

# THE LIGHTSHIP

LAKE



HURON

LORE

MARINE SOCIETY

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Terry Doyon  
(Editor)

Museum Address: 1115 6th St. Port Huron, MI 48060-5346  
Home Address: 272 Elgin St. Sarnia, Ont. N7T 5B6

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ANNOUNCEMENTS

*Mark your calendar* - The next dinner meeting will be on Saturday, Oct. 4th at 6:00 pm at the Port Huron Museum and will begin with a social hour with dinner to follow. The entertainment program will consist of two excellent videos entitled, "Bridges and Bluewater" produced by Tom Moore, and, "Bluewater Bridge - The Second Span" an LTS Production. Both videos, of course, are concerning the recently completed second span of the B. W. Bridge. The cost is \$10.00 per person. Checks & money orders must be made payable to "MUSEUM GUILD" and mailed to the Port Huron Museum by Sept. 30th.

The second dinner meeting will be held on Saturday, Dec. 13th, 1997. Further details will follow in the November / December issue of *The Lightship*.

New Members: L.H.L. wishes to welcome aboard John Philbin of Pt. Edward, Ont., Edsil Brown of Lansing, MI, Delmar Fritz of Marine City, MI and Jason Atwell of Marine City, MI. Jason, who is only 15 years old, and possibly our youngest member, is the grandson of new member Delmar Fritz. Jason has apparently shown a keen interest in Great Lakes shipping and proudly owns several large scrap books containing photos, newspaper clippings, etc. particularly of his family's involvement with Great Lakes shipping. His grandfather sailed the Lakes and two uncles, Bob and Ed Fritz are WWII veterans of the U.S. Merchant Marine.



## USS FAHRION (FFG 22) VISITS THE BLUEWATER AREA

By Cy Hudson

The *Fahrion*, an Oliver Hazard Perry Class Frigate from Mayport, Florida on a 3 month, 14-city tour of the Great Lakes, arrived in Sarnia, from Cleveland, Ohio, at the Government Dock on Monday, July 14th.

The ship was built by Todd Pacific Shipyards Corporation in Seattle, Washington. Launched on Aug. 24th, 1979 and commissioned January 16, 1982. The ship is 445 feet long with a beam of 45 feet and a 3,600 ton displacement, with a crew of 15 officers and 155 enlisted personnel onboard including Commanding Officer Robert Cullinan. The *Fahrion* is propelled by two G.E. LM 2500 gas turbines, two electric auxiliary propulsion units, and one controllable reversible pitch propeller which give the ship a top speed of 30+ knots. The vessel is armed with the U.S. Navy's most modern equipment which includes both defensive and offensive types: surface-to-air missiles, "Harpoon" cruise missiles, a 76 MM, MK-75 rapid fire gun and MK32 ASW torpedo tubes (two triple mounts). Combat systems include AN/SPS-49 air search radar, AN/SPS-55 surface search radar, and the capacity to carry two medium size helicopters.

During the ship's 2-day visit, the ship was open for daily visits, 1 pm to 5 pm, with over 600 people taking advantage of the opportunity despite the occasional 2 hour line-up. St. Joseph's Hospital also received some visitors when 12 *Fahrion* crew members made a goodwill tour, to the delight of the senior patients.

The ship sailed from Sarnia early Thursday, July 17th bound for Sault Ste. Marie, Michigan. Her days as a U.S. Navy ship, and flying the "Stars & Stripes", are numbered, as the ship is expected to be decommissioned later this year in her home port of Mayport, Florida and sold to the Egyptian navy.

EDITOR'S NOTE: The *USS Fahrion* passed downbound at the Black River (Port Huron) at 7:26 am Tuesday, Aug. 12th, 1997 on her return voyage to her Florida home port.



## MARINE CUISINE

### Charles E. Wilson Chicken

1 fryer chicken (3 pounds or 4 whole breasts)  
1-1/2 teaspoons salt  
1/2 teaspoon paprika  
1/4 teaspoon fresh ground pepper  
6 tablespoons butter or margarine  
1 can artichoke hearts, drained  
1/4 pound mushrooms, sliced  
2 tablespoons white wine  
1/4 teaspoon rosemary

Sprinkle chicken with salt, pepper & paprika. Brown in butter & remove to a casserole dish which has a cover. Arrange artichokes between chicken pieces. Saute sliced mushrooms until barely tender. Sprinkle flour over mushrooms & stir in broth, wine & rosemary. Cook, stirring until slightly thickened. Then pour over chicken & artichokes. Cover & bake in 375 degree oven for 40 minutes or until chicken is tender. Serves approximately 4 people.

**Note:** Flour in shaker may be used & a package of frozen artichokes which have been cooked according to directions on the package may also be used.

\* Recipe taken from Pg.60 of American S/S Company's "HOW TO MAKE A STEAMSHIP FLOAT" \*

--- NAME THIS SHIP ---

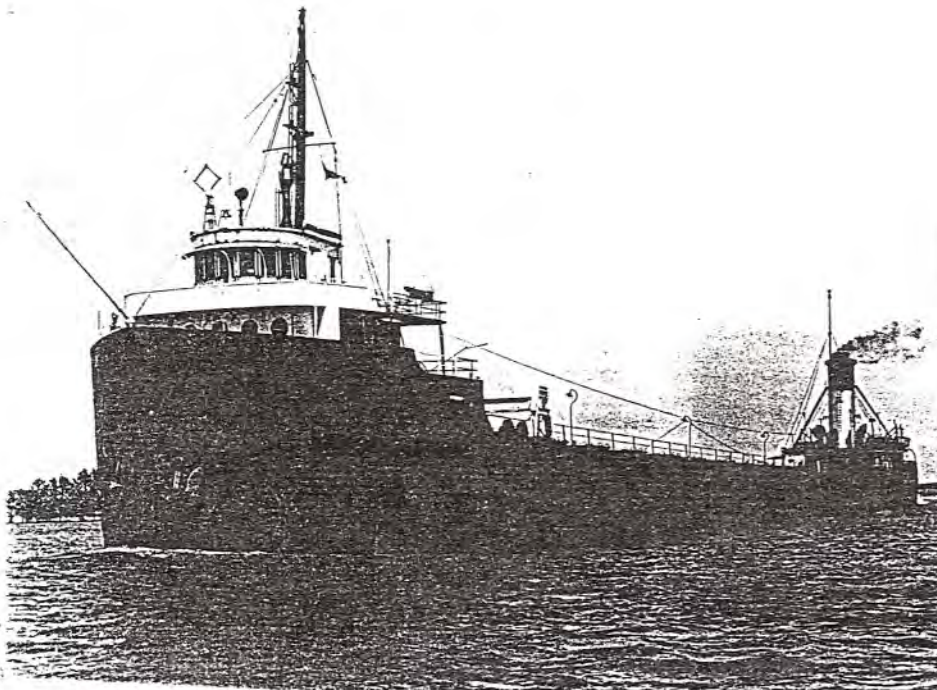


Photo by Rev. Peter Van der Linden

ANSWER IS ON PAGE 5

# NAUTICAL NEWS

## FLEA MARKET

Come one, come all to the Annual Marine Market at Toledo, Ohio on September 13th, 1997. Hours are from 10:00 am to 5:00 pm. The Market will be held at the Pavillion Building, located at 26 Main St. in International Park. Food & refreshment will be available. Admission will be \$3.00 for adults and \$1.00 for children under 12. Parking is free. Combination tickets are available for \$5.00. These include the Market admission & a tour on the museum ship *Willis B. Boyer*. Items available are artifacts, books, crafts, marine art, photos, post cards and more. All proceeds to benefit the *Willis B. Boyer*. For further info, call 419-936-3070.

## ITEMS FOR SALE

Our fellow marine society, the Marine Historical Society of Detroit, has for sale two nautical items which would make ideal gifts for the upcoming Christmas season. The first item is the Society's 1998 marine calendar featuring 14 color photos, including the *Pointe Noire*, *Joan M. McCullough*, *Nixon Berry*, *Victorian Princess* (pass.) and *Patricia B. McAllister* (tug), from the collection of well-known marine historian Rene Beauchamp of Montreal, Quebec. This new size 8" x 12" calendar costs \$12.50 each (U.S. Funds) which includes postage and can be ordered from Publications Manager, Jim Jackson at 8566 Cadillac Circle, Grosse Ile, MI 48138.

The second item is the Society's newest publication, *Ahoy & Farewell - Volume II*. The histories of over 440 vessels, which either entered or departed the Great Lakes during the 25 year period (1969 to 1994) are covered in this softcover, 244 page book. Also included in the book are 60 B & W photos. This popular & well received book may be ordered from Robert Pocotte, 606 Laurel Ave, Port Clinton, OH 43452. at a cost of \$25.00 (U.S. Funds) plus \$3.50 shipping and handling.

## GREAT LAKES CRUISE

As they celebrate their 150th anniversary, the German Shipowners HAPAG LLOYD have taken delivery of a new cruise ship, the *Columbus*, 14,000 GRT, which is designed for world-wide cruising, from short day trips to long voyages. The *Columbus* can cruise in Arctic & Antarctic waters due to her ice strengthening, she can operate in shallow waters as she has a draft of 5.15 metres, and she is able to use the St. Lawrence Seaway and so cruise in the Great Lakes. The ship has the service speed of 18.5 knots and a range of 6,200 nautical miles. All passenger & crew accommodation is located mainly from forward to two-thirds aft, while the main restaurant, lounge & store rooms as well as most of the machinery spaces are aft. The *Columbus* has accommodation for 423 people in 205 cabins, with almost 70 per cent being outside cabins with large windows. The cabins include two suites with their own terrace and six other suites. The ship has a crew of 170, of which 141 are involved on the hotel side. The crew are accommodated in 104 single and double cabins. The vessel meets all current safety regulations including those of the U.S. Coast Guard and the U.S. Public Health Service. NOTE: At this time, the *Columbus* is scheduled to pass through the Port Huron/Sarnia area, upbound, on her inaugural Great Lakes cruise at about 10:00 am, Sept. 22nd, 1997. \*\* See photo of *Columbus* on Pg. 6 \*\*

## F. Y. I.

As of Aug. 31st, 10,407 people have visited the Huron Lightship this year.

As of midnight, Aug. 31st, 199 salt water vessels have passed upbound through the Bluewater area since the opening of the 1997 shipping season.

During the month of September, marine historian & author Skip Gillham expects to see his 1,000th "On The Lakes" column, appear in a Sunday edition of the Port Huron Times Herald. The ship chosen for the anniversary article is the *Cliffs Victory*, which was also the ship used in the very first edition of this column. Its difficult to predict the exact date that the anniversary article will appear due to the fact that the column is not used in every Sunday edition of the Times Herald. Also, Skip is presently in the process of producing his latest marine book which will concentrate on Canada Steamship Lines, after WWII. Expect to see it available a year from now.

The following is from an article which appeared in the May 7th edition of The Alpena News: When the *Carl D. Bradley* sank in 1958, the two surviving crew members swore it broke in half. The company that owned the ship claimed it went to the bottom of Lake Michigan in one piece. On May 6th (1997), the crewman were proven correct when explorers reported that the *Bradley* lies broken in two pieces at the bottom of a 370 foot deep trench. The halves of the ship are upright and both pieces are resting about 90 feet apart and nearly in line. The vessel appears to have suffered little structural damage, other than the break. Only two of the 33 crewman survived the accident. The only survivor of the accident still alive accompanied the explorers on the expedition. Frank Mays, who is retired and lives in Florida, said the *Bradley* split in two before it sank. The issue is important because the crew's families alleged in lawsuits that the ship had structural weaknesses. The owner of the vessel, U.S. Steel, insisted it was seaworthy. The suits were eventually settled for \$1.25 million. Mays said the expedition proved the details of the sinking he recounted to investigators 38 years ago were correct. Both he and Elmer Fleming, the other survivor who has since died, reported that the bow section broke away and sank first. Then the stern section, with lights still on, floated for a short time before it too sank.

Earlier this summer, two C.S.L. ships which are layed up in Toronto, the stmr. *Tarantau* and the M/V *Saguenay* were boarded by company workers and stripped of equipment. Both ships are reported to be finished and awaiting scrap tows.

The *A.G. Farquharson* recently returned to Sarnia complete with her new stack logo and hull colors. The vessel was launched in Collingwood in December, 1968 and sailed from that port the following spring as the *Texaco Chief*. In 1986, the ship was purchased by Imperial Oil and operated by Socanav, Inc. as the *Farquharson* complete with a bright red hull. The vessel is still owned by Imperial Oil but was recently leased to the Canadian shipping company, Groupe Desgagnes Inc. of Quebec. She was layed up in Halifax last October, due to Socanav's financial problems and many thought she would never return to the Lakes.

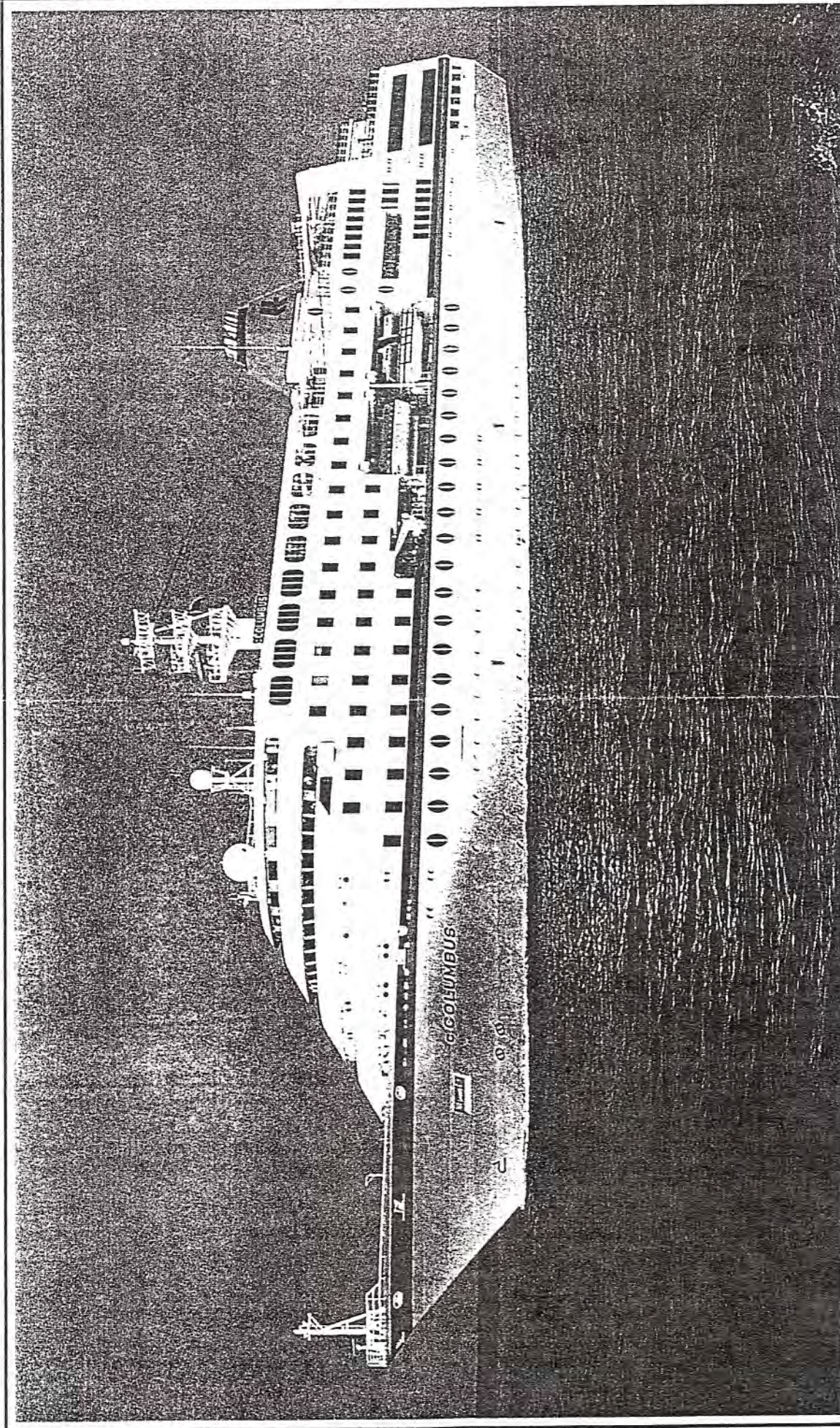
The fueling tanker, *Reiss Marine*, passed downbound, through the Port Huron/Sarnia area, at 3:45 am, August 23rd, en route to her new home in Mexico. The vessel has been sold and renamed *Pacifica 1* with Veracruz, Mexico painted on her stern. The tanker was built in 1968 to serve the fuel and liquid waste requirements of vessels around the Superior, Wisc. area.

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Mystery vessel - PETER A. B. WIDENER

The Editor will always welcome member's comments, suggestions & contributions.

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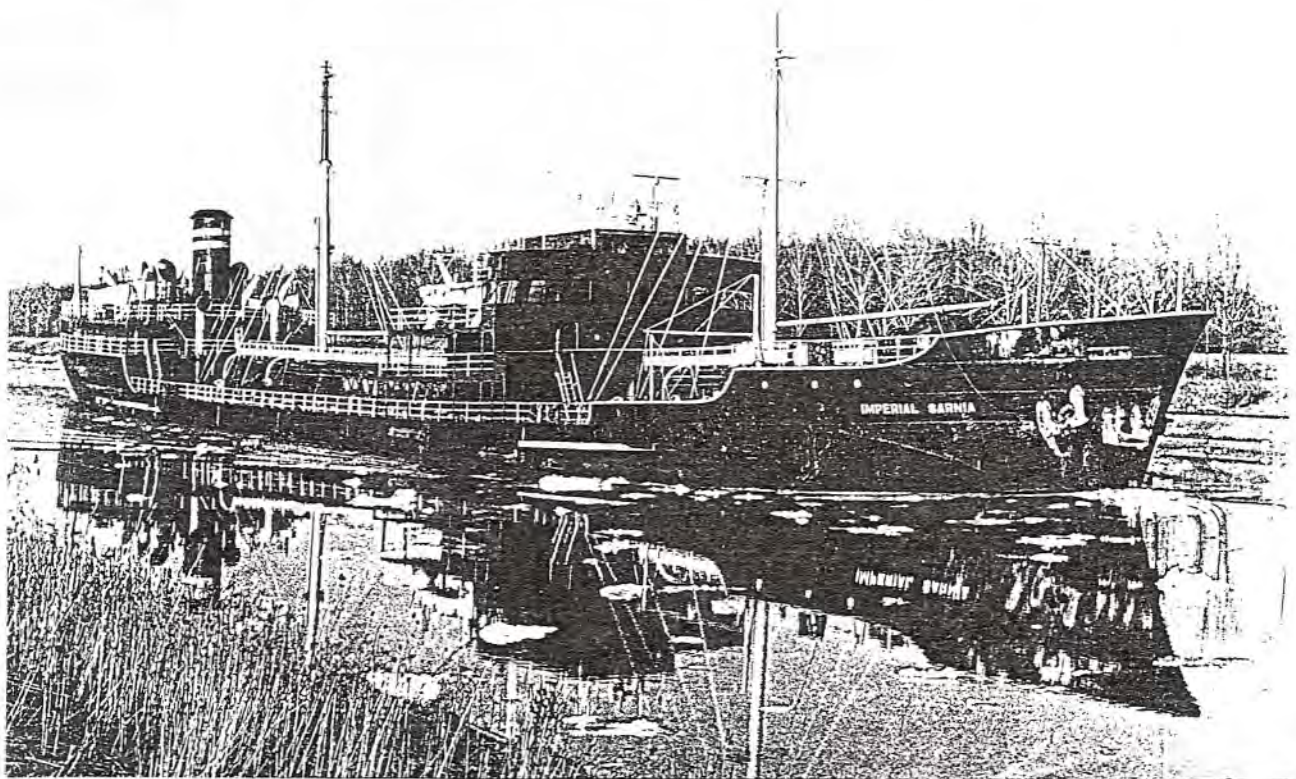
The new Hapag Lloyd cruise ship Columbus -

Picture: MTW Schiffswerft, Wismar.

## Great Lakes Round - Up

By Cy Hudson

The June / July 1997 issue of "THE WHEELHOUSE", the news publication of the Welland Canal Ship Society, reports that, on June 17th of this year, the arrival of the *Provmar Terminal II* under tow at Port Weller Dry Docks for repairs, including the removal of her propeller. Upon leaving, four days later, for her return journey to Hamilton, Ont. and her owners, Provmar Terminals, she had now been classified as a barge. The tow was undertaken by the McKeil tugs *Glenside* and *Lac Como*. This vessel was well known in the Bluewater area as the former Esso tanker, *Imperial Sarnia*, built in 1948 by Collingwood Shipyards Ltd., Collingwood, Ontario, as Hull # 139 for Imperial Oil Ltd. When she entered service, this vessel was the largest Canadian-owned tanker on the Great Lakes. She saw service, running cargoes from the Sarnia refinery to various Great Lakes ports, however, in 1953, it was decided to transfer the *Sarnia* to the Canadian East Coast operations for a time. This involved an unusual journey as the ship was too big for the pre-St. Lawrence Seaway. Before entering East Coast operations, the ship needed structural alterations at the Marine Industries Ltd. shipyard of Sorel, Quebec. So, accordingly, the vessel sailed from Sarnia on Oct. 8th, 1953. After the removal of the funnel, masts and some superstructure (due to low bridges that would be encountered along the way) she departed from a Chicago shipyard on Oct. 14th for the 14-day tow down the Mississippi River. Upon arrival at the New Orleans shipyard, the masts, funnel and superstructure, which had been carried on deck, were reinstalled and she sailed up the Eastern Seaboard and arrived at the Sorel shipyard on Nov. 13th, a 5150 mile voyage. Some years later, the *Sarnia* returned to the Upper Great Lakes after the present St. Lawrence Seaway opened in 1959. She continued to give many years of service to Great Lakes and St. Lawrence ports, until the ship was sold to Provmar Terminals of Hamilton, Ont. in 1986 and renamed *Provmar Terminal II* in 1987.



# "SALTY SPOTLIGHT"

## M/V DOCEGULF

By Doug Schilz

- Built in 1979 by Hyundai Heavy Industries Co. Ltd. at Ulsan City, Kyungnam, South Korea as Hull # 112.
- 675' x 76' x 47' 17,862 G.R.T.
- Built for Seamar Shipping Corporation, Liberia.
- Presently owned by Stallworthy Corp., Liberia.
- Oct.25, 1992 - The vessel hit the lower gate of the Eisenhower Lock.
- Nov.7, 1992 - While departing the Sarnia elevators, the vessel struck the seawall at 5:54 pm, below the Bridge at Port Huron. Damage to the seawall extended 26 feet down and was estimated at \$200,000.
- Sept.11, 1994 - The vessel grounded in the St. Marys River at Barbeau, MI near the Neebish Island ferry dock.

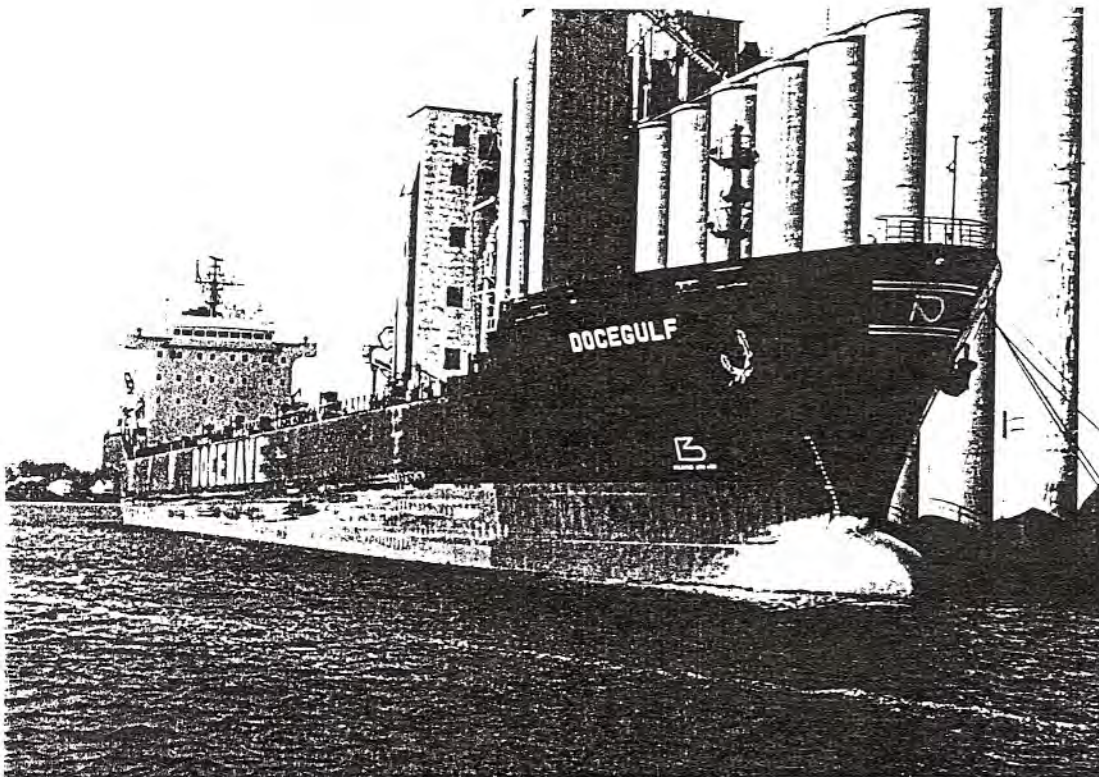


Photo by Doug Schilz



Nov.7, 1993 - The *Docegulf* was loading 19,100 metric tonnes of wheat at Sarnia's elevators, bound for Karachi, Pakistan.

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If you are interested in joining the Lake Huron Lore Marine Society, the dues are \$10.00 a year, payable to The Treasurer. Send all remittances to the Museum using the address on the front cover.