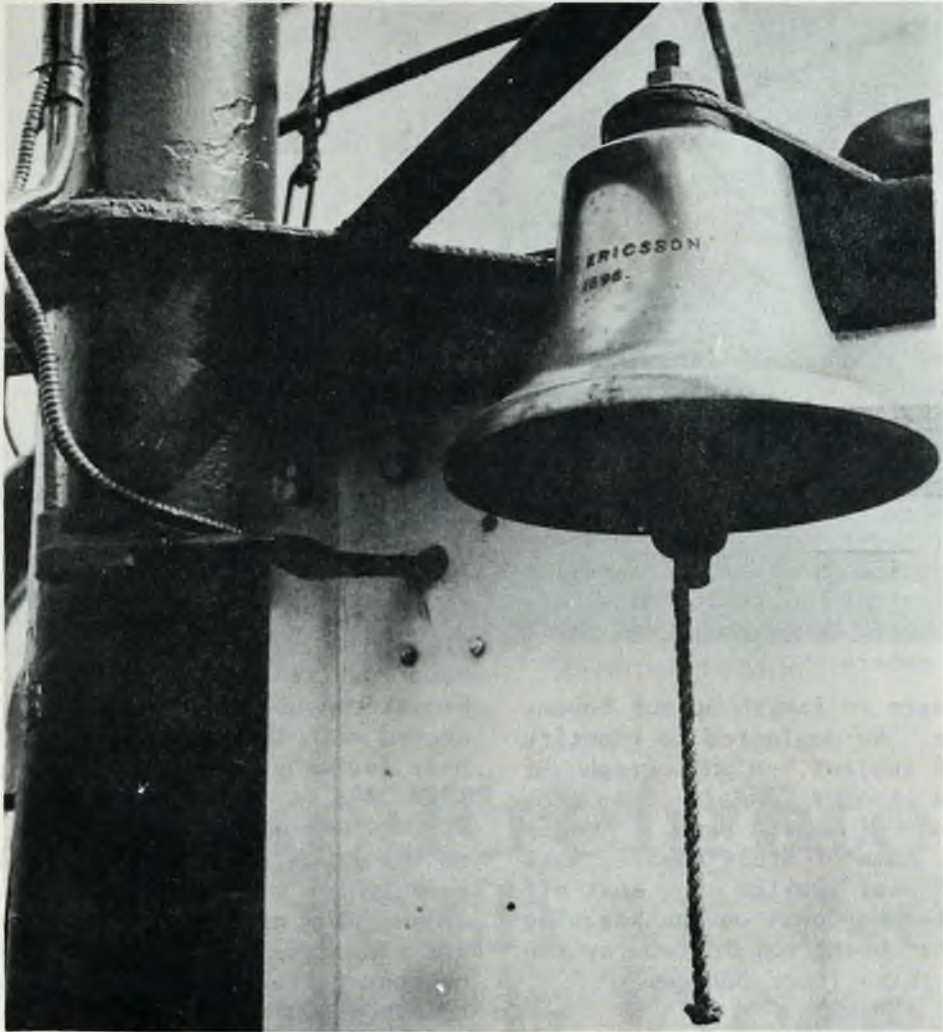


TELESCOPE



**Great Lakes
Maritime
Institute**

DNMI

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

Volume 13 Number 12 December, 1964

Our cover this month is the bell mounted behind the forward turret of the whaleback steamer *John Ericsson*. As we noted in our April issue, *John Ericsson*, the last whaleback bulk freight steamer on the lakes, went into retirement this year. We learn that plans are afoot to preserve at least a part of her at Toronto, offered by Upper Lakes Shipping Ltd., her last owners.

In our haste to finish up our November issue, we neglected to identify the cover subject, a photograph of Norwegian tanker *Dagali* from the collection of Donald Baut. Under her later name of *Stolt Dagali*, this onetime Seaway visitor was lost off the New Jersey coast on Thanksgiving Day after being cut in two by the Israeli cruise liner *Shalom*.

General Meeting

Friday 29 January 1965

Dossin Museum, 8 p.m.

Our speaker will be our Treasurer, James McDonald, who will present a showing of his marine color slides. Mr. McDonald is one of the more imaginative Great Lakes area photographers, and often uses his slide programs to introduce the lakes to other gatherings, so that we shall look forward to his program with the greatest pleasure.

Business Meeting

Friday 26 February 1965

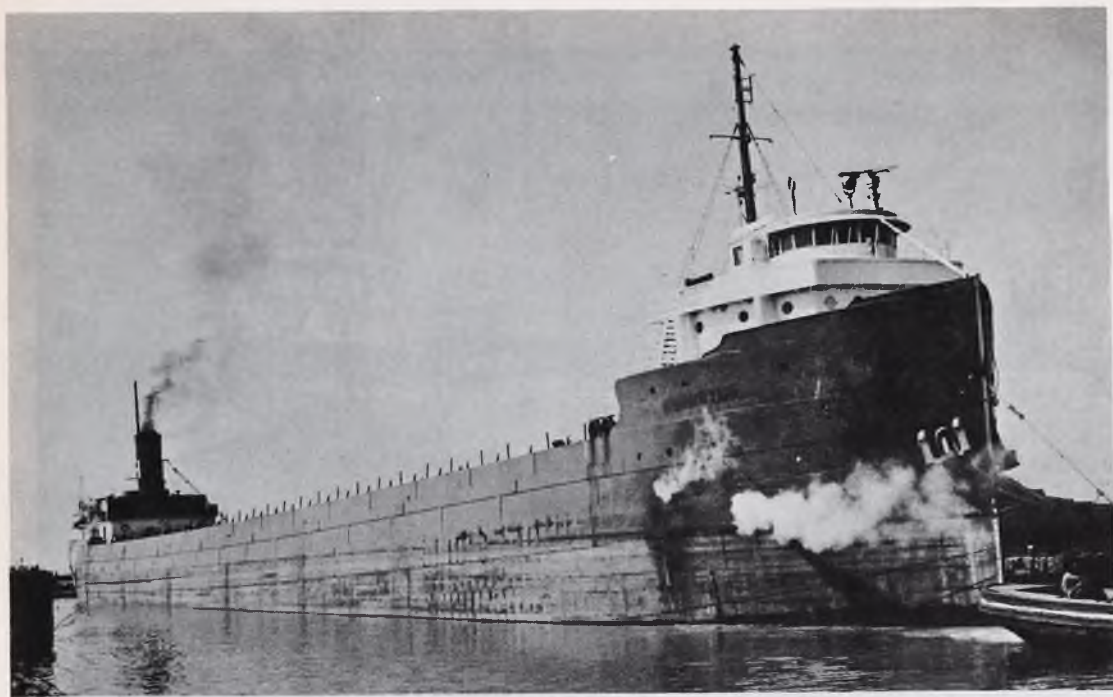
Dossin Museum, 8 p.m.

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

* * *

PAST MEETING REPORTS: On November 20, the Institute was privileged to have as its speaker Mr. William R. Wingate, who has been closely connected with the lake passenger business for many years. Mr. Wingate's talk was a fascinating series of stories and anecdotes of his years on the lakes, both as a young man in a freighter's crew, and later in his connections with many famous passenger steamers. Bad weather and the newspaper strike in Detroit cut attendance somewhat, but those on hand were delighted with the stories, some funny, some sad, which Mr. Wingate had to offer. As a second section, Mr. Wingate offered various slides from his own and other collections, and said a few words about the passenger boats shown. At the end of his talk, Mr. Wingate presented the museum a fine stone-lithograph of *Seeandbee*, a print he had owned since he had been with the C&B Line in the thirties. Bob Lee and Pat Labadie hung it immediately. After the entertainment meeting, there was a short, informal session for the board members and officers present, at which Bob Lee read a letter received concerning printing of *Telescope*.

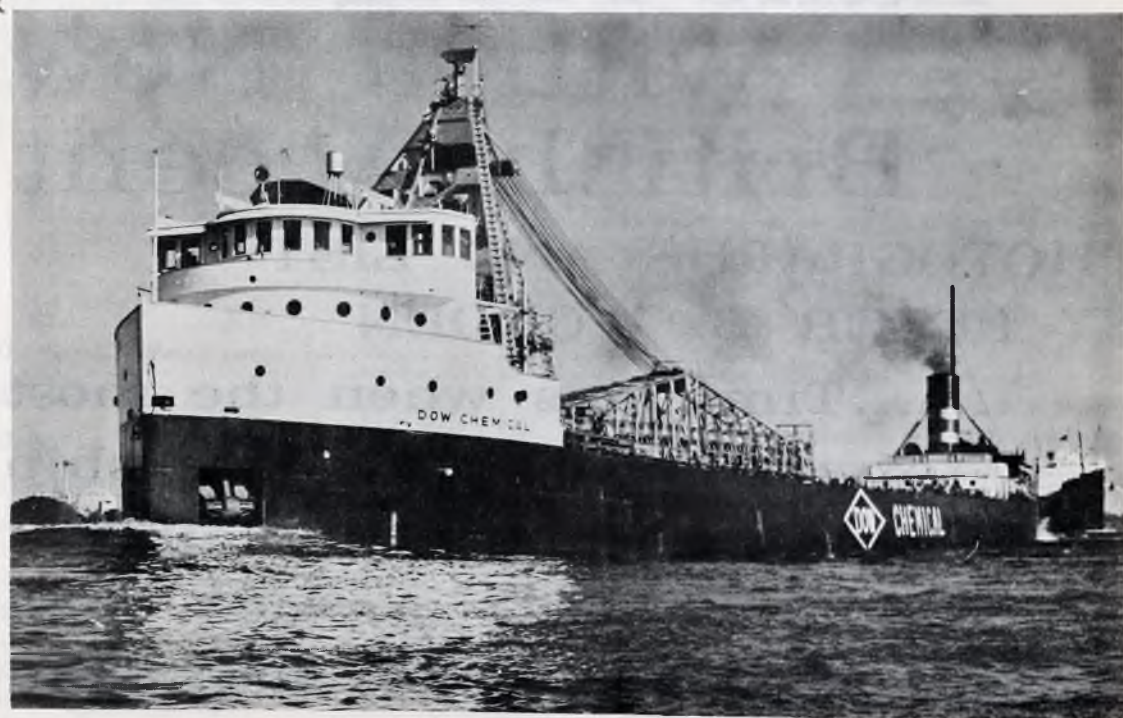
--William M. Worden, Secretary



Lake Freighters with a New British Accent

PHOTOGRAPHS AND LIST
BY PETER B. WORDEN

...Time was when the most exotic home port a lake ship could sport on its fantail was Wilmington, Del., a place none ever saw. Now they hail from Nassau in the Bahamas. And



LAKE SHIPS WITH NEW BRITISH ACCENTS

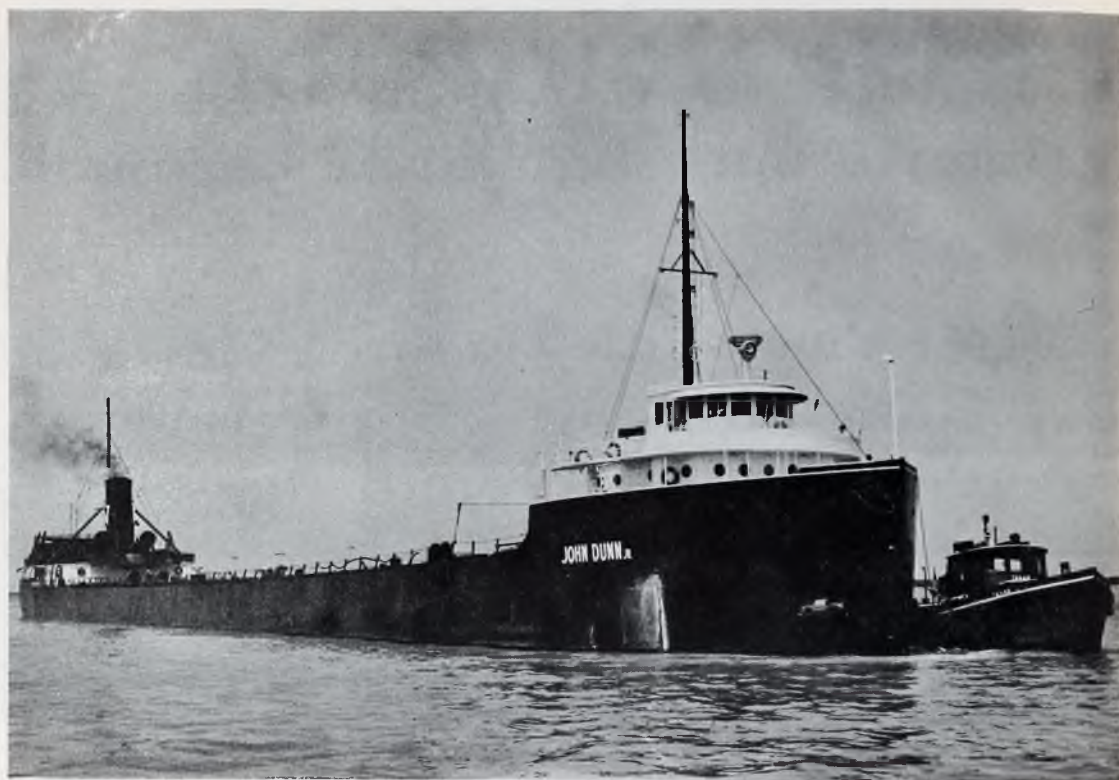
London or Hamilton mean not
Ontario but England or Bermuda.

Here we show "before" views of
U. S. lake ships which migrated to
British Commonwealth flags later.

A *A. A. AUGUSTUS* (photo on page 275)
(US 207074) (b) *HOWARD HINDMAN* (iii) (Br 302710)
Built 1910 at Lorain by American Shipbuilding Co. (hull #374)
Measurements 6966 gross tons, 4585 net tons, 504 x 54 x 30
Engine 3 cylinder triple-expansion, 23½"-38"-63¼" x 42"
Sold in May, 1961, by Pioneer Steamship Company to Hindman
Transportation Company Ltd. of Owen Sound
Shown in 1961 under tow from Cuyahoga River to Lakefront Coal
Dock, where Hindman put his crew aboard.

B *MATTHEW ANDREWS* (ii) (upper photograph on page 276)
(US 222641) (a) *Fred G. Hartwell* (ii) (c) *GEORGE M. CARL* (ii)
(Br 304498)
Built 1923 at Lorain by American Shipbuilding Co. (hull #781)
Measurements 10418 gross tons, 7405 net, 602.8 x 64.2 x 28.5
Engine 3 cylinder triple-expansion, 25¾"-41"-67 1/8" x 42"
Sold in December, 1962, by Hanna Mining Company to Misener
Enterprises, Ltd., of Port Colborne.
Shown upbound at Ambassador Bridge, Detroit, in 1957.

C *DOW CHEMICAL* (ii) (lower photograph on page 276)
(US 209971) (a) *Louis R. Davidson* (b) *Diamond Alkali* (i)
(d) *FERNDALE* (ii) (Br)
Built 1912 at Ashtabula by Great Lakes Engineering Works (hull
#95); converted to self-unloader in 1932.
Measurements 6612 gross tons, 5335 net, 511.1 x 56.2 x 26.2
Engine 3 cylinder triple-expansion, 23"-37¾"-63" x 42"
Sold in December, 1963, by American Steamship Company to Lea-
dale Shipping Ltd. (Reoch fleet), Montreal
Shown upbound at Port Huron in 1960



LAKE SHIPS WITH NEW BRITISH ACCENTS

Introduction

One of the strongest features of Telescope in recent years has been the fine and timely photographs of new, traded or renamed lake ships produced by Peter B. Worden. Peter has just completed a three-year term of duty as a Coast Guard officer stationed at the Soo. There he has been in a very good position to photograph passing vessels in the St. Marys River. That the clear atmosphere up north is not altogether responsible for the good results of his photography will be evident in his photographs of this issue, some dating back to ten years ago, and usually taken in the Detroit and Cleveland areas. Moving south this month with his wife and small son, Peter will work for Pontiac Division of General Motors Corporation. We are fortunate that his camera will presumably remain within range of the passing river traffic. --GPB

* * * * *

In April, 1960, American Steamship Company sold its small self-unloader *Sinaloa* to the Reoch interests of Montreal. Thus began the transfer of a sizeable portion of the United States lake bulk freighter fleet to Canadian ownership. In lake annals, this was not new, but since the early nineteen fifties, Canadian law had discouraged such transfers into Can-

D JOHN DUNN, JR. (upper photograph on page 278)
(US 204973) (b) SPRUCEDALE (Br 199405)
Built 1908 at Toledo by Toledo Shipbuilding Co. (hull #111)
Measurements 7998 gross tons, 4314 net, 514 x 58 x 25.6
Engine 4 cylinder quadruple-exp., 20"-29"-42"-61 1/8" x 42"
Sold in April, 1961, by Wilson Marine Transit Company to Red-
wood Enterprises Ltd. (Reoch fleet), Montreal
Shown inbound at Cleveland main entrance, 1960

E GENE C. HUTCHINSON
(US 214499) (a) William C. Moreland (salvaged after-portion)
(b) Sir Trevor Dawson (c) Charles L. Hutchinson (ii) (e)
PARKDALE (ii) (Br 316355)
Built 1910 at Lorain by American Shipbuilding Co. (hull #387)
and reconstructed 1916 by American Shipbuilding Co. (hull
#524) at Superior, Wisconsin
Measurements 8947 gross tons, 6533 net, 580 x 58 x 32
Engine 3 cylinder triple-expansion, 24 1/8"-39 1/4"-65" x 42"
Sold in November, 1962, by Pioneer Steamship Company to Red-
wood Enterprises Ltd. (Reoch fleet), Montreal
Shown downbound at Fort Gratiot, Port Huron, 1960



LAKE SHIPS WITH NEW BRITISH ACCENTS

adian registry. But, with one exception, the transfers since 1960 have set a new trend of registry under other flags within the British Commonwealth--Bermuda, London, or Nassau in the Bahamas, for example.

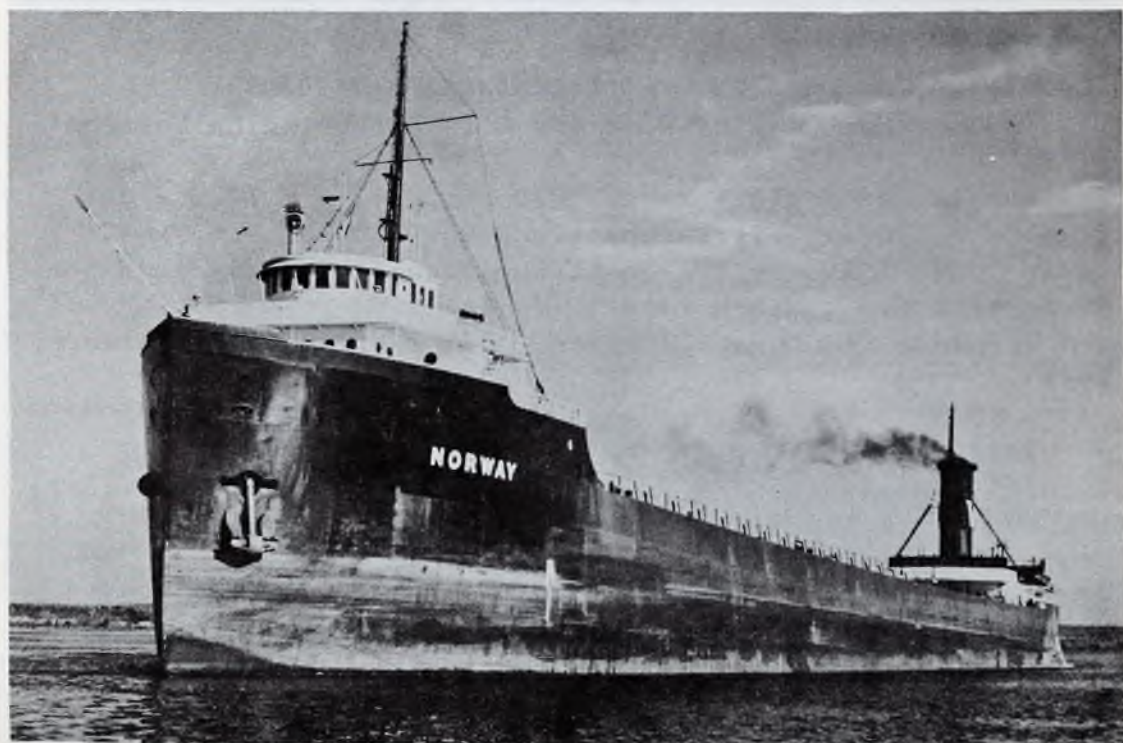
Many of the bulk freighters have been recertified for Great Lakes and St. Lawrence service. They trade with grain cargoes downbound to the Gulf of St. Lawrence, and bring ore back upbound from Seven Islands or Port Cartier. They find usefulness in serving harbors restricted to vessels of six-hundred foot length or smaller, as in Buffalo Creek and the Cuyahoga River.

Although these ships have Canadian crews, and the master has a Great Lakes license, they are required to carry pilots in all designated waters, since they do not belong to either Canadian or United States registry.

Twenty-five ships have been sold for Canadian operation in this manner since 1960, with one (*Amasa Stone*) now awaiting possible resale for such service. The nine United States fleets which have sold these ships are listed below, together with the vessels involved. Nine Canadian fleets or their subsidiaries have been recipients. The Reoch interests have the largest such fleet, ten ships, followed by the Hindman fleet with six. Two ships each have been acquired by the Quebec & Ontario paper interests and the Upper Lakes Shipping interests. The remaining fleets have purchased one apiece--Hall Corporation, Misener interests, Algoma Central interests, Cherokee Ltd. and R. E. Law.

F A. T. KINNEY (upper photograph on page 280)
(US 204864) (a) *Caldera* (c) *HILLSDALE* (Br 199398)
Built 1908 at Bay City by West Bay City Shipbuilding Co. (hull #173).
Measurements 6866 gross tons, 5020 net, 511.6 x 54.2 x 30
Engine 3 cylinder triple-expansion, 23 $\frac{1}{4}$ "-36"-59 $\frac{7}{8}$ " x 42"
Sold in June, 1960, by Wilson Marine Transit Company to Winona Steamships Ltd. (Reoch fleet), Montreal
Shown outbound in Cuyahoga River at Cleveland Main Entrance, 1959.

G JAMES LAUGHLIN (lower photograph on page 280)
(US 203056) (Announced new name will be *HELEN EVANS*)(Br.....)
Built 1906 at Ecorse by Great Lakes Engineering Works (hull #16).
Measurements 6941 gross tons, 5744 net, 538.4 x 56.2 x 27.3
Engine 3 cylinder triple-expansion, 23"-36"-63 $\frac{1}{2}$ " x 42"
Sold in October, 1964, by Wilson Marine Transit Company to Hindman Transportation Company, Owen Sound
Shown upbound in Little Rapids Cut, St. Marys River, 1962



LAKE SHIPS WITH NEW BRITISH ACCENTS

1 AMERICAN STEAMSHIP COMPANY (BOLAND & CORNELIUS)

- Sinaloa* (US 117248) (a) *Sinaloa* (b) *William F. Rapprich*
Sold in April, 1960, to Hall Corporation of Canada and re-named *Stonefax* (Br 315851).
- Standard Portland Cement* (US 206044) (a) *Clifford F. Moll*
Sold in August, 1960, to Redwood Enterprises Ltd. (Reoch fleet) and renamed *Elmdale* (Br 199397).
- Harry Yates* (iii) (US 206045) (a) *Theodore H. Wickwire*
Sold in May, 1960, to Hindman Transportation Company and renamed *Blanche Hindman* (ii) (Br 301227). Note: This vessel was re-registered Canadian in 1963, with home port of Owen Sound.
- Norman J. Kopmeier* (US 202866) (a) *E. D. Carter* (b) *William T. Roberts* (c) *Dow Chemical* (ii)
Sold May, 1961, to Redwood Enterprises Ltd. (Reoch fleet), and renamed *Pinedale* (Br 199403).
- Fred A. Manske* (i) (US 207361) (a) *Harry Yates* (i) (b) *Consumers Power* (ii).
Sold in January, 1962, to Leadale Shipping Ltd. (Reoch), and renamed *Leadale* (Br 316036).
- George F. Rand* (ii) (US 205239) (a) *Adam E. Cornelius* (i) (b) *Detroit Edison* (i)
Sold in November, 1962, to Leadale Shipping Ltd. (Reoch), and renamed *Avondale* (ii) (Br 316352).

H MICHIGAN (upper photograph on page 282)

(US 203206) (Br)

Built 1906 at Ecorse by Great Lakes Engineering Works (hull #20)

Measurements 6924 gross tons, 5476 net, 530 x 56.2 x 32

Engine 3 cylinder triple-expansion, 23½"-37"-63" x 42"

Sold in May, 1964, by Cleveland-Cliffs Steamship Company to Cherokee Ltd., Nassau

Shown upbound in Fighting Island Channel, Detroit River, 1953.

I NORWAY (lower photograph on page 282)

(US 207247) (Announced new name will be *RUTH HINDMAN*)(Br.....)

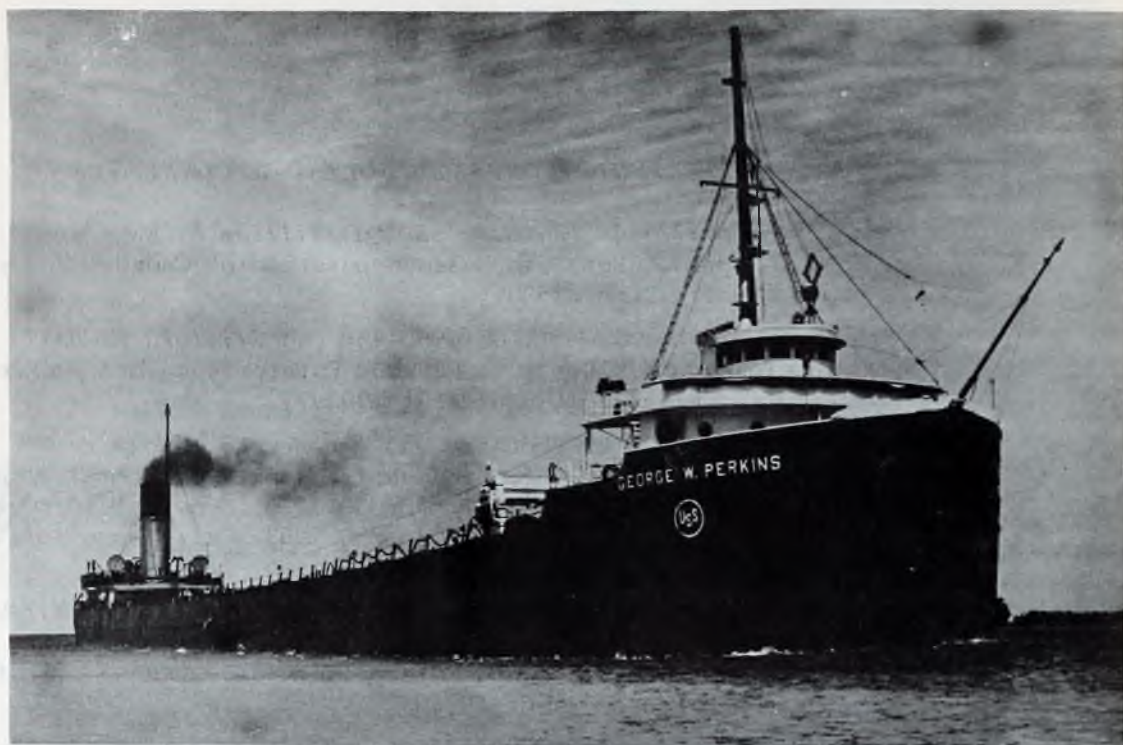
Built 1910 at Toledo by Toledo Shipbuilding Co. (hull #115)

Measurements 6824 gross tons, 5465 net, 504 x 58 x 25.6

Engine 4 cylinder quadruple-expansion, 20"-29"-42"-61" x 42"

Sold in October, 1964, by Wilson Marine Transit Company to Hindman Transportation Company, Owen Sound

Shown upbound, Soo Harbor, St. Marys River, 1963



LAKE SHIPS WITH NEW BRITISH ACCENTS

Dow Chemical (ii) (US 209971) (a) *Louis R. Davidson* (b) *Diamond Alkali (i)*
Sold in December, 1963, to Leadale Shipping Ltd. (Reoch), and renamed *Ferndale (ii)* (Br)

2 CLEVELAND-CLIFFS STEAMSHIP COMPANY

Michigan (US 203206)
Sold in May, 1964, to Cherokee, Ltd., Nassau (Br).

3 HANNA MINING COMPANY

Matthew Andrews (ii) (US 222641) (a) *Fred G. Hartwell (ii)*.
Sold in December, 1962, to Misener Enterprises, Ltd., Port Colborne, and renamed *George M. Carl (ii)* (Br 304498).

4 INTERLAKE STEAMSHIP COMPANY

Harvey H. Brown (US 205072) (a) *Harry A. Berwind*
Sold in December, 1963, to Marine Salvage, Ltd. Subsequently sold to Hindman Transportation Company and renamed *Parker Evans* (Br 306052).

Pathfinder (ii) (US 203407) (a) *Samuel Mather (ii)*
Sold in July, 1964, to Upper Lakes Shipping, Ltd., and renamed *Goderich* (Br).

Amasa Stone (US 201937)
Sold in September, 1964, to Marine Salvage, Ltd., Port Colborne (Br). Disposition not specified.

J *GEORGE W. PERKINS* (upper photograph on page 284)
(US 202166) (b) *WESTDALE (ii)* (Br)

Built 1905 at Superior by Superior Shipbuilding (hull #512)
Measurements 6553 gross tons, 5452 net, 556.2 x 56.4 x 26.5
Engine 3 cylinder triple-expansion, 24"-39"-65" x 42"
Sold in January, 1964, by Pittsburgh Fleet to Redwood Enterprises Ltd. (Reoch fleet), Montreal
Shown downbound at Fort Gratiot, Port Huron, 1960

K *GEORGE F. RAND (ii)* (lower photograph on page 284)
(US 205239) (a) *Adam E. Cornelius (i)* (b) *Detroit Edison (i)*
(d) *AVONDALE (ii)* (Br 316352)

Built 1908 at St. Clair by Great Lakes Engineering Works (hull #53). Lengthened 48' and converted to a self-unloader by Manitowoc Shipbuilding Company in 1942.
Measurements 5663 gross tons, 3796 net, 475.8 x 52 x 28.2
Engine 3 cylinder triple-expansion, 21"-34½"-57" x 42"
Sold in November, 1962, by American Steamship Company, to Leadale Shipping Ltd. (Reoch fleet), Montreal



LAKE SHIPS WITH NEW BRITISH ACCENTS

5 MIDLAND STEAMSHIP LINE, INC.

Baird Tewksbury (US 212197) (a) *William D. Crawford*
Sold in October, 1961, to Marine Salvage Ltd. Subsequently
sold to Hindman Transportation Company and renamed *George*
Hindman (iii) (Br 302758).

Michael Tewksbury (US 202876) (a) *Abraham Stearn* (b) *Edward N.*
Saunders, Jr. (i) (c) *John C. Williams*
Sold in December, 1962, to Comet Enterprises, Ltd. (Quebec
& Ontario fleet) and renamed *Outarde* (ii) (Br 316354).

Carmi A. Thompson (US 215614)
Sold in December, 1962, to Comet Enterprises, Ltd. (Quebec
& Ontario fleet) and renamed *Thorold* (iii) (Br 316353).

6 PIONEER STEAMSHIP COMPANY

A. A. Augustus (US 207074)
Sold in May, 1961, to Hindman Transportation Company, and
renamed *Howard Hindman* (iii) (Br 302710).

Donald B. Gillies (US 202635) (a) *Joseph G. Butler, Jr.*
Sold in January, 1962, to Marine Salvage Ltd. Subsequently
sold in 1963 to Redwood Enterprises, Ltd. (Reoch), and re-
named *Grovedale* (ii) (Br 316356).

L STANDARD PORTLAND CEMENT (upper photo on page 286)
(US 206044) (a) *Clifford F. Moll* (c) *ELMDALE* (Br 199397)
Built 1909 at Ecorse by Great Lakes Engineering Works (hull
#57).

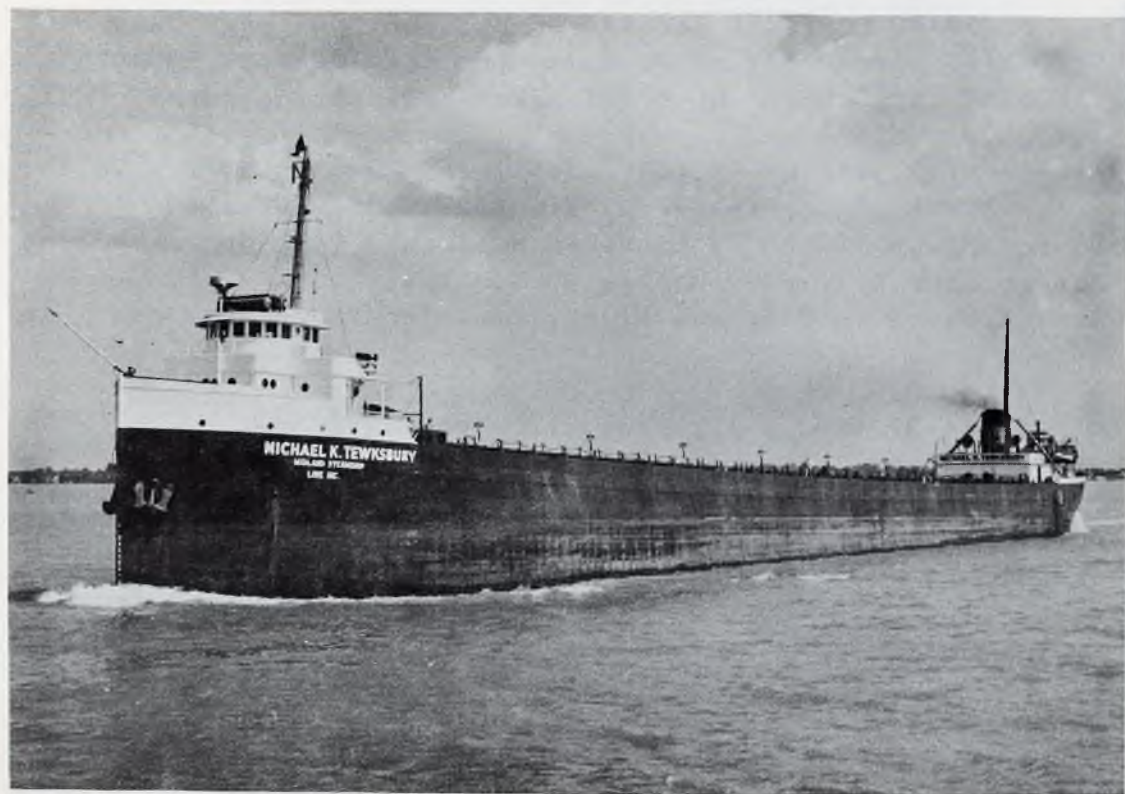
Measurements 5448 gross tons, 3861 net, 454.5 x 56.2 x 28.1
Engine 3 cylinder triple-expansion, 22 $\frac{3}{4}$ "-36"-60" x 42"
Sold in August, 1960, by American Steamship Company to Redwood
Enterprises Ltd. (Reoch fleet), Montreal
Shown outbound in Cuyahoga River, Cleveland Main Entrance, in
1959.

M AMASA STONE (lower photograph on page 286)
(US 201937) (Br)

Built at Wyandotte in 1905 by Detroit Shipbuilding Company
(hull #158)

Measurements 6282 gross tons, 4930 net tons, 525 x 55.2 x 31
Engine 5 cylinder Unaflow, 25 $\frac{1}{2}$ " x 26" (repowered in 1952)
Sold in September, 1964, by Interlake Steamship Company to
Marine Salvage Ltd., Port Colborne. May be resold for oper-
ation, or may be scrapped.

Shown outbound in Cuyahoga River, Cleveland, abreast Texaco
Oil Dock, 1954.



LAKE SHIPS WITH NEW BRITISH ACCENTS

Gene C. Hutchinson (US 214449) (a) William C. Moreland (b) Sir Trevor Dawson (c) Charles L. Hutchinson (ii)
Sold in November, 1962, to Redwood Enterprises, Ltd. (Reoch) and renamed *Parkdale* (ii) (Br 316355).

7 TOMLINSON FLEET CORPORATION

Sumatra (US 136623) (a) *Empire City*
Sold in May, 1961, to R. E. Law Crushed Stone Ltd. and renamed *Dolomite* (Br 316031).

8 UNITED STATES STEEL CORPORATION, PITTSBURGH FLEET

William E. Corey (US 202296)
Sold in July, 1963, to Upper Lakes Shipping Ltd., and renamed *Ridgetown* (Br 305991).

Henry C. Frick (US 202443)
Sold in December, 1963, to Providence Shipping Co., Ltd. (Algoma fleet), and renamed *Michipicoten* (Br 305991).

George W. Perkins (US 202166)
Sold in January, 1964, to Redwood Enterprises, Ltd. (Reoch), and renamed *Westdale* (ii) (Br).

9 WILSON MARINE TRANSIT COMPANY

A. T. Kinney (US 204864) (a) *Caldera*
Sold in June, 1960, to Winona Steamships Ltd. (Reoch fleet), and renamed *Hillsdale* in 1961 (Br 199398).

N *SUMATRA* (upper photograph on page 288)
(US 136623) (a) *Empire City* (c) *DOLOMITE* (Br 316031)
Built in 1897 at Cleveland by Cleveland Shipbuilding Company (hull #28); converted to self-unloader in 1929.
Measurements 4715 gross tons, 2860 net, 405.4 x 48 x 24.4
Engine 4 cylinder quad., 17½"-26 1/8"-39 1/8"-60 1/8" x 40"
Sold in May, 1961, by Tomlinson Fleet Corporation to R. E. Law Crushed Stone, Ltd., Port Colborne
Shown upbound in Welland Ship Canal, approaching Lock #7, in 1954.

O *MICHAEL K. TEWKSBURY* (lower photograph on page 288)
(US 202876) (a) *Abraham Stearn* (b) *Edward N. Saunders, Jr.* (i) (c) *John C. Williams* (e) *OUTARDE* (ii) (Br 316354)
Built 1906 at Superior by Superior S. B. Co. (hull #513)
Measurements 7438 gross tons, 5112 net, 525 x 55 x 31
Engine 3 cylinder triple-exp., 23 5/8"-38"-63¼" x 42"
Sold in December, 1962, by Midland Steamship Line, Inc., to Comet Enterprises Ltd. (Quebec & Ontario fleet)
Shown upbound in Ballards Reef Channel, Detroit River, 1956.

LAKE SHIPS WITH NEW BRITISH ACCENTS

John Dunn, Jr. (US 204973)

Sold in April, 1961, to Redwood Enterprises, Ltd. (Reoch), and renamed *Sprucedale* (Br 199405).

Norway (US 207247)

Sold in October, 1964, to Hindman Transportation Company (Br.....).

James Laughlin (US 203056)

Sold in October, 1964, to Hindman Transportation Company (Br).



Curator's Corner

BY
ROBERT E. LEE
CURATOR
DOSSIN GREAT LAKES MUSEUM

Whenever we leave something for the last time, as we are about to leave 1964, it is a good idea to look back over the record and the happenings. There is much pleasant to report.

First of all, it was again a banner year for attendance. Total for the year ran to 232,671, and if the present pattern holds, we will have our one millionth visitor in late March or early April of 1965, well ahead of our fifth anniversary. So, pardon us if we brag, just a little.

Our special exhibits in 1964 produced some very nice gatherings of some very nice people. A reception was held for the opening of the Harry Wolf color photograph exhibit, "Reflections," and it brought a number of people into the Museum who had not been here before.

Then there was Father Dowling's exhibit. The reception held for its opening was one of the nicest gatherings we might ever expect. The exhibit was exceptionally fine, and paintings came from persons to whom Father Dowling had given them over the years. All of them were able to attend, and it was, in a very real sense, a reunion.

Pleas for material in this column produced the needed items to complete our pilot house, and the exhibit program has thus been greatly enriched.

Other "specials" included Pat Labadie's excellent presentation, "A Bold Conspiracy," an exhibit dealing with the Johnson's Island affair in the Civil War. It was shown first

(Continued on page 294)

LAKES & SEAWAY NEWS

Correspondents, George Ayoub, *Ottawa*
Leonard Barr II, *Algonac*
Edwin Sprengeler, *Milwaukee*
Otto Strek, *Detroit*
Dan M. Weber, *Toledo*
Peter B. Worden, *Soo*
William M. Worden, *Cleveland*
Richard J. Wright, *Akron*

Editor, Robert Radunz
3060 Coventry,
Drayton Plains,
Michigan

Assistant, Ed Andrews
Seaway, George Ayoub

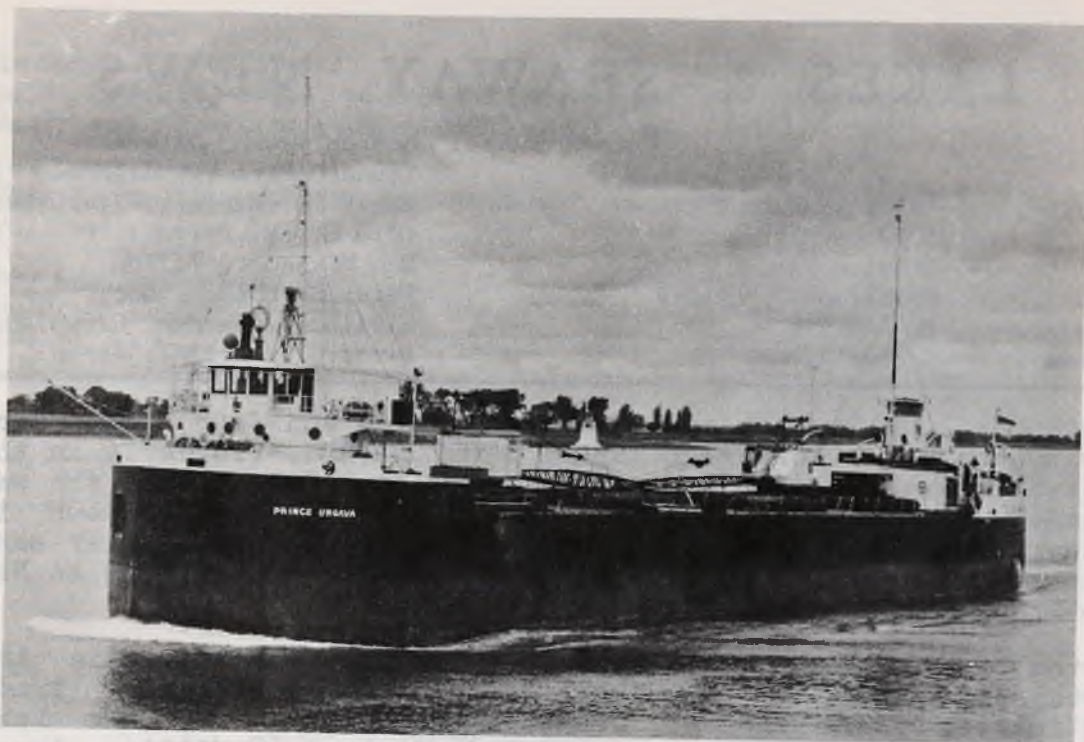
November 26...Sixteen crewmen were killed and four others were lost aboard the Norwegian tanker STOLT DAGALI, (formerly in the Seaway trade as DAGALI) owned by A/S Ocean, Oslo, when she was rammed amidships by the new Israeli luxury liner SHALOM in heavy fog off New Jersey. The stern section of the tanker sank but the bow section remained afloat and was taken in tow to New York for salvage.

November 27...Iron ore shipments down the Great Lakes in the 1964 season will be the highest since 1960 according to trade estimates. Movement of iron ore this year from the Lake Superior mining region is estimated at about 68 million tons, against 59.7 million tons in 1963, and 69.6 million tons in 1960.

November 28...The Swiss freighter SILVAPLANA, which went aground in the St. Lawrence River near Cape Vincent, N. Y., a week earlier was refloated with the assistance of three tugs after part of her cargo had been lightened. She was reloaded again at Kingston and continued on her way to Montreal, before the Seaway closed, where she would be examined for hull damage.

December 1...The Fisheries Research Board of Canada has awarded a \$1,000,000 contract to Port Weller Dry Docks Ltd., to build a fisheries research vessel. The ship is scheduled for completion in mid-1965, for operation in the North Atlantic. ...The E.M. FORD of the Huron Cement fleet was laid up in Cleveland a few weeks ago but a late surge of business brought on by mild weather made it necessary to put the vessel in operation again. ...USCAN Transport Ltd. has announced in Cleveland that year-round ferry service across Lake Erie between Cleveland and Port Burwell, Ontario, will start in about 10 days. ...Master of the ferry GRAND HAVEN is Captain Edward Grieve, who formerly sailed the Lakes on the bulk carrier A.T. WOOD. Chief Engineer is Martin McGee, who was chief on the MATAAFA. ...Nine ocean vessels still were in the Great Lakes above Detroit late yesterday, the last in the annual race to get back to salt water before St. Lawrence Seaway canals close for the winter.

December 2...Cargo traffic on the St. Lawrence Seaway so far this year has almost doubled that of the opening season in 1959. ...Two ocean freighters loading cargo in Milwaukee stand



Our list of correspondents is in slight error, for Leonard Barr II of Algonac spends the season aboard Pittsburger Sewell Avery. Above is the canaller Prince Ungava, the former Quebec & Ontario paper carrier Franquelin, now fitted as a crane-

ship. Leonard Barr photographed her from the Avery in the St. Lawrence on September 25, 1964. Leonard also writes that the Avery laid up at Milwaukee on December 18, the last Pittsburger to go into winter quarters except for Clifford F. Hood.

a good chance of being trapped in the Great Lakes for the winter. They are the Greek flag, ORIENT MERCHANT, and the American Export Line, FLYING INDEPENDENT. ...Ice problems have broken out across a wide area, from Lake Superior to the lower end of the St. Lawrence Seaway at Montreal. The first ice breaking operations of the season were undertaken by the Coast Guard, which reported 10-inch ice at Duluth, Minnesota and Ashland, Wisconsin. The cutter MESQUITE had to go to the aid of the S.T. CRAPO and the tanker AMOCO WISCONSIN, near the city of Green Bay, Wisconsin.

December 5...The first mate of the CALCITE II has been sentenced to eight months suspension of his license as a result of the grounding of the ship six weeks ago in the St. Mary's River. ...Fraser Shipyards, Inc. is the new name of the well known facilities at Superior, Wisconsin. ...The St. Lawrence Seaway was closed at 6:00 p.m. trapping four ocean ships until spring. They are the FLYING INDEPENDENT, ORIENT MERCHANT, OLAU GORM, and VAN FU.

GREAT LAKES AND SEAWAY NEWS

December 8...Lake Michigan last month fell to its lowest level ever for a November. ...The Detroit mailboat, J.W. WESTCOTT II, was laid up for the season. Four inches of ice in the Detroit River was too much for the little craft. ...360 foot motor-ship, ESKIMO, bucked six inches of ice in Saginaw Bay to close navigation at Bay City, Michigan. The Canada Steamship Lines vessel left nearly 1,800 tons of newsprint paper.

December 9...The 699 foot ore freighter CLIFFS VICTORY went aground in fog in 22 feet of water off the eastern end of Belle Isle, near Detroit. It took four tugs to pull her off.

December 13...The steamer HARRY L. FINDLAY, flagship of the Kinsman fleet will be renamed PAUL L. TIETJEN, in honor of the vice-president -- traffic and transportation -- of Jones and Laughlin Steel Corp.

December 14...Navigation season was closed at the Lakehead with the final departure in 1964, by Halco's FRANKCLIFFE HALL with grain cargo. CSL's LEMOYNE cleared a day earlier with the last ore cargo. The last salty to clear the Lakehead was the Norwegian freighter SALINA with grain cargo bound for Leith, Scotland, during the week of November 21-28. ...Local 815 of the International Longshoremen's Association offered to finance a \$7,500 port promotion tour of Europe by Harry Brockel, Milwaukee Port Director, if the Common Council again refused to foot the bill.

December 16...Captain Enoch Cram of the Wabash Railroad ferries at Detroit, has retired after 54 years of sailing on the Great Lakes. He signed on the Wabash ferries in 1923 so he could go home regularly. ...The St. Lawrence Seaway shipping season just ended was the second best in Milwaukee history. Only the year 1961 was better. ...Fire broke out in the 604-foot Canadian freighter DONNACONA as she was in lower Lake Huron headed for Windsor. The blaze was discovered in the forward superstructure underneath the pilothouse and was first seen by the passing ship WYANDOTTE. The blaze had knocked out the DONNACONA'S radio so she was unable to call for help. The WYANDOTTE notified the Coast Guard and then stood by the stricken ship. Two Great Lakes Towing Company tugs, SUPERIOR and MAINE were sent to tow the DONNACONA to Windsor.

December 18...Fire caused heavy damage to the captain's quarters aboard the self-unloader HURON at its winter berth in Ecorse, Michigan. No one was hurt. Crewmen and Ecorse firefighters took nearly 90 minutes to bring the flames, which swept through five compartments in the bow of the ship, under control.

December 20...Georgian Bay Lines has announced that the cruise ship SOUTH AMERICAN will make Sault Ste. Marie, Ontario, a new port of call during the 1965 season.

CURATOR'S CORNER

(Continued from page 290)

at Detroit Historical Museum, and later at Dossin. Another was a Great Lakes photographic show in cooperation with the Photographic Guild of Detroit.

Materials were lent to the University of Detroit for a marine exhibit at their library during a convention of librarians, and for the same purpose to Detroit Public Library's Rare Book Department.

At least one of these exhibits still exists, and will for the better part of the coming year. The Harry Wolf show is still at Alan Howard's Toronto museum. From there it will go, intact, to the Wisconsin Marine Historical Society, and then to the Buffalo and Erie County Historical Museum.

Yes, it has been quite a year, and one we look back upon with pride and pleasure.

And we are sure, with your help, that 1965 will be better yet!

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Telescope

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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