

# THE LIGHTSHIP

LAKE



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, ON N7T 5B6

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ANNOUNCEMENTS

At the August 19th Board of Directors meeting of the Lake Huron Lore Marine Society, a unanimous approval was given to accept our former President, Walt Smith, as an Honorary Advisory Member. Congratulations Walt .

**Mark your calendar** - Our next dinner meeting will be held on Saturday, Dec. 13th, at 6:00 pm at the Port Huron Museum. It will begin with our usual social hour, followed by dinner served by members of the Museum Guild. The evening's entertainment will be provided by Capt. Pat Owens of Marysville who will present his "Memories of the Lakes". The cost is \$10.00 (U.S.) per person. Checks & money orders should be made payable to "Museum Guild" and the envelopes, marked "Dinner Meeting", mailed to the Port Huron Museum by Dec. 10th.

A member's slide evening will be held at the Museum on Jan. 31, 1998. Further details will follow in the Jan./Feb. 1998 issue of *The Lightship*. This will be a joint meeting with one of our fellow associations, the Marine Historical Society of Detroit.

**New Members :** L. H. L. wishes to welcome on board Starr R. Fritz of Cottrellville, MI. Starr is only 15 years old, but slightly older than her cousin, Jason Atwell of Marine City, who continues to retain the honor of being our youngest member. The Society also welcomes Jim Smukal of New Baltimore, MI and Ken Hillyer of Owen Sound, ON.

*1998 Membership dues* for the Lake Huron Lore Marine Society are being accepted by our treasurer, Paul Schmitt. Please remit your \$10.00 ( in U.S. funds ) along with the enclosed pink slip, and your membership will be renewed for the 1998 calendar year. A speedy response would be greatly appreciated by the Board. Thank you for your continued support and interest.

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We recently sent out a questionnaire to each member and the Board is grateful to those who took the time and trouble to reply. We discussed all the replies at our Aug. 19th Board meeting and your ideas will be taken into consideration. However, for those who have yet to reply, we still welcome your thoughts and ideas.

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### NAUTICAL TRIVIA

By Cy Hudson

Traditionally, time on a ship when at sea, for the four-hour Watch, is divided into 1/2 hour periods by striking the ship's bell. The first 1/2 hour being struck as 1 bell, then consecutively every 1/2 hour until the end of the 4 hour watch, when a total of 8 bells has been struck. The process is repeated all over again for the next four-hour watch.

*Question - When are 16 bells struck on the ship's bell ? ( Answer is on Page 5 )*

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### NAME THIS SHIP

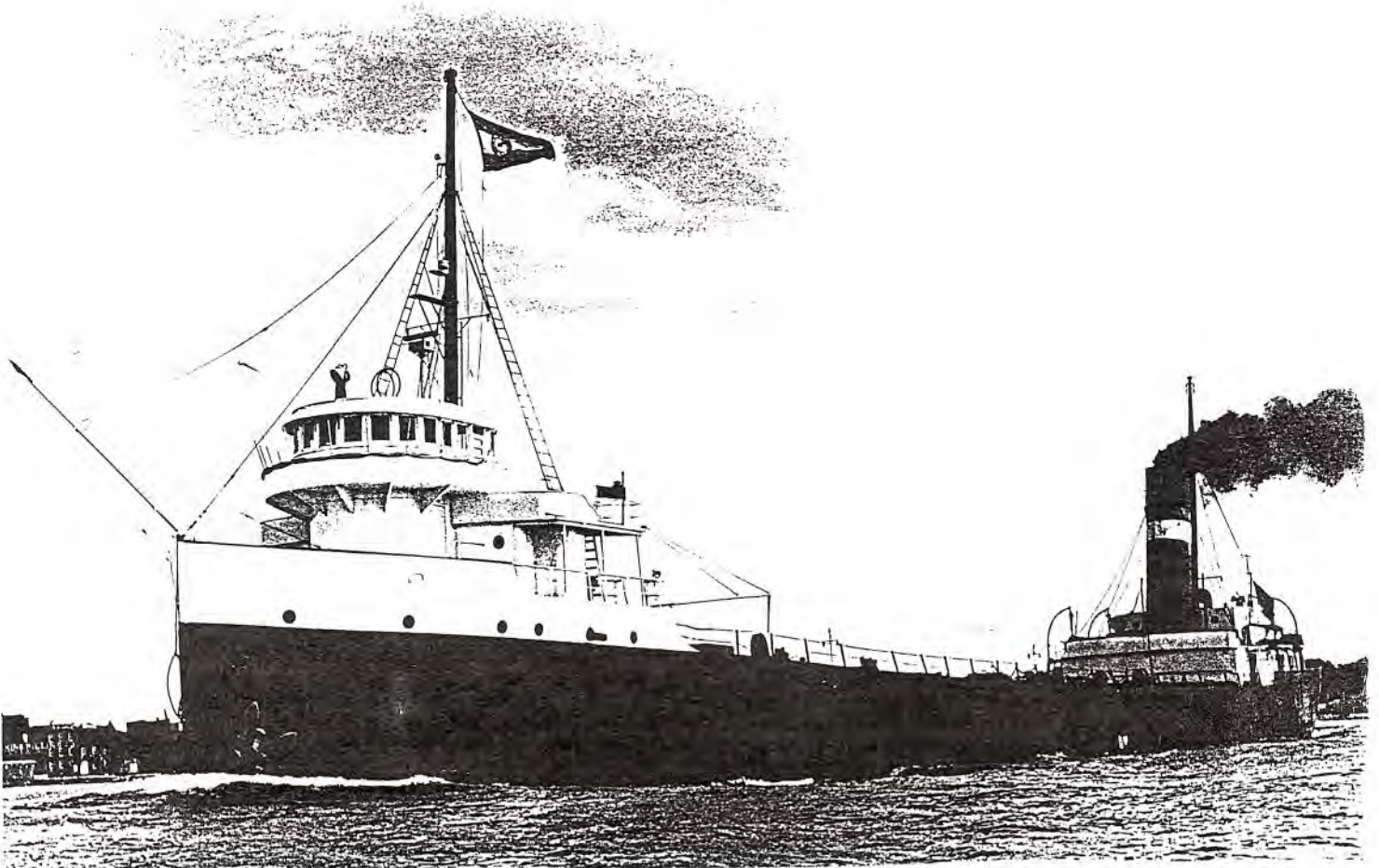


Photo by Rev. Peter Van der Linden ( Al Sykes Collection )

Answer is on Page 5

## 1987 - A Year of Adieu

by Cy Hudson

This was a sad period for Great Lakes ship lovers when U. S. and Canadian ship owners, in 1987, decided to reduce their fleets of superfluous tonnage. The domestic and overseas scrap steel markets were bringing high prices and twenty vessels made their last voyage. Some, to scrapyards here on the Lakes, others, to yards in far away places, thousands of miles away from their usual ports of call - Recife, Brazil; Aliaga, Turkey; Mamonal, Columbia; and Lisbon, Portugal.

Some of these scrap-tows experienced terrible problems. Columbia Transportation's *Thomas Wilson* (43), with her fleetmate *Ashland* (43), under the tandem tow of the Liberian tug *Osa Ravensturm*, encountered heavy North Atlantic storms on their scrap voyage to Taiwan. On Dec. 31, 1987, the *Wilson*, with her tow line already broken the previous day, succumbed to the seas and consequently sank about 250 miles northeast of Bermuda. The *Ashland* ran aground near Bermuda but was refloated four days later and taken to Mamonal, Columbia for scrapping instead of her original Taiwan destination.

Another two former fleetmates also had a remarkable voyage to the scrapyard. United States Steel's *Thomas W. Lamont* (30), along with the *Enders M. Voorhees* (42), departed in tandem tow from Quebec City on Sept. 15th. The tug *Irving Cedar*, after a forty day tow, arrived in Algeciras, Spain (near Gibraltar) on Oct. 24th. The two ships remained there for several weeks until the Greek tug *Everest* arrived, then towed the *Lamont* to Aliaga, Turkey, arriving at the Denizcilik Han scrapyard on the 27th of December. The tug *Everest* then returned to Spain for the *Voorhees* for a similar tow back to Turkey. However, the journey, which began on Jan. 13th, 1988, was anything but routine, as ultimately, it would be another nineteen months before the *Voorhees* would arrive in Aliaga for scrapping. On Jan. 24th, the tug *Everest* with the *Voorhees* in tow were to confront an Eastern Mediterranean storm which would prove to be distrastrous for the pair. While only 175 miles from Aliaga, her port of destination, the towline parted and the *Voorhees*, out of control, was driven ashore on the Greek island of Kithnos, subsequently breaking in two. During the summer of the following year, salvage work commenced on the wreck and was successful, with the result that the *Voorhees*, albeit in two pieces, was towed to Aliaga, arriving there on August 23rd, 1989.

### A LIST OF 1987 SCRAP-TOWS

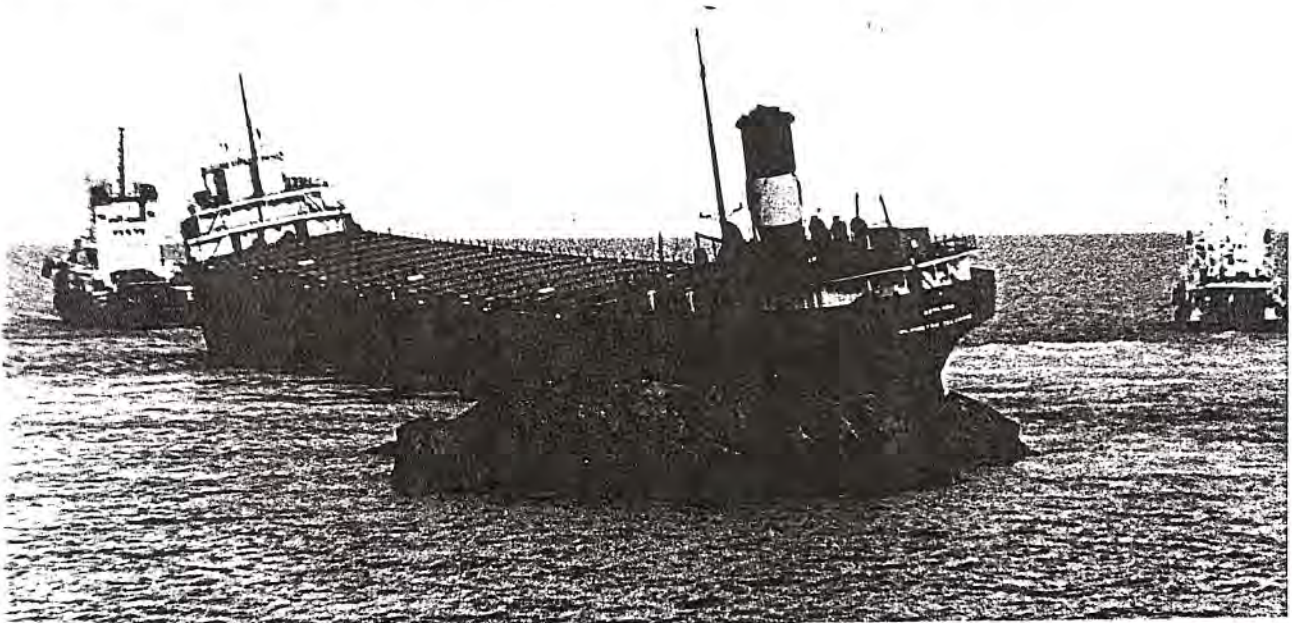
- 1) Jan. 19 - Clarence B. Randall (07) Off. # U.S.204624 / Bulk Carrier / GRT 7,176 / Last operated in 1976. Towed from Milwaukee to Windsor, Ont. by tug *Tusker* (lead tug). Scrapped by M & M Steel of Windsor.
- 2) May 3 - T. W. Robinson (25) Off. # U.S.224836 / Self-Unloader / GRT 7,726 / Last operated in 1982. Towed from Rogers City to Port Colborne, Ont. by tug *Tusker* (lead tug). July 29th - Port Colborne to Quebec City by tug *Tusker* (lead tug). Aug. 11th - Quebec City to Recife, Brazil by Polish tug - *Jantar*. Arrived on Sept. 22nd. Scrapped by Siderurgica Aco Norte S.A. which began Oct. / 87.
- 3) June 6 - Meldrum Bay (49) Off. # C.190493 / Bulk Carrier / GRT 11,996 / Last operated in 1983. Towed from Lauzon, Quebec to Lisbon, Portugal by Polish tug - *Jantar*.
- 4) June 12 - U.S.265808 (53) Bulk Carrier / GRT 10,606 / Last operated in 1984. Ex. *Benson Ford* (2) Towed from Thorold, Ont. to Sorel, P.Q. by tug *Tusker* (lead tug). Aug. 11th - Towed from Sorel, P.Q. to Recife, Brazil by the Polish tug - *Jantar*. Arrived on Sept. 22nd.
- 5) June 15 - William P. Snyder Jr. (12) Off. # U.S.209662 / Bulk Carrier / GRT 8,603 / Last operated in 1980. Towed from Toledo to Port Colborne, Ont. by tug *Thunder Cape* (lead tug). Demolition began in early 1988 by International Marine Salvage of Port Colborne.
- 6) July 9 - Peter A. B. Widener (06) Off. # U.S.203677 / Bulk Carrier / GRT 7,013 / Last operated as a steamer in 1974. Converted to a barge in 1980. Towed from Lauzon, P.Q. to

- Lisbon, Portugal by Polish tug *Jantar*.
- 7) Aug. 16 - **E. J. Block** (08) Off. # U.S.205250 / Bulk Carrier / GRT 6,929 / Last operated in 1984. Towed from Indiana Harbor to Port Colborne, Ont. by tug *Tusker* (lead tug). Scrapped by the Marine Salvage Co.
  - 8) Aug. 17 - **Cadillac** (4) (43) Off. # U.S.243432 / Bulk Carrier / GRT 8,758 / Last operated in 1981. Towed from Toledo to Quebec City by tug *Elmore M. Misener*.  
Sept. 8th - Towed from Quebec City to Aliaga, Turkey in tandem tow with fleetmate *Champlain* by the Dutch tug *Thomas De Gauwdief*. Arrived there on Oct. 30th. Scrapped by Cukurova Celik Endustrisi A. S.
  - 9) Aug. 22 - **Enders M. Voorhees** (42) Off. # U.S. 242023 / Bulk Carrier / GRT 10,294 / Last operated in 1981. Towed from Duluth to Quebec City by tug *Avenger IV* (lead tug).  
Sept. 15th - towed from Quebec City to Aliaga, Turkey (with Thomas W. Lamont).
  - 10) Aug. 26 - **Champlain** (3) (43) Off. # U.S.243612 / Bulk Carrier / GRT 8,758 / Last operated in 1981. Towed from Toledo to Quebec City by tug *Elmore M. Misener* (lead tug).  
Sept. 8th - See *Cadillac* above.
  - 11) Aug. 26 - **Thomas W. Lamont** (30) Off. # U.S. 229753 / Bulk Carrier / GRT 7,964 / Last operated in 1981. Towed from Duluth to Quebec City by tug *Chippewa* (lead tug).  
Sept. 15th - Towed from Quebec City to Aliaga, Turkey (with Enders M. Voorhees).
  - 12) Sept. 14 - **Ashland** (43) Off. # U.S. 243412 / Bulk Carrier / GRT 9,057 / Last operated in 1979. Towed from Toledo to Quebec City by tug *Tusker* (lead tug).  
Dec. 21st - Towed from Quebec City for Taiwan (scrapped in Mamonal, Columbia).
  - 13) Sept. 15 - **Samuel Mather** (6) (43) Off. # U.S. 243425 / Bulk Carrier / GRT 9,057 / Last operated in 1981. Towed from Detour to Aliaga, Turkey in tandem tow with **A. H. Ferbert** (2). Towed by Canadian tug *Capt. Ioannis S.* Six days later, on Dec. 9th, it was decided to discontinue the voyage due to the approaching winter weather. The two vessels wintered in Sydney, Nova Scotia. The voyage was resumed in 1988 and June 20th saw the arrival of the tow at Aliaga, Turkey. The vessel was later scrapped by Cukurova Celik Enoustrisi A.S.
  - 14) Sept. 15 - **A. H. Ferbert** (2) (42) Off. # U.S. 242024 / Bulk Carrier / GRT 10,294 / Last operated in 1981. Towed from Duluth to Quebec City by tug *Glenada* (lead tug). The tow to Quebec City had problems, including two groundings and did not arrive until Oct. 7th.  
Dec. 3rd - Towed from Quebec City to Aliaga, Turkey (see Samuel Mather above).
  - 15) Sept. 28 - **Thomas Wilson** (43) Off. # U.S. 243357 / Bulk Carrier / GRT 8,758 / Last operated in 1979. Towed from Toledo to Quebec City by tug *Tusker* (lead tug).  
Dec. 21st - Towed from Quebec City for Taiwan (vessel sank near Bermuda).
  - 16) Oct. 29 - **Fort York** (58) Off. # C 188391 / Package Freighter / GRT 6021 / Last operated as a steamer in 1980. From 1984 until late 1985 the vessel was used as a barge. Towed from Point Edward, Ont. to Sydney, N.S. by tug *Tusker* (lead tug) and arrived on Nov. 11th.  
July 22, 1988 - Towed to Recife, Brazil by the Maltese tug *Phocean*, arriving on Sept. 15th.
  - 17) Nov. 16 - **Roger H. Watson** (38) Off. # 237854 / Bulk Carrier / GRT 8,302 / Last operated in 1981. Towed from Duluth to Sorel, P.Q. by tug *Thunder Cape* (lead tug). After a three week stay-over in Port Colborne, the Watson arrived at her destination on Dec. 19th. She remained there, until joined by her fleetmate, **Robert Stanley**. In tandem tow, behind the tug *Fairplay IX*, they departed Sorel on May 16th, 1989, bound for Aliaga, Turkey and arrived safely on June 19th, 1989.
  - 18) Nov. 28 - **Rogers City** (23) Off. # U.S. 223352 / Self Unloader / GRT 7,318 / Last operated in 1981. Towed from Menominee, MI to Quebec City by tug *Avenger IV* (lead tug) and arrived on Dec. 7th.  
Dec. 15th - Left under tow of the tug *Phocean* of Malta, bound for Recife, Brazil, where

they arrived on June 23rd, 1988. Scrapping carried out by Siderugica Aconorte S.A.

- 19) Nov. 29 - **Robert C. Stanley** (43) Off. # U.S. 243843 / Bulk Carrier / GRT 9,057 / Last operated in 1981. Towed from Duluth to Sorel, P.Q. by tug *Thunder Cape*. (lead tug). Arrived in Sorel on Dec. 10th. Towed from Sorel to Aliaga, Turkey ( see Ralph H. Watson ).
- 20) Dec. 14 - **Merle M. McCurdy** (10) Off. # U.S. 207981 / Bulk Carrier / GRT 7,869 / Last operated in 1985. Towed from Buffalo to Ashtabula, Ohio by tug *Ohio* (lead tug). Dismantling started by Triad Salvage but was stopped due to environmental concerns over the presence of asbestos material in the ship. The vessel was eventually purchased by Marine Salvage and towed to Port Colborne, Ont. on June 10th, 1988. Scrapping of the vessel was completed by 1989.

The average age of U.S. flag vessels which were "scrap-towed" in 1987 was 44 years.



The steamer *Ashland* aground near Bermuda on Jan. 20th, 1988.  
Royal Gazette photo - Skip Gillham Collection

Bibliography: *Ahoy & Farewell II* - The Marine Historical Society of Detroit  
*Lake Carriers Association Annual Report - 1987*

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\* Answer to "Nautical Trivia" ( pg. 2 )

On New Years Eve, 16 bells are struck - 8 for the Old Year, then 8 for the New Year.

\* Answer to "Name this Ship" ( pg. 2 )

The *Algorail* (1) C.138212 - built in 1901 by the American Shipbuilding Co. at Lorain, Ohio as Hull # 311. GRT 3,475 - Dimensions: 366' x 48' x 28' - Built for Lake Erie Transportation as the a) **William S. Mack** U.S.81791. Sold to Valley Camp Coal Co. in 1915 & operated by it's Canadian affiliate, Great Lakes Transportation Co. ( Playfair ) of Midland, Ont. Sold to Algoma Central S/S Co. and renamed b) **Home Smith** in 1918. Renamed c) *Algorail* (1) in 1936. Sold for scrap and dismantled at Toronto, Ont. in 1963.

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## NAUTICAL NEWS

### A NEW SILHOUETTE GRACES THE BLACK RIVER - by GARETH L. McNABB

Observers keeping tabs on the Black River were quick to notice the unmistakable presence of a United States Navy craft tied between the Military and Seventh Street bridges. Having just returned from salt water, she looked a little less glamorous than she is now looking as a result of the Sea Scout's on-going extensive renovation program.

The vessel, which was built in Wisconsin twelve years ago, has served it's stint of active duty in the Bahamas recovering torpedoes used in training exercises. She measures 120 feet in length, has a beam of 25 feet, and draws 8 feet when empty. Power is provided by twin 12 cylinder Caterpillar Diesel engines fueled from an 8,000 gallon capacity tank. She boasts a fully equipped pilot house, private quarters for the captain and another for the chief engineer. Topside, there is also a galley and mess deck. Crew quarters are below deck forward of the engine compartment.

During August, a small delegation of adults from the Sea Scouts went to Jacksonville, Florida and took command of the vessel which now displays the name *Grayfox* on her nameboards and carries the designation TWR 825 on the bow. The U.S. Navy has loaned the craft to the Sea Cadets Corps who has given custody over to the Port Huron Sea Cadets. After having sat in "moth balls" for two years, the *Grayfox* (formerly the *Autec*) performed beautifully on her Atlantic journey back to the Sweet Water Seas.

Over the years, thousands of boys and girls ages 11 through 18 have received training and experience through membership in the Sea Scouts. The organization does not receive any federal funding. They operate entirely on private donations of materials, money and time. The *Grayfox* is currently in need of some major spiffing-up. Volunteers are needed. Those with a wide range of experience can expect to find their services appreciated. Interested youth and adults can obtain more information by contacting the Sea Scouts through Bill or Stacey Barnhardt at (810) 984-0153.



Gareth McNabb

### BRAMBLE

U.S.C.G. Bramble (WLB-392) is expected to depart from her Port Huron berth on Dec. 1, 1997 for winter duties in the Caribbean. These duties will include the training of the new crews for the surplus U.S.C.G. vessels which are to be handed over to the various countries in the area.

### THE APPLE DUMPLING GANG SAILS INTO TOWN - by CY HUDSON

On Thursday, Sept. 25th, 17 members of the above "Gang" enjoyed the generous hospitality of the Lee Brothers for the eighth time when they had their annual cruise on the *Hammond Bay* up the scenic Chanel Ecarte Snye to the historic Ontario town of Wallaceburg. During the two hour stop-over, a well worth visit was paid to the local museum, followed by the main event, the famous Apple Dumpling dessert at the Fiesta Restaurant. Once again, David and George, thanks for a wonderful day. *The "Apple Dumpling Gang" is comprised of the volunteers from the Port Huron Lightship, and the Wednesday lunch group from Marine City's Riviera Restaurant.*

## CRUISE SHIP COLUMBUS

In reply to those who enquired about the dimensions of the *C. Columbus*, the overall length is 472 feet, the moulded breadth is 70 feet 6 inches, the draft is 17 feet and the height is 115 feet from the keel to the top mast.

## "MOVIE" SHIPS - by CY HUDSON

Port Huron had a "Hollywood" visitor on Tuesday, July 29th, 1997. She was not one of Hollywood's glamor starlets, but a replica of one of Christopher Columbus's boats, the *Nina*, used on his first voyage of discovery of the New World. She was built in Valenca, Brazil by John Patrick Sarsfield from 1988 to 1991. In December of 1991, she departed Brazil for Costa Rica and was used there for scenes in the movie "1492". Her dimensions are 93 feet, 6 inches L.O.A. ( 66 feet on deck ), x 17 feet, 3 inches BEAM x 7 feet DRAFT. The sail area is 1,919 sq. feet and the vessel displaces 100 tons. Since her "movie role", she has been "port visiting" and called into Port Huron for supplies on her voyage to Sturgeon Bay, Wisconsin.

Another ship in the news lately, which has had a couple of "movie roles" in 1997, is the famous, San Francisco based Liberty ship, *Jeremiah O'Brien*, one of the two remaining Liberty ships of which over 2,700 were built for WWII. The other being *John W. Brown*. The O'Brien's engine room was used by 20th Century Fox for their new movie production on the 1912 loss of the *Titanic*. In addition, the ship's interiors were used during the filming of Warner Bros. new movie "Sphere" featuring Dustin Hoffman and Sharon Stone. I would like to thank Dan McCormick of Massena, N.Y. for his assistance with this article.

## A NEW BOOK FOR CHRISTMAS

"TALL SHIPS and TANKERS: The HISTORY of the DAVIE SHIPBUILDERS". Just in time for your Christmas list, this new book is due to hit the shelves in November. Its the story of one of Canada's great shipbuilders from sail to steam - early 1800's to today. It has 552 pages with 300 photos and is available for \$42.00 Canadian funds ( add \$4.00 S&H plus .07 % G.S.T. ). Send to: Canav Books, 51 Balsam Ave., Toronto, ON, M4E 3B6.

## HURON LIGHTSHIP COMMEMORATED

Younger and Associates, a California based company, has chosen to commemorate the *Lightship Huron* as part of their Anchor Bay "Great Ships of the World" collection. Anchor Bay is a new line of hand-painted, collectible boat & ship sculptures, featuring detailed replicas of ships, sailboats, schooners, lightships, fishing vessels and other popular watercraft. The *Lightship Huron* is an open-edition figurine, measuring 4-1/2" x 4-1/2" x 7-3/4" without the glass case. Each piece is issued with a wooded base, a mirrored glass case, a brass nameplate and a Certificate of Authenticity & History. The first 4000 will be issued in a Special Edition with a miniature ship's crew and numbered plate. This Special Edition will retail for a suggested \$170.00. The Regular Edition will retail for about \$155.00. Shipping will commence this Autumn. For more information, contact Younger & Associates at 1-800-365-1219.

## F. Y. I.

As of Oct. 31st, approximately 12,500 people have visited the Huron Lightship this year.

As of midnight, Oct. 31st, 284 salt water vessels have passed upbound through the Bluewater area since the opening of the 1997 shipping season.

**Ten years ago ....** On Sept. 12th, 1987, the Yugoslavian freighter *Rudjer Boskovic* was downbound on the St. Clair River in heavy fog when she failed to turn at the bend south of the Blue Water Bridge and scrapped approximately 180 feet of the steel wall at the foot of Thomas Edison Drive. Although there were no injuries and the ship was undamaged, repairs to the seawall would cost an estimated \$180,000.

**Twenty five years ago ....** On May 16th, 1972, the steamer *Robert Hobson*, in dense fog, struck the Peerless Cement dock at Port Huron when her bow was caught by the strong current at the mouth of the St. Clair River.

Damage to the vessel's hull was estimated at \$100,000. The *Hobson* was sold for scrap to Marine Salvage of Port Colborne in 1975 but was "saved" when she was purchased from Marine Salvage by Quebec & Ontario Shipping and put into Canadian service as the *Outarde* (3). The vessel was eventually sold for scrap and dismantled at Port Colborne in 1985.

Then, on June 5th of that year, the *Sydney E. Smith Jr.* (2) while upbound in the St. Clair River was struck by the Canadian owned vessel, *Parker Evans* and sank within 20 minutes in the area immediately south of the Blue Water Bridge. The *Smith* was raised and used as a dock facing in Sarnia. The *Evans* was sold in 1978 and renamed *Marlhill*. The vessel was then sold for use as a grain storage hull in Mexico and taken in tow, along with the old steamer *Lac Des Iles*. Both vessels failed to reach their destination when, on May 30th, 1981, they sank in the Atlantic Ocean off the coast of the state of Virginia.

**Seventy years ago ....** The package freighter *Kamloops* was lost with all hands on Lake Superior 70 years ago this fall. The 250 ft. vessel, owned by Canada Steamship Lines, was launched in 1924 at Haverton Hill, England. Her first cargo, noted as a load of pebbles loaded in Copenhagen, Denmark, was bound for Lake Linden, Michigan. The ship was equipped with deck-mounted derricks and often carried freight from Pt. Edward to the Lakehead with downbound loads of grain for Montreal. The *Kamloops* went down near Isle Royale, in high winds & driving snow, with her captain and crew of 19, on Dec. 7, 1927.

### **FLEA MARKET**

The Great Lakes Maritime Institute will host their 1997 annual marine flea market on Dec. 6th at the Harbor Hill Marina, located at the foot of Freud Ave. in Detroit. The flea market will open it's doors to the public at 10:00 a.m. and remain open until 3:00 p.m. General admission is \$3.00 payable at the door.

### **SAGUENAY & TARANTAU**

In our last issue, we passed along the news that C.S.L.'s *Tarantau & Saguenay* were being prepared for a trip to a scrapyard, probably overseas. Since then, the *Saguenay* has been purchased by a group in Thunder Bay for use, initially, in a clean-up operation of the Thunder Bay harbor bottom. The vessel passed through the Port Huron / Sarnia area, under tow of the tugs *Avenger IV* and *Patricia Hoey*, (the *Hoey* broke away above Buoys 1 & 2 and headed back down river) around midnight, Oct. 3rd. enroute to her new owners at the Lakehead. The 730 ft. *Saguenay* was built as a bulk carrier by Davie Shipbuilders at Lauzon, P.Q. in 1964. The vessel was deepened 5 ft. and converted to a self-unloader by Port Arthur Shipbuilding Ltd. at Thunder Bay in 1972. The vessel has been docked, idle, in Toronto since November of 1992. The *Tarantau* remains in Toronto awaiting her demise.

### **SAILING "UNDER THE INFLUENCE"**

On Sept. 17th, the Croatian-flag ocean bulker *Hercegovina* was ordered to anchor in the St. Lawrence Seaway when a U.S. Coast Guard inspection group discovered the ship's master and third mate were under the influence of alcohol. The ship was upbound to load soybeans in Toledo when Coast Guard officials boarded the vessel at the Snell Lock to perform a ballast water check. Once the officials became aware of the alcohol use, New York State Police were summoned to conduct a sobriety test on both men. The captain was found to be under the legal limit, was assessed a "civil penalty" and allowed to return to the ship. The third mate, however, was deemed legally intoxicated, transported to the Franklin County jail in Malone, N.Y. and held overnight pending arraignment the next morning. The ship was ordered to moor at the Wilson Hill anchorage but was allowed to proceed the following morning.

On Sept. 20th, the tug *Anglian Lady* with her barge, *PML 2501*, were ordered to tie up at Port Weller Shipyard's fit-out wall, following her upbound passage through Lock #1, when Canal officials became aware of the tug master's drunkenness. He was taken off the tug and placed in jail. It has been reported that the captain has been relieved of his command, permanently. The tug was allowed to proceed under the command of the first mate.

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*U.S.S. Great Lakes Fleet, Inc.*



# *Christmas Dinner 1990*



*Shrimp Cocktail*



*Deviled Eggs*

*Stuffed Celery - Black Olives - Stuffed Olives  
Soup*

*Roast Turkey with Sage Dressing*

*Fillet Mignon with Fresh Sautéed Mushrooms*

*Boiled Crab Legs with Butter and Lemon Sauce*

*Roast Goose with Wild Rice Dressing*

*Whipped Idaho Potatoes and Gravy*

*Candied Sweet Potatoes*



*Fresh Sliced Carrots / Butter Sauce*



*Fresh Steamed Broccoli*

*Whole Berry Cranberry Sauce*

*Steaming Hot Fresh Bread & Parkerhouse Rolls*

*Old Fashioned Apple Cider & Spiced Cherry Cider*

*Pecan Pie - Grandma's Fruitcake - Pumpkin Pie*

*Ice Cream*

*Assorted Chocolates, Candies, Nuts*



# *Merry Christmas*



*From the Captain, Chief Engineer and Chief Steward*

## M/T EMERALD STAR

by D.R. ( Doug ) Schilz

- Built in 1992 by MTW Schiffahrts G.m.b.H. at Wismar, Germany as Hull # 123.
- 406' x 58' x 34'-9"      6,262 GRT
  
- This double-hulled tanker was launched as *Emsstern* for Rigel Schiffahrts G.m.b.H. & Co. KG and registered in Germany.
- First visited the Lakes in Oct. 1993 with a cargo of jet fuel for Hamilton, Ont.
- On Oct. 27, 1993, the vessel was re-registered at Halifax, N.S. to Rigelchem Ems Ltd., Douglas, Isle of Man.
- Renamed *Emerald Star* at Montreal, P.Q. on Nov. 10, 1993 and re-registered to Halifax, N.S.
- First visited the Seaway, under her new name, on Dec. 14, 1993 bound for Morrisburg, Ont.
- Frequently visits the Port Huron / Sarnia area and can often be spotted at the Esso or Shell Oil loading docks.

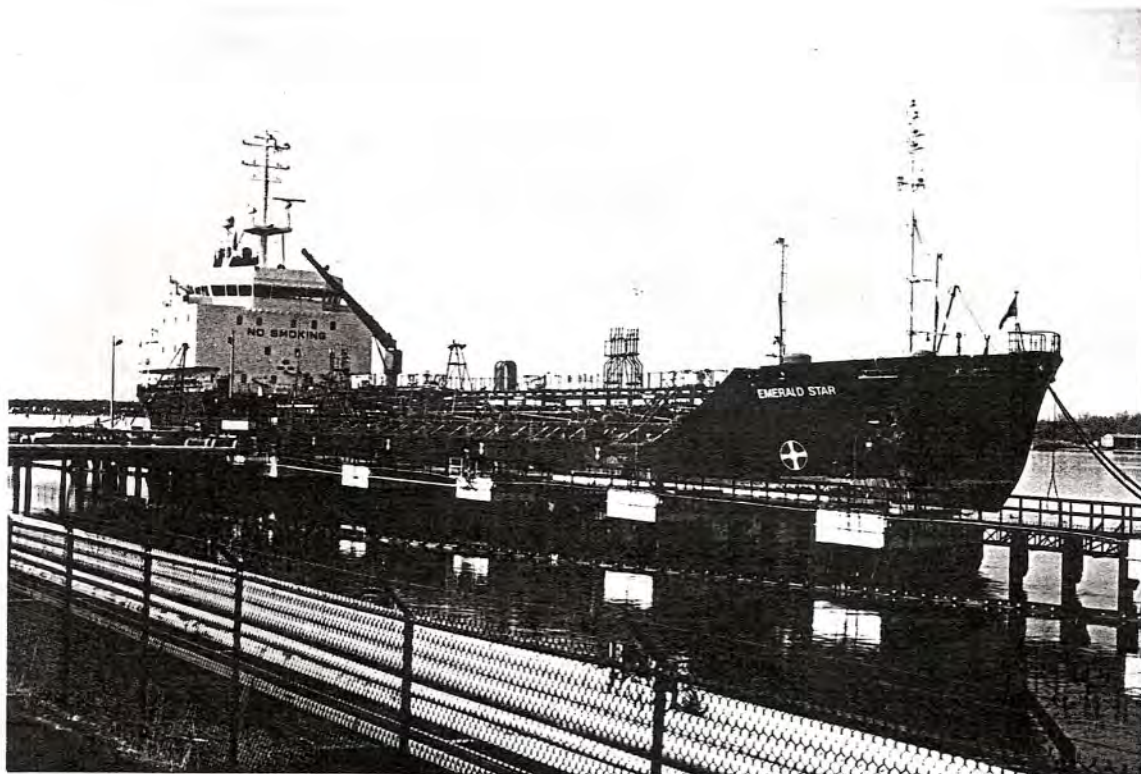


Photo by Doug Schilz

Photo taken April 24th, 1995 at the Shell Oil dock, Corunna, Ont.

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\* Have a favourite "Salty" that you would like to learn more about ? Send your requests to "The Editor" \*