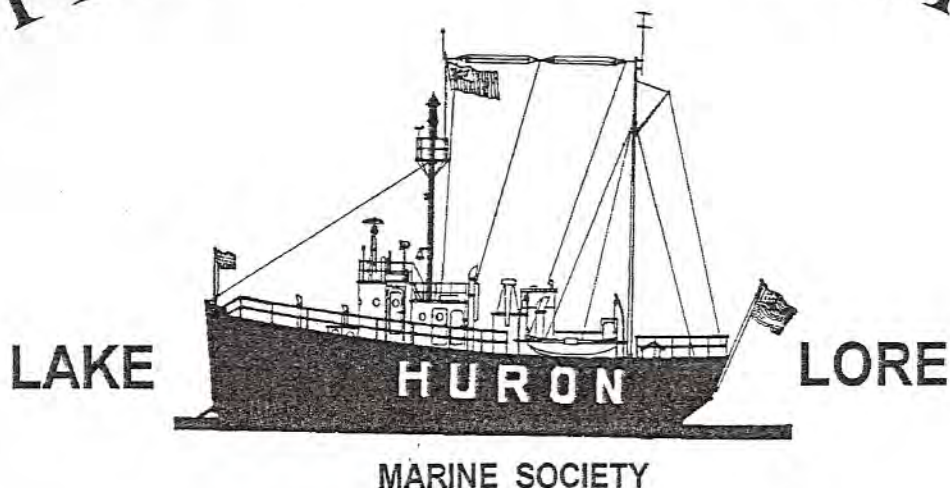


THE LIGHTSHIP



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ANNOUNCEMENTS

The second dinner meeting of 2001, which was also a joint meeting with the Marine Historical Society of Detroit, was held at the Port Huron Museum on Saturday, May 12th. The entertainment program was a successful event with Bob Campbell presenting his photo skills with many excellent shots bringing back many nostalgic memories of shipping on the Great Lakes 25 years ago. Of particular interest were the photos of ships in their bicentennial colors of 1976, a joy to see. Thanks Bob for a fascinating show, enjoyed by an audience made up of 70 LHL members and their guests. Following the dinner we had a brief business meeting and the present incumbent LHL Board Members; Terry Doyon, Karen Gorski and Cy Hudson were all re-elected for the June, 2001 to June, 2004 term of office. Following the election, we held our usual raffle with various prizes which were generously donated to our Society. Two M.H.S.D. coffee mugs were won by Barbara Ziegler of Marysville, MI and Fred Miller of North Street. The Interlake Steamship Co. hat winners were Paul Schumacher of Port Huron, Dave Scali of Lorain, OH and James Lee of Sombra, ON. Member Roger LeLievre, the Editor and publisher of *Know Your Ships 2001*, also generously donated four copies of his book and the lucky winners were Dave Bury of Eastpointe, MI, young Ray Bawal, Jr. of Columbus, MI, George Lee of Sombra, ON and Conrad Sobczynski of Grosse Point, MI. Last but not least, we had Lori Malinowski of St.

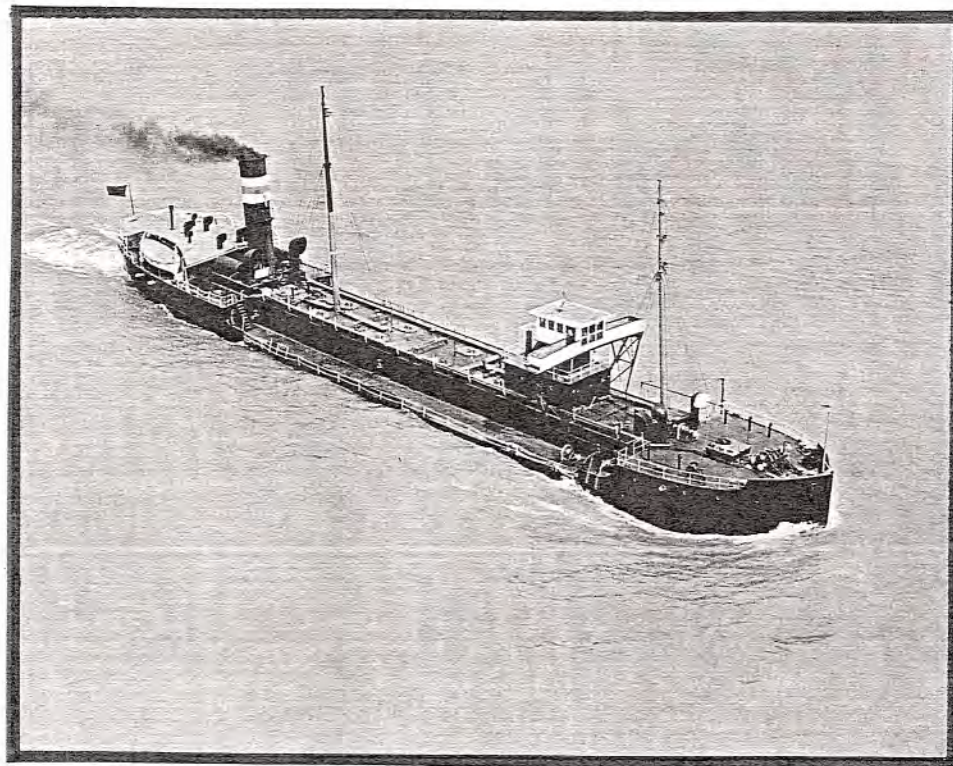
Clair, MI who took home the envelope which contained a ticket for four people for a St. Clair River cruise on member Captain John Rigney's tour boat *Huron Lady II*. Congratulations to the 10 winners and our Thanks to the gracious prize donors.

Mark your calendar - The 2001 annual excursion on the *Hammond Bay*, owned and operated by LHL members David and George Lee, will be a three hour cruise on the St. Clair River on Saturday, August 4th from 10 am until 1 pm. We will depart the Leeland Gardens Dock, located nearly 2 miles south of the Sombra Ferry Dock, at 10 am for our river cruise and a light lunch will be included. The normal rule "No Alcohol Aboard" will be enforced. The ticket cost is \$16.00 (U.S. funds) or \$25.00 (Can. funds) and further information may be obtained from LHL Board member Gene Buel of Marine City (810) 765-5423. U.S. ticket holders may park their vehicles in Marine City near the Ferry Landing and, for a small fee, transportation will be provided to the *Hammond Bay* dock. Early reservations are recommended as ticket sales are limited to the boat's capacity of 40 passengers.

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Earlier this year, we approached various shipping companies asking for nautical / promotional items to be donated for use as raffle prizes at our various LHL dinner meetings, of which the proceeds are used in our Marine Gallery at the Port Huron Museum. We are pleased to say our appeal received a great response. We received gifts from American Steamship Co., Interlake Shipping, Oglebay Norton Marine, Great Lakes Towing, Algoma Central Marine, Canada Steamship Co., Upper Lakes Group, N.M. Paterson Shipping and McKeil Marine Ltd. These gifts will be raffled at future dinner / entertainment meetings. We also received an additional gift from McKeil Marine Ltd.; one of their company house flags which has been placed on display in the Museum's Marine Gallery. The LHL Board of Directors extends their appreciation and thanks to all of the above donors.

*** NAME THIS SHIP ***



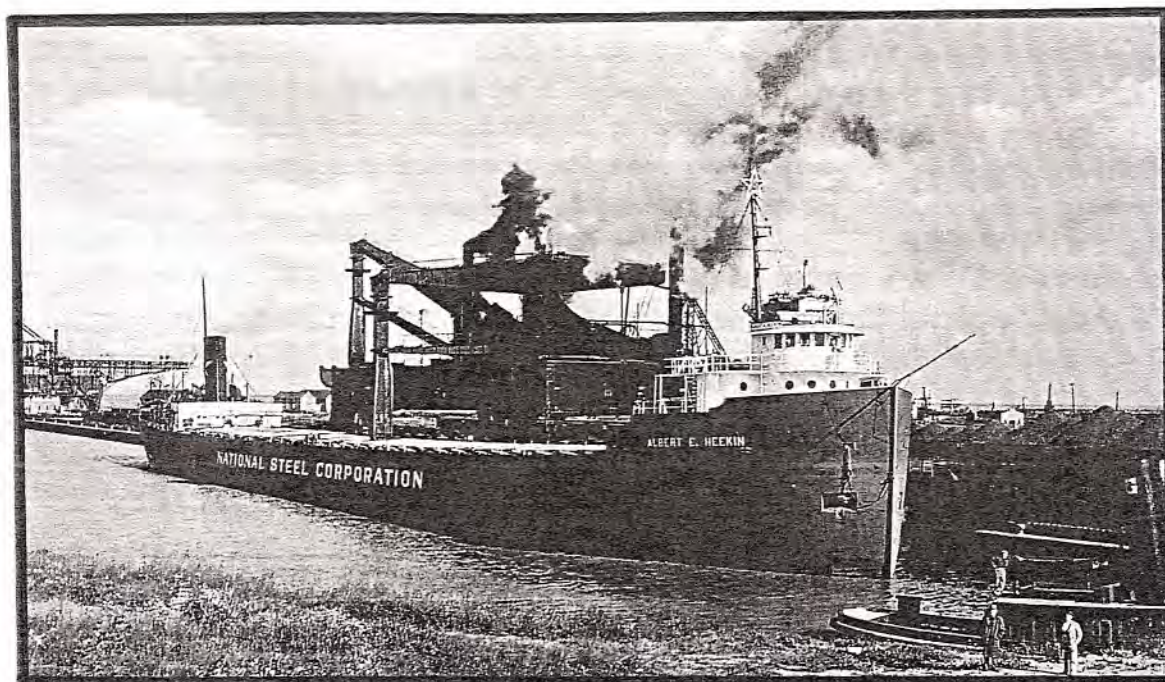
See Answer
on Pg. 5

My Student Days Trip

By Ed Schwartz

In August, 1953, prior to my last year in college, I had the opportunity to take a trip on a Great Lakes ore carrier. I went to the dockyard at Ashtabula, Ohio to await the arrival of the National Steel ore carrier *Albert E. Heekin*. While waiting for the *Heekin*, I had a nice chat with the guard at the gate who had lost his leg working in that yard. A cheerful guy, he was pleased to have a continuing employment with his same employer. Later, the guard pointed to a speck on the horizon. There was the *Heekin*, coming in right on time. I boarded the ship and was directed to the Captain, Soren Sorensen. He greeted me cordially and directed me to my cabin. The *Heekin* proceeded to unload its ore cargo with dispatch. Around midnight the ship was ready to depart Ashtabula, light for Superior to pick up another load of ore. The trip up and back was smooth and uneventful. The weather was great both going up and down. The passages through the Soo locks were a thrill. The food was tops. The people were pleasant. My Dad arranged that a plenteous supply of good cigars be delivered to me by the Wescott boat. The ship's officers and engineers all enjoyed the cigars. My trip ended in Buffalo. I thanked everyone. I then got on a plane home with memories I would savor for a lifetime. I never knew anything about Albert E. Heekin. Nobody on the ship did either. However, the following summer the mystery was solved. I was drafted. I was going somewhere with a bunch of other draftees on a bus. Lo and behold, out of the window I spotted a factory on top of which was a big sign that read "Heekin Can Company". It all came together: National Steel made tinplate and Heekin Can made cans - National Steel honored the president of a good customer.

Footnote: Ed did his basic training at Fort Leonard Wood, Missouri. The *Heekin* was built in 1917 by the American Ship Building Company at Lorain OH as hull # 723, a) *William A. Amberg* (US 215708) for the Producers Steamship Co. of Cleveland, OH. GRT 7,031. She was renamed b) *Albert E. Heekin* in 1932 and transferred to National Steel Co. under M.A. Hanna management. In 1955 the vessel was traded to Wilson Marine Transit Co. of Cleveland, OH and renamed c) *Silver Bay*. In 1975 she was sold Canadian to the Soo River Co. of Toronto, ON and renamed d) *Judith M. Pierson* (C 369249). Soo River Co. went into bankruptcy in 1982 and the ship was purchased by P & H Shipping Ltd. of Mississauga, ON and renamed e) *Fernglen*. In May, 1984 she was towed to Port Maitland, ON from Toronto and scrapped.



* *Albert E. Heekin* at Wheeling & Lake Erie Railway Dock at Huron, Ohio in 1948 - Eric Hirsimaki Collection *

*With the kind permission of LHL member Captain Glen Shaw, we are reprinting one of the stories from his book **Boats, Great Lakes and Me.***

Reading the Sault Evening News about the tentative starting of 1999 navigation and the opening of the St. Mary's Falls Lock System just sort of got me fired up. I got to wondering if it would be at all possible to contact the Coast Guard Base at the Soo and just be a civilian observer on the ice breakout trip up into Whitefish Bay.

The plan was in the works with the Corp. of Engineers, the U.S. Coast Guard and the shipping companies. A date was set for the *Mackinaw* ice breaker to dock at the Soo base and depart the next day with the *Katmai Bay*.

On the 12th of March, I went to the Soo and down to the Coast Guard Base to the headquarters building. As I entered the main entrance I was lucky enough to meet Lt. Commander Mike Callahan who wanted to know what he could do for me. I explained what I'd like to do and wondered if he could steer me to the right procedure. He sort of smiled and told me that it was his department at present and no doubt he could make some arrangements for the trip. He would let me know very soon. Meeting Commander Callahan was my first good impression of our Coast Guard system in operation. When I got home that afternoon and checked my answering machine, he was on it and informed me I was to board the *Katmai Bay* at 7:30 am, March 15th.

I was on the dock about 7:15 am and was invited on board for coffee. Before we departed at 8:15 am, I had met the skipper, Lieutenant Commander Mike Ryan and some of the crew. I was given a tour of the engine room where I asked a lot of questions and got a lot of answers. We departed the Soo Base and were in the Poe Lock behind the *Mackinac* at 9:10 am. We departed the lock at 10:00 am and were on our way up the river in 16 to 18 inches of ice. In the vicinity of Pte. Louise and above, the ice was 18 to 22 inches and we were at Gros Cap Light Crib at 11:40 am. On this trip we had a Coast Guard captain from Washington on board who was there, as I understand, to evaluate the capabilities of the *Katmai Bay* in the ice breaking operations. After we left Gros Cap the *Mackinac* laid to and we took off in some speed full ahead trial runs in pretty heavy ice and some moderate windrows. In this operation the *Katmai Bay* is really doing some heavy work and is a rough ride. I can imagine what a daylight-to-dark operation would be like on the crew. With it being so rough, when we had lunch it was like eating on horseback. I believe the *Katmai Bay* did a good job of impressing the Washington captain as he was there to see what she could do. We put him back on the Cutter *Mackinac* and he went on to Duluth with her. We departed for the Soo and broke out the channel a little wider and cleaned up a turn or so. We also cleared the ice at the Poe Lock approach and secured at the Base in the lower river.

Some of the things you don't see as the *Katmai Bay* passes by is the large air compressor that supplies the compressed air to her bubbling system. To see this operation convinces one that it indeed reduces the friction of the ice on the hull thus putting her full horsepower to the task of breaking ice. She also has suction lines stored on the after deck to facilitate the ability to aid in removing water in case of a rescue operation. Her power plants will burn in excess of 1,000 gallons in one daylight operation. It has a fuel bunker capacity of approximately 24,000 gallons of diesel fuel.

The ship is clean and compact with all available space in use. She carries 2 auto inflatable life rafts, survival suits and cold weather gear for her crew, and a small boat for rescue or law enforcement. And last and most important to her operation is a trained and capable crew.

USCG KATMAI BAY (WTGB 101)

Homeported in Sault Ste. Marie, Michigan, *Katmai Bay* was named after a bay in rugged waters in Alaska. The first of nine Bay Class icebreakers built, her primary duty is facilitating the movement of commerce in the ice-choked waterways of the Great Lakes from November to May. Additional missions include search and rescue, public relations, servicing aids to navigation and law enforcement. *Katmai Bay* is specially designed for icebreaking operations such as establishing and maintaining track and assisting beset vessels. Her 2500 shaft horsepower propulsion system and hull design are her greatest assets in breaking through restrictive ice

formations. Other features include: a unique bow which rides up on the ice and crushes it beneath her; a huge propeller which mills broken ice into small pieces; and a 6 foot wake capable of shattering large plates of ice. An installed hull lubrication system, or "bubbler", forces compressed air and water between the ship's hull and the ice. This greatly reduces friction and increases her capabilities in thick ice. She is protected from heavy ice damage by a reinforced steel ice belt in the bow. Katmai Bay has been awarded 2 Coast Guard Unit Commendation Medals and 4 Coast Guard Meritorious Unit Commendation Medals for her icebreaking and rescue efforts.



* Katmai Bay at Grand Haven , MI, Aug. 4th, 1988 - Photo by Cy Hudson *

The Box Man

In our September / October 2000 issue of *The Lightship* we included the story of Malcolm McLean, *The Box Man*. A recent edition of the Port Huron Times Herald carried the following item: *Deaths Elsewhere*, New York - Malcolm P. McLean, whose innovative use of large cargo containers revolutionized the global shipping industry and changed almost overnight the way goods are moved around the world, died Friday (May 25th) of heart failure complications. He was 87. In the 45 years since he introduced the use of containers as a more efficient method of moving cargo, Mr. McLean has been honored as one of the most influential people of the 20th century.

Answer to Name This Ship (Pg. 2)

Sarnolite (C 134515) built in 1916 as Hull # 47 by Collingwood Shipbuilding Co. at Collingwood, Ontario for the Imperial Oil Company. 258' x 43' x 18', 2060 GT. Launched as the a) *Sarnolite* on Sept. 27th, 1916, the tanker could carry 20,000 barrels of petroleum products and often carried cargoes to ports along the east coasts of Canada and United States as well as ports in Mexico and Cuba. Renamed b) *Imperial Sarnia* (1) in 1947 and c) *Imperial Hamilton* in 1948. The tanker was badly damaged by fire at Sarnia in 1961 and was sold and partially scrapped. The wheelhouse structure was removed and served as a marine museum for many years near Corunna, Ont. The hull was converted to a barge and eventually used as a breakwall at Charlevoix, Michigan in 1965. The hull was cut up for scrap in 1970.

NAUTICAL NEWS

DALDEAN CELEBRATES 50TH ANNIVERSARY

The 125 tonne carferry *Daldean* (C 194291), which began service on July 1st, 1951 was lifted out of the St. Clair River recently and placed on blocks at the dock in Sombra, ON for her regular 5-year maintenance and inspection. The *Daldean* was built 50 years ago by the Erieau Shipbuilding & Drydock Co. at Erieau, ON to carry vehicles and passengers across the St. Clair River between Sombra and Marine City, MI. The ferry has been operated by four generations of the Dalgety family of Sombra. The Dalgetys intend to have the *Daldean* back in service in time to celebrate her 50th anniversary on Canada Day.

MARINE SCENE

10 years ago ... (1991)

July 14th to 17th - Six of Canada Steamship Lines' self-unloaders, *Louis R. Desmarais* (C 369048), *H.M. Griffith* (C 346833), *Manitoulin* (5) (C 323017), *J.W. McGiffin* (C 331086), *Tadoussac* (C 325750) and the *Jean Parisien* (C 368347) were used during this four day period to load 144,000 metric tons of coal aboard the salt water ship *Mineral Europe* in the Bay of Sept Iles in the lower St. Lawrence River bound for a port in Israel.

July 15th - The Spanish-flag ship *Milanos*, which had lost her power on June 30th while upbound in Lake St. Clair, was towed from her anchorage at Belle Isle by the tugs *Tug Malcolm* (US 518191) and *Argue Martin* (C 103332) bound for Montreal for inspection and possible repairs.

July 28th - Inland Lakes' newest cement carrier *Alpena* (2) (US 241856) ex- *Leon Fraser*, arrived at the Detroit Lafarge dock. This was her first visit since her conversion at Fraser Shipyard at Superior, WI earlier that year.

July 30th - U.S.C.G.'s buoy tender *Mariposa* sailed from Detroit bound for her new home port of Seattle, WA via the Panama Canal.

20 years ago ... (1981)

July 2nd - The 1944 wooden-built Newfoundland cargo / passenger vessel *Clareville* (C 174557) stopped in Toronto for a 2 week lay-over on her voyage to Owen Sound, ON to be used as a floating restaurant by owner Hank Buitendyke ... (more to come in the next issue of *The Lightship*).

July 26th - The self-unloading lake freighter *Conallison* (C 800597), Columbia Steamship Lines former *J.R. Sensibar* (US 202770), recently purchased by Johnstone Shipping Ltd. of Toronto, departed Windsor, ON on her maiden trip to Drummond Island to load a cargo of limestone bound for Sarnia.

July 27th - The brand new bulk carrier *Lake Wabush* (C 383539), built as Hull # 223 by the Collingwood Shipyard and owned by Nipigon Transport Ltd. of Calgary, Alberta, departed Thunder Bay, ON on her first trip, loaded with a cargo of wheat bound for Baie Comeau, QC. This vessel is presently sailing for Algoma Central Corp. as the self-unloader *Capt. Henry Jackman*.

Aug. 7th - Robert E. Lee, former Curator of the Dossin Great Lakes Museum on Belle Isle, passed away at Detroit's Harper Hospital following a long illness.

30 years ago ... (1971)

Aug. 21st - The sand sucker *Charles Dick* (C 141678) cut the power cable for the Cherry Street Bridge at Toledo. Also severed were the police and fire department's communications to East Toledo. The wind and current conditions caused the stern to collide with the bridge. The late Captain John Leonard, her legendary Master (1958 to 1973) was not aboard the vessel at the time.

F.Y.I.

As of midnight, June 27th, 122 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.*

As of midnight, June 26th, 7,023 people have visited the *Huron Lightship* in Port Huron this year.

BLUEWATER AREA SHIPWRECKS

D. R. HANNA

By Skip Gillham

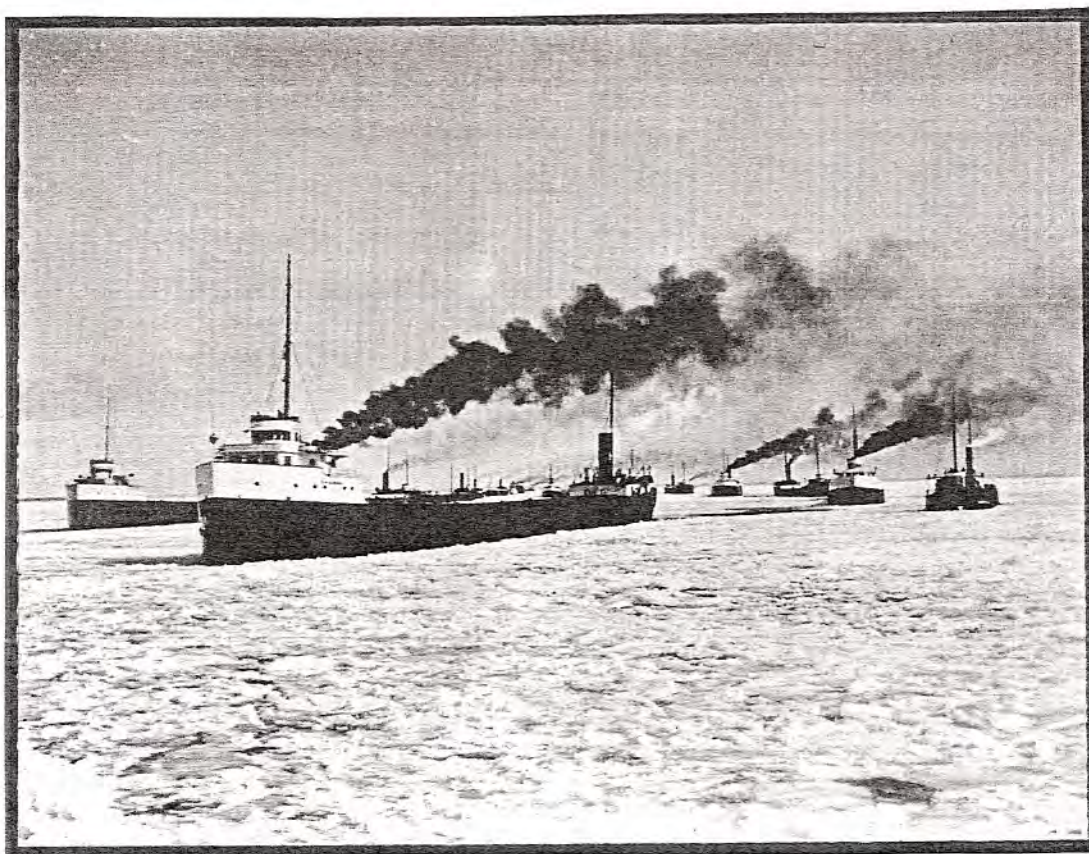
D. R. Hanna was a steel bulk carrier that may well have lasted into the 1960's had it not been for a collision on Lake Huron.

The 552 foot long by 56 foot wide vessel was a product of the American Shipbuilding Company and constructed as Hull # 346 at Lorain, Ohio. She entered service in 1906 for the Pioneer Steamship Company and was registered at 7,023 gross tons. Steam powered with a triple expansion engine of 23-1/2, 38, 63x40 and a pair of scotch boilers helped made her a very typical freighter of that era.

A grounding occurred near the Little Rapids Cut on May 19th, 1916, and may well have been due to problems with the steering gear. The ship was released and, after temporary repairs, sailed to South Chicago for permanent work.

D. R. Hanna was lost, via collision with the coal-laden *Quincy A. Shaw*, at 1350 hours on May 16th, 1919. The accident occurred some 6 miles off Thunder Bay while downbound from Fort William, Ont. to Buffalo, N.Y. with wheat. All 32 sailors were rescued before the vessel went down. The total loss of ship and cargo was listed at \$1,750,000 and was the largest Great Lakes insurance claim up to that time.

D. R. Hanna was later discovered upside down in 90 feet of water and was unsalvageable. The 504 foot long *Quincy A. Shaw* became *Edmund W. Mudge* in 1931 and was laid up at Milwaukee, Wisc. in November, 1960. The hull was towed to Port Arthur, Ont. in October, 1963 and broken up with the steel being shipped to Japan.



SALTY SPOTLIGHT

PANY R

By D. R. (Doug) Schilz

(saltydug@yahoo.com)

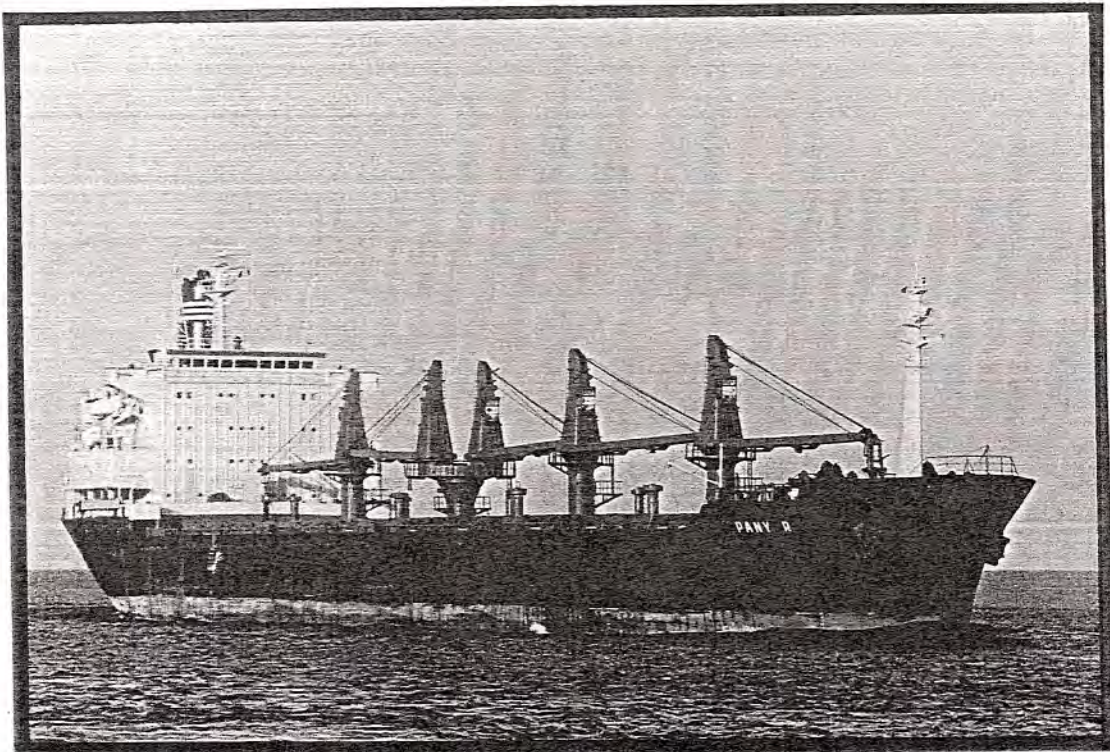
Built in 1978 by Sanoyasu Dockyard Co. Ltd., Osaka, Japan as Hull # 364.
Length - 528' Breadth - 75'-2" Depth - 44'- 4"
14,088 GRT M. Bulk Carrier
Main Engine - 8,000 bhp B & W

The motor vessel *Pany R* has never stopped in the Port Huron / Sarnia area but has passed through the Bluewater area on all three of her Great Lakes voyages, all resulting in trips to the port of Duluth.

She was originally built as the *Fort Walsh* for Canadian Pacific (Bermuda) Ltd. The ship never visited the St. Lawrence Seaway under that name but a former fleetmate and sister ship, the *Fort Carleton*, did in 1980, 1981 and 1982. The *Fort Walsh* was sold in 1984 to Guybulk Shipping Ltd., renamed *Manaka* and registered in the Bahamas. She first visited the Great Lakes in 1988 and made three inland voyages, her third and final voyage as the *Manaka* was in 1989.

In 1992 the vessel was renamed *Pany R* after being sold to Oyksea Marine Ltd. and her new port of registry was Malta. Her first visit to the Lakes occurred in September, 1998 with a cargo of steel. She unloaded her cargo in Detroit, Chicago and Duluth and then left the Lakes with a cargo of corn. The downbound leg of her journey was delayed at the Iroquois Lock by a generator fire that was extinguished by the local fire department. The vessel returned in 1999, in ballast, and loaded corn in Duluth with a foreign destination. She visited the Lakes again in 2000 when she visited Duluth in ballast and loaded corn as an outbound cargo.

The *Pany R* is now 23 years old and, by saltwater standards, is probably nearing the end of her career, however, she appears to have been well maintained by all of her owners and will hopefully be around for a few more years.



* Downbound in Lake Huron Cut (Port Huron) - Sept. 30, 2000 - Dick Wicklund photo *