

TELESCOPE

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Volume 11, Number 8



Great Lakes
Maritime
Institute

DOSSIN GREAT LAKES MUSEUM, BELLE ISLE, DETROIT 7, MICHIGAN

Meeting Notice:

SEPTEMBER MEETING: Marine activity and landscape views of St. Clair's lake and river regions will be illustrated in a slide program arranged by Donald Baut and Gordon Bugbee. **Friday, September 28,** at 8 p. m., at the Dossin Great Lakes Museum on Belle Isle.

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Telescope

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The Great Lakes Maritime Institute, Inc., promotes interest in the Great Lakes of North America; preserves relics, records, pictures and memorabilia related to these lakes; encourages the building of scale models of Great Lakes ships; and furthers the program of the Dossin Great Lakes Museum, the repository of Institute holdings. The issues of *Telescope*, monthly journal of the Institute, seek to stimulate inquiry and discussion and to place a record in public hands. Subscription to *Telescope* is included in membership rights in the Institute; single copies cost 35¢ each. *Telescope* welcomes an opportunity to consider manuscripts for publication. These should be addressed to "The Editors, *Telescope*, Great Lakes Maritime Institute, Dossin Great Lakes Museum, Belle Isle, Detroit 7, Michigan. The editors cannot assume responsibility for the statements made by authors.

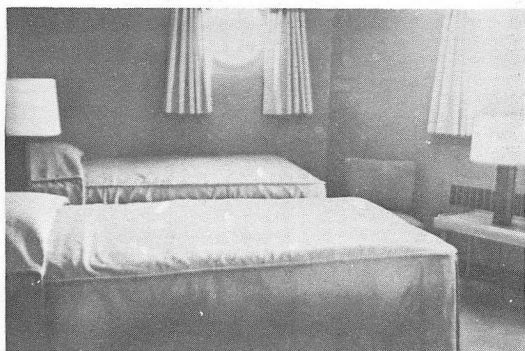
Other correspondence with the Institute should be addressed to the Coordinating Director at the above address, or may be made by telephone at LO 7-7441. The Great Lakes Maritime Institute was organized in 1952 as the Great Lakes Model Shipbuilders' Guild. The Institute is incorporated as an organization for no profit under the laws of the State of Michigan. No member receives any remuneration for services rendered. Donations to the Institute have been ruled deductible by the Internal Revenue Service. Membership in the Institute, by the calendar year, is available in these forms:

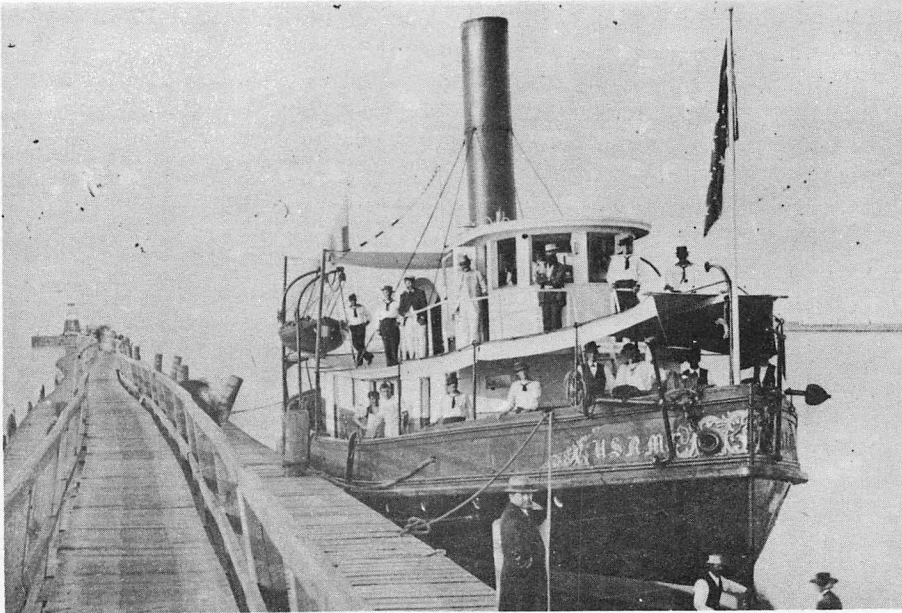
Regular Membership.....	\$ 4 annually
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Sustaining Membership.....	10 annually
Life Membership.....	\$ 100

The Institute is supported in part by the Detroit Historical Society.

bulk freighter ERNEST R. BREECH

see description of these photographs upon page 169





U.S. Revenue Cutter GEORGE M. BIBB. —Courtesy William A. McDonald

SHIPS OF THE U.S. REVENUE MARINE

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

Established by an Act of Congress on August 4, 1790, authorizing construction of ten ships to guard our nation's coast against smuggling, this service, later called the U. S. Revenue Cutter Service, became part of the U. S. Coast Guard in 1915. The following list is of names of ships which were either built on and/or sailed on the Great Lakes in this service. The proper prefix for these vessels was "U.S.R.C.," i. e. "United States Revenue Cutter."

- ALGONQUIN 1898 Cleveland by Globe Iron Works. Steel propeller, 205 x 32 x 13; 936 tons displacement (hereafter "dt").
- GEORGE M. BIBB (ex U.S.S. MOCCASIN, ex HERO), 1864 Philadelphia. Iron sidewheeler, later propeller, 129 x 23 x 10; 192 dt. Later (1891) PENTAGOET (US 150559). Foundered off coast of Mass., 1898. Served on L. Ontario in nineties.
- J. S. BLACK 1861 Milan, Ohio. Wooden schooner.
- GEORGE S. BOUTWELL, 1873 Buffalo by Bell Steam Engine Works. Iron propeller, 152 dt.
- A. V. BROWN 1861 Milan, Ohio. Wooden schooner.

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CALUMET (laid down as TIOGA), 1894 Buffalo by Bell. Steel tug, 94 x 20 x 8; 123 gt. Later U.S.C.G. tug CALUMET, WYT-74, commercial tug CALUMET (US 252202) and JOHN F. DREWS. Still in commission, presently dieseled.

HOWELL COBB, 1861 Milan, Ohio. Wooden schooner.

SCHUYLER COLFAX, 1871 Camden, N.J. Iron sidewheeler, 179 x 25 x 9; 486 dt. Stationed at one time upon the Great Lakes.

CALEB CUSHING, Wooden schooner, early.

DALIAS 1845 Buffalo. Iron sidewheeler fabricated by Novelty Iron Works, New York.

ALEXANDER J. DALIAS (i), 1816 Erie, Pa. Wooden schooner.

ALEXANDER J. DALIAS (ii), 1874 Portland, Me. Wooden propeller, 223 tons. Arnold Transit Co. bought her for steeple comp. engine for use in their MACKINAC (US 206658) of 1909.

JOHN A. DIX 1865 Tonawanda (Grand Island), N.Y., by Murphy. Wooden sidewheeler, 176 x 27 x 11; 659 gt. Later commercial JOHN A. DIX (US 75440) in 1872. Junked 1898, beam eng. to PENNSYLVANIA (US 150813), better known as OWANA.

WILLIAM PITT FESSENDEN, 1865 Cleveland by Peck & Masters. Wooden sidewheeler, 175 x 29 x 11; 235 tons. Hull converted to barge DAN ROGERS (US 35476), apparently abandoned 1902.

WILLIAM P. FESSENDEN (ii), 1883 Buffalo by Union Drydock Co. Iron sidewheeler, 181 x 28 x 10; 330 dt. Beam engine by North River Iron Works (Fletcher & Harrison #47) from earlier FESSENDEN. FESSENDEN (ii) became Arnold's second CHIP-PEWA (US 206249) in 1909; scrapped 1942 at Hamilton.

JOHN B. FLOYD, 1857 Milan, Ohio. Wooden schooner.

ALBERT GALIATIN, 1871 Buffalo by Bell. Iron prop., 212 dt. Worked mostly on coast. Lost 1892 near Gloucester, Mass.

WALTER Q. GRESHAM, 1896 Cleveland by Globe. Steel prop., 205 x 32 x 12.5; 1090 dt. Later U.S.C.G.C. GRESHAM, comm. tug T. V. McALLISTER, TRADE WINDS and (by '49) HATIKVA, Israel.

ALEXANDER HAMILTON, 1871 Buffalo by Bell. Iron prop., 136 x 23 x 13; 229 gt. Later comm. HAMILTON (US 202921), PILOT, KEECHI.

J. B. HAWLEY, 1883 Buffalo by Bell. Iron tug or launch, 26 tons.

JEFFERSON 1844 Oswego. Iron propeller by Charles Knapp & Co., of Pittsburg. 125 x 22 x 11. To coast, c. 1847.

ANDREW JOHNSON, 1865 Cleveland by Peck & Masters. Wooden sidewheeler, 176 x 27 x 11; 499 dt. Beam engine by Cuyahoga Iron Works, removed 1898 and placed in FLORA (US 120210) as 2nd engine. Hull supposedly used for Amherstburg dock.

MACKINAC 1903 Baltimore, Md. Steel tug, 110 x 20 x 12; 220 dt. Stationed for many years at Sault Ste. Marie.

LEWIS McLANE, 1833 Erie by J. Richards. Wd. sch., later U.S.R.C. ERIE.

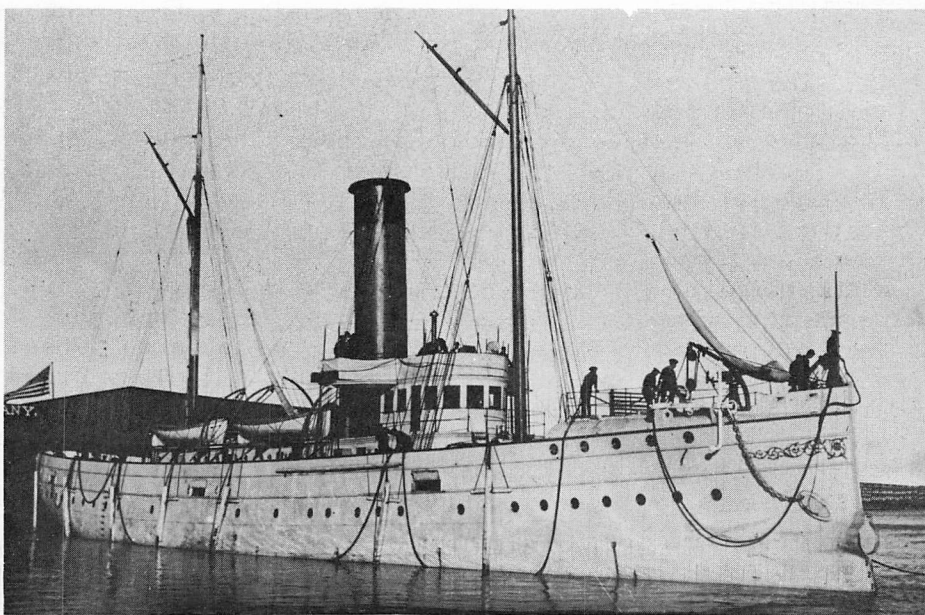
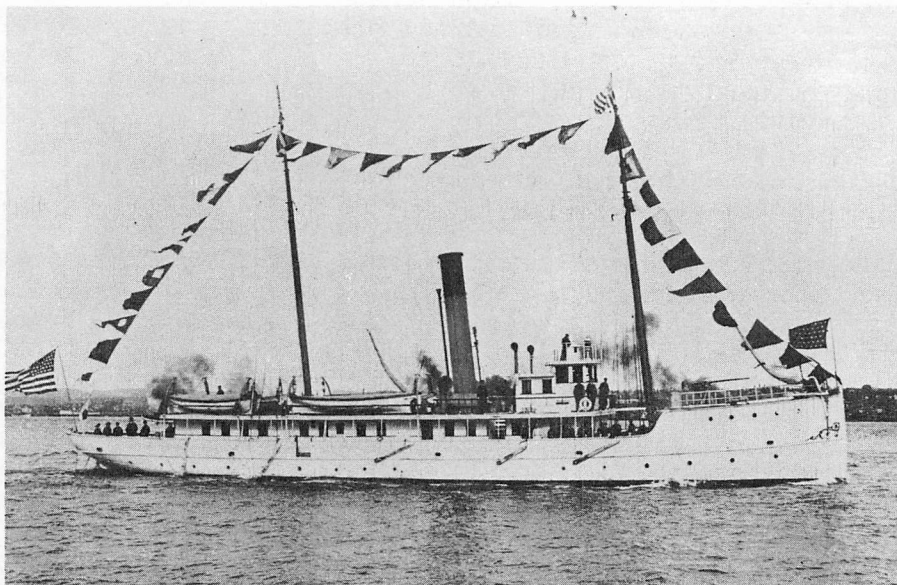
LOTT M. MORRILL, 1889 Wilmington, Del., by Pusey & Jones. Steel prop., 140 x 24 x 12; 314 gt. Later U.S.C.G.C. MORRILL.

ONONDAGA 1898 Cleveland by Globe. Steel prop., 205 x 32 x 13; 736 dt. Later U.S.C.G.C. ONONDAGA and comm. barge RICHMOND CEDAR WORKS NO. 7 (US 169296); abd. Richmond, Va.

OSSIPPEE 1915 Newport News, Va., by Newport News S.B. & D.D. Co. Completed as U.S.C.G.C. OSSIPPEE; on lakes many years.

PATROL 1899 Jersey City, N. J. Wooden gas launch, 36 x 8 x 4. PATROL was stationed at Chicago about 1910.

Above: U.S.R.C. LOTT M. MORRILL. —Bell photograph. **Below:** the
U.S.R.C. WALTER Q. GRESHAM. —Photo from St. Clair Collection.



COMMODORE PERRY, 1864 Buffalo by H. Whitaker. Wooden propeller, 162 x 25 x 10; 412 gt. Later passenger steamer PERI-WINKLE (US 150329). Burned, 1897.

PERRY 1884 Buffalo by Union DD Co. Iron prop. 161 x 25 x 11; 451 dt. To coast '93; stranded '11 Tonki Pt., Bering Sea.

BENJAMIN RUSH, 1831 Erie. Wooden schooner, 30 tons.

SEMINOLE 1900 Baltimore, Md. Steel prop., 188 x 29 x 16; 785 dt. Later U.S.C.G.C. SEMINOLE; on lakes most of her career.

JOHN SHERMAN, 1865 Cleveland by Peck & Masters. Wood sidewheeler, 172 x 28 x 11; 500 dt. Later comm. JOHN SHERMAN (US 75804), 1877. Fletcher beam engine #48 to ALASKA, 1879, and to FRANK E. KIRBY in 1890.

SPLIT LOG 1818 Fort Gratiot, Mich. Wooden schooner or sloop. 34 x 19; 34 tons.

JACOB THOMPSON, 1861 Milan, Ohio. Wooden schooner.

ISAAC TONEY, 1861 Milan, Ohio. Wooden schooner.

TUSCARORA 1902 Richmond, Va. Steel prop., 178 x 30 x 11; 670 dt. Later U.S.C.G.C. TUSCARORA. Stationed on L. Michigan.

VIGILANT 1910 Bay City, Mich. Wooden gas launch, 71 x 17 x 5. Was stationed at Sault Ste. Marie as of 1910.

Comment:

There are times when men may...and do...weep openly. At such times only Herculean strength of will can hold back tears of hurt. All of us have, at some time in life, known this feeling.

That is, we've known it if we've lived.

A few nights ago I watched the agony of a proud ship slowly tip on her side and slide...ever so slowly...into murky water and die.

And I wept.

It wasn't a sight I would have planned to see, nor is it one I ever want to see again.

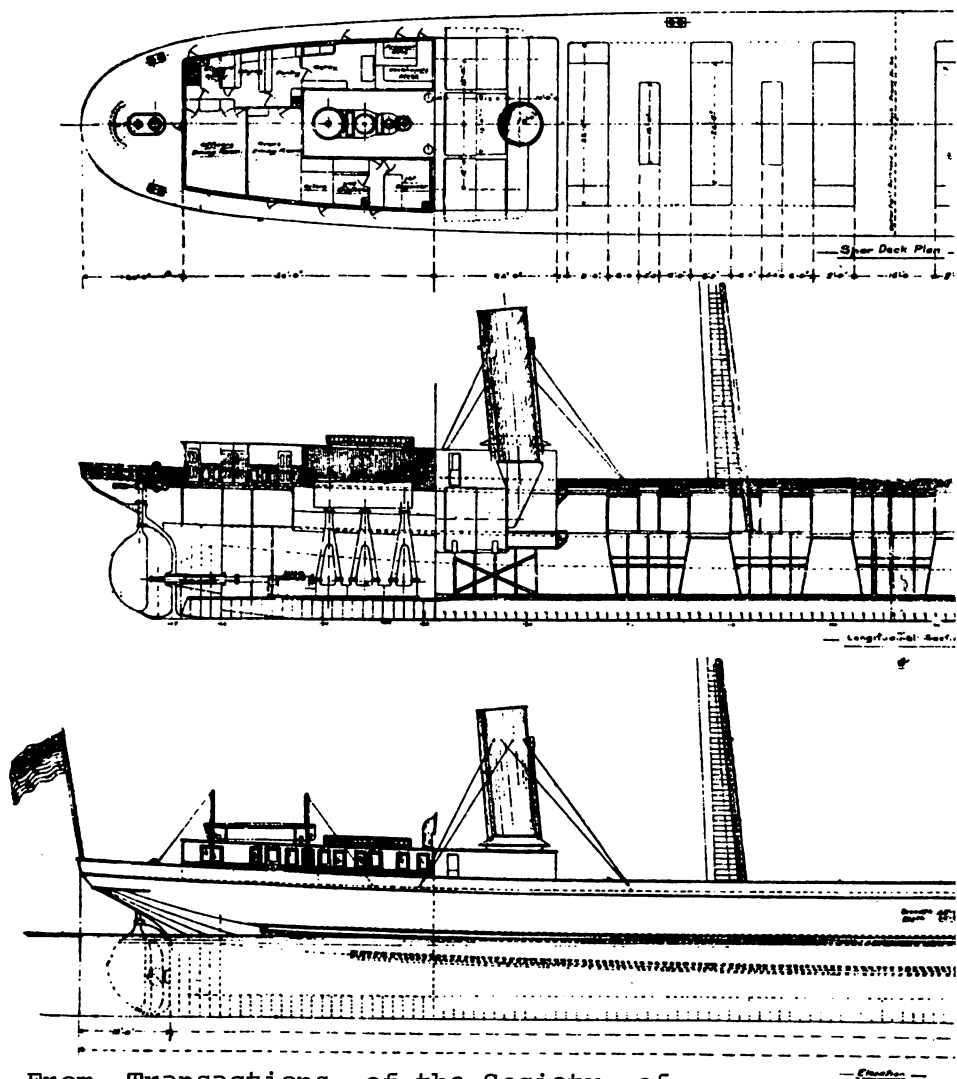
When I came upon the sight of MONTROSE she was leaning over as would a person with a mortal pain. Her lights were bright, as if she would try very hard not to die. Later, as she slipped deeper, her lights dimmed and then disappeared completely. A short time later they came on again...one more try...but they couldn't last, so they went out again...this time to stay out. She was dying and her eyes had closed. From then it was a slow vigil. Tugs, nudging almost lovingly at her side, could not help her. And so it was until she had done a complete recline to her side.

Ashore, thousands watched in awe. But vultures were among them.

It was three in the morning when the Captain and two of his officers were finally removed. The ship was nearly at an eighty-degree list. The officers were taken ashore to a fenced area, where they were protected from the crush of the vultures. They stood in a very unhappy little group, looking at their ship. Just then, something unsecured on deck clattered and slithered into the water. A mighty cheer went up, not unlike that at a ball game...but this time worthy only of vultures! Unfortunately, the fence couldn't screen out the sound from the ears of the unhappy little group.

And I wept again...this time for the vultures, for indeed, they have never lived.

—Robert E. Lee



From Transactions of the Society of Naval Architects and Marine Engineers, Vol. I (1893), plate 58. See description of these ships upon page 178.