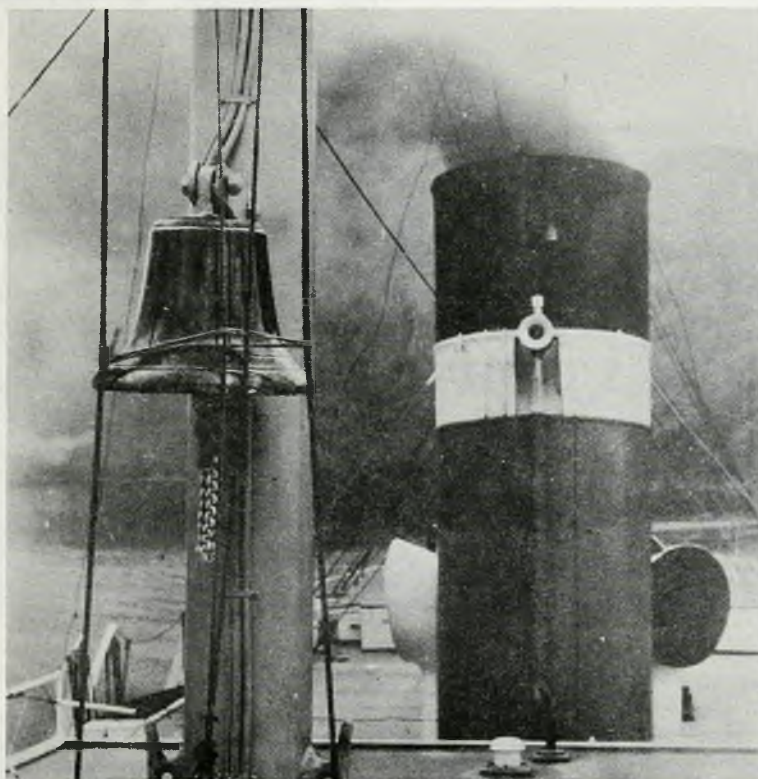


TELESCOPE

December, 1965

Volume 14, Number 12



**Great Lakes
Maritime
Institute**



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

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.

NOTES

Editorial help not acknowledged on the masthead is that of Suzette Worden, who has pitched in on the writing of recent news columns when Peter Worden's working hours have left him pressed for time.

CURATOR'S CORNER

BY ROBERT E. LEE

...Time for lay-up. Soon there'll be ice floating down the river, and the winter quiet will have set in.

Looking back, it's been a good season for us. Thanks to the great effort of the Institute and generosity of a lot of people, we obtained the Gothic Room of *City of Detroit III*. We've made many new friends, and Institute membership is higher now than when we reported a year ago. Museum attendance is down a little. But, then, we haven't been able to have any special exhibits since the room usually used for that purpose is closed for marshaling the seven-odd tons of Gothic Room parts.

Last month our column space was given over to something we were mighty proud of...the letter informing the Institute that it was the recipient of an award from American Association for State and Local History "for a broad program of support of the history of the development of

COVER: Our usual Christmas "ship's bell" theme here becomes a knell for Canada Steamship Lines' cruises from Montreal to the Saguenay and lower St. Lawrence. Last September Bill Worden photographed *Tadoussac's* bell and hurricane deck shortly after the ship's whistle had tested its echo against the cliffside of Cape Trinity for the last time. New Canadian inspection regulations will bar passenger ships with wooden superstructures. So Canada Steamship Lines has announced its withdrawal from passenger services. Thus pass North America's last active overnight steamers with "guards," a type once predominant on Lakes Ontario and Erie, the St. Lawrence and the East Coast. For views of *Tadoussac's* mates, *St. Lawrence* and *Richelieu*, see Bill Moss' drawings in *Telescope* for April, 1965.

Great Lakes shipping." It should be well recognized that this award came first as a result of *Telescope* magazine, and that means it is an award to your editor, Gordon Bugbee, and to the contributors who all make it what it is. The award also came as a result of the Gothic Room project in the Museum, and of the Institute role in it. This means recognition of Bill Worden and Bill Hoey, who sparked the effort, and to every one of you who supported it handsomely.

Earlier in the year, the propeller Club, Port of Detroit, gave us cups and saucers and a revolving fund, so that the Museum can entertain with refreshments when the occasion calls for it.

The Museum has gained another employee this year, and that has made a great difference in the work load. Everybody has gained a bit of time to do things that weren't getting done before.

Once again, from all of us, Pat Labadie, Roy Vandekerckhove, Maurice Jackson, Andy Waters, Joe Gasvoda, Paul Colleta, and our Ruth: to some of you a Merry Christmas, to some of you a Happy Hannukah, and to all of you the very best in 1966!

SAILING THE "DALE" FLEETS:

1 Forestdale (1952)
US 141050; later C 138870
Steel bulk freighter
a) La Salle b) Eastrich c) Howard Hindman
i. Built 1890 at Cleveland by Cleveland
Shipbuilding Co. (hull #6). 1921 gross
tons; 266 x 38.2 x 19. Rebuilt to 273.2 x
38.2 x 20; 1896 gt. Scrapped at Hamilton
in 1961.



THE REOCH SHIPS IN PHOTOS BY FATHER PETER VAN DER LINDEN

It is rare that Telescope has opportunity to present a fully illustrated list of a rapidly-growing fleet of recent origin like the Reoch fleet, as the work of one photographer. Father Peter Van der Linden uses his own boat in the St. Clair River for much of his photography, and for the rest he travels to all parts of the lake region, often with his boat following on a trailer for relaunching in a promising place. It is a tribute to his persistence that he supplies his own photos of all but one of the Reoch ships; the exception (Springdale, seen in a Dowling view) was chartered one year a decade ago. In quality his are among the very best views of lake ships available. Father Pete is also one of the better serious historians, who knows his way around resource material for gathering information on such subjects as shipbuilding on the St. Clair River and the vanishing pre-Seaway St. Lawrence canallers. He is a member of the Institute's Board of Directors.

TEXT, PHOTOGRAPHS AND DATA BY FR. PETER VAN DER LINDEN

Each fleet on the Great Lakes has its interesting individual history along with its commercial function. Primarily a venture for success, each has its fascinating lore, its color, and its interest because it is basically a human adventure. The great risks involved in any major financial enterprise often hide the personalities of those in commerce. Here follows a brief story in fact and color of one of our prominent Canadian fleets.

Captain N. L. Reoch, after many years with Canada Steamship Lines, initiated his own venture in lake commerce with the acquisition of four old canallers in 1952. He purchased the *Grovedale* i a) *Robert Wallace*, the *Parkdale* i a) *S. N. Parent*, the *Brookdale* a) *Tadenac* and the *Forestdale* a) *La Salle* from the Hindman fleet. Along with these he bought and converted *Imperial Midland* a) *Talaralite* from a tanker to a bulk carrier in 1953, renaming her *Willowdale*. With these small vessels, the seeds of a large fleet grew.

The opening of the St. Lawrence Seaway rang the death bell for many a canal-sized vessel. The use of larger ships meant more cargoes and more money; yet Captain Reoch could find many cargoes for his small vessels, and consequently purchased three more in 1959. These were *Avondale* i a) *Starwell*, *Ferndale* i a) *Coteaudoc*, and *Westdale* i a) *Ralph Gilchrist*, all purchased from the Misener interests. Before these three were bought, the older vessels *Grovedale* i and *Parkdale* i were sold in 1956. Chartered for lake service were the coastal canallers *Springdale* b) *Eastdale* and *Springtide* b) *Easttide* during the 1954 season.

Realizing the need for vessels of greater capacity, the company purchased its first large bulk freighter from the American firm of Boland & Cornelius. *Standard Portland Cement* a) *Clifford F. Moll* had been laid up after a collision in lower Lake Huron with the steamer *August Zeising* in May of 1960, and was for sale. Captain Reoch formed a separate subsidiary, Redwood Enterprises, based in Hamilton, Bermuda, to own *Standard Portland Cement* as *Elmdale*. For under Canadian law, any foreign vessel over ten years of age cannot be purchased by a Canadian firm.

More purchases of older American vessels by various subsidiaries increased the divisions of the Reoch fleet. *Hillsdale* a) *Caldera*, *Sprucedale* a) *John Dunn, Jr.*, and *Pinedale* a) *E. D. Carter* were bought in 1961. *Pinedale* was the first self-unloader to enter the company. With the canallers, the

(Continued on page 286)

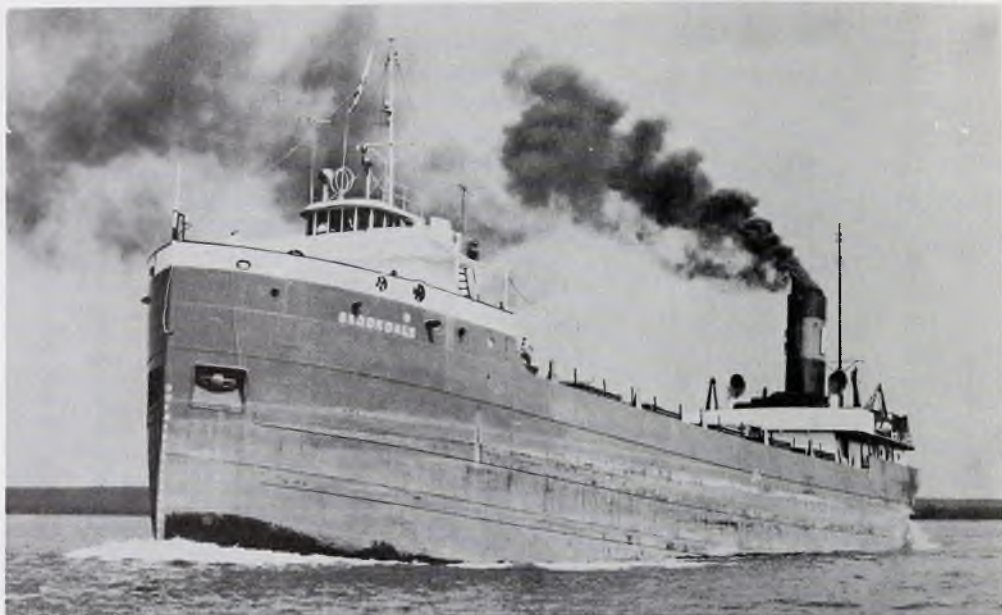
2 *Grovedale* i (1952)
US 111466; later C 145463
Steel canaller
a) *Robert Wallace* ii b) *Tregastel* c) *Glen-
dowan* ('21) d) *Chandler* ('27) e) *Aspenleaf*
('42) f) *Helen Hindman* i ('49). Built in
1903 at Buffalo by Buffalo Dry Dock Co.
(hull #204). 1640 gt; 238.7 x 41 x 19.2.
Rebuilt in 1953 to 246 x 41 x 20.7. Was
scrapped in 1959.

3 *Parkdale* i (1952)
US 117240; later C 145464
Steel canaller
a) *S. N. Parent* b) *Veulettes* c) *Glenarm*
('21) d) *Camrose* ('27) e) *Palmleaf* ('42)
f) *Blanche Hindman* i ('49). Built 1903 at
Wyandotte by Detroit Shipbuilding Company
(hull #151). 1640 gt; 241 x 41.1 x 18.8.
Rebuilt to 245.8 x 41 x 20.7; 1912 gt.
Scrapped in 1959.



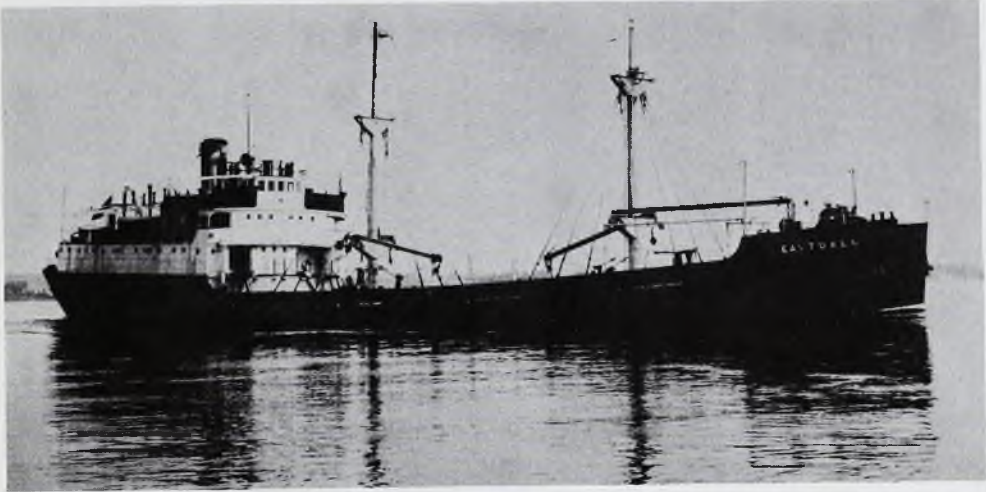
4 *Brookdale* (1952)
C 111855
Steel cannaler
a) *Tadenac* b) *Iroquois* ('02) c) *Colorado*
('20) d) *Dornoch* ('22) e) *Brookton* ('22)
f) *George Hindman* i ('48). Built 1902 at
Toronto by Bertram Iron Works (hull #36).
2286 gt; 252.5 x 43.2 x 22.3. In service.

5 *Willowdale* (1953)
C 137907
Steel cannaler
a) *Talaralite* b) *Imperial Midland* ('48).
Built 1917 at Collingwood by Collingwood
Shipbuilding Co. (hull #50). 2631 gt; 250
x 43.8 x 23.3. Converted from tanker to
bulk carrier, 1953, 2335 gt. Scrapped in
Toronto in 1963.



6 *Springdale* (chartered 1954 season)
Br 165564
Steel coaster
b) *Eastdale*. Built 1937 at Sunderland, England, by Short Brothers Shipbuilding Co. (hull #452). 1636 gt; 251 x 40.3 x 17.9. Chartered for season of 1954. This photo by Rev. Edward J. Dowling, S. J.

7 *Easttide* (chartered 1954 season)
Br 165539
Steel coaster
a) *Springtide* c) *Sullbergo* d) *Granny Marigo* e) *Guisepe Riccardi*. Built 1937 at Sunderland, England, by Short Brothers Shipbuilding Co. (hull #451). 1627 gt; 251.4 x 40.3 x 17.9. Chartered for season of 1954.



8 *Avondale* i (1959)
C 161518

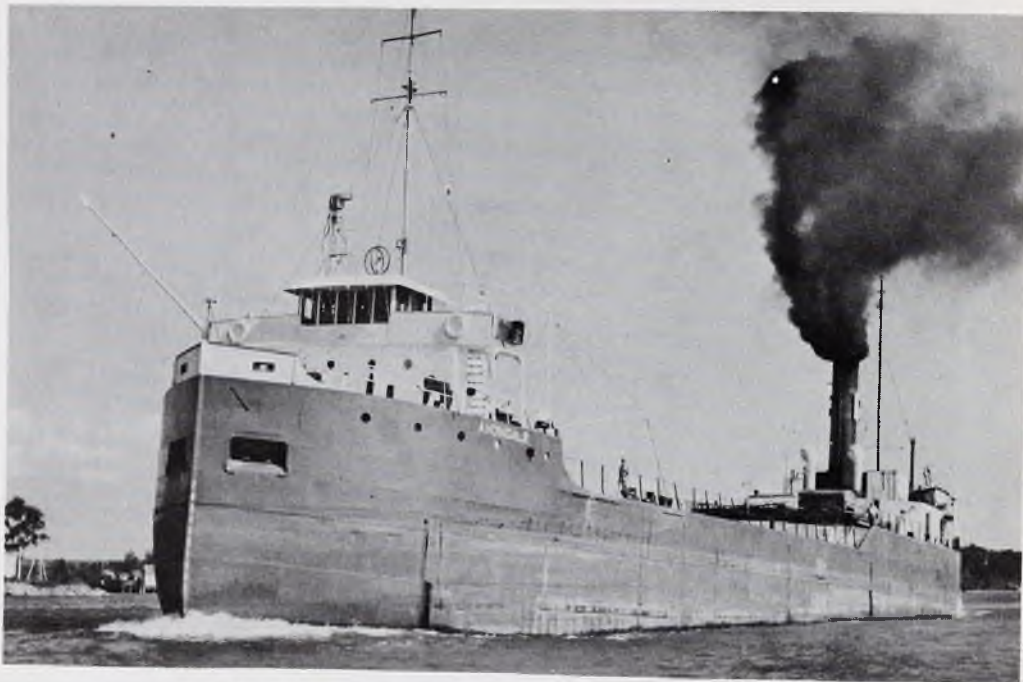
Steel canaller

a) *Starwell* b) *John A. France* i ('44).
Built 1929 at Sunderland, England, by Swan,
Hunter & Wigham Richardson (hull #1387).
1938 gt; 252.8 x 43.4 x 17.8. Scrapped at
Hamilton in 1962.

9 *Ferndale* i (1959)
C 149500

Steel canaller

a) *Coteaudoc* b) *Milverton* ('47) c) *Clary
Foran* ('49). Built 1929 at Glasgow, Scot-
land, by Barclay, Curie & Co. (hull #630).
1975 gt; 252.7 x 43.3 x 17.9. Scrapped at
Hamilton in 1963.



10

Westdale i (1959)

C 149493

Steel canaller

a) *Ralph Gilchrist* b) *E. P. Murphy* ('44).
 Built 1929 at Wallsend-on-Tyne, England,
 by Swan, Hunter & Wigham Richardson (hull
 #1373). 1927 gt; 252.8 x 43.4 x 17.8.
 Scrapped in 1962.

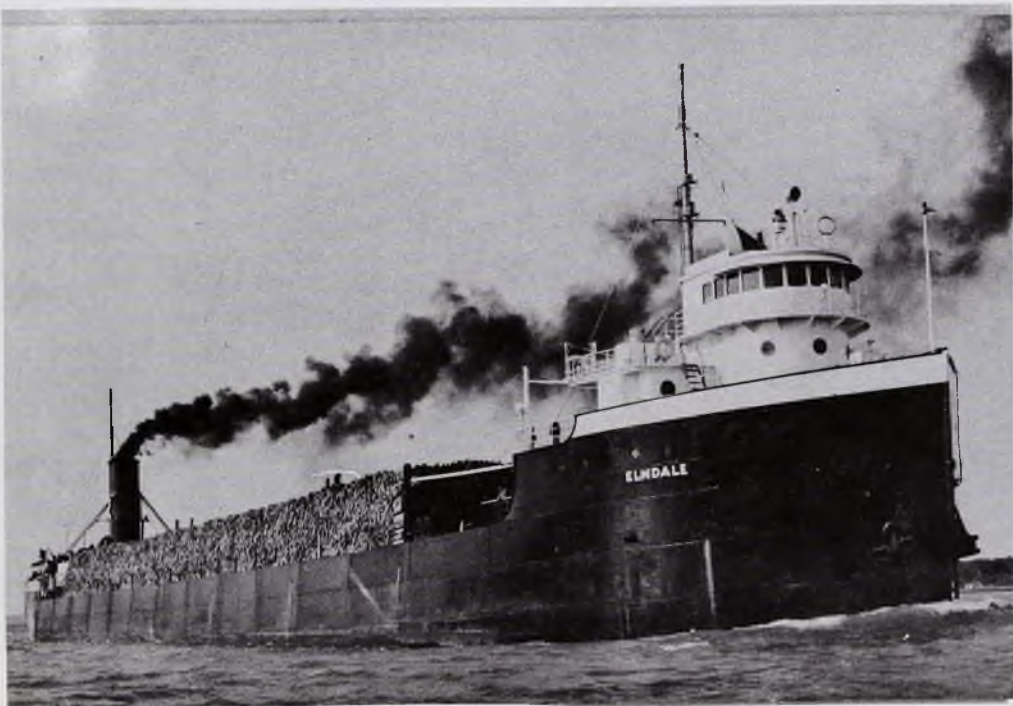
11

Elmdale (1960)

US 206044; later Br 199397

Steel bulk freighter

a) *Clifford F. Moll* b) *Standard Portland
 Cement* ('33). Built 1909 at Ecorse, Mich.
 by Great Lakes Engineering Works (hull
 #56). 5141 gt; 444 x 56.2 x 29. In serv.



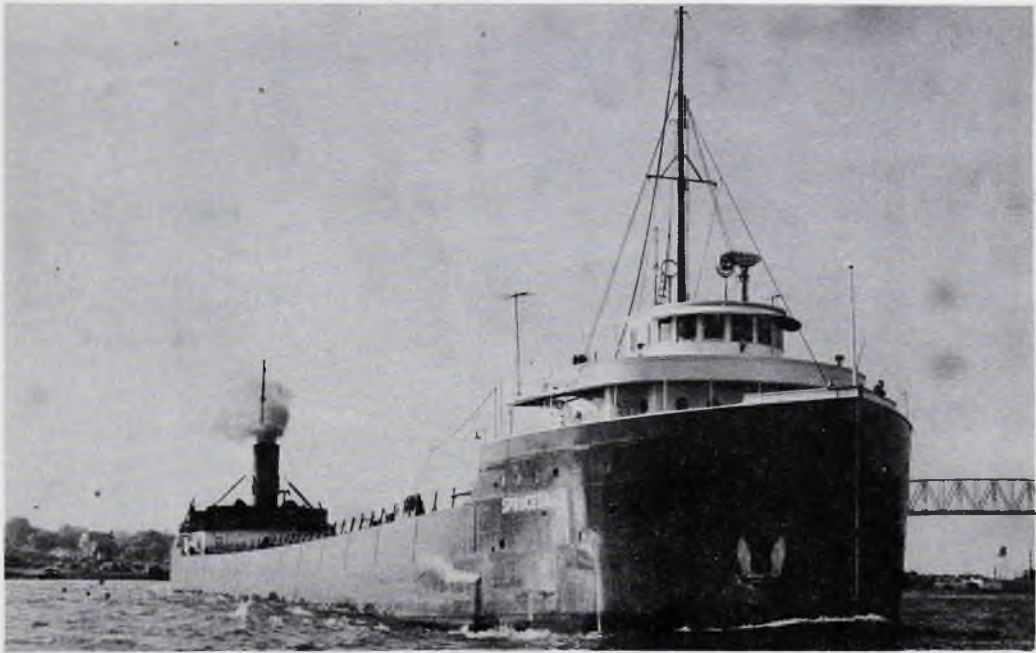
12 *Hillsdale* (1961)
 US 204864; later Br 199398
 Steel bulk freighter
 a) *Caldera* b) *A. T. Kinney* ('18). Built
 1908 at Bay City, Mich., by West Bay City
 Shipbuilding Co. (hull #173). 6328 gt;
 504 x 54 x 26.9. Later 6866 gt. In serv.

13 *Pinedale* (1961)
 US 202866; later Br 199403
 Steel bulk freight self-unloader
 a) *E.D. Carter* b) *William T. Roberts* ('16)
 c) *Dow Chemical* i ('32) d) *Norman J. Kop-*
meier ('39). Built 1906 at Wyandotte,
 Mich., by Detroit Shipbuilding Co. (hull
 #162). 6606 gt; 510.5 x 53.8 x 26.7.
 Rebuilt as self-unloader, 1932. In serv.



14 *Sprucedale* (1961)
US 204973; later Br 199405
Steel bulk freighter
a) *John Dunn, Jr.* Built 1908 at Toledo,
Ohio, by Toledo Shipbuilding Co. (hull
#111). 6160 gt; 514 x 58 x 25.6. In ser-
vice.

15 *Avondale ii* (1962)
US 205239; later Br 316352
Steel bulk freight self-unloader
a) *Adam E. Cornelius i* b) *Detroit Edison i*
('48) c) *George F. Rand ii* ('54). Built
1908 at St. Clair, Mich., by Great Lakes
Engineering Works (hull #52). 4900 gt;
420 x 52 x 24. Rebuilt as a self-unloader
in 1921. Rebuilt in 1942 to 475 x 52.2 x
24; 4939 gt. Now 5663 gt. In service.



16 *Leadale* (1962)
US 207361; later Br 316036
Steel bulk freight self-unloader
a) *Harry Yates i* b) *Consumers Power ii*
('34) c) *Fred A. Manske i* ('58). Built
1910 at St. Clair, Mich., by Great Lakes
Engineering Works (hull #77). 6077 gt;
504 x 56 x 26. Converted to self-unloader
in 1934, 504 x 56 x 30; 7073 gt. In serv.

17 *Grovedale ii* (1963)
US 202635; later Br 316356
Steel bulk freighter
a) *Joseph G. Butler, Jr.* b) *Donald B. Gil-
lies* ('35). Built 1905 at Lorain, Ohio,
by American Shipbuilding Co. (hull #339).
6588 gt; 525 x 55 x 31. Later 7367 gt.
In service.



18 *Parkdale ii* (1963)
US 214499; later Br 316355
Steel bulk freighter

a) *Sir Trevor Dawson* b) *Charles L. Hutchinson ii* ('20) c) *Gene C. Hutchinson* ('51).
Built 1916 at Superior, Wisconsin, by Superior Shipbuilding Co. (hull #524).
7215 gt; 580 x 58 x 32. Stern section was originally part of *William C. Moreland*, built by American Shipbuilding Co. at Lorain in 1910 (hull #387). In service.

19 *Ferndale ii* (1964)
US 209871; later Br 317134
Steel bulk freight self-unloader

a) *Louis R. Davidson* b) *Diamond Alkali i* ('32) c) *Dow Chemical ii* ('39). Built in 1912 at Ashtabula, Ohio, by Great Lakes Engineering Works (hull #95). 6612 gt; 511.1 x 56.1 x 26.2. Converted to self-unloader in 1932. In service.



20

Westdale ii (1964)
US 202166; later Br 317133
Steel bulk freighter

a) *George W. Perkins*. Built 1905 at Superior, Wisconsin, by Superior Shipbuilding Co. (hull #512). 6553 gt; 56.2 x 56.4 x 26.5. In service.

21

Valleydale (1965)
C 149427

Steel bulk freight self-unloader
a) *Kinloch* b) *Valley Camp*. Built 1927 at Newcastle-on-Tyne, England, by Swan, Hunter & Wigham Richardson (hull #1228). 252 x 43.3 x 23.6; 2351 gt. Lengthened from smaller size in 1951 to 304 x 43.3 x 23.6; 2878 gt. In service.



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>

November 1...Despite claims by the General Salvage Corp., Northbrook, Illinois, chances are that the sunken Dutch freighter PRINS WILLEM V will spend its 12th straight winter beneath Lake Michigan off Milwaukee. The determining factors are the weather and the condition of the lake. The vessel sank October 14, 1954, after colliding with a towed oil barge and lies on its side in 80 feet of water, 3.8 miles off Jones Island.

...The ferryboat WOLFE ISLANDER (a.OTTAWA MAYBROOK) with 75 passengers and 15 cars aboard was swept downstream in the St. Lawrence River by strong winds to the eastern end of Wolfe Island before she could drop anchor and ride out the storm for twelve hours. No injuries or damage was reported.

November 3...Federal Court in Toledo has decided that a Toledo railroad and not the excursion steamer CANADIANA was at fault in 1958 when a bridge closed on the ship. Approximately \$155,000 was awarded to the Detroit group who were operating the vessel between Toledo and Bob-Lo Island. The accident occurred when the bridge tender closed the swinging span after the freighter FRANK E. TAPLIN cleared without seeing that the CANADIANA also was coming through. No one was seriously injured.

November 4...Using a motor lifeboat and a helicopter, Canadian Coastguardsmen rescued eight seamen from the swamped tug MISEFORD and a grounded barge C.W. JOHNSON a few hundred yards off Cedar Point on the Michigan side of the St. Mary's River. The vessels are owned by McLean & Sons, a Canadian sand and gravel company. According to a Coast Guard spokesman, seas were 15 feet high and winds reached 65 miles an hour.

November 5...The annual rush of ocean freighters to make one more trip to Great Lakes ports before the winter freeze was compounded by 60 hours of heavy winds which prevented the ships from entering the Welland Canal. The canal was operating at capacity but Canada's Seaway Authority would not permit any vessel to enter if the wind rose above 25 knots. This congestion and weather combination has already cost about 2½ days of transit time.

November 7...Cargo traffic on the St. Lawrence Seaway reached a new high of 5,490,000 tons in October, an increase of 12.9% over October 1964, the Seaway Development Corp. announced. Total bulk and general cargo shipped through October was about 36,100,000 tons, an increase of 6.7% over 1964.

November 9...Sharply higher sales and profits were reported in the first quarter of the current fiscal year by the American Ship Building Company. Revenues in the three months ending September 30, totaled \$11,169,373, compared with \$9,186,291, in the same quarter a year ago. Net income totaled \$253,571, equal to 43 cents a share, compared with \$86,610, or 15 cents a share in the quarter last year.

...WHEATON (a.WESTCLIFFE HALL) has been sold to a Hamilton firm for scrapping. She departed the old Galops Lock near Cardinal where she has been laid-up for five years. The boilers and engine were removed several years ago.

...Canadian Pacific's luxury liner EMPRESS OF ENGLAND collided with the Norwegian tanker LIFJORD during a blinding snow squall as she was clearing from her berth in Quebec City. The 25,500-ton liner sustained the heavier damage with a 12-foot gash in her bow. The EMPRESS, bound for Montreal, returned to her berth. Damage to the 12,369-ton tanker LIFJORD was minor and she proceeded.

...A contract amounting to \$3,600,000 for an oceanographic research vessel has been awarded to George T. Davies Shipyard in Lauzon by the Canadian Government.

November 10...The Great Lakes bulk freighter MANITOBA formerly the UHLMANN BROS. (a.VERONA, b.HENRY STEINBRENNER) of Kinsman Marine Transit Company, Cleveland, sailed under its new owner. The ship had been sold to Fraser Shipyards, Inc., who in turn sold it to Norlake Steamship Company, Ltd., of Toronto. Terms of the sale were not disclosed. The MANITOBA departed the Duluth-Superior harbor in ballast, bound for a lower lake port to load its cargo.

...Dock trials will be conducted at Erieau, Ontario, on the new AMHERSTBURG, a 95-foot tug of 3,000 h.p. She is being built by and for McQueen Marine Ltd. of Amherstburg, Ontario, for towing and salvage work. She was designed by Louis H. Baier, noted naval architect and retired head of the University of Michigan Marine Engineering Department. The twin-screw tug was made relatively short and quite broad - a 30 foot beam - for use in rivers and harbors of the Detroit-Windsor area.

...The A.T. LAWSON (a.SHENANGO, b.B.W. DRUCKENMILLER) was in Cleveland loading 11,000 tons of rock salt for Duluth. At 606 feet, she is the longest vessel ever to call at the International Salt Company dock on Whisky Island.

...The USS WHITEHALL, Navy training ship, berthed at Cleveland left for Philadelphia for a two month overhaul. The ship, which is expected to return next spring, carries a crew of 32 enlisted men and four officers.

GREAT LAKES AND SEAWAY NEWS

November 11...The level of Lake Michigan rose two-tenths of a foot in October to 577 feet above sea level, marking the first time in more than a year that the lake had risen above the low water datum line.

November 13...Marine Salvage, Ltd., Port Colborne, Ontario, has bought the Tomlinson fleet bulk freighter MERTON E. FARR. They in turn are in the process of selling the ship to Scott Misener Steamships, Ltd., which expects to operate her on the Great Lakes under British registry. The FARR which last sailed in 1962 is in Port Colborne now after spending the summer in Toledo. Misener is expected to send her to the Canadian lakehead for winter work.

...The Wyandotte fleet has sold the old WYANDOTTE to Hudson Waterways, Inc., of New York. She was built in 1908 as the first self-unloader on the Great Lakes, and was retired in 1962. Hudson also has purchased the two remaining T.J. McCarthy Steamship Company auto carriers, the GEORGE H. INGALLS (a. WILLIAM L. BROWN) and the T.J. MCCARTHY (a. MARY C. ELPHICKE, b. MORRIS S. TREMAINE).

November 16...The Greek freighter PROTOSTATIS went hard aground on Wolfe Island in the St. Lawrence River. She was in no danger of sinking and no one was injured when she broke loose from three tugs that had her in tow. She was enroute to Montreal for repairs.

...Canada Steamship Lines announced that since the economic operation of its cruise ships is no longer possible, it would discontinue its service of summer cruises on the St. Lawrence and Saguenay Rivers. The company did not comment on what would be done with the three cruise ships, the TADOUSSAC, ST. LAWRENCE, and RICHELIEU.

...The Supreme Court agreed to review the question of how many railroads will be allowed to serve Chicago's Lake Calumet Harbor. The Interstate Commerce Commission has ruled in favor of opening up the port to service from nine railroads instead of two. However, a Federal Court decreed the ICC didn't examine the question fully enough. This last decision is the one the Supreme Court will review. Lake Calumet Harbor is being developed as a major deep-water port for St. Lawrence Seaway cargo.

...The 23,000 ton freighter LAWRENCECLIFFE HALL went down in 30 feet of water off Ile d'Orleans, 14 miles downstream from Quebec City, following a collision with the 6,000-ton freighter SUNEK. The ore carrier was struck on the starboard side, ripping a long gash from the bow to amidships. The crew attempted to beach the LAWRENCECLIFFE HALL before taking to the lifeboats, but the rising tide lifted her and she floated away from the shore before settling to the bottom on her starboard side. Hall Corp., owners of the \$8,000,000 laker christened last April, believe they will be able to recover the ship. The SUNEK lost both anchors from her crumpled bow section but returned to Quebec under her own power.

...The 10,658 ton Russian freighter KOSMONAUT collided in a snowstorm with the 10,142-ton Spanish freighter MONTE URBASA, injuring one Russian seaman. The collision occurred near Les Escoumins, 140 miles downstream from Quebec. Neither ship was badly damaged.

November 17...Captain Richard J. McPhillips of the steamer THOMAS F. COLE has had his license suspended for two months by the Coast Guard for dropping anchor in a cable crossing area. Submarine cables in the St. Mary's River between Detour and Drummond Island were damaged and land line telephones were cut for months during the tourist season.

...The carferry CITY OF MADISON, reported overdue by the Grand Trunk Western Railroad Company, was found south of Manitowoc, Wisconsin, 12 hours after it was due. The ferry ran into high seas and hugged the western shore of Lake Michigan. It is not known why the MADISON did not radio its location.

...No vessel has passed through the Welland Canal for two days because of 20 to 40 mile-an-hour winds. Seventy ships are waiting for the winds to abate.

...Leonard McLaughlin, president of the Seafarers' International Union of Canada (Ind.), has asked the Federal Government for immediate action to increase the number of crew members on Great Lakes vessels. The demand was made by the Union through the Board of Maritime Trustees and a promise has been received from Ottawa that it will be dealt with immediately.

...Two operators of a U. S. Army Engineers Corps dredge that sank in wind-whipped seas were rescued by the freighter crew of the oreboat FRANK R. DENTON. The tug AU SABLE and barge HURON ran into a 50 mile-an-hour gale at the western end of shallow Lake Erie. The tug was forced to cut the HURON loose.

November 18...The 614-foot freighter A.H. FERBERT went aground in the St. Claire River. The Great Lakes Towing Company sent two tugs to the FERBERT's aid from Detroit.

...Longshoremen at Toledo Marine Terminals are loading the largest crane ever exported from the United States on the largest ship ever to come through the St. Lawrence Seaway. The ATLANTIC HOPE, a Liberian flagship, will transport the crane to Yokohama, Japan. The 27,000-ton vessel is 635 feet long and has a beam of 75 feet, 6 inches. The new crane has a 165-foot boom with an 800-ton capacity at 58 feet, and a 230-foot boom with a 450-ton capacity at 70 feet.

...The Dominion Marine Association said that larger crews are not the answer to reducing St. Lawrence Seaway ship accidents, and charged the Seafarer's International Union with a "transparent" attempt to enlarge crews at the expense of efficiency.

November 19...The THOMAS WILSON of the Wilson fleet and the JOHN B. COWLE of the Republic Steel fleet will spend the winter in Fraser Shipyards at Superior, Wisconsin. Both are to receive Murray & Tregurtha bow thrusters. The TOM GIRDLER

GREAT LAKES AND SEAWAY NEWS

of the Republic Steel fleet will be in South Chicago to receive an 850 h.p. Amthrust bow thruster and a complete boiler automation.

...A new 180-foot steel span was floated into position for the Grosse Ile toll bridge, put out of operation August 6, when it was rammed by the 620-foot self-unloader JOHN T. HUTCHINSON. The bridge will be re-opened to vehicular traffic about mid-December.

...The new 9500-ton tanker IMPERIAL ACADIA was christened at Port Weller. Owned by the Imperial Oil Company, Ltd., she has a capacity of 81,500 barrels, a speed of 14 knots, and is the first in the fleet to have an ice-strengthened hull to improve winter navigation.

November 20...Traffic in the Welland Canal was held up for seven hours when the PORT DAUPHINE, owned and operated by the Canadian Department of Transport, sheared off the guard fender at Lock 7.

...Scott Misener Steamships, Ltd., is in the process of moving to its new headquarters at 115 Dieppe Road, St. Catherines', Ontario, from the old headquarters in Port Colborne, Ontario.

November 21...The Coast Guard has announced plans to install sewage treatment plants in eight cutters on the Ninth District and in the Huron Light Ship. The cutters and their stations are: BUCKTHORN, Detroit; OJIBWA, Buffalo; KAW, Cleveland; ARUNDEL, Chicago; NAUGATUCK, Sault Ste. Marie; RARITAN, Milwaukee; TUPELO, Toledo; and WHITE LUPINE, at Ogdensburg on the St. Lawrence River.

November 22...The 700-ton coastal freighter MAVOLINE arrived safely at Sept. Iles, escorted by a tug, after grounding November 11, near St. Augustin in the Gulf of St. Lawrence. The MAVOLINE is owned by George F. Gagne, of Levis, and was chartered to Clarke SS Company, Ltd. for their Gulf service.

...The CSL package freighter FORT WILLIAM, which exploded and capsized at her dock in Montreal Harbor on September 14, was successfully raised and refloated after 19 hours of pumping water from her holds. Salvage operations by the Foundation Company of Canada began last September 23, with the removal of the ship's cargo. Two hundred tons of reinforced steel were built into the vessel before attempting to raise her by means of 14 hydraulic jacks. She will be towed to Lauzon for repairs.

...The salt storage barge FEDERAL HUSKY (a. AGAWA, b. ROBERT P. DURHAM, c. HERON BAY), of the Federal Commerce and Navigation Fleet, is reportedly slated for overseas scrapping.

November 23...A \$3 million contract for the conversion of the FRANK PURNELL of the Interlake Steamship Company fleet to a self-unloader has been awarded the American Ship Building Company, Lorain, Ohio. The job is scheduled for completion in early July 1966 at Toledo and includes installation of a 600-h.p. fixed-pitch Bird Johnson bow thruster. Other work

scheduled by Interlake includes the installation of six other bow thrusters. At Fraser Shipyards, the 710-foot flagship of the fleet, JOHN SHERWIN, will receive a 900 h.p. thruster with controlled-pitch blades and an oil-lubricated stern bearing. Niagara Industries, Inc., will do the remaining five thruster jobs on the 689-foot HERBERT C. JACKSON, the 631-foot HARRY COULBY, the 620-foot E. G. GRACE, and 600-foot WILLIAM McLAUGHLAN, and the 680-foot CHARLES M. SCHWAB. Total cost of the program is estimated at \$800,000.

...Arguments have already started between the Seafarer's International Union of Canada and the major Great Lakes shipping companies over whether the pension plan and the job security plan should be considered together or separately. SIU president, LEONARD J. McLAUGHLIN, contends that both pensions and security should be negotiated at once. William Dunkerley, vice-president of personnel for Canada Steamship Lines, Ltd., and chief spokesman for the shipowners, maintains that another committee should consider the pension plan.

November 24...The Great Lakes Institute research vessel PORTE DAUPHINE has settled on Lake Ontario for the winter. Among other things, the scientists will study the turbulence, hot and cold spots, surging internal waves and currents, to determine how the lake distributes pollutants.

...The HOLSWORTHY BEACON, a 9,311 ton British freighter, ran aground Tuesday at Tibbets Point, about 10 miles southeast of Kingston, Ontario. No one was injured.

November 25...The giant Canadian bulk carrier CAPE BRETON MINER loaded the largest direct overseas shipment of grain in Lake Michigan history at Milwaukee - 20,000 tons of corn and soybeans. The record was held previously by the British motorship WEARFIELD - 19,420 tons.

...ALGOSOO (a. SATURN, b. J. FRATER TAYLOR) cleared the Lakehead with a load of grain for a St. Lawrence port. This is the last trip for the 64 year old vessel. Her probable destination is Europe for scrap.

...The ANGELINE, now owned by Marine Salvage, Ltd., was towed from Port Colborne to the graveyard of Stelco in Hamilton for scrapping.

...Davie Shipbuilding launched two new 315-foot vessels, PRINDOC and LABRADOC, for N.M. Patterson & Sons.

November 26...The SHOWBOAT, expected to operate in Cleveland Harbor next summer as an excursion boat, is trying to get to Cleveland before winter. Owned by Harold S. (Red) Harding, she was built in Dubuque, Iowa. She is 120 feet long; her hull is 85 feet overall, with a beam of 26 feet and a registered depth of 4.8 feet. She has twin screws, powered by two 250 h.p. Caterpillar diesels, and is expected to make about 12 mph.

GREAT LAKES AND SEAWAY NEWS

November 27...50 mph winds whipped up 20-foot waves on Lake Erie. The AVONDALE (a.A.E. CORNELIUS, b.DETROIT EDISON, c. G.F. RAND) called for help but sailed safely in Long Point Bay. John Watson, captain of the freighter, reported broken deck plates in the engine room and loss of steam. The 440-foot ALLISON, waiting passage through the Welland Canal, began drifting aimlessly after wind and waves snapped her anchor. She regained control and sailed unaided into Buffalo Harbor.

...The 8500-ton RAMON DeLARRINAGA of Liverpool ran aground on a sandbank near Hay Point in the St. Mary's River. Other ships battling the winds, registered up to 80 mph at Whitefish Point on Lake Superior, were the AMERICAN EXPEDITOR, from New York; the HOEGH CLIFFE and the HOEGH TRAVELLER, Oslo, Norway; the ARISTIDES, Panama; and the SILVER WEIR, of London.

...The Canadian Merchant Service Guild is streamlining its structure in an open bid to become the second largest marine union in Canada. Founded in 1919, the Guild has operated in two sections on the west coast and Great Lakes. The new structure will unite these two sections. Opposing this is the Canadian Marine Officers Union, an old licensed division of the Seafarer's International Union.

November 28...High winds brought ferry service to a halt on Lake Michigan.

...The freighter WALTER A. STERLING (a.SAMOSET, b.CHIWAWA), of Cleveland-Cliffs Iron Company, was blown against a mud bank above Lock 3 in the Welland Canal by gale-force winds. The canal was closed soon after.

...A 250-foot barge, the hull of the Nicholson freighter TAMPICO, broke from its moorings and was blown nearly two miles up the Detroit River.

November 30...High winds forced unloading of portions of the cargoes of the freighter FERNDALE (a.LOUIS R. DAVIDSON, b. DIAMOND ALKALI, c.DOW CHEMICAL) and the freighter VALLEYDALE (a.VALLEY CAMP) so that the ships would ride high enough in the water to get into Port Stanley.

...A federal inquiry has found that the pumping of ballast tanks before a deck cargo of steel had been unloaded caused the lake freighter FORT WILLIAM to capsize and explode at Montreal, September 14. Five men died.

...The SS KAVALA, a Liberian flagship, has been charged in the U.S. District Court in Toledo with breach of contract. The ship was impounded but later freed to make its way out of the St. Lawrence. A New York charter firm posted \$80,000 bond enabling this action.

*Season's
Greetings*

SAILING THE DALE FLEETS

(Continued from page 268)

fleet had operated mainly in the grain trade; but now it could become more diversified. Coal, limestone, pulpwood and iron ore cargoes were contracted for and obtained. Two more self-unloaders in 1962 swelled the fleet to nine vessels. With the exception of *Brookdale*, the canallers were retired to the scrappers' torches. *Brookdale* still sailed this past season.

Grovedale ii a) *Joseph G. Butler, Jr.*, and *Parkdale* ii a) *Sir Trevor Dawson* were added in 1963. These two vessels had served many years with the Pioneer Steamship Company. *Ferndale* ii a) *Louis R. Davidson* and *Westdale* ii a) *George W. Perkins* joined the fleet in 1964. *Valleydale* a) *Kinloch* was the latest to be added, purchased just this year.

Today the eleven "Dales" in the various subsidiaries ply the Great Lakes in quest of cargoes from the Lakehead to the St. Lawrence. Wherever the ships sail, boat watchers will recognize the colors of the Reoch fleets. The hulls are painted black with white forecastles. The cabins are white, and the foremasts, buff. The stacks are black with a crimson band and white "R" superimposed. The canaller hulls were painted green instead of black. Also easily recognizable are the names of each vessel; all have the suffix, "--dale."

The ships, themselves, also possess an intriguing history. *Parkdale* ii is one example. The stern section was once the after portion of the ill-fated *William C. Moreland* which was wrecked on Sawtooth Reef in Lake Superior on the 18th of October, 1910. A new bow and mid-body were joined to the salvaged stern section at Superior, Wisconsin, in 1916, and named *Sir Trevor Dawson*. In 1963 she became the first American 600-footer to be sold to Canadian interests in the modern wave of transfers of registry. Prophetically for this distinction, as *Sir Trevor Dawson* she had belonged to an American-flag subsidiary of Canada Steamship Lines until Hutchinson bought her.

Brookdale, originally a) *Tadenac*, was the first or second full canaller to be built in Canadian shipyards, and is now the oldest canaller remaining in service. She has had all of seven names. The latter is also the case of *Grovedale* i and *Parkdale* i. These two vessels were American-built, and operated in the Welland Canal service until World War I, when they were sold overseas to French firms. They returned to the lakes and sailed for various Canadian firms after the war. The oldest vessel to sail in this fleet was *Forestdale*, which was built in 1890 as the American *La Salle*.

For over fourteen years this fleet has grown into a sizeable concern. It has possessed a total of nineteen ships (and has chartered two others) since 1952, and only seven have gone to be scrapped. Here is a pictorial review of this fleet, and notes on each vessel's history. The order is chronological according to time of acquisition.

INDEX OF PHOTOGRAPHS FOR VOLUME FOURTEEN

(January to December, 1965)

- Ann Arbor No. 7 143 (also as Viking)
Assiniboia 204, 206
Avondale i 271
Avondale ii 275
- Bailcamp 196
Baracoa 111
Blue River 17
Brookdale 269
J. J. H. Brown 139
Brown Beaver 17
Brunswick 5
Buckeye Monitor 188
Buffalo (tug) 215
- Cayuga 79
Cedarville 119
Cerro Gardo 7
Chantier 9
Chicago Trader 211
Chief Wawatam 180
Chippewa (Lake Ontario) 78
City of Detroit i 31
City of Detroit ii 31, 152
City of Detroit III 2, 25, 27, 29, 31, 32, 34-5 (blueprint), 40, 41, 43, 45, 47
City of Toledo 225
Coalfax 191
Commercial Quaker 255
Commonwealth 31
Cornucopia 7
Cove Transport 17
Crawl Keys 1
Craycroft 3
- Don de Dieu 169
- James B. Eads 121
Eastdale 271
Elgin 15
Elmdale 273
John Ericsson 125
Helen Evans 235
Excelsior 219
- Ferndale i 272
Ferndale ii 277
Ferne 15
Flying Independent 23
Forestdale 267
Fort William 167
- U.S.S. Gemini 5
Gettysburg 107, 108-9 (blueprint)
Greyhound ii 225
Grovedale i 267
Grovedale ii 276
- Alexander Hamilton 218
Hillsdale 273
Ruth Hindman 235
Alexander Holley 125, 139
Douglass Houghton 125
A. A. Hudson 141, 239
Hendrick Hudson 31
Charles R. Huntley 17
- J. A. W. Iglehart 145
Adrian Iselin 65
- Kasota 153 (also as A. A. Parker)
Keewatin 193
Keyshey 191
Kingston 73, 80
Kinsman Enterprise 262
- La Crosse 201
Lake Agomak 52
Lake Akkra 52
Lake Alvada 54
Lake Benbow 54
Lake Cannonsburg 55
Lake Damita 55
Lake Dyer 57
Lake Elkwater 57
Lake Elkwood 68
Lake Ellendale 68
Lake Ellijay 70
Lake Ellsbury 70
Lake Elrio 71
Lake Elsay 71
Lake Fandon 99
Lake Fansdale 111
Lake Festus 113
Lake Flag 197
Lake Fonda 197
Lake Fondulac 196
Lake Fossil 196
Lake Frenchton 196
Lake Fresco 200
Lake Gakona 243
Lake Gorin 254
Lake Gormaniana 254
Lake Granby 252
Lake Grogan 252
Lake Inaha 200
Thomas W. Lamont 65
Lawrencecliffe Hall 167
A. T. Lawson 189
Leadale 275
Leecliffe Hall ii 12
Lillie 105
- L. A. McCorquodale 17, 123, 127
A. McVittie 136
U.S.C.G.C. Mackinaw 61 (two views), 155, 156-7 (blueprint)
Mataafa 160
Maunaloa II 127
George W. Mead 165
Meteor 61 (two views)
Michigan 147
Montreal ii 87
Francisco Morazan 194
Munleon 101
- Nora 92
North American 176
- Ontario (schooner) 97
Ontario Power 163
Orient Trader 186
- William A. Paine 135 (2 views)
Parkdale i 269
Parkdale ii 276
A. A. Parker 152 (also shown as Kasota)
B. W. Parker 152
Pere Marquette 2 244
Pere Marquette 4 241, 244
Pere Marquette 8 246
Pere Marquette 17 244
Pere Marquette 18 ii 244
Pere Marquette 21 49
H.M.A.S. Perth 162
Pinedale 274
Pointe Noire 212
G. G. Post 233
Prince Quebec 186
John Purves 165
- Quantico 201
Quebec i 86
Quebec ii 88
- Rapids King 82
Rapids Prince 83
Raymond H. Reiss 188
Richelieu 84-85
- Sagamore 113
Saguenay 88
St. Lawrence 88
Frances Salman 201
Sandwich 101
Col. James M. Schoonmaker 189
Selkirk 15
Howard L. Shaw 129
Shelter Bay 212
Silvaplana 23
Frances A. Small 257
South American 176
Southlands 250
Springtide 270
Sprucedale 274
Sterncliffe Hall 23
- Tadoussac 265
Tarantau 162
Tashmoo 217, 219, 220, 222, 223, 225, 228-29 (blueprint), 231
Teakbay 15
Ten 250
The Straits of Mackinac 180
U.S.S. Thomas G. Thompson 213
Topdalsfjord 119
Toronto 81
- Uhlmann Brothers i 263
- Valleydale 117, 278
Victorious 129, 132-33
Viking 143 (also as Ann Arbor No. 7)
Virginia (1902) 246
- John J. Walsh 261
Westdale i 272
Westdale ii 277
Weyburn 15
Byron Whittaker 158, 159
Willowdale 15, 270

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 \$ 100

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.

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.