

TELESCOPE

A "Museum" Fleet is seen in Passing

In photographs by Emory Massman



June, 1965

Volume 14, Number 6

**Great Lakes
Maritime
Institute**



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

INSTITUTE PAGE

COMING MEETINGS

Annual Meeting
Friday 25 June 1965
Dossin Museum, 8 p.m.

This is our annual election meeting at which the results are announced from ballots received through the mail for six new directors on the Board. At this meeting, the Board will choose its slate of officers for the coming year.

Annual Bob-Lo Cruise
Wednesday 28 July
From foot of Woodward, 6 p.m.

This is our "audience participation" meeting. Notice that it falls on a Wednesday night, there being no six o'clock boat to Bob-Lo on Fridays. Plan to join us.

Business Meeting
Friday 27 August
Dossin Museum, 8 p.m.

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

* * *

This issue contains no Curator's Corner column. Robert E. Lee and consort have embarked upon a vacation voyage to New England. We did receive on entry from their "log," however. They stopped by the new Seaway Inn Motel at Thorold, Ontario, high on a hill overlooking Lock 7 of the Welland Canal "where the steamships climb the mountain." For inclement weather one can stand inside and monitor the passing traffic behind picture windows. Out of season rate for two people was \$10, so expect a season rate a little higher. The Inn is at 24 Chapel St. (telephone 227-6177); tell them you are an Institute member, and you will be assured a reservation if at all possible.

One of the most colorful magazines on worldwide marine matters is put out by Mobil Oil in consideration of its marine fuels and lubrications. Each issue usually features a major world seaport, and usually has a beautiful center spread of some vessel--a new liner, or perhaps a sailing ship. We were pleased to see in *Compass'* May-June issue a brief article on the Great Lakes with photographs by our Institute Treasurer Jim McDonald.

Speaking of our members appearing in print, we also notice member Joseph Barr in a photo for the 1965 Georgian Bay Line folder for *South American* cruises to Duluth.

We recently had a reunion with Mr. Winky the Ship's Cat in Niles, Michigan. Once Cap' Johnston's companion on the old museum ship *J. T. Wing*, Winky is now about 12 years old, a bit lame in one leg, but otherwise as independent as ever. Few cats today have lived both aboard a three-masted schooner and now in a century-old log cabin (which he shares with Mrs. Joseph E. Johnston. Gertrude Johnston, Cap's widow, runs the Fort St. Joseph Museum in Niles (behind the city hall), which has a fine collection of Indian exhibits.

GPB





Illustration Above: *L. A. McCorquodale*
(See also page 127)

Front Cover Illustration: *James B. Eads*

Ship register books for the past fifteen years tell a Horatio Alger tale for Upper Lakes Shipping Ltd.

Once, like many other Canadian fleets then, the Toronto firm owned a collection of canallers and of aged upper lake freighters and barges discarded by U. S. fleets. Now, with the Seaway's coming, the canallers are gone from the fleet. The old upper-lake-size ships begin to follow, more than replaced by new vessels. Today, postwar-built ships account for about seventy-eight per cent of the fleet's gross tonnage, and the other major Canadian fleets are not far behind that figure.*

The old-timers of Upper Lakes Shipping are historically more interesting than any other fleet of old lake ships. They date mostly from the 1890s when freighters first began to be recognizable as we know them today. In these pages, *Telescope* offers views of these ships as photographed by Emory Massman. They are supplemented with data from the Dossin Museum files as compiled by Father Dowling.

Upper Lakes began in grain trade in 1931, then known as Northland Steamships Ltd. Its first ship was the steel freighter *Sarnian*, built 1895 as *Chili*. *Sarnian* had already been salvaged once from shipwreck, and ultimately to shipwreck she returned--on Lake Superior in 1943. The firm was renamed Upper Lakes & St. Lawrence Transportation Company when it began to buy other ships in the thirties. Most numerous were the twenty canallers bought from a Canadian fleet managed by Boland & Cornelius. A group of upper-lake-size freighters and barges came from James Playfair. Immediately before and after World War II, purchases from the Pittsburgh and the Interlake fleets rounded out the upper-lake-size portion of the company. (See *Detroit Marine Historian* for January, 1951, for a list of the fleet up to that time.)

The new construction program began with the freighters *James Norris* and *Gordon C. Leitch* of 1952. Excepting these sisters, all the new ships were built by Port Weller Dry Docks Ltd., alongside the Welland Canal. The shipyard in time became affiliated with the Upper Lakes Shipping interests. In all, seven bulk cargo hulls have been built for Upper Lakes Shipping, and four others have been adapted from lengthened tanker hulls originally built between 1943 and 1953. After a fifteen-year lapse, Upper Lakes recently reverted to buying old U. S. ships--two vessels operated under British Commonwealth registry.

Best-known of the old-timers was the whaleback *John Ericsson*, retired in 1964. Her almost perpetual consort since 1896, the whaleback barge *Alexander Holley*, is soon to be scrapped at Hamilton, along with the fleet's other whaleback, *137*. These leave the American tanker *Meteor* as the lakes' last whaleback.

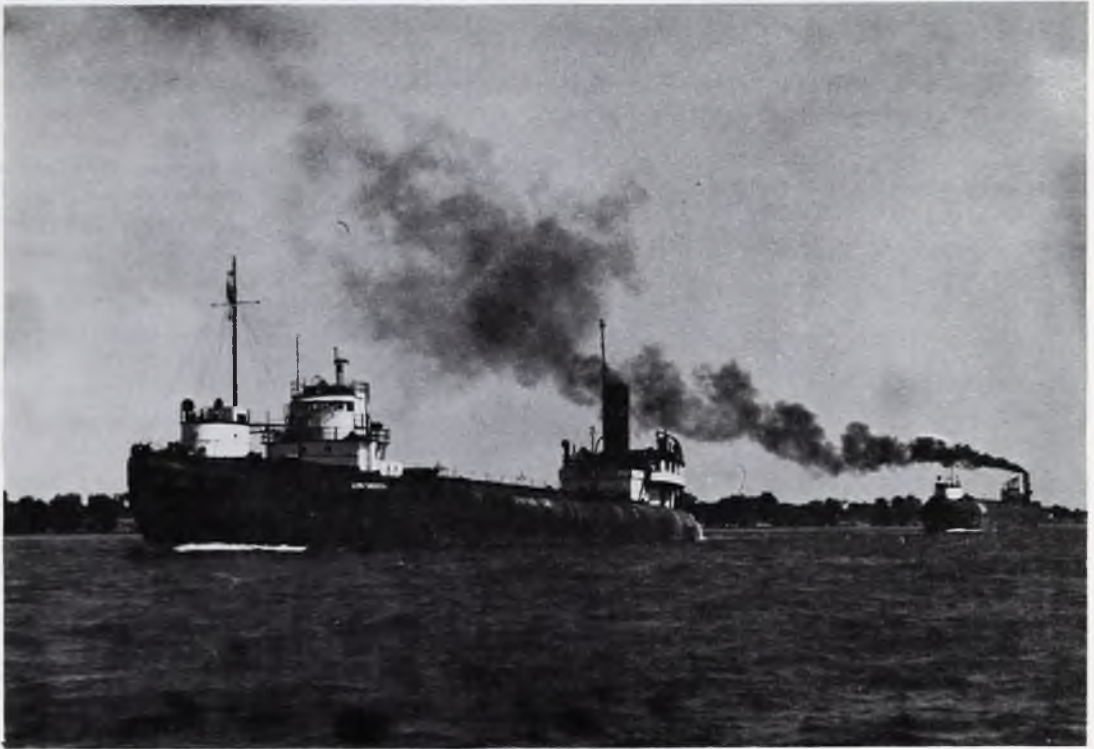
Upper Lakes was perhaps the last major lake fleet to use steel barges as consorts for freighters. The inventor Alexander McDougall first devised his whalebacks as a form of seaworthy steel tow barges (see *Telescope*, June-July, 1960). As consorts for steambarges, they were an improvement over the worn-out wooden sailing ships then used as tows in the late 1880s. In the late 1890s, lake fleets ordered a number of con-

Illustrations Opposite:

(Above) *John Ericsson* towing
Alexander Holley

(Below) *Douglass Houghton*

* New tonnage is 74% of Canada Steamship Lines' fleet, 66% for Paterson and 63% for Misener as computed from the current *Greenwood's Guide*. For U. S. registry fleets, only Hanna scores near these figures, with 66%. But other U. S. fleets have instead been upgrading their older ships with new engines, new mid-sections, etc., which Canadian fleets have not done. And the 47-ship Pittsburgh fleet, which would score a low percentage, has no ships under 600' long.



ventional steel barges as freighter consorts. Upper Lakes owns several of these, idle in recent years. They include *Glenbogie* (the former *Alexander Maitland*), *Bryn Barge* (the former *Bryn Mawr**), *John Fritz* and *John A. Roebling*. Such a barge consort increased the return on a freighter's steam engine investment. But after 1900, new freighters found it more economical to run with a low-powered engine and dispense with the nuisance of barge consorts.

After the *Ericsson*, historically the most important ship is *Victorious*, built for Pickands-Mather at South Chicago in 1895 as *Victory*. She and her sister, *Zenith City*,

* In varityping this, we have only just now seen the symbolic humor in *Bryn Mawr*'s name, for a "whither thou goest..." consort to Ivy-League-name freighters like *Princeton* and *Harvard* of Carnegie's pre-merger Pittsburgh Co.

Illustrations Opposite:

(Above) *Maunaloa II*

(Below) *L. A. McCorquodale*

were the first lake ships of 400-foot overall length. As our center spread photograph shows, *Victorious'* after deck is still almost clear of cabins, in the practice of the '90s. Upper Lakes' newly-bought *Ridgetown* (ex *William E. Corey* of 1905), compared with *Victory*, offers a good idea of the lake freighter's spectacular growth in 1895 to 1905. The *Corey* was one of a class of four, the first ships built for the newly-formed United States Steel Corporation and, at 570 feet overall, the largest on the lakes. A year later (1906), the Steel Trust was introduced
(Continued on page 137)

James B. Eads (Canadian 153126)

a *Globe* b *James B. Eads* (US 86307)

1894 Cleveland by Globe Iron Works (hull number 53)

Steel package freighter, later bulk, later package

Measurements 330 x 42 x 24; 2995 gross tons, 2278 net tons

Lengthened c. 1899 to 400'; 3746 gross tons, 2970 net tons

Triple-expansion engine, 24"-39"-63" x 42", by Globe

Owners: (1) Globe Iron Works; (2) Great Lakes SS Company (charterer); (3) Bessemer SS Co.; (4) Pittsburgh SS Co.;

(5) James Playfair (Canadian); (6) Upper Lakes & St. Lawrence Transportation Co. (See front cover.)

John Ericsson (Canadian 154863)

a *John Ericsson* (US 77226)

1896 West Superior by Alexander McDougall (hull number 138)

Steel bulk freighter, whaleback design

Measurements 390 x 48 x 27; 3200 gross tons, 2378 net tons

Triple-exp. engine, 25"-40"-68" x 42", by Cleveland SB Co.

Owners: (1) Bessemer SS Co.; (2) Pittsburgh SS Co.; (3)

Bunce Transit Co.; (4) Schneider Trans. Co.; (5) Midland

SS Co. Ltd. (Playfair) (Canadian); (6) Upper Lakes & St.

Lawrence Transportation Co. (See page 125.)

Alexander Holley (Canadian 154864)

a *Alexander Holley* (US 107237)

Steel bulk freight barge, whaleback design

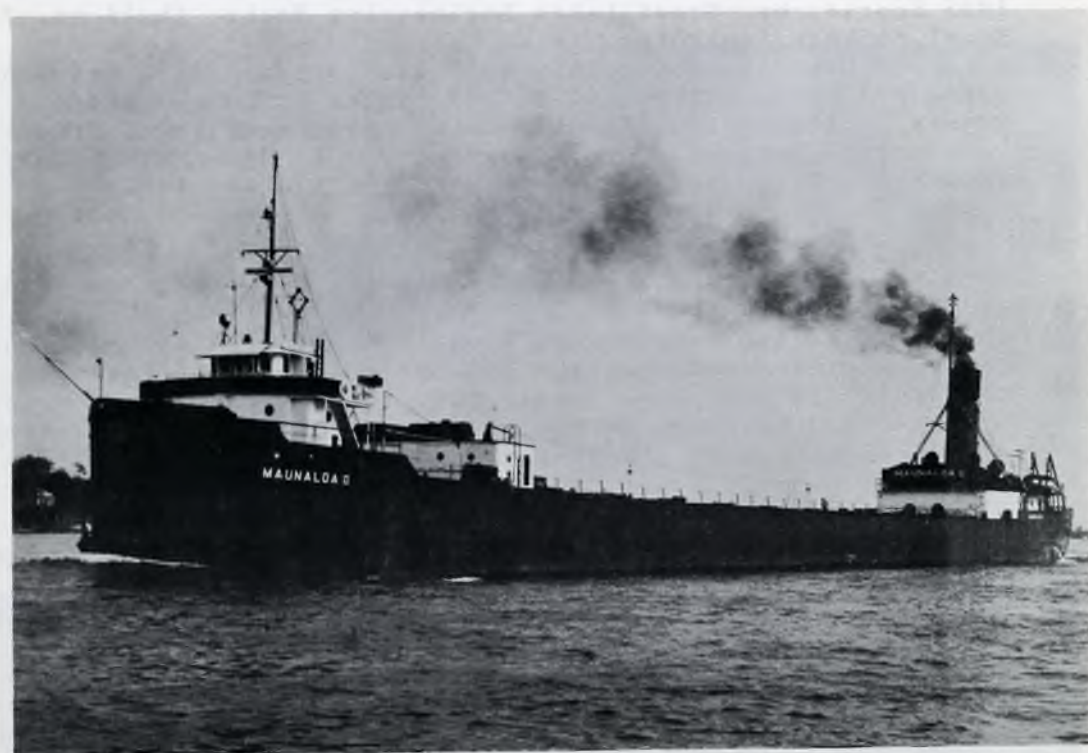
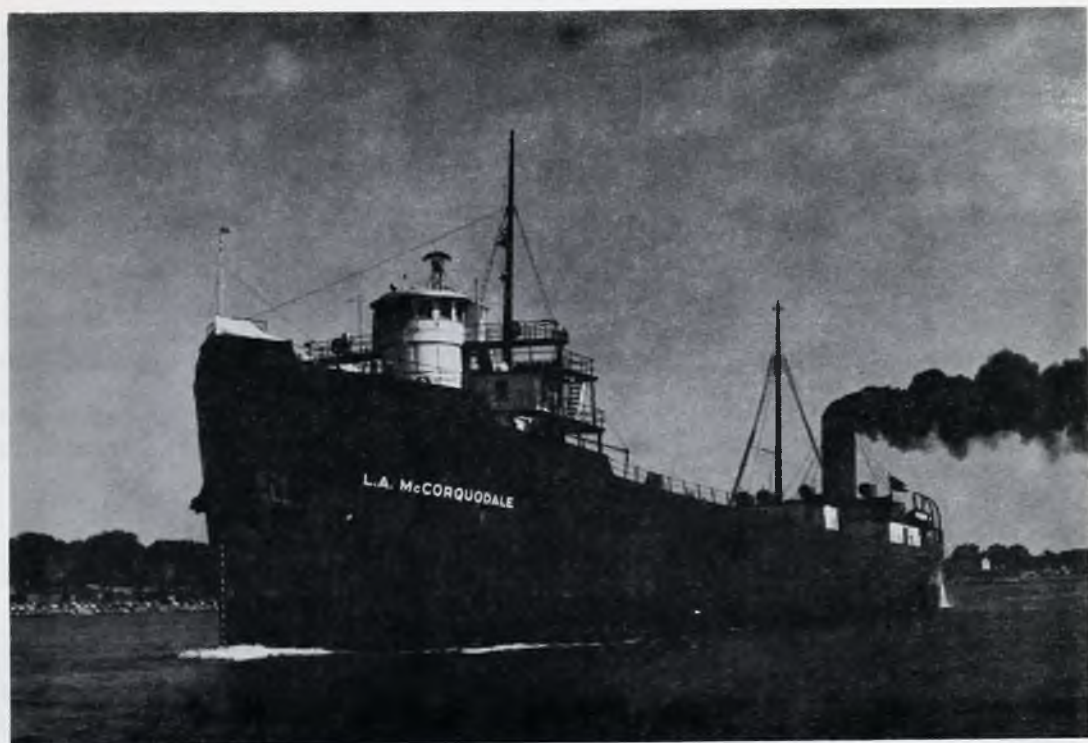
1896 West Superior by Alexander McDougall (hull number 139)

Measurements 361 x 46 x 26; 2721 gross tons; 2553 net tons

Owners: (1) Bessemer SS Co.; (2) Pittsburgh SS Co.; (3)

James Playfair (Canadian); (4) Upper Lakes & St. Lawrence

Transportation Co. (See page 125 and news section.)



Illustrations Opposite:

(Above) *Howard L. Shaw*

(Below) *Victorious* (see also center spread)

Douglass Houghton (Canadian 174976)

a *Douglass Houghton* (US 157552)

1899 Cleveland by Globe Iron Works (hull number 78)

Steel bulk freighter. Originally had two funnels.

Measurements 456 x 50 x 24; 5332 gross tons; 4034 net tons

Quadruple-expansion engine; 18"-26"-39"-56" x 42", by Globe

Owners: (1) Bessemer SS Co.; (2) Pittsburgh SS Co.; (3)

Upper Lakes & St. Lawrence Transportation Co. (Canadian).

(See page 125.)

Maunaloa II (Canadian 174977)

a *Maunaloa* (US 92974)

1899 Chicago by Chicago Shipbuilding Company (hull no. 37)

Steel bulk freighter

Measurements 430 x 50 x 24; 4951 gross tons; 4004 net tons

Quadruple-exp. engine, 17"-27"-40"-62" x 42", by builder

Owners: (1) Minnesota SS Co.; (2) Pittsburgh SS Co.; (3)

Upper Lakes and St. Lawrence Transportation Co. (Canadian)

(see page 127.)

L. A. McCorquodale (Canadian 154862)

a *Superior* b *Ralph Budd* (US 202329) c *Ralph Budd* (C 154862)

1905 Ecorse by Great Lakes Engineering Works (hull no. 7)

Steel package freighter

Measurements 382 x 50 x 26; 4537 gross tons; 3350 net tons

Quadruple-exp. engine, 20"-30"-43"-63" x 42", by builder

Owners: (1) Western Transit Co.; (2) Great Lakes Transit

Co.; (3) James Playfair (Canadian); (4) Upper Lakes & St.

Lawrence Transportation Co. (See page 123 and 127.)

Howard L. Shaw (Canadian 172356)

a *Howard L. Shaw* (US 96524)

1900 Wyandotte by Detroit Shipbuilding Co. (hull no. 136)

Steel bulk freighter

Measurements 440 x 51 x 24; 4769 gross tons; 3457 net tons

Triple-expansion engine, 22"-35"-58" x 42", by builder

Owners: (1) Eddy-Shaw Trans. Co.; (2) Donora Iron Mines

Co.; (3) Pittsburgh SS Co.; (4) Upper Lakes & St. Lawrence

Transportation Co. (Canadian). (See page 129.)

Victorious (Canadian 172358)

a *Victory* (US 161758)

1895 Chicago by Chicago Shipbuilding Co. (hull number 14)

Steel bulk freighter

Measurements 388 x 48 x 22; 3774 gross tons; 3339 net tons

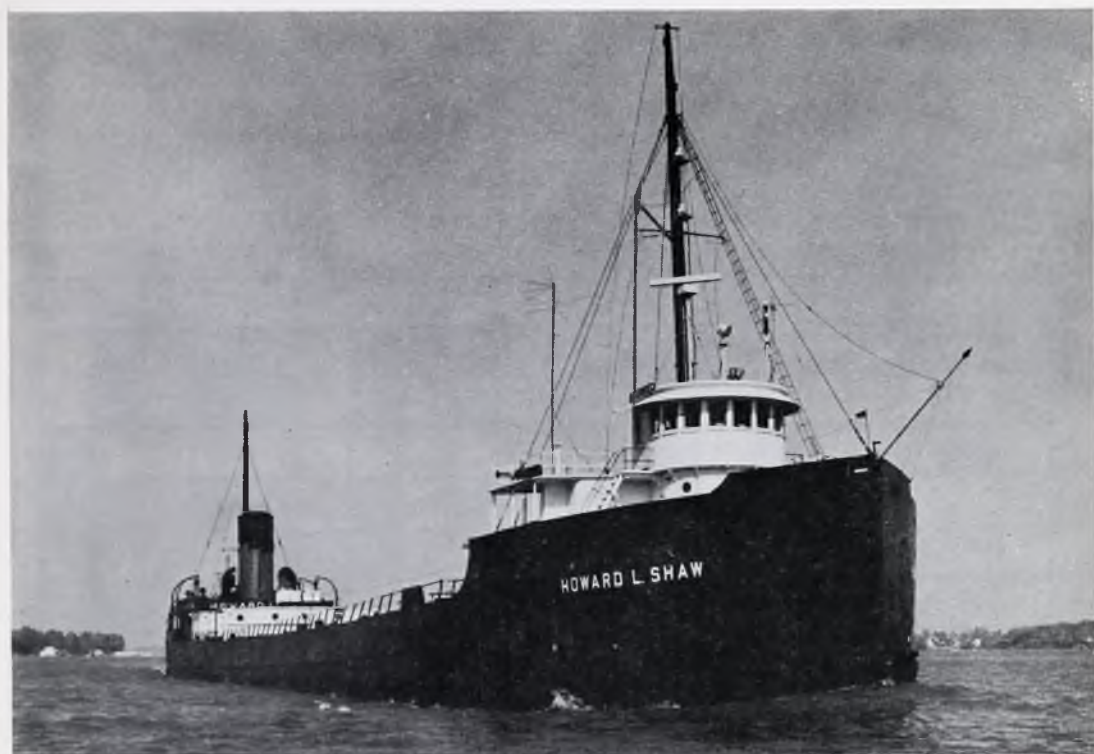
Lengthened 1905 to 459'; 4678 gross tons; 3532 net tons

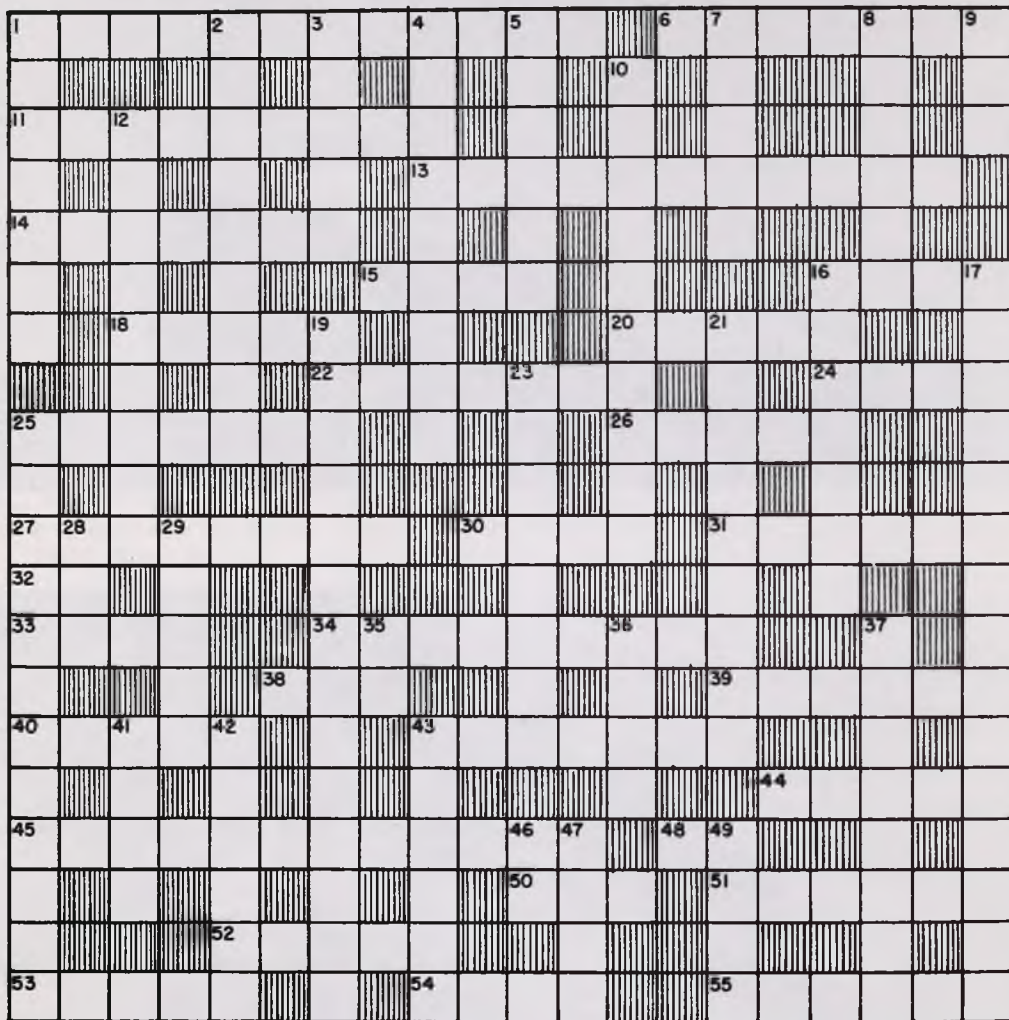
Triple-exp. engine, 22"-38"-63" x 40", by Cleveland SB Co.

Owners: (1) Interlake Company (Pickands-Mather); (2) Upper

Lakes & St. Lawrence Transportation Co. (Canadian). (See

page 129 and center spread.)





A PICKLE FOR THE KNOWING ONES

The puzzle above is made up with words having to do with the Great Lakes, principally with names of ships. The clues that follow are more ample than would ordinarily serve a crossword puzzle. This is because we hope that those who "cheat" and look at the answers on page 137 will be enlightened in the process. Apologies go to Timothy Dexter for our title. --GPB

A PICKLE FOR THE KNOWING ONES

WORDS READING ACROSS

1. Ship named for a naval architect who later headed a major steel corporation. This was also the last ship built by Great Lakes Engineering Works before that firm ceased shipbuilding.
6. Probably the most magnificent side-wheel excursion steamer the lakes knew.
11. The lakes' only five-masted schooner.
13. Seaway-trading ship with a shorter trip "home" than most other visitors from overseas countries have.
14. The largest composite-hull lake ship, named for the Campbell and Owen shipyard manager who incorporated the firm as the Detroit Dry Dock Company in 1872.
15. Until this ship burned in 1843 with great loss of life, the lakes knew few serious steamboat disasters, compared with other parts of the country.
16. Great Lakes Towing Co. tug of 1913 having the name of battleship built a year later and sunk at Pearl Harbor (abbreviation of name only).
18. Steel package freighter of 1885, an early example of brief trend to ocean-type lake ships, and then fastest ship on lakes.
20. Predominant hull color of *Juniata* and now of *Milwaukee Clipper*.
22. Scrapped Bethlehem fleet craneship.
24. The Columbia fleet's smallest vessel having a self-unloading boom (surname).
25. English-born man (1822-84) organized Detroit's Riverside Iron Works, builders of steam engines for many lake ships (initials and surname).
26. Davidson built this 291-foot freighter for the Whitney fleet in 1890. She was one of the largest and last wooden ships built before timber supplies in Michigan began to be scarce.
27. Family which long controlled the fortunes of the D & C Line.
30. Every crossword puzzle has to have an "impossible" entry. This was the type of steel used for lake ship boilers in the mid-1880s.
31. Attempting to recover Detroit from the British in January, 1813, Americans

under Winchester won an initial engagement in the Battle of the ----- River, only to be taken unprepared for a return match. The British kept Detroit until that autumn when Perry's victory at Put-in-Bay made the British position untenable.

32. Flag registry of most cement-carrying freighters on the lakes.
33. Another Bethlehem-owned craneship, also now scrapped.
34. Pittsburgh fleet freighter built 8 years after another ship of this name sank in Lake Superior with 24 lives lost.
38. The most important home port state for U. S. lake freighters (abbreviation).
39. Woe to the engineer whose walking beam engine gets stuck on -----.
40. One of six Minnesota Steamship Co. sisterships of 1890-91, this vessel was scrapped in 1937 after Canadian flag service of her later years.
43. Canadian passenger ship lost in 1906 off Isle Royale. Her stack colors were those later adopted by Canada Steamship Lines.
44. "Pre-laker" ocean freighter built at Ecorse for the Clyde Line in 1915, and later in lake service for Marathon Paper Mills into the present decade.
45. In 1872 this man founded one of the largest "independent" U. S. lake fleets of today.
48. Stack marking of *City of Green Bay*.
50. Suffix of vessel names for a major Canadian lake fleet.
51. Later surname of a steamer built in 1910 as *St. Clair*.

(Continued on page 134)

Photograph on center spread:
Stern of Upper Lakes
Shipping fleet freighter
Victorious.

--Massman photograph



A PICKLE FOR
THE KNOWING ONES

(Continued from page 131)

52. First iron ship built at Cleveland, and, excepting the short-lived *Brunswick*, the first metal lake bulk freighter. This ship foundered in Lake Superior in 1915.

53. One of six Menominee Transit Company sisterships built 1890-91. This vessel foundered on salt water in 1919.

54. This name of this ship counted one unit lower than its previous name (same vessel as listed in puzzle as #37 down).

55. Her name would make you think she was the smallest 600-footer going. She was the first freighter to use the new Davis Lock at the Soo, in 1914. (Surname only.)

WORDS READING DOWN

1. One of several "straight back" lake ships imitating several whaleback principles while avoiding patent infringement. This ship foundered in Lake Michigan in 1929.

2. Union Steamboat Line package freighter formerly named *Ramapo* (surname only).

3. This is about as obscure a name as we get. The 137-foot schooner *A. ----* of 1863 was listed 31 years later under Rochester ownership.

4. West-Bay-City-built propeller of 1886 which unsuccessfully tried a number of lake passenger routes before settling down on Detroit-Chatham service.

5. When built in 1844, this was by far the largest steamboat on the Great Lakes and perhaps the largest in North America.

7. Name of two well-known Lake Erie Islands steamers, built about half a century apart.

8. First Canadian lake fleet to introduce large diesel bulk freighters.

9. Surname of two Canada-Atlantic Transit Co. ships built 1893 and 1896. *George N. ---* was lost on salt water in World War I, but *Arthur ---* survived on the lakes until 1948 when she was scrapped at Hamilton.

10. The spit-and-polish that maintained this fleet flagship, the lakes' first 500-footer, caused her crew to nickname her the "*---- . Workhouse.*"

12. This first unit of the Pickands-Mather fleet was considered a "giant" of 233 feet when built in 1874, being 20 feet longer than the next largest freighter. Originally planned as a schooner, she was instead completed as a steamship, and reverted to schooner barge status in 1903.

16. The only one of the Great Lakes no longer regularly served by large passenger ships.

17. One of the lakes' last two whaleback barges, otherwise known as #139. The dismantling of both at Hamilton is imminent.

19. Ocean bulk freighter built for a U.S. lake fleet under British registry in anticipation of the Seaway's opening. She is now named *Leadenhall*.

21. The beetle's blight won't touch this limb (name of a Canadian vessel).

23. First word in names of two shipping firms once having Lake Superior's largest passenger ships.

25. Five bulk freighters, including a whaleback, have carried the name of this man, co-founder of a major lake fleet.

28. Often-used initials identifying the largest Canadian lake fleet.

29. Only two men were saved, clinging to the masts of this Western Transit line propeller when she foundered off Long Pt. in 1897.

35. Bradley fleet stack marking.

36. A *----* boat is a type of rescue boat.

37. Long-lived Canadian steel freighter of 1888, scrapped in 1957 (same vessel as #54 across in puzzle).

41. Western Transit line package freighter, later a Nicholson automobile carrier.

42. The steamer *Italia's* engine converted this steel barge of 1897 to a steamer; when scrapped in the mid-fifties, she was the Corrigan fleet's last surviving unit.

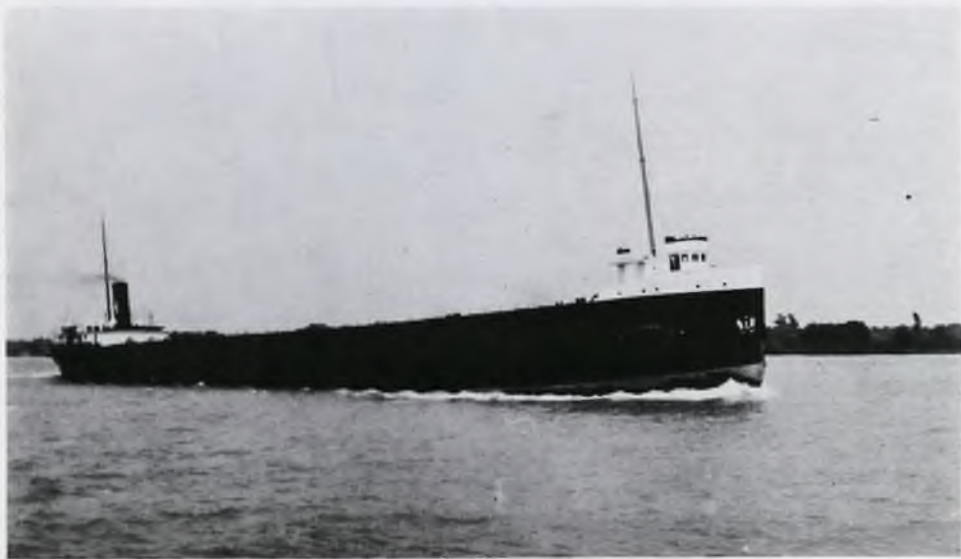
43. Typical scow schooners like this one of 1867 had blunt bows and sterns, making them cheap to build. Dossin Museum has a model of this one.

46. This man grants permission to go aboard a naval vessel (initials).

47. How many boilers does the car ferry *Viking* have?

49. *----*ships staterooms are preferred on propeller passenger ships, usually.

(Answers on page 137)



The Big Splash: William A. Paine

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

William A. Paine (US 202305) was a typical steel bulk freighter of the early 20th century. She was launched at the Cleveland yards of American Shipbuilding Co. in 1905 for Pioneer Steamship Company (Hutchinson) of Cleveland. She was her builder's hull number 427. Dimensions: 480 x 52 x 30; 5798 gross tons and 4453 net tons. Her triple-expansion engine, of 22½", 36" and 60" diameter of cylinders by 42" stroke, was also built by American Shipbuilding Co. A fine looking ship,

her long career was relatively uneventful, marked by good performance and service. Like most of the freighters built for Hutchinson, she spent her entire life in one fleet. Though a large freighter for her time, she was too small in recent years to compete successfully, and spent the later years of the 1950s in layup. She was sold in 1961, towed across the Atlantic, and was reported scrapped in Scotland. Our other illustration shows her on her trial run.



High and Dry: A. McVittie

By William A. Hoey

A. *McVittie* was built by Detroit Dry Dock Company in 1890 as a package freighter, and joined the Central Vermont Line. In 1917, she was sold to Montreal Transportation Company and converted to a bulk carrier under Canadian registry. The dry dock photograph above was taken on September 12, 1919, at the Buffalo Dry Dock Company. The ship was later cut down to a barge. Her engines were built for her by Detroit Dry Dock Co. in 1890, and were fore-and-aft compound, 28"-52" x 40". As a package freighter, she measured 240' x 42' x 23.4'; 2046 gross tons; 1552 net tons. (See also *Telescope*, volume 5, number 8, page 12.)

--Photo from Museum-Institute Collection

PUZZLE ANSWERS

MUSEUM FLEET IN PASSING

(Continued from page 128)

ducing 600-footers. *Victory*, herself, was lengthened to 472 feet in 1905.

Like the *Ericsson*, *Douglass Houghton* of 1899 has its pilot house set aft of its first cargo compartment. This was common practice in the 1890s, but only package freighters followed it in this century. The forward cabins of *Victorious* and of *Maunaloa II* were once similarly positioned, but modern forecastle cabins later replaced them. *Howard L. Shaw* shows the form of pilot house on the forecastle that became typical for twentieth century bulk cargo ships. *Douglass Houghton* was also once distinguished by two huge funnels arranged fore-and-aft.

Two Upper Lakes grain freighters returned briefly to package cargo service before they were retired. One was *James B. Eads* (see cover), built in 1894 as the package freight

ship *Globe*. She was later lengthened to 400 feet as a Bessemer fleet bulk freighter. *L. A. McCorquodale* was typical of the once-numerous package freighters serving U. S. railroad - owned fleets. She was built in 1905 as *Superior* for Western Transit, the New York Central's fleet. The last such package cargo ships in U. S. registry were requisitioned for ocean duty in World War II and never came back to the lakes. *Superior* (then named *Ralph Budd*) escaped this fate by going Canadian in the Playfair fleet after salvage from stranding in the twenties. As these package freighters often carried grain cargoes, too, the *McCorquodale* never needed much adaptation for the grain trade.

These ships all offer quite a contrast to modern Upper Lakes Shipping freighters like *Cape Breton Miner* and *Red Wing*. But, after all, this makes the company's rise all the more dramatic. The Horatio Alger hero always started at the bottom and worked up to the top. --GPB

PUZZLE ANSWERS

A	R	T	H	U	R	B	H	O	M	E	R	T	A	S	H	M	O
N	N	O	S	M	J	R	O	R									
D	A	V	I	D	D	O	W	S	P	O	R	H	R				
A	H	E	D	I	R	I	S	H	P	O	P	L	A	R			
S	R	K	I	R	B	Y	F	I	R	N	W	W					
T	E	W	E	R	I	E	W	O	K	L	A						
E	T	I	O	G	A	A	G	R	E	E	N	L					
C	O	L	A	G	O	N	D	A	L	T	A	T	E				
S	F	H	O	D	G	E	E	O	T	A	M	P	A	X			
A	U	X	R	E	B	R	A										
M	C	M	I	L	L	A	N	O	T	I	S	R	A	I	S	I	N
U	S	D	N	H	A	O	D										
E	L	B	A	D	M	C	L	E	M	S	O	N	S	E			
L	H	D	E	L	R	U	C	E	N	T	E	R					
M	A	T	O	A	R	M	O	N	A	R	C	H	A	H			
A	R	M	T	I	S	F	A	N	O	R	C	O					
T	H	O	M	A	S	W	I	L	S	O	N	A	A	B	L		
H	Y	Z	O	T	D	O	C	M	A	N	U	E	L				
E	O	N	O	K	O	N	I	C	E								
R	O	M	A	N	D	N	I	N	E	D	I	N	K	E	Y		

LAKES & SEAWAY NEWS

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May 1...The German motorship RHEINSTEIN loaded a record cargo of 1,000 tons of Michigan cherries at Muskegon.

May 5...The American Ship Building Company is apparent low bidder on a contract to build seven Reliance class Coast Guard cutters. The contract is expected to be awarded in about 30 days. The bulk of the work will be done in Lorain where an assembly-type operation will be set up.

...A \$1,156,000, federal grant for Detroit's first waterfront urban renewal project has been approved in Washington. The area affected is bounded by the Detroit River, Wright Street, the former Buhl & Sons property at Adair, and the Coast Guard Base at the foot of Mt. Elliott.

...The last two whaleback barges departed Goderich on what is probably their last journey. The ALEXANDER HOLLEY and BARGE 137, under tow of the SUSAN HINDMAN, were bound for the Hamilton graveyard. (See photograph on page 139).

May 6...The Swedish motorvessel HISPANIOLA suffered serious damage from a fire which broke out while the vessel was moored at a Montreal wharf. JAMES McALLISTER, JAMES BATTLE, and SALVAGE MONARCH took part in bringing the flames under control. ...Westerly winds have blown floe ice into the approaches of the Soo Locks. The resulting lockages of ice alone has hampered shipping in the area.

May 7...The collision between CEDARVILLE and TOPDALSFJORD, covered in the May issue because of its severity, took place in the Straits of Mackinaw. Not mentioned was the excellent recovery work of the German motorship WEISSENBURG, whose crew took to the lifeboats upon arrival at the scene and recovered 25 crewmembers from the stricken Bradley self-unloader.

...The J. E. UPSON struck Grey's Reef Lighthouse in heavy fog causing slight damage to the lighthouse while holing her bow.

...A public hearing will be held June 8th in Bay City on the proposed free trade zone in Bay County.



ALEXANDER HOLLEY



J. J. H. BROWN

May 8...The RIMOUSKI, CSL's newest bulkcarrier, was christened at Collingwood.

...Ernst & Ernst, accountant and management consultants, will make a \$70,000, port study for the Cleveland Development Foundation.

May 10...68 vessels got underway in the St. Mary's River after four days of fog began to lift. Three vessels went aground during the low visibility. The BETHLEHEM and ASHCROFT continued their trips, but the D.C. EVEREST was forced to return to the Canadian Soo for repairs to a damaged bottom.

...In a recently released statement, the U. S. Public Health Service commented that huge quantities of waste products change the Detroit River from a basically clean body of water at its head to a polluted one in its lower reaches.

May 11...The International Joint Commission, principally known for its control of the level of Lake Superior, met in Sault Ste. Marie with hopes of determining a method to stabilize the other waters of the Great Lakes.

...The ALPENA, HURON, and WYANDOTTE (a.CONNEAUT) of the Wyandotte Chemicals Corp. will be converted to oil next winter in order to comply with Detroit smoke ordinances.

May 12...The 8,000, ton package freighter CABOT was launched and christened by Davie Shipbuilding in Lauzon for the Clarke Traffic Services. Newfoundland SS. Ltd. will operate the vessel on the Montreal-St. John's route.

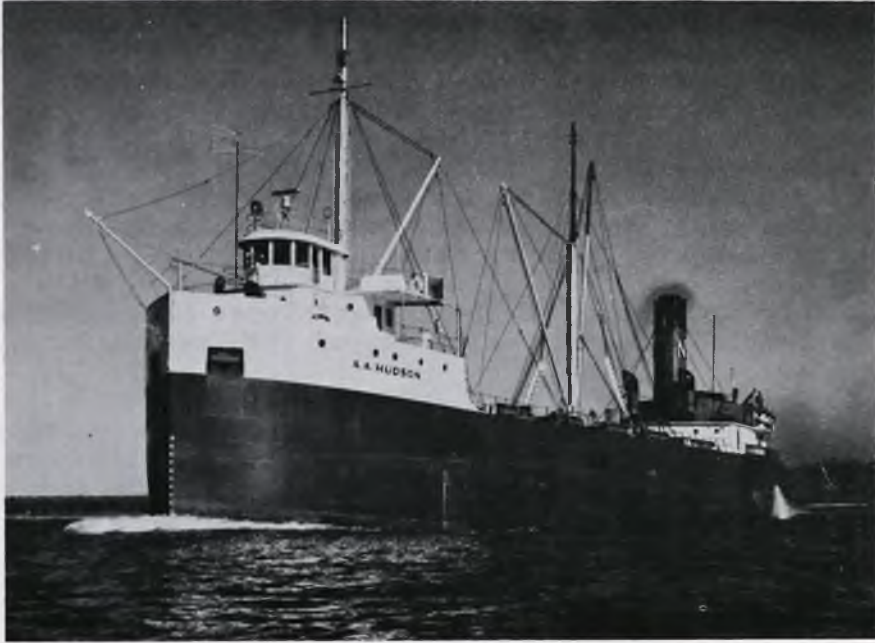
...The Greek freighter ORIENT MERCHANT (a.TERBORCH, b.EEM-DYK) was finally released from a shoal outside Port Colborne by the tugs ATOMIC and PATRICIA McQUEEN. The vessel was slated to enter Port Weller drydock for repairs.

May 18...Another lakes fleet suspended operations with the announcement by the Brown Steamship Company that the JAMES E. McALPINE (a.WILLIAM H. TRUESDALE) and J.J.H. BROWN had been sold to Marine Salvage, Inc., of Port Colborne. The former loaded scrap in Detroit commencing on the 16th, and sailed under her own power for the St. Lawrence where sea-going tugs will take over the tow for a presently unknown destination. The 432 foot sisterships were built in Lorain in 1908.

...The ORIENT MERCHANT was placed under arrest at Port Weller by the Exchequer Court of Canada on a charge of non-payment of \$13,000, in salvage and towing bills claimed by the Great Lakes Towing Company.

May 19...The BRISTOL CITY reportedly ruptured a submarine oil pipeline in Hamilton Bay when its anchor snagged 200 feet from shore.

May 22...Fire broke out at the Wellington Street pier in Hamilton as a result of the above break. Arson is suspected. The fire was extinguished, but not before the IRISH CEDAR suffered minor damage.



May 23...N. R. Danielian, Washington, who was the foremost lobbyist for the Great Lakes-St. Lawrence Seaway, resigned as a member of the Advisory Board of the St. Lawrence Seaway Development Corporation.

May 24...Three British Royal Navy frigates, TENBY, EASTBOURNE, and SCARBOROUGH, arrived in Montreal on a goodwill visit which will include Toronto and Rochester.

...The A.A. HUDSON (a.RAHANE) tied up outside Port Dalhousie drydock amid rumors that she may be converted to a stemwinder for an unknown new owner.

...The NORMAN P. CLEMENT has been converted from a sulphuric acid tanker to a straight oil tanker.

...The Belgian freighter PATIGNIES collided with a 28 foot cabin cruiser off Grosse Ile. One man was killed, one was missing, and four survivors were rescued by the Coast Guard.

May 26...All was not lost in Detroit's bid for a regional customs office following a hearing before Assistant Secretary of the Treasury, James A. Reed. In answer to protests over the choice of Chicago, Reed stated that it is very much a possibility that more than the six offices now planned would be created.

...The International Joint Commission held their fourth and last hearing in Chicago on Great Lakes water level problems. Reversal of several Canadian rivers which drain the lakes was suggested by Harry C. Brockel, Milwaukee Port Director, but was determined to be outside the scope of the Commission.

...Bulk shipments on the Great Lakes for April were two million net tons below those for April 1964. Traffic on the Welland Canal was down 42%, while tonnage on the Montreal-Lake Ontario section was down 11.7%, despite a gain of 9.2% in upbound traffic. Severe ice conditions in most restricted regions contributed to the decline.

...The tankers IMPERIAL SIMCOE (a.SIMCOLITE) and IMPERIAL WELLAND (a.ROYALITE), recently purchased by a Montreal scrap dealer, have been involved in rumors regarding salvage of a tanker off New York. Sale to an oil company may be involved.

May 28...John D. Leitch, President of Upper Lakes Shipping, Ltd., was honored as Great Lakes Man of the Year at Sault Ste. Marie, Ontario.

...Two lakes veterans have avoided the scrapyard with the purchase by Medusa Portland Cement Company of the steamers AMASA STONE and CHARLES S. HEBARD. The ships will form the base of a new pier at Charlevoix, Michigan, lying end to end about 1,000 feet offshore and connected to land by a gallery containing a conveyor belt and roadway. The STONE, sold last August to Marine Salvage, Ltd., Port Colborne, is in Toledo, while the HEBARD was delivered to Fraser Shipyards, Inc., at Superior last December.

May 29...The claim by the Great Lakes Towing Company against the ORIENT MERCHANT was finally settled and the ship released from Port Weller drydock.

May 31...The tanker SINCLAIR GREAT LAKES drifted in northern Lake Michigan after an engine room fire knocked out its electrical control panel. The CGC SUNDEW towed her into Traverse City, Michigan, for repairs. No injuries resulted from the blaze.

The following information has been received from George Ayoub concerning the ultimate disposition of four lakers which departed the scene last season for scrapping in Europe:

ABBY, (a.HAROLD B. NYE, b.W.D. CALVERLY, JR., c.PRINDOC) was sold to Eisen & Metall A.G. and arrived at Bremerhaven on July 17, 1964.

POWERAUX CHRIS (a.EUGENE ZIMMERMAN, b.GRAND ISLAND) was sold to Eckhardt & Co., Hamburg, and arrived November 9, 1964.

POWERAUX MARK (a.HERBERT F. BLACK, b.JOLIET) was sold to Eckhardt & Co., Hamburg, and arrived September 24, 1964.

POWERAUX PETER (a.J.M. JENKS, b.R.R. RICHARDSON, c.RALPH S. CAULKINS) was sold to Eisen & Metall A.G., Hamburg, and arrived August 24, 1964.

BEFORE...



...AND AFTER



The photos above from Fraser Shipyards, Inc., show the ANN ARBOR NO. 7 arriving at Superior on July 12, 1964, and the VIKING (a. ANN ARBOR NO. 7) departing on trials on April 22, 1965. The modernization program carried out on this vessel, as covered in earlier issues, is a tribute to the skill of Great Lakes shipbuilders.

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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