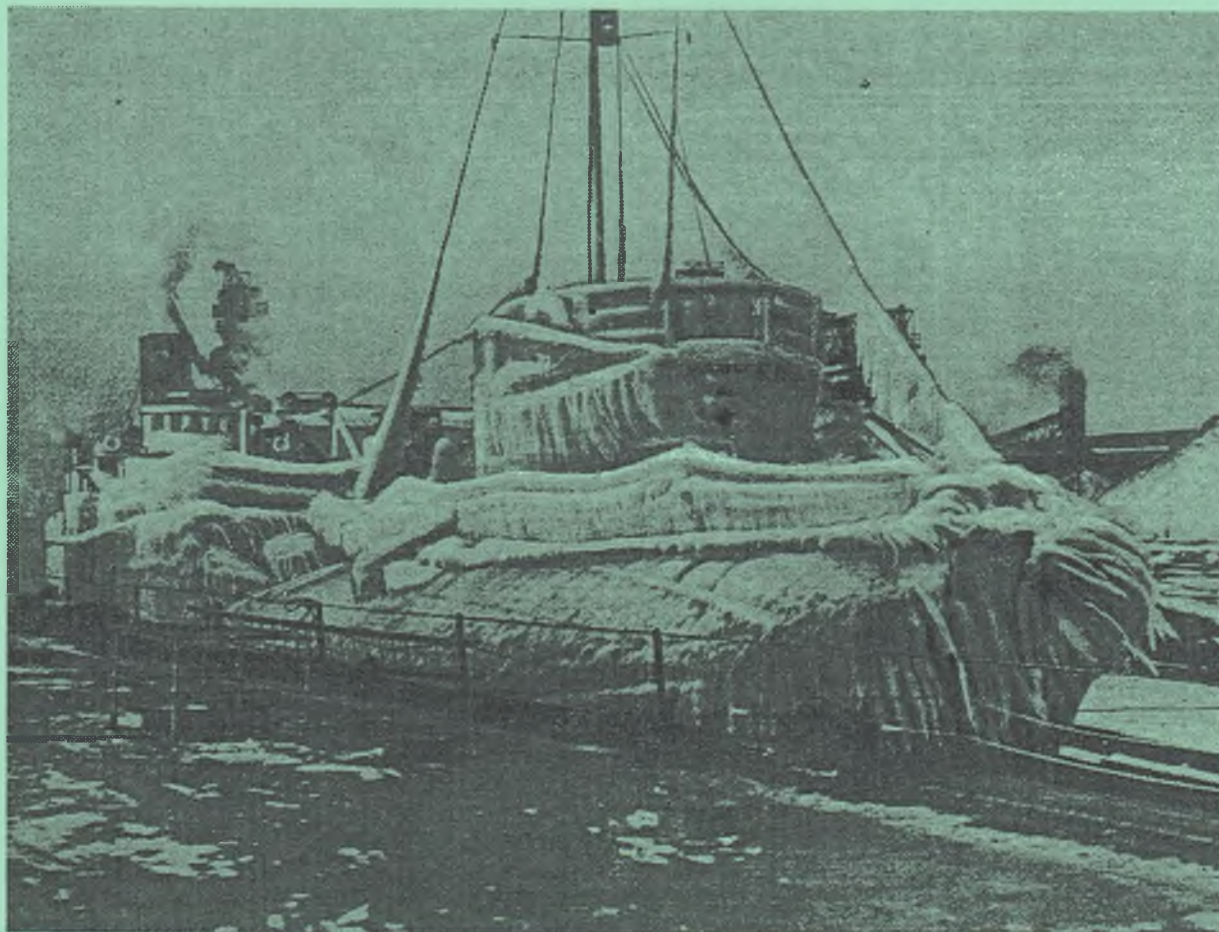


GREAT LAKE MEMORIESTHE EVENING TELEGRAM, TORONTO, THURSDAY, DECEMBER 5, 1940A Sailor's Life Is Fine—In The Summer

But when Old Man Winter starts tossing his weight around, then dry land looks far more attractive, thank you. Who, for example, would want to be shipping on the ice-laden lake ship shown above? She's the South Park, one of the few Great Lakes freighters still plying the cold water lanes despite the fact that Great Lakes navigation is officially closed for the season. This picture was taken last Tuesday when the South Park docked at Detroit.

Great Lakes navigation officially closed for the season in the first week of December? Maybe it was in 1940, when winter came early, but that's a far cry from the weather we have been experiencing this winter!

The icy spectre in the "Tely" photo is the whaleback steamer SOUTH PARK (U.S.121015) which, at the time, was operating as an automobile carrier for the Nicholson Universal Steamship Company. Can you imagine handling autos on icy decks like those?

SOUTH PARK was built by the American Steel Barge Company (she was Whaleback No. 136) as (a) FRANK ROCKEFELLER (28). Her keel was laid on November 19, 1895, and she was launched on April 25, 1896. She was 366.5 x 45.0 x 26.0, 2759 Gross and 2013 Net Tons. American Steel Barge ran her until passed to the Bessemer Steamship Company in 1900. She became part of the Pittsburgh Steamship Company in 1901 and she ran as a tinstacker until 1927. There followed numerous ownership changes.

She was wrecked on Lake Michigan in 1942, and the following year was acquired by Cleveland Tankers Inc., which had her converted to a tanker at Manitowoc and renamed (c) METEOR. She ran as such until retired in 1969, and today she is preserved as a museum at Superior - the last whaleback remaining on the lakes.

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