

# TELESCOPE

**September - October, 1970**

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**Great Lakes  
Maritime  
Institute**

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

## Membership Notes

The general membership election to select members to serve on the Board of Directors for terms ending in 1973, resulted in the following:

Richard J. Kruse	Thomas P. Rockwell
Rev. Peter Van derLinden	Robert E. Lee
Roland H. Savage	J. Albin Jackman

At the June meeting of the Board of Directors, a slate of nominees for officers was submitted by a nominating committee. The slate consisted of the incumbent officers, and the President after asking for additional nominations from the floor and hearing none asked that nominations be closed. It was so moved, and further that the Secretary be instructed to record a unanimous vote for the slate. This motion carried and all officers remain to serve the 1970-71 term of office.

## MEETING DATES

As previously announced, there is to be no regular meeting in September. It is replaced by the special *DINNER WITH THE AUTHOR*, on September 11. If you failed to reserve, it is probably too late as you read this, so forget it!

The November meeting will be held at 8:00 PM at the Dossin Museum on November 20...one week early, to avoid Thanksgiving weekend.

Business meetings of the Board of Directors (*all members are encouraged to attend these meetings*) will be held at the Dossin Museum as follows: October 28, 1970; and January 8, 1971; both at 8:00 PM.

## CONTENTS

Membership notes; Meeting dates, etc.	122
<i>Milwaukee Clipper</i> , Last of the Anchor Liners	Charles H. Truscott 123
The Port of Grand Haven-1821 to 1900	Orlie Bennett 129
The Vanishing Canallers: A TELESCOPE Fleet List	Rev. Edward J. Dowling 136
Great Lakes & Seaway News	143



### OUR COVER PHOTO...

**EASTCLIFFE HALL**, latest victim of a run of bad luck suffered by the Hall Corporation fleet. On the morning of July 14, just below Massena, N. Y., the pig-iron laden **EASTCLIFFE** suffered two consecutive groundings, the latter of which caused her to sink in 60 feet of water. This is the fourth major casualty to a Hall ship in six years.

TWO LIFETIMES AFLOAT, AND EACH  
TIME A QUEEN, THE LAST OF THE  
ANCHOR LINERS CONTINUES TO  
SAIL ON LAKE MICHIGAN

## MILWAUKEE CLIPPER

By CHARLES H. TRUSCOTT



This early Pesha photograph shows **JUNIATA** in her early years when she shared honor with **TIONESTA** and **OCTORARA** as pride of the Anchor Line.

Photo courtesy Edward N. Middleton

In recent years we have seen the demise of all of the old passenger lines on the Great Lakes, and each passing has brought back memories of boats that once plied these inland waterways; the *City of Detroit III*, *City of Cleveland III*, and the *Eastern* and *Western States* of the D&C Fleet; Lake Michigan's Goodrich Transit Company, the Crosby Line, and the Pere Marquette Line with the steamers *Alabama*, *Virginia*, *Carolina* and the great whaleback *Christopher Columbus*, along with *Minnesota*, *E.G. Crosby* and so many others. Also brought back to life are three Great Lakes triplets; the *Tionesta*, *Juni-*

*ata*, and *Octorara* of the Anchor Line which was later to be part of the Great Lakes Transit Co., of Buffalo.

What follows is the history of just one of these boats...the last of any of the passenger fleets still in overnight passenger service, with the exception of the car ferries on Lake Michigan. This then, is the story of the old *Juniata* which now sails on Lake Michigan each summer as the proud *Milwaukee Clipper*.

The *Juniata* was built in 1905 in Cleveland, Ohio, by the American Shipbuilding Company for the Anchor Line, at that time part of the Pennsylvania Railroad. Their hull number

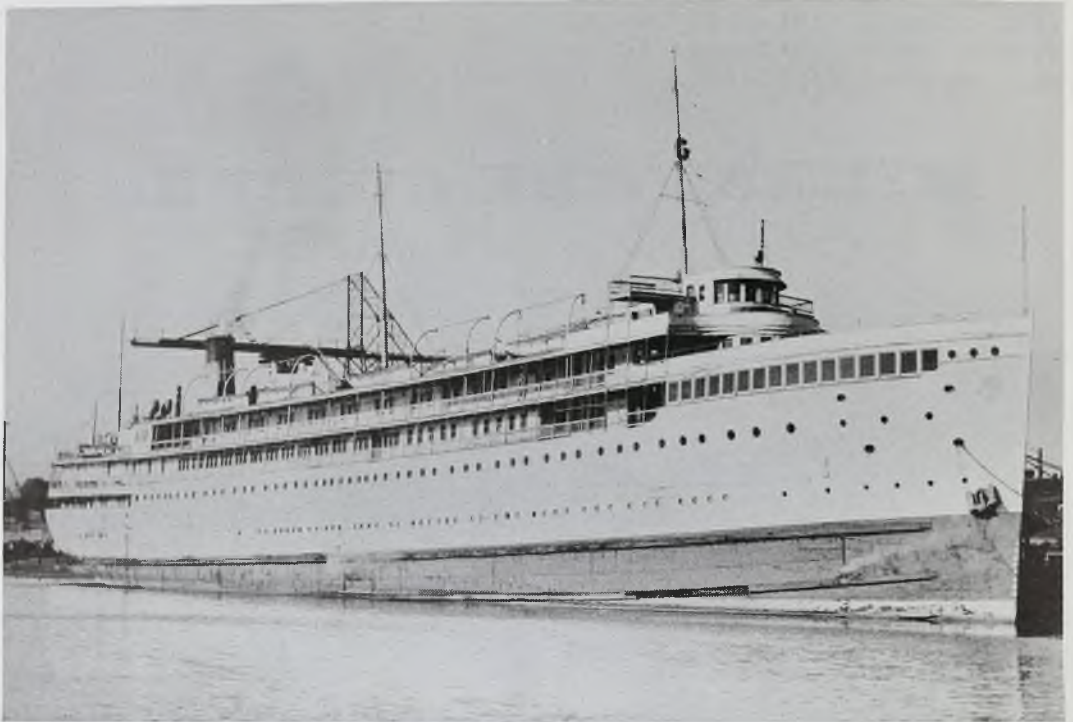


Photo as **JUNIATA** arrived at Manitowoc for rebuilding. Comparison with the early Pasha photo shows changes made to her during her early years.

Photo courtesy Manitowoc Shipbuilding Company

423, she was built to dimensions of 361.0' x 45.0' x 25.3'; with a tonnage of 4272 gross and 3137 net. Her power was a quadruple expansion steam engine with cylinders of 22-30-44 and 65 inch diameters and a 42 inch stroke. This engine, the product of the Detroit Shipbuilding Company, was also built in 1905. The steam was produced by four coalfired scotch-type boilers.

As originally built the *Juniata* carried cabins on three decks, with the main deck being used for freight. She was equipped with electric light, call bells, and running water in many of the state rooms...today a bare necessity, but at that time a cause for much comment. *Juniata* carried her pilot house well forward with a steel turret on the deck below. Her radio room was just behind the smokestack in the standard position on Lake passenger ships. She was painted with a dark green hull to the promenade deck with a white superstructure. Her stack was

black, and she carried eight lifeboats on her boat deck.

In 1916 the Interstate Commerce Commission ruled that the railroads could not operate steamboats on the Great Lakes...a death sentence to the Anchor Line, whose three passenger liners and thirty freight boats were taken over by the Great Lakes Transit Corporation. The new company operated the ships on the same run as had the Anchor Line previously.

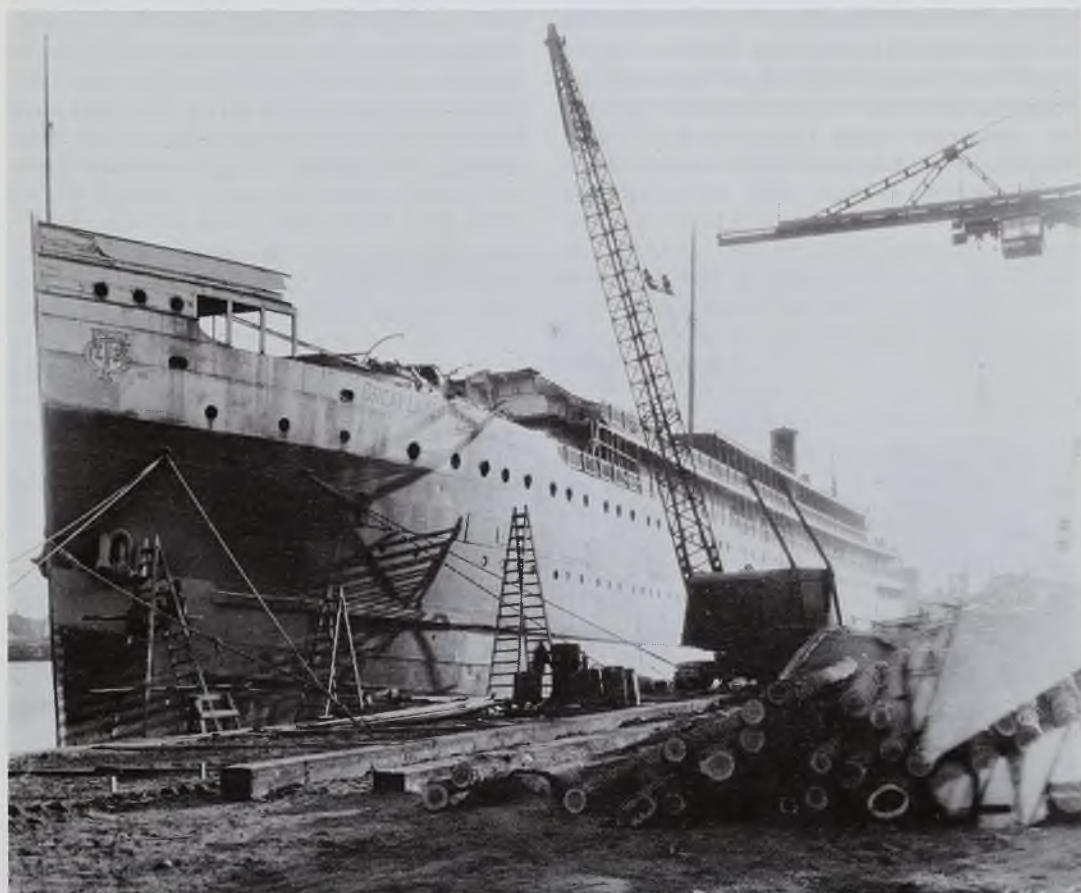
During her life with the Great Lakes Transit Corporation the *Juniata* received two rebuildings, the final one greatly altering her appearance. During this rebuilding she was given a full string of passenger cabins below the pilot house, all the way aft, and her bow deck forward was covered and glassed-in to provide an observation deck where once had been the library and music room. She also got a new color scheme; green to the main deck; white above, but retaining her same stack colors. She now carried a large G on the foremast,

and had been equipped with a new, modern, pilot house. After this rebuilding the *Juniata* was as modern as any ship sailing the Great Lakes.

The *Juniata* carried on her route until 1937 when she was laid up at Buffalo, an oblique victim of the *Morro Castle* disaster of September 8, 1934. As a result of that sad event the Bureau of Marine Inspection and Navigation so increased the requirements for safety at sea that the owners of *Juniata*, *Octorara*, and *Tionesta* were faced with a financially impossible outlook in compliance. The alternative was to lay up the ships, a course that was taken with reluctance. There was no credit given by the Marine Inspectors for the fact that *never* had a life been

lost aboard any of the three ships!

In October, 1940, the *Juniata*, after being laid up at Buffalo for three years, was sailed to Manitowoc Wisconsin. She had earlier been sold to the Wisconsin & Michigan Steamship Company, along with her sister, *Octorara*. After arrival at Manitowoc she was taken to the Manitowoc Shipbuilding Company yards where she was to be rebuilt as a passenger and auto ferry for Lake Michigan between Milwaukee and Muskegon, a route that dated back to 1849 with Capt. Eber Ward's little steamer *Champion*. In the years that followed the route had been serviced by the Englemann Transportation Company, Northwestern Transportation Company, Goodrich, Crosby Lines, and finally the present



Work is underway to convert the *JUNIATA* into the *MILWAUKEE CLIPPER* in a change that will give the ship a new look and a new lease on life.

Photo courtesy Manitowoc Shipbuilding Company

Wisconsin & Michigan Transportation Company. In 1933 the Wisconsin & Michigan Steamship Company was formed through the merger of the Wisconsin & Michigan Transportation Co., and the Pere Marquette Line Steamers. Many ships had sailed the route and *Juniata* was now to join them.

At Manitowoc *Juniata* was stripped down to the berth deck, after which she was put in drydock and the reconstruction process was begun. She would be rebuilt with all steel from the berth deck up, coming out with a new, modern superstructure that was to completely alter her former appearance and when completed give her the look of a brand-new steamboat.

The main deck, from the boiler room all the way forward, was completely gutted, removing the lounge, purser's and steward's offices, as well as the staterooms and parlors, which had been located on this deck, freeing the space for the conveyance of automobiles. The only cabins retained on the main deck were those used for the crew, as well as the

crew's mess and officers' dining room.

The deck above, which had been known as the *berth deck*, was now to be used as the main deck. Passengers boarded the ship at a new gangway, entering into the lounge, which was painted a light cream and lavishly furnished with davenport and easy chairs. Forward of the main lounge, immediately forward of the gangway on the port side of the vessel was the purser's office, and directly opposite this, on the starboard side was the baggage room and check room.

Aft of the main lounge was the dining room, or as it is more properly called, the buffet restaurant, furnished in light panelling, with tile flooring. Food was served cafeteria style with trays carried to the tables by bus boys. The entire dining room was highlighted by windows overlooking the lake, permitting passengers to view the passing scenery. At the entrance to the dining room were large mirrors that reflected upon the main lounge.



**JUNIATA** at Manitowoc, April, 1941, with new superstructure well on the way to completion.

Photo: Wisconsin & Michigan Steamship Company

Forward of the main lounge, on either side of the ship, were stairways leading to the sports deck above. In the center of the stairways was a large mirror, with the company name and a painting of the ship above it. Also in this section of the ship were located the rest rooms for passengers, as well as two doors on either side allowing access to the staterooms forward on the cabin deck, as the berth deck was now called. These staterooms, lining either side of the ship, were left over from her Anchor Line days and numbered from 1 to 37; variously accomodating 2 or 3 people each. Further forward, ahead of the rest rooms, in the center of the ship, were pullman berths with access, as had the staterooms, to the club lounge. The berths served as seating in the day time and were converted to beds at night. The club lounge was available to premium fare passengers who also enjoyed chair space on the bow of the ship for their extra fare.

The sports deck was what had been the saloon deck in former days, and it provided recreational space at the stern, and a bar and dance floor forward, out into an open area that could be curtained in bad weather.

Forward of the bar, a promenade extended all around the sports deck cabin. In the after part of the cabin, a snack bar, with the usual fare plus a souvenir counter, was available, and forward of this was a 144 seat theatre that offered first-run Hollywood feature films. A supervised childrens play area was also located in the complex. Four lifeboats, each with a capacity of 50 persons, and seven life rafts, completed the compliment of equipage on this deck.

On the top deck was located the pilot house equipped with the latest navigational aids, including radio telephone, direction-finder, depth-finder, and later radar. All decks were equipped with automatic sprinklers which added to the safety of all-fireproof construction.

Immediately aft of the pilot house were cabins for the captain, mates, wheelmen and maids, and aft of these a fan room and emergency generators, and behind this was placed a false stack displaying the company colors. The balance of the top, or sun deck as it is called, was open to allow passengers to enjoy the sun that so often shines over Lake Michigan. The only obstruction on the sun deck is the *actual* smokestack, incorporated into the mainmast.

On June 2, 1941, the reconstruction of *Juniata* was complete, and she was sailed from Manitowoc to Milwaukee. Here she was christened *Milwaukee Clipper* by Miss Patricia McKee, daughter of Mr. & Mrs. Max McKee. Rather than the traditional champaign christening, honor was paid Wisconsin by using one of their prime products, cream. Following the ceremony, the guests were treated to a cruise up the Milwaukee River and later out into the Lake.

June 3rd the *Clipper* arrived in Muskegon at the end of her maiden voyage from Milwaukee and tied up at the Mart, where her new moorings were to be. Factory whistles blew, the high school band played, and a general air of civic festivity pervaded the community as speeches were made, and later the people of Muskegon were given the opportunity to visit the boat. At 11:44 AM she left to return to Milwaukee, then she made an exhibition tour of ports, including a stay of several days at Chicago. Following this grand tour she went into regular service on her run between Milwaukee and Muskegon, with the weekends originally devoted to excursions to Chicago and return.

And so, since that time the *Clipper* has sailed, season in and season out for the same owners, carrying the thousands upon thousands who avail themselves of the shortcut route across the lake to save time, or just ride the ship for the love of riding ships.

Today, 29 years after the arrival of the *Clipper* at Muskegon, she still sails each summer. Her owners have



Sparkling new, and completely changed, the **MILWAUKEE CLIPPER** bore little resemblance to her former self when she emerged in 1941.

Photo courtesy Edwin Wilson

taken the best of care of her, giving her the devoted attention needed so much by a steamboat. Her vintage engine, the last of its type in lake passenger service, still churns up the water at 3,000 horsepower and drives her along at 18 miles per hour while her boilers, now oil fed, still produce steam at 215 pounds maximum pressure. Her hull, now 65 years old, is as firm as ever, with the constant care and maintenance it has been given.

When, in 1968, it was rumored that the *Clipper* was approaching the end of her days, this writer and his wife took a cruise on the venerable veteran and enjoyed thoroughly the thrill that only a steamboat ride can provide. Through the courtesy of the company and its able vice-president and general manager, Mr. F. J. Knoblauch, we were able to visit the engine room and boiler room of the *Clipper*, and we were pleased to see the old engine still hard at work. We were also able to view the main deck of the old *Juniata*, now being used for automobiles, and very much *still* the old *Juniata*. Given the care she has received it is imagined

she will operate for a good many more years.

As this article reaches print, the *Clipper* will have reached the near end of her 29th season crossing Lake Michigan. We would wish the Wisconsin & Michigan Steamboat Company many more years of successful operation...years in which we will see the *Clipper* carrying her happy throngs across the lake and back.

It is up to us, the steamboat enthusiasts, to do everything we can to keep the *Clipper* as profitable as possible. We have seen, in recent years, all of the other lake passenger lines disappear, and so, it rests on our shoulders to do all we can to help keep the *Clipper*.

The author expresses his gratitude to the following people for their help in compiling this article: Mr. John D. West of the Manitowoc Shipbuilding Co., for photographs of the reconstruction work; to Mr. F. J. Knoblauch of the Wisconsin & Michigan Steamship Co., for providing the dates and information on the cross-lake service. Thanks also to all those who furnished photographs of both *Juniata* and *Milwaukee Clipper*, especially Mr. Edwin Wilson of Milwaukee, and the Michigan Historical Commission. Without their help and photographs this article might not have been completed.



# Shipping of the PORT of GRAND HAVEN 1821 to 1900

*A Chronology of Early Events*  
Compiled by  
ORLIE BENNETT

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The first recorded wreck at the mouth of the Grand River occurred following the Chicago Treaty of 1821. One of the influential Ottawa chiefs at the Chicago conference, with his wife and son, was returning from Chicago in a canoe, when a sudden but terrific storm struck them off shore. The canoe capsized and his squaw and son were drowned.

The next recorded wreck was the schooner *Andrew* in October, 1826. The bill of lading showed that 20 barrels of whiskey were shipped to Rex Robinson on that schooner in October. The schooner ran ashore and was wrecked at the mouth of Grand River, but the cargo was salvaged and carried ashore and buried in the sand. When Rex Robinson returned for it later, shifting sands had obliterated his landmarks and he failed to locate the barrels and the other goods.

In 1836, the first pole boat built for Lewis Campau by Lyman Gray at Grand Rapids, called *Young Napoleon*, began to operate on the Grand River. In the winter of 1836-1837, the schooner *Solomon Juneau*, with a cargo of flour was driven into the harbor of Grand Haven and was obliged to winter there.

The first vessel employed regularly in the lumber and passenger business between Grand Haven and Chicago was the schooner *St. Joseph*, which arrived from Buffalo in 1836 with several families, among them five brothers of Rex Robinson with their families, numbering 42 persons. The *St. Joseph* was commanded by Captain Harry Miller.

The first steamboats for Grand River traffic were built at Grand Rapids. They began to run on regular schedule to Grand Haven in May, 1837. The first steamboat, the *Governor Mason*, built by James Short and Richard Godfrey, made her trial trip to Grand Haven on July 4, 1837. Her first commander was Captain Willard Selby.

In 1837, Captain William Kanouse came from Toledo. He was placed in charge of the steamer *Governor Mason*. This boat was operated at a loss for a few years before she was wrecked and burned near the mouth of Muskegon Lake. She was the only boat to ever steam up the rapids, at Grand Rapids, against the current.

The *Patronage* and the *John Almy* were launched at Grand Rapids. The *Almy* hit a snag in the river and was

sunk on her maiden trip.

The *Cinderella*, another river boat was launched at Grandville in the same year. She was owned and operated by Robinson, White & Williams.

In 1839 the *Governor Mason* was thrown on a sand bar at Muskegon and destroyed with the loss of a number of lives.

The 153-ton *Owashtanong* was destroyed, the victim of a fire that broke out in some sawdust piles on shore at Grand Haven.

In 1842, the steamer *Paragon* was built and launched by Horace Jennings at Grand Rapids. Captain Willard Sebley became her master, and she operated out of Grand Haven for two seasons. The *Enterprize* was also launched in 1842.

The *Great Western* was built in 1845. The steam boats *Mishawaka* and *Paragon* were on the Grand Haven Grand Rapids run. In May of the same year another boat, the *Empire*, was built and launched at Grand Rapids by Jasper Parish for Harvey P. Yale and Warren P. Mills.

The *Algoma* made her appearance in 1848 and operated between Grand Rapids and Grand Haven for several years under command of Alfred X. Carey and Harvey K. Rose. The *Humming Bird* ran up the river through the canal at Grand Rapids to Ionia and Lyons.

The schooner *America* was wrecked off White Lake. William F. Bruce was a survivor of this wreck.

E. B. Ward opened the Grand Haven to Milwaukee service in 1849 with the small paddler *Champion*.

In 1850, Messrs. Ferry & Son built the *Telegraph*, the *Amanda*, the *Magic*, the *Emeline*, the *Noah Ferry*, and the steam propellor *Ottawa*. The *New Era*, also a steam propellor, was built at Eastmanville, and used to tow barges to Chicago.

In 1851, the steamboat *General Harrison* was making scheduled trips to Chicago, St. Joseph and Kalama-zoo. The steamer *Telegraph* was also making regular trips from Grand Haven to Milwaukee. The *Empire* and *Algoma* were operating between Grand

Haven and Grand Rapids. During the week from November 4th to November 10th, eleven schooners arrived at the port of Grand Haven and during the same time seventeen schooners, loaded with hundreds of thousands of feet of lumber and miscellaneous cargo departed.

The *Lizzie* made 39 trips that year to Chicago, averaging 80,000 feet of lumber. Other boats in service that year were the *New Hampshire*, the *Hilliard*, the three-masted *Octavia*, the *Walker*, the brig *Olive Richmond*, the *Venus Tom Benton*, *Gazelle*, *Raindeer*, *Vermont*, *Illinois*, *Ann Winslow*, the brig *Enterprize*, and the schooner *Amanda Harwood*.

In 1852, at White's shipyard, a vessel of 100 tons, owned by Henry Griffin, the *Pioneer*, was on the stocks ready for launching by April, after which she would go under the command of Captain Challoner.

Silas C. Hopkin purchased the brig *Olive Richmond*, one of the largest of her type, and she became a valuable addition to the Grand River fleet. The *Humming Bird* arrived unexpectedly at the port from up river to take the place of the *Empire*, temporarily. The *Lady Jane*, a new top-sail schooner of 150 tons, built by J. Barber of Chicago, was added to the fleet and departed with her first cargo of lumber from the Barber mill.

The first lighthouse was built below the bluff on lighthouse acre and was not protected from the elements. At 4 o'clock on the morning of December 17th, the storms washed out the sand from the northwest corner of the lighthouse residence.

In 1853, the steamer *Detroit* commenced making tri-weekly trips from Grand Haven to Chicago. The steamboats *Empire*, *Algoma*, *Michigan*, and *Humming Bird* were all operating between Grand Rapids and Grand Haven at the time.

The *Michigan* was 123 feet long, with a 15 foot beam and depth of 5 feet. Her timbers and bottom were all of oak, while the planking above

the waterline was pine. She was built after the Ward's small steamers on the Detroit River, and her boilers were built in Detroit by DeGraff and Hendrick. Her cylinder was 18 inch diameter with a 6.5 foot stroke. The boiler had 900 feet of fire surface to provide 82 horsepower. The ship drew 16-18 inches of water, and her 17 foot diameter wheels drove her through the water at 12-15 miles per hour. Captain Parks, her builder, had produced a creditable vessel.

Captain Vandenburg of Holland became keeper of the lighthouse, relieving Mr. Torrey. On June 1, 1853, a peculiar lake disaster occurred about 8 miles northwest of Grand Haven. A schooner was found laying on her beam end. When discovered by the crew of the *G. H. Roberts*, a voice was heard coming from the cabin. An opening was immediately cut through the vessel's side, revealing Captain Andrew Bergh and a passenger, Lukas A. Farnsworth who had been consigned to a horrible lingering death until their rescue. The vessel proved to be the *Mary Margaret* of Michigan City, which had left Muskegon on Sunday evening, May 29th, with six persons on board, bound for Grand Haven. At 12 o'clock Captain Bergh had left the deck in charge of Joseph Ermity and William Johnson, with strict orders to be called at the least change in the weather. The wind was then light and the weather clearing. About 2 hours later he was awakened by a noise on deck and sprang from his berth and reached the deck just as his vessel was capsizing. She turned bottom-up, carried Captain Bergh over her deck, but he succeeded in working his way into the cabin. The vessel was 4 to 5 miles from land when she capsized. The captain found Mr. Farnsworth and two of the crew, Zacharius Nelson and Charles Plumb, in the cabin. In order to keep their heads out of water the four were obliged to huddle themselves into one berth where they could, *with difficulty*, maintain their position. On Monday,

Nelson and Plumb became exhausted, released their holds, fell into the water and were drowned. The other two remained in their precarious situation until Wednesday noon when they were rescued.

The *Detroit* was taken off the Chicago run and the *London*, much larger than the *Detroit*, was placed on the Chicago-Grand Haven route.

The steamer *Humming Bird* was blown up at Grand Haven, August 30, 1854, and the same year saw the steamer *Olive Branch*, which had been assigned the Grand Rapids-Grand Haven run, grounded at the latter place where she was subsequently pounded into a wreck. The propellor *Ottawa*, built by Ferry & Barber, commenced to operate on the Chicago run.

Two large propellers of the lower lakes trade were discharging merchandise, covering the docks with their cargo. The propellor *Ottawa* was unloading goods from Chicago and New York, depositing over 600 tons of merchandise in one shipment to be consumed in the river trade. A cargo of stone and other material, necessary to the construction of a more suitable lighthouse at the mouth of the Grand River, was unloaded.

The new steamer *Olive Branch*, was launched on October 11. Built at the shipyard of Ferry & Sons, on Ottawa Point, she resembled, in style, an Ohio River steamer. Such a breadth of beam was unknown to the navigation of the Grand River as that of the new ship; 38 feet...which paid a fine compliment to her 146 foot length. She was propelled by a stern wheel, driven by two engines with 16 inch cylinders. She had three boilers, each 36 inches in diameter and 20 feet in length. Her draft was only 7½ inches and with her engines in motion she would ride in 14 inches of water.

The firm of Ferry & Sons was dissolved and a new establishment known as Ferry & Wallace was organized on October 18th.

On November 16th, the propellor *Pochontas* struck a sand bar at the mouth of the river, where she was to

remain for 24 hours in a high running sea. The schooner *Illinois* had a small portion of her cargo washed away, and subsequently the crew was forced to throw a large portion of her remaining cargo overboard to aid a safe entry. The goods thrown over consisted of stoves, barrels of oil, and furniture. A boiler which was to have been installed on the new *Olive Branch* accidentally rolled into the lake. All of the winter stock of Messrs Haxson, Cutler & Warts was lost.

The new government lighthouse was built in 1835 on a high sand hill bluff on the south side of the Grand River harbor. Square, and built of stone, the tower was placed at the south end and displayed a light 150 feet above water level. The light showed a bright flash every 1½ minutes, visible 18 miles under adverse conditions, and 25 miles on a clear day. The mechanism was clock work, and the lense, delivered at a cost of \$4,000 was of French glass. This same lighthouse was still in operation in 1930.

The steamer *Huron* was now operating on the Grand Haven-Chicago run. The schooner *North Yuba* was lost with one man in December, 1855.

At the shipyards in 1856, the schooner *Martin* was built, and Robert Howlett had the tug *Mary Bell* caulked and put in good order for the opening of navigation. The *Illinois*, *Troy*, *Olive Branch* and *Pontiac* were repaired and ready for service.

On April 7th, the *Olive Branch* left for Grand Rapids and the *Empire* arrived from Grand Rapids on the following day. The propellers *Troy* and *Ottawa* arrived from Chicago on April 4th.

A revolving light was placed in the local lighthouse on Mat 10.

The propeller *J. Barber* made her first appearance at Grand Haven on May 22nd and was a fine addition to the fleet.

The first excursion boat, the side wheeler *Chippewa*, put out from Chicago on her initial run to Grand

Haven in 1856. They offered, among other things, *Haunch of Venison* and venison *Ancient Style*, with Cyprus wine sauce, buffalo tongues, turtle steaks and chops of pigeon, for a menu.

In 1857 Captain James Dalton took charge of the propeller *Ottawa* for one year for her owner, Rev. William M. Ferry. This steamboat plied between Grand Haven and Chicago.

In 1859 the propeller *Michigan* operated between Grand Haven and Milwaukee in connection with the Detroit & Milwaukee Railway.

A license to operate a steam ferry between Grand Haven and the Detroit & Milwaukee Railway (across the river) was granted to William M. Ferry and Myron Harris by the Board of Supervisors. E. G. Robinson was granted authority to establish and maintain a ferry from a point near his residence in Robinson Township, a short distance below Ottawa Center to a point opposite in Crockery Township.

On September 12 the brig *Buffalo* in command of Captain Louiti went ashore at the end of the pier. She was loaded with coal for the D & M Railway at the time.

Harrison Brothers established a shipyard on the north side of the river in 1859.

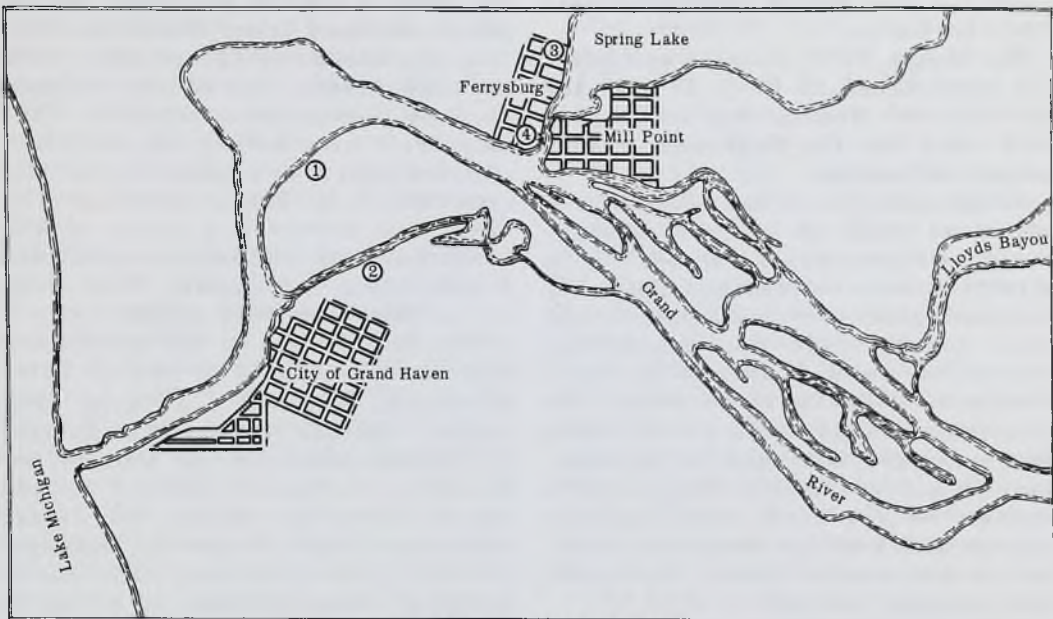
The little steam ferryboat that crossed between Grand Haven and the D & M Railway terminal on the north side of the river collided with a schooner on July 15th. Fortunately, no lives were lost.

Captain Jesse Ganoë built the steamboat *Daniel Ball* in 1861.

In 1864, Captain Ganoë's steamboat *Pontiac*, built in 1855, was blown up by her own boilers and was replaced by his *L. G. Mason*.

Pfaff & Vanderhoef completed and installed the steam propeller *Phebe* as the Grand Haven ferryboat between the village and the D & M depot during 1865.

H. G. Pearson moved to Ferrysburg from Ogdensburg, N. Y., in 1866. It was during that year that he built the tug *Hunter Savidge* for William



SHIPYARDS OF GRAND HAVEN

- (1) Mechanics (Kirby) (Callister) Drydock & Shipyard
- (2) Duncan Robertson Shipyard
- (3) H.C. Pearson Shipyard
- (4) Ferry and Sons

M. Ferry and Captain Squiers, and the tug *E. P. Ferry* for the gentleman whose name she bore. The Ottawa Iron Works built the engine and J. W. Johnson built the boilers. In the winter of 1866-67, Mr. Pearson built the brig schooner *F. M. Knap* for F. M. Knap of Racine, Wisconsin, and the brig-schooner, *Major Noah H. Ferry* for E. P. Ferry, as well as some dump scows for Colonel Ludlow of Chicago. Next he built the *Mason*, a schooner, for interests in Kenosha, Wisconsin. His next boats were the tugs *E. P. Ferry*, *The Third Michigan* and the *Waters*. One hundred ship carpenters were often employed there.

The government appropriated the sum of \$65,000 for the harbor in 1866, and engineers made a complete survey of Grand Haven during that year. They made the harbor chart that is now in the Grand Haven Public Library. On the original chart the north pier is in red ink and had not been constructed at the time of the original drawing, but it was inserted on the chart later.

The Mechanics Dry Dock & Shipyard had been established in 1867 by Thomas W. Kerby & Company. John W. Callister and John Neal were associated with him. It was located on the south bank of the Grand River on a triangular piece of ground of about four acres.

Nathaniel Englemann of Milwaukee took over the D & M Railway boat service in 1869, forming the Englemann Transportation Company.

In 1871, George Stickney was acting as agent for the Englemann Transportation Company's Milwaukee boats *LaBell* and *Ironsides*. Z. W. Winsor was acting as agent of the Goodrich Transportation Company Chicago boats.

H. C. Pearson did his last ship building in 1872 with the tug *Dalton* for Dalton Brothers of White Lake. He was then appointed government inspector of hulls, a position he held for 12 years. Mr. Pearson invented a solar attachment for a surveyors transit; improved the propeller wheel manufactured by Wilson & Hendrie of Montague, and

compiled the *Manual of Navigation For the Lakes*.

The packet *W. H. Barrett* was built for Jesse Ganoë in 1874. In 1875 the Northwestern Transportation Company took over for the Englemann Transportation Company.

Originally there had been only a volunteer corps of lifesavers operating at Grand Haven. In 1876 this situation was remedied and the U. S. Lifesaving Service was inaugurated and a regular life-saving crew was placed on duty. Captain Richard Conner was the first captain. The station was constructed on the north pier near the entrance to the Harbor. It was two stories high, had a lookout on the roof, was supplied with one 6-ton lifeboat, a self-bailer and self-righter, one surf boat and one life car.

Englemann Transportation Company operated a day line of boats to Muskegon and Manistee and a day and night line of steamers to Milwaukee. Ganoë operated a day line of vessels to Grand Rapids. The Goodrich Transportation Company was operating a day line of steamers to Chicago and the Grand River Transportation Company was operating boats between Grand Haven and Grand Rapids, with F. E. Yates acting as local agent for both enterprises. The Milwaukee boats were operated by Northwestern Transportation Company with S. B. Humphrey as local agent.

In 1880, the *L. G. Mason* steamed around to Saginaw, leaving only the *W. H. Barrett* on the river.

The Detroit & Milwaukee depot was moved from the north side of the river to the south side at the foot of Washington Street, because it was costing too much to keep the sand of Dewey Hill from covering the tracks and station. At this time (1970) the sand from the hill has completely erased all traces of the vast railroad operations on this site.

The *Alpena* was sunk on October 15, 1880. This lake disaster was one of the first serious wrecks to strike close to the homes and firesides of Grand Haven. There were no survivors

and only a little wreckage washed ashore between Grand Haven and Holland. A portion of this vessel, with the name *Alpena*, was on the Lakewood farm of George Getz in 1930. This compiler's grandmother, Marcia Nichols Bennett, was working at the courthouse in Grand Haven at the time, and received a piece of the wreckage which had been carved into a small ring and square. This piece is now owned by this writer.

The *Alpena* was a 653 gross ton side wheeler. Built at Marine City, Michigan, she had a walking beam engine. She was purchased at Detroit by Captain Goodrich for \$80,000 and Goodrich assigned Captain Nelson Napier to her as master. She loaded passengers and freight at Muskegon in the late afternoon and early evening, then steamed 12 miles to Grand Haven for more passengers and cargo. She would leave Grand Haven at about 10 PM. On October 15, 1880, she had 75 passengers and a crew of 22 on board. After she passed the *Muskegon*, mid way to Chicago, no one saw her again. The Indian summer evening changed to a violent fall storm with snow and the temperature dropping to 32 degrees! Several ships had a bad time that night with some destroyed by the violent seas. After the disappearance of the *Alpena*, the Goodrich service to Chicago was discontinued until 1882.

Two hundred thousand dollars were spent in 1881 repairing and enlarging the Mechanics Dry Dock Company shipyards. The steam barge *H. C. Akeley*, one of the largest ships on the lake, with a keel of 230 feet, was built at this yard at a cost of \$110,000. Duncan Robertson & Company followed Mechanics lead and spent \$47,000 improving their yards. This latter company was made up of Duncan Robertson, Paul McColl, Peter Sinclair and Captain John Budge. The *City of Grand Rapids*, a 136-foot propeller, and the *H. C. Hall*, a propeller, 160-feet long, were constructed at this shipyard which employed from 35 to 70 men.

The government appropriated funds

in the amount of \$60,000 in 1881 for the improvement of the Grand Haven harbor, bringing total appropriation, up to that time, to \$307,000. The harbor improvement consisted of extending the dock from the foot of Clinton Street to the south pier, closing what is known as Government Pond.

The Goodrich Transportation Company took over from the Northwestern Transportation Company in 1881.

On November 13, 1883, the steam barge *H. C. Akeley* foundered off the shore of Lake Michigan at Saugatuck. David Miller, master of the schooner *Driver*, stood by in the heavy sea in an attempt at rescue. Daniel Miller, his brother, was mate on the little schooner. He kissed his brother goodbye when he left the schooner in a lifeboat, as he never expected to weather the terrifying storm, or ever see him again.

With Pat Daley, a crewman, Daniel Miller pulled for the *Akeley*. Most of her crew were rescued and only six lost their lives, but Captain Stretch, true to the tradition of the sea, went down with his ship. For this heroic deed, Congress presented David Miller, as master of the schooner, a silver medal. Daniel Miller and Pat Daley who had risked all in a lifeboat, were given gold medals for bravery in saving human lives at sea.

In 1883, the Detroit-Grand Haven line of the Grand Trunk Railroad took over its own line of ships again. The railroad purchased the side-wheeled *City of Milwaukee*, and the propellers *Michigan* and *Wisconsin* from the Goodrich Transportation Company. The compiler's grandfather, Gifford Bennett, served as cook on the *City of Milwaukee* in the mid-1880's. The *Michigan* was lost in the ice in the winter of 1885.

The Spring Lake Clinker Boat Manufacturing Company was organized in 1887. These boats sold all over the world and were protected by the H. C. Pearson patents. The president was C. P. Brown; vice president William Barrett; and secretary-

treasurer Dana Brown.

The Goodrich line to Chicago was operating the *Atlanta* and the *City of Racine*, each of 1,200 tons with sleeping accommodations for 300. They ran from Muskegon to Grand Haven and then to Chicago. Leaving Muskegon at 5 o'clock in the evening and Grand Haven at 8:30 p.m. The fare with a berth was \$3.00, and round trip was \$5.00. The president of the line was A. W. Goodrich who was living at Chicago at the time.

In 1883 the *Fanny M. Rose* was built by the Grand Haven Ship Building Company. This boat was built for passenger and freight service between Grand Haven, Spring Lake and Fruitport. The old-style river boats were still operated on the run from Grand Rapids to Grand Haven.

The *City of Milwaukee* was sold to the Graham & Morton Line and the *Wisconsin* to the Crosby Transportation Company. The latter was renamed *Naomi* in 1898.

On August 14, 1885, at 4 A.M., as the *City of Milwaukee* was approaching the harbor of her namesake city, the walking beam fractured at a flaw in the casting, and one of the piston rods was sent crashing down through the decks damaging the engine. By fast action of the crew, panic was averted and the ship was towed into the harbor without loss of life. The ship's name was later *Muskegon*, but bad luck was yet to dog her, for during a storm in the summer of 1919, and while entering the breakwater at her new namesake city she struck the breakwater and sank. Less fortunate this time, 29 persons lost their lives in the mishap.

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# THE VANISHING CANALLERS

by Rev. Edward J. Dowling, S.J.  
Fleet List Editor, TELESCOPE

Improvements on the St. Lawrence River canals, completed in 1901, provided locks large enough to transit vessels whose extreme dimensions were approximately 260 x 43 x 14 feet. Similar sized locks had been built on the Welland Canal back in 1884. Therefore, as of 1901, vessels of canal size or smaller could sail from the Great Lakes to the Atlantic without lightering or transshipment of cargo. Vessels which could negotiate the canals of 1884 and 1901 were known as *full canallers*. Between 1901 and 1959 some five hundred full canallers were built and operated. With the completion of the new Welland Canal in the thirties, larger vessels could sail from the upper lakes into Lake Ontario. The opening of the St. Lawrence Seaway in 1959, admitting large vessels into Lake Ontario and the upper lakes, made the small canallers uncompetitive. Hence, they have almost vanished

small canallers uncompetitive. Hence, they have almost completely vanished from the Great Lakes in the past decade.

## PART I. Ocean ships acquired for canal trade, 1901-1959.

The year 1901, the year of the opening of the improved St. Lawrence River Canals, found but a few canallers already on the Lakes. In order to supply an immediate need, European vessels of approximate canal dimensions were purchased or chartered. In the very first year, some 10 or 12 British-built coasters and tramp steamers were purchased by Canadian shipping companies and brought to the Great Lakes. The acquisition and use of similar salt water vessels continued right up to the middle

1950s. Most of the vessels were originally owned by the United Kingdom although a few came from other nations. The list that follows is *typical* if *not* complete for vessels of this group. The list is confined to dry cargo vessels and canal tankers will be described later. All vessels are steamships unless otherwise noted. (NOTE: The first four vessels described below actually came to the Great Lakes before the opening of the St. Lawrence canals of 1901. Three of them were bulkheaded through the old, smaller locks.)

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**ALGONQUIN** (Br. 95051), 1888 Glasgow by Napier, Shanks & Bell for Hagarty & Crangle, Toronto (St. Lawrence & Chicago Steam Navigation Co.) 245 x 40 x 20; 1806 g.t. Later operated by Port Colborne & St. Lawrence SS Co. Sold American, 1916 or 17 (US 214637) and lost by enemy action off Scilly Isles, 3/12/1917, the first American merchant ship lost by enemy action in World War I.

**BANNOCKBURN** (Br. 102093), 1893 Middleborough by Sir R. Doxson & Co. for Montreal Transportation Company. 244 x 40 x 18. Sailed from Port Arthur for Sault Ste. Marie, Mich. 11/21/03 and disappeared on Lake Superior.

**ROSEDALE** (Br. 95265), 1888 Sunderland by Sunderland SB Co., originally 174 x 35 x 21, i.e. small enough to sail through the old St. Lawrence canals. Lengthened at Kingston, 1894, to 246 feet, and tonnage increased to 1507 g.t. Built originally for Thomas Marks & Co., Port Arthur, later passing to St. Lawrence & Chicago Steam Navigation Co., and still later to Inland Lines and Canada SS Lines. Sunk by collision on North Atlantic, 4/18/19.



**ROSEMOUNT** (Br. 103565), 1896 Bill Quay, Newcastle-on-Tyne by Wood, Skinner for Montreal Transportation Co. 245 x 41 x 22, 1580 g.t. On salt water during World War I. Renamed *Aube* when returned to the Great Lakes. Abandoned and scrapped c.1937.

**STEVE AHERN** (ex-*DRUID*, Br. 112393), 1902 Paisley by Fleming & Ferguson. 160 x 30 x 12, 451 g.t. Operated by Ahern Shipping on St. Lawrence after World War II.

**AHERN TRADER** (ex-*ULSTER COAST*; ex-*SCOTTISH COAST*; ex-*LURCHER*; Br. 146318), 1922 Glasgow by A & J Inglis Ltd. 200 x 31 x 12; 774 g.t. Operater by Ahern Shipping Ltd., in the 'fifties.

**ARANMORE** (Br. & Can. 98579), 1890 Dundee by W. B. Thompson & Co. 241 x 34 x 15; 1170 g.t. Operated by Canadian Government and later by Foundation Maritime, Ltd., Halifax. Later renamed *Foundation Aranmore*. Sold Cuban in 1945 and sank near Haiti in 1948.

**BALLYHOLME BAY** (ex-*BROWNS BAY*; ex-*ANTHONY ENRIGHT*; Br. 169607) 1943 Superior, Wisconsin, by W. Butler Shipbuilders. 250 x 42 x 18; 1791 g.t. A standard U.S. Maritime Commission 'N-3' type freighter. Operated under charter to Hall Corporation on the Great Lakes in 1950's. Later Brazilian *Estero*

**BONAVISTA** (Br. 87966) 1884 Newcastle by Wigham Richardson. 240 x 33 x 18; 1300 g.t., operated in early twentieth century by Dominion Coal Company. Stranded on Brier Island, Nova Scotia, 3/16/12.

**GEORGE W. CLYDE** (US 85189), 1872 Philadelphia by Cramp for Clyde Line. 256 x 35 x 19, 1804 g.t., iron hull. Came to Great Lakes in 1922 and was intended to be operated by Chicago SS Company. The vessel saw little service, and after lying idle until 1926, was towed by Reid's lighter *Manistique* to a Georgian Bay port and abandoned.

**COBAN** (Br. 86071). 1882 Sunderland by Doxford. 230 x 33 x 16; 1063 g.t. Operated in the early 1900s by Black Diamond SS Company, and later by F. E. Hall & Company.

**CORALSTONE** (Br. 147676), 1924 Newcastle by Swan, Hunter & Wigham-Richardson. 225 x 36 x 15; 1371 g.t. Owned by Crete Shipping Company and chartered for Great Lakes use in late 1920s and early 1930s. Later *Hetton Bank*.

**CORUNNA** (Br. & Can. 99224), 1891 Leith by Ramage & Ferguson for Leith Hull & Hamburg Steam Packet Co. (Currie Line). 230 x 34 x 19. Brought to Great Lakes in 1907 by Canadian Lake & Ocean Navigation Company. Scrapped at Sydney, Nova Scotia in 1938

**DELIA** (Br. 145292), 1907 Newcastle by Wood, Skinner. 225 x 34 x 14; 1267 g.t. Operated by Delia Shipping Co. (Warren Line) between Great Lakes and Maritime Provinces in 1920s. Wrecked on the Gaspe coast, c.1936.

**DEWSTONE** (Br. 147687) Newcastle by Swan, Hunter & Wigham-Richardson. 235 x 36 x 15; 1371 g.t. Owned by Crete Shipping Co., chartered for Great Lakes service in late 20s and early 30s. Later *Pelton Bank*.

**DOROTHY** (US 201397; ex-*IBERIA*, Norwegian), 1891 Bergen, Norway. 147 x 28 x 17. Purchased by American interests in 1904 and operated into the Great Lakes for several years thereafter carrying dynamite for the copper mines of upper Michigan. Later *Yenrut* (US). Foundered at sea 1/10/19.

**DORIN** (C. 144280; ex-*EMILY*), steel diesel powered auxiliary three-masted schooner. 156 x 27 x 12; 416 g.t. Built 1919 at Alphen a'd Rijn, Holland. Owned in Halifax and traded into the Great Lakes in the thirties.

**DRONNING MAUD** (Norwegian), 1907 Bergen, Norway, by Laxevaags. 229 x 35 x 16. Chartered by Keystone Transports, Ltd., c.1909 for coal trade between Lake Erie and St. Lawrence River ports.

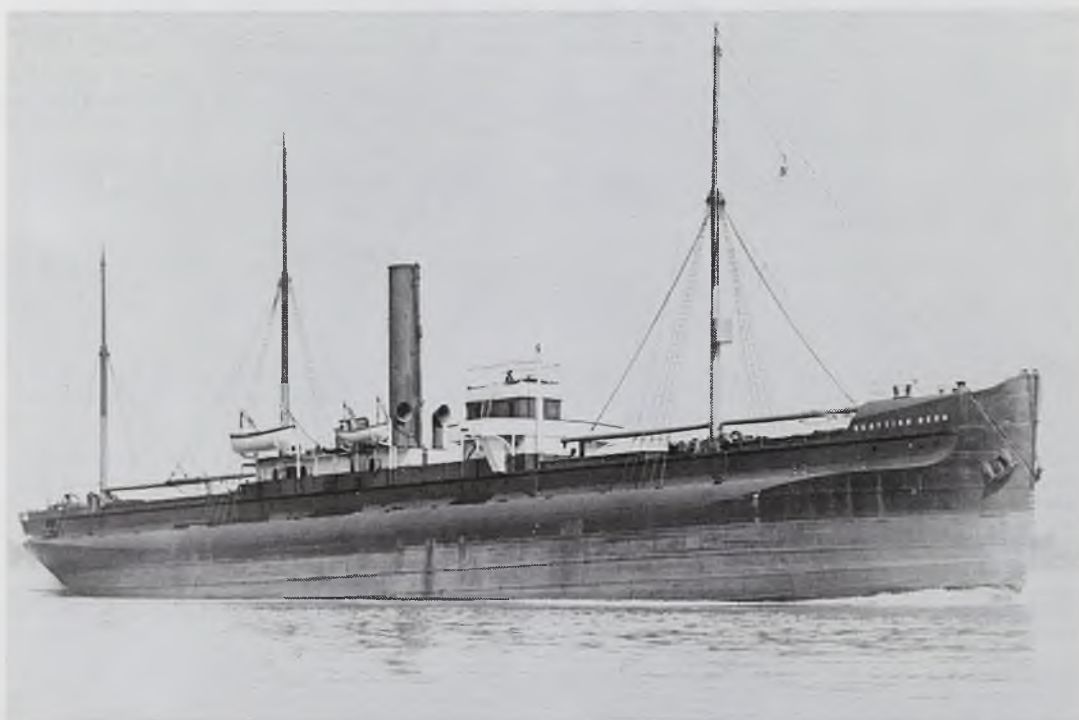
**DUNDRUM BAY** (Br.169570; ex-*CHARLES TREADWELL*), 1948 Alameda, California by Pacific Bridge Company. Standard U. S Maritime Commission 'N-3' class freighter. 258 oa x 42 x 18; 1814 g.t. Later named *Esito*; *Sandra*; *West Indies* and *Esito*. Stranded on Brazilian coast in 1954 and abandoned. Was chartered by Hall Corporation in the 1950s while named *Dundrum Bay*.

**ELFSTONE** (Br. 147708), 1924 Newcastle by Swan, Hunter & Wigham-Richardson. 235 x 36 x 15; 1731 g.t. Owned by Crete Shipping Company and chartered for Great Lakes service in the 20s and 30s. Later named *Mortlake Bank*.

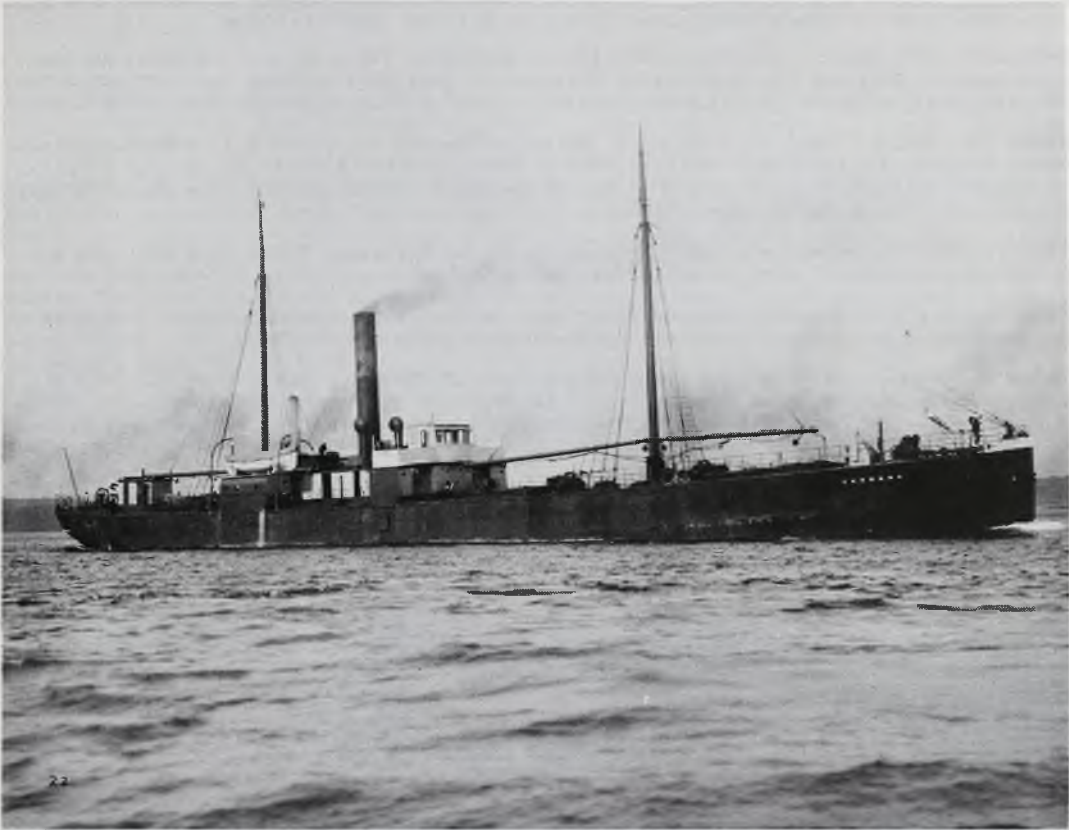
**GASPE COUNTY** (Can. 151049, ex-*TONDREN*; ex-*THORA FREDRIKKE*), 1919 Kalundborg Skibsvaerft. 141 x 30 x 10. Operated by Ellis Shipping Co., Montreal in the late 1930s. Motorship, powered by Bolinders engines.



**BANNOCKBURN** was lost on Lake Superior, enroute from Port Arthur to the Soo.  
McDonald Collection-Dossin Museum



**SCOTTISH HERO**, a Doxford 'Turret' ship was lost to enemy action in World War I.  
McDonald Collection-Dossin Museum



**CORUNNA** was built in Scotland and brought to the Lakes in 1907 for the canal trade. McDonald Collection-Dossin Museum

**GREYPOINT** (ex-**RATHLIN**, Br. 121234), 1905 Glasgow by W. Beardmore & Co. 252 x 35 x 17 1128 g.t. Operated on the Lakes and canals by Kirkwood Lines in the 1950s.

**JULIUS HOLMBLAD** (Br. 151037), 1898 Glasgow by W. Hamilton & Co. 249 x 36 x 17; 1489 g.t. Later *Lakefield* and *Cabot Tower*. Operated between Great Lakes and Maritime Provinces between World Wars I and II.

**HONOREVA** (Br. 134700), 1913 Sunderland by Osborne, Graham & Co. 240 x 36 x 20; 1452 g.t. Operated on the Great Lakes after 1914 by the Ontario Paper Company, and later by James Playfair.

**HURRY ON** (Br. 148914, ex-**OSWIGA**), 1923 Biotzenburg, Germany by Norddeutscher-Union Werke. 174 x 29 x 12; 638 g.t. Motorship powered by Sulzer diesel engines.

**IRENE M** (Br. 127100, ex-**MARCHMONT**; ex-**EMPIRE CONDERTON**; ex-**LINA FISSER**; ex-**BOLLAN**; ex-**BELLINI**; ex-**LUIS PIDAL**; ex-**THYRA MENIER**), 1012 Blyth by Blyth SB Company. 240 x 36 x 20; 1558 g.t. Turret or trunk design vessel. Operated in Canada after World War 88 until scrapped at Sorel, c.1958.

**JAVARY** (ex-**HARLEACH**, British), 1898 Sunderland by Austin. 235 x 34 x 17; 1249 g.t. Later American *Javary* (US 212821) Operated in the 1920s under charter to Donald Brothers, Montreal.

**LEAFIELD** (Br. 97990), 1892 Sunderland Wood, Skinner. 249 x 35 x 16. Brought to Lakes in 1901 by Francis U. Clergue for Algoma Central Steamship Line. Foundered on Lake Superior, 11/11/13 on the Great Storm of 1913.

**LILLEHORN** (ex-MAJONG, Br. 147527), 1922 Wivenhoe, England by Rennie, Richie & Newport. 207 x 33 x 13; 936 g.t. Motorship, powered by a Swedish Bolinders engine. Operated briefly in Lake trade by Canada Coast Lines, Ltd., of Halifax. Later *Lilleaa*.

**MONKSHAVEN** (Br. 86632), 1882 South Shields by Readhead. 249 x 36 x 17. Brought to Lakes by Clergue in 1901 for Algoma Central. Stranded on Isle Royale, Lake Superior 11/28/05. (May have been salvaged, for is also reported wrecked at Ste. Felicite, Quebec, 8/23/14.)

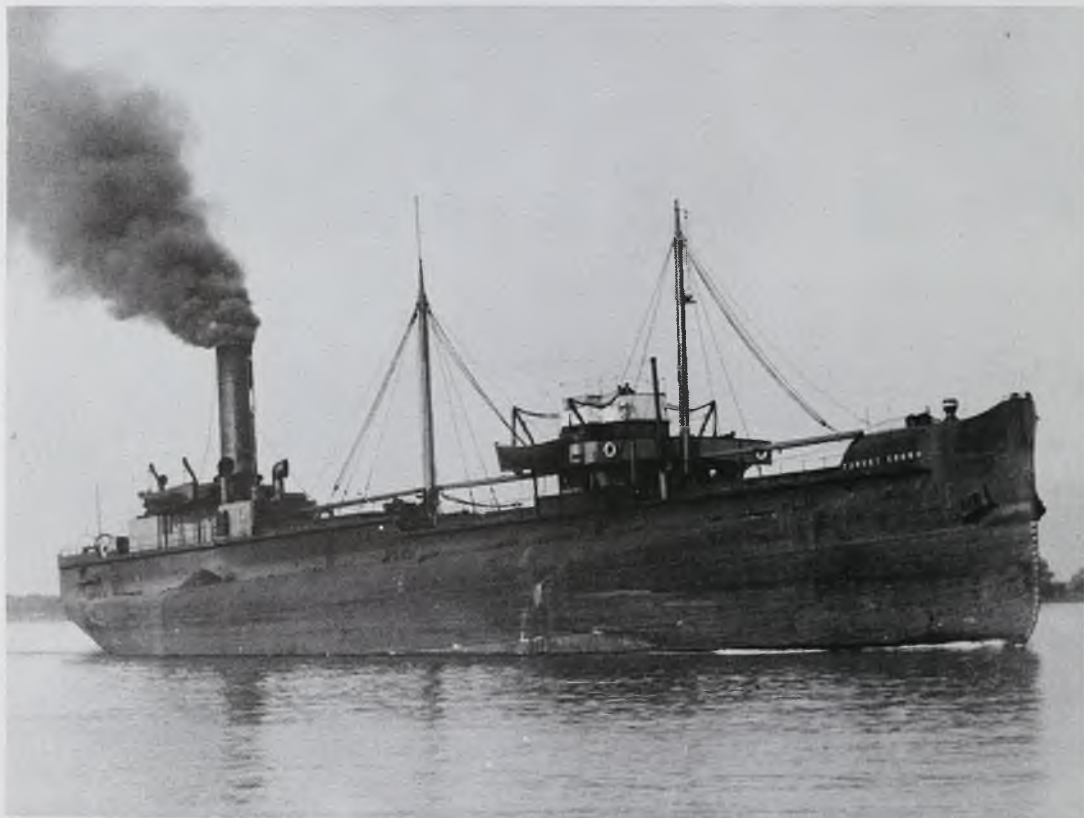
**MORENA** (Br. 95226), 1890 Leith by S. H. Morton & Company for Leith Hull & Hamburg Steam Packet Company (Currie Line). Sold in 1907 to Canadian Lake & Ocean Navigation Company, and wrecked on Cape Race, Nfld., 5/19/07, on voyage to Canada. 230 x 34 x 21; 1256 g.t. Scrapped in 1938 at Sydney, Nova Scotia.

**NIDAR** (ex-MODENA, Norwegian), 1910 Bergen, Norway by Laxvaags. 228 x 35 x 16; 1148 g.t. On Great Lakes under charter in mid-1920s. Later *Varhaug*.

**NORHILDA** (Br. 127079), 1910 Newcastle by Swan, Hunter & Wigham-Richardson. 230 x 36 x 16. Operated in Lakes under charter briefly, shortly before World War I.

**ODLAND** (Norwegian), 1908 Sunderland by Sunderland SB Company. 227 x 38 x 15; 1252 g.t. On Great Lakes under charter shortly before World War I, and again in 1920s, under charter to Hall. Later *Orland I*; *Brita* (Swedish 7447); *Disiderius Siedler*; *Empire Connel* (Br. 180693) and *Ballyholme Bay*.

**PALIKI** (Originally Greek, later British 103701), 1889 Sunderland by J. Blumer & Co. 240 x 36 x 17; 1578 g.t. One of the ships brought to the Lakes by Clergue in 1901 for Algoma Central. Later operated by F. E. Hall & Co., and by British owners. Sold Italian, 1926 and renamed *Carmella*. Scrapped in 1950.



**TURRET CROWN** was one of a unique design built in the mid-90's and used in the canal trade. Pasha Photo-Dossin Museum

**PATDORIS** (ex-YORKMINSTER; ex-ARDGARTH, Br. 135331), 1913 Greenock by G. Brown & Co. 200 x 29 x 13; 770 g.t. Owned for many years in Kingston, Ontario.

**PICTOU COUNTY** (Br. 158625; ex-FRITZOE, Norwegian), 1920 Tonsberg, Norway by A/S Nes Mek-Verks. 180 x 30 x 13; 707 g.t. Motorship, powered with Burmeister & Wain engines. Operated in thirties by Pictou County Shipping Co., Ltd. Later *Laida* and *Arenal*. Still in service in 1966.

**QUERIDA** (British), 1909 Newcastle by Swan, Hunter & Wigham-Richardson. 230 x 36 x 16. Originally owned in Bristol, England. Operated on the Great Lakes off and on before World War I.

**RALEIGH** (US 203422), 1906 Sparrows Point, Md. by Maryland SB Co. for Baltimore Steam Packet Co. (Old Bay Line). 222 x 33 x 21. Brought to Lakes c.1926 by Saginaw-Bay City SS Company for service between Saginaw Bay and Lake Erie. Returned to salt water c.1929. Later *Marion* (US & Philippine) and Japanese *Manyru Maru*. Sunk by H.M. Submarine *Strongbow* in Malacca Straits, 12/10/44.

**SAMBRO** (ex-PELLEGRINI; ex-SKERNE, Br. 129051), 1929 Sunderland by Short Bros. 196 x 34 x 11; 888 g.t. Operated on the Lakes as *Sambro* and later as *Manisle*; *Man Isle* and *Colony Trader*. Later *Ochi* and *Adrianna L.*

**SCOTTISH HERO** (Br. 105718), 1895 Sunderland by Doxford. 297 x 40 x 21; 2202 g.t. Typical Doxford 'Turret' ship. Came to Lakes in early 1900s as a unit of Canadian Lake & Ocean Navigation Company. Returned to salt water in World War I and was lost to enemy action 6/10/17. Because of her length this vessel had to be bulkheaded for the passage into the Lakes, and again on her way out.

**SINBAD** (Br. 88739), 1883 Scotwood, England by Campbell, McIntosh & Bowstead. 216 x 31 x 14; 897 g.t. Operated before World War I by F. E. Hall & Co. Returned to salt water during World War I and renamed *Southford*. Lost to enemy action in English Channel, 2/29/16.

**SONIA** (ex-DELSON; ex-NIADARNES, Br. 154442), 1926 Newcastle, by Swan, Hunter & Wigham Richardson. 248 x 36 x 14; 1188 g.t. Operated in the thirties by Sonia Shipping Company (Warren Line), Montreal.

**SPRUCEDALE** (Br. 165564), 1937 Sunderland by Short Brothers. 251 x 40 x 18; 1636 g.t. Operated in early fifties between Newfoundland and Lake Ontario ports, and later on the Great Lakes by Reoch. Renamed *Eastdale* in 1954. Later *Sullbergo*; *Granny Marigo*; and *Guiseppi Ricardi*.

**C. SUND** (Norwegian) Chartered by Keystone Transports, Ltd., c.1909 for coal trade between Lake Erie and St.Lawrence River ports.

**THEANO** (Holland; later Br. 110350), 1889 Slikkerveer, Holland by P. Smit, Jr. 241 x 36 x 17; 1534 g.t. Brought to the Great Lakes in 1901 by Clergue for Algoma Central. Stranded and wrecked 3 miles east of Thunder Bay, Lake Superior, 11/17/06.

**TURRET CAPE** (Br. 104283), 1895 Sunderland by Doxford. 255 x 44 x 19; 1827 g.t. Typical Doxford 'Turret' ship. Acquired in 1900 by Canadian Lake & Ocean Navigation Co. Later *Sun Chief* and *Walter Inkster*. Converted to diesel drive in 1941. Scrapped at Port Dalhousie, Ontario, in 1958.

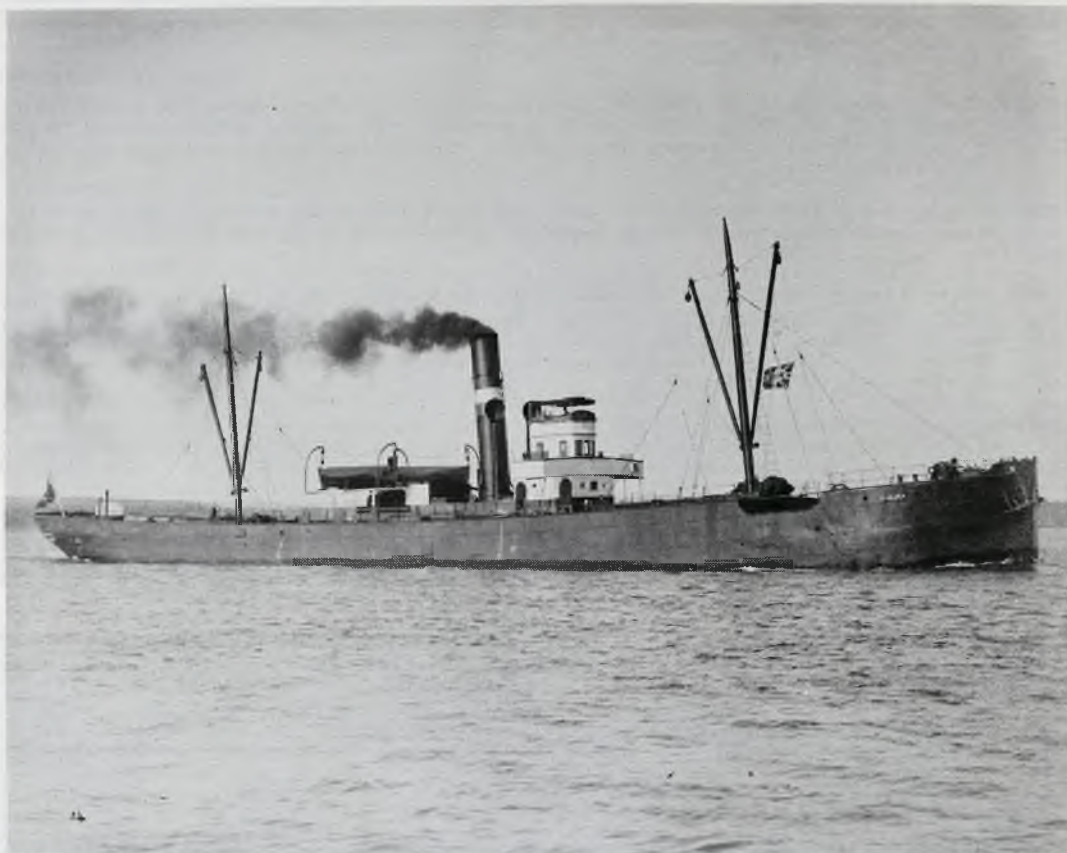
**TURRET CHIEF** (Br. 106605), 1896 Sunderland by Doxford. 253 x 44 x 19; 1881 g.t. Turret type vessel. Came to Lakes in 1901. Later *Vickerstown*; *Jolly Inez* and barge *Salvor* (US 170538). Wrecked near Muskegon, Michigan, 9/27/30.

**TURRET COURT** (Br. 106608), 1896 Sunderland by Doxford. 253 x 44 x 19; 1879 g.t. Turret type vessel. Came to Lakes in 1901. Engines removed c.1937.

**TURRET CROWN** (Br. 104279), 1895 Sunderland by Doxford. 253 x 44 x 19; 1827 g.t. Came to Lakes in 1901. Stranded on Manitoulin Island, Georgian Bay, 11/2/24 and abandoned. (Note: Turret Bay and Turret Bell, large turrets, similar to Scottish Hero, listed above, came as far as Montreal, where it was planned to bulkhead them through the canals. However this was not done, and these vessels did not enter the canal trade.)

**ULVA** (ex-POZAN; ex-CARRONPARK, Br. 135321), 1912 Alloa, Scotland by Mackay Brothers. 241 x 36 x 16; 1401 g.t. On Lakes under charter. Lost to enemy action 3/3/41.

**WEXFORD** (Br. 87342), 1883 Dunderland by Doxford. 250 x 40 x 17; 2104 g.t. Brought to the Lakes in 1903 by Basset interests of Collingwood. Foundered on Lake Huron, above Port Huron in the Great Storm of 1913, 11/11/13.



**PALIKI** was originally Greek, later British registry and was finally sold Italian after canal service.

McDonald Collection-Dossin Museum

## **PART II. Vessels built in Canada in the 19th. Century and used in the canal trade after 1901**

**ARABIAN** (Can. 100394), 1892 Hamilton by Hamilton Bridge & Iron Works; steel package freighter, 179 x 31 x 14; 1073 g.t. Originally owned by Mackay interests of Hamilton, later by Montreal Transportation Company and Canada Steamship Lines. Scrapped c.1928 by Gulf Iron & Wrecking Company, Montreal.

**MYLES** (Can. 77698), 1882 Hamilton by Robertson. Passenger and freight propeller; 175 x 34 x 15; 1211 g.t; composite hull. Later *Cataract* and *Therese T.* Machinery removed c.1916, but vessel was repowered in 1918 and again reduced to a barge in 1926. Junked.

**SEGUIN** (Can. 94763), 1890 Owen Sound by Polson for Owen Sound Lumber Company. Steel package freighter; 207 x 34 x 13; 1141 g.t. Later *Mapleboro*; *City of Montreal* and *Arvida*. Sold by C. S. L. to Marine Industries, 1937 for scrapping. Scrapped at Sorel, c.1938. Engines put into tug *J. E. McQueen* (ex *ferry Essex*) in 1941.

**SIR S. L. TILLEY** (Can. 88632), 1884 St. Catherines by J. Shickluna. Composite freighter, 175 x 35 x 15; 1031 g.t. Later *Advance*. Retired from service in middle 1920s. Named for Sir Samuel Leonard Tilley, New Brunswick statesman, and the *Father of Canadian Confederation*.

(To be concluded with List III in next issue.)



*Editor; Frederic E. Weber*  
11400 Balfour Road, Detroit, Michigan 48224

*Seaway News Editor; George Ayoub*

*Correspondents;*

*Walter P. Murphy, Jr.; Chicago*

*Edwin Sprengeler; Milwaukee*

*Donald J. Comtois; Bay City*

*Otto Streck; Detroit*

*Barry Gillham; Toronto*

*Carl Luhrs; Toledo*

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Apr. 29...*Parkdale*, idle since 1968, was towed from Toronto by tug *Herbert A.*

May 1...Cleveland Tankers' new barge, *Phoenix*, headed up the St. Lawrence River for the Great Lakes. She was towed by the *James Turecamo* of the Turecamo Coastal & Towing Corp. At Marcus Hook, N.J., the barge took on a load of lube oil for Toronto. From there, she was scheduled to stop at Buffalo to load liquid chemicals for Toledo. The *Phoenix* is 341 ft. long and 54 ft. wide, with a 25 ft. towing notch in the stern. The tug and barge will return to salt water before winter closes the Great Lakes.

...The self-unloader *Detroit Edison* went aground in the Amherstburg Channel below Detroit, damaging several plates on the starboard side forward. After freeing herself by midmorning, she was allowed to proceed to Green Bay, Wis., discharge her load of coal, and then drydock at Chicago. The cause of the grounding was attributed to a sudden loss of steering.

...A minor collision was reported between the *Hochelaga* and the *Edmund Fitzgerald* at the mouth of the Detroit River. Both were downbound loaded, and both proceeded after little damage was discovered.

...The ferryboat *Mackinac Islander*, moving through dense fog in the Straits of Mackinac on April 30, ran into Round Island Passage Light, despite the blasting of its foghorn. The vessel was moving so slowly, however, that no one was injured. Damage to vessel and light was minimal.

May 3...The *Parkdale* was towed through the Seaway, enroute to Quebec City and European scrapping.

May 4...The *E.A.S. Clarke*, recently purchased by Kinsman from the Interlake fleet, will be renamed *Kinsman Voyager*. She was towed from Erie, Pa. to Lorain, Ohio to be fitted out.

May 5...A U.S. Coast Guard launch from Port Huron, Mich. took a seaman off the *H. Lee White*, and delivered him to a waiting ambulance at Marine City. The crewman was suffering severe abdominal pains.

...Menominee, Mich., a town of about 12,000 people on the shores of Green Bay, suddenly became an 'ocean port' with the arrival of the Norwegian freighter *Rolwi*. The ship delivered steel pipe from France, to be used as a gas pipeline between Green Bay and Chippewa Falls, Wis.

May 6...Dr. Pierre Camu, president of the St. Lawrence Seaway Authority, has been appointed administrator of the Canadian Marine Transportation

**GREAT LAKES & SEAWAY NEWS**

Administration by the Dept. of Transport in Ottawa. He will retain his present position with the Seaway Authority as well.

...The new research vessel *Knorr*, built by Defoe Shipbuilding Co., Bay City, underwent sea trials in Saginaw Bay.

May 7...The advising committee of the Lake Carrier's Association has recommended to the board of trustees that Vice Adm. Paul E. Trimble be named president of the Association, to succeed Vice Adm. James A. Hirshfield around July 1.

May 8...At a meeting of the Lake Michigan Enforcement Conference, the announcement of a new federal anti-pollution standard caught representatives of states bordering the lake by surprise. A utility spokesman noted that it could severely curtail power generating operations. It would also affect nearly all municipalities that take drinking water from the lake, various other industries, and at least two government installations. The standard prohibits water being discharged into the lake from being no more than one degree warmer than the lake itself at the point of discharge.

May 9...A U.S. Senate subcommittee will hold a hearing in Duluth, Minn. on May 22, over a bill aimed at reducing St. Lawrence Seaway tolls.

May 10...The *Tasoussac* brings the first load of British Columbia coal from Thunder Bay to Hamilton, Ont.

May 12...Paterson's *Calgadoc*, idle during 1969, was towed by the *Herbert A.* and *Trident Star* to Port Weller Drydocks. There, she will undergo 5 year inspection, be refitted with new plates, and return to service. She joins *Pelee Islander* and *Limnos* on the drydock.

...The frigate *Victor Schoelscher* arrived at Montreal for a 3 day courtesy call. Built at Lorjent, France in 1957, and launched a year later, the French naval vessel is on a 7 month around-the-world tour.

May 13...The *Captain Joe Dufour*, a new self-propelled anti-pollution barge, went into service in Montreal harbor recently. The 25 ft. craft can attain a speed of 15 knots to act quickly against ship oil spillage.

...*Canadian Century* went to Port Weller Drydocks for minor repairs.

...CSL's *Georgian Bay* ran aground in the St. Clair Flats Canal shortly after midnight. Later, she was pulled free by the tug *Maine* and then continued on her way to Lake Huron. The grounding took place in heavy fog.

...Negotiations were near completion on the sale of the *Kinsman Venture* to Canadian Dredge & Dock, Ltd., of Toronto, Ont. She will join the *Ridgetown* and *Lackawanna* off Nanticoke, Ont. on Lake Erie. The three ships will then be filled with crushed stone and sunk end-to-end in the lake, forming a temporary breakwater. Canadian Dredge has a contract with Ontario Hydro to dredge a ship channel and harbor for a new power plant. When this is completed, the old boats will be refloated and sold, probably for scrap.

May 14...The only five 'straight deck' ore boats not in operation are the *Leon Fraser*, *Ralph H. Watson*, *Kinsman Voyager*, *J. Clare Miller*, and *James Davidson*. The first three are undergoing shipyard repairs and will sail within the next thirty days. The last two are being kept in reserve by the



GREAT LAKES & SEAWAY NEWS

Columbia Fleet.

May 15...*Stubby* sailed from Pascagoula, Miss. bound for Erie, Pa. The 182 ft. vessel, destined to become the bow and stern sections of Bethlehem's new 1000 ft. bulk carrier, was constructed by the Ingalls Shipbuilding Co. Traveling up the coast at only 5 or 6 knots because of her odd shape, she will stop at Norfolk, Va. for almost three weeks. From there, she will proceed to Erie, arriving around June 14. From water level to spar deck she bears a dotted line along with the special instructions, 'cut along dotted line.'



**CALGADOC**, shown here in earlier years, is to return to service after work at Port Weller. DOSSIN MUSEUM Collection

May 16...Upper Lakes' self-unloader *Canadian Progress* set a new record when she loaded 32,435 net tons of coal at Ashtabula, Ohio for the Lambton Generating Station at Courtright, Ont. On Sept. 18, 1969, she set her previous record by taking on 32,014 tons of coal. She also holds the wheat record of 963,870 bushels set at Thunder Bay, Ont. on Nov. 6, 1969, according to an official of the Lake Carriers' Association.

...*Nixon Berry*, idle at Port McNicoll, Ont. since 1968, passed through the Welland Canal with a load of salt for Montreal. Now owned by Marine Salvage, this was her last trip.

## GREAT LAKES & SEAWAY NEWS



On her last trip, **NIXON BERRY** is seen here above Lock 2 in the Welland Canal, May 16, 1970. Photo by Berry Gillham

May 17...Former *William J. Olcott* is in service as the *George E. Seedhouse* for the Kinsman Marine Transit Company. She completed a round trip from Port Washington for coal and back to Port Washington, returning on May 25th (see photo).

May 18...The self-unloader *Stonefax* ran aground on the northern tip of Walpole Island in the St. Clair River. Bound for Wallaceburg, Ont. with 10,000 tons of stone, the vessel was swept sideways by the current as she attempted to enter the Snye Channel.

...Chicago's Environmental Control Commissioner, H. Wallace Poston, sighted excessive smoke belching from the *Ferndale* as it was leaving port. He radioed the ship to stop from a police launch, and issued it a citation. The vessel was about a mile east of the Navy Pier when he noticed the smoke as he was driving to lunch at the yacht club.

May 19...The new oceanographic survey ship *Researcher* left her Toledo, Ohio berth for an all day trial run. After this, she will be delivered to an east coast seaport around June 1st. The 8.3 million dollar vessel was built by American Shipbuilding Company for the U.S. Coast and Geodetic Survey.

May 20...The first mate and the pilot of the 1,045 ton coastal vessel *Andrew C. Crosbie*, were each fined \$100 resulting from a collision in

## GREAT LAKES &amp; SEAWAY NEWS

Montreal Harbor of November 1 that caused damages of \$15,000. Both of them had pleaded guilty to charges of failing to sound fog horns every two minutes.

...After more than 20 years on the bottom of the Maumee River, an old floating dry dock has been raised near the bay entrance. Its new owner, a Louisiana marine salvage firm, brought it up after it was ordered removed by the city of Toledo. The dock was blocking construction of the new Bay View Park sewage treatment plant. Subsequently, it will be towed down to Louisiana to be used once again for its intended function. The dry dock's former owners were American Ship Building Co.

May 21...External Affairs Minister Mitchell Sharp told the House of Commons in Ottawa that representatives of the U.S. and Canadian governments will begin discussions on May 25 concerning the curbing of pollution on the Great Lakes and St. Lawrence River.

...The 730-footer *Silver Isle* ran aground near the mouth of the Detroit River. Her bow was stuck firmly in blue clay.

May 23...The *Silver Isle* resisted efforts of three Great Lakes Towing tugs and one of McQueen Marine to move her. Subsequently, a lighter was used on her.

May 24...The carferry *St. Clair* was towed by the *Amherstburg* to Port Weller Dry Docks. The company has a \$150,000 contract to prepare her and the *Scotia II* for river service at Sarnia.

...The *W.C. Richardson* rammed the Neebish Rock Cut in the St. Mary's River. The current battered the bow section against both walls of the cut. After stopping for a while, she made her way slowly to De Tour to await Coast Guard inspection. The cause of the accident has been determined as failure of the ship to respond to its rudder.

...The U.S. Army Lake Survey announced that the water level of Lake Michigan is expected to rise 3 in., Lake Superior, 4 in., Lake Huron, 3 in., Lake Ontario, 2 in., and Lake Erie, 1 inch.

May 25...At a hearing held in Halifax, N.S., the captain of the ill-fated Liberian tanker *Arrow*, testified that his ship was operating with faulty radar, gyro compass, and echo sounder when she was off course on Feb. 4. The ship ran aground, broke in two, and sank.

May 26...After inspection and repairs to her collision bulkhead, the *W.C. Richardson* sailed for Lackawanna, N.Y., to discharge her 9600 ton cargo of slag from Algoma Steel Corp. From there, she is expected to enter dry dock for permanent repairs.

May 28...The LCV 1646, the first of 22 utility landing craft built for the U.S. Navy by Defoe Shipbuilding Co., went on a trial run in Saginaw Bay.

...The Weather Bureau has announced plans for 'improved and expanded ice reporting service during the winter of 1970-1971.' Advisories will be released daily at 1:30 PM, and will be available via Telex collect through prior arrangements.

May 29...Work on the *Silver Isle* was resumed when the crane barge *Marquis*

## GREAT LAKES & SEAWAY NEWS



Shown at Port Washington, Wisconsin, the **GEORGE E. SEEDHOUSE** is not sporting new stacks...only the name is new.

Photo by Paul G. Weining

*Roen*, towed by the *John Purves*, removed several tons of grain from her forward holds. After being freed, she was reloaded and continued to Montreal.

...Equipment and property of the Christy Corp. of Sturgeon Bay, Wis., will be auctioned off on June 16. The corporation was formed in 1947 and ceased operations in 1969. Some of the notable ships built there were the C&O carferries, *Badger* and *Spartan*, the Alaskan ferry, *Tustumena*, and the Coast Guard cutter *Active*. Also, many U.S. Naval vessels were built there.

...American Steamship Co. has sold the former Gartland steamer *Henry R. Platt Jr.* to an undisclosed buyer. She has been laid up in the Old River at Cleveland since the Gartland fleet was acquired by American Steamship last year.

May 30...A dense fog closed the 100 miles of channel in the St. Mary's River at 9:30 AM.

May 31...The St. Mary's River was still closed to navigation. As many as 90 ships were at anchor at both ends of the waterway.

GREAT LAKES & SEAWAY NEWS

June 1...The St. Mary's River and the Soo Locks opened to navigation at about 10:15 AM. There were about 120 vessels at anchor in the St. Mary's River System. Only one mishap was reported during the tie-up; the 71 year old *Maunaloa II*, owned by Upper Lakes Shipping, ran her bow into a mud bank but was able to free herself within four hours without damage.

June 2...The Menominee, (Michigan) City Council has appropriated funds to prepare a berth for the *Alvin Clark*, raised in 1969 after 150 years at the bottom of Lake Michigan. Plans are to display the vessel at the new River Park, near the Interstate bridge joining Michigan and Wisconsin.

June 3...Workers on the Seaway went on strike at St. Lambert Lock, sending 22 ships to anchor at Montreal Harbor.

June 4...At Duluth, Minnesota, the International Longshoremen's Association and the Lake Pilots (which is part of I.L.A.), were picketing the Canadian vessel *Hutchcliffe Hall*. This was the latest in a series of stoppages here that are aimed at Canadian lakers. Pilots want Canadian vessels to carry a pilot in the grain trade.

June 8...The *Quyan Ferry*, which operates on the Ottawa River between Ontario and Quebec, about 30 miles west of Ottawa, was stolen from her dock. Later found about four miles downstream, her young hijacker told police he had taken the ferry on his own when he had missed the last run for the night. After setting her loose, he had been unable to get into the pilot house, and the boat drifted downstream.

June 10...The *Niagara Belle*, an all steel replica of a Mississippi River boat of the Mark Twain era was launched by the Hike Metal Products shipyard at Wheatley, Ontario. Complete with a giant paddle wheel and fluted stacks, the vessel was built for Niagara River Boat Cruises, Limited, of Niagara Falls, Ontario. She is 90 feet long and 23 feet wide with 90 tons of steel going into her construction. She will carry 200 passengers on the Niagara River on excursion runs.

June 11...The tug *Amherstburg* towed the *Lackawanna* from South Chicago.

...Cleveland Cliffs perfect personnel safety record during its 1969 fleet operations won top honors among Great Lakes fleets in the National Safety Council's ship safety awards in the *straight decker* division. U. S. Steel took first place on its self-unloaders. Runners-up in the competition were Ford in the straight deck; and Columbia in the self-unloader categories.

June 12---*Stubby*, the sutured bow-stern combination looking for its mid-body, passed upbound through the Welland Canal. She arrived at Erie, Pa.



**NIAGARA BELLE** under construction.

Photo by C. E. Stein

**GREAT LAKES & SEAWAY NEWS**

yard of Erie Marine the following day. The trip from Pascagoula, Miss., took 29 days and covered 4000 miles. She is now to be cut along the dotted line and joined up with her midbody. This should take place in October.

...Soviet freighter *Nemirouich Danchenko* docked at Port Weller Drydock for repairs below her waterline. She is a 395-foot ship of 3385 tons.

...The U.S. Supreme Court ruled out a series of punitive damage claims that stemmed from the sinking of the *Cedarville* in 1965. The claims were lodged against U.S. Steel, owner of the vessel.

June 16...The U. S. Postoffice's Detroit River Station (ZIP code 48222) marked its 75th anniversary today. The Westcott Company's boat *J. W. Westcott II* will deliver about a million pieces of mail this season. The mailboat is on duty 24 hours a day, seven days a week during the season and averages 50 deliveries a day.

...The Coast Guard has reported two medical evacuations. One was a crewman off the *William P. Snyder*, by a 30-footer from the Ashtabula, Ohio station, who was taken to a hospital at that port, and the other was a crewman from a West German freighter near Detroit who had suffered a head injury. He was removed from the ship by helicopter and taken to Seaway Hospital at Trenton Michigan for treatment.

...On or about August 1, the era of the lightship will end on the Great Lakes. The U. S. Coast Guard made the final decision to retire the *Huron Lightship* and hope to realize an \$87,000 saving as a result. The ship will be replaced by a battery-operated, lighted horn-buoy together with a radio beacon at the Fort Gratiot Light Station. The station the lightship had maintained was established in 1897.

June 19...The *Amherstburg* brings carferry *Scotia II* into Port Weller Drydock for rebuilding.

June 22...American Steamship Company (Boland & Cornelius) agreed to a Justice Department demand to divest itself of the Reiss fleet within two years. The Justice Department had filed an anti-trust suit in U. S. District Court in Buffalo. Rather than fight the suit, American agreed to a consent decree which would, if accepted by the court, force American to sell the Reiss fleet of six self-unloaders and six straight decks within two years; ban American acquiring any interest in any self-propelled bulk dry cargo ships already operating in the lakes; ban further acquisition of stock in any other company operating bulk cargo ships in the lakes. The company entered the agreement on the advice of lawyers.

June 24...The *Henry R. Platt Jr.* has been sold for scrap by American Steamship Company, to Transworld Steel Corporation of Panama. She will remain tied up near the Erie Coal Dock, Cleveland, until purchasers decide to tow her away.

...Misener's *J. N. McWatters* went aground on Cat Island above the Eisenhower Lock of the Seaway, but refloated herself. She was bound for Montreal with barley.

June 29...Traffic was snarled and thousands of workers were late this morning when the Wabash Street Bridge over the Chicago River became stuck. The bridge was in an upright position when an underwater cable snapped as the *Medusa Challenger* was being towed past the bridge.

GREAT LAKES & SEAWAY NEWS

## *New Director Named to Head Detroit's Three History Museums*

Mayor Roman S. Gibbs, of Detroit, announced the appointment of Mr. Solan W. Weeks, former Associate Director of Development, Old Sturbridge Village, Mass., to the position of Director of the Detroit Historical Commission.



**Solan W. Weeks**

Degree and a Masters Degree in Education from Wayne State University. His masters thesis was concerned with the subject; *The Detroit Historical Museum - Its Heritage, History and New Horizon.*

Mr. Weeks is married to the former Patricia K. Dolby, of Detroit, and is the father of three children; Douglas, age 15; Kathleen, age 13; and Cynthia, age 4.

The professional affiliations, and contributions to the museum profession by Mr. Weeks are many. While in Michigan he guided the state Museum's Conference as Secretary; was a member of the Michigan Council for the Arts, and developed the state's pioneer traveling museum, the *Historymobile*, which included Great Lakes marine exhibits. He is a member of the American Association of Museums, Midwest Museums Conference, American Association for State and Local History, and the Historical Society of Michigan.

Welcome Home, Mr. Weeks!

The Detroit Historical Commission is responsible for the operation of three Detroit history museums; The Detroit Historical Museum, the Fort Wayne Military Museum, and the Dossin Great Lakes Museum.

Weeks, a native of Detroit, began his museum career with the Detroit Historical Museum, and in 1955-60 he served as Curator of Industrial History and Education and Television Coordinator. He then served as Director of the Michigan Historical Commission Museum from 1960-66, before going to Old Sturbridge Village.

No stranger to the Great Lakes museum, one of his early assignments in the Detroit museum system was on the old *J. T. Wing*, before the present Dossin Museum was conceived.

Educated in Detroit, Mr. Weeks holds a Bachelor of Arts

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Area code 313 Belle Isle  
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*Editor:* Robert E. Lee  
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## GREAT LAKES & SEAWAY NEWS

*Editor:* Frederic E. Weber  
11400 Balfour Road  
Detroit, MI 48224  
*Seaway News Editor:* George Ayoub

## Correspondents:

Walter P. Murphy, Jr. Edwin Sprengeler  
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TELESCOPE, the Institute's journal is published six times per year and covers Great Lakes topics. Its editors welcome opportunity to review manuscripts for publication, sent to Great Lakes Maritime Institute; Dossin Great Lakes Museum; Belle Isle; Detroit, Michigan 48207. The organization makes no payment for such material and editors cannot be responsible for statements of the authors of articles that appear. Other communication with the Institute should go to the Coordinating

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