

THE LIGHTSHIP

LAKE



LORE

MARINE SOCIETY

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lakehuronlore@advnet.net

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Terry Doyon (Editor)
272 Elgin St.
Sarnia, ON, N7T 5B6

Cy Hudson
(Assistant Editor)

Membership (annual) - \$12.00 (U.S.) \$18.00 (Can. funds)
Send to: L.H.L. Port Huron Museum, 1115 6th St.,
Port Huron, MI 48060 - 5346. Phone (810) 982-0891

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ANNOUNCEMENTS

Our dinner meeting, held on Saturday, Oct. 2nd at the Port Huron Museum, was a joint meeting with the Marine Historical Society of Detroit and was attended by 85 members and guests. Our speaker was the well known historian and author Skip Gillham of Vineland, Ontario who presented a program entitled *Canadian Tankers*, both of present day and those which sailed the Lakes many years ago, bringing back many memories of ships no longer with us. Thanks Skip.

Our evening's raffle prizes were numerous thanks to the good efforts of Jim Gallant of Cambridge, Ontario, who is a member of both societies, and the generosity of Algoma Tankers Ltd., of Dartmouth, N.S. and Rigel Shipping Canada Inc. of Shediac, New Brunswick. Jim also donated a bottle of Algoma Central Corp. "Centennial Wine" and six ISMA raffle tickets. Skip Gillham donated a copy of one of his books, *The Postwar Ships of Canada Steamship Lines*. Skip was presented with a white Algoma Tankers hat courtesy of Peter Cresswell, President and CEO of Algoma Central Corp., Sault Ste. Marie, ON. The evening's lucky winners of the raffle prizes were Sterling Berry of Grosse Pointe, MI (Skip's book), Algoma Tanker hat winners were Fred Dufty of Algonac, MI, Jean Elford of Sarnia, ON, Dick Wicklund of Burton MI, Herman Chapman of St. Clair Shores, MI, James & David Lee of Sombra, ON, Michael Vanmaldeghem of Marine City, MI, and Ken Barrand of Avoca, MI. John Meyland of Clarkston, MI won the Algoma Tanker house flag, Lucille Logan of Walled Lake, MI won the Centennial Wine, your Editor, Terry Doyon of Sarnia, ON won the ISMA Boat Trip raffle tickets, Bob Watts of Warren, MI won a Rigel Shipping desk-sized house flag, George Lee of Sombra, ON won a Rigel Shipping encased ship model, and finally, Mary Leeper of Westland, MI was the winner of an attractive Rigel Shipping Inc. promotional watch. Congratulations to all the winners and once again, thanks to the

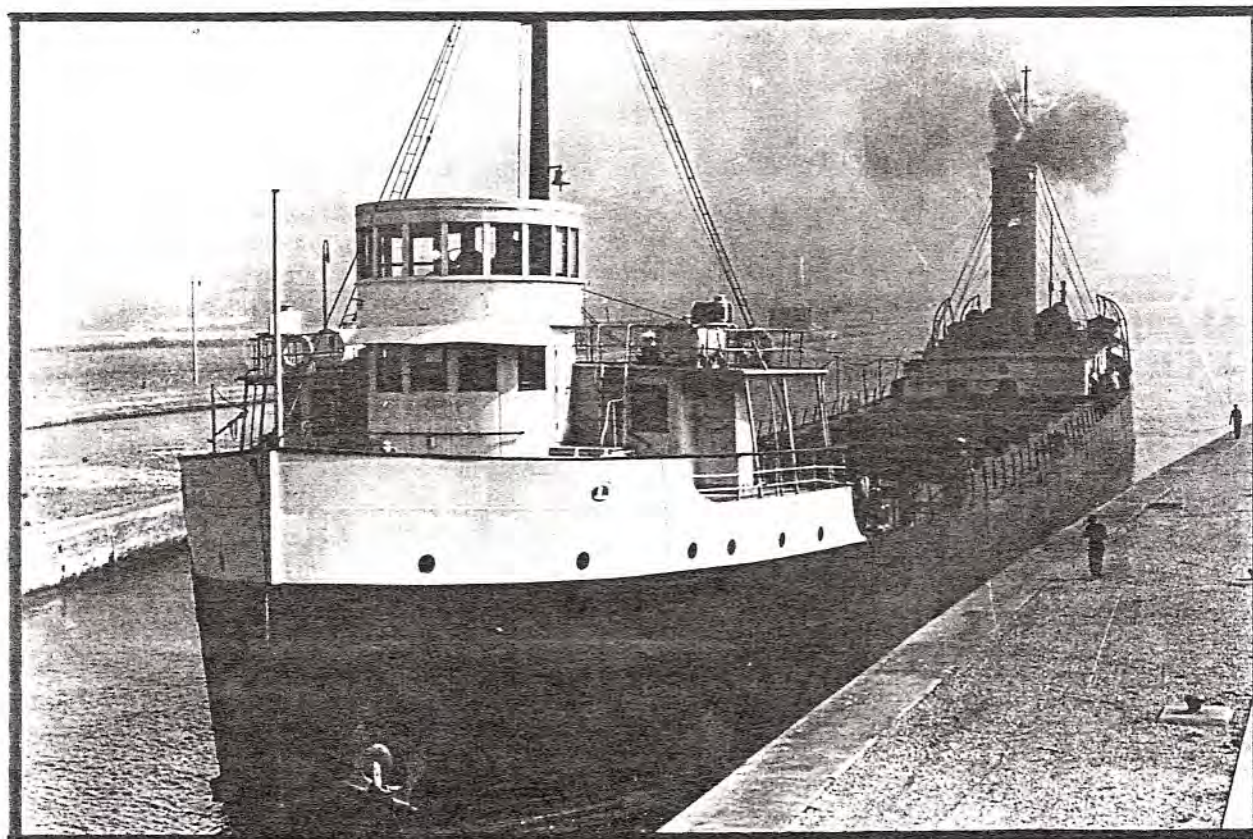
beneficence of our donors for making the evening's raffle a great success. As usual, the proceeds will be used to maintain our Marine Gallery, located upstairs in the Port Huron Museum.

Mark Your Calendar - Our final dinner meeting of the year will be held on Saturday, November 13th at the Port Huron Museum. As usual, it will begin with a social hour at 6:00 pm, followed by the dinner and the evening's entertainment, which will be presented by David & George Lee of Sombra, ON, long standing L.H.L. members, entitled "*Assiniboia to Normac - 40 Years of Great Lakes Activity with Lee Marine*". The cost is \$10.00 (US funds) and please send your check or money order, payable to "Museum Guild", to address shown on the enclosed yellow reservation slip. The closing date for all reservations is Wednesday, November 10th. It would be helpful to the Museum staff if your envelope is marked "DINNER RESERVATION".

Year 2000 Membership Dues Next year's membership dues for Lake Huron Lore Marine Society are now being accepted by our treasurer Cy Hudson. Owing to increasing costs to the Society (postage, paper and printing) since our last membership dues increase in 1993, the Board has decided to raise the annual dues to \$12.00 (\$18.00 Canadian funds) for memberships in the year 2000. We feel this is necessary to maintain our level of service to our members, which includes (annually) the six issues of *The Lightship* newsletter, six entertainment meetings held at the Museum and financial donations made on behalf of the Society. Your membership to Lake Huron Lore also entitles you free admission to the Port Huron Lightship in Pine Grove Park, Port Huron. Our increased dues of \$12.00 will still allow us to be amongst the lowest of any marine organization on the Great Lakes and, we believe, the best value. Please remit your renewal, using the enclosed pink slip, and your membership will be renewed for the 2000 calendar year. Also, a prompt renewal will assist to lower L.H.L.'s financial costs. Our Canadian members may remit in Canadian funds (\$18.00) if they desire.

New Members - L.H.L. wishes to welcome aboard Lloyd C. Godwin of Holt, MI, Jerry Radloff of Grosse Pointe Woods, MI. and Floyd Wiseley of Marine City, MI.

*** NAME THIS SHIP ***



The Norie Remembered

A Special Article for Lake Huron Lore by Alan Mann

"*The finest of trips on the finest of ships.*" That was Canada Steamship's quaint brochure boast when its fleet of passenger ships graced the Great Lakes during the golden age of overnight travel on North America's most picturesque waterways. The fleet sisters, *Huronic*, *Hamonic* and "queen" *Noronic*, made up the upper lakes fleet that offered popular week long service during the first half of the century.

September 17, 1949, the legacy was shattered when the 1913-launched *Noronic* was tragically destroyed by fire during a rare trip to Toronto. Taken in the inferno were 118 lives, mostly Americans. This pivotal event was a turning point in Great Lakes overnight service as the catastrophe at Toronto's Pier 9 reverberated into a stiffening of safety regulations. Updating existing vessels was cost prohibitive for owners with new builds almost out of the question due to a declining market.

September of 1999 marked the 50th anniversary of the *Noronic* misfortune. However, rather than dwell on that horrific 1949 event, we choose to remember the *Noronic's* undisputed claim as "Queen of the Lakes" on whose decks, Canada Steamship would proudly proclaim, "There's always fun afloat!"

The *Noronic* was built by Western Drydock and Shipbuilding Company in Port Arthur, Ont., her keel laid in 1912 with hull launching coming June 2, 1913. The traditional champagne shower was delivered by Mrs. Edward Bristol, wife of a Northern Navigation official. When completed, the gleaming ship boasted six decks and could comfortably accommodate about 560 passengers. As the company's new flagship, Canada Steamship proudly boasted the *Noronic's* tonnage was equal to one and a quarter miles of rail freight cars. She was exquisitely adorned with the finest interior woods and boasted amenities far superior to any Great Lakes passenger vessel in her class. Her name *Noronic* was coined through combining "No" from Northern Navigation with the "ro" from a recent corporate merger with Richelieu Ontario Navigation, ending with the familiar "ic" associated with other Northern Navigation passenger vessels. To add to anticipated profits, the *Noronic's* design allowed carrying of freight and automobiles, the latter consideration proving to be an important amenity for patrons.

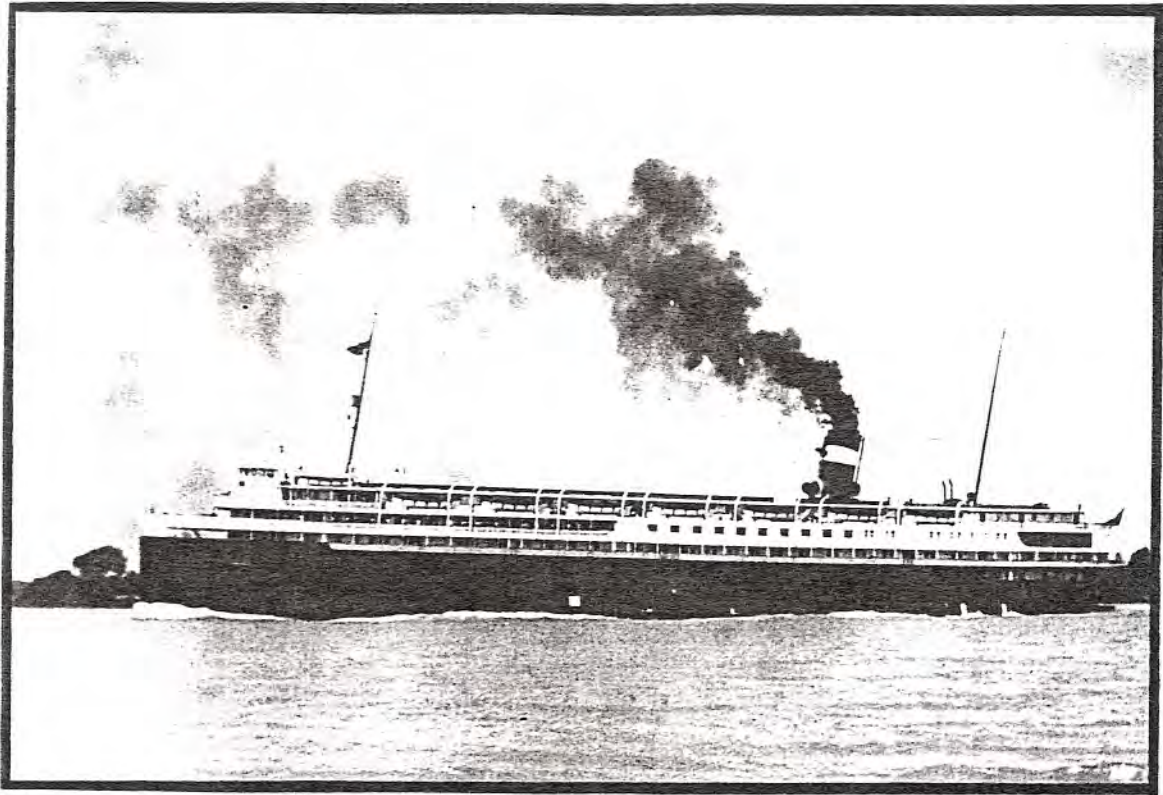
During the *Noronic's* fit-out season of 1914, loading of coal bunkers at Point Edward pointed out a design flaw. She proved to be slightly top heavy. At the end of the 1914 season, the *Noronic* was taken to Lorain, Ohio where sponsons were added to each side, increasing considerably her breadth and stability. This dressing up of a new lady proved wise as she sailed magnificently for the next 35 years without major incident.

Almost immediately the 363 ft. *Noronic* became Sarnia and Point Edward's special ship. She would spend most of her winter layup sojourns either in the harbor or the northern slip. The pavilioned Northern Navigation dock off Sarnia's Front St. or the newer combined Canadian National Railways - Canada Steamship Lines dock, south of the Blue Water Bridge, would be her base. This is the same structure undergoing conversion to a casino during 1999-2000. Many of her crew hailed from Sarnia and St. Clair area. Typically, she would arrive weekly in Sarnia early Saturday morning around 7:00 a.m. from Windsor on her west bound sailing. After stops at the Canadian Soo, Port Arthur and Duluth, the *Noronic* would return to Sarnia around 6:30 a.m. the following Friday. Giving her "staying" passengers a few hours ashore, departure (between 10:30 a.m. and noon) would follow with a highlight of her east bound trip to come. The St. Clair River was brimming with sights and sounds (in broad daylight), sheer delight and entertainment for passengers, many who were on a brief overnight to Windsor / Detroit and return. Engine room staff were forced to maintain a scrutinous eye on steam gauges during the St. Clair River and Detroit River portions of the weekly Friday downbound jaunt. Capt. William Taylor (from Mooretown) who mastered the "Norie" for many of his sailing years, boasted countless friends on both sides of the picturesque rivers routes. Accordingly, salute after salute saw the *Noronic's* funnel emit regular bolts of steam to a wave of friends ashore who would ritually wave madly, arms, hankies, bandannas, shirts or other forms of acknowledgement. This writer was an avid member of the Friday shore flotilla as our favorite ship the "Norie" passed our Port Lambton viewing point around noon. In fact, this ritual was so patterned, that lunch was prepared, consumed and completed well in advance of the *Noronic's* first sighting as she was abreast of Fawn Island (opposite Marine City and Sombra). *Noronic* memories were plentiful to thousands of patrons during her happy and eventful running years. Romances were spawned aboard her decks. Lifelong

acquaintances were forged, international relations were enhanced. Life lasting memories provided moments of nostalgic ecstasy in years to come. College students enjoyed a final leisure fling before launching into their chosen careers. Geographical locations such as Lake Superior's Sleeping Giant, Duluth's Boulevard Drive, Point Edward's Blue Water Bridge and Detroit's Belle Isle Park would be safely stashed into memory banks for a lifetime.

Years later, perhaps a *Noronic* pennant, a treasured picture post card or snapshots of new found shipboard friends, are all the tangibles that remain. To those who were fortunate to grace her decks, or view her pushing a froth of foam in some Great Lakes waterway, the *Noronic* will live a lifetime. She was justly named "Queen of the Lakes." That's what "Norie" fans choose to remember.

S/S NORONIC



* Alan Mann Photo taken at Port Lambton, Ont. in Summer of 1946 *

The Apple Dumpling Gang Sails Into Town Again

by Cy Hudson

Mother Nature gave the 17 members of the above group a lovely sunny day for their 10th Annual Apple Dumpling Trip on the Hammond Bay, as guests of fellow L.H.L. members David and George Lee, on Thursday, September 9th, to Wallaceburg, ON. Following the traditional Apple Dumpling dessert in the Fiesta Restaurant, time was spent visiting the area shops and town Museum. An enjoyable day out indeed. Thanks again to David and George Lee for their generosity.

NAUTICAL NEWS

ON THE MAP ... LIGHTSHIP 103

For many years the Lightship HURON (WAL-526) when she was on station, was always on the ship's navigator's charts, but now the HURON is on your State of Michigan Highway map. The new map features 11 of Michigan's 124 lighthouses, which has more than any other state. At long last the state is beginning to recognise the tourist potential of the beauty of Michigan's historic marine structures, including a program to transfer lighthouses from the U.S. Coast Guard to the state, and with a Lighthouse Assistance Program, money will enable historical, non-profit groups (also public) to obtain these lighthouses for preservation. The LIGHTSHIP 103 was decommissioned in 1970. The City of Port Huron is to be commended for taking the necessary steps to acquire the vessel, for today we have an increasingly popular tourist historical landmark for the residents and visitors to enjoy.

ONE-WAY TRAFFIC ZONE ENFORCED

The *John B. Aird* (C 802923), a 730 ft. self-unloader, and her owner Algoma Central Marine received a \$3,000.00 (\$2,000.00 US) fine recently when the *Aird* pleaded guilty for violating the one-way ship traffic regulation between the Black River and Lake Huron Cut Buoys 1 & 2. This mandatory system was started as a result as a result of the sinking of the Sydney E. Smith Jr. (2) (US 202875) when she was in collision with the Parker Evans (C 306052) on the 5th of June, 1972 when both vessels were very close to the south side of the Bluewater Bridge. It was not until September 25th that un-restricted ship traffic was resumed, however, on October 4th, 1972, the present one-way agreement was reached with the shipping groups concerned. On December 1st, 1998, the *Aird*, while upbound for Goderich to load salt, unlawfully passed a downbound ocean vessel in the restricted section of the St. Clair River and lower Lake Huron, hence the appearance and fine in a Ontario provincial division court.

MARINE SCENE

30 years ago ... (1969)

The *Assiniboia* (C 125984), a sister ship to the present day *Keewatin* (C 125985), the museum ship at Saugatuck, MI, were both built by the famous shipyard of Fairfield, Govan on the Clyde in Scotland. The *Assiniboia*, Hull # 452, was launched on June 25th, 1907. Once completed, the vessel crossed the Atlantic and was then halved at Davie Shipyard, Levis, Quebec to enable her to transit into Lake Erie where she was rejoined at Buffalo, N.Y. She entered regular service for Canadian Pacific on the 4th of July, 1908, running between Owen Sound and Fort William (Thunder Bay). Her last voyage for C.P. was on Nov. 24th, 1967 and in 1968 was sold to Jai S.S. Co. and taken to West Deptford Township, New Jersey to be converted to a floating restaurant. While awaiting to be converted, the vessel burned and sank at the dock on Nov. 9th, 1969. The wreck was eventually raised and taken further up the Delaware River to Bordentown, N.J. to be scrapped.

Buckeye (1) (US 157601) arrived in tow of the German tug *Fairplay X* at Santander, Spain, on Nov. 11th, 1969, to be scrapped.

Peter Robinson (1) (US 203108) while in tow of the tug *Fairplay X*, in tandem with the *Buckeye* (1) enroute to Spain to be scrapped, broke from the tow, stranded on a beach near LaCoruna, Spain on Nov. 2nd, 1969, and then broke in half.

The Liberian flagged *Continental Pioneer* was the last ocean-sailing vessel out of the Seaway on Dec. 10th, and the Seaway closed with the passages of *Quebecois* upbound and the *Lake Transport* downbound on Dec. 15th, 1969.

52 years ago ... (1947)

The converted aircraft carrier *Wolverine*, once the well known Lake Erie passenger steamer *Seeandbee*, was recently sold by the U.S. Navy, for scrapping, to the A. F. Wagner Iron Works of Milwaukee, whose high bid was \$46,789.00. The vessel was towed to the Municipal Open Pier in Milwaukee on November 29th, 1947 and dismantled soon after.

100 years ago ... (1899)

The Northern Navigation Company was organised in Collingwood, Ontario and not in Sarnia as is commonly believed. This was when two rival companies, running from Georgian Bay ports to Lake Superior, The North Shore Navigation Co., known as the "Black Line", and the Great Northern Transit Co., known as the popular "White Line", decided to amalgamate after a decade of intense competition. The new company was to build several ships, well remembered in the Bluewater area, the *Huronic*, *Hamoniac* and *Noronic*. In 1913, Northern Navigation became a subsidiary of the Richelieu and Ontario Navigation Co., and then, in 1914, these two companies became part of Canada Steamship Lines.

It was in 1899 that Imperial Oil took over the old Dominion Oil Co. refinery in Sarnia, and with a \$2,200.00 five-year tax break from the city, moved its head office from Petrolia, Ontario and began an expansion of the refinery which included a pipeline for crude oil from wells in nearby Enniskillen Township. The Imperial Oil tanker fleet, which was a common sight for many years in our area, had its modest beginning in 1899 when the company purchased the tug *Reginald* to tow barges of crude oil from Toledo. The purchase of the 6 year old tug, more than 120 feet in length with a wooden hull and 400 h.p. engine, bought for \$15,000.00 from Calvin Co. Ltd. began Imperial Oil's Marine division when she towed three barges loaded with crude or refined product. A humble commencement to an enterprise that would eventually grow into an international fleet sailing the seven seas in world wide trade operations. However, on January 6th, 1998, nearly one century later, Imperial Oil Co. announced the sale of their Marine division of tankers to Algoma Central Marine of Sault Ste. Marie, Ontario.

Another important Company which is still with us today and celebrating its centennial of formation, is the Great Lakes Towing Company on July 7th, 1899. The G. L. Towing Company was the result of a fleet consolidation of various tug owners in the Great Lakes ports with more than 150 tugs and a Board of Directors and shareholders which included many eminent influential leaders of industry and shipping of the day. Included were William G. Mather, Harry Coulby, Samuel Mather, Thomas Wilson, John D. Rockefeller and Henry Steinbrenner. Today it operates 50 tugs on the Great Lakes and Seaway including an international operation with its Great Lakes Group and affiliated companies operating in the marine transportation service on the East, Gulf and West coasts of the U.S., Puerto Rico, the Caribbean and Hawaii. The "G" Tugs certainly have sailed far and wide since that day in July, 1899.

The year 1899 also saw the birth of another famous shipping concern, the Algoma Central Corporation, incorporated in Ontario, Canada and which today is the largest inland shipping company in Canada, operating a fleet of 28 ships in the domestic trades carrying coal, iron ore, stone, salt and oil products on the Great Lakes and the Seaway. Algoma Central Marine Group extended its operations internationally when an interest was acquired in the ocean-shipping group Marbulk Canada Inc. in 1997.

MORE FOREIGN VISITORS

In our last issue of *The Lightship*, we listed four salt-water vessels that had docked at Sarnia's Cargill Elevators during August & September to load grain cargoes with Asian destinations. Since that time, the Elevators have seen four more foreign-flagged visitors. The *Ziemia Chelminska* loaded soybeans for Barcelona, Spain, the *Pomorze Zachodnie* loaded soybeans for France, the *Alexandria* loaded soybeans for Liverpool, England and the *Finikas* was loaded with corn bound for San Juan, Puerto Rico.

F.Y.I.

As of midnight, October 19th, 291 salt water vessels (requiring pilots) have passed upbound through the Port Huron / Sarnia area since the opening of the 1999 shipping season. *This number includes salt water vessels, passenger ships as well as some Canadian registered tankers, eg. Algonova, Emerald Star, etc. Many of the vessels are repeat visitors.*

As of midnight, October 19th, 13,442 people have visited the Lake Huron Lightship this year.

The Editor would like to thank L.H.L. members Doug Schilz, Fred Miller and Cy Hudson, as well as Port Huron Pilot Boat Dispatcher Bill Wager, Huron Lightship Volunteer Len Kuhn and Carol Haight of Cargill Elevators.

The *Normac* Narrative

You will have noticed that our guest speakers for our dinner meeting to be held November 13th, David & George Lee, will talk about the activities of their father's business "Lee Marine Ltd." Thanks to the Port Huron Times Herald, dated Friday, August 8th, 1969, we can feature the story which was written by one of our former members, Stanley M. Townsend, who was a friend of the Lee Family, and participated in one of the Lee Marine vessel delivery voyages, the *Normac*.

Locally-Built *Normac* Makes Its Last (And Longest) Voyage

By Stanley M. Townsend

Times Herald Editor's Note: Stanley M. Townsend, member of Lake Huron Lore Marine Society here, is currently working on a book about James R. Elliott, Port Huron-built fireboat later converted to the passenger-freighter vessel *Normac*. As part of his research, he was aboard the *Normac* for its last voyage recently to Toronto, where it is to be used as a floating restaurant, and wrote the following account of it.

The *James R. Elliott* was built in Port Huron in 1902 at the Jenks Shipbuilding Company and launched in November of that year.

After serving the Detroit Fire Department for 28 years as a fireboat, it was purchased by the Owen Sound Transportation Company and rebuilt as a passenger-freighter in Midland, Ont. For 38 years the ship operated as a ferry on the Tobermory to South Baymouth run and as a passenger-freighter on the Owen Sound, Manitoulin Island and North Channel route to the Soo. Her last assignment was in 1968 on the ferry run from Meldrum Bay, Manitoulin Island to Blind River, Ont. in the months of July and August, all previous services having been discontinued the year before.

In October, 1968, Don Lee, Port Lambton, Ont. purchased the vessel and took it to Wallaceburg where it remained until last month when it was sold to John Letnik, Toronto, for use as a floating restaurant there.

In command on the trip to Toronto was Capt. John McGowan, a retired shipmaster and pilot from St. Catharines, with Don Lee as first mate and Wilfred Lowe, chief engineer of the boat during the last seven years, acting in that capacity. The remaining members of the crew included Mr. Letnik and friends of Don Lee from Wallaceburg and Chatham.

As guests of the owner were two members of the Lake Huron Lore Marine Society of Port Huron, Perry Haughton and myself.

After stopping at Port Lambton overnight, the ship left at 7 a.m. on a Thursday and arrived at Port Colborne at the entrance to the Welland Canal at 8 a.m. Friday.

It was 67 years since the *Normac* had made her first and only trip down the St. Clair River to Detroit. As the fireboat *John Kendall*, successor to the *James R. Elliott*, was passed at its berth in Detroit at the foot of West Grand Boulevard, salutes were exchanged and Mr. Lee talked over the ship-to-shore telephone with the captain of the present fireboat.

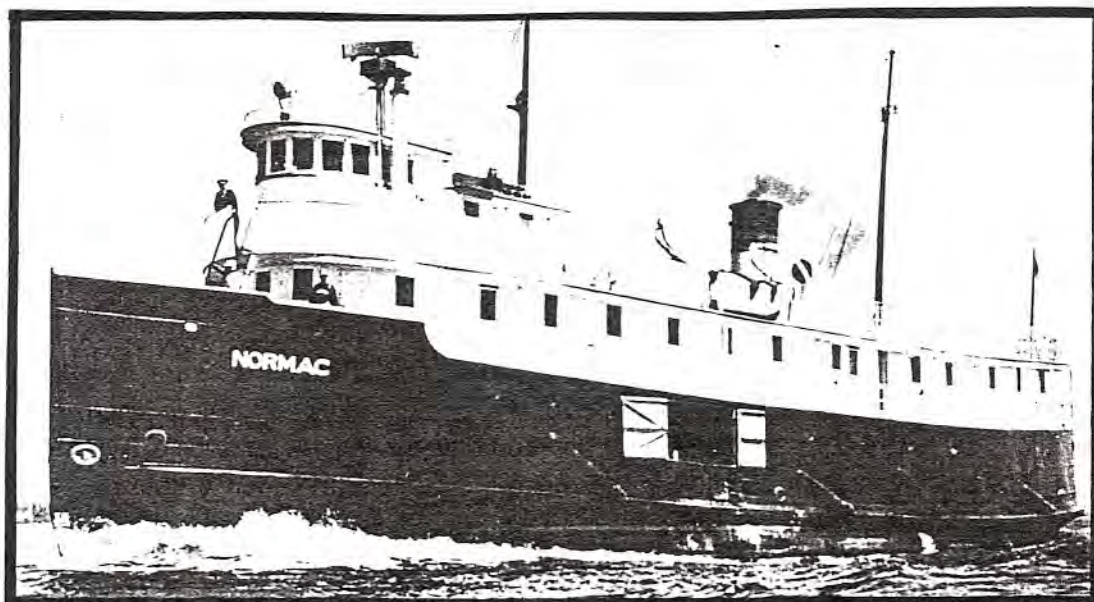
At Port Colborne, a delay for inspection formalities took up almost three hours before *Normac* entered the first of the eight locks in the Canal. It was about 6 p.m. before the last lock was traversed and Port Weller reached. Throughout the canal passage, the *Normac* shared each lock with the *Geremia* from Genoa, Italy. Representatives from the CBC television network were on board for a portion of the trip through the Canal taking movies and recording conversations with Mr. Letnik to use in a news broadcast.

Since a study of the charts relative to the proposed docking space at the mouth of the Humber River on the eastern side of Toronto showed insufficient water depth, it was decided to remain in Port Weller Friday night. Mr. John Letnik drove to Toronto to examine the situation.

At 8 a.m. Saturday, the ship left for the 2-1/2 hour trip to Toronto, receiving instructions enroute as to where to tie up. As the Humber River location was deemed unsatisfactory, the *Normac* proceeded to Pier 35 on the east side of the city. Here the boat will remain until a permanent berth can be obtained. It is interesting to note that this voyage of 334 miles was the longest one the ship ever made or ever will make because, when the ship's

telegraph was turned to "Finished with Engine" it meant just that. Anymore moving about will be with tug assistance.

Of all the ships built by the Jenks Shipbuilding Company during the boom shipbuilding days (1901-1904) only the *Normac* is still afloat.



L.H.L. Editor's Note: As mentioned, the *Normac* (C 15462) was built by Jenks Shipbuilding in Port Huron on the Black River, launched on November 29th, 1902 as the *James R. Elliott* (US 77566) Hull # 19. After the *Normac* had been in service in Toronto for several years, on June 2nd, 1981, she was struck by the Toronto ferry *Trillium*, causing the vessel to take on water some two weeks later and suddenly list over and sink, submerged to the upper deck. She remained in this position until June, 1986 when the Toronto Harbour Commission demanded that the wreck be removed. Can Dive Services Ltd., using shore cranes, were successful with this operation on June 14th, 1986 and the hull was towed to a nearby slip several days later. In 1989, after she had been rebuilt, including additional superstructure, the *Normac* departed Toronto, towed by the "G" Tugs *Ohio* and *Delaware* through the Welland Canal to North Coast Harbor at Cleveland, Ohio, for further use as a floating restaurant by John Letnik, arriving there on June 25th. The *Normac* was sold in 1995 to Port Dalhousie Piers Inc. for continued use as a restaurant at their marina at Port Dalhousie, Ontario, situated on Lake Ontario, very close to the entrance of the Welland Canal. The tug *Ohio* was used to tow the *Normac* to her new home, and with the assistance of the tugs *Lac Erie* and *Lac Como*, arrived there on May 12th, 1995. Unfortunately, she managed to run aground close to her new berth, but on the 4th of June, the *Normac* finally was berthed at her new home, painted blue where she had formerly been red colored, and given the new name *Riverboat*.

Stanley M. Townsend was one of the original Board of Directors of the Lake Huron Lore in 1964, also a partner in Jensen-Townsend, a printing business on Flinchbaugh St. off Water St. in Port Huron. The booklet, which was mentioned in the newspaper story, was published in September, 1969 and consists of 34 pages with five B & W photos. The book is approx. 6" x 4" in size and copies can still be found in the Port Huron Museum and the Library. We may feature more excerpts of Stanley's *The Normac* in future issues. Also, aboard the *Normac* on her delivery voyage to Toronto, and were not mentioned in the article, were Lyle LaPointe who assisted in the engineroom, Frank and Alan Mann of Wallaceburg and Don Lee's sons, David and George. It is several decades since the *Normac* sailed from our area. Also, for several who were aboard, it has been "Final Bells". They were all very active L.H.L. members, Perry Haughton (1996), Don Lee (1992), Frank Mann (1993) and Stanley M. Townsend (1980) gone but not forgotten.

Our Thanks to David and George Lee for their assistance with our *The Normac* feature.

BLUEWATER AREA SHIPWRECKS

Str. W. H. GILBERT

By Skip Gillham

W. H. Gilbert was built by F. W. Wheeler & Co. as Hull 89 of their West Bay City, Michigan shipyard. The 348 foot long by 42 foot wide vessel was completed in 1893 and heralded as the largest package freight carrier to that date.

The 2,820 gross ton ship operated between Duluth and Buffalo for Wolvin interests under the banner of the Empire Transportation Co. and, in 1901, moved to the Pittsburgh Steamship Division of United States Steel.

A collision near Sarnia August 26, 1911, sank the *City of Genoa* but not before all on board could be rescued.

A second collision, this with the much larger steel steamer *Caldera*, sent the *W. H. Gilbert* to the bottom of Lake Huron on May 22, 1914. The accident, some 15 miles off Thunder Bay Island, Lake Huron, was also without loss of life.

The hull of *W. H. Gilbert* was located in about 200 feet of water in 1982 while *Caldera* sailed for many more years until being scrapped as *Hillsdale* at Santander, Spain in 1968.

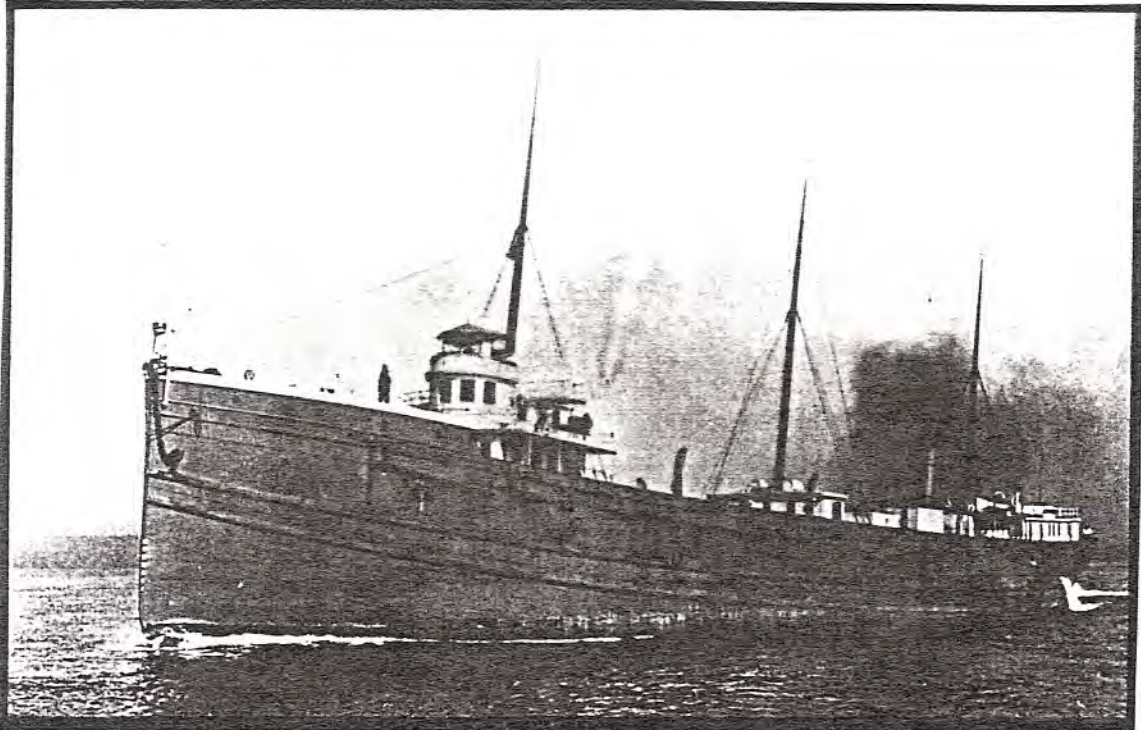


Photo: Dowling Collection

Answer to Name This Ship (Pg.2)

The Str. (a) *Christopher* (US 127583), built in 1901 by Superior Shipbuilding Co. at Superior, Wisc. as Hull # 502. Dimensions were 414' x 48' x 28' - 4,260 GT. Built for Christopher S/S Co. Sold to Morrow S/S Co. in 1923. Renamed (b) *Thomas Britt* (1) in 1924. Converted to a self-unloader & renamed (c) *J. E. Savage* in 1929. Renamed (d) *Robert J. Paisley* (2) in 1932. Sold to Columbia Transportation Co. in 1954. Sold to Marine Salvage, Ltd. in 1962. Re-sold to Algonquin Corp. and chartered to Hall Corporation of Canada the same year. Suffered severe bottom damage after grounding in 1966. Sold to United Metals for scrapping in Hamilton, Ont. in 1969.

SALTY SPOTLIGHT

By D. R. (Doug) Schilz
(saltydug@yahoo.com)

GRANT CARRIER

Built in 1984 by Sunderland Shipbuilding Ltd., Pallion, Sunderland, England as Hull # 23.

Length - 617'-4" Breadth - 75'-11" Depth - 47'-7"

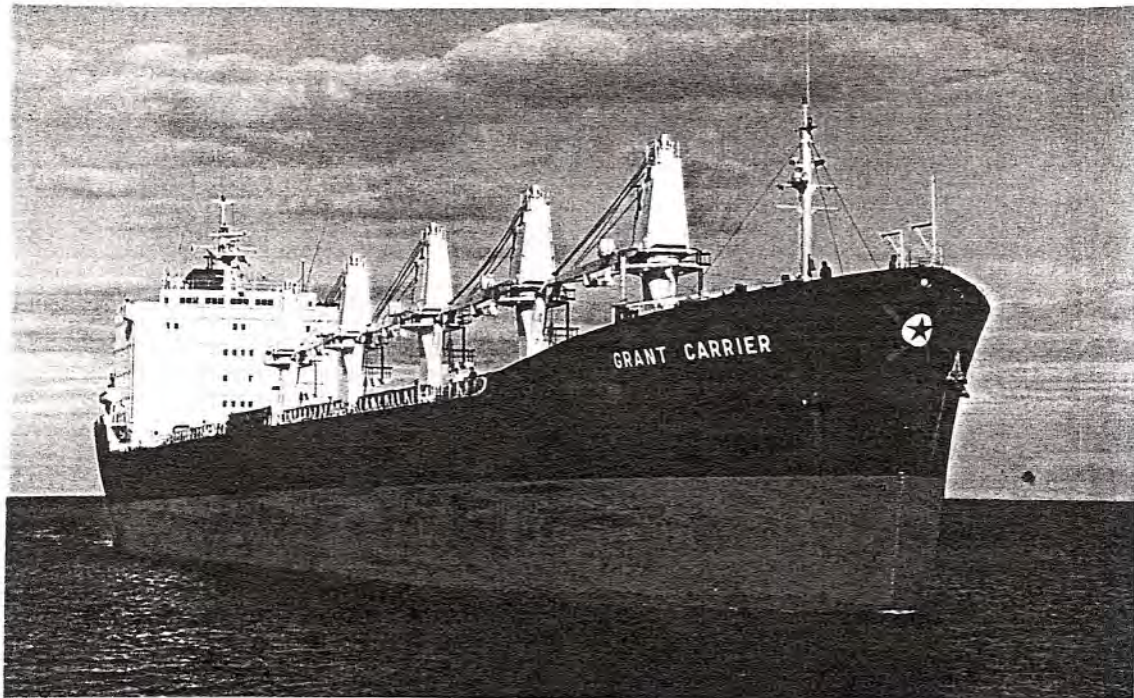
17,882 GRT M. Bulk Carrier

Main Engine - 10,877 BHP B&W

Since 1996, the *Grant Carrier* has become a regular visitor, passing through the Bluewater area. In her first year on the Great Lakes she passed upbound through the Port Huron / Sarnia area on her first trip. In 1997 she made three voyages through the Bluewater area and in 1998 she made four voyages through the area.

She was originally built as the *Radnik* for Palastone Ltd. and registered in Panama. Her first trip onto the Lakes was in 1985. She returned to the Lakes every year through the 1989 shipping season. She made no appearance on the Lakes in 1990 but returned in 1991 which was her final year on the Lakes (under that name). She layed up in the River Fal, England on Nov. 29th, 1992. This was due to the United Nations embargo against Yugoslavia. She was, at that time, owned by Oceanic Bulk Shipping S.A.

Sold to Grant Carriers Ltd. and given her present name in 1996, she is now registered in Malta. With her high superstructure, it is evident that she has been built for maximum cargo carrying. The *Grant Carrier* has five deck cranes for unloading cargoes. Although the vessel has yet to stop in Sarnia to load cargo, I'm sure that she will continue to pass through this area enroute to upper lake ports.



* Photo taken on Aug. 17, 1999 at Duluth, MN. by Richard Wicklund *

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