeake & Ohio car ferry BADGER, with the same fleet's PERE MARQUETTE 21 in the background. **Bottom:** ANN ARBOR NO. 7. **Opposite page:** Ann Arbor Railroad's ARTHUR K. ATKINSON.





Picture Pages: Data

ARTHUR K. ATKINSON (US 214656) a ANN ARBOR NO. 6. Built by Great Lakes Engineering Works at Ecorse, Michigan, in 1917, hull # 130. Original dimensions 338' x 56' x 20'-6". Lengthened and repowered and deck raised in 1958 by Manitowoc Shipbuilding Co. New dimensions: 3241 gt; 372' x 56' x 20'-6". Two Nordberg V-12 diesel engines, 2550 h.p. each. Two of original four boilers were left in her for heating and auxiliary machinery. Owner: Ann Arbor Rwy.

ANN ARBOR NO. 7 (US 224430), built 1925 by Manitowoc Shipbuilding Co. (hull #214). Dimensions: 2934 gt; 1426 nt; 348' x 56' x 21'-6". Two triple-expansion engines, 20 3/4"-34"-56" x 36". Four scotch boilers, 14'-6" x 11'. Engines and boilers by shipbuilder, 1925. Owner: Ann Arbor Railway, Frankfort, Michigan.

BADGER (US 265156), built 1953 by Christy Corp. at Sturgeon Bay, Wis. (hull # 370). Measurements: 4244 gt; 2033 nt; 392'-8" x 59'-6" x 24'. Two four-cylinder steeple compound Skinner Uniflow engines, 8000 h.p. Four Foster-Wheeler boilers. Owner: Chesapeake and Ohio Railway Co., Cleveland, Ohio (port of registry is Muskegon, Mich.). On Milwaukee-Ludington run. Sister is SPARTAN.

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