

# TELESCOPE

September, 1965

Volume 14, Number 9



**Great Lakes  
Maritime  
Institute**



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

### COMING MEETINGS

**BUSINESS MEETING, Friday, October 29, at Dossin Museum, 8 p.m. Visitors are welcome as usual at these Institute Board meetings.**

**GENERAL MEETING, Friday, November 19, at Dossin Museum, 8 p.m. A program of entertainment will be provided.**

### NOTES

Member Phyllis E. Wood of Palatine, Illinois, writes, "I received my copy of the August *Telescope* yesterday. The picture of the *North American* at Mackinac Island brought back many memories and tears to my eyes. The *North* was "our" ship in the eyes of the Chicago Great Lakes lovers, and losing her was a great blow. I am one of the many who now commute to Detroit to take the *South*. The poor *North* has had so much financial trouble since she left the Georgian Bay Line, and I have fears she will soon go the way of our little *Alabama*.

"I saw the *Alabama* from the deck of the *South* as the tug took her from Holland to Bay City. The farewell salutes were given by the *South* with the whistle that once belonged to the *Alabama*, which was quite appropriate. They really stripped her, and there was little left to show what a beautiful ship she once was.

"You did make a few mistakes in your story about Mackinac Island, however. The island at the left on photograph #3 is not Bois Blanc, but Round Island. The old Round Island lighthouse is visible out on the spit of land extending out from the island. Also, you left Round Island off the "chart" completely. Bois Blanc is much larger than pictured, and not quite that close to Mackinac Island. You didn't mention the famous fudge that is sold on the Island, either. Mackinac without

fudge is like Atlantic City without salt water taffy."

\* \* \*

Member John Derler of Ludington, Michigan, writes, "November 30 of this year marks the fifth anniversary of the stranding of the little ocean freighter *Francisco Morazan* on South Manitou Island. Since she slid onto that rock-studded beach five years ago, I have visited her rusty sides and even rustier decks twice. Although she originally stopped in 15 feet of water, she now rests with her stern in 7 feet and her bow in 9 feet of water and is shown in that position in the enclosed photo which I produced when I was last on South Manitou in August, 1963."



# The LAKERS of World War One

## Part VII: LAKE FIFE to LAKE FURNAS

BY THE REV. EDWARD J. DOWLING, S. J.

*Earlier parts of this list appeared in Telescope issues of April, May and August of 1964, and in January, March and May of 1965. Part One described early lake-built ocean ships from about 1890 onward. Part Two described the Fredrikstad standardized freighters which lake yards built for merchant fleets around 1916. Part Three listed "War" class lakers ordered for Britain and mostly requisitioned, undelivered, by the United States when it entered the war in 1917. Some "Lake" names not found in this list's alphabetical order will perhaps be renamed "War" class vessels described in Part Three. Part Four described those United States Shipping Board lakers whose names did not begin with the word "Lake." Part Five alphabetically began the list from "Lake Agomak" to "Lake Elva," and Part Six continued through "Lake Fielding." In this issue we conclude the large body of "Lake F-" names.*

*Lake Fife* (US 219003), 1919 Toledo by Toledo Shipbuilding Co. (#161). Sold Italian in 1926 and shortly afterward renamed *Fenicia*. Apparently a war loss. Information wanted.

*Lake Figart* (US 219101), 1919 Toledo by Toledo S. B. Co. (#162). Abandoned and scrapped in 1930.

*Lake Fighting* (US 219115), 1919 Toledo by Toledo S. B. Co. (#163). Abandoned and scrapped in 1932.

*Lake Filbert* (US 219257), 1919 Toledo by Toledo S. B. Co. (#164). Later *Nabesna*. Sold French in 1941 and renamed *Angouleme*. Listed in *Lloyd's* until the late fifties.

*Lake Fillion* (US 219277), 1919 Toledo by Toledo S. B. Co. (#165). Later *City of Dallas*. Stranded off the coast of Dutch New Guinea, 9-1945. Salvaged and scrapped in Japan in 1954.

*Lake Fillmore* (US 219616), 1919 Toledo by Toledo S. B. Co. (#166). Later *Bridgetown*. Sold Colombian in 1933 and renamed *Boyaca*. Scrapped soon afterwards.

*Lake Filson* (US 219644), 1919 Toledo by Toledo S. B. Co. (#167). Completed as *Rushville*. Later *Commercial Mariner* and *Commercial Alabaman*. Sold Russian in 1938 and renamed *Kamchatkaneft-Razvedka*. Further data wanted.



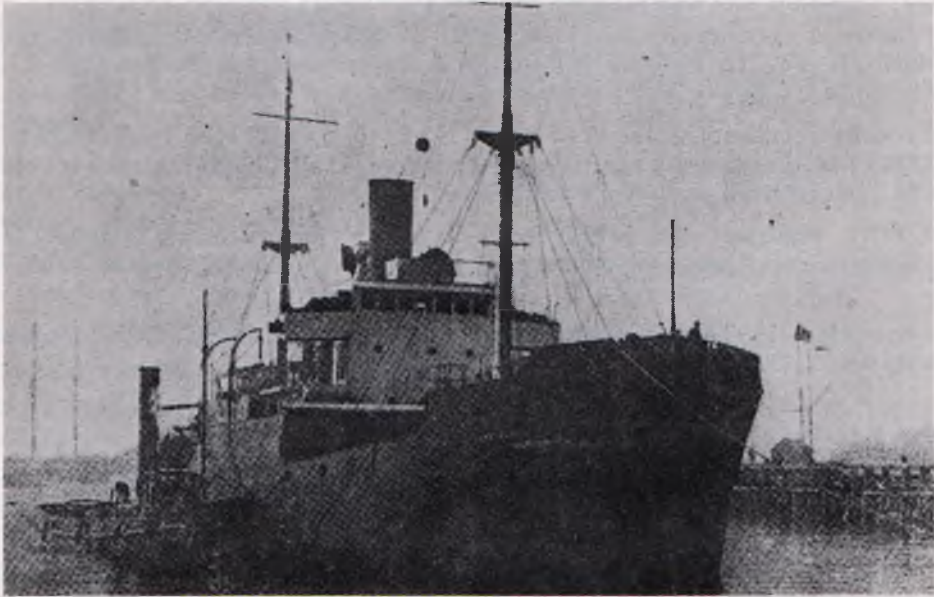


PHOTOGRAPHS ON OPPOSITE PAGE:

Lake Fossil (top) is shown laid up near Orange, Texas, nosed into the stern of another ship. Photo from author's collection. She was later one of the many lakers scrapped by Ford at Dearborn. These included Lake Frenchton (middle) and Lake Fondulac (bottom). Photos courtesy of David T. Glick. Lake Fondulac appears on the Detroit River in 1926 in tow of the Ford tug Ballcamp.

PHOTOGRAPHS ON THIS PAGE:

Above is Lake Fonda, being scrapped by Ford at Dearborn. Photo courtesy of David T. Glick. Lake Flag, however, is one of many lakers that survived Ford's purge of lakers for further service until recent years. Photo from author's coll.





LAKERS VII: LAKE FIFE to LAKE FURNAS

- Lake Fincastle* (US 219857), 1920 Toledo by Toledo S. B. Co. (#168). Completed as *Union Liberty*. Later *Wichita Falls*. Sold Chinese in 1949 and renamed *Hai Su*. Scrapped recently in the Orient.
- Lake Fine* (US 219939), 1920 Toledo by Toledo S. B. Co. (#169). Completed as *Pulaski*. Later *Pulwico* and *Martinique*. Sold Brazilian in 1941 and later named *Jalineiro* and *Cahy*. Disposition data wanted.
- (*Lake Finkton*), contract cancelled by U. S. Shipping Board. Completed by Toledo S. B. Co. in 1920 (#170) on private account as *Santa Isabel* (US 220418). Later Norwegian *Nidarnes*.
- (*Lake Finney*), contract cancelled by U. S. S. B. Completed by Toledo S. B. Co. (#171) on private account as *Santa Eulalia* (US 220573). Sold Italian in 1938 and renamed *Polcevera* (Italian #2215).
- (*Lake Firth*), contract cancelled by U. S. S. B. Completed by Toledo (#172) on private account as *Santa Veronica* (US 220264). Later *Breiva* and *Togo Maru*.
- Lake Fiscus* (US 218900), 1919 Superior by Globe S. B. Co. (#119). Scrapped a.c. Baltimore, 1930.
- Lake Fisher* (US 218962), 1919 Superior by Globe S. B. Co. (#120). Later Mexican *Moctezuma*, 1922. Out of Lloyd's in 1935.
- Lake Fitch* (US 219112), 1919 Superior by Globe S. B. Co. (#121). Later *Quantico* and *Norlavore*. Lost by enemy action, 2-24-1942. See illustration as *Quantico*.
- Lake Fithian* (US 219177), 1919 Superior by Globe S. B. Co. (#122). Converted into dredge in 1926 and shortened to 150 feet, at which time her engine was removed. Sold French in 1941.
- Lake Flag* (US 219847), 1919 Superior by Globe S. B. Co. (#123). Later *West Texas*. Sold Chinese in 1929 and renamed *Hai Chuen*. Out of Lloyd's in 1962. Apparently scrapped. See illustration.
- Lake Flagon* (US 218805), 1918 Duluth by McDougall-Duluth Corp. (#1853). Abandoned in 1936.
- Lake Flagstaff* (US 218931), 1919 Duluth by McDougall-Duluth Corp. (#1854). Later *Stella Lykes* and *Josephine*. Sold Panamanian in 1941 and renamed *Leslie*. Lost by enemy action off Cape Canaveral, Florida, 4-12-1942.
- Lake Flambeau* (US 218832), 1919 Duluth by McDougall-Duluth (#1855). Later *James River* and *Frances Salman*. Lost by enemy action on North Atlantic, 1-20-1942. See illustration as *Frances Salman*.
- Lake Flanders* (US 219069), 1919 Duluth by McDougall-Duluth (#1856). Later *Neches*. Sunk in collision with s. s. *Auburn* off Fort Wadsworth, N. Y., 8-27-1930.
- Lake Flatonia* (US 219068), 1919 Duluth by McDougall-Duluth (#1857). Later *Texas Planter* and *West Planter*. Sold French in 1941 and renamed *Vannes*, *Cap de Fer* and *Aristalex*. Scrapped in Europe in 1954.
- Lake Flattery* (US 219188), 1919 Duluth by McDougall-Duluth (#1858). Later *Bueneventura* and *Caribsea*. Lost by enemy action, northwest Atlantic, on 3-11-1942.
- Lake Flaxman* (US 219248), 1919 Duluth by McDougall-Duluth (#1860). Com-

## LAKERS VII: LAKE FIFE to LAKE FURNAS

- pleted as *La Crosse*. Later *City of Fort Worth* and Chinese *Hai Chi* (in 1949). Data wanted. See illustration.
- Lake Flippen* (US 219247), 1919 Duluth by McDougall-Duluth (#1861). Completed as *Fargo*. Later *Nantucket*. Sold Norwegian in 1941 and renamed *Norlago*. Later Chinese *Hai Hsiang* and *Chang Hua*.
- Lake Floise* (US 219249), 1919 Duluth by McDougall-Duluth (#1862). Completed as *Sioux Falls*. Abandoned in 1930.
- Lake Flomation* (US 219659), 1919 Duluth by McDougall-Duluth (#1863). Later *Great Falls* and *Haiti*. Sold Norwegian in 1936 and renamed *Ingrid*. Data wanted.
- Lake Floravista* (US 219654), 1920 Duluth by McDougall-Duluth (#1864). Later *Falmouth*. Sold Panamanian in 1948 and renamed *Pinta* and *Miget*. Wrecked at Ocracoke, North Carolina, 2-4-1952.
- Lake Florian* (US 219655), 1920 Duluth by McDougall-Duluth (#1865). Later *Tillie Lykes*. Lost by enemy action in the Caribbean, 6-1942.
- Lake Floris* (US 219656), 1920 Duluth by McDougall-Duluth (#1866). Later *Merrimack*. Lost at sea, 6-9-1942.
- Lake Flournoy* (US 219657), 1920 Duluth by McDougall-Duluth (#1867). Later *Southseas* and *Velma Lykes*. Lost by enemy action, Caribbean, 6-4-1942.
- Lake Flovilla* (US 217751), 1918 Wyandotte by Detroit Shipbuilding Company (#246). Later *Queen* (Poker Fleet) and Brazilian *Henrique Diaz*. Scrapped in 1955.
- Lake Flume* (US 217580), 1918 Wyandotte by Detroit S. B. Co. (#247). Was scrapped by Ford at Dearborn, 1928.
- Lake Flushing* (US 217600), 1918 Wyandotte by Detroit S. B. Co. (#248). Was scrapped by Ford in 1927.
- Lake Fluvanna* (US 217117), 1918 Cleveland by American Shipbuilding Company (#480). Later *Jean Weems*. Sold for scrapping in Great Britain, 1938.
- Lake Flynus* (US 217613), 1918 Wyandotte by Detroit S. B. Co. (#249). Was scrapped by Ford in 1927.
- Lake Folcroft* (US 217658), 1918 Wyandotte by Detroit S. B. Co. (#250). Engines removed by Ford in 1928, hull lengthened to 313 feet and used as barge on Great Lakes until World War II. Repowered in 1943 with engines from Lake Michigan passenger steamer *Illinois*. Sold Panamanian in 1947.
- Lake Fonda* (US 217719), 1918 Wyandotte by Detroit S. B. Co. (#252). Was scrapped by Ford in 1927. See illustration.
- Lake Fondulac* (US 216998), 1918 Chicago by Chicago S. B. Co. (#91). Was scrapped by Ford in 1926. See cover illustration.
- Lake Fontana* (US 217785), 1918 Wyandotte by Detroit S. B. Co. (#253). Was scrapped by Ford in 1928.
- Lake Fontanet* (US 217754), 1918 Wyandotte by Detroit S. B. Co. (#254). Was scrapped by Ford in 1928.
- Lake Forkville* (US 217644), 1918 Cleveland by American S. B. Co. (#483). Was scrapped by Ford in 1927.
- Lake Forney* (US 217757), 1918 Cleveland by American S. B. Co. (#484). Later Italian *Ansonia*. Scrapped in Italy in 1929.

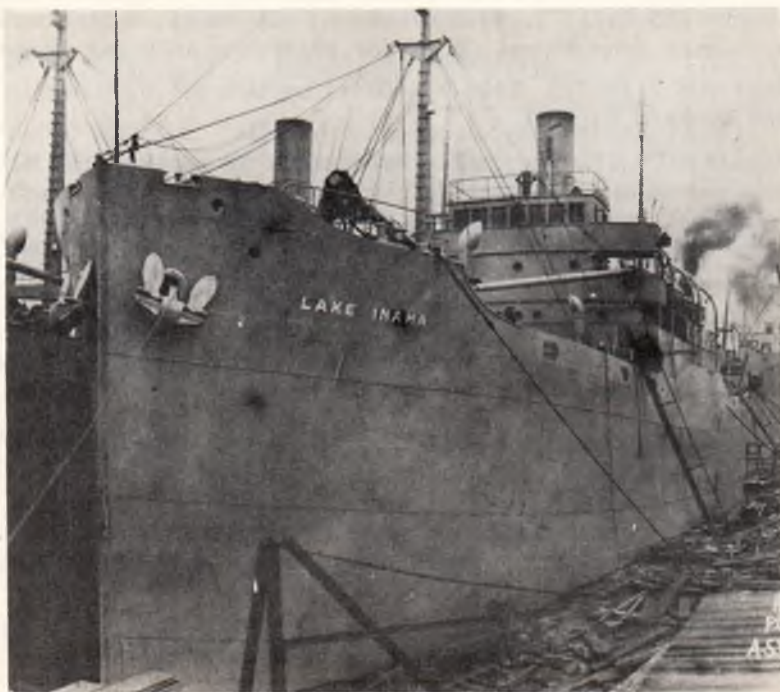


PHOTOGRAPHS ON THIS PAGE

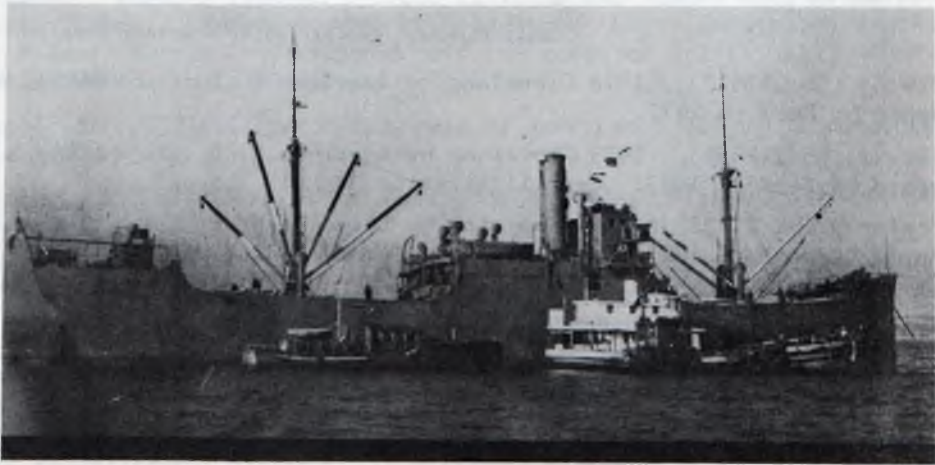
Many lakers had similar-sounding names, a source of confusion. Lake Fresco (above, photo courtesy of C. S. Ashdowne) sounds like Lake Fresno. But in this case Lake Fresno was shortly renamed Lake Inaha (below, photo courtesy of Captain F. E. Hamilton). Both were familiar on the lakes between the wars, Lake Inaha as a

Ford barge, and Lake Fresco as the "Poker Fleet" freighter Jack.

PHOTOGRAPHS ON OPPOSITE PAGE:  
Other lakers had name changes. La Crosse (top, Foster photo) was the former Lake Flaxman. Quantico (middle, photo from author's coll.) was once Lake Fitch. And Frances Salman (bottom, author's coll.) was the former Lake Flambeau.









*Lake Furnas. Photograph from author's collection.*

- Lake Forsby* (US 217813), 1918 Cleveland by American S. B. Co. (#485). Was scrapped by Ford in 1927.
- Lake Fossil* (US 217852), 1918 Cleveland by American S. B. Co. (#486). Was scrapped by Ford in 1927. See illustration.
- Lake Fostoria* (US 217235), 1918 Superior by Superior S. B. Co. (#538). Was scrapped by Ford in 1927.
- Lake Fouche* (US 217304), 1918 Superior by Superior S. B. Co. (#539). Was scrapped in 1928.
- Lake Foxboro* (US 217437), 1918 Superior by Superior S. B. Co. (#540). Was scrapped by Ford in 1927.
- Lake Foxcraft* (US 217669), 1918 Superior by Superior S. B. Co. (#541). Was scrapped by Ford in 1927.
- Lake Fraichur* (US 217820), 1919 Superior by Superior S. B. Co. (#542). Was scrapped by Ford in 1927.
- Lake Fraley* (US 217821), 1919 Superior by Superior S. B. Co. (#543). Was scrapped by Ford in 1927.
- Lake Frampton* (US 217288), 1918 Lorain by American S. B. Co. (#745). Sunk in collision with s. s. *Comus* off Atlantic City, N. J., 7-12-1920.
- Lake Franconia* (US 217309), 1918 Lorain, Ohio, by American S. B. Co. (hull #746). Scrapped by Ford in 1927.
- Lake Fray* (US 217409), 1918 Lorain by American (#747). Was scrapped by Ford in 1927.
- Lake Frazee* (US 217675), 1918 Lorain by American (#748). Scrapped by Ford in 1928.
- Lake Frecks* (US 217674), 1918 Lorain by American (#749). Sold Italian in 1919. Later *Dorsudero* (Italian #1467) and *Palma*. In *Lloyd's*, 1940. Later data wanted.
- Lake Freeborn* (US 217670), 1918 Lorain by American (#750). Scrapped by Ford in 1927.



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- Lake Freed* (US 217765), 1918 Lorain by American (#751). Scrapped by Ford in 1927.
- Lake Freeland* (US 217764), 1918 Lorain by American (#752). Engines were removed by Ford in 1926, and vessel used as barge on the Great Lakes until World War II. Ford also lengthened her to 313 feet in 1929. Was repowered at Mobile in 1943. Later *Navemar* (Argentine Republic). Still listed in *Lloyd's* in 1963.
- Lake Freezeout* (US 217814), 1918 Lorain by American (#753). Scrapped by Ford in 1927.
- Lake Frenchton* (US 217800), 1919 Lorain by American (#754). Scrapped by Ford in 1927. See illustration.
- Lake Fresco* (US 217851), 1919 Lorain by American (#755). Later *Jack* (Poker Fleet). Returned to salt water shortly before World War II. Lost by enemy action in the Caribbean in 1942. See illustration.
- Lake Fresno* (US 217971), 1919 Lorain by American (#756). Completed as *Lake Inaha*. Engines removed by Ford in 1926 and vessel used as barge on the Great Lakes. Repowered 1943 at Galveston. Later Panamanian *Captain John* and *Santa Martha*. Foundered off the coast of Brazil, 11-22-1954. See illustration as *Lake Inaha*.
- Lake Friar* (US 218011), 1919 Lorain by American (#757). Scrapped by Ford in 1927.
- Lake Frio* (US 218267). 1919 Lorain by American (#758). Scrapped by Ford in 1927.
- Lake Frohna* (US 218268), 1919 Lorain by American (#759). Later *Ace* (Poker Fleet). Requisitioned by U. S. Army Quartermasters' Corps, 1942, and renamed *M. G. Zalinski*. Reported as "returned to merchant service, 1945, Seattle." Probably scrapped shortly afterwards.
- Lake Frolo* (US 218489), 1920 Lorain by American (#760). Scrapped by Ford in 1927.
- Lake Frugality* (US 218499), 1920 Lorain by American (#761). Engines were removed by Ford in 1927 and vessel used as a barge on the Great Lakes. Lengthened to 313 feet in 1929. Repowered in 1943 with the engines of the freighter *Frank C. Ball*. Sold Panamanian in 1947 and later named *Eastern Venture* and *Eastern Lucky*. Out of *Lloyd's* in 1962.
- Lake Frumet* (US 218616), 1919 Lorain by American (#762). Engines removed by Ford in 1927 and vessel used on Great Lakes as a barge. Went to salt water in 1943 and was scrapped there in 1953.
- Lake Fugard* (US 217857), 1918 Buffalo by Buffalo Dry Dock Co. (#909). Was scrapped by Ford in 1928.
- Lake Furley* (US 217856), 1918 Buffalo by Buffalo Dry Dock Co. (#910). Was scrapped by Ford in 1928.
- Lake Furlough* (US 218472), 1918 Buffalo by Buffalo Dry Dock Co. (#911). Scrapped by Ford in 1927.
- Lake Furnas* (US 220129), 1920 Saginaw by Saginaw Shipbuilding Co. (#143). Later *Providence*, *Norindies* and Chinese *Hai Yueh*. Out of *Lloyd's* in 1962. See illustration.

(To be continued in January, 1966, issue)

# THREE LONG AND TWO SHORT FOR Assiniboia AND Keewatin





*ILLUSTRATION:* Assiniboia cruises past the bow of Keewatin to her own berth at the Canadian Soo. Our cover photograph exchanges positions to show the Assiniboia passengers' own view of Keewatin.

Word comes that the Canadian Pacific Railway will end its Great Lakes steamship services at the close of this shipping season. The two liners *Assiniboia* and *Keewatin* have now finished carrying their summer loads of passengers between Port McNicoll on Georgian Bay and Fort William at Lake Superior's Canadian lakehead. But they continue in autumn service carrying freight and a few passengers on their scheduled runs. When they tie up for this winter, an era will pass.

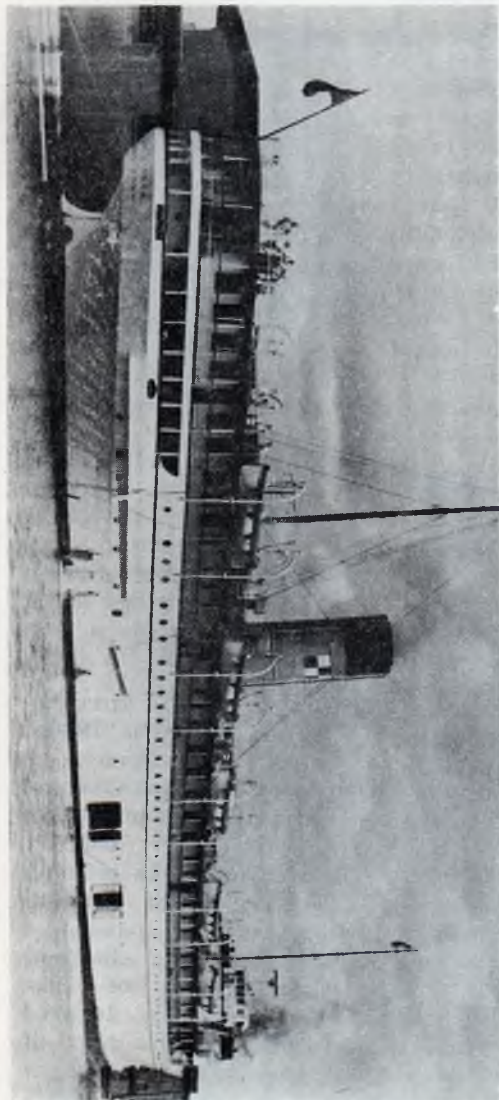
For eighty-two years the Canadian Pacific has served this route. The Clyde-built iron propellers *Alberta*, *Algoma* and *Athabaska* of 1884 were the first ships built for this line. Supposedly, they furnished a temporary lake link for two portions of a transcontinental railroad that until 1886 remained to be joined around Lake Superior and Georgian Bay. But the steamers were not diverted to other routes as expected when the railroad was finished. *Algoma* was lost off Isle Royale in late 1885, and the line replaced her in 1889 with the Collingwood-built steel propeller *Manitoba*--ample evidence that the line would stay. *Alberta* and *Athabaska* had long lives, running in later years as freighters, and were finally broken up about 1948. *Manitoba* continued as a passenger ship until retired in 1950.

These were probably the most advanced lake steamships of the 1880s, but they were much outclassed by the larger and more elaborate liners *Assiniboia* and *Keewatin*, built in 1907 at Govan, Scotland. Despite their foreign origin, this pair is typical of the twentieth century Lake Superior "propeller" passenger ships which are probably the most distinctly "native" form of lake ships. With their engines located far aft, they left the best part of the ship available for passenger cabins over their cargo decks. Modern ocean liners like *Rotterdam* and *Canberra* are taking advantage of



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*ILLUSTRATION:* Assiniboia stretches her graceful form alongside the dock on the Kaministiquia River at Fort William, Ontario.



this arrangement. Others of this Lake Superior class included the Anchor Liners *Tionesta*, *Octorara* and *Juniata* (the latter being now rebuilt as *Milwaukee Clipper*), Canada Steamship Lines' *Huronic*, *Hamon* and *Noronic*, and the Northern Michigan liner *Minnesota*. (See *Telescope* of March, 1963, for an issue on this type of ship, including photographs of deck and cabin views of *Keewatin* and *Assiniboia*.)

We can think of no other place in North America where (until now) one could enjoy the luxury of a "boat train", except at Toronto. There on Wednesday and Saturday noons in summer, a train left northbound for the three-hour ride to Port McNicoll. The train arrived beside a small park of colorful flowers, while the liner lay waiting beyond, her sides sparkling white in afternoon sun. After sailing at 3:15 p.m., the ship (*Assiniboia* on Saturdays, *Keewatin* on Wednesdays) spent the waning daylight hours crossing Georgian Bay, and transitted Lake Huron by night. In early morning the steamer wended her way up the placid St. Marys River, due at the Soo at 9:45 a.m. On Sunday mornings, the two liners met here, as shown in our cover and center spread photographs.

Our most vivid memories of these ships come from a 1962 trip on *Keewatin*, starting at the Soo. As we cross from the American to the Canadian shores on the ferry (now replaced by a bridge), we see our ship with its huge funnel silhouetted in morning sun, moving toward us from downriver. She pulls in at the Government wharf beside the smaller steamer *Norgoma*. (*Norgoma* has since ceased her week-long round trips between Owen Sound and the Soo via the North Channel behind Manitoulin Island.)

We board *Keewatin* at a narrow foyer aft, where there is a newsstand, barber shop and purser's window. Most staterooms are on the lower of



## THREE LONG AND TWO SHORT FOR ASSINIBOIA AND KEEWATIN

the two passenger cabin decks above, while public rooms dominate the upper deck. Forward is the galleried main salon, two decks high. It is called the "flower well" for its array of potted plants hanging from the ceiling or seated on the gallery crossbeams. On the upper deck, a drawing room is forward of the flower well, with comfortable chairs, card tables and writing desks. At the other end is the entrance to the dining room amidships, perhaps the ship's most popular feature. At the tables along the side walls are big windows giving a splendid view from the lofty position. The seats here swivel on fixed bases. A high, vault-shaped ceiling in the center relieves the cramped 'tween deck dimensions common to ship cabins.

To go aft on this upper deck, to reach the cocktail lounge and the ballroom, we must pass along the promenade around the galley (or else take a stairway aft from the lower deck). The promenades are too narrow for lingering; but one deck higher is the broad sun deck with steamer chairs and even a children's playground of swings and slides.

On this upbound trip we cross the river to one of the American locks, the MacArthur Lock. A few hours earlier we were in the throng of tourists on the viewing platforms at the MacArthur Lock. Now we are the lucky ones looking down at tourists waving to us from these platforms as we lock through. Beyond the locks is a "museum" of bridges. First is the new high-level steel arch of the highway bridge, still unfinished in 1962. Beyond is the railroad bridge --a sequence of a lift span and a draw span at the American channels, and a swing span at the Canadian lock's channel across the river. In broader waters once again, we pass the Algoma Steel plant on the Canadian shore, proceeding toward the still more open waters of Whitefish Bay toward Lake Superior.

This hour takes us to the dining room. Passengers are served in two sittings. Except at breakfast, the menus have colored covers showing places along the Canadian Pacific railroad system--Lake Louise, the Houses of Parliament, and the like. At our luncheon meal we find that two of our table mates come from New Jersey and the other two come all the way from England. At one point in our meal, we hear a familiar, melodious chime whistle far away, sounding the traditional "three long and two short" blasts of the Great Lakes "long" salute. Above the dome of the dining room, our *Keewatin's* deep-throated whistle replies. Moments later, in brilliant white, the Georgian Bay cruise ship *South American* sweeps majestically past, bound from Duluth to Buffalo on her regular seven-day round trip. Passengers at her rails wave to us, and doubtlessly our own are waving back from the sun deck above us. (The *South American* is still with us, but now will become the *ONLY* lake ship making extended cruises of the Great Lakes next season!!!)

Tea is served at four o'clock in the ballroom. The chairs lining its walls are now augmented by carpet-covered folding camp stools, and the room is soon crowded with people chatting and sipping tea. Bouillon is served in similar fashion at 10:30 in the mornings.

After tea we slip unobtrusively down to see the engine room. *Keewatin's* quadruple-expansion engine is all the way aft, with only a short tailshaft. This practice differed from earlier CPR ships like *Manitoba* which had another cargo hold aft of the engine. (Counting from the forward end, the cylinder sizes are 23½", 48½", 34" and 70", with 45" stroke.) *Keewatin* has hand-fired coal-burning boilers with an induced draft that calls for her tall stack. The stack of *Assiniboia* was shortened in the early fifties during her

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conversion to oil fuel; this distinguishes the sisters. Again, when the stack is placed so far aft, the smoke and cinders are carried aft to fall clear of the fantail.

By dinnertime, the daylight is subdued, beginning a sunset that holds its glow for about an hour afterward. The dining room's warm panelling takes on a mellow tone, now. After our meal, the passengers gather under the "flower well" for "sing song." The songs we sing seem to come from the "good years" when our *Keewatin* was new. "Home on the Range" makes us think of those passengers whose journey will continue westward toward the Pacific by train in the morning. After "sing song," there is dancing to phonograph music in the ballroom.

Friday morning brings a brief call at Port Arthur while the first sitting passengers are at breakfast. (Since our 1962 trip, the Port Arthur call has been dropped.) We of the second sitting are at breakfast while *Keewatin* moves up the Kaministiquia River to dock at Fort William. After breakfast we transfer ashore to the Royal Edward Hotel for a night's stay while our ship lies over to unload and load freight.

What is to be seen in what we expect to be an overgrown frontier town? In entering Port Arthur we have already seen the fantastic skyline of huge grain elevators that stretch along Thunder Bay between the neighboring cities, with all the appearance of a great city of their own. Out in the harbor are large rafts of pulpwood logs, tended by tugs and waiting to be moved down Lake Superior to the Soo. In both towns, there are beds of colorful flowers everywhere, recalling a similar fondness for flowers one sees in England. Back along the river, the grain elevators are more isolated, now having the primeval quality of Norman cathedrals set against the backdrop of Mount McKay. We pass

through an Indian settlement to find a vantage point on Mount McKay and see far off into the distance. And finally, there is the Kakabeka Falls—in Canada second in height only to Niagara. Hiring a taxicab for the morning allows good sightseeing.

Our trip back seems to go more quickly. We sail from Fort William Saturday afternoon, again calling at Port Arthur before steaming out of Thunder Bay past the land formation known as the "sleeping giant." At this hour we don life jackets for lifeboat drill on the sun deck. The crew rehearses preparing a lifeboat, pushing it out beyond the deck's edge and back in again. We are in good hands. In afternoon we skirt the eastern end of Isle Royale before land falls away again for the rest of the day.

As we breakfast again Sunday morning, we find ourselves moving toward the Canadian Soo. Locking down presents a startling experience: the horizon rises above our dining room window until only the rough stone of the lock wall can be seen. Before long, we steam out of the lock, and the world reappears again. Downriver, *Keewatin* comes about and up alongside the Government dock, and then pulls herself into a berth that extends toward the shore (see cover photograph). In the meanwhile, *Assiniboia* has appeared around a bend from below, and glides past our bow at close range (see photograph on center spread) to tie up at the dock's outer berth.

Regretfully, we part with our ship at the Soo, off for a week on the lower St. Marys River. We reach our destination that afternoon in time to see our *Keewatin* pass silently downbound. But it seems a little less "our" ship now, as we stand on the shore and think of the friends we have made who are still aboard, and of the rest of the trip to Toronto that we are missing.

*Ave atque vale!*

—GPB



# Lakes & Seaway News

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George Ayoub, Seaway News*

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<i>John Derler, Ludington</i>	<i>Otto Strek, Detroit</i>
	<i>Dan M. Weber, Toledo</i>

August 1...The Department of Health, Education, and Welfare announced plans to hold conferences in Cleveland and Buffalo to determine the causes of pollution on Lake Erie. The meetings, required by federal statutes as the first step towards corrective action, will result in remedial programs which will be carried out by municipalities and industry.

...The Senate Finance Committee voted to permit sintered iron ore, iron ore pellets, and similar raw products to be imported duty free. Iron ore has always entered this country duty-free, but an interpretation of the Customs Simplification Act by a Buffalo appraiser that treated ores were subject to a 15% duty resulted in the new legislation.

...The HUTCHCLIFFE HALL grounded in the West Neebish Channel of the St. Mary's River after her steering gear jammed. CGC TAMARACK and CGC NAUGATUCK towed the vessel to the Canadian Soo where repairs to the steering engine gears were carried out.

August 2...The tanker CEDARBRANCH rested on the bottom of a shallow Montreal East basin after firefighters took nearly two days to extinguish a fire which resulted from gasoline explosions on July 31. At least two crewmembers died in the blaze while the Branch Lines vessel was damaged extensively.

August 3...The Corps of Engineers urged a study of the feasibility of lengthening the navigation season on the Great Lakes. Lt. Col. Samuel W. Pinell told the House Public Works Subcommittee that the study would cost about \$75,000 and involve evaluation of available data.

August 4...The CADILLAC of the Cleveland Cliffs fleet underwent a Coast Guard inspection of its 900 HP Amthrust bow-thruster at Ashtabula. The installation was handled by G & W Welding Company of Cleveland while the ship was underway. This is the first time such a job has been done "on the run."

...The U.S. Coast Guard, the nation's oldest continuous sea-going service, celebrated its 175th anniversary. The service was created by the first Congress on August 4, 1790, and was known as the Revenue Marine and Revenue Cutter Service until 1915 when it absorbed the Lifesaving Service.

August 5...5,450,000 tons of cargo were carried through the seaway in July, an increase of 3% over a year ago.  
...11 million tons of iron ore were brought down from Lake Superior in July, the best figure for the month since 1960, and a 10% increase over a year ago.

August 6...Labrador Steamship Company, Ltd., will build a new 730 foot laker for the seaway iron ore trade. The vessel will be built by Davie at Lauzon and delivery is scheduled for June 1966. Interlake Steamship Company, parent company of the new firm, will loan five million dollars on interest-bearing notes to finance the diesel-powered vessel.

...Interlake also announced that the WILLIAM McLAUGHLAN will not be renamed SAMUEL MATHER until after the close of the 1965 navigation season.

...The Canadian Wheat Board has announced a wheat and flour sale to Russia amounting to about 27 million bushels at a cost of nearly \$50 million in cash.

...The JOHN T. HUTCHINSON went out of control as it approached the Grosse Isle toll bridge and smashed into the section of the island span nearest the swing bridge. The bridge section fell into the Trenton Channel and two cars were submerged in 21 feet of water. There were no injuries.

...The C.S. ROBINSON (a. LOFTUS CUDDY) paid off her crew and faced an uncertain future after a hull examination at Fraser Shipyards in Superior. The Steinbrenner vessel had grounded a week earlier while departing Algoma Steel in Sault Ste. Marie, Ontario and the Coast Guard inspection after drydocking revealed that 25 to 30 plates had been damaged.

August 9...State and Federal officials attending a conference here on Great Lakes water pollution established a plan to restrict the flow of municipal and industrial wastes into Lake Erie. But they failed to agree on a binding timetable for the \$3 to \$4 billion cleanup, as previously expected. The Department of Health, Education, and Welfare can dictate a schedule if agreement is not reached by February 1966.

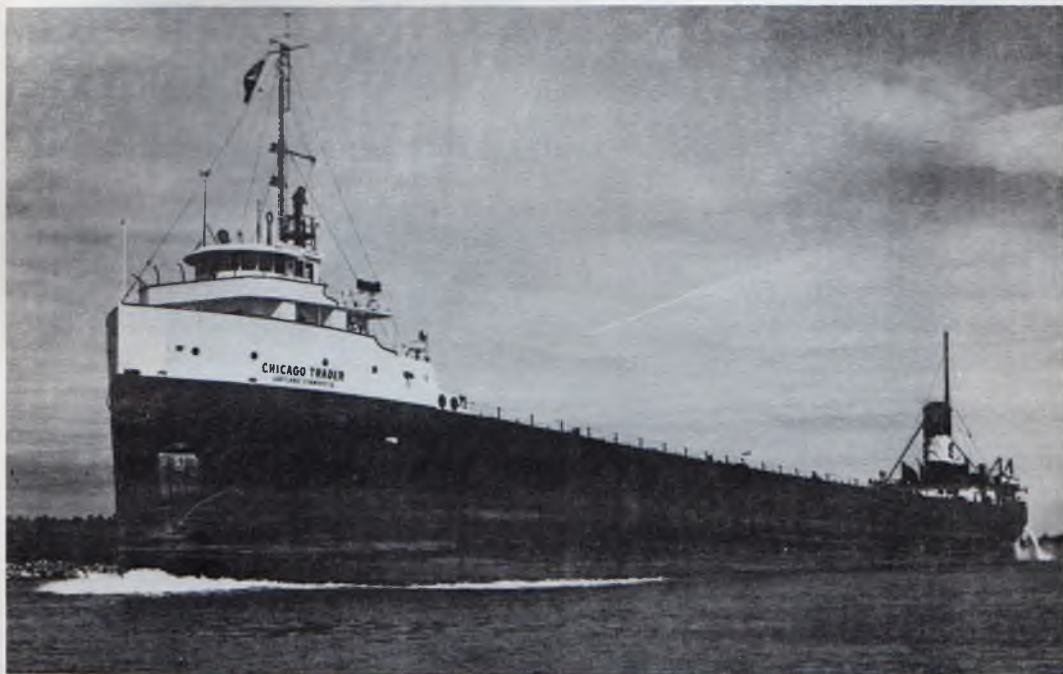
August 10...Grain handlers in the port of Montreal voted to return to work after being out on strike since June 16.

August 12...Canada completed a second grain sale to Russia within the month, selling the Soviet Union 187 million bushels of wheat to be delivered within the next twelve months. Cargoes will be moved by Canadian vessels to ports on the St. Lawrence River where delivery will be made.

...Captain Garth H. Reed has been assigned to Cleveland as the new OCMI. His last tour of duty in Cleveland was from 1953 to 1959, including a year's training in the Lakes shipping industry with the LCA.

...Flo-Tork, Inc. of Orrville, Ohio, has announced a new system for positioning booms on lakes self-unloaders. The machine works on a rotary hydraulic principle and replaces the conventional A-frame and cable-winch arrangement. The com-





CHICAGO TRADER (a. THE HARVESTER), purchased last Fall by Gartland Steamship Company, appears passing through the Middle Neebish dike in the St. Mary's River in her new colors. (Peter B. Worden Photo).

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plete assembly weighs 30 tons and costs \$90,000 to \$100,000. Two units are already in operation on JOSEPH H. FRANTZ and NICOLET (a. WILLIAM G. MATHER, b. J. H. SHEADLE, c. H. L. GOBEILLE).

August 13... Joseph H. McCann, administrator of the St. Lawrence Seaway Development Corp., stated that the seaway will reach its capacity within the next 10 years and that U. S.-Canadian discussion over increasing it is expected to start soon. He predicted that the waterway would reach an annual total of 65 million tons by 1975.

August 15... The CHARLES S. HEBARD departed Duluth under tow of JOHN PURVES for Manistee where Bultema Dock and Dredge Company will make final adjustment prior to positioning the old Wilson vessel at Charlevoix for Medusa Portland Cement Company. The HEBARD, stripped to the main deck of all machinery, will be joined with the hull of AMASA STONE next spring after the Interlake vessel is similarly stripped at Manistee. Bultema's contract for converting the two lakers and for 300,000 cubic yards of dredging to a depth of 24 feet amounts to more than \$1.5 million.



Two former Interlake vessels are operating for new owners under British registry this season. POINTE NOIRE (a. SAMUEL MATHER), has been transferred to Labrador Steamships, Ltd., while SHELTER BAY (a. JAY G. MORSE) is now owned by Comet Enterprises, Ltd., an affiliate of Quebec and Ontario Transportation Company, Ltd. (Both photos by George Ayoub)

...The ROBERT J. PAISLEY (a. CHRISTOPHER, b. THOMAS BRITT, c. J.E. SAVAGE) has been resold by Marine Salvage, Ltd., Port Colborne to Algonquin Corp., Ltd., a subsidiary of Hall Corp. of Canada formed to operate the former Columbia vessel in the international lakes trade.



GREAT LAKES AND SEAWAY NEWS

August 20...After 75 days of salvaging operation by Marine Industries, Ltd., the German freighter TRANSATLANTIC was successfully refloated and towed to Sorel to mark the completion of the largest and most successful salvaging operation in Canadian maritime history. The Poseidon vessel caught fire and capsized in Lake St. Peter last April 10, following a collision with the Dutch freighter HERMES.

August 21...The Pennsylvania Railroad has announced that it will sell its coal dock property at Erie, Pennsylvania. Used principally for coal cargoes destined for Bethlehem's Lackawanna plant, the pre-World War I facility was put out of operation by unit train rates last summer.



USS THOMAS G. THOMPSON, Oceanographic Research vessel built for the U. S. Navy by Marinette Marine Corporation, departs Iroquois Lock eastbound. (Photo by George Ayoub)

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George Ayoub has again provided the following information which enables the record to be closed on two more lakers sold overseas for scrapping:

MICHAEL G. BROWNING (a.EDWIN N. OHL, b.MICHAEL GALLAGHER), sold by Primo Lake Ship Company to Italian shipbreakers, arrived at Genoa on November 20, 1964 in tow of the German tug ROBBENPLATE.

POWERAUX ROGER (a.E.L. WALLACE, b.MARQUETTE), sold by Auxiliary Power Corp. to German shipbreakers, arrived at Hamburg on March 4, 1965.

...Salvage plans to refloat the wreck of the British TRITONICA (a. TRITONIA) have been abandoned by Marine Industries, Ltd., of Sorel due to high costs which would have amounted to the full value of the ship. The wreck will be buried where she lies 65 feet under the surface of the St. Lawrence off Ile aux Coudres, Quebec, to reduce the menace to navigation. The British ore carrier sank on July 20, 1963, after a collision with ROONAGH HEAD.

August 24...Captain Martin Joppich, master of the sunken CEDARVILLE (a. A. F. HARVEY), pleaded guilty to all four charges of faulty seamanship in the May 7 collision which took the lives of ten of his crew. LCDR Arthur Gove, OOMI at St. Ignace, said he would ask hearing examiner Charles Carroll to revoke or suspend Joppich's master's license.

August 27...The 82 foot tug VEGCO of Kingston, N.Y., sank in upbound Lock #4 of the Welland Canal after being rammed in the stern by the Swedish freighter EVA JEANNETTE. The bow of the freighter climbed up over the low stern of the tug, tipping it over and sinking it. Traffic was being maintained in the downbound section of the twin flight locks for five hours at a time in each direction.

...American Shipbuilding has launched the 400 x 75 foot mid-body for the Navy fleet oiler USS PAWCATUCK at its Lorain yard.

August 29...Great Lakes Dredge & Dock has received a contract from the Cleveland Plain Dealer to rebuild 614 feet of wharf along the south side of the old riverbed. The property is at the eastern end of a section of property purchased for a new plant and will be used for the discharge of waterborne newsprint.

August 30...The St. Lawrence Seaway Authority has awarded a \$1,840,350 contract to C.A. Pitts Construction, Ltd., for a project to eliminate currents below Lock #7 at Thorold.

August 31...Fraser Shipyards, Inc., Superior, Wisconsin, announce that Theodore J. Brush, who has been Hull Superintendent at the Superior shipyard, has moved up to the newly created position of General Superintendent. Succeeding Mr. Brush is Norman H. Robertson of Trenton, Michigan.

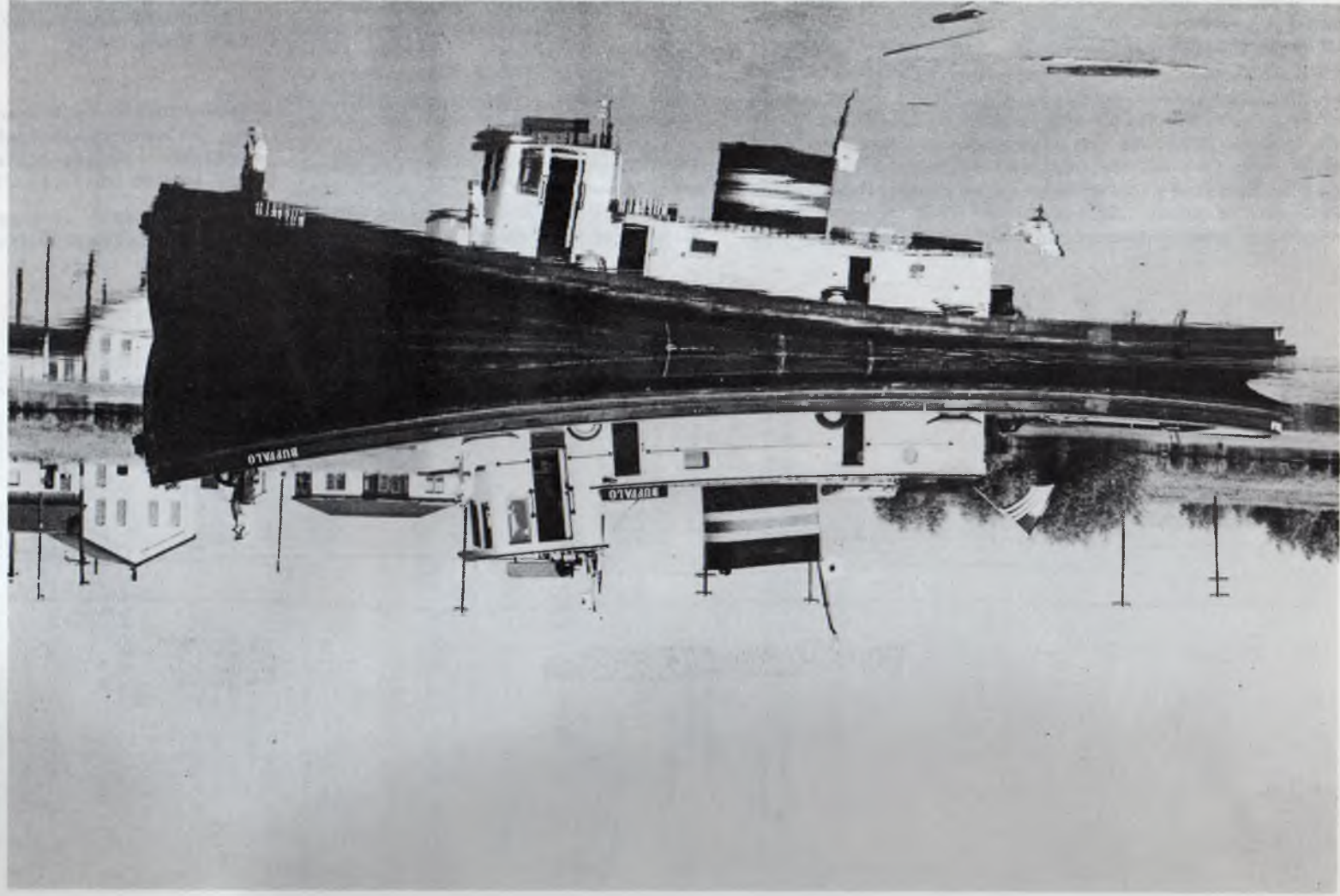
...Misener's LAKETON (a. SAXONIA) has been sold to Newfoundland interests, possibly Crosbie's, and will be used as a floating grain elevator.

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The tug BUFFALO (a. BUFFALO, b. U.S.E.C. CHURCHILL) is shown arriving at Superior in late July to commence operations for Floating Equipment, Inc., a subsidiary of Fraser Shipyards, Inc. Originally built at Cleveland in 1912 by Great Lakes Towing as one of seventeen "city class" tugs, BUFFALO served in the U.S. Army Engineers Corps from 1920 to 1949, and since that time has been operated by Boland & Cornelius for the American Steamship Company, principally on Lake Ontario. (Fraser Shipyard Photo).



GREAT LAKES AND SEAWAY NEWS



**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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