

# TELESCOPE

December, 1963

Volume 12, Number 12



**Great Lakes  
Maritime  
Institute**



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

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**Printed in U. S. A. by Robert H. Davison, Waterville, Ohio**

### Telescope

### In This Issue

COVER: Bells of *North American* (at left) and *South American*. The former photograph was taken last May 18 on the *North's* last passage out of Lake Michigan, bound for Lake Erie. After that, in 1963, for the first time in one hundred and thirty years or more, one could no longer book passage on a lake passenger liner from a Lake Michigan port to places on the other Great Lakes. On her Labor Day cruise, *South American* passed under the Mackinac Straits Bridge in turn for an hour's cruise in Lake Michigan before making her scheduled call at Mackinac Island.

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### Meeting Notices

In respect to the death of President Kennedy, the general meeting planned for Friday, November 22, was postponed to the following Friday night.

Business Meeting

Friday, January 3, 1964

Dossin Museum, 8 p.m.

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

General Meeting

Friday, January 31, 1964

Dossin Museum, 8 p.m.

Bill Hoey will present a motion picture from films he has taken over the past three years, showing eight passenger vessels of the lakes. He is also trying to obtain a Canadian Pacific Railway film which illustrates their liners *Assiniboia*, *Kewatin* and the now-scraped *Manitoba*.

Model shipbuilders will gather informally on Saturday evening, January 4, about 7:30 p. m. Michael O'Brien will exhibit the small-scale ship models he has built over a number of years. Such models, being a building operation within reach of an individual modeller (as opposed to a collection of eighth-scale models, for instance), offer a good way to compare or contrast a number of ships. These models are very handsomely detailed as well, showing what can be done in small scale work. Some rare ship plans and other parts of his collection will be on view. Meeting place is not yet certain; telephone Dossin Museum for further details. We hope to be meeting this way about every other month, probably the Saturday after each Institute business meeting.



1. ALGORAIL (Data on Page 272)

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# A Christmas Package of Photographs

by Emory A. Massman, Jr.

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Fourteen  
From  
The Outbound Fleet

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**1.** *Algorail* (C 138212) (page 271)  
(a) *William S. Mack* (b) *Home Smith*  
Built 1901 by American Shipbuilding  
Company (hull #311). Measurements:  
3475 gross tons; 2523 net tons; 346  
x 48 x 28. Triple-expansion engine,  
20-33½-54 x 40. Last operating own-  
er was Algoma Central Railway.

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**Photographs by  
Emory A. Massman, Jr.**

## Introduction

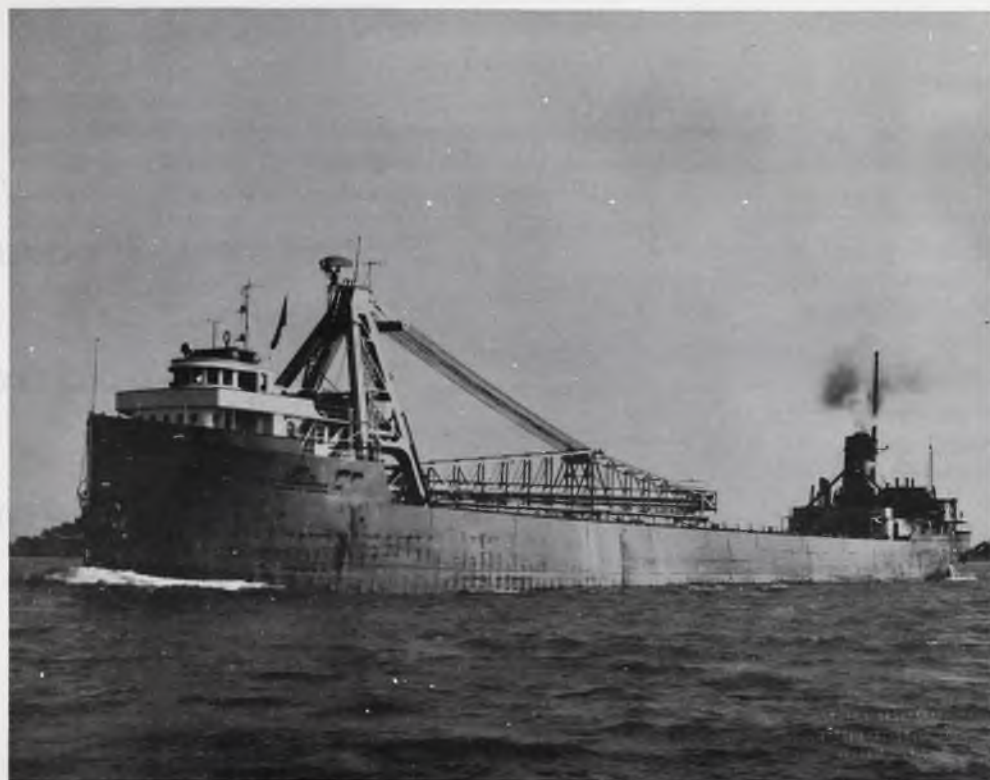
**E**morey A. ("Bud") Massman, Jr., whose photographs are presented here, normally serves TELESCOPE as its Picture Page editor. He supplies this feature with his own photographs, which have come to be among the best views available for modern lake ships. Emory served in the Merchant Marine during World War Two. He still carries papers as a licensed ship's officer, although he now works for the Detroit Police Department. His father is Captain Emory A. Massman, Sr., longtime master of the former Nicholson auto carrier *Mataafa*. Captain Massman is now retired at St. Clair, Michigan, living within sight of the St. Clair River traffic. A small boat moored in a creek there is enjoyed by the senior Massman in retirement and by the junior Massman in taking the photographs whose obvious results we see in this and other issues

*Ships are presented in  
alphabetical order.*

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**2.** *Calcite* (US 209763)  
Built 1912 by Detroit Shipbuilding  
Company (hull #188). Measurements:  
3996 gt; 2459 nt; 416 x 54 x 29.  
Quadruple-expansion engine, 19-27-40  
-58 x 42. Last operating owner was  
Bradley Transportation Line (U. S.  
Steel)

**3.** *Ralph S. Caulkins* (US 77532)  
(a) *J. M. Jenks* (b) *R. R. Richardson*  
Built 1902 by American Shipbuilding  
Company (hull #317). Measurements:  
4046 gt; 2925 nt; 414 x 50 x 28  
Triple-exp engine, 22-35-58 x 40  
Last operating owner on lakes was  
Gartland Steamship Company.



**2.** CALCITE



**3.** RALPH S. CAULKINS

**F**resh water of the Great Lakes is known to be kind to the steel hulls of the ships that trade on those waters.

The useful life of a salt water ship may be considered perhaps as twenty years before salt corrosion will have taken its toll. By contrast, a lake ship may last three times as long, or even more. Until recently, even the Federal tax laws recognized the long life of lake ships by making their owners compute their depreciation at sixty long years.

Engines, too, have shown themselves sturdy and long lasting. Little wear takes place in the slow reciprocation and relatively low horsepower that has long been common among triple and quadruple expansion engines powering most twentieth century lake freighters.

Owners often choose to replace parts of their freighters, either for repair or to make them more competitive. Tank tops--the floor of the cargo hold--take a beating from ore and other cargoes and unloading machinery. Periodically, they must be replaced. Boilers often require replacement before the engine does. Often, the reciprocating engine may be yanked out and replaced by a new Skinner Uniflow, a turbine, or--now becoming common--a diesel which will need no boilers.

## Fourteen From

## The Outbound

## Fleet

**T**hus, many lake ships do not tend to "wear out." They stay in service until nobody can afford to keep them in business.

In the last century, wooden lake ships had much shorter lives as a rule. But cold-hearted businessmen would often keep them in service, reduced to tow barges, long after their hulls were becoming tender and their emergency sailing canvas worn thin. It was left to periodic gales to carry off the obsolete tonnage. "Sailors are paid to take their chances," was the comment of one shipowner toward the suggestion that

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**4.** *Harry T. Ewig* (US 81803)  
(a) *W. W. Brown* (b) *Baltic* (c) *J. W. Ailes*. Built 1902 by Chicago Shipbuilding Co. (hull #52). Measurements: 3562 gt; 2963 nt; 346 x 48 x 28. Triple-expansion engine, 20-34-55 x 40. Last operating owner was Columbia Transportation Company.

**5.** *John C. Hay* (US 202368)  
(a) *Peter White*  
Built 1905 by Great Lakes Engineering Works (hull #8). Measurements: 6184 gt; 4931 nt; 504 x 54 x 30. Triple-expansion engine, 23-38-63 x 42. Last operating owner was the Browning fleet.

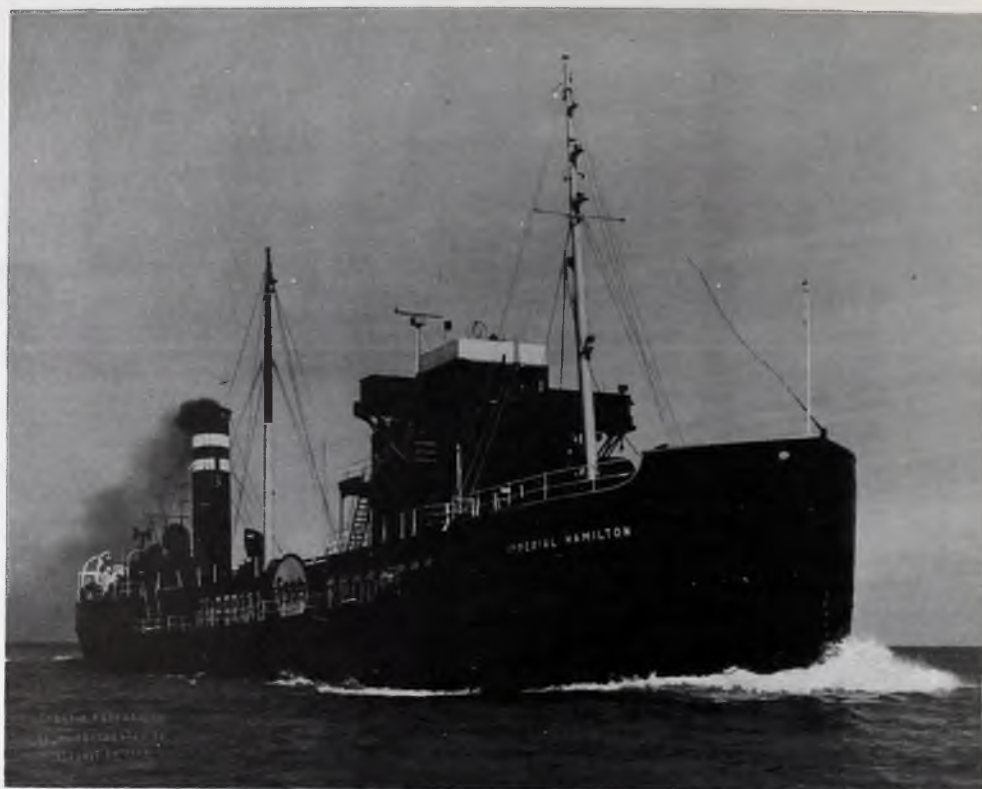


4. HARRY T. EWIG



5. JOHN C. HAY

6. IMPERIAL HAMILTON



**6** *Imperial Hamiltor*. (C 134515)  
(a) *Sarnolite* (b) *Imperial Sarnia i.*  
Built 1916 by Collingwood Shipbuilding  
Company. Measurements: 2060 gt;  
1549 nt; 258 x 43 x 24. Triple-  
expansion engine, 16-26-44 x 36.  
Last operating owner was Imperial  
Oil fleet.

**7** *Robert N. Joynt* (US 204190)  
(a) *Smith Thompson*  
Built 1907 by Toledo Shipbuilding  
Co. (hull #110). 4786 gt; 4227 nt;  
438 x 52 x 28. Quadruple-expansion  
engine, 16½-24-35-50 x 42. Last  
operating owner was T. J. McCarthy  
Steamship Company.

**8** *Edmund W. Mudge* (US 208762)  
(a) *Quincy A. Shaw*  
Built 1911 by American Shipbuilding  
Company (hull #389). Measurements:  
6336 gt; 5013 nt; 504 x 54 x 30.  
Triple-expansion engine, 23-38-63 x  
42. Last operating owner was the  
National Steel Corp (Hanna fleet)





7. ROBERT N. JOYNT



8. EDMUND W. MUDGE

freight vessels be inspected. Fortunately most gale victims were cast broken on some shore where their crews might find escape. Rigid ship inspection and metal hulls have removed this grim way out. In 1913, the Great Storm carried off mostly modern steel vessels, and few rotten wood hulks were among its victims.

In modern times the scrap dealer has replaced the gale as the grim reaper for obsolete lake ships. As all-steel construction has made lake ships stronger, it has also made their fabric worth reclaiming when the ships are abandoned for further sailing. In times when lake ship operators are down on their luck and scrap dealers are up on theirs, segments of the lake fleet move off to shipbreakers. The thirties, especially about 1937, were a major period for scrapping old ships. World War II put everything back in operation that could be used. But the Maritime Commission took obsolete ships in part payment on L6 Class lakers built in 1943, and scrapped the old vessels in the late forties and the early fifties. The prosperous fifties kept most remaining tonnage patched up and in service. A line seemed drawn at five hundred feet of length, above which a lake ship seemed untouchable to scrap dealers.

The past several years have again witnessed a great drawing off of the marginal part of the lake fleet. In this issue of TELESCOPE, we present photographs by Emory A. Massman, Jr. They show some of the vessels which have been retired or sold for scrapping within this period.

A number of causes produced this upheaval in the lake fleet, which began about 1959. Chief sufferers in the United States were the "independent fleets" that carried ore, coal and limestone cargoes for the steel companies. In the recession of the late fifties, as steel production dropped, these cargo tonnages shrank drastically. The steel companies had many of their own ships idle, and had no reason to give their cargo shipping to outside firms.

The Seaway's completion at the same time made it possible for ocean ships to carry grain cargoes non-stop from lake ports to ones overseas without transshipment at Montreal. To be sure, the salties could not usually transit the Seaway at their deepest draft, so lakers still carried some grain for transshipment to top off the salties at Montreal.

But some transshipment ports like

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**9** *Newbrundoc* (C 149466)  
Built 1928 by Swan, Hunter, etc. (hull #1347). Measurements: 2208 gt; 1521 nt; 253 x 43 x 24. Triple-expansion engine, 15-25-40 x 33. Last operating owner was N. M. Paterson & Sons.

**10** *Baird Tewksbury* (US 212197)  
(a) *William D. Crawford*  
Now sailing as (c) *George Hindman* iii. Built 1914 by American Shipbuilding Co. (hull #710). Measurements: 6480 gt; 4949 nt; 504 x 54 x 30. Triple-expansion engine, 23-38-63 x 42. Last U. S. operating owner was Midland Steamship Line; sold to the Hindman fleet.



9. NEWBRUNDOC



(Not scrapped; included here due to nature of her reprieve. See text.)

10. BAIRD TEWKSBURY

Buffalo found their grain business hard hit. Buffalo also had a great fleet of idle, obsolete lakers like *Andrew S. Upson* (shown in this issue as photograph #11). The Continental grain firm maintained this fleet for supplementing the grain storage capacity of its Buffalo grain elevators. Now no longer needed, this fleet was sold for scrapping last season, and one by one its ships are being towed off to Hamilton or Port Colborne for scrapping. Curiously, the Canadian port of Goderich is now receiving obsolete Paterson Fleet lakers bought for grain storage.

Only the Canadian lakers seem to have regained a large segment of the Seaway grain trade in the last year or two, finally managing to move down to Montreal more grain than was carried in ocean ships. The Seaway also brought abrupt obsolescence to a major part of the Canadian lake fleet. This was made up of tiny canallers, designed to fit the dimensions of the old canal locks (see October TELESCOPE, p. 230). Canallers like *Newbrundoc* and *Willowdale* (photos #9 and #13) were sold for scrap, and this season few dry cargo canallers were still running. Canadian legislation encouraged ship-owners to build new ships replacing them, aided by construction subsidies. Thus became feasible the big new fleet of 730-foot Canadian bulk freighters, as well as the new, smaller tankers, package freighters, crane ships and self-unloaders.

Until about 1950, many obsolete U. S. lake ships found their way to Canadian registry. About that time, Canadian law refused registry to newly-purchased foreign ships that were over ten years old, generally. But after the great shakeout of U. S. lake fleets beginning in 1959, Canadian firms found one convenient way around this law. They bought cast-off U. S. lakers and put them under registry of British Commonwealth nations whose ships were thus entitled to Canadian domestic trade. Thus "Hamilton" on the stern of a Canadian-owned ship might now mean Bermuda, not Ontario. Only one of the ships we have illustrated here cheated the scrap dealer, reprieved by this practice. *Baird Tewksbury* (photo #10) went from Cleveland's liquidated Midland Steamship Line to Canadian scrap dealers, who resold her to Canada's Hindman fleet to be *George Hindman iii*. Finally, last year, Canadian law closed this loophole, but there still remains international trade (like Labrador ore or American grain) to keep them busy between U. S. and Canadian ports. Hanna's *Edmund W. Mudge* (photo #8) was towed northbound by a Hindman ship this fall, reportedly for scrap—but not altogether improbably as a future Hindman freighter instead.

In the forties and fifties, the steel mills at Hamilton, Ontario, consumed the metal of many old lake ships brought there for scrapping, making Hamilton famous as the end of

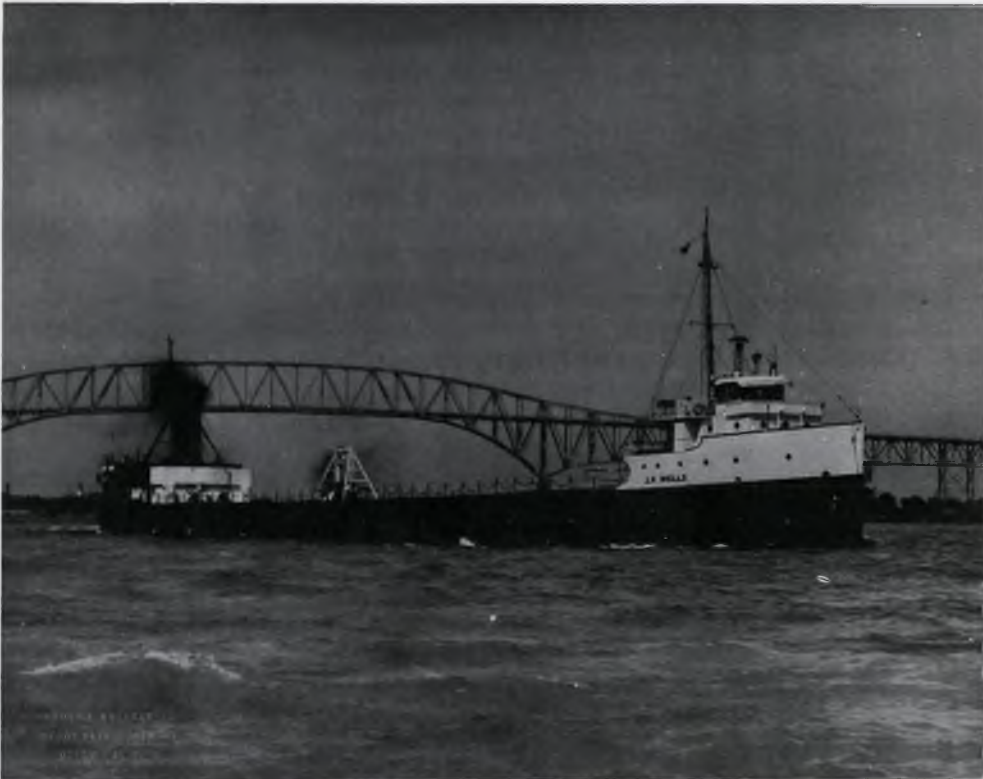
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**11** *Andrew S. Upson* (US 206167)  
Built 1909 by American Shipbuilding Company (hull #444). Measurements: 4442 gt; 3120 nt; 380 x 52 x 28. Triple-expansion engine, 21-34-57 x 42. Last operating owner was Buckeye Steamship Co. (Hutchinson).

**12** *J. P. Wells* (US 203473)  
(a) *Joshua W. Rhodes* (b) *Frank Seither ii* (c) *Hazen Butler*. Built 1906 by American Shipbuilding Co. (hull #345). Measurements: 4871 gt; 3586 nt; 420 x 52 x 28. Triple-expansion engine, 22-35-58 x 40. Last operating owner was Nicholson Transit Company.



11. ANDREW S. UPSON



12. J. P. WELLS

the line for lakers. But the Seaway gave a new outlet to the scrap business. Some lakers, like *Robert N. Joynt*, *J. P. Wells* and *John C. Hay* (photos #7, #12 and #5) were sold to scrappers overseas. In lake ports they took on scrap metal cargoes for their last voyages. Some of them were towed to St. Lawrence tidewater where their hatches would be sealed, while others made it there under their own steam (our good friend, Captain Geoffrey Hawthorn, guided many of these downbound). A hazardous winter Atlantic crossing was in store for many of these. Ocean tugs were more available in winter, and their rates consequently cheaper. But three lakers defied the European shipbreakers by sinking in the North Atlantic. *W. Wayne Hancock*, *Perseus* and *Arcturus* were these (see January TELESCOPE, pp. 19-20). These losses seem to have inhibited the practice. But this fall, four obsolete lakers have reportedly been sold for use as power-generating plants overseas, including Gartland's *Ralph S. Caulkins* (photo #3), which has been laid up at Cleveland.

Some retired lakers have found other uses. Cleveland's Gordon Park breakwater is formed of Pittsburghers *James J. Hill* and *William Edensborn* (see April TELESCOPE, pp. 94-95). The crane ship *Harry T. Ewig* (photo #4) was sold by Columbia to the Roen fleet for stripping down as a barge scow. And some old lakers just never give up. The old sand-sucker *Algonac*, once the proud New

York Central package freighter *Syracuse* of 1884 and perhaps the Great Lakes' first all-steel hull, was cut down as a barge (see April TELESCOPE on page 90). And the Huron Cement freighter *Samuel Mitchell* of 1892 is still active and intact, but towed between Duluth and Superior plants of the cement firm (see July TELESCOPE, page 166).

The Bradley self-unloader *Calcite* (photo #2) was scrapped conventionally at a Lake Erie port. But her pilot house was brought back to her home port of Rogers City where it is preserved in a site overlooking the limestone loading docks. There, tourists may examine her radar and other instruments and learn how the nerve center of a lake ship works. And as our news columns in this issue show, the retired tanker *Imperial Hamilton* (photo #6) will yield up her entire pilot house and bridge structure to become a ccttage at Corunna, Ontario, overlooking the St. Clair River, just below the giant Imperial refineries she served.

Some ships remain intact, but formally retired. The Wyandotte self-unloader *Wyandotte* (photo #14) has given up her name to another ship of her fleet and remains technically nameless (see her plans in the November TELESCOPE), idle at Wyandotte.

And then, some ships still go the old way, like *Algorail* (photo #1), which was shown in the July TELESCOPE being broken up at Toronto.

--GORDON BUGBEE

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### 13 Willowdale (C 137907)

(a) *Talaralite* (b) *Imperial Midland*. Built 1918 by Collingwood Shipbuilding Co. (hull #50). Measurements: 2335 gt; 1356 nt; 250 x 44 x 25. Triple-expansion engine, 18-30-50 x 36. Last operating owner was Reoch fleet.

### 14 Wyandotte i (US 205458)

Built 1908 by Great Lakes Engineering Works (hull #54). Measurements: 2450 gt; 1541 nt; 346 x 45 x 24. Triple-expansion engine, 18-31-50 x 36. Last operating owner was Wyandotte Transportation Company.



**13.** WILLOWDALE



**14.** WYANDOTTE



## Curator's Corner

BY  
ROBERT E. LEE  
CURATOR  
DOMINION GREAT LAKES MUSEUM

It is a time to reminisce. Already, the frost is gone from the pumpkin, for the pumpkin itself is gone, gone to be replaced with the visions of lollipops in the minds of children, for the season of Christmas is upon us.

The days are shorter now. The ship passages are fewer. Soon there will be none as winter finally stops the rippling of the water and covers the ice with snow. Crews will be in their homes with family, and friends will meet to exchange tales of the year.

The museum will go right on, open as usual. Many of the men who wave or salute as they pass in the summer will come in for a visit to "see what's new." Then they'll want to know what's gone on while they were away. When we stop to remember, it's been quite a bit.

We lost a couple of our good members during the year. As the time for joy approaches, there is a sting when we remember those who have gone, and who won't be with us. To us the void is great, but to the loved ones it is greater. To these we again express sympathy.

At the same time, we've made many new friends...people to whom we have said, "Come back, soon and often"... and they have. For this we are glad.

The museum's program this year has been a full one. Once again we "opened the shipping season" with a Blessing of the Fleet. Our thanks to those who assisted in this: Father Dowling, the Shipmasters, Sea Scout Ship #1466, and many organizations who were represented.

We showed marine pleasure craft engines in a special show with the cooperation of MARINA NEWS, and broke all attendance records for a single day, twice in the time the show was on. Matter of fact, attendance in March this year was triple what it was in 1961! For the year it was 64,000 over the previous high.

Even if we had the space, time wouldn't permit us to list all the accessions we've had this year. There have been many. Several very exceptional items have come our way, and these have been reported at the time. One look at the museum tells the visitor at once that there is much new to be seen. We thank these donors, every one.

The most outstanding accomplishment of the year has been the new building addition and the installation of *Miss Pepsi* on permanent exhibit. Here our already great debt to the Dossin family is even greater and we thank them.

To the Institute goes a special kind of thank you, for its contribution is a special one as individuals and as a group. The many ways this museum is benefitted by their existence could never be put on a list. We won't try. To each of you our appreciation.

Finally, we are going to get personal. I thank the three men who make the place run: Pat Labadie, Andy Waters and Roy Van. Without their devotion, heaven knows what we would do.

My understanding wife joins me, and together we say to each and every one of you, "A very merry Christmas, and a Happy New Year."



# Great Lakes Marine NEWS

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Otto Streck, Detroit  
Dan M. Weber, Toledo  
Peter B. Worden, Soo  
Richard J. Wright, Akron

**October 1...** Misener's *Wheaton* (a) *Westcliffe Hall* i, sold earlier to P. E. Larose of Williamsburg for scrapping, was moved back into the old Lock No. 23, Galops, near Cardinal, where she had been laid up since 1961, for dismantling. With the sudden demand for shipping brought about by the grain rush, *Wheaton* may be resold again, instead. The owner, meanwhile, is bidding on two former Ogdensburg - Prescott ferries, which are being sold for scrap.

**October 2...** Arthur Sullivan, president of the Gartland Steamship Co. of Chicago, and John J. Boland III, president of Bison Steamship Co., Buffalo, have been elected president and vice-president, respectively, of the Great Lakes Ship Owners Association. The association represents most of the U. S. regulated common carriers on the Great Lakes and St. Lawrence River.

**October 3...** Shipping in the Welland Canal was stalled for four hours when the 7,247-ton Greek vessel *Trikeri* swung sidewise across the waterway, blocking passage above Welland.

...Coast Guardsmen at Sault Ste. Marie and crew members of Norwegian ship *Fred Christenson* fought a stubborn fire in one of the vessel's cargo holds for more than four hours before bringing it under control. Ship's officers said the blaze started in a hold where grain cargo was piled too close to a hot steam line

...Skin divers have recovered the steel boiler from the hull of *Pretoria*, a 300-foot wooden ore

boat which sank in a gale near Outer Island in Lake Superior on September 2, 1905.

...September iron ore shipments from eight upper Great Lakes ports totaled 8,066,128 gross tons, as compared with 6,964,610 tons in September, 1962, the American Iron Ore Association reported.

**October 6...** The president of the Leicht Transfer & Storage Co. of Green Bay, Wis., announced that construction would begin on a new 550-foot cargo dock in the harbor to handle overseas ships. The dock will cost more than \$500,000, and be ready for use by next May.

**October 7...** The *Furman Victory* arrived in Toledo after being towed from a mothball fleet anchorage in the James River, Virginia. She will be converted into a navy submarine supply ship in the East Toledo yard of American Shipbuilding Company. Completion is expected in about one year.

...Four of the N. M. Paterson fleet have been sold for scrapping and a fifth for grain storage. *Mantadoc* will be used at Goderich for storage. Canallers *Lavaldoc*, *Coteaudoc*, *Newbrundoc* (see photo p. 277) and *Prescodoc* will be scrapped.

**October 9...** Montreal's striking longshoremen today rejected a federal mediator's proposal to settle the waterfront dispute which has paralyzed St. Lawrence River ports for six days. Meanwhile, the Canadian Pacific flagship *Empress of Canada* stood off the Island of Orleans today as line officials tried to decide how to get 409 passengers ashore.

...The Huron Cement freighter *Samuel Mitchell* is being used as a barge, but is still intact and capable of sailing. She carries finished cement between Huron plants at Superior and Duluth. The distance across the harbor is so short that it is not practical to man her with a full crew, so a tug tows the 71-year-old ship.

October 12...A warrant to "arrest" the sunken freighter *Tritonica* was issued by Admiralty Court Registrar on behalf of the chief engineer's widow. The ship lies practically submerged in the St. Lawrence, the victim of a collision last July 20 with *Roonagh Head*. The chief engineer's body is still missing. Snowberry Co. Ltd. of Bermuda, the owner of *Tritonica*, has filed suit for four million dollars against the owners of *Roonagh Head*.

...Striking Canadian longshoremen voted to accept settlement proposals advanced by a federal mediator.

...A resident of Corunna, Ontario, has purchased the entire three-story, 28-ton pilot house of tanker *Imperial Hamilton*, complete with flying bridges, to use as a cottage.

October 14...The Corps of Engineers has begun removing the old freighter *Joliet*, an obstacle to navigation at Port Huron. It will take a month.

October 16...The former Nicholson Transit freighters *Sultana*, *Tampico* and *Adrian Iselin* are being cut down to become disposal barges on the Detroit River.

...The Bradley fleet's last coal-burning ship, *Calcite II*, will be converted to diesel power this winter at AmShip's Lorain yard. Pilot house control of her main engine will be added, all engine room equipment being monitored from a central location.

October 17...CSL's *Black Bay* passed through the St. Lawrence Seaway with a record cargo of 1,302,515 bushels of oats, bound

for Quebec City from the Lakehead. Her sistership *Whitefish Bay* formerly held this record.

October 18...The old Canadian freighter *Saskadoc* ran aground on a shoal in the St. Clair River a short distance below Sarnia.

October 19...Overseas export-import trade through the port of Milwaukee so far this year has decreased eleven per cent from the comparable period of 1962.

October 20...Three Great Lakes fleets, all operated and owned by United States Steel Corporation will be grouped under one fleet name, as yet unannounced, about January 1. Included are Pittsburgh Steamship Division, Bradley Transportation Line and American Steel & Wire Division.

October 21...A total of 12,108,525 net tons of freight passed through the Soo Locks in September.

...Two thousand members of Seafarers' International Union from lake ships staged a protest march in Ottawa against Federal trusteeship for their Canadian branch. Led by their president, Hal Banks, they concluded with a mass rally before the Parliament Buildings. Meanwhile, Prime Minister Pearson announced his decision to proceed with appointing the three trustees.

October 23...The Detroit Fire Department's fire boat *John Kendall* is being overhauled in Toledo. The Detroit Common Council approved a \$21,362 contract for the repair and renovation job.

...Captain James McIntosh, former chief of merchant marine safety for the Ninth Coast Guard District in the Great Lakes, has joined Ford Motor Company's fleet as project engineer. He will supervise the installation of a bow thruster and new side tanks on the *Benson Ford*.

...A task force of U. S. Senators will head for the midwest to find out whether government laws and regulations discriminate against



SHIP IN THE NEWS:  
WHALEBACK *JOHN ERICSSON*  
COMES OUT OF MOTHBALLS

Fall grain trade activity brings back to life the lakes' only surviving whaleback bulk freight steamer, *John Ericsson*. Her visit to Chicago is shown in these photos sent to *TELESCOPE* by Bill Warrick who writes as follows:

"These photographs were taken by Richard Race, a scuba diver who dives on Great Lakes wrecks as a hobby and is a member of our Chicago

Maritime Historical Society. These pictures are enlargements from 35mm color slides. However, both Race and I have shot several hundred feet of 16mm color movie film of the *Ericsson* in operation inside and out...including movies of the engine turning over in the engine room and the paneled cabin...

"I'd just come from Goderich where I had photographed the *Ericsson* lined up, apparently in mothballs, and I figured I'd never get a chance to photograph it moving. That is why we've been so excited about this development..."

St. Lawrence Seaway ports.

*October 24...*The recent auction for American Shipbuilding Co.'s Buffalo yard attracted no bids at the minimum price set. One restriction placed on the sale was that the buyer would promise never to use the property as a shipyard. Machinery and equipment of the yard have been sold. The Ashtabula yard and equipment will go on the block on November 6.

*October 25...*SIU members ended their one-week work stoppage today as crew members returned to their ships. This followed an agreement with the newly-appointed federal trustees who took over control of the five Canadian maritime unions.

...A Panamanian freighter that called at Toledo last month has been abandoned in the Atlantic Ocean near the coast of Portugal. A report from Lisbon said the 7,180-ton freighter *Theotokos* collided with the 27,586-ton British tanker *Statesman* in dense fog.

*October 26...*Negotiations looking to merger of the Reiss and Tomlinson fleets were broken off after a meeting of Tomlinson directors. The directors reportedly voted five to one against the merger.

*October 27...*Two records were broken when 1,253 Volkswagen vehicles were unloaded at Toledo Overseas Terminals from the freighter *Carl Trautwein*. The shipment was the largest ever received in the Port of Toledo from the West German company, and it helped boost U. S. Customs Bureau receipts in the port to the highest ever received in a single day.

*October 28...*Three Pittsburgh Steamship freighters will be added to their ships assigned to haul Labrador ore through the Seaway to the lower lakes. *Sewell Avery*, *George A. Sloan* and *Robert C. Stanley*--the company's three Maritime Comm. type ships of 1943--will bring its Seaway fleet to eleven ships.

...Canada Steamship Lines will convert *Hochelaga* to a self-unloader this winter.

*October 29...*St. Lawrence Seaway traffic for April through September rose three million tons as compared to last year's similar period.

...Captain A. H. Guddeck of the self-unloader *David P. Thompson* died of a heart attack while docking his ship at the Edison Rouge Plant in the mouth of the Rouge River.

*October 31...*The Republic freighter *Charles M. White* was pulled free from the rock at the lower end of the Soo harbor where she was stranded several days earlier.

...Buckeye Steamship Company has sold its flagship, the 595-foot bulk freighter *John T. Hutchinson*, to the American Steamship Co. of Buffalo. Reportedly, Boland & Cornelius will use her as a self-unloader, the first of the war-built Maritime Commission L-6 type freighters to be converted this way.

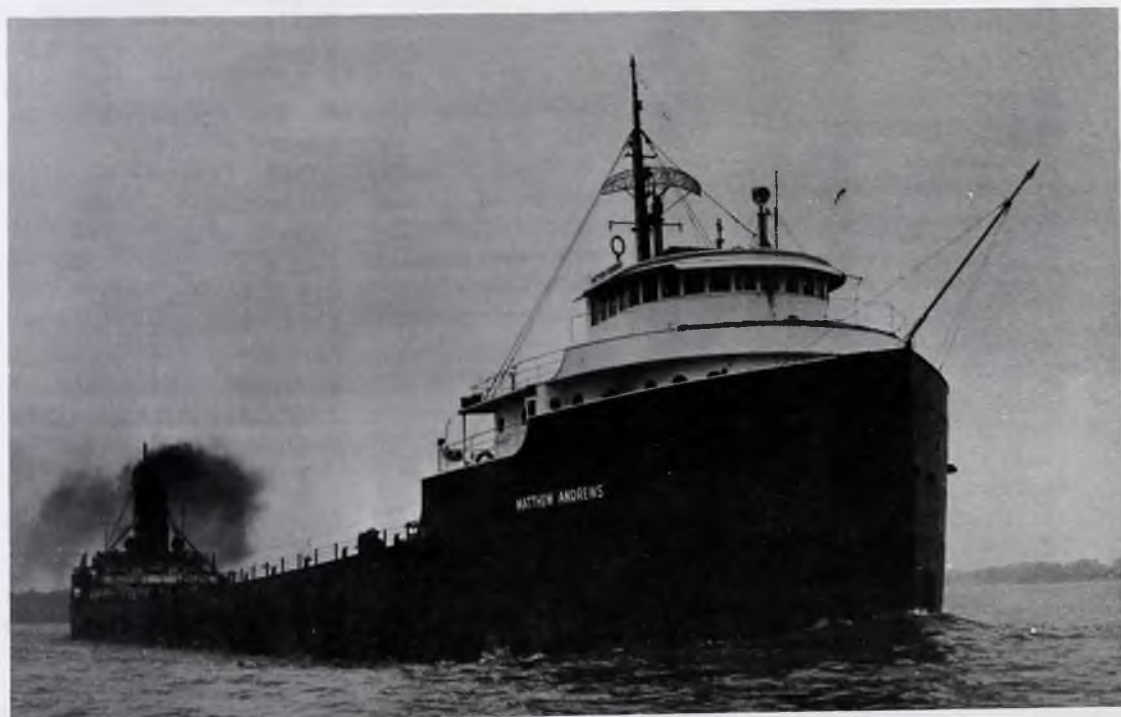
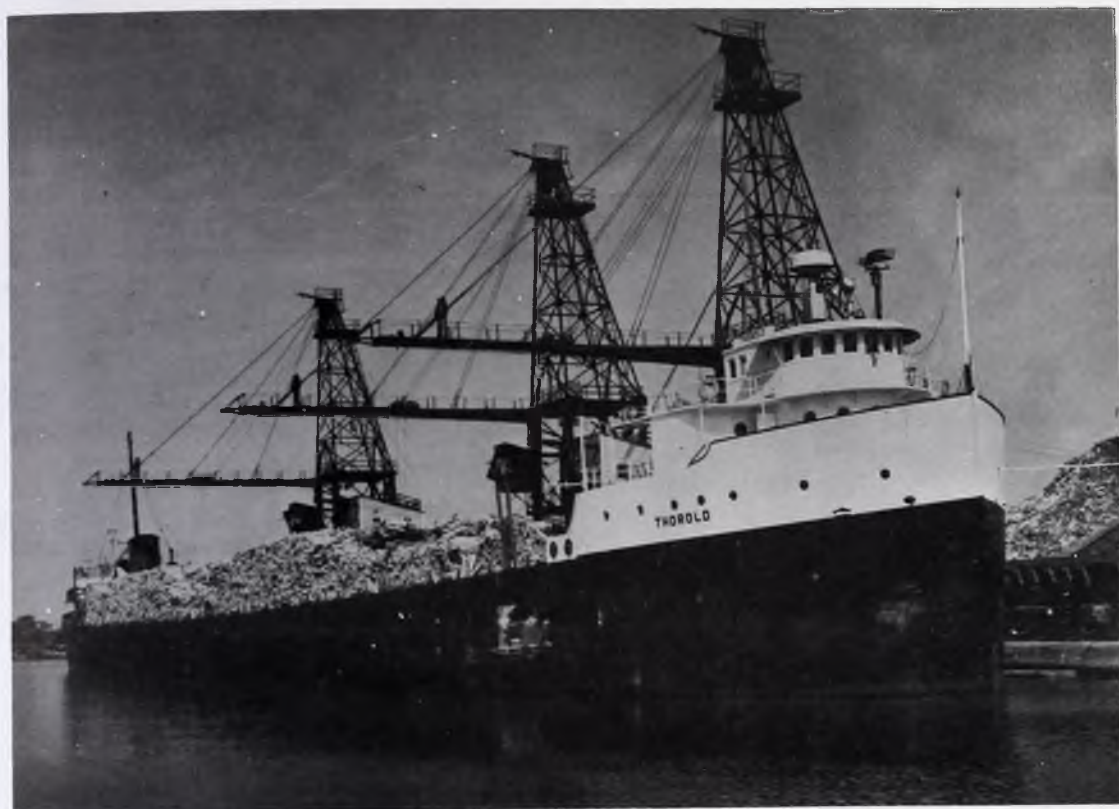
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### PHOTOS ON OPPOSITE PAGE

ABOVE: *Peter Worden's* photo shows *Quebec & Ontario's* pulpwood carrier *Thorold*. Before this season, she had been in U. S. registry as the *Midland Steamship Line's* *Carmi A. Thompson*.

BELOW: Another name change of this season came to *Hanna's* *Edward J. Berwind*, which became *Matthew Andrews* (but didn't change hands). She is the third laker to carry that name. First *Matthew Andrews* is now *Kinsman's* *Harry L. Findlay*. The second one has always had second-hand names. She started as the second *Fred G. Hartwell*, became the second *Matthew Andrews* in the early fifties, and this season became *Misener's* second *George M. Carl*. Our August issue, page 178, shows *Edward J. Berwind* in earlier years, with the distinctive very-large pilot house that has always made her easy to identify at a distance. *Emory Massman* took this photo of her.

FURTHER NEWS WILL BE FOUND  
ON OUR BACK COVER



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