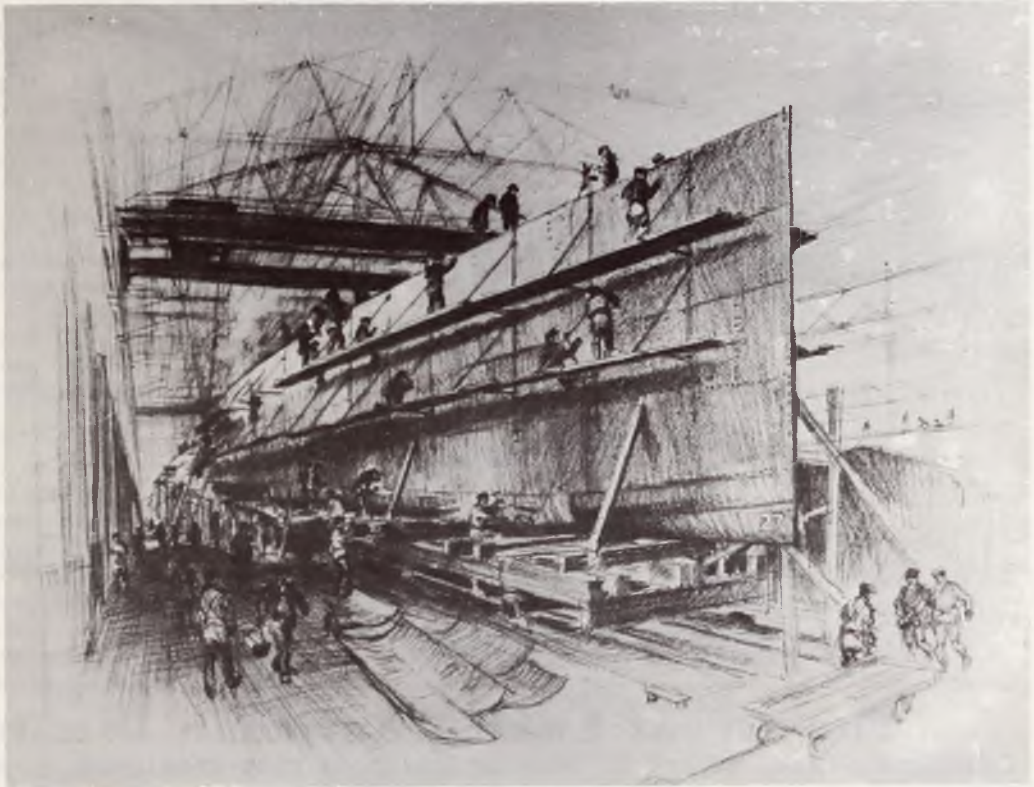


TELESCOPE

October, 1963

Volume 12, Number 10



**Great Lakes
Maritime
Institute**



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

In This Issue

- Meeting Notices, Masthead* 222
The Norcross Fleets, A List
by Rev. E. J. Dowling, S. J. 223
Active Canallers,
photos by George Ayoub 230
Blueprint: Wyandotte self-unloader
Alpena of 1909 232
Great Lakes Marine News
Edited by Robert Radunz 234
Nottingham Note 238
The Ford-built Eagle Boats 239
Curator's Corner 240
Picture Pages: Three Lakers
on their way out
by Emory A. Massman, Jr. 242

Coming Meetings

Business Meeting

Friday, October 25, 8 p.m.

Dossin Museum

Visitors are welcome to these meetings
of the Institute's Board of Directors.

General Meeting

Friday, November 22, 8 p.m.

Dossin Museum

Fifty years have passed since the
Great Storm of 1913, still another
anniversary in this year of anniver-
saries. With the aid of slides, Don

Richards will recall for us incidents
of that early November gale which
claimed more modern steel lakers than
any other storm the lakes have seen.
If the weather is terrible, be doubly
sure to come. For a good blizzard on
the river outside Dossin's windows is
proper atmosphere for a storm show.

Cover

Our cover illustrations are from the
Dossin Museum's current exhibit on the
Ford-built Eagle Boats of World War I.
Our front cover gets the drawing for a
change, one of a series of pencil
sketches by Vernon H. Daily document-
ing the Eagle Boat construction. Our
back cover photo shows bottom plating
in place on the "assembly line" that
Ford adapted to shipbuilding.

*"The best-laid schemes o'
mice an' men*

Gang aft agley

*An' lea'e us nought but
grief an' pain,*

For promised joy!"

—Robert Burns, of course

We are sort of sorry that we crowed
about our new policy of publishing our
issues in the month for which they are
named. For, surely enough, we had to
eat crow. Our printer, Bob Davison,
found himself in the hospital where he
could not process *Telescope*. We wish
Bob a speedy return to better health.

The Great Lakes Maritime Institute

President, Rev. Edward J. Dowling, S. J.; **Vice-President,** Captain
William J. Cowles; **Coordinating Director,** Robert E. Lee; **Recording**
Secretary, Donald V. Baut; **Treasurer,** James C. McDonald; **Directors,**
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Emory A. Massman, Jr., William A. Moss, Robert Radunz, Donald
Richards, Otto Strek and William M. Worden

Editor, Gordon Bugbee

Fleet List Editor, the Rev. Edward J. Dowling, S. J.

Picture Page Editor, Emory A. Massman, Jr.

Associate Editors, William A. Hoey, Robert E. Lee and Otto Strek

GREAT LAKES MARINE NEWS

Editor, Robert Radunz

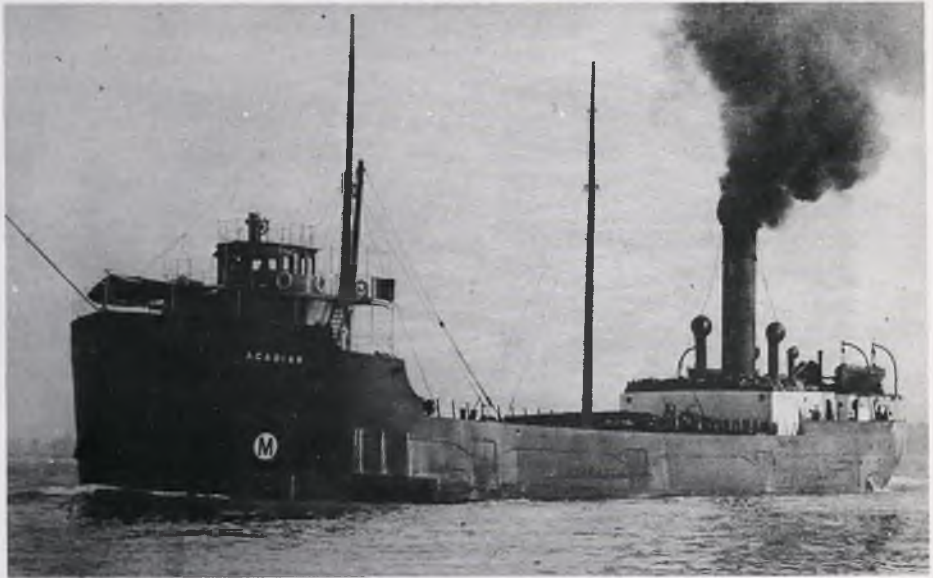
News Photos, William A. Hoey

Assistant Editor, Ed Andrews

Correspondents, George Ayoub, Fred W. Dutton, Edwin Sprengeler,
Otto Strek, Dan M. Weber, Peter B. Worden and Richard J. Wright

Printed in U. S. A. by Robert H. Davison, Waterville, Ohio

Telescope



Above: ACADIAN.

—Pesha photo.

The Norcross Fleets

CANADIAN INTERLAKE LINE

CANADIAN LAKE LINE

CANADIAN LAKE & OCEAN NAVIGATION COMPANY

INTERLAKE TRANSIT COMPANY

MERCHANTS MUTUAL LINE

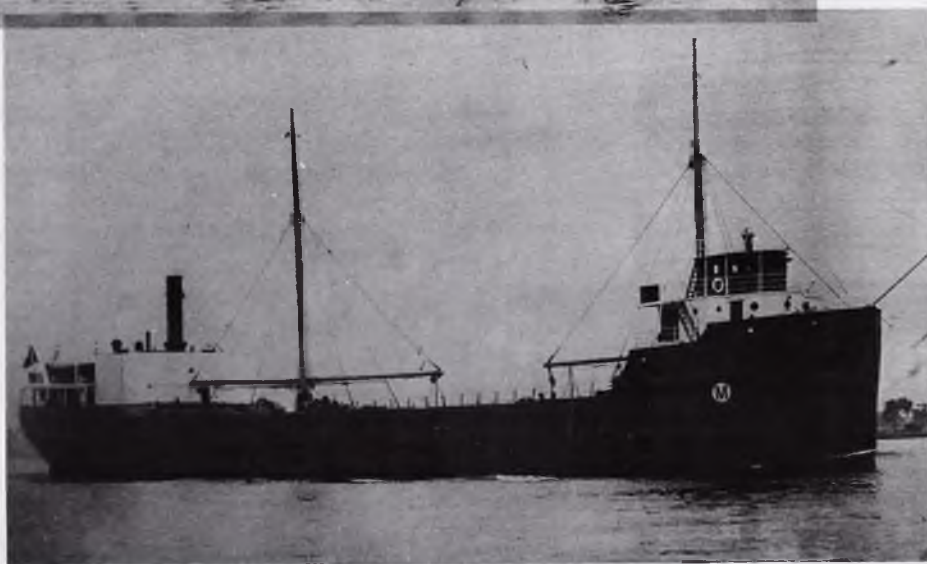
By the Rev. Edward J. Dowling, S. J.

The following Canadian freighters were operated in the Lake and Canal trade for several years before 1913 by Mr. J. W. Norcross. In 1913, most of these ships passed into Canada Steamship Lines, Ltd., when Mr. Norcross became Vice President and General Manager of C. S. L. In the early years, most of the vessels had British registration only. Those that survived World War I passed into Canadian registration without change of official number. All are steel freighters except those otherwise noted.

ACADIAN (Br 124258), 1908 Port Glasgow, Scotland, by Clyde S. B. & Engineering Co. 248 x 42 x 28. Lost by enemy action in World War I, conflicting data giving both 5-22-'17 and 9-16-'18 as date.
A. E. AMES (Br 114449), 1903 Howdeon on Tyne, England, by Northumberland S. B. Co. 246 x 37 x 21. Went back to salt water in 1917, and later named BRENGHEL and GINETTE LaBORGNE.

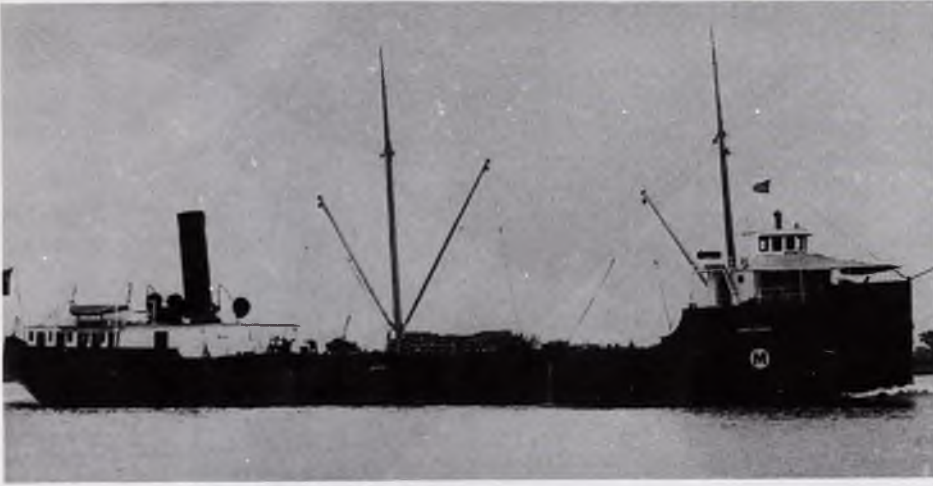
- ARABIAN (Can 100394), 1892 Hamilton, Ont., by Hamilton Bridge & Iron Works. 176 x 31 x 13. Scrapped in the late Twenties.
- BEAVERTON (Br 125440), 1908 Hebburn on Tyne by R. Stephenson & Co. 249 x 42 x 23. Built for the Mathews Fleet, passing into the Merchants Mutual fleet around 1910. Scrapped 1958 at Toronto.
- CADILLAC (Can 138230, ex US 126876), 1892 South Chicago, Ill., by Chicago S. B. Co. for Cleveland-Cliffs. 230 x 37 x 15. Later MAPLEHURST. Foundered near West Portage Entry, Lake Superior, 11-30-'22.
- CALGARIAN (Can 131056), 1912 Port Arthur, Ont., by Western D. D. & S. B. Co. 244 x 42 x 26. Sold foreign after World War I. Later MARNE, ITAIPU and ARARUNA. Listed as a tanker in the Thirties. Out of Lloyds' and American Bureau Records as of 1939.
- CANADIAN (Br 125427), 1907 Newcastle, England, by W. Dobson & Co. 248 x 43 x 26. Scrapped at Hamilton, Ontario, in 1959.
- CORUNNA (Br 99224), 1891 Leith, Scotland, by Ramage and Ferguson, Ltd., for Leith, Hull and Hamburg Steam Packet Co. 230 x 34 x 19. Acquired by Canadian Lake & Ocean Line in 1907. Scrapped at Sydney, Nova Scotia, in 1938.
- EDMONTON (Br 122856), 1906 Hebburn on Tyne by R. Stephenson & Co. for Mathews S. S. Co. 249 x 42 x 20. Acquired by Merchants Mutual Line c. 1910. Scrapped in 1960.
- FORDONIAN (Br 133077), 1912 Glasgow by Clyde S. B. & Engineering Co. 251 x 43 x 23. Later FORDONIAN (US 214958), YUKONDOC (Can 133077) and GEORGIAN (Can.) and BADGER STATE (US). Foundered off the mouth of the Grijalva River, Mexico, on the Gulf of Mexico, 1-14-1946. One of the earlier diesel jobs on the Lakes, she was powered by an Italian "Ansaldo" engine when built.
- D. A. GORDON (Br 129479), 1910 Port Glasgow by Clyde S. B. & Engineering Co. 249 x 43 x 23. Lost by enemy action off the coast of Spain, 11-11-1917.
- HADDINGTON (Can 116764), 1904 Toronto by Bertram Engine Works for Mathews S. S. Co. 256 x 42 x 16. Later MAPLEHILL, OAKBRANCH (and converted to tanker), EMPIRE LIZARD and BASINGBROOK. Sold to British owners during World War II. Scrapped in England, 1948.
- HAMILTONIAN (Can 131052), 1913 Port Arthur, Ont., by Western D. D. & S. B. Co. 257 x 42 x 23. Sold foreign after World War I and later named PIAVE (and converted into a tanker).
- KENORA (Br 124235), 1907 Dumbarton, Scotland, by A. McMillan & Sons. 250 x 42 x 20. Scrapped 1960 at Hamilton, Ont.
- A. E. MCKINSTRY (Br 129491), 1910 Port Glasgow by Clyde S. B. & Engineering Co. 250 x 42 x 20. Later KINDERSLEY. Sold to British during World War II.
- MAPLETON (Br 123961), 1909 Sunderland, England, by Sunderland S. B. Co. 250 x 42 x 18. Built for Mathews S. S. Co. and passed into Merchants Mutual Line c. 1910. Returned to United Kingdom during World War II and renamed EASTERN MED after the war. Destroyed by fire at Port Suez, 11-22-1950.
- MARS (Can 131057, ex US 93123), 1901 Wyandotte, Michigan, by Detroit S. B. Co. for Gilchrist Transportation Co. Sold Canadian, 1913, and renamed MARTIAN (i) in 1914. Scrapped at Hamilton, Ont., in 1938. Upper lakes bulk freighter, 346 x 48 x 28.
- MORENA (Br), 1891 Leith, Scotland, by Ramage & Ferguson for Leith, Hull and Hamburg Steam Packet Co. 230 x 34 x 19. Sold in 1907

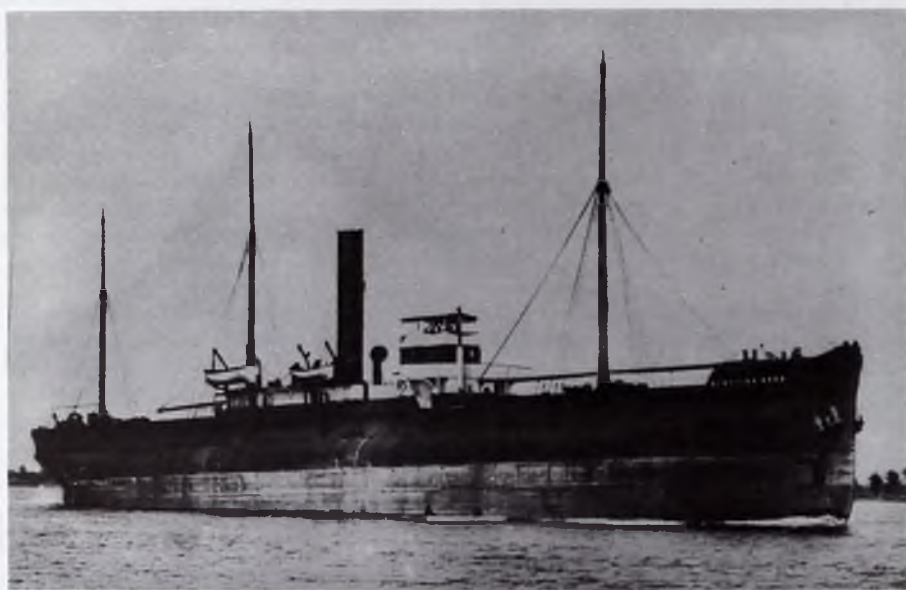
THE NORCROSS FLEETS. **Top:** A. E. AMES, Pesha photo. **Middle:**
motorship FORDONIAN, Pesha photo. **Bottom:** D. A. GORDON, Pesha.



- to Canadian Lake & Ocean Navigation Co. Wrecked on Cape Race, N. F., while on delivery to her new owners.
- NEVADA (Br 95225), 1890 Leith, Scotland, by Ramage & Ferguson for Leith, Hull & Hamburg Steam Packet Co. Acquired in 1907 by Canadian Lake & Ocean Line. Reduced to a barge in 1925 and scrapped in 1938 at Sydney, Nova Scotia.
- NORMANDIE (US 130665), 1894 Green Bay, Wis., by P. F. Thrall. Wood steam barge, in fleet under charter for a short period, c. 1910. 160 x 35 x 11. Later MAYRSVILLE. Foundered near Belle River, Michigan, 5-25-1928.
- H. M. PELLATT (Br 114446), 1903 Glasgow, Scotland, by Russel & Co. 240 x 36 x 21. Returned to salt water during World War I, and was subsequently renamed MEMLING, NICOLA LABORGNE, GULIANA PAGAU, SCILLEN SECUNDO and SCILLEN.
- PIONEER (Can 133741, ex US 150589), 1892 Wyandotte, Michigan, by Detroit Dry Dock Co. for Cleveland-Cliffs. 226 x 35 x 14. Later NATIRONCO. Sold French after World War I and renamed SAN CARLO.
- J. H. PLUMMER (Br 114447), 1903 Low Walker on Tyne, England. 246 x 36 x 21. Sold after World War I and eventually went to Canadian Pacific Coast where she served for many years. Later names were VAN EYCH, J. H. PLUMMER, AMUR, FAREAST CARRIER and TUNG AN.
- REGINA (Br 124231), 1907 Dumbarton, Scotland, by A. McMillan & Sons. 249 x 42 x 23. Foundered on Lake Huron in the "Great Storm," 11-9-1913.
- RENOVOYLE (Br 126836), 1910 Port Glasgow by Clyde S. B. & Engineering Co. 250 x 42 x 18. Chartered by Canadian Interlake Line, c. 1912. Returned to salt water in 1917 and foundered in the Bay of Biscay, 12-4-1920.
- ROME (Can 126048, ex US 125751, ex CHICAGO), wooden package freighter built 1879, Cleveland, by Quayle & Martin for Western Transit Co. 265 x 36 x 16. Sold Canadian in 1909, and burned at dock, Lime Island, St. Marys River, 11-17-1909.
- SASKATOON (Br 123965), 1910 Sunderland, England, by Sunderland S. B. Co. 250 x 42 x 17. Later ROSEMOUNT (ii), WILLOWBRANCH (and converted into a tanker), EMPIRE TADPOLE, BASINGCREEK and COASTAL CREEK. Still in service for Coastalake Tankers, Ltd.
- SARNIAN (Can 134011, ex CHILI, US 127078), 1895 Cleveland by Cleveland S. B. Co. for Drake & Maythem, Buffalo. Upper lakes type bulk freighter, 320 x 42 x 22. Stranded on Lake Superior, 1943, and salvaged and scrapped 1944 at Indiana Harbor, Indiana.
- SCOTTISH HERO (Br 105718), 1895 Sunderland, England, by Sir W. Doxford & Son. Turret design freighter, 297 x 40 x 21. Had to be cut in two and bulkheaded through the canals. Returned to salt water for duty in World War I, and was lost by enemy action, on 6-10-1917.
- SEGUIN (Can 94763), 1890 Owen Sound, Ont., by Polson Iron Works for Owen Sound Lumber Co. 207 x 34 x 13. Later MAPLEBORO, CITY OF MONTREAL and ARVIDA. Scrapped at Sorel, P. Q., in 1938. Engines (triple-expansion by Polson) went to tug J. E. McQUEEN (ex STOIC, ex ferry ESSEX).
- TAGONA (Br 128188), 1908 Dumbarton, Scotland, by A. McMillan & Son. 249 x 42 x 21. Lost by enemy action, 5-12-1918, and registry officially closed on 7-26-1918.

THE NORCROSS FLEETS. **Top:** HAMILTONIAN, Pesha photo. **Middle:**
A. E. MCKINSTRY, Pesha photo. **Bottom:** J. H. PLUMMER, Pesha photo.





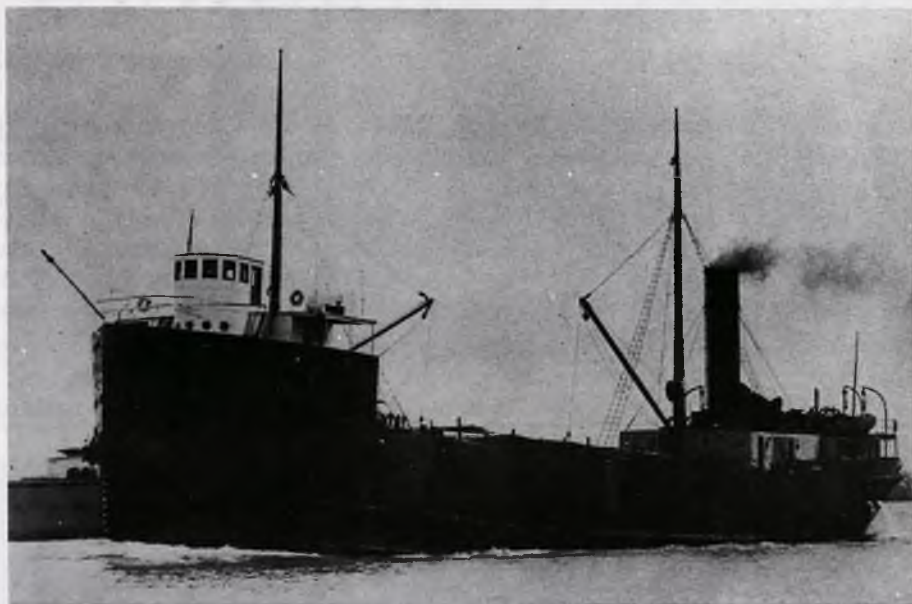


Illustration above: TAGONA, Pesha photo. **Illustrations on Opposite Page—Top:** REGINA, photo courtesy of E. H. Knack. **Middle:** turret-type ship SCOTTISH HERO, Pesha photo. **Bottom:** SEGUIN, Pesha photo.

TURRET BAY (Br 104245), 1894 Sunderland by Doxford. Turret ship, 297 x 40 x 22. Wrecked on St. Paul Island, St. Lawrence River, on her way to Canada.

TURRET BELL (Br 104263), 1894 Sunderland by Doxford, identical sister of TURRET BAY. Was not bulkheaded through the canals, but operated only below Montreal. Later KWASIND, 1912. Lost by enemy action, 11-3-1917, off Southend, England.

TURRET CAPE (Br 104238), 1895 Sunderland by Sir W. Doxford & Son. Turret type freighter, 253 x 44 x 19. Later SUN CHIEF and WALTER INKSTER. Scrapped at Port Dalhousie in 1958.

TURRET CHIEF (Br 106605), 1896 Sunderland by Doxford. Turret ship, 253 x 44 x 19. Later VICKERSTOWN, JOLLY INEZ and SALVOR (US 170538). Stranded and wrecked near Muskegon, Mich., 9-27-1930. Was a barge in her later years.

TURRET COURT (Br 106608), 1896 Sunderland by Doxford. Turret ship, 253 x 44 x 19. Later E. R. WOOD and TURRET COURT.

TURRET CROWN (Br 104279), 1895 Sunderland by Doxford. Turret ship, 253 x 44 x 19. Stranded on Manitoulin Island, Lake Huron, on 11-2-1924.

WASAGA (Can 117084, ex WISSAHICKON, US 80589), wooden package freighter, 1876 Buffalo, N. Y., by Union Dry Dock Co. for Erie & Western Transportation Co. (Anchor Line). 238 x 35 x 14. Burned off Copper Harbor, Lake Superior, 11-6-1910.

Active Canallers

Photographs by George Ayoub

The giant new Canadian lakers featured in recent Telescopes are but one response of Canada's lake fleet to the Seaway. Another is the disappearing of "canallers." Tailored to pre-Seaway St. Lawrence lock dimensions (and once to those of the Welland), they traded to Montreal or salt water coastal ports from the lakes. (The Norcross fleet described elsewhere in this issue contained mostly canallers.) Excepting tankers, most of the 250-foot ships have been retired, although some have been lengthened. On these pages, George Ayoub shows us some of the dry cargo canallers still active, in views mostly taken near the Iroquois Lock on the St. Lawrence River.



BAYGEORGE

Bayswater
Shipping
Limited

1912

—(—

STERNCLIFFE HALL

Hall Corporation
of Canada

1947

—)



GRAINMOTOR

Canada
Steamship Lines

1929

—(—

GRIFFON

Beaconsfield
Steamships Ltd.

(now 343' long)

1956

(Fjell saltie
beyond)

—>



EAGLESCLIFFE HALL

Hall Corporation
of Canada

1957

<—



TROISDOC

N. M. Paterson
& Sons Limited

1929

—>

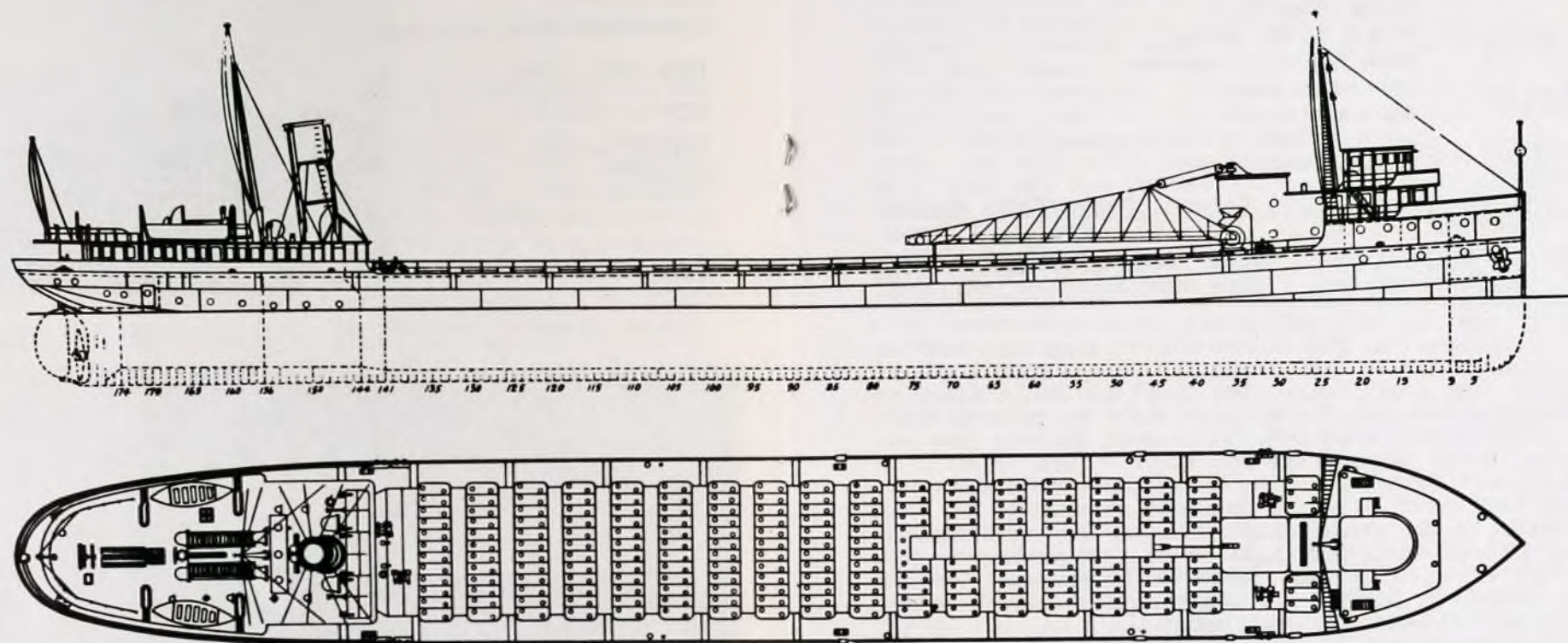


WINNIPEG

Canada
Steamship Lines

1926

<—



Two Wyandotte Self-Unloaders: Part 1

ALPENA of 1909

One of the four (or rather now three) small self-unloaders of the Wyandotte Chemicals fleet is Alpena. She is the only one of the four to have actually been built in Wyandotte (in 1909), as the other three were built at Ecorse. Alpena was, of course, a product of Detroit Shipbuilding Company. She measures 356 by 47 feet, and 2,886 gross tons. Thus, her length is only ten feet greater than that of the old Wyandotte (i), which she followed by a year from the shipyards. The old Wyandotte

has of course been laid aside, and technically bears no name. That name has passed to Conneaut of 1916 early this year, as Wyandotte (ii). Conneaut and Huron of 1914 were 415-foot sisters with distinctively squared-off pilot houses. And old Wyandotte (i) has one of the old-style pilot houses flush with the cabin below it. (The lower cabin was originally her pilot house, as we shall see when we present her plan in our

next issue. Thus, Alpena has the only modern, conventional-style pilot house of the fleet. Dossin Museum visitors will be familiar with the model of Alpena, built by John C. Harrison and presented to the museum as a memorial by friends of the late Ford Wagar.

Our January issue will carry the longitudinal sections of both Alpena and the first Wyandotte. This plan appeared in the Marine Review of November, 1909, p.439.

Great Lakes Marine NEWS

Correspondents

GEORGE AYOUB, Ottawa
FRED W. DUTTON, Cleveland
EDWIN SPRENGELER, Milwaukee
OTTO STREK, Detroit
DAN M. WEBER, Toledo
PETER B. WORDEN, Sault Ste. Marie, Mich.
RICHARD J. WRIGHT, Akron

EDITED BY ROBERT RADUNZ, 3060 Coventry, Drayton Plains, Michigan

News photos coordinated by William A. Hoey, 1421 Langley, Clawson, Mich. Ed Andrews, Assistant Editor. News contributions welcomed.

August 1...Owners of the 152 foot ERIE QUEEN, last coal-fired passenger excursion boat on the lakes, are negotiating sale of the vessel to a group of out-of-town investors. Price is reported to be about \$200,000. The ship is now tied up at Lorain.....

August 2...The Canadian Government announced plans to proceed immediately with a five-year, \$180,000,000 project to twin the Welland Canal. Locks to be twinned are No. 1, 2, 3, 7, and 8. An all Canadian seaway from Montreal to the Great Lakes is also planned with a new lock to be built at Cornwall as soon as it is warranted. Twinning of the locks will increase the capacity of the waterway by 60 per cent. Work will start this year and continue to 1968. It was also indicate that the government may restore tolls levied on traffic and ships moving through the Welland. Tolls were suspended a year ago.....

August 3...The freighter Robert J. Paisley, stranded in mud in a South Haven, Mich. channel, apparently was the only casualty in a sudden dip and rise in the level of Lake Michigan. Such a rise & dip is known as a seiche and is said to be caused by atmospheric disturbances. The Paisley was bogged down in the Black River when the river dropped about four feet. The freighter freed itself when the water level returned to normal...

August 4...Toledo port authority reports that 13,420,240 tons of cargo had been handled in the port this season up to July 1--- a 4.4 per cent increase in the traffic compared with the like period of 1962. Gains were reported for coal shipments and iron ore receipts but sharp declines in grain exports and petroleum products....Pittsburg Steamship Division has reduced the rate for hauling iron ore from upper lakes ports to lower lakes ports. The cost was reduced from \$2.00 to \$1.90 per long ton...

August 5...Police were on the alert when the Canadian vessel James Norris sailed out of the Port of Toledo after being loaded with corn and wheat. The ship was placed under special surveillance following a series of incidents in which railroad tracks leading to grain elevators were blown up in the dispute between ship's owners, Upper Lakes Shipping, Ltd. and the Seafarers International Union. A police harbor patrol boat and a coast guard utility boat escorted the Norris on its trip down the Maumee River....

August 7...Milwaukee port director has stated that overseas shipments of foreign aid wheat flour and corn meal from that port will continue below expectations in September...It has been reported from Norway that the Montrose, renamed Concordia Lago is being reconditioned and is expected to be at sea again late this fall...

August 9...The first shipment of Japanese cars to Canada arrived at Montreal aboard the Japanese freighter Mikishima Maru, enroute to the Great Lakes...Steamer Ridgetown, ex-William E. Corey of

Pittsburgh Steamship Division passed through Lake Erie on her first trip in more than a year. She has been in winter quarters at Duluth. Sales of the Corey was completed last month when she became the property of Upper Lakes Shipping, Ltd....

August 12...Fourth wreck to be discovered in the Ottawa River this past summer by Ottawa skin-divers was identified as the 110-ton sternwheeler, Princee Albert, which sank on Oct. 7, 1884. It has been reported that Browning's sparkman D. Foster sold to Marine Salvage Ltd. of Port Colborne, Ont. will be loaded with scrap and sail under her own power to Montreal. There she will be fitted out for trans-Atlantic passage to a shipbreaker, perhaps in Italy.....

August 13...Leases for docks at the foot of Woodward used in Detroit by the Bob-Lo boats and the S.S. South American were extended until December 1964 by the City Council. Due to expire this December the leases return \$14,990 annually to the city. City Controller Alfred M. Pelham said plans for an underground parking garage and surface park for the area will be presented to the Council within 60 days, but that construction will not be hampered if the boats remain another year. He added that other dock space will be provided when the park and garage are constructed...The car ferry Pere Marquette No. 10 operated by the C&O Railway between Port Huron & Sarnia is in Toledo for annual inspection. While in Toledo the vessel also will have its deckhouse raised to accommodate railway cars carrying "piggyback" traffic...Interlake Steamship is fitting out its iron ore carrier C. H. McCullough Jr. at the Port of Erie, where she has been idle for two seasons. This will bring the company's active fleet up to 16 out of its total of 25 ships.....

August 15...An Italian motorship, Elna Feconda, out of Genoa, rammed two bridges in Bay City, while being towed out of the Saginaw River into Saginaw Bay. Damage to the bridges was estimated at \$20,000. Authorities said gusty winds may have caused the accident....Pros and cons of two controversial Detroit port bills were discussed in Detroit before a joint Michigan House and Senate legislative study committee. Spokesmen for the Detroit Wayne County Port Commission and the city said passage of the bills would add jobs to the Detroit area by expanding port facilities. Representatives of three shipping terminals and the Greater Detroit Board of Commerce, as well as other persons, spoke in opposition, stating that present facilities with normal expansion, are adequate until 1980.....

August 16...Tomlinson Fleet Corp., Cleveland-based owner and operator of Great Lakes freighters, has applied to the Maritime Commission for permission to transfer abroad two aged ships. They are seeking approval to sell the ore carriers Ball Brothers and James E. Davidson, to Marine Salvage, Ltd. Port Colborne... The active U.S. Great Lakes iron ore fleet has been expanded by two vessels in the past 30 days to a total of 135 as of July 15. Total number of U.S. ore carriers available is 194 compared with 196 a month ago and 201 a year ago...

August 18...St. Lawrence seaway traffic through the port of Milwaukee continues at somewhat lower levels than last year. General cargo levels for the year through July was well under that for the same period of 1962....

August 19...William Clay Ford will enter the Fraser-Nelson shipyard at Superior, Wis. on Aug. 21 for the installation of an 800-horsepower bowthruster, it will be the most powerful ever used on a Great Lakes ship....The British freighter Boonagh Head, which was involved last July 20th in the collision and sinking of another British freighter, Tritonica, was back in service again



after repairs had been completed at Lauzon dry dock. She will load cargo at Quebec City...

August 20...Gartland Steamship Co. has chartered the Emory L. Ford for the balance of this season with an option to extend the charter through 1964. This brings the active fleet of Gartland up to five ships in the coal, grain and iron ore trade....

August 21...Reported to be the largest export cargo of scrap iron ever shipped from the Port of Detroit was loaded for Japan at the Nicholson Terminal in Ecoese. More than 12,300 tons was loaded on the Norwegian motorship Hafnia...

August 22...The 10,000 cargo ship Beaver Cove, has been sold by Canadian Pacific Steamships Ltd. to the Geacomo Costa Co. of Italy, and renamed Giovanna Costa, for their South American service. Canadian Pacific SS Ltd., is gradually disposing of its larger cargo vessels in favor of smaller freighters that can use the St. Lawrence Seaway....

August 23...The Sturgeon Bay Shipbuilding and Dry Dock Co. of Sturgeon Bay, Wis. has submitted the successful bid of \$778,208 to construct Duke University's specially equipped biological oceanographic research ship. It will be the first ship ever constructed in the United States specifically for marine biological research work, although several other vessels have been refitted for such purposes. The ship will have an over-all length of 188 feet and displace an average of 350 tons....

August 26...Another freighter is reported sold for scrapping. The Edmund P. Smith of American Steamship is slated to go. .. From Cleveland comes word that the Edmund W. Mudge and the Carle Co. Conway of the the Hanna fleet have both been sold for scrap. The Mudge is in Milwaukee and the Conway in Manitowoc. Mudge hasn't sailed since November 1960. The Conway was taken out of commission in June 1960. It has also been reported that both ships will be broken up in this country...

August 28...Owners of the Cleveland excursion boat Goodtime II are investigating operating in the Gulf of Mexico during the "off" season. If placed in this service, the owners state that the ship would be brought back to Cleveland for next season....The Erie Queen is back in Cleveland and might be used during the winter as a restaurant or clubhouse.....

August 30...Capt. Thomas Brown a veteran Great Lakes skipper whose last command was on the Pere Marquette car ferries in Detroit has passed on for the last great voyage, at the age of 89....Wilson Marine Transit has shelved its plans to convert some of its carriers to tug-barge type operation, at least for the time being. Wilson Marine has been experimenting this summer with a barge, the converted steamer Horace S. Wilkinson, which is pushed by the tug Brian McAllister. The barge was recently renamed Wiltranco I. Cost projections have indicated that the experiment was not worth pursuing at this time. The Wiltranco I has a certificate to operate only in fair weather months of summer and will be laid up at Buffalo about Sept. 15.

Photographs On Opposite Page...Above is Bill Hoey's view of the Browning freighter Sparkman D. Foster loading scrap metal for her last cargo. (See also Emory Massman's view of Ball Brothers on her last trip down, page 242.)

Below is Columbia Transportation's answer to fleet modernization. Its W. W. Holloway is seen here on Labor Day from the deck of South American. The Holloway was rebuilt last winter with a diesel engine and a controllable pitch propeller and a bow thruster, all controlled from her new pilot house.

NOTES NOTTINGHAM



"January the 20th, 1907. Winds 84 miles per hour, and for eight hours, 70 to 80 miles an hour. Four sections of board walk washed out. Twelve boats grounded."

This note on the back of a photograph sent to us by David Hoedema of Holland, Michigan, yields some background on the stranding of *William Nottingham* as shown in our July issue back cover. In his letter, Mr. Hoedema described the incident.

Detroit Marine Historical president Dave Glick offers more. "Pictured are the *William Nottingham* and *Hurlbut W. Smith* high and dry on the beach at Buffalo after being blown from their winter moorings behind the breakwall by a very bad storm and high water on January 19 and 20, 1907. Also beached in the same storm, but not showing in your woodcut, were *J. Q. Riddle*, *Monroe C. Smith* and *A. G. Brower*. All ships were refloated without serious damage.

"It must have been quite a storm, as the shear-legs at the Bay City yard of American Shipbuilding were blown down the same day. Had it occurred during the shipping season, the losses would probably have been very great.

"The *Marine Review* of January 24, 1907, shows several views of these ships aground and I have concluded that Marker forgot that he was working

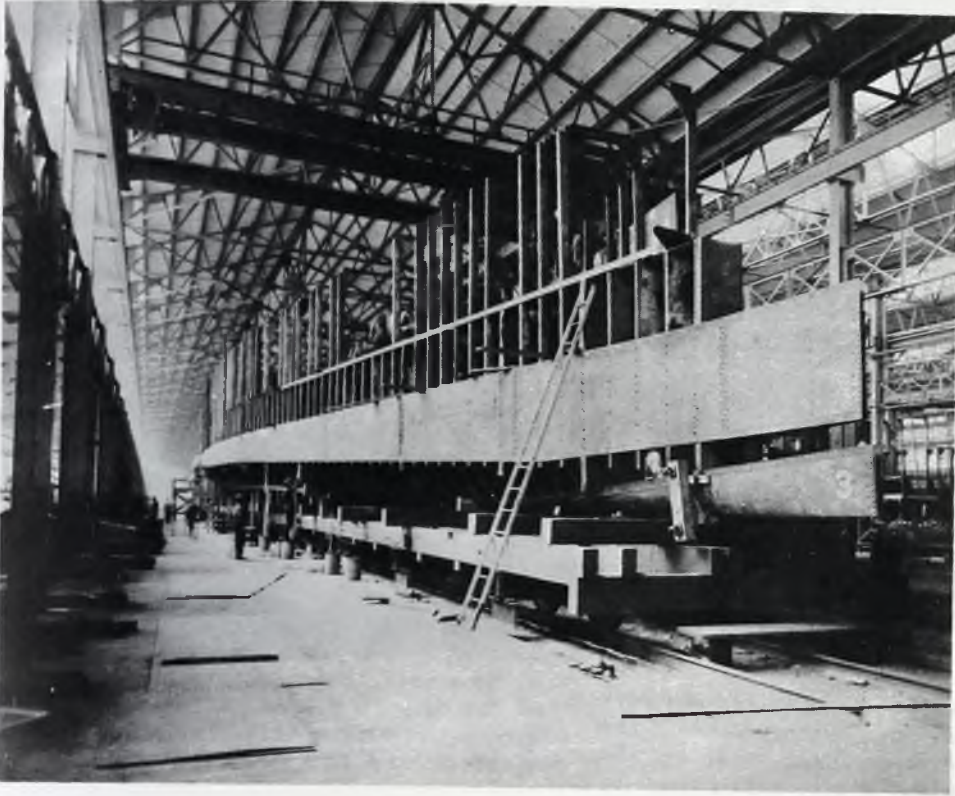
with a cut because it prints backward. The *Hurlbut W. Smith* was on the *Nottingham's* port and not starboard as shown in *Telescope*.

"It seems that the *Nottingham* was having a bad time of things, as I find that she had been in a collision with the *Andrew Carnegie* at the "dark hole" in St. Marys River on Oct. 14, 1906."

The photo shown here is supplied by Father Dowling, and confirms the reversed image of the Marker cut. The artist's license turned her ever so much more easily than did the Donnelly firm that salvaged the *Nottingham*.

The *Nottingham* and *Smith* were in the same fleet, United States Transportation Co. Both were built in 1903, and the *Nottingham* measured 400 x 50 feet. U. S. Transportation became part of Great Lakes Steamship Co. in 1911. In 1943 the *Nottingham* became part of the obsolete tonnage that Great Lakes SS traded to the U. S. Maritime Comm. for the new *J. Burton Ayers* and *J. H. Hillman, Jr.* The *Nottingham* was sent to Hamilton for scrap in the late 40s.

Hurlbut W. Smith stayed with Great Lakes SS until the company was disbanded, most of the fleet going into Wilson Marine Transit Co. The *Smith* wound up as one of several bulk carriers of T. J. McCarthy Steamship Co. in 1957, but was damaged on Lake Superior soon afterward. She was broken up in 1961 at Superior, Wisconsin.



Ford-built Eagle Boats
of World War I were the first products
to roll from the Ford River Rouge Plant



Curator's Corner

BY
ROBERT E. LEE
CURATOR
DOSSIN GREAT LAKES MUSEUM

Without doubt, the Museum's current special exhibit, "*Ford's Tin Lizzie Flotilla*," is the most exciting and satisfying show we have yet been able to present.

It has something of all the elements that go to make a good story. The theme has not been generally known by a vast majority of people. It is spectacular. The hero is a well known person...himself a legend. It is incredible. And at times it is humorous. It is the story of the World War I Ford Eagle Boats.

Every tourist who visits Detroit either sees, or wants to see, the mighty Ford Rouge Plant. It is the highest ranking single attraction of its kind in the world. It builds automobiles.

However, there are precious few who know, even after a visit, that this plant was born to build ships! As unbelievable as most people would find this fact, how it was born to build ships would be even more incredible to them.

On January 18, 1918, a telegram from Josephus Daniels, then Secretary of the Navy, told Mr. Ford to begin planning to build a new type patrol boat. To Mr. Ford, "planning" meant doing! Without any formal contract he began building the mammoth A and B buildings. A Building was 450 by 156 feet, and was completed in 24 working days. The construction of B Building was even more spectacular...1,702 by 350 feet, it was begun on February 20 and was completed on May 25. Before it was done, on May 7, the first keel had been laid, and the assembly line was in operation. Meanwhile, a railroad had been built out from the wilderness to join the Michigan Central main line. Rouge River had been dredged to navigable depth to the Detroit River. A huge transfer table for moving the

completed ships sideways to the launching elevator was built. And a colossus of an elevator for launching the ships was installed.

For the buildings, themselves, 4,150 tons of structural steel were placed. Two million feet of wood flooring were laid. 56,000 panes of glass were set. More than a million dollars of Ford's personal funds had been spent...and he still had no contract.

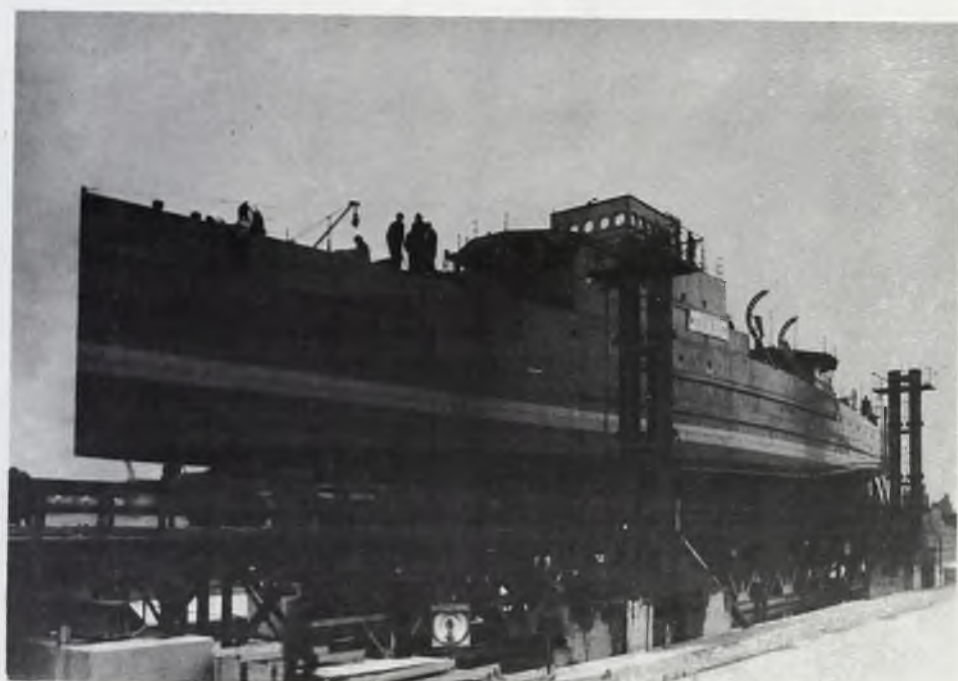
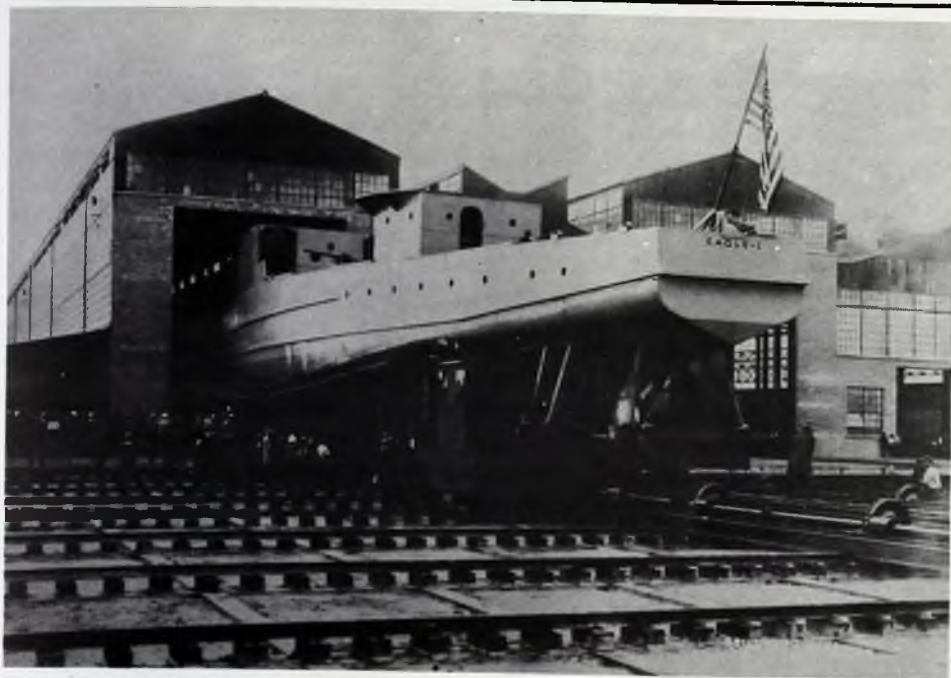
On March 1, the contract was delivered. It had been signed by Franklin D. Roosevelt, then Assistant Secretary of the Navy. Signed, it was sent to Washington with a half-million-dollar personal bond from Mr. Ford.

The bond was returned...for the lack of a 50¢ revenue stamp.

Nor was this to be the end of Ford's troubles with government. He was subjected to a Congressional investigation. Some charged him with being a war profiteer. And the Navy criticized his delivery schedules. However, Ford was cleared of wrongdoing, completely. The charge of profiteer was worse than foolish...he lost money on the contract. And as for delivery schedules, had not he gone ahead on his own without waiting for a contract, the schedules would have been further behind.

These are just some of the things the exhibit covers. There are 95 photographs, several pencil drawings, a model of an Eagle, the contract, pertinent letters, telegrams and memoes, instructions for erecting the ships, and even a glossary of marine terms to educate the non-marine workers who were pressed into the work.

We hope many of you will plan a visit to your museum and will enjoy the exhibit as much as we enjoyed preparing it.



Picture Pages:

Photographs and Data

by Emory A. Massman, Jr.

THREE ON THE WAY OUT

Three U. S. lakers bound for scrapping are shown on these pages in photos by Emory A. Massman, Jr. Two are from the Tomlinson fleet, and the other from Boland & Cornelius. "All ships built for Tomlinson were extremely well proportioned and nice looking ships," writes Emory. *Ball Brothers* is shown downbound in the St. Clair River on Saturday, Sept. 7, 1963. She was loaded with scrap picked up at Bay City and a Lake Michigan port, and was on her way to Hamilton, Ontario, to be scrapped there, herself. Emory served as a wheelsman on her at one time.

Ball Brothers (US 201695), built 1905 at Lorain by American Shipbuilding Co. (hull #333). Measurements: 5733 gt; 4438 nt; 480 x 52 x 30. Engine: triple-expansion, 22½-36-60 x 42, by the Detroit Shipbuilding Co. Her only owner was Tomlinson.

James E. Davidson (US 201961), built 1905 at Ecorse by Great Lakes Engineering Works (hull #5). Measurements: 6206 gt; 4943 nt; 504 x 54 x 31. Engine: Quadruple-expansion, 18-27½-40-62 x 42. Three scotch boilers, 11-6 x 11-11, 20 00 h.p. Owner: Tomlinson.

Edmund P. Smith (a) *Jacob T. Kopp* (b) *G. N. Wilson* ii (c) *Consumers Power* i (d) *Harry Yates* ii (US 204815). Built January, 1908, at Ecorse, by Great Lakes Engineering Works (hull #32). Measurements: 6035 gt, 4530 nt; 480 x 54 x 30. Triple expansion engine, 22½-36-60 x 42. Scotch boilers, 13'-9 x 12'. Owner: American Steamship Co. (Boland & Cornelius).



Above: *Ball Brothers* on her last trip downbound.

Two other lakers slated for dismantling are Boco's Edmund P. Smith (above) and Tomlinson's James E. Davidson (below). The Davidson recalls the name of Mr. Tomlinson's father-in-law, the Bay City shipowner and builder

of the last century's biggest wooden freighters. This ship is easily confused with the Tomlinson fleet's 580-foot James Davidson of 1920, of which Dossin Museum has a model.



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 7, Mich. The editors cannot be responsible for statements of authors.

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