

THE LIGHTSHIP



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Membership (annual) - \$12.00 (U.S.) \$18.00 (Can. funds)
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ANNOUNCEMENTS

Mark your Calendar - Our next dinner meeting, a joint meeting with our friends of the Marine Historical Society of Detroit, will be held in the Port Huron Museum on Saturday, Sept. 30th with a 6:00 pm arrival time. Dinner will be provided by the Museum Guild at 6:30. Our guest speaker of the evening is Bob Hanford of Port Huron. Bob will present his program entitled, *Fort Gratiot Lighthouse*. The cost of the dinner is \$10.00 (U.S. funds). Please send your check or money order, payable to MUSEUM GUILD, along with the enclosed yellow reservation slip to the Port Huron Museum, to be received by the closing date of Wednesday, Sept. 27th. **Please write *Dinner Meeting* on the envelope.**

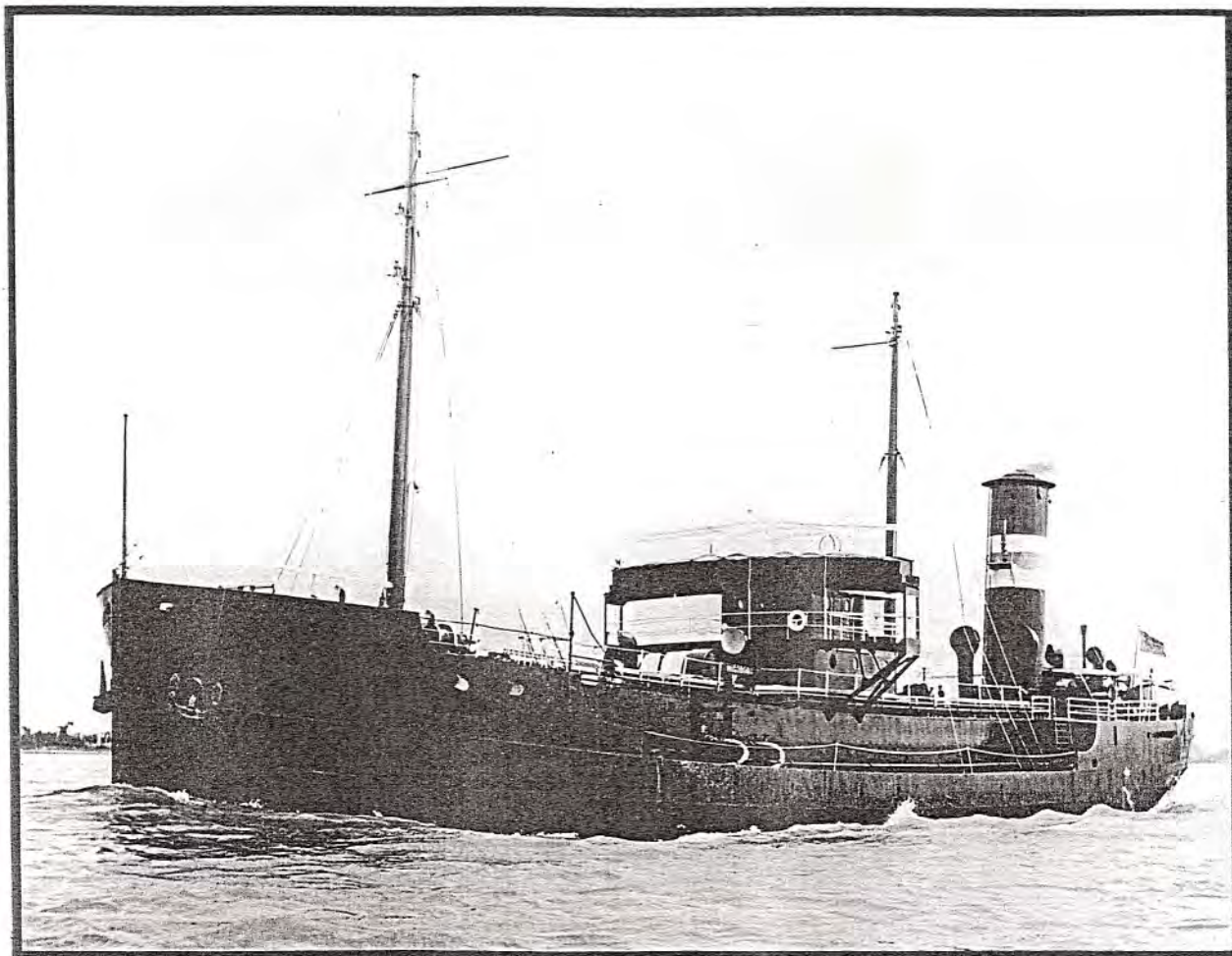
Saturday, October 28th at 7:00 pm will be our next Member's Slide Night. This is always an enjoyable night allowing you to show 25 to 30 of your favorite slides and view the shipping scenes of your fellow Society Members. We will use the lower floor of the Museum so please use the side entrance by the Wall Street parking area. Please feel free to bring a friend.

New Members - L.H.L. wishes to welcome aboard Jim & Karen Maynard of Chatham, ON, Ernest Brown of Pontiac, MI, Wayne Arnold of Port Huron, MI as a Life Member and Terrence Houlahan also of Port Huron.

HELP WANTED

The Huron Lightship Museum is now under a new Site Manager, Wayne Arnold, who is looking for Volunteers to work aboard the Lightship. This is an ideal opportunity to meet new faces, as help is needed as tour guides and you may donate as much (or little) time as you wish. Many hands are needed and every hand counts. If you are interested, call Wayne at (810) 982-3562.

*** NAME THIS SHIP ***



* Photo from the Port Huron Museum Collection *

See Answer on Pg. 6

Why Do We Say It ?

By Cy Hudson

"Buff"

Why do we call anyone who is an enthusiast about anything a buff? In the early 19th century, buff-colored overcoats were supplied to the volunteers in New York City who loved helping to put out fires. Those long-forgotten amateur firemen are recalled by our use of the word *buff* for anyone enthusiastic about their hobby, be it railroads, computers or ships.

The Box Man

By Cy Hudson

When, on May 12th, 1999, Malcolm McLean was recognized by the illustrious Maritime Association of the Port of New York and New Jersey as "The Man of the Century" and Forbes Magazine described him as "one of the few men who changed the world", no doubt many asked, "Malcolm who?" How did a North Carolina truck operator enter the ranks of Henry Ford, Thomas Edison and the Wright Brothers? He is widely known as the father of containerization which forever changed marine shipping.

In 1934 he founded the McLean Trucking Co. in North Carolina, and one day in 1937 on a pier in Hoboken, NJ, after waiting most of the day to get his bales of cotton to be loaded onto an American ship to be exported, and all the hard muscling involved by the longshoremen, he thought to himself, "What a waste of time and money. Wouldn't it be great if my trailer could simply be lifted up and placed on the ship without the contents being touched"? The seed was planted but it would take nearly 20 years before his idea became reality.

His concept of how to lift a box off a truck trailer and onto a ship with one crane was sure to work he knew, and in 1956 he purchased the Pan-Atlantic Steamship Corporation and adopted the wartime system of carrying boxed cargo on special spar-decks fitted above the ship's main deck. The vessel used was the *Potrero Hills* (US 247155), a T-2 tanker built in January, 1945 by the Marinship Corporation of Sausalito, CA and converted into a tanker-trailer ship by Bethlehem Steel Co. at Baltimore in 1955. Renamed *Ideal X*, she sailed on April 26th, 1956 from Port Newark to Houston with 58 containers, each measuring 33 ft. x 8 square ft., secured to her deck. It took the longshoremen nearly 17 hours to off-load the containers, however, this was still faster than the conventional methods of the day. McLean called the voyage "an experiment in integrated truck-ship freight distribution". Though hardly noticed by the media at the time, this voyage was one of tremendous historic importance. Despite initial resistance from the dock labor unions, who were worried about job losses, and shippers who were of a conservative nature and reluctant of new ideas, the benefits of this containerization became obvious.

Later in 1958, Matson Line sent its *Hawaiian Merchant* (US 248845) from San Francisco bound for Honolulu with 75 containers on deck, each measuring 24 ft. x 8.5 ft. x 8 ft. McLeans conception was being copied by other shipping companies. Special cranes were installed to load and off-load the containers at different port facilities, and gradually, the different containers became standardized thanks to U.S. trucking regulations. The industry came up with a common denominator, the TEU, or "twenty feet equivalent", a term invented by Richard Gibney. This box could load nearly 22 tons of payload. Launched in U.S.A., container shipping soon spread around the world. Containers were insulated and refrigerated, special types filled with bulk or liquid cargoes. From the *Ideal X*'s modest 58 containers on her pioneer voyage in 1956, the modern day specially built container ship may load 6,600 TEU's. In April, 1960, the Pan-Atlantic Steamship Corporation changed its name to the more familiar name of Sea-Land Service Inc., "to better describe the service offered". This name (Sea-Land) is seen every day on the red colored containers carried by trucks and railcars all over the United States and Canada.

In time, Malcolm McLean withdrew from Sea-Land and he took over United States Line, an American merchant marine flagship operation, however, McLean, for one reason or another, failed to turn the company around, which eventually went bankrupt. He founded Trailer Bridge in 1991, based in Jacksonville, FL, a motor carrier providing a truck service between the U.S. mainland and Puerto Rico. Malcolm McLean, who is now 85 years old, did not exactly "invent" the containership, as the various ideas were there, waiting for someone to put them together, and McLean was that man.

The *Ideal X*, the trailblazing ship, also carried an oil cargo when she was in service as a container ship, and in 1959, she was returned to oil tanker service and renamed *Elemir*. In 1964, while on a voyage from Sasebo, Japan to Portland, OR in ballast, she suffered heavy weather damage and put into Kobe, Japan as a port of refuge. With numerous tank, forepeak and pumproom fractures, she was sold "as lies" to Japanese shipbreakers. In October, 1964, scrapping was started at Hirao, Japan.

From the maiden voyage of the *Ideal X* in April, 1956, and her modest load of 58 containers, ever larger container vessels are being developed. Case studies are being made for ships with capabilities of 10,000 TEU (Suezmax), the upper limit to transit the Suez Canal, and 15,000 TEU (Malaccamax), the upper limit to transit the Straits of Malacca, which is the shortest and most widely used shipping route between Europe and the Far East.

NAUTICAL NEWS

29th ANNUAL DETROIT TUG BOAT RACES

Below are the winners of the 29th Annual International Freedom Festival Tug Boat Races held at Windsor, ON on Saturday, June 24th.

1,301 h.p. and higher		Under 200 h.p.
1 - Manitou	<i>Capt. Dave Malcolm of Algonac, MI</i>	1 - Junior C
2 - Shannon		2 - Birmco
3 - Roger Stahl	<i>Capt. Bill Cline of Port Huron, MI</i>	3 - R & R
4 - John Spence		4 - Isabelle
5 - Patricia Hoey		5 - Bay Taz
		6 - Weezie-T
751 h.p. to 1,300 h.p.		7 - Amigo IV
1 - Dover		8 - Enterprise
2 - Stormont		
401 h.p. to 750 h.p.		
1 - Elmer Dean		
2 - Vida C.		Special Awards
		1st Overall - Manitou
201 h.p. to 400 h.p.		Best Dressed Tug - Enterprise
1 - J.W. Westcott II		Smallest Tug - Amigo IV
2 - Julie Ann		Farthest Away - Dover (Goderich, ON)
3 - Joseph J. Hogan		Most Seasoned - Birmco
4 - Sinbad		Judge's Appreciation - Bay Taz
5 - Ian Mac		
6 - Joan V		
7 - Gotham	<i>Capt. Scott Paterson of Port Huron</i>	

BRAMBLE TO BE REPLACED

It was recently announced that the U.S. Coast Guard cutter *Bramble*, a long-time favorite and familiar ship in the Bluewater area, is due to be replaced with a new cutter, the *Hollyhock*, within the next three years. Work has begun on the new vessel by Marinette Marine at Marinette, WI. The *Bramble* is one of the 39 buoy-tender ships built between 1942 and 1944. She is also one of the four U.S. Coast Guard ships which are stationed in the Great Lakes and are due to be replaced over the next several years.

VISITORS TO SARNIA ELEVATORS

Four ships recently visited Sarnia's Cargill Elevators to load wheat bound for Prescott, ON. The first was U.L.S.'s *Canadian Leader*, which arrived on July 31st, loaded 14,310 metric tonnes of wheat and departed on Aug. 1st. The second ship was Paterson's *Windoc* which arrived on Aug. 1st, loaded 25,116 metric tonnes of wheat and departed for Prescott on Aug. 3rd. The next vessel was P & H's steamer *Oakglen* (2), arriving in Sarnia on Aug. 5th, loaded 7,086 metric tonnes of wheat and departed for Prescott the following day. The last of the group was Paterson's M/V *Paterson* (2) which arrived at the elevators on Aug. 6th, loaded 26,629 metric tonnes of wheat and departed Aug. 8th. A fifth vessel, the *Algoville*, of Algoma Central Marine, arrived at the elevator on Aug. 20th, loaded 11,537 metric tonnes of wheat, then departed the next day to deliver her cargo to Quebec City. Upper Lake's *Canadian Transfer* stopped over for a few hours on Aug. 30th and unloaded approximately 7,000 mt of potash. The *Nanticoke* of Canada Steamship Lines is scheduled to visit Sarnia on Sept. 4th and the *Windoc* is expected to return later in the month.

GREAT LAKES PHOTO MAGAZINE

L.H.L. member Jon LaFontaine of St. Paul, MN publishes an excellent magazine entitled *Great Lakes Photo Magazine*. The magazine regularly features several items including shipping news, marine color photo features,

photo tips, marine advertisements, ship articles and more. GLPM one year subscriptions (6 issues) are available for \$22.00 for U.S. addresses and \$32.00 for Canadian addresses (all payments in U.S. funds). Send checks or money orders to: Jon LaFontaine, 1940 Marshall Ave. #16, St. Paul, MN. 55104-5922 or call (651) 645-9016. e-mail: JBLafontaine@webtv.net.

BOAT TRIP RAFFLE

The International Shipmasters Association Cleveland, OH Lodge #4, drew the winning tickets to their 2000 Boat Trip Raffle on August 3rd. The first prize was a trip for four on Interlake's self-unloader *Kaye E. Barker*. This was won by Margaret Rabatski of Westlake, OH. The second prize, won by Doug Green of Frankfort, MI was \$100 cash. Third and fourth prizes, \$50 dollar cash amounts were won by Gloria Dirtzu of Inver Grove, MN and David Morrison of Marine City, MI.

ALGOWOOD SUFFERS BROKEN HULL

The M/V *Algowood*, in tow of the McKeil tug *Progress*, arrived at Port Weller Dry Dock on July 14th, where workers were waiting to begin repairs to the vessel's cracked hull. The 730 ft. self-unloader suffered a hull fracture on June 2nd while loading a cargo of sand and stone at Bruce Mines near Sault Ste. Marie, ON. Temporary repairs were completed and the hull was refloated on July 8th and towed to the Welland Canal by two McKeil Marine tugs, the *Carol C. I* and the *Bonnie B. III*. The vessel's owners, Algoma Central Marine, has decided to take the opportunity to add an additional 10 ft. section to her hull which will bring the ship to the Seaway max size of 740 ft. The estimated cost of the hull repairs and lengthening project is \$5 million (Canadian). The ship is expected to return to service this fall.



* *Algowood* with tug *Bonnie B III* in St. Clair River, July 12, 2000 - John Meyland photo *

MARINE SCENE

10 years ago ... (1990)

Sept. 16th - Cleveland Tankers Inc. "barge-canal" type tanker *Jupiter* (US 571820), while discharging a cargo of gasoline at the Total Terminal in the Saginaw River, became engulfed in a tremendous explosion and fire. One crew member, John Sexton, 46, was killed in the incident. The American Steamship Co.'s *Buffalo* (3) (US 596352) had just passed the *Jupiter* creating suction which pulled the tanker away from the loading dock. The aft pilings then broke away along with the cargo hoses, causing sparks which ignited the gasoline resulting in flames over 100 feet in height and smoke that could be seen for 50 miles, totally destroying the *Jupiter*.

Oct. 1st - The tug *Barbara Lyn* (US 276723), while towing two barges loaded with dredging equipment in heavy weather, capsized and sank off Huron City in Lake Huron. The tug, owned by Ryba Marine Construction of Cheboygan, MI, and had a crew of four. The only casualty was the tug's Captain, Joseph Ross, 41, who died of exposure. Malcolm Marine's *Tug Malcolm* (US 518191) was sent to pick up the two loose barges and later delivered them to their destination, Alpena, MI.

Oct. 16th - Algoma Central Marine's self-unloader M/V *John B. Aird* (C 802923) suffered a serious fire while loading a cargo in East Chicago. Following the fire, which took five hours to extinguish, the *Aird* sailed to Sarnia, arriving there on Oct. 21st, to be repaired at a cost of \$500,000.

20 years ago ... (1980)

Sept. 17th - The steamers *Helen Evans* (C 306343) and *Thornhill (1)* (C 325785) departed Quebec City, in tandem tow of the Canadian tug *Capt. Ioannis S.*, for scrapping in Cartagena, Columbia.

Sept. 19th - The 1004 ft. *Edgar B. Speer* (US 621104) sailed from the Amship shipyard at Lorain, OH on her maiden voyage bound for Two Harbors, MN to load taconite.

Sept. 29th - The 1000 ft. *Burns Harbor* (US 618479) passed the Soo, upbound from Bay Shipbuilding at Sturgeon Bay, WI on her maiden voyage to load iron ore pellets at Superior, WI for Burns Harbor, IN.

Oct. 7th - The M/V *Algowood* (C 372055) was launched by Collingwood Shipyards (Hull # 219), for Algoma Central Marine of Sault Ste. Marie, ON, despite a small Oct. 3rd fire which scorched some paintwork under the ship's stern area.

Oct. 18th - Two old U.S. Steel steamers, *Alva C. Dinkey* (US 206090) and *Governor Miller* (US 237394) left Quebec City in tandem tow of Fednav's tug *Cathy B.* arriving in Ferrol, Spain on Nov. 12th to be scrapped. The *Dinkey* remained there but the *Miller* was taken to the Spanish port of Vigo, arriving there two weeks later for scrapping.

30 years ago ... (1970)

September - The *Milwaukee Clipper* (US 201768) the cross-lake ferry from Muskegan, MI to Milwaukee, WI which ran from 1941, was retired and laid up at Muskegan.

Sept. 13th - The barge-dredge *King Coal* (US 176677) sank in Lake Erie, east of Fairport, OH, in 36 ft. of water while in tow of the tug *Herbert A.*, on her way to be scrapped at Humberstone, ON from Cleveland, OH.

Oct. 31st - The registry was closed on the *Gulf Transport* (C 157359). The vessel was sold later the same year to Cia Aramtoriale Palermitana "Cabrilla" S.A. Palermo, Italy and renamed c) *Nonna Valeria*. The ship was eventually scrapped in Italy in 1974.

F.Y.I.

As of midnight, August 31st, 251 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, August 29th, 8,843 people have visited the *Huron Lightship* so far this year.

The Editor would like to thank L.H.L. members Delmar Fritz, Doug Schilz, John Philbin, John Meyland, Cy Hudson, & Port Huron Pilot Station Manager Bill Wager.

Answer to Name This Ship (Pg.2)

Talaralite (C 137907) built as Hull # 50 by Collingwood Shipyards in 1918 as a tanker for Imperial Oil Company. 250' x 43'-9" x 25'. Vessel saw service on salt and fresh water. Renamed b) *Imperial Midland* in 1947. The tanker was laid up in December, 1952 and sold to Reoch Shipping. The ship was converted to a bulk carrier in Port Dalhousie, ON and returned to service in November, 1953 as the c) *Willowdale*. Sailed for Reoch into summer of 1963, sold to Ship Repair & Supply, Ltd. and scrapped in Toronto, ON the same year.

BLUEWATER AREA SHIPWRECKS

AUGUST ZIESING

By Skip Gillham

Thick fog was blamed for a collision north of Port Huron on May 20, 1960. The *August Ziesing* opened a gaping hole in the starboard side of the downbound *Standard Portland Cement* and sent the ore laden freighter to the bottom in shallow water. Visibility was noted at about half a boat length at the time.

August Ziesing, upbound and light, was holed in the bow and flooded a forward compartment. The bulkhead held and the vessel went to anchor and eventually for repairs.

This ship was built by the Great Lakes Engineering Works and launched at Ecorse, MI. on October 30, 1917. She sailed the following April 14 to load iron ore at Two Harbors.

A member of the Pittsburgh Steamship fleet, she had at least three groundings. One, August 15, 1937, was at Sault Ste. Marie. A second, September 13, 1968, blocked navigation in the West Neebish Channel and both required repairs at South Chicago. The start of the 1972 season found *August Ziesing* aground in Lake St. Clair at the Cut-off Channel on April 22. Two days later, she was suddenly halted moving through ice in Whitefish Bay and received a dent in the stern from the trailing *Thomas Wilson*.

The final season for the 600 foot long by 60 foot wide laker began April 17, 1974, clearing Duluth with 12,105 tons of iron ore for Conneaut. During the year the vessel made 33 trips hauling 435,581 tons of cargo. There were 24 loads of ore (21 out of Duluth and 3 from Two Harbors), 8 shipments of stone (evenly split between Calcite and Port Dolomite) and a load of coal from Toledo to Duluth. The final shipment was 11,325 tons of stone from Calcite to Lorain before arriving at Superior to tie up November 26.

She was sold for scrap in 1983 and resold several times. The hull was moved to Duluth for scrapping, then to Thunder Bay arriving there October 5, 1985 and finally to Port Colborne August 18, 1986, after a tow down the lakes by the tug *Ohio*. Scrapping got underway immediately but a fire in the stern August 26, caused by an errant spark from a welder's torch, complicated the work. Shipbreaking was completed in November, 1986.

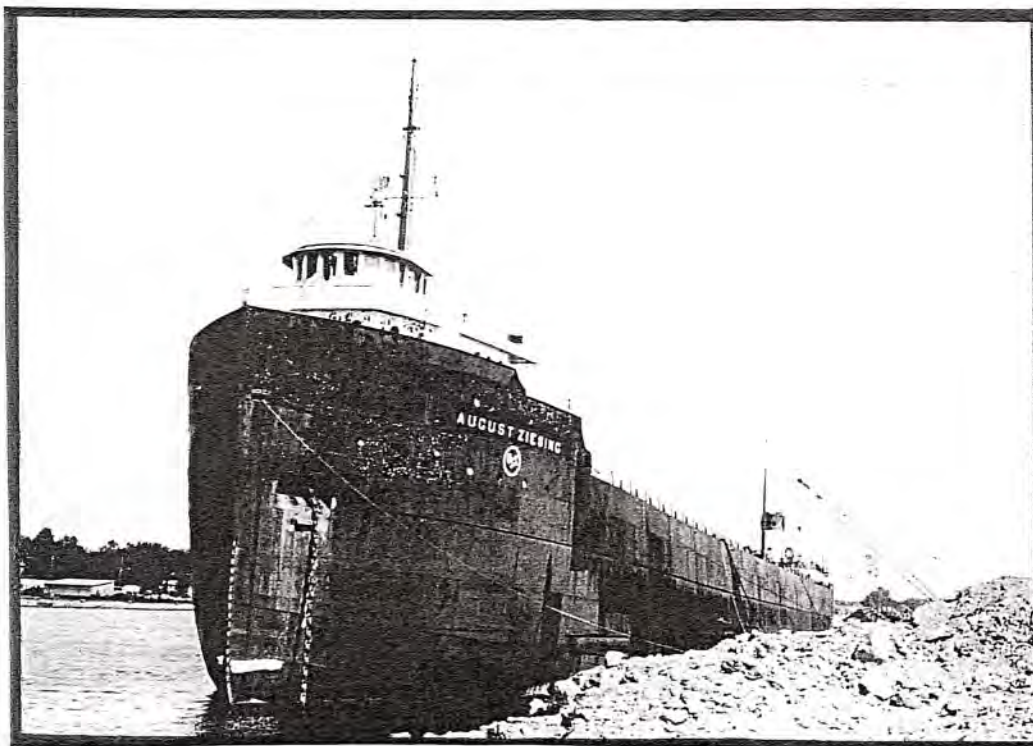


Photo: Port Colborne - Aug. 19, 1986 - Skip Gillham

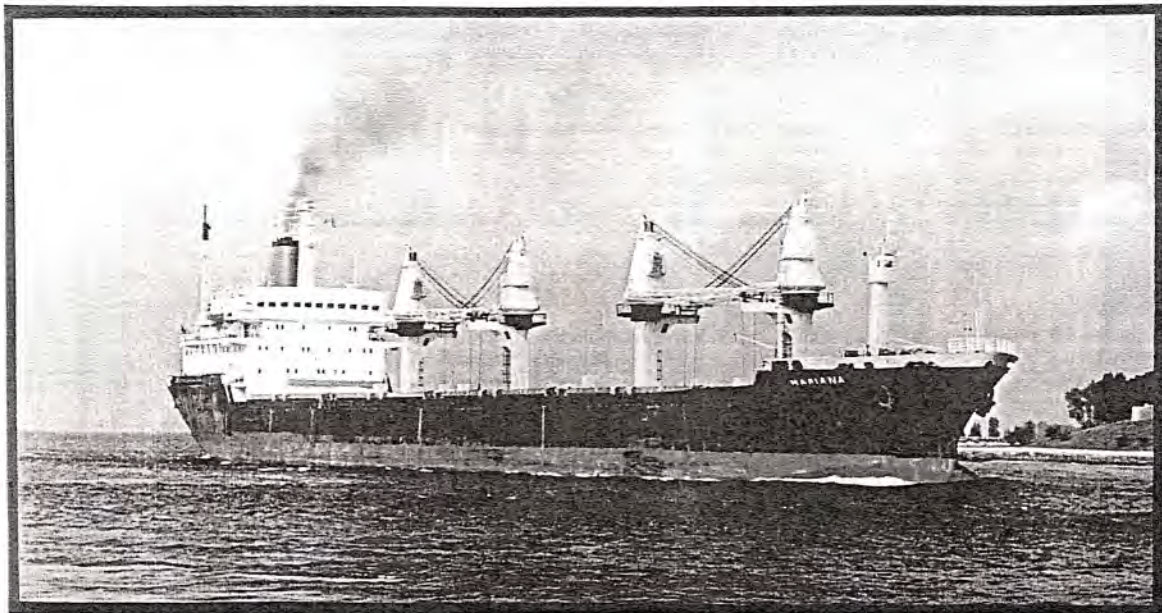
SALTY SPOTLIGHT

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

MARIANA

Built in 1977 by Mathias - Thesen Werft; Wismar, German Democratic Republic as Hull # 109.
Length - 570'-7" Breadth - 75'-2" Depth - 46'-11"
16,032 GRT M. Bulk Carrier
Main Engine - 11,200 bhp MAN

I recently received a letter from Lake Huron Lore member Dick Wicklund inquiring on this particular ship. This vessel was originally launched as the *Gothic Wasa*. She was owned by Salenrederierna A/B and registered in Sweden. She kept this name only briefly, being sold in 1979 to Monticello Shipping Ltd. and renamed *Salamis*. She was sold again in 1986 and renamed *Anameli*. Her new owners were Sebilan Compania Naviera S.A. and her registry became Greek. It was under this name that she entered the Seaway for the first time. She first visited the Great Lakes in 1992, where she made stops at Cleveland, Detroit and Green Bay. Her inbound voyage was with steel. I have no record of any outbound cargo. She returned again in 1997. This was her last visit under this name. Her ports of call included Toronto, Chicago and Thunder Bay. Her inbound cargo was steel. Her outbound cargo, which was loaded at Thunder Bay, was wheat. She topped off in Montreal before delivering her cargo to Italy. In 1998 she was again sold. Her new owners became Mariana Maritime S.A. She was renamed *Mariana* and her port of registry remained Greek. Up until this point, she enjoyed a career without casualty. On June 18, 1998, she suffered her first. While sailing to Canada from Romania with steel and timber, she caught fire in the Bosphorus. She was towed into the Sea of Marmara, located in Turkey, and her crew was evacuated. She later visited the Seaway on Aug. 27, 1998 bound for Windsor with steel. She then loaded a cargo of corn at Duluth. She departed for Algeria after topping off in Montreal. She again visited the Seaway this year. She is seen in this photo downbound at Port Huron on July 15. She has made relatively few trips to the Seaway but maybe this will be a ship to be seen on a more regular basis over the next few years.



* Mariana downbound at Port Huron on July 15, 2000 - Dick Wicklund Photo *