

TELESCOPE

August, 1964
Volume 13, Number



**Great Lakes
Maritime
Institute**



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

Meetings

General Meeting
Friday 25 September 1964
Dossin Museum, 8 p.m.

Our speaker will be Mr. F. Wells Robison, Technical Liaison Officer of the United States Lake Survey. The program will be their latest film, "The Lake Survey." We have all become familiar with earlier instruments and work of the Lake Survey through viewing the display at Dossin Museum. The waters which they chart have been much in the news for their unusually low levels, making shallower the dredged channels for shipping and bringing hardship to property along the shoreline. What might be considered normal levels for the lakes? Is there any truth in the idea that lake high water levels come in cycles of seven years? Bring these and any other questions with you, and come to see how the Lake Survey does its work today.

Business Meeting
Friday 30 October 1964
Dossin Museum, 8 p.m.

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

INSTITUTE PAGE

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We rejoice to learn of the generosity of Mr. Stanley S. Kresge and the Kresge Foundation toward the Detroit Historical Museum. The Kresge Foundation recently pledged \$500,000 toward building an addition to the Main Museum on Woodward at Kirby, with these funds to be equalled by the city's own pledge toward the project. The Kresges have long been benefactors of public buildings and college campuses across the country can usually boast of a "Kresge" building. The Detroit Historical Museum and Society have long blessed the program of the Institute, and we are pleased with their good fortune. G.P.B.

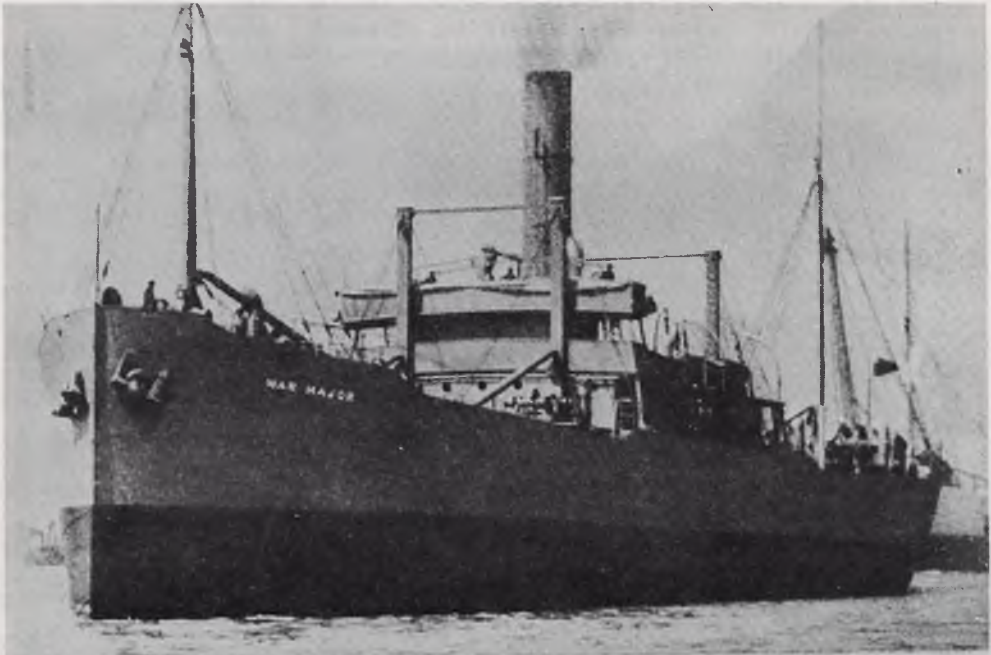
The first and second parts of Father Dowling's list of the "Lakers" appeared in the Telescope issues for April and May of 1964, describing "Early Lake-built Ocean Vessels" and "The Pre-Lakers."

The "Lakers"

OF WORLD WAR I AND THEIR PREDECESSORS: PART THREE

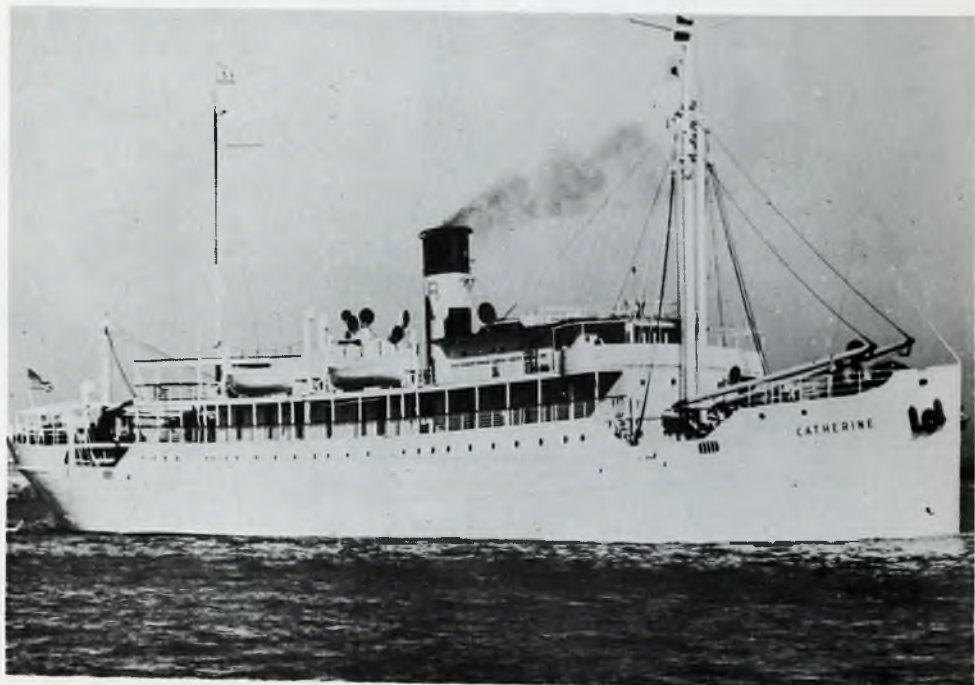
The "Wars"

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



War Major

Photograph from the author's collection



LAKERS OF WORLD WAR I: THE WARS

When the United States entered the First War in early 1917, there were approximately ninety-nine ocean type freighters under construction or under contract in Great Lakes shipyards. With a few exceptions, these vessels were basically Fredrikstad type freighters.

The exceptions included two "over-size" (345 feet long) three island type vessels which were later bulkheaded through the canals. In addition there were four engines-aft ships of a design developed by Great Lakes Engineering Works for the American coastwise coal trade between Hampton Roads and New England. And two diesel jobs were building at Manitowoc for Scandinavia.

Of the remaining 93 ships, the largest group was intended ultimately for the well known British line, Cunard Steamship Co. of Liverpool. These had been contracted for either by Cunard directly or through various British and American brokers acting in their behalf. Following the British tradition of nomenclature in World War I, these vessels were given two-word names, the first word of which was "War."

The United States Shipping Board requisitioned all 99 of these ships in May, 1917, for American flag service. There was a lot of litigation involved, and not everybody was happy about the final outcome. But the requisitioning was done, and these vessels subsequently flew the American flag.

At that time, no American system of nomenclature had been selected, so apparently the Shipping Board decided to keep the British "War" names for a while at least. In due time, a new series of names for Great Lakes built ships was determined upon, using the name "Lake" as the first word. Some sources credit this system to Mrs. Woodrow Wilson. Be this the case or not, most of the requisitioned vessels were renamed with "Lake" names.

(Note: Five of the "Wars" were delivered to their British owners before the United States entered the war, and in this way escaped the "Lake" renaming.)

Here follows a list of the Great Lakes built "Wars" :

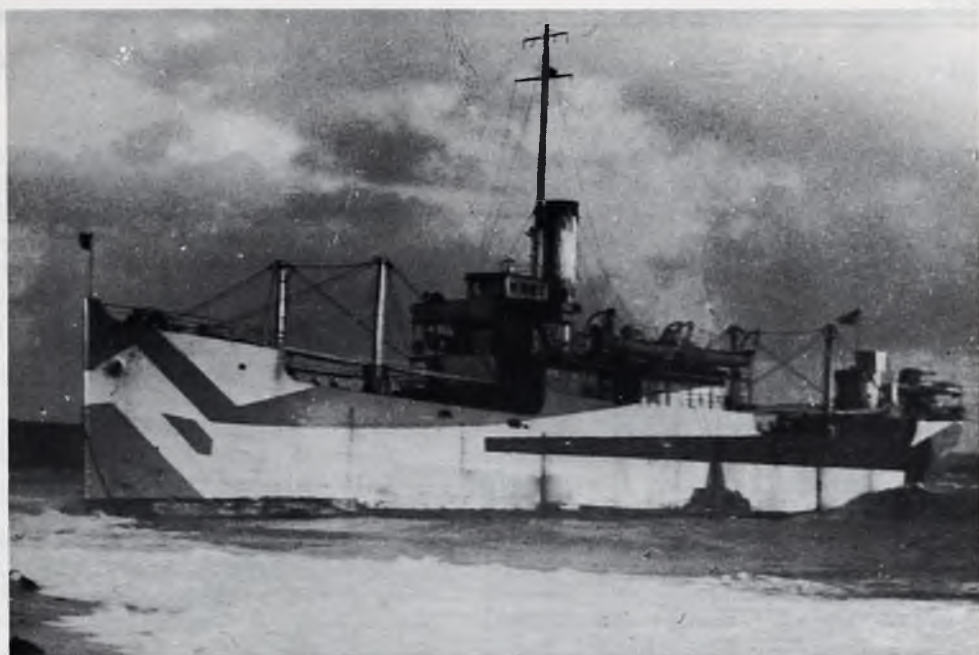
PHOTOGRAPHS ON OPPOSITE PAGE

Above: Lake Conesus (the former War Gnome), photograph from the Dossin Museum Collection.

Below: Catherine (the former War Mist and Lake Greenwood), photograph from Photo Bank of the Steamship Historical Society of America.

LAKERS OF WORLD WAR ONE: THE WARS

- s.s. *War Banner*, 1917 Chicago by Chicago Shipbuilding Co. (hull #83). Renamed *Lake Worth* (US 215716). Sold Belgian in 1920 and renamed *Phoenicier*. Later names were *Amberstone* and *Orland*. Sunk at Midsund, 4-29-1940.
- s.s. *War Bayonet*, 1917 Toledo by Toledo Shipbuilding Co. (#141). Renamed *Lake Superior* (US 215756). Later named *C. D. Johnson III*, *Anna Schafer*, *Tuluran* and *Anna Schafer*. Scrapped in 1946. Spent most of her life in the Pacific Coast lumber trade.
- s.s. *War Beaver*, 1917 Wyandotte by Detroit Shipbuilding Co. (#211). Renamed *Lake Erie* (US 215747). Sold Norwegian in early twenties, and successively renamed *Gezina*, *Ragni*, *Arpeco* and *Force*. In service as of 1958.
- s.s. *War Birch*, 1918 Lorain by American Shipbuilding Co. (hull #726). Renamed *Lake Charles* (US 216091). Later Norwegian *Kirsten B*.
- s.s. *War Branch*, 1918 Lorain by American Shipbuilding Company (hull #730). Renamed *Lake Fernwood* (US 216400) and later *Virginia Dispatch* for Old Dominion Lines. Later British and Italian *Mercurio*. Sunk by Allied action at Parenzo, 1944.
- s.s. *War Briar*, 1918 Lorain by American (#727). Renamed *Lake Jessup* (US 216092). Sold Norwegian in 1924 and renamed *Ekstrand*.
- s.s. *War Bugle*, 1918 Ashtabula by Great Lakes Engineering Works (#180). Renamed *Lake Maurepas* (US 216184). Scrapped by Ford at Dearborn in the twenties.
- s.s. *War Castle*, 1918 Manitowoc by Manitowoc Shipbuilding Co. (#82). Renamed *Lake Ontario* (US 215816). Also scrapped by Ford at Dearborn.
- s.s. *War Centaur*, 1918 Duluth by McDougall-Duluth Corp. (hull #3). Renamed *Lake Traverse* (US 216150 and later Pan. 1193). Spent most of her life on the Great Lakes. Foundered due to sprung plates, near Tortuga Island in the Caribbean, 7-6-1955.
- s.s. *War Chant*, 1917 Superior, Wis., by Superior Shipbuilding Co. (hull #528). Renamed *Lake Champlain* (US 215642). Sold Belgian in 1920 and renamed *Nipponier*. Later *Fruithandel* and *Meisei Maru* (Jap. 32635). Sunk by U. S. Submarine *Flying Fish* in Sea of Japan on 6-11-1945.
- s.s. *War Cloud*, 1918 Manitowoc by Manitowoc Shipbuilding Co. (#93). Renamed *Lake Linden* (US 216805). Scrapped by Ford in 1927.
- s.s. *War Comet*, 1918 Manitowoc by Manitowoc Shipbuilding Co. (#90). Renamed *Lake Monroe* (US 216739). Later named *Mary* (A. H. Bull & Co.) and British *Thorpebay*. Sunk as disposal hulk for cargo of gas bombs, 11-1947.
- s.s. *War Cornet*, 1918 Ecorse by Great Lakes Engineering Works (#189). Renamed *Lakehurst* (US 216262). Scrapped by Ford, 1928.
- s.s. *War Cross*, 1917 Cleveland by American Ship Building Co. (#463). Delivered before requisitions of U. S. Shipping Board. Later *Ars*, *Cap d'Ailly*, *Blink* and *Hsing Ping*.
- s.s. *War Cymbal*, 1918 Ashtabula by Great Lakes Engineering Works (#186). Later *Lake Charlotte* (US 216424). Scrapped at Dearborn by Ford in 1928.
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- PHOTOGRAPHS ON OPPOSITE PAGE:**
Above: *Lake Harris* (the former *War Fairy*), aground, at *Scilly Isles*, 1918. Photo from author's collection.
Below: *Lake Stirling* (the former *War Thrush*). Photo courtesy of *Richard J. Wright*.



LAKERS OF WORLD WAR ONE: THE WARS

- s.s. *War Daisy*, 1918 Toledo by Toledo Shipbuilding Co. (#154). Renamed *Lake Sebago* (US 216355). Later *Robert Johnson*, *Hubert Schaffer* and *Santa Monica*. In service in 1962.
- s.s. *War Drum*, 1918 Ashtabula by Great Lakes Engineering Works (#181). Renamed *Lake Louise* (US 216406). Engines removed by Ford in 1927. Later barge *Lake Louise* and *Gordon C. Cooke*. Foundered off Delaware coast, 4-7-1947.
- s.s. *War Duty*, 1918 Chicago by Chicago Shipbuilding Co. (#85). Renamed *Lake Crescent* (US 216098). Later *Padilla* (Colombian & American) and *Morea* (Italian). Sunk as a blockship, 1940.
- s.s. *War Elfin*, 1918 Ashtabula by Great Lakes Engineering Works (#178). Later named *Lake St. Regis*. Scrapped by Ford in 1927.
- s.s. *War Fairy*, 1918 Ashtabula by Great Lakes Engineering Works (#188). Renamed *Lake Harris* (US 216646), and scrapped by Ford in 1928. (See illustration.)
- s.s. *War Ferret*, 1917 Wyandotte by Detroit Shipbuilding Co. (#215). Renamed *Lake Conway* (US 215940). Sailed from Philadelphia bound for Havana, September, 1919, and never heard from again.
- s.s. *War Finch*, 1917 Cleveland by American Ship Building Co. (#468). Renamed *Lake Michigan* (US 215722). Sold Belgian in 1920 and renamed *Picardier*. Foundered in the Baltic Sea, 11-21-1923.
- s.s. *War Flag*, 1918 Toledo by Toledo Shipbuilding Co. (#143). Renamed *Lake Sunapee* (US 216260). Later names were *Frank Lynch*, *Nestor*, *Otto*, *Irish Willow* and *Veraguas*. Scrapped in Belgium in 1960.
- s.s. *War Flute*, 1918 Ecorse by Great Lakes Engineering Works (#190). Renamed *Lake Mary* (US 216481). Scrapped by Ford in 1928.
- s.s. *War Fortune*, 1918 Lorain by American Ship Building Co. (#731). Renamed *Lake Weir* (US 216330). Converted to diesel-powered sand dredge in 1926 and renamed *Sandmaster*. On the Great Lakes until World War II. Sold Brazillian in 1946.
- s.s. *War Fox*, 1917 Wyandotte by Detroit Shipbuilding Co. (#213). Renamed *Lake Forest* (US 215784). Sold Belgian in 1920. Later names were *Venetier*, *Tabakhandel*, *Este*, *Chollin*, *Rafael Ariztia*, *San Patricio*, *Mary V.* and *Kadio S.* Was scrapped at Gijon, Spain, in 1960.
- s.s. *War Gnome*, 1918 Ecorse by Great Lakes Engineering Works (#192). Renamed *Lake Conesus* (US 215501). Scrapped by Ford in 1927. (See illustration.)
- s.s. *War Goblin*, 1918 Ecorse by Great Lakes Engineering Works (#177). Renamed *Lake St. Clair* (US 216052). Scrapped by Ford in 1927.
- s.s. *War Gull*, 1918 Lorain by American Ship Building Co. (#729). Renamed *Lake Benton* (US 216329). Later Norwegian *Fido* and *Strindheim*. Was the last vessel to clear the lakes and the old St. Lawrence Canals, outbound, in 1958. Scrapped at Stavanger, Norway, in 1961.
- s.s. *War Harp*, 1918 Ecorse by Great Lakes Engineering Works (#193). Renamed *Lake Silver* (US 216570). Scrapped by Ford in 1928.
- s.s. *War Honour*, 1917 Wyandotte by Detroit Shipbuilding Co. (#212). Renamed *Lakewood* (US 215785). Sold Belgian in 1920. Later names were *Cambrier*, *Cap d'Alprecht*, *Biodd* and *Yung Chi*. Scrapped, during World War II.
- s.s. *War Hope*, 1918 Wyandotte by Detroit Shipbuilding Co. (#216). Later *Lake Butler* (US 216037), *Palatka*, *Unvava*, *Bunting* and *Bunt-*

LAKERS OF WORLD WAR ONE: THE WARS

- ing III*. Scrapped in 1949. Had served for many years in the Newfoundland sealing trade.
- s.s. *War Hound*, 1917 Chicago by Chicago S. B. Co. (#84). Renamed *Lake Huron* (US 215788). Sold Belgian in 1919. Later names were *Serbier*, *Cap La Heve*, *Binab*, *Benito*, *Advance*, *Trojan*, *Trojan III* and *Advance*. In service as of 1962.
- s.s. *War Imp*, 1917 Ecorse by Great Lakes Engineering Works (#179). Renamed *Lake Houghton* (US 216051). Stranded on Cranberry Island, Nova Scotia, 6-11-1918.
- s.s. *War Laurel*, 1918 Chicago by Chicago S. B. Co. (#66). Renamed *Lake Clear* (US 216199). Later dredge *Sandcraft*, on Great Lakes and on coast. Sunk in collision with collier *Melrose* in New York Harbor, 6-2-1950.
- s.s. *War Lily*, 1918 Toledo by Toledo S. B. Co. (#145). Renamed *Lake Cayuga* (US 216365). Later *Dorothy Wintermote*. Stranded near Point Arena, California, 9.17-1938.
- s.s. *War Lynx*, 1918 Wyandotte by Detroit S. B. Co. (#220). Renamed *Lake Felicity* (US 216254). Later *Iberier*, *Norte* and *Tiete*. Sunk in collision near Rio de Janeiro, 8-7-1944.
- s.s. *War Major*, 1917 Wyandotte by Detroit S. B. Co. (#206). Delivered to Cunard before requisitions began to take place. Later *Ninfa* (Italian 1535), *Argia* and *Pugliola*. In Lloyds', 1940. Later data wanted. (See photo.)
- s.s. *War Maple*, 1918 Lorain by American S. B. Co. (#728). Renamed *Lake Ogden* (US 216093). Rebuilt in middle twenties as passenger vessel *Trujillo* (Red "D" Line). Later Mexican *Emancipacion*. In service as of 1962.
- s.s. *War Martin*, 1918 Wyandotte by Detroit S. B. Co. (#214). Renamed *Lake Duane* (US 215849). Sold Belgian, 1919, and renamed *Roumanier*. Later names were *Girasol*, *Vale*, *Heng-Shan*, *Furienne Consolini* and *Konie Maru*. Sunk by "enemy" (USA) action, 8-2-1944.
- s.s. *War Meteor*, 1918 Manitowoc by Manitowoc S. B. Co. (#94). Renamed *Lake Winthrop* (US 216780). Later *Barbara* (A. H. Bull & Co.) and Danish *Norna*. Out of Lloyds', 1933.
- s.s. *War Mist*, 1918 Manitowoc by Manitowoc S. B. Co. (#91). Renamed *Lake Greenwood*. Rebuilt as passenger ship *Catherine* for A. H. Bull & Co. in twenties. Later *Stratford*, *Catherine*, *Granton Glen* and *Anne de Bretagne*. Scrapped in Europe, 1955. (See illustration.)
- s.s. *War Music*, 1918 Ecorse by Great Lakes Engineering Works (#182). Renamed *Lake Owens* (US 216169). Sunk by enemy action off Cornwall Coast, England, 9-2-1918.
- s.s. *War Naiad*, 1918 Ecorse by Great Lakes Engineering Works (#187). Renamed *Lake Hemlock* (US 216261). Engines removed by Ford and used as barge on Great Lakes until World War II. Foundered, Long Island Sound, 12-13-1957.
- s.s. *War Oak*, 1918 Cleveland by American S. B. Co. (#470). Renamed *Lake Otisco* (US 216040). Later *Floreal*, *Nivaa*, *Usko* and *Meero*. In Lloyds', 1940. Data wanted.
- s.s. *War Otter*, 1918 Superior by Superior S. B. Co. (#531). Renamed *Lake Capens* (US 216295). Engines removed in 1928. Scrapped in 1957.
- s.s. *War Palm*, 1918 Wyandotte by Detroit S. B. Co. (#217). Renamed *Lake Arthur* (US 216036). Later *Virginia Limited* (Old Dominion Line), *Valentine* and *Sesostris*. Sunk as hulk, loaded with gas bombs for disposal, 1946.

LAKERS OF WORLD WAR ONE: THE WARS

- s.s. *War Pansy*, 1918 Toledo by Toledo S. B. Co. (#146). Renamed *Lake Chelan* (US 216454). Sailed on the Great Lakes between the two wars. Scrapped in 1949.
- s.s. *War Path*, 1917 Wyandotte by Detroit S. B. Co. (#210). Renamed *Lake Placid* (US 215656). Mined and sunk off Binga Light, near Gothenburg, Sweden, 5-19-1919.
- s.s. *War Patrol*, 1917 Wyandotte by Detroit S. B. Co. (#204). Delivered to Cunard before U.S.S.B. requisitions began taking place. Sunk by enemy action near Penmarch, 10-18-1917.
- s.s. *War Penguin*, 1917 Cleveland by American S. B. Co. (#467). Renamed *Lakeport* (US 215679). Later *Danubier*, *Houthandel* and *Koshin Maru*. In Lloyds', 1940. Data wanted.
- s.s. *War Poplar*, 1918 Lorain by American S. B. Co. (#733). Renamed *Lake Wimico* (US 216538). Later *Contoy* and *Blanche Sheridan*. Scrapped in 1960.
- s.s. *War Raven*, 1918 Cleveland by American S. B. Co. (#469). Renamed *Lake Lillian* (US 215901). Later named *Bestum* and *Hai Jui*. Sunk near Shanghai, 12-1941.
- s.s. *War Rifle*, 1918 Toledo by Toledo S. B. Co. (#142). Renamed *Lakebridge* (US 215796). Later *Cascade*. Worked in the Pacific Coast lumber trade until World War II. Sold foreign, 1940 or 1941, and burned in Indian Ocean, 8-22-1941.
- s.s. *War Satyr*, 1918 Ecorse by Great Lakes Engineering Works (#183). Renamed *Lake Winona* (US 216170). Scrapped by Ford in 1928.
- s.s. *War Sentry*, 1918 Manitowoc by Manitowoc S. B. Co. (#86). Renamed *Lake Pewaukee* (US 216226). Scrapped by Ford in 1928.
- s.s. *War Shell*, 1917 Toledo by Toledo S. B. Co. (#140). Renamed *Lakeshore* (US 215651). Later names were *Olympic*, *Taganak*, *Olympic*, *Glento*, *Pilhamn* and *Lulu*. In service until about 1960, owned in Lebanon.
- s.s. *War Signal*, 1917 Superior by Superior S. B. Co. (#529). Renamed *Lakeside* (US 215715). Sold Belgian, 1919, and renamed *Sicilier*. Later names were *Koffiehandel*, *Cap Fedhala* and *Virginia*. Lasted until early 1950s.
- s.s. *War Sky*, 1918 Manitowoc by Manitowoc S. B. Co. (#95). Renamed *Lake Wilson* (US 216959). Scrapped by Ford in 1928.
- s.s. *War Song*, 1917 Wyandotte by Detroit S. B. Co. Requisitioned by U. S. Shipping Board, 1917, but later released to Cunard. Lost by enemy action off Ile de Sien, Bay of Biscay, 1-15-1918.
- s.s. *War Sphinx*, 1918 Ecorse by the Great Lakes Engineering Works (#184). Later *Lake Crystal* (US 216168). Engines removed by Ford, 1929. Foundered off Watch Hill, Rhode Island, 2-14-1946.
- s.s. *War Sprite*, 1918 Ashtabula by Great Lakes Engineering Works (hull #191). Renamed *Lake Pleasant* (US 216738). Engines removed, and hull lengthened to 316 feet by Ford, 1930. Repowered in 1943 and later named *Stamo* and *Adriatica*. Scrapped in 1956.
- s.s. *War Swift*, 1918 Wyandotte by Detroit S. B. Co. (#218). Renamed *Lake Weston* (US 216075). Later names were *Panaghis Vergottis*, *Strand*, *Rondo*, *Salt*, *Solbitt* and *Fidelia*. In service until about 1959.
- s.s. *War Thrush*, 1918 Wyandotte by Detroit S. B. Co. (#219). Renamed *Lake Stirling* (US 216135). Later *Virginia Express* (Old Dominion Line), *Vera*, *Memphis* and *Cimbria*. In service until middle fifties. (See illustration)

LAKERS OF WORLD WAR ONE: THE WARS

s.s. *War Trumpet*, 1918 Ecorse by Great Lakes Engineering Works (#185). Renamed *Lake Allen* (US 216194). Engines removed by Ford and served as a barge on the Great Lakes between the wars. Lost by enemy action, 10-3-1942.

s.s. *War Tune*, 1917 Wyandotte by Detroit Shipbuilding Co. (#207). Delivered to Cunard before U.S. Shipping Board requisitioning went into effect. Sunk by enemy action near Black Head, 12-19-1917.

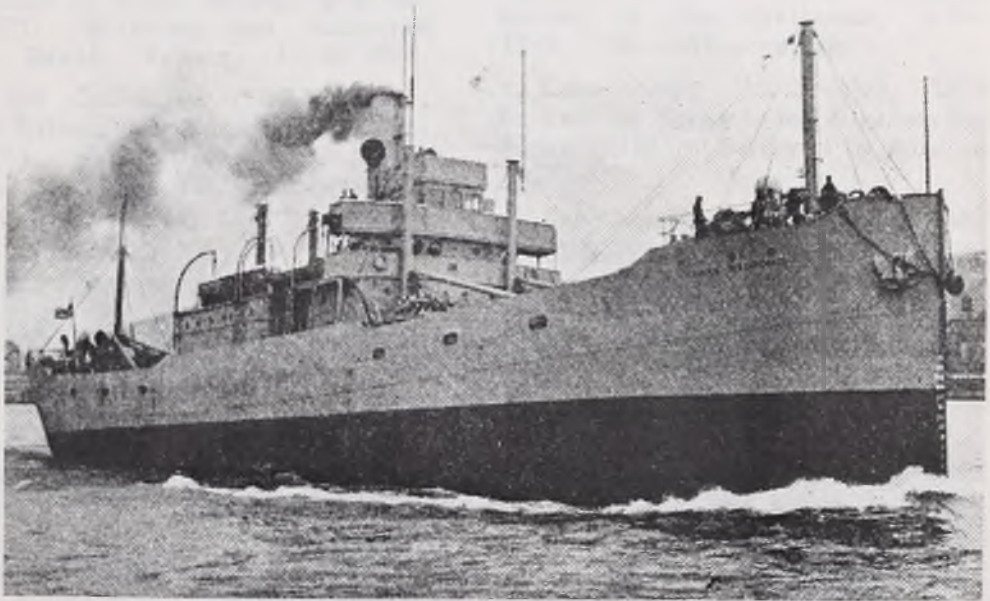
s.s. *War Valour*, 1918 Superior by Superior S. B. Co. (#530). Renamed *Lake Tulare* (US 216066). Later named *Bestik* and *Hai Hsiang*.

Sunk near Shanghai, 12-1941.

s.s. *War Victor*, 1917 Manitowoc by Manitowoc S. B. Co. (#83). Renamed *Lakeview* (US 215774). Was scrapped by Ford in 1928.

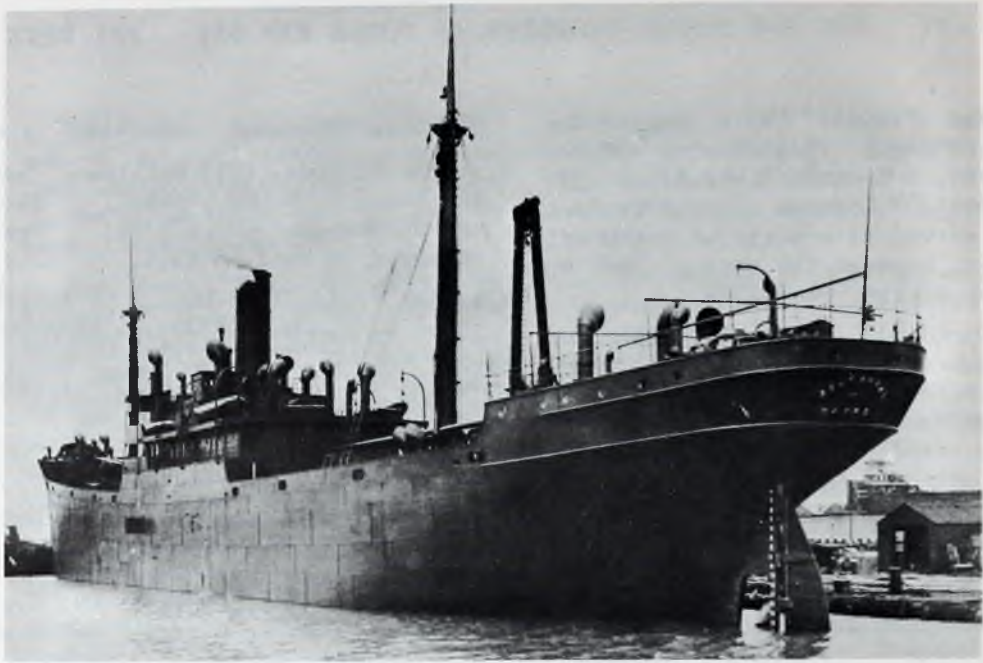
s.s. *War Vigil*, 1918 Lorain by American S. B. Co. (#732). Renamed *Lake Harney* (US 216573). Later names were *Germinal*, *Mall*, *Irish Rose*, *Flamenco*, *Nizeta* and *Ati*. Scrapped, 1960, at Dar-es-Salaam.

s.s. *War Wren*, 1918 Lorain by American S. B. Co. (#725). Renamed *Lake Como* (US 216039). Later *Beothic*. Wrecked in Nova Scotia, 8-12-1942. Was engaged in the Canadian sealing trade.



Lake Medford, photograph from the author's collection.

The remaining requisitioned vessels may have been intended to be "Wars", but as it was, they came out with various other names. These include quite a few "Lakes," reflecting the influence of the United States Shipping Board. These follow:



LAKERS OF WORLD WAR ONE: THE WARS

- s.s. *Allette*, 1918 Duluth by McDougall-Duluth Corp. (#5). Renamed *Lake Markham* (US 216587). Later dredge *Chicago*. Abandoned and scrapped, 1941.
- s.s. *Jean Duluth*, 1918 Duluth by McDougall-Duluth Corp. (#9). Renamed *Lake Indian* (US 216290). Later *Rose Murphy*. Foundered off Sand Key Light, Florida, 1-25-1927.
- s.s. *Lake Annette* (US 216403), 1918 Manitowoc by Manitowoc S. B. Co. (#92). Scrapped by Ford, 1928.
- s.s. *Lake Arline* (US 217059), 1918 Superior by Globe S. B. Co. (#104) Later *J. Floyd Massey, Jr.*, *Monomoy* and *J. Floyd Massey, Jr.* She spent most of her career on the Great Lakes. Scrapped in 1954.
- s.s. *Lake Borgne* (US 216751), 1918 Superior by Globe Shipbuilding Co. (#102). Stranded and foundered near Brest, France, 10-22-1918.
- s.s. *Lake Catherine* (US 216528), 1918 Toledo by Toledo S. B. Co. (#147). Later *Oscar J. Lingeman*, *Aetna* and *Manasquan*. Scrapped in 1946. Apparently laid down or contracted for as *Arthur B. Lewis*.
- s.s. *Lake Frances* (US 216571), 1918 Toledo by Toledo S. B. Co. (#148). Later *Lee Hwa*. Scrapped in Europe in 1954. Laid down as *J. W. McGrath*.
- s.s. *Lake Gardner* (US 216811), 1918 Ecorse by Great Lakes Engineering Works (#197). Scrapped by Ford, ca. 1927.
- s.s. *Lake Geneva* (US 216827), 1918 Duluth by McDougall-Duluth Corp. (#7). Later *John J. O'Hagan*, *Manomet*, *Aries*, *John J. O'Hagan* and *Adelanto*. Scrapped in the fifties.
- s.s. *Lake Janet* (US 216569), 1918 Ecorse by Great Lakes Engineering Works (#196). Scrapped by Ford in 1927.
- s.s. *Lake Lida* (US 216277), 1918 Manitowoc by Manitowoc S. B. Co. (#88). Scrapped by Ford, 1928.
- s.s. *Lake Marion* (US 216912), 1918 Ashtabula by Great Lakes Engineering Works (#195). Scrapped by Ford in 1927.
- s.s. *Lake Medford* (US 216924), 1918 Superior by Globe S. B. Co. (#103). Later *H. J. Lawrence*, *Elwyn C. Hale*, *Ocean Dominion* and *Alcoa Transport*. Lost by enemy action in the Caribbean, 2-10-1942. (See illustration.)
- s.s. *Lake Pearl* (US 216609), 1918 Ecorse by Great Lakes Engineering Works (#196). Scrapped by Ford in 1927.
- s.s. *Lake Portage* (US 216409), 1918 Duluth by McDougall-Duluth Corp. (#4). Lost by enemy action near Brest, France, 8-3-1918.
- s.s. *Lake Sanford* (US 217086), 1918 Ashtabula by Great Lakes Engineering Works (#198). Scrapped by Ford in 1927.
- s.s. *Lake Shawano* (US 216278), 1918 Manitowoc by Manitowoc S. B. Co. (#87). Scrapped by Ford c. 1933.
- s.s. *Lakeville* (US 216890), 1918 Ecorse by Great Lakes Engineering Works (#199). Scrapped by Ford in 1928.
- s.s. *Lake Washburn* (US 216437), 1918 Superior by Globe S. B. Co. (#101). Later *C. H. Lawrence, Jr.*, *Toyo Maru No. 6* (Jap. 32623) and *Toyo Maru No. 8*. In Lloyds' in 1940. Probably scrapped or lost during World War II.

PHOTOGRAPHS ON OPPOSITE PAGE:

Above: *Souk Ahras of Havre* (photograph from collection of author).

Below: *Lake Orange* (formerly *Zenith City*), photograph by courtesy of *Don Baut*.



Institute member Conrad Milster took this photograph aboard the barge Lake Hemlock (the former War Naiad) while serving on her on the East Coast in the fifties.

- s.s. *Madon*, 1918 Duluth by McDougall-Duluth Corp. (#8). Renamed *Lake Helen* (US 216892). Later named *York i* (Merchants & Miners Transportation Co.); *Skogvik* and *Kama*. In service as of 1962.
- s.s. *Maski*, 1917 Duluth by McDougall-Duluth Co. (#2). Later *Lake-moor* (US 215770). Lost by enemy action off Corsewell Point, England, 4-11-1918.
- s.s. *Muerthe*, 1918 Duluth by McDougall-Duluth Co. (#6). Renamed *Lake Pepin* (US 216718). Later *Samoa*. Sold to U. S. government, 1946. Disposition data wanted.
- s.s. *Souk Ahras* (US 215643), 1917 Ecorse by Great Lakes Engineering Works (#168). "Oversize" vessel, 372 x 44 x 25. Bulkheaded for canal transit. Renamed *Florence H.*, 1917. Destroyed by explosion, Quibiron Bay, France, 4-17-1918. Hulk recently discovered and explored by scuba divers. (See illustration.)
- s.s. *S. N. A. No. 4*, 1917 Ecorse by Great Lakes Engineering Works. Sister vessel of *Souk Ahras*. Renamed *Lake Tahoe* (US 215745). Later *Evansville* and *Soriano*. Out of Lloyds', 1940.
- s.s. *Zenith City*, 1918 Duluth by McDougall-Duluth Co. (#10). Renamed *Lake Orange* (US 217171). Later *John Gehm*, *Menemasha* and *John Gehm*. Scrapped in 1940s. Spent most of her active life on the Great Lakes. (See illustration.)

(Part Four will appear in a future issue of *Telescope*)



Curator's Corner

BY
ROBERT E. LEE
CURATOR
DOMIN GREAT LAKES MUSEUM

Nothing we have done in recent times seems to have created the imaginative interest that our pilot house construction has aroused. We have been working out in the open where visitors can watch, and we are sure that this "exhibit under construction" is the most attractive exhibit in the building at the moment. For, who is there among us who is not, at heart, a "sidewalk superintendent" (or should we in this case say "dockside superintendent")?

As the work takes shape, it begins to make sense to the most casual of our visitors. Many old-timers have commented on the woodwork...the finish...the shape...nearly any facet of the job you would care to name. Our greatest compliments come from those who remember the old days, and tell us it "takes them back," or in words to that effect.

The entire interior is now done in a dark walnut (remember?) which is being buffed to a dull luster. Brass screw-heads shine in the window posts, and in the molding above and below the windows. Special doors (complete with "sheer") boast panels with ornate cut borders, and a pair of brass door knobs, worthy of a mansion, finish the picture.

The whistle pull is being reworked so it will accommodate a four-chime whistle which we will be able to actually blow. A spotlight handle is being shortened slightly to bring it into scale and will grace the white enamelled ceiling. A brass speaking tube with a crank "razzer" signal is being shined up after re-

moval of some forty coats of paint. The ceiling light is worth mentioning. You just don't go out and buy the kind of fixture we needed, and we couldn't find one. But, we remembered that the old Detroit street cars used the same kind of fixtures, and we are also a railfan, so...the light comes from an old Detroit street car. We let you, and a hundred or so railfans, in on the secret, but don't tell anyone. They will never know.

The month of September brings up two professional meetings that may well interest some of our members. Any member that wishes to go to any of these meetings would be more than welcome, and it is for this reason that we pass the information along.

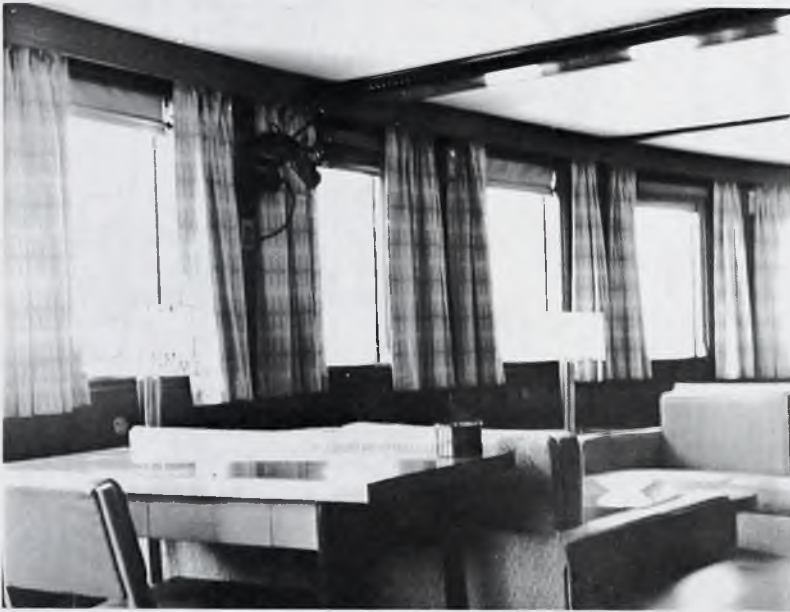
September 18 and 19, the Historical Society of Michigan annual meeting will take place at Flint, Michigan. Interested persons can obtain information from the Society at Lansing 13, Michigan. Then immediately after this, on the 21, 22 and 23rd, the Midwest Museums' Conference will be held at Davenport, Iowa. While we see little interest to members in this last meeting, it will include a steamboat ride on the Mississippi, so we are looking forward to it. We would also like to have any members in the area look us up while we're there. We don't know yet which hotel we'll be in, but it won't be difficult to find us through the Chamber of Commerce.

And that, to paraphrase a well-known TV show, was the month that was.

These photos, and the "blueprint" on a following page, permit us a closer look at the Ford motorship *Henry Ford II* of 1924, described in our last issue. Bob Lee took these views on a trip with Ruth Lee aboard *Henry Ford II* last season. At right is a deck view at journey's end, as electric unloaders at the Rouge Plant scoop out taconite ore. Below is the wheel house, the nerve center of a ship, with Captain Donald Erickson at the window and the mate on the radar (the wheel is almost out of sight at left). Thanks to Henry Ford's insistence when the ship was built, the passenger lounge (opposite page, above) has the same "pilot house" view from one deck lower. Below on the same page is the passengers' dining room, finished in rich wood panels (the officers' dining room is an inverted duplicate on the other side of the ship). Section views of her engine, a Sun-Doxford four-cylinder diesel, form our "blueprint" on page 186.



GRAND SALON: MOTORSHIP
HENRY FORD II OF 1924



BLUEPRINT: DIESEL ENGINE OF HENRY FORD II
(From *Marine Engineering*, June, 1924, p.334)

Center Line Through Engine Frame.

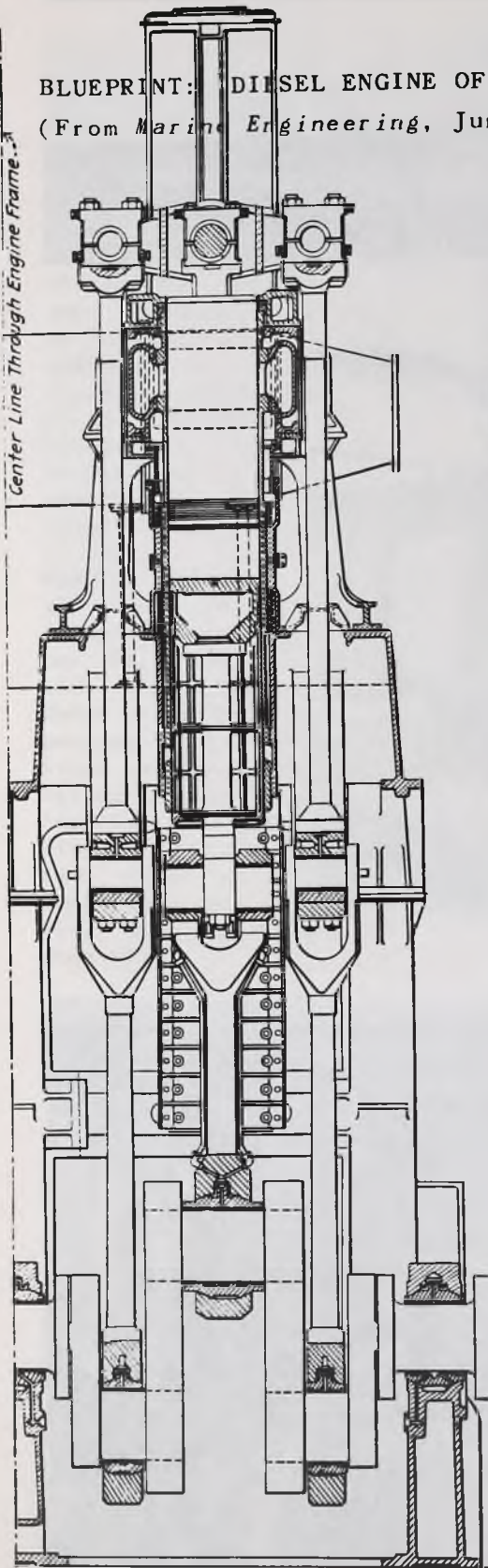


Fig. 1.—Longitudinal Section of Forward Cylinder

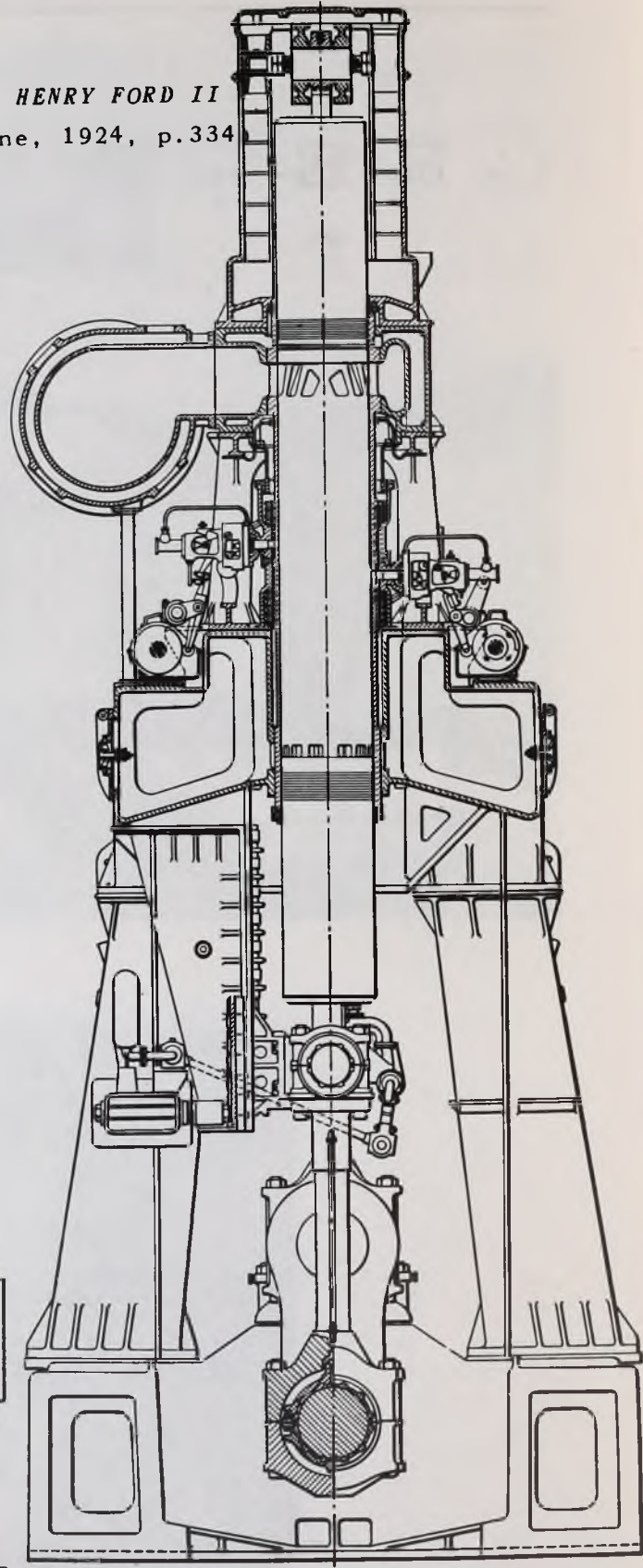


Fig. 2.—Transverse Section of Forward Cylinder

G R E A T L A K E S M A R I N E N E W S



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PHOTOGRAPHS ON PRECEDING PAGE:

Buckeye Steamship Company's sale of John T. Hutchinson to Boland & Cornelius last year induced Buckeye to charter two replacements to augment its two-ship fleet of James E. Ferris and Henry LaLiberte. Ishpeming, seen above in Peter Worden's photograph, was chartered from Cleveland-Cliffs, while James Davidson, seen in a photo by Leonard Barr II, came from the Tomlinson fleet. Both retain their owners' colors, but have all black funnels.



JUNE 17...Upper Lakes Shipping's *Wheat King* was aground on Grays Reef in Northern Lake Michigan, and the attempts of Coast Guard cutter *Mackinac* to free her were unsuccessful.

JUNE 23...The downbound Norwegian freighter *Stella Nova* grounded in the St. Lawrence near Alexandria Bay and ripped open her bow and double bottom forward. Damage was estimated at \$250,000.

JUNE 26...Flow of water from Lake Superior past the Sault Locks will be increased immediately to help alleviate low water conditions in Lake Michigan and Lake Huron. The International Joint Commission said

Another of last winter's self-unloader conversions was Canada Steamship Lines' Hochelaga of 1949, seen above in Peter Worden's photograph. As is usual for self-unloaders, her pilot house was given enclosed bridge wings for an all-weather view aft. Hochelaga was one of the six new Canadian upper lakes bulk freighters of 1949 to 1952 to come out with Skinner-Unaflo engines, as described in our last issue.

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that the additional water will raise Lakes Michigan and Huron about one-tenth of a foot.

JUNE 27...John T. Hutchinson will sail from Fraser-Nelson shipyard at Superior this week after her conversion to a self-unloader.

...Upper Lakes Shipping Ltd. has ordered a 710-foot self-unloader to be built by Port Weller Dry Docks. She will be a sister to the 680-foot *Cape Breton Miner*, and will join her in trade from Nova Scotia to Lake Ontario carrying coal.

JUNE 28...A Federal judge has ruled that the tanker *Polaris* was about ninety per cent negligent in its collision with the Soo Line Bridge at Manitowoc on July 2, 1960.

JUNE 29...A flotilla of four destroyers and one submarine from the United States Navy arrived in Montreal on an eight-day good will visit. The submarine is *U.S.S. Cubera*, and the destroyers are *U.S.S. Gearing*, *Mullinix*, *Ellison* and *Holder*.

...A Canadian transportation executive has proposed piggy-back truck trailer service between Cleveland and Canadian ports on the other side of Lake Erie. Louis P. Mirando, president of Uscan Transport Ltd., said that the four ships belonging to the McCarthy fleet and now laid up at Detroit could be used in this service. Uscan is reported to be negotiating with McCarthy for purchase or charter of the fleet.

...A total of four million pounds of flour is to be shipped overseas from the Port of Toledo for distribution in Egypt by CARE.

...Three members of the Toledo Port Authority trade mission have returned from Europe. They say that their tour, to promote the Port of Toledo, was a great success.

...The last phase of the Toledo Harbor ship channel deepening project has been started. The whole

project has been underway for more than two years, and will cost a total of \$11.4 million. Work is being done by the U. S. Corps of Engineers hopper dredge *Markham*.

...The Pennsylvania and the Baltimore and Ohio railroads have proposed cutting their export grain freight rates from midwestern "gathering points" to East Coast ports; if the lower rates go into effect, they could have a serious impact on Toledo's future as a grain exporting port.

JULY 1...The prow of a huge ship jutting into the St. Lawrence River will be the symbol for Montreal's World's Fair in 1967.

...Rear Admiral Chester R. Bender, U. S. Coast Guard, has taken command of Coast Guard activities on the Great Lakes. He will be in charge of the Ninth Coast Guard District, with headquarters in Cleveland.

...Andrew W. Fleming, Executive Director of the Detroit-Wayne County Port Commission, has been elected vice-president of the Council of Lake Erie ports.

...Two all-time U. S. Customs Service records were established in the Toledo District in June. Customs receipts soared to a record total of \$3,619,365 in the fiscal year ended yesterday. This figure was swelled by a record one-month total of \$574,154 in receipts collected in June.

JULY 2...Canadian and U. S. Governments have agreed to a two-year postponement in any change of tolls for the St. Lawrence Seaway.

JULY 3...Idle saltie *A. & J. Faith* added to her misfortunes at Cleveland when *Mikagesan Maru* of the Mitsui Line was carried against her by a wind gust, causing damage up to \$5,000. *A. & J. Faith* has been in the hands of the U. S. Marshal since May 29 when she was arrested for debts while preparing a voyage to Singapore. She will be sold at auc-

tion July 24 to cover perhaps \$1 million in bills she owes.

...CSL's *Whitefish Bay*, stranded on Whisky Island in the St. Lawrence near Kingston since July 1, was set free by six tugs from Kingston and Montreal. Damage was unspecified, but she was able to proceed to Montreal with her grain cargo. The salvage barge *Mapleheath*, in tow of the tug *Graeme Stewart*, en route to lighter the grounded *Whitefish Bay*, also went aground, on Wolfe Island during a heavy squall, but was released by other tugs.

...The U. S. Lake Survey indicates that levels of Lakes Superior, Erie and Ontario continue to show improvement, but levels of Lakes Huron and Michigan remain at record lows for this date.

JULY 4...Heavy shipments of iron ore up the St. Lawrence Seaway and wheat downbound pushed the cargo mark past five million tons in June for the second successive month.

JULY 6...The U. S. lake freighter *Carle C. Conway* (b R. L. Agassiz a *William A. Hawgood*), formerly owned by National Steel Corp. of Cleveland, cleared the lakehead bound for Japan. She will not be listed in vessel passages through either the Sault, Welland or St. Lawrence Canals. *Carle C. Conway* was scrapped by the Lakehead Scrap Metal Co. and loaded aboard the Chinese Nationalist freighter *Union Trader* of China Union Lines of Chilong, Formosa.

JULY 8...Davie Shipbuilding Ltd. of Lauzon is claiming an extra payment of \$1,088,919 on top of the \$16,382,904 original costs of the Naval supply ship *Provider* built for the Canadian Government. The extra amount is for work not covered by the contract.

...Total tonnage handled by the Port of Milwaukee through June was four per cent behind 1963, but the valuable cargo trade was 145% ahead.

...The Seaway Authority has engaged a Toronto firm of traffic and operations research specialists to find out how to speed up transits through the Welland Canal. If they could cut five minutes off each trip through a lock, the consultants said, most of the waiting lines of ships would be eliminated.

JULY 9...Detroit's port facilities will be increased next spring with the addition of a specialized cargo handling operation expected to create 400 new jobs. The new terminal will be established in buildings at the foot of Clark Street, formerly occupied by Anaconda American Brass.

JULY 11...Lake Michigan has seen its highest water level of the year.

...The cruise ship *North American* has been ordered sold at public auction in Erie, Pennsylvania, on July 23. After hearing a foreclosure action against a group of Erie businessmen who bought her 18 months ago, Federal Judge John L. Miller directed the U. S. Marshal to sell the *North* at auction. She was arrested on June 26th.

JULY 12...Chief Warrant Officer F. J. Greenbrook, commander of the Detroit Coast Guard Group, will retire August 1. A thirty-year veteran of the Coast Guard, he has been in Detroit since April, 1962.

JULY 13...A group of Harsens Island residents have started a movement to revive the old South Channel at the lower end of the St. Clair River as an alternate downbound channel to the Southeast Bend Cutoff Channel. They say designation of the old channel as an alternate route would save time, avoid congestion at Southeast Bend, and provide an emergency alternate route if the Cutoff Channel is blocked by an accident.

JULY 15...Hearings on the economic impact of low water levels in the Great Lakes will be held July 24th

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by a Senate commerce subcommittee.

...Following a decision by Canadian Department of Transport not to renew *Eskimo's* charter for Arctic supply service in summer months, Canada Steamship Lines will lay her up indefinitely at Sorel.

JULY 22...Bethlehem Steel is fitting out two bulk carriers, *Daniel J. Morrell* and *Edward Y. Townsend* at Erie for use about August 1. Neither of them sailed last year.

JULY 23...Hall's *Leecliffe Hall* arrived in Montreal to complete a record-breaking two-way trip for cargoes carried through the St. Lawrence Seaway. She carried a record load of 28,300 short tons of iron ore from Seven Islands to Ashtabula, and made a return trip from Fort William to Montreal with a record cargo of 924,577 bushels of export wheat. The former Seaway records were 27,470 short tons of iron ore and 918,000 bushels of wheat. The new wheat record also applies presumably for the Soo, and her draft there was 25 feet 3 inches.

...Verne Kalt, a Toledo orchestra leader, passed away. He performed on the famous Detroit River and Lake Erie flyer, *Greyhound*, for about five years.

JULY 24...Interlake's *Samuel Mather* came out of layup in June.

...Algoma Central has ordered a new self-unloader from Collingwood, of dimensions 629 x 72.

...Papachristidis will get a fifth 730-foot laker from the Vickers shipyard, with Seagrams as the "angel."

JULY 25...CSL's latest addition to its fleet, a 730-foot bulk carrier, was launched by Collingwood Shipyards Ltd. despite low water levels of only 15½ feet. The successful launching assured continued work for some 1000 workers who had otherwise been in danger of layoffs.

JULY 28...More than a dozen ocean-going ships have been waiting at Duluth-Superior for as long as three weeks to load grain. A strike by grain trimmers has halted shipments.

...Only one bid was received for *A. & J. Mercury* at the public auction held in Port Colborne, Ontario. The bid was \$180,000, offered by Grace Line which holds a mortgage on her, and was refused as being under the appraised value demanded by the Exchequer Court of Canada.

JULY 29...*Goodtime*, a 150-passenger diesel-powered steel boat, has begun daily trips on the Maumee River at Toledo.

JULY 31...*North American*, one of the last cruise ships on the Great Lakes, was sold at auction for \$39,000 to Security People's Trust Co. of Erie, Pennsylvania, holder of a \$60,000 mortgage on her. The bank says they expect to put her up for sale.

...Robert M. Fraser, president of Fraser-Nelson Shipbuilding and Dry Dock Co., has been elected a member of the American Bureau of Shipping.

SEAWAY

Compiled by George Ayoub

MARCOS c *Worldtrotter* b *Papachristidis Vassilios* a *Green Gables Park* (launched as *Fort Esperance*) is sold by Transfruit Shipping Co. Ltd. to Marprimera Cia. Naviera S. A., both of Greece, and is renamed *Esperanza*.

ST. MALO a *James W. Fannin* is sold by the French Government to Cia. Santa Kalliopi S. A. of Panama and renamed *Tegean*.

CARIBBEAN WAVE c *Langeais* b *Ards-hir* a *Rainier*, owned by Crestview Shipping Co. of Liberia, is converted from a tanker to a bulk carrier and lengthened to 591.6 feet and her beam increased to 75 feet. Her new gross tonnage is 14,140. She is now renamed *Papadiamandis*.

The Great Lakes Maritime Institute, Inc., promotes interest in the Great Lakes of North America; preserves memorabilia, relics, records and pictures related to these lakes; encourages building of scale models of lake ships; and furthers programs of Dossin Great Lakes Museum, repository of Institute holdings. The Institute was organized in 1952 as the Great Lakes Model Shipbuilders' Guild, with efforts of the late Capt. Joseph E. Johnston. It is incorporated as an organization for no profit under the laws of the State of Michigan. Donations to the Institute have been ruled deductible by the Internal Revenue Service. No Institute member receives any remuneration for services rendered.

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

Other communication with the Institute should go to the Coordinating Director, by mail to the address above, or telephone at LO 7-7441.

Institute membership is available by Calendar Year in these forms:

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Contributing Membership 5 annually
Sustaining Membership.. 10 annually
Life Membership \$ 100

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