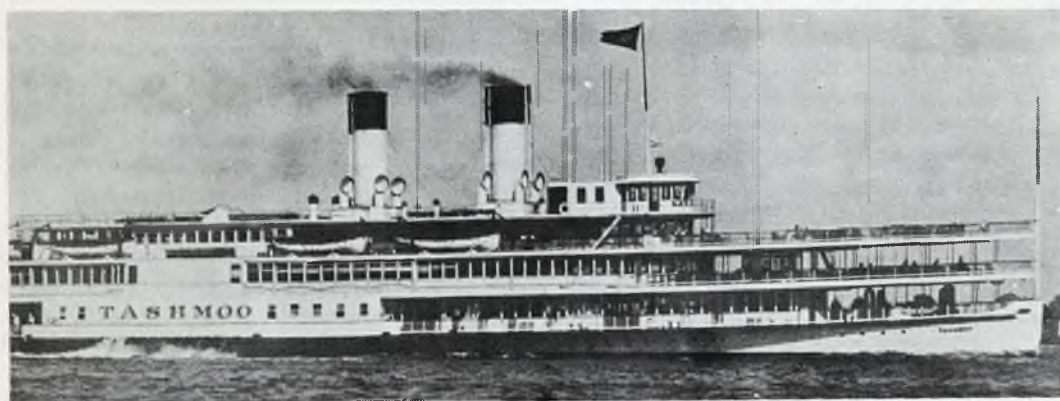
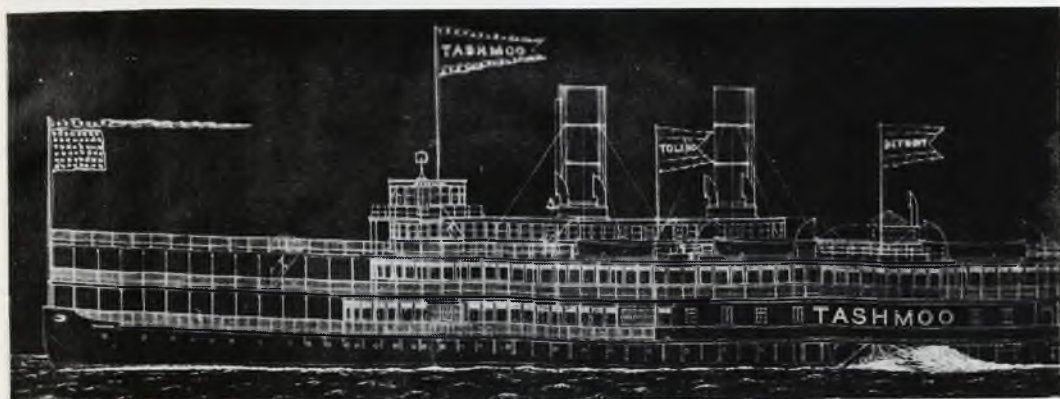


TELESCOPE

October, 1965

Volume 14, Number 10



**Great Lakes
Maritime
Institute**



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

COVER ILLUSTRATIONS: Part of the outboard profile drawing of *Tashmoo* by Kirby (and amended for later changes) comes from a blueprint in the O'Brien collection. The same portion of *Tashmoo* is seen in later years in a Pesha photo belonging to Marine Historical Society of Detroit.

COMING MEETINGS

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

BUSINESS MEETING, Friday, January 7, 1966, at Dossin Museum, 8 p.m. Visitors are welcome as usual to these meetings of the Institute's Board.

NOTES

To Detroiters, mention of the Hudson River Day Line brings a comparison of *Tashmoo* with *Alexander Hamilton*, last Day Liner running up the Hudson. There are major differences -- the *Hamilton* follows Hudson River tradition in having her boilers aft of her engine and paddle wheels, for example. But there are also reasons for resemblance. The *Hamilton* was designed in 1922 by J. W. Millard, who collaborated with Frank E. Kirby (designer of *Tashmoo*) on the largest Day Liners like *Hendrick Hudson* of

BELOW: *Alexander Hamilton* in 1954 as seen from foredeck of *Robert Fulton*. --GPB photo

1906, *Washington Irving* of 1913 and *Robert Fulton* of 1909.

Howell-North has just published *The Hudson River Day Line*, by fellow member (and *Steamboat Bill* Editor-in-Chief) Donald Ringwald (Berkeley, Calif.; 223 pages and index, \$8.50.) *Tashmoo* partisans may recognize here implicitly both the traditions that Kirby borrowed upon for *Tashmoo* and *Greyhound* and the results this experience brought when he had his own chance with the great Hudson steamers, themselves.

Detroit readers should also take notice in another way. Parallel to his Day Line history, Don Ringwald tells of the Hudson River Night Liners. Millard's design for their *C. W. Morse* of 1903 (and the huge wooden *Adirondack* of 1896) had great influence on Kirby's design of *City of Cleveland* of 1908, especially in arrangement of the grand salon three decks high. Finally, the Ringwald book is a fine model of steamship company history at its best. It is well illustrated, but not just a picture book. It is very readable, and amusing in places. It concerns itself with the lives of people who were close to the operation. We need similar treatment for our own lake lines. --GPB



Tashmoo
leaving
Detroit
around
1905. In
foreground
is ferry
Excelsior,
and a D&B
steamer
lies in
background.



From a
painting
in O'Brien
collection

T A S H M O O

AN APPRECIATION OF THE BELOVED "GLASS HACK" BY A NOTED COLLECTOR SPECIALIZING IN HER LORE, J. MICHAEL O'BRIEN, ILLUSTRATED WITH PHOTOGRAPHS FROM HIS OWN COLLECTION

Did you ever have an occasion to stroll beneath towering funnels that emitted great plumes of smoke, and to feel beneath your feet the syncopated throbs of great sidewheels forcing the ship's hull through the water, leaving a picturesque pattern astern? If you were so lucky, you may have been aboard the Queen of the St. Clair River. And of course, there was only one.

Tashmoo resulted from a search for a steamer to carry the multitudes that found pleasures of the Harsen's Island area and that had to settle for the smaller, crowded steamers of the 1870s and 1880s. This search brought into play the talents of the famous father of Great Lakes ships, the noted architect, Frank E. Kirby. The Star Line commissioned him in 1898 to produce a suitable steamer. With hull characteristics of the famous Hudson River steamer *New York*, the ultimate in excursion steamers began to appear upon his drawing boards. Detroit Shipbuilding Company was chosen to build the

ship, and construction began in the early summer of 1899.

On December 31 of that year, the hull was launched amid a shivering party of officials and shipyard employees at the Wyandotte yard. As was the usual practice, the hull was towed up to the Orleans Street yard for joiner work to be built during the winter. Decor was styled after some of the most lavish hotels of the era. Mr. Kirby wrote to Messrs. J. T. Hall of New York, the decorating firm, "the finish on the main deck is to be quartered oak, natural color. Dining saloon mahogany. Bar—pine, enamelled and gilded. ... Stairs of mahogany throughout. Promenade deck saloon mahogany. State-rooms as parlors, trimmed in different styles. Smoking room—chestnut stained dark green." As winter became spring and the last ice floes left the river, the efforts of many craftsmen began to show as the big flyer emerged in sparkling white dress. Lifeboats and ventilators were installed. Rolls of canvas



TASHMOO: AN APPRECIATION

were put aboard, awaiting warm weather for fastening down on decks. The smell of paint was in the air. And then signs were hung out, simply stating: Help Wanted.

Time was of the essence. June 1st was the deadline. The Star Line would pay a bonus if the big ship was finished, given trials and accepted before then. April arrived, and the engines were given life. Adjustments were made and dynamos checked; and Kirby and the Barlums scrutinized last minute details to be sure they were according to contract. These engines were the low-lying "inclined" design, giving her greater stability and the smoother operation of a balanced engine. The absence of vibration was vital, as was the greater thrust on the shafts per pound of coal per horsepower. This was the third installation of this type on a Great Lakes merchant sidewheeler. The much less expensive first cost of vertical beam engines had made them standard for sidewheelers before then; but after *Tashmoo*, no new beam engines were installed in large lake paddlers.

On May 13, 1900, with a mighty whistle blast, *Tashmoo* left Orleans Street for her builder's trial run to Lake St. Clair. Out in the lake she began a series of crash or collision stops and rudder exercises. Finally she made a twelve-mile run at half speed for engine calibration and adjustment under steam.

Fitting out continued. Two grand pianos were placed on "B" Deck at the forward and after areas of the salon. Elaborate Wilton carpeting was laid down. Heavy mahogany furniture was generously distributed at convenient points around the second and boat deck salons, as were wicker rockers and arm chairs, writing and library tables. The marble-ized columns in the dining room, as well as the chandeliers, testified to a richness never seen before in an

ILLUSTRATIONS ON OPPOSITE PAGE: In the view above, *Tashmoo* is seen at Toledo in her first season of operation. The stern view below shows her at Port Huron sometime just after World War I.

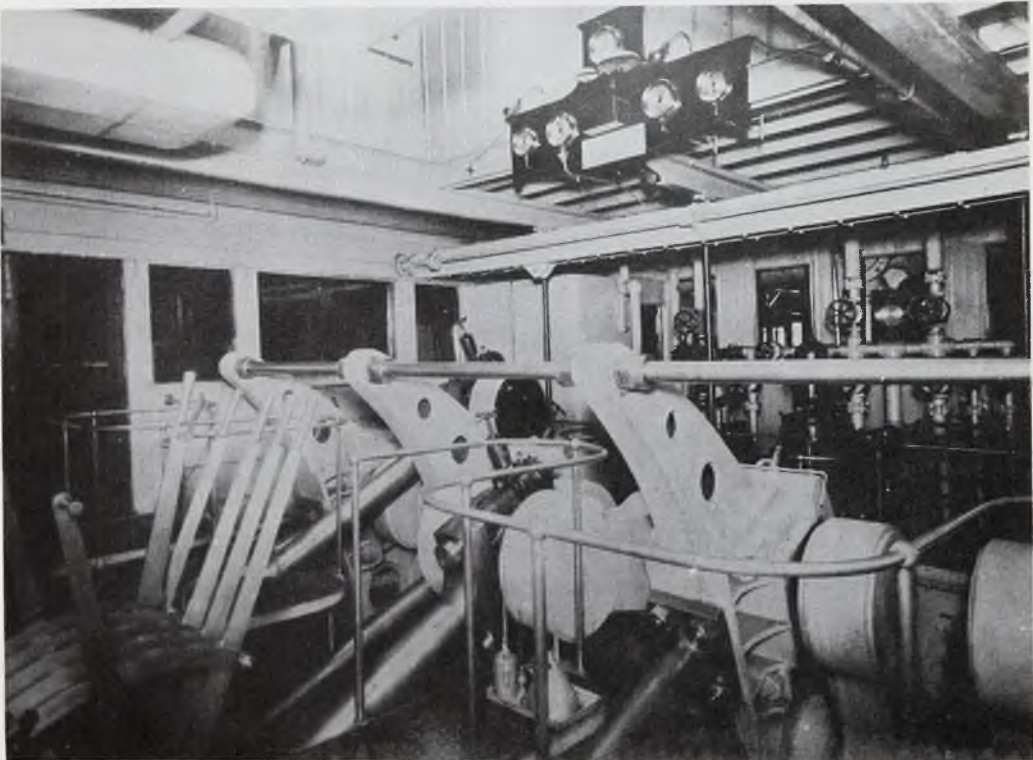
ILLUSTRATIONS ON FOLLOWING PAGES: These views from Mariner's Museum in Newport News, Virginia, show how *Tashmoo's* cabins looked when she was new. Above appears the "B" Deck salon, the forward portion at left, and amidships at right. Below at left is the engine room's starting platform. At lower right is the dining room, darkened by having its louvered window shutters raised to a closed position.

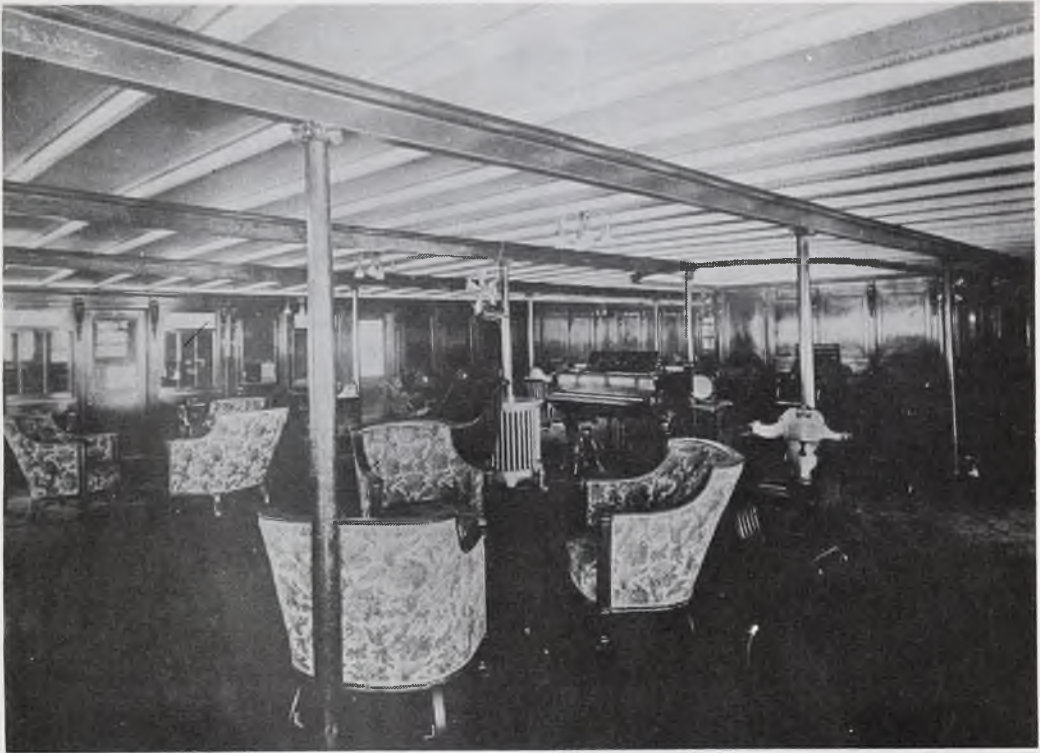
excursion ship. The Barlums intended *Tashmoo* to be a money-maker. But more than that, *Tashmoo* would be an entertainment center for the wealthy families of Detroit, particularly those with cottages in the "Flats."

Fourteen days after the first trials, *Tashmoo* entered Lake Erie for her final adjustment trials and a speed run over a measured mile. To her new owners' satisfaction, she proved her ability to move at a fast clip. The flyer began service officially on June 11, 1900. A series of private trips to various ports was made to show off the new vessel. President McKinley was aboard for one of her early trips. On another occasion, she was host to Admiral Dewey, the victor of Manila Bay, and led a celebration parade up river.

When *Tashmoo* took her berth at the Griswold Street dock, she was the longest passenger ship on the Detroit waterfront. The largest D&C steamers were shorter by fifteen feet or more, and *Frank E. Kirby* by over a hundred feet. Of less-than-daily visitors, *India*, *China* and *Japan* were much shorter; only *North West* and *North Land* were longer.

Great disappointment to Detroiters was *Tashmoo's* loss of the famous 100-mile race on Lake Erie with Cleveland's honeymoon special, *City of Erie*, in 1901. A forty-five-second defeat stayed with *Tashmoo* throughout her career. Overconfi-





TASHMOO: AN APPRECIATION

dence of her crew and owners, and a carefree attitude toward the event, made the loss that much of a mockery. Her designer was certain privately that *Tashmoo* was the faster (and he designed both contestants). But facts are cold, and needless to say, the 1901 season was a little less glamorous.

It was during one of her moonlights out of Toledo that *Tashmoo*'s first alteration was considered. Dancing being popular, "C" Deck was reserved for this. On a moonlit night nothing could be so romantic as to dance with nothing but stars for your roof. But when a thousand people start to waltz twenty-five feet above the waterline with only a slender hull below, things begin to happen. With a fair wind offshore and a 180-degree turn, *Tashmoo* would list so much that she would dip her guards under the swells of Lake Erie. Most disconcerting to those enjoying the breeze on the main deck aft! Needless to say, dancing after this became confined to main deck.

Some profile changes were made. Several years after her debut, her "C" Deck was extended to the jack-staff. Some years later, a large social hall was added aft of the funnels on C Deck. Officers' quarters were built behind the round pilot house. Elaborate furniture gave way to more serviceable chairs, and linoleum replaced Wilton rugs.

Larger passenger ships of the D&C and Anchor Lines came to dwarf *Tashmoo*. But these all served overnight or cruising service. A day boat being free of stateroom and cargo-carrying requirements, its design could approach the most ideal form for passenger ships; and *Tashmoo* always remained the most magnificent day boat on the river. Seldom did *Tashmoo* run with less than her ample share of Detroit excursionists. Ashley and Dustin's new *Put-in-Bay* joined the *Kirby* in 1911, but White

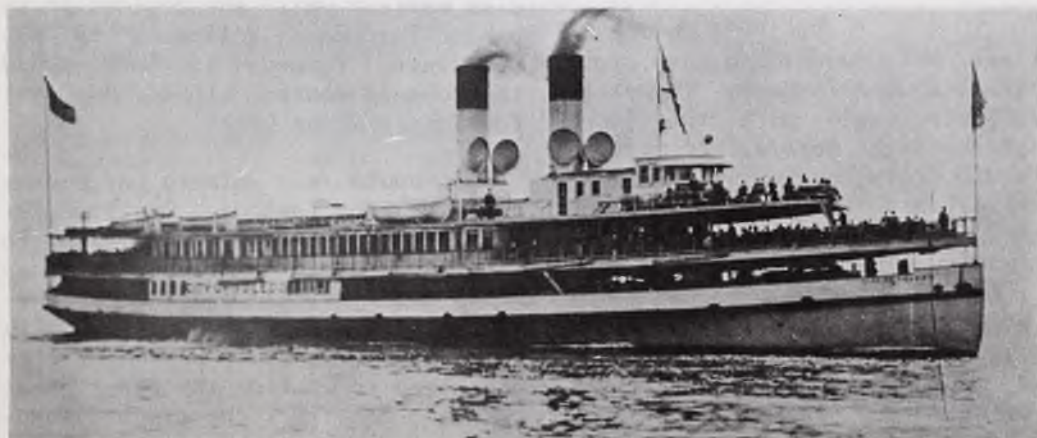
ILLUSTRATIONS ON OPPOSITE PAGE. Above is *Tashmoo* soon after her "C" Deck foredeck was added. The new Greyhound of 1902 appears in the middle view, photographed at the Sugar Island dock. Greyhound was 278 feet long, larger than any other Detroit River excursion ship except *Tashmoo*. Below is *City of Toledo* sometime after she was lengthened from 212 to 250 feet and given a second funnel and the "*Tashmoo*" look in 1916. She was built originally for Toledo and Lake Erie Islands service in 1891.

Star Line still led year in and out with more than sixty per cent of the excursionists.

Tashmoo was classed as a lake steamer, rather than a river steamer, but she was not ideal for open lake runs. Heavy engines, low freeboard, a slender hull and broad py Lake Erie waters. When the White Star Line brought out *Greyhound* (ii) in 1902, her hull was deeper and her beam altered, making her ideal for the Detroit and Toledo run. But *Greyhound* suffered in being underpowered, having inherited the 43-year-old beam engine of the first *Greyhound*. And she was 24 feet shorter than *Tashmoo*. So *Tashmoo* remained the queen. As for interior arrangements, both ships were similar, and from outward appearance the *Tashmoo* profile could be seen in *Greyhound*.

The years were kind to *Tashmoo*. She stayed in first class condition, even while other White Star ships were sacrificed in one way or another. *Tashmoo* offered wide shaded decks, as well as sunny "C" Deck for those who liked sunshine. Over six hundred windows offered a view of river or lake shoreline. Seeing *Tashmoo* from the shore of Belle Isle, one could appreciate why she became known as the "Glass Hack." All one could see at night was hundreds of lights and a very dark outline of a slim steamer, long and majestic.

The White Star Line had to be an



energetic company to support its five steamers: *Tashmoo*, *Greyhound* (ii), *City of Toledo*, *Owana* and *Wauketa*. The best charters were always assigned to the flagship. Political moonlights, church and benevolent organizations all travelled aboard the "Glass Hack." Many times *Tashmoo* and *Greyhound* would travel in consort to Tashmoo Park with four or five thousand excursionists. This was a sight to behold for those living in the Flats area. Often this consort arrangement was due to some large group or several groups planning trips on the same day. For smaller crowds, *Tashmoo* and *City of Toledo* would sail for the Flats within five minutes of each other, usually with "you know who" leading the way.

Tashmoo usually ran all the way to Port Huron, as the comparative timetables on page 227 show. Stops were made at Old Club, Star Island, Marshland, Joe Bedore's, then on to Tashmoo Park. Then Grande Pointe, Algonac, Stag Island, Sarnia, and finally Port Huron. The Sarnia stop was arranged with Northern Navigation Company; and certain passengers from Detroit would leave *Tashmoo* there to board one of the big Duluth steamers whose southern terminus was Sarnia. When Northern's ships later began sailing from Windsor, in the thirties, the agreement was still in effect, so *Tashmoo* still called at Sarnia.

It was not unusual to have your breakfast aboard *Tashmoo*. Many excursionists would pack the lunch basket the night before. In morning you would dress hurriedly and take the streetcars to the closest point to the foot of Griswold. To get the best seats, you arrived around 8:00 a.m. Leaving your brother or sister to stand guard over your private deck area, the rest of your family would go below to enjoy freshly baked rolls and coffee, or else a full breakfast could be had quickly.

From the choice seats on the port side, you could see the waterfront. As *Tashmoo* backed off from her dock, you would be awed by the giant sides of the D&C steamer just in from Cleveland, and often the big Buffalo liner would still be approaching Third Street. Many times you backed downriver to First Street, and *Put-in-Bay* might be just beginning her swing downriver. The "Bay" stood high and majestic, and each would be signalling the other; the thrills of steamboating were in full swing. If the river was clear of freighters *Tashmoo* would turn almost perpendicular to the Windsor shore and soon straighten out for the run to Lake St. Clair. If downbound freighters approached, however, *Tashmoo* would keep about a hundred feet off the docks until her chance came to join upbound traffic—perhaps not until she reached the foot of Jos. Campau. Interspersed with the Windsor-bound ferries, the two Bob-Lo steamers would be loading at Woodward Avenue. At the foot of Brush, the little *Thousand Islander* would have steam up, awaiting the last stragglers before she could cast off for Chatham, Ontario. Since she sailed at the same time as the St. Clair express, she might lay over a few minutes near the foot of Jos. Campau out of respect to *Tashmoo*'s wash. Other times, she would leave a minute or two early and head for Canadian waters until she could slip in behind *Tashmoo*. Following to Lake St. Clair, *Thousand Islander* would then change course almost due east for Thames River Light.

You could see plenty of marine traffic from *Tashmoo*. Small cruisers and speedboats would come out to greet the Queen and frolic in her heavy wake. Within the endless parade of freighters and tugs with barges would be other passenger liners bound to or from the upper Great Lakes. Sometimes the giant *Seeand-bee* would pass (in opposite direc-

TASHMOO: AN APPRECIATION

tion), the only four-funnel steamer on the lakes. Luckily *Tashmo* never seems to have tested her reputation for speed against this big sister to *City of Erie*. *Seeandbee* was considered a real speed wagon, and the White Star Line knew it. Somehow, there was an air of "We'll meet again, going the same way," and the results were a foregone conclusion.

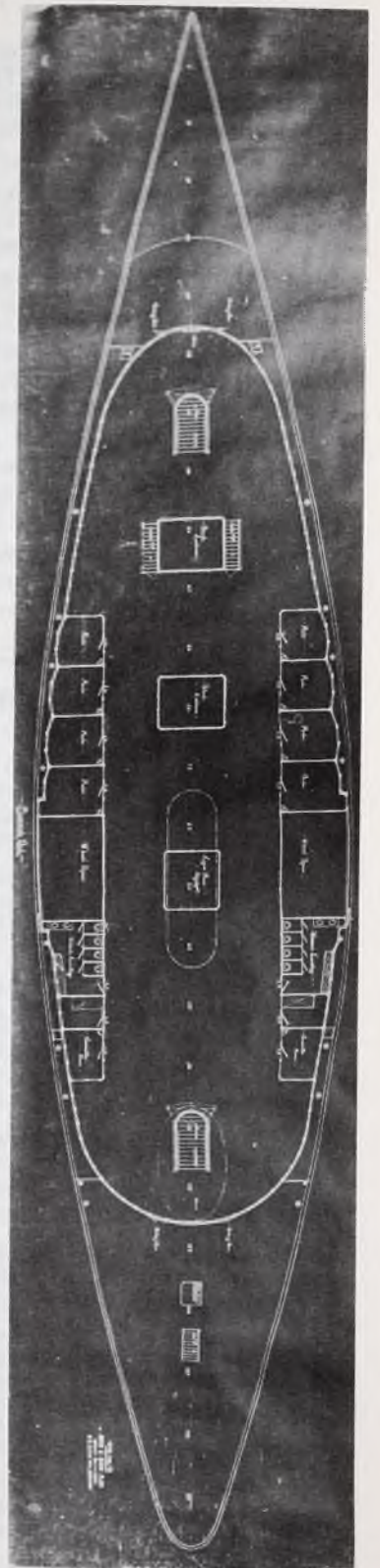
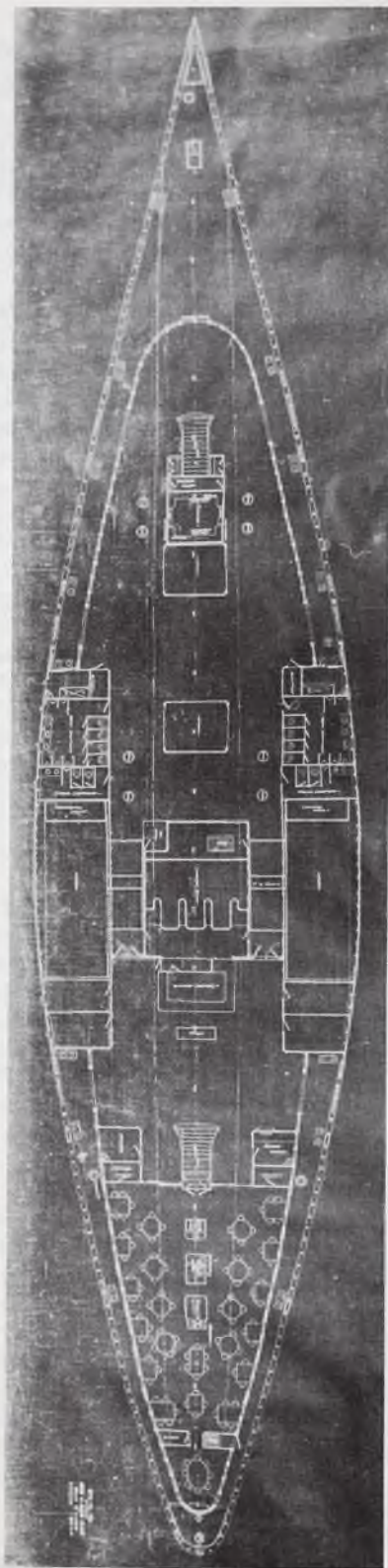
Perhaps I dwell too much on speed, but you always felt this sense of superiority aboard *Tashmo*. When she passed a freighter in the lake, you were aware that you were moving at a brisk clip. As stops were made in the Flats, *Tashmo's* wheels never stopped turning, because of the St. Clair River current; and in between stops, she moved with a time schedule apparent.

While lunch baskets were in multitudes, the dining room was something reserved for a special occasion. With wide windows to watch the passing scenery, and immaculate table cloths adorned with sterling silver, you dined in absolute luxury. The ballroom was also on the main deck, forward of the engines. In the twenties and thirties, Jack Oakie and his Country Club Orchestra would play to the many couples that found dancing a part of steamboating. The children too young to dance stood around the brass railing that protected the band from fox trotters. Jack would place a clean handkerchief under his chin; violin in position, he would lead a romantic serenade while the other nine men would play or take solos to the applause

COMPARATIVE TASHMOO TIMETABLES THROUGH THE YEARS

	1908		1913		1929		1936	
	NORTH READ DOWN	SOUTH READ UP	NORTH READ DOWN	SOUTH READ UP	NORTH READ DOWN	SOUTH READ UP	NORTH READ DOWN	SOUTH READ UP
DETROIT	8:30am	8:30pm	8:45am	8:50pm	9:00am	7:45pm	9:15am	7:50pm
Old Club	10:20	6:50	10:35	7:10	10:55	6:00	11:00	6:05
Hotel Mervue	10:26	6:45	10:41	7:05	11:00	5:58	---	---
			<i>(Hotel Muscamoot)</i>		<i>(Miller's)</i>			
Rushmere Hotel	10:30	6:42	10:45	7:02	---	---	---	---
Star Island Landing	10:35	6:40	10:50	7:00	11:03	5:55	---	---
Marshland Hotel	10:40	6:30	10:56	6:56	---	---	---	---
Riverside Hotel	10:44	6:25	11:00	6:45	11:12	5:45	---	---
					<i>(Idle Hour)</i>			
Gus Trautz's Hotel	10:50	6:20	11:05	6:40	11:17	5:40	11:12	5:50
			<i>(Forster's)</i>				<i>(Club Aloha)</i>	
Joe Bedore's Hotel	10:53	6:17	11:10	6:37	11:20	5:37	11:20	5:45
Muir's Hotel	11:05	6:10	11:20	6:30	---	---	---	---
TASHMOO PARK	11:15	6:00	11:35	6:20	11:45	5:20	11:45	5:30
Sans Souci	---	---	---	---	11:55	4:50	11:55	4:55
					<i>(Russell's Isl.)</i>			
Grande Pointe	11:35	5:45	11:45	5:48	---	---	---	---
Algonac	11:50	5:30	12:00n	5:34	---	---	12:10pm	4:50
Port Lambton, Ontario	12:05pm	5:20	12:15pm	5:15	---	---	---	---
Marine City	12:25	5:05	12:35	4:58	---	---	---	---
The Oakland	12:57	4:40	---	---	---	---	---	---
St. Clair	1:00	4:30	1:10	4:28	---	---	---	---
Stag Island	1:30	4:05	1:33	4:09	---	---	---	---
South Park (Pt. Huron)	1:40	4:00	1:51	3:54	---	---	---	---
Sarnia, Ontario	1:50	3:50	2:10	3:39	1:55pm	3:20	2:25	3:30
PORT HURON	2:00pm	3:45pm	2:15pm	3:30pm	2:00pm	3:10pm	2:30pm	3:20pm
	NORTH READ DOWN	SOUTH READ UP	NORTH READ DOWN	SOUTH READ UP	NORTH READ DOWN	SOUTH READ UP	NORTH READ DOWN	SOUTH READ UP

--Compiled by J. Michael O'Brien



DECK PLANS OF TASHMOO

of the people. Sometimes Jack would try to sing a popular ballad; those listening were glad to hear *Tashmoo* voice her intentions to pass another ship. But Jack was as much a part of *Tashmoo's* history as the ship, itself. They say he carried two cases, one for the violin and one for all the handkerchiefs he would use on a hot day. It must be said that Jack was a very good musician, well respected by his band members.

Tashmoo sometimes carried a little freight—perhaps a piano to be put ashore at one of her stops, or perhaps an automobile. But little of her main deck space was reserved for passengers. A small area at the fantail was kept for the dining room help, while the deck far forward was roped off for winches.

Sugar Island, another playground for Toledo and Detroit excursionists via White Star steamers, was also a moonlight stop for *Tashmoo*. This was a competitive sailing with the moonlight run to Bob-Lo Island which lies opposite Sugar Island at the river mouth on Lake Erie. *Tashmoo* would leave Griswold Street at 8:45 p.m., fifteen minutes later than *Columbia* or *Ste. Claire*. Before the Bob-Lo steamer reached Lime Kiln Crossing, *Tashmoo* would summon a passing signal and politely (?) pass on her way. Crowds on each steamer would whistle and yell, and the strains of dance orchestras could be heard easily. Further on would appear lights of *Put-in-Bay*, and the same bedlam would occur. The wake from each steamer was a delight to see, with moonlight accenting the waters, until the shores were quiet again. An hour was spent at the Island for dancing before *Tashmoo* turned homeward again. As she left the Sugar Island channel, a dark silhouette would appear, announced only by a red and green light. Soon *Tashmoo's* many lights would reveal on the stranger's side the name of *City of Cleveland III* or *City of*

On opposite page are (left to right) the Orlop Deck; the Main Deck ("A" Deck); and the Promenade Deck ("B" Deck). On this page appears the hurricane deck ("C" Deck before the many later alterations to it.)
—O'Brien Collection



TASHMOO: AN APPRECIATION

Detroit III. Cleveland-bound, the big ship would shake the Glass Hack, and waters surrounding the two were a veritable whirlpool. This was moonlighting, steamboat style, and it cost only seventy-five cents.

Tashmoo was a well-behaved ship. In a fall gale of 60 m.p.h. winds on December 9, 1927, however, she parted her fourteen winter cables and sailed upriver, brushing the ferry *Promise* on her way. The Belle Isle Bridge stopped her at last, but the concrete arches damaged her superstructure. *Tashmoo* was repaired for the 1928 season. Running downbound, from Algonac, on August 3, 1934, she ran aground at Squirrel Island, disabling her port wheel. *Put-in-Bay* took her stranded passengers to Detroit; *Tashmoo* was towed down and repaired in time to run August 5th.

In her survey in the fall of 1935, the inspectors decreed a cut in her capacity to 2600 passengers. To keep her former 2800-passenger load, *Tashmoo* was stabilized with sponsons on her hull, adding almost 100 tons of weight and increasing her hull beam to 48 feet. At the same time, new chrome-and-leather furniture was put aboard, and the "C" Deck beer garden was renovated. Her first trip of 1936 was an afternoon run to the Flats. She looked as good as when new, but no longer did she have the speed of old.

In Hamtramck existed a large club of young people called the Pals Club. They often sponsored dances in ballrooms around Detroit, as well as moonlights. On June 18, 1936, a crowd of 1400 gathered at the foot of Griswold. *Tashmoo* had been delayed by river traffic, coming back from the Detroit News Excursion, a cut-rate affair held every Friday. With a long blast of her whistle she began her moonlight at 9:20 p.m. *Columbia* had already left for Bob-Lo and was due back in Detroit at 12:30 a.m. Very seldom late, the Glass Hack did her best to make up the 20-

minute deficit, and she reached Sugar Island at 10:35 p.m. Cutting the time allowed ashore, she left again at 11:20. As she came out of Sugar Island Channel, a shock was felt throughout her length. Curious passengers were told that *Tashmoo* had engine trouble, and was heading for the nearest dock. The story in the engine room was different. Water was filling the bilge and was apparent through the grates, so the pumps were begun. While *Tashmoo* ran toward Brunner-Mond coal dock above Amherstburg, preparations were made to disembark passengers and have them taken to Detroit. The band played on, and people danced to the wake of the Queen. No one noticed any gain in draft, and there was no panic. At the dock, the passengers went ashore in orderly manner. Many walked to Amherstburg to await the chartered *Columbia*, deadheading from Detroit for them. Others took a chartered bus to Windsor. As the excursionists walked up the hill to the road, some looked back at the gaily-lit steamer, unaware that this had been her last cruise. Once passengers were safely ashore, steam was shut off aboard *Tashmoo*. She settled in fourteen feet of water, with only the main deck under water.

For many days afterward, passing ships offered a salute of condolence to *Tashmoo*. Salvage work was begun by a Hamilton firm. Rumors from the Griswold Street office said *Tashmoo* would return in 1937, while a Goodrich steamer might be chartered to finish the 1936 season. But a miscalculation caused *Tashmoo's* bow to be raised too fast, breaking her keel. This was the end of *Tashmoo*. When she was afloat, weeks later, her superstructure had been removed. At the upper part of Bob-Lo Island, the hull-and-engines were used for a time to pump water for soil reclamation. Ultimately, she was totally dismantled at Nicholson's Dock. For some years her two stacks stood next to a dock shanty there. Finally,

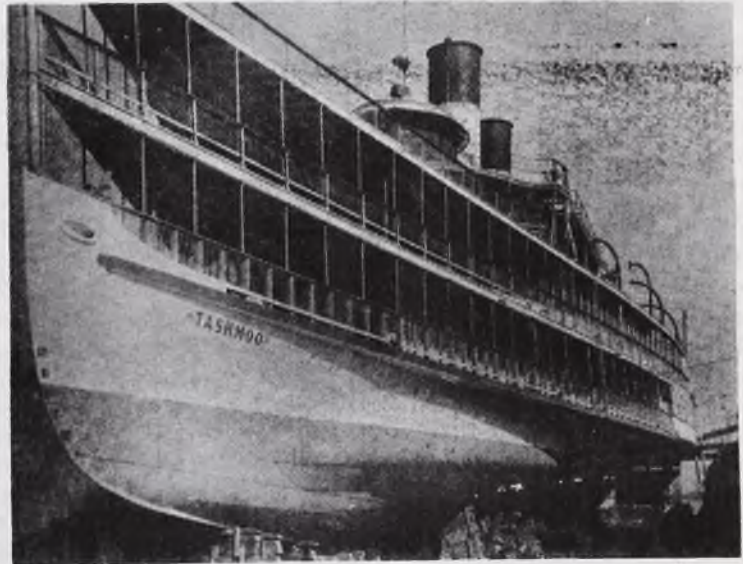
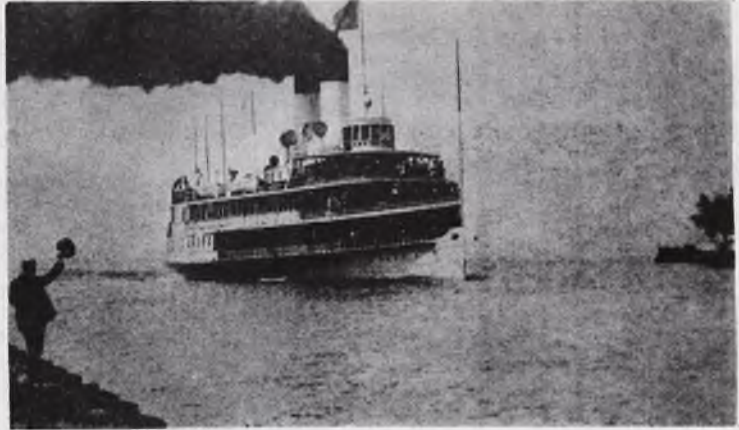
they were also destroyed.

Tashmoo was never replaced. The D&C Line and then the Ashley & Dustin ran St. Clair River excursions through the 1951 season, trying to keep alive the pleasures that only *Tashmoo* could give. Her name, Indian in origin, became a revered word to excursionists. The era of the Flats and of Sugar Island moonlights is now but a memory.

But if you happen to drive through the St. Clair Flats in your 1966 fast-back and hear a ship's whistle, let your imagination carry you back 30 years. Perhaps you will see a ghost of a long, white excursion steamer, trailing smoke and thundering water as she enters Southeast Bend. *Tashmoo* will always be with us, in photographs and written word, but, most of all, in fond memory.

ILLUSTRATIONS

Above is *Tashmoo* when new, entering the St. Clair Flats. The center view shows her in dry dock after her sponsons were fitted in the winter of 1935 to 1936. Capt. Sid Ferriss took the bottom view of stricken *Tashmoo* at Amherstburg in 1936.



DIMENSIONS OF TASHMOO

(Letter of July 19, 1900, from Frank E. Kirby to Andrew Fletcher, Jr., of the famous engine-building firm. Letter in Burton Collection of Detroit Public Library. Note: U. S. Registry #145843; registered at 1344 gross tons, 766 net tons. --Ed.)

Replying to yours of May 11th, re *Tashmoo*:

Length, waterline, moulded:	300'-8"
Length overall	311'-6"
Beam, hull	37'-6"
Beam over guards	68'
Depth	13'-6"
Draft (outstanding keel 4 1/2")	8'-4"
Weight of hull as launched	440 tons
Weight of machinery:	
Engines and wheels	203 tons
Boilers and water	313 tons
Auxiliaries	34 tons

Weight of joiner work, furniture	220 tons
Weight of coal	50 tons
Light Displacement in tons of 2000 lbs.:	1310 tons

...Dimensions of engines--33", 51", 82" x 72". Wheels 22'-6" x 12". Nine buckets 45" wide. Boilers--two double ended, 11'-1" diameter x 22' long. Three single, 11'-1" diameter by 11'-4" long. Total grate surface 294 sq. in. Total heating surface 8750 sq. in. Boilers worked natural draft. Two stacks, 6'-9" diam., 62' above grates. I enclose you a set of cards taken with 150 pounds steam. With full steam 120 lbs. will get 2500 h.p. for which the engines are designed. They have made 36 1/2 r.p.m., which would give 2550 i.h.p. Trusting I have covered all points of your inquiry. With regards, yours truly,
Frank E. Kirby



Curator's Corner

BY
ROBERT E. LEE
CURATOR
DOSSIN GREAT LAKES MUSEUM

During September, we attended two professional meetings, one at Marshall, Michigan (the annual meeting of Historical Society of Michigan), and in the next week the Midwest Museums Conference at Springfield, Illinois, where we gave a talk on "attendance boosters." Both meetings were rewarding, but neither afforded much opportunity for ship-watching; for both Marshall and Springfield share the distinction of having very little waterfront! *

Meanwhile, back at the ran...oops, back at the Museum, Pat Labadie has been laboring mightily on our model of *South American*. Before long, she will join the rest of the models on exhibit. This is the second of the Museum's models to undergo a full rebuild in Pat's "shipyard." He completed our *John Ericsson* some time back, and the faults people used to find with her are gone.

Our visitors have been treated to a show of work under way in installation of the Gothic Room from D&C steamer *City of Detroit III*. Paul

Colleta and Maurice Jackson are busy every day. For those who wondered about progress on that job, we are at about the 25% point. The stained glass LaSalle Window is installed. Three of the carved oak arches have been stripped, rebuilt and refinished, and are in place. One more is in the process of being refinished, and another is undergoing repair. We counted it up, just for fun, the other day, and came up with the fact that one of the smaller arches contained nearly four hundred individually fitted pieces of wood. And while we are bantying figures about, there are over seven hundred bits of glass in the window! We will indeed have something to show and talk about when the job is done.

Some very interesting accessions came in recently. The binnacle from the excursion steamer *Put-in-Bay* arrived last month, the gift of Arch Rankin, a longtime supporter of the Historical Museum and a good friend of Dossin Museum. And we are in the process of obtaining a working model of a quadruple expansion marine steam engine, which will make our engine fans happy, and it will us, too.

* Yes, but fellow member Dan Weber says a Mr. Hughes has a steam launch on the Kalamazoo River at Marshall. --Editor.

GREAT LAKES AND SEAWAY NEWS

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George Ayoub, Seaway News

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

September 1...A paddlewheel passenger boat, complete with calliope, was christened SHOWBOAT at Dubuque, Iowa, Boat & Boiler Company built for Erieview Boats, Inc. of Cleveland. She will commence sailings next Spring from the East 9th Street pier in Cleveland in conjunction with CAROL DIANE.

...Toledo Overseas Terminals Company reports its plans to lease one of two new 600-foot ship berths from the Toledo-Lucas County Port Authority effective September 15.

...The Pennsylvania Railroad has announced plans to build a new high-capacity coal dock at Ashtabula. Scheduled for completion in 1969, the facility will cost \$7,500,000.



G.G. POST (a.LUZON, b.JOHN ANDERSON) enters Iroquois Lock in the colors of her new operator, Silloc Enterprises, Ltd., a subsidiary formed by Oglebay Norton Company to operate the vessel in the international lakes trade under the British flag. (Photograph by George Ayoub).

September 2...Cleveland-Cliffs Steamship Company commenced tying up its vessels as they reached port due to a strike by District 2 of the Marine Engineers Beneficial Association over terms of a new contract. Licensed engineers have been working since last April 30 under an expired contract and the company has stated that the union's demands "require time for analysis."

...Grain-carrying rates on the Great Lakes inched up about one cent a bushel as the Commodity Credit Corp. renewed shipments from Duluth in order to make room for Fall crops.

...General cargo traffic on the St. Lawrence Seaway is up more than one million tons over a year ago through the end of August, although overall tonnage is up only by 500,000 tons due to decreased grain shipments. The recent sale to Russia is expected to brighten the picture considerably in the final three months of the season.

September 5...The total of lawsuits arising from the CEDARVILLE-TOPDALSFJORD collision in May amounts to \$10,370,000 in claims from the Bradley Fleet, and about an equal amount from the owners of the Norwegian vessel. There are ten suits resulting from the ten deaths, amounting to \$6.8 million, while 18 personal injury cases seek a total of \$8,570,000.

September 7...The EDWARD L. RYERSON, flagship of the Inland Steel fleet, entered Fraser Shipyards at Superior for installation of a Liaaen bow thruster. She will also undergo her five year inspection during the week to ten days at the yard.

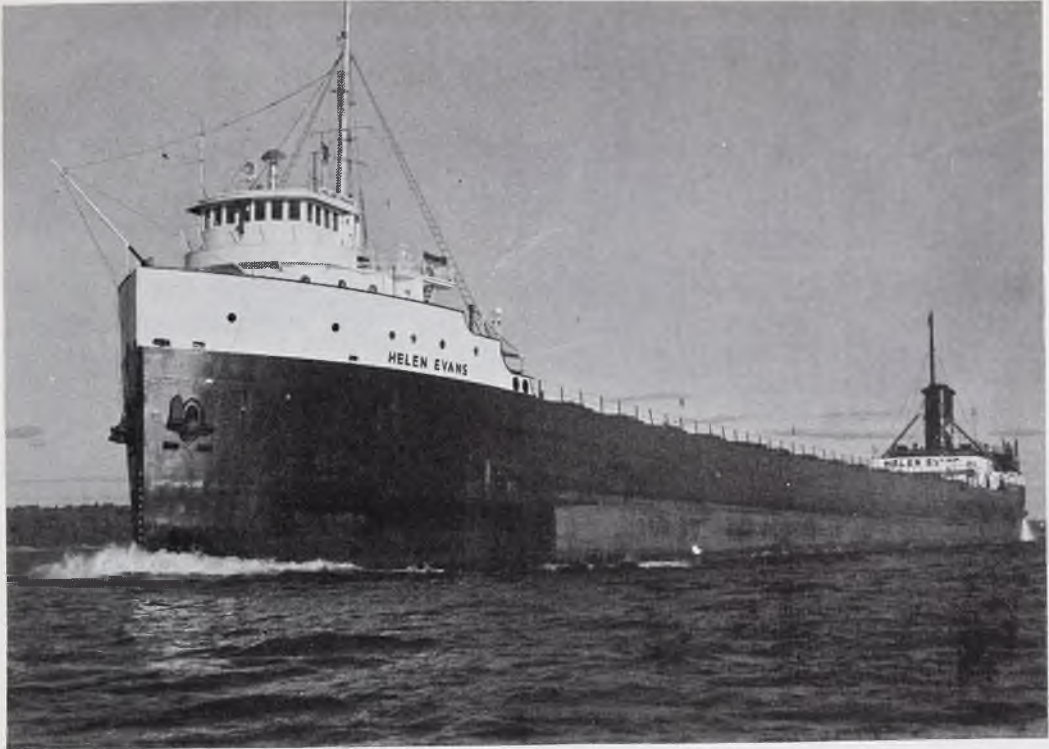
...A significant increase in the export of rubber products through the Port of Cleveland is expected due to a ten dollar a ton reduction in freight rates from the Great Lakes to northern Europe.

September 8...The MILWAUKEE CLIPPER concluded another season and is being prepared for winter quarters at Muskegon.

September 10...In a report prepared for the Cleveland Development Foundation by Ernst & Ernst, river barges and towboats are recommended to carry iron ore up the Cuyahoga once the 600-foot vessels engaged in the trade are out of operation in ten to fifteen years. Ships designed for the new lock at the Soo would deliver the ore to the lakefront during the normal season while the barges would be operated on a year-around basis.

Purchased last Fall from Wilson Marine Transit Company, the HELEN EVANS (a. JAMES LAUGHLIN) and RUTH HINDMAN (a. NORWAY) are operating under new names this season for Hindman Transportation Company, Ltd., of Owen Sound. → (Photos by the Rev. Peter J. Vander Linden).

GREAT LAKES AND SEAWAY NEWS



September 12...The Marine Engineers Beneficial Association and Cleveland-Cliffs Iron Company reached agreement on a new contract, ending a strike which tied up the fleet's nine ships earlier in the month.

September 13...Senator Pat McNamara of Michigan joined a group of farm state senators in protesting the requirement that fifty percent of the wheat sold to nations such as Russia be carried in American bottoms. He charged that U.S. flag lines are boycotting Great Lakes ports in order to force military cargoes to be shipped via Atlantic coast ports, thus forcing additional costs upon the taxpayer, and that the present regulations on wheat shipments were also costing a great loss in tax dollars. He feels that storage charges could be reduced through additional sales which are presently being lost to other nations due to high U.S. rates for water transportation.

September 14...Five crewmen lost their lives in a fire and explosion which caused the CSL package freighter FORT WILLIAM to capsize at her pier in Montreal harbor. Crew members have reported that the new ship, which entered service in May, was unstable prior to the blast due to a heavy deckload of steel and had actually started to capsize prior to the blast. It is believed that the explosion may have been caused by water pouring through the starboard cargo doors and mixing with 300 tons of powdered carbide which made up part of the ship's cargo. Canadian authorities have ordered a formal inquiry. ...A Senate Commerce subcommittee urged today that a full 27-foot seaway depth be provided for all major ports and connecting channels of the Great Lakes-St. Lawrence Seaway system.

September 15...Ferry service between Levis and Quebec, which commenced on a year-around basis in 1910, is scheduled to close on November 14. Higher costs of operation, particularly during the Winter, and a refusal by the Quebec Transport Board to allow fare increases, were reasons given for the closing. Five ferry boats are currently in operation.

...The PETER A.B. WIDENER drifted in ten foot waves off Isle Royale after wheel chains had come off of the steering drum. WILFRED SYKES and other vessels stood by while the Coast Guard dispatched CGC WOODRUSH and NAUGATUCK to the scene. Efforts to rig a temporary tiller had failed.

...Two men were killed and five injured when a section of a Pennsylvania Railroad bridge fell into the Calumet River in Chicago, blocking all traffic for an indefinite period. The bridge was being dismantled by Lipsett, Inc., and the accident occurred while a crane was lowering a section.

GREAT LAKES AND SEAWAY NEWS

September 16...Halco's OIL TRANSPORT (a.TRANSOIL, b.OIL TRANSPORTER) went aground in the Wiley-Dondero ship channel of the seaway opposite the Massena oil dock.

...Hanna Mining's monthly report on vessels in commission shows that Bethlehem has laid up LEBANON and LACKAWANNA in Erie. The CLIFFS VICTORY will remain in Toledo where she moored when the engineers strike started, and the ROBERT S. McNAMARA is undergoing annual maintenance in Detroit. The SULLIVAN BROTHERS has been activated for the Fall grain rush by Gartland Steamship Company.

September 17...BEAVERCLIFFE HALL was launched at Lauzon by Davie Shipbuilding, Ltd. for Hall Corp. of Canada. The maximum size laker is expected to enter service in November.

...The PETER A.B. WIDENER reached Duluth after a 30-hour tow by the CGC WOODRUSH.

...A \$2,371,902 contract has been awarded to McNamara Highway Construction, Ltd., to widen a mile and three quarters of the Welland Canal near Port Robinson where present width is only 192 feet at the bottom.

September 18...Collingwood Shipyards, Ltd., launched the self-unloader ROY A. JODREY for Algoma Central Steamships, Ltd.

...Traffic in the Iroquois Lock of the seaway was delayed over twelve hours when the ZAMBESI rammed one of the fenders. Just recently renamed, the Liberian freighter was the ORIENT MERCHANT (a.TERBORCH, b.EEMDYK) which was caught in the lakes last Fall, and grounded off Port Colborne on her first trip this spring. Later seized by a court order, the vessel was returned to Toronto where she was sold for an unofficial \$140,000.

September 19...The new 6750-ton BEAVEROAK, built for Canadian Pacific's Great Lakes service, arrived in Montreal on her maiden voyage.

September 20...A fog that lasted for 32 hours and tied up 78 Great Lakes ships in the St. Mary's River lifted and allowed traffic to resume.

...For the second time this season the CGC SUNDEW had to assist SINCLAIR GREAT LAKES into Traverse City after a small fire destroyed the ship's engine room control panel.

September 21...Kinsman Marine Transit Company announced the purchase of the NORMAN B. REAM from the Pittsburgh Fleet. The 601-foot ore carrier will enter drydock at Fraser Shipyards,

Inc. immediately and is expected to go into service in mid-October under a new name, as yet unannounced. Kinsman also stated that the C.S. ROBINSON (a. LOFTUS CUDDY) is being repaired and will sail from Superior shortly.

September 22...Marine Industries, Ltd. of Sorel have been awarded a \$10,250,000 contract by the Department of Transport for a combination icebreaker-buoy tender for the Canadian Coast Guard. The new vessel is slated for operation in the Gulf of the St. Lawrence and eastern Arctic.

...The newest addition to the Atlanttrafik Line, the 8700-ton PACIFIC OCEAN, arrived in Montreal on her maiden voyage. The refrigerated cargo ship will operate in the Great Lakes to Australia service.

The Last Chapter

The J.J.H. BROWN and JAMES E. McALPINE (a. WILLIAM H. TRUESDALE), sold by Brown Steamship Company to Marine Salvage, Ltd., Port Colborne and resold to the Italian shipbreakers Ardem, Vado, arrived in tow at Genoa on July 19, 1965.

The tanker L. S. WESCOAT (a. WILLIAM R. LINN), sold by Pure Oil Company to Marine Salvage in 1964, and MATAAFA (a. PENNSYLVANIA), sold by Ranahan-McCarthy Marine Terminal to Marine Salvage in 1964, were resold to German shipbreakers and arrived at Hamburg on July 19, 1965.

The NORCO (a. INCA), owned by J.M. Chabot, Nassau, Bahamas, and which went aground April 19, 1964, on Little Corn Island off the east coast of Nicaragua, has been declared a constructive total loss.

The tanker DANIEL PIERCE (a. E.W. SINCLAIR, b. DANIEL PIERCE, c. SHIKELIAMY), owned by the Panama-Florida Shipping Line, Inc., Panama, and which arrived at Guanica, Puerto Rico during July 1964, with a leaking cargo of sulphuric acid, was beached at that time and has now been declared a constructive total loss.

GREAT LAKES AND SEAWAY NEWS

September 23...The Hon. J. W. Pickersgill officiated at the opening of the new Western Region headquarters building of the St. Lawrence Seaway Authority in St. Catherines. The new building, located on a site overlooking the flight locks on the Welland Canal, replaces the old canal administration office which had been in use for more than 125 year.

September 25...CSL's M/V SAGUENAY broke her record for the third time this year at the Soo when she locked downbound with 28,252 net tons of iron ore.



September 27...The A.A. HUDSON (a.RAHANE) departed Port Dalhousie for coastal service after conversion to a stemwinder and the addition of heavy lift gear. (Photo by Bill Wilson)

September 28...The LAKE WINNIPEG (a.TABLE ROCK, b.NIVOSE) cleared Duluth for Baie Comeau with 1,026,132 bushels of barley aboard, the largest cargo of this commodity ever carried on the Great Lakes.

September 29...The MATTHEW ANDREWS (a.EDWARD J. BERWIND) grounded in lower Soo Harbor while turning around after weighing anchor.

September 30...Foundation Maritime, Ltd. of Halifax has been awarded the contract to refloat CSL's FORT WILLIAM at the company's pier in Montreal.

...The new tanker being built by Port Weller Dry Docks, Ltd. for Imperial Oil Company, Ltd., Toronto, will be christened IMPERIAL ACADIA in ceremonies tentatively scheduled for November 6.

THE GREAT LAKES MARITIME INSTITUTE, INC., promotes interest in the Great Lakes of North America; pre-serves 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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