

THE LIGHTSHIP

LAKE HURON LORE



MARINE SOCIETY

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Membership Fee (annual) - \$10.00 (U.S. funds)
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ANNOUNCEMENTS

Our May dinner meeting, held on Saturday the 9th at the Port Huron Museum, was attended by 54 members and their guests. Following the dinner, L.H.L. member Dick Wicklund presented his slide program entitled "Duluth / Superior Harbor : My Old Home Port" which was well received by his appreciative audience. The program provided scenes of the Duluth area covering the last 4 to 5 decades, with old & new harbor scenes as well as a wide variety of ships, new & old, many of them no longer with us. Dick also kindly donated three 8" x 12" colored ship photos for our evening's raffle prize, which was won by Gareth McNabb. The three L.H.L. Board members, Terry Doyon, Karen Gorski and Cy Hudson, whose term of office expired at the beginning of June /98, and were all seeking re-election, were returned to the Board by acclamation during the brief business meeting which was also held that evening.

Next meeting - A joint dinner meeting with our sister organization, the Marine Historical Society of Detroit will take place at the Port Huron Museum on Sept. 12th. Entertainment, arranged by MHSD, will be a slide show provided by Alan Sykes of Fonthill, Ontario. An invitation will be mailed to all L.H.L. members.

Mark your calendar - Our 1998 excursion on the *Hammond Bay*, owned by fellow L.H.L. members George & David Lee of Sombra, Ontario, will take place on Saturday, Aug. 15th, departing Leeland Gardens, approximately 2 miles south of the Sombra Ferry Dock, at 10:00 am. This year we are sailing up the scenic Chanel Ecarte Snye to the historic Ontario town of Wallaceburg for a two hour stop-over, which includes a half hour visit to the Libbey Glass Works shop outlet. We expect to arrive back at Leeland Gardens about 4:30 pm.

The cost will be \$23.00 U.S. or \$30.00 Canadian, which includes a light lunch. No alcohol will be allowed on board. Tickets and further information may 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 vehicles 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 people. Please be sure to be at the Leeland Gardens' dock by 10:00 am. because the *Hammond Bay* must be at the Walpole Island Bridge for it's opening at 11:00 am in order to proceed up river.

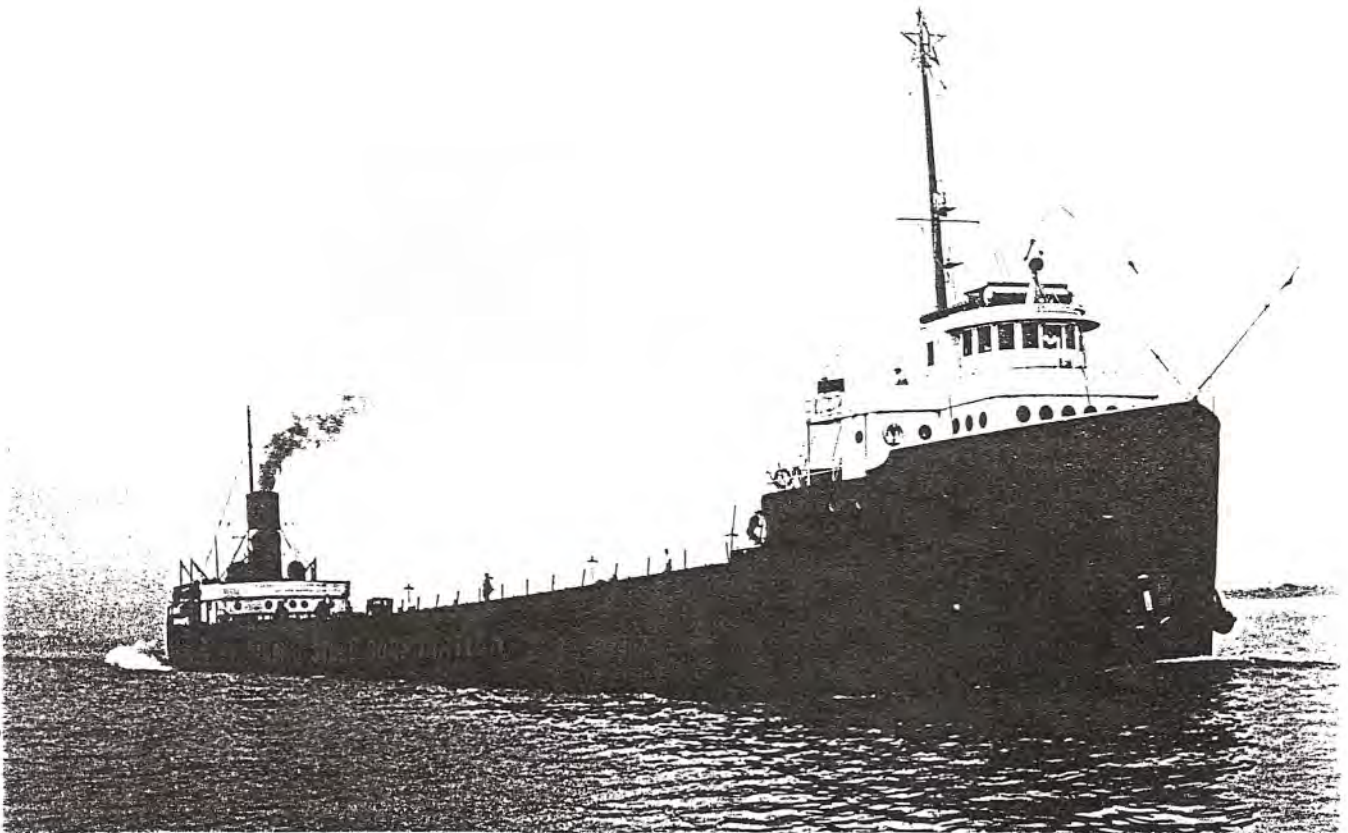
For a closer look at the history of the Snye, as provided by L.H.L. member Alan Mann, see the article on Pg. 3.

New Members : L.H.L. wishes to welcome on board Andrew Severson of St. Clair Shores, MI.

Note: Following our Dec. 13th Dinner / Entertainment Meeting at the Port Huron Museum, a ladies green coat was taken from the museum's cloak room by mistake and a similar green coat was left in it's place. If anyone has any information concerning this situation, could you please contact Geraldine Van Maldeghem of Marine City, phone no. 765-5915.

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

----- Name This Ship -----



* Photo by Capt. Wm. J. Taylor *

See answer on Pg. 8

A Look at the Snye

By Alan Mann

After leaving the St. Clair River at Walpole Island, we enter a beautiful, blue-hued and swift moving waterway once travelled by the French explorer, Sieur de LaSalle in 1679. Seeking a route west in his ship *Griffon*, he entered this waterway but found it gradually unnavigatable thus naming it "The Lost Channel" or Chenal Ecarte. Over the years the name has been corrupted to "Snye Carte" or simply "Snye" the name most commonly used by locals.

During the 1920's and 1930's, world known powerboat racer Gar Wood (who lived in nearby Algonac, Mich.) often used the Snye for practice runs in his *Miss America* race craft. The route was protected, offered smooth water and boasted a straight measured mile. In 1928, just a few days before the Harmsworth race, His *Miss America VI* hit an obstruction in the Snye, virtually disintegrating the boat with the engine sinking to the bottom. Remarkably a new hull was built for the retrieved engine and Gar Wood went on to defend his title in *Miss America VII*.

The picturesque waterway is marked on both sides by choice farmland, particularly corn and tomato fields. On you starboard side, inbound, is Walpole Island, the largest of five islands making up one of Canada's most progressive First Nations of Aboriginal Peoples. The area is approximately 91 square miles with native inhabitants representing Ottawa, Ojibway and Pottawottami tribes.

The water route to Wallaceburg, approximately 10 miles inland, is marked by a snaking, sometimes harrowing passage, for large vessels. Several sharp bends mark the way. At the first fork in the river, at Shiloh Park (two miles beyond the Walpole - Mainland bridge) Johnson's Bend separates Walpole from St. Anne's Island, dead ahead. The Johnson Channel continues on to Lake St. Clair. The pretty Dark Bend is marked by a solid area of trees which continually shield the sun from the Snye. Shortly ahead, inland, is the Baldoon Bend, marking the area first settled by 100 hearty Scotsmen in 1804. A cable ferry, joining the mainland with St. Anne's Island, is noted soon after making the bend. Before leaving the clear blue water of the Snye, for the muddy Sydenham River, the famed Devil's Elbow offers a challenge for large vessels. At this point the Snye continues as the East Passage to Lake St. Clair. The Sydenham River, which ends at this juncture, takes the traveller into Wallaceburg, about two miles away.

As one nears Wallaceburg's town limit, several industries will be noted. The oldest, located on the port side, is marked by the Libbey tower where glass has been produced continuously since 1894. Many of the town's 12,000 citizens are on the payroll with others in the prosperous tool & die industry.

Wallaceburg was first declared a port in 1846 inspired initially by a brisk lumbering trade. It was common for locally hewn wood to travel directly overseas from local docks. Following the turn of this century, and industrial growth, mixed products such as glassware, brass, flour, canned goods and trucks were shipped by boat. Inbound were vessels leaving coal, sand and gravel. In the 1930's it was common to have over 300 visits, yearly, by lake vessels to the port of Wallaceburg. Commercial lake travel ended in 1987 when both the *Eva* and *Stella Desgagnes*, 350 foot vessels, hauled corn from a dock opposite the Libbey-Canada factory.

Wallaceburg has enjoyed a storied marine history including a brisk passenger trade with water travel to Detroit once popular. This link is maintained every August when the *Diamond Belle* arrives from Detroit, allowing her many passengers to enjoy WAMBO, Wallaceburg's Antique Motor & Boat Outing. (*Aug. 8th this year*) Yes, Wallaceburg earned it's status as Canada's Inland Deep Water Port.

Admiral Edward Vernon, R.N. (1684 - 1757)

By Cy Hudson

Have you ever felt groggy ? I'm sure you have at one time or another, perhaps lots of times. Webster's New World Dictionary's definition of the adjective *groggy* - 1) drunk; intoxicated 2) shaky or dizzy from a blow, or lack of sleep. The word *groggy* is an 18th century nautical word, derived from *grog* or diluted rum. If you

drank too much grog, you then became groggy. From 1687, after the conquest of Jamaica, neat rum was a daily ration in the British Royal Navy, until 1740 when Admiral Vernon ordered, with the intention of reducing the rate of drunkenness in his fleet, the daily issue of one pint neat rum was to be diluted by adding a quart of water. At this time, Vernon's nickname in the fleet was "Old Grogram", from the material from which his boat cloak and breeches were made. Grogram was a coarse fabric of silk, wool or silk mixed with wool and mohair, often stiffened with gum used for clothing in those days. The watered down rum was very quickly given the name *grog* and so another word entered the English language from the nautical world.

Vernon was a most enlightened and far seeing naval officer, one of the first Admirals to practice his Captains in naval manoeuvres, also gun drill for the ship's companies. He proved to be an inspiring leader, and by all accounts greatly loved by his men. This quality of character was rare in those days of wooden ships and iron men. Indeed, one of his colonial officers, (this was before 1776) a Lawrence Washington (you may know his half-brother George better), held Admiral Vernon in such high esteem, he named his Virginia estate "Mount Vernon" in his honor. George Washington lived on the Potomac River from 1747 until his death in 1799. Personally, I'm glad he didn't name the estate after the Admiral's nickname "Mount Old Grog", which just doesn't sound dignified enough for the residence of the first President of the United States. The estate's name proved to be a popular one as there are Mount Vernons to be found in Georgia, Texas, Ohio, Iowa, New York, Indiana, Missouri, Washington, Illinois and Maine. The grog ration for naval ratings over the years, was steadily reduced until 1970 when the daily issue of half a gill of rum, diluted by 1-1/2 gills of water was totally discontinued in the British Navy (the liquid measure of a gill is equal to 1/4 pint). In early 1946 I was a passenger on H.M.S. *Glennearn* for four weeks on a voyage from Hong Kong to Plymouth, England and I often witnessed the daily grog issued from the traditional grog-tub which was also a ceremony of centuries of naval ritual. I was not allowed an issue of grog as I was in the U/A (under age) category, only 16 at the time, so I was given an extra ration of limejuice instead. Believe it or not, following traditional orders, any grog left over was poured overboard into the sea, to the dismay of the watching onlookers. So, if at any time in the future, you are on a tour of George Washington's Mount Vernon estate and you happen to feel *groggy*, just remember the Admiral and the connection.

Bibliography: The Oxford Companion to Ships & the Sea - Edited by Peter Kemp , 1976

Why Do We Say It ? (# 3)

By Cy Hudson

"Leatherneck"

Where did the U.S. Marines get their nickname *leatherneck* ? Sailors gave them that name from the fact that in 1805 a stout leather collar was sewed on the Marine's coats to ward off enemy swords.

"Derrick"

Why do we call a ship's crane a derrick ? Because at the end of the 16th century, there was a famous hangman of Tyburn, England called *Derrick*. His name came to be used as a personification of hangmen in general, and subsequently as a metaphor for the gallows. Gradually, however, these macabre associations were lost, and by the 18th century, *derrick* had progressed in meaning to hoisting apparatus.

"Plebes"

How did the Freshmen at Annapolis come to be called *plebes* ? The students at the U.S. Naval Academy at Annapolis started calling the first year men *plebes* as a shortened form of plebeian, which comes from the Latin word for "common people". *Freshmen* of course, just means "new" or "fresh" men.

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

NAUTICAL NEWS

C.S.L. MAJOR SHIP RECONSTRUCTION

C.S.L. President and CEO, Ray Johnson, recently announced the company's hull replacement project, costing nearly \$100 million (Canadian). The project will see three of the company's self-unloaders refitted with new bow and mid-body section added by Port Weller Dry Docks each winter over a three year period. The first ship to be reconstructed is the *J. W. McGiffon* (Capt. Lars Bouman) which is scheduled to enter the Port Weller Dry Docks at the end of the 1998 shipping season and return to service in early 1999. The new forebody plans, designed by CSE Maritime Services in conjunction with Canal Marine & Port Weller Dry Docks, have been already completed and actual construction of the new hull was expected to have been started last June at the Port Weller assembly shops and then to be erected in the building dock. When this has been accomplished it will be moved to the tie-up wall, next to the drydock. When the *McGiffon* enters the drydock and the old forebody has been separated from her stern and removed from the drydock, the new hull will be brought into position and joined to the stern section. The resulting new *J. W. McGiffon* will be 10 feet longer (740' length) and 2 feet wider (77.8' beam).

The *H. M. Griffith* is the next ship on the reconstruction list and is expected to be rebuilt over the winter of 1999 / 2000 followed by the *Jean Parisien* in 2000 / 2001. C.S.L. also holds contract options with CSE, owners of Port Weller Dry Docks, on two other ships, believed to be the *Louis R. Desmarais* and *Tadoussac* which would be completed in 2002 and 2003.

FOR YOUR BOOKSHELF

The 1998 edition of **Know Your Ships**, published & edited by L.H.L. member Roger LeLievre, is now on sale at a wide range of booksellers throughout the Great Lakes area for \$12.95 (U.S. funds). The 128 page softcover book, now in it's 39th edition, contains listings of more than 1,600 Great Lakes & Seaway vessels, including former names. Also included are 10 pages of colorful house flags and smokestack insignia of domestic and international fleets which may be seen on the Great Lakes & Seaway. For those boat-watchers who cannot recognize if a "saltie" is from Liberia, Panama, Greece or any other nation in the maritime trade, the book has a three-page colored section which shows their various flags. This informative book may also be obtained from Marine Publishing Co., P.O. Box 68, Sault Ste. Marie, MI, 49783 (906) -8417 or 317 S. Division St. # 8, Ann Arbor, MI, 48104 (734) 668-4734 (phone/fax). Michigan residents add 6% shipping fees with all other orders adding 10% (U.S. funds).

INLAND STEEL CO. PURCHASE

ISPAT International NV reached a final agreement to acquire Inland Steel Co., a wholly owned division of Chicago-based Inland Steel Industries Inc., for about \$888 million (U.S.). The boards of both companies approved the agreement and expect the deal to close June 30th.

NEW FEDNAV SHIPS ON ORDER

Orders have been received for four new 34,000 dwt bulk carriers for ice navigation on the St. Lawrence River, also to transmit the upper Great Lakes, by the Federal Group. The Montreal company, in association with the Japanese Sumitomo Industrial Group of Toyko, is expected to take delivery of the vessels from Oshima Shipbuilding Co. Ltd., Nagasaki, Japan, in 1999 and 2000.

10TH ANNIVERSARY CELEBRATION

The Welland Canal Ship Society will celebrate it's 10th anniversary, on Saturday, Sept. 26th, by holding series of events from 1:00 p.m. to 11:00 p.m. at the Grantham Lions Centre, 732 Niagara St., St. Catharines, Ont. All members, quests and anyone with a marine interest are welcome to attend. A Marine Flea Market will be held in the afternoon. Vendor tables are available for a cost of \$5.00. Following a late afternoon break, a family style dinner will be catered by the local Lions Club for a cost of \$21.95 (Canadian funds) per person. The meal will consist of chicken, beef, potatoes, two vegetables, juice, rolls, desserts & coffee. Following the dinner, slides & videos will be shown well into the evening.

BOAT TRIP RAFFLE

The International Shipmaster's Association's Port Huron Lodge #2 is offering tickets with a prize of a trip for four adults on an Interlake S.S. Co. lakeboat during the 1999 sailing season. The tickets are sold for \$10.00 each and can be obtained by mailing a check or money order with a stamped, self-addressed envelope to: ISMA-Port Huron Lodge #2, P.O. Box 611634, Port Huron, MI. 48061-1634. The winning ticket will be drawn on February 27th, 1999 at the Fogcutter Restaurant in Port Huron. You need **not** be present to win.

THE C. COLUMBUS RETURNS TO THE LAKES

Horst Kilian, Managing Director of Hapag-Lloyd Tours GmbH of Hamburg, Germany recently announced that the *C. Columbus* will have five regular cruises in the Great Lakes, and two charters, in 1998. The charters are both for the Y.M.C.A. organization, one is German and will sail from Bremerhaven to Toronto and the other is for the Chicago office and will go from Toronto to Chicago. Also, some embarkation / disembarkation points have been changed. Chicago and Toronto have been retained but Port Stanley, Ont. is replacing Port Colborne, Ont., and Detroit is replacing Toledo due to the airport accessibility at Detroit. Also, two of the five cruises will be made available to the North American cruise market - the other three will mainly be marketed in Germany.

SO LONG TUG MALCOLM

Malcolm Marine of Port Huron has sold the *Tug Malcolm* to Beyel Bros. Crane & Rigging of Cocoa, Florida. The *Tug Malcolm* departed her Port Huron berth on July 4th under the command of L.H.L. member Capt. Robert Greene, a retired Shipping Pilot, assisted by Capt. John Wellington. The tug is to be delivered to her new crew in Montreal.

U.S. NAVY VESSEL VISITS THE BLUEWATER AREA

The USS Samuel Eliot Morison (FFG-13) tied up at Sarnia's Government Dock, with assistance from the tug *Menasha*, on Sunday, June 28th and was open for tours from 4:15 to 8:30 the same day. The vessel departed early Monday morning and continued, upbound, on her tour of the Lakes. The *Morison* is a Guided Missile Frigate, commissioned in October, 1980 as the seventh ship of the Oliver Hazard Perry class. With 57 ships of this class presently in service, this is the Navy's largest class of destroyer-type ships to be built since W.W. II. The *Morison* has spent a great deal of time monitoring north-bound traffic along the northern coast of S. America and the numerous islands in the Caribbean. The vessel was very active in anti-drug smuggling operations and, all told, has seized over 5,400 pounds of cocaine from smugglers in the Caribbean. The vessel is 445' in length with a 45' beam and a 25'-6" depth. She carries 15 Officers, 12 Chief Petty Officers, 156 Enlisted men and two helicopters. Her propulsion units are two General Electric gas turbines capable of producing 40,000 total shaft horsepower giving her a maximum speed of 28 knots.

F.Y.I.

Ten Years Ago ... July 9th, 1988 - Ocean tug *Osa Ravensturm* cleared Quebec City with the *Benjamin F. Fairless & Irving S. Olds* for overseas scrapping.
Aug. 10th, 1988 - Ocean tug *Fairplay XIV* cleared Sorel, Quebec with *Kinsman Independent (2) & Oakglen (1)* for overseas scrapping.

As of midnight, June 30th, 120 salt water vessels (requiring pilots) have passed upbound through the Port Huron / Sarnia area since the opening of the 1998 shipping season. *This number includes repeat visitors.* Forty of these vessels sailed through during the month of June.

As of midnight, June 30th, 5,206 people have visited the Lake Huron Lightship so far this year.

The Coast Guard Buoy Tender *Bramble* recently went into drydock at Sturgeon Bay, Wisc. for a scheduled overhaul. The vessel is due to return to service in September. The *Sundew* will cover for the *Bramble* until then.

The Editor would like to thank L.H.L. members Cy Hudson, John Philbin, Ted Richardson, Jim Sprunt, as well as Lightship Volunteer, Len Kuhn and Port Huron Pilot Station Dispatcher, Bill Wager for their contributions to the *Nautical News*.

BLUEWATER AREA SHIPWRECKS

S/S ETRURIA

By Skip Gillham

Etruria was a steel bulk carrier from the early part of this century. This vessel was owned by H. A. Hawgood and used to haul ore, grain and coal.

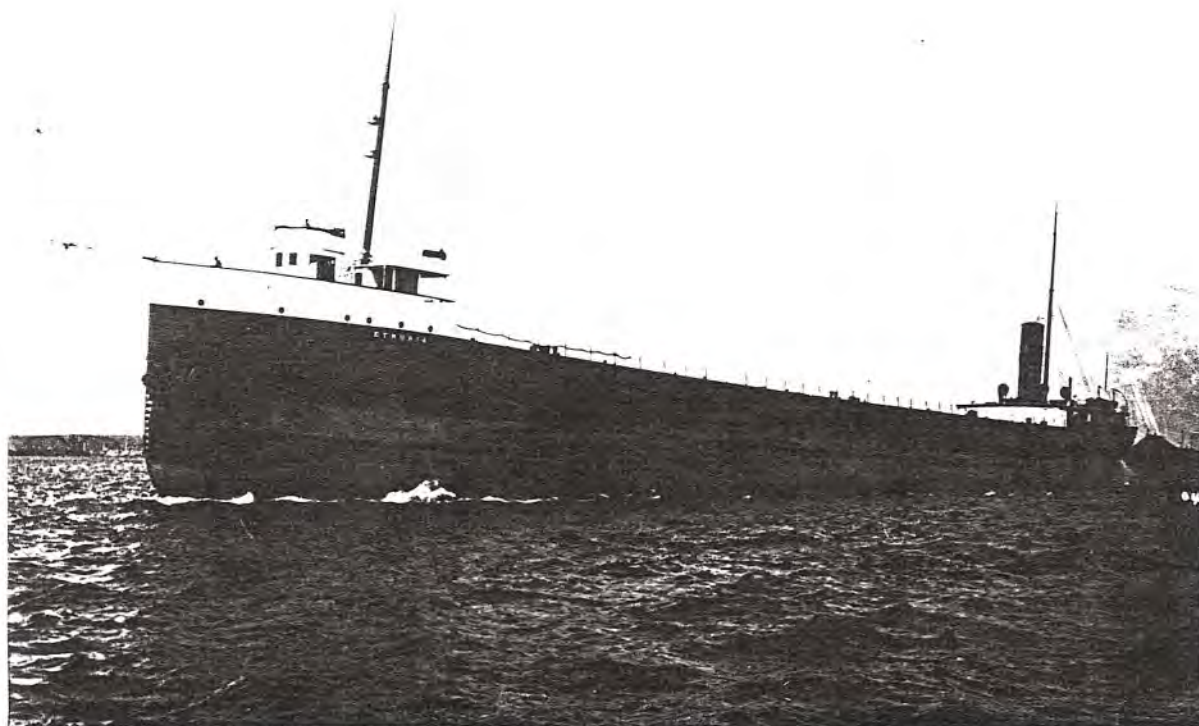
The freighter was built at Bay City, Michigan, as Hull 604 of the Bay City Shipbuilding Company, and completed in 1902. The 432 foot long, 50 foot wide steamship was powered by a triple expansion engine.

Etruria, shown in the photo near Sault Ste. Marie in 1904, lasted only three years. She was lost via collision with the six week old *Amasa Stone* on June 18, 1905.

The accident occurred in dense fog some ten miles off Presque Isle Point, Lake Huron. Reports indicate that the stricken ship had cut across the bow of the *Amasa Stone* when hit. This was one of the first steel freighters to have sunk and not been salvaged.

The Hawgood fleet lasted another ten years and their vessels were disposed of to a variety of companies. The last survivor is the former *Edwin H. Holmes* which remains as the storage barge J. B. Ford.

Amasa Stone, then part of the Mesaba Steamship Co., later sailed in the Interlake Steamship Co. fleet until retired in 1959. The hull has been sunk as a dock for Medusa Cement at Charlevoix, Michigan.



* Near Sault Ste. Marie in 1904 *

Milwaukee Public Library

SALTY SPOTLIGHT

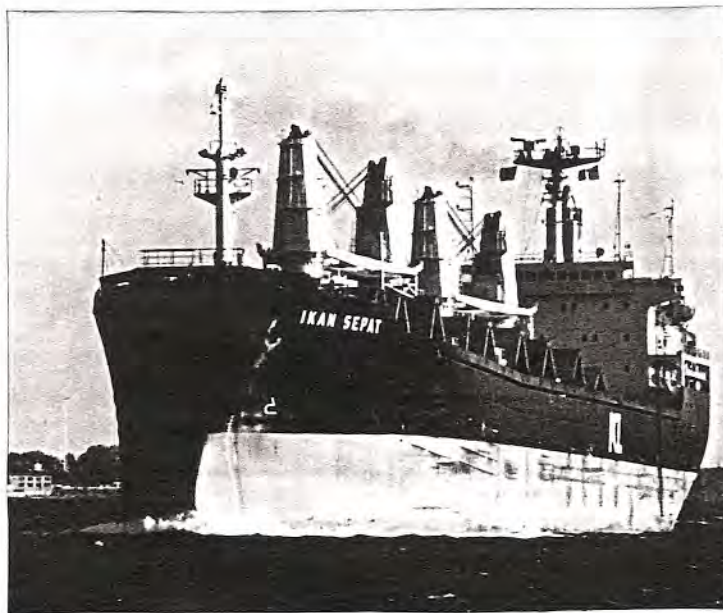
IKAN SEPAT

By D. R. (Doug) Schilz

- Built in 1984 by Mitsubishi Heavy Industries Ltd., Kobe, Japan, as Hull # 1135.
- 590'-3" Breadth - 75'-4" Depth - 47'-7"
- 17,210 GRT M. Bulk Carrier
- Main engine (single) 10,500 B.H.P. Mitsubishi Sulzer

This vessel originally sailed as the *Trident Venture*, owned by Alpine Commercial Enterprises Inc. Liberia. She first visited the Lakes in July, 1984. She was registered under the Greek flag in 1986 or 1987. Sold in 1990 to Badensworth Holdings Pte. Ltd., the vessel was renamed *Ikan Sepat*. Her first trip, under her new name, was in October of that year. Her stack is presently in the colors of PACC Ship Managers Pte. Ltd. and she is now owned by Sepat Shipping Pte. Ltd. The vessel is registered in Singapore.

Although she doesn't visit the Lakes every year, she usually passes through the Port Huron / Sarnia area without any fanfare. Her former fleetmate and sistership, *Trident Mariner*, can also be seen passing through the Bluewater area.



* Upbound at Port Huron *
(Paul A. Michaels photo)

Answer to Name This Ship (Pg2)

The steamer *Edmund W. Mudge* U.S. 208762 - built in 1911 by the American Shipbuilding Co. at Lorain, Ohio as Hull # 389. Dimensions were 524' x 54' x 30' 6336 GRT. Built for Calumet Transportation Co. as a) *Quincy A. Shaw*. Transferred to Producers S/S Co. in 1928. Renamed b) *Edmund W. Mudge* in 1931. Transferred to National Steel Corp. in 1936. Sold for scrap to Western Iron & Metal Co. of Port Arthur, Ont. in 1964. The vessel was scrapped at that port the same year. The metal was shipped to Japan.