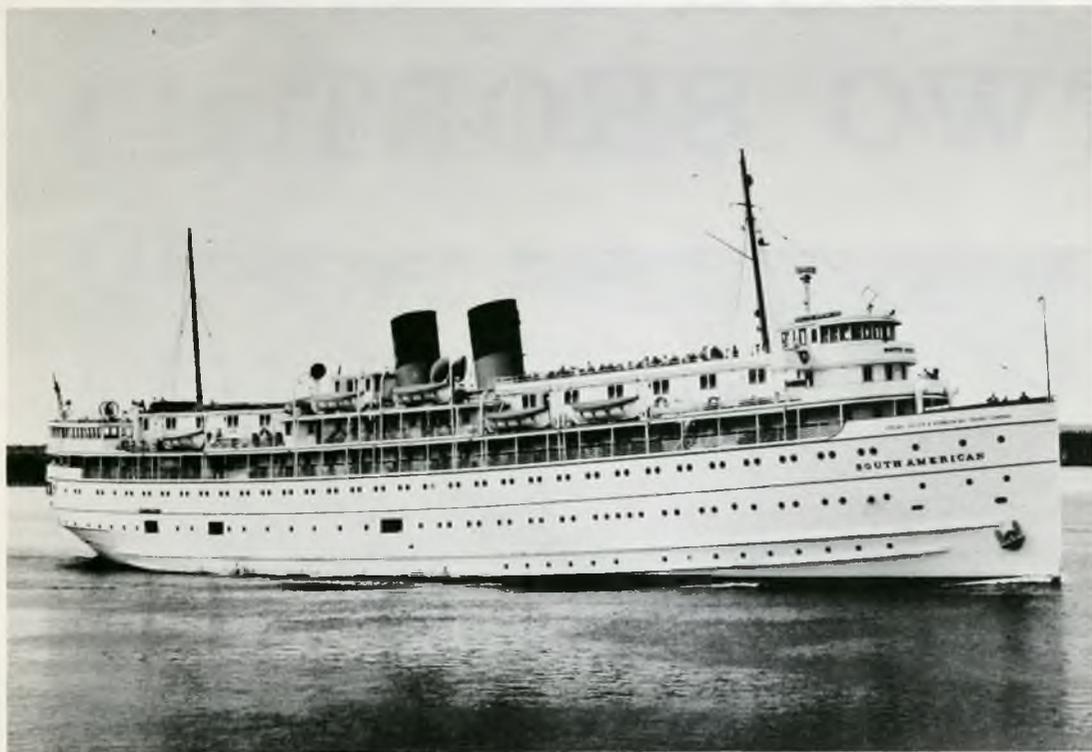


# TELESCOPE



**October, 1967**

**Volume 16, Number 10**

**Great Lakes  
Maritime  
Institute**



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

# THREE LONG TWO SHORT



Photograph: DOSSIN MUSEUM COLLECTION

Monday, October 16, 1967, was a black day in the hearts of many who have known, and deeply loved, a Queen. This was the day that a dignified lady departed Detroit for the very last time; departed to enter a new career.

And the heavens wept!

There was a small group to see her off...a small band of faithful subjects to whom the miserable weather and the chilling rain it let fall on the event, was not enough to dampen the love they felt for this departing sovereign. These were the ones who watched, and who felt the chill, not of the wind, but of their loss, as the majestic lady did her final turn from her berth to enter the downstream line of shipping for the last time. Bon voyage, *SOUTH AMERICAN!*

Now you are gone from our scene. Good bye, old girl, God bless you!

Robert E. Lee.

# Opening of the Livingstone Channel

by Robert E. Lee

It is entirely fitting that this reminder of a very important event should appear in this particular issue of Telescope, for it was exactly 55 years ago this month that the event took place. October 19, 1912 was a banner day for Great Lakes commerce, for it was on that date that the Livingstone Channel at the mouth of the Detroit River was opened to traffic with appropriate ceremonies. It was this channel, passing to the westward of Bob-Lo Island, that made an independent waterway for downbound vessels and eliminated need to pass over the Lime Kiln Crossing. This improvement had long been desired as the Lime Kiln was one of the most congested areas in the lake system, and extremely dangerous to navigate owing to the restricted channel, rocky bottom and swift current.

The artificial cut was conceived by William Livingstone, then the President of The Lake Carriers Association, who spent a great deal of time interesting the government engineers in the work and prevailing upon Congress to appropriate the necessary funds to build it.

The work on the channel was begun in the spring of 1908, and was concluded early in October of 1912. Altogether, the channel was about eleven miles long, though for a considerable part of its run little or no dredging was necessary. But the important part of the work was deepening the channel abreast of Stony Island, where the natural depth of the river was only five or six feet, and the cut had to be blasted through solid limestone!

It was estimated that it would cost about half as much to dredge this portion of the work *in the dry* and therefore the river was coffer-dammed at that point. Work then proceeded without interruption for a period of four years.



Photograph: DOSSIN MUSEUM COLLECTION

The section of the cut through limestone was done with the river water held back by cofferdams.

Much has been recently made of the huge machinery needed to build the St. Lawrence Seaway, and granted, it is true. But for the time when the Livingston Channel was built, the methods which are not at all comparable, were nevertheless a wonder of their day.

The bulk freighter *William Livingston*, b) *S.B. Way*, c) *Crispin Oglebay*, then owned by E. A. Tomlinson was selected to open the cut under the pilotage of President Livingston. Arrangements were made to have all of the downbound traffic that reached the StClair Lightship by eight o'clock Saturday morning anchor until one in the afternoon, at which time the *Livingston* departed her dock at Brush Street for the parade down river. The flotilla of bulk freighters which had been anchored began to appear around the head of Belle Isle shortly after one o'clock, and the *Livingston* then threw off her mooring lines and began her journey. She was followed immediately by the excursion steamer *Britannia*, carrying about 2,000 passengers, and then came the fleet of bulk freighters and other craft in procession.

The *Livingston's* progress down the river was in the nature of a triumph. Everything that had steam up saluted her to the end that her own whistle was rarely silent. She entered the Livingston Channel at 3:15 p.m. and rounded the *Bar Point Lightship* at 4:30, where President Livingston was transferred to the *Britannia*, which had on



*Livingstone Channel*

Photograph: DOSSIN MUSEUM COLLECTION

Primitive machinery by present standards, but the job got done.

board the members of the Detroit Board of Commerce. Here they were addressed by President Livingston and responses were made by Homer Warren, President of the Board of Commerce; Mayor W. B. Thompson, of Detroit, and Congressman MacMoren. The names of those on board the *Livingston* to do honor to the occasion were names familiar to us who watch ships today. Harry Coulby, J. H. Sheadle, and J. S. Ashley, were among the guests as was Charles Hutchinson.

The Lake Carriers tendered a complimentary dinner to President Livingston at the old Pontchartrain Hotel in Detroit, at which Mr. Sheadle was the toastmaster. In presenting Mr. Livingston, he said that no man had done as much for the lakes as he had.

Mr. Livingston responded, saying that when he first came to the lakes, 97% of the tonnage was sail and 3% steam. By the time of his remarks the opposite had become true; 96% was steam, and only 4% was sail, and that included the barges that were towed.

Harry Coulby said that his life had been devoted to water transportation and that it was a science upon which the welfare of the whole people depended. When barriers were removed, it was not for the benefit of the vessel owner, or the farmer, but for humanity in general. He did not number himself among those who looked back with longing at two dollar freights. That period, he said, belonged to the past. The benefits of cheaper channels is only momentary to the



Photograph: DOSSIN MUSEUM COLLECTION

The *William Livingston*, Piloted by her namesake proudly leads the parade of ships opening the new Livingston Channel.

ship. It takes away the barrier between the producer and consumer and it is the latter that gets the benefit. Only ten years back, the straight cut at the mouth of the Detroit River had been but a dream. As he spoke it was a reality and an eternal monument to the man who conceived it.

Col. C. MacDonald Townsend said that the eighty million tons of freight which annually passed through the Detroit River justified the expense of the Livingston Channel. He referred to the fact that it cost four cents per ton mile to move freight on the Mississippi between St. Louis and Cairo, whereas, on the Great Lakes it was moved for eight-tenths of a cent per ton mile.

Colonel Patrick, who was Government Engineer with headquarters at Detroit at the time, said that the saving of one cent a ton on the commerce passing through the Detroit River would pay for the Livingston Channel in ten years.

One of the participants at the original opening of the channel was a Captain Sullivan, an old timer then, who made remarks after the dinner. He noted some of the changes since 1863 saying that year he had sailed a ship of 160 ton capacity in the coal trade between Erie and Buffalo. Here we will quote his remarks directly:

*"In looking back it seems to me that with the passing of the sailing ship on the lakes the romance and the greater part of the sentiment passed with them. In recalling the names of some of the handsomest vessels that ever floated in any waters there were the Coquette, Wind, Wave, Wings of the Morning, Starlight, Sunrise, Morninglight, Moonlight, Sunnyside, and Sweetheart.*

*"The ships of today are named for men who do things. That is why the monster that headed the procession today was named the William Livingston. It's a fitting name for her. Nobody would think of nam-*



Photograph: DOSSIN MUSEUM COLLECTION

Just off the stern of the *Livingston*, a Government Revenue Cutter adds to the festive air with a gun salute.

ing her *Sweetheart*; it would be very appropriate for the man, but not the ship. Another marked change is in the sinking of the personality of the old time master. A vessel he sailed was seldom referred to by his associates or the men directly connected with the affairs of ships. If you asked the mate on relieving him what vessels he met during his watch he would answer John Low, Jim Brown, or Jack Shaw, as the case might be."

Captain Sullivan went on to say that "In the old days the only aids to navigation between Bob-Lo and Windmill Point were lights at Grassy Island and Mamajuda. In 1873 some enterprising gentleman placed a float on Ballard's Reef which displayed a red light that could be seen under favorable weather conditions about 500 feet. Collections were taken from the vessels, and as this showed a good profit, several other citizens hung up lamps at intervals all the way up to Fort Gratiot and the good work of collecting went on until Mr. Livingston prevailed upon the government to forbid the use of private lights. As late as 1880 there was no official gauge at the Lime Kiln Crossing. Duff And Gatfield displayed a red flag from a pole on the dock when the water looked low. On making inquiry about the probable depth you were told that Johnny Coder struck going over yesterday or George McLeod struck this afternoon, but not quite so hard, and there you were. If you wanted to take the chance there was always a small tug to assist you in making the attempt!

Detroit was one point on the voyage in the sixties and early seventies that no vessel could get by without making a call at the Marine Post Office, located at Trowbridge and Wilcox Store. Anything in the way of ship's supplies from a needle to an anchor was available there and a tow stopping at Detroit at six in the evening seldom got under way until six in the morning. This was all changed by the advent of large sail fleets in the early seventies. The



Photograph: DOSSIN MUSEUM COLLECTION

The great, the near great, and just plain folks crowd the forward deck of the *Britannia*. Do you see anybody you know?

*masters, as a rule, making contact with the tug to go through without stopping unnecessarily.*

*"Good old days! We frequently hear of the good old days. That is a mistaken idea. If there were good old days it was only for some boy whose father was in a position to send him to college. There were no good old days for the sailor boy. The crews handles the cargo at one end of the trip and lumber and other coarse freight at the other. The hours were continuous in some instances and seven-teen to eighteen working hours in most all cases at loading ports.*

*"The crew's quarters in the handsomest vessels were dungeons in comparison with the quarters on a modern steel ship. Everything in the so-called good old days on board ship was done by main strength and hard labor. The watch below was subject to call at any minute to take in or shorten sail. The watches were then four hours; the watches are now (1912) six hours and the watch below are never called except to get up and eat."*

Things have certainly changed, and the change has been continuous even as it is today.

In the early days the depth of water in some of the connecting channels restricted the depth of vessels to ten feet. Improvement of the channels by the government was interrupted by the Civil War, and by 1866 the government had expended only three million dollars on all lake improvements.

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By 1912, the total expenditure had risen to nearly 150 million dollars in improvements on the Great Lakes. Alfred Nobel, one of the most noted hydraulic engineers in the world, at that time, said that from year to year the annual savings netted more in return to the people of the United States, than the amount of all government expenditures from the beginning of the first improvements on the Lakes, and this is still true in 1967 in spite of the vast millions being poured into Lakes projects by the Corps of Engineers.

The Livingston Channel was for about six of its twelve miles length through limestone rock and it was originally constructed three hundred feet wide and 22 feet deep. It is now widened to four hundred fifty feet. This work was completed in 1925. More recent improvements have deepened it to twenty-seven and one-tenth feet. Now provided are up-bound channels separate from the down-bound. The recent channel deepening project consisting of over one hundred miles of connecting waterways has made a uniform depth of 27 feet available through the St. Mary's, the St. Clair and the Detroit rivers and Lake St. Clair. The total cost of this work was nearly equal to the expenditure of the United States on the Seaway.

The development of vessels which use these channels is a story in itself, but suffice to say that this development would not have happened had not first the development of the channels been provided. And it really began in earnest on an October day in 1912 when a flotilla of vessels glided down-river, the first piloted by a great man, William Livingston, whose name is memorialized in the cut that did so much for shipping.

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KINSMAN ENTERPRISE, ex NORMAN B. REAM (US. 203543). Built in 1906 at Chicago by the Chicago Ship Building Co. Hull #70. 587 x 58 x 32. Triple expansion engines built by American Ship Building, Cleveland.

KINSMAN INDEPENDENT, a) WILLIAM B. KERR b) FRANCIS E. HOUSE (US. 203917) Built in 1906 at Chicago by the Chicago Ship Building Co. Hull #72. 591 x 60 x 32. Triple expansion engines built by American Ship Building Co. at Cleveland. This vessel was the largest on the Lakes when launched.

GEORGE M. STEINBRENNER, a) JOHN SHERWIN b) SATURN, (US. 202910). Built in 1906 at W. Bay City, Michigan by the W. Bay City Ship Building Co. Hull #617. 520 x 54 x 30. Triple expansion engines by the Detroit Ship Building Co.

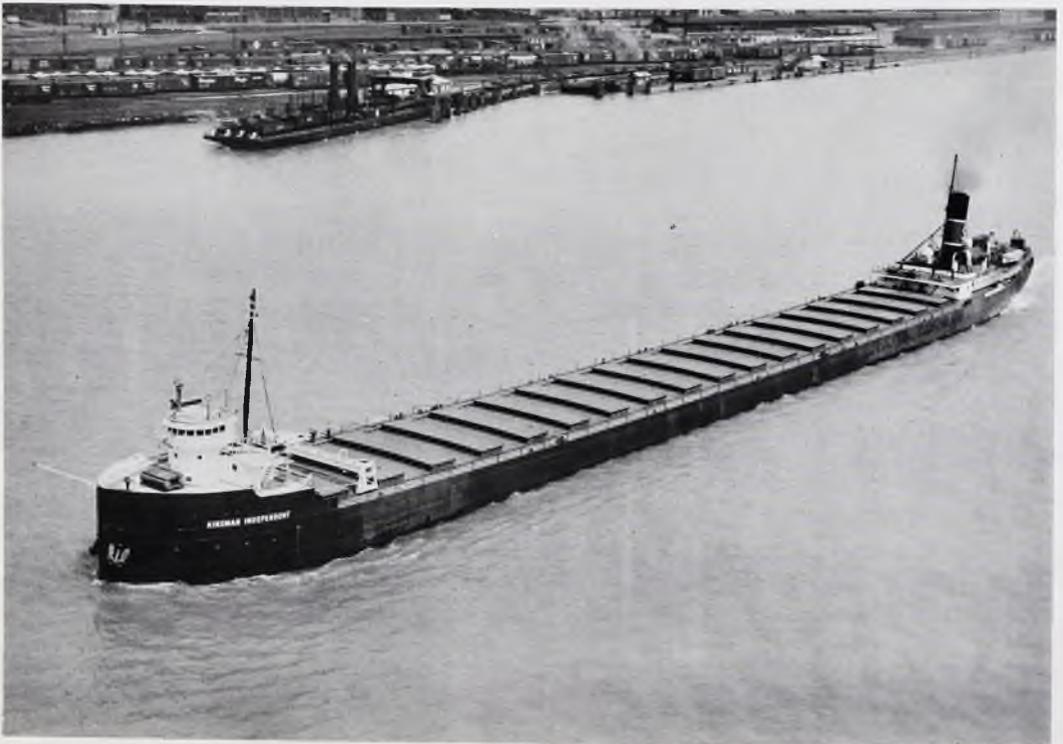
UHLMANN BROTHERS ii a) LOFTUS CUDDY b) C.S. ROBINSON (US.207873) Built in 1906 at Lorain, Ohio by the American Ship Building Co. Hull #341. 525 x 55 x 31. Triple expansion engines built by the ship builder.

LYMAN C. SMITH in the center picture is a Lockwood Photo from the Dossin Museum Collection.

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# Marine Gallery

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LYMAN C. SMITH  
GREAT LAKES STEAMSHIP CO. INC.

# THE GREAT LAKES STEAMSHIP COMPANY

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

WILLIAM NOTTINGHAM, 1902 at Buffalo by the Buffalo Dry Dock Co. Hull #201. 380 x 50 x 28. In 1943 she was turned in to the U.S. Maritime Commission in exchange for new tonnage. In fleet until 1946. Triple expansion engines by the American Ship Building Co.

GEORGE PRESLEY, 1889 at Cleveland by the Globe Iron Works. Wooden bulk freighter, 265 x 41 x 20. Fore and aft compound engine which was also built by the shipbuilder. In fleet from 1899 until 1905. Burned at Green Bay, Wisconsin on June 26, 1905.

NELLIE REDDINGTON, 1872 at Cleveland by Quayle & Martin. Wooden schooner barge, 205 x 33 x 16. In fleet from 1899 to 1902. Foundered in the St. Lawrence River in 1933. Had been transferred to Canadian registry in 1919. NOTE: The only barge in this fleet.

B. LYMAN SMITH, 1903 at Lorain by the American Ship Building Co. Hull #324. 380 x 50 x 28. Triple expansion engines by the shipbuilders. Turned in to the U.S. Maritime Commission in 1943 for new tonnage. Operated in the fleet until 1946. Scrapped at Hamilton in 1948.

HURLBUT W. SMITH, 1903 at Lorain by the American Ship Building Co. Hull #322. 421 x 50 x 28. Triple expansion engines built by the shipbuilder. In fleet until 1957. Scrapped at Superior, Wisconsin in 1959.



MONROE C. SMITH

Young Photo, Author's Collection

- L.C. SMITH, 1902 at W. Bay City by the West Bay City Shipbuilding Co. Hull #606. 421 x 50 x 28. Triple expansion engines by the Detroit Ship Building Co. Renamed SWEDEN in 1916. In fleet until 1957. Scrapped in 1961.
- LYMAN C. SMITH, 1905 at Wyandotte by the Detroit Ship Building Co. Hull #159. 525 x 55 x 31. Triple expansion engines built by the shipyard. In fleet until 1957. Presently operating as Canadian MARTHA HINDMAN.
- MONROE C. SMITH, 1903 at Lorain by the American Ship Building Co. Hull #323. 380 x 50 x 28. Triple expansion engines built by the American Ship Building Co. Turned in to the U.S. Maritime Commission in exchange for new tonnage in 1943, but operated in the fleet until 1946. Scrapped at Hamilton in 1947.
- WILBERT L. SMITH, 1903 at Lorain by the American Ship Building Co. Hull #325. 380 x 50 x 28. Triple expansion engines built by the American Ship Building Co. Turned in to the U.S. Maritime Commission in 1943 in exchange for new tonnage, but operated in the fleet until 1946. Scrapped at Hamilton in 1948.
- SWEDEN - See L.C. SMITH.
- SMITH THOMPSON, 1907 at Toledo by the Toledo Ship Building Co. Hull #110. 438 x 52 x 28. Quadruple expansion engines built by the shipbuilder. In fleet from 1907 to 1957. Later ROBERT H. JOYNT. Scrapped in 1961.



CHARLES M. WARNER

Detroit Publishing Co. Photo  
Author's Collection

HORACE S. WILKINSON

Young Photo, Author's Collection



- CHARLES M. WARNER, 1903 at Chicago by the Chicago Ship Building Co. Hull #58. 370 x 48 x 28. Triple expansion engine built by the shipbuilder and replaced in 1958 by General Motors diesel engines. In fleet from 1903 to 1928. Later dredge MICHIGAN and LAKEWOOD. Still in service and operated by the Presque Isle Transportation Co. in the Lake Erie sand trade.
- HORACE S. WILKINSON, 1902 at Chicago by the Chicago Ship Building Co. Hull #53. 370 x 48 x 28. Triple expansion engine built by the shipbuilder. In fleet from 1902 to 1939. Renamed BELGIUM in 1916. Later converted into a tanker and subsequently renamed, MICHIGAN, TEXACO MICHIGAN, TRINA and CORPUS CHRISTI. Went to the coast several years ago and apparently still afloat.
- HORACE S. WILKINSON, 1917 at Toledo by the Toledo Ship Building Co. Hull #137. 588 x 60 x 32. Quadruple expansion engine built by the shipyard. In fleet from 1917 to 1957. In 1963 she was reduced to a barge and renamed WILTRANCO. Still afloat.

NOTE: Around 1896 there was a Buffalo organization that was managed by the Messrs. Gordon and Atkins which was also known as the Great Lakes Steamship Company. This fleet operated the chartered wooden steamers C. TOWER, Jr. and OLYMPIA, and the steel freighters JOHN W. MOORE and GLOBE in the grain trade between Lakes Michigan and Erie. Other than the similarity of names, there seems to be no official connection between the two fleets.

Care should be taken to distinguish other similarly named fleets:

- a) Great Lakes Transite Corp. (1916-1944), package freighters.
- b) Great Lakes Transportation Co., Ltd., the Playfair fleet.
- c) Great Lakes Transport Co. (30s and 40s), tankers.
- d) Great Lakes & St. Lawrence Transportation Co. (1903-1916), canallers.
- e) Great Lakes Lumber & Shipping Co., Ltd. (1936-1950), pulpwood barges and tugs.
- f) Great Lakes dredge & Dock Co., construction equipment.
- g) Great Lakes Towing Co., harbor tugs.

Although in its earlier days the fleet described above was popularly known as the "Typewriter Fleet" due to the influence of the holdings of the L.C. Smith family, your Fleet List Editor must caution our readers and remind them that the CORONA and UNDERWOOD were not part of the fleet.



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*Barry Gillham; Toronto*

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SEPT. 1...Two new fishing trawlers GRAND COUNT and GRAND KNIGHT were christened in a double ceremony at Port Weller Dry Docks, Ltd. They join the GRAND PRINCE and GRAND BARON which were completed earlier. All four stern fishing vessels were built for Bonavista Cold Storage Co., Ltd., of St. John's.

...C.S.L.'s self-unloader STADACONA's cargo of pulverized coal has risen to 156 degrees. The combustion point of coal is between 175 and 180 degrees. She has been idle in a slip at Ojibway, Ont. since August 17, when the Canadian SIU struck.

SEPT. 2...A Canadian SIU crew is taking STADACONA to the Polymer Corp. at Sarnia, Ontario to unload its "hot cargo."

SEPT. 3...C.S.L.'s self-unloader HOCHELAGA, also loaded with a cargo of coal left Windsor, Ontario for Sarnia to unload. She has been tied up at Windsor since the strike started.

SEPT. 4...STADACONA unloads her "hot cargo" at Sarnia.

...The passenger ship NORTH AMERICAN went through the Welland Canal under tow, headed for Piney Point, Maryland.

SEPT. 5...Keel-laying ceremonies took place at American Ship Building Company Toledo Yards, for the new 278 foot, 2,800 ton vessel, to be named RESEARCHER, for the US Coast and Geodetic Survey.

SEPT. 7...A further section of the old Lachine Canal will be permanently closed to navigation at the end of this season. The section, about 3,500 feet in length, begins just east of No. 3 bridge to the Wellington Street tunnel. The eastern section from this point to Lock No. 1, was closed in 1965.

...The captain of the Liberian tanker GEORGIAN VALOUR was fined \$500 and costs in a Sorel court for oil pollution in the St. Lawrence River. The incident occurred August 18, as the tanker proceeded upstream trailing an oil slick.

...The NORTH AMERICAN cleared Quebec City in tow of the tug MICHAEL McALLISTER.

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**GREAT LAKES AND SEAWAY NEWS**

SEPT. 10...Covered inflatable life rafts and an independent source of power for the radio and pilothouse are among the new safety regulations for merchant ships proposed by the Coast Guard as a result of the sinking of the DANIEL J. MORRELL.

SEPT. 12...Norfolk and Western Railway's new coal dock at Sandusky, Ohio set an all-time tonnage record for coal loaded into a vessel at that port, when the Canadian freighter RED WING sailed with 27,381 tons of metallurgical coal for Defasco in Hamilton, Ontario.

SEPT. 13...At about 4 AM, 140 miles off Nantucket Island the NORTH AMERICAN sank. She was at the end of a 1,200 foot tow line, in moderate seas, with six to eight foot waves. Captain Charles Shaw of the tug MICHAEL McALLISTER said, "Her running lights disappeared but the hawser did not part." The tug hove to and remained in the vicinity until noon when orders came to return to her base at Norfolk, Va. At that time the hawser was cut and the tug departed.

SEPT. 14...Canadian SIU and Canadian Lake Carriers meet but failed to solve shipping dispute.

SEPT. 16...Two new fishing trawlers were christened at Canadian Vickers Ltd., Montreal. They are M/V ATLANTIC J.A.G. and M/V ATLANTIC PATON. They will be operated by Ocean Maid Foods Ltd., a subsidiary of Atlantic Sugar.

SEPT. 18...A dense fog closed the Welland Canal more than 10 hours. Congestion was at a minimum, however, due to the strike against most of the Canadian fleets.



...LUBROLAKE, formerly owned by Lakeland Tankers Ltd., of Toronto, passed through the Iroquois Lock, September 17, in tow of the tugs ARGUE MARTIN and LAC ERIE, owned by McKeil Work Boats Ltd. (Photo by George Ayoub at Iroquois, Ontario)

## GREAT LAKES AND SEAWAY NEWS

...The Soo Locks were closed from 5:30 AM to 1 PM because of fog, sending 15 ships to anchor.

SEPT. 19...Coast Guard and Engineer Corps are seeking the source of a gigantic oil spill extending more than 40 miles at the southern end of Lake Michigan.

...The German freighter JOHANNA OLDENDORFF grounded in the Amherstburg Channel below Detroit. There is no indication of how the grounding occurred.

SEPT. 20...A barge collision in the Chicago Ship Canal early today left an empty gasoline barge on top of a loaded sand barge, completely blocking the channel. Little traffic congestion was experienced as other craft were able to detour thru the Calumet Sag Channel.



BAYQUINTE (a. BAYFAX), seen at Kingston, Ontario on April 15, 1967 after being idle at Belleville, Ontario for a number of years. She was towed to Kingston in the fall of 1966. (Photo by Ross Dixon.)

SEPT. 21...A passenger aboard the Swiss freighter SILVOPLANA, which arrived in the port of Toronto disclosed in an interview that he had been an "unwanted guest" of the shipping line for six years because they were unable to land him legally anywhere. An attempt to escape by jumping into the water at Liverpool early this year failed and he was returned to the ship.

...Higher Great Lakes Pilot fee proposals were attacked by Great Lakes Shipping interests

SEPT. 22...A tentative agreement was signed between the SIU and Canadian Lake Carriers Association in Montreal.

SEPT. 24...Paterson's SENATOR OF CANADA is the first vessel to move after the strike as it clears Montreal for Trois Rivieres

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## GREAT LAKES AND SEAWAY NEWS

and the CEDARBRANCH is first to clear Toronto.

SEPT. 25...Defoe Shipbuilding Co. of Bay City has been awarded a \$17,818,793 contract to design and construct two medium surveying ships for oceanographic research by the Navy.



*Two venerable vessels that ended their careers as barges, APPLEBRANCH and PALMBRANCH, are shown on their final trip at the end of a tow line. This pair, along with BAYBRANCH, were sold in November of 1966 to scrappers at Hamilton, Ont.*

*They were previously owned by Marine Industries Limited, of Sorel, Quebec.*

*Both Photos by Howard Kirkby.*



**INSTITUTE MEMBERS: ATTENTION!**

**TELESCOPE MAGAZINE** isn't just "our" magazine. It is also very much **YOUR** magazine. **CONTRIBUTE TO IT! PLEASE?**

*The Editors*

## GREAT LAKES AND SEAWAY NEWS

SEPT. 26...Gale warnings were posted on all five lakes as winds of 40 to 50 miles-per-hour were reported, the first wide spread storm of the fall.

...St. Lawrence Seaway to close officially on December 6, but will be kept open on a day-to-day basis until the 15th., if the weather permits.

SEPT. 27...Bay City, Michigan and Saginaw, Michigan officials have announced the official opening of a free foreign trade zone for the Saginaw Bay area.

SEPT. 28...Three men were burned in an explosion and fire on board the ONTARIO POWER. The accident happened when the ship was about 30 miles outside Sydney, Nova Scotia. A Canadian Coast Guard ship, the EDWARD CORNWALLIS, was dispatched to take the injured men off of the ONTARIO POWER. The latter was expected to be able to return to Sydney under her own power. Wind and seas were calm at the time.



...The CANADIANA has been bought by Tropicana Products from Waterman Steamship Co. Tropicana has offered the old excursion steamer to the Maritime Administration as a trade-in on the troopship GEN. A. W. GREELEY, with the intention of converting the GREELEY into an insulated orange juice carrier.

### M I S C E L L A N Y

M/V COL. ROBERT R. McCORMICK (a. MANICOUGAN) which has been laid up at Port Dalhousie this year, has apparently been sold by Quebec & Ontario Transportation Co. Ltd., to new owners. The Q & O insignia has been removed from her stack and she has been re-named MONTAGU BAY.

The Canadian tanker LUBROLAKE (a. MERCURY) which arrived in Hamilton last month, presumably for scrapping, has been sold to east coast interests. Shipboard information is that she's headed for Irving interests.



## CURATOR'S CORNER

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

At long, long, last, the end appears to be in view, and perhaps before we report to you again we'll be occupying the new addition to our building, the Aaron De Roy Hall. The longest holdup that we have experienced so far has been the specially prepared thermopane windows. There are, in all, thirteen of them, ten feet tall and four feet wide, and they had to be specially made. Seems there is a great deal of work for glass fabricators at the moment, and it took a bit longer than anticipated to get them. Now they have been installed, and the remaining work can go on with dispatch.

The projection booth has been completed, as has the giant screen, which is curved, and encompasses the entire west wall. In all, it is 27 feet wide and 11 feet tall...larger than life slide shows and movies are in the offing, and we must confess that we can hardly wait to see it work!

Still on the subject of our building and grounds, but this time in the existing area, we have finally finished the installation of the anchor-chain fence around the lawn areas. This task was begun very soon after the first building opened in 1960 (started in the following spring, if memory serves us right) and we were forced to hold off a bit. The plans called for paving the driveways, but we had no way of knowing where the paving would actually go. We made a guess, and actually we didn't do too badly, but we certainly had no desire to make a lot of concrete posts, only to have to rip them out later, so we waited. This spring they finally got around to the paving, and we lost no time in getting out the forms to pour posts. Now the job is completed, and we are mighty proud of the results.

Money has been budgeted for landscaping the area inside these new chain barriers, and plans call for decorative treatment to be given the *Paul H. Townsend* propeller. It will be the focal piece in a decorative flower bed, and the bronze plaque will be moved forward to the barrier line so it won't be necessary for visitors to climb over the chain to read it. Maybe then...*just maybe*, we'll be able to grow a little grass in that area with fair possibility that it won't get tramped down before it has a chance to grow!

In all, the future appearance of your museum bids well to look a lot better, and while we know you are more interested in what's on the inside, the outside is important, too.

**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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**1965**

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