

# THE LIGHTSHIP

LAKE



LORE

MARINE SOCIETY

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( Editor )

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ANNOUNCEMENTS

On Saturday, Dec. 13th, nearly 60 members and their guests attended our final dinner meeting for 1997 at the Port Huron Museum. Following the dinner, Capt. Pat Owens of Marysville, MI entertained his audience by sharing personal experiences and humorous anecdotes of his sailing career on the Great Lakes.

During the evening, two raffles were held, and calendars, kindly donated by the Marine Historical Society of Detroit, were won by Jason Atwell and Bob Lowe.

**Mark your calendar** - Our next meeting is a "member's slide night" and will be held on Saturday, Jan. 31st, 1998 at 7:00 pm at the Port Huron Museum. A few years have passed since we have had a meeting of this type and, following a suggestion from a fellow L. H. L. member, we thought it would be a perfect opportunity to have one. So bring along 15 or so of your favorite ship slides and join in the evening's entertainment. As always, please feel free to bring along friends / relatives.

**New Members** : L. H. L. wishes to welcome on board Rick & Joan Ryan of Warren, MI, Howard Nielsen of Marine City, MI, Jim Hoffman of Toledo, OH, Fred Dufty of Algonac, MI and last but certainly not least, Herman Chapman of St. Clair Shores, MI.

**1998 Membership dues now due.** In our previous issue of *The Lightship*, we included a renewal slip for your 1998 dues. If you have not renewed your 1998 membership by Jan. 31st, your membership to Lake Huron Lore will cease and this will be the last newsletter that you will receive. For those members who have already renewed their membership for 1998, the Board wishes to say "thank you" for your continuous encouraging support, especially following our arduous re-organization throughout 1997.

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***Meetings & events scheduled for 1998.***

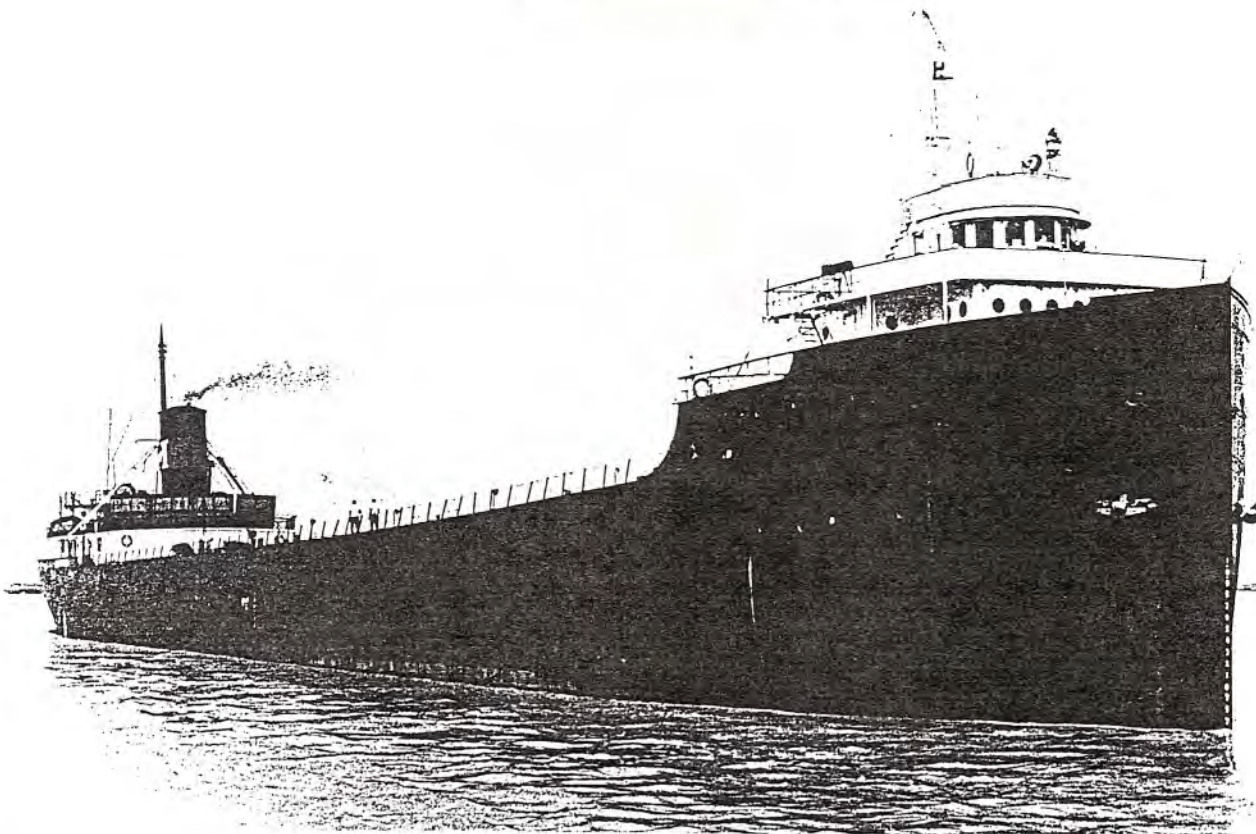
For our members enjoyment, the following functions have been arranged to take place during 1998.

- 1) March 14th - A joint dinner meeting with the *Marine Historical Society of Detroit* including an entertainment program provided by Mr. Bob Campbell.
- 2) May 9th - A dinner meeting with entertainment provided by Mr. Dick Wicklund.
- 3) June 6th - The annual Lake Huron Lore Marine Flea Market at the Museum.
- 4) Aug. 15th - Our annual cruise on the *Hammond Bay* to Wallaceburg, Ontario.
- 5) Sept. 12th - A joint dinner meeting with the *Marine Historical Society of Detroit* with entertainment details to follow at a later date.
- 6) Nov. 14th - A dinner meeting with entertainment provided by Mr. Alan Mann.

\* Further details will, of course, be provided at the appropriate time in *The Lightship* \*

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NAME THIS SHIP



( Al Sykes Collection )

SEE ANSWER ON PG. 7

## "Lucky John"

By Cy Hudson

Over the many years that ships have sailed the Great Lakes, the winter storms have often claimed many ships and their crews. This was the case on Nov. 21 / 22, 1883 with the loss of the steamer *Eclipse* which had left Algoma Mills, Ontario on Lake Superior, Nov. 15th with the barge *Etta* in tow. Capt. Bush of Sarnia, Ontario had left a man named John Drew alone on board the *Etta* and one week later, on the night of Nov. 21 / 22, the ship and tow were caught in a severe gale off Pine Tree Point in Lake Huron, causing the loss of the *Eclipse* and it's entire 8 man crew. Meanwhile, during this dark stormy night, John Drew, on board the barge, said later that after passing the Manitoulin Island Lighthouse, he went to bed only to awaken at 4 am, Nov. 22 and could hear the steamer's whistle blowing in the distance. He was now in the terrifying position of being adrift alone on the *Etta* in a November gale. However, John must have had a Guardian Angel with him, as later, the barge went ashore at Little Pike Bay, 16 miles from Wiarton, which is located on the Georgian Bay side of the Bruce Peninsula, and was able to walk into town. A few days later part of the wreckage, along with three bodies wearing *Eclipse* lifejackets were washed ashore near Wiarton. More bodies washed ashore later, with Captain Bush's body being recovered by local fishermen. " *Evening News* "

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## NAUTICAL NEWS

### WINTER BERTHS IN SARNIA

The following is a tentative list for this season's lay-up berths in Sarnia / Pt. Edward:

<u>ETA</u>	<u>VESSEL</u>	<u>DOCKING LOCATION</u>
Jan. 10th	M/V Agawa Canyon	Sydney Smith Dock
Jan. 1st	M/V Algoway	Government Dock
Dec. 30th	M/V H. M. Griffith	Cargill Dock ( elevators )
Jan. 10th	M/V John B. Aird	North Slip - south end
Feb. 1st to 8th	M/V Capt. Henry Jackman	North Slip - south end
Dec. 30th	M/V J. W. McGiffin	North Slip - north end
Jan. 18th	M/V Canadian Olympic	North Slip - north end

\* Dates & locations are subject to change due to cargos and weather conditions \*

### A NEW BOOK FOR YOUR COLLECTION

A new subject which has not been previously well covered is that of the immense and various types of china which were used by both passengers and crews on Great Lakes vessels. A book recently written by Daniel C. Krummes of Berkeley, CA "Dining on Inland Seas: Nautical China from the Great Lakes of North America", is a hard cover edition with 225 8" x 11" pages. The book is very well illustrated with B & W and colour photos of the china as well as views of old dining rooms and menus. The book is priced at \$49.95 U.S. (plus S & H) and may be obtained from Nautical Works Press, 102 East Front St. Traverse City, MI 49684. Phone 1-800-283-3774.

### MEMORIAL SERVICE

The U.S. Merchant Marine Veterans, World War II ( Michigan Chapter ) have tentatively arranged to have their annual memorial service at Holy Cross Church, Marine City, MI on Saturday, May 16, 1998. Further details will be published when they become available.

## BOUND FOR CHINA

Fednav's *Federal Schelde* (2) arrived in Sarnia on Dec. 15th, and tied up at the Government dock. A cargo, consisting of 3 reactors, 3 condensers and 1 scurry stripping column, fabricated by Tuberate Ltd. of Sarnia, was loaded onto the vessel. The 260 ton cargo was built for L. G. Engineering of Korea and is bound for the Pan Jin Liaohe PVC Co. Ltd. in Dalian, Peoples Republic of China. The vessel departed Sarnia at 9:04 am on Dec. 17th and was scheduled to spend Christmas Day in Quebec City, then proceed down the east coast of the United States, through the Panama Canal, and across the Pacific Ocean to China.

## 20 YEARS ON THE LAKES...

During 1998, seven ships, still in service, will "celebrate" their 20th birthday. Four are self-unloaders, two are bulk carriers and one is a tanker. They are:

- 1) M/V *Algobay*
- 2) M/V *Buffalo* (3)
- 3) M/V *Oglebay Norton*, (a) *Lewis Wilson Foy* (91)
- 4) M/V *George A. Stinson*
- 5) M/V *Cartierdoc* (2), (a) *Ems Ore* (76), (b) *Montcliffe Hall* (88)
- 6) M/V *Windoc* (2), (a) *Rhine Ore* (76), (b) *Steelcliffe Hall* (88)
- 7) M/V *Gemini*

## F. Y. I.

As of Dec. 31st, a total of 12,674 people visited the Lake Huron Lightship in Port Huron during 1997.

On Dec. 15th, the last upbound salt water vessel, the *Federal Bergen*, sailed through the Port Huron / Sarnia area bringing the number of salt water vessels, that sailed through our area (upbound) during the 1997 season, to a total of 377. The vessel was bound for Thunder Bay, Ontario. According to Bill Wager of the Port Huron Pilot Station, this number is an increase over the 344 total "salties" that we saw in 1996, the 323 in 1995, but not enough to match the 394 vessels that came through our area in 1994.

On Dec. 23rd, the *Narragansett* (ex-*Federal Rhine*), carrying a cargo for a foreign destination, sailed downbound through the Bluewater area making her the last salt water vessel to leave the Lakes for 1997.

**Twenty years ago ...** On Jan. 18, 1978 the U.S. Coast Guard tug *Raritan* went to the aid of the *Presque Isle*, *Charles E. Wilson*, *A. H. Ferbert* and *McKee Sons* which became stuck in the ice on Lake Huron about three miles north of the Blue Water Bridge early in the morning. The *Raritan* broke them free at about 4:15 pm.

On Jan. 21st, a fire at the Capitol 4 Grain Elevator in Duluth, Minnesota, caused extensive damage to the bulk carrier *Harry L. Allen* which was moored alongside the elevator. The ship was cut up for scrap in Duluth the following spring.

## A.C.M. PURCHASES ESSO TANKERS

It was learned (and confirmed) by the Editor on Jan. 6th, that Algoma Central Marine had purchased four of Imperial Oil Ltd's tankers. According to Peter Shultz of A.C.M., the tankers will be operated by Algoma and renamed as follows:

- Imperial Bedford - Algofax
  - Imperial Acadia - Algoscotia
  - Imperial St. Lawrence - Algoeast
  - Imperial St. Clair - Algosar
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## A Year in the Life of a Great Lakes Steamer

### D. M. Clemson (2) - 1964

The *D. M. Clemson* departed her winter berth, the Lime Stone Dock at Duluth, Minnesota, on April 5th, 1964, and proceeded to the NW Hanna #3 dock to load 204 tons of fuel. The following day, with assistance from the G-tug *Louisiana*, the ship moved to the W#5 dock and began loading her first cargo of the 1964 season, 12,008 tons ( 74 rail cars ) of iron ore, bound for Gary, Indiana. The cargo was loaded within 19 hours, including 5 hours of lost time due to frozen ore and lunch periods.

This proved to be the *Clemson's* most popular run as she went on to load 28 more cargos of iron ore in Duluth with 16 of them unloaded at Gary. A look at her cargos for 1964 shows that the vessel carried 30 loads of iron ore, 4 loads of coal and 2 loads of special flux.

### Ports

<u>Load</u>			<u>Unload</u>		
Duluth	iron ore	29	Gary	iron ore	17
Calcite	special flux	1		special flux	1
Port Dolomite	special flux	1	Lorain	iron ore	4
	coal	1		special flux	1
Toledo	coal	3	South Chicago	iron ore	6
Superior	iron ore	1	Conneaut	iron ore	3
			Duluth	coal	4
36			36		

Throughout the log, Capt. J. Regan entered the names of various ships that caused him to lose time while waiting for docks in different ports. eg. "April 12 at Gary - Lost 1 hr. 10 min. waiting for S/S *Horace Johnson* to unload." Other ships mentioned were the *T.W. Robinson* in Calcite, the *Thomas F. Cole* at Lorain, the *D.G. Kerr* at Lorain, the *Avondale* at Toledo, the *Ralph H. Watson* at Gary, the *Eugene P. Thomas* at Gary, the *A. H. Ferbert* at Gary, the *Leon Fraser* at Duluth, the *George G. Crawford* at Gary, the *Robert C. Stanley* at Gary, the *Wm. A. Irvin* at Gary, the *Gordon C. Leitch* at Gary, the *George A. Sloan* at Gary and the *Irving S. Olds* at Gary.

Following a relatively routine and uneventful season, the *Clemson* unloaded her final cargo for 1964, (coal loaded at Port Dolomite, Michigan) at the Hallett dock in Duluth on Nov. 29th. The next day, the vessel moved to the Butler yard, in Duluth, and tied up for the winter.

The *Clemson* was built in 1916 as hull # 716 by the American Ship Building Co. at Lorain, Ohio. She was built for the Pittsburgh S/S Co. ( U.S. Steel ) and carried the same name for her entire career. The ship, perhaps, can be best remembered for her collision with the Stmr. *George M. Humphrey* (1) on June 15th, 1943 in dense fog off Old Point Light in the Straits of Mackinac. The *Humphrey* sank with 14,000 tons of iron ore but was later raised and eventually sailed as *Consumers Power* (3) for Boland & Cornelius. The *Clemson* suffered bow damage, was repaired and returned to service.

In 1975, the *Clemson* was layed up at Superior, Wisc. and never sailed again. In 1980 the vessel was sold for scrap to Western Metals Corp. of Thunder Bay, Ont. and on Aug. 4th of that year, was taken in tow by the *Tug Malcolm* to Thunder Bay.

## From The Winter Lay-Up Files

By Cy Hudson

A review of the 1966 / 67 winter lay-up list from the Marine Historical Society of Detroit brings back memories of ships which were sailing the Great Lakes over 30 years ago. Of local interest, Sarnia & Point Edward had 14 ships tied up for the winter;

<i>Beavercliffe Hall</i>	<i>Imperial London</i>	<i>Robert J. Paisley</i>
<i>Norman P. Clement</i>	<i>Imperial Sarnia</i>	<i>W. Harold Rea</i>
<i>Cove Transport</i>	<i>Lawrencecliffe Hall</i>	<i>Ridgetown</i>
<i>Fuel Transport</i>	<i>Orefax</i>	<i>Frank R. Sherman</i>
<i>Imperial Collingwood</i>	<i>Outarde</i>	

Bay City was busy building warships in those days, the *Koelsch* and *O'Callahan* for the U.S. Navy along with the *Brisbane* for Australia. The lone ship in lay-up was the *Amoco Michigan*.

The River Rouge was the winter home for the Ford Fleet which consisted of 5 vessels;

*Ernest R. Breech*     *John Dykstra*     *Benson Ford*     *Henry Ford II*     *William Clay Ford*

\* It was reported that the *Robert S. McNamara* was in winter service between Detroit & Toledo \*

Detroit's lay-up list was a mixture of barges and ships;

<i>R. E. Dolville</i>	<i>Adrian Iselin (barge) *</i>	<i>Maida (barge)</i>	<i>Sultana (barge) *</i>
<i>Fort York</i>	<i>Henry LaLiberte</i>	<i>St. Claire</i>	<i>Tampico (barge) *</i>
			<i>Columbia</i>

\* inactive in 1966

Ecorse had only 2 barges on their lay-up list, the *Panoil* and the *Fuel Oil*, but had 9 lakers tied up for the winter;

<i>Mathew Andrews</i>	<i>George M. Humphrey</i>	<i>Lackawanna</i>	<i>Thomas E. Millsop</i>
<i>S. T. Crapo</i>	<i>J. A. W. Iglehart</i>	<i>Shenango II</i>	<i>Harris N. Snyder</i>
<i>Charles C. West</i>			

Toledo held the top spot for the highest number of ships in winter lay-up, over 36 with 2 barges and the *Howard M. Hanna Jr.* which was reported to be inactive during 1966. The list also included the reconstruction of the *Bladensburg* by American Shipbuilding Co. of Toledo which was a T2-SE-A1 type tanker built by Kaiser Co. at Swan Island, Portland, Oregon in 1943 for the U. S. Maritime Commission. The contract called for the removal of the ship's cargo tanks, to be replaced with a 296 ft. midship section which was originally part of the T-3 type tanker *Mispillion* (Sun-Yard No. 526) also lengthened by a new 57' - 3" section built by the Toledo yard. The end result was a "new" 11,957 GRT tanker for her owners, Hudson Waterways Corp., New York, N.Y. who renamed her *Transsuperior*. A fine tribute to the skillful people of American Shipbuilding. (No doubt, a multi-million dollar reconstruction project of this magnitude would be most welcome today in the shipbuilding industry, especially when they are so few and far between in these times.) The vessel was reported to have been scrapped in May, 1981 in Texas by Brownsville Steel & Salvage Co.

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

## MARINE CUISINE

### Lay-up Lasagna

1 pound of small macaroni shells	1 can of mushrooms
1 pound of hamburger	8 ounces of sour cream
1 small onion, diced	1 pound of mozzarella cheese, grated
1 large jar of Ragu sauce	

Cook macaroni shells until tender. Drain. Fry hamburger and diced onion. Remove fat. Add Ragu sauce to meat. Spread small amount of meat sauce in bottom of 9" x 13" pan, then layer half of shells, sauce, mushrooms, sour cream and mozzarella cheese. Sprinkle with parmesan cheese and add remaining half of shells, sauce, mozzarella cheese and parmesan cheese. Bake at 350 degrees for 45 minutes. Serves approximately 12 people.

\* Recipe borrowed from Pg. 50 of American S/S Company's "*HOW TO MAKE A STEAMSHIP FLOAT*" cookbook \*

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### Why Do We Say It?

By Cy Hudson

It is truly amazing that expressions we use in our daily conversation have their origins derived from the Seven Seas, sailing ships and those who had "Business in Great Waters". Here are some examples of commonplace utterances which have entered the English language over the last few centuries.

"A-1" - Why do we use "A-1" to mean "the very best"?

Because, when the marine insurance firms of London, started the association, later to be known as *Lloyds*, they had started a register of ships and shipping in which the condition of the ships and their cargos was noted. The ships were graded by letters and the cargos by numbers. "A" meant that the ship itself was in perfect condition and "1" meant that the cargo was likewise in perfect condition.

"Bitter End" - Where does the term "*bitter*" of the expression "to the *bitter* end" come from?

From the timber to which the anchor rope or chain of early sailing ships was fastened. It was called the "*bitt*" and when the anchor was let out as far as the line or chain could go, it was played out "to the *bitter* end".

Bibliography: "Why Do Say It" - Published by Castle Book Sales, Inc.  
Secaucus, NJ 1985

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

The *Denmark* U.S. 206152 - built in 1908 by the Toledo Shipbuilding Co. at Toledo, Ohio as Hull # 114. GRT 5,448 - Dimensions: 440' x 56' x 28' - Built for the Maumee S/S Co. Became part of the Great Lakes S/S Co. in 1912 and remaining with that company through the 1956 season. Sold to T. J. McCarthy in 1957. Sold for scrap in 1961 and towed to LaSpezia, Italy along with the steamer *Michael Gallagher* of the Midland S/S fleet.

# "SALTY SPOTLIGHT"

## M/V NORTH ISLANDS

By D. R. (Doug) Schilz

- Built in 1987 by Smith's Dock Ltd., South Bank, Middlesbrough, England as Hull # 1360.
- 472'-6" x 67'-2" x 38'-7"      8,996 GRT      M. General Cargo
- \* This same yard built 15 Canadian Canalers between 1913 & 1929 \*
- \* This SD14 Class vessel was the last ship built at this yard \*
- The *North Islands* was owned by North Island Shipping Co. Ltd. of Cyprus.
- The vessel made one trip on the Great Lakes in May/June 1994 to Thunder Bay, Ontario to load peas bound for Cuba.
- The vessel ran aground and sank off the coast of Chile on Sept. 7, 1997 after losing her propeller. She was carrying a cargo of fertilizer. Her crew of 30 was rescued by the Chilean Navy.

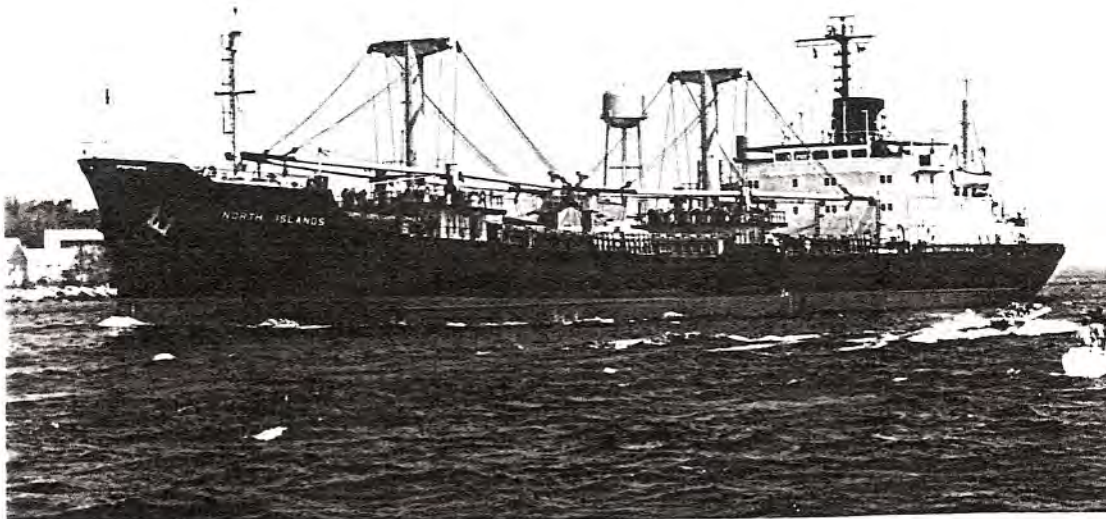


Photo taken by Doug Schilz on June 18th, 1994. Vessel was downbound in St. Clair R. at the B. W. Bridge.

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