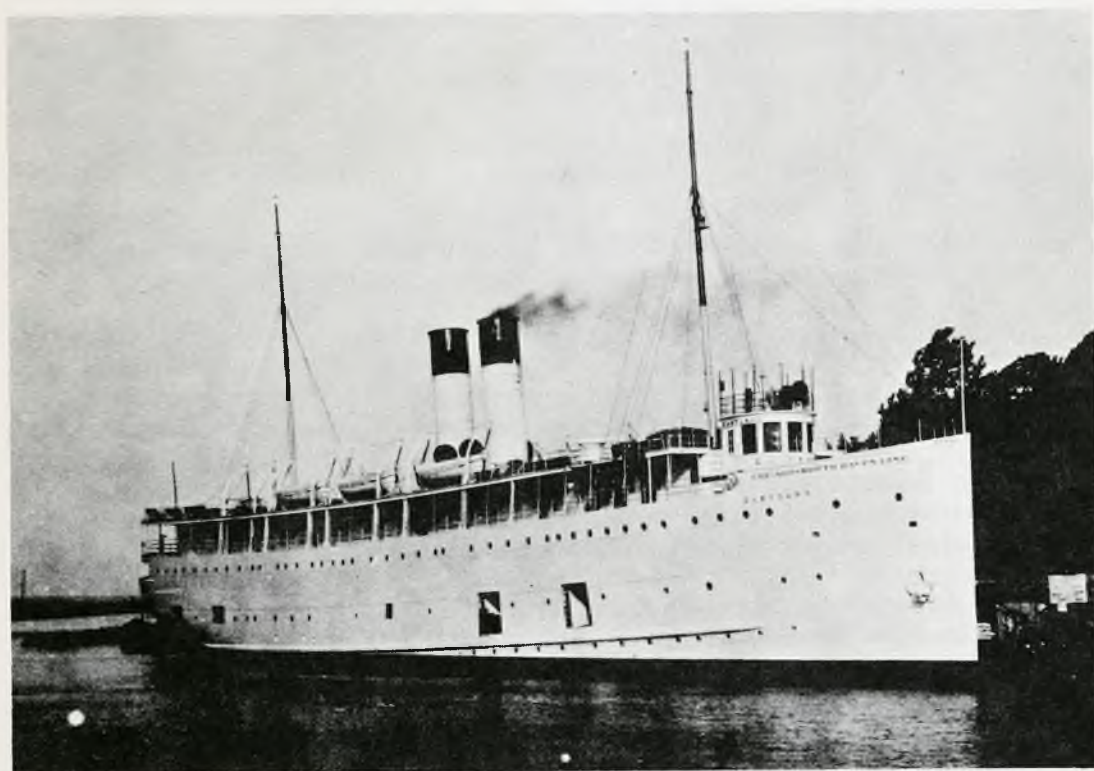


TELESCOPE

June, 1967

Volume 16, Number 6



**Great Lakes
Maritime
Institute**



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

EDITOR'S NOTE

I would like to thank all of the people who answered the call for help in the December issue. Several articles were received and will be used in future issues. An offer of help came from Superior, Wisconsin and an article from Kansas City, Missouri. My biggest problem is answering the letters and offers. TELESCOPE takes quite a bit of time to get together each month plus making a living and a family and household chores leaves me very little time to write to every one. Ken Griffin who contributed the article and fleet list on the "goettes" never did receive any communication from me. For this I am very sorry and I will take time right now to say thank you Ken. So please keep the articles and stories coming and if you don't hear from me right away, keep looking and I will eventually write, even if its only a post card at first.

COVER

An early view of the EASTLAND, Jenk's best known hull, shows her at South Haven in her first season. Dossin Collection.

CENTER PAGE

AMOCO MICHIGAN: built in 1928 at Lorain, Ohio as the ROBERT W. STEWART (US227263) for the Standard Oil Company of Indiana. 379.5 X 52.2 X 25 feet, 4161/3025 tons. Renamed in 1963 when Standard reorganized as the American Oil Company. Built on the Isherwood system (longitudinal framing), with 7 tanks port and starboard. Two oil fired Scotch Boilers, 15.4 X 11.6' (#180), 3 cylinder TE engine, 23½ X 38 X 63½ with 42" stroke (Am. Ship) 2000 hp.

The smaller of four near sisters, AMOCO MICHIGAN has been moored at Bay City, Michigan as a reserve ship for the Amoco Fleet since 1964. Her sisters are the:

AMOCO ILLINOIS (Ex. WILLIAM P. COWAN) 1918

AMOCO INDIANA (Ex. RED CROWN) 1937

AMOCO WISCONSIN (Ex. EDW. G. SEUBERT) 1930

MEETINGS

There will be no regular meeting in July. There will be an informal get-together on the last Thursday in July which is the 27. We will meet on the Bob-0-lo boat at the 6:00 P.M. sailing. See you there. The meeting in August will be a business meeting and will take place on the 25th, the last Friday of the month.

There will be a SPECIAL meeting on Saturday, September 30th. This will be for all members. It is something new so keep this date open. It will be in the evening. Details will be in next months TELESCOPE.

The JENKS SHIP BUILDING Co.

by Rev. Peter Van der Linden

The Detroit Fire Department was in need of a new fireboat and successfully completed a contract with the Jenks firm in August of 1902. The engines of the old DETROITER were installed in the new tug that bore the name JAMES R. ELLIOTT. This staunch craft was fitted with the best and most up to date fire-fighting equipment and the latest electrical devices by the General Electric Co. Scheduled for completion by December, the ELLIOTT was launched on the 29th of November. The 110 foot tug is still in service today as the small Canadian ferry NORMAC.

A few smaller projects crowded the yard still further in this busy year. The Chesbrough brothers wanted a steel 50 foot yacht and contracted for it while the United States Lake Survey ordered seven catamarans 40 feet in width in May. Each of these had two large cylinders 30 feet long and 40 inches in diameter. When completed all would be fastened together and the entire width would be 280 feet. These were used to sweep the bottom of the river channels of obstructions and keep the dredged channels safe for shipping.

Because of the large volume of work the company tried to negotiate for a better site for the yard. A plot of land on the St. Clair River below the city limits and just east of Ravenswood was the proposed site. Options were obtained on all the parcels with the exception of one small piece. This would later prove to be the financial undoing of the entire firm. The property proved to be unsuitable for heavy construction and the money invested in it was lost. In early summer efforts to combine the yards which were building steel vessels into another trust similar to the American Shipbuilding Company which had proved so successful were under way. Mentioned in the report were the Jenks, Columbus Iron Works, Great Lakes Engineering, the Ship Owners Dry Dock Co., and the Craig Shipbuilding Co. of Toledo. These two projects occupied the time and the efforts of the executives of the company during the summer months. With a little more foresight and ingenuity they might have just as successfully been launched as most of the steamers in their yard. However, neither was brought to completion and the company would soon feel the effects of their misplay. None had the foresight to understand the vagaries of complicated industrial development.

Contracts for a passenger vessel for the Michigan Steamship Co. were let in November of 1902. For a yard that had specialized in freighters and tugs of both wood and steel construction, this was



NORMAC

AUTHOR'S COLLECTION

an entirely new concept. The planning of such a ship would entail much more than they expected. As a result, the work, though very satisfactory, was to prove extremely exacting. Captain Perue of the Michigan Steamship Co. directed the bids. The steamer to be built had to be twin-screw and one that would have a speed of 20 knots or better. She would be 285 feet in length, 38 foot beam, and 19 feet of draft and was to carry passengers and freight. 100 staterooms were to be built on her upper decks, the three lower decks would be of steel, and the hurricane deck of wood. She would be used on the lucrative run between Chicago and lower Western Michigan ports in a highly competitive service. The main deck would be used for freight and the next two would be partitioned into staterooms. (Later these would be removed as the ship entered the excursion trade and the number of staterooms were no longer needed). Sidney G Jenks would design the ship and she would be called EASTLAND, a name that would never be forgotten in the annuals of shipping on the Lakes.

The cargo freighter F. B. SQUIRE for the Mack Interests was the last vessel to be built in the yard. She was ordered in early 1903 and launched that October. As happened in this year, a temporary decline in orders for new vessels hit every yard very hard. No more contracts followed this one but the yard would still be very busy that fall and winter with the repairing of older vessels. The SQUIRE was completed in 1904 and made her first trip in the spring. She was a little smaller than her previous sisters but lacked none of the most modern equipment. Among the ships to be repaired or rebuilt that winter of 1903-04 was the new EASTLAND. Since she had not met her designed speed of 20 knots that first summer, the Michigan Steamship Company demanded that revisions be made to enable the boat to overcome this deficiency. She was given the newest equipment and forced draft for her boilers to meet the requirements. Many other minor changes were also made during her stay. In 1904 she again resumed her regular schedule and this time proved that she was truly the



W.G. MASON

AUTHOR'S COLLECTION

fastest vessel on the Lakes at the time. On July 27, 1904 she made the trip from Chicago to Grand Haven in the record time of 3 hours and 44 minutes, averaging a speed of better than 21 knots. Her owners were more than pleased with the job she was doing and even contemplated building another sistership to place on the cross-lake run.

The shipbuilding concerns on the Lakes suffered a temporary decline from the late summer of 1903 until well into September of 1904. No contracts for new steel freighters were let in any of the yards. Pessimists among the vessel men feared the industry had seen its last boom days. The shortage of contracts hit hard along the Lakes but was felt most severely in the Port Huron area. The Columbia Iron Works, which had begun on such an encouraging promise of success, had failed after less than a year of operation. The canallers, WINNEBAGO and JOHN C. HOWARD, were finished there but the two large cargo steamers for J. C. Gilchrist were hardly underway. The firm folded and came under receivership in the fall of 1903. Now two huge shipyards with all the modern equipment to service the vessel fleets were idle. The Jenks yard had seen the last of its bulk carriers launched, but the Columbia Iron Works would soon be activated again. In 1904 a new firm called the St. Clair Engineering Company was organized and took over the property and equipment, including the contracts for the two Gilchrist ships. Great Lakes Engineering Works leased the entire yard late in the fall of 1904, purchased the yard outright in August of 1905, and completed the work on the two boats. It then kept the yard until 1911 when the entire operation was moved to Ashtabula, Ohio.

In December 1904, the Jenks Ship Building Company merged with the defunct Dunford and Alverson Dry Dock Company with a yard on the St. Clair River. Thomas Dunford the genius behind many a wooden vessel built in Port Huron for the past 40 years, died in April of 1902. He had been in partnership with Frank Leighton who began the yard, and later with Del Alverson who had retired after 20 years on the job in

1901. The Jenks firm had desired a St. Clair River frontage for many years and quickly snapped at this opportunity to acquire the dry docks from the Dunford Estate. Early in 1905 they were consolidated and became known as the Port Huron Construction Company. The new officers were: S. G. Jenks, president; F. J. Dunford and W. G. Jenks, vice presidents; W. G. Moore, treasurer; and A. M. Carpenter, secretary. The plant of the new company embraced 33 acres with a St. Clair River frontage of 2,100 feet. The dry dock, which was 400 feet long was to be converted and lengthened to 700 feet and the gate widened so as to admit a 60 foot beamed vessel. The three ship building berths, one alongside the dry dock about 400 feet long, and two on the banks of the St. Clair River, one 700 and the other 800 feet long were to be put to use soon.

All the buildings were to be built of steel framework, equipped with electric traveling cranes. At first, only the buildings for the operation of ship construction would be built. Later in the year new buildings for machine shops, boiler shop and foundry, plus a fine office building would be added. The piles and timbers to be used in the construction were arriving at the property and one berth was to be ready by spring.

The opportunity of expanding this yard and fixing up the existing facilities lay ahead of them once again. The future again seemed bright but this was soon dissipated by the recurring troubles that had besieged them so frequently in the past. The yard was kept busy with various repair jobs but the proposed lengthening of the dry dock progressed only very slowly. None of the organizers could reach a satisfactory decision about resuming the parts of building construction and so, by the end of 1905, the yard once more was put up for sale. Some of the faithful workers who had remained through all the past tempests now deserted the sinking ship. One was John Sinclair, the foreman, who left to take a similar post in Manitowoc. The venture failed. Repairs continued to be made on some ships, but even these were few and far between.

By December of 1906 a new firm had taken over. This time it was called the Port Huron Contracting Company and was reported by the marine magazines and newspapers around the Lakes to be ready for business. Operations were resumed at the old yard on the Black River while the former Dunford yard lay idle except for an occasional repair job. The new firm intended to built large dredge hulls for the ships engaged in dredging the channels for the giant carriers being built in other yards on the Lakes. The need for this type of craft was at its peak at this time and the opportunity of resuming ship construction was a golden one. The yard was in fair shape, the materials were at hand, some of the former shipwrights were still willing to come back and more could be obtained at a moments notice, but the leadership and teamwork of the organizers just was not to be had. There was no guiding spirit as in the past. There was no Orrin Jenks to lead. The property that had been purchased a few years back turned out to be worthless for ship construction and the capital, so foolishly invested in it, was gone forever; an unfortunate turn of events.

What little work that was done by this new firm before its final demise in 1914 can be summed up in this final paragraph.



THIS CUT OF THE THREE ORIGINAL BUILDINGS of the Phoenix Iron Works appeared in a booklet about Port Huron published in 1889. It is the property of Eugene H. Moak.

This is a partial list of the vessels that were powered by engines that were built by the Phoenix Iron Works of Port Huron.

Str. CITY of PORT HURON	built in	
Str. WESTFORD	" " "	1869 at Trenton by Turner
Tug ELMER	" " "	1882 at Mt. Clemens
Tug WISCONSIN	" " "	1885 at Green Bay by Thrall
Str. MIAMI	" " "	1888 at Marine City by Lester
Str. AZTEC	" " "	1889 at Marine City by Lester
Str. CHEROKEE	" " "	1889 at Marine City by Lester
Str. PAWNEE	" " "	1889 at Marine City by Lester
Str. P.J. RALPH	" " "	1889 at Marine City by Anderson
Str. TOLTEC	" " "	1889 at Marine City by Lester
Str. EUGENE C. HART	" " "	1890 at Manitowoc by Burger & Burger
Str. WELCOME	" " "	1878 at Fort Howard by A. Johnson; 2nd engines are by Phoenix
Str. O.O. CARPENTER	" " "	1891 at Port Huron by Jenks
Str. J.D. MARSHALL	" " "	1891 at South Haven by Perue
Str. PRESTON	" " "	1891 at Green Bay Thrall

Str. WHITE STAR	" " "	1874 at Oswego by Goble & McFarlane engines are from 1891
Str. DESMOND	" " "	1892 at Port Huron by Jenks
Str. Iroquois	" " "	1892 at Marine City by Lester
Str. LLOYD S. PORTER	" " "	1892 at Port Huron by Jenks
Str. H.E. RUNNELS	" " "	1893 at Port Huron by Jenks
Tug C.D. THOMPSON	" " "	1893 at Port Huron by Jenks
Str. NORMANDIE	" " "	1894 at Green Bay by Thrall
Tug B.B. INMAN	" " "	1895 at Port Huron by Jenks
Tug ADVENTURER	" " "	1895 at Two Harbors
Str. LINDEN	" " "	1895 at Port Huron by Jenks
Str. BLACK ROCK	" " "	1897 at Port Huron by Jenks

This list is of the vessels and engines that were built by the
Jenks Ship Building Co. at Port Huron after 1900.

Str. CAPTAIN THOMAS WILSON	built in 1900
Str. RAVENS CRAIG	" " " 1900
Str. HENRY STEINBRENNER	" " " 1901
Str. KENNEBEC	" " " 1901
Str. CHARLES S. NEFF	" " " 1901
Str. JOHN B. COWLE	" " " 1902
Str. KANAWHA	" " " 1902
Str. EASTLAND	" " " 1903
Str. F.B. SQUIRE	" " " 1903

SPECIAL MEETING
SATURDAY
SEPTEMBER 30th

Tugs of the G. L. D. and D. Co.

by Rev. E. J. Dowling S. J.

JAMES A. DUBBS See JAMES H. CASSIDY.

JAMES EDWARD (US.206692), 1909 at Ferrysburg, Michigan by Johnston Bros. Steel steam tug, 73 X 19 X 10. Sold. Later converted to diesel and renamed TERRY E. BUCHANAN. Scrapped, 1963.

EFFIE L. (US.135155), 1875 at Cleveland by LaFranier Bros. Wooden steam tug, 60 X 16 X 7. Abandoned, 1933.

ELSIE NELL (US.209124), 1911 at Erie, Pa. Wooden steam tug, 53 X 15 X 6. Burned near Drummond Island, 8-27-1935.

C. W. ELPHICKE (US.126569), 1889 at Benton Harbor, Mich. by E.W. Heath. Wooden steam tug, 64 X 16 X 6. Abandoned, c. 1912.

GEORGE EMERSON (US.85843), 1884 at Buffalo by G.H. Notter. Wooden steam tug, 61 X 15 X 8. Later Canadian GEORGE EMERSON (C. 122437). Out of Canadian List, 1941.

TEMPLE EMERY (US.145421), 1886 at W. Bay City by James Davidson. Wooden steam tug, 83 X 21 X 10. Abandoned, 1923.

EMPIRE STATE (US.229432), 1930 at Manitowoc by Burger Boat Co. Wooden diesel workboat, 37 X 11 X 5. Abandoned, 1950.

EMPIRE STATE (US.261932), 1951 at Madisonville, La. by Equitable Equipment Co. Steel diesel workboat, 41 X 12 X 7. In fleet, 1965.

ERIE (US.136602), 1897 at Detroit, Mich. Wooden steam tug, 60 X 16 X 8. Abandoned, c. 1915.

WILLIAM P. FEELEY (US.219137), ex. U.S. Army Engineer's DEGOLIA, ex DEGOLIA (civilian), 1919 at New Orleans by Johnson Iron Works. Steel steam tug, 94 X 24 X 12. Later MARTIN H. BRENNAN. Scrapped, 1957.

WILLIAM P. FEELEY (US.258233), ex. G.W. CODRINGTON, ex. A.T.A. 230, 1949 at Orange, Texas by Levingston. Steel diesel tug, 134 X 33 X 17. In fleet, 1965.



PAUL W. DICKINSON

AUTHOR'S COLLECTION

GARDEN STATE (US.270999), 1956 at Toledo. Steel diesel workboat,
42 X 12 X 6. In fleet, 1965.

WILLIAM C GAYNOR (US.272731), 1956 at Bay City by Defoe. Steel
diesel tug, 88 X 26 X 10. In fleet, 1965.

EDWARD GILLEN (US.136214), 1891 at Buffalo. Wooden steam tug,
68 X 18 X 10. Abandoned, 1924.

GOLDEN (US.86194), 1892 at Milwaukee by Wolf & Davidson. Wooden
steam tug, 64 X 17 X 8. Abandoned, 1922.

GOLDEN STATE (US.231494), 1932 at Manitowoc by Burger Boat Co.
Wooden diesel workboat, 41 X 12 X 5. Abandoned, 1951.

GOPHER STATE (US.228526) ex. SANDS, 1929 at Manitowoc by Burger
Boat Co. Wooden diesel workboat, 41 X 12 X 5. Sold. In
service, 1965.

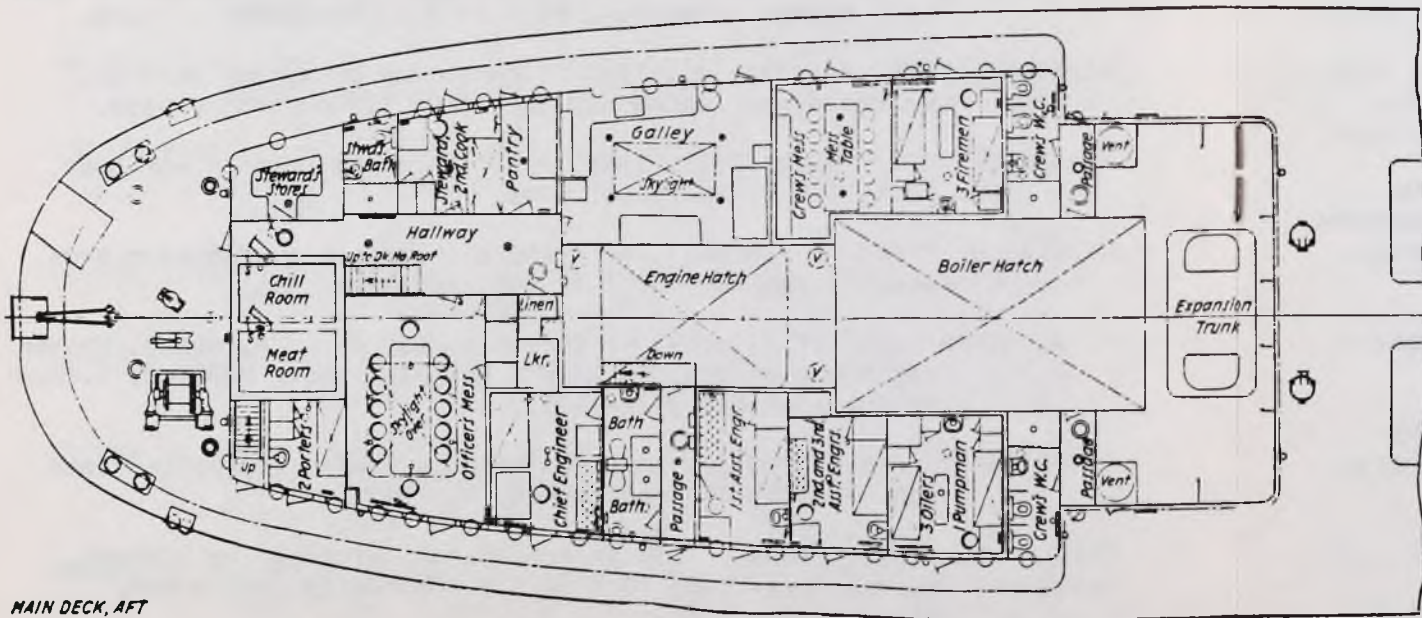
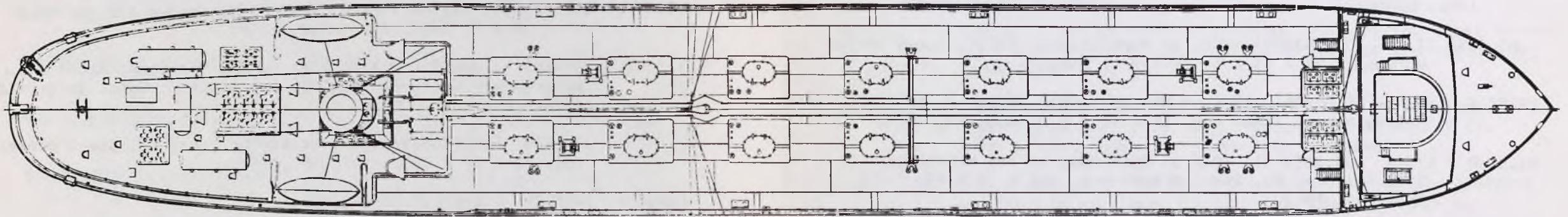
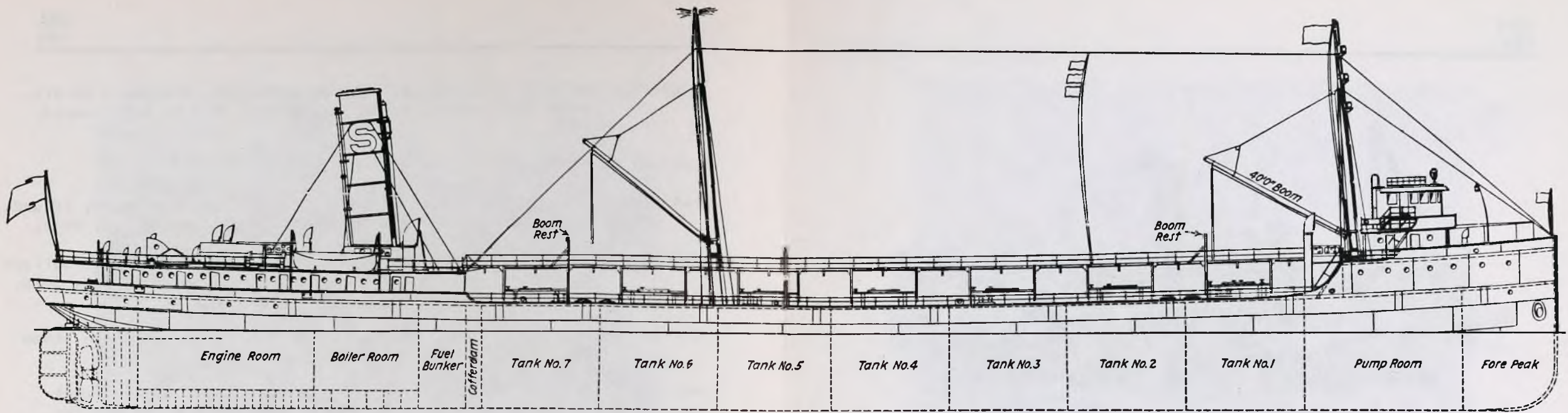
GOPHER STATE (US.272820), 1956 at Toledo. Steel diesel workboat,
42 X 12 X 5. In fleet, 1965.

GRANITE STATE (US.280231), 1959 at Toledo. Steel diesel workboat,
42 X 12 X 5. In fleet, 1965.

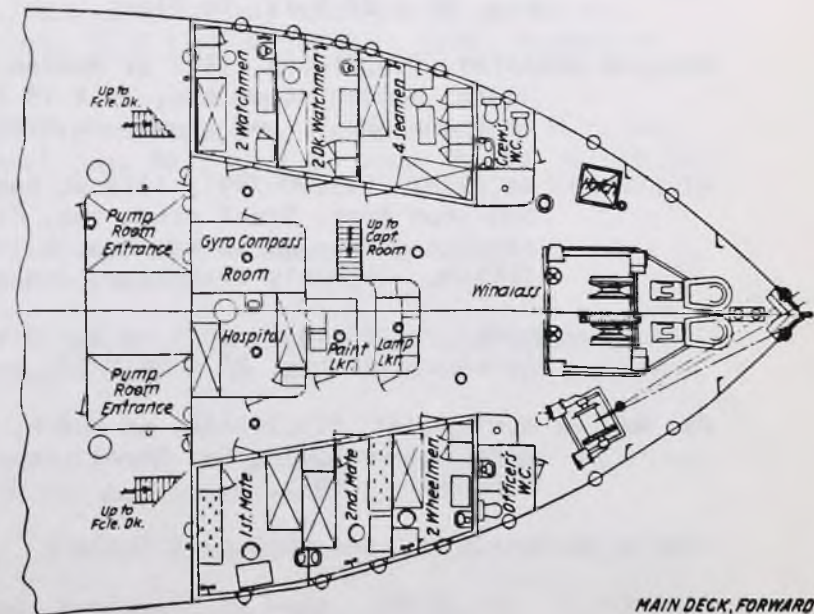
ANDREW H. GREEN (US.107229), 1896 at Benton Harbor, Mich. by E.W.
Heath. Wooden steam tug, 73 X 20 X 10. Dismantled, 1911.
Engines rebuilt for tug ANDREW H. GREEN (ii)

ANDREW H. GREEN (US.208478), 1911 at Ferrysburg, Mich. by Johnston
Bros. Steel steam tug, 86 X 21 X 10. Scrapped, 1957.

- GUNDERSON BROTHERS (US.86236), 1892 at Sheboygan, Wisconsin by Rieboldt and Wolter. Wooden steam tug, 75 X 14 X 8. Junked, 1922.
- LANGDON C. HARDWICKE See MARTHA C.
- HASSAYAMPA (US.207708), 1910 at Sault Ste. Marie, Michigan by Edwards Bros. Composite steam tug, 60 X 18 X 8. Abandoned, 1933.
- MARTIN G. HAUSLER, JR. (US.225044) ex. JOHN CONNELLY, 1925 at Buffalo by Globe Shipyard Co. Steel diesel tug, 62 X 17 X 8. Sold. Later FLORENCE S. In service, 1965.
- CHARLES HENRY (US.125824), 1880 at Cleveland by Smith. Wooden steam tug, 45 X 13 X 7. Abandoned, c. 1909.
- HOOSIER STATE (US.258766), 1938 at Fort Wayne, Ind. Steel diesel workboat, 42 X 12 X 8. Sold. Later TOMMY B. In service, 1965.
- HUDSON (US.223118), 1923 Marinette, Wisconsin. Wooden gas workboat, 54 X 14 X 7. Sold. Abandoned, 1956.
- IRIS (US.259484) ex JANET E., 1950 Port Huron, Michigan. Steel gas-powered workboat, ex fish tug, 34 X 9 X 3. Sold. In service, 1965.
- GEORGE H. JACKSON (US.240692), 1941 at New Orleans, La. Steel diesel tug, 60 X 17 X 8. Out of USMV, 1945.
- GEORGE H. JACKSON See E.C. DEMPSEY.
- ROSE JACKSON (US.130199) ex NORTH MUSKEGON, 1881 at Muskegon by Seth Lee. Wooden steam tug, 63 X 14 X 7. Abandoned c. 1910.
- KEYSTONE STATE (US.229433), 1930 at Manitowoc by Burger Boat Co. Wooden diesel workboat, 37 X 11 X 5. Abandoned, 1954.
- KEYSTONE STATE (US.272233), 1956 at Toledo. Steel diesel workboat, 40 X 12 X 5. In fleet, 1965.
- WILLIAM H. KINCH (US.81846), Ferrysburg, Michigan by Johnston Bros. Steel steam tug, 68 X 17 X 9. Scrapped, 1951.
- M. A. KNAPP (US.92528), 1893 at Benton Harbor by E. W. Heath. Wooden steam harbor tug, 66 X 18 X 9. Sold. Later MABLE G. Burned at Philadelphia 3-24-1922.
- C. W. KRAFT (US.220360), 1920 at Chicago by Kraft. Composite steam tug, 74 X 19 X 9. Abandoned, c. 1943.
- FRED A LEE (US.121019), 1896 at Port Huron, Michigan by Stewart. Wooden steam tug, 70 X 16 X 9. Foundered Lake Huron, 11-13-1936.



MAIN DECK, AFT



MAIN DECK, FORWARD



JAMES EDWARD

COURTESY THOMAS MANSE

- LONE STAR STATE (US.292389), 1963 at Port Lavaca, Texas. Steel diesel workboat, 41 X 13 X 5. In fleet, 1965.
- HARRY C. LYDON (US.96394), 1898 at Benton Harbor, Michigan by E.W. Heath. Wooden steam tug, 69 X 18 X 9. Abandoned, 1924.
- WILLIAM A LYDON (US.225913), 1926 at Manitowoc by the Manitowoc Ship Building Co. Steel diesel tug, 102 X 36 X 13. In fleet, 1965.
- DELMUR C. LYNN (US.297417), 1965 at Port Arthur, Texas. Steel diesel tug, 90 X 27 X 12. In fleet.
- WILLIAM McCARTHY (US.81566), 1897 at Benton Harbor, Michigan by E.W. Heath. Wooden steam tug, 70 X 18 X 10. Junked, c. 1911. Engines rebuilt and placed in WILLIAM J. McCARTHY.
- WILLIAM J. McCARTHY (US.209789), 1912 at Ferrysburg, Michigan by Johnston Bros. Steel steam tug, 82 X 21 X 10. In government service during World War I as A.T.S. Tug No. 6. Later CENTRAL. Recently dieselized and sold to coast.
- JOHN A. McGUIRE (US.267403), 1954 at Bay City, Michigan by Defoe. Steel diesel tug, 78 X 24 X 10. In fleet, 1965.
- DR. WALTER G. McGUIRE (US.213668) ex HURON, 1915 at Cleveland by Great Lakes Towing Co. Steel steam tug, 68 X 17 X 11. Scrapped in 1952.
- JOHN A McCORMICK See FRED A. RICHARDS.
- MARGUERITE (US.92583), 1894 at Cleveland. Steel steam tug, 46 X 14 X 7. Scrapped, 1924.



WILLIAM J. MCCARTHY (ii)

AUTHOR'S COLLECTION

- MARION (US.92852), 1898 at Buffalo by Union Dry Dock Co. Steel steam tug, 70 X 18 X 8.5. Sold. Still in service and now has a diesel engine.
- GENERAL E. M. MARKHAM (US.215738) ex DETROIT, 1917 at Cleveland by Great Lakes Towing Co. Steel steam tug, 68 X 17 X 11. Sold. Still afloat, but presently inactive.
- MARTHA C. (US.223766), 1924 at Manitowoc by Manitowoc Ship Building Co. steel diesel tug, 80 X 21 X 9. Later LANGDON C. HARDWICKE. In fleet, 1965.
- JOHN MARTIN (US.75452), 1871 at Algonac, Michigan by A. Smith. Wooden steam tug, 57 X 13 X 6. Sold in 1922. Abandoned in 1923.
- MARY C. (US.223767), 1924 at Manitowoc by Manitowoc Ship Building Co. Steel diesel tug, 80 X 21 X 9. Later ROBERT M. TROTTER. In fleet, 1965.
- MAUD S. (US.91361), 1881 at Buffalo. Wooden steam tug, 58 X 15 X 7. Sold. Abandoned, c. 1924.
- OSCAR F. MAYER (US.207111) ex A. FISHER, 1909 at Ferrysburg, Mich. by Johnston Bros. Steel steam tug, 68 X 16 X 9. Scrapped in 1951.
- MEDINA (US.92238), 1890 at Buffalo by O'Grady & Maher. Wooden steam tug, 66 X 17 X 10. Abandoned, c.1910.
- H.A. MELDRUM (US.96459), 1899 at Buffalo by W.J. Hingston. Wooden steam tug, 78 X 20 X 10. Sold, c.1933. In service, 1965 in New York Harbor as a diesel tug.

MARINE GALLERY

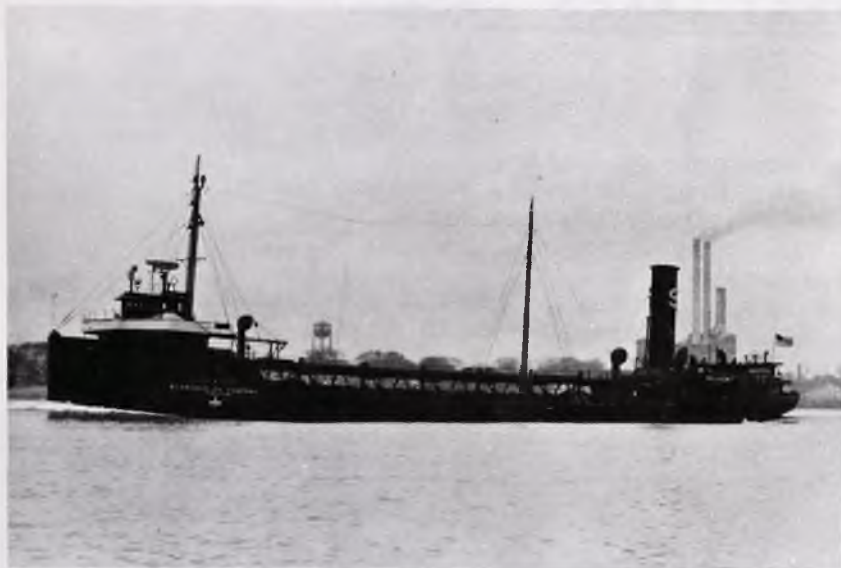


AMOCO ILLINOIS(b) WILLIAM P. COWAN(a). Built by American Ship Building Co. in 1918. 420 X 55 X 28 feet 5429/3962 tons. Triple expansion engine 26 X 41 X 67½ inch cylinders with a 42 inch stroke, 2400 hp. Three Scotch boilers 14' X 11'. Photo downbound at Ballards Reef Channel, Detroit, Michigan in 1965.

AMOCO WISCONSIN(a) EDWARD G. SEUBERT(a). Built in 1930 by the Manitowoc Ship Building Co. 390 X 53 X 27 feet 4432/2724 tons. Triple expansion engine 23½ X 38½ X 63 inch cylinder with a 42 inch stroke, 2400 hp. Two Scotch boilers 15'4" X 11'6". Photo at Indiana Harbor, March 1966.



The AMOCO Fleet...1967



ROBERT W. STEWART(a) AMOCO MICHIGAN(b). See page 114 of this issue for details. Photo upbound at Dossin Museum, Detroit River, 1957.

RED CROWN(a) AMOCO INDIANA(b). Built by Manitowoc Ship Building Co. in 1937. 454 X 55 X 28 feet 5443/3363 tons. Triple expansion engine 25 X 41 X 68 inch cylinders with a 42 inch stroke, 2500 hp. Two Scotch boilers 16'6" X 12'. Photo downbound in the St. Clair River at St. Clair in 1959.



GREAT LAKES *and* SEAWAY NEWS

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BURLINGTON (a. HEKRY W. OLIVER, b. S.B. ROBBINS) unloading her last cargo at the Canada Malting Elevator in Toronto on March 5, 1967. She was towed to Stelco on March 28, 1967 to be scrapped. Photo by B. Gillham.

April 3...Milwaukee's Coast Guard base will receive a new barracks, mess and recreation building as the House in Washington passed legislation for it.

April 16...The German ship TRANSATLANTIC became the first salty into Milwaukee.

April 28...The ice breaking tender J.E. Bernier was launched at Lauzon, by Davie Shipbuilding Ltd., for the Canadian Coast Guard Service. Built at a cost of \$5,266,786, the new vessel will go into service this summer in the St. Lawrence River and Gulf, replacing C.C.G.S. SAUREL and CHESTERFIELD.

May 2...SHELTER BAY (a. JAY C. MORSE) went aground off Royale Island in the Brockville narrows of the St. Lawrence River. She struck a submerged object in the channel and began taking in water so fast, she was beached to avoid sinking. A temporary patch will be made before attempting to refloat the ship. ...The crane boat W.C. RICHARDSON (a. WAINWRIGHT) grounded at Little Current, Ont., a small iron ore port on Georgian Bay. Some bottom damage was reported.

May 3...The big Coast Guard icebreaker MACKINAW (a. MANITOWOC) is in Manitowoc, Wis., for her annual maintenance.

May 4...The old excursion steamer CANDIANA has been sold to Waterman Steamship Corp. apparently for trade-in to the Maritime Administration on a vessel of the reserve fleet. Such a trade-in usually means she will be scrapped.

...A herd of 900 Holstein cows were loaded aboard the salty CERES in Toronto, for the Canadian Flood Relief for Italy fund. ...CONGAR (a. REDHEAD, b. BLUE CROSS, c. LAKE TRANSPORT) clears Toronto for Port Credit and then Hamilton for her first trip in 3 or 4 years.

May 5...The Canadian freighter GEORGE M. CARL (a. FRED G. HARTWELL, b. MATTHEW ANDREWS) hit a fender boom at St. Lambert Lock. Traffic was delayed four hours while the boom was replaced.

May 6...TECUMSEH enters Welland Canal and clears as the NEW YORK NEWS.

...Painters put the name Ensign Trader on the side of the SASKADOC (a. W.E. REIS, b. URANUS) in Toronto and gave her an orange funnel with a purple "P" in preparation for a C.B.C.-TV program.

May 8...More than a dozen boats were hove to outside Cleveland breakwater waiting for the current of the swollen Cuyahoga River to subside.

May 10...Two former bulk carriers the TAMPICO and the ADRIAN ISELIN (both now barges) have cheated the scrapper's torch once more. They will become breakwater sections at a power plant near Kewaunee, Wis.

May 11...Huron County (Mich.) Probate Judge Neil R. McCallum has ruled that the four missing sailors of the sunken ore carrier DANIEL J. MORRELL are legally dead.

May 14...The Japanese freighter TETSUKUNI MARU, on her first trip through the Welland Canal, struck the west bridge abutment of the New York Central railroad bridge at Port Colborne, Ont. This caused minor damage to the vessel but put the bridge out of commission for several days.

...The GOLDEN HIND is still aground and lightering equipment has been ordered from Amherstburg, Ont. It is feared southwest winds might force the vessel further on to the reef before the equipment can arrive.

May 17...Upper Lake's CANADIAN CENTURY arrives in Toronto with a load of coal for the R.L. Hearn Steam Generating Station on her maiden voyage from Genneaut, Ohio.

...The GOLDEN HIND was refloated early today when she was pulled off the reef. She will be moored at Port Colborne until damage has been surveyed.

May 18...The Coast Guard cutter SUNDEW was dispatched to escort the THOMAS E. MILLSOP (a. WILLIAM C. ATWATER, b. E.J. KULAS, c. BEN MORELL) into Escanaba, Mich. after she reported a partial breakdown in her engines at the northern end of Lake Michigan.

...Captain Thomas A. Allen, master of the PHILLIP R. CLARKE was named the fifth Commodore of the Pittsburgh Fleet. He succeeds Capt. Edward G. Baganz, who retired in January, 1966.

May 20...Columbia Transportation's self-unloader W.W. HOLLOWAY (a. H.A. Hawgood, b. C. RUSSELL HUBBARD) had an unusual mishap in the Trenton Channel of the Detroit River, when she lost her huge Ka-Me-Wa propeller and part of the shaft as she was heading for dock. She called for tugs and was towed to safety. Divers are trying to find it on the rocky, uneven bottom.

...The CANADIAN CENTURY is still in Toronto as she has been unable to unload due to a minor malfunction of equipment.



May 15...The 620-foot Canadian bulk carrier GOLDEN HIND (a. IMPERIAL WOODBEND) of the Mohawk fleet, went aground in Lake Erie, on a reef off Cassidy Point, a mile east of Port Colborne. She has a load of grain on her and has sustained a hold in her forward compartment. Efforts to refloat her are underway.

...Construction of a log boom designed to reduce flooding on the St. Lawrence River is being planned by the D.O.T. The experiment will be on Lac St. Pierre above Trois-Rivieres. The purpose is to keep shore-locked ice from breaking away and jamming.

May 16...The Captain of the British salty MARATHA ENDEAVOUR was fined \$1,200 for oil spillage in Montreal harbor. The incident took place about a month ago when oil spilled over from overflowing tanks during refueling at an oil depot.

...The Norwegian freighter SUNPOYNA is aground in a slip of the Ontario Paper Co. at Thorold, Ont., just off the Welland Canal. She put a hole in her hull by striking an object while entering the slip. The ship is carrying a cargo of bauxite.



The former LAKE TRANSPORT, which had been laid-up at Toronto, has been renamed CONGAR, and is now in regular service through the Seaway. Johnstone Shipping Ltd., Toronto are the new owners. She was previously reported sold for service as a refueling tanker in Montreal harbor, but this deal evidently fell through. Photo taken May 7, 1967, at Iroquois, Ont. by George Ayoub.

MANTADOC in the Welland Canal on April 15, 1967. This was her maiden voyage. Photo by B. Gillham.

May 22...Work began on the first excavation for the new Welland Canal bypass.

May 23...Heavy fog closed the Welland Canal early today for two hours on the upper level. Traffic resumed at 7 a.m.

May 25...The Canadian freighter LAKE WINNIPEG (a. TABLE ROCK, b. NIVOSE) set a new record for her own capacity, with 1,087,208 bushels of barley. This is the first million-bushel cargo ever carried by one vessel.

May 26...The Quebec and Ontario fleet has renamed their new vessels the TECUMSEH and the GRIFFON, the NEW YORK NEWS and the FRANQUELIN, respectively.

May 27...C.S.L.'s WESTMOUNT, R.C. PETMAN (a. E.B. OSLER, b. OSLER and MIDLAND PRINCE are tied up west of the Grain Elevator in Kingston, Ont.



PAT-SAN-MARIE - New Diesel Dragline Scallopier. Built by Sturgeon Bay Ship Building & Dry Dock Co., for Boat "Pat-San-Marie" Inc. (Hull #268) Launched, Sept. 15, 1966. Dim. 100.6' x 24.1½' x 13.6'. Photo shows the new fishing trawler on her way for delivery to owners. Taken at Iroquois, Ont. May 14, 1967, by George Ayoub.

CURATOR'S CORNER

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



The De Roy Hall addition to the Dossin Museum continues to progress, but at a slightly diminished pace, due to labor problems. The roof of the building is to be a metal-deck, similar to the one used on the present structure, and the tradesmen who install this type of work are on an extended strike. Meanwhile, other trades are doing whatever work is possible. All of the exterior walls are up, the plumbing is roughed-in, and the electrical work has gone on at a normal pace. The visitor to the Museum is aware of our expansion now, for a temporary closure wall has been erected to cover the new hole in the old wall that will become the entrance opening.

So, while there is delay, and we have no way of guessing how far the delay may go, there is still progress being made, and we are happy to be able to report progress to you.

Under a new directive of the Defense Department, the activities of the State of Michigan, in the Brodhead Naval Armory are about to come to a close, and the building will fall under the direction of the Federal Government. Admiral Leon Jacobi, who is a member of the Museum's Advisory Committee, and has served as its Chairman for several years, will relinquish command of the armory at that time. Over the years, he and his predecessors have collected many interesting and valuable bits of Naval memorabilia....side boards from many of the ships of the Great Lakes Naval fleet, bells, models, pictures, etc. Recently, a considerable mass of this material was transferred to the museum. Notable among the acquisitions was a carved picture of the U. S. S. DURBUQUE, long a training ship on the lakes, stationed at Detroit. Two benches, made up from the sideboards of the Durbuque, and the old cruiser DETROIT, are now exhibited in the special exhibits room, where they serve the additional good purpose of providing a seat for foot-weary visitors.

Not much has been said about the Gothic Room for a time, and this does not mean it is forgotten. The entrance foyer, which is not a part of the actual Gothic Room, contains the WESTERN STATES sales booth. This is in the process of being fully restored and finished in the high gloss, that was a hall mark of the D&C ships. When it is completed, within the next few days, you won't recognize it! Do come in and see what we mean.

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.

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