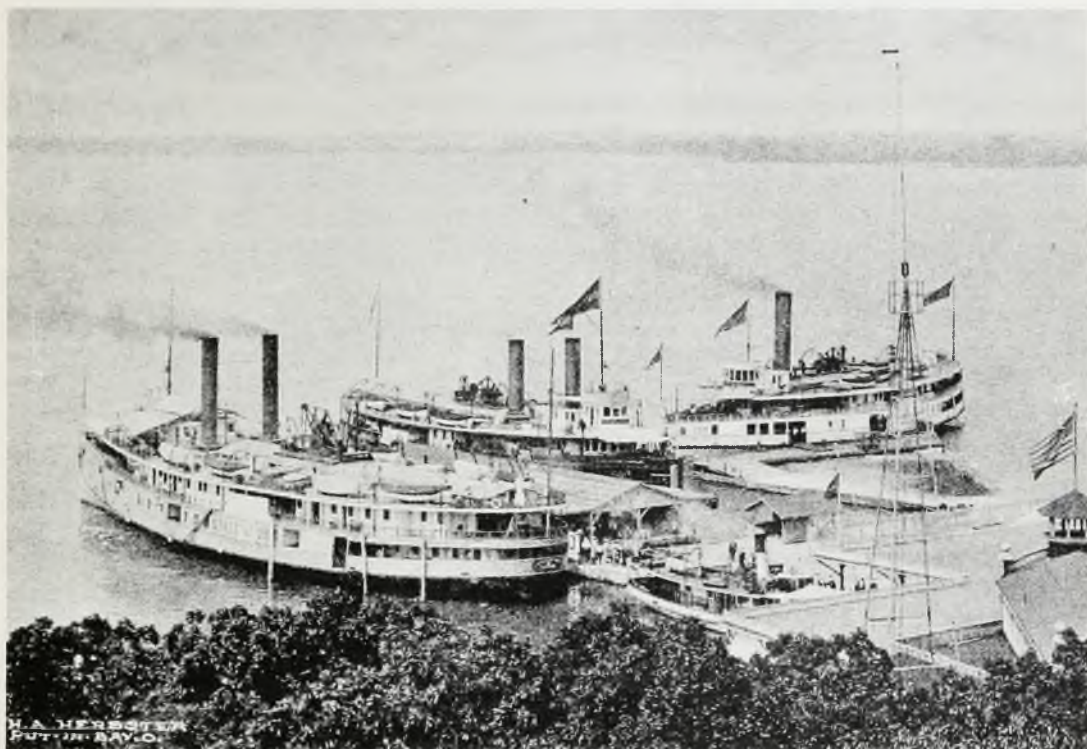


TELESCOPE

SEPTEMBER, 1967

VOLUME 16, NUMBER 9



**Great Lakes
Maritime
Institute**

DGLMI

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

This Month

We have two articles that were sent to TELESCOPE in answer to the Editors plea for help. The first article by Edward Middleton of Kansas City, Missouri tells of some of the competition that the old Goodrich Line had while it was still in business. The photograph on page 189 is without a credit because the Editor did not notice that it was missing until the last minute. I hope that I did not offend anyone and as soon as I can I will give the proper credit. TELESCOPE is still in need of articles such as appears this month. The second article is from Arvid Morken of Superior, Wisconsin. The story is about the loss of the BENJAMIN NOBLE in Lake Superior in the spring of 1914. Mr. Morken is also gathering data for another story about the old Minnesota Steamship Company. This will be in a future issue.

Father Dowling has another fleet list for us this month. It lists the ships that were owned by the Great Lakes Steamship Company. The photographs are of the older ships that were in the fleet. Only part of the list is published this month. The remaining will be in next months issue.

The data for the Marine Gallery is on this page, below. The data for the pictures in the Marine Gallery will be found on other pages in future issues. This will give larger pictures on this page.

MANISTEE (Ex ALICE STAFFORD, a. LORA) Built in 1882 at Benton Harbor. Wooden steam propeller (US. 140537). 161 x 32 x 17.7, 616 gross tons. Rebuilt in 1897 to 198 x 32 x 18, 859 gross tons. Original steeple compound engine was built by Wheeler, Bay City, Michigan. Re-engined in 1897 with another steeple compound by Sherriff's Iron Works, Milwaukee. Burned at Ferrysburg, Michigan on June 28, 1914. Photo is from the Manistee County Historical Museum.

CITY OF CLEVELAND in her first year. At this time she was chartered to the Lake Superior Transit Co. See page 171 of the August, 1967 issue of TELESCOPE for the complete story. Dossin Museum photo.

PETOSKEY (US. 150425). Built by Burger & Burger at Manitowoc in 1888 for the Seymour Transit Co., measuring 171.3 x 30.4 x 12.2 feet, 770 gross tons. A popular Lake Michigan passenger boat, she served at least 8 owners before she was laid up at Menitowoc in 1932. She was destroyed in a fire at Sturgeon Bay, December 3, 1935. F.C. St. Clair photo, Labadie collection.

CITY OF TRAVERSE was one of a series of propellers built by the Quayle & Martin yard in Cleveland in 1872. She measured 214.5 x 33.2 x 12.8, 1153 gross tons. Her steeple compound engine was built by the Cuyahoga Iron Works. In 1905 she was used as a gambling ship outside of Chicago. In 1907 she was taken over by the Graham and Morton Co. to sail between Benton Harbor and Chicago. She was retired in 1911 and dismantled at St. Joseph in 1915, where her hull was utilized as a drydock. Dossin Museum photo.

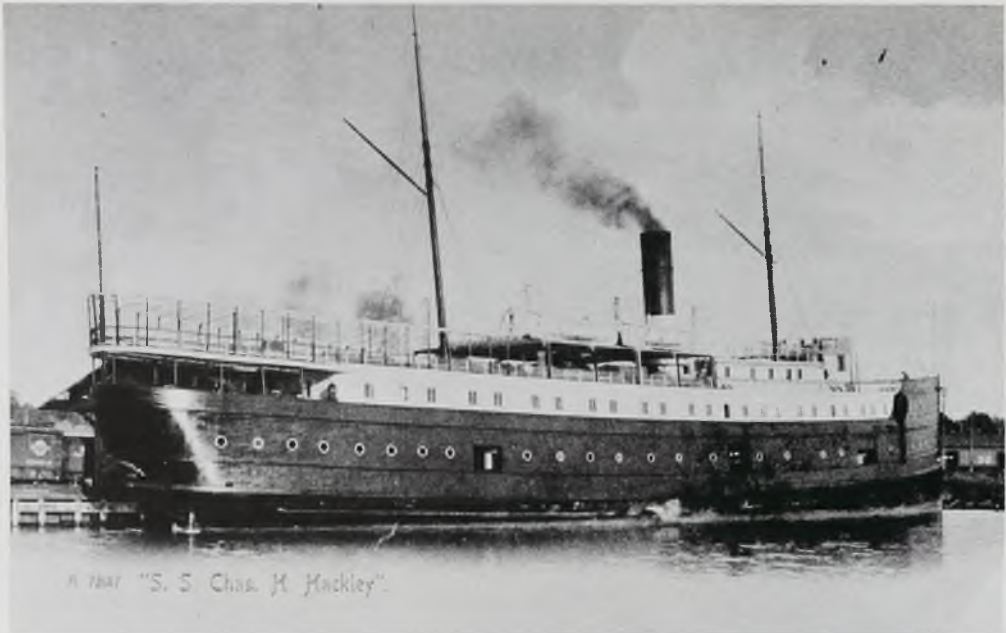
COMPETITION FOR THE 'RED STACKS'

by EDWARD MIDDLETON

At the turn of the century, the Goodrich Transportation Company, of Chicago, enjoyed a virtual monopoly on the Lake Michigan trade between Chicago and the east shore ports of Grand Haven and Muskegon. The Goodrich fleet then consisted of nine boats, most of which were used on various west shore routes, and it is assumed that the most likely selections for the crosslake run would have been the GEORGIA, IOWA, and INDIANA.

In the spring of 1900, however, Miles Barry of Chicago organized a new company (possibly a subsidiary of the Barry Transportation Company) known as The Chicago and Muskegon Transportation Company, to sail between these ports in competition with Goodrich. Operations began that summer with the small but popular MABEL BRADSHAW, 331 gross tons, 177 net tons, and built in 1889. The seaworthy and efficient little propeller served very well, but proved to be too small for the service, and was sold in October of 1900 to the White Line Transportation Company, of Duluth. To replace her, the line purchased the ALICE STAFFORD (a. LORA of the Graham and Morton Lines, built in 1882 at Benton Harbor), a package freighter, and remodeled her with a cabin to accommodate 125 passengers. The partners of the Muskegon lumber firm of Hackley and Hume provided financial assistance, and put their old mill dock at Muskegon into condition for use for passengers and freight.

The STAFFORD ran alone during most of the season of 1901, but during that summer, Captain Barry purchased the former Long Island Sound steamer HARTFORD, which had served during the Spanish American War as U.S.Q.M.D. TERRY. The HARTFORD was an iron, twin screw steamer of 1338 gross tons, 985 net tons, built at Philadelphia in 1892. Apparently she was in fairly serviceable condition when purchased by the Chicago and Muskegon Line, because she was brought up the St. Lawrence and through the Lakes to Muskegon. She arrived in early September under her new name, CHARLES H. HACKLEY, and on September 15th, entered service to Chicago.



CHARLES H. HACKLEY later renamed CAROLINA Coll. H.W. Thorp Jr.
About 1904, almost undoubtedly at Muskegon. Taken from a postcard.
Inscription on the reverse side of the original postcard reads:

"Mr. Thorp

Ran across this a few days ago. Thought you would like it
to show the "Carolina" as you bought her.

(signed) Glew (or)
Gluw

During the seasons of 1902 through 1904, the STAFFORD and the HACKLEY were paired, but apparently the competition of the Goodrich Line was too much for them. In 1905, decrees were granted the Barrys for their boats to be sold at public auction. The STAFFORD went to J.O. Nessen of Manistee and was renamed MANISTEE. The CHARLES H. HACKLEY went to the firm of Hackley and Hume, and was operated for the 1905 season on the same run, under the firm name of Hackley Transportation Company. In the spring of 1906, the Goodrich steamer ATLANTA was destroyed by fire, and an immediate replacement was needed. The Goodrich Company purchased the HACKLEY, thus obtaining the needed replacement and killing their competition at the same time.

I am not certain as to whether Goodrich used the HACKLEY during the 1906 season, because she was sent to the yards at Manitowoc for extensive rebuilding, including the use of steel above the main deck, where her former structure had been wood. She was brought out in the spring of 1907 and was renamed CAROLINA, and was originally used on runs between Chicago, Muskegon, and White Lake.



MUSKEGON

Taken at Whitehall, Michigan, 1907

Meanwhile, more competition for the Goodrich Lines on their Chicago-Muskegon run was brewing. In March of 1906 (the month the ATLANTA burned), Miles Barry obtained the propellor PEERLESS of 1872 for his Barry Transportation Company and operated her between Chicago and Milwaukee. At the same time, a group of Oceana County (Michigan) farmers and businessmen, headed by A.T. Linderman of Whitehall and Muskegon, were organizing a new company to battle Goodrich rates to Chicago. At the beginning of the summer of 1907, operating under the name of Muskegon and Chicago Navigation Company, they chartered the PEERLESS and began running her between Muskegon and Chicago. At first their operation must have seemed successful, because they bought the PEERLESS in August and renamed her MUSKEGON. Even as late as January 6, 1908, a Muskegon paper carried an optimistic notation:

"The Muskegon and Chicago Navigation Company announced that a new steamer will be put on. It will compare favorably with other modern lake ships".

That must have been before the accountants had given the owners a tally for the first seasons operations because the next news item, under the dateline of February 17, 1908, strikes an unhappier note:

"Services of the Muskegon and Chicago Navigation Company will not be resumed this year. The company was formed last year to compete with the Goodrich Company. The first season is said to have been disastrous. The steamer MUSKEGON will be sold".

In July of 1908, the MUSKEGON was sold to the Buck-Mullen Steamship Company of Muskegon and cut down to a freighter, and the red-stacked steamers of the Goodrich Line once more carried the Chicago-Grand Haven-Muskegon-White Lakes routes alone and undisturbed.

THE LOSS of the BENJAMIN NOBLE

by ARVID R. MORKEN

The 1914 shipping season opened on a happy note for Captain John Eisenhardt, master of the steamer BENJAMIN NOBLE. The 31-year-old native of Escanaba, Michigan, then the youngest captain on the Great Lakes, celebrated his first command by opening the navigation season at Conneaut, Ohio, bringing the NOBLE in from Cleveland on April 17.

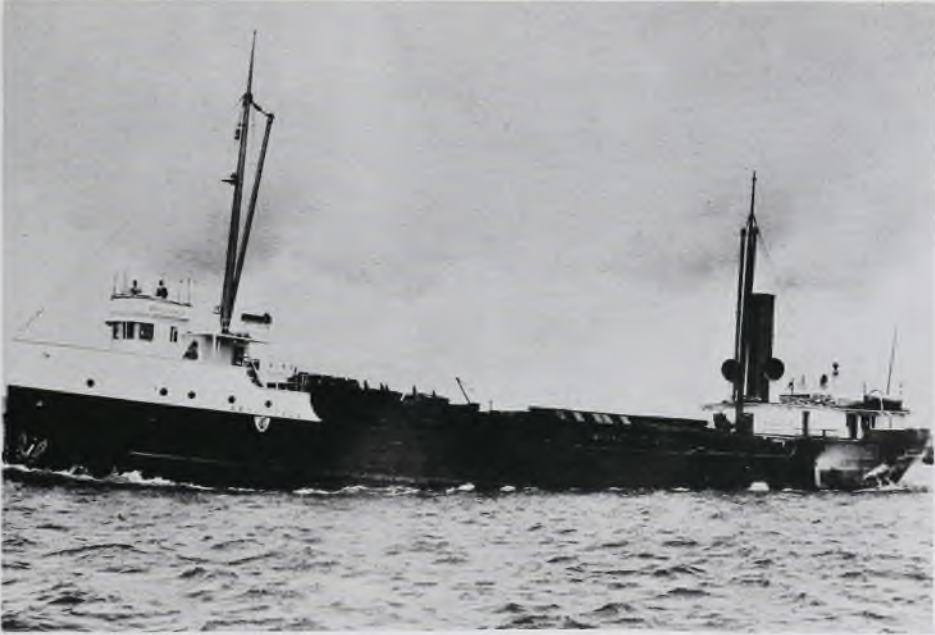
At Conneaut, the NOBLE took on a cargo of 3,000 tons of steel rails consigned to the Great Northern Railway Co., at Superior, Wisconsin. That cargo was never to be delivered.

The BENJAMIN NOBLE was beginning her sixth season of service for the Capital Transportation Company, of Detroit. Built in 1909 at Wyandotte by the Detroit Shipbuilding Company, the freighter was designed to carry steel rails or similar cargoes. Her dimensions were 256 x 42 x 18 and 1,481 gross tons. She was managed by John A. Francomb of Detroit, and claimed Duluth as her port of hail.

Fair skies and springlike temperatures prevailed when the NOBLE cleared Conneaut, and the weather continued to be an ally as the freighter followed the upbound steamer lanes of Lake Erie and Lake Huron.

Captain Eisenhardt nosed his ship into the Soo Locks on Saturday, April 25. At the Soo, the NOBLE was joined by the wooden well-deck freighter NORWALK, owned by the Shoal Water Transportation Company, of Mount Clemens, Michigan, and both steamers set out together for the Head of the Lakes, 380 miles distant.

Meanwhile, a storm was gathering strength in the western plain states that was to spend most of its energy on the western half of Lake Superior and make its presence known over a considerable portion of the Great Lakes region.



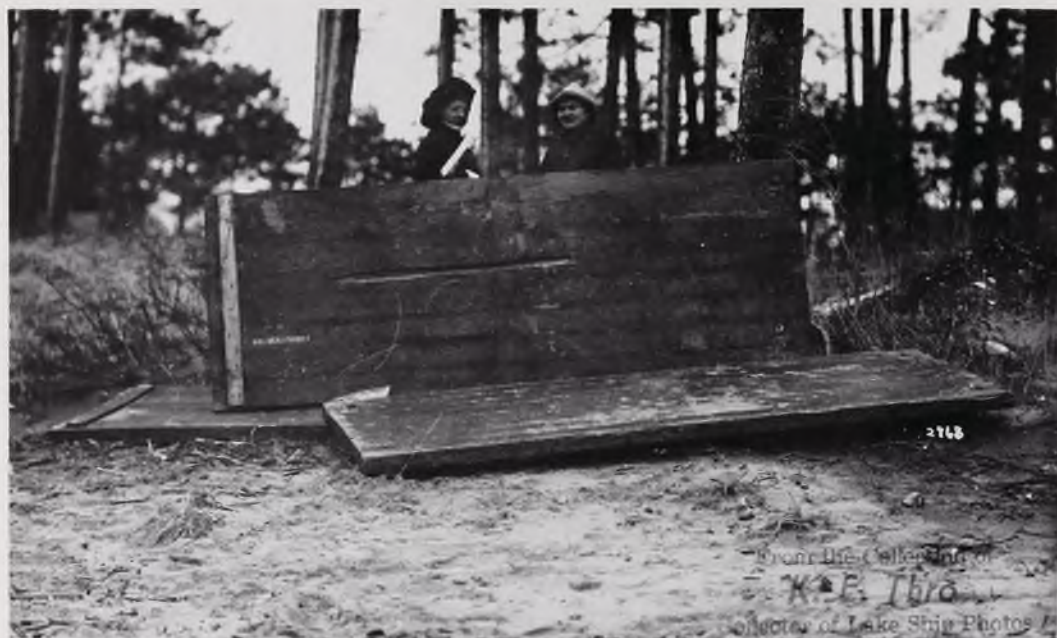
BENJAMIN NOBLE

Courtesy Wm. A. McDonald

Gale warnings were raised in the twin ports of Duluth and Superior early on Monday, April 27, the day on which the NOBLE and the NORWALK were due to arrive in Superior. Only two vessels cleared the Duluth-Superior Harbor that Monday, the package freighter MINNEAPOLIS and the Tomlinson steamer JAMES E. DAVIDSON. Shortly after their departure, whole gale warnings were raised. Both downbound vessels fought a losing battle to make headway into the increasing winds and seas and were finally forced to return. The DAVIDSON took shelter within the harbor but the MINNEAPOLIS, rather than chance striking the breakwater during the re-entry, rode out the storm head-to in Lake Superior.

The records of the U.S. Weather Bureau at Duluth indicated that winds reached a peak of 64 miles per hour at 6:56 A.M., Tuesday, April 28. The winds subsided somewhat late Tuesday morning, but again increased that afternoon. High seas, attributed more to barometric pressure than to the force of the wind, were the worst since the storm of November, 1905, when the steamer MATAAFA was wrecked off the Duluth Entry. Because of the seas which swept over the piers, lighthouse keepers were unable to reach their sentinel posts at both the Duluth and Superior entries. The emergency tunnel under the Duluth breakwater became flooded and was rendered useless.

The steel-laden NOBLE and the 23-year old NORWALK were steaming on a course set for Outer Island when the weather began to thicken on the morning of the 27th. Wind and seas had increased by the time they passed off Outer Island and altered course for Devils Island. Both vessels were taking seas when off Devils Island that afternoon. The course was altered a few degrees to port and the pair embarked on the final 70-mile leg of their journey. They would find no shelter until they passed Minnesota Point, a narrow eight-mile strip of land that separates Lake Superior from the Duluth-Superior harbor.



Hatch covers are found on Minnesota point that are from the steamer BENJAMIN NOBLE

Hugh McKenzie photo

from the collection of K.E. Thro

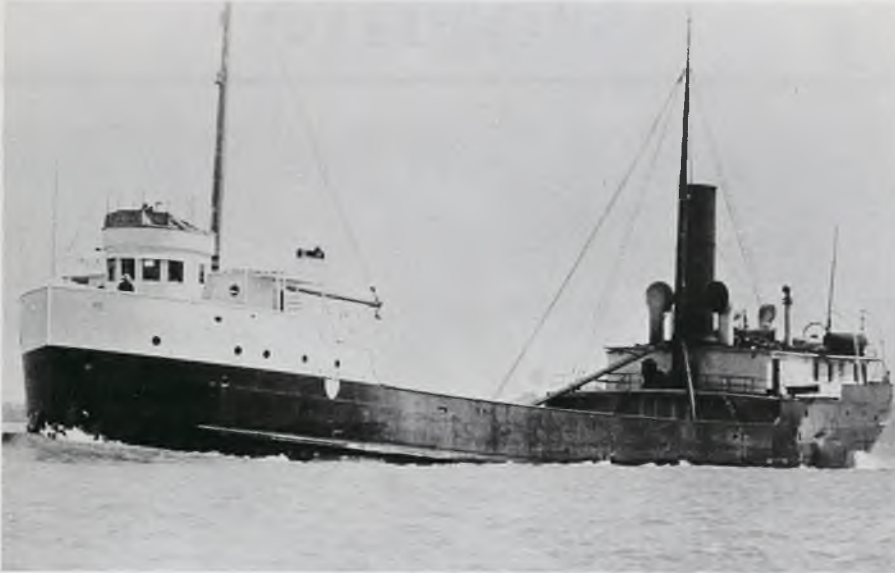
Captain Frank Goodrow, of the NORWALK, signalled Captain Eisenhardt that he was going to make a dash for Superior not long after the two ships passed abreast of Devils Island. His steamer was light in trim and was subjected to more punishment than was his consort on the trip.

"When we left the NOBLE she was shipping big waves, just as we were," Captain Goodrow later told reporters. "She should have arrived in the harbor about an hour after we did." The NORWALK arrived in Superior at 4:30 A.M. on Tuesday, April 28.

When the sun again made its appearance on the morning of April 29, a dead sea was running. Winds had decreased to 15 miles per hour, and vessel agents awaited arrival of five ships that were overdue. Three of the missing vessels made their appearance within a few hours. A fourth, the steamer GRIFFON of the Pittsburgh fleet, was reported safe in another harbor. The fifth, the BENJAMIN NOBLE, was added to Lake Superior's roster of ghosts.

Two hatch covers from the NOBLE were found that Wednesday on Minnesota Point, about midway between the Duluth and Superior entries. A cabin from the doomed vessel was also found on the point, practically intact. Oars and lifebelts bearing markings of the NOBLE also came ashore.

Neither the hull of the steel freighter nor the bodies of its twenty man crew have been found.



BENJAMIN NOBLE

Pesha Photo, Dowling collection

The only clue to the location of the foundering came from several residents of the Lakeside section of Duluth. They reported seeing the lights of a vessel about 8:00 P.M. on Tuesday evening and "apparently having a hard time of it in the storm." They judged the ship to be three miles from the safety of the harbor. As the onlookers watched, the lights suddenly disappeared.

In Escanaba, a young woman waited in vain for the man she married a year earlier, a captain who had brought his ship into only one port.

Cover

The cover picture this month is apparently taken from a postcard and is from the collection of Loudon G. Wilson. It was taken at Put-in-Bay about 1910. The steamer in the foreground is the STATE OF OHIO. The other two steamers are the STATE OF NEW YORK and the FRANK E. KIRBY.

Meetings

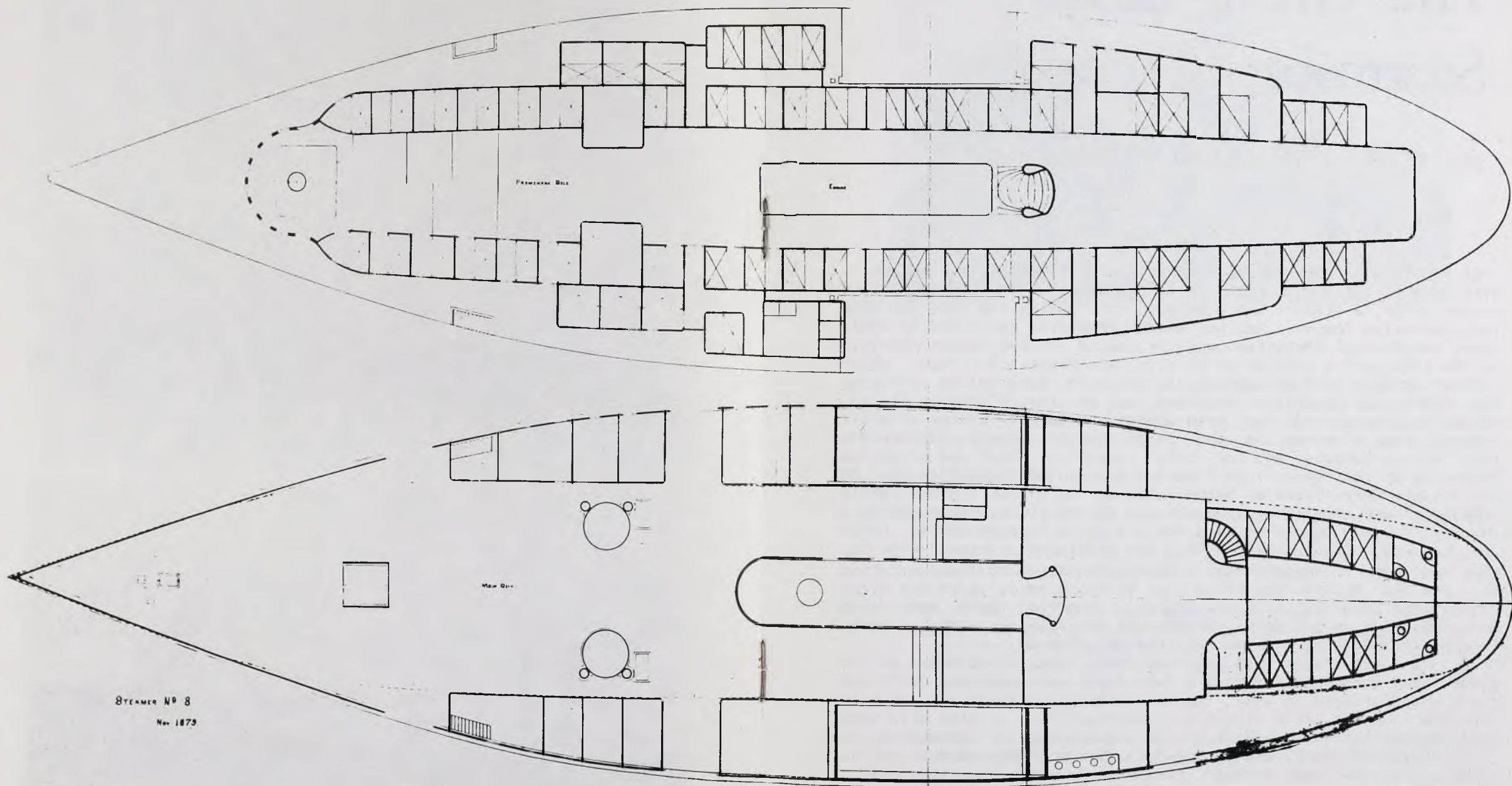
The meeting for November will be an entertainment meeting and will be on the last Friday, November 24th. There will NOT be a meeting in December. The December meeting will be held on the first Friday in January, which will be the 5th and a business meeting. There will be an entertainment meeting the last Friday of January which will be the 26th.

Marine



Gallery





STEAMER NO 8
Nov 1879

State of Ohio

The Great Lakes Steamship Company

by REV. EDWARD DOWLING S. J.

At the turn of the century, Captain W.W. Brown and Mr. Horace S. Wilkinson established a bulk freighter line with two purchased wooden ships, a steamer and a barge. They called the line The Mona Transportation Company. Another wooden freighter was added in 1901, and a small steel freighter was purchased for the season of 1902. In the same year a program of building new vessels was begun which carried through 1917 and added 33 ships to the line. At this time the fleet was generally referred to as the "Wilkinson Fleet", though its legal name had been changed to United States Transit Company. Also at this time, the Smith family bought considerable stock in the company, and for this reason the fleet was often referred to as the "Typewriter Fleet". Between 1902 and 1911 most of the vessels were listed as being owned by the United States Transit Company. There were other subdivisions of the fleet, each owning a few vessels. The companies were the L.C. Smith Transportation Company, the Cowle Transportation Co., the Wilkinson Transportation Co. the American Transportation Company, the Standard Transportation Co., and the Maumee Steamship Co. In these early years the fleet colors were black hulls, black stacks, some of which had white monograms, and white cabins. There were also various monogram markings on the hulls at the bow near the ships' name.

In 1911 these fleets were combined into one fleet known as the Great Lakes Steamship Company, a name that was retained until the fleet was disbanded in 1957. The hull and the cabin colors remained the same, but the black stacks were painted with a wide gold band near the top. This was a distinctive and attractive looking stack.

In 1957, this fleet, one of the last of the "independents" on the Great Lakes, sold out. Most of the vessels went to the Wilson Marine Transit Company. The list which follows describes the thirty vessels which belonged to this organization at one time or another. All are steel freighters unless otherwise noted.



J.F. DURSTON & LYMAN C. SMITH at Milwaukee, 1935. Author's collect.

J. BURTON AYRES, 1943 at Lorain by American Shipbuilding Co. Hull #823. 605 x 60 x 35. Lentz compound poppet valve engines, built by American Shipbuilding Co. In fleet from 1943 to 1957. Presently operated by Wilson Marine Transit Co.

BELGIUM - See HORACE S. WILKINSON i.

A.G. BROWER, 1902 at Chicago by Chicago Ship Building Co. Hull #51. 346 x 48 x 24. Sold in 1916. Later SARGENT, C.B. NIENABER, S.B. WAY, D.E. CALLENDER, and E.G. MATHIOTT. Triple expansion engines, built by the shipbuilder. Scrapped, 1960.

W.W. BROWN, 1902 at Chicago by Chicago Ship Building Co. Hull #52. 346 x 48 x 24. Triple expansion engines built by the shipbuilder. Sold in 1916. Later BALTIC, JOHN W. AILES, and HARRY T. EWIG. Partially scrapped in 1965. Lower hull made into barges LIGHTER NO.1 (bow) and LIGHTER NO.2 (stern). In fleet from 1902 to 1916

HARRY COULBY, 1906 at Wyandotte by Detroit Shipbuilding Co. Hull #163. 549 x 56 x 32. Triple expansion engines built by the shipbuilder. Renamed FINLAND in 1927. In fleet until 1957. Presently operated by Republic Steel Corp.

JOHN B. COWLE, 1902 at Port Huron by the Jenks Shipbuilding Co. Hull #19. 420 x 50 x 24. Triple expansion engines built by the Port Huron Shipbuilding Co. In fleet from 1902 until lost by collision with the ISAAC M. SCOTT on July 12, 1909 off White Fish Point, Lake Superior. (Editor's note: See TELESCOPE, July, 1967, page 143).



FEDORA

Fanjoy Photo, Author's collection

JOHN B. COWLE, 1910 at Lorain by the American Shipbuilding Co. Hull #379. 525 x 58 x 31. Triple expansion engines by the ship builder. In fleet until 1957. Presently operated by Republic Steel Corp.

DENMARK, 1909 at Toledo by Toledo Ship Building Co. Hull #114. 440 x 56 x 28. Triple expansion engines built by the shipbuilder. In fleet until 1957. Scrapped in Italy in 1961.

JOHN DUNN, JR., 1908 at Toledo by the Toledo Ship Building Co. Hull #111. Quadruple expansion engines built by the shipbuilder. In fleet until 1957. Presently Canadian SPRUCEDALE and operated by Reoch.

J.F. DURSTON, 1908 at Superior, Wisconsin by the Superior Ship Building Co. 440 x 52 x 28. Triple expansion engines built by the American Ship Building Co. In fleet until 1957. Scrapped in 1961.

FEDORA, 1889 at W. Bay City by F.W. Wheeler & Co. Hull #48. Wooden bulk freighter, 282 x 41 x 20. Triple expansion engines by Frontier Iron Works, Detroit. Purchased in 1901 and lost in a fire at Ashland, Wisconsin, September 20, 1901.

FINLAND - See HARRY COULBY.

WILLIAM H. GRATWICK, 1893 at W. Bay City by F.W. Wheeler & Co. Hull #93. Steel double-decked general freighter, 328 x 42 x 25. Triple expansion engines built by the shipyard. Purchased in 1902 and sold in 1907. Later MINNETONKA and GLENLYON. Lost by stranding on Menagerie Island, Lake Superior on November 1, 1924.



WILLIAM H. GARTWICK

Bell Photo, Author's collection

J.H. HILLMAN, JR., 1943 at Ashtabula by the Great Lakes Engineering Works. Hull #524. 603 x 60 x 35. Triple expansion engines by the shipbuilders. In fleet until 1957. Presently operated by the Wilson Marine Transit Co.

CHARLES HUBBARD, 1907 at Toledo by the Toledo Ship Building Co. Hull #109. 438 x 52 x 28. Quadruple expansion engines by the shipbuilder. In fleet until 1957. Recently sold for eventual scrapping.

George B. Leonard

GEORGE B. LEONARD, 1903 at Chicago by the Chicago Ship Building Co. Hull #57. 380 x 50 x 28. In 1943 she was turned in to the U.S. Maritime Commission in exchange for new tonnage. She was operated in the fleet until 1946 and was scrapped at Hamilton in 1948.

RICHARD M. MARSHALL, 1953 at Bay City by Defoe. Hull #424. 629 x 67 x 35. This was the last vessel built for the fleet. Sold in 1957 to Wilson Marine Transit Co. and renamed Joseph S. Wood. She is presently operating in the Ford Fleet as the JOHN DYKSTRA. Turbine engines by DeLaval.

A.E. NETTLETON, 1908 at Wyandotte by the Detroit Ship Building Co. Hull #176. 525 x 55 x 31. Triple expansion engines by the shipbuilder. In fleet until 1957. Presently operated by the Wilson Marine Transit Co.

NORWAY, 1910 at Toledo by the Toledo Ship Building Co. Hull #115. 504 x 58 x 30. Quadruple expansion engines by the shipyard. In fleet until 1957. Presently Canadian Ruth Hindman.

 **GREAT LAKES**   **SEAWAY NEWS**

Editor; Frederic E. Weber

8326 Greenlawn, Detroit, Mich. 48204

Seaway News Editor; George Ayoub

Correspondents;

George Ayoub; *Ottawa*

Edwin Sprengeler; *Milwaukee*

Barry Gillham; *Toronto*

Otto Strek; *Detroit*

Dan M. Weber; *Toledo*



McKEE SONS (a. MARINE ANGEL), the largest self-unloader to enter St. Joseph, Mich. harbor, unloading limestone at the Horan Sand and Stone dock in the latter part of May, 1967. Photo taken by George Vargo.

Aug. 1...A Mexican stowaway on the German freighter WERRATAL, jumped ship in Bay City, Michigan. He had stowawayed while the ship was in Vera Cruz, Mexico, and was not discovered till the ship was three days out. Efforts to locate him have been unsuccessful.

Aug. 2...The JOHONNA SCHULTE brushed against the CANADIAN CENTURY a mile below Thorold, Ont. and struck the bank holing herself. The SCHULTE's master did not realize the ship was damaged until she started to list. He proceeded to the tie-up wall where she settled to the bottom.

...Capt. Alfred C. Drouillard, of Port Huron, Mich., died. A veteran of more than 50 years in the Great Lakes Trade. As Captain of the CHARLES M. SCHWAB he rescued the crew of the STEEL VENDOR, which sank on Lake Superior in Sept. 1942. He retired in 1953.

GREAT LAKES AND SEAWAY NEWS

Aug. 3...The MANCHESTER EXPORTER caught fire 450 miles west of Northern Ireland and was heading back to the Irish coast at a steady 12 knots. She was heading for Hamilton, Ont. with 1,500 tons of general cargo and 12 passengers. The fire broke out in No. 5 hole.

Aug. 4...Iron ore shipments from the upper lakes during July totaled 10,157,911 gross tons, about 600,000 tons above last months figure, but 800,000 tons below July 1966.

Aug. 8...The JOHONNA SCHULTE has been raised and is expected to sail to Port Weller drydock for repairs. Compressed air was sufficient to raise the vessel. She will make it to the drydock under her own power.

...A father and son adrift in a 19-foot motor boat were rescued by the LEON FRASER, which found the boat in the shipping channel 18 miles east of Mackinac Island.

Aug. 9...The Iranian flag vessel, WEST RIVER, was seized by U.S. Marshals in Milwaukee after a lawsuit was filed in Federal Court by the firm whose dock she damaged. E.J. Afram Steel and Supply Co. alleges that the WEST RIVER caused about \$25,000 damage when it knocked a 20 foot concrete piece out of the dock at 314 E. Washington St. Afram said the accident happened when the ship docked there to pick up a cargo of scrap metal for Japan. The WEST RIVER's shipping agent posted a \$27,500 dollar bond.



Aug. 19...Paterson's SASKADOC (a. WILLIAM E. REIS, b. URANUS) passed through Iroquois lock in tow of GRAEME STEWART. (Second tug unidentified.) Arrived Quebec, (Lauzon) Aug. 21 at 0307 hours in tow of SALVAGE MONARCH. Photo taken at Iroquois lock by Howard Kirkby.

GREAT LAKES AND SEAWAY NEWS

Aug. 10...The PAUL L. TIETJEN (a. MATTHEW ANDREWS, b. HARRY L. FINDLAY) of Kinsman Marine Transit Fleet and the FORT WILLIAM, of Canada Steamship Lines, apparently collided head on about 25 miles north of Port Huron, Michigan in Lake Huron. The PAUL L. TIETJEN docked at Port Huron Seaway Terminal with a hole about two by four feet, partly below the waterline, and with both anchors disabled and steering mechanism damaged. She was taking on water, but not faster than her pumps could handle. The FORT WILLIAM is tied up at C.S.L.'s dock in Sarnia, Ont. No one was reported injured. Cause of the collision is unknown at this time.



FORT WILLIAM Photo by Emory A. Massman.



PAUL L. TIETJEN (a. MATTHEW ANDREWS, b. HARRY L. FINDLAY).
Photo by Emory A. Massman.

GREAT LAKES AND SEAWAY NEWS

Aug. 14...American Export Isbrandtsen Lines, Inc. has asked the Maritime Administration for permission to cancel its Great Lakes services. A.E.I.L. stated the line has lost about \$800,000 (after subsidies) on Great Lakes operations since 1962 and predicts "a bleak future for American flag shipping" on the Lakes.

Aug. 15...Port officials on the Great Lakes are "dismayed and shocked" by A.E.I.L. wanting to end its Great Lakes service and they expect "vigorous protest" from the International Association of Great Lakes Ports.

Aug. 16...C.S.L.'s new \$3 million terminal at Hamilton, Ont. opened today.

...The old excursion steamer CANADIANA was pulled into Cleveland, Ohio, by the Great Lakes Towing Co.'s tug TURNER, after a two year sojourn in Fairport Harbor. The 210 foot vessel is at W. 54th Street dock. She is owned at present by Waterman Steamship Corp.

Aug. 17...Canadian Seafarers International Union, went on strike against 32 Canadian inland shipping firms. The strike involves 5,400 men and 181 vessels.

...Members of the Federation of Grain Millers have gone on strike, thus threatening domestic and export grain shipments.

...The fleet of 21 vessels operated by Upper Lakes Shipping Ltd., were not affected by the strike. They have a contract with the Canadian Maritime Union, which is not involved.

Aug. 21...The Captain of a Norwegian tanker was charged with discharging whale oil from his ship into the Cuyahoga River at Cleveland, Ohio. A city official said the matter dumped in the river from the STOLT ATLANTIC at the Riverfront Terminal was waste sperm oil. The Captain was freed on \$1,000 bail. Hearing is set for September 8.

...The Captain of the 6,000 ton tanker MARIPOSA was fined \$700 for oil pollution in Montreal harbor. The incident occurred during loading operations.

Aug. 26...Litton Industries will build three large iron ore carriers for delivery to its subsidiary, Wilson Marine Transit Co., the first to be ready in 1970, so said John B. Cogan, Vice-president, Industrial Transportation system of Litton. They will be twin-screw, self-unloaders, with bow and stern thrusters, they will be diesel-powered, rated at 15,000 horsepower and capable of making 16 m.p.h. Length has not yet been determined, because there are still some details to be worked out regarding the point of discharge in Cleveland Harbor. The ore will go up the river to mills on a conveyor belt, using the Erie-Lackawanna right of way. Rate of discharge

GREAT LAKES AND SEAWAY NEWS

will be up to 20,000 tons per hour, depending on the capacity of the receiving dock.

Aug. 27...The U.S. Maritime Administration has sold the SULLIVAN BROTHERS (a. JOSEPH S. WOOD) for \$55,116 to a Duluth scrap yard, and the LEBANON (a. JOSIAH G. MUNRO, b. EFFINGHAM B. MORRIS) for \$36,200 to Marine Salvage of Port Colborne, Ont.

Aug. 30...The NORTH AMERICAN will leave for her new career on Sept. 3 when she will be towed out of Erie, Pa. to Piney Point near Baltimore, Md. She was bought recently by the S.I.U. for its training program. Two tugs, one from Great Lakes Towing, the other from McAllister Brothers, of New York, will take her as far as Montreal. The McAllister tug will take her the rest of the way alone.

Aug. 31...The strike of 5,400 inland Canadian seamen, members of the S.I.U., which tied-up 181 ships from Halifax to the Lakehead, went into its 15th day, with no settlement in sight.

Miscellaneous

Aug. 5...C.S.L.'s WESTMOUNT, passes through Iroquois lock in tow of GRAEME STEWART and HELEN McALLISTER, at 0720 hours. She arrived at Quebec (Lauzon) Aug. 7th at 0535 hours in tow of SALVAGE MONARCH and HELEN McALLISTER. She is reported sold to Danish buyers for scrapping.



Aug. 21...AUGUSTUS B. WOLVIN passed through Iroquois lock around noon in tow of GRAEME STEWART and SINMAC. Arrived at Quebec (Lauzon) 0740 hours in tow of SALVAGE MONARCH and SINMAC. Photo taken at Iroquois lock by George Ayoub.



CURATOR'S CORNER

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

A couple of months ago we reported that the Museum had obtained several items from the Naval Armory at Detroit, due to changes in the Naval Reserve operation. One prime item that we did not mention was a model of the old U.S.S. DUBUQUE. For reasons that will become obvious as you read on, it is fitting that we now do so.

This model is cut-away to show all the interior layout of the ship on one side. It was long the property of Admiral Leon Jacobi, Commanding Officer at the Armory, and occupied a place of honor in the State Office.

The old DUBUQUE was the gunboat PG-17. Commissioned on June 3, 1905, she was 200 feet in length and displaced 2137 tons. A veteran of both World War I and II as well as the Cuban Pacification, she sailed both on the Atlantic and the Great Lakes. Prior to the second World War she was stationed at Detroit and is fondly remembered by many Detroiters, who trained on her in reserve service. She was decommissioned September 7, 1945.

Twenty-two years later, lacking only 6 days, on September 1, 1967, a new U. S. S. DUBUQUE was commissioned at the Norfolk Naval Shipyard at Portsmouth, Virginia. This DUBUQUE is an amphibious transport dock, LPD-8. A new type amphibious warfare ship, the U. S. S. DUBUQUE is the eighth in a series of LPD's designed to add new dimensions to the Navy's troop and vehicle lift capacity.

U. S. S. DUBUQUE is 569 feet long, has a maximum beam of 105 feet, and has a navigational draft of 21 feet, six inches. Her full load displacement is 16,500 tons. The ship is armed with four twin 3"/50 caliber rapid fire gun mounts, controlled by three fire control systems.

The DUBUQUE's allowance consists of some twenty-six officers and 400 enlisted men. In addition, the ship can carry approximately 850 combat troops, and 118 officers, in the assault and flag force. Her troop and living spaces can be considered luxurious.

So the old DUBUQUE may be gone, but her name lives on in the Navy, and her memory remains at the Dossin Museum.

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

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 | Thomas P. Rockwell |
| William A. Hoey | Otto Streck |
| C. Patrick Labadie | Rev. Peter Van der Linden |
| William Labonville | Frederic E. Weber |
| Robert E. Lee | William M. Worden |

OFFICERS:

- President, Donald Richards
 Honorary Pres. Rev. Edward J. Dowling, SJ
 Vice President Robert Radunz
 Secretary, Thomas P. Rockwell
 Coordinating Director, Robert E. Lee
 Treasurer, James C. McDonald

TELESCOPE

- Editor, Donald Richards
 Fleet List Editor, Rev. Edward J. Dowling, SJ
 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, Mich 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