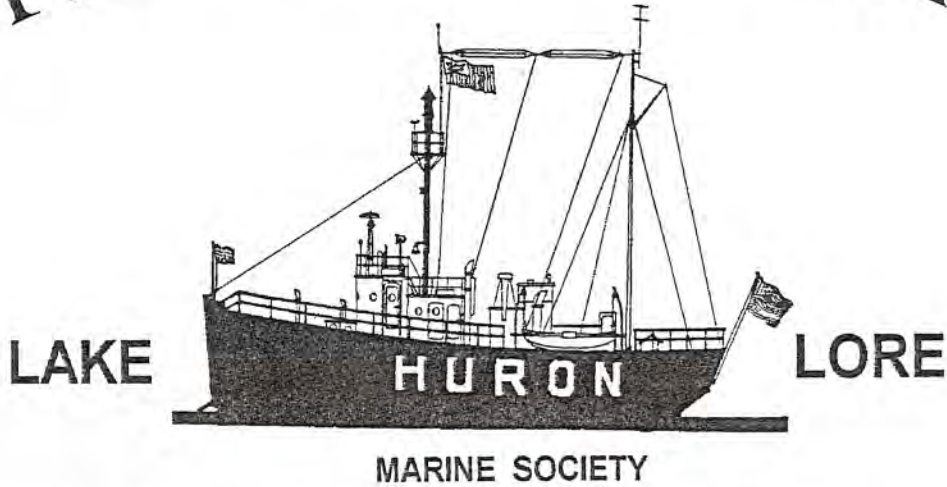


THE LIGHTSHIP



Incorporated in the State of Michigan October 21, 1963

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The first Member's Slide Night of 2001, held at the Port Huron Museum on Saturday, January 20th, was attended by 47 members and guests. Thanks to the attendees who came complete with slides, we were treated to photos of shipping from the last 5 decades including numerous "golden oldies". The Slide Night was a joint effort between L.H.L. and the Marine Historical Society of Detroit who graciously supplied 1 of the 3 door prizes, a 2001 M.H.S.D. calendar which was won by Doug Turner of Sarnia, ON. The Interlake S/S Co. also donated 2 of their company calendars and the lucky winners were young Ray Bawal of Columbus, MI and Al Kasdorf of Fort Gratiot, MI. Once again, thanks are deserved to those who attended the evening, supplied the slides, donated the door prizes, and especially to member Cy Hudson for organizing the entertaining and enjoyable evening.

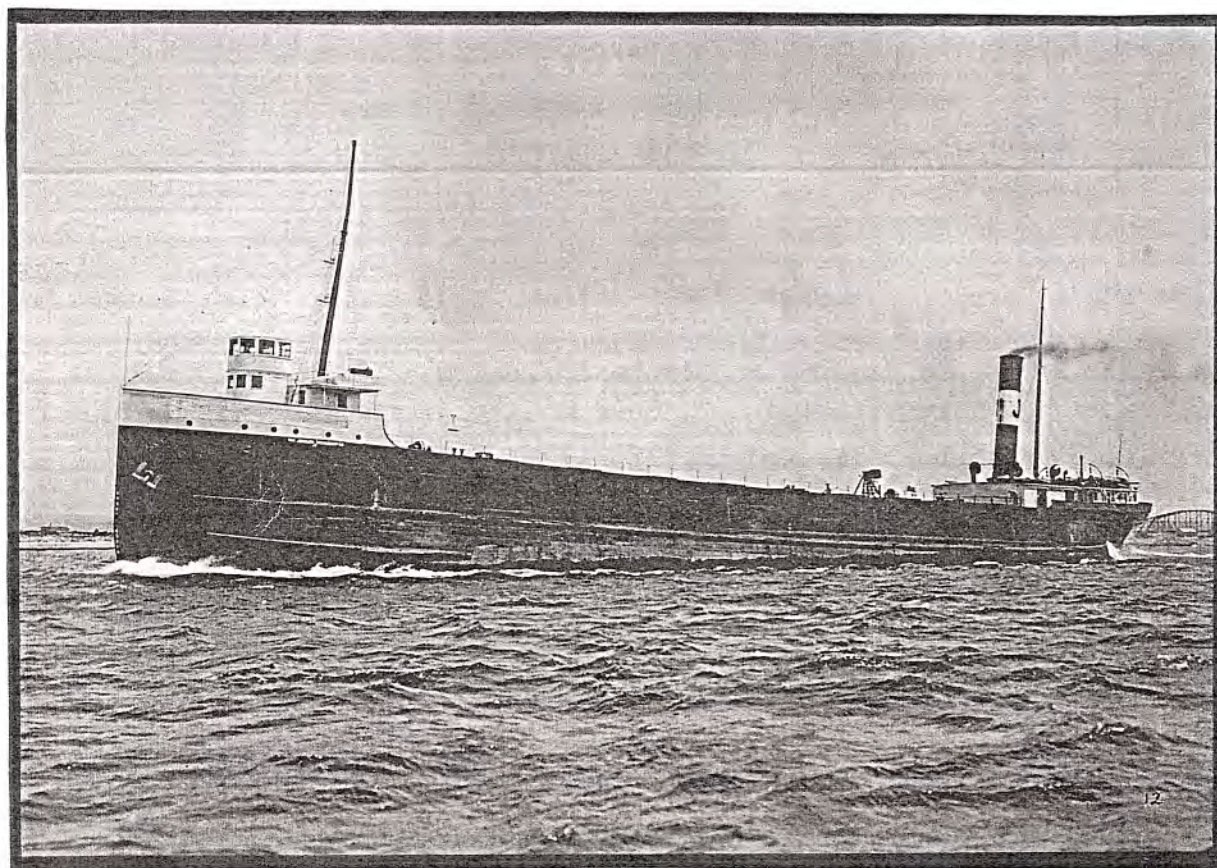
Mark your Calendar - Our first dinner meeting of 2001, which is also a joint meeting with our friends of the M.H.S.D., will be held at the Port Huron Museum on Saturday, March 31st with an arrival time of 6:00 pm. As usual, the 6:30 pm dinner will be provided by the Museum Guild. Our guest speaker, Greg Rudnick of Lakewood, OH, will present a program entitled *Winter Navigation*. The cost of the dinner and slide show is

\$10.00 (U.S. funds) and please send your check or money order, payable to MUSEUM GUILD, together with the enclosed yellow reservation slip, to the Port Huron Museum. Reservations must be received by Wednesday, March 28th. Please write *Dinner Meeting* on the envelope.

New Members - L.H.L. wishes to welcome aboard David Bacheller of Cyde, MI, Martin Bliss of Stockbridge, MI, Rob Lahti of Lapeer, MI, Dr. Joseph Macri of St. Clair, MI, Chuck & Judy Moehle of Algonac, MI and Sarah J. Sturdevant of Fort Gratiot, MI.

Note - In our November / December issue of *The Lightship*, we mentioned the book *Boats, Great Lakes & Me* written by LHL member Capt. Glen F. Shaw of Detour Village, MI. We are pleased to say he has donated a copy of his book to our Society and it has been placed in our Marine Gallery at the Museum.

*** NAME THIS SHIP ***



* See
Answer
on
Page 6 *

* A. E. Young Photo - 1912 - Port Huron Museum Collection *

Did You Know ... ?

- 1) The word *chart* originated from the Greek *charte* which was a kind of papyrus. The English, however, referred to their maps as *scacards* (sea cards).
- 2) The word *cargo* is taken directly from the Latin word *cargo* or *carga* which means a load of freight.
- 3) *Ahoy!* the worldwide nautical hail, was once the dreaded war cry of the Vikings.
- 4) The *anchor* was invented by the Chinese in 2000 BC but the word comes to us from the Greek word for *hook* or *crook*.

A Novel Craft on the Canal ... July / 1857

Thanks to LHL member Dan McCormick of Massena, NY for sending along this unusual tale of transportation on the Erie Canal.

The *Lockport Courier* notices a novel craft which arrived at that place on Saturday and tied up at the dock. It was a scow-built boat about 15 feet long and 3 feet wide; but the novelty consisted in the peculiar motive power - it being towed by dogs. The boat was accompanied by but one man - a cripple from infancy - having no use of his limbs below his knees. He manages to hobble about slowly by walking upon his knees upon which he wore something similar to shoes. He is from Chicago and says he is going to New York for medical treatment. The *Courier* says his dogs, of which he has six large and powerful animals, are trained to perfection and understand and obey his word of command as well as a human being could. They tow his boat along at a rate of four miles per hour - he from the boat giving directions. When they meet a boat they lie down close and let the tow-line pass over them and thus take the inside. He has a wagon aboard for overland journeys. His boat is an open one and by a canvas covering supported on posts, is converted into a saloon which he and his dogs, together with a tame racoon, use for a parlor, dining room and bedroom, all together on terms of equality and good will. He carries 4 loaded pistols to protect his dogs from attack. After procuring a stock of provisions for himself and companions, he anchored his boat a little way from shore and attracted the attention and excited the curiosity of passers by, who crowded around to solve the mystery.

Editor's Note: The Erie Canal or New York State Barge Canal was an important link in the commerce, industry and immigration in North America in the 19th Century. The canal was designed to link the Atlantic Ocean to the Great Lakes. Construction began in 1817 and the 363 mile-long canal was completed 8 years later in 1825. There were 83 locks in the system which had to overcome the 568 foot decline in elevation from Lake Erie to the Hudson River. The Erie Canal played a significant role in the expanding and development of the North American Continent as it was a far quicker method of moving goods and immigrants on their way west. The growth of the railroad in the following decades was an event that led to the decline in the eminence of the Erie Canal.

You Asked

Q. What happened to the *Samaru* mentioned in the last issue's Winter Lay-Up list at Port Lambton, ON in 1980-81.
A. The *Samaru*, a small general cargo motor ship, GRT 496, was built in 1957 by the Fr. Luerksen Werft G.m.b.H. & Co. Bremen - Vegesack, Germany as *Pluto*. Renamed *Samaru* (IMO # 5280019) in 1976 when she was acquired by Samaru Shipping Inc., Panama, flying the Panamanian flag. With a name that appeared to be Japanese, the owner was in fact a resident of Michigan. He was John McGoff, a newspaper publisher from Williamston near Lansing and he named the ship after his wife and two daughters; Sarah, Margaret and Ruth. The ship entered the Great Lakes in June, 1979 remaining here for 9 years and was never engaged in commerce. After a survey at the Collingwood Shipyards, which included some minor work and also a new hull color, Algoma blue. She began a 2 year period of lay-up at Port Lambton in the River Snye under the care of Lee Marine. On November 29th, 1981, she was towed by the tug *John D*, assisted by the tug *Nancy Lee*, to Port Dover, ON and the shipyard of her new owner, Harry Gamble. He eventually sold the *Samaru* to the Yew Seng Shipping Co., Singapore, renamed *Samaru*, registered in San Lorenzo, Honduras sailing from her lay-up port of nearly 7 years on July 31st, 1988 for Montreal. She arrived there on August 12th, departing 5 days later to enter service for her new owners in the Florida and Caribbean area.

Editor's note: IMO (International Maritime Organization)

Thanks to LHL members David and George Lee for their assistance in replying to the Samaru question.

Q. How large is the Lake Huron Lore Membership ?

A. As of December 31st, 2000, LHL had 196 members, including 15 Life Members and 25 Canadian Members.

Q. When was LHL founded ?

A. LHL was incorporated by the State of Michigan on October 21st, 1963.

Q. What is the difference between a nautical mile and a statute mile ?

A. A nautical mile is 6,076 feet and a statute mile is 5,280 feet - approx. 15% shorter.

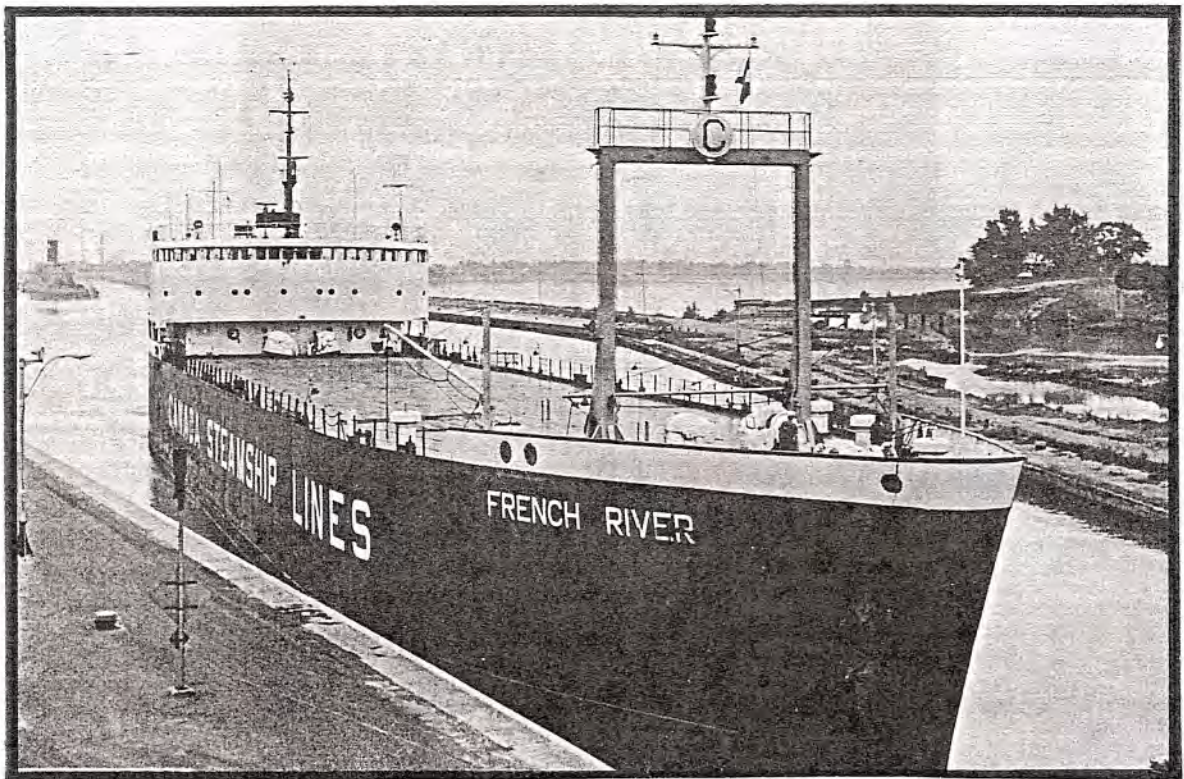
Q. Which ship on the Great Lakes is the largest (longest) ?

A. *The Paul R. Tregurtha* (US 631668) is 1,013'- 6" loa (length overall) GRT 26,360. Built in 1981 as the *William J. De Lancey* (Hull # 909) by Amship at Lorain, OH. The vessel received her present name in 1990.

NAUTICAL NEWS

THE FRENCH RIVER RETURNS TO THE GREAT LAKES By Skip Gillham

A once familiar freighter returned to the Great Lakes in 1999 but, after an extensive refit, it has yet to see service. This vessel was formerly the *French River* of Canada Steamship Lines, a 1961 product of the Collingwood shipyard. The 404'-3" vessel was constructed for the package freight trade but saw little service after 1973. The hull was sold and renamed *Jensen Star* in 1981 and *Woodland* in 1986. During those years it mixed Great Lakes and overseas trading as well as summer supply excursions to the Canadian Arctic. Newsprint, wood products, steel and vehicles were often carried on the Lakes but, on Nov. 12, 1988, the ship arrived at Port Weller Dry Docks with the dismantled construction crane from the old Collingwood shipyard. Following another sale and re-registry in Bahamas, the vessel worked as *Woodlands*. It managed a trip to the Black Sea before heading south for regular service on the Caribbean and down the west coast of South America. The name was changed to *Lorena-I*, with registry in Belize, in 1998 but returned to Canada in November 1999 after being purchased by McKeil Marine. A name of *Nunavit Trader* has been announced but this has yet to be painted on the hull pending a return to service.



* Photo
by Alfred
Sagon-King *

ANOTHER CRUISE SHIP ON THE GREAT LAKES

The Great Lakes will see an additional cruise ship this year, with the expected arrival of the Greek, 225 passenger vessel *Arcadia*. The 1968 Spanish built, 367 ft. ship, GRT 5133, is scheduled to begin in mid-June until mid-October with 24 cruises on 11 itineraries. Her sailings will begin in Windsor, ON and finish in Detroit, MI with ports of call to include Alpena, Bay City, Carlevoix, Houghton, Mackinac Island, Marquette, Munising, Muskegon and Traverse City. The 3-day cruise fare ranges from \$430 to \$770, with the 7-night cruise to cost between \$995 and \$1,795. Port charges will be extra.

GREAT LAKES MARITIME MEMORABILIA SHOW

The annual Great Lakes Maritime Memorabilia Show will be held this year on Saturday, April 28th at the Royal Oaks Elks Club in Royal Oak, MI. Numerous dealers will be selling nautical antiques, books, art and literature from 9 am to 3 pm. The Elks Club is located at 4th Street & I-75 Service Drive in Royal Oak. Food and refreshments will be available. Admission is \$3.00 per person. For more information, call (248) 544-3373.

MARINE SCENE

10 years ago ... (1991)

March 16th - The *S.T. Crapo* (US 226885) departed Detroit bound for Alpena to load a cement cargo. The *Medusa Challenger* (US 202859) also sailed light from Milwaukee bound for Charlevoix to load cement.

March 18th - The C.C.G.S. *Griffon*, underway on Lake Erie in thick fog, was in collision with the Port Dover, ON fishing tug *Captain K*, which sank with her 3-man crew within one minute.

March 21st - The *Edgar B. Speer* (US 621104), with a cargo of ore for Gary, was the first downbound ship at the Soo Locks.

March 22nd - The *Kaye E. Barker* (US 263980) was the first upbound vessel at the Soo Locks on her way to Duluth.

March 26th - The Welland Canal opened for the season with P & H Shipping's bulk carrier *Willowglen* (C 393816) upbound and the tug *Joe Van* & barge *MN 141* downbound.

March 29th - The port of Goderich, ON was opened with the arrival of A.C.M.'s *Algolake* (C 318430) to load a cargo of salt.

April 1st - J.W. Westcott began their 1991 operations with a delivery to the *Walter J. McCarthy Jr.* (US 585852).

April 3rd - The pilot house of the *William Clay Ford* (US 266029) was taken up the Detroit River on a barge towed by the Gaelic tug *Carolyn Hoey* to Belle Isle and placed at the Dossin Great Lakes Museum.

April 6th - The first ocean ship to transit the Soo Locks was the *Federal Inger*, upbound for the Algoma Steel Plant at Sault Ste. Marie, ON.

April 12th - The laker *Silver Isle* (C 319260) while upbound below Montreal was in collision with the Algerian ship *Sersou*. Both ships were severely damaged and the *Silver Isle* went aground. She was refloated the following day and on April 19th, sailed for Port Weller Drydock where approximately 400 feet of steel plating on her hull was replaced costing \$3 million (Can. funds). She was renamed *Algoisle* and sailed for Algoma Central Marine in 1994.

April 22nd - The lower St. Lawrence area saw another mishap when the Canadian-owned tug *Patricia B. McAllister* (C 370153) sank in heavy weather with the loss of 5 crew members. One crew member survived after spending 36 hours on a liferaft.

April 30th - Parish & Heimbecker's laker *Beechglen* (C 370154), while unloading her cargo of corn at Cardinal, ON, broke her hull about 30 feet aft of her marks. The remainder of her cargo was eventually removed by McKeil's lighter *D.C. Everest* and, with the aid of 4 of McKeil's tugs, arrived at Port Weller Drydocks for repairs on May 29th. The *Beechglen* returned to service and passed upbound under the Bluewater Bridge on her first trip on July 21st. The vessel was laid-up in Owen Sound, ON in 1993 and, in August 1994, was towed to Port Maitland, ON where she was eventually cut apart for scrap.

20 years ago ... (1981)

March 25th - The Welland Canal opened with the upbound passage of the *Agawa Canyon* (C 331081). On the same day the *William H. Reiss* (US 225045) was towed from Toledo, OH to Windsor, ON to unload her winter grain cargo. She was subsequently returned to Toledo for lay-up.

March 26th - The 1981 shipping season began at the Soo Locks with the downbound passage of Halco's *Cartiercliffe Hall* (C 372490).

April 7th - The registry of the former Quebec & Ontario Transportation Company's *Lac Des Iles* (C 320470) was closed as "Sold Panamanian". The stripped-off hull was converted for grain storage use for her Mexican owners and towed out of Toronto on May 4th.

April 9th - The *Joseph X. Robert* (C 393816) recently purchased by Pierson Steamships Ltd. (Soo River Company), arrived at Port Colborne. She was the former 1943-built *Lehigh* (3) (US 244505) owned by Bethlehem Steel and was later painted in the Soo River colors. The vessel was obtained by Parish & Heimbecker and renamed *Willowglen* in 1982.

April 10th - C.S.L.'s *Sir James Dunn* (C 194448) ran aground in Rapids Cut in the St. Marys River while downbound with a grain cargo for Trois Rivieres, Quebec. She was released the next day with the aid of 6 tugs and was later drydocked for inspection and repairs in Thunder Bay.

April 16th - The newly built *Algowood* (C 372055) left Owen Sound on her maiden voyage (after sea trials) and sailed for Stoneport, MI to load a cargo of stone for delivery to Sarnia.

April 25th - The *William J. De Lancey* (US 631668) was christened at Lorain, OH and entered service on May 10th, 1981.

April 28th - Collingwood Shipyards Ltd. launched Nipigon Transport's *Lake Wabush* (C 383539) Hull # 223, a 730 foot straight-decker. She was renamed *Capt. Henry Jackman* for Algoma Central Marine in 1987.

30 years ago ... (1971)

March 16th - Early shipping season voyages were made by *S.T. Crapo* (US 226885) and *J.A.W. Iglehart* (US 235570) when they departed Detroit for Alpena arriving there 2 days later with little difficulty. Both vessels made initial passages for the season when west-bound at the Straits of Mackinac, the *Iglehart* on March 26th followed by the *Crapo* the next day.

April 6th - The *Yankcanuck* (C 318683) made the first upbound passage at the Soo Locks, returning 2 days later to make the first downbound passage on the 8th. The *Cason J. Callaway* (US 264349) was also upbound at the Poe Lock bound for Two Harbors the same day.

April 7th - Halco's *Cape Transport* (C 179195) was awarded the honors of being the first vessel of the season to pass through the Canal.

April 12th - The *Colonel James Pickands* (US 225394) cleared Duluth with the first grain cargo and arrived at Buffalo on April 19th. The same day saw the *Seaway Queen* (C 311399) clear Thunder Bay with the first grain cargo of the season from that port.

April 19th - Buffalo saw the first departures of the season with the sailing of the *William G. Mather* (US 224850) and the *Frontenac* (US 223078).

April 21st - The first ocean ship to arrive at Duluth was the French vessel *Christine*.

The Editor would like to thank L.H.L. member & Assist Editor Cy Hudson.

Answer to Name This Ship (Pg. 2)

William Henry Mack (US 81857) built as Hull # 414 by the American Ship Building Co. at Cleveland, OH. 374' x 48' x 28' 3,781 GT. Launched in February, 1903 as the a) *William Henry Mack* for the Jenkins Steamship Company of Cleveland, OH. In 1914, the *Mack* was sold to the marine division of Canada's Algoma Central Railway and she was renamed b) *Valcartier* (C 116573). In 1920, the ship was purchased by Canada Steamship Lines where she remained, under the same name, until she was scrapped in Midland, ON in 1937. Two incidents to note; as the *William Henry Mack*, the vessel collided in heavy fog with the Steamer *John Mitchell* on July 9, 1911 in Whitefish Bay, Lake Superior. The *Mack* suffered substantial bow damage but was able to proceed downbound for repairs while the *Mitchell* rolled over and sank with the loss of 3 lives. The second incident occurred at Cleveland, OH on March 25, 1913 when a sudden, heavy flood caused the *Mack* to break loose from her winter berth and float down the Cuyahoga River smashing into, and demolishing, the West 3rd Street Bridge. The ship sustained approximately \$20,000 damage to her hull.

BLUEWATER AREA SHIPWRECKS

HENRY CORT

By Skip Gillham

The travels of the ill-fated *Henry Cort* took the whaleback steamer to each of the five Great Lakes and she managed to get into trouble at several locations.

The 335 foot long freighter was built by the American Steel Barge Co. and launched at West Superior, WI on June 25, 1892. She went to work on August 17 for the Minneapolis, St. Paul and Buffalo S.S. Co. as *Pillsbury* and carried package freight between Buffalo and Gladstone, MI returning with bagged flour.

The ship joined the Bessemer Steamship Co. in 1896 as the *Henry Cort*. The new owners had the side ports sealed and 'tween deck removed so the ship could haul ore to the steel docks and coal to northern railways. Ownership moved to the Pittsburgh S.S. Co. in 1901. Later, in 1927, she joined the Lake Ports Shipping and Navigation Co. and was equipped with two cranes for the transportation of finished steel and scrap. This brought her through the Welland Canal to Hamilton and Toronto during the 1930's.

Henry Cort was breaking ice on Lake Erie on December 17, 1917 when involved in a head-on collision with the *Midvale*. The ship sank in 30 feet of water and it is reported that the submerged hull had drifted some four miles along the bottom by the time it was found on April 24, 1918. *Henry Cort* was salvaged on September 22, 1918 and repaired at Toledo and Conneaut.

The 2,394 gross ton vessel also stranded on Colchester Reef on Lake Erie in 1927 and holed on Ballard's Reef in 1933. On returning to Detroit after the latter trouble, the ship settled at the dock on December 24 and had to be refloated and repaired.

The end came on December 1, 1934 while seeking shelter at Muskegon. The ship hit the north pier in 60 mph winds and sank. All on board were saved due to heroic efforts by area rescuers but one of their men perished when a surfboat overturned in the angry seas.

The hull later broke in two and was cut up for scrap during World War Two.

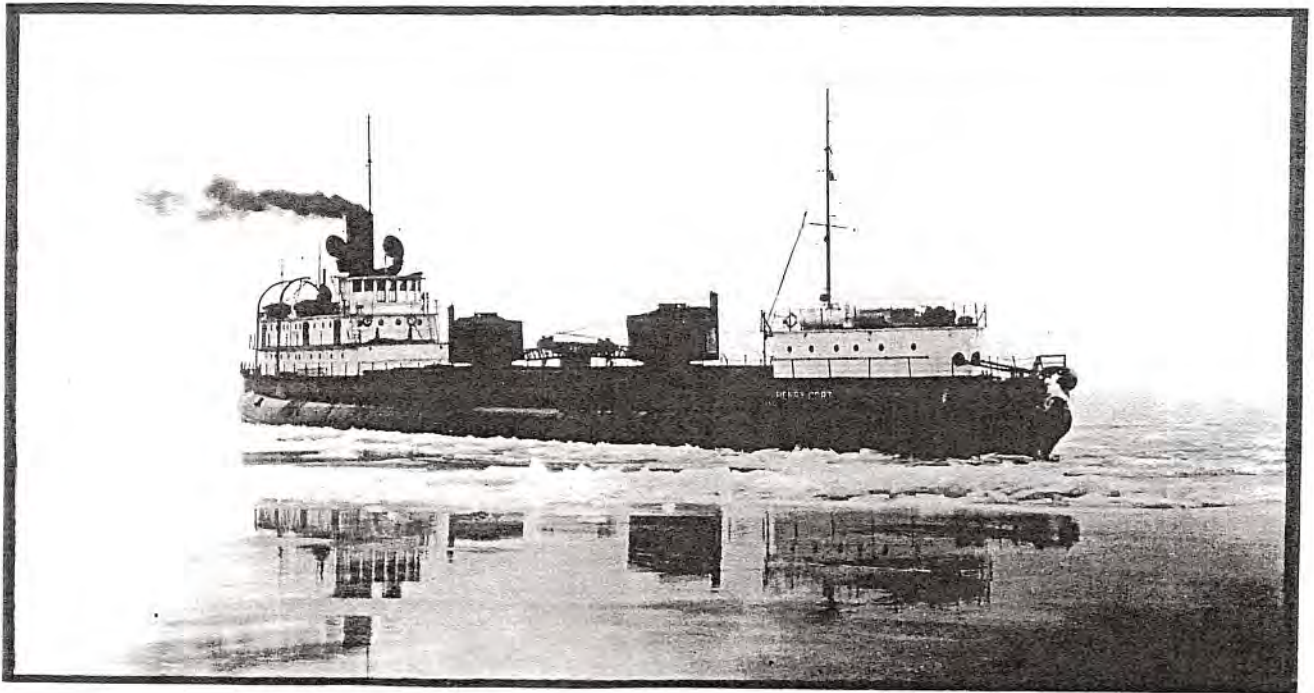


Photo: Milwaukee Public Library

SALTY SPOTLIGHT

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

STOLT ASPIRATION

Built in 1987 Mitsubishi Heavy Industries Ltd.; Shimonoseki, Japan as Hull # 888.

Length - 422'-11" Breadth - 66'-4" Depth - 36'-1"

7,901 GRT M. Chemical Tanker

Main Engine - 6,900 bhp Mitsubishi

The familiar yellow-colored hulls of the Stolt Parcel Tanker fleet have visited the Great Lakes for many years and have often been seen docked in the Bluewater area while waiting for, or loading cargoes with foreign destinations. One of these ships is the *Stolt Aspiration*, launched on January 15, 1987 as the *Golden Angel*. During the first few years of her career, she was a joint venture of Stolt-Neilsen and NYK and sailed with a blue-colored hull. While she doesn't always stop in the Port Huron / Sarnia area she sometimes passes through enroute to Chicago.

This vessel first entered the Seaway on November 1, 1987 with a cargo of tallow, a cargo she often carries. I do not have information on the ports she visited but by December 18, she was in Montreal on the outbound leg of her journey, bound for Rotterdam in the Netherlands. Since then, she has been an annual visitor to the Seaway. Her trips bring her to Toronto, Clarkson, Hamilton, Chicago, Cornwall, Cleveland, Morrisburg, Valleyfield, Detroit, Green Bay, Bronte and Sarnia.

The *Stolt Aspiration* is presently owned by Aspiration Maritima S.A. and is registered in Panama. She usually makes 6 or 7 trips to the Seaway each year and, so far, has had an incident-free career. In June of 1993 I had an opportunity to have a tour aboard of this vessel. Her officers were Norwegian and the crew were from the Philippines. The crew were very friendly and many were long-term Stolt-Neilsen employees. The ship was well maintained and was undergoing an entire hull, deck and piping re-painting while laying over in Sarnia's North Slip waiting for a cargo from one of the area's chemical plants.

Being an early spring visitor, it is quite possible that she will be in the Bluewater area within a few weeks (early April), stopping at one of our docks or sailing through the area on her way to another Great Lakes port.



* Welland Canal - April 24, 1994 - Photo by Roger Chapman *