

TELESCOPE

November, 1965

Volume 14, Number 11



**Great Lakes
Maritime
Institute**



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



American Association for State and Local History

132 NINTH AVENUE NORTH • NASHVILLE, TENNESSEE 37203

DIRECTOR
WILLIAM T. ALDERSON, JR.
Editor, *History News*

October 16, 1965

Great Lakes Maritime Institute
Dossin Great Lakes Museum
Detroit, Michigan

Gentlemen:

It is my great privilege to tell you that your organization has been selected for an Award of Merit from the American Association for State and Local History. The award was announced October 15 at the Association's annual meeting in Harrisburg, Pennsylvania. The chairman of this awards program for your area will be in touch with you later about the award and presentation details.

The citation reads: For a broad program of support of the history of the development of Great Lakes Shipping.

Congratulations for the exceptional work you are doing in your field.

Sincerely yours,

Alexander J. Wall

Alexander J. Wall, Chairman
AASLH Committee on Awards



MEETING NOTICES

BUSINESS MEETING, Friday, January 7, 1966, Dossin Museum, 8 p.m. As is customary, visitors are welcome to these Institute Board meetings.

GENERAL MEETING, Friday, January 28, 1966, Dossin Museum, 8 p.m. A program of entertainment will be featured.

At the general meeting of November 19, Harry Wolf presented his slide program, "Down the St. Lawrence to Quebec." Mr. Wolf is of course the ship's photographer for South American, and favored Dossin Museum with an exhibition of his color photographs of lake ports and subjects several years ago.

NOTES

We are both very proud and very grateful for the recent honors which the letter on the opposite page conveyed to the Institute from American

Association for State and Local History. While the citation recognizes the "broad program of support of the history of the development of Great Lakes Shipping," we understand that the recent Gothic Room campaign did much to bring the Institute this attention. The award was presented officially at Detroit's Local History Conference at the end of October. Institute President Bob Radunz was there to receive it, along with Father Dowling who stood for recognition.

Cover: Pere Marquette 4 approaching her dock at Manistee, around 1905. Photo courtesy of Manistee County Historical Society. See page 244 for John Derler's article on the Pere Marquette Line Steamers.

Illustration above: A view of Lake Gakona, from a drawing. During the First World War, illustrations like this were given to crew members of the ships. Photo courtesy of Louis Menard. See the continuing list of World War I Lakers, Part 8, p. 250.

THE PERE MARQUETTE LINE STEAMERS



Lake Michigan's well-known lines—the Goodrich, Graham & Morton, Hart, Seymour and the like—have been long gone. And its ports are no longer visited regularly by a cruise ship from other lakes. So it is hard to realize that Lake Michigan still has a rich offering of regular overnight trips for passengers—and except for Georgian Bay's Norgoma and Norisle, this will be the Great Lakes system's only such offering for 1966. Of the old passenger lines, only the Wisconsin and Michigan Line and its modern Milwaukee Clipper remain active. But there are many car ferry lines providing passenger services criss-crossing upper Lake Michigan as shortcuts for tourists. Such car ferries as the C&O Fleet's Badger and Spartan have modern upper passenger cabins with staterooms. One of the long-departed passenger lines could have claimed as its heirs and more or less direct descendants not only the Clipper, but Badger and Spartan as well. This was the Pere Marquette Line. It began as a railroad-owned steamship line, and moved over to other owners when the railroad turned to using car ferries exclusively. A Ludington historian tells the story of this line below.

BY JOHN DERLER

In 1882 the Flint and Pere Marquette Railroad ordered two freight-and-passenger steamers from Detroit Dry Dock Company. The new wooden ships, *F. & P. M. No. 1* and *F. & P. M. No. 2*, were placed in service the following year on Lake Michigan, running between the ports of Ludington, Michigan, and Milwaukee, Wisconsin. The railroad had three more such ships built between 1887 and 1890. These were named *F. & P. M. No. 3*, *F. & P. M. No. 4* and *F. & P. M. No. 5*.

Then in 1895 the railroad decided to add to its fleet a car ferry similar to the new ones in the Ann Arbor Railroad fleet. A car ferry would save the time normally given to transferring freight from railroad cars to ship at one shore and vice-versa at the opposite port. Thus was built *Pere Marquette*, the first steel car ferry for service on open waters, launched at West Bay City at the end of 1895.

When *Pere Marquette* arrived at Ludington, the *F. & P. M. No. 1* was sold. The remaining "Black Boats," so known because of their black hulls, had their names changed in 1901 to *Pere Marquette 2*, *Pere Marquette 3*, and so forth. They stayed on their old runs until 1902 when boats 2, 3 and 4 were sold to Mr. Gus Kitzinger of Manistee.

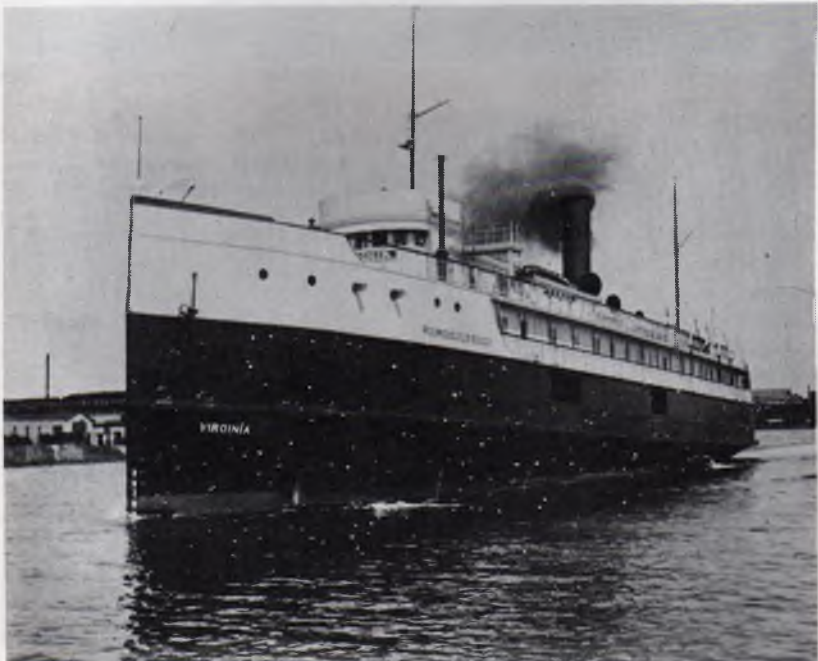
The new line formed by this transaction was officially known as the Manistee, Milwaukee and Ludington Steamship Company. However, the phrase, "Pere Marquette Line Steamers," was painted on the bows of each ship, and the line came to be known by this name.

In spite of the coming of the ferries, the steamers still had their heavy westbound cargoes of salt. And because the ferries were not designed for too many passengers, Kitzinger's ships still carried the bulk of the coastwise and 'cross lake passenger traffic.

ILLUSTRATIONS ON OPPOSITE PAGE:

Above: *Pere Marquette 2* coming upstream at Manistee. Photo courtesy of Manistee County Hist. Society.

Below: *Pere Marquette 4* sinking off Ludington in ice, March 7, 1920. The car ferries *Pere Marquette 17* and *Pere Marquette 18* (ii) are seen standing by. Photo courtesy of the Mason County Historical Society.



THE PERE MARQUETTE LINE STEAMERS

In the autumn of 1905 Kitzinger bought the wooden steambarge *Mark B. Covell*. During that winter he fitted her with passenger cabins and an enclosed freight deck. She joined the fleet in the spring as *Pere Marquette 6*. The new vessel was placed on the Ludington-Manistee run which greatly favored the public, for overland transportation was not what it is today. With her arrival, *Pere Marquette 2*, senior member of the fleet, was sold Canadian. In December, 1906, *Pere Marquette 6* had her hull sheathed with iron so that she could be used during winter months. There was a slight delay, however, for after the sheathing operation she mysteriously sank in the Manistee River. When raised several weeks later, she was found to have a broken seacock, believed to be the cause of the accident.

The old *F. & P. M. No. 5* joined the fleet as *Pere Marquette 5* in 1909, purchased from the Barry Line. In 1911 Kitzinger bought the Frankfort and Manistee Line from Captain H. Anderson. This purchase gave Kitzinger one less competitor. The F&M Line's only ship, the small passenger steamer *John D. Dewar*, was put on the Ludington-Pentwater run for about a year and then was sold. Later in the same year, Kitzinger bought the passenger steamer *Chequamogon* from the Pabst Whitefish Bay Resort. She became *Pere Marquette 7*. Slightly larger than the *Dewar*, she was used for private excursions in the summer months, and remained idle during the winter.

In 1913 Kitzinger bought the twenty-five year old steamer *Tennessee* (a *H. W. Williams*) from Crawford Transit Company. She became *Pere Marquette 8*. This was the last vessel in the fleet to have a number. While in service, she generally ran up and down the coast from Pentwater to Frankfort, with stops at Ludington, Manistee, Onkama and Arcadia.

During the next few years, compe-

dition often made it unprofitable to run the smaller steamers. They were removed from service and put on the used ship market. In 1917 *Pere Marquette 6* was sold to the Marinette Transportation Company. After having her cabins removed, she returned to the trade for which she had been built. 1918 saw the sale of *Pere Marquette 7* to the Pringle Barge Line and her conversion to the tug *Robert C. Pringle*.

Unlike boats 6 and 7, the remaining steamers were large and powerful enough to serve in the winter trade on Lake Michigan. These winter runs were very hard on the wooden ships, and the steamers frequently became disabled due to damaged rudders, stripped propellers and clogged water intakes. The westerly winds would often build up heavy ice fields on the Michigan coast, and these proved especially hard on the Black Boats.

One such ice field was built up between Little and Big Point Sables in early March, 1920. It caught the car ferries *Pere Marquette 17* and *Pere Marquette 18* (ii) and the Black Boat *Pere Marquette 3* just off the Ludington harbor entrance. The wind held from the west, and the ships were immovable, but they were in no danger. On March 7 the wind shifted to the northwest, and the ice began to move, exerting tremendous pressure on the hulls of the trapped ships. The steel ferries were capable of withstanding this pressure, but the wooden *Pere Marquette 3* was not. She slowly began to sink. She

ILLUSTRATIONS ON OPPOSITE PAGE:

Above: *Pere Marquette 8* approaching the dock at Ludington in the early 1920s. Photo courtesy of Mason County Historical Society.

Below: The steel steamer *Virginia* leaving Ludington around 1925. Photo from Mason Co. Historical Society.

THE PERE MARQUETTE LINE STEAMERS

was carrying about \$100,000 worth of mixed cargo, much of which found its way into local homes when the townspeople came out on the ice to watch her death. Passengers and crew carried what they could, and walked across the ice to *Pere Marquette 18*. As the old Black Boat slid beneath the surface, the crushing ice carried away her cabins, leaving only a bare hull to rest on the sandy bottom. She was raised in July by the big tug *Favorite* and the steamer *Pere Marquette 4*. But the expense of rebuilding her was too great, and she was abandoned at Manitowoc.

The following year, the lost vessel was replaced by the steel steamer *Rogday*, purchased from the United States Shipping Board. She was given back her original name, *Nevada*, and placed on the Ludington and Milwaukee run. In 1922 Kitzinger decided to expand the fleet even further. The wooden steamer *Georgia* (a *City of Ludington*) was purchased from the Goodrich Transit Company and put in service on the Ludington and Milwaukee run, alternating with *Nevada*. And in 1923 Kitzinger brought from the Atlantic Coast the steel steamer *Berkeley*. He renamed her *Virginia* and placed her on the run with *Nevada* and *Georgia*. Also in the 1920s Kitzinger operated two very small freight steamers, *Harriet B. K.* and *Elizabeth S. K.* These vessels carried fruit daily to Manistee, *Harriet* loading her cargo at Onekama and *Elizabeth* at Ludington.

Competition, in the form of trucks and motor cars, now began to make it unprofitable to use ships in coastwise passenger trade. Those not

needed for Michigan and Wisconsin runs were laid up. *Pere Marquette 4* was withdrawn from service in 1923 after she was badly damaged in a collision with *Pere Marquette 17*. The following year, *Pere Marquette 8* was laid up at Manistee. Shortly thereafter, the old wooden hull of *Georgia* began to rot excessively, and she was condemned and abandoned at Manitowoc. In 1927 she was purchased by Capt. John Roen who, after stripping her to the main deck, sank her as a facing for his stone quarry at Summer Island.

On October 26, 1927, the watchman for *Pere Marquette 8* at Manistee rang the fire alarm, but in vain. Before the fire department could get to her, *Pere Marquette 8* burned to the waterline and sank. When the smoke cleared, only a few charred timbers remained above the water.

The fleet was now reduced to the two steel steamers *Nevada* and *Virginia*. They remained on the Ludington and Milwaukee run until the end of the 1933 season. The next year, the Pere Marquette Line Steamers merged with the Wisconsin & Michigan Transit Company to form the Wisconsin and Michigan Steamship Company. This company operates two ships today, the passenger steamer *Milwaukee Clipper* and the automobile carrier *Highway 16*. Both *Virginia* and *Nevada* were sold in 1941 and taken to salt water. *Nevada* went to the United States Army. *Virginia* went to the Norfolk Steamship Company and later to the United States Navy. Thus was scattered the last of the fleet of Pere Marquette Line Steamers.

FLEET LIST

Pere Marquette 2 (a *F. & P. M. No. 2*) Purchased, 1902
181 x 30.2. Built 1882 at Detroit by Detroit Dry Dock Co. (hull #60).
Sold in 1906 to Hamilton & Montreal Navigation Co. and renamed *Dundurn*.
Sold in 1916 to Richelieu & Ontario Steamship Co. and reduced to a tow barge. Foundered off Ashtabula, 7 15 1919, while in tow of tug *Home Rule*. Was then owned by Canada Steamship Lines, Ltd.

THE PERE MARQUETTE LINE STEAMERS

Pere Marquette 3 (a *F. & P. M. No. 3*) Purchased, 1902

190 x 32.7. Hull *only* built 1887 at Gibraltar, Mich., by Linn & Craig (listed between their hulls #33 and #34). Linn & Craig were subcontractors for Detroit Dry Dock Co. who completed the vessel as their hull #77. Crushed by ice off Ludington, March 7, 1920.

Pere Marquette 4 (a *F. & P. M. No. 4*) Purchased, 1902

186 x 34.6. Built 1888 at Detroit by Detroit Dry Dock Co. Damaged beyond repair in collision with *Pere Marquette 17*, 5-15-23. Sold to Columbia Yacht Club of Chicago for use as a floating club house. Purposely destroyed in 1937.

Pere Marquette 6 (a *Mark B. Covell*) Purchased and converted, 1905

130.9 x 28.8. Built 1888 at Manitowoc by Burger & Burger. Sold in 1917 to Marinette Transportation Co. and reduced again to a steambarge. Was stripped to main deck, 1930. Was purposely burned off Manitowoc, 1936.

Pere Marquette 5 (a *F. & P. M. No. 5*), Purchased, 1909

226 x 38. Built 1890 at Bay City by F. W. Wheeler & Co. (hull #77--note similarity of hull numbers for 3 and 5). Sold in 1915 or 1916 to Canadian Maritime Provinces, and renamed *Anzac*. Foundered in heavy seas off Nanset, Mass., February 23, 1917.

John D. Dewar Purchased, 1911

90 x 21 x 8.9. Built 1883 at Ludington by Elbert Lunde. Sold to Chicago parties, 1913. Later burned.

Pere Marquette 7 (a *Chequamegon*), Purchased, 1911

101 x 24.3. Built 1903 at Manitowoc by Manitowoc Shipbuilding Co. (hull #1). Sold in 1918 to Pringle Barge Line. Converted to a tug and renamed *Robert C. Pringle*. Foundered off Manitowoc, July 19, 1922.

Pere Marquette 8 (a *H. W. Williams b Tennessee*) Purchased, 1913

170 x 28. Built 1888 at South Haven, Mich., by H. W. Williams. As *H. W. Williams*, had been lengthened from 140 feet in 1910. Burned at Manistee, October 26, 1927.

Nevada (a *Nevada b Rogday*), Purchased, 1921

221.2 x 42.2 x 24.7. Built 1915 at Manitowoc by Manitowoc Shipbuilding Co. (hull #70). Sold to Wisconsin & Michigan Steamship Co. in 1934. Was converted in 1935 to an auto and trailer ship—the world's first "roll-on-roll-off" ship. Sold to U. S. Army in 1941. Foundered off Virginia Capes, December, 1943.

Georgia (a *City of Ludington*), Purchased, 1922

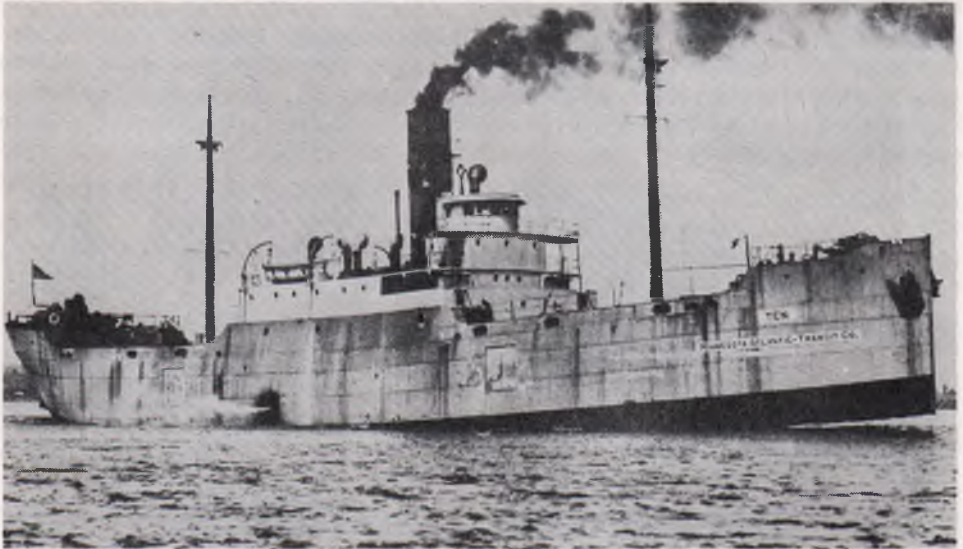
210 x 35.4 x 11. Built 1880 at Manitowoc by Rand & Burger. In her last year or two of service (1926 and 1927), her arch hog brace had been removed. Sold to John Roen in 1927, stripped to main deck and sunk as a dock facing.

Virginia (a *Berkeley*) Purchased, 1923

201 x 39. Built 1902 at Richmond, Virginia, by William H. Trigg Co. Sold to Wisconsin and Michigan Steamship Co. in 1934. Sold to Norfolk Steamship Co. in 1941. Later sold to U. S. Navy. Was still listed in *Lloyd's* for 1951, owned by United States Maritime Commission. Out of *Lloyd's* by 1954.

Illustrations on this page: Two Lakers in peacetime colors. Above is the "Poker Fleet" freighter Ten (the former Lake Gera) in a Young photograph. She was

a common sight on the Lakes many years. Below is Southlands (the former Lake Gera) in a photograph courtesy of Rev. Peter VanderLinden.



The "Lakers"

OF WORLD WAR I AND THEIR PREDECESSORS

Part VIII

LAKE GADSDEN TO LAKE GUNNI

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

Earlier parts of this list have appeared in Telescope issues of April, May and August of 1964, and in January, March, May, and September of 1965. For convenience (and lack of a Telescope index), we publish here also the "Lake" renames of the "War" Class freighters found in List 3, August, 1964, as they belong alphabetically (see Lake Greenwood, for example).

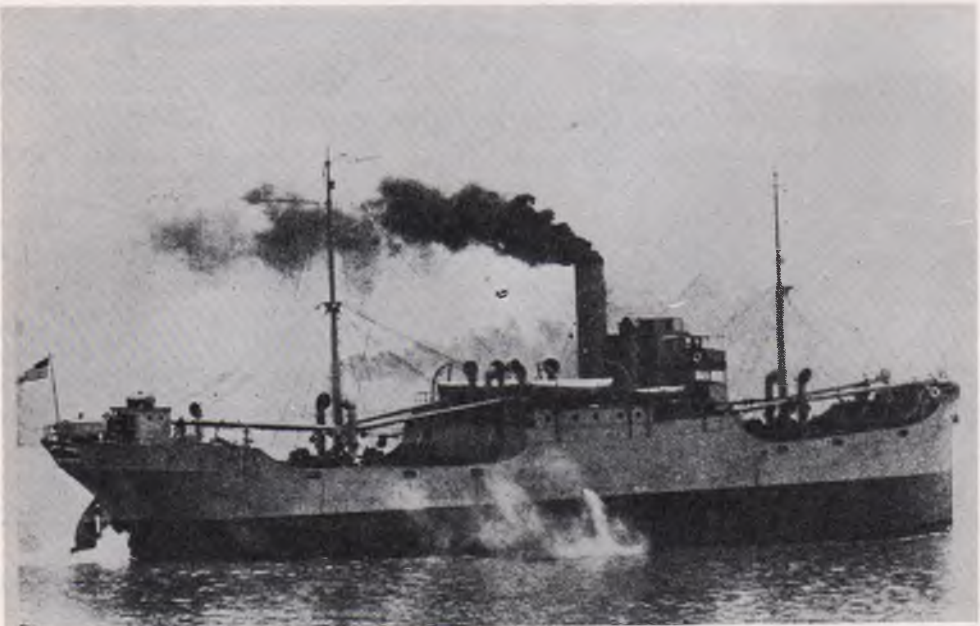
- s.s. *Lake Gadsden* (US 218718), 1919 Manitowoc by Manitowoc S. B. Co. (hull #105). Later American *Genevieve Lykes*. Sold Panamanian in 1947, and subsequently named *Constancia*, *Sondervig*, *Olga* and *San Nicolas*. Was scrapped in Great Britain in 1953.
- s.s. *Lake Gaither* (US 219121), 1919 Manitowoc by Manitowoc Ship (#108). Later *Texas Ranger*. Sold British in 1941 and subsequently named *Empire Snipe*, *Staxton* and *Ileri*. Listed in *Lloyds'* for 1962, owned in Turkey.
- s.s. *Lake Gakona* (US 216663), 1918 Wyandotte by Detroit S. B. Co. (#227). Scrapped by Ford at Dearborn, 1928. See illustration.
- s.s. *Lake Galata* (US 219090), 1919 Manitowoc by Manitowoc S. B. Co. (#109). Later *Wyoming* and *Norlandia*. Lost by enemy action in the Caribbean, 7-3-1942.
- s.s. *Lake Galera* (US 217057), 1918 Buffalo by Buffalo D. D. Co. (#906). Later *Dora Weems* and *Dora*. Sold Italian in 1937 and renamed *Sniafiocco*. In *Lloyd's*, 1940. Further data wanted.
- s.s. *Lake Galewood* (US 219120), 1919 Manitowoc by Manitowoc S. B. Co. (#110). Later U. S. Army transport *Scotia*. Burned and sank near the Aleutian Islands, Alaska, 12-23-1943.
- s.s. *Lake Galien* (US 219118), 1919 Manitowoc by Manitowoc Ship (#111). Later *Hampton Roads*. Lost on North Atlantic by enemy action, 6-1-1942.
- s.s. *Lake Galisteo* (US 219701), 1919 Manitowoc by Manitowoc Ship (#112). Later American *Colorado* and Chinese (1946) *Hai Dean*. Out of *Lloyd's* in 1962. Probably scrapped in the Orient.
- s.s. *Lake Galva* (US 219702), 1919 Manitowoc by Manitowoc Ship (#114). Later *Malsah* and *Commercial Quaker*. Sold Russian in 1938 and renamed *Indigirka*. Out of *Lloyd's*, 1962. See illustration as *Commercial Quaker*.
- s.s. *Lake Gama* (US 219700), 1920 Manitowoc by Manitowoc Ship (#116). Was completed as *Sioux City*. Later *Ortega*. Stranded near Jeremie, Haiti, 11-12-1928, and abandoned.
- s.s. *Lake Ganado* (US 219816), 1920 Saginaw by Saginaw S. B. Co. (#142). Abandoned and scrapped in 1930.
- s.s. *Lake Gannett* (US 220496), 1920 Saginaw by Saginaw S. B. Co. (#144). Completed as *Elmac*. Later renamed *Surinam*. Scrapped, 1928.

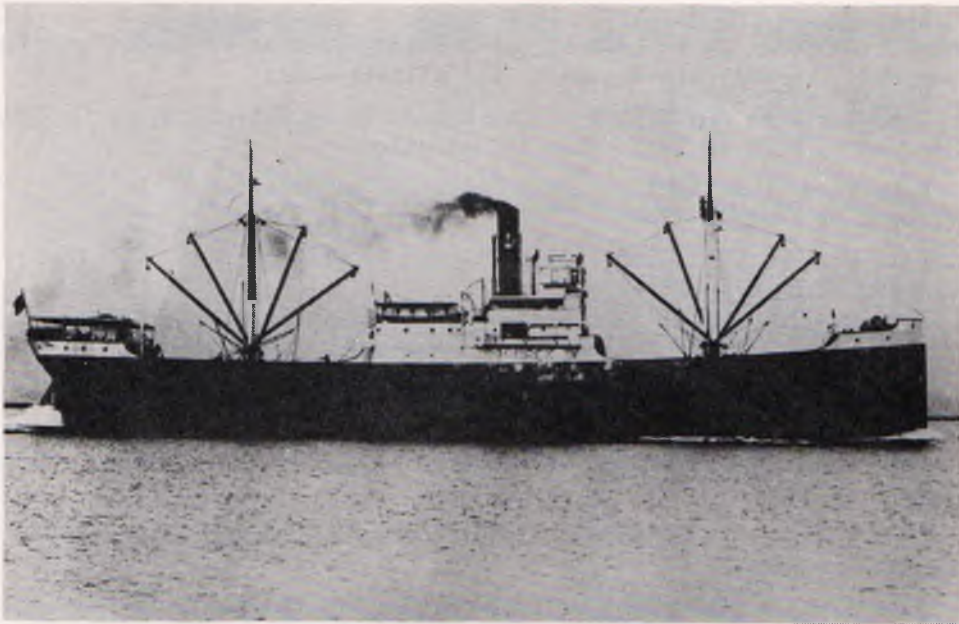
Illustrations on this page: Above is Lake Granby (photograph courtesy of Victor C. West). Below is Lake Grogan (photograph courtesy of David T. Glick).



THE LAKERS--VIII: LAKE GADSDEN TO LAKE GUNNI

- s.s. *Lake Gano* (US 220676), 1920 Saginaw by Saginaw Ship (#145). Abandoned and scrapped in 1930.
- s.s. *Lake Gara* (US 220826), 1920 Saginaw by Saginaw S.B. Co. (#146). Completed as *Lake Gatun*. Later *York* and *Norvana*. Lost by enemy action in Northwest Atlantic, 1-21-1942.
- s.s. *Lake Gardeau* (US 221008), 1920 Saginaw by Saginaw S. B. Co. (#147). Completed as *Lake Miraflores*. Converted into tanker about 1930. Reported as sold to U. S. Government in 1942. Subsequent data wanted.
- (s.s. *Lake Gardi*), Saginaw, Saginaw S. B. Co. (#148). Contract cancelled.
- s.s. *Lake Gardner*--see List 3, *Telescope*, August, 1964, page 181.
- (s.s. *Lake Garlock*), Saginaw by Saginaw Ship (#149). Contract cancelled.
- s.s. *Lake Garza* (US 216870), 1918 Lorain by American S. B. Co. (#737). Was scrapped by Ford in 1927.
- s.s. *Lake Gaspar* (US 216978), 1918 Lorain by American Ship (#738). Was scrapped by Ford in 1927.
- s.s. *Lake Gazette* (US 218076), 1918 Chicago by Chicago S. B. Co. (#103). Abandoned and scrapped in 1930.
- s.s. *Lake Gebhart* (US 219073), 1919 Chicago by Chicago S. B. Co. (#104). Wrecked on Pacific Coast, north of Destruction Island, Wash., 5-9-1923.
- s.s. *Lake Gedney* (US 216775), 1918 Cleveland by American S. B. Co. (#918). Scrapped by Ford in 1928.
- s.s. *Lake Geneva*--See List 3, *Telescope*, August, 1964, page 181.
- s.s. *Lake Gera* (US 219173), 1919 Chicago by Chicago S. B. Co. (#105). Later *Southlands* and *Ruth Lykes*. Lost by enemy action in the Caribbean, 5-16-1942. See illustration as *Southlands*.
- s.s. *Lake Gert* (US 219245), 1919 Chicago by Chicago S. B. Co. (#106). Was abandoned and scrapped in 1930.
- s.s. *Lake Getaway* (US 219204), 1919 Chicago by Chicago S. B. Co. (#107). Later *Upshur* and *Norluna*. Stranded, Labrador coast, 10-29-1942.
- s.s. *Lake Geyser* (US 219894), 1920 Chicago by Chicago S. B. Co. (#108). Scrapped in 1932.
- s.s. *Lake Giddings* (US 219601), 1920 Chicago by Chicago S. B. Co. (#109). Later *Texas Shipper*, *West Shipper*, *Caribqueen* and Chinese (1946) *Hai Kwei*. Out of *Lloyd's*, 1954.
- s.s. *Lake Gilboa* (US 217988), 1918 Wyandotte by Detroit S. B. Co. (#256). Later *Oneida*. Reported lost by enemy action in Caribbean early in World War II. (Note: Care must be exercised to distinguish this *Oneida* from *Oneida* (US 220779), a post Laker, also built at Wyandotte, and also lost by enemy action in the Caribbean in 1942.)
- s.s. *Lake Gilpen* (US 217989), 1918 Wyandotte by Detroit S. B. Co. (#257). Sold Philippine in 1927, and renamed *Salvager*. Sold Japanese, c. 1935, probably for scrap. Not in *Lloyd's* in 1937.
- s.s. *Lake Gilta* (US 218115), 1919 Wyandotte by Detroit S. B. Co. (#258). Abandoned in 1930.





Illustrations on opposite page: Photographs from the author's collection show two lakers in wartime paint, Lake Gorin (above) and Lake Gormanina (below).

Illustration above: Commercial Quaker, the former Lake Galva, shows the typical "Laker" profile or image. Photograph courtesy of C. S. Ashdowne.

- s.s. *Lake Giltedge* (US 218056), 1919 Wyandotte by Detroit S. B. Co. (hull #259). Later *Ten* (Poker Fleet, on Great Lakes). Sold Brazilian in 1935, and renamed *Felipe Camarao*. Scrapped in 1955. See illustration as *Ten*.
- s.s. *Lake Girardeau* (US 218952), 1919 Saginaw by Saginaw S. B. Co. (#141). Scrapped by Ford in 1927. See illustration.
- s.s. *Lake Girth* (US 218437), 1919 Wyandotte by Detroit S. B. Co. (#260). Engines removed in 1936, and as a barge renamed *M. A. Donnelly*. Dropped from U. S. documentation in 1947.
- s.s. *Lake Gitano* (US 218169), 1919 Wyandotte by Detroit S. B. Co. (#261). Later *Singbee*, *Josephina* and *Toyohime Maru* (Jap. 32985). Sunk in collision near Japan, 7-3-1933.
- s.s. *Lake Glasco* (US 218438), 1919 Wyandotte by Detroit S. B. Co. (#262). Later *Roanoke*. Sold to U. S. Navy in 1942. Later data wanted.
- s.s. *Lake Glaucus* (US 219846), 1920 Superior by Globe S. B. Co. (#124). Later *Volusia* and *Norlindo*. Lost by enemy action, Gulf of Mexico, May 4, 1942.
- s.s. *Lake Glebe* (US 217913), 1918 Superior by Globe (#117). Scrapped by Ford at Dearborn in 1927.
- s.s. *Lake Glencoe* (US 218073), 1918 Superior by Globe (#118). Scrapped by Ford in 1927.

THE LAKERS--VIII: LAKE GADSDEN TO LAKE GUNNI

- s.s. *Lake Gorin* (US 217017), 1918 Wyandotte by Detroit S. B. Co. (#234). Rebuilt by Ford in late Twenties. Sold Norwegian in 1938 and renamed *Niderdal*. Later data wanted. See illustration.
- s.s. *Lake Gorman* (US 217029), 1918 Wyandotte by Detroit S. B. Co. (#235). Scrapped by Ford in 1927. See illustration.
- s.s. *Lake Govan* (US 217042), 1918 Cleveland by American S. B. Co. (#479). Scrapped by Ford in 1927.
- s.s. *Lake Gradan* (US 217266), 1918 Chicago by Chicago S. B. Co. (#96). Was scrapped by Ford in 1927.
- s.s. *Lake Grafton* (US 217235), 1918 Chicago by Chicago Ship (#97). Stranded on Runnell's Point, Land's End, England, 5-11-1920.
- s.s. *Lake Grainger* (US 217789), 1919 Chicago by Chicago Ship (#98). Was scrapped by Ford in 1928.
- s.s. *Lake Grama* (US 217912), 1919 Chicago by Chicago Ship (#99). Scrapped by Ford in 1927.
- s.s. *Lake Grampian* (US 217884), 1919 Chicago by Chicago Ship (#100). Was scrapped by Ford.
- s.s. *Lake Grampus* (US 217855), 1918 Chicago by Chicago Ship (#101). Was scrapped by Ford.
- s.s. *Lake Granby* (US 218117), 1919 Chicago by Chicago Ship (102). Scrapped by Ford in 1927. See illustration.
- s.s. *Lake Grandon* (US 217204), 1918 Wyandotte by Detroit S. B. Co. (#236). Scrapped by Ford in 1928.
- s.s. *Lake Graphite* (US 217217), 1918 Wyandotte by Detroit Ship (#237). Later *West Africa*. Abandoned, 1928.
- s.s. *Lake Gratis* (US 217216), 1918 Wyandotte by Detroit Ship (#238). Was scrapped by Ford.
- s.s. *Lake Grattan* (US 217307), 1918 Wyandotte by Detroit Ship (#239). Was scrapped by Ford.
- s.s. *Lake Gravella* (US 217367), 1918 Wyandotte by Detroit Ship (#240). Was scrapped by Ford.
- s.s. *Lake Gravett* (US 217245), 1918 Wyandotte by Detroit Ship (#241). Was scrapped by Ford.
- s.s. *Lake Gravity* (US 217473), 1919 Wyandotte by Detroit Ship (#242). Was scrapped by Ford in 1927.
- s.s. *Lake Greenbrier* (US 217472), 1919 Wyandotte by Detroit Ship (#243). Scrapped by Ford in 1928.
- s.s. *Lake Greenwood*--see *War Mist*, List 3, *Telescope*, August, 1964.
- s.s. *Lake Gretna* (US 217528), 1919 Wyandotte by Detroit Ship (#244). Was scrapped by Ford in 1928.
- s.s. *Lake Grogan* (US 217529), 1919 Wyandotte by Detroit S. B. Co. (#245). Scrapped by Ford. See illustration.
- s.s. *Lake Gunni* (US 219850), 1920 Superior by Globe S. B. Co. (125). Later *Guahtemoc* and *Commercial Pioneer*. Abandoned, 1939.

GREAT LAKES AND SEAWAY NEWS

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

Correspondents:

<i>George Ayoub, Ottawa</i>	<i>Barry Gillham, Toronto</i>
<i>Leonard Barr II, Algonac</i>	<i>Edwin Sprengeler, Milwaukee</i>
<i>John Derler, Ludington</i>	<i>Otto Strek, Detroit</i>
	<i>Dan M. Weber, Toledo</i>



The most powerful deep water tug to fly the American flag will soon be under construction at Superior, Wisconsin, for Bulk Navigation & Towing, Inc., Cleveland, Ohio. The FRANCES A. SMALL will have an overall length of 120 feet, a beam of 31 feet 6 inches, and a depth amidships of 18 feet 9 inches. The tug's powerplant will consist of two General Motors model 645E 16-cylinder turbo-charged diesel engines, each continuous rated at 2,800 shaft horsepower at 900 r.p.m., which will drive twin 11 foot diameter propellers through reduction gearing.

Bulk Navigation, headed by W. J. Small, has chartered the WILTRANCO I (a. HORACE S. WILKINSON) from Wilson Marine Transit Company and plans to use its new tug in combination with the barge in the coal trade on Lake Erie. This trade has been rapidly diminishing in recent years, and hopes are that a portion of it can be saved with the inherent economics of this combination.

October 1...The freighter MATTHEW ANDREWS (a.EDWARD J.BERWIND) was refloated in the lower Soo harbor after lightering part of her iron ore cargo. She discharged her cargo in Cleveland and then went into drydock for inspection.

...The Corps of Engineers has located the barge DIXIE, which sank on December 4, 1964, east of Conneaut. The DIXIE and the dredge THREE BROTHERS were being towed from Buffalo to Toledo when the severe storm hit. The tow line to the barge snapped. No lives were lost. Value of the hull and machinery aboard the barge is more than \$50,000.

October 2...Gartland Steamship Company is contemplating re-powering their tug MUSKEGON (a.LT. 820, b.DAKOTA), presently under charter to Bultema for service at the Straits of Mackinac, with a 4500 HP twin diesel-electric unit.

...Worth Loomis, vice-president for administration at Medusa Portland Cement Company, announced that two contracts for construction of the cement loading port at Charlevoix, Mich. have been let. Bultema Dock & Dredge Company of Manistee, Mich., will do the major part of the work and their contract totals more than \$1.5 million. Ryan, Inc., of Janesville, Wisconsin, has a contract which totals \$250,000 and \$500,000. Plans for the cement loading port have changed. There will be a slip in the shore line where cement boats will dock next to the cement silos. The new plans provide better shelter in bad weather. Because of the change, two old barges are for sale - CHEMBARGE NO. 3 (a.CARTIERDOC) and IMPERIAL HAMILTON (a.SARNO-LITE, b.IMPERIAL SARNIA).

...Six deckhands on the CAPETAN COSTI I, an old tramp under Greek registry, refused to handle mooring lines for the grain-laden ship as she moved through the Soo Locks because "Great Lakes crews handling lines receive a bonus." Employees of the Locks handled lines for the Greek captain, who insisted he would turn in his crew on charges of mutiny.

October 6...The captain of the Norwegian freighter MAKEFJELL was fined \$500 and costs in St. Catherines for dumping oil in Lock #1 of the Welland Canal.

...The City of Cleveland expects to begin negotiations with railroad representatives to buy 25 acres of idle land back of Dock 24. Contract for building the dock was awarded to Peter Kieuiet Sons' Company, whose low bid was \$1,564,000, for bulkheading and filling in the slip between Dock 24 and old Dock 22. This includes only three fifths of the total work on the pier. The rest waiting until later.

...The American Ore Association showed a drop of 518,000 tons of iron ore carried down from Lake Superior last month as compared with figures of a year ago. Cumulative shipments for the season to October 1, were up 1.8 million gross tons, however.

...Circuit Judge Theodore R. Bohn ruled that the Dunbar & Sullivan Dredging Company should not build a dike and fill in an area adjacent to the south end of Stony Island, near Grosse Ile. His reason was that "this resource (the river)...provides fish and wildlife habitat...and once it is filled in the resource is gone forever."

GREAT LAKES AND SEAWAY NEWS

...Charges of residents of DeTour Village against crews and operators of the county owned ferry between the village and Drummond Island will be heard by the Chippewa County Board of Supervisors in Sault Ste. Marie, Michigan.

October 7...The HMAS HOBART, a 439-foot, 4,500 ton warship, built in Bay City by the Defoe Shipbuilding Company, cruised the waters of Lake Huron in the first of a series of sea trials checking her performance. Final tests will follow the commissioning at Boston in December. The guided missile destroyer is destined for Australia.

October 9...Maritime Administration Hearing Examiner Paul N. Pfeiffer recommended that the nine experimental routes between the Great Lakes and overseas areas be consolidated into five routes and that a subsidy system be developed for non-governmental cargo.

October 10...The CHIEF WAWATAM is expected to carry freight cars across the Straits of Mackinac before ice starts, since an examiner for the Interstate Commerce Commission recommended that they rule against abandoning the route. The vessel is now in Manitowoc, Wisconsin, for a major boiler repair job.

...September shipping on the St. Lawrence Seaway exceeded 5 million tons again, as cargo moved at a record pace. Tonnage from April through September was .9 million tons higher than the same period last year.

...A \$10,750,000 contract was awarded to Davie Ship, Lauzon, by the DOT for construction of a railway car and transportation truck ferry. Equipped for ice-breaking, the vessel will be operated in the Gulf service by Canadian National Railroad between North Sydney, N.S., and Port Aux Basques, Newfoundland.

...Lake Michigan rose one-tenth of a foot in September to 576.9 feet above sea level, a foot higher than a year ago. Lake Erie is 5 inches higher, Lake Ontario is 6 inches higher, and Lake Superior is 2 inches lower.

...A \$275,000 contract for 2 self-propelled diesel barges for landing supplies in the Arctic has been awarded to Kingston Shipyards by the DOT. The barges will be carried aboard an Arctic patrol ice-breaking vessel now under construction by Canadian Vickers Ltd., Montreal.

...The captain of the Greek freighter ELPIS (a. AMASA DELANO, b. STRATHPORT) was fined \$750 in Quebec City for pollution. The incident occurred in Montreal harbor.

...The Greek freighter PROTOSTATIS (a. JOHN PHILIP SOUSA, b. ERATO, c. TAXIARCHIS) which went aground on Traverse Shoal in Lake Ontario near Picton, Ontario, last September 30, was refloated with the assistance of the tugs GRAEME STEWART and HELEN McALLISTER and a third unidentified tug. Part of her scrap iron cargo was transferred to the lighter MAPLEHEATH (a. TOILER). The vessel was leaking in her engine room and was taken to Kingston for repairs in order to make her sea-worthy for the trip to Montreal.

October 13...The St. Lawrence Seaway Authority will remain open through December 3. The closing date will be extended on a day-to-day basis, weather permitting. The closing date for the Lachine and Cornwall Canals is November 30. The Canadian Soo Canal will close December 12 and the Welland Canal, Dec. 15. ...Next summer the Detroit district of the Corps of Engineers, which has jurisdiction over the Soo Locks, expects to open a tourist information center there. Artifacts which have some direct relation to the Soo and the Locks are desired. Address correspondence concerning same to: "District Engineer, U.S. Army Engineers District, P.O. Box 1027, Detroit, Michigan, 48231" or "Area Engineer, U.S. Army Engineer District, Sault Ste. Marie, Michigan, 49783".

October 14...The HOEGH CLIFF, a 496 foot Norwegian freighter, listed 14 degrees to port after a hole 30 to 40 feet long was ripped in her bottom when she rammed a pier while entering Kenosha harbor. No one was injured in the accident.

October 15...The total tonnage - import and export - of overseas cargo handled at Milwaukee's port in the first nine months of this year was 593,802, an increase of 32% over the 450,095 tons last year.

October 16...The Arnold Transit Company of Mackinac Island, announces that three vessels will be lengthened 20 feet in Erie at Paasch Marine Service - the OTTAWA (already enroute), the CHIPPEWA, and the ALGOMAH.

...The Bob-Lo Company has a new and larger boat to carry passengers between Bob-Lo Island and Amherstburg. It is the WINDMILL POINT built in 1954 at Kingston, Ontario.

October 19...The HOEGH CLIFF sank for the second time in Kenosha Harbor. The second sinking was caused by a lightering barge which was used to lighter the flour cargo. The barge hit the patched hole and knocked it into the ship's hold. Salvage crews are welding steel plates over the hole before attempting to raise her again.

...Col. Earle B. Butler, Harbor Commissioner, Cleveland; Andrew W. Fleming, of the Detroit-Wayne County Port Commission; and C. W. Morgan, General Manager of the Hamilton Harbor Commission were three of the 22 directors elected by the American Association of Port Authorities.

October 20...A \$13,191,237 contract has been awarded to Canadian Vickers Ltd., Montreal, by the DOT for a quadruple-screw diesel-electric ferry for east coast service. The vessel will carry 90 autos, 24 railway cars, and accommodate 1,000 day passengers.

October 21...Sister Rose Marie (nee Alice M. O'Callahan) came from the Philippines and christened a destroyer escort in a ceremony on the Saginaw River. She named the 3,400 ton USS

GREAT LAKES AND SEAWAY NEWS

O'CALLAHAN for her brother, the late Fr. Joseph T. O'Callahan, the only Navy Chaplain ever awarded the Congressional Medal of Honor. The ship is the third of her class to be launched by Defoe Shipyards and her principal duty will be anti-submarine warfare.

October 25...In Montreal harbor, the Liberian tanker NORTHERN CONQUEROR was loading 1,026,667 bushels of wheat, part of the Soviet grain deal. At the same time, the LAWRENCECLIFF HALL unloaded 948,790 bushels of wheat on the other side of the elevator. The HALCO vessel also established a new record at the Soo with this cargo.

...The ferry ROMEO & ANNETTE passed through the Seaway on her way to Kingston, where she is expected to serve between Wolfe Island and Kingston. Formerly in the lower St. Lawrence River service, she was built in 1949 at Owen Sound for Restigouche Ferries, Ltd., Cross Point, Quebec.

October 26...Two 'salties' collided in Toledo harbor. The Liberian freighter ORIENTAL VENUS was being towed to a grain elevator by a tug when the tow line parted. The ship was blown across the Maumee River and crashed into the Swedish vessel VIRGO (a.EGENAES) moored at Toledo Marine Terminals. Damages to the VIRGO were estimated at \$10,000.



Shown above is the hull of the JOHN J. WALSH, a ferry built in 1937 by the United Shipyards of Brooklyn (Crane Plant) for the Westchester Ferry Corp. of Yonkers to the dimensions of 146.6x38.0x14.4. Acquired by the St. Lawrence Seaway Development Corp. in July 1957, this vessel ran between Cornwall Island and Racquette Point, N. Y. until the new high-level seaway bridge was completed over the ship channel. Sold to James Zigman in 1960, the ferry was stripped to the main deck in 1962 at Ogdensburg and now rests just west of the Cardinal lift locks on the abandoned Galops Canal. (Photo above by George Ayoub).

October 27...The BEAVERCLIFFE HALL arrived at Cleveland with 24,930 tons of iron ore on her maiden voyage. She was launched September 17, 22 weeks after her sister ship, the LAWRENCE-CLIFFE HALL. Her master, Captain Alexander A. MacMillan of Montreal, brought her out at Lauzon, October 19, heading for Seven Islands. The BEAVERCLIFFE is powered by bridge controlled multiple diesels, can develop 9,000 HP, and has a variable pitch propeller.



The Kinsman Transit Company of Cleveland has announced that the NORMAN B. REAM, purchased recently from the Pittsburgh Fleet, will enter service as KINSMAN ENTERPRISE. This name, however, is reported as only temporary, with the selection of a new name and christening taking place next spring. (Photo above courtesy of Fraser Shipyards, Inc.).

Also announced by the Steinbrenner fleet is the sale of UHLMANN BROTHERS (a. VERONA, b. HENRY STEINBRENNER) to Fraser Shipyards, Inc., who are negotiating to resell the vessel to Norlake Steamships, Ltd., Toronto. The former Interlaker reportedly will enter service for the Canadian firm as d. MANITOBA. (Photo on opposite page by Peter B. Worden).

Finally, Kinsman carried on the name of UHLMANN BROTHERS in their fleet by renaming C.S. ROBINSON (a. LOFTUS CUDDY).

GREAT LAKES AND SEAWAY NEWS

...The S.I.U. has filed a petition to the DOT to provide the Port of Montreal with a properly equipped fireboat, citing the explosions and fires aboard the HISPANIOLA, CEDARBRANCH, and FORT WILLIAM so far this year.

...The U.S.Coast Guard plans to test a television surveillance system for the St. Mary's River. If successful, the cameras might be used to scan the river area near the Soo, replacing three lookouts.

October 28...Defoe Shipbuilding Company has submitted a low bid on the construction of a 208-foot Navy survey ship designed for scientific research in the ocean. The ship is scheduled for delivery in September 1967.

October 29...Cleveland-Cliffs will have 900 HP bowthrusters installed in the WALTER A. STERLING and the CHAMPLAIN this winter.

...The self-unloader BEN W. CALVIN (a.WM. C. AGNEW, b.GEORGE F. RAND) was refloated after being aground in the Saginaw Bay Channel. She had stuck her bow in the mud while trying to overtake the German freighter ALEXANDRA SARTORI.

October 30...High winds closed traffic in the Welland Canal with 30 ships tied up awaiting passage.



UHLMANN BROTHERS (a.VERONA, b.HENRY STEINBRENNER).

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.

TELESCOPE, the Institute's monthly journal, covers Great Lakes topics. Its editors welcome opportunity to review manuscripts for publication, sent care of "Telescope, Great Lakes Maritime Institute, Dossin Great Lakes Museum, Belle Isle, Detroit, Mich. 48207. The editors cannot be responsible for authors' statements.

Other communication with the Institute should go to the Coordinating Director, by mail to the address above, or telephone at LO 7-7441.

INSTITUTE MEMBERSHIP is available by calendar year in these forms:
Regular Membership \$ 5 annually
Sustaining Membership \$10 annually
Life Membership

Subscription to Telescope is included in membership rights in the Institute. Single copies of Telescope are priced at forty-five cents each. The Institute is supported in part by the Detroit Historical Society.

\$ 100

THE GREAT LAKES MARITIME INSTITUTE

President, Robert Radunz
Honorary Pres., Rev. Edward J. Dowling, S. J.
Vice-president, William A. Hoey
Secretary, William M. Worden
Coordinating Director, Robert E. Lee
Treasurer, James C. McDonald

Directors,

Donald V. Baut	Robert E. Lee
Capt. Frank Becker	James C. McDonald
Henry D. Brown	Emory A. Massman, Jr.
Gordon P. Bugbee	William A. Moss
Lloyd Chapman	Robert Radunz
Capt. William J. Cowles	Donald Richards
Kenneth L. Fairbanks	Otto Strek
William A. Hoey	Rev. Peter Vander Linden
William Labonville	William M. Worden

TELESCOPE

Editor, Gordon P. Bugbee
Fleet List Editor, Rev. Edward J. Dowling, S. J.
Picture Page Editor, Emory A. Massman, Jr.
Blueprint Editor, C. Patrick Labadie
Associate Editors,
William A. Hoey Robert E. Lee Otto Strek

GREAT LAKES AND SEAWAY NEWS

Editor, Peter B. Worden,
738 Colonial Court, Birmingham, Michigan 48009
Seaway News Editor, George Ayoub
Correspondents,
George Ayoub Edwin Sprengeler
Leonard Barr II Otto Strek
John Derler Dan M. Weber

Printed in the United States of America by
Macomb Printing Specialties, Mt. Clemens, Mich.