

THE LIGHTSHIP

LAKE



LORE

MARINE SOCIETY

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(Editor)

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On May 31st, a dinner meeting was held at the Port Huron Museum of Arts, History and Marine Heritage to elect a new Board of Officers for the LAKE HURON LORE MARINE SOCIETY. The following Thursday, the newly elected Board met on the Lightship in Port Huron and appointed a new group of Officers and Directors as follows:

President	- Fred Miller	Directors (5)	- Jean Tabor
V. President	- Cy Hudson		- Gene Buel
Secretary	- Karen Gorski		- Gareth McNabb
Treasurer	- Paul Schmitt		- Andy Rosales
			- Terry Doyon

Long standing L.H.L. Board members, Walt Smith (President since 1964), Edith Hoyer and Ted Richardson have decided to step down. All three deserve a "pat-on-the-back" for many years of unselfish dedication & contributions to the Society.

ANNOUNCEMENTS

- Our 1997 St. Clair River boat cruise on the *Hammond Bay*, owned by fellow L.H.L. members, George & David Lee, of Sombra, Ontario, will take place on Saturday, Aug. 23, departing at 10:00 a.m. from Leeland Gardens, approximately 2 miles south of the Sombra Ferry Dock. The cost will be \$15.00 U.S. or \$20.00 Canadian. This will be a 3 hr. cruise with a light lunch included. No alcohol will be allowed on board. Tickets & further information can be obtained from Gene Buel of Marine City (810-765-5423) or Cy Hudson of Sarnia (519-336-1952). U.S. ticket holders can park their cars at Marine City, near the ferry landing, and transportation will be provided to Leeland Gardens. Early reservations are recommended as ticket sales are limited to the boat's capacity of 40 passengers.
- A Dinner Meeting will be held at the Museum on Saturday, October 4th. Details about tickets, time and entertainment will follow in the next issue of *The Lightship*.
- New Members: L.H.L. wishes to welcome aboard Doug Schilz of Sarnia and Ron McIntyre of R.R.#2 Forest, Ont.

A SHIP'S LOG:
THE KINSMAN ENTERPRISE (1)

By Terry Doyon

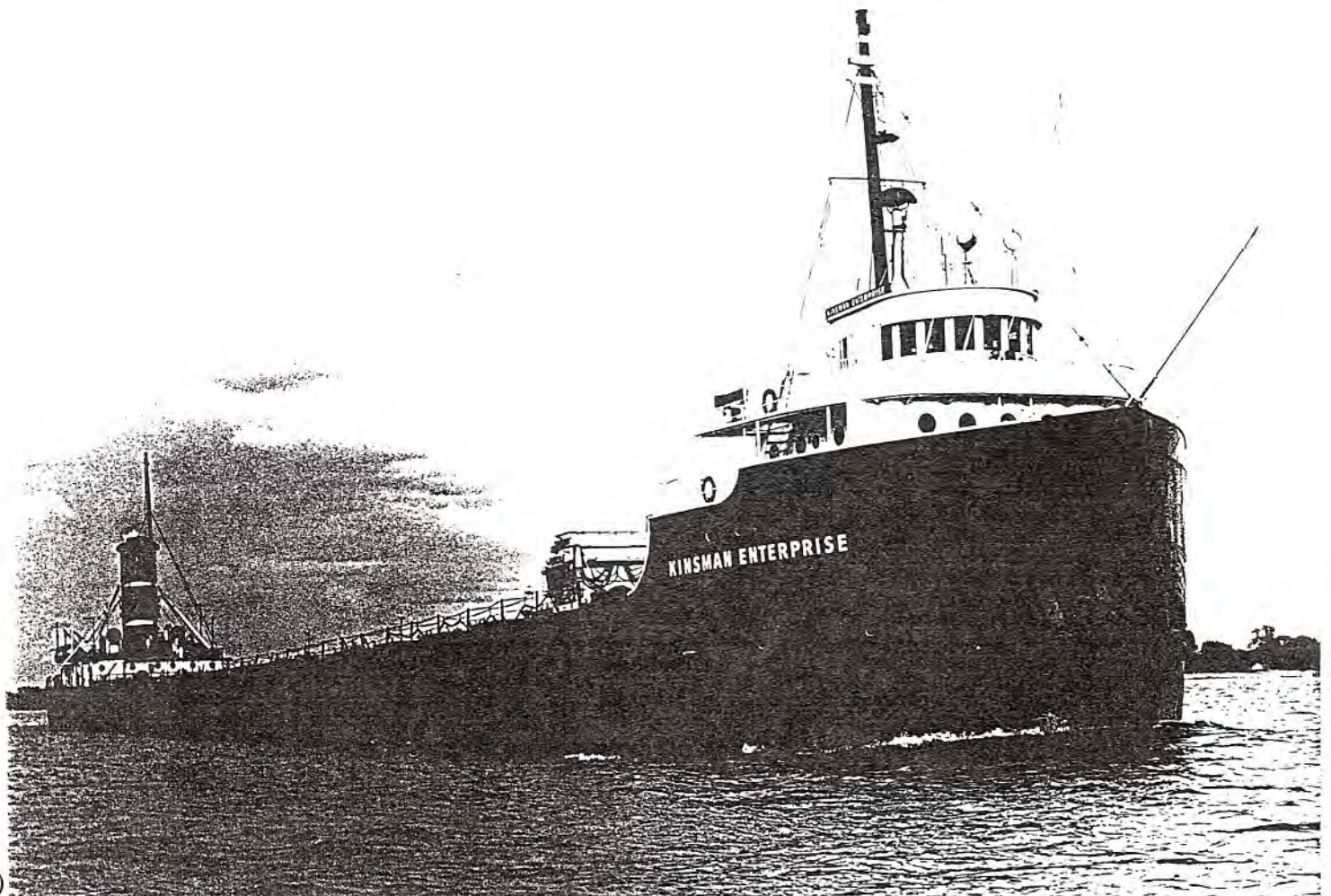
Built as Hull #70 by the Chicago Shipbuilding Co. in Chicago, Illinois, the vessel was launched on Aug. 18th, 1906 as the *Norman B. Ream*. With an overall length of 601', a width of 58' and a depth of 32', the *Ream*, together with the *Peter A. B. Widener*, *J. Pierpont Morgan*, and *Henry H. Rogers*, was one of the first 600-footers built for the famous Pittsburgh Steamship Company.

For 54 seasons the *Ream* carried millions of tons of iron ore, coal and limestone. The ship was designed for seven-day return trips along the lakes and was very economical to operate.

An 1875 h.p. triple expansion steam engine powered this vessel for its lifetime.

The *Ream*, on Aug. 22, 1909 was involved in a collision with the steamer *Senator* owned by the Wolverine S/S Co. of Detroit. The collision took place near Pipe Island on the St. Marys River. The *Senator* sank to the bottom with only her masts showing above water. There were no casualties and the ship was soon raised and towed to a shipyard for repairs. Note: the *Senator* was again involved in a collision in 1929 with the steamer *Marquette* on Lake Michigan. This time the *Senator* went down for good taking 20 members of her crew with her.

In November, 1960 the *Ream* was tied up at Duluth and did not move until September, 1965 when she was sold to Kinsman Marine Transit Co. and renamed *Kinsman Enterprise* (1).



A look at her 1974 log book gives us an idea of what a typical season might involve:

1974 SEASON PORTS & CARGOS

TRIP #	LOAD	UNLOAD	CARGO	AMOUNT
1	Toledo	Green Bay	coal	12,040
2	Calcite	Duluth	limestone	12,146
3	Superior	Buffalo	iron ore	12,339
4	Thunder Bay	Buffalo	wheat	462,624
5	Superior	Buffalo	iron ore	12,731
6	Stoneport	Superior	limestone	12,890
7	Superior	Buffalo	iron ore	12,756
8	Conneaut	Green Bay	coal	13,411
9	Drummond Isl.	Buffalo	limestone	12,988
10	Duluth/Superior	Buffalo	wheat/barley	451,580
11	Toledo	Duluth	coal	11,741
12	Superior	Ashtabula	iron ore	12,823
13	Conneaut	Port Washington	coal	14,269
14	Duluth	Lorain	iron ore	13,066
15	Duluth	Cleveland	iron ore	12,724
16	Duluth	Cleveland	iron ore	12,633
17	Toledo	Duluth	coal	10,753
18	Duluth/Superior	Buffalo	wheat/rye	455,211
19	Toledo	Duluth	coal	10,427
20	Superior	Ashtabula	iron ore	12,849
21	Superior	Ashtabula	iron ore	12,752
22	Conneaut	Marquette	coal	14,647
23	Duluth	Ashtabula	iron ore	12,612
24	Ashtabula	Port Washington	coal	14,020
25	Escanaba	Ashtabula	iron ore	12,540
26	Calcite	Duluth	limestone	11,679
27	Duluth	Ashtabula	iron ore	11,785
28	Superior	Buffalo	iron ore	11,624
29	Superior	Buffalo	iron ore	11,596
30	Conneaut	Marquette	coal	12,323
31	Duluth	Buffalo	wheat	406,000
32	Toledo	Green Bay	coal	12,276
33	Escanaba	Cleveland	iron ore	11,042
34	Superior	Buffalo	iron ore	10,796
35	Duluth/Superior	Buffalo	wheat/barley	448,500

* iron ore, coal & stone cargos were measured in gross tons.

* grain cargos were measured in bushels.

During the 1974 season, the *Enterprise* carried 35 cargoes consisting of 199,668 g. tons of iron ore, 125,907 g. tons of coal, 49,703 g. tons of limestone and 2,223,915 bushels of grain (wheat, rye & barley). She loaded in 10 different ports, including one Canadian port (Thunder Bay), and unloaded in 9 different ports.

Highlights of the 1974 Season

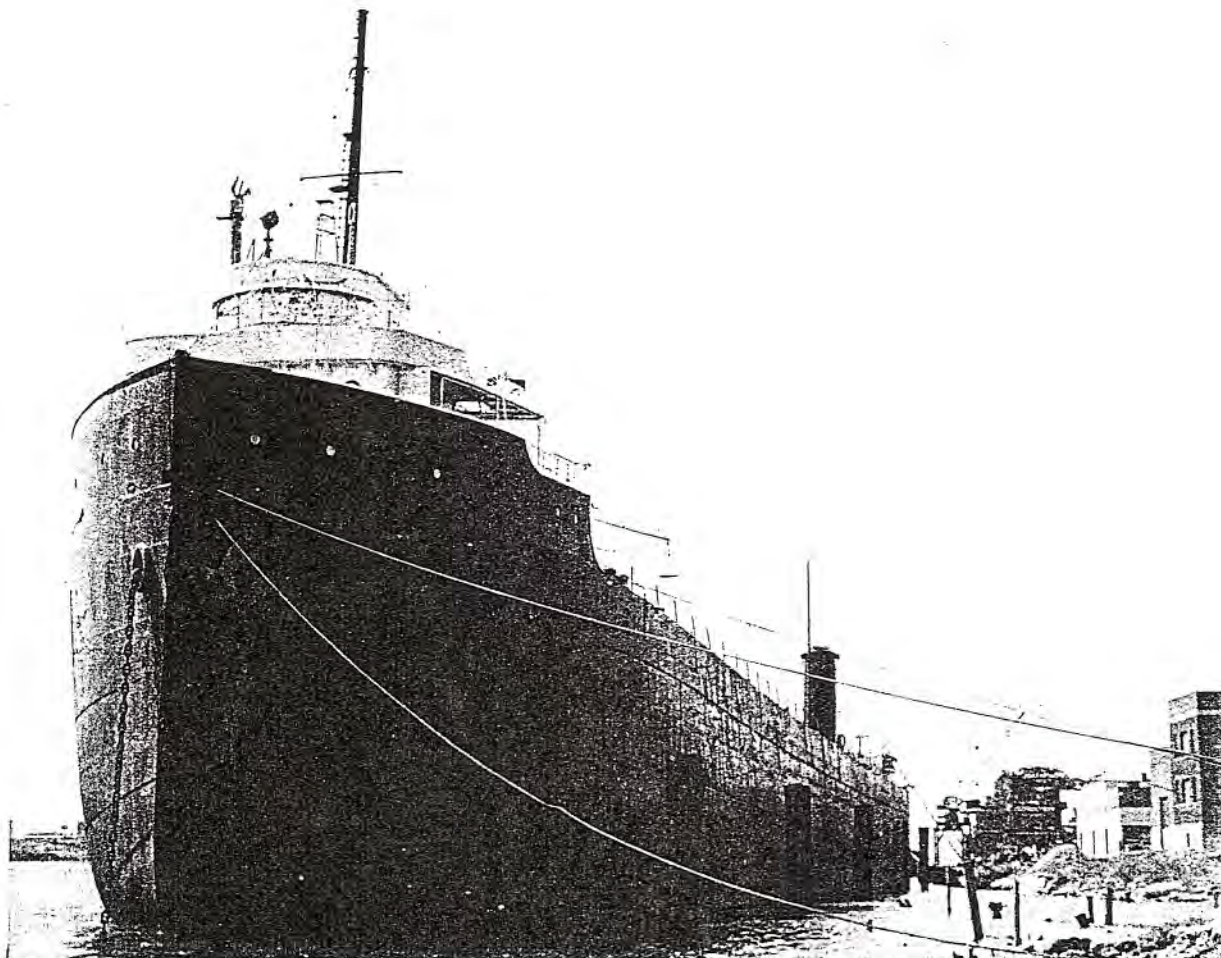
- April 15 - The vessel departed her winter berth, the National Gypsum Dock at Lorain, Ohio and proceeded to Toledo to load the season's first cargo - 12,040 gross tons of coal bound for Green Bay, Wisconsin.
- May 2 - The vessel arrived in Toledo and entered Amship's drydock for it's 5 year survey.
- May 6 - The vessel left the drydock, assisted by the G-tugs *Pennsylvania* and *Tennessee*, and tied up alongside the steamer *J. Burton Ayers* to load ballast. One hour later the ship departed and proceeded to Thunder Bay, Ontario to load 462,624 bushels of wheat, bound for Buffalo's Frontier Elevators.
- Dec. 14 - The vessel arrived at Lorain, Ohio at 1:30 pm and tied up at the Elyria Sand Dock for the winter.

An interesting note is that her Master, Captain Donald E. Bartels, sailed this vessel throughout the 1974 season without any noted vacation breaks.

The *Kinsman Enterprise* tied up at the end of the 1978 season and was sold to the Port Huron Terminal Company. The ship was towed to Port Huron the following year and, for the next 10 years, served as a storage barge to hold goods such as sugar beet pellets, sunflower seeds, etc. for overseas shipment.

In 1989, the old *Enterprise*, known unofficially as Hull No. 1, was sold to Marine Salvage Co. of Port Colborne, Ont. and towed to Aliaga, Turkey where she was cut up for scrap steel later that year.

By being purchased for use as a storage barge in the late 1970's, the *Enterprise* was able to outlast her three old Pittsburgh S/S Co. fleetmates, the *Widener*, *Rogers & Morgan* - "The Class of 1906".



(4) The 600-foot *Kinsman Enterprise* in 1979 before she was converted for storage of bulk cargo. She is docked in front of the port. The *Kinsman* was purchased by the company in an effort to expand the port's facility.

WILLIAM J. LUKE

1927 - 1997

The Marine Historical World lost an important friend and figure on February 13, 1997. Aside from his vast knowledge of Great Lakes shipping history, his unselfish contributions to historical groups around the Lakes and the unlimited respect that he received by all who knew him, Bill was a very down-to-earth person who was enjoyable to listen to whether it be in a meeting or a simple conversation. He was a member of Lake Huron Lore and served as Treasurer from June 13, 1992 until his death.

Bill is survived by his wife Phyllis, his daughter Julia, his son James and daughter-in-law Dana, and grandson Cary.

On a personal note, I introduced Bill to my son Joe when he was 8 years old. Bill shook Joe's hand and gave him a new hat with a ship society logo on the front. Joe was thrilled and often wore the hat on many of our boat-watching trips to the river. Joe is 14 now and has hung his "Bill Luke" hat on a wall in his room, among other treasured items.

Bill, no doubt, has had a positive impact on many other individuals in his lifetime and will be greatly missed, and well remembered.

F.Y.I.

- As of June 30th, 5,414 people have visited the Huron Lightship this year.
- The 1997 Port Huron Marine Flea Market, held at the Museum on Saturday, June 7th, was well attended with 27 tables rented by 21 dealers from Michigan, Ohio, Wisconsin and Ontario.
- Sarnia Bay Marina will hold a Nautical Flea Market & Craft Show on Saturday, August 23rd. Call (519) 862-2291 for further information.
- Marine Historian Skip Gillham of Vineland, Ontario now has a column in the Sarnia Observer. *On The Waterfront* appears in the Saturday edition and covers tugs, lakers & salties with photos often taken by local photographers.
- At press time, the following lakers, in the active class, have yet to sail during the 1997 season: *Algoisle, Algogulf, Algoriver, Canadian Voyager, Montrealais, Quedoc, Vandoc, Tarantau, Calcite II, and Kinsman Enterprise.*
- As of 12:00 p.m. June 30th, 118 salt water vessels had passed upbound through the Bluewater area since the 1997 shipping season opened.
- Member Norman Eakins of Point Edward, Ont. has produced a book, *Seaway Lakers and Salties 1996*. This 106 page book is an annual review of Seaway vessel traffic and includes a 37 page section listing all lakers & salties that travelled the Montreal / Lake Ontario section of the Seaway in 1996. It also lists cargoes carried, destinations, hull numbers, dimensions, owners, flags flown and other historical data. This book is priced at \$16.50 U.S. or \$19.50 Canadian (including postage) and can be purchased from Norm Eakins, P.O. Box 25010, Pt. Edward, Ontario, Canada N7V 4K1.

"SALTY SPOTLIGHT"

By Doug Schiltz

M/V DENNIS DANIELSEN

- Built in 1978 by Schpsw. Gebr. Suurmeyer B.V. - Netherlands as Hull # 239.
- 262' x 43' x 25' 1129 G.R.T. General Cargo
- Launched as the *Amigo Fortuna* for Rederiet Friendship V 115 of Denmark.
- Renamed *Flex Fortune* in 1979.
- Renamed *Atlantic Cape* 1985.
- Renamed *Otto Danielsen* in 1995.
- Renamed *Dennis Danielsen* (Cyprus) in 1996.
- Passed through the Port Huron / Sarnia area on April 13th (first time under this name) upbound for Chicago with a cargo of machinery. Returned through our area on April 26th, downbound in ballast for Montreal.

