

THE LIGHTSHIP

LAKE HURON LORE



MARINE SOCIETY

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

Our first scheduled meeting of 1999 was held at the Port Huron Museum on January 31st at 7:00 pm. This joint meeting with the Marine Historical Society of Detroit was a "member's slide night" and was attended by approximately 25 people. The slides showed lakers and salties, old and new, lots of scrap-tows, opening day ceremonies for the 1998 season at the Welland Canal and some beautiful photos of the famous passenger liner *Queen Mary*. Our thanks to those who brought slides and to all those who attended.

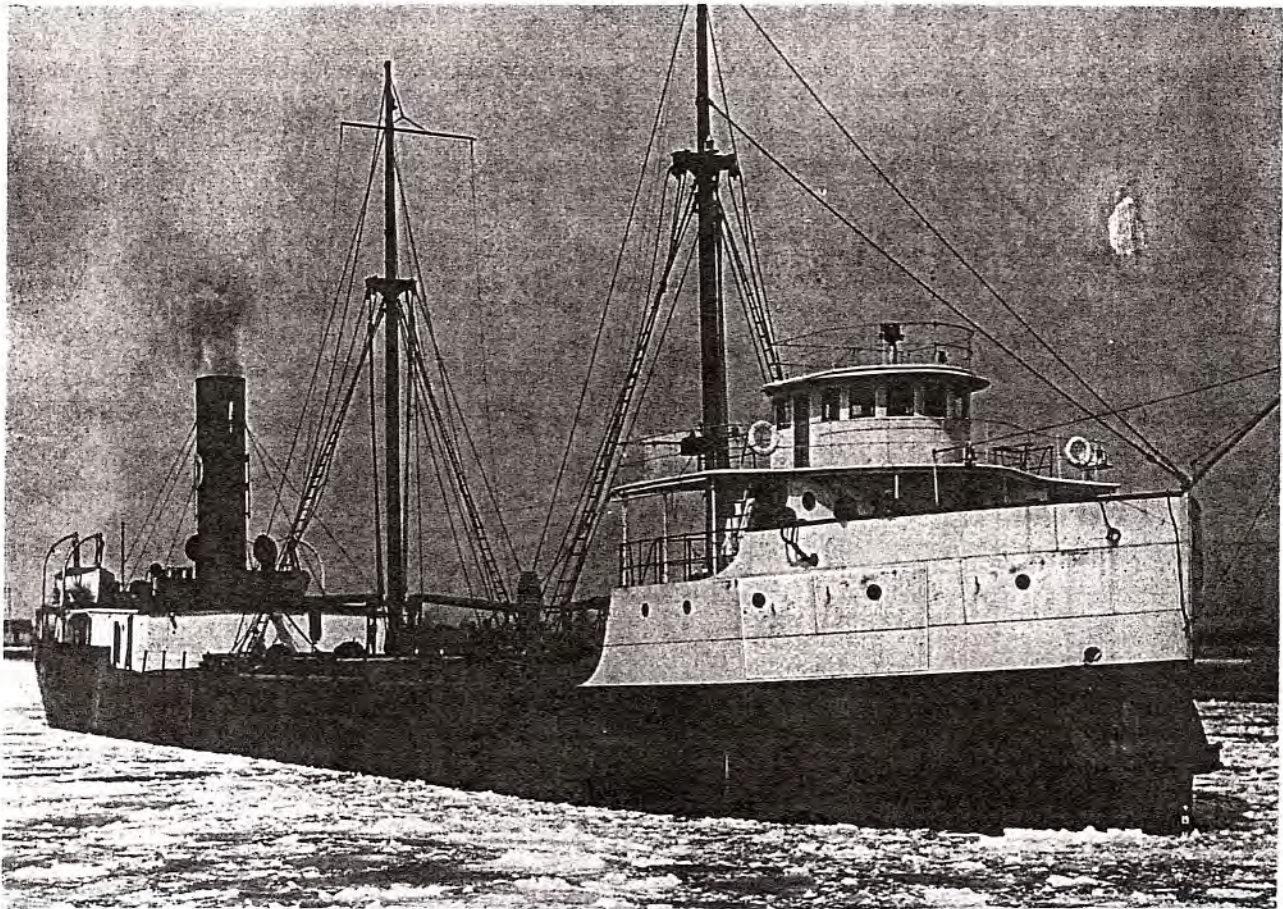
Mark your calendar - We have our first 1999 entertainment meeting scheduled for 7:00 pm, Saturday, March 20th at the Port Huron Museum. The program, entitled *Rails Across the Straits*, will be presented by L.H.L. member Bob Campbell of Grand Ledge, MI and will give the audience a view of the rail transportation used in the Upper Peninsula prior to the construction of the Mackinac Bridge. Please note that this is **not** a dinner meeting.

Our second meeting will be held at the Museum at 7:00 pm, Saturday, April 10th and will be our first 1999 dinner meeting. As usual, the evening will begin at 6:00 pm with a social hour, followed by dinner and an entertainment program by *The Lightship* editor Terry Doyon entitled *Seven Days on a Thousand Footer*, a slide show of his May, 1998 trip on the American Steamship Company's *Indiana Harbor*. The cost is \$10.00 (U.S. funds) and please send your check or money order, payable to the **Museum Guild**, to the Port Huron Museum. It would be very helpful to the Museum staff to mark your envelope *Dinner Meeting*. The closing date for reservations is Wednesday, April 7th. Please fill out and include the enclosed yellow-colored reservation slip with your check or money order.

New Members - L.H.L. welcomes on board Robert & Narda Johnson of St. Clair Shores, MI, Willard Hembree of Taylor, MI, Harry Muenker of Troy, MI, and Carl & Laurie Cramer of Birmingham, MI.

For our Canadian members - The L.H.L. recently set up a bank account with the Royal Bank in Sarnia, and also the Board of Directors, after receiving requests over the years from our Canadian members, have agreed that they may pay their annual membership dues in Canadian funds. This, they can now do, if they wish, and the additional exchange premium will be announced in October for the following year. For example, the rate of exchange for the 1999 membership fee will be \$15.50 in Canadian funds. Please note, this arrangement to pay in Canadian funds is for membership dues only, and not for our dinner meetings, which are catered by the Port Huron Museum Guild and they do not have a Canadian bank account. This policy will be strictly adhered to. Your annual membership renewal slip will be returned to our treasurer in the normal manner.

*** NAME THIS SHIP ***



See Answer On Page 6

Editor's Note - In our last issue, the article *The 1968 / 69 Winter Lay-Up List ... 30 Years Ago* contained a section describing the vessels tied up that winter at Goderich, ON. Two of the vessels mentioned in the article were storage hulls that didn't actually come to Goderich until years later. Those vessels were the *K. A. Powell* (2) (*Elmdale*), and the *Shelter B* (*Shelter Bay*). The following article, by L.H.L. member Richard (Dick) Wicklund, provides us with an accurate and detailed view of the ships that came to Goderich to spend their final days serving as storage hulls.

The Goderich Grain Storage Fleet

By Richard H. Wicklund

A sunny day in 1973, at Goderich, Ontario, a port in a quiet and picturesque town on Lake Huron's east shore, finds a group of Lakers lying in the harbor. Laying side by side, they seem to be waiting to load and sail. However, looking closer, they were boarded up. Tied to their rusting hulls were cables and lines, anchored securely on the shore. Some were sitting high and proud with their sunken-forecastles in white. Others were sitting in the water lower, with their black hulls ready, seemingly, to sail. A closer inspection revealed white & black paint that was cracking and peeling away from hulls that were rusting. On the sterns were peculiar names like *F. H. Dunsford*, *D. B. Weldon*, *C. S. Rand*, *R. G. Sanderson*, *K. A. Powell*, *Lionel Parsons* and *Elmdale*. Their condition and their names seemed to be asking questions only history could answer: where did they come from and why were they here?

They were here because they were grain storage boats, owned by the Goderich Elevator and Transit Company. The company "operated" the boats around the harbor, storing excess grain from the large elevator nearby. Since the harvesting season was in the summer lull, most of these boats were only waiting to be used, as they had for years. But when the season's big grain shipments came in, their holds would be opened for cargo again. And, once again, the proud and the ready Lakers of Goderich would sail, if only within the harbor.

However, these Lakers could tell enough of the past to fill many volumes of Great Lakes history. Each, although looking the same in condition, and used for an identical purpose, had its own individual history long before its days at Goderich. Some had many years of sailing in some great fleet on the Lakes, and sailed in company with well known sisters, now gone. Also, they could tell of close calls, but one was even considered a total loss before being salvaged to sail another fifty years before coming to this final berth at Goderich.

The *F. H. Dunsford* was originally the barge *George H. Corliss*. She had been built in 1896 at Chicago with overall dimensions of 378' x 44' x 26'. She was built for the Bessemer S.S. Company and operated in that fleet until it became part of the Pittsburgh Steamship Company fleet in 1901. She sailed as a Pittsburgher until 1937 when she was sold to the International Transportation Company. She was renamed *Ethel*, until acquired by Lakehead Transportation Company, Ltd. of Canada. They modified her name by adding a J. *Ethel J.* was her name even after she was purchased in 1942 by Great Lakes Lumber and Shipping Co., Ltd.

N. M. Paterson & Sons Ltd. bought *Ethel J.* in 1945. She was renamed twice by them, being first the *Portadoc* (2) until 1961 when she became *Kenordoc* (3). She had that name a short time before being sold to the Goderich Elevator & Transit Company for grain storage use in 1962. For the next eleven years she sailed the Goderich harbor carrying the name *F. H. Dunsford*.

Just after mid-March, 1973, a seiche struck the harbor causing the water level to rise about five feet during a storm. This sudden rise caused cables, holding the *Dunsford*, her grain storage sisters, as well as some larger vessels, tied up for the season, to snap. The boats damaged each other as they were pushed around the harbor by the tide. When it was over, two of the old Lakers had been so badly damaged that they could no longer be used for grain storage. The *Dunsford* was one of these. She continued to lay at Goderich until late summer when she was towed to Thunder Bay, Ontario, after being sold as scrap.

She left behind in 1973 six others of her kind, one of which was the *D. B. Weldon*. The *Weldon* had been built in 1896 by the Chicago Shipbuilding Company for the Minnesota Steam Ship Company as the *Maricopa*. This steamer's overall dimensions were 425' x 48' x 28'. She ran in the Minnesota fleet until 1901 when she became part of the Pittsburgh fleet. She would remain with that owner throughout most of her years until 1936 when she was sold to the Geistman Transportation Company, which renamed her *John P. Geistman*. In 1939, the old *Maricopa* was sold again, but not renamed while in the Lakehead Transportation Company. Great Lakes Lumber and Shipping Ltd. renamed her *E. E. Johnson* when they owned her from 1941 to 1945.

Finally, in 1945, N. M. Paterson & Sons bought her and renamed her *Altadoc* (2), a name she carried until 1962. She was the second ship to carry a name honoring the Canadian Province of Alberta. The first was wrecked on Keweenaw Point, Lake Superior, in early December, 1927. However, the second *Altadoc* was to have a longer career. In 1962 she was sold and renamed by the Goderich Elevator and Transit Company as the

D. B. Weldon. Two years after her arrival, her deck cabins and engines were removed. Of the four steamers at Goderich in 1973, she was the only one to have no upper cabins and thus, less of a proud look.

The *C. S. Band* had no upper cabins either, but that was because she had always been that way. She was a barge, which had been built in 1896 by the Chicago Shipbuilding Company. Her overall dimensions had remained at 368' x 44' x 26' during her 77 year history. She was originally called *Martha*, a name she bore until 1937 for first, the Minnesota S.S. Company, then the Pittsburgh S.S. Company. The old *Martha's* history follows nearly that of the *Maricopa*, her long time sister. *Martha* was sold from the U. S. Steel interests in 1936, and was owned by the following companies: International Transportation Company, 1936; Lakehead Transportation Ltd., 1938; Great Lakes Lumber & Shipping Ltd., 1942; and N.M. Paterson in 1949. Also she carried the following names: *Florence*, 1936; *Maureen H.*, 1938; *Florence J.*, 1939; and *Owendoc* from 1949 to 1962.

In 1962 she began a new life at Goderich as a grain storage ship, and it was then that she received the name *C. S. Band*. So, this proud barge had survived to serve with the old *Maricopa*, a steamer that may have at one time towed her, while in the Pittsburgh fleet.

The *Martha* and the *Maricopa* were not the only two from the old Pittsburgh fleet serving at Goderich. Two other vessels were here also. The *Dunsford*, (ex-*George H. Corliss*), described earlier, also served with them as a Pittsburgher. The fourth sister from those old days was the *W. LeBaron Jenney*. At Goderich she had the name *K.A. Powell*. She had been built in 1897 by the F.H. Wheeler & Company of West Bay City, Michigan. Her original dimensions were 378' x 44' x 26'. She was built as a barge, like two of her Pittsburgh sisters. She had come from Bessemer's fleet before those interests became a part of U. S. Steel in 1901.

In 1937, after 36 years as a Pittsburgher, she was sold to the same owners as the *Martha*. The *Jenney* carried the names *Alfred* in 1937, *Alfred J.* in 1938 and *Collingdoc (2)* in 1949. Her name in 1949 showed that she became a Paterson-owned vessel. In 1962 she was sold to the Goderich elevator company and her name was changed to *K.A. Powell*. As a proud Goderich Laker with over 76 years of service, her days were numbered. Like the *Dunsford*, she was damaged in the 1973 storm to an extent that left her good only for scrap. She was sold for that purpose and towed to Thunder Bay a few weeks after the *Dunsford*. The Thunder Bay tug, *Thunder Cape*, towed both barges, in succession, from Goderich to the Lakehead.

Of the seven boats at Goderich in 1973, four were steamers. Only the *D.B. Weldon* looked like a barge. The three others still looked like steamers with their deck cabins and stacks in place. One of those was the *R.G. Sanderson*. She had been built for the old J.C. Gilchrist Transportation Company as the *Frank W. Gilchrist* in 1903 by the West Bay City Shipbuilding Company. She sailed in the Gilchrist fleet until 1913, when these owners retired from business. The Interlake Steamship Company (Pickands-Mather) became her new owners. She carried the name *Cepheus* for them from 1913 to 1926.

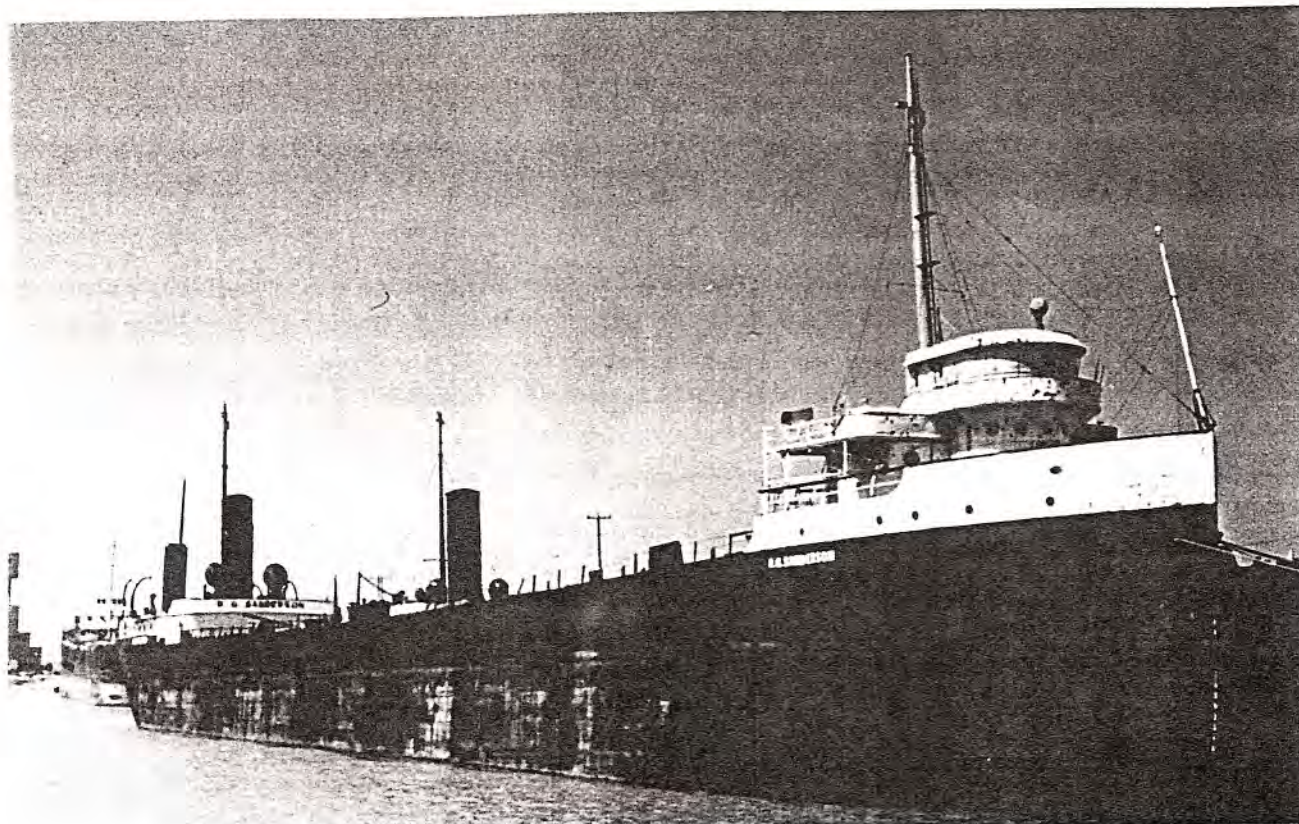
In 1926, the *Cepheus*, along with several other Interlake boats, was sold to Paterson. They renamed her *Mantadoc (1)*. Another ship with Interlake-family ties was the *Sirius* which was exactly like the *Cepheus* with overall dimensions of 436' x 50' x 28'. The *Sirius* became the *Ontadoc (1)* and she lasted almost as long as the *Mantadoc* when she was towed to Europe in 1972 for scrapping. However, her one-time sister was sold in 1963 for grain storage, and in that useful capacity had survived with the name *R.G. Sanderson*.

The proudest Laker at Goderich in 1973 was the *Lionel Parsons*. She was the biggest of the grain storage fleet at 500' x 54' x 30' overall. She was also newer than any of the others, having been built in 1908 by the American Shipbuilding Company at Cleveland, Ohio. But, her finest hour was in almost being lost in the famous 1913 storm on Lake Huron. Her name then was *Howard M. Hanna Jr. (1)*, her original. Owned by the Hanna Mining interests, she was caught in that Great Storm and was badly stranded at Pointe Aux Barques. She was pounded on the rocks and considered a total loss after the storm was over.

That might have been the end of her history, but the storm was to start her on a new career. Her U.S. owners gave her up as a loss and had even given her name to a second ship in 1914. A Canadian salvage company brought her off the rocks and rebuilt her at Collingwood, Ontario. In 1915, she was sold to James Playfair's fleet as the *Glenshee (1915-1926)*. When that company became part of Canada Steamship Lines later on, she carried the names *Marquette (1)*, (1926-1927) and *Goderich (1)*, (1927-1963). In 1963 she was sold to Algoma Central Railway as *Agawa (1)*. She replaced their older and smaller *Algorail (1)* which had been sold for scrap. *Agawa*

was her name until 1968 when she was sold for grain storage use at Goderich. Her name was then changed to *Lionel Parsons*. However, after all those years in the harbor, on close inspection, her old name *Agawa* still appeared through the paint on the bow. Even her lifeboats still carried that fine name.

The *Parsons* had a fine history, as did other ships at the Goderich grain facility. In 1973 a new vessel joined the fleet. She was the *Elmdale* (renamed *K.A. Powell* (2) in August, 1974). Even though her career may not have been as long as her other Goderich sisters, she also had one to tell. She was built in 1909 by the Great Lakes Engineering Works at Ecorse, Michigan, as the *Clifford F. Moll*. Her dimensions were 464' x 56' x 28' and she sailed for most of her years for the American Steamship Company. The name she carried for most years of her career was one of the longest used on any Great Lakes ship, *Standard Portland Cement* from 1933 to 1960. In 1960 she was sold to the Reoch interests of Canada. Her name became *Elmdale*. For them she carried grain products, a commodity she held for years for the Goderich Elevator & Transit Co. to whom she was sold in 1973.



* *R. G. Sanderson* ex - *Mantadoc* (1) at Goderich, Ont. on Sept. 4th, 1973 *
--- Richard Wicklund photo ---

With the 1973 departures of the *K. A. Powell* (1) and the *F. H. Dunsford*, the remaining five vessels would begin their final years at Goderich. *D. B. Weldon* (1), the ex- *Altadoc* (2), would be the next to leave. She was towed out of Goderich in August, 1974 bound for scrapping in Thunder Bay.

Departing grain storage use next was the *C. S. Band*, ex - *Martha*. She would go only a little north of Goderich, to Port Elgin, for use as a temporary breakwall. This duty ended for her in 1976. After a brief stop at Goderich in September, *C. S. Band* was towed to Toronto for scrap.

In 1974, the 1973 purchased *Elmdale* would be renamed *K. A. Powell* (2). However, as Goderich's second *K.A. Powell*, her total years in port were shorter than the others. After only six years in grain storage use, she was sold for scrap in Thunder Bay, departing under tow in May, 1979.

1983 would be the end of the line for the *R. G. Sanderson*, and the *Lionel Parsons*. The *Sanderson*, ex- *Mantadoc* (1), spent a record twenty years at Goderich. This classic Laker would depart in April, 1983. After eighty years of Great Lakes service, she was towed to Thunder Bay, like her sisters, for scrap.

The *Lionel Parsons* would be the last of these featured vessels to leave. In late May, 1983, she left port after fifteen years of use. This proud and historic Laker would also be scrapped at Thunder Bay.

These seven storage hulls would be replaced by other ships, like the *Shelter Bay* of Q & O in 1978. She would become *D.B. Weldon* (2) and, in 1981, her forward cabins and wheelhouse would be removed to become the Maritime Museum now on display at the harbor. To follow were *Spruceglen*, *Cedarglen* and *Willowglen*, however, that is another story, when we will remember again the proud Lakers of Goderich Harbor !

F. Y. I.

Marine Scene 30 years ago (1969)

March Boland - Cornelius acquired Gartland Steamship Co.

S. T. Crapo opened the 1969 navigation season (March 7th).

E. J. Goebel sold the name of the Chicago, Duluth & Georgian Bay Transit Co. to Arison Shipping Co. of Miami, Florida with tentative plans to operate a passenger service on the Great Lakes.

April The new \$16 million Chicago & Northwestern Ore Dock was opened at Escanaba.

The bulk carrier *Thunder Bay* was the first vessel upbound at the Soo (April 4th).

Maj Ragne (Swedish) opened the St. Lawrence Seaway (April 7th).

Dofasco Ltd. (Canadian steel company) announced taking an option on 5,000 acres of lake frontage just west of Port Burwell, ON as a potential Lake Erie harbor facility.

Ralph Misener (C 328542) suffered severe fire damage to her engine room during fit-out at Port Colborne on April 3rd.

J. N. McWatters (C 314361) stranded on Crysler Shoal in the St. Lawrence River on April 8th. She was subsequently released.

40 years ago (1959)

March The Browning fleet automobile carrier *Coralia* (US 127129), which had carried this name since she was built by Globe Iron Works of Cleveland, Ohio in 1886, was renamed *Troy H. Browning* (2).

Sarnia Steamships Ltd. purchased the 1885 British built canaller *Sunchief* (C 104283) from Saguenay Terminals Ltd. later to be renamed *Walter Inkster*.

April Keystone Transports Ltd. announced the new names of their recent acquisitions. The 1927 built *Surewater* was to be renamed *Keywest* (2) (C147750). The other vessel was the 1928 built *Trenora* to be renamed *Keyshey* (C 147798).

The former U.S. owned *The Inland* (US 225935), a 1926 built steel carrying vessel which had been purchased by the Transit Tankers & Terminals of Montreal, P.Q. in 1948 and converted to a tanker by Port Weller Drydocks, Ltd. later that year, was renamed *Transinland* (C 190468). In 1968 she was bought and renamed *Inland Transport* by the Hall Corporation, later to be scrapped in 1980 at Port Maitland, ON.

Answer to Name This Ship (Pg. 2)

The steamer *J. A. McKee* C.125442 was built in 1908 by Swan, Hunter & Wigham Richardson, Ltd. at Wallsend-on-Tyne, England as Hull # 798. Dimensions were 259' x 42'-10" x 25'. Built for Western Steamship Co. of Toronto. Algoma Central Steamship purchased the *McKee* from Western in 1914 to replace the steamer *Leafield* which was lost in the 1913 Storm. Sailed for Canada in both World Wars. Suffered \$125,000 damage in the famous Halifax, Nova Scotia explosion in 1917. The vessel was aquired by N. M. Paterson Co. in 1923 and renamed *Thordoc* (1) in 1926. The vessel ran around in heavy fog near Louisburg, Nova Scotia on March 30th, 1940 while sailing for Canada during World War II. The ship was abandoned and later broke up and sunk.

BLUEWATER AREA SHIPWRECKS

Stmr. REGINA

By Skip Gillham

Regina was built by A. McMillan & Sons of Dumbarton, Scotland and launched on Sept. 3rd, 1907. She soon sailed for Canada and arrived on the Great Lakes in October for work in the package freight and grain trade between Montreal and the Canadian Lakehead ports of Fort William and Port Arthur.

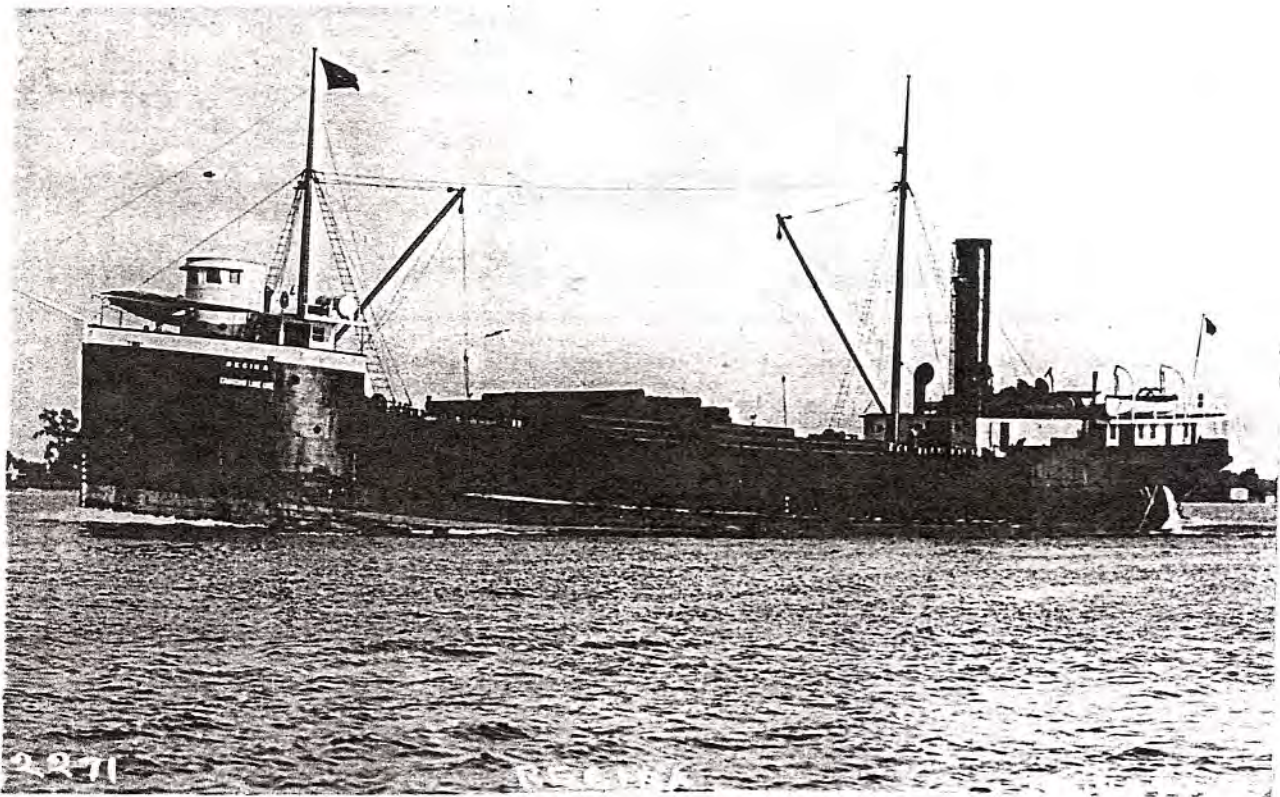
The ship originally sailed for the Canadian Lake Transportation Co. and moved to the Canadian Interlake Line and Merchants Mutual Line prior to the formation of the Canada Transportation Company in 1913. This firm soon became known as Canada Steamship Lines.

Regina was lost with all hands on November 9-10, 1913 during the "Great Storm". The ship left Sarnia with canned and manufactured goods, gas and sewer pipes plus 140 tons of hay on deck.

The combination of high winds, mountainous waves and blinding snow was too much for the sturdy freighter and she disappeared under what must have been terrifying circumstances.

Divers located the hull on July 1, 1986. It rests off Port Sanilac, MI in 77 feet of water. The telegraph reads "Stop" and one anchor chain is played out leading you to believe an effort was being made to abandon the doomed vessel. It appears to have sunk at 0420 hours, likely on Nov. 10th, and is mainly upside down but partly on the starboard side.

A sistership, the *Kenora*, survived through two wars and the Depression until being scrapped in 1960.



* Photo : Milwaukee Public Library *

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

SALTY SPOTLIGHT

TURID KNUTSEN

By D. R. (Doug) Schilz

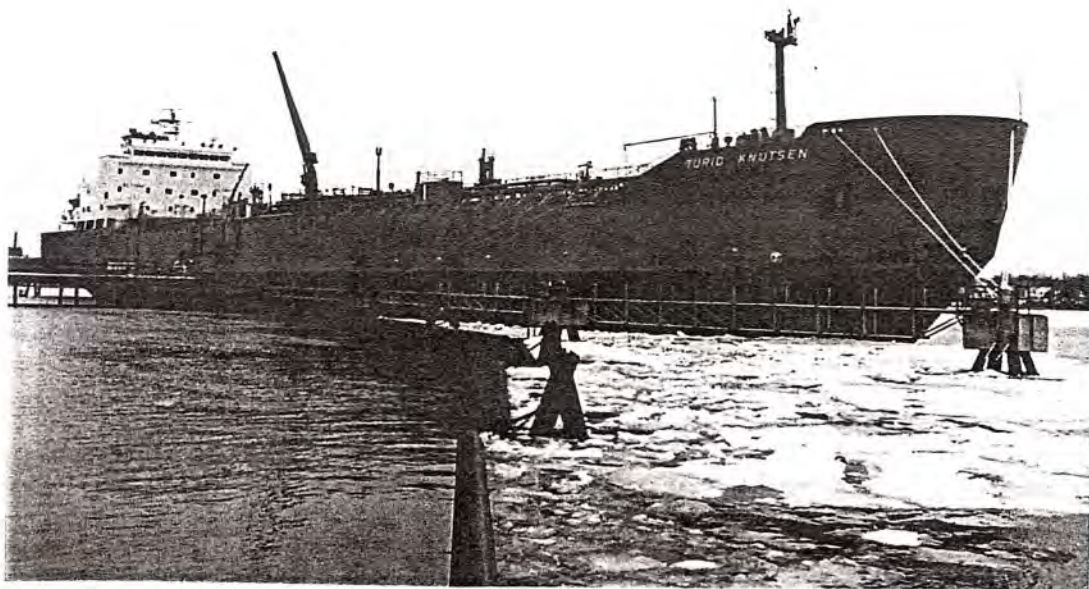
Built in 1993 by S. A. Juliana Const. Gijonesa; Gijon, Spain as Hull # 345.

Length - 533'-2" Breadth - 75'-6" Depth - 48'-7"
16,150 GRT M. Tanker
Main Engine - 10,680 bhp B&W

The *Turid Knutsen* is a regular visitor to the Sarnia / Port Huron area. She can be seen frequently loading petro-chemical products at the various refineries in Sarnia and Corunna. She was built for Knutsen Product Tanker IV KS and registered in Haugesund, Norway.

She first visited the Bluewater area in 1993. Her first voyage to the area was to the Suncor dock in Sarnia and she was recognized as the first salty of the 1993 season. The Sarnia Chamber of Commerce presented Captain Oddvar M. Braaten with a commemorative hat to honor the occasion. Unfortunately, on this first visit, she spilled a small quantity of toluene, approximately 90 gallons, into the St. Clair River. This occurred on April 16th. The spill, which lasted less than ten minutes, stripped the ship's paint down to the bare metal. The *Turid Knutsen* was fined \$10,000.00 under the Canada Shipping Act of unlawfully using a transfer hose that didn't have its maximum working pressure clearly marked. The ship's crew was noted for their prompt response to the incident.

In her first year of operation she visited Sarnia or Corunna refineries three times. In all, since beginning operational service in 1993, she has made at least 22 trips to Sarnia area refineries. Her red hull has become a familiar sight on the Sarnia / Port Huron waterfront.



* Suncor Refinery on April 16th, 1993 *
(Doug Schilz photo)