

# TELESCOPE

January, 1964

Volume 13, Number 1



**Great Lakes  
Maritime  
Institute**



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

# The Great Lakes Maritime Institute

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 WILLIAM M. WORDEN

## 1964 DUES ARE DUE

SEE BACK COVER FOR SCHEDULE

## Coming Meetings

### BUSINESS MEETING

Friday, February 28  
Dossin Museum, 8 p.m.

Visitors are welcome to these meetings of the Board of Directors.

### MODEL SHIPBUILDERS

Saturday, February 29,  
Dossin Museum, 8 p.m.

Pat Labadie will gather together some of the more interesting vessel plans in the Dossin Museum collection for model shipbuilders to examine. We welcome all interested in model building to these informal gatherings.

### GENERAL MEETING

Friday, March 20,  
Dossin Museum, 8 p.m.

Gordon Bugbee will describe Lake Erie's First Golden Age of sidewheel steamers in a paper on the Buffalo to Detroit "North Shore Line" ships of Michigan Central Railroad and its predecessors in the 1840s and 1850s.

## Telescope

EDITOR, GORDON P. BUGBEE  
 FLEET LIST EDITOR,  
 REV. EDWARD J. DOWLING, S.J.  
 PICTURE PAGE EDITOR,  
 EMORY A. MASSMAN, JR.  
 BLUEPRINT EDITOR, CHARLES LABADIE  
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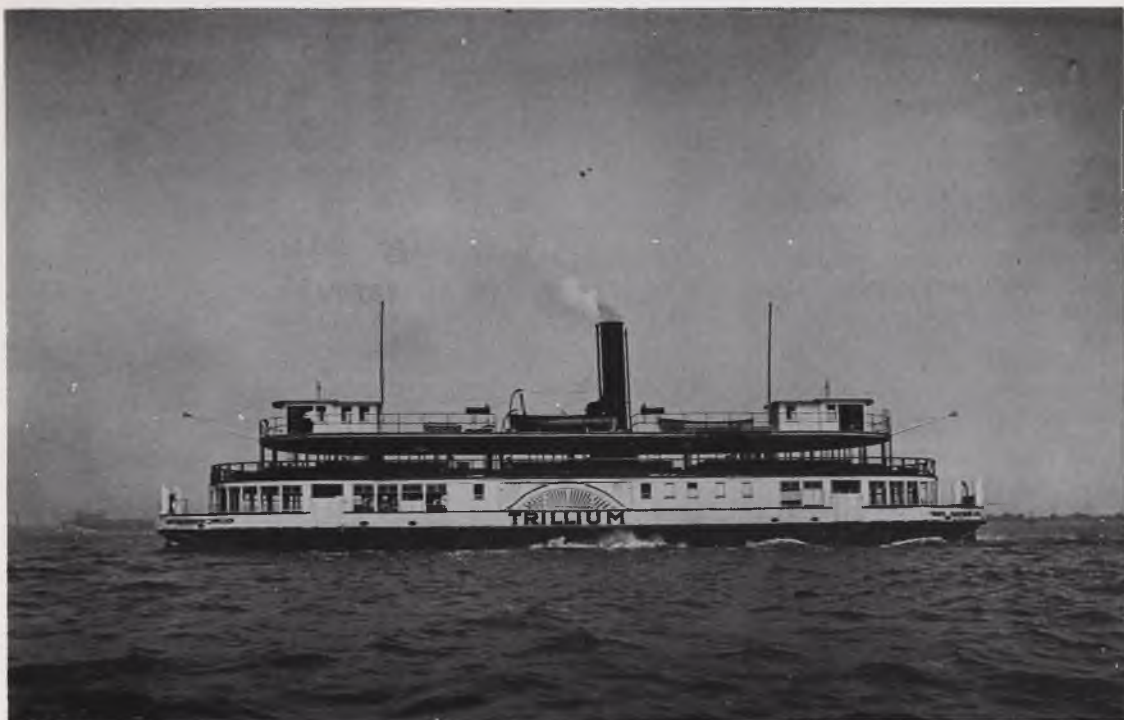
## GREAT LAKES MARINE NEWS

EDITOR, ROBERT RADUNZ  
 PHOTO EDITOR, WILLIAM A. HOEY  
 ASSISTANT EDITOR, ED ANDREWS  
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 GEORGE AYOUB  
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 RICHARD J. WRIGHT

## In This Issue

COVER: OUR FRONT ILLUSTRATION SHOWS THE PRESENT PADDLE BOX DECORATION OF THE SIDEWHEEL TORONTO FERRY TRILLIUM WHILE OUR BACK COVER SKETCH SHOWS AN EARLIER PATTERN.

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Toronto Harbor Ferry *Trillium* as seen in happier days. Notice the ornamental paddle box she originally carried, as compared with the plain one adorning her in our front cover view.

TORONTO TRANSPORTATION COMM. PHOTO, COURTESY OF ALAN HOWARD

## TRILLIUM

By *William A. Hoey*

Toronto Harbor is formed and sheltered by a boomerang-shaped island which in recent years has largely been converted to parkland. Centre Island offers picnicking, swimming, yachting and similar attractions. To serve the island from the foot of Bay Street, the Toronto Metropolitan Parks Department runs a fleet of three diesel double-ended ferries. These are named *William Inglis*, *Sam McBride* and *Thomas Rennie*. Until about 1955, there were also the two sidewheel ferries *Trillium* and *Bluebell* on the run to Centre Island. But in recent years, these have lain idle at the island. Several years ago *Bluebell* was stripped down for a barge service, but the plans fell through, preventing similar conversion of *Trillium*.





The modern Toronto Harbor ferry fleet of three diesel vessels is shown lined up in early morning at the mainland dock at the foot of Bay Street. *Thomas Rennie*, at far left, was built in the mid-fifties, but generally resembles *Sam McBride* (middle), which dates from the mid-thirties. At right is *William Inglis*, which was also built in the thirties, but which is smaller (ninety-one feet long) than the other two (one hundred and sixteen).

PHOTO BY GORDON BUGBEE



*Trillium* is seen in dry dock at Toronto earlier in her career when she looked much as she appears on page three.

TORONTO TRANSPORTATION COMM. PHOTO, COURTESY OF ALAN HOWARD



Forlorn *Trillium* as seen last summer by Steamship Historical Society members in her berth at the island. The stripped-down hull of *Bluebell* was nearby.

AUTHOR'S PHOTO

*Trillium* represents the Great Lakes' last sidewheel passenger steamer. The only other lake sidewheeler is the venerable car ferry *Lansdowne* which is no longer licensed to carry passengers, while the old sidewheel ferry *G. A. Boeckling*, idle as a tool shop at Sturgeon Bay, no longer has her engine. *Trillium* is a double-ender, built by Polson Iron Works at Toronto in 1910. Her measurements are 150' x 30' x 7.2'. *Trillium* is powered by a two-cylinder inclined compound engine having a four-foot stroke and cylinders of 17-inch and 34-inch diameter.

Growing popularity of the islands has taxed capacity of the ferries, so that on weekends this past summer, island visitors sometimes had to wait two or three hours for the ferry. To avoid these delays, the Parks Department has appointed a

special committee to study ways of reaching the island, including tunnels, bridges, ferries, etc. But with the island one mile offshore, bridges and tunnels would run into millions of dollars. So it would seem likely that the ferry service will continue, presumably expanded.

Estimates for a new 1,000-passenger ferry run to about \$600,000. An alternative is to reactivate *Trillium* with a steel superstructure, at perhaps a third this cost. Her hull is of steel, and her boiler appears in workable condition, while her finely-crafted, slow-turning engines could probably give another fifty years of service. If this alternative seems acceptable, the first action will be for the city of Toronto to allot necessary funds for a look at *Trillium's* bottom, which hasn't been seen in ten years.





## Notes on the Lake Fishing Industry Before 1847

Just a few years ago, it was the sea lamprey that was causing all the woes of the Great Lakes fishing industry. Then late 1963 brought the smoked fish scare that left commercial lake fishing nearly at a standstill. Type E botulism had taken several lives among people who had eaten smoked fish that contained botulina bacteria which had not been killed in processing. The buying public reacted to the news by avoiding all lake fish, and not just smoked fish. By mid-November, low-cost disaster loans had been proposed in Congress to help lake fishing endure the scare.

To this low state had dwindled what once was one of the strongest industries of the Great Lakes region in the 1830s and 1840s when settlers were first arriving in large numbers. A few early lake shipping fortunes came to people who had originally been engaged in fishing. Eber Brock Ward, who controlled the largest lake steamboat fleet at mid-nineteenth century, began as a boy by helping his lighthouse-keeper father catch and pack fish at Bois Blanc Island in the Straits of Mackinac. John P. Clark, owner of Put-in-Bay steamers and of the Detroit shipyard located where Detroit Harbor Terminals now stand, built a major trade in lake fishing in the northern waters.

\* \* \*

The importance of fishing in the early nineteenth century appears in

an article from the *Detroit Free Press* of January 8, 1847, reviewing the earlier years of the trade.

In those times, settlers caught whitefish in a certain season, and boiled the fish entrails to produce a fat used as oil for lamp lighting. At Detroit, Barney Campau used to put up eight to sixteen barrels of oil each season, and packed four hundred barrels of fish. He caught his fish at the shores of Hog Island (later to be more delicately known as Belle Isle).

Another fishing ground was cleared at Grosse Isle, and considerable packing was done there. Soon afterward, others began catching and packing fish on the shores of the St. Clair River, and as the market increased, the industry extended to Lakes Huron and Michigan. Barney Campau died in 1846; but up to the time of his death, he still used fish oil in his house, and many other French settlers used it, too.

The *Free Press* article continues, "As navigation progressed, and shipping extended itself into Lake Michigan, great quantities of the sisquette, a fish weighing from three to ten pounds, were taken near Sou Ste. Marie (sic). They are an exceedingly fat kind, and when fried will yield about twenty-five per cent of oil. This liquid was used at Mackinac for years to burn. In 1834 some twenty-five barrels were shipped to New York to try its sale. Whale oil was very low at that time, and the enterprise of prosecuting the trade for an eastern market was abandoned.

"There are a great variety to be found besides the whitefish, trout and sisquette. Sturgeon weighing 120 pounds have been taken; trout sixty pounds; muskelouge forty; pickerel fifteen; mullet ten; bill fish six; cat ten.

"In 1830 emigration commenced rapidly to Michigan. In such a degree did the population increase that it

was found difficult in 1834 for the newcomers to purchase produce on account of scarcity, as most everything consumed had to be imported from sister states. This caused a great increase of consumption of fish, and gave birth to the extension of Lake Fisheries. That year (1834) three thousand barrels were cured and brought to the Detroit market. The price was thirteen dollars per barrel for whitefish and trout, eight dollars for pickerel, and seven dollars for herring.

"In 1835 several houses at Detroit went into the business, and vessels were employed exclusively in the trade to the upper lakes. Men were despatched to look up the best locations and clear the ground ready for drawing seines."

The article included a table of barrels of fish prepared at various parts of the lakes (we omit the 1837 figures):

	1836	1840
Lake Sup. (Am. Fur Co.)	2000	8200
Lake Sup. (Hud. Bay Co.)	--	1800
Mackinaw and vicinity	1200	4000
Sault Ste. Marie	300	2555
Green Bay	600	--
Manistee River mouth	--	1800
Sheboygan river mouth	--	275
Racine river mouth	--	500
Beaver Island	--	500
Twin Rivers	--	1000
Drummond's Island	--	500
Lake Huron points	500	--
Thunder Bay	--	500
Saginaw Bay	--	500
South Saginaw Bay	--	500
Sanilac County shores	--	510
Fort Gratiot	3100	3000
St. Clair River	--	1000
Detroit River fisheries	4000	3550
Total No. of barrels	12200	35000

For the five years before 1840, the price of fish at Detroit was eight dollars a barrel, producing a business of \$256,040 there. By 1847 a Buffalo house estimated that lake

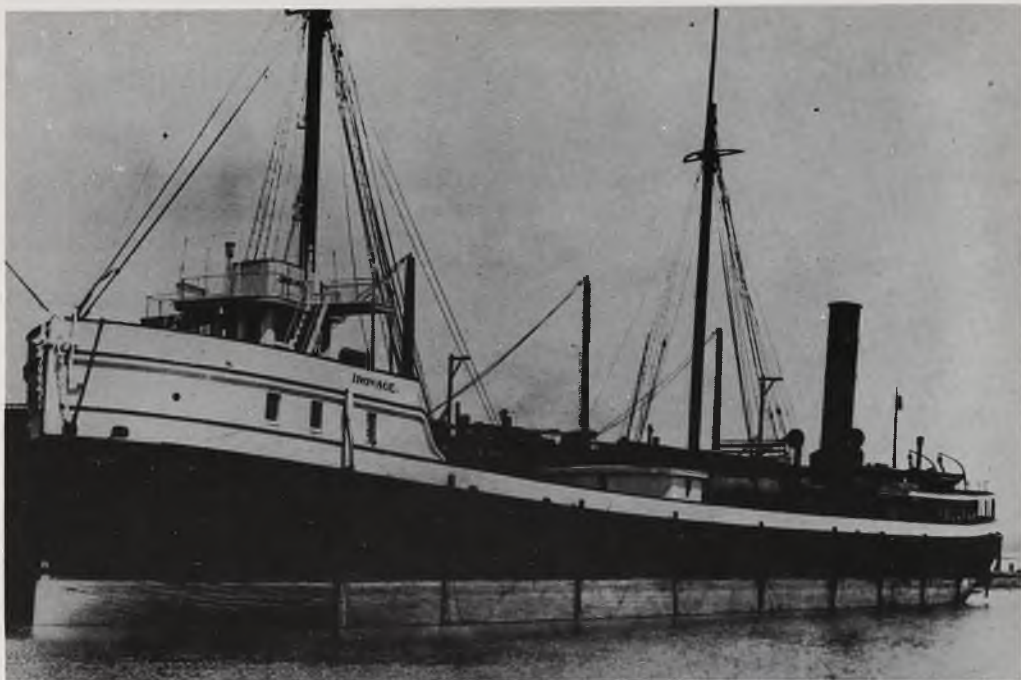
fishing trade amounted to sixty thousand barrels a year.

Canals also extended the market for lake fish. (The *Free Press* article was written about the time that the eight end-to-end railroads spanning from Buffalo to Albany were to be merged as the New York Central, and their freight trade influence was yet to be felt.) The article concludes, "It is no uncommon thing to see (lake fish) advertised on sale at Cincinnati, Louisville, St. Louis and Natchez and on the other hand at New York and Boston, while they also show themselves at Salem and Marblehead, the very headquarters of the mackerel fisheries."

\* \* \*

The St. Marys Rapids were a good place for catching fish. A *Free Press* article of August 2, 1845, describes the fishing technique at that place. "The boats or canoes are propelled up into the rapids and are held there by means of poles, where with a long scoop net the fisherman awaits his prey. As soon as he detects a fish struggling in the current, he contrives with great skill and dexterity to scoop it up with his net."

In the winter of 1841, two vessels were hauled over the rapids at Sault Ste. Marie on rails, to serve in the fishing trade on Lake Superior. The American Fur Company had previously had two other schooners on that lake. By 1845, there were still only three schooners on Lake Superior. The copper rush that year considerably increased the number to include the schooners *Napoleon*, *Algonquin*, *Swallow*, *Uncle Tom*, *Ocean*, *Merchant*, *Chippewa* and *Fur Trader*, with *Mechanic* arriving from Chicago to be portaged that fall. Already almost over the portage was the propeller *Independence* (one of whose wheels is still displayed in the park there), while the ancient steam boat *Julia Palmer* was on its way up to be taken to Lake Superior, too.



First of the "Iron" fleet was *Iron Age*. She was laid down in Detroit Dry Dock's main plant in the fall of 1879. It was the shipyard's practice to build "steam barges" there and their barge consorts at the Springwells yard (formerly the Clark shipyard--see page 6). So *Iron Age's* intended consort, *Iron State*, was built in that downriver yard. *Iron Age* was lengthened forty-eight feet in 1887.

PHOTO COURTESY OF ED WILSON

## The 'Iron' Fleet

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

This was a fleet of wooden bulk cargo carriers. It was established in the fall of 1879 as Detroit Transportation Company by the Detroit capi-

talists John S. Newberry and James McMillan, and was managed by Captain James W. Millen. *Iron King* and *Iron Queen* were built for the same interests' Atlantic & Duluth Transportation Co. The fleet was in existence until about 1900. Fleet colors included a black hull, white cabins, a white railing and forecastle, and a black stack with yellow band.



Str. *Iron Age* (US 100256), 1880 Detroit by Detroit Dry Dock Co. Wooden bulk freighter, 226 x 34.4 x 16.8. Sold to J. & J. Corrigan of Cleveland in 1900. Burned on the Detroit River in 1909.

Str. *Iron Chief* (US 100183), 1881 Detroit by Detroit Dry Dock Co. Wooden bulk freighter, 212 x 35 x 17. Sold to Corrigan in 1900 and foundered off Point Aux Barques, Lake Huron, in 1904.

Sch. *Iron City* (ex *Daniel E. Bailey*, US 6875), 1874 Toledo by Bailey Brothers. Wooden schooner barge, 187 x 36 x 14. Sold to G. White of Buffalo, c. 1900. Sunk in collision with steel freighter *Thomas F. Cole* in St. Clair River, 1913.

Sch. *Iron Cliff* (US 100275), 1881 Detroit by Detroit Dry Dock Co. Wooden schooner-barge, four masts,

212 x 35 x 18. Sold to Corrigan and later to Pringle Barge Line. Abandoned in 1935.

Str. *Iron Duke* (US 100278), 1881 Detroit by Detroit Dry Dock Co. Wooden bulk freighter, 212 x 35 x 17. Sold to Corrigan in 1900 and later to George Hall Coal Co. of Ogdensburg, N. Y. Burned at Charlotte, N. Y., in 1904. Rebuilt as *Henry B. Hall*. Sold Canadian in 1916 (*Henry B. Hall*, Can. 138094), and wrecked in 1920 at St. David, Quebec.

Str. *Iron King* (US 100412), 1887 Detroit by Detroit Dry Dock Co. Wooden bulk freighter, 252 x 38 x 20. Sold to W. C. Richardson & Co. of Cleveland and later to Donaldson of Buffalo. Sold Canadian in 1913 and renamed *Canobie* (Can. 133826). Suffered severe storm damage on Lake Erie in 1913 and



Largest of the fleet was the wooden bulk freighter *Iron King*. On her launching day, August 21, 1887, she was already all fitted out, and only the lack of a rudder prevented her going into service immediately. Her barge consort, *Iron Queen* (shown at right), was launched a month later, also at Detroit Dry Dock's main yard



*Iron Duke* was powered by a Frontier Iron Works Steeple Compound engine with 26" and 48" cylinders and 36" stroke. She was fitted with "an American ship windlass worked by steam, the first of the kind on the lakes." At right is the schooner barge *Iron Cliff*, also of 1881.

BELL PHOTO, DOSSIN MUSEUM COLLECTION



*Iron Chief* was built in three months and twenty-eight days by Detroit Dry Dock, coming out in mid-1881 as a schooner barge. She was intended as a consort for *Iron Duke*, and had a similar hull, complete with iron strapwork strengthening. As was common practice in the eighties, she was designed for easy conversion to a steam barge. In the winter of 1881-82 she was thus fitted with a Christie & DeGraff steeple compound engine.

YOUNG PHOTO, COURTESY OF WILLIAM A. MCDONALD



was abandoned and dismantled at Eric in the same year.

Sch. *Iron Queen* (US 100413), 1887 Detroit by Detroit Dry Dock Co. Wooden schooner- barge, 242 x 38 x 12. Sold to Richardson and later to Donaldson. Went to Atlantic Coast in 1913.

Sch. *Iron State i* (US 100255), 1880 Detroit by Detroit Dry Dock Co.

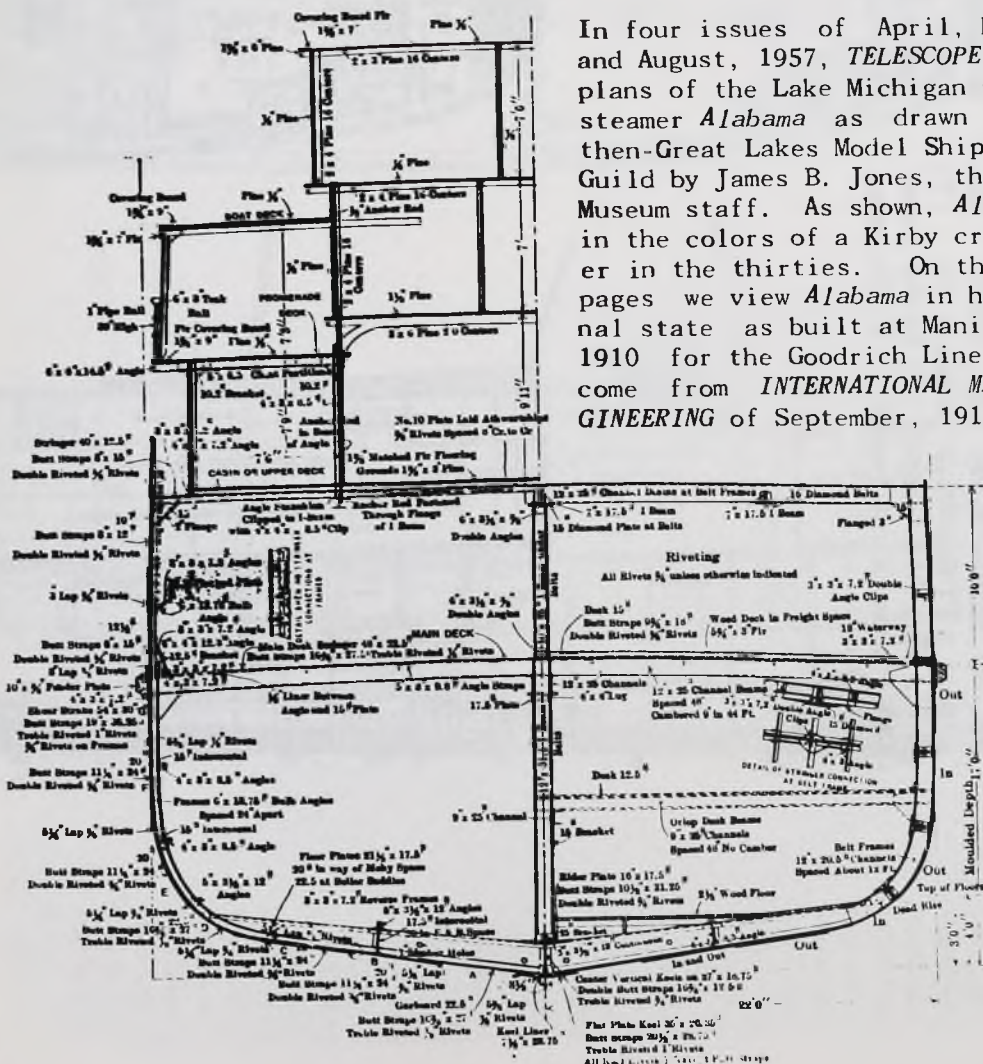
Wooden schooner barge, 176 x 35 x 18. Sold while under construction to Inter-Ocean Transportation Co. of Milwaukee and renamed *Metacomet*. Went to the Atlantic Coast in 1898.

Sch. *Iron State ii* (ex *G. S. Hazard*, US 85338), 1874 Tonawanda, N. Y., by Jones. Wooden schooner- barge, 214 x 35 x 20. Went to Atlantic Coast in 1898.

Blueprint:

ALABAMA

by Pat Labadie

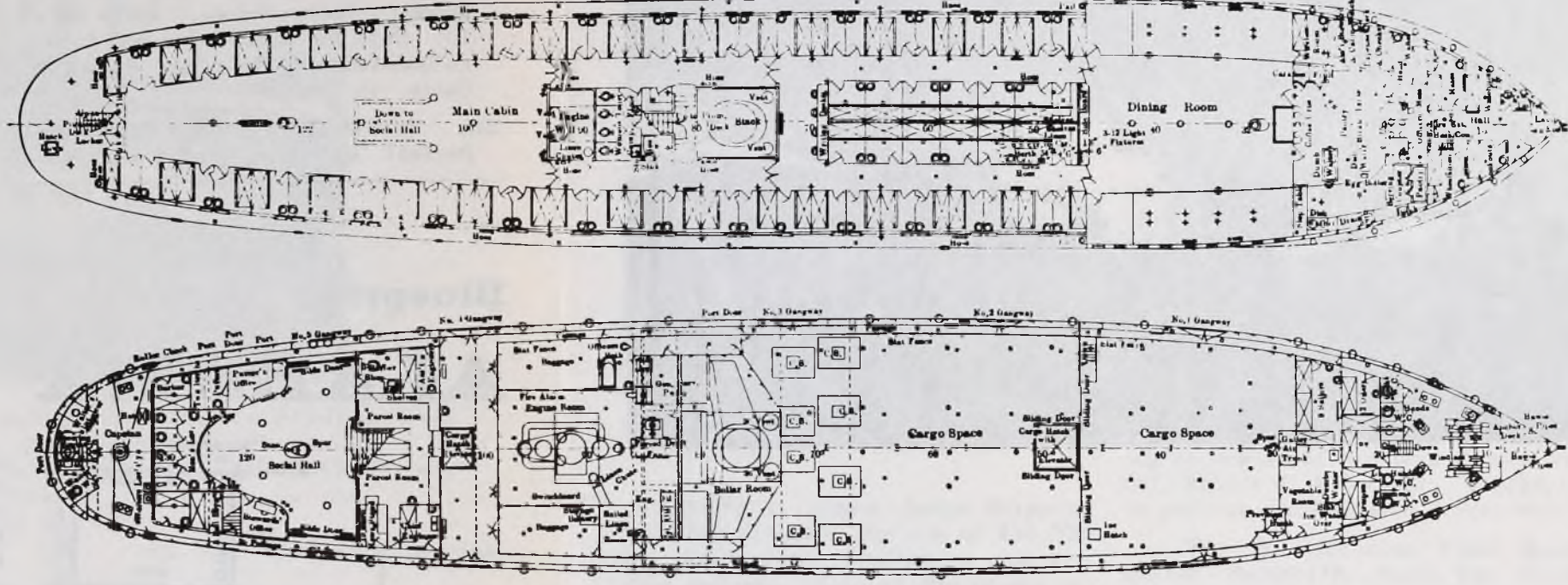
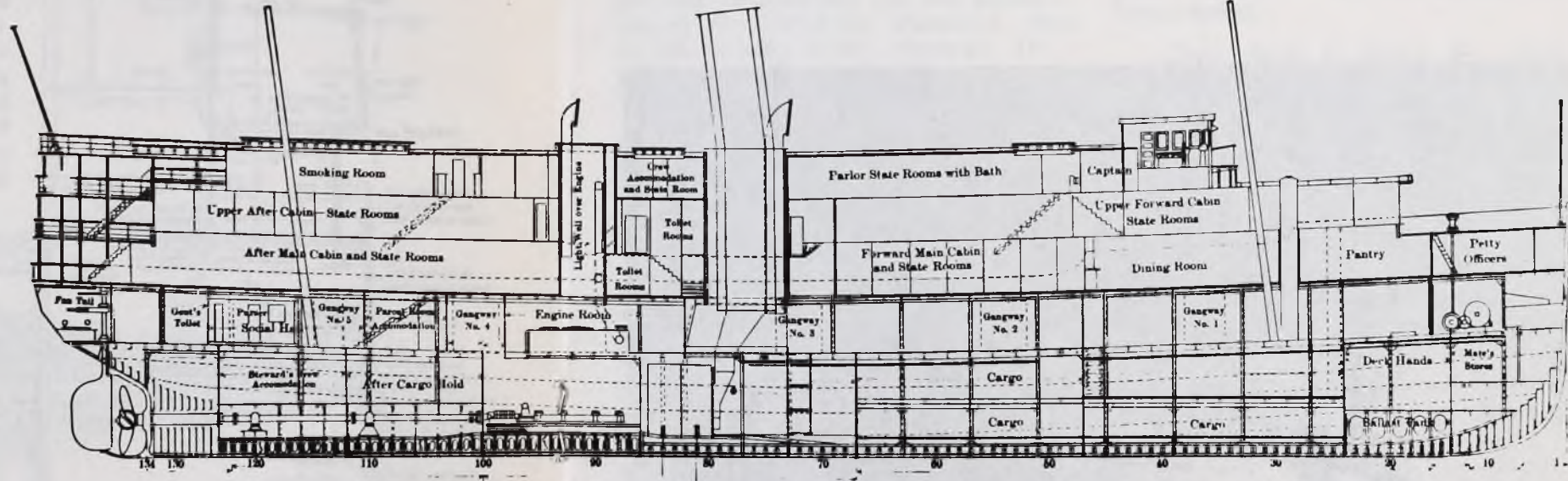


In four issues of April, May, June and August, 1957, TELESCOPE featured plans of the Lake Michigan passenger steamer *Alabama* as drawn for the then-Great Lakes Model Shipbuilders' Guild by James B. Jones, then of the Museum staff. As shown, *Alabama* was in the colors of a Kirby cruise liner in the thirties. On these three pages we view *Alabama* in her original state as built at Manitowoc in 1910 for the Goodrich Line. These come from *INTERNATIONAL MARINE ENGINEERING* of September, 1910.



*Alabama* (US 207138), built 1910 at Manitowoc by Manitowoc S. B. Co. 2626 gt; 1684 nt; 250 x 45 x 26. Triple-expansion engine, 23-38-62 x 36, by Toledo S. B. Co., 1909. Owners: (1) Goodrich Transit Co.; (2) Chris-Car-Ala Corp.; (3) Kirby Line; (4) Paxton Mendelssohn; (5) Chicago,

Duluth & Georgian Bay Transit Co. Inactive since 1946 at Holland, Michigan, and reduced to ceiling of main deck as a metal hulk, 1961. According to a recent *GRAND RAPIDS PRESS* report, her present owner intends to fit her with new cabins and use her as a floating night club.







# Great Lakes Marine NEWS

**Editor**  
Robert Radunz,  
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Drayton Plains, Mich.

**Assistant Editor**  
Ed Andrews

**News Photo Coordinator**  
William A. Hoey,  
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Leonard Barr, Algonac  
Fred W. Dutton, Cleveland  
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Otto Streck, Detroit  
Dan M. Weber, Toledo  
Peter B. Worden, Soo  
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We publish here the combined news columns intended for the January and February issues of TELESCOPE. This issue has been delayed by other obligations of your Editor-in-Chief. Such delays always bear hardest on our news editor, Bob Radunz, who works hard to keep his offering timely and complete, and we deeply apologize to him for our tardiness. GPB

NOVEMBER 1...Upper Lakes Shipping Ltd. has offered the sum of \$10,000 for information leading to the arrest and conviction of the person or persons responsible for the dynamiting of the freighter *Howard L. Shaw* in the Calumet River, Chicago, Ill., on September 6, 1963.

...Pittsburgh SS Division has purchased the tanker *Chadd's Ford* from Mathiasen's Tanker Industries for conversion into a bulk carrier.

...Paterson's *Mantadoc* (a) *F. W. Gilchrist* (b) *Cepheus* has been sold to Goderich Elevator & Transit Co. Ltd. and renamed *R. G. Sanderson* in honor of the company's vice-president and general manager.

NOVEMBER 3...When CSL's *Georgian Bay* arrived in Toledo, it was picketed by the Inland Boatmen's union and International Longshoremen's Association, reportedly to protest the Canadian Government's action of placing five Canadian maritime unions in trusteeship.

NOVEMBER 4...Picketing representatives of Seafarers International Union are blocking loading or unloading of newsprint carriers *Mondoc* and *Col. Robert R. McCormick*, similarly to protest the Canadian trusteeship.

...The 70' Canadian Coast Guard cutter *Spindrift*, built for Great Lakes service, was christened at Parry Sound.

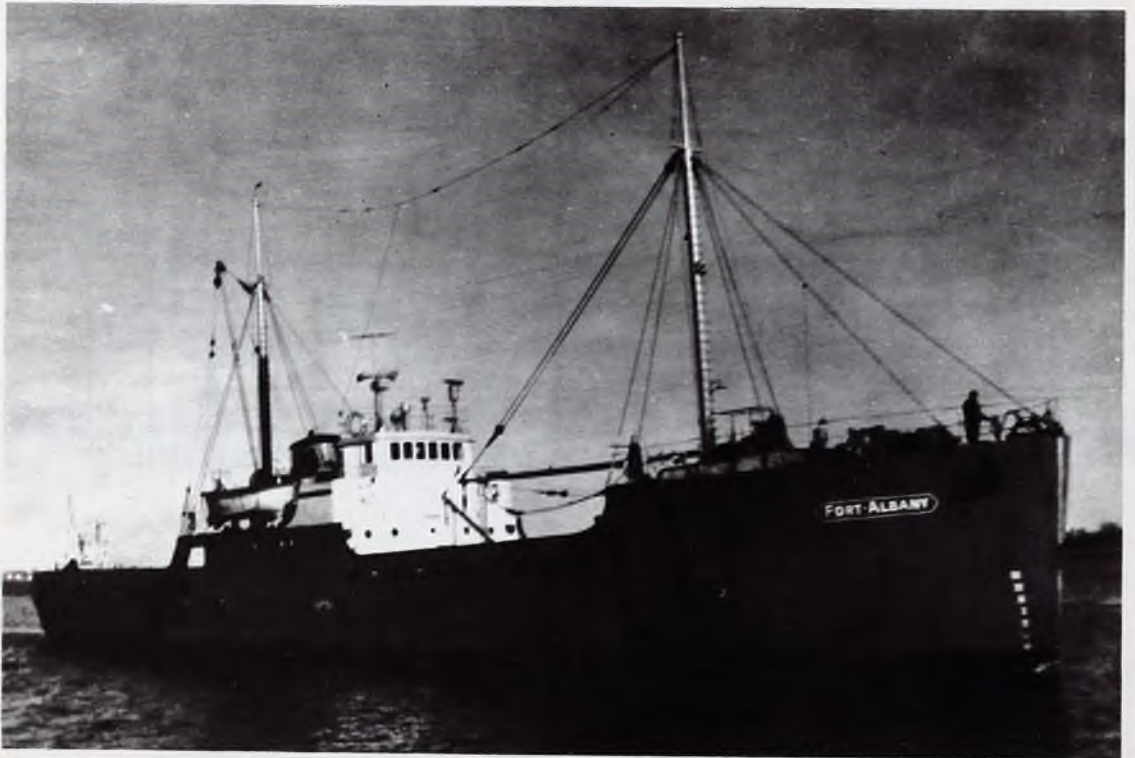
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...Toledo's waterfront grain elevators are working full blast, and grain loaded aboard ocean and lake ships during the 1963 shipping season may approach the record set in the port last year.

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On the opposite page, above, is George Ayoub's view of the Norwegian freighter *Lionel*, which burned in Montreal harbor after a collision with *Manchester Merchant* (see item for Dec. 3). *Lionel* was built 1957 in Hamburg, and is owned by A/S D/S Ostlandet of Oslo; she is seen here at the Seaway's Iroquois Lock on November 3, 1963. Below is George Ayoub's view of *Fort Albany*, sunk in the St. Lawrence after a collision with Norwegian freighter *Procyon* (see item for Dec. 8). *Fort Albany* was built 1942 at Montreal by Canadian Vickers for Royal Canadian Navy; she was later rebuilt as a cargo ship. She was owned by Beauchemin Nav. Ltee. of Montreal. This view is taken near Iroquois Lock on Nov. 18, 1962.





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NOVEMBER 5...*Vandoc* and *Thorold* have joined the two other Canadian freighters idled at Chicago by the continuing labor dispute.

...Interlake's *C. H. McCullough, Jr.*, is the first ship to lay up for the winter at Superior, Wisconsin.

...Canadian grain ships *Saskadoc* and *Prindoc* are idled by pickets in Milwaukee.

NOVEMBER 7...Two giant dredges, *Hydro-Quebec* and *Sweezey*, have recently arrived in Montreal harbor for construction work on the 1967 World's Fair site. They gained world-wide renown for their efficient operation during construction of the St. Lawrence Seaway.

...Low water in the Maumee River has cost American Ship Building Co. a major repair job that might have run to over \$100,000. The 600-foot freighter *Charles M. White*, damaged by grounding in the St. Marys River, arrived at the shipyard on Saturday. The Republic Steel freighter had been holed in the bottom and was leaking. It was drawing 13 feet and 1 inch at the time, but the water depth over the sill at the entrance gate of the shipyard dry dock was only 12 feet. The *White* remained tied up there until late Monday when it left for Fraser-Nelson Shipbuilding & Dry Dock at Superior, Wis. Southwestern winds had blown a large volume of water towards the eastern end of Lake Erie, and the 13 feet 6 inches of depth available Friday noon decreased to no more than 12 feet 3 inches through the following Tuesday.

...The \$2 million conversion of *Richard J. Reiss* into a self-unloader at Manitowoc, with bow thruster, is to be completed by mid-summer.

...Congestion in the Welland's lower end on November 6 left a line of 18 ships awaiting upbound passages; there was no downbound line.

...*Jaladharati*, the first Indian ship ever to call at Cleveland, is expected to pick up a cargo of mach-

inery.

NOVEMBER 8...An appropriation of \$6,268,000 to complete deepening of the Toledo Harbor ship channel to 27 feet is among the items in a \$1.4 billion water projects bill approved by U. S. House Appropriations Committee.

...In calling off the picketing of Canadian ships in U. S. lake ports, the Seafarers' International Union stated, "We have achieved the objectives and are proud of the manner in which American workers responded." The purpose of picketing was to protest publicly the Canadian government trusteeship over Canadian maritime unions.

NOVEMBER 9...CSL's *Hochelega* is to be converted by Port Arthur Shipbuilding Co. to become a self-unloader at the shipping season's end.

NOVEMBER 10...Longshoremen in Chicago again refused to load a Canadian grain freighter. The ship, the whaleback *John Ericsson*, then sailed for an unknown destination. The ILA has refused to load ships manned by members of Canadian Maritime Union, which is in a jurisdictional battle with Seafarers' International Union.

...October iron ore shipments at United States and Canadian ports on the Great Lakes were 8,089,034 gross tons, up 1,084,041 over the corresponding 1962 month.

...The St. Lawrence Seaway will be kept open as long as possible this winter to enable Canada to make grain shipments under its \$500 million wheat deal with Russia.

NOVEMBER 11...The freighter *Edmund P. Smith* is in Detroit loading scrap for her final voyage to Steel Co. of Canada at Hamilton, Ont., where she will be broken up.

NOVEMBER 12...Norwegian freighter *K. C. Rogenaes* has been chartered by Canadian Pacific SS Ltd. under a long term contract for European and Great Lakes service.

NOVEMBER 13...American Ship Build-



ing Co. was low bidder on a contract to "jumbo-ize" and refit three U. S. Navy oil tankers. Work on the \$25, 185,000 contract would be done at the Lorain and Toledo shipyards over a two-year period.

...A former apprentice seaman who became a jet fighter pilot in the South Pacific has been appointed director of public information at Grosse Ile Naval Air Station. Lt. Commander Robert O. Blackington has now reported to his new post.

...Passenger liner *Aquarama* was moved from Manitowoc, Wisconsin, to Muskegon, and will be in winter quarters there (see page 22).

NOVEMBER 16...Jupiter Steamship Co., which sold its last ship this pas summer, has been liquidated.

...Lake Michigan is being abused, in the words of University of Michigan oceanographer William French, and is becoming more and more polluted. Reversing the flow of the Chicago River to return water to the lake would only worsen the condition, French said.

...New officer of naval reserve training submarine *Cero*, based at Detroit, is Lt. Lawrence P. Larson, a 1958 Naval Academy graduate.

...Seventeen U. S. ore boats have gone into winter quarters for the winter. Pittsburgh has laid up 11, Interlake five and Columbia one. The Mesabi Ore Dock at Duluth closed this week after putting the season's last load into *William A. Irvin*.

NOVEMBER 22...Mackinac Transportation Co. announced it will seek Federal permission to abandon its railroad car ferry service between St. Ignace and Mackinaw City, Mich. The company said its decision was prompted by inability to replace its one remaining vessel, *Chief Wawatam*, which the Coast Guard has ordered removed from service by Dec. 31 as not meeting its requirements.

NOVEMBER 23...Kinsman Marine Transit Company has bought 569-foot bulk

freighter *Elbert H. Gary* from the Pittsburgh Steamship Division. She will be renamed *R. E. Webster*.

...Wilson Transit will have bow thrusters installed on its freighters *C. L. Austin* and *Ben Moreell*.

NOVEMBER 25...Chicago, Duluth & Georgian Bay Transit Co. plan their cruise season for *South American* for next summer.

NOVEMBER 26...The Ford fleet's *Robert S. McNamara* is due out of the Fraser-Nelson yard to re-enter the Detroit and Toledo winter coal run.

NOVEMBER 27...Pittsburgh fleet is to lay up its last ship for the winter when *Leon Fraser* arrives at Lorain today.

NOVEMBER 29...It has been reported that *North American* will be operated out of Erie, Pa., next year, and will enter the cruising trade. Her captain will be, rumor has it, Capt. Mike Bishop, present captain of the *Chief Wawatam*, which is to be withdrawn from service.

DECEMBER 1...The new motor tank barge *Sinclair Great Lakes*, en route from Chicago to Green Bay, Wisconsin, had electrical steering engine failure sixty miles out of Chicago, and was towed back by the U. S. Coast Guard cutter *Arundel*.

DECEMBER 3...The 2,862-ton Norwegian freighter *Lionel* was heavily damaged by fire which broke out following a collision in Montreal harbor with British freighter *Manchester Merchant*. *Lionel* was deliberately grounded by tugs near the site of Montreal's World's Fair, now under construction; and the freighter was not expected to be removed until springtime. Later reports indicated that harbor tugs would attempt to get her to a local dry dock for repairs. The 7,651-ton *Manchester Merchant* was also heavily damaged, with a large hole in her bow, but managed to reach a dock. Montreal has no fireboat. But the harbor



Aboard ship, some ladders are called "Grand Stairways," while others are obviously just "ladders." On these pages are views of the many ways of getting from one deck to another. **On This page—left:** Three flights of steps rise from the bow toward the pilot house of Canada Steamship Lines' Saguenay cruise ship TADOUSSAC. **Top right:** Three more flights reach the pilot house of Huron Cement's freighter PAUL H. TOWNSEND. **Bottom:** Rungs climb the stack of Georgian Bay Liner NORTH AMERICAN past her melodious chime whistle. **Opposite page—left:** half circles of black paint behind ladder rungs of whaleback JOHN ERICSSON's forward turret keep dirty feet from leaving marks, and create a handsome abstract pattern. **Above right:** Steps from the foyer of the D&C steamer GREATER DETROIT carried people up toward this handsome end of her grand salon. Within the alcove under the dome was another grand stairway to the next deck. **Below:** children descend the steps of the Bob-Lo excursion steamer COLUMBIA.





Grand Salon:

# LADDERS & GRAND STAIRWAYS



—Photographs by Gordon Bugbee





GEORGE AYOUB'S PHOTO OF FORMER MISENER CANALLER WHEATON (A) WESTCLIFFE HALL WAS TAKEN IN THE OLD GALOFS LOCK #23 NEAR CARDINAL ON OCT. 27, 1963. NOW OWNED BY P. E. LAROSE OF WILLIAMSBURG, SHE WAS SAVED FROM SCRAP THIS FALL, PROBABLY IN HOPE OF RESALE, AND SCRAPPING IS EXPECTED THIS WINTER OR SPRING.

(Continued from page 17)

tugs *Helen McAllister* and *James Battle* (the latter a former Detroit fireboat) are each equipped with powerful nozzles and fire pumps, and they quickly brought under control the fires which broke out aboard the collision.

...A total of 4,030 gasoline engines made in Milwaukee left that port aboard *Extavia* bound for Turkey.

DECEMBER 5...Toll rates for the Welland Canal, suspended in 1962, are expected to be resumed with the start of the 1964 shipping season, in view of coming improvements for the Welland.

...American Export's freighter *Exiria* sailed for the Mediterranean, closing Toledo's overseas season. Milwaukee's last ocean caller for the season is the Italian cargo ship *Zenobia Martini*, bound for India.

DECEMBER 6...Iron ore shipments from the Upper Lakes have passed the 59-million-ton mark this year, and have reached the highest point since 1960 when 69.6 million tons were shipped.

...Governor Romney of Michigan has asked affected state agencies to "do everything possible" to assure continuing rail car ferry service at the Straits of Mackinac. Traffic across the Straits involves 7,000 to

8,000 cars a year. Romney said loss of the ferry service would have a "considerable impact on some industries in the northern part of the state. ...In addition and perhaps of equal importance, granting of the discontinuance order likely would lead to petitions to abandon other existing rail services in the northern part of the Lower Peninsula because of the reduction of freight volume." The Michigan Public Service Commission was asked to intervene in the I. C. C. case.

...The last overseas cargo ship from Detroit was loaded with flour and is headed for the Mediterranean.

DECEMBER 8...Seaway trade through the Port of Milwaukee declined 8.52 per cent during the 1963 shipping season. Despite a longer season, ocean sailings dropped to 359, down from 391 the year before. General cargo imports and exports rose in 1963, but other categories--grain, scrap iron and steel and heavy lift cargo--declined.

...Four crew members were lost in the sinking of the coastal vessel *Fort Albany*, following a collision with the Norwegian freighter *Procyon* in the St. Lawrence River. *Fort Albany* was bound for Sept Isles, Quebec, with a cargo of calcium chloride and steel bars. *Procyon* was lightly damaged and proceeded on to Lauzon dry dock for repairs.

...Marquette set an all-time iron



ore shipping record for its port in 1963. That season saw 5,691,420 tons of ore loaded into 480 carriers at the city's two docks.

DECEMBER 9...Inland Steel Company reports that its fleet closed the season with a tonnage record for iron ore and limestone hauled from Upper Lakes ports to its Indiana Harbor works in East Chicago, Ind. Total for the season was 5,478,455 net tons. The previous record was 5,140,607 net tons carried in 1962. The fleet's flagship, *Edward L. Ryerson*, carried 1,157,096 net tons of iron ore.

DECEMBER 10...Low water threatens Montreal's future as a port. Engineers say the port needs a minimum water level of 35 feet. The mean depth this fall has been 34½ feet.

...\$6 million for breakwater repairs to Milwaukee harbor has been approved by the U. S. Senate.

...A report that Russia might send the nuclear icebreaker *Lenin* to help keep open the St. Lawrence River for grain shipments to the Soviet Union during the winter was officially discounted.

...U. S. freighter *Flying Independent*, which cleared St. Lambert Lock about noon, was the last salty to transit the Seaway this season.

...729-ton coastal freighter *Ste. Adresse*, loaded with Christmas beer for Sept-Isles, drifted aground in the lower St. Lawrence River after her engines were purposely cut during a raging storm.

DECEMBER 11...According to a report from Vice-Admiral James A. Hirshfield, president of Lake Carriers Association, the Great Lakes vessel industry has laid off 5,000 sailors since 1957. In the last five years, seven vessel concerns have ceased operations, four Great Lakes shipyards have closed, and 78 ships have been decommissioned. No U. S. bulk cargo ships are being built or are on order, and by 1965 nearly fifty per cent of the fleet

will be at least fifty years old.

DECEMBER 13...The St. Lawrence Seaway closed today, with final clearance being made by *Eaglescliffe Hall*. She passed through St. Lambert Lock at 4:17 p.m. Iroquois Lock closed December 12, with final clearance made by both *Sterncliffe Hall* and *Westcliffe Hall*, Locking through together at 10:30 p.m.

DECEMBER 16...Divers examining the hull of the sunken *Fort Albany* near Sorel have discovered that she had been ripped open extensively.

...Toledo enjoyed its busiest port year in history, handling more than 38.5 million tons of cargo. This surpassed 1962's record of 36.5 million tons.

...The Soo Locks are closed except for MacArthur Lock, which will stay open until December 20 to accommodate the continuing grain trade.

DECEMBER 17...Maritime Administration in Washington has approved the sale of Interlake SS freighters *Harvey H. Brown* and *Fayette Brown* to Marine Salvage, Ltd., of Port Colborne. They are being sold for use on the lakes under the British flag.

...Directors of Toledo-Lucas County Port Authority decided to go ahead with plans to purchase and lease back the \$65 million Chesapeake & Ohio Railway coal docks at Presque Isle.

...1963 grain shipping season at Toledo closed with a record 60,255,000 bushels having been loaded on lake and ocean vessels.

DECEMBER 18...Self-unloaders *John A. Kling* and *Dow Chemical* were stuck in ice near Detroit River Light. The Coast Guard cutter *Tupelo* freed them both. *J. B. Ford* became stuck 1½ miles south of St. Clair Light at 10:30 a.m., and called for the cutter *Bramble* which was an hour away. In the meantime, *Red Wing* ran by the *Ford* at nearly full speed to create a wash; this brought up the water level temporarily and broke up the ice. At 1 p.m. *Manzutti* became

stuck in ice in the spot where the *Ford* had been.

DECEMBER 20...Canadian vessels *Bayton* and *Stonefax* became stuck in Lake St. Clair. In Lake Erie *Tupelo* headed out to rescue ice-bound *Captain C. D. Secord* and *Harris N. Snyder*, both stuck midway between Point Pelee and Colchester, Ont.

DECEMBER 21...*Robert S. McNamara* was stuck in ice at the mouth of the Detroit River, blocking Livingstone Channel. *Crispin Oglebay* was stuck at Detroit River Light in Lake Erie.

DECEMBER 22...Four hundred ocean vessels flying the flags of nineteen different nations called at the Port of Toledo during the 1963 season.

...*S. T. Crapo* is in Cleveland to receive a bow thruster. Her arrival in Cleveland marked that port's end of navigation for the season.

DECEMBER 23...Harbor authorities say there will be no official closing date for the Port of Montreal this year. All facilities will be kept ready through the winter to handle arrivals.

...Lake Michigan car ferry *City of Green Bay* is stuck in ice off Sher-

wood Point on the western shore of Lake Michigan.

DECEMBER 24...Mackinac Transportation Company states it will continue its railroad car ferry service in the Straits until May 24. The Coast Guard granted an extension of the certificate of *Chief Wawatam*. The company said it will apply to the Interstate Commerce Commission for permission to abandon service.

DECEMBER 26...Seventeen vessels are moored in the Port of Milwaukee for the winter.

DECEMBER 27...Michigan's Attorney General Frank J. Kelly vowed a legal battle against four rail carriers to prevent them from abandoning the Mackinac Straits rail service.

...*Eastwind* (Liberian), a recent Seaway visitor, was reported drifting helplessly in the South China Sea. A tug was reported en route to take the ship in tow.

DECEMBER 31...Self-unloader *Dow Chemical* has been sold by Boland & Cornelius to Leadale Shipping Ltd. of Hamilton, Bermuda. She will be renamed *Ferndale*, and will continue to sail the Lakes.

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## Picture Pages:

Photographs and data by Emory A. Massman, Jr.

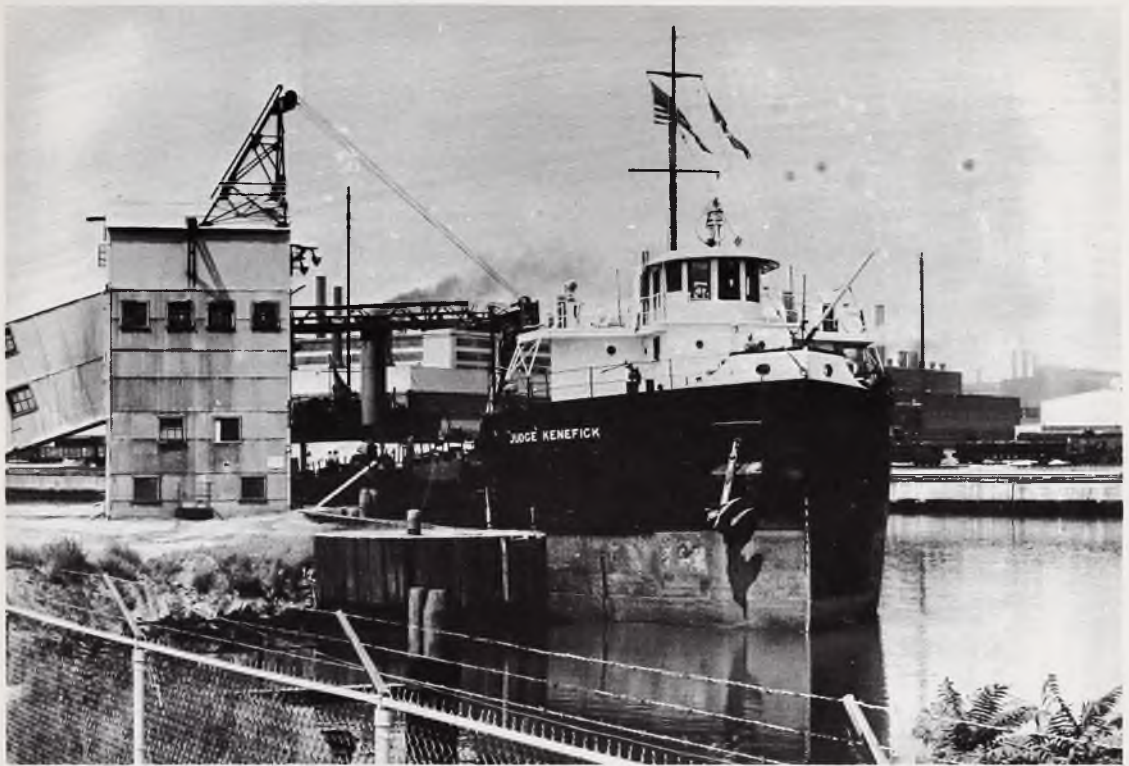
### OPPOSITE PAGE, ABOVE

*Judge Kenefick* (Can. 148430) (b) *H. P. McManus* (c) *Chembarge*. Built by Earle's S. B. & Eng. Co. Ltd., of Hull, England (hull #647), launched March, 1925. Measurements: 1745 gt; 1119 nt; 253 x 43.1 x 20. Triple-expansion engine, 17-28-46 x 33; 1000 h.p. Two scotch boilers, 12' x 10'. Owners: (1) Eastern Steamship Co. Ltd. (Boland & Cornelius); (2) Upper Lakes & St. Lawrence Trans. Co. Ltd. (3) Norris Grain Co.; (4) Mid-lake SS Co. Under newer owners, converted to barge with cabins removed.

### OPPOSITE PAGE, BELOW

*Wallaceburg* (Can. 147080) (a) *John J. Rammacher*. Built by Earle's S.B. & Eng. Co. Ltd. of Hull, England (hull #643); launched April, 1923. Measurements: 1723 gt; 1111 nt; 253 x 43.1 x 20. Triple-expansion engine, 16-27-44 x 33; 1000 h.p. Two scotch boilers, 12' x 11'. Owners: (1) Eastern Steamship Co. Ltd. (Boland & Cornelius); (2) Upper Lakes & St. Lawrence Trans. Co. Ltd. (3) Mid-lake Steamship Co. Served in 1963 season in carrying coal as a replacement for *Alexander Leslie*.





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