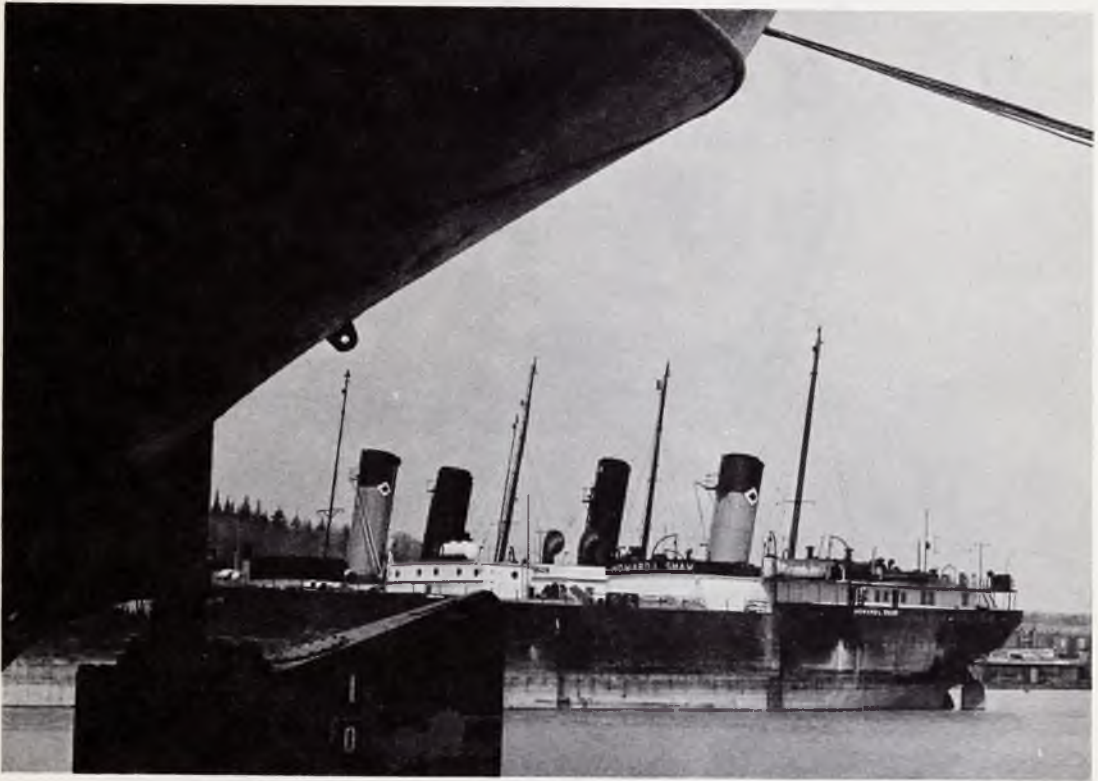


TELESCOPE



July, 1967 Volume 16, Number 7

**Great Lakes
Maritime
Institute**



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



SO YOU SAVED SATURDAY EVENING, SEPTEMBER 30th?

This is the date for sailors, old and new, and historians, old and new.....ALL lovers of the GREAT LAKES, to take advantage of an UNUSUAL OPPORTUNITY. An OPPORTUNITY to meet and hear one of our distinguished members, who has made a lifetime study of ships on the GREAT LAKES, and recently published the historical book, RED STACKS OVER THE HORIZON.

YES! The interesting and entertaining speaker and author, JAMES L. ELLIOTT, will be our guest, giving the principal address of the evening.

The DETROIT PRESS CLUB, with its fine cuisine, has been reserved for this OUTSTANDING EVENT. Dinner will be served at 7 o'clock at the very nominal tariff of \$5.00 per person. Get there early to greet old friends and acquaintances.

This is the UNUSUAL OPPORTUNITY you will enjoy on SATURDAY, SEPTEMBER 30, at 7:00 P.M. As the Club facilities are limited in the number that can be comfortably accomodated, get your reservations in EARLY. For further information, call or write, DOSSIN GREAT LAKES MUSEUM, Belle Isle, Detroit, Michigan, 48207, or phone 567-7441.

The Jenks Ship Building Company of Port Huron

by Rev. Peter Van der Linden



Launch of the JOHN B. COWLE

Author's collection

This is a list of the vessels built by Jenks from 1891 to 1903.

- 1891 Str. O.O. CARPENTER (US 155198) wood; 127.6 x 30.6 x 9.5
364 gross tons. To east coast in 1905; converted to a pass-
enger str. renamed MASSASOIT. Abandoned in 1931.
- 1892 Str. DESMOND (US 157350) wood; 149 x 30.5 x 9.5; 456 gross
tons. Foundered in Lake Michigan in December, 1917 with the
loss of six lives.
- 1893 Tug C.D. THOMPSON (US 126998) wood; 81 x 19.2 x 11; 91 gross
tons. Abandoned at Albany, New York, February, 1940.
- 1893 Tug W.G. HARROW (US 81434) wood; 85 x 19 x 9.2; 84 gross tons.
Sold Canadian in 1913 (C 134018) Out of Canadian registry in
1935.

- 1893 Str. LLOYD S. PORTER (US 141264) wood; 159 x 30.6 x 10.7; 536 gross tons. To east coast 1898. Sold Canadian in 1901 (C 94927). Burned at Fairhaven New York, May 1917.
- 1893 Str. H.E. RUNNELS (US 96230) wood; 178 x 35 x 13.2; 862 gross tons. Rebuilt after a fire in Lake Erie in 1895 to 1162 gross tons. Stranded near Grand Marais, Michigan, Lake Superior in November, 1919. 17 crewmen rescued.
- 1895 Tug B.B. INMAN (US 3651) wood; 81 x 19 x 10.6; 89 gross tons. Dismantled by Great Lakes Towing Co. in 1916. Engines were put in the tug LOUISIANA.
- 1895 Tug F.J. HAYNES (US 121004) wood; 50 x 14.2 x 7.5; 27 gross tons. Abandoned in 1941.
- 1896 Tug VIGILANT (US 161761) wood; 128 x 24.5 x 12; 372 gross tons. Sold Canadian in 1912-14. Renamed MUSCALLONGE (C 133752). Burned at Brockville in August 1936.
- 1897 Str. LINDEN (US 141370) wood; 206 x 35 x 12.6; 894 gross tons. Sold Canadian in 1921 (C 141667). Burned in Tawas Bay in Nov. 1923. Wreck removed in 1930.
- 1897 Str. BLACK ROCK (US 3721) wood; 237 x 43 x 16.5; 1646 gross tons. To east coast in 1913. Abandoned in 1925 due to age.
- 1898 Tug W.G. MASON (US 181617) wood; 84 x 20.5 x 10.5; 99 gross tons. Abandoned at Rogers City in 1925. Enrollment surrendered December 21, 1926.
- 1900 Str. RAVENSCRAIG (US 111284) steel; 243.4 x 43.2 x 24; 2280 gross tons. To east coast in 1907. Renamed EDWARD F. CRAGIN. Sold Italian in 1918 and renamed EUGENIO CANTONI. Out of Lloyds in 1923.
- 1900 Str. CAPTAIN THOMAS WILSON (US 127469) steel; 420.5 x 50 x 24; 4719 gross tons. Renamed KICKAPOO in 1943 and scrapped at Hamilton in 1947.
- 1901 Str. KENNEBEC (US 161178) steel; 243.5 x 43.2 x 24; 2183 gross tons. To east coast in 1904. Foundered near Barngate Light, New Jersey in June, 1921.
- 1901 Str. CHARLES S. NEFF (US 127547) steel; 200 x 38 x 11.6; 992 gross tons. To east coast in 1917. Sold to France. b) SERPENTINE: Sold to Cuba. c) GABINO: Sold to France. d) SERPENTINE: Sold back to U.S. e) WESTON M. CARROLL and converted to a dredge in 1925. Back to the Lakes between 1925 and 1942 when she went back to the coast again. f) SAN PEDRO in 1951. Sold to Brazil in 1957; Back to U.S. in 1965. Still in service.



HARRY WM. HOSFORD, ex. F.B. SQUIRE

AUTHORS COLLECTION

- 1901 Str. HENRY STEINBRENNER i (US 96548) steel; 420 x 50 x 24; 4719 gross tons. Foundered on Lake Superior, May 11, 1953 with the loss of 17 lives.
- 1902 Str. KANAWHA (US 161199) steel; 243.5 x 43.4 x 23.5; 2182 gross tons. To east coast in 1904. Lost to enemy action in the North Atlantic in March, 1916 with the loss of 7 lives.
- 1902 Bge. T.F. NEWMAN i (US 59589) steel; 165 x 36.3 x 14; 855 gross tons. Lighter. Finished at Cleveland. Struck breakwater at Conneaut, Ohio, January 10, 1922. Total loss. No lives lost.
- 1902 U.S. Lighthouse tender HYACINTH, steel; 150.7 x 28 x 14; 738 gross tons. Scrapped at Sturgeon Bay in 1957.
- 1902 Str. JOHN B. COWLE i (US 77559) steel; 420 x 50.2 x 24; 4731 gross tons. Sunk in a collision with the ISAAC M. SCOTT off Whitefish Point, Lake Superior, July 12, 1909 with the loss of 14 lives.
- 1902 Str. JAMES R. ELLIOTT (US 77566) steel fire tug; 110 x 25 x 12; 210 gross tons. Built for the Detroit Fire Dept. Sold Canadian in 1931 and converted to a passenger steamer. 117.2 x 25.1 x 11.8; 462 gross tons. Renamed NORMAC (C154621). Converted to a ferry and diesel powered in 1963. Still in service between Tobormory and South Baymouth on Georgian Bay.
- 1903 Str. EASTLAND (US 200031) steel passenger vessel; 265 x 38.2 x 19.5; 1961 gross tons. Capsized on the Chicago River on July 24, 1915. 812 lives lost. Converted to a U.S. Navy patrol boat in 1917. Renamed USS WILMETTE. Scrapped in 1946.
- 1903 Str. F.B. SQUIRE (US 200560) steel; 410 x 50.2 x 24; 4582 gross tons. Lengthened in 1921 to 512.9 x 50 x 24; 5156 gross tons. Renamed HARRY WM. HOSFORD in 1936. Scrapped in Hamburg, Germany in 1961.

Always, the most interesting and exciting stories of the ships are the tales of their losses. The tragic finality of any disaster is often multiplied by the very fact that it occurred at sea. The ships of the Jenks Ship Building Company had more than their share of tragedies during their existence but a few stand out more than the rest. Perhaps the story teller often seems to exaggerate the recounting of these events but human history is so completely saturated with calamities that he is merely enumerating these perilous tales for the benefit of those whose interest in ships lies in their complete history. The full story of these events will never be known until the final reckoning. Here then are just a few of the dramas enacted in part by the ships and their sailors.

Henry Steinbrenner



HENRY STEINBRENNER

AUTHORS COLLECTION

Lake seamen know their ships, and the capabilities of each, but some are called "lucky", "cranky", or, "unlucky". The HENRY STEINBRENNER was one of the unlucky ones, since she was plagued by ill luck from her birth. A huge fire swept the shipyard March 11, 1901. Most of the buildings were reduced to ashes, and even the two vessels on the ways were threatened. Thanks to the valiant efforts of the Port Huron Fire Department, the fire which completely gutted the slab house, and the machine shops, causing \$100,000 damage, did not cause much damage to the ship. However at one time even the consideration of launching both vessels prematurely, caused great concern to the men fighting the fires. To superstitious sailors, this was an omen that would be recalled in her later years to prove that she really was unlucky.

In 1909, while upbound with a cargo of coal, in Mud Lake, of the St. Mary's River, she was again pestered by hard luck as she collided with the steamer HARRY A. BERWIND. She was struck amidships, and a 25 foot hole, clear to her keel, sent her down to the bottom in the mud. The water was not deep enough to completely inundate her, but she was up to her cabins. Capt. Tom Reid succeeded in salvaging her, after months of hard work, and her career continued until a fatal day in 1953.

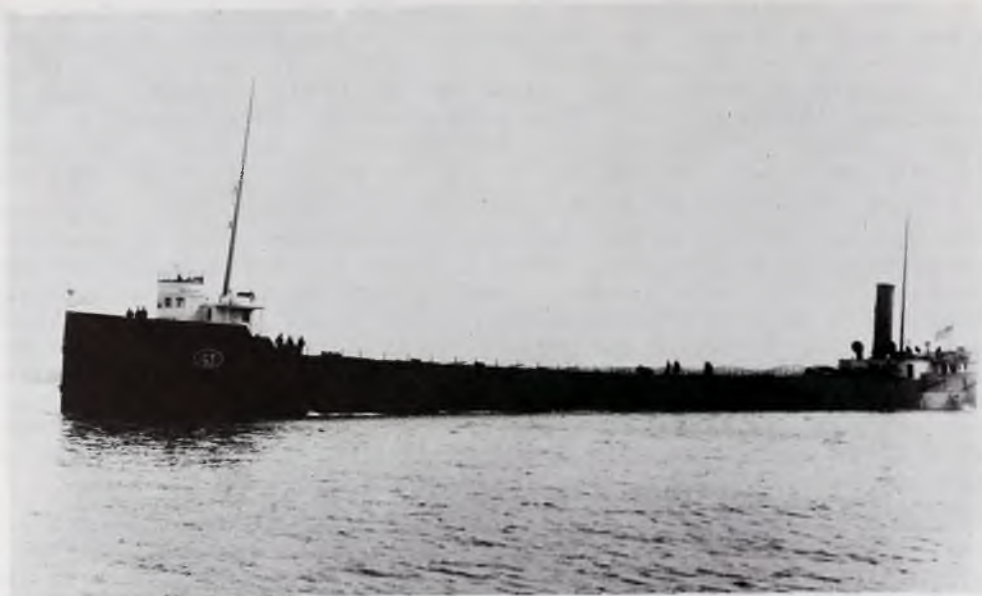
On May 10, 1953, at 11 AM, she cleared Superior, Wisconsin, with 6800 tons of iron ore, bound for the lower lakes. After her departure, while the weather was favorable, her 12 telescopic hatches were secured with clamps. The usual procedure was followed, but no tarpaulins were fitten in place. The Captain did not consider this a necessary step to take, since the weather forecast called for SE to S winds, 30 to 35 knots, with an occasional thunder squall in the west half of Lake Superior. The weather and the sea were calm, and no unusual dip in the barometer called for any extraordinary precautions.

About three o'clock that afternoon, the wind began to freshen. At 8 PM, the second port-side hatch leaf, from the center of number 11 hatch, washed away. The third mate and three seamen quickly went aft to fasten it, but their efforts were in vain. The weather became even more severe at 11 PM, and the wind velocity increased. The ENE wind gusted up to 80 miles per hour during the night and the seas continued to build up. The vessel labored through the night, but its struggles became more sluggish early the next morning, and her pumps could no longer hold the onrush of the waves, and the flooding of the cargo hold. At 7:30 AM all covers were stripped from the three after hatches, and the raging seas poured through the openings.

Hastily, the S-O-S was flashed over the airways to any vessel within range. The Steamer JOSEPH H. THOMPSON was the nearest, but even she was 4½ hours away. The Captain ordered the ship abandoned, and she sank almost immediately. The two lifeboats were successfully launched and one raft washed off the front cabins when the ship took her final plunge. Four men clambered into the boats, while ten sought refuge in the small raft. The HENRY STEINBRENNER plunged to her final resting place in about 100 fathoms of icy water, 14 miles south of Isle Royal Light. All those in the raft and boats were saved by the passing freighters JOSEPH H. THOMPSON, D. M. CLEMSON, and WILFRED SYKES. Other vessels and Coast Guard rescue ships and planes sought for the remaining crewmen, but only a few bodies were found. Seventeen went down with the ship, into their watery graves, to join the countless others who rest eternal on the bottom of Lake Superior.

John B. Cowle

Collisions are always fraught with unknowns. Anyone who has driven a car knows what dangers lurk at any moment when least expected. With the huge giants these dangers are often compounded. An accident always carries with it that suspensful moment when either disaster or near miss hang in the balance. Such was the case of the JOHN B. COWLE, and the ISAAC M. SCOTT. The total cost in lives was 14, plus the loss of a new ship, the expensive repairs to the other vessel, the inevitable investigation and the usual hue and cry for better safety measures. It almost



JOHN B. COWLE

BELL PHOTO, DOWLING COLLECTION

goes without saying that a disaster brings grief to untold numbers but, in the end, the entire event becomes just a matter of statistics, a matter of recounting sorrowful and tragic misfortune. Plagued by a rash of collisions in 1909, two of Jenks' built ships would enter new phases of their careers this fatal year. The STEINBRENNER, thought unlucky by her crew, was really the most fortunate this time...it survived. The JOHN B. COWLE, a sister ship, was not so blessed.

The ISAAC M. SCOTT, just launched on June 12, 1909, left Lorain the 2nd of July, bound for the upper lakes, On board were her new crew, and her able master, with many years of sailing to his credit. The ISAAC M. SCOTT had just passed Whitefish Point and had straightened out on her course. It was a thick fog she tried to penetrate and she was underway at a slow pace, the deep whistle sounding the three-blast warning. Two miles off the point, she was downbound with 7,000 tons of iron ore.

Just as the SCOTT had straightened her course, the COWLE loomed out of the fog. The two ships were so close it was impossible to avoid impact, the bow of the SCOTT cutting the COWLE squarely amidships. The rending of steel plates and the grinding of steel against steel, echoed back through the heavy blanket of fog. In a few minutes, the fate of the COWLE was sealed.

Upon first seeing the COWLE, the Captain had ordered full-astern but it was too late. Now the crews scrambled to determine if both ships would sink. The COWLE, laden with the tons of ore soon began to sink, under the weight of water that was rushing in at the gaping hole, in her side. The crewmen of the SCOTT tried to assist the others, but 14 of the COWLE's crew went down with her, as she plunged to the bottom, in minutes. The remaining men were picked up by the SCOTT, and the FRANK H. GOODYEAR, which was in the vicinity at the time of the crash. The SCOTT succeeded in turning around and returned to the Soo for temporary repairs. So ended another career, begun just a few years earlier, at the Jenks Shipyard.



ISAAC M. SCOTT

PESHA PHOTO, DOWLING COLLECTION

The SCOTT, too, was an unlucky ship, for her career was to be ended tragically within a few years. In a hurricane that swept the lakes in November, 1913, she was to become one of the ten ships to disappear, with all hands, in the big storm.

H. E. Runnels

November is the worst month of the year for the Great Lakes area, as far as weather is concerned. Countless numbers of fine little wooden freighters, and staunch steel carriers have been lost in the icy, storm-tossed waters, a majority of them in this one month. The latest took place just last year, November 29, 1966, when the DANIEL J. MORRELL met disaster in tremendous seas and winds up to 80 miles-per-hour, in gusts.

A small lumber hooker, the H. E. RUNNELS, whose 375 hp engine had labored, so efficiently, for 26 years, finally met death on the frigid waters of Lake Superior. On the morning of the 10th of November, 1919, the RUNNELS passed upbound out of the locks at the Soo with its last cargo of soft coal, nearly 1,000 tons of it stowed beneath her wooden decks. The storm flags were up and whipped stiffly in the brisk wind at the Soo, but this was to be the last trip of the season, and neither wind nor seas could keep the men from the warmth of their homes for Christmas.

She passed Whitefish Point and the full brunt of a storm hit her. Huge boiling seas swept over her decks leaving a coat of solid ice on her cabins and rigging, adding its weight to the already overtaxed engine. Wave after wave crashed down on the tiny craft but still she labored valiantly. The Captain knew how much his vessel could take, but this was too much. He headed her for the nearest refuge, Grand Marias, and almost succeeded in making the port. Slowly she came up after each successive wave, but with each she struggled a little less. How peaceful and quiet would be the calm resting beneath those towering destroyers!

The harbor of refuge was in sight, but the attempts of the men to reach it were futile. She just wouldn't go any farther; the steam was gone, the hold filled with icy water, the load of thick ice became heavier, and the men were nearly unconscious, with the bitter cold cold chill grasping at their limbs. Their endurance was at its limits. She hit a reef outside the harbor on the 13th, and the giant combers began to make matchwood of her timbers. A gallant rescue, by the men of the Coast Guard Station, under temporary command of the Captain of the US Sub Chaser 438, ensued. John Anderson, and his crew, who had put in at the station earlier, spent five perilous hours trying to save the men of the RUNNELS. In realys, they succeeded in bringing 17 men to shore, making four separate trips through the pounding surf. For months afterwards, the people of the neighboring countryside picked up coal and timbers, washed ashore from the wreckage, to heat their homes. Many a good cup of coffee was brewed on this flotsam from the RUNNELS, a happy ending to a potential tragedy.

Eastland



THE OVER TURNED EASTLAND

DOWLING COLLECTION

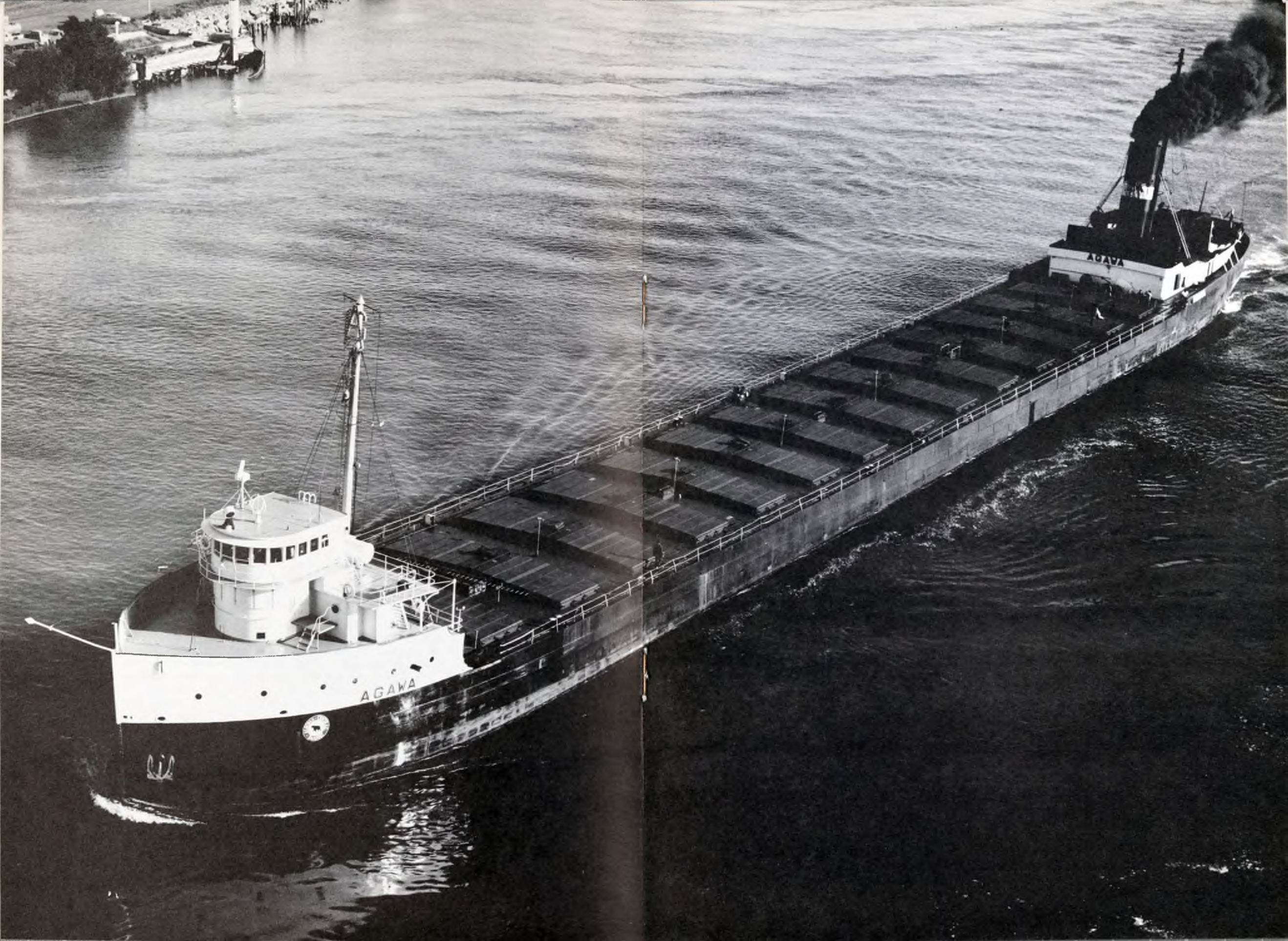
"The most ill-fated vessel on the Great Lakes" — such words have described this stately passenger steamer because of the monstrous tragedy that befell this ship on the 24th of July, 1915. Early that morning a mass of picnickers jammed the docks to board this and a few other vessels on an annual excursion from Chicago. Instead, death took the holiday.

Many stories have been written about this event. Suffice it to say here, that none could completely describe the horror, and the stark catastrophe of the fatal day. Without warning, the ship capsized at her dock after 2,500 souls were safely aboard her (so they thought). The harvest of death is estimated to be between 812 and 835. Some 823 bodies were recovered by the rescuers, and even this count is in dispute. No chance whatever was given to the many men, women, and children who were hopelessly trapped inside the vessel as it turned over, on her port side. For days afterwards she rested on her side on the bottom of the muddy Chicago river, less than 20 feet from the dock, with a great part of her starboard side still above the water. The rescuers worked feverishly, first to aid those still alive, then to retrieve bodies. This grisly task went on many days after the accident.

She had been a truly palatial steamer, a fine ship in her 12 years. Her first and last schedule had been from Chicago to western Michigan ports and resort areas. Sandwiched between had been years she ran from Cleveland to Cedar Point on Lake Erie. It was while she steamed on Lake Erie that a post card was issued extolling her virtues, and the desirability of a cruise on her. Three pennants, on the card, emphasized "Past — Golden memories: Present — Happy Days; Future — That you'll remember me." How could anyone forget, after July 24, 1915?

The ship was raised and lay idle in Chicago for two years. No one wanted her. She was a pariah, with the screaming ghosts of drowned humanity in her bosom. The disaster so infuriated the people of Chicago that some of the law suits are still not settled in the courts, to this day. Due to the shortage of ships in World War I, she was converted, for Navy use as a patrol boat, to hunt dreaded U-boats. The war ended before she saw service on the high seas, and she ended her days in the Navy Reserve, as a training ship for recruits. Her career came to an end under the scrapper's torch, in 1948, and even then she made the front pages of Chicago papers. Her name had been changed in 1917 to USS WILMETTE, but even this disguise failed to stem the hatred for this ship, that was felt in the hearts of the people of Chicago, especially those connected, in any way, with the tragedy.

The history of the Great Lakes Shipbuilding industry is filled with adventures, and tragedies, golden opportunities, and wasted efforts. As is any industry in a burgeoning nation, it was beset by growing pains. These small yards, which sprung up like daisies in a field, were the forerunners of a great commercial venture, the heyday of which was perhaps short lived, but an important step in the industrial progress of our nation. Today, the vestiges of these small yards are all but wiped clean. Only a few rotted pilings remain. Other yards have been replaced by various industrial complexes. Only a small portion of the once busy yards is still operative and working steadily. If not building the lake ships, then they are building naval vessels or doing repair work and looking to the day when American lake steamers will once more be built. In the ensuing hiatus the Canadian shipyards are overtaxed with contracts, and the boom there is in full swing. Blessed by the foresight, and understanding, of the Canadian subsidy program, these yards are keeping the Great Lakes, the ships, and the men who sail them, alive.



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

by Rev. Edward J. Dowling S. J.



MARY C.

AUTHORS COLLECTION

CARL P. METZLER (US 2949650) built in 1964 at Madisonville, La. by Equitable Equipment Co. Steel diesel tug, 53 x 16 x 6 Still in fleet.

MILWAUKEE (US 92099) built in 1889 at Sheboygan, Wis. by Riebolt & Wolter. Wooden steam tug, 65 x 18 x 9. Abandoned in 1924.

MOHAWK (US 141020), ex. LEONA, built in 1889 at Tonawanda, N.Y. Wooden steam tug, 39 x 11 x 7. Abandoned about 1914.

THOMAS J. MULLENDER (US 285430), built in 1961 at Madisonville, La. by Equitable Equipment Co. Steel diesel tug, 53 x 17 x 6. Still in fleet.

JAMES J. MURRAY (US 86412), ex. THOMAS LINCOLN CASEY, ex. GENERAL THOMAS LINCOLN CASEY, ex. JOHN M. WILSON, ex. GENERAL JOHN M. WILSON, built in 1898 at Toledo, Ohio by Craig for the U.S. Army Engineers. Steel steam tug, 67 x 16 x 8. Sold and later diesel tug JOHNNY B. Scrapped in 1951.



GENERAL E.M. MARKHAM

AUTHORS COLLECTION

- GEORGE T. NELLES (US 202985) built in 1906 at Cleveland by L.P. & J.A. Smith. Wooden steam tug built on the bottom of the tug WELCOME (US 81258) of 1890, 82 x 21 x 11. Junked in 1925.
- W.J. OLCOTT (US 208425) built in 1910 at Chicago by Peter Sinclair. Composite steam tug, 83 x 19 x 10. Sold Cuban in 1927.
- PATHFINDER (US 12770), ex. J.A. CRAWFORD, built in 1863 at Chicago by Miller Bros. Wooden steam tug, 69 x 15 x 8. Abandoned about 1909.
- PEACH STATE (US 286011) built in 1961 at Sturgeon Bay, Wis. by Sturgeon Bay S.B. & D.D. Co. Steel diesel workboat, 42 x 12 x 5. Still in fleet in 1965.
- PELICAN STATE (US 259996) built in 1950 at Madisonville, La. by Equitable Equipment Co. Steel diesel workboat, 42 x 12 x 6. Still in fleet in 1965.
- PRAIRIE STATE (US 233255) built in 1934 at Duluth by Marine Iron & S.B. Co. Steel diesel workboat, 44 x 12 x 4.4. Still in fleet in 1965.
- VIOLET H. RABER (US 100509), ex. IVY M. LEATHEM, built in 1891 at Manatowoc by Burger & Burger. Wooden steam tug, 82 x 16 x 7. Abandoned about 1914.
- RAINBOW (US 208211) built in 1910 at Erie, Pa. Wooden steam tug, 56 x 15 x 6. Abandoned about 1930.



JOHN A. MCGUIRE

PHOTO BY PETER WORDEN

RAYEE (US 225650) built in 1925 at Beaumont, Texas. Wooden gas tender
44 x 11 x 6. Abandoned in 1959

FRED E. RICHARDS (US 121152) built in 1900 at Philadelphia by Neafie
& Levy. Steel steam tug, 121 x 26 x 14. Later JOHN A.
McCORMICK. Sold and later repowered as a diesel tug
and renamed EAST COAST. In service, 1965.

CHARLES M. RITER (US 125526) built in 1876 at Buffalo by G.H. Notter.
Wooden steam tug, 56 x 16 x 8. Abandoned about 1913.

ROSALINE (US 110835) built in 1889 at Saugatuck, Mich. Wooden steam
tug, 62 x 16 x 7. Abandoned about 1908.

RUBY (US 110728) built in 1886 at Saginaw, Mich. Wooden steam tug,
54 x 14 x 6. Abandoned about 1910.

L.P. SMITH (US 141326) built in 1894 at Cleveland by the Globe Iron
Works. Steel steam tug, 67 x 18 x 9. Scrapped, 1951.

NATT STICKNEY (US 130184) built in 1880 at E. Saginaw, Mich. Wooden
steam tug, 80 x 18 x 9. Abandoned about 1922.

ELLA G. STONE (US 135527), ex. E.L. MASON, built in 1881 at Algonac,
Mich. by Smith. Wooden steam tug, 69 x 15 x 9.
Burned at Duluth, October 12, 1918.

ROGER C. SULLIVAN (US 111451) built in 1903 at Toledo, Ohio. Wooden
steam tug, 64 x 17 x 9. Abandoned about 1922.

- ROGER C. SULLIVAN (US 216353) built in 1918 at Albany, N.Y. Wooden steam tug, 105 x 24 x 12. Stranded on Old Cock Ledge, Long Island, March 5, 1931.
- SUNSHINE STATE (US 249229) built in 1945 at Saginaw, Mich. Steel diesel workboat, 50 x 13 x 6. Still in fleet, 1965.
- CHARLES E. TROUT (US 244352), ex. D.P.C. 51, built in 1943 at Brooklyn, N.Y. by I.S. Bushey & Son. Steel diesel tug, 81 x 24 x 10. Still in fleet, 1965.
- ROBERT M. TROTTER, see MARY C.
- J. H. UPHAM, Jr. (US 91526), ex. M.R. SWAN, built in 1880 at Buffalo, N.Y. by G.H. Notter. Wooden steam tug, 44 x 14 x 7. Sold Canadian in 1909. Out of Canadian list in 1937.
- VOLUNTEER STATE (US 275819) built in 1958 at New Orleans, La. Steel diesel workboat, 42 x 12 x 5. Still in fleet, 1965.
- WALTON B. (US 81323) built in 1891 at Duluth by Napoleon Grignon. Built on the bottom of burned tug CORA B. Wooden steam tug, 65 x 15 x 7. Abandoned about 1909.
- WAU BUN (US 81184) built in 1887 at Manitowoc by Burger & Burger. Wooden steam tug, 72 x 19 x 9. Abandoned about 1922.
- WELCOME (US 81301) built in 1890 at Buffalo, N.Y. by O'Grady & Maher. Wooden steam tug, 68 x 17 x 10. Abandoned in 1920.
- OSCAR H. WESTIN (US 245264), ex. ZENITH, ex. D.P.C. 38, built in 1944 at Decatur, Ala. by Decatur Iron Works. Steel diesel tug, 81 x 24 x 10. Still in fleet, 1965.
- H.C. WILD (US 207440) Built in 1907 at Chicago. Wooden steam tug, 67 x 16 x 8. Abandoned in 1933.
- CHARLES E. WILLIAMS (US 204016) built in 1907 at Ferrysburg, Mich. by Johnston Bros. Steel steam tug, 75 x 21 x 10. Later PAUL W. DICKENSON. Scrapped in 1958.
- HARRY B. WILLIAMS (US 230866) built in 1931 at Manitowoc by Manitowoc S.B. Co. Steel steam tug, 108 x 26 x 14. Sold and converted to diesel power and later renamed CHARLES E. DUNLAP and JEFFREY K. McALLISTER. In service.
- JOHN R. WILLIAMS (US 211696), ex. W.B. KEENE, built in 1913 at Port Richmond, N.Y. by Staten Island S.B. Co. Steel steam tug, 137 x 27 x 15. Lost to enemy action in the NW Atlantic, June 23, 1942.
NOTE: This tug was the prototype of the well-remembered forty-eight U.S. Shipping Board ocean going tugs of World War I.



ANDREW H. GREEN

AUTHORS COLLECTION

WOLVERINE STATE (US 252571) built in 1947 at Chicago. Steel diesel workboat, 47 x 12 x 6. Still in fleet, 1965.

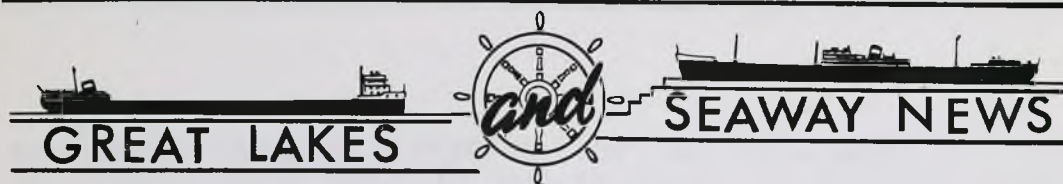
WREN (US 277753) built in 1958 at Norfolk, Va. Steel diesel workboat, 37 x 12 x 6. Sold out of fleet. Still in service, 1965.

The list that is now concluded describes those tugs owned by the company. It should be noted that frequently G.L.D.D. Co. chartered tugs and other craft, some of which were painted in the colors of the company. Likewise the company owned several steamships, dredges, barges, and innumerable flat scows and drill boats. This list shows only the tugs owned by the G.L.D.D. Co.



HARRY B. WILLIAMS

TAYLOR PHOTO, DOWLING COLLECTION



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 Streck, Detroit
Dan M. Weber, Toledo

June 1...In Toledo an Asian insect (Khapra Beetle), considered dangerous to grain, seed, and other agricultural products in storage, was discovered in the hold of the ERICH SCHROEDER. The ship was fumigated. It had been discovered by the Plant Quarantine Div. of the U.S. Dept. of Agriculture. If it had gotten ashore it could have menaced the grain in storage.

...Chilly winds and high waves on Lake Michigan delayed efforts to renew salvage operation on the sunken ship PRINS WILLEM V. She sank three miles off Milwaukee on Oct. 14, 1954 in 80 feet of water.

...The self-unloader SYLVANIA (a. SYLVANIA, b. D.M. PHILBIN), while unloading stone at the Peerless Cement Dock in Port Huron, Michigan, was rammed in the bow by the Canadian freighter RENVOYLE (a. GLENLEDI). Nobody was injured, and the SYLVANIA crewmen scurried to safety over a makeshift gangplank. The SYLVANIA settled to the bottom with a 10 degree list in 27 feet of water within about 15 minutes. The Coast Guard said apparently the RENVOYLE was leaving the docks of the Canadian Steamship Lines at Point Edward, Ont., but failed to turn sharply enough, and they have ordered all traffic past the collision scene stopped, bringing an estimated fifty ships to a halt in the busy river. The accident occurred about 10:10 p.m. e.s.t.

June 2...In Buffalo, N.Y. a fire flashed through a hold of the docked Norwegian freighter THORSTREAM, killing four stevedores and injuring five others. The fire started when a metal drum of dry chloride powder fell from a sling and burst. The chemical turned into deadly Chlorine gas as it burned.

June 3...The traffic jam on the St. Clair River was allowed to move again on a restricted basis. The IMPERIAL SARNIA was the first ship to travel past the wreck scene. After the upbound backlog is cleared from the river, then the downbound vessels waiting in Lake Huron will be allowed to pass. Salvage operations were expected to get under way promptly on the SYLVANIA.

June 4...McQueen Marine Ltd., of Amherstburg, Ont., have been given the job of salvaging the SYLVANIA by her owners, the Tomlinson Fleet Corp., of Cleveland, Ohio.

...Capt. C.A. Commerford, master of the crane boat CLIFFORD F. HOOD, died at Sault Ste. Marie, Michigan. He joined U.S. Steel's fleet in 1929 and was master of the HOOD since 1959.

...The first Bulgarian vessel, the PLANA, arrived at Toronto on her maiden voyage as she brought a cargo of sugar from Australia.



CSL's WESTMOUNT, R.O. HETMAN (a. E.B. OSLER, b. OSLER), MIDLAND PRINCE, and RENVOYLE (a. GLENLEDI) in Kingston, Ont. June 11, 1967.

Photo by Dave Main.

June 5...C.S.L.'s RENVOYLE tied up west of the grain elevator in Kingston, Ont. It is rumored she will be scrapped.

...Tomlinson Fleet Corp. has filed a \$1 million suit against Canada Steamship Lines, Ltd.

...The Coast Guard has begun construction on a new station at St. Ignace, Michigan, and is due for completion by August of 1968. The new station will replace the station on Mackinac Island.

June 6...The 730 foot Canadian vessel FRANKCLIFFE HALL ran aground on a shoal two miles off Thunder Cape, Ont. She is taking on some water but the crew is staying on board. Officials said part of her 900,000 bushels of wheat would have to be lightered before she could be refloated. The grounding took place in dense fog.

...Two boats of the Columbia fleet, the ARMCO and the EDMUND FITZGERALD, have won special six year safety awards of the American Merchant Marine Institute.

...Valley Camp Coal Co. is building a \$5 million expansion to its bulk handling facility at Fort William, Ont.

June 8...A 10 mile an hour speed limit has been imposed in certain sections of the St. Lawrence Seaway to lessen shore damage caused by large passing ships.

...Heavy fog closed the Welland Canal for 11 hours.

June 9...The MILWAUKEE CLIPPER (a. JUNIATA) begins its summer service across Lake Michigan between Milwaukee and Muskegon. Service will be discontinued for the winter after September 5.

...The Moonlight cruise of the Bob-Lo Steamer STE. CLAIRE lasted until 3 a.m. because mechanical trouble stalled the ship in the Detroit River for three hours.

...Official sod turning ceremony for Welland Canal expansion.

June 11...FRANKCLIFFE HALL was removed from the shoal and returned to Port Arthur, Ont. She is still discharging her cargo of wheat there, preparatory for repairs.

June 13...The self-unloader SYLVANIA was refloated at Port Huron, and will go to Lorain, Ohio for repairs.

...The discovery of the "khapra beetle" aboard the Greek ship KALLIANOX lead to spraying the cargo and taking the ship to Chicago for fumigation. This is the third ship to have the beetle on it.

June 14...The annual June fogs have hit the Soo locks with vengeance. It has tied up traffic for five of the last seven days. For a 12 hour period it sent 35 vessels to anchor.

...C.S.L.'s former passenger ship TADOUSSAC has been renamed ST. LAWRENCE and is being used as a floating hotel in downtown Copenhagen, Denmark, during the busy tourist season until October 2. Her fate afterwards is not known. TADOUSSAC was previously reported renamed PASSENGER NO. 2.

June 15...An attempt by the U.S. Automobile Club, to raise the wreck of the NORDMEER, a German ship that went aground last November in Lake Huron will be undertaken this summer.

June 16...At Collingwood, Ont., Papachristides Co. Ltd., new 730 foot bulk carrier, the FAUX FOLLETTTS, was launched.

June 18...The University of Michigan is operating a midget research submarine in Lake Michigan. The sub is 17.7 feet long and has a 1,200 feet depth capability. It is being used to study the lake bottom.

June 19...Two lakers the SULLIVAN BROTHERS (a. JOSEPH S. WOOD) and the IEBANON (a. JOSIAH G. MUNRO, b. EFFINGHAM B. MORRIS) have been sold to New York interest. The SULLIVAN BROTHERS sent to Albany River Transport, Inc. The IEBANON went to James River Transport, Inc., both of New York City.

...MV CABOT was redelivered to her owners, Clarke Steamships Ltd., upon completion of refitting by Marine Industries Ltd., Sorel. The CABOT capsized at her dock at Montreal last December 16, and was later salvaged by Marine Industries Ltd., and Foundation Maritime Co. of Canada.

...The Cunard Liner SYLVANIA, returned to Montreal under her own power to undergo inspection at Canada Vickers Ltd., for damage and repairs. The 22,000 ton liner went aground June 15 while outward bound from Montreal to Europe, in the St. Lawrence River, near Trois Riveriers.



MILLER FREEMAN - Oceanographic and Fishery Research Vessel. Built by American S.B. Co., Lorain, Ohio. (Hull #879) for U.S. Bureau of Fisheries. (Reg. in Seattle, Washington) Dim. 215' x 42' x 25.11'. Launched April 2, 1966.

Photo taken June 11, 1967 at Iroquois, Ont. by George Ayoub.

June 20...The self-unloader SYLVANIA arrived in Lorain under tow.

...The ENDERS M. VOCHES is in route to Fraser Shipyards, in Superior, Wis. for repair of bottom damage suffered recently while she was upbound in the Seaway.

...The PONTIAC is in the Cuyahoga River being repaired by G&W Welding. She hit a bridge abutment in Buffalo, N.Y. recently.

...The German ship MADEBURG is in Cleveland awaiting spare parts being flown in from Germany. She was caught in a fierce

tornado-like wind in Chicago last week and hit a dock with her rudder. She was able to get to Cleveland with emergency steering, using tugs in connecting channels.

...Columbia's EDMUND FITZGERALD broke her own record for the largest cargo ever locked through the Soo when she passed through with 29,254 net tons of iron ore pellets. Her previous record was 29,200 net tons.

June 22...Conversion of the 620 foot GEORGE A. SLOANE from an ore carrier to a self-unloader has been completed.



S.S. GEORGE A. SLOAN backing out of Fraser Shipyards at Superior, Wis., on June 24, 1967, following conversion at Fraser's from a straight deck ore carrier to a self-unloader. Photo by Fraser Shipyards, Inc.

June 26...The Canadian National Railways Detroit-Windsor car-ferry HURON has a new pilothouse. The HURON is the oldest commercial vessel on the Great Lakes, she was built 92 years ago at Point Edward, Ont.

June 27...The old C.P.R. passenger-cargo steamer KEEWATIN has been moved from her old port of Port McNicoll, Ont., to her new home on the Kalamazoo River at Saugatuck, Mich. Mr. R.E. Peterson is the new owner.

June 29...Captain Bernard Olsen, who retired two years ago as senior Captain of the Ford Motor Co.'s fleet of freighters died today. He joined the Ford Fleet in 1925, his last ship was the WILLIAM CLAY FORD.

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