

THE LIGHTSHIP

LAKE



HURON

LORE

MARINE SOCIETY

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ANNOUNCEMENTS

Our first dinner meeting of 2000, which was also held in conjunction with the Marine Historical Society of Detroit, was held on Saturday, April 1st at the Museum and was attended by 90 members and their guests. The evening's entertainment program "Queen of the Lakes - *Edward L. Ryerson*", presented by Andy LaBorde of Milwaukee, WI., was a slide show of his trip on the *Ryerson* in June, 1997 when the vessel sailed from Marquette, MI with a load of taconite pellets bound for Indiana Harbor, then returning light to Marquette. Andy's program showed glorious sunsets, lighthouses, Soo locks passages and was accompanied by his picturesque observations. The evening's raffle prizes consisted of a copy of "Ahoy & Farewell II", two nautical mugs donated by the M.H.S.D., a large Budweiser mirror with an image of the *Edward L. Ryerson* donated by Dave Landon, Sales Manager of Earl Smith Distributing Co., Port Huron, MI with the kind assistance of LHL member Jim Gallant, a video of the *Ryerson* trip, donated by Andy LaBorde, and five large prints of the USCG *Elm*, donated by member Rev. Peter Van der Linden. The following people were the lucky winners: Mirror - Fred Miller of North Street, MI, Book - Bob Ranusch of Clinton Twp, MI, Mugs - Andy LaBorde of Milwaukee, WI and Steve Bailey of Port Huron, Prints - Carol Blain of St. Clair, MI, George Lee of Sombra, ON, Lawrence Taylor of Marysville, MI, Ken Barrand of Avoca, MI and Michael Vanmaldeghem of Marine City, MI, Video - Fred Heise of Marysville, MI. Our thanks to our Speaker, Andy LaBorde, the raffle prize donors and congratulations to all the winners.

Mark your Calendar - Our next entertainment / dinner meeting, a joint meeting with our sister organization, the Marine Historical Society of Detroit, will be held at the Port Huron Museum on Saturday, May 13th. The

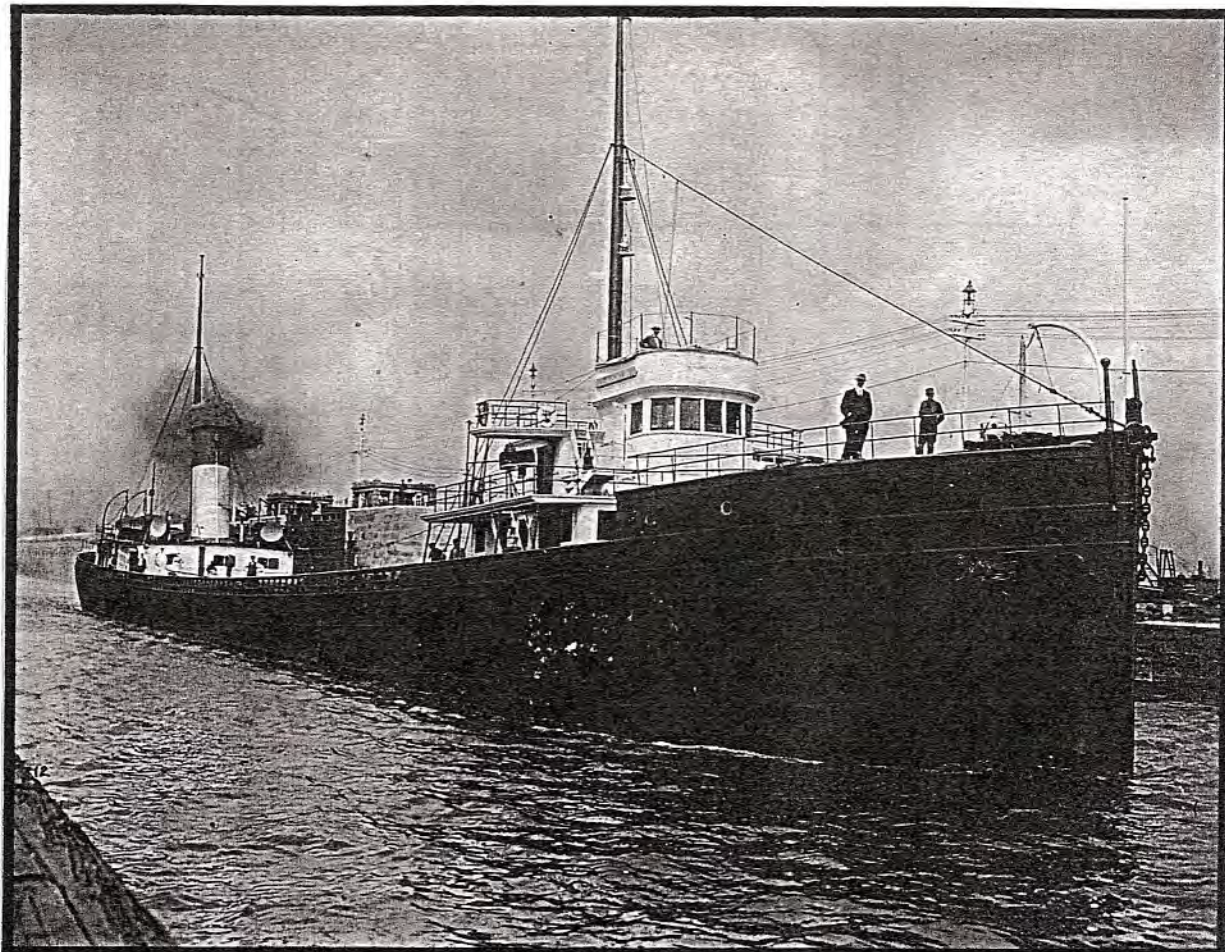
dinner, prepared by the Museum Guild, will be served at 6:30 pm, followed by a short business meeting to elect three Lake Huron Lore Board members for a 3-year term of office beginning June of 2000. The present incumbents are Paul Schmitt and Gareth McNabb.

Long standing member L.H.L Marine Society Board member Jean Tabor has decided to step down after more than 20 years of unselfish dedication and contributions to our Society. Thanks very much Jean for a job well done.

Our guest speaker of the evening is longtime member Ray Donahue of Port Hope, MI. Ray will present his program "Collingwood Launchings and Other Things". The cost of the dinner is \$10 (U.S. funds) per person with your check or money made payable to the MUSEUM GUILD. We have enclosed a yellow dinner reservation slip for your convenience to be sent to the Port Huron Museum (see front page for address) marked DINNER MEETING, and to be received by the reservation closing date of Wednesday, May 10th. **Please include your phone number.**

New Members - L.H.L. wishes to welcome aboard Paul Carter of Sarnia, ON, Mr. & Mrs. Walter Schmitt of Troy, MI, Capt. William Cline of Port Huron, MI, Fred H. Heise of Marysville, MI and Jon LaFontaine of St. Paul, MN.

*** NAME THIS SHIP ***



Captain Ted Richardson 1922 - 2000

by Stephen R. Williams - Director of the Port Huron Museum

Ted Richardson knew how to *get a job done*. Ted sat on the Museum Board of Trustees when I first came to this area 21 years ago. Actually, "sat" is not the right word, for Ted hardly ever sat - any time or any place. At that time, he was the youngster in our remarkable group of Marine Lore experts. People like Lee Cooper and Frank Crevier were always coming up with great ideas and Ted was right there at their side to make the ideas work. That was Ted's way - he was quiet, deliberate, and he *got the job done* - whatever the job may have been. He was always tinkering with a display - making the Museum's Marine Gallery a little better for our visitors. Even then, Ted was our Museum's Goodwill Ambassador, representing the Museum and the Lake Huron Lore Marine Society at meetings and events all over the eastern U.S. When folks in other marine museums thought of our institution, the face they associated with it was Ted's. And why not? Sure, he was enthusiastic, he was willing to go anywhere and be everywhere, but it was also his deep knowledge and love of our marine heritage that commanded the respect of his friends and colleagues in museums and societies all over the Great Lakes.

To no one's surprise, when in 1987 it was necessary to restore our Marine Gallery after the Museum's tragic fire, it was Ted who took up the task of supervising the work. Ted was a Captain - a leader - and he led by setting an example of rolling up his shirt sleeves and pitching in to *get the job done*. By now he was accustomed to the skills he needed to acquire items to make the museum's marine collection grow - the skills of a detective, a shrewd trader, a historian, a clergyman, a beggar, a politician and a diplomat - all wrapped up in one person. He was constantly bringing people to the museum - and usually these people left behind important additions to enhance our Marine Gallery and make it an important cultural resource for the public to enjoy - so everyone can learn about our rich heritage - and remember it.

That same fire at the Museum interrupted a long-held dream of Ted's - he wanted folks to more dramatically and personally experience their local heritage by touring the Huron Lightship. And after we re-opened the Museum, we resumed talks which had started a couple of years earlier with the City of Port Huron - talks about rescuing the Huron Lightship from the ravages of neglect and vandals. Ted envisioned the poor bruised lightship as a proud symbol of our area's marine history and a source of pride for our community. But talk is cheap - and Captain Ted was a leader who knew actions always speak louder than words. Paint needed chipping - not talking to. So Ted once again rolled up his sleeves and started in cleaning some 18 years of grime, replacing broken portholes, repairing equipment and doing the thousand-and-one things needed to bring the lightship back to life. By setting his example of hard work dedicated to an important cause, soon a wonderful selfless bunch of fellows gathered around Ted. It was almost like the story of Tom Sawyer and the picket fence, but with one important difference - Ted never intended to lure unsuspecting volunteers into a job that he would not do himself. To the very end, Ted was always there, *getting the job done*, with the help of his friends or by himself - scraping and painting, tying the knots, shaking hands with the visitors, counting the gift shop supplies, and raising and lowering the flags. Ted was an inspiration to all of us - not just by his few words, although he could speak his mind when the situation demanded it - but by *getting the job done!*

We will miss Ted. He has left all of us a rich legacy - the heritage of the Lakes is now better protected and more deeply appreciated because of his vision and his hard work. The Huron Lightship will not be the same without Ted - but it will remain the magnificent monument that we all enjoy, because of him. The lightship stands proudly there on the river as a glorious symbol of our Great Lakes history, and as we continue to welcome aboard our thousands of visitors this year and for countless years to come, the Huron Lightship is a living memorial to Captain Ted. And it is only fitting, because he *got the job done*.

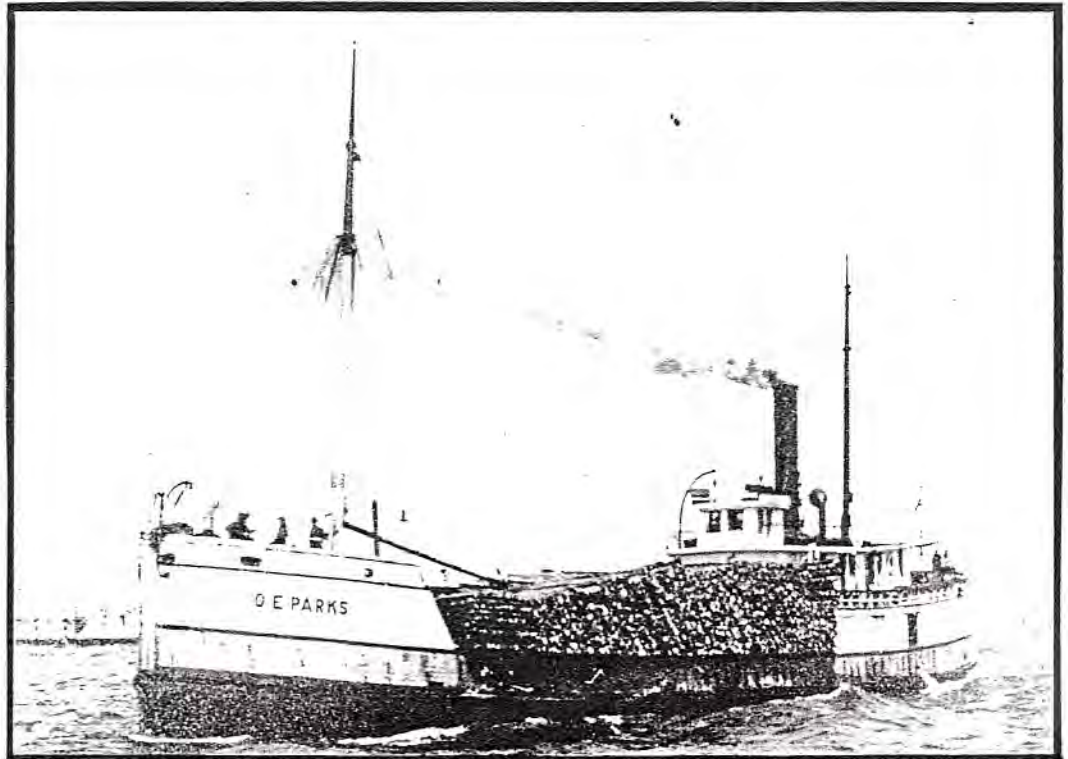
The Editor always welcomes member's comments, suggestions & contributions.

The Sinking of the *O. E. Parks*

The following story was written some years ago, and appeared in an earlier issue of *The Lightship*. Its author was the late Chief Boatswain's Mate (1) E.G. Richardson, father of the late long-time LHL member Captain Ted Richardson.

At 2:45 am, the morning of May 3, 1929, Surfman E. Olsen on patrol, heard distress signals off Thunder Bay Island Light, Michigan. He hurried back to the station and turned in the alarm. When asked what the weather was like, his reply was that it was hell out there, and the expression was well placed. Boatswain (1) E.J. Clemons (who had taken charge of this station April 4th, 1929, relieving C.B.M. (1) E.G. Richardson) was ill and directed that I (C.B.M. (1) Richardson) take charge. I ordered the crew to get into their heavy weather clothes and man the power lifeboat. On our way to the boathouse, which is a half-mile from the station, one member of the crew was blown off the approach to the boathouse - the wind was so strong from the northeast - but he was not hurt very bad. Ordered lights, fenders and all equipment that might be needed put aboard. Everything in shape and we left the boathouse at 3:30 am. It was snowing and blowing so hard that the compass was the only thing I could see. Kept on our compass course until we could pick up the fog signal on the outside of the island. Then I took my compass course from the fog signal to where the distress signals were last heard. After rounding the island, it was a battle for the lifeboat to make headway. It seemed to me as if we were being driven backwards with every sea, but the faithful motor kept pounding away and we picked up the reflection of the flares which were being sent up by the boat in distress and headed for it. When we arrived near enough, we threw our spotlight on the ship and saw it was the *O.E. Parks* with a load of pulpwood aboard and it had two bow anchors down. We circled her and found all the crew bunched up in the sternsheet. We called to them for the particulars and were informed that she was sinking fast. We directed them to be ready to jump aboard the next time we came around. The first time I came in close, we were showered with clothes and suitcases. I saw something coming at my head and ducked. Boatswain's Mate 1C Rouleau caught it and got a surprise as it was the skipper's dog. I came around again and called to the men to jump, but they hung back and we only got one man aboard. Two men were hanging down the side but before my men could get hold of them, they were struck

by a large sea and thrown away. By the time I circled again, they had gotten back on deck. The last time, the first mate had to be pulled aboard, and the Captain jumped or rather stepped, as the ship was sinking so fast that the distance was not very far. I was informed by the Captain that all his men were aboard. It was a great relief to me to be able to get away from the ship as I expected any second that her whole deckload of pulpwood would be washed on top of us. Squared away and headed for the station with nine wet, cold but tickled men aboard. We could not tell how long the ship stayed afloat but it was the skipper's opinion that



Steamer *O.E. Parks* with load of pulpwood in 1925

she would be down within 10 minutes after the last man was taken off. We arrived at the station in fine shape with the exception that some of the men were very cold. One of the rescued men upon arrival at the station said that his feet were damn cold. I looked down and saw that he did not have any shoes on and that he walked the half-mile from the boathouse to the station in his sock feet through the ice and slush. We gave him cold water and he worked the frost out of his feet. All the rescued men were given dry clothes and warm drinks and eats. Everybody seemed happy.

Note: From John Greenwood's *Namesakes 1920-1929* and other sources, here are further details of the *O.E. Parks*. Built by James Elliot Shipyard, Saugatuck, Michigan in 1891. No hull number assigned. O.A. dimensions: 140' x 28' x 11'. GRT: 475 tons. Oak wood construction. Official number 155208. Launched as a powered bulk freighter. Converted to a bulk freight barge at Hickler Brothers, Sault Ste. Marie, Michigan in 1928. In 1920 the vessel had a triple expansion engine built by Johnson Bros. of Ferrysburg, Michigan and the owner was Kreeton Co. of Drummond Island, Michigan. The vessel's namesake was Oscar Elmer Parks, born in Binghamton, N.Y. in 1864. He began work as a travelling hardware salesman, later moving in 1883 to the Saugatuck area, and joining the lumber business. He started sailing in 1885 and five years later had his Master's ticket. In 1903 he commanded his namesake for five years. In 1922 he moved back to his home state and died at Poughkeepsie, N.Y., twenty years later, in 1942.

Our thanks to Kathryn Richardson and her family for their permission to reprint the *O.E. Parks* article.

Annual Mariners Memorial Service

The U.S. Merchant Marine Veterans, World War II (Michigan Chapter) cordially extends an invitation to all our members to attend their Annual Memorial Service which will be held at the Holy Cross Church, South Water Street, Marine City, MI. at 11:00 am, Saturday, May 20th. The traditional riverside ceremonies, including a laying of a wreath on the St. Clair River will follow the church service. At the conclusion, everyone is invited by the Lady Mariners for lunch and companionship in the Church's activity center.

On all the oceans white caps flow. There are no crosses row on row. But those who sleep beneath the sea, rest in peace because our country's free. They shall not grow old, as we that are left grow old. Age shall not weary them nor the years condemn. At the going down of the Sun and in the Morning we shall remember them.

That Olde Tyme Dancing

In our last issue, thanks to member Dan Bell, we showed a copy of an invitation to Marine City's "Sailor's Farewell Hop" of April 14th, 1887. This dance was the highlight of the social calendar, the final gathering before the shipping season began for all the area Mariners and their families, until they returned home again. One can visualize the affair, the men in their "Sunday best", others in uniform and gold braid, and the ladies in long gowns with their dance cards initialled by their gentlemen dance partners. The popular dances of the day may seem a little antiquated and bygone to us, the March Quadrille, Schottische, Rackett, Ripple, Opera Reel, Lancer's Quadrille, Firemen's Dance, only the Waltz and Polka are in favor over a century later.

NAUTICAL NEWS

ANNUAL PORT HURON FLEA MARKET

Our Annual Marine Flea Market will be held on Saturday, June 3rd at the Port Huron Museum, from 9:00 am to 2:00 pm. As usual, we will have Marine Dealers from Michigan, Ohio, Wisconsin and Ontario who will offer for sale many types of nautical items including books, slides, print photos, memorabilia and numerous other *goodies*. So come along, see what is on sale and meet others who share your interest in our Great Lakes and it's marine mementos. **Please note:** Owing to numerous requests, the doors will open an hour earlier, 9:00 a.m. and not 10:00 a.m. as in previous years.

FOR YOUR BOOKSHELF

Know Your Ships 2000, the 41st edition of the popular annual soft-covered book, is on sale throughout the Great Lakes area. The book has over 140 pages with numerous photos (color and black & white) of excellent quality. ***Know Your Ships 2000*** offers information on more than 2,000 Lakers and Ocean-going vessels including flag and stack designs. You may order the book for \$14.95 (U.S. funds) plus \$3.00 shipping & handling (Michigan residents must add 6% sales tax) from Marine Publishing Co., P.O. Box 68, Sault Ste. Marie, MI, 49783.

Seaway Ships 1999 by Rene Beauchamp is now available. This 48 page, 8-1/2" x 11" soft-covered book lists all saltwater vessels that transited the St. Lawrence Seaway in 1999. Now in its 17th year of publication, the book has 11 full color photos and can be purchased for \$12.15 (U.S. funds) and \$14.35 (Can. funds) postage included. Make check or money order payable to Rene Beauchamp, 9041 Bellerive, Montreal, QC, H1L 3S5. Fax (514) 355-7352.

CUYAHOGA RECEIVES NEW POWER PLANT

On Tuesday, Feb. 29th, a new 3,000 H.P. Caterpillar Diesel engine was lowered into the engineroom of the self-unloader *Cuyahoga* (C 815560). The vessel, the 1943 built former *J. Burton Ayers*, was in winter lay-up in Point Edward's North Slip this past winter while Shelley Machine & Marine of Sarnia performed the task of removing her original Lentz -1 tandem compound 2 cylinder 2500 IHP steam engine and installing the new diesel engine. The *Cuyahoga* departed her North Slip winter berth at 8:20 am on Sunday, April 16th and proceeded up into Lake Huron to begin the 2000 sailing season.

CSL'S 2nd REBUILD CHRISTENED

The M/V *Rt. Hon. Paul Martin* was christened on March 29th at Port Weller Dry Docks. The new vessel was constructed using the stern section of the M/V *H. M. Griffith*. This was the second of three "SeawayMax" vessels built for Canada Steamship Lines at Port Weller Dry Docks in St. Catharines, ON. The first was *CSL Niagara* which was constructed using the stern section of the M/V *J. W. McGiffin* and entered service on July 28th, 1999. The third new (rebuilt) vessel is already under construction and will be joined to the stern section of the M/V *Louis R. Desmarais* this coming winter and is scheduled to be ready to sail for the 2001 season.

U. S. NAVY VISITS THE GREAT LAKES

The U.S. Navy's Great Lakes Annual *Show the Flag* tour this year will be a "Two for One" affair, as they are sending two minesweepers, the *USS Sentry* and the *USS Kingfisher* instead of the usual frigate. The tour will cover both U.S. and Canadian ports beginning in early May, involving one or the other, or perhaps both of the vessels. The *USS Kingfisher* will dock in Port Huron for May 25th, 26th and 27th in the Black River near the West Quay parking lot. The *Kingfisher* has a crew of 46 enlisted personnel, and five officers aboard. Of local interest, the ship will visit Mackinaw City: May 28th to 30th, Traverse City: June 19th to 22nd and Detroit: June 24th to 26th.

JOHN W. BROWN SAILS ON THE GREAT LAKES

In year's May/June issue of *The Lightship*, we mentioned that plans were being made for the Liberty ship *John W. Brown* to have over 14,000 rivets replaced at the cost of over \$500,000 (including the cost of sailing to the Great Lakes from her home port of Baltimore, Maryland, to the Toledo Ship Drydock where the rivet replacement work will take place). Other repairs scheduled to be done, during the 51 days that the ship will be in Toledo, is the drawing of the tailshaft as well as inspection of sea valves. This maintenance is required to meet the U.S. Coast Guard regulations for the *Brown* to be kept in operation by the "Project Liberty Group", a Baltimore organization who is dedicated to the preservation of the Liberty ship, *John W. Brown*, as a Living Steaming Memorial to the men & women of American Industry who helped in the construction of the over 2,700 ship Liberty Fleet. Also, to the men & women of the Merchant Marines and the Naval Armed Guards who provided the crews for more than 5,000 ships, without which all the Allied world-wide battles would have been logistically impossible. These vessels, in the 45.6 million tons of U.S. shipping afloat in World War II, carried the supplies from the Arsenal of Democracy to bring victory to us all. Though the cost was high. The U.S. Marine Service suffered more casualties, in relation to the number of personnel serving, than any of the U.S. forces in the war. This also applied to the British, Canadian and other Allied Merchant Fleets during the years of conflict of W.W. II.

After completion of her shipyard work, the Brown will be sailing into various ports for tours and day trips for the public, before returning to her home port of Baltimore, MD.

Schedule

PORT	ARRIVAL DATE	DEPARTURE DATE	TIME IN PORT
Baltimore, MD	N/A	Monday, May 15	N/A
Toledo, OH	Saturday, May 27th	Monday, July 17th	51 days (ship repair)
Toledo	Monday, July 17th	Thursday, July 20th	3 days (public berth)
Windsor, ON	Thursday, July 20th	Monday, July 24th	4 days
Windsor	Day Cruise on	Saturday, July 22nd	N/A
Erie, PA	Tuesday, July 25th	Thursday, July 27th	2 days
Cleveland, OH	Friday, July 28th	Monday, July 31st	3 days
Cleveland	Day Cruise on	Saturday, July 29th	N/A
Buffalo, NY	Tuesday, Aug. 1st	Thursday, Aug. 3rd	2 days
Toronto, ON	Friday, Aug. 4th	Tuesday, Aug. 8th	4 days
Toronto	Day Cruise on	Saturday, Aug. 5th	N/A
Montreal, QC	Thursday, Aug. 10th	Monday, Aug. 14th	4 days
Quebec City	Monday, Aug. 14th	Wednesday, Aug. 16th	2 days
Halifax, NS	Friday, Aug. 18th	Monday, Aug. 21st	3 days
Baltimore, MD	Friday, Aug. 25th		

Cruise fares are \$115 (US funds) per person. Dock-side tours are \$5.00 for Adults. The July 22nd day cruise from Windsor is sold out. For more information, phone 810-235-3530, fax 810-235-3556, or write to Liberty Ship, P.O. Box 809, Flint MI, 48501-0809 (E-mail og12000@aol.com).

GREAT LAKES TOWING

In our November / December, 1999 issue we mentioned the centennial foundation of the Great Lakes Towing Co. but only gave a partial list of the founding stockholders. The founding stockholders of the company on July 7th, 1899 were Harry Coulby, Henry G. Dalton, James J. Dunham, Gen. G.A. Garretson, Daniel R. Hanna, James H. Hoyt, Robert L. Ireland, Samuel Mather, William G. Mather, T.F. Newman, James R. Sinclair, John D. Rockefeller, L.P. Smith, Henry Steinbrenner, J.E. Upson and Jepha H. Wade, truly some worthy names of industry and shipping in that time period.

MARINE SCENE

20 years ago ... (1980)

May 2nd - The tugs *Stormont* and *Argue Martin* towed the self-unloader *J.F. Schoellkopf Jr.* out of Erie, PA and arrived at Port Colborne, ON the following day. The *Schoellkopf* was laid up at Ramey's Bend (for scrapping) alongside the remains of the *George M. Steinbrenner (2)*. On June 17th the *Schoellkopf* was towed from Ramey's Bend and taken to Quebec City where she was taken in tow by an ocean tug and arrived at La Spezia, Italy on July 29th where dismantling began immediately.

May 7th - An explosion on board Hall Corporation's bulk carrier *Cartiercliffe Hall* left one man dead and another seriously injured. The vessel was being repaired by Collingwood Shipyards at Collingwood, ON as a result of extensive damage caused by a fire that spread through the vessel's accommodation and pilothouse areas, claiming the lives of seven crew members. The vessel was on Lake Superior on June 5th, 1979, bound for Port Cartier, QC with a cargo of corn, loaded in Duluth, MN when the fire broke out.

May 14th - U.S. Steel sent four of their ore carriers to Duluth / Superior to lay up due to limited demand for taconite pellets. They were the *Homer Williams*, *Eugene Pargny*, *Eugene Thomas* and *Ralph Watson*.

May 22nd - U.S. Steel laid up three more ore carriers in the Duluth / Superior area due to limited iron ore pellet cargos. They were the *Thomas W. Lamont*, *Robert C. Stanley* and *Sewell Avery*.

June 4th - U.S. Steel's new 1,000 foot vessel, the *Edgar B. Speer*, was christened at Lorain, Ohio.

June 25th - The self unloader *Algobay* and the bulk carrier *Montrealais* collided head-on in the St. Clair River while underway in dense fog just above St. Clair, MI. Both vessels were severely damaged but there were no serious injuries. The *Algobay* was upbound and light while the *Montrealais* was downbound and loaded.

30 years ago ... (1970)

May 1st - The *Hochelaga* (C 190479) collided with the *Edmund Fitzgerald* (US 277437) at the mouth of the Detroit River, receiving slight damage.

Detroit Edison - (US 269187) grounded in Amherstburg Channel, Detroit River, and was released with slight bottom damage.

May 2nd - The *Ludger Simard* (C 331741) was christened by Branch Lines Ltd., of Sorel, QC at the Marine Industries Shipyard in Sorel, QC.

May 13th - The steamer *Georgian Bay* (C 176116) grounded at the mouth of the St. Clair River in fog. The ship was later released by the G-tug *Maine*.

May 18th - The *Stonefax* (C 315851) ran aground below Port Lambton in the St. Clair River and was released, after lightering, by the tug *Amherstburg*.

May 24th - The steamer *W.C. Richardson* (US 205012) struck the entrance to the Rock Cut in the St. Marys River and proceeded to Detour, MI where she received repairs to her bow.

May 25th to 30th - The car ferry *St. Claire* (C 329724) was converted from a powered car ferry to a ferry barge by Port Weller Dry Docks Ltd. at St. Catharines, ON.

June - The U.S. Justice Department decreed that Boland & Cornelius must sell Reiss Steamship Co. Holdings within two years for violation of anti-trust laws.

June 8th - The steamer *Parkdale* (C 316355) arrived in tow of the tug *Salvonja* at Cartegena, Spain for scrapping. The pair had left Quebec City on May 12th, a 28 day tow.

June 12th - "Stubby" (Hull # 1173) passed Port Colborne, ON upbound for Erie Marine Inc. of Erie, PA. This hull (bow & stern) was cut apart and joined with the cargo section, also built by Erie Marine, to become the Self-unloader *Stewart J. Cort* (US 532272), the first 1,000 foot vessel on the Great Lakes.

June 21st to 28th - The *Scotia II* (C 158870) was converted from a powered car ferry to a ferry barge at St. Catharines, ON by Port Weller Dry Docks Ltd.

June 24th - The car ferry *Lansdowne* (C 886290) blew a cylinder head while in operation in the Detroit River. She was later reduced to a ferry barge by Romeo Machine Service Ltd. at Windsor, ON.

35 years ago ... (1965)

May 7th - The self-unloader *Cedarville* (US 226492) rolled over and sank in Straits of Mackinac following a collision in a very thick fog with the Norwegian freighter *Topdalsfjord*. Ten sailors from the *Cedarville* lost their lives. The nearby W. German freighter *Weissenburg* picked up the survivors.

40 years ago ... (1960)

May 20th - Thick fog was to blame for two separate collisions in lower Lake Huron on this date forty years ago. The steamer *Standard Portland Cement* (US 206044), bound for Cleveland carrying a cargo of 8,000 tons of taconite ore, collided with the empty, upbound bulk carrier *August Ziesing* (US 215870), some 2 miles north of the Blue Water Bridge. The *Standard Portland Cement* suffered a gaping hole in her starboard side and soon settled to bottom in shallow water. The *Ziesing* suffered damage to her bow but was able to remain afloat. The cement carrier *Paul H. Townsend* (US 248646) was following the *Ziesing* on that day and came to a stop after hearing of the collision. Unfortunately, the upbound British freighter *Tynemouth*, following the *Townsend*, continued to make her way and eventually rammed the stern of the *Townsend*. There were no serious injuries and all the vessels were eventually repaired and returned to service.

F.Y.I.

The first salt water vessel to pass upbound through the Sarnia / Port Huron area this year (requiring a Pilot) was the tanker *Stolt Aspiration* at 10:00 am, March 31st, bound for Chicago. As of April 19th, 27 vessels (requiring a pilot) have passed upbound through the Sarnia / Port Huron area since the opening of the 2000 shipping season. *This number includes salt water vessels, passenger ships as well as some Canadian registered tankers, eg. Algonova, Jade Star, etc. Many are repeat visitors.*

The Editor would like to thank L.H.L. member Cy Hudson & Port Huron Pilot Station Manager Bill Wager.

BLUEWATER AREA SHIPWRECKS

Str. CHARLES S. PRICE

By Skip Gillham

Among the Lake Huron casualties of the Great Storm of November 1913 was the "mystery ship" *Charles S. Price* (US 207539).

This bulk carrier measured 524 feet in overall length by 54 feet at the beam. She was registered at 6,322 tons and 4,901 net tons and powered by a triple expansion engine with cylinders of 23-1/2", 38" and 63" (diameter) with a 42" stroke. Two coal fired scotch boilers of 14'-6" by 11'-6" provided steam.

The keel had been laid at the American Shipbuilding Co. yard at Lorain, OH on March 14th, 1910, and the hull slid into the water on May 14th. The finishing touches were applied and, on June 6th, *Charles S. Price* started her working life departing Huron, OH with coal for Green Bay, WI.

This member of the Mahoning Steamship Co. fleet was managed by M. A. Hanna and had a fairly routine, albeit tragically brief, career in the ore and coal trades.

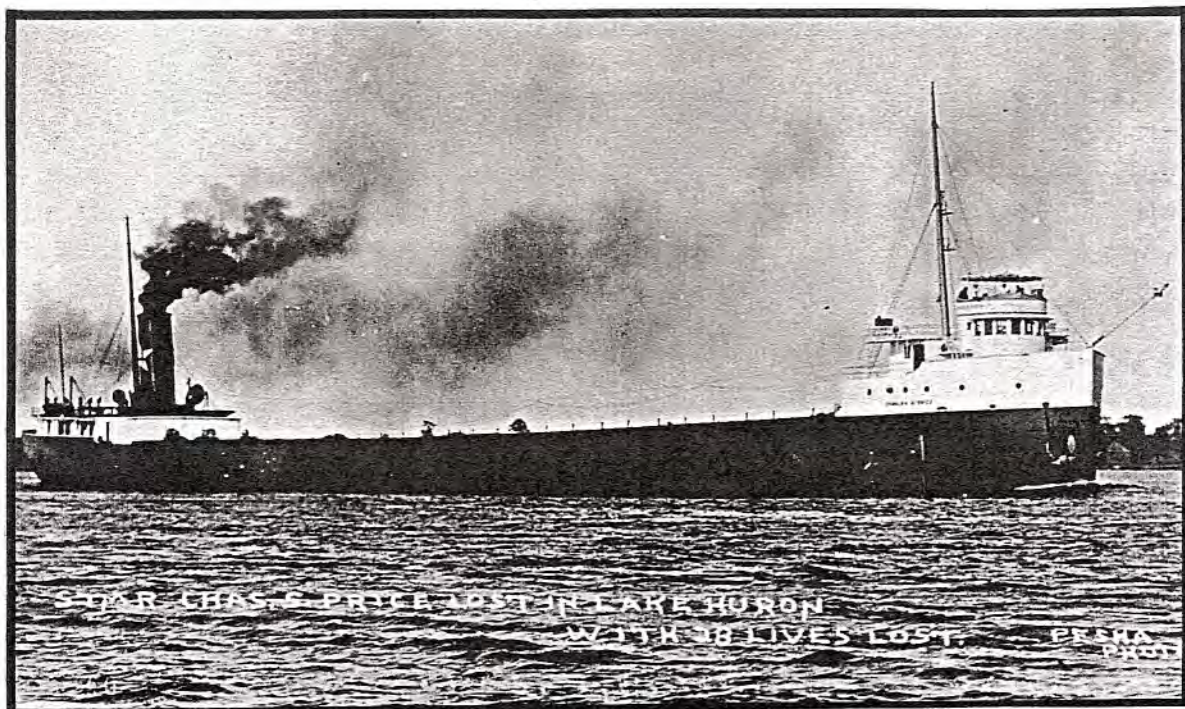
On November 8th, 1913, the vessel was at Toledo loading coal as a powerful fall storm was gathering for an assault on the Great Lakes. One crew member, acting on a premonition, refused to sail and left the ship.

The vessel came up the St. Clair River and headed out into storm tossed Lake Huron on November 9th. What happened in the next 48 hours will never be known. What can be confirmed is that a number of ships disappeared with their entire crew while others were driven ashore.

On November 11th, a hull was found drifting upside down in lower Lake Huron. The question as to the identity of the ship was not answered until the 15th when a diver went down and found the name *Charles S. Price*.

An attempt to pull the inverted freighter to shallow water fell short of the goal and she sank November 17th. All 28 on board had perished. *Charles S. Price* was valued at \$340,000 plus the cargo was insured for \$21,000.

The remains have been located by divers in 65 feet of water 10.5 miles north of Fort Gratiot Light.



Charles S. Price - Peshas Photo - Gillham Collection

SALTY SPOTLIGHT

HAVELSTERN

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

Built in 1994 by MTW Schiffswerft GmbH; Wismar, Germany as Hull # 129.
Length - 529'-5" Breadth - 75'-6" Depth - 38'-5"
9,997 GRT M. Tanker
Main Engine - 8,973 bhp B&W (Man)

On Friday, April 7th, 2000, the shipping season officially was underway in the Sarnia area. The traditional passing of the top hat to the first salt water vessel to arrive in port was given to Captain Martin Taylor of the Motor Tanker *Havelstern*. The top hat is presented each year to the captain of the first salty by the Mission to Seafarers St. Clair Region. This is a world wide organization that provides support and fellowship to seafarers. Rev. Albert Corradin presented the top hat to Capt. Taylor. The *Havelstern* arrived at the Suncor dock in Sarnia on Friday morning to take on a load of Toluene-dye mixture with a destination of New York. She later visited the Shell refinery dock to load a cargo of benzene bound for Philadelphia.

The *Havelstern* first arrived on the Lakes in 1997 on June 26th bound for Sarnia with a cargo of gasoline. The *Havelstern*, in appearance, is a larger version of the Jade / Diamond / Emerald Star series of vessels. The vessel is owned by Rigel Schiffahrts GmbH & Co KG of Bremen, Germany. Originally registered in Germany, she was reflagged to the Isle of Man in April of 1997. She made four trips to Sarnia in 1997. In 1998 she returned to the Lakes for a single trip. She did not return to the Lakes in 1999, though her sister ships and fleetmates, *Alsterstern*, *Rheinstern* and *Travestern* did, though not to the Bluewater area.

Hopefully she will make more trips to the Port Huron / Sarnia area this year and in the years ahead.



* Photo taken at Sarnia's Esso Refinery Special Products Dock on Aug. 16th, 1997 by Doug Schilz *

Answer to Name This Ship (Pg. 2)

Saxon (US 116376), built in 1890 by Globe Iron Works at Cleveland, Ohio as Hull # 37. 296' length x 40' breadth x 21' depth. This vessel was the last of six identical steel-hulled bulk freighters built for the Menominee Transit Company in 1890 by the Globe Iron Works in Cleveland. Her sisters were the *Norman*, *Briton*, *German*, *Grecian* & *Roman*. The *Norman* sank in 1895 following a collision on Lake Huron with a Canadian steam-powered barge loaded with timber. The *Saxon*, along with her four remaining sisterships, was acquired by the Pittsburgh Steamship Company in 1901. In 1918, the vessel was sold "saltwater" and was renamed *Amasis* in 1922. She was renamed *Anne Jensen* in 1924 and finally dismantled for scrap in Denmark in 1927.