

# THE LIGHTSHIP



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Membership (annual) - \$10.00 (U.S.) \$15.50 (Can.)  
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### ANNOUNCEMENTS

The final 1998 dinner meeting, held in the Port Huron Museum on Saturday, Nov. 14th, was attended by 67 members and guests. The dinner was provided by the Museum Guild after which one of our long-time members, Historian Al Mann of Wallaceburg, ON, presented a slide program about Mac-Craft, a builder of pleasure boats & naval gunboats in Wallaceburg and Sarnia in the 1930's and 40's. The evening's four raffle prizes were made up of two calendars kindly donated by our friends of the M.H.S.D., a copy of John Greenwood's *Fleet Histories - Vol. 4*, kindly donated by Al Mann, and a 24" x 29" (approx.) framed print of the *Edmund Fitzgerald*, painted and generously donated by fellow L.H.L. member, Dale Lewis of Port Huron. The evening seemed to be a *Ladies Night* as all four prizes were won by women. Barb Babel of Jeddo, MI walked away with both the *Fitzgerald* print and a calendar while Lucille Logan of Walled Lake, MI won the *Fleet Histories* book and Deb Czarnecki of Marysville, MI took home the other calendar. The proceeds from these raffles are given to the Port Huron Museum to assist with the up-keep and on-going projects in the Marine Gallery section of the museum.

**Mark your calendar** - Our first meeting of the year is a member slide evening, to be held at the Port Huron Museum on Saturday, January 30th at 7:00 pm. This is a joint meeting with our friends of the Marine Historical Society of Detroit, and everyone is invited to bring along 15 to 20 of their favorite ship slides. This is an opportunity to bring a friend to a meeting, and who knows, they might enjoy it and decide to become a member. We're very proud of our organization and enjoy sharing our love of the Great Lakes and her ships with others. This meeting will be held in the lower level due to the showing of an exhibit, during January & February, in the

main floor's South Gallery, where we usually hold our meetings. Please use the entrance at the museum's rear parking lot on Wall Street.

**New Members** - L.H.L. wishes to welcome on board Jeff Seaman of Lakeport, MI, Larry Dunstan of Flint, MI, Bob Brown of Port Huron and Ervin & Betty Summerville of Marine City, MI.

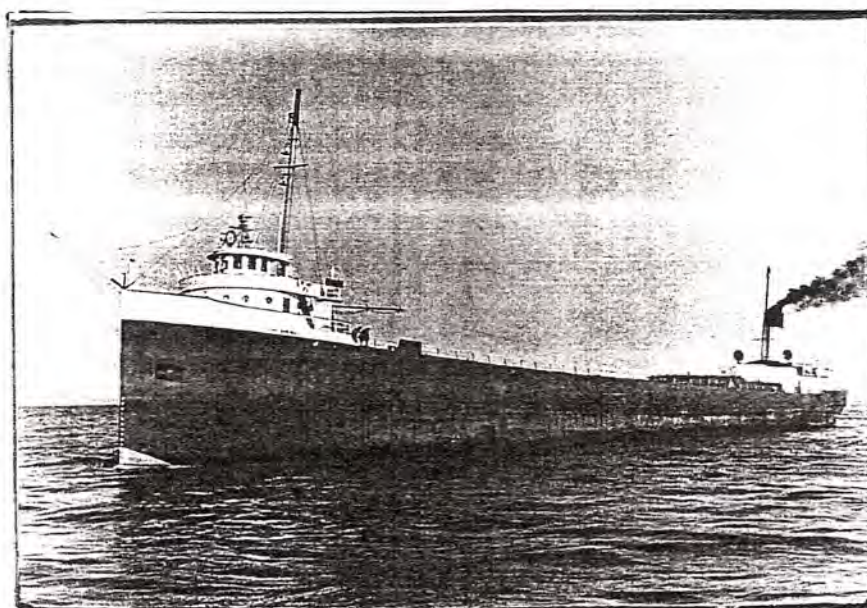
**1999 membership:** All membership renewal notices for 1999 were sent along with our November / December 1998 issue of *The Lightship*. Please be aware that this will be the **last newsletter** that you will receive if you have not renewed your L.H.L. membership by Jan. 31st. For those who have already renewed their membership for 1999, the Board of Directors wishes to say *Thank You* for your prompt service which helps to keep our financial costs to a minimum.

**Our 1998 Christmas Card** - By Cy Hudson

The Christmas Card, which the L.H.L. Board of Directors sent to all the members, pictured the *Harry Wm. Hosford*. Built by the Jenks Shipbuilding Company at Port Huron, MI in 1903 as the F. B. Squire\* (US 200560), Hull # 26, a steel bulk freighter for the Mack Steamship Co., GRT 4582, NT 3694, O.A. Dimensions - 434' x 50' x 28'. In 1908, the vessel was sold to the Jenkins Steamship Co. and, in 1921, was lengthened 96' at the Toledo Shipbuilding Co. at Toledo, Ohio. This increased her length to 530' with a new GRT of 5156, NRT of 3951 with 16 hatches and 5 holds. In 1936 the vessel was purchased by the Buckeye Steamship Co. (Hutchinson, Mgr.) of Cleveland, Ohio, and renamed b) *Harry Wm. Hosford*, who's namesake started life in 1886 at Watertown, New York, worked as a young boy on area farms, and at the age of 12, began a career in the business world as a Western Union messenger boy to eventually become a multi-millionaire with his own company dealing in bonds in the Ohio area. Harry William Hosford certainly discovered & lived the American Dream. He passed away in Cleveland, Ohio in 1955. The ship was sold in 1961 to Luria Bros. and then to Eisen und Metall, A.G. of Hamburg, Germany where it arrived on October 20th of that year to be scrapped.

\* Francis Bowden Squire was Vice President & General Manager of Standard Oil in Ohio in 1903. Also, a financial backer of the Mack Steamship Company. The ship was launched on Feb. 7, 1903 for the Mack S/S Co. but managed by Charles O. Jenkins who bought the ship in 1908 when he formed the Jenkins S/S Company.

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\*\*\* NAME THIS SHIP \*\*\*



## WALTER M. SMITH

June 9th, 1928 - December 15th, 1998

The somewhat irreverent celebration of a life well lived.

By Gareth L. McNabb

Walter's interest in the Great Lakes and marine history was inevitable. At the time of his birth his father had risen through the ranks of the Pittsburgh Steamship Company and was Chief Engineer of the whaleback steamer Frank Rockefeller. So rich was the local heritage that it would probably be accurate to state that in the 1930's and 40's, there would not have been an American boat sailing the Lakes that had not at one time or another been manned by a Marine City native. In 1945, after completing his junior year of high school, he spent his first season on the Lakes. The following summer, after graduating from Marine City High School, he was back on the water. When the ice went out in 1947, he formed a pact to secretly ship out with lifelong friend Pat Owens. Pat, who went on to eventually become a Captain, recalled that the only lake boat that could provide berths for the pair was Str. *Cambria* aboard which Pat served as a wheelsman and Walter, who was a licensed oiler, wound up passing coal. Five weeks later, when the two adventurous youths returned to Marine City, they were greeted by their concerned and agitated mothers.

The military draft for the Korean Conflict ended Walter's rise through the maritime ranks. Every rookie with even a few weeks of boot camp under their belt, knows better than to step forward when the Sergeant asks for volunteers who know how to drive a truck. More often as not, the request is a thinly disguised invitation to man a wheelbarrow. Tempting fate, Walt, and about twelve others, stepped forward in response to such an invitation. To the surprise of everyone this was a legitimate offer. The fortunate few who had volunteered were shipped off to Germany to, in fact, drive trucks as part of a maintenance division. For the readers who remember the early days of television, recall, if you will, Phil Silvers who starred as Sergeant Bilko, a kindly scamp who, at Uncle Sam's expense, enjoyed one humorous escapade after another. Phil probably could have learned a trick or two from Walter !

One day Walter and his partner were touring the German countryside when they spotted the unattended truck of a notorious camp snitch parked behind a biergarten. This despised fellow was always trying to gain rank, or privilege, by reporting the shortcomings of his fellow soldiers. More than once he had caused suspicion to be cast upon Walter's harmless little scams. Walter, who intuitively knew how to capitalize on a golden opportunity, quickly parked his truck in a grove of trees and walked several blocks to a war damaged auto repair shop. At the time, the German economy was still in ruins and every piece of machinery was highly prized. Knowing this, Walter approached the mechanic and feigned a need for a little quick cash. He told the mechanic that he would leave the truck behind the local biergarten and leave it unattended long enough for the mechanic to snatch the massive vice attached to the rear bumper. In return, Walter requested and received ten dollars. With a quick ten dollar profit from the sale of the snitch's vice, Walt and his partner hustled back to base. From a discreet vantage point, Walt watched as the snitch drove his truck into the base garage. Within a few minutes the Master Sergeant noticed the missing vice, which was very valuable and difficult to replace. At once, the officer began haranguing the snitch for not properly guarding U.S. Government property.

Back in civilian life, Walt returned to Marine City and married Natalie Bathey. The importance of a strong, loving family was always paramount in Walter's belief system and it was for this reason that the remainder of his life was spent ashore. This was especially true after the birth of their daughter Susan, however, his maritime interests never diminished. Through a network of friends, he had contacts in nearly every fleet. One day in the 1970's, he was talking to Buck Steger, a Marine City native who had advanced to the position of Fleet Engineer with Columbia Transportation Company. They were lamenting the number of boats that were being scrapped. While examining the renovations being made to the *Buckeye*, Walter paused to more closely examine the dockside pile of scrap iron. To his never-ending delight, he spotted the massive three-chime steam whistle. Within minutes a monumental deal had been struck and only the smelter had been cheated. Columbia received a refrigerated water fountain and Walter a whistle that was to serve as the centerpiece of a truly distinctive collection.

During the past quarter of a century I am privileged to say that Walter, Gene Buel and myself formed a close-knit trio that scrounged the harbors for plunder which could be snatched from the scapper. Most of that bootie is today preserved for future generations by Lake Huron Lore. Walter provided the courage to venture forth constantly

vigilant of every artifact that could be liberated. No foray was complete without a burlap gunnysack, a screwdriver, a Crescent wrench and a magnet used to reveal the presence of painted brass. Pages could be written about the many trips that were made to Toledo's Frog Pond in search of plunder, or the massive amount of material that was removed from the old *Kinsman Enterprise* (1) before she was towed away for scrap.

Walter was instrumental in the organization of the Great Lakes Whistle Blow which was conducted at the Marysville Detroit Edison Generating Station, tape recordings of which are still available through the museum sales office. He was similarly involved as an organizer, or participant, at other whistle blowing events too numerous to mention. For many years Walter worked to document the history of the elusive photographer Louis Pesha. So intense were his research efforts that as recently as this past November, he was over in Sombra, Ontario interviewing long-time neighbors of the Pesha family.

The death of Walter Smith knolls the passing of another lovable brigand who, like Lee Cooper and Frank Crevier, devoted so much of their life's work to making the world a better place and Lake Huron Lore the great organization it is today.

Photo by Gareth L. McNabb



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### 1999 Meeting Dates at the Port Huron Museum

For our member's enjoyment, the following events have been arranged for 1999:

1. **January 30th** (Saturday) at 7:00 pm - A members slide evening will be held in the lower level. It will be a joint meeting with the Marine Historical Society of Detroit.
2. **March 20th** (Saturday) at 7:00 pm - Entertainment meeting. A program will be presented by Bob Campbell of Grand Ledge, MI.
3. **April 10th** (Saturday) at 6:00 pm - Dinner meeting. A program will be presented by Terry Doyon of Sarnia, ON.
4. **May 15th** (Saturday) at 6:00 pm - Dinner meeting. A joint meeting with the M.H.S.D. who will also arrange the program presentation.
5. **October 2nd** (Saturday) at 6:00 pm - Dinner meeting. A program will be presented by Skip Gillham of Vineland, ON. This will also be a joint meeting with the M.H.S.D.
6. **October 30th** (Saturday) at 7:00 pm - Members slide evening, also a joint meeting with the M.H.S.D.
7. **November 13th** (Saturday) at 6:00 pm - Dinner meeting. A program will be presented David & George Lee of Sombra, ON.

\* We have chartered the *Hammond Bay* for the Lake Huron Lore annual river cruise for Saturday, August 14th. This is also the date for Wambo Day in Wallaceburg, ON (Wallaceburg Antique Motor & Boat Outing).

\* The Annual L.H.L. Marine Society Flea Market will be held at the Museum on Saturday, June 5th from 10:00 am to 3:00 pm.

\* More details will be announced in *The Lightship* at the appropriate time, and of course you may always bring guests to any of our meetings.

## Marinette Marine .... A Busy Shipyard

By Cy Hudson

The Wisconsin shipbuilder on the Menominee River is one of the few yards at the present time to enjoy the benefit of a large order book with vessels to be constructed for the United States Coast Guard. Some of the vessels have already been completed, those in 1998 included the JUNIPER Class Seagoing Buoy Tender *Elm* (WLB 204) 225' x 46' x 13', launched on January 24th, 1998 by Mrs. JoLee Johnson. After completion and acceptance by the U.S.C.G., the *Elm* passed downbound through the Welland Canal on August 8th. Her sistership, the *Walnut* (WLB 205), was launched at the shipyard on August 22nd. The largest part of the order is for the KEEPER Class of Coastal Buoy Tenders which will take several years to complete, the year 2002 to be exact. The KEEPER Class namesakes are famous men and women lighthouse keepers of the former U.S. Lighthouse Service. As with the JUNIPER Class, several have been completed. The fifth one, the *James Rankin* (WLM 555) 175' x 36' x 7.9' was launched on April 25th, 1998. After completion, the U.S.C.G.'s newest Coastal Buoy Tender was observed downbound in the Welland Canal on October 9th.

The following U.S.C.G. orders and delivery dates are:

Joshua Appleby (WLM 556) 07/01/99	Henry Claiborne (WLM 561) 03/01/01
Frank Drew (WLM 557) 10/06/99	Maria Bray (WLM 562) 07/02/01
Anthony Pettit (WLM 558) 03/01/00	Henry Blake (WLM 563) 10/01/01
Barbara Mabrity (WLM 559) 07/03/00	George Cobb (WLM 564) 03/01/02
William Tate (WLM 560) 10/02/00	

This class of ships are all 175' x 36' x 7.9'. (Type of engine data not known)

The U.S.C.G. has another large order pending for 11 more Buoy Tenders worth in the area of \$330 million to be put out for tender to U.S. shipbuilders. If a Marinette Marine bid was successful, it would be a fine tribute and reward to the management, designers and crafts people at the shipyard.

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## The 1968 / 69 Winter Lay-Up List ... 30 Years Ago

By Cy Hudson

A review of the lay-up list issued by the Marine Historical Society of Detroit, edited by Jimmy Morris Jr., makes for some interesting reading. Naturally, a great number of the vessels named are no longer with us. As was the case in the winter of the previous year, 1967/68, the port with the highest number of winter lay-ups was Toledo with 36, followed by Cleveland, which had 28. However, of these, 13 were tugs. Toledo only had the Great Lakes tug *Louisiana*, plus the barge *Maida* which had been sold for demolition. Closer to our area was as follows:

### Detroit

*Ben W. Calvin* (operating), *Columbia, S.T. Crapo, Detroit* (carferry-operating), *Fort St. Louis, Huron* (carferry-operating), *John Kendall* (fireboat-operating), *Edward S. Kendrick, Kingdoc, Lansdowne* (carferry-operating), *Manitowoc* (carferry-operating), *Robert S. McNamara* (operating), *Oregon* (tug), *Ste. Claire, Sultana* (barge), *Superior* (tug), *Paul H. Townsend* and the *Windsor* (carferry-operating).

### Ecorse

*John J. Boland, Paul H. Carnahan, Leon Falk Jr., Fuel Oil* (storage barge), *Humaconna* (tug), *Geo. M. Humphrey, Pan Oil, G.G. Post* and the *Ernest T. Weir*.

### Dearborn

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

### Bay City

*Amoco Michigan*

### Port Huron

*Pere Marquette 12, Pere Marquette 10 (operating) and the Huron Lightship 103 (WAL526).*

### Sarnia / Point Edward

Imperial Oil's fleet was well represented as well as the now defunct Halco fleet.

*Coniscliffe Hall, Creek Transport, Eaglescliffe Hall, Elmbranch, Gulf Transport, Hutchcliffe Hall, Maplecliffe Hall, Northcliffe Hall, Westcliffe Hall, Imperial Cornwall, Imperial London, Imperial Sarnia, Imperial Windsor, W. Harold Rea (better known as Eastern Shell), Hilda Marjanne and the Robert J. Paisley (idle during the 1968 season).*

### Ojibway

*Algorail, Fort William, Manitoulin, Tarantau and the Thunder Bay.*

### Windsor

*Eskimo and the Martian (idle during the 1969 season)*

### Collingwood

*E.B. Barber, C.P. Edwards and the Roy A. Jodrey.*

### Owen Sound

*Helen Evans, Elizabeth Hindman, Howard Hindman, Ruth Hindman and the Royalton.*

### Goderich

*Parker Evans, Alexander Leslie, Michipicoten, Maunaloa II, 5 storage barges, owned by the Goderich Elevator Co., the C.S. Band, F.H. Dunsford, Lionel Parsons, K.A. Powell and the D.B. Weldon.*

*Note:* The *C.S. Band*, built in 1896 as the *Martha* (US 92696), had been in Goderich since 1962, and in 1975 was taken to Port Elgin, ON and used as a temporary breakwall by McNamara Marine Ltd. at the Bruce Nuclear Power Station, then under construction. The *Band* was refloated in September, 1976 and eventually taken to Toronto where she arrived on Oct. 20th in tow of the tugs *Colinette* and *Terry S.* Demolition was soon started and completed by February, 1977.

*F.H. Dunsford*, also built in 1896 as the *George H. Corliss* (US 86363), after being used as a storage barge for 11 years, was towed by the tug *Thunder Cape* to Thunder Bay, ON in August, 1973, to be scrapped by Western Iron & Metals Co. Scrapping of the *Dunsford* was completed during the winter of 1973/74. *Lionel Parsons*, built 1908 as *Howard M. Hanna, Jr. (1)* (US 205260), had been in the harbor for 15 years, until she was sold for scrapping and, on June 3rd, 1983, arrived at Thunder Bay towed by the tug *W.J. Ivan Purvis*. The *K.A. Powell*, built as the *Clifford F. Moll* (US 206044) in 1909, was sailing as the *Elmdale* when purchased in 1974 by the Goderich Elevator Co. for use as a storage and renamed the *K.A. Powell*. No longer required, in 1975 she was towed from Goderich in May by the tug *W.J. Ivan Purvis* to Thunder Bay where the demolition was completed in December, 1975 by Western Iron & Metals. The last of this group of storage barges was the 1907 built J.C. Morse (US 204429). In 1978, as the *Shelter Bay*, she too was purchased for storage purposes and renamed c) *Shelter B.* in 1979 by the Goderich Elevator Co., however, in August it was decided to rename the storage barge once again, this time given the name *D.B. Weldon (2)*. Luckily for future ship buffs & tourists, a harbor front museum project was announced in the 1980's at Goderich and the forward cabins & wheelhouse structure of the *Weldon* were chosen to be used as the centrepiece of the attraction. In May, 1981, this forward section was successfully removed and the museum was opened a year later in May, 1982. The scrapping sales of barges continued and in June, 1983, the *D.B. Weldon (2)* arrived in Thunder Bay (minus her forward structure), towed by the *W.J. Ivan Purvis*. Demolition by Western Iron & Metals was completed by the fall of 1984.

\* I would like to thank L.H.L member Jim Luke of Marysville, MI for his assistance and the use of his "Winter Lay-up List".

\* Additional sources of information: "Ahoy & Farewell II", T.M.H.S. "The Scanner", M.H.S.D. "The Historian" and "The Ships of the Paterson Fleet" by Gene Onchulenko & Skip Gillham.

## NAUTICAL NEWS

### NEW HOME FOR THE C&O 452

A tug, which was a familiar sight in the Bluewater area for many years, sailed from Port Huron for the last time on Monday, October 26th, 1998, with Detroit as her destination. She was the tug **Kodiak**, a 100' x 30' vessel owned since 1997 by a group of area marine business men, including one of our L.H.L. members, Captain John Rigney, Port Huron. Perhaps better known by her previous name, the *Kodiak* was the **C&O 452** (US 275111), a tug used from 1974 until the opening of the new St. Clair rail tunnel under the river, to push barges loaded with rail cars between Sarnia and Port Huron. These operations ceased in October 1994 and she was laid up in Port Huron, no longer needed. The *C&O 452* was originally constructed as a barge for the Baltimore & Ohio Railway Co. in 1957 by the Wiley Manufacturing Co. at Port Deposit, Maryland as the *452*. It was only in 1974, when the barge was purchased by the Chesapeake & Ohio Railway Co., that she was converted into a pusher tug with three Caterpillar diesels, renamed *C&O 452* and brought into service, along with the car float *Pere Marquette 10*, in the Bluewater area. In Detroit, the *Kodiak* was loaded onboard the Netherlands flagged **Happy Rover**, a 1997 built 10,000 GRT, heavy lift vessel, to be delivered to her new owner, a French company, Compagne Ligerienne De Transport, to haul coal barges across the River Loire in Nantes, an industrial port in Western France (For you literary buffs, Nantes is the birthplace of Jules Verne, the famous author considered to be the Father of Science Fiction). The *Happy Rover* sailed from Detroit at 11:30 am, Nov. 1st, 1998.

### NEW PASSENGER SHIP FACILITIES IN DETROIT

John Jamian of the Detroit-Wayne County Port Authority has put before the Detroit City Council, a proposal to construct a \$5 million passenger cruise dock on the Detroit River between Chene Park and the Renaissance Center. The planned facility would be 700 to 800 feet in length, built of concrete with wooden walkways in the style of the waterfront of the City when it had regular passenger boat service on the Great Lakes. It is hoped that such a complex would enable Detroit to be a Port of Call in the growing market of the larger type cruise ships that are now beginning to sail our Lakes.

### WINTER BERTHS IN SARNIA

The following is a tentative list for this winter's lay-ups in Sarnia / Point Edward.

<u>VESSEL</u>	<u>DOCKING LOCATION</u>	<u>SCHEDULED REPAIRS</u>
Capt. Henry Jackman	North Slip - north end	coating & painting
Algonorth	North Slip - north end	unknown
Algonova	North Slip - south end	realign main engine
Algorail	North Slip - south end	boom repairs
Algoway	Sydney Smith Dock	new belt, boom / unloader frame repairs
Algosoo	Government Dock	new hopper sections
H. M. Griffith	Cargill Dock (Elevators)	hull patching
McAsphalt Barge 401	Cargill Dock (Elevators)	internal steel work

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

### FOR YOUR BOOKSHELF

Fellow L.H.L. member Skip Gillham has recently published his latest book, **The Postwar Ships of Canada Steamship Lines**, a 177 page softcover book which, with the help of 268 photos, provides a brief sketch of C.S.L.'s background beginning with the fleet as it existed at the start of the 1946 shipping season. A historical review is given of each of 110 different vessels starting with the *Ashcroft* and ending with the most recent addition to the fleet, the 735' self-unloader, *Sheila Ann*. The price is \$24.00 (U.S. funds) postage included in the

price for U.S. addresses, or \$25.00 (Can. funds) plus \$3.00 postage for Canadian addresses. All orders are to be sent to: Skip Gillham, Box 443, Vineland, ON, L0R 2C0 with checks or money orders made payable to Skip Gillham.

The Marine Historical Society of Detroit now has available in hardcover, their recently published book **Ahoy & Farewell II**. The price is \$39.95 (U.S. funds) each, including postage & handling, and may be ordered from the Society's Publication Manager, Jim Jackson, 8566 Cadillac Circle, Grosse Ile, MI 48138.

### FRENCH RIVER - By Norman Eakins

Stopping overnight December 15th /16th in the Government Dock at Sarnia was the *French River*. She was bound from Thunder Bay to Port Colborne and Trois-Rivieres where she will collect a barge. She is to be refitted at Halifax (including the lowering by twenty-five feet of her highly elevated pilot house) prior to delivery to her new owners in the Turks & Caicos Islands. This tug operated on the Detroit River pushing railroad barges for the Norfolk and Western Railroad (Norfolk Southern Corp. from 1982) from 1970 to 1994 as the *R.G. Cassidy*. She was built as the Army tug *LTI-2194* in 1953 and saw service in the Korean conflict. She became the *St. Joseph* in 1961 and saw plenty of river service with Sioux City & New Orleans Barge Lines.

As the *R.G. Cassidy* she made the headlines on March 2, 1988 when she lost her steering and crashed into the riverside walkway of the Holiday Inn at Windsor. In 1994 she was sold to Canadian owners along with her sole Detroit fleetmate, the *F.A. Johnson*. They were both laid-up together at Sarnia on Dec. 12, 1994. On Oct. 7, 1995 they cleared in tow of the *Patricia Hoey* for Detroit where the engine from the *F.A. Johnson* was removed by the Gaelic Tugboat Co. for placement in the *Kaw*. The *R.G. Cassidy* cleared Detroit for Thunder Bay with *F.A. Johnson* in tow on Nov. 11, 1995. In 1996, the *Cassidy* was given her current name by Gravel & Lake Services Ltd. However, it appears that her main chore at Thunder Bay was icebreaking in the harbor. It was planned that the *Johnson* would be used as an office but this never happened; later plans even called for her conversion to a floating restaurant but these plans were also aborted.

### F.Y.I.

As of Dec. 31st, a total of 13,345 people visited the Lake Huron Lightship in Port Huron during 1998.

On Dec. 13th the last upbound saltwater vessel, the *Consensus Manitou*, sailed through the Port Huron / Sarnia area bringing the number of salt water vessels (requiring a pilot), that sailed upbound through our area during the 1998 season, to a total of 463. The vessel was bound for Duluth, MN.

On Dec. 23rd, the *Yi Ming*, carrying a cargo of grain loaded in Thunder Bay, bound for a foreign destination, sailed downbound through the Bluewater area making her the last saltwater vessel to leave the upper lakes in the 1998 season.

### **Marine Scene .... 30 years ago (1969)**

January: The tug *Wyoming* (US229004) sank at the dock at Conneaut, OH, raised on Feb. 10th, then towed to Cleveland, OH to be repaired.

January 7: The self-unloader *Gleneagles* (C.152643) suffered \$50,000 worth of damage when her after cabins caught fire in Port Colborne, ON.

February: Captain George Hindman died at Owen Sound, ON.

February: Shenango Furnace Co. dropped from the role of shipowner with the sale of a) *Col. James M. Schoonmaker* (US209185) to Pickands-Mather.

*Arthur B. Homer* (US280946) the last built by the Great Lakes Engineering Works at River Rouge, MI in 1960, had her boilers automated by American Shipbuilding Co. at Lorain, OH.

*Whitefish Bay* (C.313936) was converted to a self-unloader during the winter of 1968/69 by Port Arthur Shipyards Ltd., Port Arthur, ON. When the project was completed on June 30th, 1969, she was renamed b) *Quetico*.

The Editor would like to thank Marten VandenBroek of Shelley Machine & Marine Ltd., Bill Wager of the Port Huron Pilot Station as well as L.H.L. members Cy Hudson, Ted Richardson and John Philbin.

# BLUEWATER AREA SHIPWRECKS

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By Skip Gillham

## S/S RAVNEFJELL

The ships of the Norwegian flag Fjell Line were once very common around the Great Lakes. They began trading inland in 1932 and their vessels maintained an area presence until 1972.

Among the callers was the first *Ravnefjell*, a ship that was involved in a serious collision on Lake Huron forty-nine years ago this coming June.

*Ravnefjell* was built at Oslo, Norway in 1938 and the 250 foot, 9 inch long freighter came to the freshwater lakes the next year. Then, in 1940, the hull moved to Nortraship for war service.

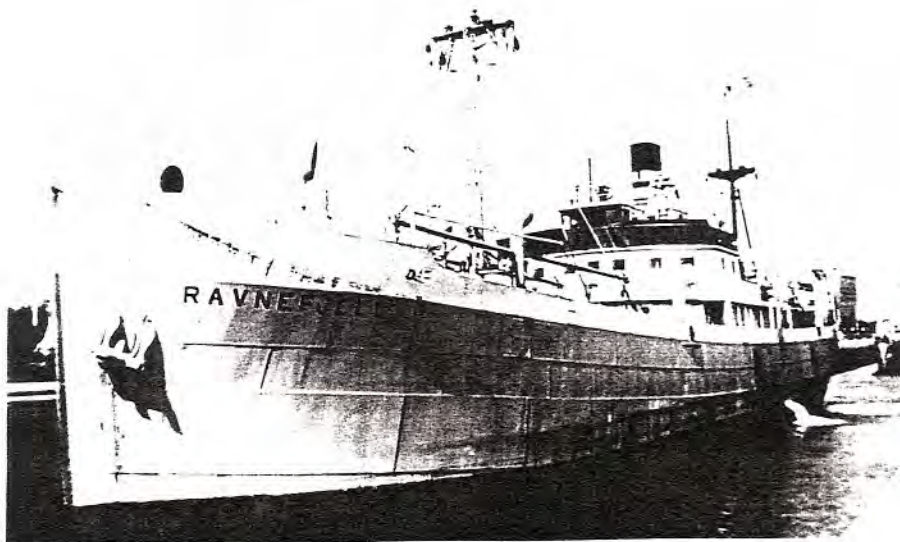
The 1,339 gross ton carrier survived the war and, in 1947, was the first overseas freighter of the postwar era to call at Toledo. The vessel arrived with 557 tons of soda ash and cleared with 365 tons of machinery.

On June 25, 1950, *Ravnefjell* ploughed into the side of the steamer *City of Cleveland III* on a very foggy Lake Huron. The accident ended the career of the beautiful passenger carrier. Four lives were lost and twelve individuals injured in what had been a special cruise for the Chamber of Commerce out of Benton Harbor, Michigan.

*Ravnefjell* was sold in 1955 when a newer ship of this name was built. Renamed *Ringstein*, for Ekerholts Rederi of Norway, she returned to the Great Lakes prior to the opening of the Seaway.

In 1959 a resale to Talamanca Cia Nav. of Italy brought a rename of *Altair*.

The vessel went aground near Achowa Point, Ghana, (04.44N / 01.55W) on Sept. 11, 1966. She was enroute from Messina, Italy, for Nigeria when stranding and the hull was abandoned as a total loss.



\* Photo : Ted Jones, courtesy of Barry Andersen \*

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

# SALTY SPOTLIGHT

## GREAT LAKER

By D. R. (Doug) Schilz

Built in 1987 as the *Green Laker* by Oshima Shipbuilding Co. at Nagasaki, Japan as Hull # 10096.

Length - 590'-7"    Breadth - 75'-10"    Depth - 48'-7"

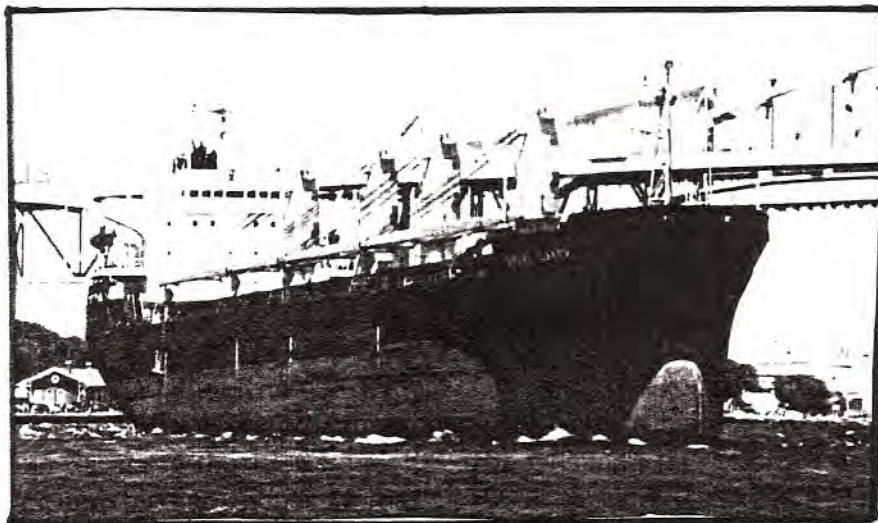
16,344 GRT    M. Bulk Carrier

Main Engine - 6,670 BHP Mitsubishi

The *Great Laker* is a frequent visitor to the St. Lawrence Seaway System. Between 1994 and 1997 she has made 11 visits. In 1998, I personally saw this vessel on 3 different occasions. She passes through the Bluewater area every year, but has not stopped in the Port Huron / Sarnia area to load or discharge cargo.

She was originally named the *Green Laker* and was owned by Youwa River Company Inc. and registered in Panama. In 1989 the vessel was sold to Green Shipping Corp. and registered in Liberia. Her name remained unchanged. She visited the St. Lawrence Seaway every year under this name up to and including 1994 when she was renamed *Great Laker*. She is owned by either Burma Navigation Corp. or Myanmar Navigation Corp. and is registered in Myanmar (Burma).

I'm sure that in 1999, barring a sale and rename, the *Great Laker* will again pass through the Bluewater area taking cargo to upper lake ports and returning with grain for overseas delivery.



\* Downbound at Port Huron \*  
( Paul A. Michaels photo )

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### Answer to Name This Ship (Pg. 2)

The steamer *Mohawk Deer* C.137898 was built in 1896 by F.W. Wheeler & Co. at West Bay City, MI as Hull # 112. Dimensions were 470'-3" x 46'-6" x 28' 4422 G.T. Built for the Roby Transportation Co. as a) *L.C. Waldo*. Lengthened 65' in 1905. Wrecked on Gull Rock in Lake Superior on Nov. 11, 1913. Reconstructed at Lorain, Ohio and sold to Mathews S/S Co. Renamed b) *Riverton* in 1916. Sold to Mohawk Nav. Co. in 1944 and renamed c) *Mohawk Deer*. Sold to Italian shipbreakers in 1967 for scrapping at LeSpezia, Italy. Taken in tow with the tanker *Makaweli*. Stranded on the rocks near Portofino, Italy on the Gulf of Genoa while under tow on Nov. 6, 1967.