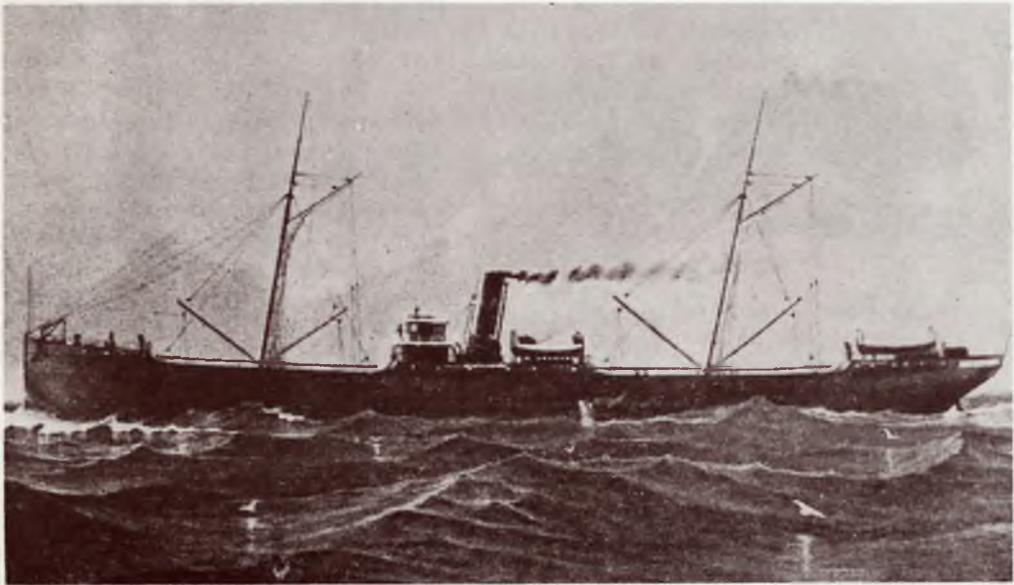


# TELESCOPE

**April, 1964**

**Volume 13, Number 4**



**Great Lakes  
Maritime  
Institute**



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

## Coming Meetings

### BUSINESS MEETING

Friday, June 26, 1964  
Dossin Museum, 8 p.m.

Our annual election of new officers will follow the disclosure of the results of the recent election of members to the Board of Directors. Visitors are welcome to these meetings of the Board of Directors.

### ANNUAL BOB-LO CRUISE

Date to be announced (in July)  
Sailing 6 p.m., Foot of Woodward

As has been customary in the past, we will join either of the good ships *Columbia* and *Ste. Claire* for an evening cruise to Bob-Lo Island and back. Come and join us.

## In This Issue

Institute Page .....	74
The Lakers of World War I and their Predecessors, Part One, by Rev. E. J. Dowling, S. J.	75
<i>Argo</i> : Steam Navigation Comes to the St. Clair River .....	77
Book Review .....	79
Curator's Corner, by Robert E. Lee .....	80
Great Lakes and Seaway News .....	81

Cover: Painting by Howard Sprague showing the early lake-built ocean steamer *Mackinaw* (see page 76).

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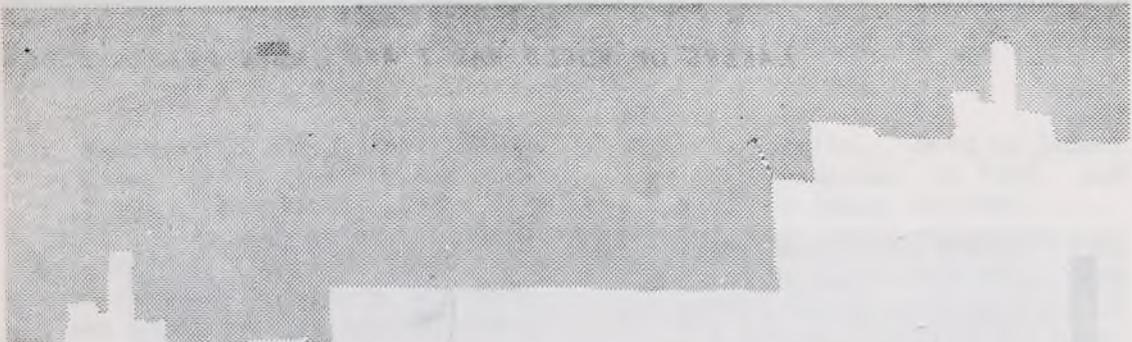
Our publishing deadlines for *Telescope* have fallen so amiss that we owe our readers an explanation. Your editor's attention has been required on other matters until now. Most recently, he has been studying for part of his registration examinations for architects in the State of Michigan. A move to new quarters has also put his operations out of joint (for convenience of his regular correspondents, his address is now 442 Stuart Avenue, Kalamazoo, Michigan 49007; usual *Telescope* business should continue to go to the Dossin Museum as in the past). We earnestly hope that the coming summer may provide an opportunity to get caught up again...before your editor takes a proposed month's trip to Greece and Egypt in October. So we hope that you will bear with us.

Our annual Seaway issue may appear as two months' combined issues. This will not only be for the obvious reason of catching up. It will also be for the reason that the Seaway issue is growing in size (it has always been larger than a regular issue), and promises to grow even larger in future years. Furthermore, it consumes several times the editing attention of a single issue, to say nothing of the work of its compilers, Don Baut and George Ayoub.

This issue contains two issues' backlog of news, which we print now, rather than stand on ceremony and put it in its proper monthly slot in future issues. Should we be successful in maintaining shorter intervals for our editorial deadlines of coming issues, some issues will appear without news portions until we are back on our intended schedule.

GORDON BUGBEE

# Institute Page



# The "Lakers"

## OF WORLD WAR I AND THEIR PREDECESSORS Part One:

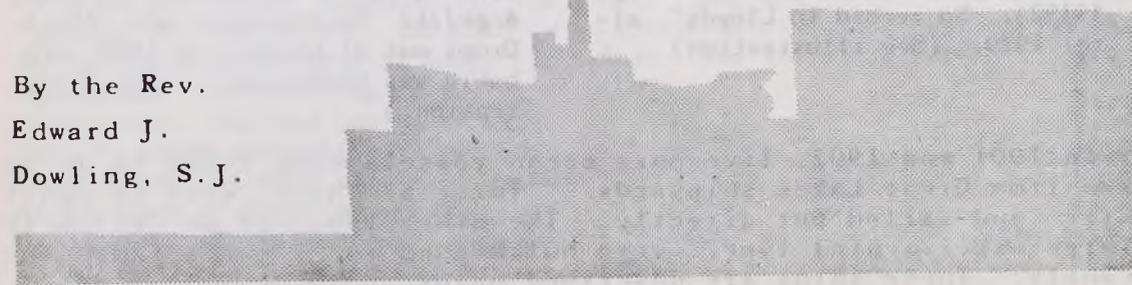
### Early Lake-built Ocean Vessels

**T**he Welland Canal, connecting Lake Erie with Lake Ontario, was improved in 1884 with enlarged locks which were 270 feet long by 45 feet wide and 14 feet deep. This particular improvement is usually referred to as the "Third Welland Canal." Some seventeen years later, in 1901, the canals of the St. Lawrence River, connecting Lake Ontario with tidewater, were improved and enlarged to the same dimensions.

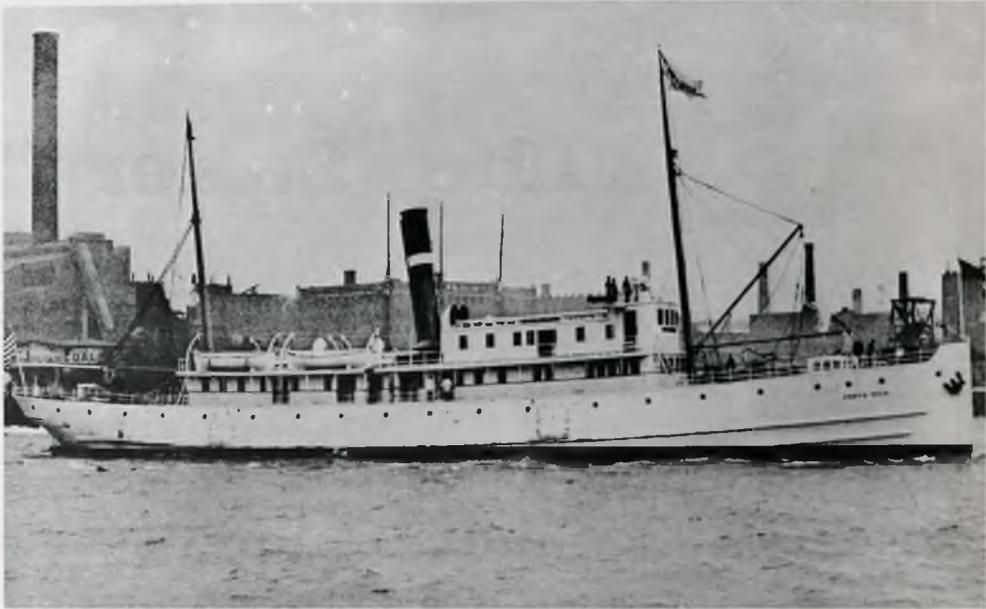
Therefore, as of 1901, a vessel whose maximum length and width dimensions were 260 feet and 43'-6" and whose load draft did not exceed 14 feet could sail directly from the Great Lakes to the Ocean without transshipment of cargo. Lightering of cargo was required for vessels drawing more than 14 feet. Vessels built to full canal dimensions (260' x 43') could carry from 3,000 to 4,000 tons on deep water draft and from 1,500 to 2,000 tons on canal draft.

As far back as 1890, two steel ships were built in Great Lakes yards for ocean service. As they were too long for the existing St. Lawrence River canals (then about 200 feet in length), they had to be bulkheaded (in simple language, cut in two and boarded up at the cut sections) and towed through the

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



LAKERS OF WORLD WAR I AND THEIR PREDECESSORS



*PORTO RICO*, photo from Dowling collection

canal in two pieces. They were then reassembled when they reached Montreal. These and two smaller vessels of the later 1890s are described below:

s.s. *Keweenaw* (US 161010), 1891 Bay City, Michigan, by F. W. Wheeler & Co. (hull #73), for Saginaw S. S. Co., New York. 270 x 41 x 26. Foundered off the Pacific Coast in 1894.

s.s. *Mackinaw* (US 92226), 1891 Bay City by Wheeler (#70) for same owners. Sister ship in all details of *Keweenaw*. Sold Japanese in 1916 and renamed *Sawa Maru* (J. 19192). No record in Lloyds' after 1929. (See illustration)

s.s. *Mae* (US 92953), 1899 Toledo by John Craig (hull #75) for Miller, Bull & Knowlton, New York. 252 x 42 x 24. Later sold French and renamed *Neree*. In Lloyds', 1927.

s.s. *Porto Rico* (US 150836), 1899 Toledo by Craig (#76) for New York & Porto Rico S. S. Co., New York. 220 x 32 x 19. Later sold foreign and successively carried the names *Miaranquan*, *Aristides*, *Danai*, *Angeliki Venetizianou* and *Thira*. Drops out of Lloyds' in 1939; probably was broken up. (See illustration.)

In 1901 and 1902, five more ocean vessels were ready to go to sea from Great Lakes shipyards. Three of these were of canal size and sailed out directly. The other two, of an extremely large experimental type, were bulkheaded and towed through the canals. These ships are described below:

ARGO: STEAM NAVIGATION COMES TO THE ST. CLAIR

s.s. *Buckman* (US 3904), 1901 Toledo by Craig (#85) for United Fruit S. S. Co., New York. 253 x 38 x 23. Later sold to Pacific S. S. Co., Seattle (Admiral Line), and rebuilt with passenger accommodations and renamed *Admiral Evans*. Abandoned in 1937.

s.s. *Hugoma* (US 96585), 1901 Wyandotte by Detroit Shipbuilding Co. for Hugoma S. S. Co., Detroit (Morley Brothers and others). 249 x 40.2 x 27. Sunk in collision with French cruiser *Klever* near New Orleans, 2-20-1907.

s.s. *Watson* (US 81788), 1901 Toledo by Craig (#86) for United Fruit. Sistership of *Buckman*. Later passenger and freight *Admiral Watson*

on North Pacific. Sold to Japanese for scrapping in 1934, and scrapped in Japan in 1935.

s.s. *Minnetonka* (US 93224), 1902 Cleveland by American Shipbuilding Co. (#407) for Atlantic Navigation Co., New York. 430 x 43 x 33. Had two stacks. Converted into a tanker in 1904 and renamed *Santa Maria*. Lost by enemy action on the Atlantic, 2/25/1918.

s.s. *Minnewaska* (US 93255), 1902 Cleveland by American Shipbuilding Co. (#408) for same owners. Sister vessel of *Minnetonka*. Later tanker *Santa Rita*. Sailed from New Orleans, bound for Spezia, Italy, 10/10/1921, and was never heard from again.

The author wishes to express his thanks to Messrs. William duBarry Thomas of Woodstock, New York; Norman L. McKellar of Tamworth, N. S. W., Australia; C. Spanton Ashdowne of New York City and Richard J. Wright of Akron, Ohio, for assistance in the preparation of this list.

(Part One will be completed in the next issue of *Telescope*.)

# ARGO:

## Steam Navigation Comes to the

## St. Clair River

A colorful career from the start belonged to the first steamer to ply the St. Clair River in local service regularly from Detroit. Her story was told some years after her departure from the scene, by a writer for the Detroit Daily Advertiser issue of April 17, 1852. Fortunately, the talents of the writer included a sufficiently keen sense of humor to appreciate the full impact of the experience. For the coming of regular (?) steam navigation to the St. Clair River, as well as the building of Michigan's first steamboat, was hard to cloak with august dignity, as we shall see in his account:

If we mistake not, it was in the fall of 1827 that the first steamboat built in Michigan was completed. She was built at Detroit by Captain Burtis, and was called the *Argo*. The following were her dimensions:

Length	55 feet
Breadth of beam	5 feet
Depth of hold	2 feet

The hull was constructed by fashioning two logs for the sides, with

ARGO: STEAM NAVIGATION COMES TO THE ST. CLAIR

a centerpiece or kelson between the two. Her cabin consisted of a light deck supported on upright stanchions and was enclosed on the sides with canvas. Thus equipped, with an engine of four horse power and boiler in proportion (for steam, in those days was considered rather an insubordinate subject), it was thought expedient to make a trial trip on the Detroit River before venturing "to sea" on a body of water so extensive and boisterous as Lake St. Clair.

It may be seen by reference to the columns of the *Detroit Gazette* of about the 20th of October of that year with what satisfaction this trip was performed, in the presence of Governor Cass and several other distinguished guests. This proving to the satisfaction of Capt. Burtis that he might safely venture with the *Argo* upon her destined route, sea stores were laid in accordingly, and steam got up at 8 o'clock on the morning of her departure. After considerable swaying at the hawsers, the word was given, "All Aboard." The Captain ordered the lines cast off, and away she flew at the rate of about two miles an hour.

Hers was a high pressure engine, and the noise made in exhausting steam resembled much the barking of a lap dog, while the smoke which issued from her chimney would scarcely have shamed an old Frenchman's pipe.

The following night, at about 11 o'clock, brought her alongside of "Uncle Billey Brown's wharf" on the River St. Clair. Here the way passengers put up for the balance of the night, and the following day, towards sunset, the *Argo* glided alongside of the beach at Fort Gratiot, without accident, save having once nearly capsized by running onto a fish-line stake.

These being at that day too common in the river for the safety of Capt.

B.'s steamer, the affair determined him not to run the hazard again with so crank a craft. He therefore returned to Detroit, and the following winter increased her width about four feet, built a more commodious and substantial cabin and of course made her everything that a steamboat should be. For the three years following, up to 1830, the *Argo* had the uninterrupted possession of the route, always making her trips up in two days if the weather was favorable.

But about this year the steamboat *Gen. Gratiot* made her appearance on the route, and possessing such great speed as to make the trip in about sixteen hours, of course, proved a formidable competitor to Captain B. with the *Argo*. The *Argo* was, in the spring of 1832, purchased by Mr. L. Davenport and put on as a ferry, thus giving Detroit her first steam ferry boat. Here she puffed and wallowed with thousands across the strait, until she enriched her owner and he brought out the *United*. Being thus cast into the shade by her proud rival, her pitiable situation excited much sympathy, and she was purchased, as all old steamboats are, and taken to their common sepulchre, Monroe, where of course she was entombed in the River Raisin. We suppose our *Pearl* and *Ruby* would hardly feel proud to acknowledge such an ancestor, yet certain it is that she made the first track through the waters over which they now so gracefully glide. (A view of *Pearl* is in our *March Telescope*, p. 63. Half a century later, *Tashmo* would certainly have disavowed the whole lot. —Editor)

The engine of the *Argo*, seeming intent on working out its destiny as the pioneer, is now employed in the grindstone quarries of the Point aux Barques on Lake Huron. Its dimensions are 5½ inches bore, and stroke 19 inches. It is our desire to see it on exhibition next fall at the

## BOOK REVIEW

State Fair, by the side of those of modern times.

Shipwrights and engineers of this day may turn up their noses at the *Argo* and her equipage, but the time was when even in Detroit she was considered *CONSIDERABLE* pumpkins!

\* \* \*

Confirming these impressions of the first Michigan-built steamboat is an account in William Lee Jenks' *St. Clair County, Michigan, Its History and People* (page 398). Jenks gives her dimensions as 42' x 9', with the same two-log hull construction, having a platform spanning between them. Jenks says *Argo* would replentish her depleted wood stores at Stromness Island in the North Channel at the Flats, that being the usual navigation channel for some years afterward. He cites General

*Friend Palmer as remembering that once Argo carried Thomas Palmer, a man of "generous proportions," to his property at St. Clair. Palmer's promenading on deck so disturbed the trim of poor Argo that the master had to call out, "Trim ship, Uncle Tom."*

*Argo must certainly have been an improvement in the cross-river ferry service, having replaced what was literally a horse-powered ferry, and that having been preceded by sail ferries. Later, in the fifties, a new ferry adopted the name of Argo. Your editor recalls having seen, in the Detroit Institute of Arts, a glazed pitcher embellished with a skyline view of Detroit in the early 1830s, and in the foreground is a vessel which seems to answer to the strange description of that first Argo.* GPB

## Review

*The Ship's Scene...Thru Massman's Lens*, by Emory A. Massman, Jr. Detroit 48219 (Massman Photo Company, 17301 Annchester Road), 1964. 28 pages, 8½" x 11". \$1.00 (please add ten cents for mailing).

A great number of our lake ship enthusiasts are primarily collectors of photographs. Some photos come from their own cameras, or are acquired by purchase or trade from other collectors. Some views are postcards or photographs specifically prepared for marketing.

This latter category has been lean in recent years. There are the photo sets or banks made available by such groups as Marine Historical Society of Detroit or Steamship Historical Society of America. There is Thomas Manse's condensed ship directory, *Know Your Ships*, which carries a selection of his photographs (and doubles as a catalog of

prints of them).

We hope there may be room for a collection of photographic views published for their own sake, as is the case of the Massman publication. *Telescope* readers are already familiar with Emory's work in his *Picture Pages*. But *Telescope* pages cannot be compared with the printing result of this pamphlet. Two dozen views are printed, one-to-a-page, on 8½" x 11" pages, with a good quality of paper.

Beyond these necessary technical requirements comes the judgment of the photographer. Aided by his small boat, Emory is frequently able to get close views of moving ships, with impressive results. Moreover, the photographs are imaginatively selected, both as to vessel types and as to viewpoints and activities shown. *L. D. Browning* is shown in retirement between two massive Buffalo grain elevators. Whaleback tanker *Meteor* discharges oil at a Rouge River dock while former sand-sucker *Algonac* lies beyond. The

(then) steam tug *R. H. Goode* crosses the finish line of a past tug race, spouting black smoke. Newer ships like *Whitfish Bay* offer contrast to older ones like the former package freighter *L. A. McCorquodale*, self-unloader *Baygeorge* and auto carrier *Mataafa*. This variety helps to overcome the usual objection to lake

ship photographs...that they "all look alike."

We congratulate Emory on the initiative he has taken to create this unique offering. We wish to echo the response of several of our friends who have hoped that this may become an "annual" feature. GPB



It seems that pictures have held a major part of our attention in the past weeks, but when they're all good pictures, why shouldn't they? First came the Detroit Photographic Guild's special showing of prints, which enjoyed a most noteworthy response during the two-month exhibition.

During the period of that show, we became involved in *The Ship's Scene*, Emory Massman's fine new book (see review elsewhere) of very good photographs. Before the excitement of this had died down, we were deep into planning for the Museum's newest show, "Reflections...The Splendor of the Lakes." Again, it is photographs, but different.

How many times we've said, upon viewing a picture, "I'll bet it is beautiful in color!" This show removes all need for that comment, for it consists of 101 selected views of the Great Lakes in beautiful natural color.

These photographs are by Harry Wolf, veteran ship's photographer on the cruise ship *South American*, and they are being presented to the public at the Museum through August 2.

Grouped into interesting areas of activity, these large color prints depict such subjects as locking down through the Soo Canal, the Saga of the ill-fated *Montrose*, a ship in

dry dock, and a trip through the St. Lawrence Seaway. There are pictures taken all the way from Quebec to Duluth.

Many of them are already historic: The old D & C liners at the Detroit waterfront in a bygone era; the famous *Alabama* (see news column); the giant *Seeandbee*, the *J. T. Wing* under sail; and *ALL* in full color!

Mr. Wolf has captured every mood of the Great Lakes in a most outstanding manner through the magic of color film. It is his tribute, as an artist, to the beauty of the Water Wonderland.

Our attention is shared with another matter, and we are sure that those who have waited patiently with us to see our pilot house display take shape will be happy to know the project is off the ground. Pat Labadie has drawn up the blueprints; we now have all (well, nearly all) the items needed; and the lumber is ordered. Very soon, we'll begin to build.

We're still looking for a few things. Perhaps you can help us. We need a brass cuspidor, a whistle pull, and the brass railing around the wheelsman's platform.

Nevertheless, we'll have a pilot house before the summer ends, and an interesting "exhibit in progress" while it is being built. Come in and see us.

# Great Lakes Marine News

Robert Radunz, Editor, 3060 Coventry, Drayton Plains, Michigan  
Ed Andrews, Assistant Editor

William A. Hoey, News photograph coordinator, 1421 Langley Rd.,  
Clawson, Michigan

Correspondents: George Ayoub, Ottawa, Leonard Barr, Algonac,  
Fred W. Dutton, Cleveland, Edwin Sprengeler, Milwaukee, Otto  
Strek, Detroit, Dan M. Weber, Toledo, Peter B. Worden, Sault  
Ste. Marie, Michigan, and Richard J. Wright, Akron

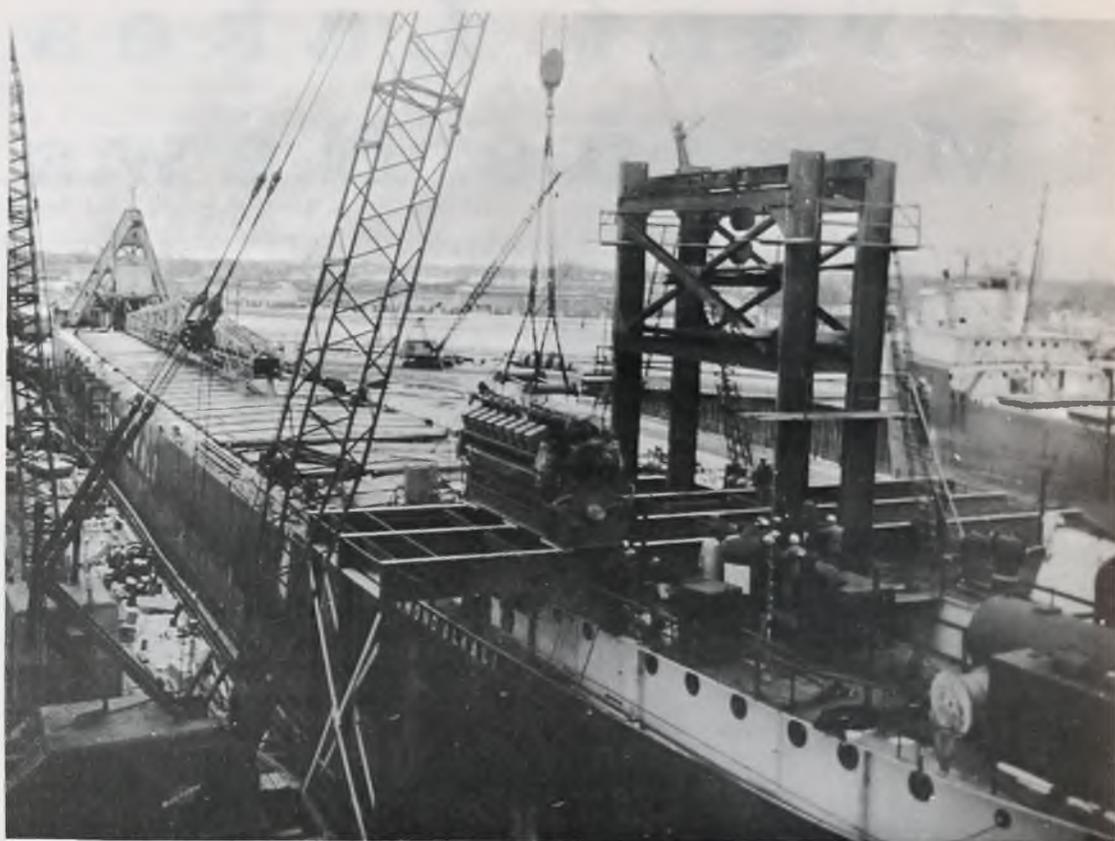


*Above: Peter Worden's photograph shows the Algoma Central fleet's new flagship, Sir Denys Lawson.*

*March 1...*After a month of inactivity, two ships will resume hauling coal to Detroit from Toledo this

week. Robert S. McNamara is scheduled to sail today from Detroit. The second vessel, *Peter Reiss*, has been undergoing repairs at Toledo, and will sail tomorrow for Detroit.

*March 2...*The 2,836-ton Canadian freighter *Gulfport* has been sold by Clarke Steamship Co. of Montreal to



*Above: A photograph from Fraser-Nelson shipyard in Superior, Wisconsin, shows the Boland & Cornelius self-unloader Diamond Alkali in the process of receiving her new diesel power plant.*

a Greek shipping firm. She will be renamed *Stepheni* and sail under the Liberian flag.

**March 3...**Public port advocates in Michigan got a boost when the Michigan House approved a bill to let a fifty-one per cent of voters okay bond issues for port construction. At present a sixty per cent "yes" vote is required. The bill now goes to the Senate.

**March 4...**A combination cable repair ship and icebreaker will be launched by Canadian Vickers, Ltd., Montreal, early this spring. Still unnamed, the new vessel will measure

313' x 60' x 34'. It was designed by the Department of Transport and the National Research Council in Ottawa. Canadian Overseas Telecommunications Corp. will operate her for service in the Gulf of St. Lawrence and the North Atlantic.

...Strong westerly winds in Toledo reduced the Maumee River to its lowest level in 22 years. So much water was blown out of the river that at its lowest point the level was seven feet below normal. Several lake freighters were grounded at the C&O docks.

...The Area Redevelopment Administration has approved \$102,000 for a technical assistance project to aid the Lake Superior commercial fishing industry.

**March 5...**The ice won't hamper an early start to navigation on the Great Lakes, the Weather Bureau an-

## GREAT LAKES AND SEAWAY NEWS

nounced. Likely opening dates are: Detroit, March 23; Cleveland, March 22; Buffalo, April 3; Soo Locks, April 9; St. Lawrence Seaway, April 7; Duluth, April 11.

**March 6...**The Great Lakes fleets have set a target date of April 15 for the start of general shipping, about two weeks earlier than last year.

...The Detroit District of the Army Corps of Engineers refused to give Medusa Portland Cement Co. permission to construct a conveyor bridge and dock in Lake Michigan off South Pointe, near Charlevoix. The Cleveland, Ohio, cement firm had applied for a permit to build a 1,350-foot conveyor bridge into the lake, with a 680-foot pier at the end of it.

**March 8...**Saguenay Shipping Ltd. of Montreal will offer four vessel sailings a month from Great Lakes ports to the Caribbean and Venezuela during the 1964 navigation season.

...A strike has been ordered for tomorrow by Marine Engineers Beneficial Association against nearly all ore, grain and coal ships in American ports up and down the Great Lakes. In dispute is a union demand for \$300-a-month minimum pensions after twenty years' service in the Union-contract vessels.

**March 9...**A last-minute agreement between the M.E.B.A. and shipowners to renew negotiations has delayed a strike against nearly all U. S. Great Lakes vessels.

...The stripped hull of the former passenger steamer *Alabama* appears at last to be on the threshold of another career after years of false starts. She now lies idle at Holland, Michigan. Reportedly, she is now sold to a construction company from Bay City. Her hull will be cut down a few feet further to make a barge out of her, and she may have one or two cranes placed on her.

**March 10...***Milwaukee Clipper* will begin her annual sailing season between Milwaukee and Muskegon on June 19, and will end her season Sept. 8.

**March 11...**Reports have been made that the steam tug *Jesse James* will be laid up indefinitely; and if she does return to service, it will be with a diesel engine. The Coast Guard has notified her owners that certain boiler repairs will be required before the tug can operate again. For years the tug has been a familiar sight with her big self-unloading barges *Constitution* or *Maida* in tow, bringing coal from Toledo to Detroit.

...The Bradley fleet has placed a call for its crews to report to work next Monday.

**March 12...**Coast Guard cutter *Mackinaw* began breaking ice in Little Bay de Noc at the north end of Lake Michigan to open the way for the first ore carriers.

...One of the world's great sailing vessels, the *Christian Radich*, will visit Milwaukee August 12-14, the Norwegian ambassador announced.

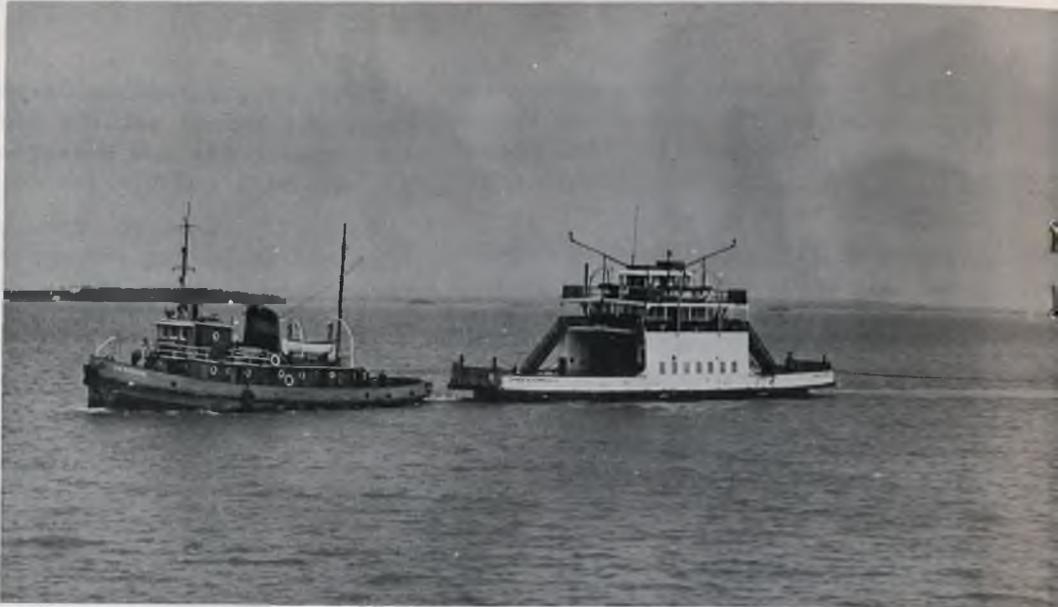
...Toledo's lake season opened with arrival of *John W. Boardman* of the Huron Cement fleet, bound from Alpena with a load of cement.

**March 16...***S. T. Crapo* of the Huron Portland Cement Co. left Cleveland for Alpena after completing the installation of a bow thruster.

...Pringle Barge Line has contracted to charter the tug *John Roen V* to take the place of *Jesse James*.

...Fearing a toll increase on the St. Lawrence Seaway, the Great Lakes Conference of senators in Washington D. C. has asked Commerce Secretary Luther Hodges to put the United States on record as opposing any such action.

...*John W. Boardman* opened the Cleveland shipping season with a



Detroit News Marine Editor Stoddard White relayed this photograph to the Dossin Museum from Woodie Jarvis of DeTour, Michigan. It shows the two automobile ferries James W. Curran and John A. McPhail in tow of the tug G. W. Rogers, as seen in the St. Marys River from the DeTour-Drummond Island ferry on May 8. Earlier that

day they had left the Soo, where they had given ferry service until October 30, 1962, when the new Sault International Bridge had taken their place. They were intended for service between Kingston and Wolfe Island at the mouth of Lake Ontario. The three were off the mouth of Saginaw Bay in the early hours of May 9

load of cement.

March 17...The Cape Breton Miner, being built by Port Weller Dry Docks for Upper Lakes Shipping Ltd. of Toronto, is scheduled for launching about April 25. The 680-foot, 22 thousand ton vessel is the largest ocean-going self-unloading freighter ever built on the Great Lakes.

March 18...The Canadian Coast Guard tender Simcoe began preparations for opening of the St. Lawrence Seaway, due on April 10. The Grenville will leave Prescott shortly to service the eastern section between Iroquois and Cornwall. This may be her last tour of duty, as she will be retired in April.

...Canadian Labor Minister A. J. MacEachen told Parliament that the Government's marine union trustees had removed Hal C. Banks as president of the Seafarers International

Union of Canada. He said that the trustees had appointed Charles Turner, a member of the Brotherhood of Railway Clerks, as acting president.

...The Canadian craneship Yankcanuck is scheduled to sail today from the lower Sault Ste. Marie (Ontario) harbor for Windsor, Ont. She will set a new record for opening of navigation on the St. Marys River.

March 20...With Yankcanuck sailing south from the Soo, other steamship companies are pressing Federal officials for an early opening of the Soo Locks and the Lake Superior sailing season. The first lock is scheduled to open on April 1. A Canadian firm announced it would have the freighters Newbrunswick and Hamiltonian waiting at the lock gates when they open.

March 21...A 25-year-old farm implement salesman bought a ticket at

## GREAT LAKES AND SEAWAY NEWS



when they encountered the storm that also brought a tornado to Lake St. Clair's Anchor Bay. The Curran sank at about that time, apparently, and the McPhail was cut loose to drift until she sank later in the day. Mr. Jarvis tells us that both were built at Collingwood, the Curran in 1947, and the McPhail in 1955; each carried eighteen cars.

Ludington for passage to Manitowoc on the ferry *City of Saginaw* and had his car placed aboard. But at the end of the four-hour trip, he had disappeared.

March 23...S. T. Crapo, assisted by the icebreaker *Mackinaw*, has made the passage through the Mackinac Straits.

March 25...Michigan's limestone shipping season opened when Myron C. Taylor sailed from Rogers City for Port Huron. The entire Bradley fleet will be operating within the next two days.

...The salesman who vanished from *City of Saginaw* was located. He said he blacked out and then found himself in Los Angeles.

...United States Steel's Pittsburgh Fleet will man 41 boats this season.

March 26...Canal tolls scheduled to be reimposed on the Welland Canal on opening of navigation have again been suspended indefinitely.

March 27...The (Seaway) freighter *Mormacpine* (a *Brown Victory*), owned by Moore-McCormick Lines, Inc., of New York, was headed for Bermuda under escort of the U. S. cutter *Half Moon*, following a fire which broke out in one of her holds.

...The 68-year-old whaleback *John Ericsson* is expected to sail from Toronto next week for Chicago in a renewed attempt to break a boycott by U. S. longshoremen against Canadian ships not manned by members of the S. I. U. of Canada.

March 29...Nicholson Terminal and Dock Company of Detroit will double its capacity for handling overseas general cargo this season. By 1969 it will have eight vessel berths available to overseas ships. The entire program will be a three-stage \$4 million development.

March 30...Work on the replacement for the Poe Lock at the Soo will resume on July 1.

...Huron Portland Cement Co. is examining bids from several ship-building firms for converting the tanker *H. R. Schemm* into a self-unloading cement carrier. Announcement of the contract awards is expected in a few weeks.

April 1...Eight Canadian ships locked through the Soo into Lake Superior for the earliest opening on record with the exception of two war years. *T. R. McLagan* of Canada Steamship Lines passed through the MacArthur Lock at 8:26 a.m.

...Senator Philip A. Hart of Michigan has sought operating and construction subsidies for U. S. flag ships operating on the Great Lakes. He has presented a bill in Congress that will update the Merchant Marine Act and recognize the "Fourth Coastline."

...A newly-formed shipping line, the Great Lakes Transcaribbean Line, will service Great Lakes ports with sailings to South American and West Indies ports.

...Lake Michigan's only iron ore port, Escanaba, Michigan, will observe its centennial. First cargoes from this port helped make guns and cannon balls for the Union Army.

...The Welland Canal is open, but ice in Lake Erie has kept ships bottled up in the entrance at Port Colborne, at the Lake Erie end. Locked in the ice were *Georgian Bay* and *Imperial Welland*. Also waiting were *Chicago Tribune*, *Ridgetown*, *Donnacona*, *Imperial London* and *George M. Carl*.

...*E. B. Barber* of Algoma Central & Hudson Bay Railway fleet will be converted to a self-unloader this season. She has heretofore been the Algoma fleet flagship, but the new *Sir Denys Lawson* will take on this honor this season.

...Lt. Col. Edward C. Bruce will become district engineer in charge of the U. S. Lake Survey in Detroit.

...A veteran Detroit area shipbuilder, Theodore J. Brush, has been named hull superintendent of the Fraser-Nelson Shipbuilding and Dry Dock Co. in Superior, Wis. He spent more than thirty years with the now-defunct Great Lakes Engineering Works.

...*John L. A. Galster*, cement carrier for Penn-Dixie Co., fought her way through ice in Little Traverse Bay to pick up her first load of cement for the 1964 season.

*April 2...*First Canadian ship into the Port of Milwaukee was *Yankcanuck*.

...*Carlis J. Stettin* has resigned his position as port director for the Detroit-Wayne County Port Commission. He will join Morton Salt Company as a vice-president assigned

to land development. He will be in charge of a planned marine terminal to be built on 1,625 acres of land owned by Morton at Ojibway, Ontario, on the Detroit River. The terminal, although in Canada, will primarily handle ocean cargoes to be trucked to and from American cities.

*April 4...*It was announced in Montreal that the Board of Maritime Trustees and the Seafarers' International Union have reached an agreement on a formula to prevent violence on the Great Lakes. Immediate steps will be taken to restore the S.I.U. of Canada to constitutional control of its members.

...U. S. Coast Guard reported that all thirteen Great Lakes freighters halted by ice above and below the just-opened Soo Locks have been freed. *Thunder Bay*, a Canadian freighter, reported an 18-inch crack in its hull that was probably caused by the ice.

*April 6...**Black Bay*, owned by CSI, has left Port Arthur with 850,000 bushels of wheat, giving that port its third-earliest opening in history.

...Pittsburgh Fleet's *Irving S. Olds* left Duluth with 15,800 tons of iron ore, bound for Gary, Indiana. It thus became the first ore boat to ply the lakes for the 1964 season.

...Ice up to 22 inches thick has trapped four Canadian freighters in the lower St. Marys River. Three had broken propeller blades. These are *C. A. Bennett*, *Algocen* and *Donnacona*. The Coast Guard says ice in the river is heavier than it had been all winter.

...*Portadoc* arrived in Calumet Harbor from Fort William to open the season there.

*April 8...*The westbound freighter *Totem Star* entered St. Lambert Lock, making the earliest opening of the St. Lawrence Seaway in history. Four other vessels followed her. At

GREAT LAKES AND SEAWAY NEWS



John Lochhead, of the Mariners Museum in Newport News, Va., writes the following accompanying his photograph above: "Enclosed is a picture of the Great Lakes self-unloader W. F. White which for the past couple of years has been hauling coal from Norfolk or Newport News to a steel plant on the Delaware. We believe that this shows her about to leave on her last trip as a C&O official told me he heard that from now on the plant will be supplied by rail. Note the big pile of coal on deck. We will be sorry to see her go as she was an oddity on the waterfront in comparison with the big modern overseas bulk carriers that load coal here."

the western end of the Seaway, 23 ships started moving into Iroquois Lock.

...In Toledo the Cherry Street Bridge became stuck as R. Bruce Angus was headed out. The grain freighter had to anchor for about an hour.

...The U. S. Government has proposed a \$50 increase in pilotage fees for the Cornwall-Kingston section of the Seaway. The Shipping Federation of Canada strongly opposes the proposed increase.

April 9...The Detroit River mail-boat service will resume today.

...Michigan's Attorney - General

Frank Kelly has asked the Coast Guard to postpone its May 24 deadline for ending operation of *Chief Wawatam* in rail ferry service at the Straits of Mackinac.

...A \$300 a month Great Lakes pension agreement announced by Marine Engineers Beneficial Association ended a threat to delay movements of iron ore carriers.

April 10...A \$1 million expansion of terminal facilities on the Saginaw River at Bay City, Michigan, was announced by Dow Chemical Company of Midland, Michigan, and Oglebay Norton Company of Cleveland.

...Six ships are trapped in Lake Erie ice at the Port Colborne entrance to the Welland Canal. These are Sprucedale, Elmdale, Grovedale, Burlington, Midland Prince and Joseph Medill Patterson.

...The Coast Guard cutter *Mesquite* was aground and taking water eight miles south of Escanaba. A commercial tug sent to assist her, the *John Purvis*, also became stuck.

April 11...*Torr Head* of Belfast, owned by the Head Line, became the first overseas vessel to arrive at the Port of Detroit, a distinction which that fleet's ships have held for the past two seasons as well.

...The tug *John Purvis* was freed from her grounded position in Lake Michigan, and then she and the cutter *Sundew* pulled off the grounded *Mesquite*.

April 12...The Old Marine Hospital at Detroit, built in 1854 and used as a hospital until 1930, will be demolished.

April 13...The 7,600-ton Israeli cargo liner *Hadar*, designed exclusively for Seaway use, arrived at Montreal on her maiden voyage. Also making her first visit to Montreal was Cunard's cargo liner *Phrygia*, transferred from their Mediterranean service to Seaway and lake trade

PHOTOGRAPHS ON OPPOSITE PAGE

*Yankcanuck* is shown on her notable trip down the St. Marys River from the Canadian Soo in this photograph by Peter Worden. The trip, made on March 19, was the earliest such venture on record. Below, another Worden photograph shows the Kinsman fleet's newly-acquired R. E. Webster which was formerly the Pittsburgh fleet's Elbert H. Gary.

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with her sister, *Lycia*.

April 14...First overseas ship in Toledo is *Wolfgang Russ*, a German freighter. The *Russ* had also opened the overseas shipping season in Cleveland.

...Columbia Transportation's bulk freighter *David Z. Norton* is reportedly being sold for scrapping.

...Coal freighter *Alexander Leslie* (b *H. A. Rock* a *J. T. Hutchinson*) has been sold by Lake Erie Navigation Company of Walkerville to Norlake Steamship Co. Ltd. of Toronto, a newly-formed company.

...Heavy winds blew *George A. Sloan* aground in the St. Marys River. At Ludington, the C&O car ferries were prevented from leaving the harbor.

April 17...First overseas ship at Milwaukee was the new Israeli liner *Hadar*.

April 18...German freighter *Transeuropa* rammed a pier in Milwaukee, leaving a hole 50 feet long and 30 feet wide in the pier. *Transeuropa* suffered damage to her bow.

April 20...Low water caused the coal carrier *Robert J. Paisley* to bypass the port of South Haven, where she was due to bring a load of coal for the city power plant. The harbor entrance depth was four feet shy of the ship's minimum requirements.

April 24...The old paddlewheel

ferry *Trillium*, retired since the early fifties, may be returned to its former service in Toronto harbor as flagship of the ferry fleet.

April 27...Upper Lakes Shipping has taken the whaleback *John Ericsson* out of commission.

...The whistle from the steam tug *Jesse James* has been placed on the Detroit fireboat *John Kendall*.

April 27...The self-unloader *J. L. Reiss* fouled a harbor buoy in Ludington while she was backing out from her berth. A sudden gust of wind blew the ship against the buoy, and the propeller tangled itself on the buoy cable. A diver was called from Manistee to untangle it.

April 28...The steamer *Poweraux Peter*, better known as *Ralph S. Caulkins*, will be scrapped overseas. Three other ships going the same route are owned by the same company, Auxiliary Power Corp. These are the *Grand Island*, *Joliet* and *Marquette*, former Cleveland-Cliffs freighters.

April 29...The old Browning Line freighter *Norman W. Foy* is on her way to the Italian scrap yards.

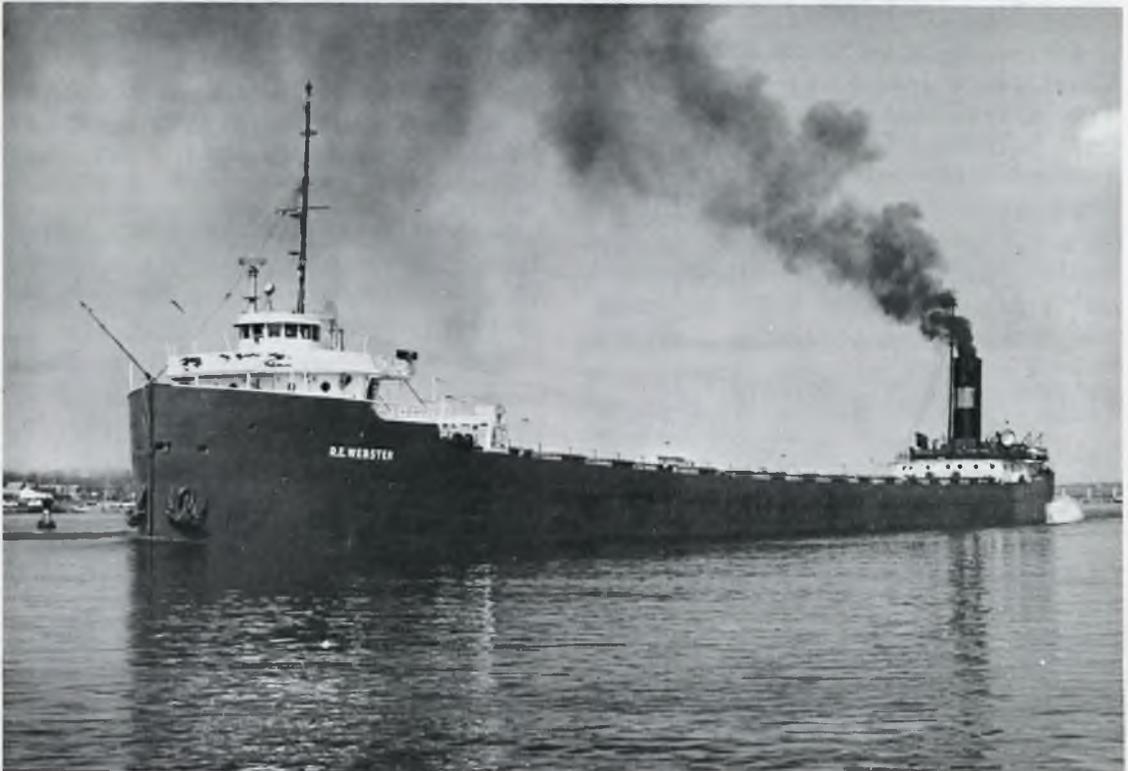
...Marine writers of the Great Lakes newspapers have elected Merrill E. Kingsbury of Cleveland, vice-president of Wilson Marine Transit Company, as "Great Lakes Man of the Year."

...Columbia fleet announced sale of the self-unloading steamer *Sierra* for scrapping.

...The Irish freighter *Irish Pine* collided with the tug *Tennessee* which was helping her to leave Toledo. The collision occurred when the Cherry Street Bridge failed to open to let the vessel through. The damage was minor.

May 1...American Ship Building Co. has won a \$2 million contract to convert *H. R. Schemm* into a self-unloading cement carrier for Huron Portland Cement Company.

GREAT LAKES AND SEAWAY NEWS



# SEAWAY NEWS

Compiled by George Ayoub

*Note: Capitalized names are ones which have been used in Seaway trade while those in lower case letters were borne before or after the Seaway service of the ship in question.*

## TRANSFERS AND RENAMING

*AEGEAN SUN* (c *Violando* b *Mont Sandra* a *Alexandra Park*) from Seas Trading Corp. to Republic Log Carriers Inc. S. A. (both Liberia); renamed *Mindanao Logger*.

*African Gulf* (d *SANTA REGINA* c *Sea Comet II* b *Jeff Davis* a *John Land*) from Farrell Lines Inc. to Liberty Nav. & Trading Co., Inc. (both USA); renamed *Norberto Capay*.

*Alioth*, from Van Nievelt, Goudriaan & Co.'s Stoomv. Maats., Netherlands, to Van Nievelt, Goudriaan & Co.'s Stoomv. Maats. G.m.b.H., Hamburg (West Germany); renamed *YILDUN*.

*Andros Trident* (c *Agia Triada* b *Seamerit* a *Simon Benson*) from Transmarine Nav. Inc. to Caroline Nav. Inc. (both Liberian); renamed *SAN BENITO*.

*ANGLIAN*, from Ellerman Lines Ltd. (British) to African Coasters (Pty) Ltd., South Africa; renamed *Bulwark*.

*ARDEA* (b *Vettor Pisani* a *Fort Alexandria*) from Marittima Napoletana Soc. di Nav. (Italy) to Cia. de Nav. Mario S. A. (Liberia); renamed *Tornado*.

*ATLANTIC FRIEND* (e *ATLANTBRIS* d *Montrose* c *Francois L. D.* b *Cephee* a *Francois L. D.*) from Atlantic Friend A/B (Sweden) to Atlantic Venture Carriers Inc. (Liberia); renamed *Atlantic Venture*.

*BASIL II* (b *Lyon* a *Allen G. Collins*) from Diego Cia. Armadora S. A. to Reliance Marine Corp. S. A. (both Liberia); renamed *Ever Prosperity*.

*BOGLIASCO* (c *Murillo* b *Celtic Star* a *Empire Galahad*) from Industrial Marittima S.p.A. (Italy) to Ocean Shipping & Enterprises (Panama) S. A. (Panama); renamed *Ocean Peace*.

*CELIA B.* (d *Elisabeth Jansen* c *Yorkbrook* b *Stanway* a *Empire Record*) from Marine Ventures Corp. to Prymo Meltemi Cia. Nav. S. A. (both Liberian); renamed *SAINT MARY*.

*COUESNON* (a *Flat Knot*) from Cie. de Nav. Paquet (France) to Eastern Shipping Lines Inc. (Philippines); renamed *Eastern Jupiter*.

*DAGALI*, owned by A/S Ocean (John P. Pedersen & Son) (Norway); renamed *Stolt Dagali*.

*DAGRUN*, from A/S Ocean (John P. Pedersen & Son) (Norway) to Hemisphere Shipping Co. Ltd. (?); renamed *Hemisphere*.

*ELISABETH HENDRIK FISSER*, from Hendrik Fisser A. G. (West Germany) to Maracienda Cia. Nav. S. A. (Greece); renamed *Nikodromos*.

*ERNA WITT*, from Hinrich Witt (West Germany) to Smith's Coasters Pty. Ltd. (South Africa); renamed *Inyala*.

*ERVIKEN*, from Wallem, Steckmest & Co. A/S (Norway) to A/B Vasa Shipping O/Y (Finland); renamed *Gracia*.

*Gialia* (d *Penteli II* c *OLYMPOS* b *Laurentian Lake* a *Fort Assiniboine*) from Corona Cia. Nav. to Marimperia Cia. Nav. S. A. (both Greece); renamed *Paxoi*.

*HADSUND* (a *Richard Brohan*) from D/S Hafnia A/S (Denmark) to Foster

## GREAT LAKES AND SEAWAY NEWS



The Great Lakes may see no whaleback vessels in service this season. The Canadian whaleback steamer John Ericsson has just been retired by her owners, Upper Lakes Shipping Ltd., of Toronto. The same fleet has two whaleback barges laid up at Goderich. The Lakes' only other whaleback, the tanker Metecr, of Cleveland Tankers, Inc., is indicated as "not in commission" in the 1964 Great Lakes Red Book. Time was when the whaleback was considered to be the typical Great Lakes vessel, as shown in Geography books; and the

like. Slightly less than fifty such steamers and barges were built at West Superior, Wisconsin, from the late 1880s to the late 1890s. Their creator, Alexander McDougall, is a good example of the nineteenth century inventor, who not only developed the basic type of ship, but designed all of its fittings and adaptations as well. Only one passenger whaleback was built, the Christopher Columbus, which served the 1893 World's Fair at Chicago.

Above is a deck view of John Ericsson under way in Toronto Harbor early in the 1960 season. The typical rounded deck and placement of cabins on turrets above the deck was to allow heavy seas to wash across the deck without harm. Except for the half-whaleback Alexander McDougall of 1898, which had a conventional bow instead of the typical "pig" snout, John Ericsson was the largest of this type, having a hull 390 feet long. She was one of the last to be built, dating from 1896.

*Ave atque vale!*

Enterprise Co. Ltd. (?); renamed Foster Enterprise.

HEINRICH SCHULTE, owned by Schulte & Bruns Schiff. Ges. m.b.H. (West Germany); renamed Joachim Schulte.

INES (b Agwicomet a Carrier Cove) from Nationwide Leasing Co. to Jackson Shipping Corp. (both USA); renamed Jackson. Later transferred again, to Transasia Carriers Corp. (also USA); renamed Bonanza.

GREAT LAKES AND SEAWAY NEWS



This view from Detroit's Ambassador Bridge shows two ships which will not be seen from there this season. Passing closely under the bridge is Columbia's bulk carrier David Z. Norton, recently reported sold for scrapping. More distant is the McCarthy automobile carrier George H. Ingalls, which will remain tied up this year with her fleet, as told in our last issue.

**JACKSON PRINCESS** (c *Pass of Ballater* b *Raffinage a Pass of Ballater*) owned by Holyrood Shipping Ltd. (British); renamed *Holyrood Princess*

**LEAMITRA** (a *LEADA*) from Leo Adams Reederei to Van Nievelt Goudriaan & Co.'s Stoomvaart Maats. (Hamburg) G. m. b. H. (both West Germany); renamed *Sulaphat*.

**LEANNA**, from Leo Adams Reederei to Hamburg-Grosse Seen Linie A. Kirsten G. m. b. H. (both West Germany); renamed *Sheliak*.

**LEERSUM**, from N. V. Stoomv. Maats. Oostzee (Vinke & Zonen) (Netherlands) to Sampsa Cia. Nav. S. A. (Liberia); renamed *Prodromos*.

**MAX MANUS** (a *Troma*) from A/S Olymp (Einar Lange) (Norway) to Therean Ltda. (Greece); renamed *Flora N.* (See also listing under casualties.)

**MARIA TERESA G.**, from Gestioni Esercizio Navi.-G.E.N. S.p.A. (Italy) to Liberiam Nav. Co. S.A. (Liberia); renamed *Maria Teresa*.

**NIGELLA** (c *Olga Torm* b *Olga S. a Gro*); from Rydberg & Streiffert A/B (Sweden) to Kupferhutte Ertel Bieber & Co. (West Germany); renamed *Julia C. Ertel*.

**NORSE CORAL** (launched as *Totem Star*), owned by Fulcrum Shipping Co. Ltd. (Silver Line Ltd.) (Nassau); renamed *TOTEM STAR*.

**NYCO**, from Sameiet Nykvaern (Norway) to Deutsche Seereederei (East Germany); renamed *Rosenort*.

**PERICLES**, owned by D/S A/S Eikland (I. M. Skaugen & Co.) (Norway); renamed *Skaugran*.

**PORT EN BESSIN** (a *William H. Lane*) from French Government to Charles Auguste Audibert (France); renamed *Isly*.

**RAGNEBORG**, from Rederi A/B Ragne (Ragnar Nilsson) (Sweden) to Vera Cruz Cia. Nav. S. A. (Peru); renamed *Rosalдина*.

## GREAT LAKES AND SEAWAY NEWS

*Ricife* (a *HARTISMERE*) from Dell Enterprises Ltd. (Bermuda) to Maritime & Industrial Corp. (Liberia); renamed *Caroline*.

*SALAH ELDIN* (b *Mohamed Ali El Kebir* a *Atchison Victory*) from The United Arab Maritime Co. (Egypt) to Salvador Investment Co. Inc. (Liberia); renamed *Mercantile Victory*.

*SALATIGA* (a *Williams Victory*) from Konink Rotterdamse Lloyd N. V. (Netherlands) to Magellan Strait Development Corp. (Liberia); renamed *Salamat*.

*SAN GIUSTO* (a *Richard B. Moore*) from Carlo Martinolich (Italy) to U. S. S. R.; renamed *Mashuk*.

*STEGE* (a *Elba Robbert*) from Rederiet Seaway (Denmark) to Coast Lines Ltd. (presumably British); renamed *Terrier*.

*SUSQUEHANNA* (b *Sally Stove* a *Jan Pieterszoon Coen*) from Cia. Atlantica Pacifica S. A. (Panama) to Neptune Marine Corp. (Liberia); renamed *Neptune*.

*Svanholm* (c *RIINA* b *Goya* a *Kamerun*) from D/S A/S Svanholm (T. Matland Jr.) to Skips A/S Hilde (Christen K. Gran) (both Norway); renamed *Hilde*.

*TRANSONTARIO* (b *POLYCREST* a *Harpefjell*) from Poseidon Schiffahrt G.m.b.H. (West Germany) to P. Vrangos (Greece); renamed *Tavros*.

*TROMA*, from A/S J. Ludwig Mowinckels Rederi (Norway) to Cia. Nav. Continental S. A. (Liberia); renamed *Romano*.

*VALERIA*, owned by Hamburg-Grosse Seen Linie A. Kirsten G.m.b.H. (West Germany); renamed *POLARIS*. (Note: She was the first salty through the Seaway in 1963.)

*VIRE* (a *David A. Curry*) from the French Government to Cia. San Giovanni S. A. (Panama); renamed *Apolonian*.

*VOLUMNIA*, from G.b.R. ms. *Volumnia* to G.b.R. ms. *Lealott* (both West Germany); renamed *Lealott*.

*WINDSOR*, from Britain SS Co. Ltd. (British) to Great Eastern Shipping Co. Ltd. (India); renamed *Jag Ketu*.

*Wyoming* (e *MOUNT EVANS* d *National Liberty* c *John Paul Jones* b *Nikos* a *Sarah Orne Jewett*) from Midwest Shipping & Trading Corp. (USA) to Cia. Mar. S. A. (Liberia); renamed *Yucatan*.

## CASUALTIES AND LOSSES

*Agia Erini L.* (c *Koumiotissa* b *ATLANTIC WATER* a *Richard J. Hopkins*) foundered February 3, 1964, in a position 30.22 N, 153 E, some 600 miles southeast of Yokohama, after developing leaks and hull fractures in very heavy weather, enroute from Portland to Kawasaki. Her crew was saved.

*CISSOULA* (a *Baron Scott*) owned by Aristides Steamship Co. S. A. (of Greece) was abandoned by her crew after being in collision in fog off Selsey Bill, February 25, 1964, with the Swedish vessel *Solklint*. She was, however, taken in tow by the tug *Samsonia* and brought into Cowes Roads.

*CORFU ISLAND*, previously reported aground in the Gulf of St. Lawrence and abandoned by her crew, December 20, 1963, has been deferred until May, 1964, for attempts to salvage. She was owned by Marathon Cia Naviera (Lebanon).

*Dori* (d *PRAXITELES* c *Anassa* b *Phoenix* a *Edwin L. Drake*), owned by Atalaya Cia. Nav. (Liberia), was beached near Ponta Delgada, Azores, January 16, 1964, after developing a leak enroute from Emden to New Orleans. Soon after being beached, there were two explosions, and the ship sank in a position 37.44 N, 25.38 W.

*Flora N* (b *MAX MANUS* a *Troma*, see

GREAT LAKES AND SEAWAY NEWS

above), owned by Therean Ltda. (Panama, but Greek flag), was beached some three miles southwest of Ibiza after an engine room explosion had been followed by fire while she was discharging cement at Ibiza, January 25, 1964. She was towed out of the port and beached to allow the fire to burn itself out. The ship is very extensively damaged amidships, and three members of her crew lost their lives.

**GLENVIEW** (c *RUTH ANN* b *Belvaux* a *Bruxelles*), owned by Theo Naviera Inc. (Liberia), went aground January 24, 1964, on Chinchorro Bank, off Yucatan, in a position 18.35 N, 87.17 W, enroute from Puerto Barrios to Tampico, and later broke up and became a total loss.

**WILTRADER** (a *Igadi*), owned by A/S Awilco (Anders Wilhelmsen) (Norway), went aground in Punta Indio Channel, February 19, 1964, while on a voyage from Buenos Aires to Rotterdam. She was refloated, however, on Feb. 28.

SCRAPPINGS

**AFRICAN COUNT** (c *Pelopidas* b *Tantara* a *Whiterock Park*, launched as *Fort Daer*), sold by West African Nav. Ltd. (Liberia) to Japanese shipbreakers, reported April, 1963.

**CORINTHIAN**, sold by Ellerman Lines Ltd., Liverpool, to W. H. Arnott Young & Co. Ltd. for scrapping at Dalmuir, Glasgow. Arrived, March, 1963.

**EPINAL** (a *Josiah Parker*), previously reported sold for scrap, but this proves incorrect. The sale fell through, and she was sold for trading. She is now renamed *Deka*, under the Liberian flag.

**PATAPSCO RIVER** (e *Running Eagle* d *Patria* c *Conqueror* b *Benoil* a *Moose Mountain Park*), sold by Cia. de Nav. San Agustin S. A. (Panama) to Japanese shipbreakers, reported March, 1963 (probably incorrect; may be March, 1964?)

ILLUSTRATIONS ON OPPOSITE PAGE:

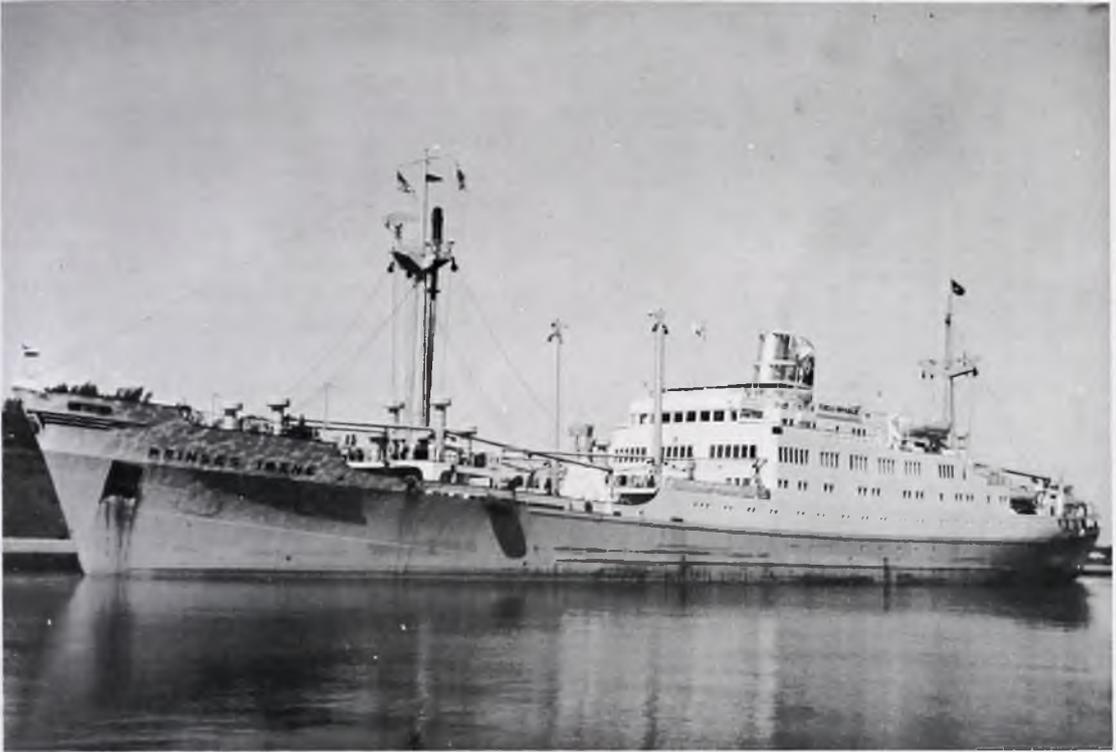
**PRINSES IRENE**, owned by Oranje Line, Rotterdam, has been chartered by Cunard Steamship Co. Ltd., for freight service only, until September of 1964. Her near sister, **PRINSES MARGRIET**, continues to be chartered by Holland-America Line until next summer, also for freight service only. Presumably this will mean that the lakes will see no ocean-going passenger-cargo liners in this beginning season except for the same line's smaller, 60-passenger **PRINS WILLEM VAN ORANJE**. The two sisters each carry 115 passengers.

**PRINSES IRENE** (m.s.), passenger-cargo. 1959, Hardinxveld; Schps. & Mach. "De Merwede," hull #546. Measurements: 8533 gt; 4705 nt; 8800 dwt; 455.9' x 61.3' x 28.3'. Power: Diesel engine, 2 SA. 10 cyl. 700 x 1200 mm., M.A.N., by Verolme Masch., Ijsselmonde. 8600 bhp. Speed, 16½ knots. Owners: Oranje Line, Rotterdam (Fjell-Oranje Line). Photo by George Ayoub at St. Lawrence Seaway Lock #7, Iroquois, Ont., July, 1963.

The pre-Seaway-size ocean freighter **FAIR HEAD** is being lengthened by about 47½ feet by Boeles S. W. & M. F. Bolnes. She is owned by G. Heyn & Sons Ltd., Belfast (Ulster SS Co. Ltd.). Her deadweight capacity will be increased from 2600 to 3300 tons.

**FAIR HEAD** (m.s.) (#300029), 1957, Arnhem; Arnhemsche Schps. Maats., hull #381. Measurements: 1573 gt; 648 nt; 2640 dwt; 258.3' x 42.4' x 18'. Power: Diesel engine 2 SA. 4 cyl. 600 x 900 mm., by N. V. Werkspoor, Amsterdam. 1800 bhp. Speed, 13½ knots. Owners: Ulster Steamship Co. Ltd. (Head Line), Belfast. Photo by George Ayoub, at St. Lawrence Seaway Lock #7, Iroquois, Ont. September 15, 1963.

GREAT LAKES AND SEAWAY NEWS



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