

THE LIGHTSHIP

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Museum of Arts and History
Marine Gallery
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SHIPS BUILT IN ST. CLAIR COUNTY PART II ST. CLAIR, MARYSVILLE

1825

GRAND TURK a brig of 327 gross tons was built by George Barber. She was the first ship built at St. Clair and was lost on North Manitou Island, Lake Michigan in 1869.

PILOT a wooden schooner built by and for Andrew Westbrook and Amos Hinkley: 63.0 x 15.10 x 6.1; 54.25 gross tons. She was registered as **PILOT OF ST. CLAIR** on her first two documents.

1828

BETSEY wooden sloop 51.2 x 13.7 x 4.0; 24.76 gross tons was built by and for Louis Chartier. Disposition is unknown.

1833

OLIVER NEWBERRY sidewheel passenger boat was built by Fairbanks Church. 120.8 x 19.9 x 7.8; 170.12 gross tons. This vessel was broken up in 1841.

1834

ESTHER wood schooner was built by and for Joseph Lennox. 55.2 x 16.3 x 5.9½; 45.11 gross tons. Disposition is unknown.

1838

MINK wood scow schooner was built for Samuel Hayward 42.0 x 13.8 x 4.11; 25.91 gross tons. Disposition is unknown.

1842

UNCLE TOM wood schooner was built by Estabrook. 80.6 x 20.4 x 6.11; 101.14 gross tons. She was wrecked on Long Point, Lake Erie in 1848.

1846

GOLIATH wood steam propeller was built by Daniel Goodsil 131.0 x 25.6 x 9.0; 279.63 gross tons. She was wrecked off Black River on Lake Huron after a boiler explosion September 29, 1848

EMPIRE STATE WOOD SIDE WHEEL passenger steamer was built by John Griffin; 298.11 x 37.0 x 14.5; 1553 gross tons Scrapped at Buffalo in 1856 and the hull was reduced to a barge which was beached south of Sleeping Bear. The village of Empire was named after her.

1849: **PENINSULA** wood steam propeller was built at Marysville. 154.7 x 22.0 x 10.10; 354.75 gross tons. She was wrecked near Eagle Harbor, Lake Superior on November 15, 1854.

F.C. CLARK wood brig was built by Thomas Quaile & P. Lester for Thomas R. Winslow of Chicago. She was wrecked at Manitowoc, Lake Michigan in 1856.

1852 **O.Q. MELZAR WOOD SCHOONER WAS BUILT AT** Marysville by J.P. Arnold 91.0 x 22.5 x 7.6; 137.26 gross tons. Ashore near Sushaw Point, Nov., 1854.

1853

MARY WOOD SCHOONER WAS BUILT AT Marysville. 89.10 x 18.11 x 5.8; 88.52 gross tons. No disposition is known.

TRAFFIC wood side-wheel passenger boat was built by Otto Helfferich 69.6 x 15.4 x 4.4; 43.31 gross tons. She burned in the Saginaw River at Zilwaukee on September 18, 1869.

ANTELOPE wood schooner was built at Marysville by Nelson Mills; 77.6 x 20.0 x 6.6; 89.60 gross tons. She was driven ashore 8 miles north of St. Joseph, Lake Michigan on November 25, 1857.

1855

E.K. GILBERT WOOD schooner was built by William Redfield; 92.6 x 23.6 x 8.4; 161 gross tons (US. 7238). She sank off Pointe Pelee, Lake Erie in November of 1868.

1857:

TWILIGHT wood scow was built by Dan Gurny. 52.0 x 12.0 x 3.8; 20.80 gross tons. She was lost on Lake Ontario in 1859.

1858:

H.B. STEELE wood two masted schooner was built by Ganley and Redfield 89.0 x 22.0 x 6.9; 118.53 gross tons (US. 11302). She was wrecked at Point Betsey, Lake Michigan in 1870.

HAZZARD WOOD TWO MASTED SCHOONER WAS BUILT BY H.G. Wheeler; 41.0 x 14.0 x 4.8; 22.40 gross tons. She was abandoned at Port Huron circa 1874.

MARGARET R. GOFFE (US. 17738) wood three masted schooner was built by R. Cromwell. 134.10 x 25.10 x 11.7; 278.78 gross tons. She was abandoned after a collision with the schooner **IRON CLIFF** on May 23, 1893 while anchored off Courtwright, St. Clair River.

1863:

MAID OF THE MIST WOOD TWO MASTED SCOW SCHOONER WAS BUILT BY R. King and Roy. 90.0 x 21.0 x 8.6; 145.41 gross tons. She went ashore at Nine Mile Point near Alpena, Lake Huron on September 25, 1878 and abandoned. (US. 17349).

1864:

TAWAS WOOD TUG was built at Marysville by Thomas Arnold. 91.0 x 18.3 x 8.0; 122.57 gross tons (US. 24505). Her boiler exploded on Lake Huron near Sand Beach on May 14, 1874, killing 6 of her crew.

HEMISPHERE wood barkentine was built by Simon Langell. 139.0 x 28.3 x 11.8; 397.8 gross tons. She was the first boat built by Simon Langell, and was sent to the coast in 1876. Disposition unknown. (US. 11763).

CITY OF TAWAS (US. 4391) wood barge was built at Marysville by Thomas Arnold & M. Williams. 135.6 x 28.6 x 10.6; 372.9 gross tons. She was wrecked off St. Joseph, Lake Michigan on October 31, 1877.

1865:

LIBERTY (US. 15330) wood two masted scow was built by Samuel Langell. 74.0 x 20.0 x 5.4; 59.82 gross tons. This vessel was lost in 1874 near Rondeau, Lake Erie.

1867:

AMOSKEAG wood three masted schooner was built by Simon Langell. 135.0 x 26.0 x 10.3; 243 gross tons. She was sold Canadian in 1911 (C.130324). She stranded at four Mile Point, Simcoe Island, Lake Ontario on November 27, 1922. She was renamed b) **HORACE TABER** in 1883.)US.1123).

1869:

GROWLER wood scow was built by Simon Langell. 42.0 x 9.8 x 2.6; 9.90 gross tons. (US.39371). Disposition unknown.

1870:

N. MILLS wood steam barge was built in Marysville by P. Lester. 164.4 x 29.9 x 11.6; 391.49 gross tons. (US.18755). She was wrecked in a collision with the steamer **MILWAUKEE** $\frac{1}{2}$ mile below McGregor's Point in the St. Clair River on September 6, 1906

AGNES L. POTTER wood schooner was built by Simon Langell. 133.8 x 27.4 x 9.4; 279.16 gross tons. (US.1926). This vessel ran aground near Cleveland in a storm on August 26, 1906 and burned.

1871±

MYRTLE wood sloop was built by Thomas Ryan. 32.7 x 12.5 x 4.8; 13.12 gross tons. Disposition unknown.

1872:

MARY MILLS wood steam barge was built at Marysville by P. Lester. 113.2 x 23.6 x 8.6; 243.55 gross tons. She burned off Circle Ridge, Lake Michigan on December 12, 1900. (US.90493).

1873:

D. M. WILSON wood steam barge was built by Simon Langell. (US.6772). 179.1 x 32.7 x 12.2; 757 gross tons. This vessel sprung a leak off Sturgeon Point, Lake Huron on Saturday October 27, 1894 and sank in 40 feet of water. The wreck broke up in a storm on November 10, 1894.

MILTON COURTRIGHT wood ferry/tug was built by Simon Langell (US.90495) This vessel burned at St. Clair on August 5, 1873.

1874:

LIGHT GUARD Wood scow was built by Simon Langell (US.140164). 50.1 x 14.3 x 3.4; 16.82 gross tons. Disposition unknown.

CHAUNCEY HURLBUT wood steam barge was built by Simon Langell. (US.125238) 184.8 x 32.2 x 21.3; 1009.76 gross tons. She sprang a leak on September 6, 1908 and was beached 10 miles west of Whitefish Point, Lake Superior and went to pieces. The wreck was removed on August 21, 1910 and sunk in deep water.

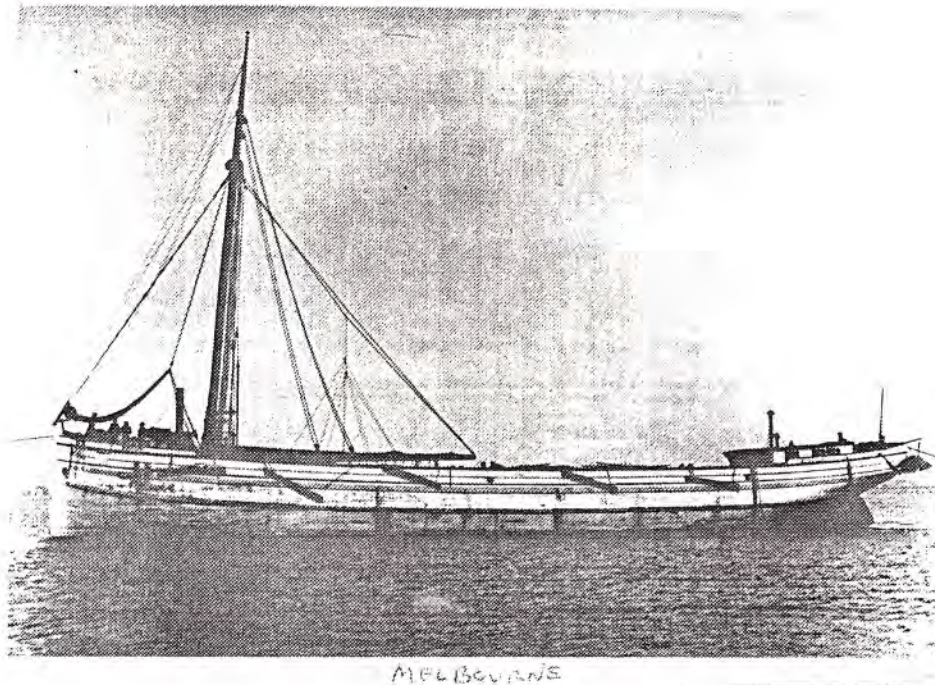
1875:

JUSTIN R. WHITING WOOD BARGE WAS BUILT BY Simon Langell (US.46130). 138.2 x 26.2 x 15.8; 458 gross tons. In 1879, the engines of the tug **CLEMATIS** WERE INSTALLED and she continued her career as a steam barge until she hit the piers in a heavy Northwest gale at Portage Entry, Lake Superior on October 5, 1889 with no loss of life.

JOHN W. HANNAFORD wood schooner/barge was built by James Bowers. She was given a set of engines in 1903. 146.0 x 30.1 x 11.1; 326.40 gross tons. (US.46229). She was sunk by high seas on June 26, 1905 off Black River Canal, Lake Huron near Port Huron.

1878:

OSCODA wood steam barge was built by Simon Langell. 175.0 x 32.4 x 13.3; 529 gross tons. (US.155012). This vessel stranded and broke in pieces on Pelky Reef, 12 miles off Naubinway on the North shore of the Straits of Mackinac on November 10, 1914 near Helena Island.



1880:

MELBOURNE wood schooner (US.91253) was built by Simon Langell. 168.8 x 31.6 x 12.6; 510 gross tons. In 1915, she was sold Canadian (C.134474) and renamed b) **EMPIRE #1**. This vessel was abandoned in 1930.

1881:

OGEMAW (US.155035) wood steam barge was built by Simon Langell. 167.7 x 30.2 x 13.1; 625 gross tons. Recovered after a wreck in Big Bay DeNoc, lake Michigan in November of 1891, she was raised in 1895 and continued her career until she burned 1½ miles below Grand Pont on Harsens Island in the St. Clair River on December 3, 1922

1881:

RAMBLER (US.110675) wood schooner was built by Hopkins. 53.5 x 15.8 x 3.8; 26 gross tons. This vessel was abandoned due to age in 1902.

1882:

WAYNE wood schooner was built by Simon Langell (US.80881). 186.5 x 34.2 x 13.7; 674 gross tons. Stranded on 14 mile Point near Portage Canal, Lake Superior on October 9, 1906 but was recovered and converted into a lighter the following year. She was sold Canadian in 1915 and abandoned at Quebec in 1926. (C.138110).

TRANSFER (US.145307) wood steam scow was built by Henry Hopkins. Wilson. 48.0 x 16.9 x 3.1; 16 gross tons. Her enrollment was surrendered on August 30, 1884 as "abandoned, unfit for service".

D.C. WHITNEY wood steam barge was built by Simon Langell. (US.157075) 229 x 40.0 x 14.7; 1090 gross tons. In 1908, she was sold Canadian (C.122435) and renamed b) **GARGANTUA**. She was beached on Beausoleil Island in Georgian Bay in 1912 and later, her hull was recovered and used as a dry dock at Midland for a while. In 1950, her wreck lay in Kingfield Basin at Cabot Head.

1883:

NIPIGON (US.130272) wood steam BARGE WAS BUILT BY Simon Langell. 191.0 x 34.0 x 13.7; 626 gross tons. She was sold Canadian in 1919 and renamed b) **maplehill 91** (C.141588) She was abandoned in 1925 and scuttled in Lake Ontario in 1927.

J.E. MILLS (US.76412) wood steam barge built at Marysville by James Bowers. 110.4 x 23.4 x 8.2; 226 gross tons. She was sold Canadian (C.116396) in 1903 and broken up in 1917.

To be continued...

ANNOUNCEMENTS

NEXT GENERAL MEETING: Saturday may 16, 1992 at 8p.m. at the museum of Arts and History. This will be a joint meeting with the MARINE HISTORICAL SOCIETY OF DETROIT. All are welcome. Please come early and enjoy the fun. Buck Longhurst of Sault Ste. Marie, Canada will tell the story: A ROUGH TRIP FROM ENGLAND TO CANADA, THE STORY OF THE TUG ANGLIAN LADY.

FLEA MARKET AND ANTIQUES: SATURDAY JUNE 6, 1992 10:00 a.m. to 3:00 p.m. at the Museum of Arts and History. Come one, come all. Old books, photographs and souvenirs will be on sale

Please remember in your prayers the deceased:

ELLSWORTH S. LINDSAY

Mr. Ellsworth S. Lindsay, 86, of 815 Fort Street, Port Huron, died Thursday, January 23, 1992 in Port Huron Hospital after a brief illness.

He was born October 7, 1905 in Huron County and lived in Port Huron and Marysville since 1922. He married Fern Beck in July 1935 in Greencastle, Indiana. She died in December, 1978.

Mr. Lindsay formerly owned and operated Lindsay Coal Company and owned American Tug & Transit Company, which operated on the Saginaw River. He was a life member of Pine Grove Lodge #11 F. & A.M., Great Lakes Historical Society, and Lake Huron Lore Marine Society. Mr. Lindsay was a member of First Congregational Church.

He is survived by a brother, Mr. & Mrs. W. James (Louise) Lindsay; two sisters, Mr. & Mrs. Anthony (Anne E. "Beth") Galan, all of Port Huron and Hannah E. Ruppel of Ventura, California; and several nieces & nephews.

Funeral services were held at 11:00 A.M. on Monday, January 27, 1992 in Pollock Randail Funeral Home, Port Huron. Dr. Ronald W. Smith of First Congregational Church officiated.

Burial was in Rock Falls Cemetery, Harbor Beach. Mr. Lindsay's nieces and nephews served as honorary pallbearers.