

TELESCOPE

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**Great Lakes
Maritime
Institute**



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



Seaway Salties 3:

Lists compiled by **Donald Baut** and **George Ayoub**
with photographs by **Emory Massman** and others

Our cover and a view above at right show the Norwegian training ship *Christian Radich*, photographed by Pat Labadie from a Coast Guard vessel on Lake St. Clair during the sailing vessel's visit to the lakes in August, 1964. Above, at left, the small Danish freighter *Jarso* presents a jaunty appearance and a bone in her teeth in this Massman photo.

This is the third of our annual *Seaway* issues, that appeared previously in May issues of 1962 and 1963. We continue in the same format as before, so that increased size is the distinguishing feature of this edition. Once again, Donald Baut has prepared List One, describing ocean visitors of 1963 and giving, in five digits of the right-hand column, the number of voyages into the lakes each ship has made in the five seasons of 1959 through 1963. In preparing this list, as before, he was principally aided by vessel passages information from the Detroit News and a day-by-day record of passages at Eisenhower Lock furnished through courtesy of Mr. Joseph H. McCann, administrator of Seaway interests for the U. S. Government. George Ayoub again provides our second list, giving changes occurring in 1963 to current and former ocean visitors to the Great Lakes. Unlike our geographically captive lake freighters, these ocean visitors are elusive to account for, and these *Seaway* lists over the years should provide a remarkably complete record.

LIST ONE: 1963 PASSAGES

Compiled by
Donald Baut



Line tender from cruise ship *Tadoussac* walks past names of ocean ships like *La Marea* painted on Eisenhower Lock tie-up wall pavement.

FLAGS REPRESENTED

Be	Belgium	Gh	Ghana	No	Norway
Br	Great Britain	Gr	Greece	Pa	Panama
Ca	Canada	In	India	Sp	Spain
Da	Denmark	Ir	Ireland	Ss	Switzerland
Du	Netherlands	Is	Israel	Sw	Sweden
Fi	Finland	It	Italy	UAR	United Arab Republic
Fr	France	Ja	Japan	US	United States
Ge	West Germany	Le	Lebanon	Yu	Yugoslavia
		Li	Liberia		

A

A. & J. Faith (US)	Pacific Seafarers Inc.	459x63	1946	0-0-0-0-3
A. & J. Mercury (US)	Pacific Steamers Inc.	459x63	1946	0-0-0-0-1
A. & J. Mid-America (US)	Pacific Strs. Inc.	442x57	1944	0-0-0-0-1
African Glade (US)	Farrell Lines Inc.	460x63	1944	0-0-0-0-1
African Lightning (US)	Farrell Lines Inc.	492x70	1947	0-0-0-0-2
Aghia Marina (Gr)	Porto Blanco Cia. Nav. S.A.	484x62	1954	0-0-0-0-2
Agios Nikolaos II (Gr)	United Nav. Corp.	512x57	1943	0-0-0-2-1
Alberta (Ge)	General Shipping (Buries Markes)	428x56	1952	0-0-0-0-3
Alcyonis (Gr)	Herculania Cia. Maritima	444x57	1944	0-0-0-1-2

Aleppo (Sw) Lorentzen Line 500x65 1960 0-0-0-0-1
Alexandra Sartori (Ge) Sartori & Berger 256x42 1954 3-2-2-2-3
Alexandro Zibizarreta (Sp) Cia. Nav. Vascongada 475x61 1959 0-0-0-0-2
 474x59 1957 1-1-1-3-1
Alfred Theodor (Ge) A. C. Toepfer
Algenib (Du) Goudriaan & Co. N.V. Van Nievelt (Hamburg-Chicago) 451x59 1937 0-0-2-3-3
Alkaid (Du) Goudriaan & Co. N.V. Van Nievelt (Hamburg-Chicago) 451x59 1937 0-0-3-3-3
Alphard (Du) Goudriaan & Co. N.V. Van Nievelt (Hamburg-Chicago) 451x59 1937 0-0-3-3-2
Altnes (No) A/S Kristian Jebsens Rederi 506x63 1949 0-0-0-0-1
Amphitrite (Li) Eastbound Tanker Corp. 463x64 1938 4-3-2-0-1
Angelica (Sch) (Ge) Bernhard Schulte 256x41 1958 1-2-4-4-1
Anglo (No) D/S A/S Anglo Valdemar 259x42 1943 2-3-0-1-1
Anna Katrin Fritzen (Ge) Johannes Fritzen 532x69 1958 0-0-1-0-4
Anne (No) Arne Blystad 423x56 1951 0-0-0-0-4
Annemarie Kruger (Ge) Hans Kruger G.m.b.H. (Fabre Line) 338x47 1962 0-0-0-0-4
 418x57 1943 0-0-0-0-1
Anne Quinn (US) Amerind Shipping Corp. 303x44 1944 0-0-0-0-4
Annette (Fi) W. Rostedt 518x70 1963 0-0-0-0-2
Argo (Sw) Rederi A/B tankoil 439x57 1943 0-0-0-2-1
Aristoteles (Gr) Aristides SS Co. S. A. 550x68 1948 0-0-0-5-4
Arrow (Li) Sunstone Marine Panama 494x64 1949 1-1-2-2-1
Athelduke (Br) Athel Line Ltd. 494x64 1948 0-0-0-1-1
Athelknight (Br) Athel Line Ltd. 496x65 1960 0-0-0-0-1
Athelprincess (Br) Athel Line Ltd. 496x64 1951 0-1-0-2-2
Atheltemplar (Br) Athel Line Ltd. 510x67 1962 0-0-0-1-2
Avenir (Sw) Rederi A/B Fraternitas 578x72 1959 0-5-5-7-1
Avery C. Adams (Br) Wilson Shipping Corp. 537x66 1962 0-0-0-0-1

B

Bahia (No) Ludvig Lorentzen (Zim Israel) 337x47 1953 0-0-0-3-3
Bally Gally Head (Br) Ulster SS Co. Ltd. 242x38 1954 0-0-0-0-1
Baltic Sea (Sw) Wm. Thozen, mgr. 444x56 1960 0-0-2-2-2
Bannercliff (Br) Bond Shipping Co. Ltd. (Bristol City Line) 455x58 1948 0-0-0-0-1
 575x73 1962 0-0-0-0-2
Bariloche (Li) Trans-Globe Shipping & Trading 494x65 1953 0-0-0-1-2
Bawean (Du) N.V. Stoomvart "Nederland" 375x51 1958 0-0-0-0-4
Beaverash (Br) Canadian Pacific Steamships Formerly in Seaway trade as *Mimer* 0-0-0-3-0
 355x49 1960 0-0-0-2-4
Beaverelm (Br) Canadian Pacific Steamships 374x51 1961 0-0-0-2-3
Beaverfir (Br) Canadian Pacific Steamships 371x53 1962 0-0-0-1-4
Beaverpine (Br) Canadian Pacific Steamships 536x66 1963 0-0-0-0-1
Belisland (No) Belships Co. Ltd. Skibs A/S 407x59 1954 0-0-0-0-1
Belkarin (No) Belships Co. Ltd. Skibs A/S 523x71 1961 0-0-0-1-2
Belmona (No) Georg Vefling 518x64 1959 0-0-1-2-1

Bengazi (No) Olsen (Concordia) 350x47 1947 3-3-3-3-1
Bindal (Sw) Boe & Pederson (Concordia) 375x50 1959 0-2-3-3-3
Bintang (Du) N.V. Stoomv. Maats. Nederland 462x59 1950 0-0-1-1-2
Birgit Ragne (Sw) Rederi A/B Ragne (Swedish Chicago) 374x50 1961 0-0-3-3-3
Birmingham City (Br) Bristol City Line of SS 452x56 1946 0-0-1-2-2
Blue Master (No) I/S Master 480x62 1956 0-0-0-0-2
Bochum (Ge) Aug. Bolten 511x66 1958 0-1-1-1-1
Boheme (Sw) O. Wallenius, mgr. 478x62 1953 0-0-1-0-2
Bolivia Maru (Ja) Kawasaki Kisen K. K. 469x61 1960 0-0-0-0-1
Bonita (No) A/S Uglands Rederi (Can. Pac.) 337x49 1954 0-0-0-0-2
Booker Venture (Br) Booker Ship Finance Ltd. 469x63 1961 0-0-0-0-1
Borealis (No) F. Olsen & O. R. Thoreson, mgr. 376x53 1948 4-3-3-2-3
Borgholm (Sw) Swedish-American Line 258x42 1951 3-3-2-2-2
Braheholm (Sw) Swedish-American Line 431x58 1951 0-2-3-3-3
Brakersand (Ge) Partenreederei Brakersand 258x41 1953 0-0-0-2-3
 Formerly in Seaway trade as *Fossum* 3-1-2-0-0
Bratsberg (No) A/B Borgestad 470x60 1950 0-0-0-4-3
Bregaglia (Ss) Oceana Shipping S. A. 575x73 1961 0-0-0-5-3
Broland (Sw) Rederiet For M. S. Broland (Atlanttraffik) 463x63 1956 0-0-0-0-1
Bromalm (Sw) Rederi A/B Timex (Atlanttraffik) 453x58 1946 0-0-0-0-1
Buena Fortuna (Gr) Westwind Shipping Corp. (Westwind Africa) 521x63 1956 0-0-0-2-2
Byklefjell (No) Fjell Line (Fjell-Oranje) 435x58 1952 3-4-3-4-3

C

Camellia (Br) Stag Line, J. Robinson, mgr. 435x56 1953 3-3-0-0-1
Capetan Costas P. (Pa) Saints Anargyroi S.A. 321x44 1941 0-0-0-0-1
Capo Mele (It) Gestioni Esercizio Nav. Sicil. 471x60 1951 0-0-3-3-3
 Formerly in Seaway trade as *Pierre L. D.* 3-3-0-0-0
Capo Noli (It) Gestioni Esercizio Nav. Sicil. 471x60 1951 0-3-3-3-4
 Formerly in Seaway trade as *La Ensenada* 2-0-0-0-0
Captain John (Gr) Bright Star SS Co. Inc. 523x66 1947 0-0-0-0-1
Captain M. Lyras (Li) Evermia Cia. Nav. S.A. 500x62 1958 0-1-0-0-1
Captantonis (Gr) Compania Naviera Krina S.A. 504x61 1957 0-0-0-1-2
Caribou Reefer (Br) Caribou Reefers Ltd. 175x28 1963 0-0-0-0-½
 (Built at Collingwood, Ontario)
Carl Julius (Ge) Toepfer 471x58 1953 1-3-2-4-3
Carl Schmedeman (Pa) Caribbean SS Co. S.A. 518x66 1952 0-0-0-0-23
Carlo Martinolich (It) C. Martinolich & Son (Orient Mid-East Line) 488x61 1956 0-2-2-2-1
 258x42 1951 3-3-2-2-2
Carlsholm (Sw) Swedish American Line Formerly in pre-Seaway trade as *Ryholm*
Carl Trautwein (Ge) Alfred G. Toepfer 509x70 1960 0-0-3-2-1
Caroline Smith (Sw) A. Smith (Sw.-Chicago) 299x43 1956 3-2-3-3-3
Carrigan Head (Br) Ulster SS Co. Ltd. 459x62 1958 0-0-2-1-4
Catherine Sartori (Ge) Sartori & Berger 298x42 1954 3-4-3-3-2
Cavalier (Li) Edina Transp. Co. 442x57 1943 0-0-0-0-1

Chicago (Fr) French Line 450x63 1958 1-0-2-4-3
 Christian Sartori (Ge) Sartori & Berger 285x42 1955 3-2-3-2-3
 Christine (Fr) Union Ind. & Mar. Soc. Franc. 495x62 1962 0-0-0-0-4
 Clarita Schroder (Ge) Reederei Richard Schr. 364x54 1959 0-0-0-0-1
 Clemens Sartori (Ge) Sartori & Berger 285x42 1955 3-3-3-3-2
 Cleopatra (UAR) The United Arab Maritime Co. 455x62 1944 0-0-0-0-2
 Cleveland (Fr) French Line 450x63 1960 0-0-4-3-4
 Colina (Br) Donaldson Line 295x45 1960 0-5-5-5-5
 Colytt (Du) N. V. Maats. Zeevaart 476x62 1957 0-0-0-0-1
 Concordia Lago (No) Christian Haaland 440x59 1961 0-0-0-0-½
 Formerly in Seaway trade as *Montrose* 0-0-3-1½-0
 Constance Bowater (Br) Bowater SS Co. Ltd. 323x50 '58 6-4-8-5-11
 Constantia (Ge) Parlr. M. S. Constantia 496x72 1961 0-0-0-4-5
 Continental Pioneer (Li) United SS Corp. 504x61 1957 0-2-1-3-1
 Copper State (US) States Marine Lines 492x70 1943 0-0-0-0-1
 Corinthiakos (Gr) Ocean Traders Marine Corp. 512x57 1943 0-0-0-0-1
 Corona (No) Skibs A/S Corona 443x58 1949 0-0-0-0-3
 Crystal Bell (Br) Sugar Line (Athel) 461x61 1955 0-0-2-4-1
 Crystal Diamond (Br) Sugar Line (Athel) 461x61 1957 4-2-1-3-3
 Crystal Gem (Br) Sugar Line (Athel) 461x61 1956 4-1-1-1-5
 Crystal Jewel (Br) Sugar Line (Athel) 461x61 1956 0-1-2-1-1
 Crystal Sea (Sw) Trelleborgs Angfartygs A/B 445x58 1961 0-0-0-1-1
 Cydonia (Br) Stag Line Ltd. (Robinson, mgr.) 434x57 1955 0-0-0-2-1

D

Dagan (Is) Zim Israel Nav. Co. Ltd. 386x53 1954 1-3-2-3-3
 Dageid (No) A/S Ocean 506x68 1963 0-0-0-0-2
 Dea Broviq (No) Th. Brovig 531x68 1951 0-1-2-0-1
 Dealmouth (Br) Dealship Ltd. 523x68 1949 0-0-0-3-5
 Formerly in Seaway trade as *Seaway Star* 0-2-4-0-0
 Delphin (Gr) Chian SS Co. Ltd. 442x57 1945 0-0-0-0-1
 Deusto (Sp) Cia. Nav. Bilbaina 475x61 1959 0-1-0-2-2
 Dianet (No) A/S Dione 382x53 1962 0-0-0-1-1
 Dido (No) A/S Frank 258x38 1949 1-3-3-4-3
 Divina (No) A/S Frisco 258x38 1950 6-2-2-4-2
 Dora Oldendorf (Ge) E. L. Oldendorf (Canadian Pacific) 349x49 1954 0-0-0-0-1
 Douala (Fr) Fabre Line 354x48 1957 0-0-3-3-2

E

East River (Li) International Nav. Corp. 571x72 1954 0-0-4-3-1
 Edda (No) Skibs A/S Edda 487x64 1957 0-0-0-0-1
 Elena Seconda (It) Compagnia Italia Trans-oceania di Nav. S. p. A. 442x57 1946 0-0-0-0-1
 Elisabeth Bornhofen (Ge) R. Bornhofen (French Line) 312x47 1951 0-2-0-0-1
 Elisabeth Schulte (Ge) Schulte & Bruns (Canadian Pacific) 284x42 1956 0-0-1-1-3

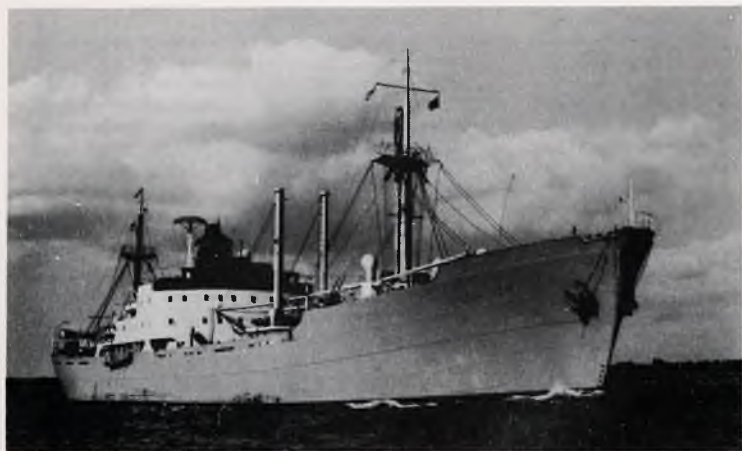
Elise Schulte (Ge) Schulte & Bruns 259x39 1958 4-5-3-5-5
 Emma Johanna (Ge) Alfred C. Toepfer Schiff. 509x70 1960 0-0-1-3-2
 Erato (Ge) Hans Kruger G.m.b.H. (Hycar) 306x41 1957 0-0-0-0-3
 Formerly in Seaway trade as *Erika Bischoff*
 Eskimo (Ca) Canada Steamship Lines 360x51 1959 4-3-2-2-2
 Eva Tholstrup (Da) I/S Trans-Kosan 213x32 1958 0-0-0-4-5
 Evvia (Gr) Hellenic Shipping & Industries 512x57 1943 0-0-3-4-1
 Formerly in Seaway trade as *National Fortune* 0-1-0-0-0
 Exemplar (Li) Exemplar SS Co. 506x62 1950 0-0-0-0-1
 Exilona (US) American Export Lines 473x66 1943 0-0-0-0-1
 Exiria (US) American Export Lines 420x60 1942 2-3-3-3-4
 Expedito (US) American Export Lines 473x66 1943 0-0-0-4-3
 Extavia (US) American Export Lines 420x60 1941 3-3-3-3-4

F

Fair Head (Br) Ulster SS Co. Ltd. 258x42 1957 4-3-4-4-4
 Fairway (Ge) Fairplay Schleppe Dampschiff Reederei (Hycar Line) 224x36 1953 0-0-0-0-1
 Faust (Sw) O. Wallenius, mgr. 350x51 1960 0-1-4-1-3
 Felis (Sw) Rederi A/B Jan 450x61 1962 0-0-0-0-1
 Fenix (Li) Phoenix Cia. de Nav. S. A. 487x64 1958 0-0-0-0-1
 Ferder (No) A/S Antarctic 500x71 1962 0-0-0-1-2
 Fernfjord (No) A/S I/S Garonne (Watts Watts) 363x48 1949 0-0-0-0-3
 Ferngrove (No) A/S Gilittre (Watts Watts) 363x48 1950 0-0-0-0-2
 Fidelio (Sw) O. Wallenius, mgr. 347x51 1959 0-2-2-1-1
 Finland (Sw) A/B Svenska Orient Linien (Atlanttraffik) 463x59 1946 0-0-0-0-1
 Flensburg (Ge) Hamburg-Amerika Line 399x54 1959 0-0-0-2-4
 Flying Independent (US) American Export Lines 418x60 1944 1-0-0-3-4
 Flying Spray (US) American Export Lines 394x60 1944 3-1-1-4-4
 Formentor (Br) Argo Shipping Co. Ltd. 476x62 1956 0-0-0-0-4
 Francisca Sartori (Ge) Sartori & Berger 258x42 1954 3-3-3-2-3
 Francois L. D. (Fr) L. Dreyfus & Cie. 617x75 1961 0-0-0-3-4
 Fred Christiansen (No) Stener S. Muller's R. 406x60 1948 1-4-0-0-2
 Fredrik Ragne (Sw) Rederi A/B Ragne (Swedish Chicago) 258x42 1952 0-0-3-3-3
 Formerly in Seaway trade as *Fredborg* 3-3-0-0-0
 Fro (No) A/S D/S Ask 439x54 1939 0-0-2-1-3

G

Gardenia (Br) Stag Line Ltd. (Robinson) 377x51 1930 3-3-4-3-4
 Geert Howaldt (Ge) Bernhard Howaldt Reederei 471x58 1955 0-0-0-0-1
 Geira (No) Ericksens Rederi A/S & D/S 508x68 1963 0-0-0-0-1
 General Guisan (Ss) Helica S. A. 502x62 1957 0-0-0-3-1
 Gerina (No) A/S Gerrardo Rederi (States Mar.) 496x63 1959 0-0-0-0-1
 Formerly in Seaway trade as *Marina* 0-0-0-1-0
 Giannis (Le) Aegean Navigation Co. Inc. 450x57 1941 0-0-0-0-1



UPPER LEFT: *Boheme* has another of the "opera" names in the Wallenius fleet. LOWER LEFT: *Brakersand* leaves the lakes at season's end. UPPER RIGHT: *Emma Johanna* sports a Volkswagen emblem on her funnel. LOWER RIGHT: *Ek* is the shortest name on the Seaway...You tell us what her real name should be. All photos on this page are by Emory Massman.





UPPER LEFT: CSL's *Eskimo* makes our Seaway list regularly; Bill Worden's photo of her at Rotterdam in June, 1964, documents that she does trade overseas...or, rather, did. (See news column, page 222.) All other views on this page are Massman photos: The large French stemwinder *Francoise L. D.* of the Dreyfus fleet (UPPER RIGHT), the familiar old Stag Liner *Gardenia* of 1930 (LOWER LEFT) and the German freighter *Helga Oldendorf* (LOWER RIGHT).



Ginnheim (Ge) Unterweser Reederei A. G. 495x64 1955 0-0-0-0-2
Gisna (No) A/S Turid (Bachke & Co.) 485x62 1960 0-0-0-1-1
Gladya Bowater (Br) Bowater SS Co. Ltd. 325x50 1959 8-8-4-5-5
Goh Shu Maru (Ja) Goyo Kisen K. K. 469x60 1959 0-0-0-1-1
Golden Sigma (Br) Dynasty Shipping
(Orient Mid-East) 436x57 1946 0-0-0-0-1
Gosforth (Br) Burnett SS Co. Ltd. 410x56 1962 0-0-0-3-3
Grane (No) A/S Tonsbergs Hvalfangeri 522x65 1958 0-1-0-0-1
Green Point (US) Central Gulf SS Corp. 460x63 1945 0-0-0-0-1
Formerly in Seaway trade as *Santa Alicia* 4-0-0-0-0
Green Wave (US) Central Gulf SS Corp. 459x63 1944 0-0-0-0-1
Formerly in Seaway trade as *Santa Mercedes* 4/0-0-0-0
Grindfjell (No) Fjell Line 259x43 1953 3-4-4-4-4

H

Hafnia (No) Skibs A/S William Hansens Rederi 555x70 1963 0-0-0-0-1
Harpefjell (No) Olsen & Ugelstad
(Fjell-Oranje) 435x58 1953 3-4-2-4-4
Formerly in Seaway trade as *Oriente* 1-0-0-0-0
Haukefjell (No) Olsen & Ugelstad
(Fjell & Fjord) 355x42 1962 0-0-0-2-4
Helga Oldendorf (Ge) Egon Oldendorf 512x67 1958 0-0-0-0-1
Helga Witt (Ge) Hinrich Witt (Fabre Line) 379x53 1961 0-0-0-1-3
Hermann Schulte (Ge) Schulte & Bruns 258x42 1953 4-4-4-4-5
Hermion (No) Bruusgaard & Kiosteruck Co.
(Orient Mid-East) 467x61 1960 0-1-0-1-1
Hoegh Aiglionne (No) Skibs A/B Abaco Aruba
Ostrea & Norwega 361x50 1953 0-0-0-0-2
Holmside (Br) Burnett SS Co. Ltd. 396x53 1959 0-6-4-5-5
Hosanger (No) Westfal-Larsen & Co. 497x63 1958 0-0-0-0-1
Hurricane (US) Waterman SS Corp. 459x63 1944 3-2-1-1-3

I

Ingrid Weide (Ge) Flensburg Stottiner 259x42 1953 4-4-4-3-3
Innstein (Ge) Roland Line 392x50 1951 0-4-3-4-4
Inverewe (Br) Advanport Ltd. 524x69 1961 0-0-0-4-2
Ionian Trader (Pa) Cia. de Nav. Cristobal 442x57 1944 0-0-0-0-1
Irish Oak (Ir) Irish Shipping Ltd. 436x56 1949 0-5-3-5-1
Irish Pine (Ir) Irish Shipping Ltd. 436x56 1948 0-3-5-5-3
Irish Poplar (Ir) Irish Shipping Ltd. 449x62 1956 0-3-2-0-1

J

Jaladharati (In) Scindia Steam Nav. Co. Ltd. 509x64 1957 0-0-0-0-2
Jaladuhita (In) Scindia Steam Nav. Co. Ltd. 477x63 1958 0-0-0-0-1
Jalakrishna (In) Scindia Steam Nav. Co. Ltd. 502x66 1960 0-0-0-0-1
Jarita (No) Anders Jahres Rederi A/S 497x62 1960 0-0-1-2-3
Jarso (Fi) Mariehamns Rederi A/B 236x35 1961 0-0-0-5-5

Jean L. D. (Fr) Louis Dreyfus & Cie. 454x61 1957 1-2-4-4-5
Jessie Stove (No) A/S Consensio 518x65 1959 0-0-0-0-1
Jian (US) Pacific Seafarers Inc. 442x57 1945 0-0-0-0-1
Johann Christian Schulte (Ge) Reederei
Bernhard W. Schulte A. G. 309x46 1962 0-0-0-0-1
Johannes Russ (Ge) Ernst Russ, mgr. 515x67 1957 0-3-1-1-2
Johanna (Ge) Chr. F. Ahrenkiel, mgr. 241x42 1953 3-2-4-4-4
Joliette (Fr) Fabre Line 305x42 1953 3-3-3-3-3

K

Kallso (Fi) Mariehamns Rederi A/B 236x35 1961 0-0-0-4-5
Kamikawa Maru (Ja) Kawasaki Kisen K. K. 515x64 1951 0-0-0-1-1
Kasugasan Maru (Ja) Mitsui Sempaku K. K. 492x63 1962 0-0-0-0-1
Kassos (Gr) Kassos Steam Nav. Co. Ltd. 443x57 1939 0-0-0-0-1
Katia Banck (Sw) Otto Banck Rederi A/B 414x56 1937 3-4-1-2-1
K. C. Rogenaes (No) D/S A/S Theologos
(Saguenay Shipping Ltd.) 412x60 1943 0-0-0-0-3
Kimikawa Maru (Ja) Kawasaki Kisen K. K. 515x64 1952 0-0-0-1-1
Kinkasan Maru (Ja) Mitsui Sempaku K. K. 492x63 1961 0-0-0-2-2
Konsul Schulte (Ge) Schulte & Bruns 533x67 1960 0-0-1-1-1
Krageholm (Sw) Swedish American Line 423x56 1943 0-0-0-0-1
Kronoland (Sw) Aargfartygs A/B Tirfing 454x58 1951 0-0-0-0-1
Kunikawa Maru (Ja) Kawasaki Kisen K. K. 515x64 1952 0-0-0-1-2

L

La Lacienda (Br) Buries Marques Ltd. 490x60 1953 0-0-3-3-1
Formerly in Seaway trade as *Francois L. D.* 3-0-0-0-0
Lahnstein (Ge) Roland Linie Schiff G.m.b.H. 392x50 1951 4-3-3-0-4
Lake Eyre (Sw) Dan-Axel Brostrom, mgr.
(Atlanttraffik) 489x62 1961 0-0-1-2-1
La Loma (Br) Buries Marques Ltd. 494x63 1959 3-3-4-4-1
La Marea (Br) Canadian Louis Dreyfus Ltd. 494x63 1958 1-0-0-3-3
La Pradera (BrL) Buries Marques Ltd. 454x61 1957 1-0-0-2-1
Leabeth (Ge) Ahrenkiel & Bene, mgr. 258x43 1956 3-4-0-3-4
Leada (ii) (Ge) Leo Adams Reederei 418x54 1961 0-0-0-4-3
Lealot (Ge) Leo Adams 354x53 1956 0-3-3-4-2
Leapaul (Ge) Leo Adams 400x53 1958 2-4-3-3-3
Learina (Ge) Ahrenkiel & Bene 400x53 1958 0-2-4-3-4
Leopold L. D. (Fr) Louis Dreyfus & Cie. 490x60 1952 0-0-0-2-1
Leto (Du) Hudig & Veder 465x60 1953 0-1-0-1-4
Lillevann (No) D/S A/S Vard 370x49 1957 0-0-0-1-2
Linzertor (Ge) Osten Reederei G.m.b.H. 517x64 1959 0-0-0-0-1
Lionel (No) D/S A/S Ostlandet (Hycar) 321x44 1957 1-0-2-1-1
Lionne (No) D/S A/S Ostlandet 327x46 1954 0-0-2-2-1
Lisbet Tholstrup (Da) A/S Trans-Kosan 217x31 1963 0-0-0-0-4
Lobivia (Ge) Partenreederei m.s. Lobivia
(Danelsberg; chartered to Cunard) 365x49 1958 0-0-0-0-4
Formerly in Seaway trade as *Georgia* 0-2-3-0-0



UPPER LEFT: The Norwegian Fjell Line and the Dutch Oranje Line pioneered trade with the lakes before World War II, and merged their services after the Seaway opened. *Haukefjell* is one of several new Fjell freighters, seen here in Emory Massman's view. LOWER LEFT: Fjell also offers joint services with Norwegian-American Line, owners of *Lyngenfjord*, as Fjell & Fjord Line. Bill Hoey took this view of her in Cleveland. RIGHT: Another Hoey photograph shows the American freighter *Hurricane* of Waterman fleet in Rouge River.



Lone Star State (US) States Marine Lines 492x70 1943 0-0-0-0-1
Louis L. D. (Fr) Louis Dreyfus & Cie. 415x61 1957 0-3-4-5-3
Ludolf Oldendorf (Ge) Egon Oldendorf
 (Canadian Pacific) 349x49 1952 0-0-0-0-2
Luka Botic (Yu) Judranska Slobodna Plovidba 504x62 1960 0-0-3-3-2
Lyngenfjord (No) Norwegian-American Line
 (Fjell & Fjord) 422x54 1948 4-4-4-4-3

M

Mabella (No) K. Bruusgaard 355x49 1959 0-3-0-0-1
Magdalena Reith (Ge) Parten. m.s. Magd. Reith 377x49 1959 0-0-4-1-1
Magdeburg (Ge) Hamburg-American Line 362x49 1951 4-4-4-3-4
Maj Ragne (Sw) Rederi A/B Ragne
 (Swedish-Chicago) 374x50 1961 0-0-2-3-4
Makefjell (No) Olsen & Ugelstad
 (Fjell & Fjord) 452x59 1959 3-3-4-4-4
Maltesholm (Sw) Swedish American Line 464x59 1951 0-0-0-0-2
Manchester City (Br) Manchester Liners Ltd. 447x57 1937 3-3-3-4-4
Manchester Commerce (Br) Manchester Liners 502x62 1963 0-0-0-0-3
Manchester Faith (Br) Manchester Liners Ltd. 378x50 1959 3-4-3-4-4
Manchester Fame (Br) Manchester Liners Ltd. 378x50 1959 0-3-3-4-4
Manchester Mariner (Br) Manchester Liners 466x60 1955 0-0-0-0-1
Manchester Progress (Br) Manchester Liners 447x57 1938 0-0-4-4-3
Manchester Shipper (Br) Manchester Liners 461x58 1943 0-3-3-4-5
Marcell M. H. (Li) Kerr SS 442x57 1944 0-0-0-0-1
Marco U. Martinoli (It) Martinolich, mgr. 458x60 1956 0-2-0-2-2
Marengo (Br) Ellerman's Wilson Line 420x56 1947 0-0-0-4-2
Margit Brovig (No) Th. Brovig 480x67 1959 0-1-0-0-2
Maria Angela Martinoli (It) Soc. di Nav. per
 Azioni (Martinolich) 458x60 1957 0-0-0-2-1
Maria Anna Schulte (Ge) Schulte & Bruns 259x39 1958 0-3-2-4-4
Maria K. (Gr) Cia. Maritima Samsoc Ltda. 476x62 1956 0-0-0-0-1
Maria Strathatos (Gr) Mrs. G. N. Strathatos 442x57 1943 0-0-0-0-1
Mariverda (Li) Marivic Nav. Inc. 547x70 1952 0-0-0-0-1
Marquette (Fr) Fabre Line 305x42 1953 3-3-3-3-2
Martin Thore (Sw) Rederi A/B Virginia
 (Atlanttraffik) 430x57 1957 0-0-0-0-1
Matashima Maru (Ja) Iino Kaiun K. K. 496x63 1952 0-1-2-2-2
Matumba (Sw) Rederi A/B Transmark 500x69 1963 0-0-0-0-4
Max Schnell (Ge) H. P. Vith (French Line)
 Formerly in Seaway trade as *Louise Bock* 359x51 1943 0-0-0-0-1
 0-1-0-0-0
Mayasan Maru (Ja) Mitsui Sempaku K. K. 514x65 1958 0-0-2-1-1
Mellum (Ge) Partenreederei M. S. Mellum
 (Bristol City Line) 382x53 1957 0-0-0-0-3
Melusine (Fr) Union Miniere Maritime 453x61 1961 0-0-0-3-2
Mikagesan Maru (Ja) Mitsui Sempaku K. K. 514x65 1956 0-0-2-1-1
Mikishima Maru (Ja) Iino Kaiun K. K. 512x64 1961 0-0-0-2-2
Mogamisan Maru (Ja) Mitsui Sempaku K. K. 514x65 1956 0-0-1-2-2

Monica Smith (Sw) Anders Smith
 (Swedish Chicago) 258x43 1952 3-3-3-3-3
Montcalm (Br) Montship-Capo G. L. Service 440x59 1059 0-3-3-4-4
Montreal City (ii) (Br) The Bristol City Line 440x58 1963 0-0-0-0-4
Mormacfir (US) Moore-McCormack Lines, Inc. 455x62 1945 1-0-0-0-1
Mormacfox (US) Moore-McCormack Lines, Inc. 460x63 1944 0-0-0-0-1
Mormacowl (US) Moore-McCormack Lines, Inc. 460x63 1944 0-0-0-0-2
Mormacpine (US) Moore-McCormack Lines, Inc. 455x62 1945 0-1-1-1-1
Mormacport (US) Moore-McCormack Lines, Inc. 492x70 1943 0-0-0-0-1
 Formerly in Seaway trade as *Mormacsun* 0-0-1-1-0
Muneshima Maru (Ja) Iino Kaiun K. K. 512x64 1958 0-2-2-2-2

N

Nahariya (Is) Zim-Israel Navigation Co. 366x50 1960 0-0-0-2-2
Nardo (No) A/S Turid 355x49 1957 0-0-4-1-4
Natale (Pa) Cia. de Nav. Indomitus S. A. 442x57 1944 0-0-0-0-1
Natko Nadilo (Yu) Judranska Slobodna Plovidba 504x62 1960 0-0-3-3-3
Neptun (Ge) Flensburger Schiffsparten-
 Vereinigung A. G. (French Line) 360x50 1956 0-0-0-0-3
Netanya (Is) Zim Israel Navigation Co. Ltd. 361x50 1959 0-1-0-1-3
Nora (It) Navigazione Gerolimich S. A. 246x37 1953 0-3-2-1-2
Norbeth (No) Nortank Rederi A/S 509x68 1963 0-0-0-0-1
Nordfarer (Da) Dampskibssebskabet Norden A/S
 (Westwind Africa) 462x60 1961 0-0-0-0-1
Nordvind (No) H. Kuhnles Red. (Orient M.E.) 480x63 1961 0-0-0-0-1
Norholt (No) A/S Ivarens Rederi
 (Bristol City Line) 417x58 1961 0-0-0-1-4
Nottingham (Br) Federal Steam Nav. Co. Ltd. 480x62 1958 0-0-0-0-1

O

Octavia (Ge) Herm. Danelsberg (Saguenay) 427x52 1956 0-0-0-3-3
Ohshina Maru (Ja) Iino Kaiun K. K. 512x64 1960 0-0-0-2-2
Olau Gorm (Da) Olan Line A/S (Bristol City) 378x52 1952 0-0-0-0-2
Olga 455x62 0-0-0-0-1
Omnium Freighter (US) Laurence SS Co. 512x57 1944 0-0-0-0-1
Orient Lakes (Li) Cosmos Cia. Nav. S. A. 423x57 1943 0-0-0-1-1
Orient Liner (Gr) Orient Mid-East G. L. Serv. 455x62 1945 0-0-0-0-1
Orient Merchant (Gr) Orient Mid-East 497x64 1944 0-1-0-1-2
Orient Trader (Gr) Orient Mid-East Line 455x62 1945 0-1-2-2-1
Otterburn (Br) Burnside Shipping Co. Ltd. 504x61 1958 0-0-0-1-2
 Former Seaway trade as *Continental Carrier* 1-2-3-0-0
Overseas Rose (US) Overseas Carriers Corp. 492x70 1944 0-0-0-0-1

P

Panagathos (Gr) Hellenic Shipping & Indust. 512x57 1943 0-0-0-1-1
Patignies (Be) Cie. Belge d'Armement S. A. 600x76 1962 0-0-0-2-4
Piraeus (Gr) Hellenic Shipping & Industries 525x63 1956 0-0-0-0-1
Polarglint (No) Hvalfangersisk Polaris A/S 490x64 1958 0-0-0-0-2

<i>Polaris</i> (Ge) Hamburg Grosse-Seen Linie A. (Hamburg-Chicago)	349x50	1957	0-0-0-0-3
Formerly in Seaway trade as <i>Valeria</i>			2-0-3-0-0
<i>Polarvind</i> (No) Hvalfangerslsk <i>Polaris</i> A/S	497x62	1957	0-0-0-0-1
<i>Pontia</i> (No) Hvalfangerselsk Pelagos A/S	499x62	1954	0-0-0-0-1
<i>Poseidon</i> (Ge) Poseidon Schiffahrt G.m.b.&	482x60	1952	0-0-0-1-3
<i>Pra River</i> (Gh) Black Star Line Ltd.	461x60	1961	0-0-0-0-1
<i>Prins Alexander</i> (Du) Oranje Lijn (Fjell-Oranje)	352x47	1947	3-4-4-4-3
<i>Prins Casimir</i> (Du) Oranje Lijn (Fjell-Oranje)	258x42	1955	3-3-3-4-4
<i>Prins Frederik Hendrik</i> (Du) Oranje Lijn (Fjell-Oranje)	258x42	1947	3-3-4-4-3
<i>Prins Frederik Willem</i> (Du) Oranje Lijn (Fjell-Oranje)	258x42	1951	4-4-4-4-4
<i>Prins Johann Willem Friso</i> (Du) Oranje Lijn (Fjell-Oranje)	353x47	1948	3-4-3-4-4
<i>Prins Maurits</i> (ii) (Du) Oranje Lijn (Niagara-Concordia)	355x52	1960	0-0-3-3-3
<i>Prins Willem II</i> (Du) Oranje Lijn (Fjell-Oranje)	258x42	1955	3-4-4-4-4
<i>Prins Willem III</i> (Du) Oranje Lijn (Fjell-Oranje)	258x42	1948	0-3-4-3-2
<i>Prins Willem IV</i> (Du) Oranje Lijn (Fjell-Oranje)	258x42	1940	3-3-4-3-2
<i>Prins Willem V</i> (ii) (Du) Oranje Lijn (Fjell-Oranje)	305x42	1956	3-3-4-4-4
<i>Prins Willem George Frederik</i> (Du) Oranje Lijn (Fjell-Oranje)	305x42	1954	3-4-4-4-4
<i>Prins Willem Van Oranje</i> (Du) Oranje Lijn (Fjell-Oranje) (60 passengers)	462x62	1953	3-3-4-3-4
<i>Prinses Irene</i> (Du) Oranje Lijn (Fjell-Oranje) (115 passengers)	456x61	1959	3-3-3-4-3
<i>Prinses Margriet</i> (Du) Oranje Lijn (Fjell-Oranje) (115 passengers)	456x61	1961	0-0-2-3-1
<i>Procyon</i> (No) A/S D/S Neptun (Hamb.-Chicago)	388x57	1949	0-0-3-0-4
<i>Prospero</i> (Br) Bowring SS Co. Ltd.	544x71	1951	0-0-0-0-2

R

<i>Ramore Head</i> (Br) Ulster SS Co. (Heyn)	437x59	1948	5-2-0-3-3
<i>Ranborg</i> (No) Erling Hansens Rederi A/S (Black Star)	412x60	1943	0-0-0-0-1
<i>Rapallo</i> (Br) Ellerman's Wilson Line Ltd.	366x54	1960	0-0-0-0-2
<i>Ravnefjell</i> (No) Olsen & Ugelstad (Fjell-Oranje)	297x43	1955	4-3-3-4-4
<i>Reinhart Lorenz Russ</i> (Ge) Ernst Russ	348x53	1951	0-2-4-3-3
<i>Rhin</i> (Ss) Bernina Hochsee Schiffahrts A. G.	504x64	1961	0-0-0-0-1
<i>Rialto</i> (Br) Ellerman's Wilson Line	420x56	1949	0-0-0-5-4
<i>Rio Alta</i> (Li) Pacific Shipping Corp. S.A.	442x57	1943	0-0-0-0-1
<i>Robert Robelac</i> (Sw) Rederi A/B Dalen	510x67	1963	0-0-0-0-1
<i>Rogn</i> (No) A/S Rederiet Odfjell	390x54	1962	0-0-0-5-5

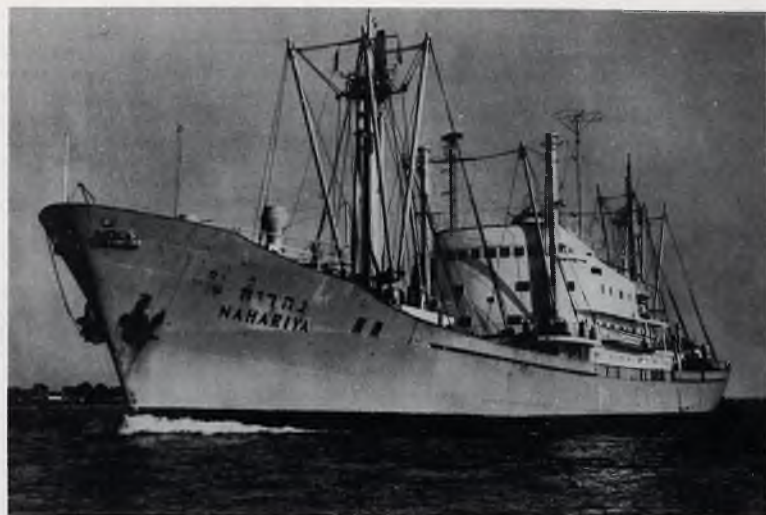
<i>Roland Russ</i> (Ge) Ernst Russ	379x53	1952	3-3-3-4-4
<i>Ronacastle</i> (No) Skibs A/S Agnes	555x70	1962	0-0-0-0-1
<i>Rosita</i> (No) Skibs A/S Kysten (Canadian Pacific)	364x49	1957	0-0-0-0-2
<i>Rosto</i> (No) E. H. Kongshavn (Canadian Pacific)	363x48	1951	0-0-0-0-1
Formerly in Seaway trade as <i>Vigrid</i>			2-0-0-0-0
<i>Rotte</i> (Du) N. V. Koutvaart	490x63	1960	0-0-0-0-1

S

<i>Saarstein</i> (Ge) Norddeutscher Lloyd	392x50	1951	0-0-0-1-3
<i>Sabine Howaldt</i> (Ge) Howaldt & Co.	306x40	1958	0-0-0-4-1
<i>St. John</i> (Pa) Saint John Shipping Corp.	423x57	1944	0-0-3-1-1
<i>St. Mary</i> (Li) Prymo Meltemi Cia. Nav. Formerly in Seaway trade as <i>Celia B.</i>	328x47	1942	0-0-0-0-1
			3-4-4-4-0
<i>Salah Eldin</i> (UAR) The United Arab Maritime Co.	455x62	1944	0-0-0-2-1
<i>Salatiga</i> (Du) Rotterdam Lloyd	455x62	1945	0-1-1-1-1
<i>Saldura</i> (Br) South Georgia Co. Ltd.	485x62	1960	0-0-0-0-1
<i>Salina</i> (No) A/S Norske Saltkompagni	476x62	1955	0-0-0-1-3
<i>San Benito</i> (Li) Caroline Nav. Inc.	442x57	1943	0-0-0-0-1
<i>Santona</i> (Br) Donaldson Line	294x45	1959	2-5-3-5-5
<i>Schouwen</i> (Du) N. V. Scheepv. Maats. Triton	525x72	1962	0-0-0-0-1
<i>Schwanheim</i> (Ge) Unterweser Red.	474x61	1953	0-1-0-1-3
<i>Sea Star</i> (Pa) Atlantic Marine Enterprises	366x48	1953	0-0-0-0-1
<i>Sefra</i> (No) Skibs A/S Akersviken Former Seaway trade as <i>Cape of Good Hope</i>	489x63	1959	0-0-0-1-1
			0-0-1-0-0
<i>Sigland</i> (No) Skips A/S Edda (States Marine)	487x64	1957	0-0-0-0-1
<i>Siletta</i> (No) Skibs A/S Avanti &c.	457x60	1961	0-0-0-0-1
<i>Silvaplana</i> (Ss) Suisse-Atlantique Soc. d'Arm.	487x61	1956	2-0-0-0-2
<i>Silverland</i> (Sw) Angf. A/B Tirfing (Atlanttraffik)	473x60	1961	0-0-0-0-2
<i>Silvia</i> (Ge) Silvia Reederei G. l.b.H. (Saguenay Terminals)	421x52	1954	0-0-0-3-4
<i>Simara</i> (No) Skibs A/S Avanti	490x63	1956	0-0-1-0-3
<i>Simeto</i> (Pa) Cia. de Nav. Somerset	442x57	1944	0-0-0-0-1
<i>Simoa</i> (No) Skibs A/S Akersviken (States Marine)	515x67	1959	0-0-0-1-1
<i>Sirefjell</i> (No) Olsen & Ugelstad (Niagara-Concordia)	355x52	1962	0-0-0-2-3
<i>Skaubo</i> (No) D/S A/S Eikland	467x61	1956	0-0-0-0-1
<i>Skrim</i> (No) A/S Olymp. & Red. A/S Skrim	492x61	1957	0-0-1-0-1
<i>Solta</i> (Yu) Maritenia Shipping Co. Ltd.	442x57	1943	0-0-0-0-1
<i>Sonata</i> (No) Skibs A/S Jolo (Lorentzen)	491x65	1962	0-0-0-0-2
<i>Sophie C.</i> (Li) Excelsior Shipping Co. Ltd.	504x67	1957	0-0-0-0-1
<i>Spigerborg</i> (Da) A/S D/S Denneborg (Poseidon)	334x47	1950	0-0-0-0-1
<i>Star of Suez</i> (UAR) United Arab Maritime Co.	408x57	1948	0-0-0-0-1
<i>Starclipper</i> (No) A/S Star Carriers	490x64	1957	0-0-0-0-1
<i>Stavern</i> (No) A/S & A/S Havtank (Isthmian Line)	485x64	1958	0-0-0-0-2



UPPER LEFT: *Manchester Fame* is one of the newer ships replacing prewar and pre-Seaway vessels in the Manchester fleet. LOWER LEFT: A bulk cargo stemwinder like *Matumba* might carry down grain from the lakehead. UPPER RIGHT: Two languages identify Zim Israel Line's *Nahariya*. All of these photos have been Massman views. LOWER RIGHT: *Ohshima Maru*, trading to the Orient, does well to accomplish two visits to the lakes each season. This photo was taken by Edwin Wilson at Milwaukee.



Stavik (No) A/S Hav & A/S Havtank 495x64 1951 0-0-0-1-4
Stella (It) Cia. di Nav. Giuseppe Mazzini
 (Hellenic) 442x57 1943 0-0-0-3-2
Stellaprima (Du) N.V. Scheepf. Stella Maris
 (Hycar) 217x33 1955 0-0-0-3-1
Sterno (Sw) A. K. Fernstroms Rederier 429x58 1962 0-0-0-0-1
Stolt Avenir (No) J. Stolt-Nielsen 488x60 1949 0-0-0-4-5
Suderholm (Ge) Weichsel 259x43 1955 0-3-3-3-3
Sunbear (No) D/S A/S Bjorn (Cunard Line) 367x49 1959 0-0-0-0-3
Sun Cliff (No) A/S Oddero &c. 457x59 1958 0-0-0-0-1
Sunfalcon (No) A/S Oddero &c. (Saguenay) 412x60 1944 0-0-0-0-2
Suninger (No) A/S Oddero &c. 457x59 1956 0-0-0-0-1
Sunpolyna (No) Einar Rasmussen 476x62 1956 0-0-0-0-2
Sunseahorse (No) I/S Seahorse (Saguenay) 417x55 1961 0-0-0-0-4
Sunvard (No) Klosters Rederi A/S 487x61 1957 0-0-0-0-1
Susanne Fritzen (Ge) Johannes Fritzen & Sohn 532x69 1959 0-0-0-0-2
Svanefjell (No) Olsen & Ugelstad
 (Fjell-Oranje) 355x52 1962 0-0-0-4-3

T

Tautra (No) Skibs A/S Trolia &c. (Cunard) 370x48 1957 0-0-0-0-4
Ternefjell (No) Olsen & Ugelstad (Fjell) 297x43 1955 3-3-3-3-4
Theotokos (Pa) Cia. Commercial Transatlantica 442x57 1943 0-0-0-0-1
Thermackos (Gr) Export Carriers Corp. 512x57 1943 0-0-0-0-1
Thorfrid (No) Tonnevolds Rederi A/S 489x64 1957 0-0-0-0-1
Thorunn (No) Tonnevolds Tankrederei A/S 532x69 1962 0-0-0-1-1
Thule (Sw) O. T. Rederierna 248x38 1962 0-0-0-0-1
Tidaholm (Sw) Swedish American Line 429x58 1943 1-1-0-0-2
Tindfjell (No) Olsen & Ugelstad (Fjell) 435x58 1953 3-3-4-3-3
Tom Van Der Heide (Du) N.V. Zeerederu
 Holland-Utrecht 225x32 1951 0-0-0-0-3
Topdalsfjord (No) Norwegian-American Line 424x54 1959 0-4-4-4-4
Torr Head (Br) Ulster SS Co. Ltd. (Heyn) 455x62 1961 0-0-0-4-4
Torsholm (Sw) Swedish-American Line 258x42 1950 3-2-3-1-2
Totem Queen (Br) Fulcrum Shipping Co. Ltd. 526x67 1963 0-0-0-0-1
Totem Star (Br) Silver Line Ltd.
 Formerly in Seaway trade as *Norse Coral* 526x67 1962 0-0-0-0-3
Transamerica (Ge) Poseidon Shipping Co. 388x54 1948 0-1-3-4-4
Transatlantic (Ge) Poseidon Schiff. 407x54 1954 0-0-4-4-4
Transcanada (Ge) Poseidon Schiffahrt G.m.b.H. 441x53 1945 3-4-4-4-2
Transeuropa (Ge) Poseidon Line 388x54 1949 0-0-1-3-3
Transgermania (Ge) Poseidon Schiffahrt 498x62 1954 0-0-0-0-1
Transpacific (Ge) Poseidon Schiffahrt 398x54 1954 1-1-4-4-3
Transquebec (Ge) Poseidon Schiffahrt 323x47 1951 4-4-4-4-3
Tremeadow (Br) Hain SS Co. (States Marine) 476x61 1958 0-0-0-0-1
Trikeri (Li) Artemision SS Co. S. A. 442x57 1944 0-0-0-0-1
Tristan (Sw) O. Wallenius, mgr. 378x52 1956 0-3-0-2-2
Tynemouth (Br) Burnett Steamship Co. Ltd. 372x53 1955 1-3-3-0-4

Tyne Ore (Li) Ore Carriers of Liberia Inc. 546x74 '61 0-0-0-1-20

U

Ulysses (Li) Cia. Ulysses S.A. 512x37 1942 0-0-0-0-1
 Formerly in Seaway trade as *Ulysses II* 0-0-3-1-0
Uranus (Ge) Flensburger Schiff. (French Line) 349x49 1960 0-0-3-3-3
Urania (Gr) Urania Nav. Corp. 293x39 1949 0-0-0-0-1
Utrecht (Du) Rotterdam Lloyd 468x70 1947 0-1-1-0-2

V

Valetta (No) Skibs A/S Kirkoy et al 493x63 1957 0-0-0-1-2
Vares (Yu) Judranska Slobodna Plovidba 352x47 1951 1-4-3-2-2
Vaxholm (Sw) Swedish American Line 304x42 1956 3-2-2-1-2
Venus (Gr) Venus Nav. Co. Inc. 587x73 1953 0-0-0-0-5
Vibyholm (Sw) Swedish American Line 431x58 1951 0-2-3-3-2
Vigrid (No) Bachke & Co.; A/S Turid 363x48 1951 2-0-0-0-1
 Later in Seaway trade as *Rosto* 0-0-0-0-1

W

Waldemar Peter (Ge) Kolner Rederei 258x42 1953 3-0-0-0-2
Wasaborg (Sw) Stockholms Rederi A/B Svea 503x62 1958 0-0-1-1-4
Weissenburg (Ge) Hamburg-American Line 362x49 1953 4-4-3-1-3
Wendover (Br) Britain SS Co. (Watts Watts) 475x64 1950 0-0-1-0-1
Westfalen (Ge) Partenreederei m.s. Westfalen 492x63 1956 0-0-0-0-1
Westwind (Li) Oceanic Shpg. (Westwind Africa) 455x62 1945 0-0-0-0-1
 Formerly in Seaway trade as *Sarangen* 0-0-0-1-0
Widan (No) Skibs A/S Widan 373x49 1963 0-0-0-0-2
Wolfgang Russ (Ge) Ernst Russ 383x54 1955 3-4-4-4-3
Woodburn (Br) Burnside Shipping Co. Ltd.
 (Orient Mid-East) 502x61 1958 0-0-0-0-3
 Formerly in Seaway trade as *Continental Trader* 4-2-2-3-0
Woodville (No) Skibs A/S Solstad 503x62 1958 0-0-0-1-4

Y

Yasushima Maru (Ja) Iino Line 509x64 1954 0-2-0-0-2
Yildun (Ge) Van Nievelt Goudriaan (Hamburg)
 (Hamburg-Chicago) 425x57 1950 0-0-0-0-3

Z

Zeeland (Du) Rotterdam Lloyd (Nedloyd) 492x70 1946 0-0-0-1-1
Zenica (Yu) Judranska Slobodna Plovidba 352x47 1958 0-3-2-3-3
Zenobia Martini (It) Spedizioni Italiane
 Mar. Terrest. (Orient Mid-East) 466x58 1941 0-0-0-1-2
 Formerly in Seaway trade as *Zenobia Martini Secondo* 0-0-1-0-0
Zinnia (Br) Stag Line (J. Robinson & Sons) 442x57 1945 1-2-0-1-2



UPPER LEFT: Freighters may carry up to twelve passengers, but only three ocean "passenger" ships have served the Great Lakes, all in Rotterdam's Oranje Line. A Baut collection view above shows the 60-passenger *Prins Willem van Oranje*. LOWER LEFT: The German *Wolfgang Russ* is a regular visitor to the lakes. UPPER RIGHT: The Swiss freighter *Rhin*, belonging to one of the Dreyfus fleets with characteristic white hull stripe, passes under Detroit's Ambassador Bridge. LOWER RIGHT: Typical of Canadian- or British-built wartime freighters, similar in hull but not in cabins to the U. S. Liberty class, is *Stella*, one of many such ships which come into the lakes under many flags. Massman views or as noted.

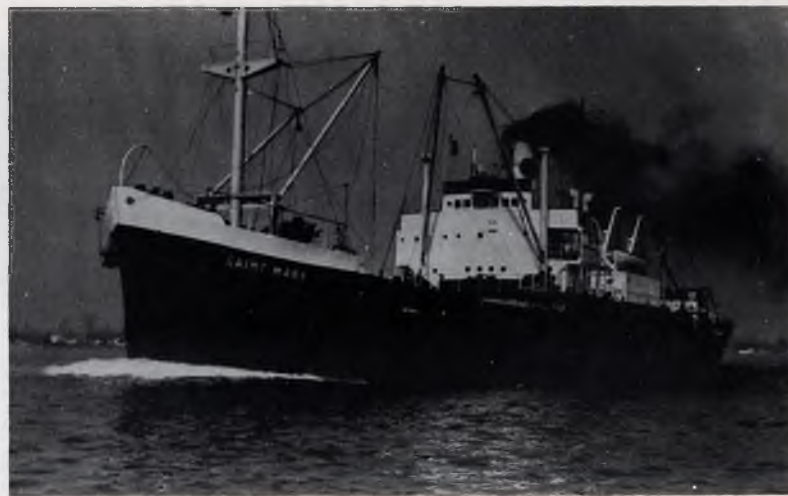


LEFT: In this Massman view, a gleaming white hull sets off Swedish-American liner *Maltesholm*. UPPER RIGHT: Edwin Wilson's photo shows the German ship *Uranus*, chartered to the French Line. LOWER RIGHT: Another Wilson print shows the Dutch freighter *Utrecht* of the Rotterdam Lloyd fleet.





UPPER LEFT: A spoon-shaped "Maierform" bow dates *Atlantic Friend* as built in the thirties. She also served the lakes as *Atlantbris*, and has now cheated scrap buyers for a new sailing career. Photo from Baut collection. LOWER LEFT: Also built in the thirties was the Dutch *Algenib*, now sold to Greek buyers, and seen in an Ayoub view. UPPER RIGHT: Another Ayoub print shows *Gowrie*, one of a British firm that served the Great Lakes from pre-Seaway days. LOWER RIGHT: Emory Massman's print shows *Saint Mary*, which previously traded through the Seaway as *Celia B.*



LIST TWO: 1963 RECORD

Compiled by
George Ayoub

A. Transfers and Renaming

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.

Name (flag) Owner	Seaway record (if in under name at left)
MS (if motorship). Date and place built, dimensions, gross tons	
Former names	Seaway record (if in under one of these names)
New owner and name	Seaway record (if in under new name)

A. & J. FAITH---see *Santa Sofia*
A. & J. MERCURY---see *Maximus*
A. & J. MID-AMERICA---see *Transamerican*

ABBOTSFORD (Br) George Gibson & Co., Ltd., Leith 6-3-0-0-0
MS. 1955, Grangemouth 258 x 42.1 x 17 1864 gt
to Transporte Industrial S. A., La Guaria (Venezuela); renamed
(b) *Vencemos II*.

Adolf Bratt (Sw) Angfartygs A/B Ostersjon (Erik Kekonius, mgr.)
1939 Oslo 258.1 x 41.2 x 17.10 1396 gt
(a) *SIGNEBORG*, '61 3-3-0-0-0
to Lighea di Nav. S. p. A., Palermo (It); renamed (c) *Rubino*

AEGEAN SUN (Li) Seas Trading Co., Monrovia 1-0-0-0-0
1944, Montreal 441.6 x 57.2 x 27.8 7058 gt
(c) *Violando*, '58 (b) *Mont Sandra* '53 (a) *Alexandra Park*, '46
to Republic Log Carriers, Inc. S. A., Monrovia (Li); renamed
(e) *Mindanao Logger*

Afaea (Gr) Pteroti Compania Nav. S. A., Piraeus

MS. 1953, Kiel (tanker) 569.6 x 71.8 x 30.6 12,284 gt
(a) *FAGERFJELL*, '62
to Data Steamship Corp. (Li), renamed (c) *Comet Beauty*

African Gulf (US) Farrell Lines Inc., New York City
1943, Oakland 459.6 x 63.1 x 27 6119 gt
(d) *SANTA REGINA* '61 (c) *Sea Comet II* '57 (b) *Jeff Davis* '53
(a) *John Land* '49. 4-0-0-0-0
to Liberty Navigation & Trading Co. Inc., Wilmington, Del. (US);
renamed (f) *Norberto Capay*

AIGAIQN---see **ALBARO**

ALBARO (It) Industriale Marittima S. p. A., Genoa 0-0-0-3-0
1944, Panama City 511.2 x 57 x 27.3 8481 gt
(a) *Josephine Shaw Lowell* '46
to Aegean Compania Nav. S.A., Piraeus (Gr); renamed (c) **AIGAIQN**

ALEXANDER T. WOOD (Br) Bury Court Shipping Co. (Purvis) 4-4-4-4-0
MS. 1958, Montreal 580.4 x 72.4 x 29.11 14,189 gt
Renamed (b) *Leadenhall*

ALGENIB (Du) Van Nievelt Goudriaan & Co. 0-0-2-3-3
MS. 1937, Hamburg 451.3 x 58.9 x 24 5556 gt
to Sullang Shipping Corp., Piraeus (Gr); renamed (b) *Joy*

Alioth (Du) Van Nievelt, Goudriaan & Co.'s Stoomv. Maats. N.V.
MS. 1950, Burntisland 425.1 x 56.10 x 25.9 5420 gt
to Van Nievelt, Goudriaan & Co.'s Stoomv. Maats. (Hamburg)
G.m.b.H., Hamburg (Ge); renamed *YILDUN* 0-0-0-0-3

Andros Trident (Li) Transmarine Nav., Inc., Monrovia
1943, Portland, Ore. 441.6 x 57 x 27.9 7224 gt
(c) *Agia Triada* '56 (b) *Seamerit* '54 (a) *Simon Benson* '53

to Caroline Nav. Inc., (Li); ren. **SAN BENITO** 0-0-0-0-1

ANGLIAN (Br) Ellerman Lines Ltd., Liverpool 3-0-0-0-0
1947, Hartlepool 308.4 x 46.2 x 19.7 2219 gt
to African Coasters (Pty) Ltd., Durban (South Africa); renamed
(b) *Bulwark*

ANITA BOLTEN---see *Brabant*

ANNIKA (Sw) Pallas International A/B (H. Sjosten, mgr.) 3-2-1-1-0
MS. 1929, Gothenburg 340.4 x 45.8 x 21.5 2724 gt
(c) *Hallaren* '58 (b) *Don Alberto* '49 (a) *Hallaren* '47
to Marine Transport Co. (Pa); renamed (e) *Urania*

ARDEA (It) Marittima Napoletana Soc. di Nav., Naples 0-0-2-0-0
MS. 1942, North Vancouver 441.2 x 57.2 x 27.8 6952 gt
(b) *Vettor Pisani* '52 (a) *Fort Alexandria* '48
to Cia. de Nav. Mario S. A. (Li); renamed (d) *Tornado*
(See also "Tornado")

ASPIS (Gr) Sky Shipping Ltd., Piraeus 0-0-0-1-0
1945, Portland, Maine 441.6 x 57 x 27.9 7253 gt
(f) *Montego Sky* '61 (e) *Pacific Carrier* '60 (d) *Maurice George* '58
(c) *Rion* '58 (b) *Liberty Flag* '56 (a) *Esra Meech* '51
to Albatross Shipping & Trading Corp. (Li); renamed (h) *Helen K.*

ATLANTBRIS---see **ATLANTIC FRIEND**

ATLANTIC FRIEND (Sw) Atlantic Friend A/B, Stockholm 0-3-4-1-0
MS. 1938, Le Trait 479.1 x 57.7 x 26.3 7805 gt

LIST TWO (A): TRANSFERS AND RENAMING

(e) <i>ATLANTBRIS</i> '60 (d) <i>Montrose</i> '55 (c) <i>Francois L. D.</i> '51 (b) <i>Cephee</i> '47 (a) <i>Francois L. D.</i> '41, to Atlantic Venture Carriers Inc. (Li); ren. (g) <i>Atlantic Venture</i> . (Note: <i>ATLANTIC FRIEND</i> was previously sold to Japanese shipbreakers for scrapping and arrived at Kure on September 1, 1963. The deal evidently fell through.)			
<i>ATLANTIC MARCHIONESS</i> (Li) Ocean Tankers Ltd., Monrovia 1955, Bremen (tanker) 566.10 x 69 x 30 11,241 gt to Petroleos Mexicanos (Mexico); ren. (b) <i>Presidente Guerrero</i>	0-1-0-0-0		
<i>ATLANTIC WATER</i> ---see <i>Koumiotissa</i> <i>BANNERCLIFF</i> ---see <i>North Cambria</i>			
<i>BASIL II</i> (Li) Diego Cia. Armadora S. A., Monrovia 1945, Portland, Maine 441.6 x 57 x 27.9 7185 gt (b) <i>Lyon</i> '54 (a) <i>Allen G. Collins</i> '47 to Reliance Marine Corp. S.A. (Li); renamed (d) <i>Ever Prosperity</i>	0-1-0-0-0		
<i>BIRMINGHAM CITY</i> (Br) Bristol City Line of SS Ltd. (Hill) 1946, Shields 452.1 x 56.7 x 25.5 5571 gt (a) <i>Baskerville</i> , '50 to Kinabatangan Shipping Co. Ltd. (Br); renamed (c) <i>Semporna Bay</i>	0-0-1-2-2		
<i>BOGLIASCO</i> (It) Industriale Maritima S.p.A., Genoa 1942, Port Glasgow 448.8 x 56.2 x 26.3 6904 gt (c) <i>Murillo</i> '52 (b) <i>Celtic Star</i> '47 (a) <i>Empire Galahad</i> '46 to Ocean Shipping & Enterprises S.A. (Pa); ren. (e) <i>Ocean Peace</i>	0-0-0-2-0		
<i>Brabant</i> (Ge) Dr. Karl Klasen u Werner Traber G.b.R., Hamburg 1939, Fredrikstad 300 x 44 x 18.11 1714 gt (b) <i>ANITA BOLTEN</i> '60 (a) <i>Oscar Gorthon</i> '58 to Aug. Bolten, Wm. Miller's Nachfolger (Ge); renamed (d) <i>Eichberg</i> (see also " <i>Eichberg</i> ")	1-0-0-0-0		
<i>Cape Clear</i> (Br) Lyle Shipping Co. Ltd., Glasgow MS. 1946, Burntisland 436 x 57.3 x 25.10 4810 gt (a) <i>Derryclare</i> '52 to Dynasty Shipping Co., Hong Kong (Br); ren. (c) <i>GOLDEN SIGMA</i>	0-0-0-0-1		
<i>CAPTANTONIS</i> (Gr) Compania Naviera Krina S. A., Piraeus MS. 1957, Bremerhaven 504.3 x 61.4 x 29.7 9460 gt to Sparto Maritima S.A., Piraeus (Gr); renamed (b) <i>Sparto</i>	0-0-0-1-2		
<i>CARACAS</i> (Li) Atlantic Shipping Inc., Monrovia MS. 1946, Port Glasgow 447.6 x 57.11 x 25.9 5617 gt (a) <i>Tahsinia</i> '59 to San Therapon Co. Nav. S. A. (Gr); renamed (c) <i>Agios Therapon</i>	0-1-0-0-0		
<i>CARIBBEAN WAVE</i> (See "Conversions and Rebuilding")			
<i>CELIA B.</i> (Li) Marine Ventures Corp., Monrovia 1942, Hartlepool 327.11 x 46.6 x 20.10 2953 gt (d) <i>Elisabeth Jansen</i> '59 (c) <i>Yorkbrook</i> '54 (b) <i>Stanway</i> '51 (a) <i>Empire Record</i> '48 to Prymo Meltemi Cia. Nav. (Li); ren. (f) <i>SAINT MARY</i>	3-4-4-4-0		
<i>CHARLOTTE</i> (Sw) A/B Bonnier Foretagen, Stockholm MS. 1958, Abo 459.4 x 57.11 x 25.9 5566 gt (a) <i>Anne-Marie Thorden</i> '59 to Eastern & Australian SS Co. Ltd. (Br); renamed (c) <i>Arawatta</i>	0-0-0-0-1 0-0-0-2-0		
<i>CONSUELO</i> (Br) Ellerman's Wilson Line, Ltd., Hull 1937, Newcastle 419.6 x 55.10 x 25.7 4871 gt to Grosvenor Shipping Co. Ltd. (Br); ren. (b) <i>Grosvenor Discoverer</i>	0-0-0-4-0		
<i>DAGALI</i> (No) John P. Pederson & Son, mgr. (A/S Ocean) MS. 1955, Copenhagen (tanker) 582.7 x 70.10 x 30.2 12,723 gt Renamed (b) <i>Stolt Dagali</i>	0-1-4-4-0		
<i>DAGRUN</i> (No) A/S Ocean, John P. Pederson & Son, mgr. MS. 1957, Oskarshamn 485 x 61.6 x 29.11 8718 gt to Hemisphere Shipping Co. Ltd. (Br); renamed (b) <i>Hemisphere</i>	0-0-0-1-0		
<i>DIAZ DE SOLIS</i> (Sp) Naviera Comercial Aspe S. A., Seville MS. 1957, Cartagena 431.5 x 56.8 x 25 4972 gt (launched as <i>Hernando de Solis</i>) to Ybarra y Cia. S. A., Seville; renamed (b) <i>Cabo Santa Maria</i>	0-1-0-0-0		
<i>DUNKERY BEACON</i> (Br) Crawford Shipping Co., London MS. 1959, Alblasserdam 474.2 x 61.5 x 27.7 8479 gt to Corporacion Peruana de Vapores (Peru); renamed (b) <i>Maranon</i>	0-0-0-2-0		
<i>Eichberg</i> (Ge) Aug. Bolten, Wm. Miller's Nachfolger, Hamburg 1939, Fredrikstad 300 x 44 x 18.11 1714 gt c <i>Brabant</i> '63 b <i>ANITA BOLTEN</i> '60 a <i>Oscar Gorthon</i> '58 to Amoudi Inc. (Li); renamed (e) <i>Gina N.</i> (See also " <i>Brabant</i> ")	1-0-0-0-0		
<i>ELISABETH HENDRIK FISSER</i> (Ge) Hendrik Fisser A.G., Emden MS. 1953, Papenburg 235.11 x 36.2 x 17.5 1361 gt to Maracienda Cia. Nav. S.A., Piraeus (Gr); renamed (b) <i>Nikodromos</i>	4-0-0-0-0		
<i>ENID</i> (No) A/S Turid, Trondheim 1946, Trondheim 302.9 x 44.2 x 19.11 2062 gt to Dimitrios Coustas, Piraeus (Gr); renamed (b) <i>Amalia</i>	2-0-0-1-0		
<i>ERNA WITT</i> (Ge) Hinrich Witt, Hamburg MS. 1957, Rendsburg 257.5 x 39.6 x 16.1 1197 gt to Smith's Coasters Pty. Ltd. (South Africa); renamed (b) <i>Inyala</i>	0-0-0-1-0		
<i>ERVIKEN</i> (No) Wallem, Steckmast & Co. A/S, Bergen 1950, Fredrikstad 388 x 57.4 x 22.3 3897 gt to A/B Vasa Shipping O/Y, Vasa (Fi); renamed (b) <i>Gracia</i>	1-2-2-2-0		
<i>ESSEX TRADER</i> (Br) Trader Navigation Co. Ltd., London MS. 1958, Sunderland 465 x 59.9 x 27.4 8455 gt to Pan-Islamic SS Co. Ltd. (Pakistan); ren. (b) <i>Safina-E-Ismail</i>	0-1-0-1-0		
<i>FAGERFJELL</i> ---see <i>Afaea</i>			
<i>FERDINANDSTOR</i> (Ge) Fisser & Van Doornum, Hamburg MS. 1953, Papenburg 235.11 x 36.3 x 17.11 1365 gt to Atid Cargo Lines Ltd., Haifa (Is); renamed (b) <i>Atid</i>	3-0-0-0-0		
<i>FILLEIGH</i> (Br) W. J. Tatem Ltd., London MS. 1957, Sunderland 460 x 60.3 x 26.1 5668 gt to Corporacion Peruana de Vapores (Peru); renamed (b) <i>Ucayali</i>	3-0-0-0-0		
<i>Gialia</i> (Ge) Corona Cia. Nav., Andros 1943, Vancouver 441.6 x 57.2 x 26.11 7144 gt (d) <i>Penteli II</i> '63 (c) <i>OLYMPUS</i> '60 (b) <i>Laurentian Lake</i> '54 (a) <i>Fort Assiniboine</i> '48 to Marimperia Cia. Nav. S. A., Piraeus (Gr); renamed (f) <i>Paxoi</i> (See also <i>Penteli II</i>)	0-1-0-1-0		
<i>GOLDEN SIGMA</i> ---See <i>Cape Clear</i>			
<i>GOWRIE</i> (Br) Dundee, Perth & London Shipping Co., Ltd.	0-1-0-5-0		

1944, Amsterdam 301.6 x 44.5 x 18.4 1876 gt
 (c) *Highland '59* (b) *Empire Galbraith '46* a *Hendrik Fisser 5, '45*
 to Cia. Naviera Algeo S.A., Piraeus (Gr); renamed (e) *Hermanos*
Greta Dan (Da) J. Lauritzen, Esbjerg
 MS. 1952, Aalborg 377.8 x 51.10 x 24.4 4687 gt
 to Olau Line A/S, Copenhagen (Da); renamed (b) *OLAU GORM* 0-0-0-0-2
HADSUND (Da) D/S Hafnia A/S, Fredrikshavn 0-1-1-0-0
 MS. 1958, Lubeck 235.3 x 36.1 x 15.5 999 gt
 (a) *Richard Brohan '59*
 to Foster Enterprise Co. Ltd., Cayman Brac. (Br); renamed (c)
Foster Enterprise
HANNINGTON COURT (Br) Court Line Ltd., London 2-0-0-0-0
 MS. 1954, Sunderland 476 x 62 x 27 6266 gt
 to Jayanti Shipping Co. Ltd., Bombay (In); ren. (b) *Gandhi Jayanti*
HARALAMPOS HADJIPATERAS (Gr) Sapphire Cia. Nav. S. A. 0-0-0-1-0
 1944, Richmond 441.6 x 57 x 27.9 7239 gt
 (b) *Chryssi '52* (a) *Francisco Morazan '47*
 Renamed (d) *Aegaion*
HARTISMERE---see *Recife*
HEINRICH SCHULTE (Ge) Schulte & Bruns Schiff. Ges. m.b.H. 1-1-0-0-0
 MS. 1950, Emden 316.5 x 43.4 x 20.2 2734 gt
 Renamed (b) *Joachim Schulte*
HERMIONI (Gr) Phoenix Steamship Corp., Piraeus 0-0-1-0-0
 1943, Baltimore 423.1 x 57.1 x 27.9 7248 gt
 (d) *Valiant Faith '61* (c) *Evy '58* (b) *Joseph Feuer '55* (a) *Henry*
Gilbert Costin '51
 to Jayanti Shipping Co. Ltd., Bombay (In); ren. (f) *Arya Jayanti*
HOPERIDGE (Br) Hopemount Shipping Co. Ltd., Newcastle 3-0-0-0-0
 MS. 1939, Newcastle 425 x 57.5 x 26 5227 gt
 to Independent Steamship Co. Ltd. (br); renamed (b) *Bethlehem*
INES (US) Nationwide Leasing Co., Chicago 0-0-0-2-0
 1946, Wilmington, Cal. 450.6 x 63.1 x 27.1 8280 gt
 (b) *Agwicomet '49* (a) *Carrier Dove '47*
 to Jackson Shipping Corp., Chicago; renamed (d) *Jackson*
 (See also "*Jackson*")
IRISH ELM (Ir) Irish Shipping Ltd., Dublin 1-0-0-0-0
 1953, Hartlepool 435.10 x 58.2 x 25.11 5828 gt
 to Mullion & Co. Ltd., Bermuda (Br); renamed (b) *Ardrossmore*
Isly (Fr) Charles Auguste Audibert, Bordeaux
 1945, Portland, Maine 441.6 x 57 x 27.9 7292 gt
 (b) *PORT EN BESSEN '63* (a) *William H. Lane '47* 0-1-0-0-0
 to Soc. Navale Delmas Vieljeux (Fr); renamed (d) *Port en Bessin*
 (See also "*PORT EN BESSIN*")
Jackson (US) Jackson Shipping Corp., Chicago
 1946, Wilmington, Cal. 450.6 x 63.1 x 27.1 8280 gt
 (c) *INES '63* (b) *Agwicomet '49* (a) *Carrier Dove '47* 0-0-0-2-0
 to Transasia Carriers Corp., Wilmington, Del.; ren. (e) *Bonanza*
 (See also "*INEZ*")
JACKSON PRINCESS (Br) Holyrood Shipping Ltd., London 0-0-0-½-0
 1928, Glasgow (tanker) 196.4 x 30.7 x 13.2 796 gt

(c) *Pass of Ballater '59* (b) *Raffinage '38* (a) *Pass of Ballater*
'34; renamed (e) *Holyrood Princess*
JENS TOFT (Da) D/S Jutlandia A/S, Copenhagen 2-0-0-0-0
 1946, Odense 359.6 x 51 x 20.8 2734 gt
 (a) *Dyrnaes '46*; to Cinaba Comercio Industria e Navegacao Bandeir-
 ante S. A., Santos (Brazil); renamed (c) *Jorge Velho*
Koumiotissa (Gr) Astroluz Compania Nav. S. A., Piraeus
 1944, Houston 422.8 x 57 x 27.8 7242 gt
 (b) *ATLANTIC WATER '61* (a) *Richard J. Hopkins '51* 1-0-0-0-0
 to Horizon Nav. Co., Monrovia (Li); ren. (d) *Agia Erini L.*
 (Note: *Agia Erini L.* foundered off Japan, February 3, 1964.)
KURT ARLT (Ge) Ivers & Arlt, Bremen
 MS. 1953, Papenburg 254.11 x 41 x 19.7 1813 gt
 to Schulte & Bruns, Emden (Ge); renamed (b) *Gunther Schulte*
LA ESTANCIA (Br) Buries Marques Ltd., London 0-0-0-1-0
 MS. 1960, La Seyne 463.2 x 61.3 x 30.7 9484 gt
 to Navigation Maritime Bulgare (Bulg.); ren. (b) *Georgi Benkovski*
LANDBREEZE---See *Panargy I*
Lawak (Du) N. V. Stoomv. Maats. "Nederland". Amsterdam
 1945, Baltimore 455.4 x 62 x 28.7 7787 gt
 (a) *Winchester Victory '47*
 to Orient Mid-East Great Lakes Service Inc., Piraeus (Gr); renamed
 (c) *ORIENT LINER*
LEADA (i)---see *LEAMITRA*
LEALOTT (Ge) Leo Adams Reederei, Hamburg 0-3-3-4-2
 MS. 1956, Hamburg 354.3 x 53.2 x 21.7 3125 gt
 to Deutsche Seereederei (East Germany); renamed (b) *Hiddensee*
LEAMITRA (Ge) Leo Adams Reederei, Hamburg 0-0-3-3-0
 MS. 1952, Hamburg 253.2 x 41.2 x 21.8 1962 gt
 (a) *LEADA '61*
 to Van Nievelt, Goudriaan (Ge); renamed (c) *Sulaphat*
LEANNA (Ge) Leo Adams Reederei, Hamburg 3-2-4-4-0
 MS. 1953, Hamburg 252.8 x 42 x 21.7 1988 gt
 to Hamburg-Grosse Seen Linie A. Kirsten G.m.b.H.; ren. (b) *Sheliak*
 1-0-0-0-0
LEERSUM (Du) N. V. Stoomv. Maats. "Oostzee" 7715 gt
 MS. 1948, Rotterdam 465 x 59 x 25.8
 to Samps Cia. Nav. S.A., Monrovia (Li); renamed (b) *Prodromos*
MABELLA (No) A/S Mabella & Rederi Norsk Transatlantic 0-3-0-0-1
 MS. 1959, Arendal 355 x 48.7 x 20.9 2535 gt
 to Skibs A/S Lundegaard, Farsund (No); renamed (b) *Spurt*
Malacca (Br) Austasia Line Ltd., Singapore
 MS. 1945, Sturgeon Bay, Wis. 338.9 x 50.1 x 23.5 3844 gt
 (d) *Sallust '59* (c) *Dunstan '58* (b) *Pachitea '54* (a) *Coastal Chal-*
lenger '46. Launched as *TULARE*, Lake-built C1-M-AV1 type, and may
 possibly have been renamed *Coastal Challenger* while on lakes.
 To Kie Hock Shipping Co. Ltd., Singapore; renamed (f) *Tong Hong*.
MANCHESTER EXPLORER (Br) Manchester Liners Ltd. 2-0-1-1-0
 1952, Birkenhead 258 x 43.1 x 18.5 1803 gt
 to Chimo Shipping Ltd. (Crosbie & Co. Ltd.), St. Johns, Newfound-
 land; renamed (b) *C. A. Crosbie*.

LIST TWO (A): TRANSFERS AND RENAMING



Two pre-Seaway Manchester liners now sold are *Manchester Vanguard* (UPPER LEFT) and *Manchester Explorer* (LOWER LEFT), the latter going to Canadian buyers. The former is an Ayoub print, the latter a Dowling view. A name painted on the side doesn't necessarily identify a ship's owner. The German freighter *Lealott* (UPPER RIGHT) served the British firm of Bristol City Line, while the same owners' *Leamitra* (LOWER RIGHT), a pre-Seaway ship, served Hamburg-Chicago Line. Both photographs are by George Ayoub.



MANCHESTER PIONEER (Br) Manchester Liners Ltd. 2-0-1-3-0
 1952, Birkenhead (lengthened '60) 298 x 43.1 x 18.5 2073 gt
 to United Maritime Enterprises (Gr); renamed (b) *Cyprian Med*

MANCHESTER VANGUARD (Br) Manchester Liners Ltd. 3-4-2-3-0
 1956, Bremerhaven 258 x 42.10 x 18.5 1662 gt
 to General Steam Nav. Co. Ltd., London; renamed (b) *Sheldrake*

MAR CHETO (It) Franco Maresca. Genoa 0-0-1-4-0
 1944, Vancouver 441.6 x 57.2 x 27.8 6953 gt
 (c) *Vistafjord '55* (b) *Manx Sailor '48* (a) *Mohawk Park '47* (was
 launched as *Kootenay Park*)
 to Fort Steamship Co. S. A. (Pa); renamed (e) *Daring*

MARCOS (Gr) Transfruit Shipping Co. Ltd., Piraeus 1-0-0-0-0
 1943, North Vancouver 441.6 x 57.2 x 27.8 7033 gt
 (c) *World Trotter '53* (b) *Papachristidis Vassilios '49* (a) *Green
 Gables Park '46*. Launched as *Fort Esperance*
 to Marprimera Cia. Nav. S. A., Piraeus (Gr); renamed (e) *Esperanza*

MARIA FAUSTA G. (It) Gestioni Esercizio Navi G.E.N.S.p.A. 3-2-0-3-0
 MS. 1950, Trieste 318.11 x 46 x 19.7 2123 gt
 to Cie. de Transports Maritimes (Li); ren. (b) *Maria Fausta*

MARIA TERESA G. (It) Gestioni Esercizio Navi G.E.N.S.p.A. 4-4-3-0-0
 MS. 1950, Trieste 319.1 x 46.7 x 19.7 2123 gt
 to Liberian Nav. Co. S.A., Monrovia (Li); renamed (b) *Maria Teresa*

Maximus (US) Cambridge Carriers, Inc., New York
 1946, Kearny 459.2 x 63.1 x 27.1 8610 gt
 (a) *Santa Monica '63*
 to Pacific Seafarers Inc. (US); ren. (c) *A. & J. MERCURY* 0-0-0-0-1
 (See also *Santa Monica*. *A. & J. MERCURY* has been held under sei-
 zure in Welland Canal since May 29, 1964. Her cargo of raw rubber
 and tin has been impounded. An auction sale held in Port Colborne
 on July 27 was unsuccessful, with only a single bid of \$180,000 by
 Grace Line Inc. of New York, former owners. *A. & J. MERCURY* is
 one of seven freighters owned by J. J. Georgelis of Pacific Sea-
 farers Inc. The others are all being held under seizure in the
 United States. At Cleveland, *A. & J. FAITH* was sold at auction in
 July and redeemed her former name, *SANTA SOFIA*.)

MAX MANUS (No) A/S Olymp (Einar Lange, mgr.), Oslo 1-0-0-0-0
 MS. 1937, Sunderland 439.2 x 54.5 x 25.6 5029 gt
 (a) *Troma '46*
 to Therean Ltda. S. A., Piraeus (Gr); renamed (c) *Flora N.*
 (Note: *Flora N.*, while discharging cement at Ibiza on January 25,
 1964, had an engine room explosion. She was towed out of port and
 beached to allow the fire to burn itself out. The vessel was dam-
 aged extensively amidships.)

MIMER (No) M. Thorvik's Rederi A/S, Oslo 0-0-0-3-0
 MS. 1958, Stockholm 374.11 x 50.7 x 23.6 4523 gt
 to Canadian Pacific SS Ltd. (Br); ren. (b) *BEAVERASH* 0-0-0-0-4
MONGOLIA (Sw) Rederi A/B Falken (O. M. Thore, Mgr.) 1-0-0-0-0
 MS. 1931, Gothenburg 345.6 x 48.11 x 21.9 3035 gt
 (a) *Dalhem '56*
 to A. Sigalas & Platis Bros., Piraeus (Gr); ren. (c) *Ais Giorgis*

MONTROSE (Br) Montship Lines Ltd. (Buries Markes Ltd.) 0-0-3-14-0
 MS. 1961, Sunderland 440 x 58.8 x 27.4 4993 gt
 to Skibs A/S Hilda Knudsen (Chr. Haaland, mgr.), Haugesund (No);
 renamed (b) *CONCORDIA LAGO* 0-0-0-0-0-1/2
 (Note: *MONTROSE* was repaired and renamed in Toledo shipyard after
 her sinking by collision in the Detroit River on July 30, 1962.)

MORMACSUN (US) Moore-McCormack Lines Inc., New York 0-0-1-1-0
 1943, Pascagoula 492 x 69.7 x 29.5 7950 gt
 (b) *P. & T. Pathfinder '57* (a) *Sea Hound '47*
 Renamed (d) *MORMACPORT* 0-0-0-0-1

MOUNT EVANS (US) Mount Evans SS Co., Wilmington, Del. 0-0-2-0-0
 1944, Portland, Maine 441.6 x 57 x 27.9 7241 gt
 (d) *National Liberty '59* (c) *John Paul Jones '54* (b) *Nikos '53* (a)
Sarah Orne Jewett '51
 to Midwest Shipping & Trading Corp. (US); renamed (f) *Wyoming*

MOUNT MCKINLEY (US) Mount Wilson SS Co., Wilmington, Del. 0-0-0-1-0
 1944, Baltimore 511.6 x 57.1 x 26.3 8589 gt
 (e) *Valiant Explorer '60* (d) *Omnium Explorer '58* (c) *Henry Ulman
 '57* (b) *Old Dominion State '54* (a) *John H. Murphy '46*. Lengthened
 70 feet in 1962. To Gloria SS Co. (US); renamed (g) *Volusia*

NANUSA (Du) N. V. Stoomv. Maats. "Nederland", Amsterdam 0-1-0-0-0
 MS. 1943, Beaumont 412.3 x 60.1 x 24.8 5165 gt
 (b) *Congostroom '56* (a) *Cape San Lucas '46*
 to Philippine President Lines Inc. (Phil.); renamed (d) *President
 Aguinaldo*

NEW KAILING---see *Watling*

NIAS (Du) N. V. Stoomv. Maats. "Nederland", Amsterdam 0-1-0-0-0
 1943, Wilmington, Calif. 417.9 x 60.3 x 27.7 6875 gt
 d *Elmina '55* c *Cuanza '50* b *Dona Aurora '50* a *Cape Sandy '47*
 to Pacific & Caribbean Shipping Corp. (Li); renamed (f) *Torres*

NIEUWE TONGE (Du) Nederlandsche Vracht & Tankvaart Maats. 0-4-0-0-0
 MS. 1960, Lobith 559.3 x 73.2 x 31.2 13950 gt
 to N.V. Stoomv. Maats. "Nederland" (Du); renamed (b) *Amsteldiep*

NIGELLA (Sw) Rydberg & Streiffert A/B, Gothenburg 0-3-2-0-0
 MS. 1946, Helsingor 373 x 50.7 x 23.11 3260 gt
 (c) *Olga Torm '60* (b) *Olga S. '51* (a) *Gro '46*.
 to Kupferhutte Ertel Bieber & Co. (Ge); renamed (e) *Julia C. Ertel*

NORSE CORAL (Br) Fulcrum Shipping (Silver Line), Nassau 0-0-0-2-0
 1962, La Seyne. MS. 525.5 x 66.9 x 31.1 12,227 gt
 (Launched as "*Totem Star*"); renamed (b) *TOTEM STAR* 0-0-0-0-3
 (Note: *TOTEM STAR* was the first ship into the Seaway in 1964.)

North Cambria (Br) North Shipping Co. Ltd. (Hugh Roberts & Son)
 MS. 1948, Port Glasgow 454.10 x 58.3 x 26.8 5590 gt
 (a) *Scottish Trader '60*
 to Bond Shipping Co. Ltd. (Br); renamed (c) *BANNERCLIFF* 0-0-0-0-1

NYCO (No) Sameiet Nykvaern (Sverre Blix, mgr.), Oslo 0-0-0-4-0
 MS. 1962, Moss 355 x 48.7 x 20.9 2483 gt
 to Deutsche Seereederei, Rostock (E. Ger.); ren. (b) *Rosenort*

OLAU GORM---see *Greta Dan*

OLYMPUS---see *Gialia*

<i>OLYMPUS</i> ---see <i>Penteli II</i>			
<i>ORATA</i> (It) Polena Soc. di Nav., Genoa	0-1-0-0-0		
1943, Savannah	441.6 x 57 x 27.9	7170 gt	
(b) <i>Wilford</i> '57 (a) <i>George Whitefield</i> '47			
to U.S.S.R., Odessa (Russia); renamed (d) <i>Daryal</i>			
<i>ORIENT LINER</i> ---see <i>Lawak</i>			
<i>Panargy I</i> (Li) Maryland (International) S. A., Monrovia			
1945, Chester (tanker)	523.6 x 68.2 x 30.2	10,722 gt	
(c) <i>LANDBREEZE</i> '60 b <i>Stanwell</i> '59 a <i>Fort Cheswell</i> '47		- -0-0-0-0	
Renamed (e) <i>Sirod</i>			
<i>Penteli II</i> (Gr) Cia. de Nav. Cerra Guaca S. A., Andros			
1943, Vancouver	441.6 x 57.2 x 26.11	7144 gt	
(c) <i>OLYMPUS</i> '60 (b) <i>Laurentian Lake</i> '54 (a) <i>Fort Assiniboine</i> '48			
to Corona Cia. Nav., Andros (Gr); ren. (e) <i>Gialia</i> (See " <i>Gialia</i> ")		0-4-0-0-0	
<i>PERICLES</i> (No) D/S A/S Eikland (I. M. Skaugen & Co., m.)		1-0-0-0-0	
MS. 1949, Gothenburg (tanker)	515.2 x 64.1 x 29.7	11,861 gt	
Renamed (b) <i>Skaugran</i>			
<i>PERTH</i> (Br) Dundee, Perth & London Shipping Co., Ltd.		1-2-0-0-0	
MS. 1937, Leith	237 x 36.2 x 14.10	1322 gt	
(a) <i>Lochee</i> '48			
to N. & K. Marcantonakis, Piraeus (Gr); renamed (c) <i>Manthos</i>			
<i>PETERLAND</i> (Br) Sagland Ltd., London		1-0-0-0-0	
1938, Goole	224.2 x 33 x 14.10	1127 gt	
(a) <i>Coxwold</i> '59			
to Landi & Co., Genoa (It); renamed (c) <i>Primo Francesca</i>			
<i>POLYKTOR</i> (Gr) Atlantis Shipping Corp., Ithaka		0-0-0-2-0	
1944, Richmond (lengthened '56)	511.6 x 57 x 26.3	8453 gt	
(d) <i>Messiniakos</i> '62 (c) <i>Andros Fairplay</i> '60 (b) <i>Seafairth</i> '57			
(a) <i>Henry M. Stephens</i> '51			
to Elpis Cia. Mar. S. A., Piraeus (Gr); ren. (f) <i>Capetan Costas I.</i>			
<i>PORT EN BESSIN</i> (Fr) French Government (French Line, mgr.)		0-1-0-0-0	
1945, Portland, Maine	441.6 x 57 x 27.9	7303 gt	
(a) <i>William H. Lane</i> '47			
to Charles Auguste Audibert, Bordeaux (Fr); renamed (c) <i>Isly</i>			
(See also " <i>Isly</i> ")			
<i>RAGNEBORG</i> (Sw) Rederi A/B Ragne (Ragnar Nilsson, mgr.)		3-3-2-3-0	
MS. 1947, Oskarshamn	257.11 x 42.2 x 18.9	1988 gt	
to Vera Cruz Cia. Nav., Callao (Peru); renamed (b) <i>Rosalinda</i>			
<i>Recife</i> (Bermuda) Dell Enterprises Ltd., Hamilton			
1947, Sunderland	457.2 x 59.6 x 25.6	5719 gt	
(a) <i>HARTISMERE</i> '62		0-1-0-0-0	
to Maritime & Industrial Corp., Monrovia (Li); ren. (c) <i>Carolina</i>			
<i>REINA</i> ---see <i>Svanholm</i>			
<i>Rookley</i> (Br) Avon SS Co. Ltd. (Stephens, Sutton Ltd., managers)			
MS. 1954, Sunderland	447.2 x 58.8 x 25.9	7909 gt	
(a) <i>WELSH TRADER</i> '61		3-0-0-0-0	
to Carrington Nav. Co., Hong Kong (Br); ren. (c) <i>London Breeze</i>			
<i>ST. MALO</i> (Fr) French Government (French Line, mgr.)		0-0-0-2-0	
1943, Houston	441.6 x 57 x 27.8	7314 gt	
(a) <i>James W. Fannin</i> '47			
to Cia. Santa Kalliopi S. A., (Pa0; renamed (c) <i>Tegean</i>			
<i>SAINT MARY</i> ---see <i>CELIA B.</i>			
<i>SALAH ELDIN</i> (UAR) The United Arab Maritime Company		0-0-0-2-1	
1944, Los Angeles	455.2 x 62.1 x 28.7	8189 gt	
(b) <i>Mohamed Ali El Kebir</i> '60 (a) <i>Atchison Victory</i> '47			
to Salvador Investment Co. (Li); renamed (d) <i>Mercantile Victory</i>			
(See also " <i>SALAH ELDIN</i> " under "Casualties")			
<i>SALATIGA</i> (Du) Koninklijke Rotterdamse Lloyd N. V.		0-1-1-1-0	
1945, Baltimore	455.4 x 62.1 x 28.7	7656 gt	
(a) <i>Williams Victory</i> '47			
to Magellan Strait Development Corp. (Li); ren. (c) <i>Salamat</i>			
<i>SAN BENITO</i> ---see <i>Andros Trident</i>			
<i>SAN GUISTO</i> (It) Carlo Martinolich & Figlio, Rome		0-0-1-0-0	
1943, Richmond	441.6 x 57 x 27.9	7165 gt	
(a) <i>Richard B. Moore</i> '47			
to U.S.S.R. (Russia); renamed (c) <i>Mashuk</i>			
<i>Santa Sofia</i> (US) Grace Line Inc., New York			
1946, Kearny	459.2 x 63.1 x 25.1	8610 gt	
to Pacific Seafarers Inc. (US); renamed (b) <i>A. & J. FAITH</i>			
(See note under " <i>Maximus</i> ")			
<i>Santa Monica</i> (US) Grace Line, Inc., New York		0-0-0-0-3	
1946, Kearny	459.2 x 63.1 x 25.1	8610 gt	
to Cambridge Carriers Inc. (US); renamed (b) <i>Maximus</i>			
(See also " <i>Maximus</i> ") (renamed (c) <i>A. & J. MERCURY</i>)			
<i>SANTA REGINA</i> ---see <i>African Gulf</i>			
<i>SARANGAN</i> (Du) Koninklijke Rotterdamse Lloyd N. V.		0-0-0-1-0	
1945, Baltimore	455.4 x 62.1 x 28.7	7620 gt	
(a) <i>Webster Victory</i> '47			
to Oceanic Shipping Corp. (Li); renamed (c) <i>WESTWIND</i>			
<i>Seahorse</i> (No) I/S Seahorse (N. H. Sand, manager)		0-0-0-0-1	
MS. 1961, Uddevalla	416.6 x 54.8 x 26.8	5943 gt	
Renamed (b) <i>SUNSEAHORSE</i> (Saguenay Terminals charter)		0-0-0-0-4	
<i>SERRE</i> (Gr) Hellenic Shipping & Industries Co. Ltd.		0-0-1-0-0	
1943, Los Angeles	511.6 x 57 x 26.2	8501 gt	
(e) <i>NATIONAL UNITY</i> '61 (d) <i>Captain N. B. Palmer</i> '54 (c) <i>Nikoklis</i>			
'53 (b) <i>Strathmore</i> '50 (a) <i>Albert J. Berres</i> '48		0-1-1-0-0	
(Converted from tanker, 1950, and lengthened, 1955.)			
to North Pacific Trading Co. S. A. (Li); renamed (f) <i>Unity</i>			
<i>SIGNEBORG</i> ---see <i>Adolf Bratt</i>			
<i>Siredal</i> (No) A. I. Langfeldt & Co., Kristiansand			
MS. 1944, Beaumont	412.3 x 60.1 x 23.6	5231 gt	
(c) <i>Grey Master</i> '60 (b) <i>Crux</i> '54 (a) <i>Capo Faro</i> '47			
Renamed (e) <i>SUNFALCON</i>		0-0-0-0-2	
<i>SKOGHOLM</i> (Sw) A/B Svenska Amerika Linien, Gothenburg		3-3-2-1-0	
MS. 1947, Landskrona	257.7 x 42.1 x 17.11	2257 gt	
(a) <i>SILJAN</i> '55			
to G. & N. Angelakis, D. & S. Grigoriou and J. Maltezos			
(Piraeus) (Gr); renamed (c) <i>Salamina</i>			
<i>SQNAVIND</i> (No) A/S Borgestad, Porsgrunn		0-0-1-1-0	



UPPER LEFT: *Norse Coral* was being repainted as *Totem Star* when George Ayoub photographed her. LOWER LEFT: A frequent lake visitor was the Italian *Maria Fausta G.* Two pre-Seaway



regulars were *Signeborg* (UPPER RIGHT) and *Transontario* (LOWER RIGHT), the latter having also served lake ports as *Polycrest*. These are Baut Collection views except as noted.



MS. 1935, Vegasack	414.3 x 55.8 x 25.6	4965 gt	(Note: <i>POLARIS</i> was first salty into the Seaway in 1963 season.)
to Cia. Nav. Unitas S. A., Panama; renamed (b) <i>Argolis</i>			<i>VESTEROY</i> (No) Skibs A/S Kirkoy (O. Ditlev-Simonsen, Jr.)
<i>STEGE</i> (Da) Rederiet Seaway, Copenhagen		1-2-1-1-0	MS. 1941, Gothenburg
MS. 1957, Deest	220 x 34.11 x 14.8	1111 gt	(a) <i>Mongebarra</i> '46
(a) <i>Ebba Robbert</i> '59			to D/S A/S Anglo (Valdemar Skogland A/S) (No); renamed (c) <i>Argo</i>
to Coast Lines Ltd., Liverpool (Br); renamed (c) <i>Terrier</i>			<i>VIGRID</i> (No) A/S Turid (Bachke & Co., mgr.), Trondheim
<i>SUNFALCON</i> ---see <i>Siredal</i>			MS. 1951, Greaker
<i>SUNSEAHORSE</i> ---see <i>Seahorse</i>			to E. H. Kongshavn, Haugesund (No); renamed (b) <i>ROSTO</i>
<i>SUSQUEHANNA</i> (Pa) Cia. Atlantica Pacifica S. A.		0-0-1-0-0	<i>VIRE</i> (Fr) French Government (French Line, manager)
1944, Richmond	441.6 x 57.1 x 27.9	7246 gt	1944, Los Angeles
(b) <i>Sally Stove</i> '60 (a) <i>Jan Pieterszoon Coen</i> '47			(a) <i>David A. Curry</i> , '47
to Neptune Marine Corp. (Li); renamed (d) <i>Neptune</i>			to Cia. San Giovanni S. A. (Pa); renamed (c) <i>Apollonian</i>
<i>Svanholm</i> (No) D/S A/S Svanholm (Trygve Matland, Jr., manager)			<i>VOLUMNIA</i> (Ge) G.b.R. ms. "Volumnia", Hamburg
MS. 1938, Vegasack	438.6 x 58.7 x 24	5226 gt	MS. 1958, Hamburg
(c) <i>REINA</i> '62 (b) <i>Goya</i> '61 (a) <i>Kamerun</i> '47		0-0-1-0-0	to G.b.R. ms. "Lealott", Hamburg (Ge); renamed (b) <i>Lealott</i>
to Skips A/S Hilde (Gran, mgr.) (No); renamed (e) <i>Hilde</i>			<i>WANSTEAD</i> (Br) Britain SS Co. (Watts, Watts Line, mgr.)
<i>THUNDERBIRD</i> ---see <i>Watling</i>			MS. 1949, Dundee
<i>Tornado</i> (Li) Cia. de Nav. Mario S. A., Monrovia			(b) <i>Port Wanstead</i> '60 (a) <i>Wanstead</i> '57
1942, North Vancouver	441.2 x 57.2 x 27.8	6952 gt	Renamed (d) <i>Raeburn</i>
(c) <i>ARDEA</i> '63 (b) <i>Vettor Pisani</i> '52 (a) <i>Fort Alexandria</i>		0-0-2-0-0	<i>Watling</i> (Br) Providence Nav. Co. Ltd., Nassau
to Victoria Carriers Inc. (Li); renamed (e) <i>Victoria Venture</i>			1945, Houston
(See also <i>ARDEA</i>)			(b) <i>THUNDERBIRD</i> '61 (a) <i>Charles H. Lanham</i> '51
<i>TORONTO CITY</i> (Br) The Bristol City Line of SS Ltd. (Hill)		4-4-4-4-0	to Kai Lee Marine Lines Ltd., Kaohsiung (Nationalist China);
1949, Aalborg	392.2 x 50.1 x 23.5	4663 gt	renamed (d) <i>NEW KAILING</i>
(a) <i>Leena Dan</i> '56			<i>Welheim</i> (Ge) Poseidon Schifffahrt G.m.b.H., Hamburg
to Seaways Co. Inc., (Gr); renamed (c) <i>Oliga</i>			MS. 1954, Lubeck
<i>Transamerican</i> (US) American Union Transport Inc., New York			Renamed (b) <i>TRANSGERMANIA</i>
1944, Jacksonville	441.6 x 57 x 27.9	7201 gt	<i>WELSH TRADER</i> ---see <i>Rookley</i>
(b) <i>Hoosier State</i> '55 (a) <i>Hugh J. Kilpatrick</i> '46			<i>WESTWIND</i> ---see <i>SARANGAN</i>
to Mid-America SS Corp. (US); ren. A. & J. <i>MID-AMERICA</i>		0-0-0-0-1	<i>WINDSOR</i> (Br) Britain SS Co. Ltd. (Watts, Watts & Co.)
(See note under "Maximus")			MS. 1952, Glasgow
<i>TRANSGERMANIA</i> ---see <i>Welheim</i>			to Great Eastern Shipping Co. Ltd. (In); renamed (b) <i>Jag Ketu</i>
<i>TRANSONTARIO</i> (Ge) Poseidon Schifffahrt G.m.b.H., Hamburg		4-4-4-0-0	<i>Wyoming</i> (US) Midwest Shipping & Trading Corp., New York
1939, Tonsberg	258 x 42.2 x 18.2	1429 gt	1944, Portland, Maine
(b) <i>POLYCREST</i> '56 (a) <i>Harpefjell</i> '48			(e) <i>MOUNT EVANS</i> '63 (d) <i>National Liberty</i> '59 (c) <i>John Paul Jones</i>
to P. Vrangos (Mesco Mediterranean Shipping) (Gr); ren. <i>Tavros</i>			'54 (b) <i>Nikos</i> '53 (a) <i>Sarah Orne Jewett</i> '51
<i>TRANSUNION</i> (US) American Union Transport Inc.		0-1-0-0-0	to Panolas Cia. Mar. S. A. (Li); renamed (g) <i>Yucatan</i>
1945, Savannah	441.6 x 57 x 27.9	7255 gt	<i>YILDUN</i> ---see <i>Alioth</i>
(a) <i>Mark Bruton Bryan</i> '51			
to Pacific Seafarers Inc. (US); renamed (c) <i>JIAN</i>		0-0-0-0-1	
<i>TRELISSICK</i> (Br) Hain Steamship Co. Ltd., London		0-0-0-1-0	
MS. 1949, Sunderland	442.11 x 56.6 x 25.11	5388 gt	
to Chiao Mao Enterprises Ltd. (Br); renamed (b) <i>Kinross</i>			
<i>TROMA</i> (No) A/S J. Ludwig Mowinckels Rederi, Bergen		0-0-4-1-0	
MS. 1950, Amsterdam (tanker)	521.5 x 68 x 28.5	10429 gt	
to Cia. Nav. Continental S. A. (Li); renamed (b) <i>Romano</i>			
<i>TULARE</i> ---see <i>Malacca</i>			
<i>VALERIA</i> (Ge) Hamburg Grosse Seen Linie A. Kirsten G.m.b.H.		2-0-3-0-0	
MS. 1957, Hamburg	348.6 x 49.6 x 20.11	2372 gt	
Renamed (b) <i>POLARIS</i>		0-0-0-0-3	

B. Conversions

<i>BELMONA</i> (No) I/S Belmona (Georg Vefling, mgr.)		0-0-0-1-2
MS. 1962, Emden	522.11 x 70.7 x 30.8	12230 gt
Chartered by Volkswagen and refitted for shipment of cars in transatlantic service.		
<i>BELTANA</i> (No) Skibs A/S Oiltank (Georg Vefling, mgr.)		0-0-0-2-0
MS. 1962, Tonsberg	500.4 x 66.1 x 28.8	10,165 gt
Chartered by Volkswagen and refitted for shipment of cars in		



Now rebuilt as automobile carriers are Wallenius' *Tristan* (UPPER LEFT), seen here in 1964, and the Norwegian *Belmona* (LOWER LEFT), seen before conversion, both in Ayoub prints. Going to scrap are old-timers *Gardvik* (UPPER RIGHT), after a grounding in Norway, and *Fortun* (LOWER RIGHT), a pre-Seaway ship. The former is a Baut collection view, the latter a Bugbee photograph.



transatlantic service.

CARIBBEAN WAVE (Li) Crestview Shipping Co., Monrovia 1-4-1-0-0
1948, Portland (tanker) 523.6 x 68 x 30.1 10,710 gt
(c) *Langeais* '59 (b) *Ardehir* '54 (a) *Rainier* '48
Converted from tanker to bulk carrier and lengthened with new mid-
body and fore-body by Deutsche Werft A.G., Hamburg. Renamed (e)
Papadiamandis 591.6 x 75 x 32.1 14,130 gt
TRAVIATA (Sw) Rederi A/B Soya (O. Wallenius, mgr.) 4-4-4-2-0
MS. 1955, Kiel 258 x 43 x 18.7 1899 gt
Converted into a car carrier for transport of Renault cars from
Rouen to Southampton. Capacity, 350 cars.

C. Casualties

CARIBBEAN TRADER (Li) Plymouth Navigation Co. Inc.
1943, Lauzon 328 x 46.6 x 20.10 2811 gt
(e) *Atlawill* '58 (d) *Gander Bay* '55 (c) *Provincial Trader* (b) *Federal Trader* '51 (a) *Lansdowne Park* '47
CARIBBEAN TRADER went aground July 5, 1963, on Alacran Reef, 68
miles north of Progreso, Mexico, while bound from Coatzacoalcos to
Tampa. She is declared impossible to salvage.
CONTINENTAL TRADER--see **WOODBURN**
CORFU ISLAND (Le) Marathon Cia. Naviera 1-0-0-0-0
1943, North Vancouver 441.6 x 57.2 x 27.9 7075 gt
(b) *Argomont* '49 (a) *Fort Saleesh* '46
CORFU ISLAND went aground in the Gulf of St. Lawrence on December
20, 1963, after her engine had broken down while bound from Wismar
to an eastern Canadian port. She was abandoned by her crew, and
salvage attempts were deferred until May of 1964.
DOUALA (Fr) Cie. de Nav. Fraissinet et Cyprien Fabre 0-0-3-3-2
MS. 1957, Bremen 354 x 47.8 x 20.3 2333 gt
(a) *Guatemala* '60. **DOUALA** foundered off Newfoundland on December
21, 1963, while bound from Montreal to Bordeaux via Miquelon, hav-
ing been flooded in heavy seas. Eleven lives were lost.
FORT ALBANY (Ca) Beauchemin Nav. Ltee., Montreal
MS. 1942, Montreal 174.2 x 28.7 x 14 617 gt
Converted 1960 from minesweeper to cargo ship. **FORT ALBANY** sank
in the St. Lawrence River near Contrecoeur, Quebec, on December 8,
1963, after being in collision with the Norwegian freighter **PRO-
CYON**. She had been bound for Sept Isles, Quebec, with a cargo of
calcium chloride and steel bars; five crew members were lost.
GARDVIK (No) Einar M. Gaard A/S, Haugesund 1-0-0-0-0
MS. 1926, Odense 394.5 x 52.2 x 24.3 4598 gt
(a) *Toledo* '58. **GARDVIK** went aground in Hjeltefjorden on Septem-
ber 13, 1963, while outward bound from the Kara Sea to Boulogne,
and was beached near Bergen. She was refloated on September 17.
GARDVIK has since been sold for scrapping to Hong Kong shipbreak-
ers, and arrived there on March 7, 1964.

HELGA SMITH (Gr) Polydora Shipping Co. 0-3-3-3-0
MS. 1945, Gothenburg 335.11 x 44.7 x 18.9 2089 gt
(a) *Wilhelmina* '59. **HELGA SMITH** developed a crack in her hull on
April 21, 1963, while outward bound from Montreal to Kristiansand,
and was abandoned by her crew. She was taken in tow, but sank on
April 23, some ten miles off Cape Broyle, Newfoundland.
JOHAN COLLETT (No) Albert Collett, Namsos 3-0-0-0-0
MS. 1956, Kiel 257.11 x 41.1 x 19.4 1996 gt
JOHAN COLLETT sank on February 6, 1963, in a position 48.39 N,
3 W, while being towed by the French tug *Abeille No. 10* towards
Cherbourg. She had sent out distress signals the previous day
after her cargo had shifted while she was bound from San Antioco
to Ghent, and she had been in difficulties north of Guernsey. Her
crew was saved.
LIONEL (No) D/S A/S Ostlandet (Alf Mohn, mgr.), Oslo 1-0-2-1-1
MS. 1957, Hamburg 320.9 x 44.4 x 22.2 2862 gt
LIONEL collided with the British freighter *Manchester Merchant*
near the entrance of the St. Lawrence Seaway in Montreal harbor on
December 3, 1963. She was beached on Ronde Island, following an
explosion and fire which broke out soon after the collision and
which caused extensive damage. **LIONEL** had been bound from Chicago
to Antwerp via Montreal. She was repaired by Canadian Vickers
Ltd. during the winter of 1963-64.
Marstene (No) Vilhelm Torkildsens Rederi, Bergen
MS. 1959, Viareggio 374 x 50.10 x 25 2499 gt
(b) *Bukken* '62 (a) **MARSTENEN** '60 1-0-0-0-0
MARSTENEN went aground on November 9, 1963, some ten miles east of
Escoumains, Quebec, while bound from Demerara to Montreal. Al-
though she was refloated on November 14, she had sustained severe
bottom damage.
MAX SCHNELL (Ge) H. P. Vith, Flensburg 0-0-0-0-1
1943, Vegesack 359.4 x 51.1 x 20.9 2729 gt
(d) *LOUISE BOCK* '62 (c) *Louise Lattman* '59 (b) *Daniela Borchard*
'57 (a) *Hausa* '51
MAX SCHNELL went aground in the Amazon River near Arcary Island on
February 22, 1963, but was refloated on March 18, 1963.
MEDINA PRINCESS (Br) Helmville Ltd., Leith 1-1-3-0-0
1944, Sunderland 450 x 54.4 x 26.9 7069 gt
(c) *Benvannoch* '57 (b) *Grandyke* '49 (a) *Empire Tudor* '48
MEDINA PRINCESS went aground on a reef near Djibouti on August 31,
1963, but was refloated on the same day.
PRINS ALEXANDER (Du) Oranje Lijn, Rotterdam 3-4-4-4-3
MS. 1947, Hardinxveld 352.4 x 46.8 x 19.7 2322 gt
PRINS ALEXANDER sustained extensive damage on June 9, 1963, in a
collision with the new motorship *SILVER ISLE* of Mohawk Navigation
Co. Ltd. of Montreal, in the St. Lawrence River near Kingston.
She was repaired in a Kingston shipyard.
SALAH EL DIN (UAR) The United Arab Maritime Co. 0-0-0-2-1
1944, Los Angeles 455.2 x 62.1 x 28.7 8189 gt
(b) *Mohamed Ali El Kebir* '60 (a) *Atchinson Victory* '47

SALAH ELDIN was extensively damaged by fire at her dock in Hamilton harbor. She was later offered for sale on an "as is, where is" basis. (See also **SALAH ELDIN** under "Transfers")

SEEKONK (Ca) Irving Steamships Ltd., Saint John, New Brunswick
 MS. 1944, Bayonne (tanker) 214.9 x 37 x 14.4 1136 gt
 (Pre-Seaway; in lakes service for some seasons.)
SEEKONK was gutted by fire which broke out in her galley on June 7, 1963, while she was lying at Charlottetown, Prince Edward Island. She is a total loss.

THEOTOKOS (Pa) Cia. Comercial Transatlantica S. A. 0-0-0-0-1
 1943, New Orleans 441.6 x 57 x 27.9 7185 gt
 (d) *Strapouries* '55 (c) *Seamagic* '53 (b) *Kingston* '50 (a) *Reginald A. Fessenden* '48. **THEOTOKOS** arrived at Lisbon on October 25, 1963, with heavy damage suffered in a collision with the tanker *British Statesman* the previous day about thirty miles northwest of Lisbon. She had been bound from Ymuiden to Genoa.

TRITONICA (Bermuda) Snowberry Co. Ltd. 5-0-0-0-0
 MS. 1956, Sunderland 527.11 x 70.10 x 31.10 12863 gt
 (Launched as *Tritonia*.) **TRITONICA** sank in the St. Lawrence River, about forty miles east of Quebec City, on July 20, 1963, after being in collision with *ROONAGH HEAD*, owned by Ulster Steamship Co. (Head Line) of Belfast. Eighteen crew members and a pilot were lost, and fourteen more are missing. **TRITONICA** had been bound from Havre St. Pierre to Sorel with a cargo of iron ore.

WOODBURN (Br) Burnside Shipping Co. Ltd. (Common Bros.) 0-0-0-0-3
 MS. 1958, Bremerhaven 502.5 x 61 x 29.6 9407 gt
 (a) **CONTINENTAL TRADER** 4-2-2-3-0
WOODBURN went aground on November 7, 1963, on a reef thirty-five miles southeast of Singapore, while bound from Telok Ramunia to Tokyo. She was refloated on November 17.

D. Scrapping

Adolfo Federico (Pa) Navegacion Caribe Agraubard S. A.
 1923, Stettin 232.5 x 36.5 x 15 1262 gt
 (b) **REIAS** '59 (a) *Reinhart L. M. Russ* '47
 Sold to Colombian shipbreakers and arrived at Barranquilla in October, 1963. She had been idle at Colon since August 28, 1961.

AQUITOS II (It) Industria Armamento Soc. per Azioni 0-0-1-1-0
 1943, Richmond 441.6 x 57 x 27.9 7176 gt
 (a) *Conrad Kohrs* '46
 Sold to Japanese shipbreakers; arrived at Hirao on Sept. 21, 1963.

AFRICAN COUNT (Li) West Africa Nav. Ltd., Monrovia 0-0-1-1-0
 1944, North Vancouver 441.6 x 57.2 x 27.9 7072 gt
 (c) *Pelopidas* '56 (b) *Tantara* '51 (a) *Whiterock Park* '46. (Was launched as *Fort Daer*.) Sold to Japanese shipbreakers, and arrived in Japan in April, 1963.

Antonio S. (Gr) Tricontinental Transport Corp., Piraeus

1944, Prince Rupert 441.6 x 57.2 x 27.9 7108 gt
 (d) *Apollonia* '60 (c) **DORION** '59 (b) *Rockside* '62 (a) *Fort Perrot* '47. 2-0-0-0-0
 Sold to Japanese shipbreakers, arrived Yokohama, June 17, 1963.

ATHELFOAM (Br) Athel Line Ltd., Liverpool 1-0-0-0-0
 MS. 1951, Middlesbrough (tanker) 459.4 x 61.2 x 25.6 7486 gt
 Sold to Japanese shipbreakers; arrived Kure on May 8, 1963.

BASTIA (Fr) French Government 0-0-1-0-0
 1942, Portland, Maine 440 x 57 x 27.5 7176 gt
 (a) *Andrew Carnegie* '47. Sold to French shipbreakers, and arrived at La Seyne previous to October 29, 1963. Ship had been idle at Toulon since August 7, 1962.

CORINTHIAN (Br) Ellerman Lines Ltd., Liverpool 3-0-0-0-0
 1938, Hartlepool 358.8 x 50.1 x 22.2 3198 gt
 Sold to W. H. Arnott Young & Co. Ltd. for demolition at Dalmuir, Glasgow. Arrived in March, 1963.

DORION---see *Antonio S.*

FORTUN---see *Gentilmar*

FUGUE (Li) Lexington Transport Corp., Monrovia 0-2-0-0-0
 1943, Swan Island (tanker) 523.6 x 68.2 x 30.2 10534 gt
 (a) *New London* '56. Sold to Japanese shipbreakers, and departed Kokura on January 11, 1963, for Innoshima.

Gentilmar (It) Giuseppe Ursino fu Francesco, Naples
 1925, Bergen 244.9 x 37.7 x 15.6 1595 gt
 (c) *Maris Fortuna* '55 (b) **FORTUN** '55 (a) *Maurita* '49
 Sold to Italian shipbreakers; sale reported July, 1963.

MERCHANT PRINCE (Br) Drake Shipping Co. Ltd., London 1-0-0-0-0
 MS. 1939, Sunderland 442.11 x 56.6 x 25.11 5208 gt
 Sold to Hong Kong shipbreakers during June, 1963, having been laid up at Hong Kong since July 25, 1962.

PATAPSCO RIVER (Pa) Cia. de Nav. San Augustin S. A. 0-0-1-0-0
 1944, Vancouver 438.11 x 57.2 x 27.7 7217 gt
 (e) *Running Eagle* '55 (d) *Patria* '54 (c) *Conqueror* '53 (b) *Benoil* '51 (a) *Moose Mountain Park* '46. Sold to Japanese shipbreakers, and departed Yokohama for Hirao on April 27, 1963.

REIAS---see *Adolfo Federico*

STARSTONE (Br) Alvada Shipping Co. Ltd., London 0-0-2-2-0
 1938, Sunderland 447.8 x 57.6 x 25.11 5764 gt
 Sold to Japanese shipbreakers, arrived Nagoya on February 4, 1963.

STOLT AVANCE (No) Avance A/S Jacob Stolt-Nielsen 0-0-1-0-0
 MS. 1949, Wallsend-on-Tyne (tanker) 495.2 x 63.8 x 28.1 8522 gt
 (b) *Rimfonn* '59 (a) *Staland* '58. Sold to Japanese shipbreakers, arrived Yokosuka on July 11, 1963.

VAN YUNG (Nationalist China) United Maritime Trust Ltd. 0-2-1-0-0
 MS. 1936, Dunkirk 464.11 x 57.1 x 25.1 5808 gt
 Sold to Formosan shipbreakers, as reported in October, 1963, having been idle at Keelung with fire damage since May 21, 1963.

VESTSUND (No) H. Tangvald-Pedersen, Oslo 0-0-3-0-0
 MS. 1949, Belfast (tanker) 487.5 x 59.6 x 27.6 8250 gt
 Sold to Japanese shipbreakers, arrived Yokohama Sept. 9, 1963.

Great Lakes Marine News

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ADD ONE TO THE LAKE CARRIER LISTS with CSL's new flagship Saguenay. The 730-foot motorship made her maiden voyage up to Cleveland from Sept Iles in mid-August with a record ore cargo of 28,525 net tons. From Ashtabula to Hamilton she hauled a coal record cargo of 28,252 net tons. Upbound and light on her way to the lakehead, she reportedly made 19.1 miles per hour. Finally, downbound from Fort William, she carried 945,597 bushels of wheat, another record cargo, bound for Montreal. Previous holder of the wheat record at 924,577 bushels was Halco's Leecliffe Hall (see below). Peter Worden photographed Saguenay with her record wheat cargo in the St. Marys River.

Telescope reluctantly bids farewell to its Cleveland correspondent, Fred Dutton, with this issue. Fred is retiring from his position with C. & O. Railway's law department and is moving to Colorado. Cleveland has always been an important source of lake news, as many of the lake shipping firms have their home offices there, and newspapers like the Plain Dealer publish daily columns of marine news. We have been grateful to share Fred's efforts in marine historical circles, for Fred is also Treasurer of Great Lakes Historical Society; and we wish him well with his future plans.



SUBTRACT ONE FROM THE LAKE CARRIER LISTS, Hall Corporation of Canada's 730-foot Leecliffe Hall. She went to the bottom of the St. Lawrence 65 miles downstream from Quebec City after being cut open by the bow of the Greek freighter Apollonia in the foggy and rainy evening of September 5th, at about 6 p. m. The downbound stemwinder Apollonia was carrying grain from Three Rivers, and limped back to Levis for repairs to her badly-smashed bow. Those aboard Leecliffe Hall were quickly evacuated to a lifeboat and rafts, and included Halco's president, Frank Augsbury, and Senator Maurice Bourget, Speaker of Canada's federal Upper House. Salvage efforts began after tug Foundation Vibert arrived to take Leecliffe Hall in tow for beaching, and part of the freighter's crew returned to her to assist. Four hours after collision time, Leecliffe Hall headed for the bottom as her crew scrambled for safety and the tow ropes were hastily cut. One of Leecliffe Hall's crew was drowned and two

others were missing. Anchored to the bottom with 24,000 tons of Sept Iles iron ore intended for Lackawanna, near Buffalo, and with her masthead still above water, Leecliffe Hall is considered a total loss. The wreck of the ocean carrier Tritonica, sunk in the same area in July, 1963, will apparently be blown up as a menace to navigation. Leecliffe Hall was built by Fairchild at Glasgow in 1961 to conventional Great Lakes bulk carrier form, one of two maximum-size lakers in the Hall fleet. The lower St. Lawrence thus adds a lake freighter to its many shipwrecks, which include the liner Empress of Ireland, lost fifty years ago with a thousand lives (see below), and ten vessels of a thwarted British invasion fleet of 1711, with 950 lost. George Ayoub's photos show Leecliffe Hall in bow and stern views, the latter taken June 16, 1963, in company with the stemwinder lake freighter Silver Isle, a week before Silver Isle had her own tangle with Prins Alexander (see p. 218).

July 20...About 180 miles east of Quebec lies the wreck of the sunken liner *Empress of Ireland*, recently located by a special expedition of skin divers who brought up a block from the remains. *Empress of Ireland* sank in the St. Lawrence on May 29, 1914, fifteen minutes after colliding with the Norwegian collier *Storstad*, with loss of 1,024 lives. Further attempts will be made to bring up more relics.

August 4...Two gates in the dam on the Canadian side of

the St. Marys River were opened, increasing the flow of Lake Superior waters into Lakes Huron and Michigan. Three gates on the United States side had been opened June 29. The latest opening was carried out under direction of Lake Superior Board of Control. Drainage through the five gates now open is expected to lower the level of Lake Superior two tenths of a foot and raise that of Lakes Huron and Michigan by one tenth of a foot each.

August 6...CSL's *Eskimo*, temporarily withdrawn from service after cancellation of its charter as a supply ship to the far north each summer, is being converted into a package freighter for Great Lakes and Seaway trade by Davieship at Lauzon.

August 8...The German freighter *Ellen Klautschke* of the Fabre Line was in collision with the freighter *Nordis*, berthed in Toronto harbor, when the *Klautschke's* engine failed to stop in time. She also just missed the tug *Terry S.* and Toronto's new fireboat, *Wm. Lyon MacKenzie*. The damaged *Ellen Klautschke* was repaired in Port Weller Dry Docks.

August 10...Price Brothers, McClung was the low bidder on a \$700,000-plus Toledo-Lucas County Port Authority contract involving moving of more than 500,000 cubic yards of river bottom.

...On-shore radio equipment ordered by the U. S. Coast Guard at Toledo will soon control a new illuminable navigation aid for the Detroit River, to be installed thirty miles from Toledo in Lake Erie. The 56-ton apparatus will be erected in intricate fashion in 29 feet of water south of the river entrance and about 8 miles off Monroe County. It will be completely automatic, and should be in operation by the end of the year. At that time, the present Detroit River Light will become unmanned. Eventually the Toledo Harbor Light will be operated by the same system that will control the Detroit River light.

August 11...Rising shipments of iron ore and grains through the St. Lawrence Seaway during July continued to lift cargo traffic sharply above the year-earlier rate, according to the St. Lawrence Seaway Authority.

...Seventeen Greek sailors have completed a 20th century odyssey in the old *Clark-Milwaukee*, a tanker that looks like a barge with very low freeboard. Their trip from Milwaukee to Piraeus, Greece, took 43 days.

August 13...The Norwegian square rigger *Christian Radich* arrived in Milwaukee, greeted by strong, chilly breezes, but a warm hospitality. Because of shifting winds, the ship used its auxiliary engine rather than its yards of canvas. Between 6,000 and 7,000 persons visited *Christian Radich* during her first day in Milwaukee.

August 14...Iron ore, coal and grain shipments over the Great Lakes rose in July to 18,771,661 net tons, the highest for the month since 1960 and up from 18,108,198 tons a year earlier.

August 16...Motorship *Wheat King* (a *Llandaff*) of Island Shipping Ltd. (Upper Lakes fleet) went aground in the St. Lawrence just opposite the Canada Starch plant dock in Cardinal. It was later reported that she was taken to Port Weller Dry Docks for hull repairs, and then resumed her

trip to Halifax with her grain cargo. *Newbrunswick* of the Papachristidis fleet was also reported aground in the St. Lawrence Seaway near Summerstown, Ontario.

August 17...The new motorship *Manchester City* of the British firm of Manchester Liners Ltd. was due in Montreal on her first trip to the Seaway and Great Lakes. She replaces the former *Manchester City* of 1937, sold for scrapping.

...A complete prefabricated training school, gift of the Canadian government to Ghana, was loaded aboard the Ghanian freighter *Afram River* of the Black Star Line in Hamilton.

August 19...Dredging in Lake Erie's Maumee Bay area will begin August 30 to increase depths to 28 feet beyond the Maumee River channel in Toledo. The U. S. dredge *Hoffman* will work 124 calendar days on three sections over a five-mile segment.

August 21...West Germany's training ship *Weiser* made a one day visit to the Port of Montreal.

August 22...32 ships were held up by heavy fog in the Welland Canal and by a five-hour delay caused by grounding of the tanker *Texaco Warrior* (a) *Cyclo Warrior* at Thorold. She was lightered by the tanker *Eastern Shell* of Shell Canadian Tankers Ltd. and then towed to a nearby dock.

August 24...U. S. submarine *Runner* was forced to tie up



overnight in Port Colborne harbor when her passage through the Welland Canal was blocked by German freighter *Ursula Schulte* which had swung sideways across the canal when her steering mechanism failed to function properly.

...The Canadian Coast Guard's *Kenoki*, built by Erieau Shipbuilding and Dry Dock Co. of Erieau, was christened at Prescott. The new tender is of unique design, being fitted with "spuds" which can be lowered like giant legs to the bed of the river. She will operate between the St. Lawrence River and the Detroit River.

...To mark an historic event in Canadian history of 100 years ago, the Canadian Coast Guard icebreaker *Ernest La-Pointe* has been transformed into the old steamboat *Queen Victoria*. A bowsprit, some fancy designs on the prow and some fine rigging has been added to the 182-foot vessel to give it a more authentic appearance, as well as having her crew dressed up in period costumes. The original *Queen Victoria* was built in 1856 by Napier & Sons at Govan, Scotland. In government service, she was used to carry the delegation from Quebec City to Charlottetown, Halifax, Saint John and return in connection with preliminary conferences planning the Canadian confederation. Starting with a brief ceremony in Quebec City, the mock-up *Queen Victoria* will depart August 29 for Charlottetown, with actors dressed up to represent the leaders of confederation, retracing the historic trip.

...The German freighter *Brooktor* was unable to reach the Mid-States Terminals dock in Toledo because her mast was too high to pass under Anthony Wayne Bridge. A cablegram was sent to her owners in Germany requesting permission to cut off part of the mast.

...*A. & J. Faith*, sold at auction in Cleveland, has been bought by her former owners, Grace Line of New York, and given her former name of *Santa Sofia*. (See page 213.)

...A frequent visitor to Detroit, the Fabre Line freighter *Marquette*, burned in the Atlantic 800 miles southeast of Cape Race.

August 25...National Maritime Union has extended its long term contract with six Great Lakes ship operators from 1969 to 1970. The lines are Ford Motor Company, Gulf Oil, American Oil, Sinclair Oil, Cleveland Tankers and National Maritime Co.

August 28...The 8,243-ton limestone freighter *Calcite II* (a) *William G. Clyde* of U. S. Steel's Bradley Fleet went aground in the St. Marys River just above the American Soo locks. She was listing badly, but reported by U. S. Coast Guard as being in no danger.

...The former cannal *Wahcondah* has been renamed *Aialc* by her new owners, Aceitera Transportadora Contientental de Puerto Mexicao S. A. of Vera Cruz.

PICTURED ABOVE is Ann Arbor Railroad's Lake Michigan car ferry Ann Arbor No. 7 in Dry Dock No. 1 at Fraser-Nelson Shipbuilding & Dry Dock Co. at Superior, Wisconsin. She has been cut in two horizontally above her main deck to raise her upper works for accomodating larger railroad cars of today and the future. She is also receiving a diesel-electric propulsion system and 500-h.p. bow thruster. Our photo is provided by Fraser-Nelson.

Meetings Notes

BUSINESS MEETING

Friday 30 October, Dossin Museum, 8 p. m.

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

GENERAL MEETING

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

Well known in lake passenger shipping circles is our speaker for the evening, William R. Wingate of Cleveland, who will tell us of his more-than-25-years in the field. Mr. Wingate started with the old Cleveland & Buffalo Line in 1938, and is best known for his long relation with the Georgian Bay Line, which he now serves as a charter agent. Come in out of November cold and warm yourself with the thoughts of summer pleasure cruising.

* * *

With completion of this issue, your editor leaves for a month's trip to Greece and Egypt, and former editor Bill Hoey will probably prepare the October issue, according to present plans. G.P.B.

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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