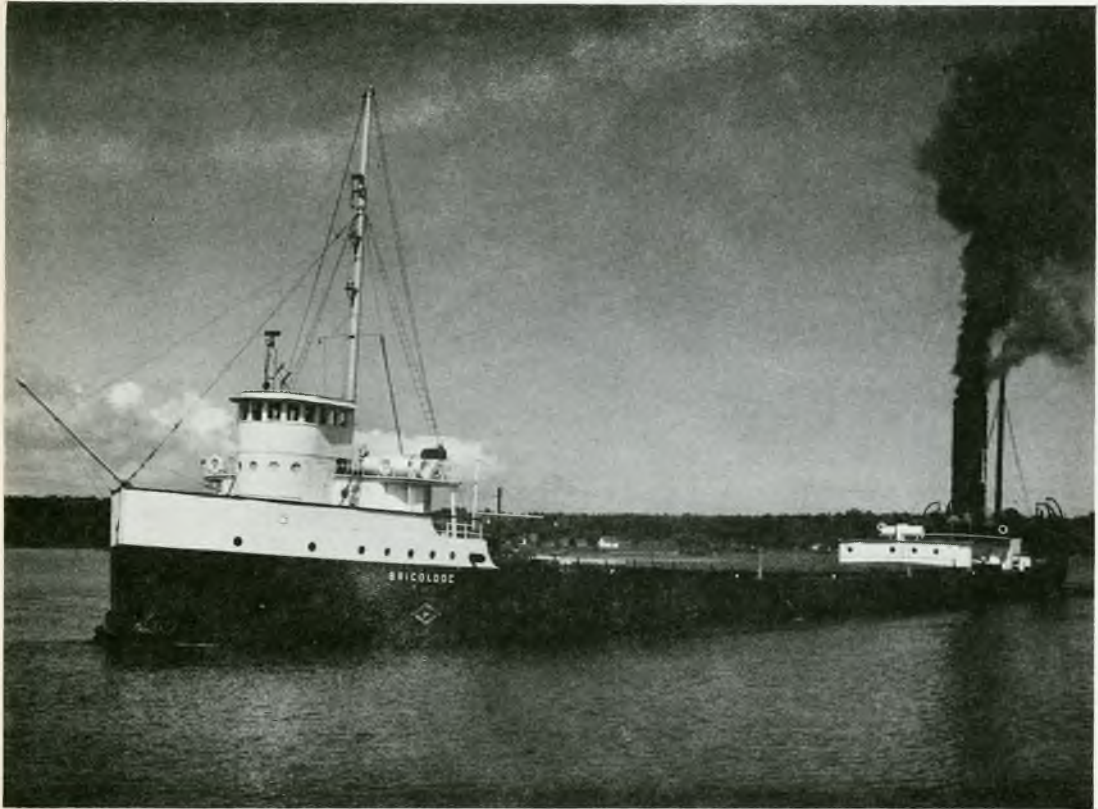


TELESCOPE

Volume 16, Number 2

February, 1967



**Great Lakes
Maritime
Institute**

DNMI

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

The MYSTERY of the D3'S ORGAN

About 1714 Thomas Brattle of Boston imported from England the first pipe organ in the United States which was installed in the King's Chapel. By the second decade of the twentieth century, the pipe organ had reached the zenith of its popularity in America. Even the unchurched were familiar with organ music which accompanied the silent films featured on the silver screens of their neighborhood theaters. It was not surprising, therefore, that those who planned the CITY OF DETROIT III should have included a pipe organ among her fittings. For one reason or other, the organ was removed from the ship years before she was decommissioned.

The real mystery, however, lies in the fact that this writer, who was a frequent passenger on the D3, and his parents, who were aboard as early as 1912, together with friends and relatives who often booked passage on her, never heard the organ played. If it was not played at all (which seems most unlikely), or not played often, then there must have been a reason. A plausible theory is that variable temperatures and high humidity on board ship may have caused mechanical difficulties resulting in costly maintenance problems. (Alas, few members of a ship's crew are organ masters.)

I accepted this theory for many years until a friend, Mrs. Muriel Craig of Grosse Point, Michigan, informed me that her late husband, a dockside supervisor for the D & C Lines, was personally acquainted with a staff organist at Detroit's Fox Theater who frequently boarded the D3 after the passengers had debarked and would spend an hour or more playing the ship's organ. This was the summer of 1928 when talking pictures were replacing most theater organists.

What was the attraction of this instrument to a professional musician whose job enabled him to play one of the largest pipe organs in the country? Perhaps the D3's organ was operated by tracker or mechanical action as opposed to electric contact between keys and pipe valves. Tracker organs have long been a curiosity to professional organists who frequently spend their vacations searching them out in old New England churches.

Regrettably the builder's plans and articles about the ship in marine publications of that day refer to D3's pipe organ in very general terms, giving no specifications or other pertinent details. If it was a tracker organ, then it had to be of foreign make. American manufacturers stopped building tracker organs in the 19th century, although firms like D. A. Flentrop of Holland still make them. (In fact, as late as 1959 a Flentrop organ was installed in Busch-Reisinger Museum of Harvard University, and countless organists from all over the United States and Canada visit Cambridge each year to play this exceptional instrument.)

Although only a small and perhaps insignificant phase of the D3's history, her pipe organ is of interest, especially to those of us who love organ music. Possibly the pipe and other metal parts were donated to a World War II scrap drive, but one would like to think - even hope - that the organ still exists somewhere and might some day be discovered and replaced where it belongs in the D3's Gothic Room which has been so magnificently restored at Detroit's Dossin Museum.

EDWARD E. ANDREWS

The Ill-fated Voyage

by SKIP GILLHAM



Photo by Skip Gillham

Each year numerous salties enter the Great Lakes system to deposit their sundry cargoes and exit with products destined for the ports of the world. A large percentage of these voyages are routine and uneventful; but the visit of the weather-worn, Greek Liberty ship PROTOSTATIS a) JOHN PHILIP SOUSA, b) ERATO, c) TAXIARHIS in 1965 aroused considerable interest as her attempts to clear the seaway were plagued with misfortune.

Built in 1943 at Jacksonville, Florida, by the St. Johns River Shipbuilding Company, the PROTOSTATIS had never previously achieved any degree of notoriety, but when she passed upbound at St. Lambert on September 5 her luck was destined to change. Scrap iron was loaded into her holds when she reached Detroit, and towards the end of September she cleared for Western Italy--- a destination she never reached.

While crossing Lake Ontario on the outbound passage, PROTOSTATIS ran hard aground on Traverse Shoal, not far from Picton, Ontario. Similar groundings occur from time to time throughout the Lakes, but this was the beginning of the end for the PROTOSTATIS. The initial attempts to free the vessel failed. Consequently the barge MAPLEHEATH a) TOILER was towed up from Kingston and lightering operations were begun. When she was finally pulled free by three McAllister-Pyke tugs on October 10, she was towed to Kingston where she dropped anchor in the shelter of Wolfe

Island, not far from the Kingston General Hospital. During the next few weeks she reloaded her cargo and made ready to be towed to Montreal. There she would be examined and repaired prior to attempting a fall crossing of the Atlantic.

There she would be examined and repaired prior to attempting a fall crossing of the Atlantic.

The outbound trip began anew under tow on November 16, but as the procession headed for the open water of the St. Lawrence, a stiff wind blew PROTOSTATIS hard aground off Quebec Head, Wolfe Island. Once again she could not be budged. Her owners, Lemos Shipping, were unable to invest the money required for salvage, so this time the ship stayed put.

The disenchanted officers, not finding the prospects of spending the winter aground on the St. Lawrence too attractive, and now without pay, abandoned the rusting vessel on December 6. These crew members, some of whom were sick and required hospital attention, contacted a Kingston lawyer in an attempt to sell the ship and regain some of their lost wages. However their efforts were fruitless, and so they left for home, but not before the captain was fined three thousand dollars in a Montreal court for dumping oil in the seaway on the inbound voyage.

Four eastern Ontario men now took advantage of the situation and boarded PROTOSTATIS to claim salvage rights, but they were ordered off by the officials of the Department of Transport. The vessel was then formally delivered to the receiver of wrecks at Kingston on December 10. This action made it necessary for the men to negotiate with the Canadian Federal Government for the removal of the ship and her cargo.

As winter set in salvagers and souvenir hunters began picking over the derelict at night and numerous items disappeared. At one point this activity caused a disturbance in the pulpits of Wolfe Island, as pastors requested their parishioners to return the "borrowed" items to the ship.

Eventually a deal was worked out with the government in which Ship Repair and Supplies of Toronto was able to purchase the salvage rights of the vessel. Then the old canaller KEYSHEY a) CLEARWATER, b) TRENORA, was pressed into service one last time as a lighter. Operations began on January 24, and the vessel finally slid free and reportedly embarked for Hamilton. These reports proved to be false, for after several days of battling the heavy ice of eastern Lake Ontario the convoy of tugs, led by the G. W. ROGERS, the KEYSHEY, and the battered, old Liberty crept into the safety of the Toronto Harbour. PROTOSTATIS remained in Toronto during the winter, and while the fate of the vessel was discussed pumps helped keep her afloat.

Under tow of the GRAEME STEWART and HELEN M. MCALLISTER the vessel was finally able to clear the Seaway on May 31. After being readied at a St. Lawrence River port, she was towed to Valencia, Spain, where she arrived for scrapping on July 5, 1966.

Thus the saga of a twenty-two year old Liberty ship came to a close. She had served a very useful existence in her lifetime, sailing the seven seas as a carrier of numerous cargoes. During the past few years many of these Liberty vessels have had to come face to face with the scrap yard, but few had such a string of misfortunes on their last voyages as did PROTOSTATIS.

The 'GOELETTES'

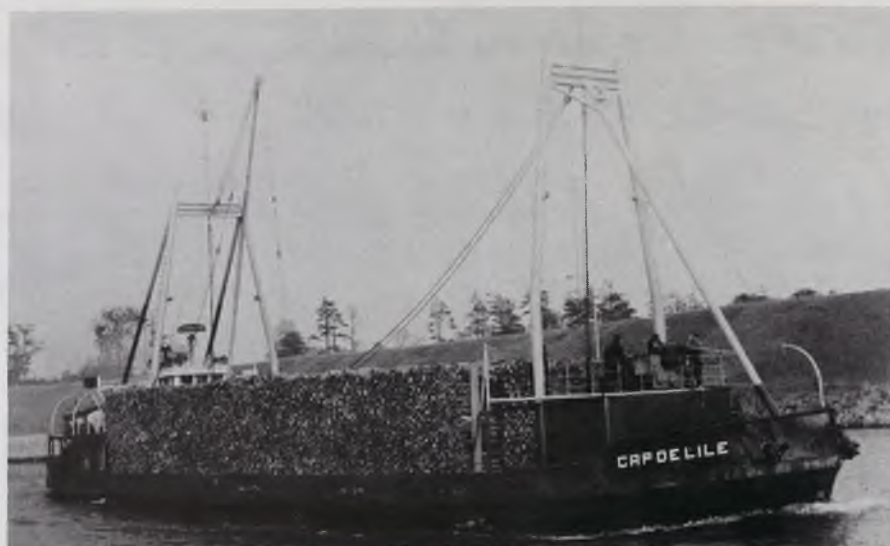
by K. C. GRIFFIN cont.



CABOT

Graetz Photo, Courtesy Clarke S.S. Co.

Basile Dufour, 10947 Lamoureux Street, Montreal, North.						
m FORT LEVIS	1930	317	130	26	11	Greenock, U.K.
Charles E. Dufour, Sacre-Coeur, Comte Saguenay.						
m H.A.B.	1926	116	84	25	9	L'Anse St. Jean.
Gerard Dufour, St. Bernard-sur-Mer, Ile-aux-Coudres.						
m ROSE HELENE	1924	128	75	27	8	La Petite Riviere St. Francois.
Henri Dufour, La Petite Riviere St. Francois.						
m L'ALIDA	1951	77	72	24	7	Maillard.
Philippe Dufour, St. Bernard-sur-Mer, Ile-aux-Coudres.						
m JEAN GUY	1949	121	73	27	8	LaPetite Riviere St. Francois.
Octave Fournier, Cap Chat.						
m JEAN EUDES	1942	141	85	28	9	La Petite Riviere St. Francois.
G. H. Marie Inc., St. Louis, Ile-aux-Coudres.						
m G. H. MARIE	1947	150	81	26	9	Riviere du Loup.



CAP DE LILE

Courtesy George Ayoub

Fernand Gagnon, La Malbaie. m ST. ANDRE	1956	222	98	29	9	La Malbaie.
Gabriel Gagnon, 1515 de la Ronde, Quebec. m ORLEANS	1946	337	128	28	12	St. Laurent.
Guy Gagnon, La Malbaie. m JEAN RICHARD	1959	225	96	28	9	La Petite Riviere St. Francois.
Louis P. Guimont, Les Mechins. m LOUIS G.	1914	150	92	28	9	Capucins.
Harney Brothers Co. Ltd., Rimouski Quay, Rimouski. m D'IVORA	1943	466	154	28	14	Beverley, U.K.
Guy Harvey, Cap-a-la-Branche, Ile-aux-Coudres. m ST. YVES	1903	319	113	29	13	Toronto.
Luc Harvey, St Louis, Ile-aux-Coudres. m MONT LAURIER	1943	167	87	28	8	Ile-aux-Coudres.
Louis H. Harvey, Ile-aux-Coudres. m L. P. CECILIENNE	1945	96	75	24	8	St. Simeon
Neree Harvey, Ile-aux-Coudres. m G. MONTCALM	1939	149	88	28	9	St. Joseph de la Rive.
Rosario Harvey, Cap-a-la-Branche, Ile-aux-Coudres. m MONT JOLI	1938	236	120	25	11	Meteghan, N.S.
Rosario (Abel) Harvey, Cap-a-la-Branche, Ile-aux-Coudres. m L'ETOILE DU ST. LAURENT .	1937	149	83	28	10	St. Laurent.
m NOTRE DAME DU CAP	1952	83	73	23	8	Ile-aux-Coudres.
Theodore Harvey, La Baleine, Ile-aux-Coudres. m ST. LOUIS	1951	171	89	32	9	Ile-aux-Coudres.



GHISLAIN MARIE

Courtesy George Ayoub

Wenceslas Harvey, Ile-aux-Coudres.					
m F. MARY	1945	149	89	29	9 Ile-aux-Coudres.
Hauterive Navigation Inc., Portneuf-sur-Mer.					
m SAVOIE	1895	359	130	25	12 Montrose, U.K.
La Cie de Navigation du Golfe Ltd., 1026 St. John Street, Quebec					
m CACOUNA	1964	1092	195	36	16 Lauzon.
m SILLERY	1964	1091	195	36	16 Lauzon.
Lorenzo Lachance, St. Laurent.					
m EDEE H.	1937	124	78	26	9 St. Fidele.
Edgar Lavoie, La Petite Riviere St. Francois.					
m MARIE RENEE	1957	204	97	30	11 La Petite Riviere St. Francois.
Francois-Xavier Lavoie, La Petite Riviere St. Francois.					
m JEAN YVAN	1958	113	84	24	8 La Petite Riviere St. Francois.
Germain Lavoie, La Petite Riviere St. Francois.					
m ST. FRANCOIS	1952	111	75	27	8 La Petite Riviere St. Francois.
Henri Lavoie, St. Irenee Les Bains.					
m ST. HILAIRE	1950	125	73	27	8 La Petite Riviere St. Francois.
Jean-Jacques Lavoie, Ile-aux-Grues.					
m LAVISIENNE	1949	148	78	29	8 St. Joseph de la Rive.
Louis-Rene Lavoie, La Petite Riviere St. Francois.					
m MONT NOTRE DAME	1938	149	88	27	9 St. Joseph de la Rive
Paul-Eugene Lavoie, Ile-aux-Grues.					
m ST. JACQUES	1951	65	57	21	8 Ile-aux-Grues.



PRINCE UNGAVA

Courtesy George Ayoub

Les Chargeurs Unis Inc., St. Joseph de la Rive.					
m AIGLE D'OCEAN	1919	432	135	29	14 Southampton, U.K.
Levis Shipping Ltd., 126 St. Peter Street, Quebec.					
m GUARD MAVOLINE	1941	465	154	28	14 Glasgow, U.K.
Lower St. Lawrence Transportation Co. Inc., 17 St. James St., Quebec					
m JEAN BRILLANT	1935	640	160	29	17 Newcastle, U.K.
(Passenger ship carrying 287 tons of cargo).					
Adrien Marier, St. Laurent.					
m D'AUTEUIL II	1945	229	101	30	10 St. Joseph de la Rive.
Maritime Agency Inc., P.O. Box 156, Station B, Quebec.					
m FORT LAUZON	1964	914	184	34	16 Sorel.
m FORT PREVEL.....	1917	319	135	24	12 Selby, U.K.
m FORT RAMEZAY	1963	916	184	34	16 Sorel.
Navigation Harvey & Freres Inc., St. Louis, Ile-aux-Coudres.					
m NORD DE L'ILE	1952	142	93	30	9 Ile-aux-Coudres.
Navigation Ile-aux-Coudres, Inc., St. Louis, Ile-aux-Coudres.					
m CAP DE L'ILE	1947	450	158	32	11 Lauzon.
North Shipping & Transportation Ltd., 70 St. Paul Street, Quebec.					
m CHARNY	1948	2068	299	46	16 Sorel.
m GASPESIEN (carferry)	1945	820	162	30	16 Blyth, U.K.
m STE. FOYE	1950	538	175	30	9 Montreal.
North Shore Shipping Lines Ltd., 6678 des Ecores, Montreal.					
m PRINCE UNGAVA	1936	2097	251	44	20 Wallsend, U.K.
Orleans Navigation Inc., St. Laurent.					
m MARIDAN C.	1946	1018	216	34	12 Aberdeen, U.K.
Gaetan Parent, Les Mechins.					
m L'ETOILE DE LA MER	1946	146	86	28	8 La Petite Riviere St. Francois.



MONTE STE. MARIE

Courtesy Robert E. Lee

Charles Pelletier, Riviere Ouelle.						
m RIV. OUELLE	1947	104	81	26	8	Riviere Ouelle.
Polaris Shipping Ltd., 1026 St. John Street, Quebec.						
m POLARIS EXPLORER	1962	605	155	32	15	Lauzon.
Portneuf Navigation Inc., Riviere Portneuf.						
m JEAN MAURICE	1942	149	87	28	9	St. Simeon.
Quebec, North Shore & Labrador Railway Co. 810 Cote de Liesse, Montreal.						
m INLAND	1950	1126	206	33	17	Goole, U.K.
Quebec Paper Sales & Transportation Co. Ltd., Donnacona.						
m DONPACO	1935	241	107	22	8	Lauzon.
m KERMIC	1937	247	107	22	8	Lauzon.
m NEWSCARRIER	1936	243	107	22	8	Lauzon.
Ro-Lor Inc., Matane.						
m MORRISBURG	1904	181	85	28	8	Montreal.
St. Charles Transportation Co. Ltd., 10 Blvd. des Capucins, Quebec.						
m FRANK J. HUMPHREY	1943	3643	317	50	25	Vancouver, Wash.
m GUY BARTHOLOMEW	1943	3636	317	50	25	Seneca, Ill.
m R. A. MCINNIS	1944	3645	317	50	25	Jeffersonville, Indiana.
m ROBERT MCMICHAEL	1943	3633	317	50	25	Evansville, Ind.
St. Simeon Navigation Inc., St. Simeon.						
m MIRON C.	1928	348	141	30	9	Montreal.
Transport Blanc Sablon Ltd., Rimouski.						
m CAP DIAMANT	1945	316	149	22	10	Kilpatrick, U.K.
Transport Desgagnes Inc., St. Joseph de la Rive.						
m MONT ROYAL	1944	201	99	30	10	St. Joseph de la Rive.
m MONT ST. MARTIN	1956	493	134	33	13	Lauzon.
m MONT STE. MARIE	1952	350	116	32	12	St Joseph de la Rive.



Courtesy Robert E. Lee

Transport Maritime Harvey Ltd., 3148 Des Galais Street, Quebec.

m LONGBOAT	1944	387	142	27	9	Goole, U.K.
m ST. PIERRE	1945	386	143	27	11	Wallsend, U.K.

Transport Maritime de l'Ile-aux-Coudres Inc., Ile-aux-Coudres.

m ST. BERTHE	1929	66	66	23	7	Chateau Richer.
--------------------	------	----	----	----	---	-----------------

Gerard Tremblay, St. Bernard-sur-Mer, Ile-aux-Coudres.

m NOTRE DAME DES MERS	1956	164	91	27	10	Ile-aux-Coudres.
-----------------------------	------	-----	----	----	----	------------------

Laurent Tremblay, St. Bernard-sur-Mer, Ile-aux-Coudres.

m AMANDA TRANSPORT	1941	150	89	28	9	Baie St. Paul.
--------------------------	------	-----	----	----	---	----------------

Lucien Tremblay, Riviere Portneuf.

m RIVIERE PORTNEUF	1941	150	88	27	9	Riviere Portneuf.
--------------------------	------	-----	----	----	---	-------------------

Charles J. Truchon, St. Fidele.

m CAP SAUMON	1945	450	158	32	11	Lauzon.
--------------------	------	-----	-----	----	----	---------



MENIER CONSOL

Courtesy Anticosti Shipping Co.



AIGLE D'OCEAN

Courtesy George Ayoub

ADDITION:

Chimo Shipping Ltd., St. John's, Newfoundland

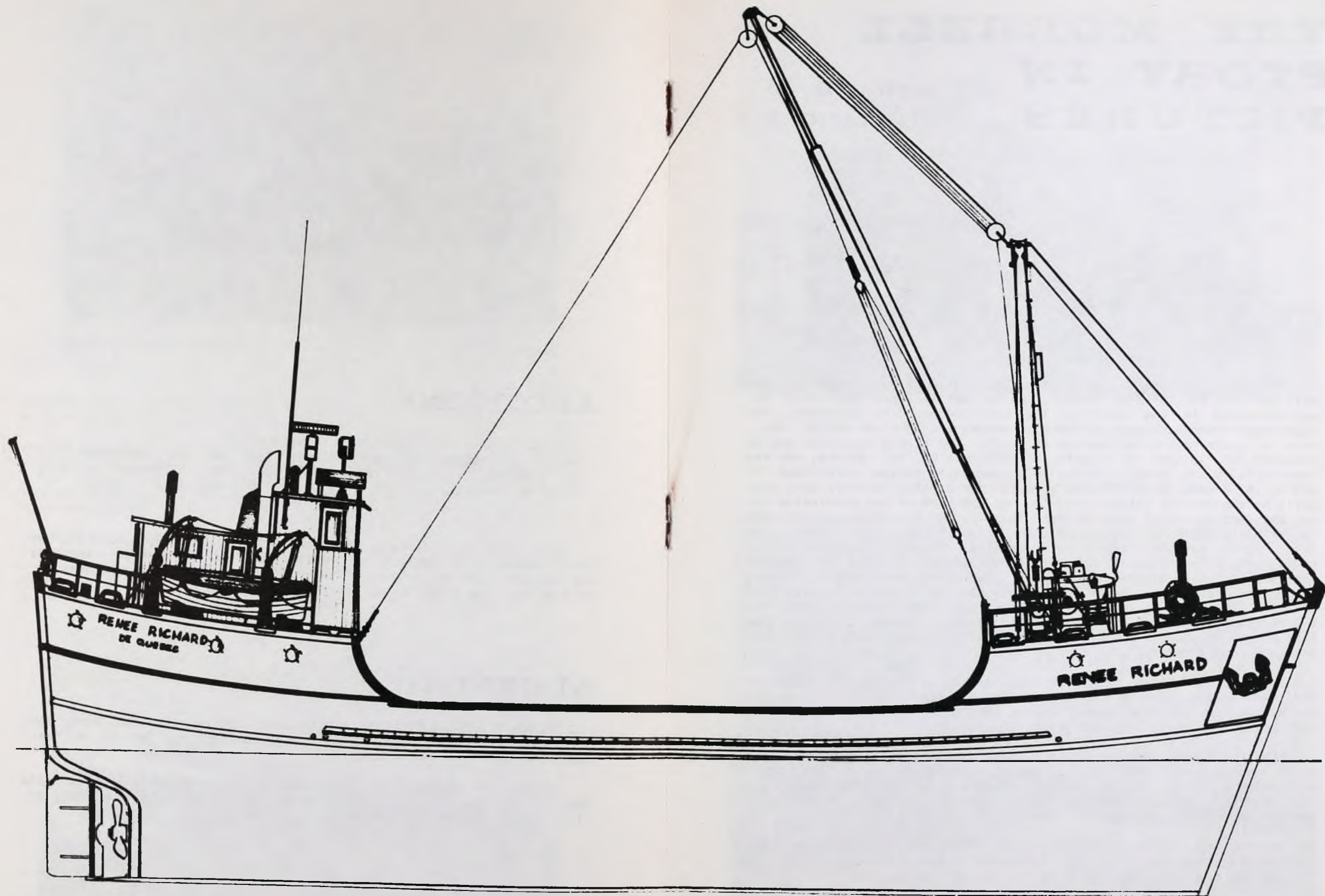
CHESLEY A. CROSBIE	1964	1,961	238	42	18	Port Weller
P.M. CROSBIE	1952	1,803	250	43	17	Birkenhead, U.K.
SIR JOHN CROSBIE	1962	1,859	238	42	18	Port Weller

Chimo Shipping Ltd. is added because the Clarke S.S. Co. Ltd. has chartered the P. M. CROSBIE for their Montreal to Newfoundland services and the other two ships are often seen in Montreal loading cargoes for the Labrador coast and Hudson Bay ports.

ADDENDA:

NELSON B., owned by Alphonse Bouchard, sank near Cape St. Mary, Nova Scotia on January 14, 1967, after having run aground. She is a total loss.

CACOUNA and SILLERY, formerly owned by La Cie de Navigation du Golfe Ltd. and POLARIS EXPLORER, formerly owned by Polaris Shipping Ltd., are all owned now by Canadian Vickers Ltd., Montreal.



L.O.A. - 98'

SCALE: $\frac{1}{10}$ " = 1'-0"

Mac Mackay
56 SUN. AUG. 7, 1966.

THE MORRELL STORY IN PICTURES

BY EDWARD J.
DOWLING S. J.



Upbound, empty at Sault Ste. Marie in August, 1966.

The DANIEL J. MORRELL was built at West Bay City, Michigan by the West Bay City Shipbuilding Company. She was her builders' hull #619, and was completed in the summer of 1906 and documented in September. Her registered dimensions were 580 feet in length by 58 feet by 32 feet, with a gross registered tonnage of 7239. Her triple expansion engine measured 24", 39" and 65" diameter of cylinders by 42" stroke, and had been built by the Detroit Shipbuilding Company's engine works near the old D.S.B. drydock on E. Atwater Street. Her original boilers were also built by the Detroit Shipbuilding Co. At the time of her completion she was the largest vessel built at West Bay City and the first standard 600 footer built there. A little more than a month later her sister ship HENRY PHIPPS, was completed at West Bay City. The MORRELL was built for the Cambria Steel Company's Great Lakes division, known as the Cambria Steamship Company. Almost simultaneously, two other large bulk freighters were completed by Superior Shipbuilding Co. at Superior, namely the EDWARD Y. TOWNSEND for the Cambria SS Co. and the GEORGE F. BAKER for the Pittsburgh SS Co. the TOWNSEND and the BAKER were actually a few feet longer than their Bay City confreres, being registered at 586 feet between perpendiculars.

Throughout her sixty year life, the DANIEL J. MORRELL was owned by the same company. From 1906 until 1927 Cambria Steamship Co. was managed and operated by the M.A. Hanna Co. From 1927 on the Cambria vessels were operated by Bethlehem Transportation Corporation.

When the MORRELL and the TOWNSEND came out they were painted in the early Hanna colors, black hull, white forecastle and cabins and black stack with a white shield and emblem on it. Around 1910 the Hanna star with the red "H" replaced the shield emblem on the stack. In 1927 they took on the Bethlehem's colors, red hull and yellow stack.

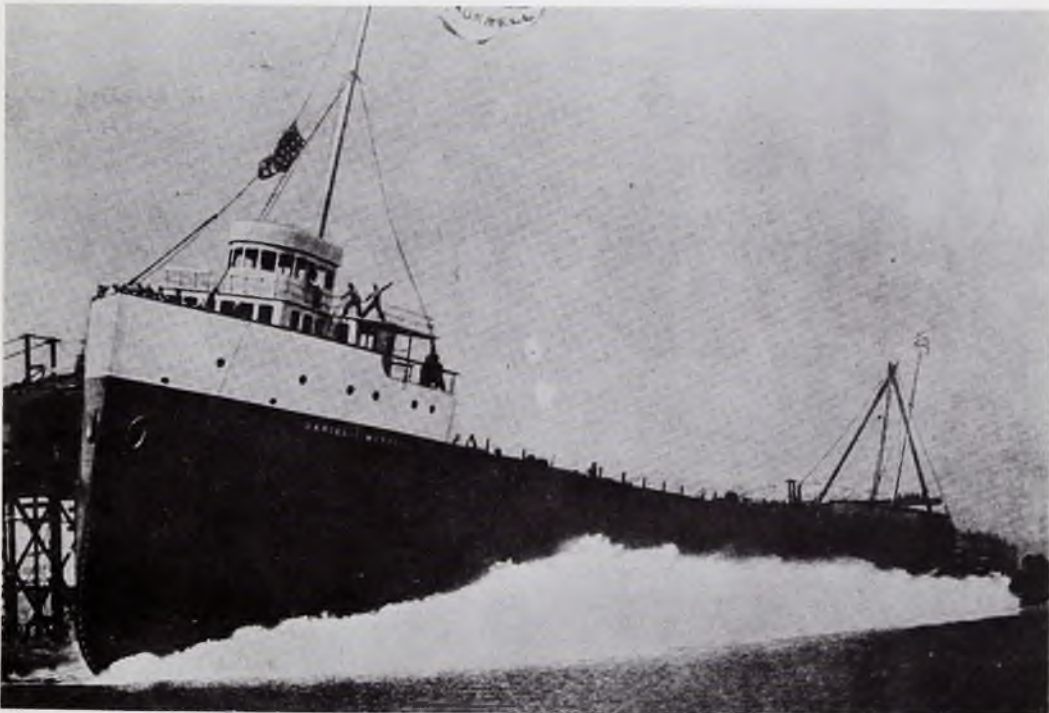
In 1945 the DANIEL J. MORRELL'S old boilers were replaced by new Babcock and Wilcox Boilers, and in 1956 her triple expansion engine was removed in favor of a more powerful Skinner Unaflow Engine.

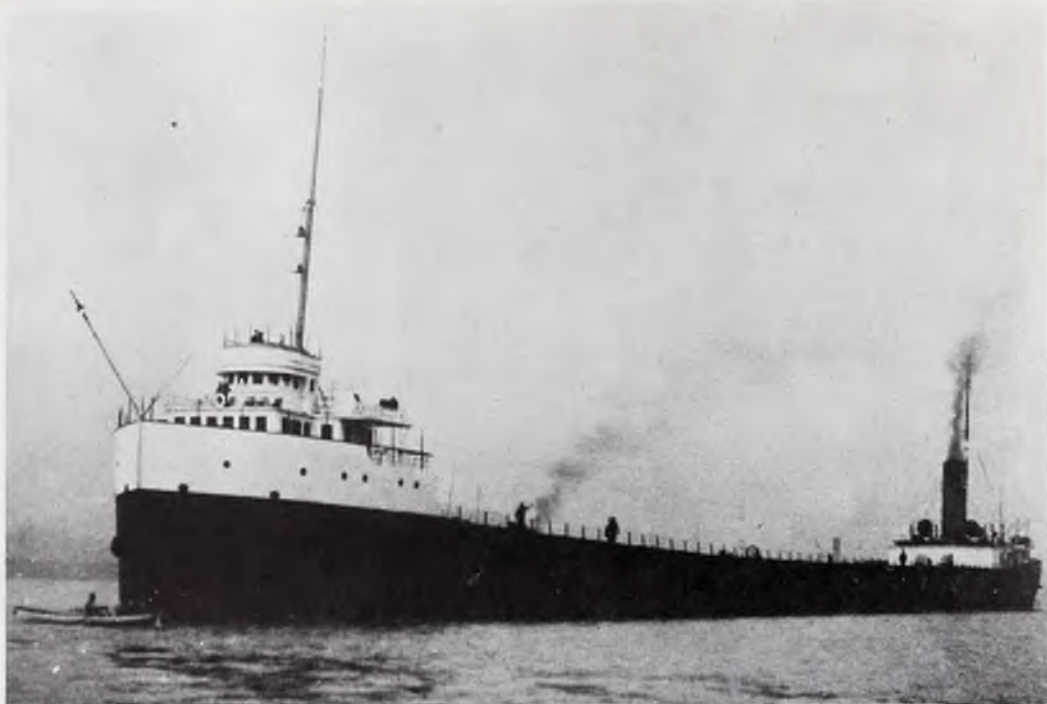
Our illustrations show the MORRELL'S career from 1906 to 1966.



DANIEL J. MORRELL on the ways immediately before launch.

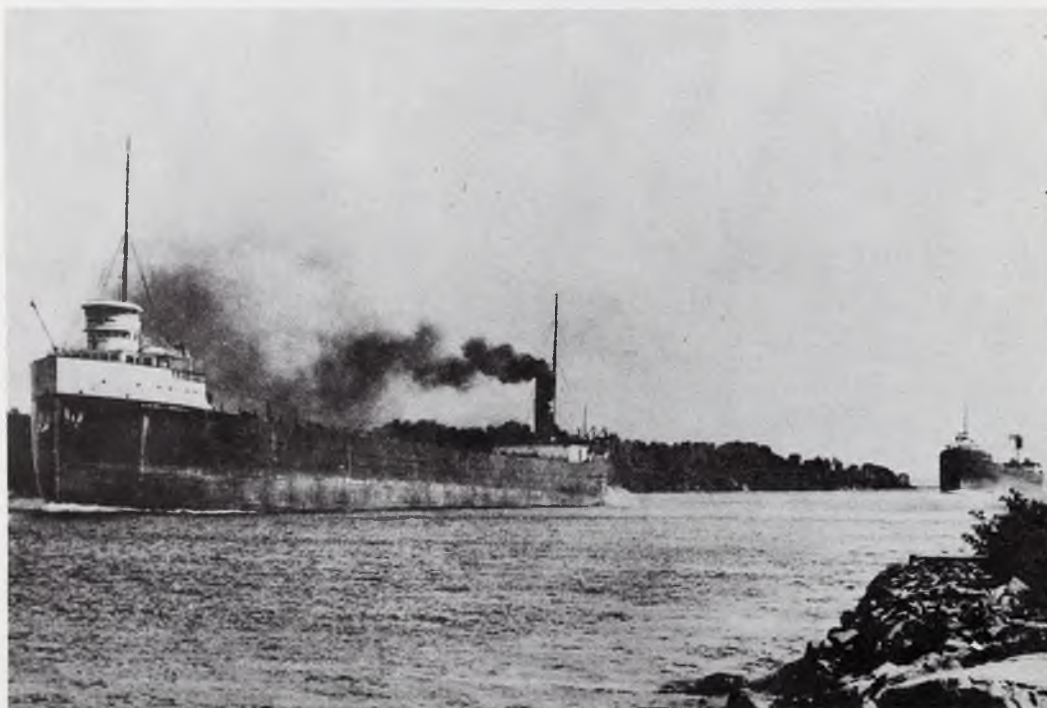
The launch of the DANIEL J. MORRELL.





The MORRELL in early Hanna colors. Note the open topped pilot house and the very tall masts.

Taken from a postcard, the MORRELL is shown coming up Little Rapids Cut at the Soo, with the Hanna star on her stack, and a third story pilot house.





In Bethlehem colors in the late Forties, the MORRELL is seen downbound on the Detroit River. Her new pilot house and texas, added in the thirties, is seen here.

Passing downbound under the Blue Water Bridge late in October, 1966.





CURATOR'S CORNER

by
ROBERT E. LEE, *Curator,*
Dossin Great Lakes Museum

This column is the place where the Museum often gives "thanks" to people who contribute, in one way or another, to its success and good image. Usually these thanks go to donors who have contributed an item to the collections. Occasionally, though, another kind of contributor warrants our appreciation, and such is the case here.

You'll note a change in the masthead of *Telescope*...we have a new Editor. The former Editor, after five years of unselfish service to the cause of Lakes history, has found the burden too great, along with his other commitments, to continue. We can certainly understand this.

Editing *Telescope* is a full time job!

Gordon P. Bugbee has a long record of contributions to the Museum and the Institute. Our library is much richer for those books that he purchased, first for his own enjoyment, then later shared with us, by placing them where we could make use of them. The Museum's first Guide Book, and a later revision, were the one-man effort of Gordon P. Bugbee. This was an exercise in frustration, for to be of value, such a book must be up to date. On the other hand, to be worthy of its position, a museum must constantly change its items on display or it will grow stale. The book became outdated, and by this time Gordon had undertaken far too much work with *Telescope* to allow his working on another edition of the Guide Book.

As is often the case, in the acceptance of a task, Gordon took on the editorship of *Telescope* as a "temporary" fill-in at the time of George Young's untimely death. Typically, for Gordon, he picked up the reins and rode off with them as though he had always been doing it. The results speak well for themselves, and they speak as well, for *Telescope*, the Institute, the Museum, and Gordon.

As a result of the high excellence shown in articles presented in *Telescope*, many of which he authored himself, the American Association for State and Local History granted the Institute an award in 1965. This was Gordon's award!

Quite some time ago, the Institute presented Gordon an honorary life membership in recognition of his contributions. This is really the highest award the Board of Directors can make...and its already been made. All we can do now is say, "Thank you Gordon, for a very fine job."

The Museum, through its Curator, is saying that here. Thank you, Gordon. It has been a fine experience working with you, and in some sense, working for you.

And now, may you find time to do some of the many things that you want to do...things *Telescope* wouldn't leave time to do.

Rest assured of one thing; should time become a problem, because, with too much of it time can be troublesome, speak up! We most certainly will be able to find another job for you.

GREAT LAKES AND SEAWAY NEWS

Editor, Frederic E. Weber,
8326 Greenlawn, Detroit, Michigan 48204
Seaway News Editor, George Ayoub

Correspondents:

George Ayoub, *Ottawa* Edwin Sprengeler, *Milwaukee*
Barry Gillham, *Toronto* Otto Strek, *Detroit*
Dan M. Weber, *Toledo*

December 21...Two crewmen were in serious condition and two others injured by an engine room explosion aboard Misener's NIXON BAY (a. MERTON E. FARR), which occurred while she was laying up for the winter at Port Colborne. Damage to the ship was minor.

December 23...Dennis N. Hale, the only man who survived the MORRELL sinking, searched his memory as he testified to a five member Coast Guard Board of Inquiry. The Board met in the top deck solarium of Ashtabula General Hospital, where he has been a patient since early this month. He gave his account of the sinking and of the time he spent on the raft. Hale, who was a deck watchman, said that, "Water ballast tanks on the MORRELL leaked into the cargo holds", and that he saw, "At least a thousand rivets marked with white paint indicating they needed repair." The board recessed for at least ten days after Hale's testimony.

...Salvage operations to raise the M.V. CABOT are underway by Marine Industries Ltd., and Foundation Maritime jointly.

December 28...Stockholders of American Steamship Co. have approved sale of their company to Oswego Steamship Corp. of New York City.

...The Navy will use divers to try to locate and inspect the hulk of the MORRELL for the Coast Guard.

December 29...Pickands Mather & Co. has acquired the 590-foot Great Lakes bulk freighter WILLIAM P. SNYDER JR. from Shenango Furnace Co., of Pittsburg, for its Interlake Steamship Co. division.

January 1...1966 was the highest year since 1957 for ore shipments on the Lakes. The total hit 71,764,863 gross tons.

January 3...The U.S. Seaway Development Corp., in a report to Secretary of Commerce John T. Conner, has recommended that tolls on the Seaway be raised 10% for the shipping season of 1967 through 1971. It also recommended that Canada's share of tolls be raised from 71% to 72%, and urged that nothing be done about the Welland Canal proposed lockage charges until further studies have been completed.

GREAT LAKES AND SEAWAY NEWS

January 4...Legislators from the Great Lakes region and parts of the Midwest plan to fight toll hike on the Seaway.

...Fjell-Oranje Line's SVANEFJELL in from Rotterdam became the first ship arrival at Montreal from overseas in 1967.

...Cleveland Tankers has bought the tanker MARTHA E. ALLEN from National Marine Service of St. Louis, Mo. She will replace the tanker PLEIADES which was sold three weeks ago to Charles Kurz & Co., of Philadelphia. They will trade the PLEIADES into the Maritime Administration in return for a Mission type tanker in the reserve fleet.

January 5...A team of underwater specialists from Ocean Systems Inc. of Arlington, Va., will send a television camera to the bottom of icy Lake Huron trying to locate the ore carrier DANIEL J. MORRELL. The search will get underway today if the weather is all right.

...Sen. Nelson (D-Wis.) announced that Peterson Builders, Inc. Sturgeon Bay, Wis. has been awarded a 5.8 million dollar contract to build three Navy coastal mine sweepers.

...Capt. William L. Hull, former master of the MORRELL, testified before the MORRELL Board of Inquiry. He contradicted a great deal of testimony about the boat's condition given Dec. 23, 1966, by its only survivor, Dennis N. Hale. He also insisted that virtually all repairs requested last winter were made and that damage to the tanks was repaired as it became necessary during the 1966 shipping season. He also said two of the tanks continued to leak but not to a significant degree. Capt. Hull summarized that the MORRELL was fit for service when he was aboard it and gave him no reason for concern. He left the MORRELL in August 1966.

January 6...Two Coast Guard cutters the TUPELO and the KAW were ordered into the lower Detroit River today to break up windrowed pancake ice blocking the upper end of the Livingston Channel. Earlier the CRISPIN OGLEBAY (a. WM. LIVINGSTON, b. S.B. WAY) became ice-bound in the Channel and had to be freed by two Great Lakes Towing Co. tugs the MAINE and the OREGON. The OGLEBAY along with the BEN CALVIN (a. WILLIAM C. AGNEW, b. GEORGE F. RAND) and ROBERT S. McNAMARA (a. STADACONA, b. W.H. McGEAN) are on the coal run from Toledo to Detroit.

January 7...Searchers on the Coast Guard cutter BRAMBLE using a TV camera equipped with a 50,000-watt light have located the stern section of the DANIEL J. MORRELL. It is laying in 220-foot of water about 16 1/4 miles almost due north of Pointe Aux Barques, Michigan.



N.M. Paterson & Sons, Ltd., ship PRINDOC at Iroquois, Ont., October 16, 1966 (photo by George Ayoub).



The new stern trawler GRAND PRINCE outward bound at Iroquois, Ont., December 3, 1966. This ship suffered a \$100,000, fire just hours before she was due to be christened at Port Weller, Ont., on November 19, 1966. There was some concern that she would not be repaired in time before the Seaway closed, but she made it. (Photo by George Ayoub).

January 10...The tanker MERCURY (a. RENOWN, b. BEAUMONT PARKS) was freed from a field of ice by the Coast Guard cutter SUNDEW off Washington Island in Northern Lake Michigan about 25-miles southeast of Escanaba, Michigan.

...Paterson's PRINDOC laid up at Cardinal, Ontario, broke loose from her moorings and drifted helplessly downstream towards a head-on collision with the Iroquois Dam. Only man aboard, the ship-keeper, was working down in the engine room when he became aware of the ship's movement. She rolled heavily under the force of strong winds, with the port bow anchor dragging, and finally was brought to a stop when a second anchor was released near the American shore. The vessel was expected to return back to its berth under its own power with the starting up of its own engines. PRINDOC was tied up at the Canada Starch dock along with HAMILDOC and KINGDOC, and caused some damage when her stern collided with the latter's bow.

January 11...The MERCURY reached Escanaba escort of the cutter SUNDEW.

...The Coast Guard cutter WOODBINE is scheduled to escort the carferry CITY OF GREEN BAY (a. WABASH) across Green Bay, an arm of Lake Michigan from Sturgeon Bay to Menominee, Michigan. Ice in that area is seven inches thick.

January 12...The earliest opening on record for the Port of Toronto was established by the departure of the tanker CEDAR-BRANCH, owned by Branch Lines, Ltd., Sorel, for Clarkson, Ont. (She returned to her winter lay-up in the Port of Toronto after making four trips to Clarkson).

...Frank D. Brian of Ogdensburg, who served aboard the MORRELL in 1964 and 1965 as a watchman and a wheelman, told the Coast Guard Board of Inquiry that at no time did he observe anything unusual in the condition or performance of the craft. The Board recessed the hearing indefinitely.

...Two more suits were filed in Federal Court in Buffalo against Bethlehem Steel in behalf of two crewmen estates.

...The tanker DETROIT was freed from ice in the Straits of Mackinaw. She became lodged in ice four to six feet thick and required assistance from the icebreaker MACKINAW.

January 13...The Dodge luxury yacht DELPHINE will begin a new career as a world touring antique gallery. The 46-year old steam yacht went to the east coast five years ago, and has been sold to the Toledo Galleries and will be taken to Jacksonville, Fla.

January 14...A new record for transportation of iron ore, coal, grain, and limestone on the Great Lakes was established by the U.S. and Canadian bulk fleets in 1966.

January 16...The former "Mayor of the Detroit River," Sparkman D. Foster, 69, is dead. He was considered the dean of Great Lakes admiralty attorneys.

...The coastal freighter CABOT, which capsized on December 16, 1966, at Montreal, has been raised in an upright position though still resting on the bottom. It is expected that she will be refloated within a week. Cause of the sinking has not been determined.

January 17...Four suits totaling \$2.4 million were filed in U.S. District Court in Cleveland, against Bethlehem Steel Corp. and Cambria Steamship Co. by widows of men who went down on the MORRELL. Seven suits seeking a total \$3.3 million have been filed in Cleveland and two in Buffalo for \$350,000.

...John N. Turner, minister without portfolio in the Canadian Cabinet, startled fleet operators at the annual conference of the Dominion Marine Association and the Lake Carriers Association in Montreal when his talk aroused speculation that many old vessels might be taken out of commission either this year or next, if not by their owners, then by the Canadian Government. In his talk, he hinted that the Canadian Government might take drastic action soon in its own maritime industry to prevent a recurrence of the DANIEL J. MORRELL disaster.

...At an earlier session of the Conference, Rear Adm. Charles Tighe, commandant of 9th Coast Guard District, said one of the Coast Guard's big ocean-going "wind class" icebreakers might be brought into Lake Erie this spring to help open the navigation season in the Buffalo area.

January 19...The tanker MERCURY was freed from an ice field at the entrance to Grand Haven harbor, in Lake Michigan, after she and the Coast Guard cutter WOODBINE has been beset there since afternoon of January 18. The WOODBINE broke loose first and freed the MERCURY. The cutter RARITAN, from Milwaukee, was standing by.

...The cutter BRAMBLE arrived at the scene of the MORRELL disaster, and divers are expected to start examining the sunken after-end hull. The operation has been held up by bad weather.

January 20...Lawyers of the Bethlehem Steel Corp. filed a petition in U.S. District Court in Cleveland for exoneration or limitation of liability in connection with the sinking of the DANIEL J. MORRELL in Lake Huron November 29, 1966. Bethlehem's lawyers said the suit was a procedural step taken in conformity with federal laws to bring all interested parties into a single court where the extent of liability can be determined.

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.



1965

GREAT LAKES MARITIME INSTITUTE

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

Directors:

Edward E. Andrews	James C. McDonald
Donald V. Baut	Emory A. Massman, Jr.
Henry D. Brown	Robert Radunz
Lloyd Chapman	Donald Richards
Kenneth L. Fairbanks	Otto Streck
William A. Hoey	Rev. Peter Van der Linden
C. Patrick Labadie	Frederic E. Weber
William Labonville	William M. Worden
Robert E. Lee	

TELESCOPE

Editor, Donald Richards
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 Streck

GREAT LAKES AND SEAWAY NEWS

Editor, Frederic E. Weber,
 8326 Greenlawn, Detroit, Michigan 48204
Seaway News Editor, George Ayoub
Correspondents: Edwin Sprengeler
 George Ayoub Otto Streck
 Barry Gillham Dan M. Weber

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