

THE LIGHTSHIP

LAKE



LORE

MARINE SOCIETY

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ANNOUNCEMENTS

Our second dinner meeting of the year, which was also a joint meeting with the Marine Historical Society of Detroit, was held at the Museum on Saturday, May 13th, and was attended by 86 members and their guests. The presenter of the entertainment program was one of our long-time members, Ray Donahue of Port Hope, MI. and his presentation, *Collingwood Launchings & Other Things*, was informative and well received by the audience. Ray showed side ship launchings, dating from the early days of the 1900's, of the famous passenger boats of the Detroit area up to the last side launch at the Collingwood yard, the *Sir Wilfred Laurier* (Hull 230) on December 6th, 1985. Thanks Ray. We had seven prizes for the evening's raffle, a gift certificate for one night's stay for two at The Inn at Lock Seven on the Welland Canal, donated by members Patricia Szoldra & Ed Kuiper, Proprietors of The Inn, two copies of *Know Your Ships 2000*, donated by member Roger LeLievre, two gift certificates for a cruise for four people on the *Huron Lady II*, donated by member Capt. John Rigney, a calendar donated by Gaelic Tug Co., and last but not least, a large framed photo of the launching of C.S.L.'s *Hon. Paul Martin* at Collingwood, ON on Nov. 1st, 1984, donated by our President, Fred Miller. The winners were Mary Rose of New Baltimore, MI (Inn at Lock 7 gift certificate), Marci Vanmaldeghem of Marine City, MI (launching photo), Jesse Fritz of Marine City, MI & George Lee of Sombra, ON (Know Your Ships books), Ann McLay of Marysville, MI & Jeanne Selk of Chesterfield, MI (Huron Lady II trips), and Don Wilson of Flushing, MI (Gaelic Tug calendar). Our thanks & appreciation to the prize donars, and congratulations to the lucky winners. We also held a brief society business meeting to elect three Board Directors for the 2000-2003 term of office. The present two incumbents, Gareth McNabb and Paul Schmitt, along with newcomer Ray Bawal Jr. of

Capt. Ted Richardson Memorial Fund

In memory of Ted, the Lake Huron Lore Marine Society has received a substantial donation from one of our long-time members, Port Huron Philanthropist, Capt. James C. Acheson, to be dedicated exclusively for the preservation of the Huron Lightship. The Board of Directors will use this generous gift to ensure that the *Huron* continues to *sail* for the Bluewater area citizens and visitors to enjoy in the years to come.

Marine City Pride & Heritage Museum

The Marine City Museum, which is in the 1845 built former Emily Ward Academy schoolhouse, has been having considerable renovation work done over the past few months. The work began last October 1999 under the direction of L.H.L. member John Foley, ably assisted by about 12 volunteers, including a few of our members, Lawrence Taylor of Marysville and Don & Joan Wolf of Marine City. The renovations include a newly created gallery dedicated to the maritime history of the city. Of special interest is the world's largest diorama (4'-6" x 36') of the Belle River in 1885 when four shipyards were actively producing some of the finest wooden ships of the time. One cannot help but admire the skill and workmanship of John who undertook this project, the end result is well worth viewing. Now that the fine weather is now with us, a Saturday or Sunday could be enjoyed by visiting the Marine City Museum which tells the history of the area through exhibits, artifacts, photos and a vast collection of old newspaper cuttings. The Museum is situated in Marine City at 405 Main Street and is open May through October, Saturdays & Sundays from 1:00 pm to 4:00 pm. Donations are always appreciated. If you have any inquiries, Director John Foley may be reached at (810) 765-3043.

The Loss of S/S *Black Point*

By Cy Hudson

When the Liberty ship *John H. Brown* sails from Halifax, Nova Scotia for her home port of Baltimore on August 21st, following her drydock work in Toledo and her various port visits and tours from Great Lakes and lower St. Lawrence cities, there are tentative plans for a rendezvous for a memorial service off Point Judith, Rhode Island. The Block Island Ferry will also be in attendance over the site of the wreck of the collier *Black Point*, sunk there on May 5th, 1945. This vessel was the last American-flagged ship torpedoed by a German U-boat, U-853 (Helmut Fromsdorf) during the last few days of WWII. Built in 1918 at Camden, N.J. with a GRT of 5353, owned by Sprague Steamship Co. of Boston, MA and under the command of Charles Prior, the vessel was en route to Weymouth, MA with 7,500 tons of coal loaded in Newport News, VA, sailing from that port on May 2nd. She had a crew of 41 accompanied by 5 Naval Armed Guard. On May 5th, in fog about 5 miles southeast of Point Judith, the U-853 fired a torpedo that hit the stern of the ship. With the aftermost 40 feet of the ship, aft of the # 5 hold, carried away, she began to sink rapidly. The crew left in 2 lifeboats with a few jumping overboard from the stricken vessel which capsized leaving all but the bow beneath the surface 25 minutes after the attack. The Yugoslavian vessel *Karmen* and Norwegian vessel *Scandanavia* picked up some survivors, transferring them to a Coast Guard patrol boat, however, 11 of the crew along with 1 Armed Guard were lost. The success of U-853 and Helmut Fromsdorf was short lived as the submarine was sunk the same day in Block Island Sound by the *USS Atherton* (DE-169) and *USS Moberly* (PF-63). There were no survivors.

Bibliography - *U.S. Merchant Vessel War Casualties of WWII* by Robert M. Browning Jr.
- *A Careless Word..... A Needless Sinking* by Capt. Arthur R. Moore

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

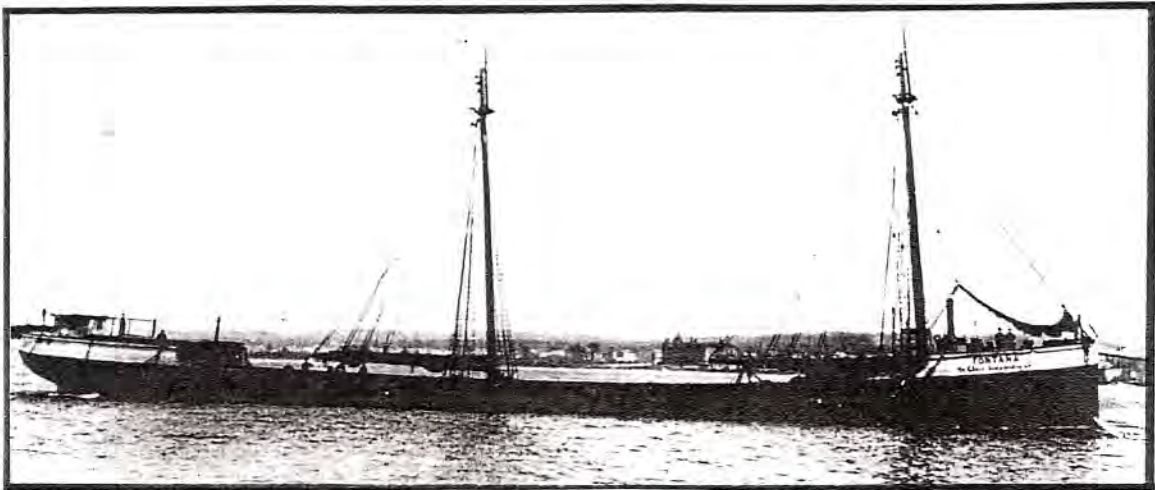
The Wreck of the Schooner *Fontana*

By Paul J. Schmitt

Navigating the narrow rapids of the St. Clair River has always been a difficult bit of seamanship. But at the turn of the century it was even more difficult as a result of the practice of long vessel tows. Frequently steamers sailed the Lakes with one, two or even three schooner barges in tow. This method of operation, though economical, made transitting the rapids of the St. Clair River an even more tricky business.

The problem was most dramatically brought out in the summer of 1900. The year was proving to be a good one for navigation as over 2,000 vessels were in operation; providing a constant parade of schooners, steamers, tugs and barges plying the Great Lakes and St. Clair River.

The night of August 3rd, 1900 was hot, even muggy, as the steamer *Kaliyuga* and her consort (tow), the schooner-barge *Fontana* (1), made their down southern Lake Huron. Darkness was falling as the vessels passed the little village of Lakeport and a light fog had developed.



Further to the south, another tow was proceeding up the St. Clair River; the steamer *Appomatox* was towing the schooner-barge *San Diego*. The tows passed one another opposite the Fort Gratiot Lighthouse and as they did, the wheelsman on the *San Diego* lost steerage and rammed into the port bow of the iron ore laden *Fontana*. The force of the collision parted the tow-line and the *Fontana* began to sink by the bow. Captain George McCoy immediately ordered the crew to abandon the stricken ship. Only John McGregor, who had been asleep in the forecabin, was lost.

The morning of August 4th, 1900 found the wreck of the *Fontana* lying in the river adjacent to Fort Gratiot Lighthouse about 100 feet from the Canadian border. The bow of the vessel lay on the river bottom in 50 feet of water while the stern and cabin remained above water at an awkward angle. The *San Diego*, which went to anchor after the mishap, was found to be only slightly damaged and proceeded up into the Lake later that morning.

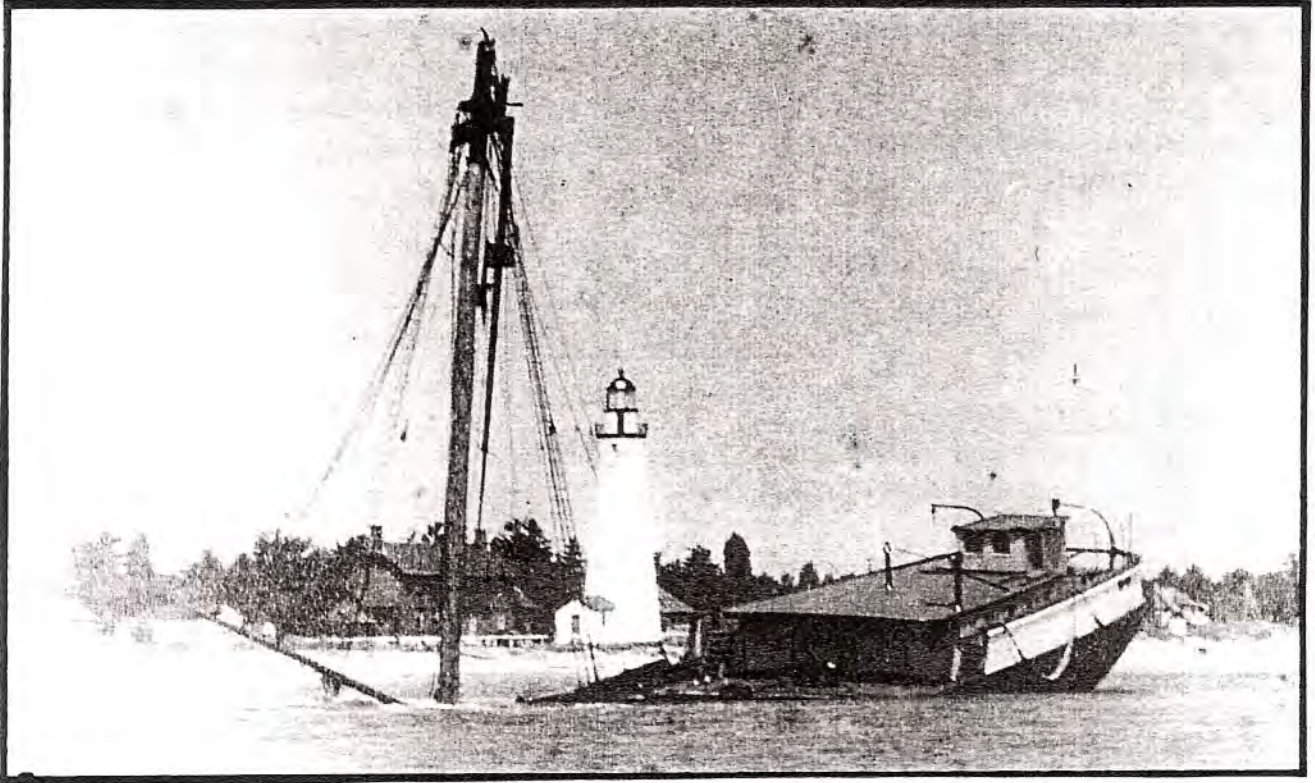
The wreck of the *Fontana* was now a major obstacle to navigation in an already difficult part of the river. Both up and down bound vessels were required to steer around the wrecked schooner. The difficulty of this maneuver was brought home graphically on August 5th when the schooner *Kingfisher* hit the wreck carrying away the *Fontana*'s mast and foretop.

The Henry McMorrان Wrecking Company of Port Huron proposed raising the vessel thus salvaging the ship and cargo. He and Captain Cyrus Sinclair of Detroit began negotiating with the owners, Cleveland-Cliffs Iron Company, and making preparations for the lift. However, Cleveland-Cliffs, upon recommendations of Captain Wescott of Detroit, decided to abandon the *Fontana* to her underwriters. This was accomplished on August 26th.

The wreck continued to pose a major threat to navigating the rapids as the insurance underwriters and McMorrان tried to negotiate a deal. However, salvage became impossible on September 15th as a major storm on Lake Huron broke the *Fontana* in two and caused her stern to slip beneath the surface of the river. On September 18th, the vessel was formally abandoned to the U.S. Government.

Colonel Lydecker of the U.S. Army Corps of Engineers was given the responsibility of removing the wreck. He proposed dynamiting the vessel to remove the obstruction to navigation on the river. While plans for the removal were being made, disaster struck again as the schooner *John Martin* was sunk in collision with the steamer *Yuma* while trying to navigate around the *Fontana* wreck.

The *Fontana's* stern was finally blown up allowing vessels to pass directly overhead. The wreck still lies on the bottom of the river guarding her cargo of iron ore, still waiting to make her final delivery.



* Photo from Paul J. Schmitt Collection *

" I Thought They Were All Welded "

By Cy Hudson

When the news that the Liberty ship *John W. Brown* was to be drydocked in Toledo to have over 14,000 rivets replaced, this statement was likely to be heard. In fact, of the over 2,700 Liberty ships that were built, only 132 vessels, plus 32 Liberty tankers and 24 Liberty colliers which were launched by Delta Shipbuilding Co., New Orleans, LA., established in 1941, were 100 percent welded. The ancestry of the Liberty ship began in the Fall of 1940 when the British Merchant Shipbuilding Mission arrived in North America and, following a tour of shipbuilding yards and engineering works, orders were placed for sixty 10,000 ton DWT cargo ships "Ocean Class" type in 2 U.S. yards, and 20 "Fort Class" in Canadian yards. The Mission was headed by R.C. Thompson, Joint Managing Director of J.L. Thompson Co. Ltd. Shipbuilders, Sunderland, England, taking the plans of the *Empire Liberty* which had impressed the British Admiralty with her speed power ratio. This order was the basis on which the U.S. commenced their mammoth shipbuilding program when she entered WWII with the Japanese attack on Pearl Harbor on December 7th, 1941. Admiral Emory Scott Land, Chairman of the United States Maritime Commission, eventually decided to build their wartime cargo ships on the British plans because the American shipyards and engine builders had the facilities and equipment on hand. One major hull alteration was to rearrange the superstructure to accommodate all the crew in a single midship house, the steam reciprocating engine, 2,500

ihp was standard, though the boilers were altered to oil burning and water tube instead of the original Scotch type. This standardisation was of enormous benefit to the U.S War Shipping Administration who recruited and trained 200,000 seaman during the hostilities. The mostly inexperienced, newly trained crews quickly adapted to these "peas in a pod" ships, their machinery and navigation equipment being all the same. Sail on one, and you've sailed on them all. In general, the Liberty ship was mostly welded although builders were given some latitude and the result produced riveted frames, seams and deckhouses. The *John W. Brown* had her shell seams riveted by her builder, Bethlehem Fairfield Shipyard of Baltimore, MD in 1942. Naturally, with all the wartime mass production, lower quality steel resulted in hull fractures which was corrected by the installation of "riveted crack-arresting straps". Despite the early structural problems, the Liberty ships gave tremendous and gallant wartime service, and with the end to the Pacific war theatre on August 14th, 1945, the end also came to the United States' greatest shipbuilding project. Over 900 Liberty ships were subsequently sold overseas to foreign governments and owners to re-establish post war fleets, some trading for another 25 years until increasingly heavy maintenance and insurance costs caused their demise.

NAUTICAL NEWS

SARNIA WINTER LAYUP DEPARTURES

The following is a list of the vessels that wintered in Sarnia / Point Edward this past winter and the dates that they began fitting out and departing their winter berths to begin the 2000 shipping season.

Saginaw - 03/21 - has steam up.

03/22 - boards removed from wheelhouse windows.

03/25 - departed North Slip berth.

Algolake - 03/25 - departed Government Dock berth.

Algoway - 03/26 - departed grain elevator berth.

Cuyahoga - 03/30 - funnel reinstalled on aft deck following engine replacement.

04/03 - boards off wheelhouse windows - steam is up.

04/17 - departed North Slip berth.

Agawa Canyon - 03/31 - engines are running.

04/01 - conducted lifeboat drill.

04/02 - departed grain elevator berth and proceeded to Imperial Oil fuel dock.

Canadian Transfer - 04/03 - departed North Slip berth.

U.S.C.G. STATION UPGRADE

It was recently announced that the 68 year old Port Huron Coast Guard station is to be doubled in size to enable the 20 guardsmen, which include 6 women, to work more efficiently in new separate training and eating rooms. Work could begin in 2003 if the plans, which will include a new boat docking facility, are approved.

HIGH AND LOW

The record for the highest Panama Canal toll was recently broken by the U.S. Flag Watson class Sealift ship *Sisler* which paid \$184,114.80. The lowest remains at .39 cents paid by swimmer Richard Halliburton in 1928, a 42 and 1/2 mile distance achievement.

KILTS & SAILS

Both will be seen in Sarnia this summer as 7 tall ships will reportedly be there for a regatta from August 17th to 20th and the annual Sarnia Highland Games will take place on the same weekend. The ships will include *Picton Castle* and *Highlander*, both from Nova Scotia, and *True North* and *HMS Tecumseh* of Toronto. Any with tartan sails ?

FOR YOUR BOOKSHELF

Noted Canadian marine historian, columnist and author Skip Gillham recently released a new book; *Imperial Oil Tankers of the Great Lakes*. The soft covered, 44 page book contains 83 photographs along with information on the powered tankers that sailed in Esso's Great Lake fleet. The ships are arranged alphabetically, by their first name in the fleet. A great addition to any ship buff's library, this book can be purchased by sending a check or money order for \$16.00 (U.S. funds for U.S. addresses) to E.B. Gillham, Box 443, Vineland, ON, L0R 2C0.

RECENT VISITOR TO SARNIA ELEVATORS

The *Catherine Desgagnes* recently loaded 5,600 metric tonnes of corn at Sarnia Elevators. The 410 foot vessel, owned and operated by Groupe Desgagnes Inc. of Quebec City, arrived in Sarnia on Sunday, June 18th and departed the following day, bound for Long Pond, Newfoundland.

NEW ADDITION TO LOWER LAKES TOWING FLEET

On Monday, May 14th, the tugs *Mary Page Hannah* and *Jimmy L* arrived in tow of the barge *McKee Sons* and tied up at Sarnia's Government Dock. Since that day, the *McKee Sons* has had her notched stern revised as well as having the fleet colors of her new operators, Lower Lakes Towing Company of Port Dover, ON, applied to her structure. Her new power plant, the saltwater tug *Invincible*, arrived in Sarnia from Texas on June 20th. The *Invincible*, 99 feet in length, built in 1979, equipped with an upper pilothouse and able to produce 5,750 bhp, was purchased from Dixie Fuels Ltd. of Houston, Texas. The new duo will sail under the U.S. flag for the Grand River Navigation Company of Cleveland, OH which is affiliated with Lower Lakes Towing, and will soon join their fleetmates, *Cuyahoga* and *Saginaw*, hauling various cargos between U.S. and Canadian ports.

FREE TRIP ON THE WALTER J. McCARTHY JR.

Once again, the International Shipmasters' Association, Port Huron Lodge # 2, is holding a raffle for a trip for four adults on American Steamship Company's 1000 foot M/V *Walter J. McCarthy Jr.* The winning ticket will be drawn on March 3rd, 2001. You need not be present to win. Tickets are \$10.00 each and can be obtained by sending a check or money order to: ISMA - Port Huron Lodge # 2, P.O. Box 611634, Port Huron, MI, 48061-1634.

NEW TOUR BOAT IN SARNIA

A new Bluewater area tour boat arrived in Sarnia on Monday, May 15th, when the *Macassa Bay* (C 805604) docked at the Government Dock. The vessel, to be operated by Edgewater Boat Tours at the Bridgeview Marina in Point Edward, was built at a cost of approximately \$1 million in 1984/85, at Hamilton, ON by Ernest Kablo, owner of Boiler & Pump Marine Ltd. for his Lake Ontario Cruise service from Hamilton, until the vessel was purchased by McKeil Marine in the mid-1990's. Her dimensions are 93'-7" x 29'-7" x 10'-4" with a 200 passenger capacity, and is powered by two 350 hp Detroit Diesel engines, with a cruising speed of 8.5 knots. She has a crew of 10 which includes 5 catering staff for the inside table-dining of 80 people. Also, an upper deck capacity for 100 with removable covers available for this upper deck. The vessel has been completely renovated inside and out at a cost of over \$400,000.00 since she was purchased from McKeil Marine Ltd. of Hamilton who used the vessel in the mid-1990's on the Newfoundland to Hibernia oil platform shuttle service. A daily 2 and 1/2 hour river cruise with a noon departure will cost approximately \$11.00 for adults and \$6.00 for children. Lunches will be available starting at \$5.00. For more info, phone (519) 336-7703. The namesake of the *Macassa Bay* is a small bay at the western end of Hamilton harbor.

MARINE SCENE

10 years ago ... (1990)

Thursday, August 2nd - The *Huron Lightship*, fully dressed in signal flags, the National Ensign and the Union Jack, was dedicated a National Historic Landmark when a plaque was presented to Port Huron's Mayor, Mary Brooks by Ray Kimpel of the National Park Service, U.S. Dept. of the Interior. Presentations and recognition

were given to Dorothy Henry of the Port Huron Museum, Walter Smith of Lake Huron Lore, Bill Luke of the Marine Historical Society of Detroit and Chief Eager of the U.S.C.G. Port Huron Station. Captain Ted Richardson of the Huron Lightship Committee then cut the ribbon across the public entrance to the *Huron Lightship*. In the time since the dedication on August 2nd, 1990, the Lightship has been toured by approximately 117,854 visitors, a popular attractive feature of the Bluewater area.

30 years ago ... (1970)

July 1st - The bulk carriers *Nixon Berry* (C 194835) and the *Portadoc* (C 116576) departed Quebec City on May 30th in tandem tow of the tug *Rotesand* bound for Vado, Italy to be scrapped, arriving there on July 1st.

July 14th - The *Eastcliffe Hall* (C 175390) while upbound in the St. Lawrence River with a cargo of pig iron for Saginaw, MI, struck a submerged object near Cornwall, ON and sank within a few minutes in 70 feet of water. Nine members of her crew lost their lives. The hull was later leveled and filled.

July 18th - The *William J. Filbert* (US 204417) was in collision with the *Kinsman Independent* (US 203917) at the Burlington Northern ore dock at Superior, WI when the *Filbert* was caught by the current and damaged the *Independent's* stern, which was later repaired at Superior.

July - The stmr. *Mathewston* (C 141679), along with the C.S.L. stmr. *Martian* (2), were towed from Quebec City on June 8th by the Polish tug *Jantar*, bound for Vado, Italy for demolition. They arrived there in late July.

July - U.S.S. *Cobia* (SS-245) former reservist training submarine based at Milwaukee, WI since 1947, was towed to Manitowoc, WI to serve as an exhibit for the Manitowoc Marine Museum.

August 17th - The Lightship *Huron* was decommissioned on this date in 1970, ending the era of the lightship on the Great Lakes. Her official number was WLV-526, formerly U.S. Lightship Service *Relief 103* and was the oldest lightship still in active service with the U.S. Coast Guard. She was built in 1921 by the Consolidated Shipbuilding Company at Morris Heights, N.Y. at a cost of \$147,428. This 340 ton vessel was built for Great Lakes service, with a length of 97 feet and a 24 foot beam, and saw service in this area at Gray's Reef (Lake Michigan), Manitou (Lake Michigan) and Huron (lower Lake Huron). In 1935 the vessel was posted to Corsica Shoals, 2 miles out in Lake Huron off Metcalfe Road, which had been a lightship station since 1893. Renamed WAL-526 and repowered in 1948, the lightship remained a popular sight and sound in the Bluewater area for many years.

F.Y.I.

As of midnight, June 21st, 131 salt water vessels (requiring pilots) have passed upbound through the Port Huron / Sarnia 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, Emerald Star, etc. Many are also repeat visitors.*

As of midnight, June 20th, 3,924 people have visited the *Huron Lightship* so far this year.

The Editor would like to thank L.H.L. members John Coulter, Doug Schilz, Cy Hudson, Len Kuhn & Port Huron Pilot Station Manager Bill Wager.

Answer to Name This Ship (Pg.2)

Cuyler Adams (US 201012), built in 1904 by American Shipbuilding Company at Lorain, Ohio as Hull # 331. 497' length x 52' beam x 29' depth. 5,057 GT. Built for the Globe Steamship Co. (G. A. Tomlinson Mngr.) as the a) *Sahara*. Renamed b) *Cuyler Adams* in 1913. Transferred into Tomlinson Fleet Corp. in 1955. Sold to Marine Salvage Ltd. of Port Colborne, ON in 1960. Scrapped by the Steel Company of Canada at Hamilton, ON in 1961.

* Information obtained from *Ahoy & Farewell I* *

BLUEWATER AREA SHIPWRECKS

MONROVIA

By Skip Gillham

There have been a few deep sea carriers that came to the Great Lakes but could not return due to accidents in the Seaway era. Included are the *Nordmeer*, *Francisco Morazon* and *Photinia* that ran aground and *Monrovia* that sank following a collision on Lake Huron.

The latter was a Y5 general cargo carrier built during World War II. Construction took place at the Lithgows Ltd. shipyard in Glasgow, Scotland, and the vessel was launched as *Empire Falstaff* in June, 1943 for the British Ministry of Shipping.

This was one of a number of similarly designed ships constructed to assist the war effort. She measured 447' 7" in overall length and 52' 2" at the beam. Tonnage was registered at 7,067 gross and she was powered by a triple expansion engine with steam from a pair of scotch boilers.

Empire Falstaff survived the war and was sold to private interests in 1945 and renamed *Commandant Montelet*. This was changed *Commandant Le Biboul* in 1951 and, following a resale to the Eastern Shipping Co. of Liberia in 1954, she became *Monrovia*.

The opening of the St. Lawrence Seaway in 1959 allowed ships of this size and vintage to call at Great Lakes ports. Many interesting ocean freighters paraded to our shores in these early years but *Monrovia* was destined to make only one trip.

She loaded steel at Antwerp, Belgium, and was en route to Duluth (Minnesota) when thick fog was encountered on Lake Huron. She lost her way and strayed into the downbound shipping lane where *Royalton* was travelling with a load of grain. The pair met in a grinding collision some 11 miles off Thunder Bay Island at 1405 hours, June 25th, 1959. *Royalton* received major bow damage while *Monrovia* had a deep gash carved on the port side below the waterline. Flooding began in the cargo holds and then the engine room and the crew quickly realized *Monrovia* was doomed. The nearby *Norman W. Foy* responded to the distress calls, arrived in twenty minutes and rescued all 29 aboard.

Monrovia went to the bottom in 140 feet of water. The hull remained upright and, as late as the 1970's, efforts succeeded in removing some of the cargo of steel.



Monrovia Photo: Alex Duncan

SALTY SPOTLIGHT

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

ZIEMIA OLSZTYNSKA

Built in 1973 by Georgi Dimitrov Shipyard; Varna, Bulgaria as Hull # 106.
Length - 607'-4" Breadth - 75' Depth - 46'-5"
15,668 GRT M. Bulk Carrier
Main Engine - 11,200 bhp Sulzer (H. Cegielski)

With the arrival of the *Ziemia Olsztynska* on Aug. 12th, 1999 at Alang, India for scrapping, it was the end of era in Polish shipping. This was the last of three Varna Class ships that had sailed for the Polish Shipping Company. The other two vessels were the *Ziemia Bialostocka* and the *Ziemia Opolska*.

This vessel spent her entire career under one owner, the Polish Shipping Company (Zegluga Polska Spolka Akcyjna). These first vessels were easily identifiable by their impressive smoke stacks and the number of windows in their pilothouses. As the vessels were updated the number of pilothouse windows became less. As the late Marine Historian and L.H.L. member Bill Luke pointed out to me at one time, he was fascinated by the sheer size of the stack and the impressive amount of windows that were located in the pilothouse.

The vessel herself was well maintained, appearance-wise that is. Her black hull and white afterhouse were usually in good order. Originally she had a green boot topping but in later years it was changed to red. She also had a reflective orange band above the pilothouse. It was impressive to see a saltwater vessel still sailing after almost 28 years.

This vessel served her owners well and was a frequent visitor to the Great Lakes. Her last visit to the Lakes was in November, 1996 when she went to Detroit and Chicago. That was the only voyage the *Olsztynska* made for that year. She first arrived on the Seaway on April 29th, 1979 and made a total of four trips that year. Her career was relatively trouble-free. I can only find two incidents involving her. On June 6th, 1985, she touched bottom while entering the Saginaw River and developed a 30 degree list. She also grounded on Dec. 8th, 1986 near Cape Vincent after loading grain at Duluth / Superior. She was bound for Trois-Rivieres (Three Rivers), Quebec. She was re-floated on Dec. 12th.

The vessel was named after the Polish city of Olsztyn and the name *Ziemia* basically means the surrounding area. On a personal note, it saddened me to see these vessels going for scrap because I was always impressed with the design of the Varna Class vessels. With two new classes of Polish ships sailing the Great Lakes, I am sure we will see the Polish Line on the Lakes for many years to come.



* Vessel upbound at Pt. Huron / Samia on Nov. 16, 1991 - Terry Doyon Photo *