

TELESCOPE

July-August
Volume 17, Number 6



**Great Lakes
Maritime
Institute**



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

UPPER LAKES CANALERS GO TO WAR

by
Skip Gillham

During the early years of World War II the German submarines were applying great pressure in the North Atlantic in an effort to starve the British Isles into submission. The Allied nations were losing several ships a day, and the British Ministry of Transport, realizing the seriousness of the situation, approached the Canadian government to seek their aid. They, in turn, requisitioned as many of the small canallers as possible for war time service.

Each of the various lake companies contributed vessels, but for the purpose of this article we shall concentrate on the fleet of the Upper Lakes and St. Lawrence Transportation Company, now called Upper Lakes Shipping Ltd.

The Upper Lakes canallers were all built in Great Britain between 1923 and 1926 and were purchased from the Eastern Steamship Company of St. Catherines in 1936. Before the war they served in the lakes trade, but with the outbreak of hostilities most went into specialized service.

The *NORMAN P. CLEMENT*, *JOHN B. RICHARDS*, *WILLIAM C. WARREN*, *NORMAN B. MacPHERSON* (b. *LOADMASTER*) and *SHIRLEY G. TAYLOR* did not venture east of Quebec City. Their task was to carry bulk cargoes, (coal, grain, etc.), from the lakes to St. Lawrence ports. As a precautionary step these vessels had gun placements, although they were unarmed. The vessels with square texas cabins had the gun placement atop a newly installed 'doghouse' on the after cabin. The ships with the turret-style forward cabins did not receive a 'doghouse'. Their gun-mount was on the after cabin. Machinegun nests were also set up on the bridge of one vessel, the *SHIRLEY G. TAYLOR*, which received a coat of wartime paint.

The *JOHN S. PILLSBURY* and *SHELTON WEED* spent the summers of 1942 and 1943 operating as colliers and pulpwood carriers in the Gulf of St. Lawrence. In 1944 the *JUDGE HENEFICK* (b. *H. J. McMANUS*; c. *CHEMBARGE No 4*) joined the run from Forestville to Quebec City. Since this region was



SHIRLEY G. TAYLOR

McNutt Photo-Dossin Museum

often infested with German subs, they usually travelled in convoys. However, underwater detection devices had not yet been discovered and the U-boats could easily approach the convoys and create havoc. All three vessels were grey and *JUDGE KENEFRICK* was armed.

Two vessels, the *CHARLES R. HUNTLEY* and *JAMES STEWART*, were chartered in June 1942 to carry supplies from Montreal to bases on Newfoundland and Labrador. They served in this trade until December 1942 when they were chartered by the United States Wartime Shipping Administration. In this capacity they delivered coal to power plants along the east coast of the United States. In June, 1943, they were refitted and returned to the Great Lakes.

Eight Upper Lakes canallers were actually requisitioned by the Canadian government and these served in

two areas; the Caribbean bauxite trade, and British coastal service.

All eight vessels had been constructed in Britain, and few changes in structure were required to prepare them for wartime service. The hatch comings were raised to twenty-four inches on the main decks, and added protection was given to the bridges in the form of concrete block shields built around the original structures. Only narrow slits remained for windows. These ships were armed, painted grey and carried the previously mentioned gun placements.

The *FRANK B. BAIRD*, *GEORGE L. TORIAN* and *JOHN A. HOLLOWAY* joined the bauxite trade in the West Indies. The shallow draft of these vessels permitted them to penetrate inland along the Mungo River of British Guiana and carry valuable bauxite ore out to the transshipment center



SHELTON WEED

McNutt Photo-Dossin Museum

of Port au Spain, Trinidad. From here, larger vessels carried the ore to New York where it was transferred to smaller craft for the trip to Buffalo, via the Hudson River and Erie Canal. At Buffalo the ore was again loaded into canallers for the trip to the aluminum mills of Quebec. This costly, round-about method of shipment was justifiable due to the great risk involved in shipping the valuable cargo directly through the Gulf of St. Lawrence.

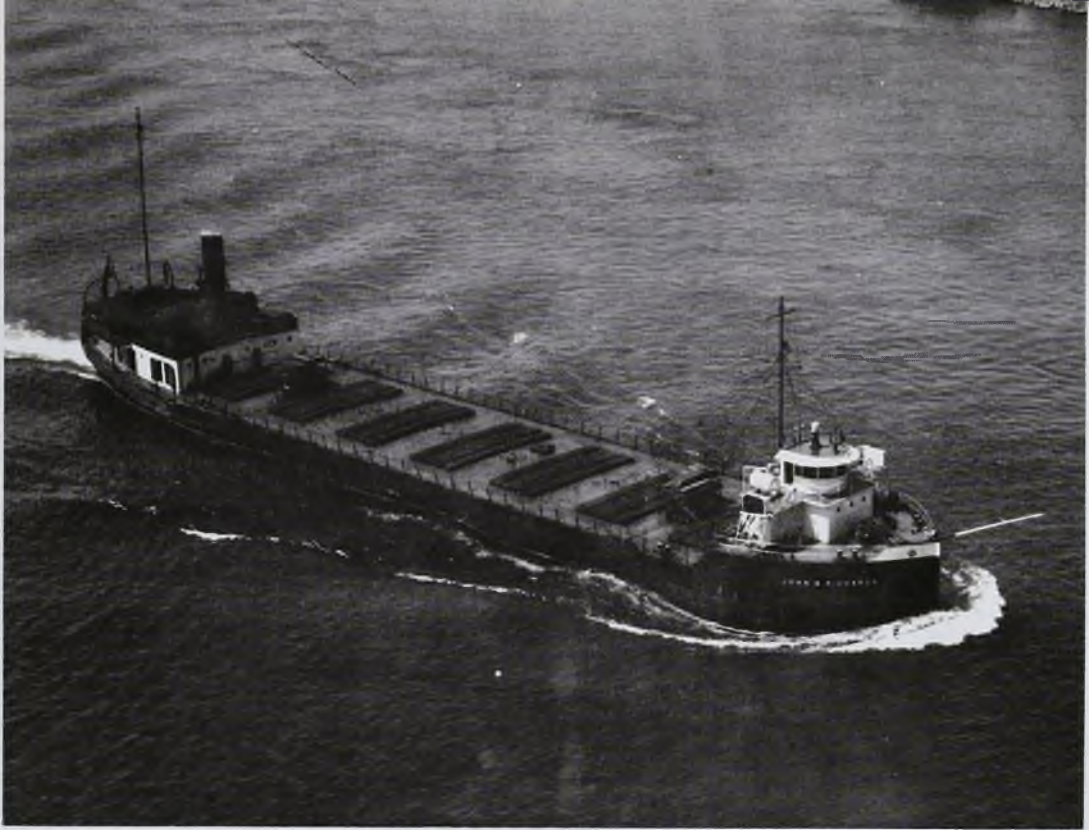
The *FRANK B. BAIRD* was requisitioned in 1940 and after being fitted out was delivered to her British officers and crew in Montreal. She was enroute to Halifax for repairs when she was sunk by enemy gunfire on May 22, 1942.

The *GEORGE L. TORIAN* was requisitioned in 1941 and after being fitted out in Montreal, she entered the West Indies service. On February 2,

1942, she was torpedoed while crossing the Caribbean. The only survivor was a watchman, who, after clinging to a hatch cover for 24 hours, was rescued by an American Vessel.

The *JOHN A. HOLLOWAY* was also requisitioned in 1941 and after her Montreal fitout she, like the *TORIAN* sailed with her Canadian crew for the Caribbean. On her first trip she ran into heavy seas, but despite a water shortage she arrived unscathed. In July 1942 she went to Mobile, Alabama for repairs and upon completion was loaded with supplies for Trinidad. She was torpedoed enroute in September 1942. Only one life was lost. The remainder of the crew made shore in a week by sailing and rowing their lifeboats.

The vessels *ALBERT C. FIELD*, *ROBERT W. POMEROY*, *WATKINS F. NISBET*, *EDWIN T. DOUGLAS*, (b. P.S. BARGE No.



JOHN B. RICHARDS

McNutt Photo-Dossin Museum

1) and WILLIAM H. DANIELS (b. SCOTT MARK) were delivered to British officers and crew at Montreal. These were all requisitioned in 1940. On their arrival in Britain they were modified to suit a particular trade. Most of these vessels were used to haul coal along the English coast. They were of valuable service in this area, as was anything floating since it permitted the larger ships to engage in longer runs.

The WATKINS F. NISBET saw only limited service as she was sunk in the North Sea by enemy action in December, 1940. The ROBERT E. POMEROY broke her back in an Atlantic storm and enemy gunfire ended her sailing career on April 1, 1942.

The ALBERT C. FIELD served the coastal towns until 1944 when her condition began to deteriorate. She was loaded with waste materials from the blitz and scuttled end-to-end

with a number of older vessels in 'Operation Mulberry'. The purpose of this operation was to create a temporary breakwater to provide a harbor in support of the Normandy invasion.

The EDWIN T. DOUGLASS was used mainly as a floating coal depot stationed at Scupa Flow on the northern tip of the British Isles. Coal was brought out to her in smaller vessels to permit her to bunker convoys of minesweepers that patrolled the area. She was equipped with deck cranes, winches for handling barrage balloons, and added gun nests. Since her crew often numbered as many as 50, the regular quarters were enlarged. After the war she was stripped of the extra gear and until February 1949 carried coal from north-east England to the power plants of London. She was then reconditioned and returned to her owners. The DOUGLASS was sold to Pyke Salvage in



WILLIAM H. DANIELS damaged at drydock in 1949.

Photo courtesy ERNEST L. JAMES.

1959 and had her engines removed. Today she is *P.S. BARGE No. 1* and serves as a lighter for vessels that run aground in the St. Lawrence River region.

The *WILLIAM H. DANIELS* was the last of these vessels to be used on the Great Lakes in the bulk trade for which she was designed. After her arrival in Britain in 1941 she served in the coastal trade and during the invasion of Normandy assisted as a supply carrier. She was in the channel run for a short time and then joined the coal trade into London. Prior to her return to Canadian owners in October 1949, she was badly damaged in a drydock accident on

the Thames River. Her bottom plates had been removed for replacement when the high tide broke through the retaining wall flooding the drydock and the ship. Temporary repairs were made to the *DANIELS* which permitted her being towed to another drydock for reconstruction. The original yard was never rebuilt.

When the Seaway made her obsolete, the *WILLIAM H. DANIELS* served as a grain storage barge in Toronto until 1964. She was then sold to Superior Aggregates and converted to a crane ship. After being laid up at Port Arthur in 1965 she was purchased by Mid-Canada Transports in 1966. She made two trips down the lakes and



WILLIAM H. DANIELS upbound on last trip through Welland Canal, photographed June 28, 1966 at Humberstone.

Photo by SKIP GILLHAM.

was then renamed *SCOTT MARK*. One trip to Chicago followed before laying up for the last time at Fort William, and she was scrapped there in 1967.

Most of the other canallers that served in the war effort closer to the Great Lakes were scrapped between 1959 and 1962 when the Seaway had ended their useful service. The *NORMAN B. MacPHERSON* remains as a hopper barge at St. John, N.B., under the name *LOADMASTER*. The *CHARLES R. HUNTLEY* serves the lower lakes as a

sandsucker for McNamara Marine of Whitby, while the *NORMAN P. CLEMENT* has been converted to an oil tanker and sees regular service in that capacity.

The lowly canallers, now almost extinct, played an important role in the war effort. Particular mention must be made of the men who sailed these inadequate ships of war; these were the unsung heroes of the war and their contribution to the Allied victory should not be forgotten.

COVER

EDWIN T. DOUGLASS undergoing refit in England in 1949.

Photo courtesy ERNEST L. JAMES, Upper Lakes Shipping.



GEORGE R. FINK
1914
GEORGE R. FINK





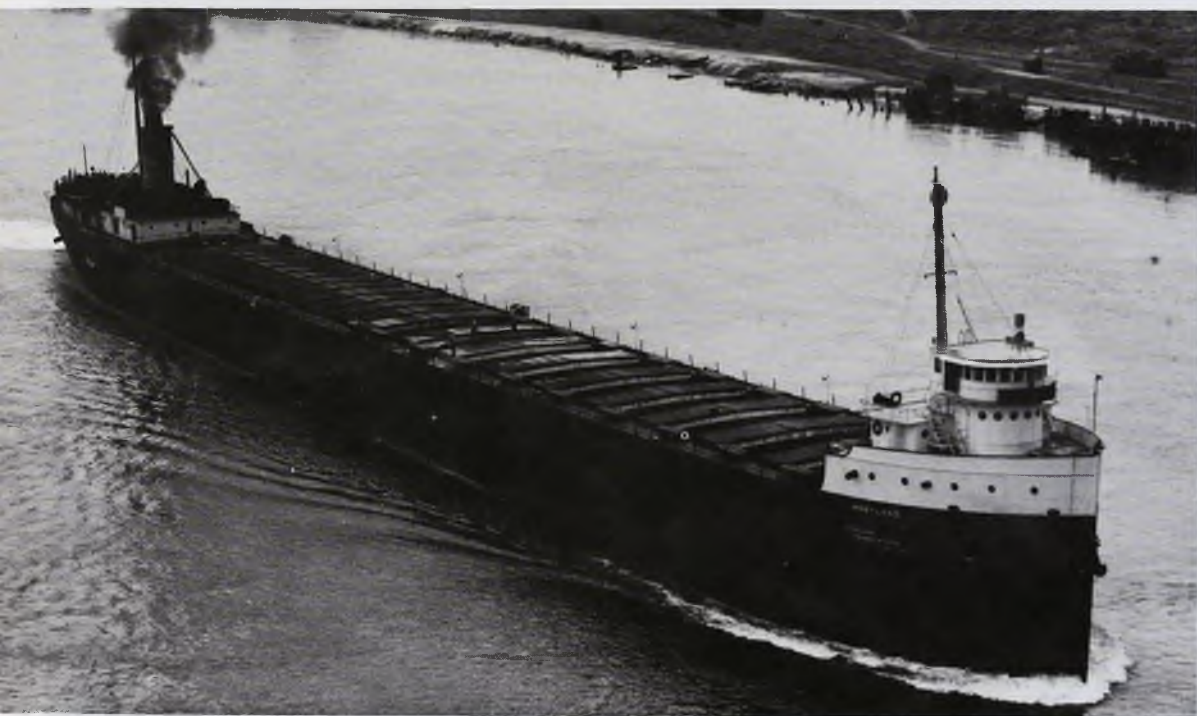


FRED A. MANSKE
TUGBOAT
NO. 10139

The BETHLEHEM *Fleet* *by*

Rev. E. J. Dowling S. J.

PART II



MARYLAND

McNutt Photo, Dossin Collection

MARYLAND (ex ARTHUR E. NEWBOLD, ex JAMES CORRIGAN). Built in 1908 at Ecorse, Michigan by the Great Lakes Engineering Works (Hull #42). Dimensions are: 530 x 56 x 31. Joined the original Bethlehem fleet in 1925 coming into the fleet from the Johnstown Steamship Company. Abandoned to underwriters after stranding near Marquette, Michigan in a severe storm in September of 1954. She was rebuilt for the Buckeye Steamship Company and renamed HENERY La LIBERTE. Presently in service in the Buckeye Fleet.

DANIEL J. MORRELL. Built in 1906 at West Bay City, Michigan by the West Bay City Shipbuilding Company (Hull #619). Dimensions are: 580 x 58 x 32. She was operated by Bethlehem for the Cambria Steamship Company until she foundered in Lake Huron on November 29, 1966.



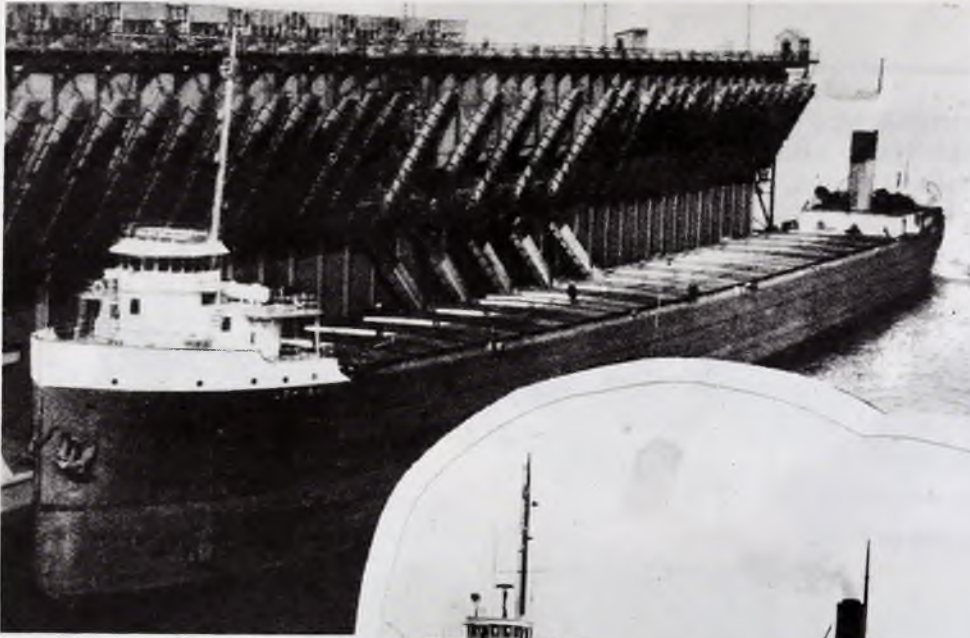
SAUCON

Young Photo, Authur's Collection

SAUCON (ex J. LEONARD REPLOGLE, ex CHARLES WESTON). Built in 1906 at West Bay City, Michigan by the West Bay City Shipbuilding Company (Hull #618). Joined the original Bethlehem fleet in 1925 coming from the Johnstown Steamship Company. Dimensions are: 549 x 56 x 31. Traded to the U.S. Maritime Commission in 1943 for new tonnage. Operated by Bethlehem until 1946. Scrapped at Hamilton in 1950.

SPARROWS POINT. Built in 1952 at Sparrows Point, Maryland by the Bethlehem Shipbuilding Company (Hull #4505). Originally 611 x 70 x 34, she was lengthened in 1967 to 683 feet. Presently in service in the fleet.

POWELL STACKHOUSE. Built in 1905 at Wyandotte, Michigan by the Detroit Shipbuilding Company (Hull #160). Dimensions are 504 x 54 x 31. Operated by Bethlehem for the Mahoning Steamship Company from 1930 until sold for scrapping in 1966.



LEHIGH 1 & WILLIAMSPORT

Author's Collection

STEELTON 1

Young Photo, Author's Collection



STEELTON i (ex HERBERT K. OAKES, ex MILINOKETT). Built in 1907 at Ecorse, Michigan by the Great Lakes Engineering Works (Hull #30) for the Eddy-Shaw Transportation Company. Her dimensions are: 504 x 52 x 31. She joined the original Bethlehem fleet in 1925 coming from the Beaver Steamship Company. She was traded to the U.S. Maritime Commission in 1943 and renamed CORNWALL. She was operated by Bethlehem until 1946 and was scrapped in Hamilton in 1950.



STEELTON ii

Dossin Collection

STEELTON ii (ex PILOT KNOB ii). Built in 1943 at Ashtabula, Ohio by the Great Lakes Engineering Works (Hull #525) for the U.S. Maritime Commission. Her dimensions are : 605 x 60 x 35. Standard U.S. Maritime Commission bulk freighter of design L6-S-B1. Traded in 1966 to the Interlake Steamship Company for a similar vessel, The FRANK PURNELL i. Rebuilt as a self-unloader by Interlake and renamed FRANK PURNELL ii.

STEELTON iii (ex FRANK PURNELL i, ex McINTYRE). Built in 1943 at River Rouge by the Great Lakes Engineering Works (Hull #293). A standard U.S. Maritime Commission bulk freighter of design L6-S-B1. Her dimensions are: 605 x 60 x 35. Acquired from the Interlake Steamship Company in 1966 in a trade with STEELTON ii. Presently in service in the fleet.



EDWARD Y. TOWNSEND

Richards Collection

EDWARD Y. TOWNSEND. Built in 1906 at West Superior by the Superior Shipbuilding Company (Hull #515). Her dimensions are: 586 x 58 x 32. Operated by Bethlehem for the Cambria Steamship Company since 1957. She was laid up after the MORRELL sinking in 1966 and is still inactive.

VENUS. Built in 1901 at Loraine, Ohio by the American Shipbuilding Company (Hull #307) for the Gilchrist Transportation Company. Her dimensions are: 346 x 48 x 28/ Operated by Interlake after 1913 and converted by them into a crane-ship in the late twenties. Acquired by Bethlehem in 1940 and operated for them by Boland & Cornelius until 1958. Later STEEL PRODUCTS. Stranded on the Canadian Shore off eastern Lake Erie in 1961 and sold for scrapping but has apparently not been scrapped as yet.

WILLIAMSPORT (ex J.H. MACOUBREY, ex JOHN A. DONALDSON). Built in 1908 at Lorain, Ohio by the American Shipbuilding Company (Hull #362) for the Valley Steamship Company and managed by W.H. Becker. Her dimensions are: 380 x 50 x 28 Acquired by Bethlehem in 1952 from the Midland Steamship Company and operated until 1956. Scrapped in 1957.

The Bethlehem vessels are painted a dark chocolate-brown hull with white forecandle and cabins. The stack is a bright yellow with a black top. The pleasant geographical names on the many ships of the fleet are given in honor of the eastern cities where Bethlehem's plants are located.



GREAT LAKES *and* **SEAWAY NEWS**

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*June 30...*Roen's tug *JOHN PURVES* in Superior, Wis. awaiting good weather so she can tow the *VALLEY CAMP* (a. *LOUIS W. HILL*) to the Soo.

*July 2...*C.P.R.'s *ASSINIBOIA* has been sold to Donald Lee of Port Lambton, Ontario, near Sarnia, for use as a tourist attraction, and will be converted into a marine museum and restaurant. The former passenger ship was laid up this year and was expected to go for scrapping.

*July 3...*The tug *JOHN PURVES* and *VALLEY CAMP* arrived at the Soo.

*July 4...*The Sheboygan River at Sheboygan, Wis. was closed to traffic when a fuel line ruptured spilling 4,000 gallons of bunker oil into the river. Coast Guardsmen threw a boom across the river to contain the spill, and spread hay and straw on it to soak up the oil.

*July 6...*King Construction Company of Holland, Michigan has chartered the 60-foot tug *GRAND HAVEN* from Bultema Dredge and Dock for the salvage attempt they are making on the sunken *CEDARVILLE*. They will only salvage the machinery aboard the wreck, but not the hull.

*July 7...*The Coast Guard suspended a search of northeastern Lake Michigan for a seaman reported to have fallen overboard from the *THOMAS WILSON*. The cutters *WOODBINE* and *MACKINAW* (a. *MANITOWOC*) were search vessels. The *WILSON* was enroute from Chicago to Silver Bay, Minn. and was 2 miles offshore, from White Lake, north of Muskegon, Michigan, when they discovered the man missing.

*July 10...*R/V (Research Vessel) *MELVILLE* (A. G. O. R. 14) launched by DeRee Shipbuilding Company at Bay City, Michigan.

...Captain John J. Ross of the *JOHN J. BOLAND*, died at Saginaw Bay Yacht Club at Bay City.

*July 12...*Great Lakes ports have urged intercession by the United States to help solve the St. Lawrence Seaway strike.



The salties are here in the lakes again! Photo shows the M/V *CHICAGO* in the Calumet River, at South Chicago, with the Skyway Bridge in background. *Photo by GEORGE VARGO.*

*July 13...*The *EDWARD Y. TOWNSEND*, of the Bethlehem Steel Corp., has been bought by Sea-Land Inc., of Elizabeth, N. J. Sea-Land is expected to trade her to the Maritime Administration as part payment for a C-4 cargo vessel from the reserve fleet with the object of converting the C-4 to a container ship. Marine Administration would then offer the *TOWNSEND* for sale for scrapping or other non-transportation use.

*July 15...*Ships moved through the St. Lawrence Seaway after a 24-day strike that idled nearly 300 ships and cost an estimated \$20 million in wages, Seaway tolls and other losses. The *QUEBECOIS* was the first ship to enter the Seaway.

*July 18...*Grain workers at the Canadian Lakehead ports went on strike, following a breakdown in negotiations. About 1300 members of the Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, are demanding a wage increase of \$1.25 an hour.

GREAT LAKES AND SEAWAY NEWS



MASSMAN PHOTO - Dossin Museum Collection

EDMUND FITZGERALD which broke two records within six days of each other (See items for July 22 and 25.).

*July 20...*A new contract was signed at Montreal between the Canadian Marine Officers' Union and the Canadian Lake Carriers' Association. The new rates include a 7% wage increase and another 20% in fringe benefits over the next three years.

*JULY 21...*Some 76 passengers aboard the Thousand Islands sightseeing cruiser *MISS BROCKVILLE V* scrambled to safety shortly before the vessel sank at Brockville, Ont. The incident occurred just as the cruiser was about to depart on a tour, and struck the dock, ripping open an 8-foot gash below the waterline. Owned by Snider Boat Lines, of Brockville, *MISS BROCKVILLE V* was making her first trip after being overhauled. She is expected to be refloated and repaired.

*July 22...*The *R. E. WEBSTER* (a. *ELBERT H. GARY*) lost an 800 pound anchor with 15 fathoms of chain attached approximately 500 feet from the outer end of No 1. Great Northern Ore Dock in Superior Harbor.

GREAT LAKES AND SEAWAY NEWS

...The *EDMUND FITZGERALD* set a new tonnage record at Sault Ste. Marie, Mich. when it carried 29,689 net tons of taconite through the locks from Taconite Harbor, Minn. on Lake Superior, enroute to Toledo. Capt Peter Pulcer, Master of the *FITZGERALD*, is a long-time Institute member.

July 23...The U. S. Coast Guard says it is checking a report from a witness that the Cleveland Tankers Inc's. *ROCKET* (a. *RADIANT*; b. *GENERAL MARKHAM*) dumped oil a mile north of Sherwood Point on Green Bay in Lake Michigan. The slick was reported 300 feet long by 100 feet wide. The Coast Guard took samples of the slick and oil from the ship and forwarded them to the U. S. Attorney's Office.

...While being towed from Toledo to Cleveland by the Great Lakes tug *LAWRENCE TURNER*, the 120-foot derrick scow *ORION* sank about 1000 feet off the Lorain Harbor lighthouse. The barge ran into heavy northeast seas outside Lorain and tried to pull into the harbor. Captail Dredge, owner of the barge has officially abandoned her. The sunken vessel is the forward section of the tanker *ORION*, which was cut apart and made into the barge.

July 24...Ford Motor Company's *ERNEST R. BREECH* (a. *CHARLES L. HUTCHINSON*) was involved in a collision with the 42-foot cabin cruiser *HOPE* near Russel Island in the St. Clair River. The cabin cruiser was experimenting with an autopilot when the accident occurred. Estimated damage to the cabin cruiser exceeded \$2000.

July 25...The U. S. Army Corps of Engineers reports it has begun operations to remove the barge *ORION*. The Engineers say they will try to lift out the crane that was on the barge and then move the barge out of the shipping lane before deciding what to do with it.

...The *EDMUND FITZGERALD* carried 30,260 net tons of taconite pellets, through the locks at Sault Ste. Marie, setting its second tonnage record there in six days. The Columbia Transportation Company ship became the first to set the 30,000-ton mark at the Soo.

...Traffic began moving on the Seaway after an 11-hour delay to repair a ship arrester at Beauharnois Locks. The Greek freighter *CASTILLA*, carrying cargo downstream to Montreal, rammed the arrester at 8 P.M., July 24th.

July 27...The new self-unloader of the Upper Lakes Shipping Limited, *CANADIAN PROGRESS* was christened at Port Weller Drydocks, on the Welland Canal at Port Weller, Ontario.

July 28...Steel Factors, Ltd., Montreal, has purchased the freighter *CAPT. S. D. SECORD* (a. *CHARLES R. VAN HISE*; b. *A. E. R. SCHNIEDER*; c. *S. B. WAY*) from Mohawk Navigation Co., also of Montreal. Steel Factors says it has not

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decided what to do with the ship, but is considering scrapping it. (*The SECORD, needed for duty in World War I was cut in half and floated on its side through the then-small Seaway Locks. After the war she was put together with a 150-foot mid-section. She was named in honor of her first captain.*)

*July 29...*The Huron Lightship, normally posted at the southern end of Lake Huron, is in the Toledo Yard of Amship for a two-week overhaul. The vessel, with a crew of 14, is the only remaining lightship on the Great Lakes.

*JULY 30...*Careless smoking was blamed for a two-hour fire that raged through the hold of the British Freighter *MANCHESTER PROGRESS*, (8,176-tons; 562-foot length) while docked in Toronto Harbor.

...A contract worth almost \$8 million, for excavation of the 2.6 miles of Welland Canal by-pass at Welland, Ontario, has been awarded to Peter Kiewit Sons Company of Canada.

...Hull 663, a \$7 million search and rescue vessel being built for the Canadian Government was completed in thirteen days, two days ahead of schedule. The successful experiment by Davie Shipbuilding Ltd., Lauzon, was undertaken to prove that Canadian shipbuilding methods are competitive with foreign shipyards in the use of prefabricated sections.

*July 31...*The self-unloader *FRANK PURNELL* (*a. PILOT KNOB ii; b. STEELTON*) had a serious engine failure in Lake Michigan as she was headed for Chicago with a load of stone. No one was injured in the incident, which happened off Sturgeon Bay, Wisconsin. The *PURNELL* was taken in tow by the *ROBERT HOBSON*. The tug *SAMUEL E. BOOL* is enroute to relieve the *HOBSON*. The *PURNELL* is scheduled to discharge her cargo at Chicago and go into the yard of American Shipbuilding there for repair.

*August 5...*The tug *FRANCES A. SMALL* will be sold at auction in New York City August 15. The sale is to foreclose a preferred ship mortgage held by Midland Marine Trust Company of Buffalo.

...A hammerhead bow was installed on the tanker barge *L. A. LEARMONTH* in Montreal for experimental purposes in the Atlantic. Similar to a snowplough the hammerhead is an adaptation of the Axelbow which is detachable. The use of revolutionary icebreaking barges is expected to prolong the navigation season in the far north. *L. A. LEARMONTH* cleared Montreal in tow of the tug *IRVING BEACH*.

*August 9...*Labrador Steamship Co., Ltd., a Canadian subsidiary of Pickands Mather & Co., has agreed to sell the ore boat *POINTE NOIRE* (*a. SAMUEL MATHER*) to Upper Lakes Shipping Ltd. Until the sale is approved she will be

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chartered to Upper Lakes. The ship has been laid up at Erie since last June. She had been downbound with a cargo of iron ore for Hamilton when the Seaway strike cut her off from her destination.

...Large shipping containers carried empty on ships passing through the Seaway will be exempted from toll charges. Containers carrying sealed cargo were not in general use when the tolls were set in 1959, and were assessed at a general cargo rate of 90¢ a ton, loaded or empty.

*August 10...*The new *RALPH MISENER*, while in Hamilton, Ontario, loaded with 23,000 tons of natural ore, was giving her self unloading equipment a test by discharging the cargo into the *JOHN A. FRANCE*. When the cargo was about half transferred, however, something went wrong with the apparatus. Both vessels sailed for Cleveland to be unloaded.

*August 11...*The 135-foot *RIO DAS CUNDAS* sailed into Leamington, Ontario, from Houston, Texas. She will be used by a geological team which is hunting for oil and natural gas at the bottom of Lake Erie. The research is being conducted on behalf of Amerada Petroleum Corporation of Tulsa, Oklahoma.

*August 14...*The bulk-freighter *FRANK E. TAPLIN* (a. *CHARLES W. KOTCHER*) has been sold by Gartland Steamship Company to Sea-Land Service, Inc., for an undisclosed sum. The ship will likely be traded to the U. S. Maritime Administration for a part payment on a vessel from the reserve fleet.

...The St. Lawrence Seaway Development Corporation has announced plans to keep the Seaway open longer this year. The revised closing dates are: Lake Ontario to Montreal Section - December 10; Welland Canal - December 22; and Canadian Soo - December 15. The Lachine and Cornwall Canals will permanently close on November 30, 1968. If weather and ice conditions permit, navigation on the Lake Ontario Section may be extended on a day-to-day basis. The U. S. Seaway Development Corporation will close the Wiley-Dondero Canal for winter repair work at 4:00 P.M. on December 15th.

...The captain of the Greek freighter *FALCON* was fined \$500 for oil pollution in Montreal Harbor. The spillage was caused by a leaking valve.

*August 16...*Three Chinese crewmen from the Greek freighter *CISSOULA* were being sought by U. S. and Canadian authorities after a search of the St. Clair River by Coast Guard failed to locate them. They were thought to have slipped overboard during the night as the ship was upbound, somewhere between Russel Island, near the mouth of the river, and Port Huron, Michigan.

*August 15...*The tug *FRANCES A. SMALL* was auctioned off in New York City. High bidder was Tidewater Dredging Company at \$1 million. Tidewater is a subsidiary of Great Lakes Dredge and Dock Company of New York.



...*MATHEWSTON*, formerly *RALPH S. MISENER* and *MATHEWSTON*, returns to service under her original name. (She was renamed late in 1967)

Photo by *GEORGE AYOUB*.

August 18...A strike since July 29 by switchmen against the Belt Railway of Chicago has halted the transfer of coal to ships at the height of the stock piling season. Spokesmen for the Electric Company of Milwaukee, the Wisconsin Public Service Corporation, in Green Bay, and the Wisconsin Power and Light Company in Madison, said that unless the strike ended soon it would be difficult to stock enough coal by the end of shipping season. The companies are looking into the possibility of engaging unit trains.

August 20...The old Coast Guard Base at the Soo will be given to Lake Superior State College, which is located at Sault Ste. Marie, Michigan.

...The *RALPH MISENER*'s self-unloading gear was unable to function properly at Montreal, so she will be run as a straight bulk carrier until it can be fixed.

August 21...The Canadian Wheat Board plans to ship prairie grain through Duluth, Minnesota, and by-pass the strikebound Canadian terminals. Grain handlers at the Lakehead have been on strike since July 18th.

...Three ancient cargo barges of the old Pittsburgh Fleet, all out of service for some eight years, the *BRYNBARGE*, the *JOHN FRITZ*, and the *JOHN A. ROEBLING* will end their careers in a breakwall near Toronto as part of a power station project. All three have been moored at Goderich, Ontario for wheat storage under Upper Lakes Shipping ownership.

August 23...*CANADIAN PROGRESS* begins maiden voyage to Conneaut, Ohio, has a power failure in the Welland Canal. Along with fog, this holds up traffic for several hours.

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...In Milwaukee, Wisconsin, the Coast Guard lifeboat station at McKinley Beach Park will be moved to new quarters at the south end of Jones Island next summer, it was reported.

*August 15...*The German freighter *RHEIN*, on her way to Wickes Marine Terminal, ran aground about 12:30 AM in the Saginaw River, opposite the Coast Guard Station. As there was no pilot on her at the time, the Bay County Sheriff's Office put a pilot on her. She was finally pulled free by the tug *LIBERTY* at about 2:30 PM, and proceeded to Bay City.

...The new 730-foot *CANADIAN PROGRESS*, loaded 27,752 net tons of coal at Conneaut, Ohio, for delivery to the Ontario Hydro Station at Toronto.

*August 26...*At the Soo more than 22 million gallons of water will pour into the new \$40.3 million Poe Lock in the St. Mary's River Rapids when the test takes place. Testing is to take several weeks.

...Marine Salvage, Ltd., of Port Colborne, Ontario, bought the *C. A. BENNET* (a. *B. F. BERRY*; b. *BERRYTOWN*) of the Misener Fleet, and they have recently purchased the old self-unloader *DOLOMITE* (a. *EMPIRE CITY*; b. *SUM-ATRA*) from Law Quarries, and the *EDWARD Y. TOWNSEND* from the U. S. Maritime Administration.

*August 28...*Henry G. Steinbrenner is named Great Lakes Man of the Year.

...After being docked at Sarnia since last June the *ASSINIBOIA* sailed out of the lakes under her own power. Recently she was resold to a Philadelphia syndicate. At the end of a voyage of about ten days she is scheduled to become a restaurant-night club in the Delaware River.

...A fire, apparently started by vandals, broke out on board the abandoned *FRANCISCO MORAZAN*, aground off South Manitou Island in Lake Michigan. The ship, of Liberian registry, and originally Panamanian, ran aground November 29, 1960. The crew was rescued and she has been lying on her side with a 10-foot hole in her hull, ever since. The fire began shortly after 2 PM.

...The *CHARLES E. DUNLAP* (a. *L. M. BOWERS*) and *EVERETTON* (a. *M. A. BRADLEY*; b. *GRAHAM C. WOODRUFF*; c. *FRED L. HEWITT*) under tow of the German tug *TOLE-SAND*, left Quebec City for Bilbao, Spain.

...Federal Hansa Middle East Service will begin regular transit this fall between Great Lakes and eastern Canadian ports and Persian Gulf ports. Federal Commerce & Navigation Co., Ltd., will operate the service jointly with the West German (*Hansa*) shipping firm. M/V *ARGENFELS* is the first ship to be scheduled in October.

GREAT LAKES AND SEAWAY NEWS

...A new service between Great Lakes and St. Lawrence River ports to South Africa and Mozambique ports was inaugurated by the arrival of M/V S. A. *TRANSPORTER* at Montreal recently. Owners and operators are South African Marine Corporation (Safmarine).

...Police are investigating rumors that a bomb had been placed aboard the Soviet freighter *ALMETJEVSK* (in Seaway service) in Montreal.

August 29...The fire in the *FRANCISCO MORAZAN* subsided today without igniting or releasing the 6,500 gallons of heavy fuel oil on board.

August 30...The 200-foot ferryboat *STRAITS OF MACKINAC* has been bought for \$27,000 by a Cleveland, Ohio man, Harold S. Harding. He hopes to operate the ship as a Great Lakes excursion vessel next year.

MARINE GALLERY

GEORGE R. FINK (US. 222830). Built in 1923 by the Toledo Shipbuilding Co. at Toledo, Ohio as the *WORRELL CLARKSON*, hull #174 588 X 60 X 32. Was later renamed *ERNEST T. WEIR*. Owned by the National Steel Corp. Photo was taken while under charter to the Browning Steamship Co. In service with National Steel fleet.

EMORY L. FORD (US. 214318). Built in 1916 by the American Shipbuilding Co. at Lorain, Ohio, hull #715; 580 X 60 X 32. Owners: 1) Franklin S.S. Co. 2) Hanna Coal & Ore Co. Sold to the Reiss S.S. Co. in 1965 and renamed *RAYMOND H. REISS*. Re-engined in 1966 with a 16 cylinder Nordberg diesel. In service in fleet.

HORACE JOHNSON (US.228899). Built in 1929 by the American Shipbuilding Co. at Lorain, Ohio; 587 X 60 X 28.5. Owned by Pittsburgh S.S. Co and in service in the fleet.

FRED A. MANSKE ii (US. 206695). Built in 1909 by the American Shipbuilding Co. at Lorain, Ohio, hull #371, as the *J.S. Ashley* 504 X 54 X 26. Owners : 1) Kinney S.S. Co. 2) Hutchinson & Co. (Pioneer S.S. Co.). 3) American S.S. Co. Renamed *FRED A. MANSKE* in 1962

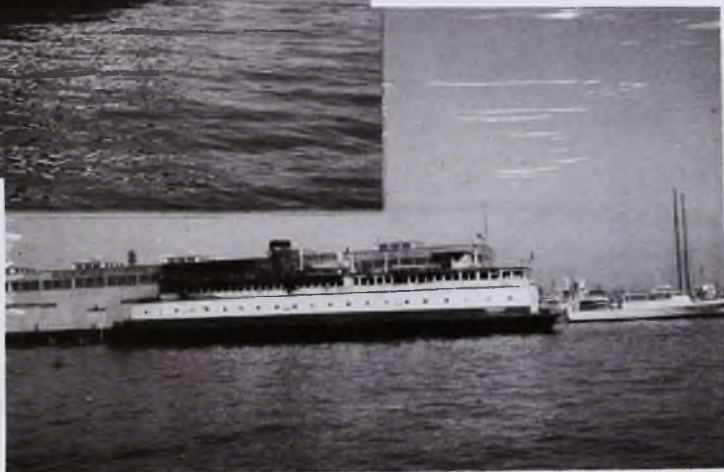


U.S.C.G. *DAUNTLESS* at Iroquois, downbound June 16, 1968. She is Diesel twin-screw medium endurance cutter #624, built by American Ship (hull 884). Dimensions: 210' x 34' x 19½'.

Photo by GEORGE AYOUB

CHIPPEWA taken after she burned at the Clay Street Pier in Oakland, Calif., on June 23, 1968, while being converted to a marine museum.

Photo by R. E. KEMINGTON, Sonoma, Calif.





CURATOR'S CORNER

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

Since last this column reported to you, a great deal has happened. It goes without saying that the change in staff is the most noteworthy bit of happening. Pat Labadie has gone to greener pastures and his place is now filled by Maurice Jackson, long an asset to the museum staff, and known to many for his work on the Gothic Room restoration project with Paul Colleta.

Pat will be missed, and we wish him all the best in his new post.

There have been a number of events dealing with Great Lakes history in recent weeks, and we have been involved in some of them. The Historic Sites Board of Ontario selected the *PHILO PARSONS* incident in the Civil War as the subject of a marker that was placed at Holiday Beach, south of Amherstburg, and we were honored with the task of giving the main address, and unveiling the marker. A week later, the 150th anniversary of the arrival of the *WALK-IN-THE-WATER* at Detroit, was marked in a special memorial service at Mariners' Church in Detroit.

In recognition of the maiden voyage of the vessel, the Womens' Propeller Club of Detroit presented a stained glass window to the church, and it was the dedication of this window that inspired the memorial service.

The arrival of the *WALK-IN-THE-WATER*, an important event in itself, played an oblique part in the history of Mariners Church. Two of the passengers on the maiden voyage were Julia Anderson, wife of Col. John Anderson of the Army Engineers, and her half-sister, Charlotte Taylor. The Colonel was assigned to Detroit as a senior officer in the old Topographical Engineers, charged with the responsibility of surveying the lakes, predating this field of operation for the present Lake Survey. He died, a victim of cholera in 1834 and the two ladies remained in Detroit until their deaths in 1840 and 1842. The widow Anderson, last to die, provided a fund in her will to build a church for mariners in Detroit. That church was, of course, the present Mariners' Church.

In addition to the window, a water color painting of the ship was also presented to the church. This painting, by our Honorary President, Fr. Edward J. Dowling, was formally presented to the church at an Institute meeting in the Dossin Museum in May. It was framed for the event, and given its first public showing at the anniversary occasion, and we were pleased to have been selected to give the principal address at the service.

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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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

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