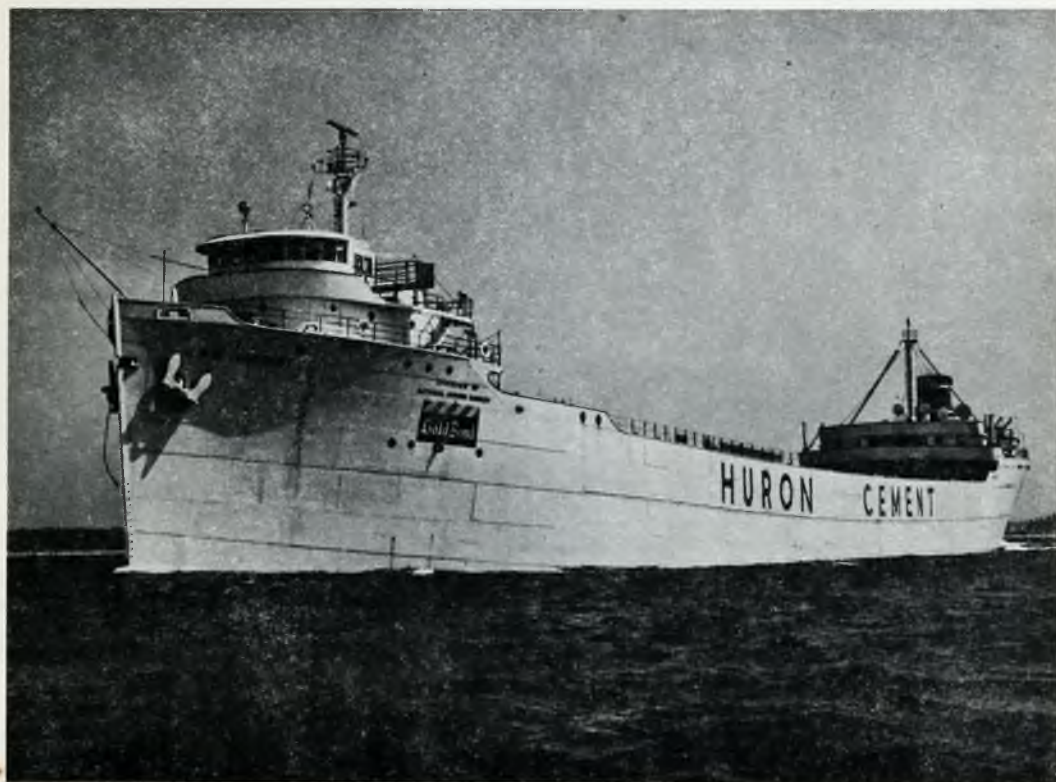


TELESCOPE



July, 1965

Volume 14, Number 7

**Great Lakes
Maritime
Institute**

DGLM

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

COVER: J. A. W. Iglehart (a Pan Amoco b Amoco c H. R. Schemm) was recently converted for Huron Cement by American Ship in Chicago. She is thus the first large lake ship introduced in U. S. registry in several years. Peter Worden's photo shows her passing Port Huron upbound after delivering her initial cargo to Toledo on June 19. Our news portion of this issue shows several new Canadian lake ships.

Institute Notes

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

This is our "audience participation" meeting. • Notice that it falls on a Wednesday evening, 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 welcome to these meetings of the Institute's Board of Directors.

General Meeting, Friday 29 September, Dossin Mus., 8 p.m.

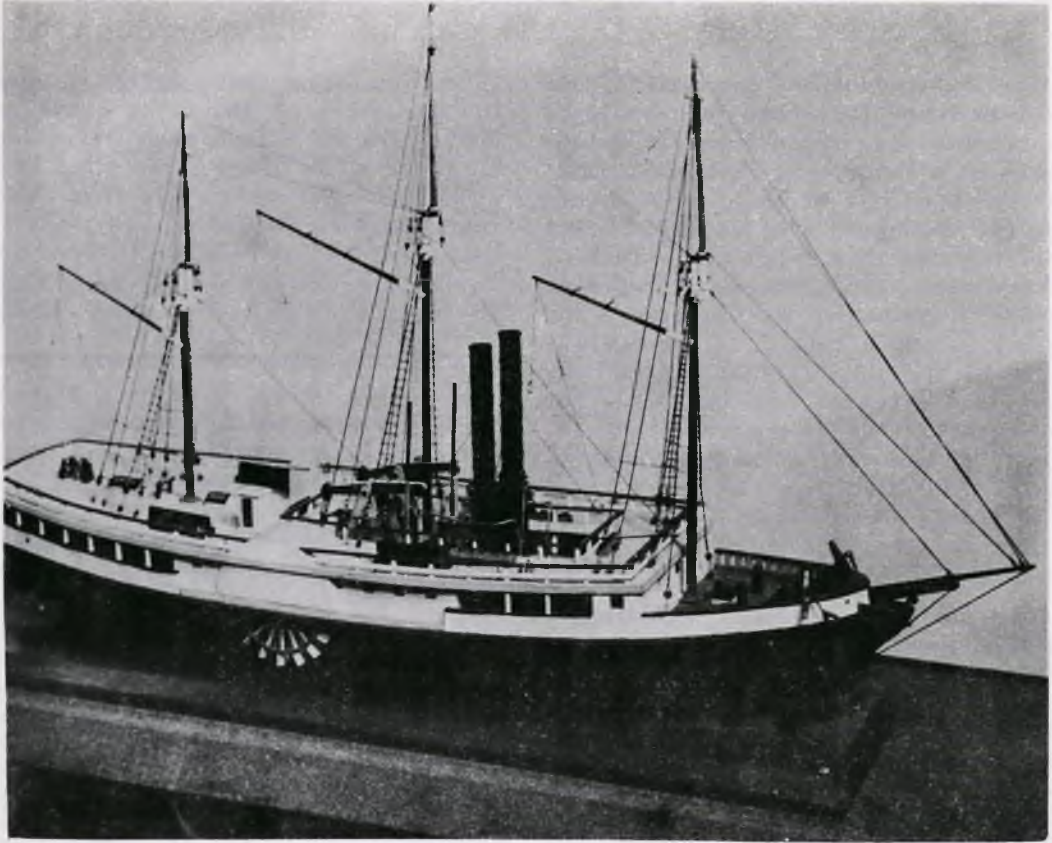
For a change, we will venture beyond our waters in a slide showing conducted by William Worden, illustrating river and other steamers of Europe. Bill Worden, our Secretary, spent a year recently in school in Denmark, which offered him a convenient base for exploring European waterways.

PAST MEETING REPORTS: At the Annual Meeting of June 25, the results of the recent election of Board members was disclosed. With 155 ballots received, the incumbent members up for re-election were returned to the Board, including Messrs. Baut, Fairbanks, Massman, Radunz, Richards and W. Worden. The Board then chose its officers for the coming year, returning incumbents except for William A. Hoey, who was elected as vice-president.

* * *

People who find Mr. Worden's slide talk interesting, next September, may wish to consider a group tour which Steamship Historical Society is planning for European waterways for the summer of 1966. If enough people are interested, a SSSHA group will leave New York probably in the

third week in July for a seventeen-day trip. Highlights will include trips on Swiss lake steamers (on the Lake of Geneva, Lake of Lucerne and Lake of Zurich), a Rhine River trip from Basle to Rotterdam (four days), a channel crossing via Hook of Holland, and various Thames River excursions from London. The cost of the trip is estimated at \$850 per person, including all expenses except lunches. All meals on the air journey and on the Rhine River trip are included, as are breakfast and dinner at hotels. Europe is still rich in colorful river and lake passenger steamers, many of which (like the large Rhine cruise steamer) are quite new; others are *quite* ancient. Our members who might wish to go along should write Mr. Willard R. Pratt, 80 Doncaster Road, Rochester, New York 14623 to help the Steamship Society anticipate response to this proposed tour.



Dossin Museum's model of *Michigan* of 1833 was built by Robert Davison. *Michigan* was built at Detroit by Capt. Church for Lake Erie service. She was 156' long on deck, and 53' over her guards. Detroit Iron

Works built her two low-pressure walking beam engines (each 40" x 87"). Her ladies cabin was on deck aft, over the gentlemen's cabin, while a forward cabin accommodated steerage passengers.

Steamboats of Lake Erie in 1836

RICHARD J. WRIGHT CONTRIBUTED THIS ACCOUNT DESCRIBING THE STATE OF STEAM NAVIGATION ON LAKE ERIE, FOUND IN THE *CLEVELAND WEEKLY ADVERTISER* FOR THURSDAY, JANUARY 28, 1836.

The following article relative to steamboats on Lake Erie is extracted from the Bethel Magazine, a religious periodical edited by Rev. Stephen Peet, and published at Buffalo, N. Y., six times a year. It will be looked at with interest by those desirous of obtaining information on the subject. --Adv.

Navigation by the aid of steam was commenced on Lake Erie about seventeen years since. The first steamboat was built at Black Rock in 1818, and commenced running the same season. She bore the significant name of the *Walk-in-the-Water*.

The novelty of the sight, as she made her first trip through the lake, excited a great degree of interest and curiosity amongst the people who lived upon the shores, especially among the native Indians, who were ignorant of the power and application of steam, and stood gazing with astonishment to see such a "thing of life" moving through the water without the aid of oars or sail.

STEAMBOATS ON LAKE ERIE: AN 1836 ACCOUNT

The experiment was successful, and it was found that this lake could be navigated by steamboats in safety and to advantage. This boat, however, was lost in 1821 in a severe storm, being driven ashore a few miles above this city and wrecked. There were about three hundred passengers on board at the time, and all escaped in safety. The navigation of the lake at that period was far more difficult and dangerous for any craft than at present, on account of the want of harbors and the unimproved condition of those landing places where vessels were accustomed to stop, and which have since become good harbors.

The *Superior* was built immediately after the loss of the *Walk-in-the-Water*, and commenced running the same season. The engine and other parts which were saved from the wreck were used in the new boat, which proved better adapted to the lake than her predecessor. In 1827 she underwent thorough repairs and received new boilers. She continued to perform her regular trips until 1834, when she was laid aside. Her engine, being the same that was in the *Walk-in-the-Water*, and the first to be put in motion on the lake, has been transferred during the past season to a new and splendid boat, and continues to operate well after being in use seventeen years.

From 1818, the time when steam navigation commenced, to 1824, there was only one steamboat upon Lake Erie. Two others were added in 1824, and in 1825 three more were built. In 1826, 1829, 1830, 1831 and 1832, there was one built each year, making the whole number of steamboats on the lake at the latter date (three years ago) only ten.

The year 1833 seems to have commenced a new era in steamboat navigation upon this lake, or, at least, this kind of business was greatly enlarged. During that year, not less than twelve new boats were put

in motion upon these waters. Many of them were of the first class of boats elegantly furnished and adapted to carry a large number of passengers. The number was thus more than doubled in one season, and a better class of boats introduced. In 1834 seven new boats were added to the list, and the same number

The table below contains a list of all the boats which have been upon the lake. In obtaining the facts and statistical information here given, I am much indebted to several of the owners and masters of the boats for their politeness and important aid.

TABLE
Showing the Tonnage of Steamboats on Lake Erie, Their Age and Captains

Name of Boat	When Built	Tonnage	Master
<i>Walk-in-the-Water</i>	1818	338	
<i>Superior</i>	1822	346	
<i>Caroline</i>	do	45	-- Balentine
<i>Henry Clay</i>	1824	301	
<i>Niagara</i>	do	156	
<i>Enterprise</i>	1825	219	
<i>Sheldon Thompson</i>	do	241	
<i>Pioneer</i>	do	120	
<i>Wm. Penn</i>	1826	250	-- Dwight
<i>Wm. Peacock</i>	1829	120	E. W. Pratt
<i>Ohio</i>	1830	187	C. Burnett
<i>Gen'l Gratiot</i>	1831	62	-- Clarke
<i>Perseverance</i>	1832	23	
<i>Michigan</i>	1833	472	C. Blake
<i>Daniel Webster</i>	do	376	M. Tyler
<i>New York</i>	do	325	R. C. Bristol
<i>Uncle Sam</i>	do	174	
<i>Pennsylvania</i>	do	305	L. Allen
<i>Gov. Marcy</i>	do	161	S. Chase
<i>Detroit</i>	do	137	R. Gillet
<i>O. Newberry</i>	do	170	A. Pratt
<i>Washington</i>	do	609	
<i>Delaware</i>	do	177	E. S. Cobb
<i>Gen'l Brady</i>	do	66	J. Burtis
<i>Andrew Jackson</i>	do	65	A. F. Atwood
<i>Sandusky</i>	1834	387	T. J. Titus
<i>Gen'l Porter</i>	do	352	W. Norton
<i>United States</i>	do	366	A. E. Hart
<i>North America</i>	do	361	G. Appleby
<i>Monroe</i>	do	350	H. Whitaker
<i>Victory</i>	do	77	J. Hebard
<i>Maj. Jack Downing</i>	do	45	-- Bradley
<i>Thomas Jefferson</i>	do	428	T. Wilkins
<i>Chas. Townsend</i>	do	312	S. Fox
<i>Com. Perry</i>	do	352	D. Wilkeson
<i>Columbus</i>	do	392	A. Walker
<i>Mazeppa</i>	do	60	
<i>Robert Fulton</i>	do	368	R. Hart
<i>W. F. P. Taylor</i>	do	125	C. H. Myrick

STEAMBOATS ON LAKE ERIE: AN 1836 ACCOUNT

during the past season.

The steam vessels now upon this lake will bear comparison with the same kind of craft upon any of the waters of the United States. The whole number which have been built upon these waters is thirty-nine, of which five have been laid aside or lost. This makes the present number of American steamboats on Lake Erie thirty-four.

Regular lines of boats have been established in seasons past to run through the lake from Buffalo to Detroit, touching at the intermediate ports. A boat leaves this city every morning and evening, and sometimes oftener, through the season. Similar arrangements will probably continue in the future.

A line will also probably be formed to run from this city to Chicago. Several of the boats usually employed on this lake have already been in the habit of making one or two trips each season through those lakes. But the increase of business and the crowd of population emigrating to the great West will undoubtedly demand a more regular arrangement and a greater number of boats.

TONNAGE AND CAPITAL

The whole number of steamboats which have been built and put in operation upon Lake Erie from the commencement of this kind of navigation is thirty-nine. The amount of tonnage of these boats is 9634 tons. Their original cost was not far from \$1,150,000.

The present number of boats on the lake is thirty-four, the aggregate tonnage of which is 8000 tons. The capital now invested in this stock exceeds one million dollars.

EXPENSES OF RUNNING

The expenses of those boats which perform regular trips through the lake, including wages of men, wood,

provisions and ordinary contingencies, is from \$100 to \$150 per day each. This makes the yearly expenses of each boat \$2,500. The time of running is usually seven months, from May first to December first.

WOOD

The amount of wood consumed by a steamboat during a trip (through the lake and back) is from 100 to 300 cords, averaging probably 150 cords. Each boat performs between thirty and thirty-five trips in a season, and of course consumes 5000 cords of wood.

The whole amount consumed by twenty-four boats--the number usually engaged in regular trips through the lake--would be 120,000 cords. The smaller boats and those employed on the rivers probably use 30,000 cords, which makes the total amount consumed 150,000 cords.

The price of wood varies at the different ports from \$1.50 to \$2.00 per cord--average price \$1.75--which will make the aggregate cost of wood consumed by steamboats over \$250,000 a year.

MEN EMPLOYED AND THEIR WAGES

The number of hands employed on steamboats which run through the lake is from twenty to forty each. The smaller boats usually employ from eight to fifteen hands each. The whole number of men engaged in conducting the steamboat navigation of the lake is about one thousand.

The wages which these men receive varies according to their rank and the kind of business which they perform, as follows:

Captain, per year,	\$600 to \$1000
1st Mate, per month,	from \$25 to \$40
2d Mate, do	\$18 to \$28
Steward, do	\$25 to \$35
Engineer, do	\$50 to \$90
Wheelman, do	\$15 to \$20
Fireman, do	\$18

STEAMBOATS ON LAKE ERIE: AN 1836 ACCOUNT

Sailors,	do	\$16
1st Cook,	do	\$25
2d Cook,	do	\$18
3d Cook,	do	\$10
Other hands,	do	\$10 to \$15

DISASTERS AND LOSS OF LIVES

Fewer disasters have probably occurred on this lake in the running of steamboats than upon any other water in the United States, in proportion to the amount of business done and the number of boats employed.

Three boats only have been wrecked or lost in any way, during seventeen years of navigation, amid all the dangers of a lake subject to storms and at times extremely boisterous. Only one life was lost in connection with the wreck of these vessels, and that in consequence of an individual jumping overboard when he should have remained in the boat. The dreadful disasters which have been so common upon other waters, resulting from the bursting of boilers, are altogether unknown upon this lake.

The only accidents which have occurred as the direct effect of steam are the bursting of a steam pipe of the *Wm. Peacock* in 1827, by which sixteen persons were killed and a few others were scalded; and a similar occurrence on board the *Com. Perry* during the past season, which occasioned the death of four individuals.

DURATION OF STEAMBOATS

The only ground we have on which to base a calculation as to the duration of steamboats is the fact that in seventeen years two boats have been worn out and laid aside and three boats have been destroyed by being wrecked. The two laid aside are the *Superior* and the *Enterprise*. The former ran for thirteen years, and the latter ten years. The boats which were wrecked were the *Walk-in-*

the-Water, the *Pioneer* and the *George Washington*.

FARE

The price of passage on the lake has been for several years pretty uniform among all the boats. There are two kinds of passage, cabin and steerage, differing in prices and in accommodations. A cabin passage includes meals and lodging and all the privileges of the boat. Those who take a steerage or deck passage find their own provisions or they pay for their meals extra at the second table. They either sleep on deck or occupy a forward cabin, which is fitted up with berths, but generally without beds or furniture. Multitudes of highly respectable families that are emigrating to the west prefer to take a deck passage rather than pay the price of a cabin passage.

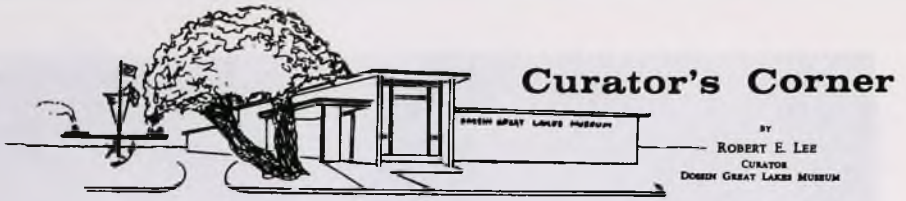
The usual fare from this city to different ports and through the lakes is as follows:

	Cabin	Steerage
From Buffalo to Erie,	\$4.00	\$2.00
Buffalo to Cleveland,	\$6.00	\$2.50
Buffalo to Detroit,	\$8.00	\$3.00

SPEED

To the credit of the owners and masters of steamboats, there has been very little of that strife and racing on this lake which has been the occasion of so many and dreadful disasters in other places. It is hoped that this dangerous and wicked practice will never be allowed to prevail upon these waters. Sufficient trial has been made, however, to show that the speed of boats on this lake is equal to that of similar craft upon other waters, and that they are capable of performing their trips with punctuality and with a rapidity which fully satisfies the travelling public.

(Continued on page 154)



We've missed reporting to you one month, due to vacations, but we are back to something like normal again. Takes a while after a couple of wonderful weeks that included visits to several shrines along the Eastern Coast. We visited Mystic Seaport, Peabody Museum and the Naval collection at Hyde Park...places we never tire of seeing.

The highlight of the trip, however, was four days at the Welland Canal in a brand new motel at Thorold. Your editor filled in the details of this new lookout point in the last issue. But let us tell you that if you enjoy simply watching the big ones, you'll love doing it from your own balcony overlooking Lock 7. And, should it rain, as it will at times, you can still watch through a large picture window in air conditioned comfort indoors.

While he was not an Institute member, DeWitt Watson of Lansing, Michigan, will be remembered by many of our readers. He was a longtime collector of marine pictures and materials. Those who knew him, and his collection, will be pleased to know that this collection came to the Museum recently.

Another recent accession of note was a large group of materials from the D&C Line, given to the Museum by Member Fred Kolowich. These items

are as yet uncatalogued, but they contain some half-dozen file cabinets of materials.

On the subject of D&C, the restoration of the Gothic Room has begun, and we thought you might be interested in a sidelight about the man who is doing the bulk of the work. He is a longtime member of the Preparatory Staff of the Detroit Historical Museum, Mr. Paul Colleta. Paul is one of those rare craftsmen who can do nearly anything, and do it well. In days-gone-by, the craft guilds were made up of men like him. Now it is his kind of which it is said, "Nobody does that kind of work any more."

Paul has been with the Museum for quite a while now, and has had a hand in many of the projects at Dossin. He is the man who made our ship model cases. He worked with Captain Johnston in designing and building many of the original exhibits in advance of the building opening.

Paul came to us from the Detroit Department of Streets and Traffic where he shared in the invention of street line-painting equipment which originated in Detroit and now is used all over the country. He is now bringing this same kind of imagination to the reconstruction of the Gothic Room. We feel very fortunate to have him.



A. A. Parker towing B. W. Parker

Salvage: The "Kasota" Wreck

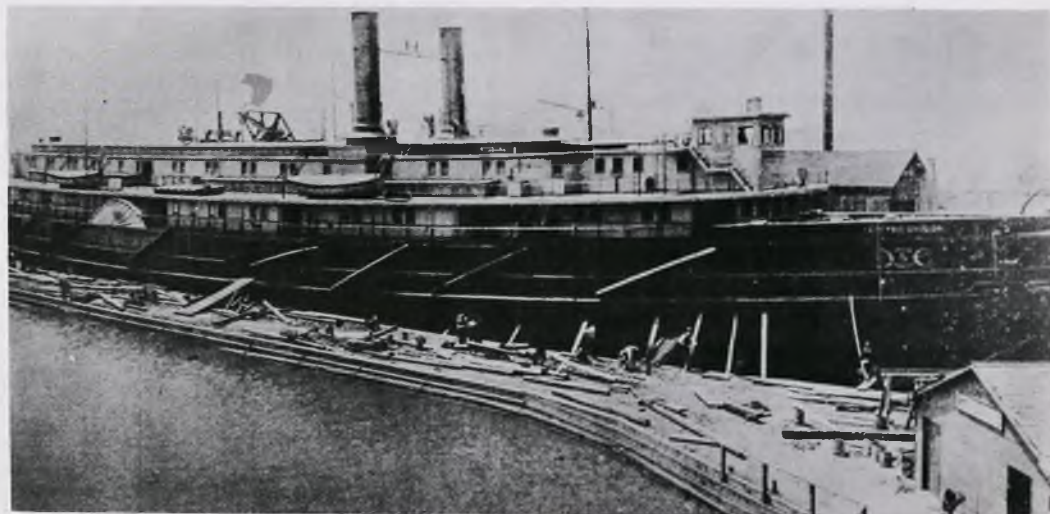
A Whipple oil painting of 1892 in the Museum's collection shows the steam barge *A. A. Parker* towing the schooner barge *B. W. Parker*. The latter was launched at Gibraltar, Michigan, on the lower Detroit River, on July 17, 1890. That same

day, a busybody sidewheel steamer took it upon herself to find *B. W. Parker* a suitable towing escort.

Returning from a Put-in-Bay day excursion that evening, the new D&C steamer *City of Detroit* (ii) suddenly veered out of control while in

City of Detroit had to have her wheels removed to fit the old Clark dry dock for repairs. This was the location of the old Ives dry dock, Detroit's first, finished in 1852, roughly at the site of today's Detroit Harbor Terminals. Detroit Dry

Dock Company leased the Springwells yard containing the Clark dry dock in the 1880s and 1890s. Not until the big Orleans Street yard dry dock opened in 1891 could any other dry dock in town accommodate City of Detroit's 71-foot beam.



Kasota afloat once again

the Detroit River below the old Rouge River mouth. Her sharp prow bit deeply into the passing steam barge *Kasota*. Laden with 1550 tons of iron ore, *Kasota* went to the bottom in three minutes, with the top of her cabins still above water. Captain Fick and his crew of seventeen found safety there, but the mother of *Kasota's* steward drowned.

Kasota was then only six years old. She had been built at Cleveland by Quayle & Son in 1884 for Captain Thomas Wilson, founder of today's Wilson Marine Transit Company. Her wooden hull measured 246' by 38'. At the time of the accident she belonged to a Cleveland syndicate of Goulder, Webb and others.

Salvage did not start until November. Captain James Falcon's first

step was to remove the ore cargo. He tried pumping it up into the schooner *Morning Star*, a process previously used for coal and crushed stone, but this didn't work for ore. Divers had to remove the rest of the cargo, a process completed by early summer of 1891. Just before the collision's first anniversary, Captain Falcon began fastening fifty-gallon oak casks of water to the wreck. Once all casks were in place their water could be pumped out so they could lift the wreck. By this means *Kasota* was afloat at last on October 10, 1891, buoyed up by 150-odd casks.

On November 23, the tug *Gladiator* took *Kasota* in tow to the Orleans Street dry dock just finished for Detroit Dry Dock Company. *Kasota*

Kasota in dry dock

STEAMBOATS ON LAKE ERIE: AN 1836 ACCOUNT

seems to have been its first occupant. The dry dock is now the slip where the Pringle barges winter.

A \$50,000 rebuilding made *Kasota* "better than new," for her wooden hull now had iron arches and other benefits of marine technology of the day. In those days it seems to have been difficult to have a ship renamed except after substantial re-

construction, to protect buyers against getting a worn-out vessel concealed under a new name. *Kasota* took this opportunity to adopt the name of her new owner, A. A. Parker, a Detroit ship broker and marine insurance agent. *A. A. Parker* later passed into the Gilchrist fleet around 1902, and foundered off Grand Marais, Michigan, on June 19, 1903.

STEAMBOATS ON LAKE ERIE

(Continued from page 150)

The *Michigan* performed a trip from Buffalo to Detroit and back (620 miles) in sixty-two hours and thirty minutes, including the usual stops. The same boat came directly through the lake without making any stops in twenty-five hours. Several other boats run with equal speed.

The average time for performing trips in common weather, including delays for wood and passengers is as follows, viz:

From Buffalo to Erie, 10 to 12 hours
Buffalo to Cleveland, 20 to 24 hours
Buffalo to Detroit, 36 to 40 hours

FURTHER PARTICULARS

The steamboats upon this lake are built with masts fitted out with rigging and sails, in the same manner as other vessels; and may be properly denominated steam vessels. This provision renders them capable of being navigated without the aid of steam in case of accident, and also of increasing their speed by using sails when the wind is favorable.

The engines in use are of both kinds, high pressure and low pressure, about in equal proportion. Most of the early boats were built with low pressure engines, but many which have been built within a few years past are propelled by the high pressure engines. They both work well.

NOTES

Three steamboats have been wrecked and lost, viz.: the *Walk-in-the-Water* in 1821, near Buffalo; the *Washington* in 1833, during her third trip, on Point Abino; and the *Pioneer* in 1834, on Lake Michigan.

Two have been laid aside, the *Superior* and the *Enterprise*.

Caroline was built in New York* and brought to this lake through the Erie Canal by "shipping" her guards. Several of the small boats do not perform regular trips through the lake, but are employed on the rivers and bays. The *Victory* and *Caroline* run from Buffalo to Niagara Falls. The *Gratiot*, *Brady* and *Jackson* perform regular trips from Detroit to Maumee and Monroe, and to Fort Gratiot. The *Jack Downing* runs from Sandusky city to Lower Sandusky.

The *Mazeppa* is to be propelled by two of Avery's Rotary steam engines.

There are also four British boats on the lake, viz.: the *Minesetunk*, *Adelaide*, *Thames* and *Penetanguishene*.

**Caroline* seems to have been built instead at Charleston, South Carolina, as *Carolina*, and renamed; other accounts say she came to the lakes via the St. Lawrence, 1834.

Blueprint: Icebreaker "Mackinaw"

By C. Patrick Labadie

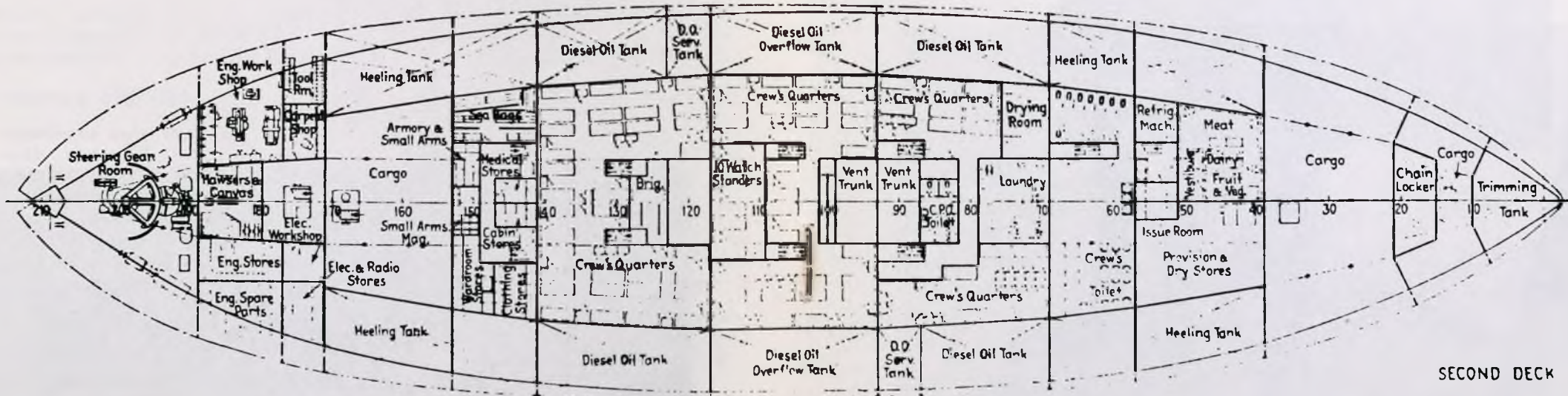
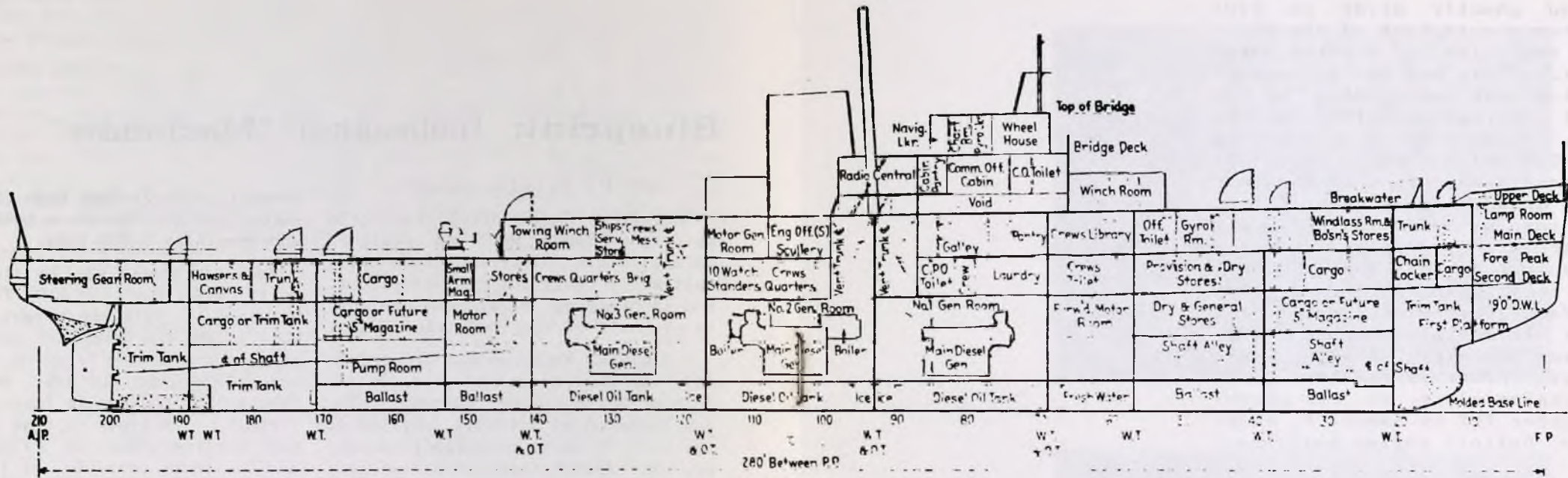
Conceived during the Second World War, the "Mighty Mac" was designed to assist in delivering lake-built salt-water craft for the war effort, and in bringing vital iron ore down to arsenals of the industrial East.

U.S.C.G.C. *Mackinaw* was ordered in 1942 and built at the yards of the Toledo Shipbuilding Company. She was launched on 3/4/1944, billed as the world's most powerful icebreaker. Six 2000-horsepower diesel generators drive six electric motors, and these in turn propel two 14-foot screws aft and a 12-foot screw forward. *Mackinaw* measures 295 feet

overall, with 75-foot beam (to match ships she must break a path for), and displaces 5,090 tons.

Mackinaw breaks ice by riding up on it with her cut-away forefoot, breaking it with the weight of her hull. The bow propeller assists in this operation by "sucking out" the water from under the ice, making it easier for the bow to force its way through. *Mackinaw* is also provided with heeling tanks at either side, and has pumps capable of transferring 110 tons of water ballast per minute from one side to the other. *Mackinaw* has successfully forced windrowed ice as thick as 30 feet!

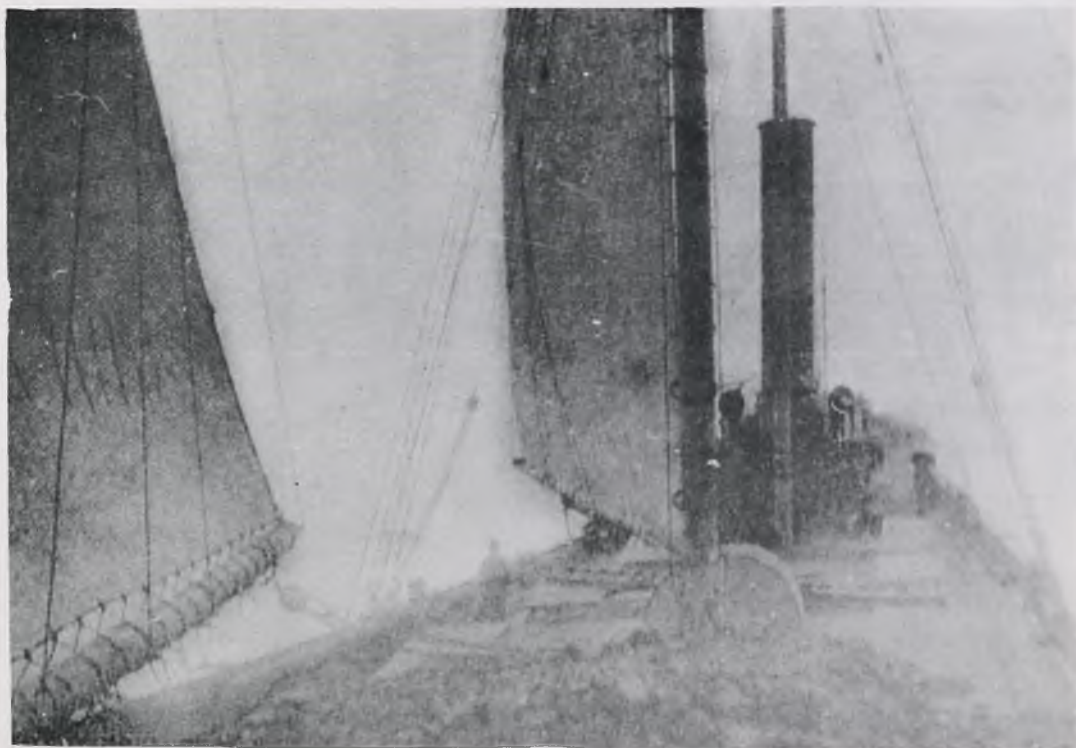


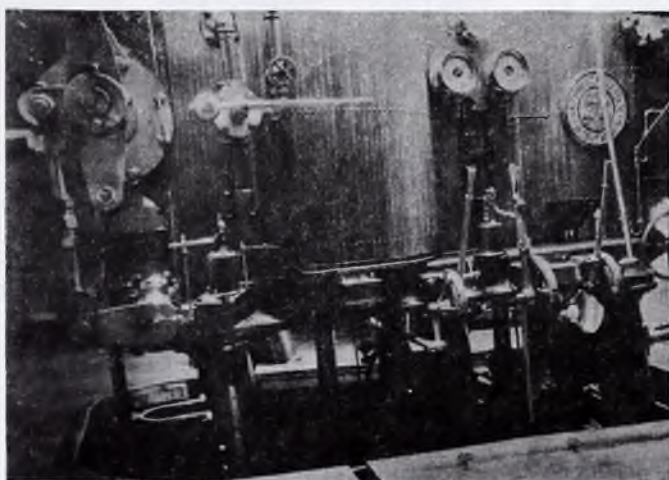


SECOND DECK

A pale and ghostly print on blue paper from a scrapbook of the 1880s shows a deck view of a steam barge under sail. This and the accompanying photographs were taken by the prominent Detroit architect George D. Mason, founder of a firm active today. One of his early buildings was the original portion of Mackinac Island's Grand Hotel, seen on the opposite page as built in 1887. Mr. Mason's other photographs illustrate a trip he took on this typical bulk freight steam barge around that time. He neglected to identify the ship, but she may have been the 220-foot Byron Whitaker of 1880, owned in Detroit. (That is the name given on her engine plate in the photograph--number 182 by Samuel F. Hodge & Company, Detroit engine builders.

Grand Salon: A Steam Barge Trip





GREAT LAKES & SEAWAY NEWS

*Peter B. Worden, Editor,
738 Colonial Court, Birmingham, Michigan 48009
George Ayoub, Seaway News*

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<i>John Derler, Ludington</i>	<i>Dan M. Weber, Toledo</i>
<i>Barry Gillham, Toronto</i>	<i>William M. Worden, Cleveland</i>
	<i>Richard J. Wright, Akron</i>



Above: MATAAFA (a. PENNSYLVANIA) departs Iroquois Lock down-bound on her final trip on June 6. Sold last fall by Ranahan-McCarthy Marine Terminal to Marine Salvage, Ltd., MATAAFA spent the winter at Port Colborne and has now been resold for scrap in Germany. (Photo by George Ayoub).

NEWS FOR JUNE 1965

June 3...The British freighter MIDDLESEX TRADER hit the Carlton Street bridge over the Welland Canal, closing the span to vehicle traffic. Damage to the ship, confined to the superstructure, was not sufficient to delay passage through the canal.

...The SOUTH AMERICAN commenced another season of lakes' cruises departing Muskegon for Detroit with stops at Ludington, Manistee, and Traverse City enroute.

GREAT LAKES AND SEAWAY NEWS

June 4...The Port of Detroit will seek to establish a European office, possibly in Rotterdam, Holland, to promote international trade and shipping.

...Cunard has added the chartered German motorships LEABETH and JOHANNA to their lakes service due to increased cargo.

June 5...A wildcat strike by 170 welders at Collingwood Shipyards, Ltd., cut back work and forced the company to lay off half of the plant's 900 workers.

...Henry P. Brown, vice-president of the Georgian Bay Line, was honored by his firm with an assist from the Propeller Club of Detroit for his 55 years of service to lake shipping.

June 6...The Corps of Engineers reported that Lakes Huron and Michigan are ten inches above their level of a year ago, and are expected to rise an additional three inches this month. Officials of the Lake Survey have indicated, however, that three additional wet years will be required to bring the levels back to normal.

...The Security Peoples Trust Company of Erie, former owners of the NORTH AMERICAN, have placed a \$200,000 libel against the vessel since they cannot gain clear title to the Tennessee woodland for which they traded the ship.

June 7...The CSL freighter WESTMOUNT was found to be at fault in the May 15, 1963, collision with the German freighter LOBIVIA (a.GEORGIA) and the ROGERS CITY (a.B.H. TAYLOR) at Port Huron.

...Captain Albert Olsen, master of the J.E. UPSON, has been sentenced to six month's suspension of his license after his vessel hit Gray's Reef lighthouse on May 6. Excessive speed while navigating in dense fog was cited as the principal cause.

June 8...Canada Steamship Lines announced that two additional 730-foot lake freighters would be built for their fleet. One will be a maximum bulk carrier, to be constructed by Collingwood Shipyards, Ltd., while the other will be a self-unloader to be delivered by Davie at Lauzon, Quebec.

...The widows of two seamen lost in the sinking of the CEDARVILLE have had attorneys file a motion in U.S. district court in Chicago asking for dismissal of a petition by the owners of TOPDALSFJORD for limitation of liability. The Norwegian's action would exonerate the owners and limit liability to the value to the ship.

...Defoe Shipbuilding Company, Bay City, launched the destroyer escort USS KOEISCH. At the same time, it was announced that the third and last of this class to be constructed will be named USS O'CALLAHAN and launched on October 21. The former is named for a Korean War helicopter pilot who was posthumously awarded the Medal of Honor, and the latter is to be christened for a Jesuit chaplain who won identical honors in World War II.

...The Bessemer & Lake Erie Railroad dedicated its new coal loading facility at Conneaut. It is not only designed to speed



ABOVE: *HMAS Perth* departs the lakes on June 20 after completion by Defoe at Bay City (photo by Rev. Peter Vander Linden).

BELOW: Another Vander Linden photo shows CSL's new self-unloader *Tarantau* as seen near Port Weller on the Welland Canal.

OPPOSITE PAGE: Upper Lakes Shipping's new self-unloader *Ontario Power* carries coal in ten-day round trips from Sydney, Nova Scotia, to Lake Ontario ports. Her bulbous under-water bow aids sea-keeping and speed performance. Photo by courtesy of Ontario Editorial Bureau, Toronto.



ship loadings, but also to provide storage through the winter, so that trains can operate on a twelve month schedule.

...The wreck of the Ottawa River steamboat PRINCE ARTHUR, which caught fire and sank on June 17, 1877, was discovered in the canal at Portage-du-Fort by members of the Underwater Society of Ottawa.

June 9...DON DE DIEU, a 26,365 deadweight bulk carrier, was christened at Montreal. Papachristidis Company, Ltd., will manage the new ship for Distillers Corporation, Ltd. A maximum size laker, the hull was constructed in two pieces with the fore-section being built by Canadian Vickers and the after-end by Davie at Lauzon. Joining was accomplished at Champlain dry-dock in Lauzon.

...The HMS TENBY and HMS SCARBOROUGH visited Detroit while on training maneuvers with British naval cadets.

...Port Director, Harry C. Brocket of Milwaukee, predicted that the oil companies presently located on Jones Island would eventually move to Granville, thus ending the present problem of leaking petroleum on the island.

June 11...The steamers GEORGE M. HUMPHREY and ALEXANDER LESLIE, both downbound in Lake St. Clair, sideswiped as the Hanna vessel was in the process of overtaking the Norlake steamer. The HUMPHREY sustained no damage while the LESLIE stopped at Windsor for undisclosed repairs.

June 12...The MILWAUKEE CLIPPER inaugurated its 1965 season with a sailing from Muskegon.

...The veteran Steinbrenner steamer HARRY L. FINDLAY (a. MATTHEW ANDREWS) was renamed PAUL J. TIETJEN in christening ceremonies at Cleveland in honor of Jones & Laughlin Steel's vice-president in charge of transportation.

...The Corps of Engineers reported that on May 17, the Mac-Arthur Lock set a new record for total tonnage in a single day when 28 vessels locked downbound with 495,671 tons aboard. They also reported that the SAGUENAY set a new single cargo mark on June 6, of 27,906 tons.

June 15...The American Shipbuilding Company was formally awarded a \$13,174,584 contract by the U.S. Treasury Department for construction of five 210-foot Coast Guard patrol crafts. The contract also included an option for two additional ships under separate contract within the next 60 days which would bring the value of the work to \$18,076,770.

...The sale of G.G. POST (a. LUZON, b. JOHN ANDERSON) to Silloc Ltd., an Oglebay Norton subsidiary, has been announced by the Columbia Transportation Company. The vessel will be towed to Port Weller from Sturgeon Bay for repairs and enter the international lakes trade with a Canadian crew.

...The Toledo-Lucas County Port Authority is seeking a meeting with Defense Department transportation specialists in order to straighten out what they claim is an inequitable distribution of defense cargo.

GREAT LAKES AND SEAWAY NEWS

June 16...The Department of Commerce is backing legislation which would make at least 200 U.S.Great Lakes vessels eligible for trade under the merchant ship sales act on wartime built vessels. The law presently applies only to oceangoing vessels built during World War II.

...The House Appropriations Committee recommended \$1,400,000 to dredge the Milwaukee main entrance to 28 feet. Work has started this summer on a \$400,000 project to dredge the lower Milwaukee River and the Kinnickinnic River to 27 feet, and will continue into the outer harbor if money is approved.

June 18...Upper Lakes Shipping, Ltd., has sold the steamers BROWN BEAVER (a.FULTON) and GREY BEAVER (a.SOUTHTON) to an undisclosed Toronto firm for scrap. These vessels had served the last few years as grain storage units in Toronto harbor.

June 19...The ONTARIO POWER was christened at Port Weller by Upper Lakes Shipping, Ltd.

...The Cleveland-Cliffs Steamship Co.announced that the EDWARD B. GREENE will enter the Lorain yard of American Ship in the fall for installation of automatic boiler controls.

June 20...The self-unloader CEDARVILLE (a.A.F.HARVEY) has been abandoned to the U.S.Government,the job of salvaging her being judged unfeasible. The hulk lies in 80 feet of water, badly gashed and nearly turned turtle.



June 21...The GEORGE W. MEAD (a.FRANCIS L. ROBBINS) departed Detroit for the last time under tow of JOHN PURVES. Sold to Acme Scrap & Iron Metal Co., their Ashtabula scrapyard was her destination. (Photo above by the Rev. Peter J. Vander Linden).

...Also announced by the McCarthy Steamship Co., was the sale of T.J. McCARTHY (a.MARY C. ELPHICKE, b.MORRIS S. TREMAINE) to Marine Salvage, Ltd., of Port Colborne.

...The Christy Corporation of Sturgeon Bay announced that it has been awarded a contract in excess of two million dollars to repower the steamer JOHN A.KLING this coming winter. The work will include installation of a 3,400 H.P. diesel engine with a variable pitch propellor, rearrangement of after quarters, new pilot house, electrical rewiring of the vessel, and installation of a bow thruster.

...An increase of 67 percent in overseas commerce shipped through the Port of Detroit was reported through the end of May, compared with the same period last year. This compares with an overall reduction of exports through the seaway of 9 percent, due primarily to a decrease in bulk grain cargoes.

June 25...A modern research vessel, the 65-foot SHENEHON, which is outfitted with new electronic instruments to probe the Great Lakes, was commissioned in Detroit by the U.S. Lake Survey Department of the Army Corps of Engineers.

June 26...Appearing before a Senate hearing on a bill to aid the lakes fleet, Adm. James A. Hirshfield stated that there is an urgent need for 52 large U.S. ships to replace 117 existing vessels with an average age of 56 years. George M. Steinbrenner also appeared and stressed the reconstruction aspects of the bill which are so vital to the independent operators.

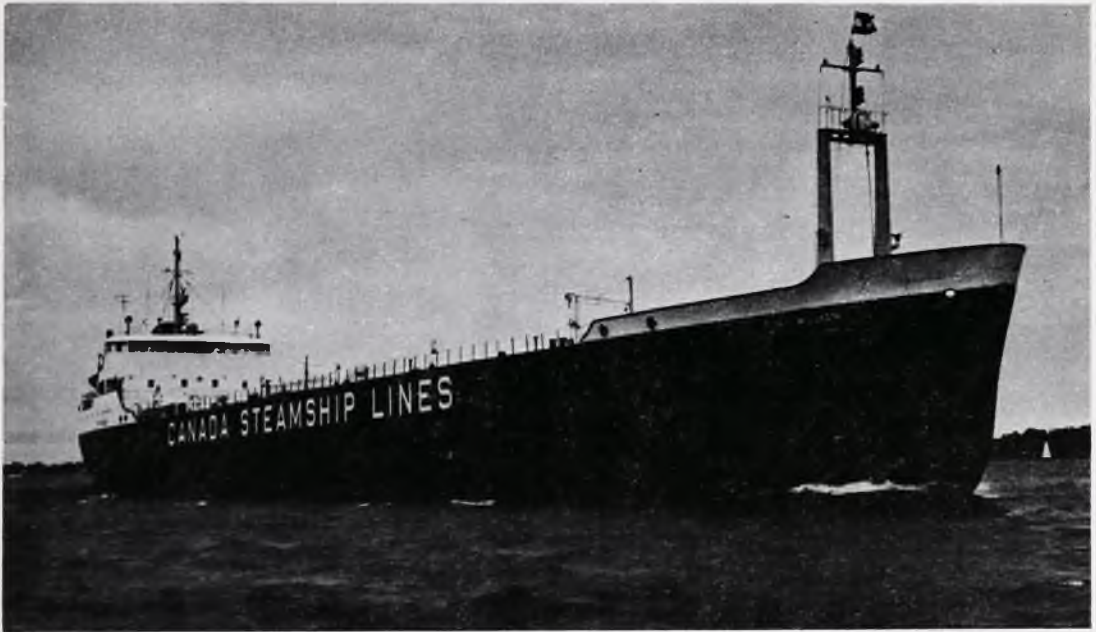
...The new coal loader at Conneaut which went into operation this spring has quadrupled shipments from that port so far this year. 1,585,510 tons has been shipped in 90 cargoes as compared to 343,228 tons last year. CSL's new TARANTAU (see photo above by the Rev. Peter J. Vander Linden) has been instrumental in making this record with calls about twice weekly.

June 27...CSL's SAGUENAY has also set another record, this time with a record corn cargo out of Duluth of 976,000 bushels. The vessel was destined for Montreal, but a two week strike by grain handlers has resulted in diversion of grain cargoes to other ports on the St. Lawrence River.

...Another strike has closed Port Dolomite, U.S. Steel's limestone shipping port in the Les Cheneaux Islands.

June 29...The old north point water intake crib, a conspicuous feature on Milwaukee's waterfront, probably will be removed this year. This intake was operational until 1918, and maintained on a standby basis until 1963.

June 30...5.7 million tons of cargo moved through the seaway in June, setting a record for a single month. Iron ore was the main factor in the record tonnage which shattered the old mark of 5.3 million tons for May a year ago when the Russian wheat sale filled the seaway with grain.



Above: Two of the newest products of the George T. Davie yard at Lauzon are shown on early trips. LAWRENCECLIFFE HALL (Photo by the Rev. Peter J. Vander Linden) was downbound at Detroit with her first grain cargo on June 21, while FORT WILLIAM (Peter B. Worden photo) is shown downbound at Algonac.

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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