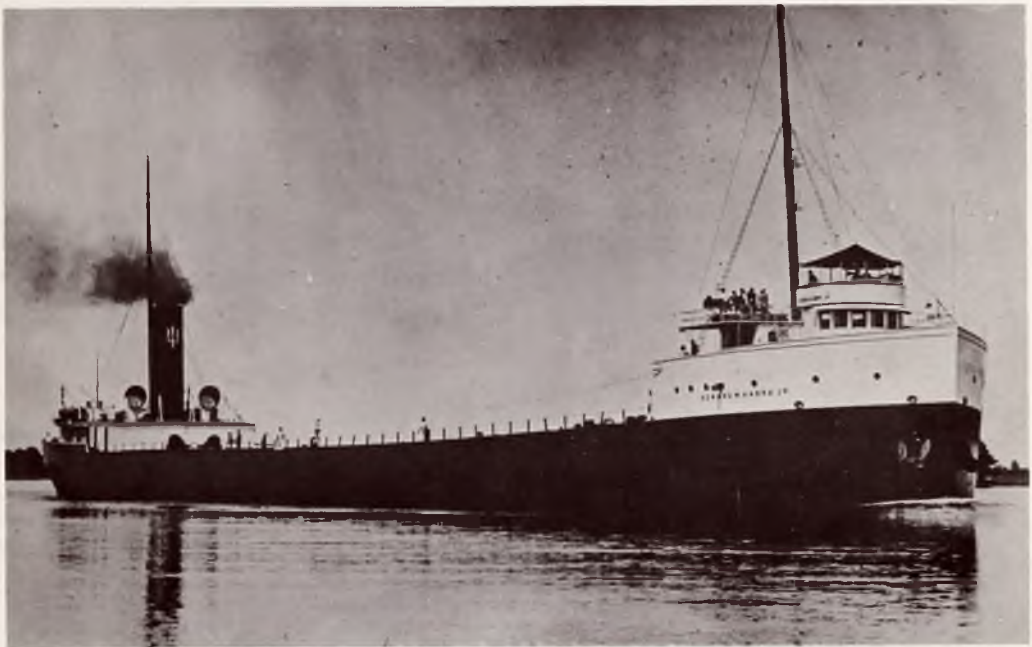


TELESCOPE

November, 1963

Volume 12, Number 11



**Great Lakes
Maritime
Institute**



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

The Great Lakes Maritime Institute

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Telescope

Meeting Notices

General Meeting

Friday, November 22, 8 p.m.
Dossin Museum, Belle Isle

The Great Storm of 1913 will be featured in this fiftieth anniversary month in a slide talk by Don Richards. An Institute director who has been instrumental in helping to organize the museum's new darkroom, Don has prepared slides of ships involved in the storm. His talk will recall their experiences. As an added resource for his talk, Don prepared the storm list featured in this issue of Telescope.

Business Meeting

Friday, January 3, 1964, 8 p.m.
Dossin Museum, Belle Isle

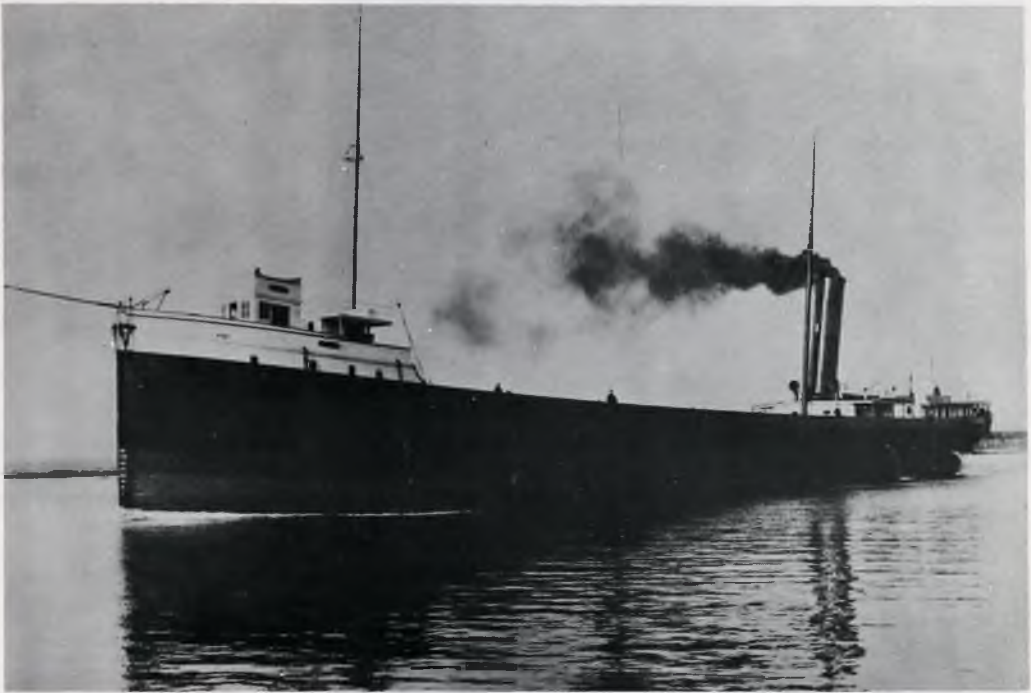
A meeting of the Board of Directors is scheduled for this date to avoid the busy Christmas holidays. All members and visitors are welcome to attend.

In This Issue:

Front cover: Howard M. Hanna, Jr., was stranded near Port Austin in Michigan's thumb, in Lake Huron, in the Great Storm of 1913. The Pesha photo shown is from the Dowling collection.

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Back cover: Outboard profile of self-unloader *Wyandotte (i)*. From *Marine Review*, November, 1909, page 438.



Major
(Bell photo, Dowling coll.)

The Great Storm

A 50th Anniversary Casualty List

By Donald F. Richards

The fall of 1913 had been calm and mild, with no serious blows reported on any of the lakes. But on Friday morning, November 7, the storm warnings were hoisted at ten o'clock at all stations throughout the upper lakes area.

"Storm over Upper Mississippi Valley moving Northeast. Brisk to high southwest winds this afternoon and tonight, shifting to northwest Saturday on the upper lakes."

And so it came, a storm of storms that was to rage for several days over the Great Lakes. A storm that was to claim more lives, sink more big ships,

and cause more property damage than any other storm in the history of the Great Lakes. Only one lake, Ontario, was to escape its fury.

The storm was first felt at the western end of Lake Superior on Friday evening. It spread across the upper lakes, reaching a peak velocity during the day and evening of Sunday, November 9. It was not until Monday, the 10th, that the full extent of the storm could be realized. As the days passed, more bodies and wreckage would be washed ashore, and another missing ship would now be known to be lost. Only one lost ship, the *Charles S. Price*, was ever found. She floated



upside down, north of Port Huron, for several days (see Telescope, Sept., 1963, page 218).

As with most severe storms, one lake seems to have borne the brunt of the storm. Although there were ships lost on all the lakes except Ontario, Lake Huron claimed the most. Eight modern steel ships went to the bottom with all hands on that lake sometime during the late hours of November 9th and the early hours of November 10th. Two other ships were lost on Lake Superior, two more on Lake Michigan, and one on Lake Erie.

On U.S. 25 near Port Sanilac, a monument overlooks a restless Lake Huron. It was placed there to commemorate the memory of the 251 American sailors who perished in this storm.

At Goderich, Ontario, in the picturesque Maitland Cemetery, a dark red headstone stands as "A memorial to the unidentified seamen whose lives were lost in the Great Lakes disaster of November 9th, 1913." On the other side is one word, "sailors." Five seamen who perished in the storm and who were never identified are buried there (see illustration).



Schooner barge *Halsted*
(Pesha photo,
Dowling coll.)



Henry B. Smith
(Pesha photo,
Dowling coll.)



Wexford
(Pesha photo,
Dowling coll.)

1.

LOST SHIPS

- Argus* (ex *Lewis Woodruff*), 1903 Lorain, Ohio. Steel bulk freighter, 436 x 50, Interlake fleet. Lost in Lake Huron with all hands, 24 men, 1 woman. Capt. Paul Gutch, Chief Engineer George Zanger. Cargo coal.
- James Carruthers*, 1913 Collingwood, Ontario. Steel bulk freighter, 550 x 58, St. Lawrence & Chicago Steam Navigation Co. fleet. Lost in Lake Huron with all hands, 25 men. Capt. W. H. Wright, Chief Eng. E. J. O'Dell. Cargo, grain.
- Halsted* (barge), 1873 Little Sturgeon, Wisconsin. Wooden barge, 191 x 33, Soper Lumber Co. Stranded, Washington Island, Lake Michigan. No loss of life. (See illustration.)
- Hydrus* (ex *R. E. Schuck ii*), 1903 Lorain, Ohio. Steel bulk freighter, 436 x 50, Interlake fleet. Lost in Lake Huron with all hands, 25 men. Capt. J. H. Lowe, Chief Eng. Calvier B. Hatch. Cargo, iron ore.
- Leafield*, 1892 Sunderland, England. Steel package freighter, 269 x 35, Algoma Central Steamship Lines. Lost in Lake Superior off Angus Rocks with all hands, 15 men. Capt. Charles Baker, Chief Eng. Andrew Kerr. Cargo, steel rails.
- John A. McGean*, 1908 Lorain, Ohio. Steel bulk freighter, 452 x 52, Pioneer Steamship Co., Hutchinson & Co., Mgr. Lost in Lake Huron with all hands, 23 men. Capt. C. R. Ney, Chief Eng. C. S. Smith. Cargo coal.
- Plymouth* (barge), 1854 Ohio City, Ohio. Wooden lumber barge, 225 x 35, McKinnon & Scott. Lost in Lake Michigan with all hands, 7 men. Cargo, lumber.
- Charles S. Price*, 1910 Lorain, Ohio. Steel bulk freighter, 524 x 54, Mahoning Steamship Co., M. A. Hanna & Co., mgr. Lost in Lake Huron, approximately 8 miles north of Port Huron, with all hands, 27 men and 1 woman. Capt. W. M. Black, Chief Eng. John Groundwader. Cargo, coal.
- Regina*, 1907 Dumbarton, Scotland. Steel package freighter, 269 x 42. Merchants Mutual Line. Lost in Lake Huron with all hands, 20 men. Capt. E. H. McConkey, Chief Eng. C. J. McSorley. Cargo, steel pipe and package freight. (See photo in Oct. issue of Telescope, p. 228).
- Isaac M. Scott*, 1909 Lorain, Ohio. Steel bulk freighter, 524 x 54, Virginia Steamship Co., M. A. Hanna, mgr. Lost in Lake Huron with all hands, 28 men. Captain A. McArthur, Chief Eng. W. P. Woodruff. Cargo, coal.
- Henry B. Smith*, 1906 Lorain, Ohio. Steel bulk freighter, Acme Transit Co., Hawgood & Co., mgr. Lost in Lake Superior with all hands, 25 men. Capt. James Owen, Chief Eng. Charles Rayburn. Cargo, iron ore. (See illustration.)
- Wexford*, 1883 Sunderland, England. Steel package freighter, 270 x 40, Western Steamship Co. Lost in Lake Huron with all hands, 19 men and 1 woman. Capt. Bruce Cameron, Chief Engineer James Scott. Cargo, steel rails. (See illustration.)
- Lightship #82*, 1912 Muskegon, Michigan. Steel lightship, 105 x 21, U. S. Lighthouse Bureau. Lost in Lake Erie off Buffalo Harbor with all hands, 6 men.

2.

CONSTRUCTIVE
TOTAL LOSSES

Howard M. Hanna Jr. (b) *Marquette* (c) *Sir Wilfred Laurier* (d) *Glenshee* (e) *Goderich* (f) *Agawa ii.* 1908 Cleveland, Ohio. Steel bulk freighter, 500 x 54, The Hanna Transit Co., W. C. Richardson & Co., mgr. Stranded off Port Austin in Lake Huron with no loss of life. (Disposition: Still in service. See cover view and Telescope, June, 1963, p. 140.)

Louisiana, 1887 Marine City, Michigan. Wooden bulk freighter, 287 x 39, Thompson Steamship Co., J. R. Davock (mgr.). Stranded on Washington Island, Lake Michigan, with no loss of life. (See illustration.)

Major (ex *John Mitchell i*), 1889 West Bay City, Michigan. Wooden bulk freighter, 303 x 41, John Mitchell, owner; Cleveland Steamship Co., mgr. Abandoned in Lake Superior with no loss of life. (Ultimate disposition: Burned, Midland, Ont., 1923.)

Matoa (b) *Glenrig* (c) *Huguenot*, 1890 Cleveland, Ohio. Steel bulk freighter, 310 x 40, Pittsburgh Steamship Co. Stranded off Port Austin in Lake Huron with no loss of life. (Ult. disp.: Scrapped in 1937.)

Turret Chief (b) *Vickerstown* (c) *Jolly Inez* (d) *Salvor*, 1896 Sunderland, England. Steel package freighter, Canadian Lake & Ocean Navigation Co. Stranded on Keweenaw Peninsula in Lake Superior with no loss of life. (Ult. disp.: Stranded near Muskegon, Mich., Sept. 27, 1930.)

L. C. Waldo (b) *Riverton* (c) *Mohawk Deer*, 1896 West Bay City, Michigan. Steel bulk freighter, 472 x 48, Roby Transport Co., L. C. Waldo, mgr. Stranded on Keweenaw Peninsula in Lake Superior with no loss of life. (Ult. disp.: Still in service. See illustration.)

3.

STRANDINGS

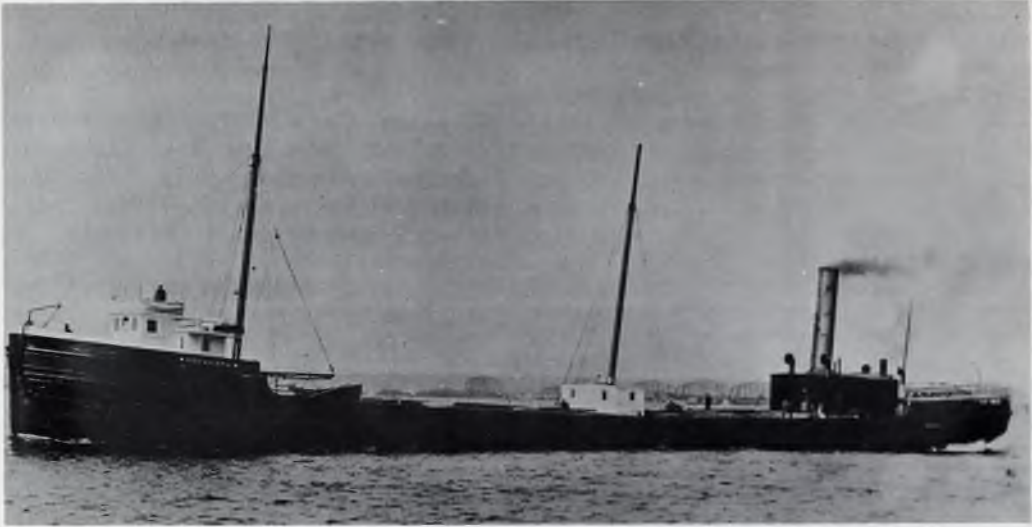
Acadian, 1908 Port Glasgow, Scotland. Steel package freighter, 266 x 42, Merchants Mutual Line Ltd. Stranded Thunder Bay, Lake Huron, no loss of life. (Ultimate disposition: Lost by enemy action in World War I. See illustration in October Telescope, page 223.)

Matthew Andrews i (b) *Harry L. Findlay*, 1907 Cleveland, Ohio. Steel bulk freighter, 552 x 56, Henry Steinbrenner, owner; Kinsman Transit Co., mgr. Stranded, Corsica Shoals, Lake Huron, with no loss of life. (Ultimate disp.: In service.)

Robert Fulton, 1896 Wyandotte, Michigan. Steel bulk freighter, 444 x 45, Pittsburgh Steamship Co. Stranded on Bar Point, Lake Erie, with no loss of life. (Ultimate disposition: Scrapped at Hamilton, 1948.)

G. J. Grammer (b) *Adam E. Cornelius, Jr.* (c) *Troy H. Browning i* (d) *D. A. Maloney*, 1902 Superior, Wisconsin. Steel bulk freighter, 454 x 48, Seither Transit Co., W. H. Becker, mgr. Stranded at Lorain, Ohio, with no loss of life. (Ultimate disposition: Now a grain storage hull at Buffalo.)

Fred G. Hartwell i (b) *Harry W. Croft*, 1908 Toledo, Ohio. Steel bulk freighter, 524 x 58, Mutual Steamship Company, G. A. Tomlinson, mgr. Stranded on Point Iroquois, Lake Superior, with no loss of life. (Ultimate disposition: In service.)



Louisiana
(Young photo,
Dossin Museum
Collection.)



J. T. Hutchinson i
(Pesha photo,
Dowling coll.)



L. C. Waldo
(Pesha photo,
Dowling coll.)

- H. B. Hawgood* (b) *Pentecost Mitchell*, 1903 Lorain, Ohio. Steel bulk freighter, 434 x 50, Acme Transit Co., Hawgood & Co., mgr. Stranded on Weis Beach, Lake Huron, no loss of life. (Disposition: Scrapped at Hamilton, 1948.)
- J. T. Hutchinson* i (b) *H. A. Rock* (c) *Alexander Leslie*, 1901 Cleveland, Ohio. Steel bulk freighter, 366 x 48, Pioneer Steamship Co., Hutchinson & Co., mgr. Stranded on Point Iroquois, Lake Superior, no loss of life. (Ultimate disposition: In service. See illustration.)
- Huronic*, 1902 Collingwood, Ontario. Steel passenger and package freight ship, 328 x 43, Northern Navigation Co. Stranded on Whitefish Point, Lake Superior, no loss of life. (Disposition: Scrapped at Hamilton in 1950.)
- J. M. Jenks* (b) *R. R. Richardson* (c) *Ralph S. Caulkins*, 1902 Lorain, Ohio. Steel bulk freighter, 434 x 50, Acme Transit Co., Hawgood & Co., mgr. Stranded in Midland Harbor, Georgian Bay, with no loss of life. (Disposition: Sold out of Gartland fleet this season, future unknown.)
- Meaford* (ex *Newmount*), 1903 Wallsend-on-Tyne, England. Steel package freighter, 268 x 40. Stranded in St. Marys River, no loss of life. (Disposition: Lost to enemy action in World War I.)
- D. O. Mills* (b) *G. A. Tomlinson* ii, 1907 Ecorse, Michigan. Steel bulk freighter, 552 x 58, Interlake flt. Stranded at Harbor Beach, Lake Huron, no loss of life. (Disposition: In service.)
- Northern Queen*, 1888 Cleveland, Ohio. Steel package freighter, 319 x 41, Mutual Transit Co. Stranded on Kettle Point, Lake Huron, no loss of life. (Disposition: Sold Italian, December, 1924, probably scrapped.)
- William Nottingham*, 1902 Buffalo, New York. Steel bulk freighter, 400 x 50, Great Lakes Steamship Co. Was stranded on Parisian Island, Lake Superior, three lives lost. (Disposition: Scrapped at Hamilton in 1947. See illustrations in this issue, and in October issue, p. 238, and back cover of July issue.)
- W. G. Pollock*, 1906 Cleveland, Ohio. Steel bulk freighter, 440 x 52, Valley Steamship Co., W. H. Becker, mgr. Stranded in Lake St. Clair, no loss of life. (Disposition: Now a grain storage hull at Buffalo.)
- Pontiac* i (b) *Goodreau*, 1889 Cleveland, Ohio. Steel bulk freighter, 320 x 40, Cleveland-Cliffs Iron Co. Stranded on Simmons Reef, Straits of Mackinaw, no loss of life. (Disposition: Wrecked on Bruce Peninsula, Lake Huron, in 1917.)
- Saxona* (b) *Laketon*, 1903 Cleveland, Ohio. Steel bulk freighter, 436 x 50, Zenith Steamship Co., G. A. Tomlinson, mgr. Stranded in Lake St. Clair, no loss of life. (Disposition: In service.)
- Scottish Hero*, 1895 Sunderland, England. Steel package freighter, 317 x 40, Merchants Mutual Line Ltd. Stranded in Lake Superior, no loss of life. (Disposition: Lost to enemy action, 6-10-1917. See illustration in October issue, p. 228.)
- A. E. Stewart* (b) *Glenorchy*, 1902 West Bay City, Michigan. Steel bulk freighter, 376 x 50, Stewart Transportation Co. Stranded in Whitefish Bay, Lake Superior, no loss of life. (Disposition: Sunk in collision with *Leonard B. Miller* off Harbor Beach, Lake Huron, Oct. 29, 1924.)
- Victory* (b) *Victorious*, 1895 Chicago. Steel bulk freighter, 472 x 50, Interlake Steamship Co. Stranded in Livingstone Channel, Detroit River, no loss of life. (Disposition: In service.)



**Loading
the Self-
Unloader
BEN E.
TATE**

Riders of the Bob-Lo boats often have a chance to see how self-unloading freighters deposit their cargoes of coal, limestone and the like upon the shore. These photographs show how crushed rock gets into the freighter in the first place, and were taken on an expedition with Institute members Dave Glick, Jack Goodrich and Jim Dziak to Marblehead, Ohio. **Opposite page—top:** A tractor shoves crushed rock toward the conveyor system that will take it out on the dock to the waiting freighter BEN E. TATE of the Columbia Transportation Co. **Bottom:** A view of the TATE's self-unloading boom. **This page—left:** A conveyor brings crushed stone aboard the TATE. **Top right:** Marblehead stone quarry, a few miles inland from the dock. **Bottom:** Marblehead Lighthouse, built in 1821, is the second oldest (after Buffalo) on the Great Lakes system.



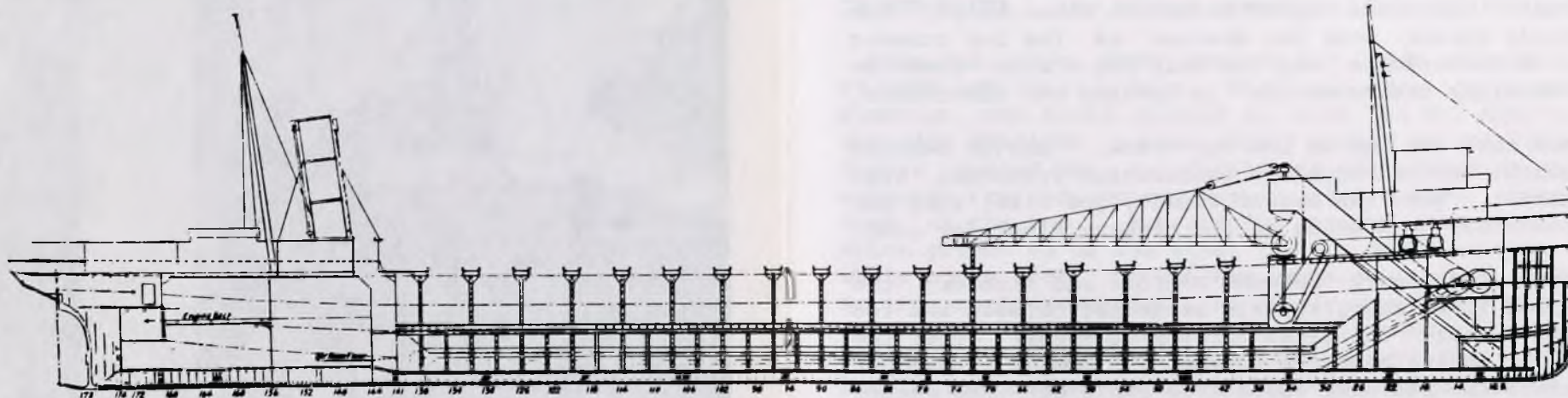


-LONGITUDINAL SECTION STEAMER WYANDOTTE.

In our last issue we presented drawings of the Wyandotte Transportation Company self-unloader Alpena as she appeared in 1909 when new. For the second of the two parts of this series we examine comparative longitudinal sections of the Wyandotte fleet's two first self-unloaders, Alpena and the first Wyandotte (of 1908). Remember, however, that the two drawings are not in the same scale. Notice the diminu-

ALPENA and WYANDOTTE in Sections

tive self-unloading booms of both vessels, long since replaced by longer booms. Notice also that Wyandotte's original boom was about amidships, with hatches both forward and aft of it. Her present boom moved up to the conventional position just aft of the pilot house. An outboard profile of Wyandotte appears on our back cover. These drawings are from the Marine Review of November, 1909.



-LONGITUDINAL SECTION STEAMER ALPENA.

The Starling Saga

The annals of lake history touch lightly upon the strange career of the **BELLE STARLING**. Her early departure from the lake scene has left her colorful story in obscurity. Little does she deserve this wanton neglect. For the **BELLE STARLING** dominated lake history in a grand manner, the like of which may never be seen again.

At the end of her lake career, the **BELLE STARLING** was already one of the oldest boats afloat. The **STARLING** began life as a runaway glacier. As such, she still holds the all-time Great Lakes record for mixed cargoes: forty thousand tons of ore, limestone, sand and fossils. On her third trip down in the Second Ice Age, she overshot Buffalo and carved out the Erie Canal basin, coming ever so close to launching herself upon a salt water career.

Indians tamed the **STARLING** and made her the largest dugout canoe in history. She was rigged as a quarantine, which is a four-masted birch-barkentine, just as a turpentine has only two masts. The **STARLING** was virtually unsinkable, and she carried the treacherous reefs along with her. But while legend magnifies other ships, the **STARLING** consistently shrank over the seasons as the hot summers melted her down. This explains why the ship registries over the years show such annoying discrepancies in listing her dimensions.

The **STARLING** came into her own in the fur trade. Beaver swarmed aboard her at Duluth, to be bagged by resourceful Frenchmen when she slid into Montreal. When the beaver finally got wise, they put her out of this business by damming up the Niagara River for good.

As the first cross-river ferry between Detroit and Windsor, the **STARLING** ran back and forth along a cable stretched between the two shores. For a short while she plied upriver to Sarnia after the **GRIFFIN** came through on its historic voyage and fouled its anchor in the cable. Skindivers recently found this cable-entwined anchor beyond Point Edward in Lake Huron where the **GRIFFIN**'s men had hacked it off to free their ship. After this find, some historians concluded that at last the final resting place of the **GRIFFIN**'s bones should be near at hand, but this writing should clarify the matter.

War came to the lakes, and the **STARLING** turned to sterner duties. Her fantail boasted of high poop deck cabins whose appeal to commodores was not unlike the tailfin rage of our time. Up forward, to

balance the lofty quarterdeck, her decks bristled with rows of cannon mounted on heavy stone bases serving as ballast. Alas, the STARLING never saw action in the Battle of Lake Erie. She became stuck on a sand bar off Belle Isle in the Detroit River. Two of her cannon were jettisoned onto Belle Isle with their stone bases, but to no avail, for now the STARLING stern was hard aground, too. For the rest of the war, the STARLING guarded the strait as a formidable fortress, challenging any ship that didn't have sense to go around the other side of Belle Isle. To this day, the two abandoned cannon protect Belle Isle's Dossin Museum against marauding canoes.

Lumbering days followed, and the STARLING hulk was stripped down to shelter an itinerant sawmill. To supplement the mill's feeble steam engine, water wheels converted the river current to useful energy. One stormy night, the STARLING slipped her moorings and drifted helplessly downstream. At length, her watchman collected his wits and built a roaring fire under the boiler. As steam pressure mounted, he dropped the links between engine and water wheels, just when the STARLING swirled past a downriver Wyandot Indian village. A terrifying burst of steam shrieked from the safety valve. The wayward sawmill lurched violently as she came about and began churning back upstream with sparks streaking from her stacks. The STARLING crept home again before dawn, and Detroiters never learned of her midnight ride, for the watchman feared for his job. But alarmed Wyandots fled from their village to lay news of the frightful spectacle before their chief, Walk-in-the-Water. This noble sachem was unruffled, and later on that season he convinced visiting Indian Department commissioners that a fire-eating canoe could appease the river current spirits to reach Detroit. Grateful entrepreneurs honored him with the name of their steamboat, WALK-IN-THE-WATER, the second steamboat to ply the upper Great Lakes.

When the copper fever came to the Upper Peninsula, the STARLING resumed her sailing days. Much too large to be portaged into Lake Superior, she tried instead to shoot the St. Mary's rapids, but the luckless STARLING became firmly wedged in the rocks. Enterprising owners gutted her and fitted her with gates at each end. Many a schooner reached copper country that season through the Starling Lock at the Soo. But one day brought the stout schooner BELLE, which proved to be too stout for the Starling Lock and joggled the whole works free. Downstream swept the errant flotsam, sideswiping an iron railroad bridge and neatly dropping a span into the hold. These bold strokes gave us the principles of double bottoms, composite hulls and the first railroad car ferry on the lakes. The superimposed ships became known collectively as the BELLE STARLING, although some lists name her SAGINAW BRIDGE COMPANY NUMBER TWELVE.

The STARLING left our lakes long ago. She went south to solve the canal problem at Panama 'til Teddy Roosevelt thought up a better way. Under her "runaway flag" (they still can't control her), she sails the seven seas today. Perhaps some day will bring her to our lakes once again. Then we will learn anew about the terrors of the deep beheld by our hardy lake sailors in days of yore. —GPB



The ferry Sugar Islander was the first lift by the new Soo Dry Dock, in April of this year. Photo by Tom Manse.

War Horse (US 165654, ex U.S.E.C. Irondequoit, ex Richard B. Mellon), which had been built at Manitowoc back in 1914. War Horse was converted into a dry dock for medium-sized craft. Its first job was to drydock the ferry Sugar Islander for sight and survey.

The Big Splash

By William A. Hoey

For the first time in several decades, Sault Ste. Marie has facilities for drydocking vessels. During the past winter the Soo Dry Dock Co. was formed. It purchased the steel scow

Sugar Islander (US 250723) was built at Sault Ste. Marie, Michigan, in 1946 by the Lock City Marine and Machine Co. for the Chippewa County Road Commission. Dimensions, 51.9 x 25.9 x 5.8, 67 gross tons and 53 net, capacity nine automobiles. She has opera-



ted continuously since then across the Little Rapids Cut between Sault Ste. Marie and Sugar Island.

In the early fifties the ferry and its franchise were sold by Chippewa County to a private operator, Kenneth Bonathan, who operated the vessel until 1961. In 1955 her bridge and

pilot house were elevated to increase her capacity. In 1961 our fellow members, Messrs. John and James Wellington, purchased the ferry and continue to operate it under the corporate name of Wellington Transportation Co. Our other view of *Sugar Islander* was taken last summer by Father Dowling with Captain James Wellington at the wheel.



With all the excitement of opening a new wing and adding a new major exhibit, plus a highly successful special exhibit for the Henry Ford centennial, we've had little time to talk about the real museum. That is, the museum operation that goes right along while all these other things just "happen." For example, accessions. There has been a continuing flow of new things into the museum, and a few of them are of more than passing interest.

For instance, the entire marine collection of the late John F. Miller was given in memory of "Jack" by his family. This, as any of you who knew Jack will know, is a major acquisition. It contained books, photographs and pamphlets...all manner of marine items...which singly or together form a valuable addition to the collection.

Another recent addition to the collection were two prized items from the excursion steamer *Put-in-Bay* donated by Mr. J. Michael O'Brien. One was a lighting fixture, highly ornamented with flowers and ribbons. The other was a frame which was formerly used on *Put-in-Bay* for display of the officers' papers. Now mounted in this frame are four general and cabin views of *Put-in-Bay* by Willis and Gordon Bugbee, so in a way this was a cooperative gift.

In the same line with the above, an historic frame containing an up-to-date insert is the recent gift of Captain Frank Manzzutti, with a pair of pictures. One is the launching of new *Yankcanuck* (ii), and the other the launching of *Manchester* in 1889—which

became the first *Yankcanuck*. These are specially framed and matted in a unique frame made from wood from the first *Yankcanuck*.

Several builders' plates from old vessels have come our way in recent months. The most unusual one was the plate from the old Windsor ferry *Brittannia*. She was being cut up recently at Frazer-Nelson when the plate was spotted by Clare Snider of the Ford Motor Company. He "accessioned" the plate and brought it back with him to give to us.

Recently we installed a case at the entrance in which we assembled a collection of "junk." The term is used only because we picked the worst looking pieces we could find...articles that were, nevertheless, very valuable. In the center we ask, "Cleaning your attic?" We go on to point out that while you may not think it has value, to us it does. Don't throw it away, let us throw it away for you. The results have been fantastic in obtaining items that many people might normally throw away because they don't "look pretty." From this has come a number of pictures, advertising matter, timetables, and any number of things that the collector appreciates, but that the average person wouldn't consider worth bothering with.

The Telescope reader isn't apt to be the kind of person who would miss the value of such items. But we remind you, in your contacts, spread the word that the museum is interested in that old bit of something-or-other, even if it isn't a hundred years old.

Picture Pages:

Three Decades' C & O Car Ferries

By Emory A. Massman, Jr.

CITY OF MIDLAND #41 (US 240326), built 1941 by Manitowoc Shipbuilding Co. (hull #311). Measurements: 3968 gross tons; 388'-2" x 58' x 23'-6". Two five-cylinder Skinner Uniflow engines, 6362 h.p. Four Foster-Wheeler boilers. Owner: Chesapeake & Ohio Rwy Co.

CITY OF SAGINAW #31 (US 229150), built 1929 by Manitowoc Shipbuilding Co. (hull #246). Measurements: 3327 gross tons; 369' x 57' x 22'-6". Two steam turbines and two electric motors by General Electric Co., 7200 h.p. Four Babcock & Wilcox water tube boilers. Owner: Chesapeake & Ohio Railway Co.

PERE MARQUETTE #21 (US 223796), built 1924 by Manitowoc Shipbuilding Co. (hull #209). Lengthened 40 feet and repowered by Manitowoc S. B. Co., 1954. Measurements (now): 3558 gross tons, 1935 net tons; 388' x 56' x 21'-6". Two four-cylinder steeple compound Skinner Uniflow engines, 5700 h.p. Four Foster-Wheeler boilers. Owner: Chesapeake & Ohio Railway Co.





City of Saginaw 31



City of Midland 41

Note: Peter Worden reports that according to the Sturgeon Bay newspaper, the names of Ann Arbor Railroad car ferries are to be changed, but the report gave no details.

Great Lakes Marine NEWS

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Richard J. Wright, Akron

News and photo contributions
are gladly welcomed from our
readers by the news staff.

September 1...The first shipment of powdered milk—2,450 tons—purchased by the Japanese government for school lunch programs and routed through Milwaukee, left that city aboard the *Mikishima Maru* of the Japanese flag Iino Line. By the end of the season, 25,000 of 85 000 tons purchased by Japan will have been shipped from Milwaukee. ...The national line of Ghana, the Black Star line, made its first call in Milwaukee with the arrival of 8,000-ton *Pra River*. ...A Greek merchant ship, the *Sophie C.*, was stuck in the mud of the Milwaukee outer harbor for about an hour. Two tugs finally freed it. The low water level in Lake Michigan was blamed. ...Huron Cement Company's cement carrier *John W. Boardman* has returned to active duty. She has been serving as a cement storehouse.

September 4...One crew member was killed when fire broke out aboard the Egyptian freighter *Salah Eldin* in Hamilton harbor. Damage to her superstructure was heavy. (See George Ayoub's photo of her on opposite page.) ...Sold for scrap are the Hanna fleet's 504-foot freighters *Edmund W. Mudge* and *Carle C. Conway*. (See page 266 for Peter Worden's view of the *Conway* under tow in the St. Marys River, upbound Sept. 30 for Fort William.) ...Four members of the crew of the Great Lakes tug *Bayfield* were rescued in high seas after a barge broke loose. Rescue was effected by Huron Cement freighter *J. B. Ford*. The *Ford*, headed for Alpena, hooked onto the *Bayfield* and brought her to port. The *Bayfield* got into trouble off Tawas, and the barge was beached

near Greenbush. ...The tug *Jerry C.* was in a near collision with a waterfront restaurant when she ran into pontoons which supported the building in Quebec City.

September 6...Toledo will gain 250 to 350 jobs for the next year as a result of a \$3.4 million Navy ship conversion contract won by American Shipbuilding Co. The vessel is a Liberty-type ship to be converted for submarine supply. Work is to start in October and be completed in one year. ...Chicago police report that an explosion tore a hole in the hull of the Canadian grain freighter *Howard L. Shaw*. The dynamite bomb tore a hole measuring four by six feet in the hull of the ship, which has been in the center of an international labor dispute.

September 9...Shipping in Montreal Harbor was tied up briefly when the longshoremen walked off their jobs in protest against slow contract negotiations. ...Defoe Shipbuilding Co. of Bay City has announced that the shipyard will launch the guided missile destroyer *H.M.A.S. Perth* for the Australian Navy on Sept. 26.

September 10...Navy Lieutenant Richard L. Baker, commander of the reserve training submarine *U.S.S. Cero* stationed at Detroit, has been assigned to sea duty. Lt. Baker is remembered for his work in undertaking the successful treatment of a Toledo skin diver for a critical case of the bends. Then, last spring he performed the same service for a construction worker.

September 11...A \$1.5 million contract for a fishing trawler, one of the largest of its type in the world,

has been awarded to George T. Davie & Sons Ltd., Lauzon, by Scarab Fishing Ventures Ltd. of Vancouver. ...With a seventeen-degree list after a cargo shift, the German flag vessel *Waldemar Peter* was docked in Muskegon, awaiting marine adjusters to determine the extent of damage and who would pay for it. ...Charles R. Jones, one of the last civilian lighthouse keepers on the Great Lakes, has retired at 68. For the first time since it was built, lonely DeTour Reef Light south of DeTour, Michigan, is now manned by a Coast Guard uniformed crew.

September 13...The U. S. Navy has announced that the ship to be converted at Toledo will be *Surman Victory*. Now in the James River reserve fleet in Virginia, she will be towed to Toledo and will arrive there by Oct. 1.

September 15...Captain Edward C. Baganz of Grosse Pointe, Michigan, has been appointed commodore of the fleet of Pittsburgh Steamship Division of U. S. Steel Corp. He will continue as master of ore carrier *Philip R. Clarke*.

September 16...Four old Beaconsfield canallers have been delivered to Sorel, Quebec, for scrapping. They are *Redcloud*, *Redriver*, *Redwood* and *William C. Warren*.

September 17...A submerged hulk believed to be the remains of Canada's first steamboat, *Accomodation*, was discovered of Boucherville Island near Montreal. *Accomodation* had a keel 75 feet long and length on deck of 85 feet. She was built in three months and launched August 19, 1809, for the Molson family in Montreal. Her first trip was from Montreal to Quebec City in the first week of November, 1809. Her fate is still a mystery, as she vanished without a trace of her final disposition.

September 18...Sale of Canadian wheat to Russia is expected to cause a frantic end-of-season rush for the St. Lawrence Seaway and Canadian shipping ports from coast to coast. ...The Straits of Mackinac car ferry *Chief Wawatam* is slated for extensive rebuilding that will see replacement of her boilers or a new diesel engine. While the *Chief* is in the Manitowoc Shipbuilding yard, it is expected that a ship from the Ann Arbor fleet will be chartered. ...Cleveland's Tomlinson Fleet Corporation, a half-century-old owner and operator of Great Lakes freighters, would be merged into Reiss Steamship Company of Sheboygan, Wis., under a plan approved by directors of both corporations. Tomlinson has been encountering rough economic seas in recent years, and has paid no dividends to its shareholders since 1957. Reiss Steamship Company has declared dividends continuously since the present company was formed in 1925. ...August was the best month in six years for coal shipments and iron ore receipts at the C&O Docks at Presque Isle.

September 20...University of Michigan scientists will spend more than \$1 million in federal money in the next four years to find out what man has done to Lake Michigan. The study is expected to aid in planning future management of the lake and preservation of its water supply. ...A Canadian shipping company gave up its six-month battle to load a freighter in Chicago. The ship has been ripped by dynamite and embroiled in an international labor controversy. Upper Lakes Shipping Ltd. of Toronto said it was ordering the 450-foot freighter *Howard L. Shaw* back to its home port. The company said it feared further attacks against the ship could result in its sinking.



George Ayoub's photo of Egyptian freighter *Salah Eldin*, damaged by fire in Hamilton harbor Sept. 4th.

September 22...Federal subsidies to support U. S. merchant shipping on the Great Lakes were urged on Congress today by the Great Lakes Commission. Competition from low-cost foreign shipping—including Government-subsidized Canadian ships—is the reason for the reversal of the eight-state group's historic objection to subsidies.

September 23...The last of the post-war "Beaver" class freighters of Canadian Pacific Steamships Ltd. of London has been withdrawn from service. Withdrawal of 10,000-ton *Beaverglen* completes the company's changeover to smaller cargo ships that can also navigate the St. Lawrence Seaway. ...Shipments of iron ore, coal and grain over the Great Lakes in August totalled 19,807,766 net tons—almost two million more tons than in the like month last year.

September 24...Detroit's 34-year-old fireboat *John Kendall* is suffering from old age, and must have repairs of \$25,000 to remain in service. The Coast Guard has required this work for certifying her as seaworthy. ...American Shipbuilding Company will sell at auction its truck terminal at Wixom, Michigan, and shipyards at Ashtabula,

Ohio, and Buffalo, New York.

September 25...The former Buckeye SS freighter *George Stephenson* has been scrapped at Stelco in Hamilton during July-August. ...The whaleback ship *John Ericsson*, laid up this season at Goderich, will be returned to service to replace the departed *Howard L. Shaw* at Chicago. ...Mrs. Florence K. Becker, wife of Captain Frank Becker of Becker Towing Co. of Detroit, has announced formation of her own firm, Detroit Marine Towing Company. Her fleet at this point consists of the 59-ton tug *Sherman VI*, recently purchased from Dunbar & Sullivan. ...The new 50-foot research vessel *Mysis*, built for University of Michigan, will begin operations out of the port of Grand Haven in about a week.

September 26...A retired Mackinac Island ferry captain, Bill Shepler, Sr., passed away at age 79. For 42 years he commanded vessels running between the island and Mackinaw City.

September 27...French destroyer *Guepratte* arrived in Detroit for an official visit, the first official French government vessel to visit there since the French lost their Canadian empire in 1763, two hundred years ago this year.



Peter Worden's photo shows the former Hanna freighter Carle C. Conway under tow of Helen Hindman. They passed up the St. Marys River on September 30th on their way to Fort William. On

October 6th the Hindman passed up again, with the ex-Hanna 504-footer Edmund W. Mudge. Information from the Hindman said the two near-sisters were bound for scrap, but we wonder.



Above: Peter Worden's view of Paterson's new package freighter Kingdoc. Below: Former Pittsburgher William E. Corey is now

the Ridgetown of Canadian interests, as shown in this photo by Peter Worden.



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.

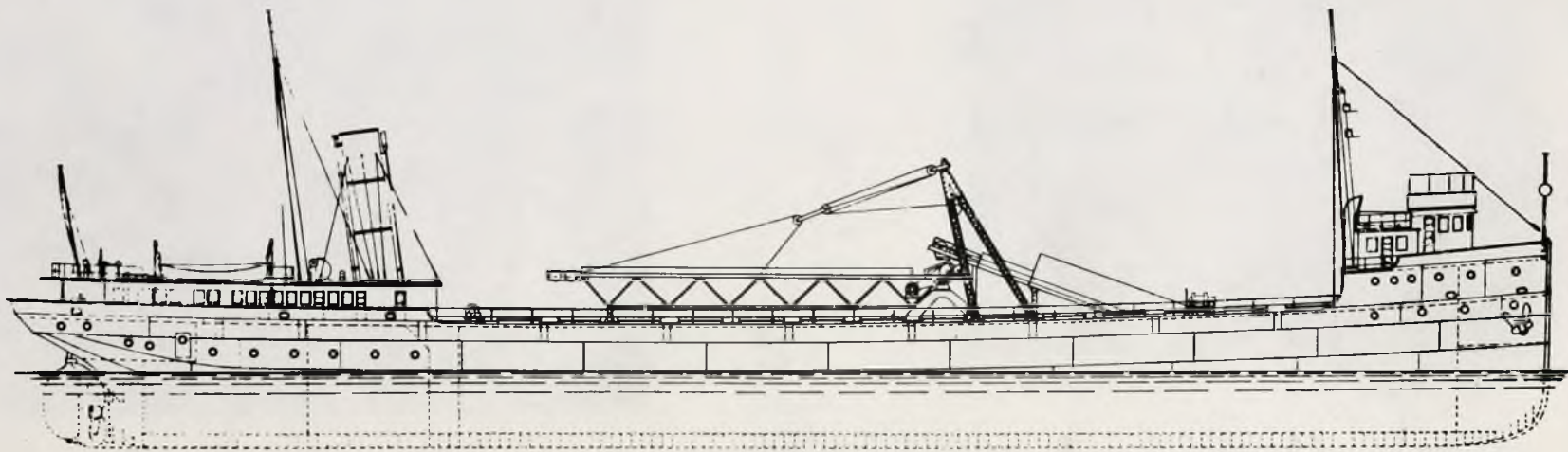
Telescope, the Institute's monthly journal, covers Great Lakes topics. Its editors welcome opportunity to review manuscripts for publication, sent care of "Telescope, Great Lakes Maritime Institute, Dossin Great Lakes Museum, Belle Isle, Detroit 7, Mich. The editors cannot be responsible for statements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

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