

TELESCOPE

October 1964

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Great Lakes
Maritime
Institute

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

Contents

Cover: Bob Lee wheels his new pilot house between the superimposed *HENRY FORD II* and *MANZZUTTI*. Your editor took this photo of this new museum exhibit at night, and decided to add the finishing touches to an already perfect steamboat pilot house.

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Meetings

Business Meeting
Friday 8 January 1965
Dossin Museum, 8 p.m.

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

General Meeting
Friday 29 January 1965
Dossin Museum, 8 P.M.

Our speaker will be Mr. James C. McDonald who will bring with him a number of his very fine marine color slides. More details as to the exact subject in next months TELESCOPE

The August business meeting was held at the museum on the 28th, with several interesting items of business being taken care of. Mr. MacDonald's Treasurer's report, took the form of a very complete six-month report for the period January-June; the Board thanked Mr. MacDonald for the fine report, which gives a complete appraisal of the Institute's financial position in the first half of this year. It was announced that Mr. William R. Wingate of the Georgian Bay Line will be the speaker for November, while the January meeting will be handled by Mr. MacDonald, who will give another of his very fine slide talks. A new Board Member, the Rev. Peter VanderLinden, was introduced to the Board, and welcomed. A Constitutional amendment was proposed in order to have Fr. Dowling made a permanent member of the Board. The wording of the amendment was adopted, and the amendment will be voted upon after the required three readings. In new business, Mr. MacDonald suggested that the Institute start a speakers bureau to supply speakers to groups, thereby gaining publicity for the Institute. Mr. Strek displayed several items which he had been instrumental in having donated to the museum. Mr. Labadie reported that the public address system in the museum was in operation, with only a few details to be completed. The meeting adjourned at 9:10 P.M.

One Man Show

Marine Watercolors by Rev. Edward J. Dowling, S. J.

Rev. Edward Joseph Dowling, S. J. was born at Rockford, Illinois in 1906, and moved to Chicago with his parents the next year. He attended St. Jerome's Parochial School in Chicago, as well Loyola Academy and Loyola University, graduating from the latter in 1930. He was accepted as a candidate for the Society of Jesus (Jesuit Order) and began training in 1930. He was ordained a Priest in 1940, and in 1942 was assigned to the Faculty of Engineering at the University of Detroit, where he is presently assigned.

His hobby of ships began when he was about seven years old. His ability as a draftsman and artist began to show a few years later. Combining his interest in Great Lakes ships with his artistic talents he produced, over the past forty years, some three hundred paintings, mostly water colors, and innumerable pencil and pen and ink line drawings and sketches.

The pleasure he derives from his hobby is freely shared by his generous gift of paintings to his friends. From these friends, and from Father Dowling himself, the Dossin Great Lakes Museum has assembled this collection for public showing.

LIST OF PAINTINGS NOW ON EXHIBIT

Panel #1

THE PACKAGE FREIGHTER *CAYUGA*.

15 X 21, 1950, Loaned by Mr. & Mrs. William A. McDonald

THE CANALLER *GLENELIAH*.

12 X 16, 1964, Loaned by Rev. Peter VanderLinden

THE BULK FREIGHTER *JOHN A DONALDSON*.

16 X 20 1943, Loaned by Dr. & Mrs. Ernest Stefani

Panel #2

THE SIDEWHEEL STEAMER *ISLAND QUEEN*.

16 X 20 1963, Dossin Great Lakes Museum Collection.

THE PASSENGER STEAMER *PELEE*.

10 X 14, 1960, Dossin Great Lakes Museum Collection.

THE SIDEWHEEL STEAMER *PHILO PARSONS*.

16 X 20, 1963, Dossin Great Lakes Museum Collection.

Panel #3

CANAL TYPE FREIGHTER *FRANK A. AUGSBURY*.

12 X 16 1954, Loaned by Mr. & Mrs. John Bascom

HARBOR SCENE ON WASHINGTON ISLAND

24 X 36, 1960, Loaned by Mr. & Mrs. Bernard Kosnik

Panel #4

THE PHANTOM OF THE *BANNOCKBURN*

15 X 20, 1955 Loaned by Mr. & Mrs. George Lauhoff

Panel #5

THE EXCURSION STEAMER *CITY OF SOUTH HAVEN*.

16 X 26, 1964, Loaned by Mr. & Mrs. Robert E. Lee

continued on page 234

S.S. JOHN B. COWLE OUTWARD BOUND

10 X 14 Painted in 1937

Loaned by Mr. & Mrs. Paul M. Reinhard

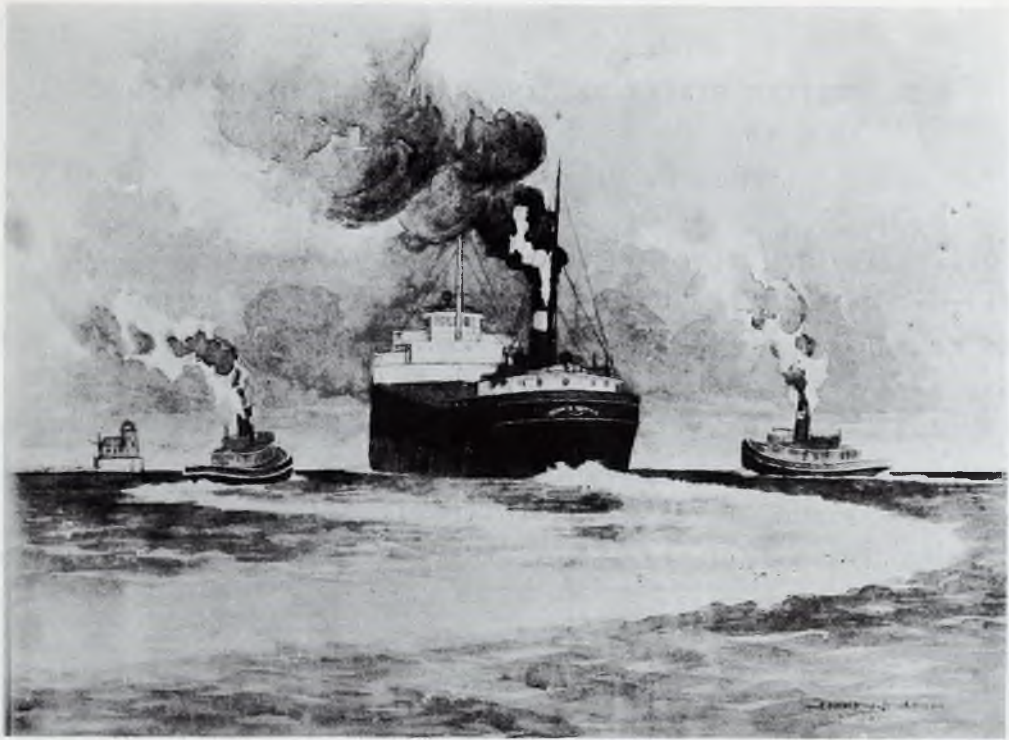
A frequent scene in the outer harbor of many lake ports, as a big freighter is sent on her way, after having been towed out backwards and turned around by tugs. Here the *JOHN B. COWLE*, built in 1910 and still in service, is shown leaving Calumet harbor at South Chicago, empty, and heading out into Lake Michigan. Two Great Lakes Towing Company steam tugs have just let go and are riding with the vessel. In a moment they will whistle the traditional 'farewell' salute and return to their dock or another towing job.

EXCURSION STEAMER CITY OF SOUTH HAVEN

16 X 26 Painted in 1964

Loaned by Mr. & Mrs. Robert E. Lee

CITY OF SOUTH HAVEN (US.127731) was built at Toledo in 1903 for the Chicago-South Haven passenger and fruit transport. A classy-looking medium-sized vessel, she was speedy, reliable, and a good sea boat. She always gave the impression of moving easily through the water. The ship is portrayed here leaving Chicago in the morning on her daily round trip across Lake Michigan. Renamed twice, she was finally broken up during World War II.



S.S. WESTERN STATES PASSING BAR POINT LIGHT VESSEL

30 X 40

Painted in 1962

Loaned by Mr. William M. Worden

Glittering in the early evening sun the *WESTERN STATES* clears the mouth of the Detroit River bound on her usual nightly run to Buffalo. For some years before the completion of the Detroit River Lighthouse, U. S. Light Vessel NO. 59 (*BAR POINT SHOAL*) road at this station. The *WESTERN STATES* is blowing a salute and her captain waves to the crew of the light vessel. *WESTERN STATES* (US.81811) was built at Wyandotte in 1902 for the old Detroit and Buffalo Line, in whose colors she is shown in this painting.

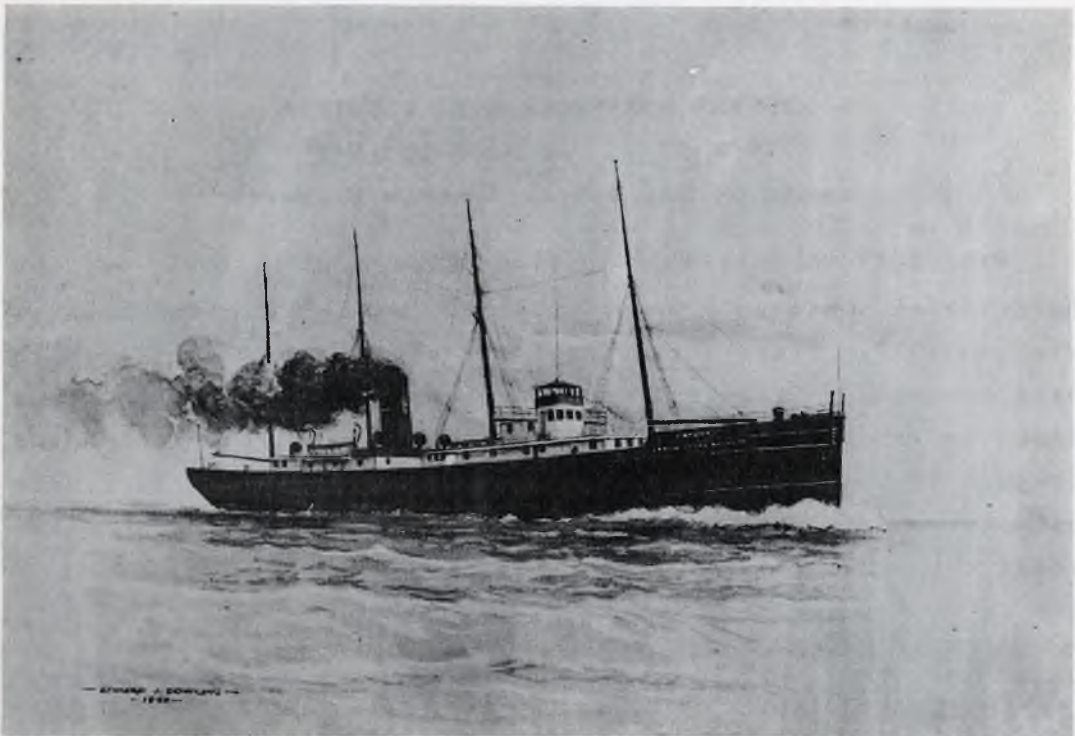
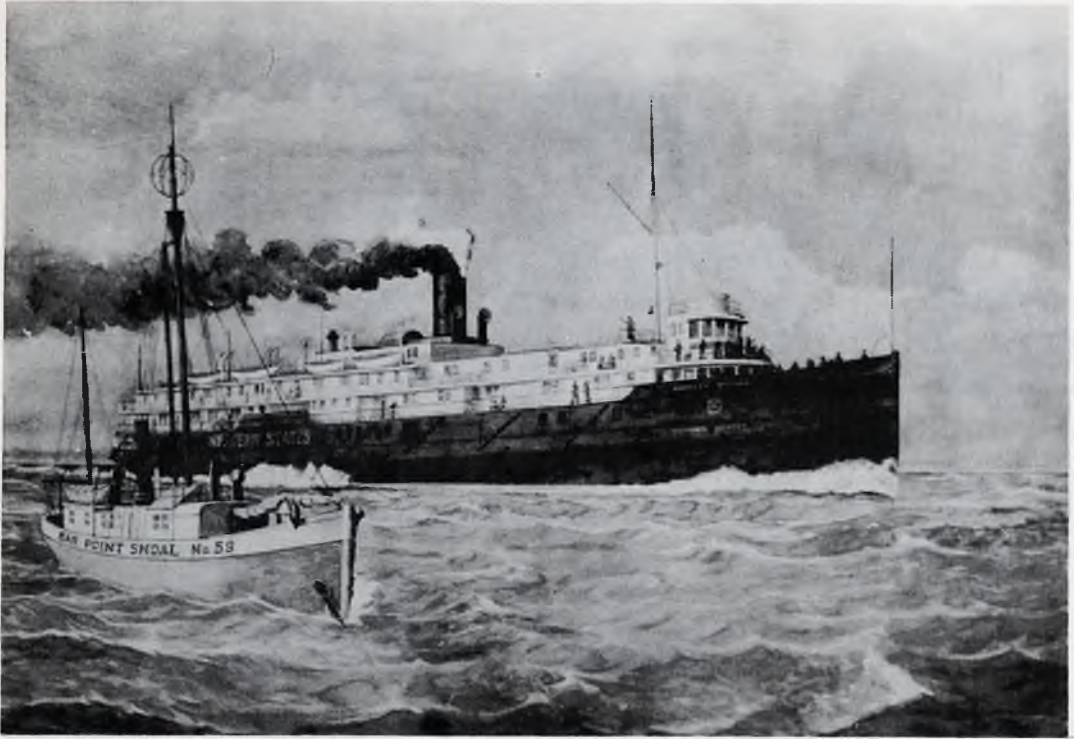
THE PACKAGE FREIGHTER CAYUGA

15 X 21

Painted in 1950

Loaned by Mr. & Mrs. William A. McDonald

CAYUGA (US.126556) was built at Cleveland in 1889 for the Lehigh Valley Railroad fleet, and was sunk in a collision in northern Lake Michigan in 1894. She and her four sister vessels were considered by many to have been the finest appearing vessels on the Great Lakes at any time.



HARBOR AT MACKINAC ISLAND

20 X 30

Painted in 1956

Loaned by Mr. & Mrs. Jasper Gerardi

Looking east from a point near the Iroquois Hotel, around 1900, the small coastwise schooners *SILVER CHIEF* (US.116810) and *W. T. CHAPPELL* (US.80642) are unloading merchandise. The ferry *ALGOMAH*'s stack appears at Arnold's dock in left background near the spire of St. Anne's Church. The three-stacked vessel approaching the harbor at the right is either the *NORTH WEST* or *NORTH LAND*.

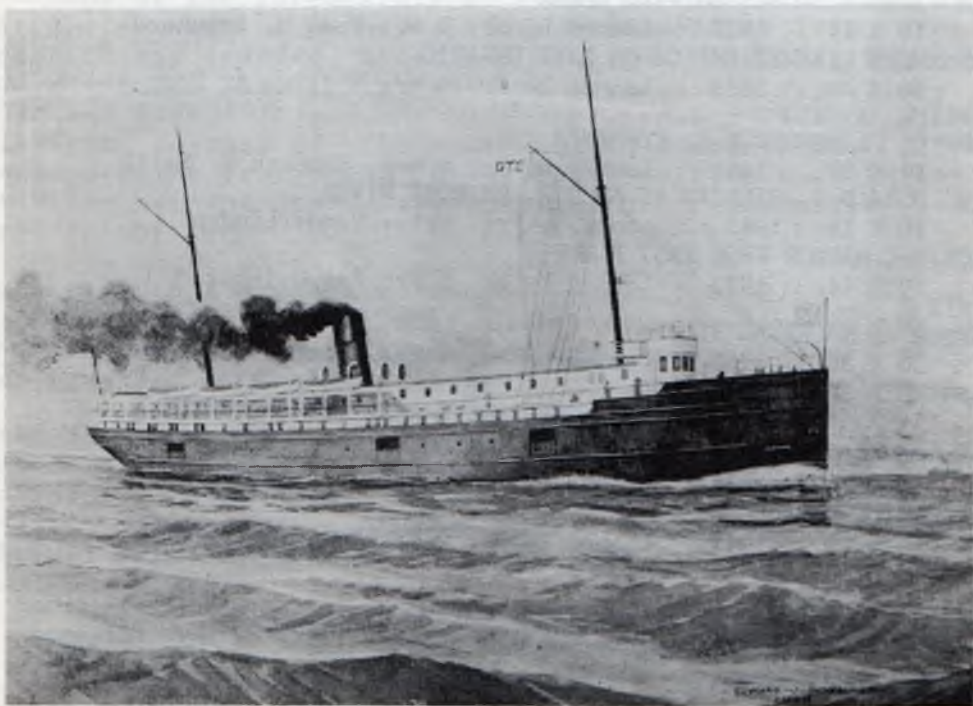
EXPRESS PASSENGER S.S. VIRGINIA

14 X 20

Painted in 1948

Loaned by Mr. & Mrs. Kenneth E. Smith

VIRGINIA (US.161654), built at Cleveland in 1891, was the pride of Chicago's Goodrich Line, until she went to salt water in 1917. After World War I she sailed out of Los Angeles until the middle Fifties, carrying excursionists to Catalina Island as the *AVALON*. She was destroyed by fire while being scrapped at Long Beach, California, in 1960. Trim and fast, she was described in marine journals of the early Nineties as 'The finest ship that flies the American flag'.



Panel #6

THE PACKAGE FREIGHT & PASSENGER STEAMER *MICHIGAN*

16 X 20 1949 Loaned by Mr. & Mrs. Emory A. Massman, Jr.

CAR FERRY *PERE MARQUETTE* ENTERING LUDINGTON HARBOR IN A STORM.

15 X 20 1948 Loaned by Mr. & Mrs. Thomas B. Dancey

Panel #7

PACKAGE FREIGHTER *OWEGO*.

10 X 14 1948 Loaned by Mr. & Mrs. William A. McDonald

CAR FERRY *PERE MARQUETTE* 22 IN HEAVY WEATHER

10 X 14 1935 Loaned by Mr. & Mrs. Thomas Dancey

S. S. *WESTERN STATES* PASSING BAR POINT LIGHT VESSEL

30 X 40 1962 Loaned by Mr. William M. Worden

Panel #8

PASSENGER STEAMER *MISSOURI* IN THE STRAITS OF MACKINAC.

10 X 14 1948 Loaned by Mr. & Mrs. Paul Reinhard

DOWNBOUND *ARCTURUS* 3:15 PM

15 X 20 1941 Loaned by Mr. & Mrs. Scott B. Worden, Jr.

THE FIVE-MASTED SCHOONER *DAVID DOWS*

14 X 20 1948 Loaned by Fr. Dowling

Panel #9

AFTERNOON SUN OVER CATHEAD POINT

12 X 16 1943 Loaned by Mr. & Mrs. Jasper Gerardi.

S. S. *A. F. HARVEY* PASSING ST. HELEN'S ISLAND.

10 X 14 1940 Loaned by Mr. & Mrs. James Howick.

S. S. *ILLINOIS* LEAVING OMENA BAY AT NIGHT

10 X 14 1938 Loaned by Mr. & Mrs.

10 X 14 1938 Loaned by Mr. & Mrs. David T. Glick.

Panel #10

FREIGHTERS PASSING AT SOUTHEAST BEND, ST. CLAIR RIVER

10 X 14 1947 Loaned by Mr. & Mrs. Scott B. Worden, Jr.

S. S. *THOMAS W. LAMONT* CLEARING MILWAUKEE HARBOR

11 X 14 1941 Loaned by Mr. & Mrs. Forrest Woodworth

S. S. *JOHN B. COWLE* OUTWARD BOUND

10 X 14 1937 Loaned by Mr. & Mrs Paul M. Reinhard

PASSENGER STEAMER *CAYUGA* ON LAKE ONTARIO

30 X 40 1963 Loaned by Mr. & Mrs William A. Hoey

Panel #11

EXPRESS PASSENGER S. S. *VIRGINIA*

14 X 20 1948 Loaned by Mr. & Mrs. Kenneth E. Smith

S. S. *DONALD B. GILLIES* AT ANCHOR, DETROIT RIVER

10 X 14 1943 Loaned by Rev. Peter VanderLinden

MACKINAC HARBOR FROM EAST BLUFF

10 X 14 1932 Loaned by Mr. & Mrs Ralph Johnson

Panel #12

HARBOR AT MACKINAC ISLAND

20 X 30 1956 Loaned by Mr. & Mrs. Jasper Gerardi

PASSENGER STEAMER *MANITOU*

10 X 14 1934 Loaned by Mr. & Mrs. William A. Hoey

PASSENGER STEAMER *NORTH LAND*

10 X 14 1933 Loaned by Mr. & Mrs James Howick

EXCURSION BOAT *COLUMBIA*

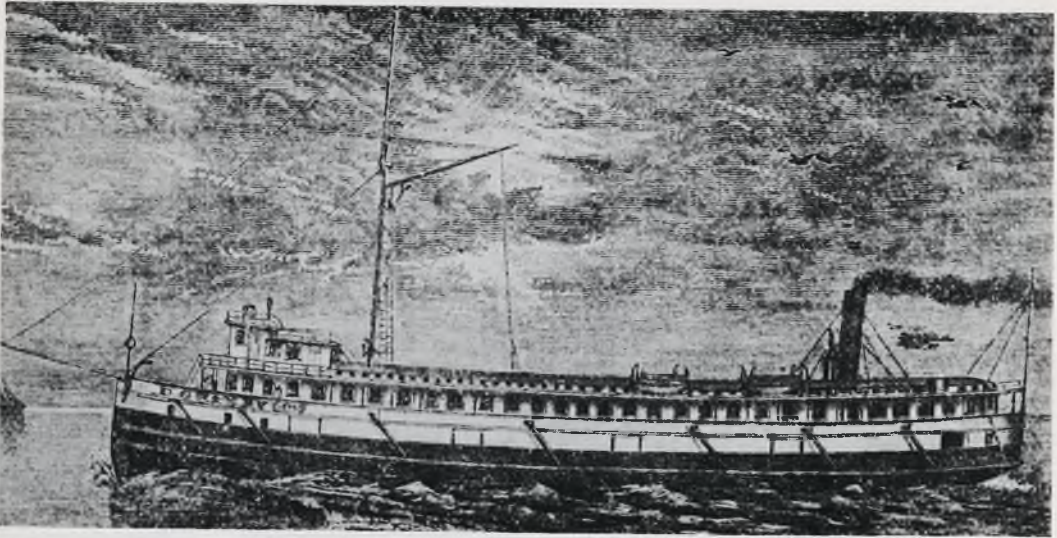
10 X 14 1947 Loaned by Mr. & Mrs Kenneth E. Smith

Cases #1, #2, and #3

Besides the framed paintings hanging on the twelve panels described above, there are three cases containing another fifty or more unframed paintings, pencil drawings and preliminary sketches.

The Iron Wisconsin

By C. Patrick Labadie



STEAMER WISCONSIN IN THE COLORS OF THE DETROIT, GRAND HAVEN, AND MILWAUKEE RAILWAY. (FROM A CONTEMPORARY ENGRAVING, AUTHOR'S COLL.)

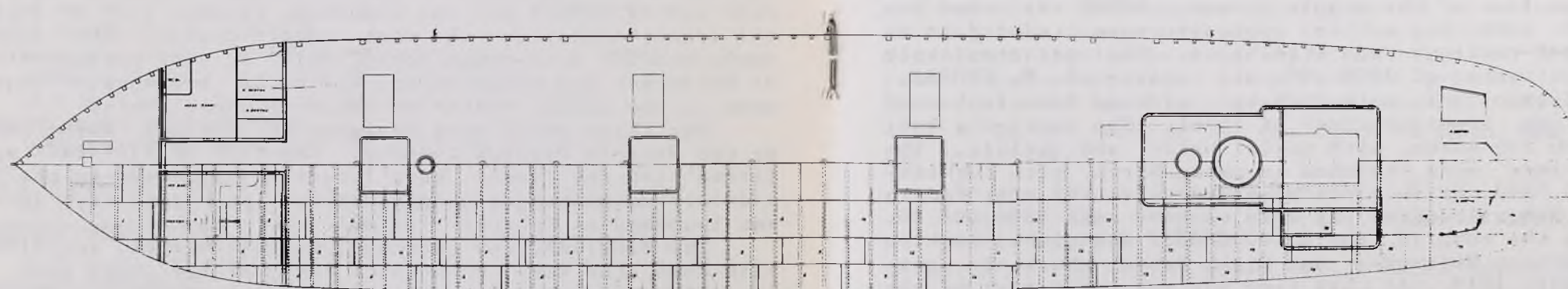
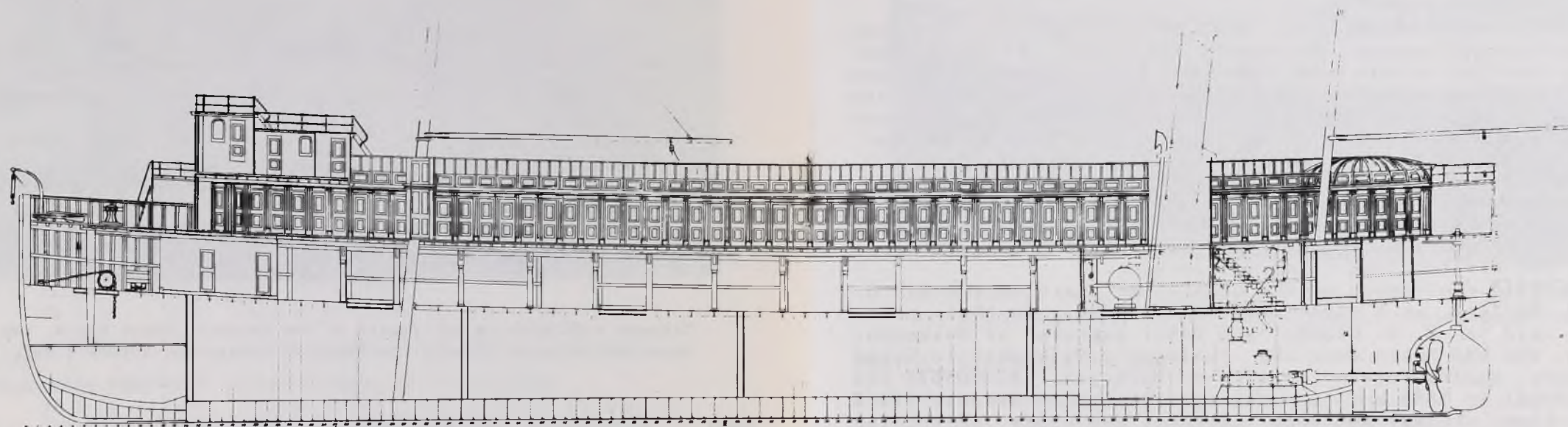
PART 1, BACKGROUND AND CONSTRUCTION DETAILS.

One of the forebearers of today's fleets of Lake Michigan carferries was the iron propeller *WISCONSIN* of 1881. When Capt. Goodrich was awarded a contract, by the Detroit, Grand Haven, and Milwaukee Railway in 1880, he ordered the propellers *MICHIGAN* and *WISCONSIN* and the sidewheel steamer *CITY OF MILWAUKEE*, all iron vessels of the most modern design. The propellers would provide year-round 'break-bulk' service between the ports of Milwaukee and Grand Haven, while the sidewheeler was to be used in the summer months on the west shore routes.

The three ships were designed by Frank E. Kirby and built by the Detroit Drydock Company. The *CITY OF MILWAUKEE* was outfitted with the finest, most luxurious interior on the lakes, and carried passenger accommodations on her gallery deck. She was launched on February 11, 1881.

The *MICHIGAN* was launched August 20, 1881, and *WISCONSIN* slid down the ways on October 11th of the same year. After launching, the twin steamers were taken to Milwaukee where their cabins were completed, and both vessels entered service little over a month later. At the time of *WISCONSIN'S* launch, the *DETROIT DAILY ADVERTISER* had the following to say about the handsome sisters:

...These steamboats are built of iron, and are the only iron boats on the lakes having double iron bottoms and decks of the same metal. They are each 215 feet on deck, 34 feet of beam, and 14 feet hold, with



a capacity of 13,000 tons each. They cost the round sum of \$160,000.00 a piece, and, Mr. Goodrich justly thinks, are the finest on the lakes. Their crews consists of thirty persons each.

Other contemporory articles tell us that they were built with special ice-breaking features. Their rounded forefoot and full entrance permitted them to rise up on the ice, crushing it with their weight. (this design was duplicated in later Lake Michigan craft, such as the early Pere Marquette steamers, also designed by Kirby and built at Detroit.)

PART 2, WISCONSIN'S CAREER

MICHIGAN, *WISCONSIN*, and *CITY OF MILWAUKEE* ran for the Goodrich Transit Company for barely two years. In April 1883, Goodrich lost one of his most important railroad contracts, and he was forced to sell his three new iron ships to offset the financial crisis that threatened. When *WISCONSIN* was offered for sale along with her running mates, the D. G. H. & M. Ry. Bought them and began operation of its own steamship line.

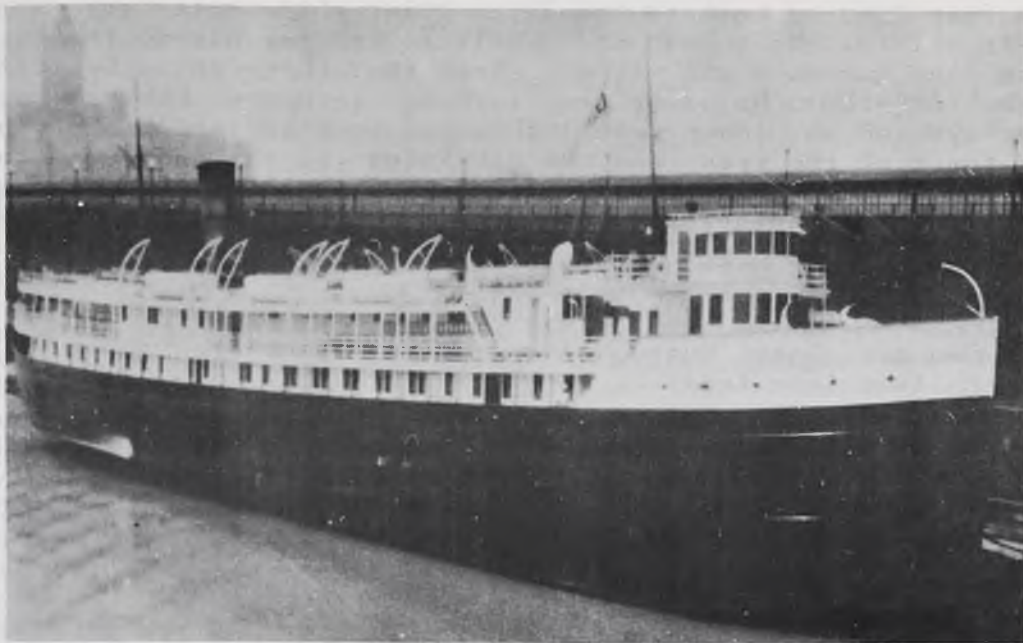
MICHIGAN'S career came to an end in the wintee of 1885, when she was lost off Grand Haven, after drifting, locked in the ice for nearly four weeks. *WISCONSIN* survived the battle with the ice, but suffered severe structural damage. After repairs, she was returned to normal service.

WISCONSIN continued on the cross-lake service for the D. G-H. & M. Railway as a night boat until 1896. In that year, she was sold to E. G. Crosby and other parties of Muskegon, Michigan, who had taken over the railroad's Milwaukee to Grand Haven route, adding regular service at Muskegon. *WISCONSIN* was renamed *NAOMI* in 1898 and ran opposite the wooden steamer *NYACK*. At this time, she was somewhat altered, her upper deck being extended forward and her forecastle enclosed.

In May, 1907, *NAOMI* cought fire in mid-lake and, as her whole upper works was ablaze, it appeared that all aboard were lost. The bulk freighter *S. S. CURRY* came to the rescue, however, and managed to push her nose into the *NAOMI'S* stern, taking off all but five of the people aboard. *NAOMI* was towed into Grand Haven, with her entire superstructure reduced to a heap of twisted railings and stanchions. She was completely rebuilt in the winter of 1908 -09, and renamed *E. G. CROSBY*. Taken to Manitowoc, her main deck was widened five feet, and she was given new superstructure of steel. She carried a hundred cabins on two decks, with social halls and parlors. The cabins and parlors were finished in curly Birch, with furnishings to match, and the ship was provided with the most modern conveniences. Reconstruction was said to have cost \$200,000.00.

Following the rebuild, the *E. G. CROSBY* was placed back on her old run between Milwaukee and Grand Haven, where she operated until July, 1918. At that time she was taken over by the United States Shipping Board, who used her in New York Harbor as a convalescent ship, bearing the name *GENERAL ROBT. M. O'RIELLY*. She remained on the coast for one year.

Renamed *PILGRIM* now, she sailed between Chicago, Racine, and Milwaukee for the Seymour intrests until she was purchased in July, 1922 by the newly reorganized Goodrich Transit Company. She remained on the west shore run and, in 1924, Goodrich renamed her *WISCONSIN*. Her career was uneventful until 1929.



WISCONSIN AS SHE APPEARED DURING THE LATER YEARS OF HER CAREER WITH THE GOODRICH TRANSIT COMPANY. (W. THARP PHOTO, AUTHORS COLLECTION)

PART 3, WISCONSIN IS LOST

The winter of 1929 was a bad one, and on 'Black Tuesday', October 27, the Grand Trunk carferry *MILWAUKEE* foundered in a gale with the loss of fifty-two lives. Two days later, the old *WISCONSIN* left Chicago in the face of a NE gale, making her regular run for Milwaukee. When she was about fifteen miles off Kenosha, she encountered particularly heavy seas, and her cargo shifted. It was about midnight when the engine room crew noticed that the ship was taking a lot of water, probably resulting from damage caused by the cargo shift. The pumps were having difficulty keeping up with the leaks, and the master, Capt. Douglas Morrison, recognized the gravity of the situation. He hove to and anchored, giving all possible steam to the pumps. At 1:30 in the morning of the 29th, he sent the first request for assistance:

We are four miles off Kenosha. Five hold flooded.
In immediate danger. Please stay with us; we may
need help soon. Wisconsin.

In spite of the raging storm, Coast Guard rescue boats were put out immediately from Racine and Kenosha. They would be hours reaching the imperilled ship.

At 2:15, *WISCONSIN* broadcast another appeal:

Due to sink any time now. For God's sake send help.

WISCONSIN wallowed and pitched in the darkness, with her engines and dynamos shut down to supply all possible steam to the pumps, but still the water rose in her holds. At 2:35 she radioed:

Fires out. No steam. Rush boats for tow before its

too late. We may save her. Morrison.

The crew labored to keep the fires going while water rose about their waists. When coal and debris fouled the pumps, the fires were soon quenched and it was plain that there would be little time. At 3:00 the water came rushing in one of the passenger gangways on the lower deck. This had been battened shut, but the force of the seas and the straining of the hull must have sprung it, and the water was coming in in a torrent. Captain Morrison sent another plea:

Can stay up half hour longer. Is help coming?

And soon:

Can see Coast Guard coming to us. They are about halfway from Kenosha.

At 4:05 the Coast Guard craft reached the *WISCONSIN*, but, because of the tumultuous seas, it was obvious that they could do nothing. Besides the two small Coast Guard boats, the only vessel to reach the scene was the little fishing tug *SEARCH*, manned by the Chambers Brothers from Port Washington. Hearing the frantic appeals for help, they had fought the terrific gale for hours to get to the sinking steamer.

When at 4:30 it became obvious that time had run out, *WISCONSIN'S* crew and a handful of passengers began the dangerous work of launching the port lifeboats. After three hours of Gruelling effort, the two boats were cleared away, and forty-nine survivors reached the *SEARCH* and the two coast Guard boats. Ten others were picked up from rafts or from the open water. It was 7:00 now, and it was getting light. *WISCONSIN* lay over at a steep angle, and every sea that pounded into her found the ship a little more reluctant to recover her buoyancy.

At 7:10 she rolled over and her steel superstructure lifted off the hull, going to pieces quickly in the mountainous seas that broke over it. The hull disappeared amid the flotsam, and Morrison went to the bottom with his ship. Nine died and 59 survivors crowded aboard the rescue craft, which began the hours long struggle to make Kenosha.

WISCONSIN was gone!

PART 4, VISIT TO WISCONSIN'S GRAVE.

First attempts to find the wreck of the *WISCONSIN* were apparently made in 1932 and 1933, when a Chicago diver, Frank Hefling, made a number of dives with the intention of doing extensive salvage work. (*WISCONSIN* carried iron castings, automobiles, and boxed merchandise on her last voyage.) Hefling got into the hold by blasting away one of the main deck cargo doors, but seems to have been unsuccessful in his efforts to recover anything of value. Salvage-right questions arose, and Hefling abandoned his intentions. Over the following twenty-five years, no other attempts are recorded.

In 1961 Richard Race, a Chicago electronics engineer, began searching through newspaper files at Chicago, Racine, Kenosha, and Milwaukee. News reports and Coast Guard files indicated that the ship lies about 4½ miles SE of Kenosha. With little more to work from, Race began a systematic survey, laying bouys and religiously checking out an area roughly three and one-half miles square with his sonar gear aboard a small boat.

After several days of charting the bottom, Race came across the distinct image of a large hulk on his recorder, and turned with his boat to confirm the find. A half-hour later, he was able to pass over the wreck again, and set a grappling hook into her with a temporary bouy. It was getting late now, and after taking his bearings, he was forced to put into Kenosha for the night.

Early on the following morning, Race returned to his bouy and began preparations for the dive. Visibility under water is never ideal, and on this day it was particularly poor. With his powerful light, he descended 130 feet to where the *WISCONSIN* lay in total darkness. He found the grappling hook tangled in a maze of I-beams which had formed the foundation for the forward cabins. He found the ship lying in a near upright position, and the hull in fairly sound condition. After several dives, Race determined that none of the Superstructure had remained intact after the sinking but, making his way around the cargo deck, he found three automobiles: a Chevrolet, an Essex and a Hudson, all in surprisingly good shape! *WISCONSIN'S* fore and aft engine towered over the deck and, between decks, a glass enclosurd stands where passengers were able to watch the old engine in operation. Human remains were found in a forward companionway, but were left undisturbed. Race recovered a pad of still-legible purser's reports (one dated just two days prior to the sinking), and, from the office below decks, brought up a handful of stateroom keys, two of which are now in the Dossin Museum collection.

Like the proud *WISCONSIN*, many another ship lies 'in the bosom of the deep', with the secrets of their last moments tucked away in twisted beams and rotting timbers.

References:

1. Chicago Sun-Times, November 1, 1929.
2. Detroit Daily Advertiser, August 23, 1881.
3. Great Lakes Car Ferries; Hilton, 1961.
4. History of the Great Lakes; Beers, 1899
5. Around the Lakes; Detroit Drydock Co., 1894.
6. 'The New Steamer E.G. Crosby' in Marine Review, May 1909.
7. Milwaukee Journal, November 1, 1929
8. Public Records Branch. U.S. National Archives.
9. 'Red Stacks in the Sunset'; E. J. Dowling, S. J.
10. 'Ships that made Milwaukee Famous' E. J. Dowling, S. J.
in Inland Seas, Vol IV, No.2.
11. Toledo Blade, November 2, 1929

Acknowledgements:

Rev. Edward J. Dowling, S. J., Mrs. Elizabeth K. Wathen, and Messrs. Richard J. Wright, Edward N. Middleton, Harry W. Thorp, Richard T. Race, and Captain Lloyd Chambers.



Curator's Corner

BY
ROBERT E. LEE
CURATOR
DOSSIN GREAT LAKES MUSEUM

The Museum has presented many special exhibits in the past three years, more in fact than most museums would have shown in twice the period of time. All of them have been exceptional exhibits, and the response, from the public, has been universally good.

The content of these special showings have ranged from the world famous drawings of Samuel Ward Stanton to the most outstanding color photographs of the Great Lakes ever assembled. Both of those exhibits went on as travelling shows after they had first been shown at the Dossin Great Lakes Museum.

Now, as this is written, we are in the middle of preparing a new show which we are sure will cause as much comment as any other we have presented. And the rewarding thing about this show is that it is the work of one of our own, our immediate Past-President, Rev. Edward J. Dowling, S. J.

Father Dowling has, as most of you will know, been doing the ships he loves in water color for many years. Over the years he has presented these paintings to many friends who value them highly as art, and as tokens of friendship.

It would have been impossible to make any selection of these paintings on the basis of 'good and bad', because they are all of equal quality. By the same token he has painted so many over the years that it would have been impossible to show them all. There just isn't enough room in the building. So, we have limited our selection, largely to those that are available in the Detroit area, for the obvious reason that these present the least problem of transportation.

For the few who have never seen a Dowling watercolor, much of this issue of Telescope is devoted to photographs of some of the paintings from the exhibit. No black and white photograph can do justice to these fine pieces of art, but a good idea of their quality can be gotten this way.

The museum and staff appreciates the generous response of those who own these paintings and were willing to loan them for our use in the exhibit. We feel that this exhibit will call attention to a major contributor to Great Lakes Marine art, and will present a rare opportunity to see, in one collection, much of the very fine work done by our own member, Father Dowling.

Many of our members will share our sadness at the passing of Captain Jay C. McCormick, late of the Wyandotte fleet. It was the wish of several of his friends that some memorial to him be placed in the museum. These friends sent donations to the museum instead of flowers.

As we are completing the Pilot House exhibit, and it will be necessary to purchase items that cannot be obtained in any other way, these gifts will be used to make such a purchase, and the memorial will be, we feel most fittingly, a part of the pilot house. We wish to thank those who thoughtfully provided the funds for this memorial to Captain McCormick.



RICHARD J. REISS. SHOWS OFF HER NEW SELF-UNLOADING RIG.
 WILLIAM H. DANIELS. IN THE COLORS OF HER NEW OWNERS, SUPERIOR
 AGGREGATES LTD. OF THE CANADIAN LAKE HEAD. THE DANIELS WAS
 FORMERLY WITH UPPERLAKES SHIPPING.

-BOTH PHOTOS FROM PETER WORDEN

Lakes & Seaway News

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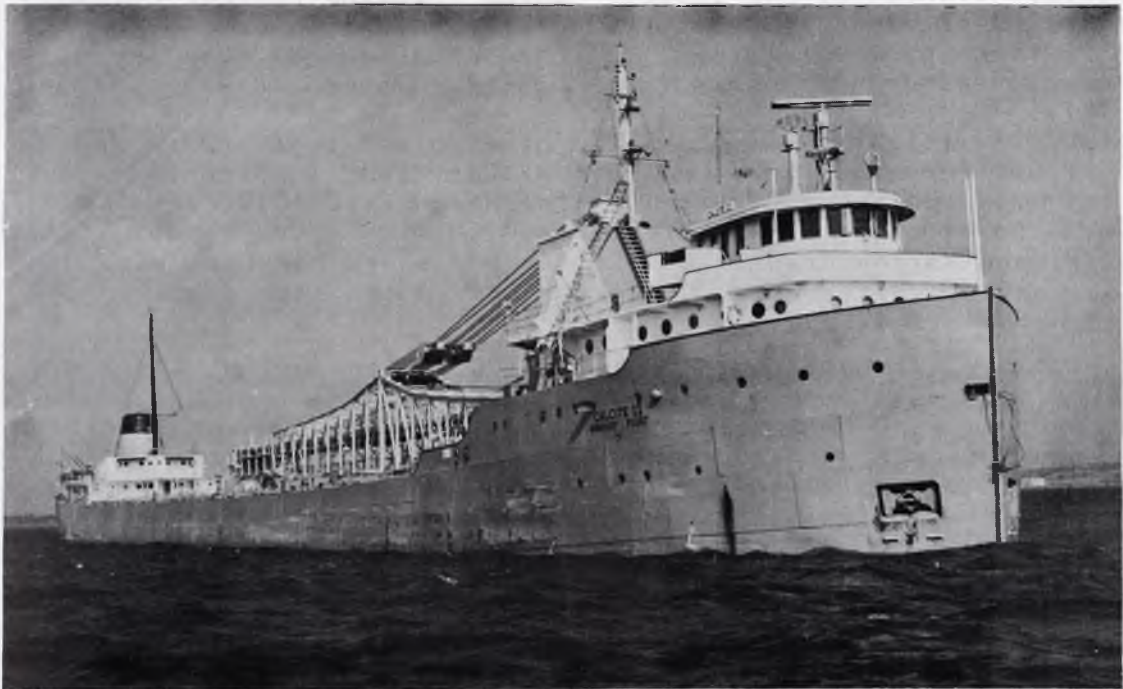
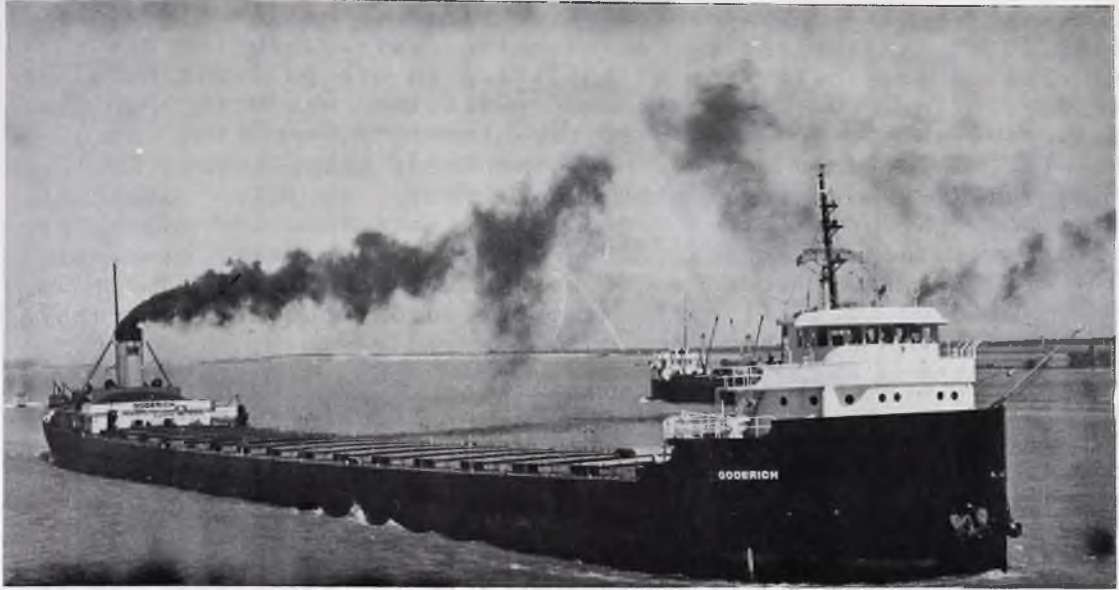
August 20...Wilson Marine Transit Co. has agreed to buy the 606 foot ore boat *DRUCKENMILLER* from American Steamship Co. Before putting her into service, Wilson intends to install an automatic boiler control system similar to that in the *BEN MOREEL*. Nicholson Cleveland Terminal Co. Plans to erect a 192 by 250 foot addition to its Cleveland warehouse. The 250-foot oil tanker *TEXAS WARRIER* is aground near bridge 10 in the Welland Canal...*TRINA*, (d. *TEXACO MICHIGAN*, c. *MICHIGAN*, b. *BELGIUM*, a. *HORACE S. WILKENSONI*) has been sold at Kingston, to William Brooks of Corpus Christi, Texas for \$36,500 and renamed *CORPUS CHRISTI*. She will be registered under a Commonwealth flag.

Sept. 1...CSL's new flagshp MV *SAGUENAY*, arrived in the port of Montreal with a new record cargo of 945,596 bu. of wheat. It was the third consecutive record set since she went into service in August...The old car ferry *GRAND HAVEN* is on her way back to Cleveland after being purchased by T. J. McCarthy. She is scheduled to be chartered to USCAN Transport; to act as the icebreaker for the fleet of UsCAN Fleet of trailer carriers that are to operate between Cleveland and Port Stanley...Shipments of U. S. and Canadian iron ore from the upper lakes last month totaled 9,473,879 gross tons. A projection of the present figures indicates the best iron ore shipping season on the lakes since 1960.

Sept. 4...St. Lawrence Seaway Authority announced no consideration could be given to extending the closing date of the Welland Canal.

Sept. 5... The U. S. Naval Ship *Furman*, product of a multi-million-dollar conversion by American Ship Building Co. in Toledo was towed down the Maumee River for testing in Lake Erie. The ship is to be delivered in Boston October 15.

Sept. 9...The skipper of the new flagship of Manchester liners Ltd. of England, the *MANCHESTER CITY*, is greeted in Toledo with a gift of glassware from the Port Commission...The *GEORGE R. FINK*, 600 foot vessel owned by National Steel Corp. and operated by Hanna mining Co. was headed upbound for Superior, Wis. and the Swedish ship the *BROHOLM*, downbound, collided just upstream from the Blue Water Bridge at the head of the St. Clair River. The *BROHOLM* suffered a 20 foot gash on the starboard side near the bow, well above the water line, and the *FINK* sustained slight damage in about the same location. Visibility was zero at the time of the collision, the Coast Guard Reported Sale of the *AMASA STONE* of the Interlake fleet to Marine Salvage Ltd. of Port Colborne, Ont. has been confirmed...The *GRAND HAVEN* is still in Florida waiting for hurricane Dora to blow herself out.



GODERICH. FORMERLY PATHFINDER OF INTERLAKE STEAMSHIP COMPANY
SHOWING HER NEW UPPERLAKES COLORS.

CALCITE II - WITH HER NEW STACK AND MACHINERY.

BOTH PHOTOS PETER WORDEN

Sept. 11...In Vancouver, the Greek freighter *IOANNIS DASKELELIS* (Seaway) (*b. EDISON MARINER, a. WILFRED R. BELLEVUE*) owned by Geotas Compania de Vapores S. A., Piraeus, has been sold for \$168,000 by an admiralty Court auction sale...Studies are continuing on possibility of establishing an ore pelletizing plant at Sept. Iles, Que.... A six man commission has been appointed to serve on a group known as the Industry Commission on lake levels. This is an outgrowth of the Great Lakes Levels Conference held at Michigan State University in July. Economic losses in the Great Lakes region this year from low water have been estimated as high as \$100 million....The Grace Line ship, *SANTA SOFIA* is to be towed to Lorain, Ohio. There American Ship Building Co. Will perform miscellaneous repairs to prepare her to deliver her cargo to India.

Sept. 13 ..Reversal of a trend appears in preliminary traffic statistics released last month by the St. Lawrence Authority. In past years the trend has been to fewer ships with larger capacities and greater loads. However, the seaway authority notes that 4,068 ships sailed through locks in the Montreal to Lake Ontario section in the current season from April to August This is 405 more than were recorded for the same period last year....Steps to eliminate excessive smoke discharges by the cement freighter *J. B. FORD* when she visits Toledo were outlined to the Toledo Air and Water Pollution Control Advisory Board. Owners of the vessel, Huron Portland Cement Co. said the firm is planning an \$80,000 project in 1966 to provide the ship with stoker firing. In the meantime the Company will endeavor to keep the ship from visiting Toledo as much as possible.

Sept. 15...Eight Cleveland firms have joined together to form a port booster group known as Port of Cleveland Information, Inc. They will publish a quarterly magazine entitled Cleveland Calling...An offer by Pittsburgh Coke & Chemical Co. to buy stock of Wilson Marine Transit Co. at \$40 per share has been extended four weeks. Pittsburgh Coke is reported to have acquired 54% of the outstanding stock.

Sept. 16...The 300 foot tanker *ORION*, laid up in Cleveland since 1957 was towed to Ashtabula where she will be cut up for scrap...In Cleveland it has been reported that the international Longshoreman's Association Local 1317 has failed to make payments to a welfare fund for its members and has not reported the fact to the government. Daniel J. Greene, president of the local also made a brief appearance before a federal grand jury. It was the opening bell of a government investigation into the Union's financial affairs.

Sept. 17...The 325 foot West German training ship *WESSER*, which grounded in U. S. waters of the St. Lawrence River, will go into drydock in Montreal for a survey of damage...Carferry *GRAND HAVEN* is scheduled to sail today from Jacksonville, Fla... Cleveland Local 1317 of the ILA was placed in trusteeship by ILA president, Thomas W. Gleason of New York. All local officers have been reported suspended....American Ship Building Co. of Lorain reported a net earning rise to \$410,121 equal to 70 cents per common share from 58cents a share for fiscal 1963. American Ship's back log of work now stands at \$42 million, up \$1 million from a year ago.

Sept. 18....The Nor. freighter, *POLARGLYMT*, was in collision with *RICHARD TRIMBLE*, U. S. Steel Corp. Pittsburgh Fleet in Detroit Passage with minor damage to both vessels....Daniel J. Greene, resigns as head of Cleveland Local 1317 ILA.

Sept. 19...S. S. *SOUTH AMERICAN* is winding up her season. She will head for Manitowoc and will go into drydock for her five-year inspection, after which she will return to her home port in Holland, Mich. Line president E. J. Goebel reported a very satisfactory season, stating they had 85 to 90% occupancy. A missing Canadian naval training ship with 32 cadets aboard, the 136' *RHEA*, a former U. S. Navy mine sweeper, limped into the port of Conneaut with engine trouble.

Sept. 23....The Maritime Administration will hold hearings in November and December on Great Lakes shipping subsidies.

Sept. 24....The 524 foot freighter *CHARLES S. HEBARD* is under tow in Lake Superior by the steamer *PETER ROBERTSON*, after the *HEBARD* became disabled when a cylinder head failed. Both ships are operated by Wilson Marine Transit ..Gale-force winds pushed much of Lake Erie down toward the Buffalo end lowering water at Toledo an estimated 33 inches and raising water at Buffalo more than a foot.

Sept. 25....Plans for operating a floating night club on the Cuyahoga River in Cleveland have been announced. It is reported that the 156 foot *ERIE QUEEN* will be leased for the venture.

Sept. 26..Port of Toledo this year is enjoying a 4.27% increase in tonnage shipped over its docks.....The underwater Society of Ottawa, have made their 28th discovery, the sternwheeler *ROTHERSAY*, which sank after a collision with the tugboat *MYRA*, in the St. Lawrence River near Prescott 9/12/1889....*WEYBURN* (owned formally by Canada S. S. Lines Ltd.) arrived at Aden May 19th for bunker coal refueling, water, and engine maintenance and cleared for Cochin June 3re. Returned to Aden June 11th after encountering strong SW monsoon weather and laid up until the end of the monsoon season. She cleared Aden again Aug. 15th under tow of Dutch tug *MISSISSIPPI* bound for Chittagong, east Pakistan.



MICHAEL G. BROWNING ON HER WAY OVERSEAS IN TOW OF GRAEME STEWART (BOW) AND JAMES BATTLE (STERN), SEPT. 13, 1964.

PHOTO BY GEORGE AYOUB

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.

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