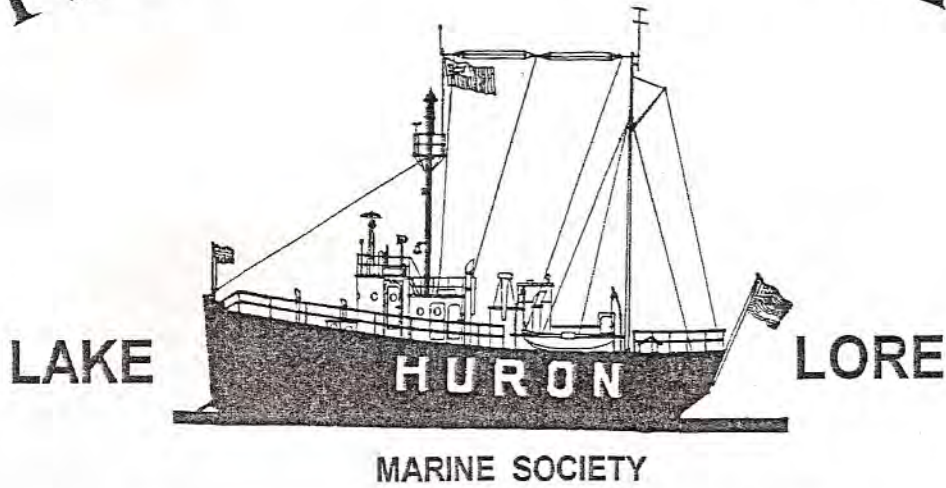


THE LIGHTSHIP



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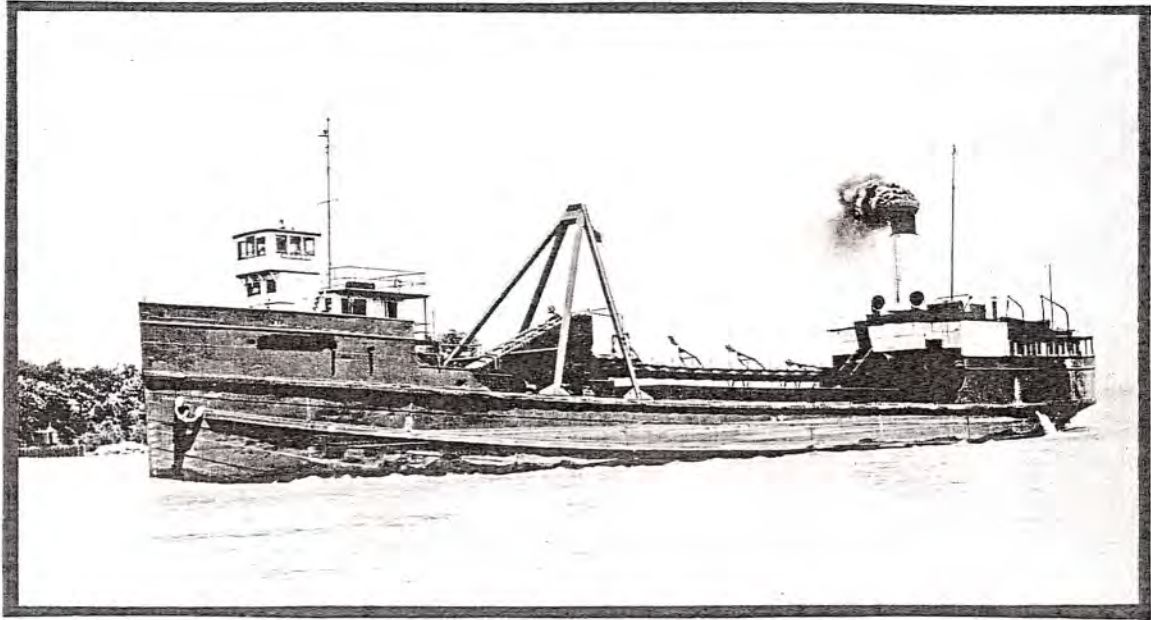
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ANNOUNCEMENTS

Mark your calendar - Our third dinner meeting of 2001, which, as usual, will be a joint meeting with the Marine Historical Society of Detroit, will be held at the Port Huron Museum on Saturday, September 29th. The doors will be opened at 6:00 pm and the dinner, prepared by the Museum Guild, will be served at 6:30 pm. The cost is \$10.00 (US funds) per person and your check or money order, made payable to the Museum Guild, to be received, along with the enclosed yellow reservation slip, by the closing date of Wednesday, September 26th. The guest speaker of the evening will be Andy Sykora of Rocky River, OH who will present his program entitled "Lake Erie Passenger Boats - The Beginning". Prior to the entertainment program, we will hold a raffle with the proceeds donated to our Marine Gallery, located on the Museum's upper floor.

Slide Night - Another date to remember is Saturday, October 27th which is the last opportunity for members to show their ship slides in 2001. This has always been a popular and enjoyable evening when members and their guests can view a variety of shipping photos taken by fellow members, not only around the Great Lakes but often around the world. Please bring a friend and join us along with our friends from the M.H.S.D. and maybe you will be the lucky winner of our door prize.

*** NAME THIS SHIP ***



See Answer
on Pg. 6

* Photo from Cy Hudson Collection*

Why Do We Say It

"Under The Weather" - What is the reason we say a person who is feeling ill is feeling "under the weather" ? It's because the greenhorn (rookie) aboard a ship who feels slightly seasick seeks shelter from the wind by crouching down beside the bulwarks - under their protection - on the "weather" or windy side of the ship.

"Windfall" - How did a bit of unexpected good fortune come to be called a "windfall" ? Certain members of the English nobility were forbidden by the tenure of their estates to fall any timber, all the trees being reserved for the use of Royal Navy. They could, however, use any trees that were blown down by the wind - and so a "windfall" was unexpected good luck.

"When My Ship Comes In" - Early merchants frequently sent their ships on voyages to foreign ports in search of rich cargoes and to finance such a venture, borrowed money from money lenders. Since it was impossible to set an exact date when they would repay the loan, they would sign documents promising to pay "when my ship comes in". Colloquially, the phrase refers to an expectation, justifiable or not, that one's luck will change and good fortune will attend one's endeavours.

M/V CLARENVILLE

By Cy Hudson

The M/V *Clarenville* (C 174557) with dimensions of 126'-6" x 20'-2" x 12'-8" and diesel powered, was built in 1944 by the Government of Newfoundland Shipyard at Clarenville, Newfoundland and named after her birthplace. She was the first of the Splinter Fleet of wooden cargo / passenger vessels and was owned by S.W. Mifflin Ltd. of Catalina, Newfoundland. In 1981 the *Clarenville* was purchased by Hank and Thelma Buitendyk to replace the *Avalon Voyager II* which stranded on the rocks off Tobermory, at the tip of the Bruce Peninsula, while being moved from Kincardine, ON to Owen Sound, ON.

The Buitendyks sailed the *Clarenville* 1,800 miles (3,000 km) from the Atlantic Ocean to Owen Sound where they converted her into a floating seafood restaurant and bar. Eight years later on May 12th, 1989, Buitendyk filed for bankruptcy, abandoned the *Clarenville* and, with his wife Thelma, moved to British Columbia. The vessel was taken over by the Ontario Development Corp., a secured creditor, and was turned over to a receiver for disposal. She was left in the Owen Sound harbor and neglected. In the early hours of the 7th of August, 1989, the wooden boat caught fire in the galley area and was destroyed, resting 15 feet under the water on the harbor bottom, listing to the starboard side with her port side ripped open to expose a black soup inside the hull. Charred wooden planks, oil and other debris floated alongside the boat. A firehose filled with air provided a makeshift boom to contain the contamination. The Canadian Coast Guard later constructed a more permanent boom.



* *Clarenville* at her berth in Owen Sound on March 28th, 1986 - Cy Hudson Photo *

On September 19th, 1989, men and cranes were brought from Toronto to raise the wrecked hull from the water. The salvage effort proved to be quite a problem for Steve Wallace, the man hired to raise the remains of the *Clarenville*, her rotting hull collapsed under the pressure of the lifting steel chains of the four cranes used. The hull was just too heavy to lift at once. With the aid of a jaw-like bucket on his crane, Wallace broke up the hull into 2 sections over the next few months. On April 5th, 1990, one of the largest cranes in Ontario, capable of lifting 450 tonnes, arrived from Brantford and slowly lifted the 44 foot stern weighing approximately 70 tonnes, pausing after every creak of the hull. The mid-section, weighing approximately 100 tonnes, was the final part to be lifted, the water in the fuel tank was pumped out to lighten the load. Once drained, it took only minutes for the mid-section to be removed from the bottom. Everyone was amazed to discover that the ship's propeller had been made in Owen Sound by Black Clawson-Kennedy Ltd., just the width of the harbor away.

One of two people who were extremely relieved when the *Clarenville's* wrecked hull was finally removed from the harbor bottom was Carl Ritchie, manager of the ship's receivers, Mandelbaum Spergel Inc. of Toronto. He was quoted as saying "Steve Wallace has been super. He had the drive to continue. Maybe someone else would have walked away". Perhaps Wallace did at times have second thoughts about the whole operation because he was only paid \$38,000 (Can.) by Mandelbaum Spergel to dispose of the wreck. He estimated he had spent \$140,000 (Can.) in his hull-raising effort, \$100,000 for the cranes alone. The Brantford crane cost \$1,000

per hour including the travelling time from her home base. Steve Wallace also estimated he had lost between \$40,000 to \$60,000 (Can.) in other business (jobs) he could have done had he not been involved in the *Clarenville* operation. No doubt both men slept better the next night.

All that was left was to break the remains of the vessel into smaller pieces to be taken to the city dump to be buried. Truly an ignominy for any ship to suffer.

Footnote: My appreciation to our Owen Sound members, Ken Hillyer and Ron Webb for their valuable assistance in writing the *Clarenville* story.

The Great Smokey Shipwreck of 1901

This story appeared in our January, 1983 issue of The Lightship and we are commemorating the event which occurred 100 years ago in the Bluewater area, September, 1901.

Probably one of the most unusual, as well as unexpected, sights to ever greet the people of Port Huron was on a September morning in the fall of 1901 when the sands of old Keewahdin Beach had become a lumber yard virtually overnight. The shore from above the site of Gratiot Inn down to Krafft Road was strewn with logs and bundles and pieces of lath. A large number of the bundles had been broken up by the surf. The lumber was tumbled and crowded up on the beach twenty feet back as well as in the surf. As one eye witness stated, "It looked like the very waves were made of lath." Off shore, to make the scene even more exciting, were seven vessels aground, three steamers, their barges and a tug. One, the barge *Amaranth*, was wrecked, whaleback 202 was high on the shore and the others, *John H. Pauly*, the *Wawatam* and the *Quilto*, the barge *Marion W. Page*, and the tug *Sarnia City* were all stuck hard in the sand. It was on a Sunday morning after a sudden gale had swept over Lake Huron the night before causing a heavy sea and these conditions were further complicated by clouds of smoke brought down by a northeast wind from burning brush in Canada, the smoke acting like a thick fog. The townspeople had seen the Pittsburgh Steamship Company's Str. *Wawatam* with her consort whaleback 202 (both light) as they passed Port Huron and entered Lake Huron late in the afternoon. The wind which had freshened, became a gale as twilight came on and the smoke was so thick the Lightship could not be seen. To add to their plight, the sound of the horn was blown away from them by the capricious wind. After groping for some ten miles in the turbid darkness, the *Wawatam* decided to turn around and head for the shelter of the river but had not gone far when the whistle of another vessel was heard. A whistle, which became more and more distinct as they came on, and the lights of the *John H. Pauly* hove into sight. Thinking the *Pauly* was safe, the crew of the *Wawatam* decided to follow her, and they were startled by a megaphone message from the Captain of the *Pauly* saying that they were aground. Too late, the *Wawatam* came on and was grounded also and her consort would have collided with her had not a heavy sea lifted the 202 and put her up on the beach broadside in two feet of water. Meanwhile, the *Amaranth* and the *Pauly*, side by side, looked, as one observer put it, "As if they were about to make straight for the Ben Karrer cottage, then being approximately on the site of the Gratiot Inn." Almost simultaneously, the tug *Sarnia City* which had been waiting for the tug *Champion* with a raft (which was eventually broken up in the storm), was the next to go ashore in the wind. It was not long before signals of distress were blowing and the life saving station was notified, its first rescue work since the station was established. The surf boat was quickly put on a wagon and hauled down to the beach where men in their white life-preservers went first to the rescue of the seven men aboard the tug which looked as if it were to go to pieces any minute. From the tug, the surf boat started for the *Pauly* and the *Amaranth*, by this time the heavy seas were washing their cargoes of some 2,600,000 feet of lath off their decks and spewing it along the beach with hundreds of logs from the broken raft, where all nineteen people aboard these grounded vessels were safely removed. The rescue of the crews of the *Pauly* and *Amaranth* were hardly accomplished when two more boats were blown ashore nearby. The steamer *Quilto* and the barge *Marion W. Page*, the latter loaded with iron ore. From these two boats ten more people were rescued by the life saving crew. All in all, 36 people, including

a woman and two children, were rescued that night. During the night, hundreds of townspeople had gathered along the beach watching the rescue work and helping those rescued to nearby cottages. But those crowds were nothing compared to the multitudes that began gathering on the beach the next morning, multitudes that came on foot, in carriages and in street cars. In fact, one official of the street car company said that it was so difficult to handle the people that even the baggage cars were pressed into service. One estimate gave 8,000 as the number of visitors to Keewahdin Beach that Sunday. The *Pauly* and the *Amaranth* were the hardest hit of all the seven boats but eventually the grounding of the *Pauly* and the dumping of her cargo, together with the wreck of the *Amaranth* which was pounded to a total loss in the heavy seas, was not the only headache for the owners. The multitudes, it seems, were all anxious to have a memento of what was termed at the time, "the worst disaster" which had occurred on the lower shore of Lake Huron, when large quantities of the lumber were taken from the beach as a memento.

Footnote: The oak-hulled freighter steamer *John H. Pauly* was built in 1880 by Malcolm Riley at Oswego, NY for the C.W. Kotcher Lumber Line. Launched as *Thomson Kingsford* with O.A. dimensions of 123'-3" x 23' x 9', she was renamed *John H. Pauly* after a major Great Lakes shipper from Milwaukee, WI. After the *Pauly* was salvaged from her 1901 grounding she remained in service in various bulk trades until her luck finally ran out when she was destroyed by fire at Marine City on August 10th, 1906. The crew of eight survived the mishap.

The Editor of *The Lightship* in 1983 was the late Frank Crevier, (May 29th, 1910 - February 26, 1987), a long-time hard working Board member of our Society and well known for his hand-colored drawings of Great Lakes ships. Gone but not Forgotten.

NAUTICAL NEWS

MARINE SCENE

10 years ago ... (1991)

Sept. 21st - Misener Transportation's bulk carrier *J.W. McWatters* (2) (C 314364) was renamed *Scott Misener* (4) and departed her lay-up berth in Sarnia's North Slip.

Sept. 28th - The recently renamed *Scott Misener* (4) passed downbound at Detroit for the first time with her new name and was flying a new Misener houseflag honoring the firm's 75th Anniversary.

Oct. 4th - Keel laying ceremonies were held at Port Weller for the new \$26 million (Can) auto and passenger ferry for the Pelee Island service. Hull # 76 was later christened *Jiimaan* (C 814082).

Oct. 12th - The Polish vessel *Ziemia Gnieznienska*, while entering Lock 7 downbound in the Welland Canal, struck the south-east corner of the lock wall and dislodged a 18' x 8-1/2" section of concrete. The Canal was closed for 3 days while the damaged area was repaired temporarily. Damage to the Polish ship was minor.

Oct. 14th - The tug *Kay Cole* (C 188996), newly acquired by McKeil Marine from Pitts Engineering Inc., was upbound with the barge *Black Carrier* carrying large engineering equipment bound for Ashtabula, OH. The *Cole* was latter renamed *Jerry Newberry* in 1995.

Oct. 18th - The former City of Detroit Fire Commission's firetug *James Battle* (US 77444), launched Oct. 13th, 1900 as Hull # 137 by the Detroit Shipbuilding Co. at Wyandotte, MI, arrived at the Marine Salvage scrapyards at Ramey's Bend, Humberstone, ON, under tow of her McAllister Towing & Salvage Inc. fleetmate, the tug *Salvage Monarch* (C 310514). In 1941, the *Battle* was sold Canadian and registered (C 174801) to Sin Mac Lines Ltd. of Montreal, QC and chartered for operation as a firetug at Halifax, NS by the National Harbours Board. In 1955, she was rebuilt at Sorel, QC for tug use and was absorbed into the McAllister Towing fleet in 1969.

20 years ago ... (1981)

Sept. 10th - The 1920 built tanker *Panoil* (2) (US 220487) purchased by Pure Oil Company, Chicago, IL in 1955, was moved further along the Nicholson slip at Detroit where she had laid for the past 30 years as an oil

bunkering storage barge. The Gaelic tugs *Kinsale* and *Donegal* were used in the relocation so that the venerable, though deteriorated barge which had been removed from documentation in 1959, could be scrapped. Scrapping of the old vessel was completed in 1982.

Sept. 12th - The *Canadian Pioneer* (C 395425), an ocean self-unloading bulk freighter built by Port Weller Dry Dock Ltd. at St. Catharines, ON., as Hull # 67 for Upper Lakes Shipping Ltd., Toronto, ON. The new ship was christened by Louise Powis, wife of the Chairman and President of Noranda Mines Inc.

Sept. 16th - The tug *Tusker* cleared Thunder Bay, ON for Port Colborne, ON with the barge *D.D.S. Salvager* owned by the St. Lawrence Cement Ltd. At Port Colborne the barge was converted to a cement carrier by E.G. Marsh Ltd., though shortly after their arrival at the port, the *Tusker* was involved in a mishap. The Clarence Street bridge failed to rise for the downbound *Algocen* (2) (C 325748) and the *Tusker* was struck after the *Algocen*, trying to stop, lost her steering and swung over towards the tug. The *Tusker's* Kort steering nozzle was damaged by the collision and the tug *Bagotville* towed the *Tusker* for repairs to the Canadian Dredge & Dock drydock at Kingston, ON where they arrived on Sept. 26th.

Oct. 6th - The steamer *Erindale* (C 370934) received severe bow damage when she struck the east abutment of the Allanburg Bridge when she was downbound in the Welland Canal with a cargo of corn for Cardinal, ON. Six days later the *Erindale* arrived at Pier 27, Toronto for premature winter lay-up and a decision to be made for her future. She was towed from her lay-up berth March 30th, 1983 to Port Weller Dry Docks to be repaired and later entered service for two months. Inactive during the next season, 1984, the *Erindale* was towed to Ramey's Bend on November 2nd of that year for dismantling by International Marine Salvage. Her registry was closed May 9th, 1985.

Oct. 19th - The C.S.L. self-unloader *Jean Parisien* (C 368347) downbound with a coal cargo for Quebec City, ran aground in heavy fog near Alexandria Bay, NY causing heavy hull damage. The river was closed for traffic, and the *Parisien* was refloated the next day by the tugs *Daniel McAllister*, *Robinson Bay*, and *Christine E.* After inspection and temporary repairs, the stricken vessel was towed to Canadian Vickers, Montreal, PQ to be repaired.

F.Y.I.

As of midnight, August 31st, 217 vessels requiring a pilot have passed upbound through the Bluewater area since the opening of the 2001 shipping season (47 vessels during the month of August). The same period in 2000 saw 251 vessels requiring pilots and 217 in 1999. *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)

Aragon (US 107228) bulk freighter built by Detroit Dry Dock Co. at Wyandotte, MI as hull # 123 and launched on May 23rd, 1896. G.R.T. 1,643. Built for Argo S.S. Co. and was taken to the East Coast in 1903. Sold to Prindiville & Co. of Chicago in 1921 and returned to the Great Lakes. Stranded the same year on Wicketts Point, Lake Ontario and declared a constructive total loss. The *Aragon* was reconstructed & converted to a self-unloading sandsucker at Canadian Vickers Ltd., Montreal, QC in 1927. Converted to a self-unloader at Muir Brothers Dry Dock Co. Ltd. of Port Dalhousie, ON in 1942. Sold to Bayswater Shipping Ltd. and renamed *Bayanna* (C 150811) in 1946. Received the pilot house from the scrapped *Collier* (C 147662) in 1960. Stranded off Belleville, ON in the Bay of Quinte on December 1st, 1962. Raised on December 10th by P.E. LaRose of Williamsburg, ON. Gutted by fire on May, 1964 and towed to shallow water at Deseronto, ON and scrapped there later that year.

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

BLUEWATER AREA SHIPWRECKS

EDWARD Y. TOWNSEND

By Skip Gillham

Edward Y. Townsend almost became a victim of the same November, 1966 storm that claimed her sistership *Daniel J. Morrell*. Both vessels were upbound and light on Lake Huron when the weather of November 29th was at its worst. One ship succumbed, the other barely survived.

While *Daniel J. Morrell* went down with the loss of all but one on board, *Edward Y. Townsend* reached the Soo Locks with cracks in the hull and was immediately condemned.

Edward Y. Townsend was the largest ship on the Great Lakes when it was built by the Superior Shipbuilding Company of Superior, WI. The 602 foot long by 58 foot wide hull surpassed the 600 foot long *J. Pierpont Morgan*, later the second *Heron Bay*, as the lake's leader. The vessel had been launched on August 18th, 1906, and soon joined the Cambria Steamship Company under the management of M.A. Hanna.

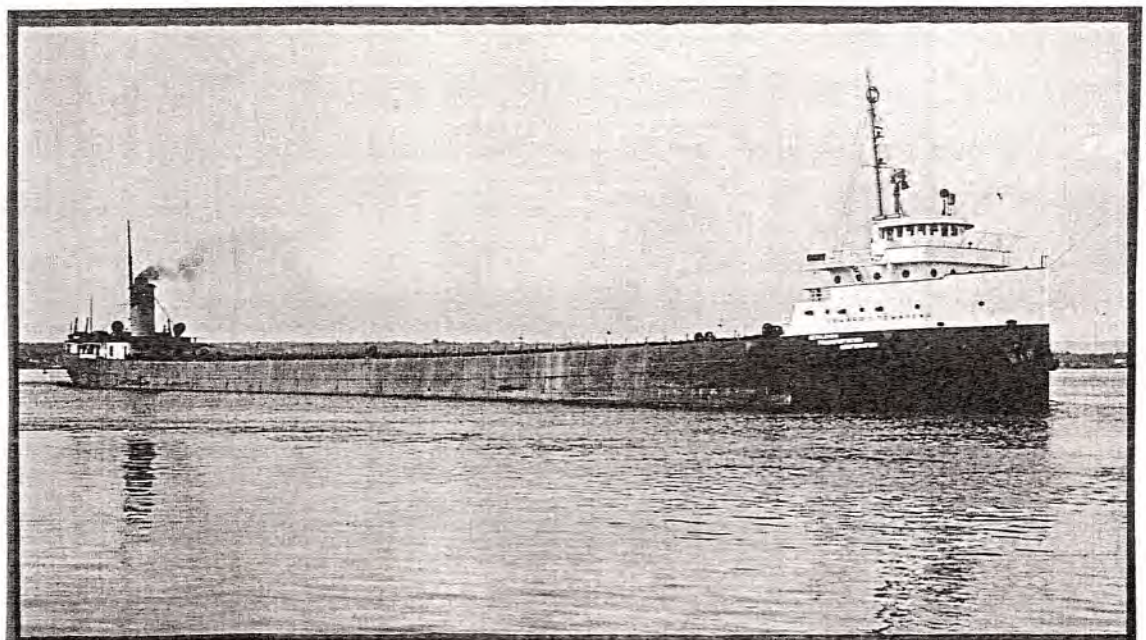
The 7,763 gross ton freighter was powered by a triple expansion engine of 24-39-65x42 with steam from a pair of coal-fired Scotch boilers measuring 15 feet, 4 inches by 11 feet, 6 inches.

Edward Y. Townsend had a relatively routine career hauling mainly the raw materials for the steel industry. Management moved to the Bethlehem Transportation Company in 1924 and, in 1946, the vessel received new water tube boilers while a 3,500 h.p. Skinner Unaflow engine was installed in 1954.

Changing market demands left *Edward Y. Townsend* idle at Erie, PA from 1962 until August, 1964 but she returned to service and was upbound on the last trip of the 1966 season when caught by the fatal storm.

The cracked hull ended service and repair costs could not be justified. She was sold to Sea-Land in 1968, traded to the Maritime Commission for the C-4 troop ship *General Hershey* and resold to Marine Salvage of Port Colborne.

The tugs *James Battle* and *Salvage Monarch* guided the *Townsend* down the Welland Canal on September 14th, 1968 and the tug *Hudson* picked her up at Quebec City and, along with the *Dolomite*, set out for Bilbao, Spain. *Edward Y. Townsend* broke in two some 400 miles southeast of St. John's, Newfoundland on October 7th, 1968 and the bow section sank the next day. The stern was still afloat on October 11th but was never seen again. The Atlantic finished what Lake Huron started thirty-five years ago this fall.



Ted Jones Photo
Courtesy of Barry Andersen

SALTY SPOTLIGHT

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

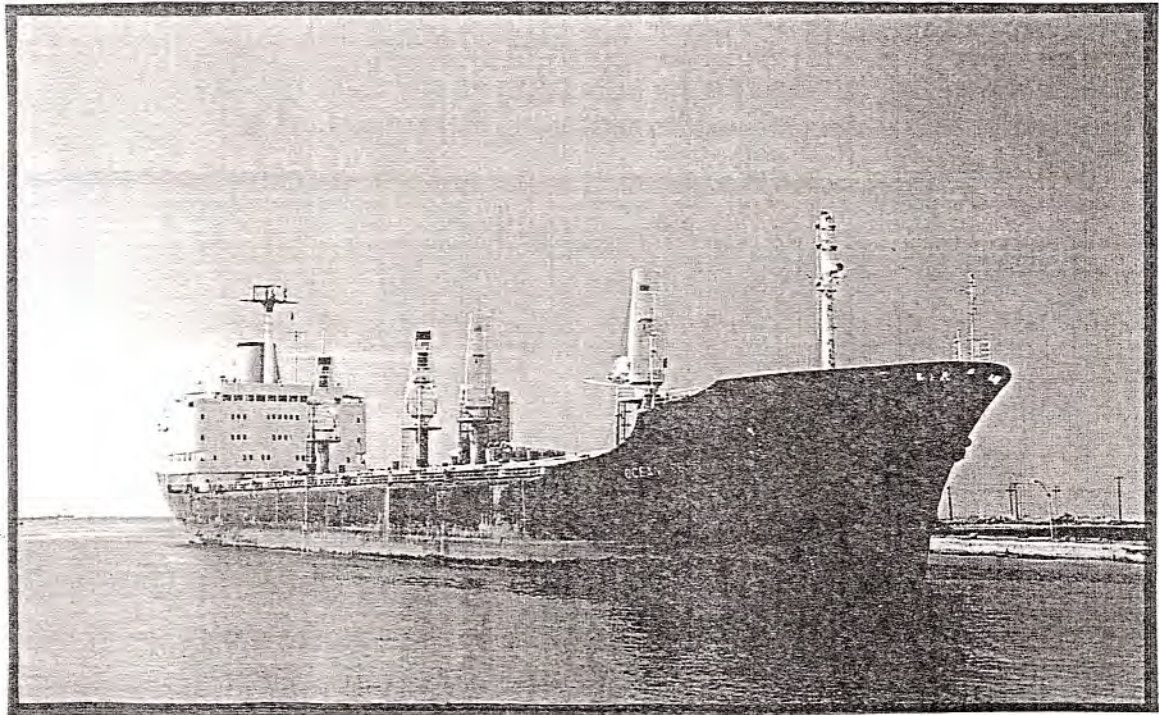
SHIPBROKER

Built in 1980 by Georgi Dimitrov Shipyard; Varna, Bulgaria as Hull # 135.
Length - 605' Breadth - 75'-5" Depth - 46'- 6"
15,359 GRT M. Bulk Carrier
Main Engine - 12,000 bhp Sulzer

While most saltwater ships that venture into the Seaway have relatively unblemished careers, the *Shipbroker* unfortunately did not have that type of luck. Originally named *Ocean Seagull* and owned by Ocean Seagull Co. Ltd. and registered in Greece, this vessel made at least one voyage into the Lakes as the *Ocean Seagull* and, according to my records, the trip occurred in 1986.

She was renamed *Shipbroker* later the same year when she was sold to Seabase Shipping Ltd. and registered in Cyprus. She did not return to the Seaway again until November 19, 1991 when she was bound for Cleveland, Detroit and Duluth. Her final inland trip was in 1993 when she entered the Seaway on September 27 bound for Burns Harbor.

On March 13, 1994, while on a voyage from Chalkis to Novorossiysk, the *Shipbroker* collided with the motor tanker *Nassia* (66,822 / 76), in the Bosphorus. She was completely gutted by the ensuing fire and drifted to the Asian side of the Bosphorus near Beykov, Turkey. Reports indicated that only 4 survived out of a crew of 33. The ship was later sold to Turkish shipbreakers at Aliaga and arrived at the Hurdasan yard on December 3, 1994. The vessel was eventually broken up once legal proceedings were concluded. Truly a sad ending for a ship and the crew that sailed her.



* Shown here as the *Ocean Seagull* in Sept / 86 - Jim Hoffman Photo *