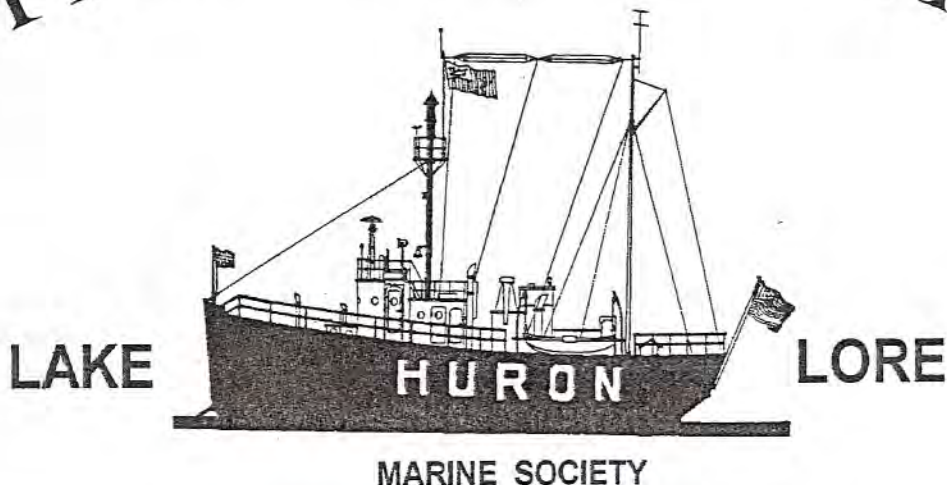


THE LIGHTSHIP



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ANNOUNCEMENTS

Our first dinner meeting of 2001, a joint meeting with the Marine Historical Society of Detroit, was held at the Port Huron Museum on Saturday, March 31st. The entertainment program, Winter Navigation, presented by Greg Rudnick of Lakewood, OH, was well attended by 85 members and their guests. The audience was treated to many beautiful slides of ships attempting to navigate through fields of ice, with interesting and humorous stories shared by Greg who sailed on these lakeboats for many years. Thanks again Greg for a very enjoyable program and evening. Prior to Greg's slide show, a raffle was held to provide the members and guests with a chance to win one of the numerous gifts donated to L.H.L. The Interlake Steamship Co. donated 6 of their company calendars, won by Fred Beaudry of Port Huron, Rhea Wolf of Richmond, MI, Carol Blain of St. Clair, MI, Richard Weiss of Birmingham, MI, John Meyland of Clarkston, MI and Bob Jardine of Sarnia. Interlake also donated a coffee maker, labelled with their company logo, which was won by Theresa Miller of North Street, MI, and 2 Interlake coffee mugs, won by Carol Blain of St. Clair, MI and Wally Bailey of Port Huron. L.H.L. member John Meyland donated a beautiful 11" x 14" color photo of the *John W. Brown* which was won by John Rose of New Baltimore, MI. Capt. John Rigney donated 2 envelopes, each containing 4 tickets for St. Clair River cruises on the tour boat *Huron Lady II*. The envelopes were won by John Belliveau of Sterling

Heights, MI, and Bob Watts of Warren, MI. who was not only a winner but also a contributor. He gave L.H.L. 3 packages of post card reproductions with early 1900 B & W photos of various lakeboats. These were won by Jennifer Lowe of Marine City, MI, Mary Rose of New Baltimore, MI and David Figgs of Marine City, MI. L.H.L. member George Lee donated a tug boat calendar / directory which was won by Donald Blain of St. Clair, MI. L.H.L. member Jim Gallant donated 2 T-shirts which were won by Richard Duncan of Port Huron and Anna Marks of Mt. Clemens, MI. Thanks again to all the raffle prize donors.

Mark your Calendar - Our first next dinner / entertainment meeting, a joint meeting with M.H.S.D., will be held at the Port Huron Museum on Saturday, May 12th. The doors will be open at 6 pm and the dinner, provided by the Museum Guild, will be served at 6:30. The cost is \$10.00 (U.S. funds) per person. Your check or money order, made payable to *Museum Guild* must be received by the reservation closing date of Friday, May 4th. Please write *Dinner Meeting* on the front of your envelope. A yellow reservation slip is enclosed with this newsletter for your convenience. A short L.H.L. business meeting will be held following the dinner to elect 3 Board members for a 3-year term in office beginning June, 2001. The present incumbents; Terry Doyon, Karen Gorski and Cy Hudson are all standing for re-election. Our guest speaker for the evening is long-time L.H.L. member Bob Campbell of Grand Ledge, MI who will present his program, *Boat Watching 25 Years Ago*.

The date of this year's **Port Huron Museum Marine Flea Market** is June 2nd from 9 am to 2 pm. Admission is \$2.00 (U.S. funds). There will be dealers from Michigan, Ohio, Wisconsin and Ontario with many nautical items for sale including books, slides, photos, models and many other pieces of marine memorabilia.

New Member - L.H.L. wishes to welcome aboard Norman Hart of Port Huron.

Additional Information on the *Sa-maru*

On Pg.3 of our last issue we included a *You Asked* article about the small general cargo motor ship *Sa-maru*. Thanks to L.H.L. members Skip Gillham and Norm Eakins, we have additional information to pass along to our readers. In our last *Lightship* we left the vessel sailing somewhere in the Caribbean in 1988. Skip and Norm informed us the vessel was renamed *Trinity One* or *Trinity 1* by Triangle Container Shipping Ltd. in 1989 and laid up in Miami later the same year. Sold again in 1990 & renamed *St. Pierre* for Naviera Star Shipping S. de R.L. of Honduras. Renamed *Betty Express* in 1993 for the Marina Corp. of Belize and then *Captain Admiral* (for the same owner) later the same year. The vessel was still registered to that owner as recently as February, 2001.

*** NAME THIS SHIP ***



* James M. Kidd
photo *

* See Answer
on Page 6 *

The Ultimate Price

by Wayne Arnold,
Site Manager of Huron Lightship Museum

On October 6, 2000, the Lightship Sailors Association presented to the Huron Lightship Museum a plaque in memory of Seaman Robert Gullickson, age 21, who drowned while serving in the U.S. Coast Guard aboard WLV-526. Forty-two years after his death his sister visited the Lightship to view the memorial to her brother who lost his life while serving his country.

She was only sixteen when, on May 7, 1958, her brother and two other sailors boarded the ship's liberty boat for a six-mile journey to the Fort Gratiot Coast Guard Station in Port Huron, Michigan. They were to pick up groceries, mail and pay chits. However, upon arrival they learned that the groceries had not yet been delivered to the station; so according to Fireman (FM) Neil Hamilton, he asked SN Gullickson and Chef (CS) Vincent Disch to go ahead and deliver the mail and payroll to the ship and he would wait for the groceries and bring them out later. They set out for the Lightship at 10:45 am.

On their journey back to the Lightship, a large wave swamped the liberty boat. Bob endeavored to bail the water out but the boat sank. They floated for 45 minutes in their life jackets, talking and holding hands, blowing whistles trying to hail a tugboat and a freighter that passed - all to no avail. After a wave separated them, Bob made a decision to swim to shore to get help. The water temperature was 47 degrees F. and hypothermia had already set in as he struck out for shore. It was his last decision. At noon the Lightship radioed the station to find out why the sailors had not returned. The station immediately dispatched another boat that found CS Disch at 1:07 pm in a semi-conscious condition with his arms raised ready to slip from his life jacket into the cold depths of Lake Huron. Amazingly he survived, but Bob Gullickson's body was never found. He was the only crewman lost during the 35 years the Lightship guided freighters safely into the narrow channel leading to the St. Clair River.

On October 28, 2000, as guests were eating dinner at the Thomas Edison Inn in Port Huron, two couples overheard a discussion at an adjacent table about their tour to the Huron Lightship Museum. They interrupted to say that their cousin had served aboard that ship but had drowned while on duty. The other group asked if his name was Bob. They were astonished. How did they know? There is a memorial to him on his bunk, they were told, with a U.S. Flag, the history of the event and a new plaque in his memory.

The next day the cousins and their spouses visited the ship and I had the honor of escorting them on a tour of the museum. When we reached the crew's quarters, the tour turned into a wake. The volunteer crew and family both shed tears as the family reminisced. For many years after Bob gave his life in the line of duty, each time a body washed up on shore, the family contacted authorities to find out if it was ... They stated that his sister lives in metropolitan Detroit and they were going to let her know about the Lightship and the memorial. The family had been unaware that the ship was still in existence.

Two days before Veterans Day, 2000, Robert Gullickson's sister, Carol Von Kampen came aboard the Lightship with his dress uniform and presented it to the Museum volunteers in memory of her brother. "I was very moved," she said upon seeing the memorial. "It's very emotional to see this 42 years later. It's a beautiful tribute." The crew held a small service, then Ms. Von Kampen was escorted to the pilothouse where a full master's salute was issued from the ship's whistle: Three long and two short blasts resounded over the St. Clair River and out into Lake Huron.

Day is done / Gone the sun / From the Lakes, from the hills, from the sky. / All is well, safely rest / God is nigh.
The Huron Lightship was launched in 1920 as Lightship 103 of the United States Lighthouse Service. She was later re-designated U.S. Coast Guard WAL-526, then WLV-526. From 1935 until 1970 she served at Corsica Shoals, at the southern end of Lake Huron, approximately 6 miles north of the Blue Water Bridges, 3 miles east of the Michigan shoreline. When she was withdrawn in 1970 she was the last of 22 lightships on the Great Lakes and the only lightship to keep her station throughout World War II. In 1972 she was enshrined alongside the St. Clair River at Pine Grove Park in Port Huron as a tribute to her vigilance and in memory of a by-gone era. In 1989 the Lightship was designated a National Historic Landmark.

The Captain's Memoirs

One of our members, Captain Ray I. McGrath, is the author of *Great Lakes Stories - Ashore After 50 Years* which records his memoirs after sailing the Great Lakes from 1935 until his retirement in 1995. His over 240 page book is filled with humorous, informative, serious tales of people, and events that took place throughout his career. It's a book, that deserves to be read, containing *behind the scenes* tales of the aspect of sailors and their ships sailing our Great Lakes as well as many illustrations from his pen. With the permission of Captain McGrath, we are printing some of the stories from his book.

Captain Ernest McSorley

I believe I felt closer to Capt. McSorley than to any of the other captains. He never, ever discussed any problems with anyone. I knew him well and never knew any of his life before meeting him. Still, I felt he had all the time in the world to listen to a problem. He never took chances and was always studying the weather. When they interviewed Nellie McSorley, Capt. McSorley's widow, about her life with the captain, she was on her death bed. Capt. McSorley had been the captain on the *Edmund Fitzgerald*. I sailed as Capt. McSorley's 1st Mate on five different vessels. He was a nice, relaxed man who had time for everybody. I liked and respected him but he always kept his distance. He told me once, at spring fit-out Coast Guard inspection, to always leave a few minor trivial things undone so the inspector would have something to write about in his book. I always did, and believe me, it paid off. We once had a female 2nd Mate and Capt. McSorley never called her by name. It was always "Mate" but he referred to all his mates that way. In return, no one ever called him Ernie; it was always "Captain". Just to illustrate the kind of person Capt. McSorley was, we had a wheelsman who had a four-year-old adopted daughter who was to have a birthday in a couple of weeks. He was concerned that he was going to miss her party, so a few days before the party, Capt. McSorley put a deckhand on as temporary wheelsman and let the man off to attend her party. That wheelsman must have thanked the captain a dozen times. Payday came and he received a full paycheck.

The Ben E. Tate / Our Son

My first permanent command was the self-unloader *Ben E. Tate* which was 356' x 50' x 24'. Before my time, on her first season as a self-unloader in 1930, there was a gale during the night of Sept. 25 in mid-Lake Michigan. The gale tore the sails of the last lake-built sailing vessel still in commercial operation, the 55 year-old schooner *Our Son*, leaving her helpless. Because of high seas it was impossible to launch her yawl, so her 73 year-old master was at the mercy of the sea. To the north at dawn on the 26th, the captain on the *Tate* chose to sail down the storm-tossed east shore of Lake Michigan instead of running to the lee west shore and on down to Chicago. Weather was westerly and building when, off Ludington, for some unknown reason, he changed course again, due west for the west shore. The *Tate* took a real beating and her cabins were damaged, but she plowed on. At about 3 pm the *Tate* spied the schooner *Our Son* in the trough of the sea, taking a terrific beating. The *Tate* sent a radio call for help. The *Pere Marquette* #22 answered and said she was on her way but the *Tate* decided he couldn't wait for the car ferry and proceeded on to help the sailboat. They poured storm oil on the waters to flatten the sea somewhat and brought her alongside the sailboat long enough for her captain and six-man crew to leap aboard the *Tate*. The schooner sank a short time later. The *Tate* arrived safely at South Chicago and was greeted by a cheering crowd. The *Ben E. Tate*'s captain Charles E. Mohr was later awarded a Congressional Medal of Honor for what was termed "one of the most daring pieces of expert seamanship in the history of navigation." In 1954 the Columbia Steamship Company bought the *Tate*. I was her captain in 1964 and on July 12, 1968, she was towed to a scrap dock in Balboa, Spain to be scrapped. Normally a lake freighter width is about 1/10 of her length. The *Tate*'s length was 356 feet and her width was 50 feet, so she was exceptionally "beamy" for her length.

Annual U.S. Merchant Marine Memorial Service

The U.S. Merchant Marine Veterans, World War II (Michigan Chapter) cordially invites all our Society members to attend their Annual Memorial Service to be held at the Holy Cross Church, South Water Street, Marine City, MI at 11:00 am, Saturday, May 19th. The traditional riverside ceremony of the laying of the wreath on the St. Clair River will follow the church service. At the conclusion of the memorial activities everyone is invited by the Lady Mariners for lunch in the Church's activity center.

*There are no roses on a sailor's grave
No lilies on an ocean wave
The only tribute is the seagull's sweep
And the teardrops a loved one weeps*

Lightship Volunteers Needed

The Volunteer - "The value of one: The power of many."

With the Bluewater tourist season rapidly approaching, the Port Huron Museum has a great need for volunteers to help with the operation of its various facilities. The Museum, Huron Lightship and the recently opened Thomas Edison Depot Museum venue. Volunteering offers a great opportunity to help out, meet many interesting people, showing them our wonderful Bluewater area historical attractions. Any hours you can volunteer would be immensely appreciated by Wayne Arnold, Site Manager of the Huron Lightship (810) 982-3562. Wayne informs us that 12,478 people visited the Huron Lightship in 2000.

NAUTICAL NEWS

TWO MORE C.S.L. SHIPS RECEIVE MAJOR MODIFICATIONS

The self-unloaders *Louis R. Desmarais* and *Tadoussac* spent the winter in Port Weller Dry Docks where they received major hull modernization. The *Desmarais* received a new forebody, increasing her length to 740' and width to 78' as well as new state-of-the-art automated self-unloading equipment. The *Tadoussac* received a new mid-body increasing her width to 78' from 75'. Her existing 3-belt self-unloading system converted to a 1-belt system. These improvements are part of a C\$100 million project by Canada Steamship Lines to upgrade their aging fleet. Both vessels were renamed in a double-christening ceremony held at Port Weller on March 3rd. The *Desmarais* was renamed *CSL Laurentien* while the *Tadoussac* was christened the *CSL Tadoussac*. On Saturday, April 7th, the *CSL Laurentien* was floated from Port Weller Dry Docks. The vessel was towed out by *James E. McGrath* with the tug *Progress* assisting. After trials on Lake Ontario the vessel was bound for Thunder Bay for her first cargo.

FOR YOUR BOOKSHELF

Lake Huron Lore member Roger LeLievre, editor of *Know Your Ships - 2001*, has announced that the annual guide to boatwatching on the Great Lakes and St. Lawrence Seaway is now available. Offering details on nearly 2,500 U.S., Canadian and International flag vessels that pass our shores, including owner and port of registry, vital statistics and former names, this year's 144 page edition also adds engine data for U.S. and Canadian lake vessels, including horsepower, manufacturer and top speed. This year's *Vessel of the Year* has been changed slightly to honor a *Fleet of the Year*, Canada's Lower Lakes Towing Ltd. The fleet's *Cuyahoga* graces the cover. In addition, *Know Your Ships - 2001* includes nine pages of colorful stack markings and flags of Great Lakes and Seaway fleets, a guide to Great Lakes marine museums, profiles of the Soo Locks and St. Lawrence Seaway and more than 50 new color photos that cover the shipping scene from Duluth to Montreal. *Know Your Ships - 2001* is sold by many book and gift stores, or by mail for \$14.95 U.S. funds (plus \$3.00 S/H) from Marine Publishing Co., Box 68, Sault Ste. Marie, MI, 49783. Michigan residents add 6% sales tax (Visa and Mastercard accepted). Call (906) 632-8417 or order on line at www.knowyourships.com.

I.S.M.A. BOAT TRIP RAFFLE WINNER

Port Huron Lodge # 2 of the International Shipmasters Association drew the winning ticket for this year's trip for four adults on American S/S Company's 1000 foot M/V *Walter J. McCarthy Jr.* on March 3rd at their annual dinner / dance at the Fogcutter Restaurant in Port Huron. Becky Hippert of Minnetonka, MN was the lucky holder of winning ticket number 1014.

MARINE SCENE

10 years ago ... (1991)

May 29th - P & H Shipping's bulk carrier *Beechglen* (C 370154), under tow of the McKeil tugs *Evans McKeil*, *W.N. Twolan*, *Stormont* and *Glenbrook*, arrived at Port Weller Drydock to repair the severe damage sustained at Cardinal, ON when the vessel's hull buckled during the unloading of her cargo of corn.

June 6th - Inland Lake's latest acquisition, the *Alpena* (2), (US 241856), the former U.S. Steel bulk carrier *Leon Fraser* sailed from Fraser Shipyards in Superior after her conversion to a cement carrier was completed. She arrived at Alpena, MI two days later and a re-christening ceremony was held on July 10th followed by an "open house" on the ship.

20 years ago ... (1981)

May 30th - The *Columbia Star* (US 635289) departed Bay Shipbuilding, Sturgeon Bay on her maiden voyage to load iron ore pellets at Silver Bay.

The *Marlhill* (C 306052) ex-*Parker Evans*, in tandem tow with the old Q & O bulk carrier *Lac Des Iles* (C 310470) behind the tug *Irving Birch* on their voyage to Mexico to be used as grain storage vessels, foundered off Norfolk, VA. The tug continued the trip with the *Lac Des Iles*, however, two days later on June 1st, the veteran laker also went to the bottom, 61 miles from Cape Henry Light.

May 31st - The Liberian chemical tanker *Suncor Chippewa*, built by Hayashikane S.B. & Eng. Co., Shimonoseki, Japan, arrived at the Sunoco Refinery dock in Sarnia on her maiden voyage to load a cargo bound for Europe.

30 years ago ... (1971)

June 24th - The new self-unloading ore carrier *Roger Blough* (US 533062) while preparing for sea-trials at the Lorain yard of American Shipbuilding suffered serious damage when a fire broke out in the engine room killing 4 workers. Both of the Pielstick engines had to be replaced. Following repairs to other equipment damaged by the fire, the *Blough* finally moved out of the drydock on June 3rd, 1972, nearly 1 year after the fire, and was christened on June 5th, entering service 10 days later.

F.Y.I.

The first salt water vessel to pass upbound through the Port Huron / Sarnia area this year (requiring a pilot) was the *Dorothea* on March 30th, in ballast, bound for Burns Harbor, Indiana. As of April 17th, 33 vessels (requiring a pilot) have passed upbound through the Bluewater area since the opening of the 2001 shipping season. *This number includes salt water vessels, passenger ships as well as some Canadian registered tankers. Many are repeat visitors.*

The Editor would like to thank Port Huron Lakes Pilots Manager Bill Wager and Asst. Editor Cy Hudson.

Answer to Name This Ship (Pg. 2)

Norman P. Clement (C 146255) built in 1924 as Hull # 1729 by J. S. White & Co. of East Cowes, (Isle of Wight), U.K., for the Eastern S/S Co. (Boland & Cornelius, Managers). Sold to Upper Lakes & St. Lawrence Transportation Co. in 1936. On May 27, 1955 the *Clement* loaded the first cargo of ore at Contrecoeur, Quebec bound for Toledo. Sold to Chembarge Ltd. in 1962 and taken to Sarnia for conversion to a chemical & petroleum tanker. Operated for 6 years hauling products out of Sarnia. Vessel ran aground at Britt, ON on Oct. 7th, 1968. The damaged vessel was taken to Collingwood for repairs. Eleven shipyard workers were injured by an explosion on the *Clement* while in drydock. The vessel was towed into Georgian Bay on Oct. 23rd and scuttled in 350' of water near Christian Island.

BLUEWATER AREA SHIPWRECKS

CITY OF CLEVELAND III

By Skip Gillham

It was 51 years ago this June that the stately passenger carrier *City of Cleveland III* was severely damaged following a collision on Lake Huron.

The ship had been constructed by the Detroit Shipbuilding Company and launched at their Wyandotte, MI shipyard on January 5, 1907. The finishing touches were being applied in preparation for entering service when fire broke out on May 12, 1907. The damage was extensive and the ship had to be rebuilt at a cost of \$1.25 million.

Originally known as *City of Cleveland* (US 204080), she was not able to enter service until June 4, 1908, when she sailed from Detroit to Sault Ste. Marie. The impressive vessel had luxurious accommodations for that era. It slept 1,451 passengers and carried a crew of 225. As many as 4,500 travellers were permitted on day cruises.

Measuring 402 feet in overall length by 91'-6" over the guards, the steel-hulled, sidewheel steamer was an immediate hit with the public and went to work for the Detroit and Cleveland Navigation Company as their night boat between the 2 cities.

The name was changed to *City of Cleveland III* in 1912. In addition to her regular schedule, there were occasional charters. This kept the ship busy for 42 years but the final season was all too brief.

City of Cleveland III was downbound on Lake Huron on Lake Huron with the Benton Harbor Chamber of Commerce cruise. They encountered fog on the lake as did the upbound Norwegian freighter *Ravnefjell*. The pair met in a grinding collision in the open lake on June 25, 1950, crushing part of the port side, aft, of the passenger carrier. Five on board were killed and another 12 were injured.

The damage was not worth the cost of repairs in an era of declining passenger travel. The hull was laid up at Detroit and then towed to Windsor to be broken up. Fire broke out during this process on October 20, 1954 and the remains were taken to Toledo where vandals opened the seacocks sinking the once proud liner. After being refloated the vessel, now minus the superstructure, was towed to Buffalo for reported use as a barge but this never materialized. The remains were broken up for scrap by the end of 1956.



Photo:
Skip Gillham
Collection

SALTY SPOTLIGHT

VULCAN

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

Built in 1975 by Astilleros Espanoles S. A. (Factoria de Sevilla), Spain.
Length - 625'-6" Breadth - 75' Depth - 47'-10"
17,355 GRT M. Bulk Carrier
Main Engine - 11,550 bhp Sulzer

A familiar Seaway visitor was sold and renamed in 1999. The *Vulcan*, which first came to the Seaway in 1988, was renamed *Volcano*.

Launched as the *Ponte Pedrido*, she first sailed as the *Banda Azul*. She made her first Lakes visit in October, 1976. She was owned by Naviera del Noroeste S.A. and her port of registry was Corunna, Spain. She was sold and renamed *Stav* in 1987. Owned by Camelot Navigation Co. Ltd. her registry became Cyprus and she made her first visit to the Lakes, under her new name, the same year. In 1988 she was again renamed, this time becoming *Vulcan* and owned by Rondel Shipping Ltd. She visited the Seaway the same year, her port of registry unchanged.

She remained away from the Lakes until 1993 when she returned for two visits. The *Vulcan* underwent an ownership change in 1996 with her new owners listed as Prism Shipping Ltd. and her flag changed to Malta. In November, 1996 she arrived at Sarnia's Government Dock for repairs to her #1 and #2 ballast tanks after hitting an unknown object in the Detroit River. The vessel last visited the Great Lakes in 1998 when she went to Burns Harbor with a load of steel in December.

This particular ship was of a familiar design and others similar to her sailed on the Lakes as well. This being a design of the 1970's, she is now in the twilight of her career. We might have seen the last of her on the Lakes but hopefully her owners will find a cargo bound for the Great Lakes so we can again enjoy watching her sail through the Bluewater area.



* Government Dock for repairs - Nov. 11, 1996 - Terry Doyon photo *