

THE LIGHTSHIP

LAKE



LORE

MARINE SOCIETY

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ANNOUNCEMENTS

Our last member's slide night of 1999, held at the Port Huron Museum on the 30th of October, was also a joint meeting with the Marine Historical Society of Detroit and had an audience of approximately 27 members and guests. The two hour long slide evening provided a view of Lake ships, tugs, ocean vessels and passenger liners from around the world. A *big thank* you to those who brought their slides and also to those who attended as an audience.

The dinner meeting, which was held on Saturday, November 13th, at the Port Huron Museum, was also a joint meeting with the Marine Historical Society of Detroit and was attended by 64 members and guests. The evening's entertainment program, presented by David & George Lee of Sombra, Ontario, was entitled "Assiniboia to Normac - 40 Years of Great Lakes Activity with Lee Marine". The program showed a wide assortment of ships, tugs and other small craft which were once a prevalent sight on our Lakes. Thanks for the memories, David and George. The raffle prizes were two calendars donated by the Marine Historical Society of Detroit and two Algoma Central Marine hats donated by your Editor. The lucky calendar winners were Valerie Hurley of Marysville and Bob Blain of Marine City. Frank Tabor of St. Clair and Fred Heise of Marysville won the hats. Thanks to M.H.S.D. and A.C.M. for their donations.

Mark Your Calendar - The next meeting, which is also a joint meeting with M.H.S.D., is a Members Slide Night and is scheduled to be held on Saturday, Jan. 29th, at 7:00 p.m. in the lower level of the Port Huron Museum. Please note the different meeting location in the Museum and use the side entrance on Wall Street. So

bring along your ship slides, or if you choose to just view, bring along a friend(s) and join in the evening's activities.

New Members - L.H.L. wishes to welcome aboard Frank Ross of Marysville, MI, Graham Bogie of Waterloo, ON, Brent Westwood of Martinsville, VA, James & Marilyn Rumley of Fort Gratiot, MI, Dan McCormick of Massena, N.Y., David Buslawski of Utica, MI, David & Florence Van Howe of Port Huron, MI, Neil Schultheiss of Troy, MI and Jim MacDonald of Port Huron, MI.

M.H.S.D. Calendars for 2000

The Marine Historical Society of Detroit has for sale their annual calendar, which features 13 colored 8-1/2" x 12" ship and tug photos. The cost is \$12.95 (U.S. funds) which includes shipping and handling. Calendars may be purchased from M.H.S.D. Publications Manager, James Jackson, 8566 Cadillac Circle, Grosse Isle, MI, 48138.

New Millennium Meetings at the Port Huron Museum

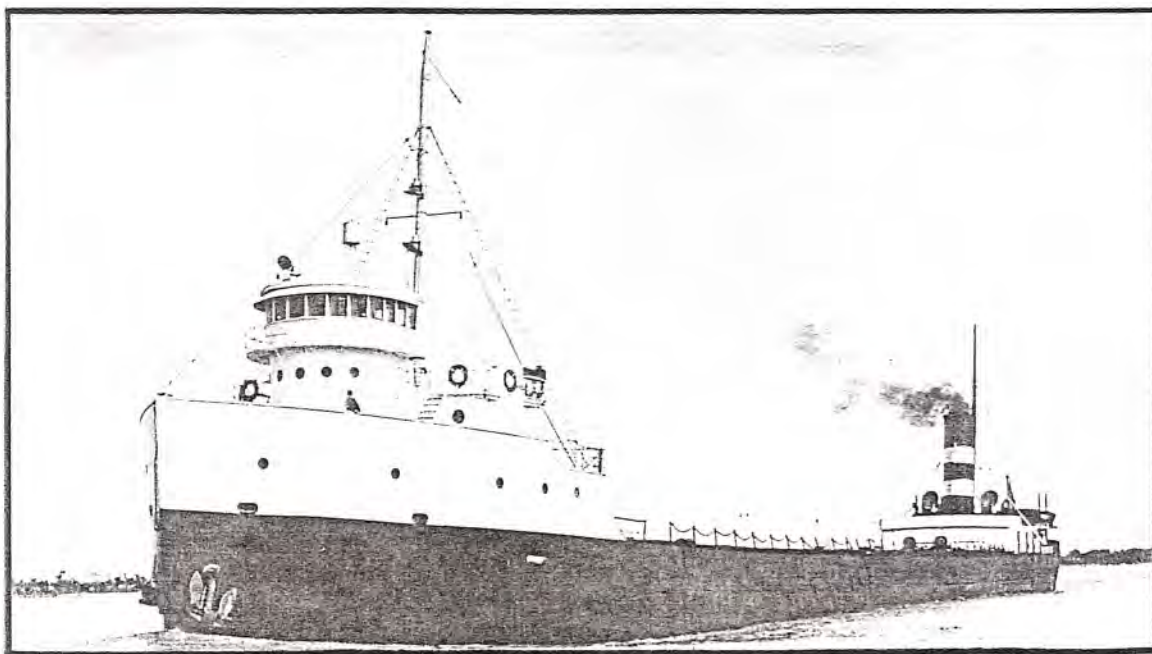
For our member's enjoyment, the following events have been arranged for 2000, including joint meetings with the Marine Historical Society of Detroit. Remember, members may always bring guests to our meetings.

- 1) Saturday, Jan. 29th: Member's Slide Night (Museum's lower level) at 7:00 p.m.
- 2) Saturday, April 1st: Dinner Meeting at 6:00 p.m. - "Queen of the Lakes ... the *Edward L. Ryerson*" by Andy LaBorde of Milwaukee, WI
- 3) Saturday, May 13th: Dinner Meeting at 6:00 p.m. - "Collingwood Launchings & Other Things" by Ray Donahue of Port Hope, MI
- 4) Saturday, Sept. 30th: Dinner Meeting at 6:00 p.m. - "Fort Gratiot Lighthouse" by Bob Hanford of Port Huron.
- 5) Saturday, Oct. 28th: Member's Slide Night at 7:00 p.m.
- 6) Saturday, Nov. 11th: Dinner Meeting at 6:00 p.m. - "My Lake Huron Memories" by Dick Wicklund of Burton, MI

We have also again chartered the *Hammond Bay* for the Lake Huron Lore annual cruise on Saturday, August 12th. This is also WAMBO day at Wallaceburg, ON (Wallaceburg Antique Motor & Boat Outing) which was a day enjoyed by all when we visited last August 14th.

The annual L.H.L. Marine Society Flea Market will be held at the Museum on Saturday, June 3rd. More details will be announced in *The Lightship* at a later date.

*** NAME THIS SHIP ***



See Answer on Pg. 9

The John J. Boland (3)

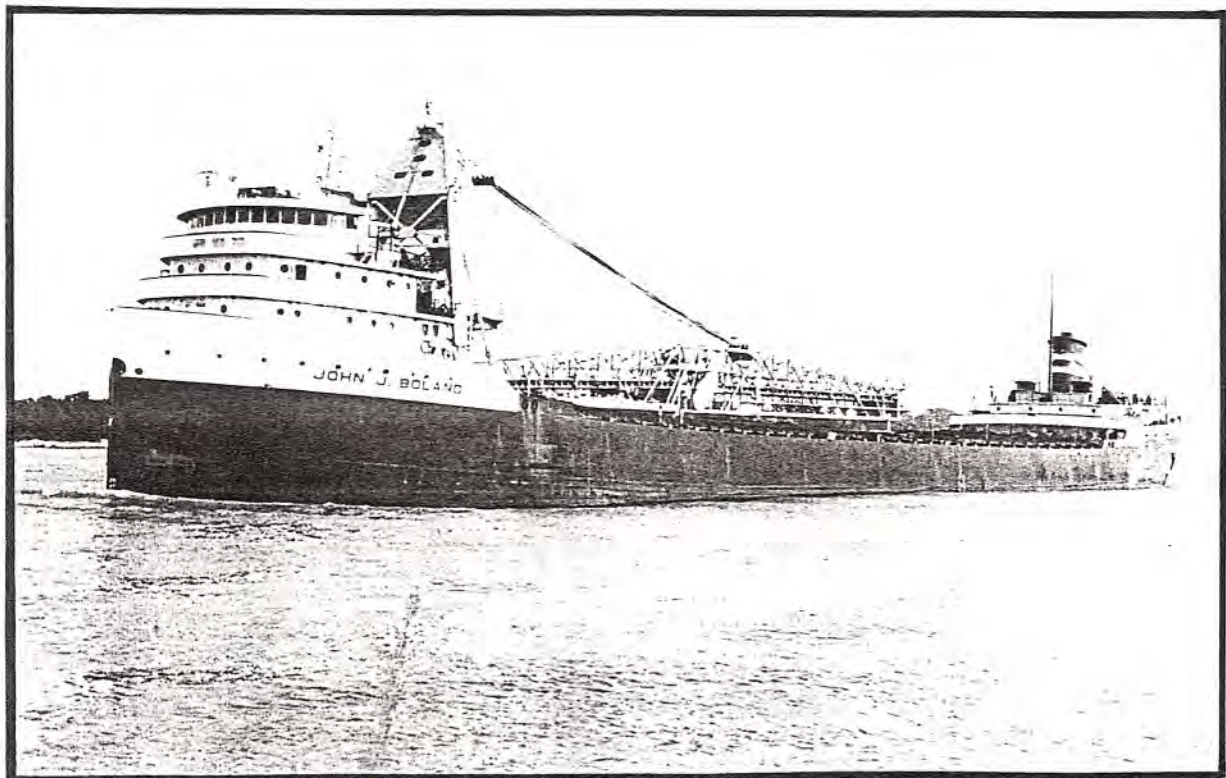
by Terry Doyon

The Boland

For the first time in 92 years, the Great Lakes does not have a vessel sailing her waters carrying the name *John J. Boland*. The first vessel to carry this name entered service in 1907 and remained as such until 1939 when she was renamed *Thunder Bay Quarries (2)*, and finally *Harris N. Snyder* in 1953. The vessel sailed until the end of the 1973 season and was towed to Bilbao, Spain for scrap the following year. The second vessel to carry the Boland name first sailed in 1905 as the *Stephen M. Clement*. In 1931, she was renamed *United States Gypsum (1)* and then *John J. Boland (2)* in 1939 carrying this name until 1953 when she was renamed *Niagara Mohawk*. In 1965, the ship was sold to Kinsman Marine Transit and renamed *Peavey Pioneer*. The ship ran aground in May of the following year and was declared a constructive total loss. She was sold for scrap and was eventually cut apart at Duluth in 1969.

Built by Manitowoc Shipbuilding Inc. at Manitowoc, Wisc. as Hull # 417, the *John J. Boland (3)* was launched on May 10th, 1953. The 639 ft. self-unloading vessel, powered by a 7,700 h.p. steam driven turbine built by DeLaval Steam Turbine Company of Trenton, New Jersey, was the third Great Lakes freighter to honor Mr. John James Boland of Buffalo, N.Y. Born in 1875, he partnered with Adam Edward Cornelius in 1904 to form Boland & Cornelius of which Boland was president. A spin-off of this was the American Steamship Company, which today has the largest American-owned self-unloading fleet on the Great Lakes.

Carrying cargos of stone, salt, gypsum, coal, sand and iron ore, the *Boland* sailed every season until 1984 when she did not fit out and remained tied to a dock in Superior, Wisconsin. The vessel, requiring major repairs, remained idle for several years. Finally, when most feared that the *Boland's* next trip would be to a scrapyards, the vessel entered Fraser's drydock at Superior in April, 1991 and remained there until November when she left the drydock and tied up at the shipyard's outer dock. On April 21st, 1992, the *Boland* moved from that dock to the nearby MidWest Energy Terminal and loaded her first cargo since 1984; 15,900 tons of coal bound for Marquette, Michigan.



Here is a list showing the ports visited and cargos loaded & delivered during 1998, the vessel's last season as the *Boland*.

Loading Ports	Cargos	#	Unloading Ports	Cargos	#
Superior	coal	1	Taconite Harbor	iron ore	1
Taconite Harbor	iron ore	1	Lorain	iron ore	1
Marblehead	stone	9		gypsum	9
Fairport	salt	20		stone	1
Cleveland	salt	19	Fairport	stone	14
Port Dolomite	stone	6-1/2	Toledo	salt	12
Calcite	stone	4-1/2	Milwaukee	salt	2
Port Gypsum	gypsum	9	Erie	stone	5
Stoneport	stone	11-1/2	Ashtabula	stone	3
Alabaster	gypsum	4		salt	2
Toledo	coal	4	Lackawanna	salt	8
Drummond Island	stone	3-1/2	Ecorse	coal	5
Sandusky	coal	2	Marine City	stone	3-1/2
Port Inland	stone	4	Harsens Island	stone	1-1/2
Ashtabula	coal	1	Conneaut	salt	1
		100	Carrollton	salt	3
			Bay City	stone	4
			Marinette	stone	1
			Marquette	stone	1
			Sandusky	salt	2
			Zilwaukee	stone	1
			Green Bay	coal	6
			River Rouge	gypsum	4
				stone	3
			Detroit	stone	3
				salt	2
			Gladstone	salt	1
			Marysville	stone	1
					100

Following six more years of steady service, the *Boland* tied up for the winter in Superior on Dec. 27th, 1998, but failed to fit out the following spring. Once again, the rumor mills predicted a bleak future for the classy and much-loved steamer. Unknown to general shipwatchers, a small Canadian shipping company was already attempting to purchase the *Boland* from her owners, Clemons Ships Inc. of Englishtown, New Jersey, who purchased the vessel from American S/S Co. in 1972. On October 18th, Capt. Scott Bravener, President & C.E.O. of Lower Lakes Towing of Port Dover, Ontario, along with several L.L.T. employees, boarded the *Boland* in Superior and began the task of preparing her for the long tow to Sarnia, Ont. where the vessel would be refurbished, renamed & reflagged. Once again, to the delight of shipwatchers around the Lakes, the *Boland* had eluded the scrapper's torch for a second time. The ship, with her name painted out, left Superior, Wisc. on Sunday, Oct. 24th in tow of the Gaelic Tug Boat Company's *Roger Stahl*, assisted out of the harbor by the G-Tug *Minnesota*. Following a blustery trip across Lake Superior, the tow arrived at the Soo and was assisted through the lock and down the St. Marys River by the Purvis Marine tug *Wilfred M. Cohen*. According to Capt. Scott Bravener, the trip down Lake Huron was also windy but the tow arrived safely in Sarnia on Friday, Oct. 29th where they were assisted by a second Gaelic tug, the *Patricia Hoey* and greeted by a large crowd of excited ship buffs.

The following five weeks involved extensive work so the ship could meet Canadian Safety & Fire Standards, and included general refit, the installation (welding) of internal bulkheads throughout the ship's passageways, the replacement of the main elevator bearing and the installation of a new (improved) slewing system to ease

the handling of the ship's unloading boom. Parts for this new slewing system were salvaged from C.S.L.'s retired self-unloader *Tarantau*, recently purchased by International Marine Salvage of Port Colborne, and towed to that port to be scrapped. Also, the vessel's navigational instrumentation, located in the wheelhouse, was overhauled as required and the ship's engine room equipment (boiler, turbine, generator, etc.) was checked over but required little maintenance. The hull was painted in Lower Lakes Towing colors, grey with a red stripe around the bow and stern, and her new name, *Saginaw*, was applied to the nameboard above the wheelhouse, as well as her bow and stern areas. The vessel's port of registry is Nanticoke, Ontario, situated near Lower Lakes Towing's head office in Port Dover.

The ship's crew, their families, as well as guests, company officials, and the local M.P., gathered on Sarnia's Government Dock to witness the re-christening ceremony of the Steamer *Saginaw* on Saturday, Nov. 20th. Following the traditional breaking of a bottle of champagne against the ship's hull, a lunch and beverages were served at a nearby restaurant and tours were given on board the ship.



* The *Saginaw* on Christening Day at Sarnia's Government Dock - Nov. 20th / 99 - Photo by Dave Michelson *

As was her fleet-mate, the *Cuyahoga*, the *Saginaw* was named after a U.S. river with an Indian name in recognition not only of the cargos they haul on these rivers, but also for the strong support they have received from customers served in these areas.

The New Owners

In 1989, a group of individuals with background experience with several Canadian shipping companies, began a search for a self-unloading vessel to primarily haul aggregates. The group attempted to purchase the idle steamer *Robert C. Norton* but were not able to obtain sufficient financial backing. The *Norton* was eventually sold for scrap.

The group, Lower Lakes Towing Company, decided to purchase a tug and barge and establish themselves as a reputable company. By 1995, they were able to attract enough financial support to purchase their first vessel, the idle steamer *J. Burton Ayres*.

Since that time, the company has sold their tug, the *Thomas Payette*, along with the barge and has dedicated their time and business to the hauling of aggregate and salt cargos.

The Cuyahoga

The 620 ft. self-unloading steamer *J. Burton Ayers*, was purchased from Oglebay Norton in 1995 and towed to Sarnia from Toledo, overhauled as required, renamed *Cuyahoga* and sailed on her first trip for Lower Lakes Towing on Nov. 12th of that year. The *Cuyahoga* has proven to be a dependable and profitable investment. In 1997 alone, the vessel carried 103 cargos, totaling 1.7 million tons, from Meldrum Bay on Manitoulin Island, and Port Colborne, Ontario. With aggregates as their main cargos, the vessel also carried salt from Cleveland and Windsor, as well as corn from Toledo to the Casco (Canada Starch Co.) facility at Port Colborne. Her rare 4-cylinder Lentz compound steam engine required substantial repairs initially but has "run like a top" since that time. However, due to the age of the vessel's power plant, and the scarcity of parts, she is due to winter in Sarnia this year and receive a new Caterpillar diesel engine in place of her antiquated Lentz steam engine. She is also scheduled to receive various parts from the recently scrapped M/V *Nicolet* to help convert her from steam.

The *Saginaw*, at this time, has been assigned the task of looking after the stone and salt cargos on Lake Huron while the *Cuyahoga* will concentrate on the Cleveland / Port Colborne runs.

On Dec. 4th, at 4:50 pm, the *Saginaw* departed Sarnia's Gov't Dock and proceeded to the LaFarge Canada dock at Meldrum Bay, on Manitoulin Island, to load her first cargo, 18,435 tons of stone. At 11:10 a.m., Dec. 6th, the vessel arrived at the Blue Water Aggregates Co. dock in Marysville, Mich. and proceeded to unload. Her owners intend to keep her active until the middle of January and then have her lay-up for the winter in Point Edward's North Slip.

Namesake of U.S.C.G. (WLM 560)

The Coast Guard took delivery last September, in Marinette, WI from Marinette Marine, of one of the Keeper Class of Coastal Buoy Tenders. U.S.C.G. *William Tate* (WLM 560), and, with a crew of 23 under the command of Lieutenant Edward A. Westfall of San Francisco, CA, sailed down the Seaway last October on her journey to her home port of Philadelphia, PA. The ship is named after the heroic Captain William J. Tate, a North Carolina lighthouse keeper from 1915 until 1939. After receiving a letter of inquiry from Orville and Wilbur Wright as to whether or not there were any sandy hills for landing gliders on his terrain, Tate enthusiastically answered their questions. As it turned out, he and his wife lived near Kitty Hawk, North Carolina, near the dunes of Kill Devil Hill, a perfect location for such an endeavor. When the Wright brothers arrived, the Tates helped them assemble their first glider. Initially, there was a great succession of failed flight attempts which caused many locals to view the project with scorn. However, in spite of the slow advancements, the Tates remained strong in faith, and continued encouraging the Wright brothers. Eventually, as all the world now knows, on Dec. 17th, 1903, the Wright brothers successfully completed the world's first powered flight.

Later, in 1915, William Tate was appointed as a keeper of the North Landing River Lights in Coinjack, North Carolina which meant he was responsible for keeping lit a string of 42 lights that extended over 65 miles of waterway. He was accredited with the accomplishment of an overwhelming number of feats, including helping numerous ships that had run aground, saving disabled vessels and saving a raft of 25,000 feet of timber which had broken loose. It was because of him that the United States Light House Service was integrated into the United States Coast Guard. Thus, in his memory, the U.S.C.G. *William Tate* (WLM 560) was christened.

* Thanks to member Dan McCormick & the Ogdensburg, N.Y. *Journal* for our William Tate namesake story *

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

A look at the lay-up list, which was issued by the Marine Historical Society of Detroit and edited by Jim Morris Jr., makes an interesting article to read, as usual. How things can change in 30 years! As in the previous two years, Toledo, Ohio was the leader of the Great Lakes ports with 51, which included 4 tugs and the barge *Algonac*. On the lower St. Lawrence Seaway, Quebec City had 59 vessels in port. The ports near our area are as follows:

Dearborn, MI:

Ernest R. Breech, John Dykstra, Henry Ford II & William Clay Ford.

Detroit, MI:

Columbia (car-ferry), Detroit (operating car-ferry), Eskimo, Fort York, Hamildoc, Huron (operating car-ferry), John Kendall (operating fire-boat), Louisiana (tug), Merle M. McCurdy, Robert S. McNamara (operating), Manitowoc (operating car-ferry), Michigan (tug), Oregon (tug), Peter Reiss (operating), S.P. Reynolds (operating tug), Sultana (barge), St. Joseph (operating tug), Ste. Claire (car-ferry), Wiltranco I (barge) & Windsor (operating car-ferry).

Ecorse:

Paul H. Carnahan, City of Flint 32 (being reconstructed), S.T. Crapo, Leon Falk Jr., Fuel Oil, George M. Humphrey, J.A.W. Iglehart, Panoil 2, Joseph H. Thompson, Ernest T. Weir & H. Lee White.

Ojibway:

Roy A. Jodrey, Manitoulin, G.G. Post, Stadacona & Tadoussac.

Windsor:

E.B. Barber, & Scotia II (inoperative in 1969)

Port Huron:

Pere Marquette No. 10, Pere Marquette No. 12 (inoperative in 1969) & Huron Lightship.

Sarnia & Pt. Edward:

Algocen, Arctic Trader, Cedarbranch, Chembarge II (inoperative in 1969), Cove Transport, Elmbranch, Frankcliffe Hall, Gulf Transport, Imperial Collingwood, Imperial London, Imperial Windsor, Lakeshell, W. Harold Rea, Frank A. Sherman, Thorold, Maplecliffe Hall & Goderich.

Goderich:

Martha Hindman, Michipicoten, Ontadoc, Troisdoc, Meaford, (as well as 6 grain storage barges) the D.B. Weldon, R.G. Sanderson, K.A. Powell, C.S. Band, F.H. Dunsford & Lionel Parsons.

Owen Sound:

Dana T. Bowen (tug), Paul Evans (tug), Norgoma, Norisle, & Elizabeth Hindman (inoperative in 1969).

Rogers City:

Irvin L. Clymer & T.W. Robinson.

In the 30 years that have passed since the above list was written, naturally many of the ships listed have been scrapped, however some are still with us, some sailing in their original form and others as barges, either storage or with a tug. Others are museums or laid up.

The following are still in service: *J.A.W. Iglehart, Algocen, Manitoulin & Tadoussac.*

Vessels that were renamed: *Ernest T. Weir to Courtney Burton, Eskimo to Mathilda Desgagnes, Frankcliffe Hall to Halifax, Maplecliffe Hall to Canadian Miner, Arctic Trader to Horizon Montreal, Imperial London to Congar (3), Ernest R. Breech to Kinsman Independent (3), Dana T. Bowen (tug) to W.J. Ivan Purvis and Pere Marquette No.12 to St. Clair.*

Museum ships: *Huron Lightship (Port Huron), Norgoma (S.S. Marie, ON) and Norisle (Manitoulin Island).*

In service as barges: *City of Flint 32 and Joseph H. Thompson.*

Not in service: *Scotia II (Hamilton), Columbia & Ste. Claire (Detroit), Windsor, Detroit & Manitowoc (Toledo), Pere Marquette No.10 (Port Huron), & S.T. Crapo (storage vessel)*

Tugs: *Michigan and Louisiana* are still in service.

NAUTICAL NEWS

FIRE ON A SELF-UNLOADER

On November 26th, aboard C.S.L.'s *Louis R. Desmarais*, a hydraulic line parted spraying oil on the engine exhaust, causing a fire that sent the U.S. Coast Guard from Rochester, N.Y. and other units, to a point off of Oak Orchard, N.Y. No injuries were reported. The *Desmarais* was carrying a cargo of cement to Detroit.

ORIGINAL HURON LADY SOLD

The original *Huron Lady* tour boat, which had been owned and operated from Port Huron since 1995 by L.H.L. member Capt. John Rigney, has now been sold to the Sankore Marine Immersion High School and Academy, a Detroit charter school for use as a setting for teaching in a marine environment. It is expected the boat will be renamed.

NEW FEDNAV SHIP ON THE LAKES

In our July / August 1998 issue we reported the placing by the Fednav Group for four bulk carriers able to transit the upper Great Lakes, to be built in Japan by the Oshima Shipbuilding Co. Ltd. The Fednav Group has taken delivery of the *Federal Oshima*, the first of the order. The sponsor of the new vessel was Constance Pathy, wife of Lawrence Pathy, president and C.E.O. of the Fednav Group. The *Federal Oshima*, registered in Hong Kong, delivered a cargo of steel to Windsor, ON and passed upbound (light) through the Port Huron / Sarnia area on Dec. 2nd, enroute to Thunder Bay, Ontario. The remainder of the order (3 more ships) is expected to be completed within the next 18 months.

H.M.A.S. PERTH

The Royal Australian Navy destroyer *H.M.A.S. Perth* was decommissioned in Sydney in October 1999 after 34 years of service and is expected to be scuttled as a dive site off western Australia. The *Perth* was the first of the three U.S. Charles F. Adams class destroyers built by the Defoe Shipbuilding Co., Bay City, MI in 1965-67. The other ships of the class were the *Hobart* and *Brisbane*.

MARINE SCENE

30 years ago ... (1970) The Soo Locks closed at 11:42 a.m. on January 11th with the downbound passage of the *Irving S. Olds* (US 242261), preceded by the *Philip R. Clarke* (US 263699), both bound for Lorain, Ohio and arriving there on Jan. 14th.

The *Assiniboia* (C 125984) which had burned and sank on Nov. 9th, 1969, at West Deptford Township, N.J. was raised on Jan. 4th, 1970, then towed up the Delaware River to Bordentown, N.J., by the tugs *Patrice* and *Ann McAllister*, on Jan. 20th, to be scrapped.

On Jan. 21st, George M. Humphrey died at Cleveland, Ohio, aged 79. Mr. Humphrey was the former president of M.A. Hanna Co., chairman for National Steel Corporation and Secretary of the Treasury in the Eisenhower Administration in 1955-57.

F.Y.I.

On December 22nd, shortly after 7:00 a.m., the salt water vessel *Lady Hamilton* passed downbound through the Port Huron / Sarnia area making her the last "salty" to leave the upper lakes for the 1999 season. There were a total of 419 salt water vessels (requiring pilots) that 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, December 21st, 13,850 people visited the Lake Huron Lightship this year.

The Editor would like to thank L.H.L. members Ron LaDue, Delmar Fritz, 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.

BLUEWATER AREA SHIPWRECKS

Tkr. IMPERIAL HAMILTON

By Skip Gillham

Fire broke out on the *Imperial Hamilton* Sept. 4th, 1961, while loading ethyl gasoline at the Esso Refinery dock in Sarnia. An explosion, apparently caused by a build-up of fumes, resulted in a roaring blaze that destroyed the after end accommodations area and burned for four hours. Six members of the crew were injured.

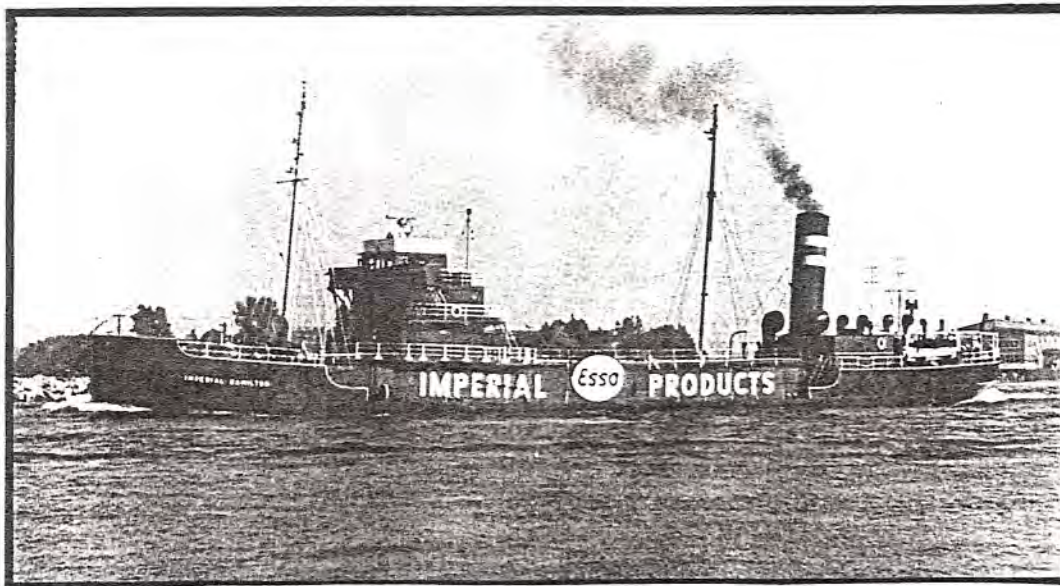
Imperial Hamilton was a product of the Collingwood Shipbuilding Co. (Hull 47) and was launched as *Sarnolite* on Sept. 27th, 1916. The ship saw Great Lakes and deep sea service and, for many years, hauled petroleum products between Halifax, U.S. Atlantic seaboard ports, Cuba, Mexico and other Gulf locations. She also operated from Halifax to France late in World War One.

Sarnolite, due to her concentration in the crude oil trade, was known as "the dirty ship" as opposed to "clean ships" that handled refined grades.

The vessel became the first *Imperial Sarnia* in 1947 and then was renamed *Imperial Hamilton* a year later. A new pilothouse was installed at Port Dalhousie over the winter of 1951 - 52.

The 258 foot long by 43.1 foot wide, 2,060 gross ton tanker was noted to open the port of Toronto April 4th, 1959, and then was first up the Welland Canal April 7th for Cleveland with aviation gas.

The fateful fire ended the ship's active service. The pilothouse was removed and taken to Corunna where, for many years, was known as "The Pilot House Museum". The hull was acquired by Earl's Welding and moved to Windsor late in 1962. It remained idle until 1967 and was towed to Wisconsin and used as a breakwall. She was later refloated and cut up for scrap in 1970.



Imperial Hamilton - upbound at Port Huron - Paul Michaels photo

Answer to Name This Ship (Pg.2)

Adam E. Cornelius (1) (US 205239), built in 1908 by G.L.E.W. at St. Clair, Michigan as Hull # 53. Dimensions were 440' x 52' x 28' - 4,900 GRT. Sailed for American S/S Co. of Buffalo, N.Y. Converted to a self-unloader, lengthened 48 feet and renamed **Detroit Edison** (1) in 1948. Renamed **George F. Rand** (2) in 1954. Sold to Reoch S/S Co. of Port Credit, Ont. in 1962 and renamed **Avondale** (2). Vessel was taken out of service in November, 1975 after the discovery of structural weakness below her deck. Towed to Castellon, Spain with fleetmate **Ferndale** (2) by Polish tug **Jantar** in July 1979.

SALTY SPOTLIGHT

By D. R. (Doug) Schilz

(saltydug@yahoo.com)

KOMSOMOLETS

Built in 1970 by A. Zhdanov SB Yard, Leningrad, U.S.S.R., No assigned Hull number.

Length - 423'-5" Breadth - 58'-6" Depth - 32'-3"

5,923 GRT M. General Cargo

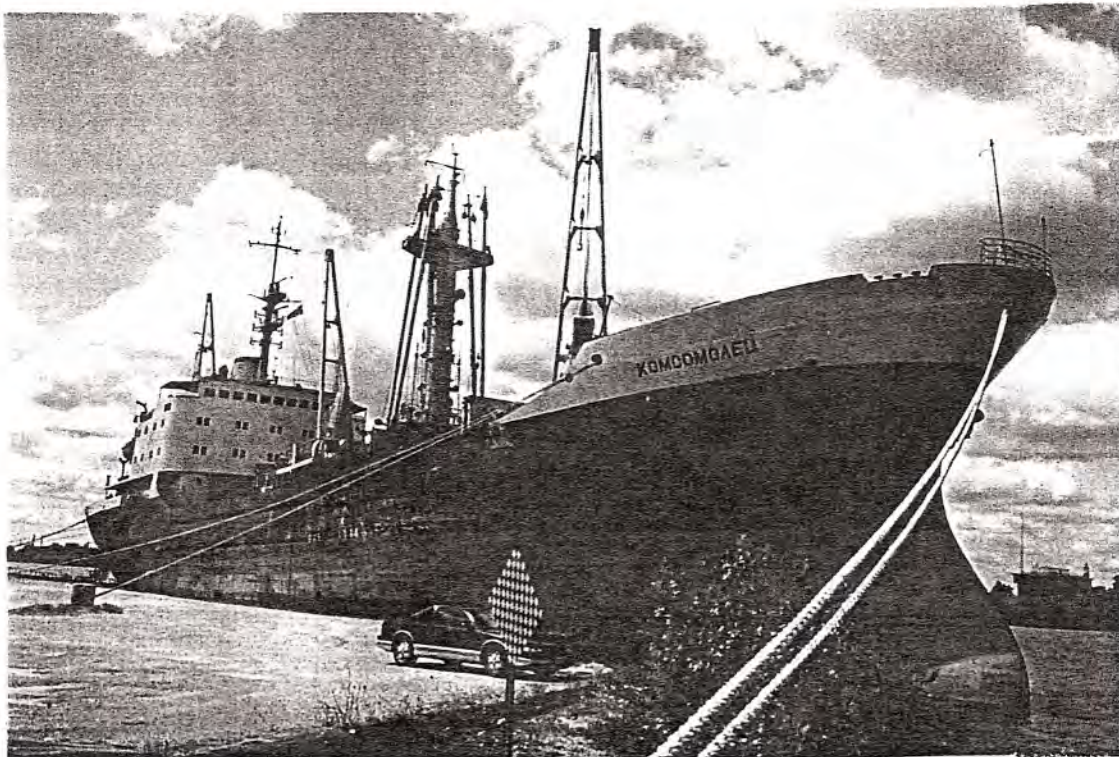
Main Engine - 5,200 BHP Bryansk / B&W

The *Komsomolets* made her first and only appearance on the lakes in July of 1994. Her destination was Chicago, Illinois with a load of steel. This ship type is referred to as the '50 Letiye Komsomola' type of vessel in the *Soviet Merchant Ships Guide*. She was one of many built by the A. Zhdanov SB Yard. This type of vessel was constructed from 1968 until 1974 at this yard. Approximately 34 of these vessels were constructed. There were also 3 built for Romania. A total of 9 were built for Egypt by Alexandria Shipyard between 1976 and 1982.

Because all shipping was state controlled when the *Komsomolets* was built, her owners were listed as the U.S.S.R. - Azov Shipping Company. Her port of registry was Zhdanov, U.S.S.R. With the break-up of the Soviet Union, her owners became just the Azov Shipping Company. Her new port of registry became Mariupol, Ukraine.

The *Komsomolets* arrived in Sarnia (on the downbound leg of her sole Great Lakes journey), but because of the back log at the Elevators, she had to wait for other vessels to load ahead of her. She docked at the old Reid Dock in Sarnia to await her turn to load cargo. She had 3 deck cranes, 2 forward and 1 behind the accommodation block. She also had a 40 ton derrick between the 2 forward deck cranes. She loaded a cargo of 7,065 metric tonnes of #2 white wheat for the World Food Grain Bank. Her destination was unknown.

The *Komsomolets* was sold and renamed in 1996. She became the *Ashakrupa* and was owned by Alia Shipping Co. Ltd. She was registered in St. Vincent & Grenadines. The vessel was later sold by Alia Shipping Co. to Indian shipbreakers and arrived at Alang, India on July 1, 1999.



* Photo taken on Aug. 15th, 1994 by Doug Schilz *