

# THE LIGHTSHIP



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lakehuronlore@advnet.net

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Terry Doyon (Editor)  
272 Elgin St.  
Sarnia, ON, N7T 5B6

Cy Hudson  
(Assistant Editor)

Membership (annual) - \$12.00 (U.S.) \$18.00 (Can. funds)  
Send to: L.H.L. Port Huron Museum, 1115 6th St.,  
Port Huron, MI 48060 - 5346. Phone (810) 982-0891

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## ANNOUNCEMENTS

Our last member's Slide Night of 2001 was held in the Studio Gallery of the Museum on Saturday, October 27<sup>th</sup> with 17 members and their guests present. Thanks to those who brought their slides, the attendees enjoyed an array of Great Lakes shipping and scenes. John Meyland of Clarkson, MI won a photo of C.S.L.'s M/V *Rimouski* and Bob Jardine of Sarnia, ON won a set of Posted Notes, both door prizes kindly donated by LHL Society President Fred Miller.

Our final dinner meeting of 2001, a joint meeting with the M.H.S.D. was held in the Port Huron Museum on Saturday, November 11<sup>th</sup> with 61 members and guests in attendance. The entertainment program, "*The Wreck of the Propeller Troy*", was presented by Chris Roth of Sterling Heights, MI. This program differed from our usual path in that it featured underwater scenes rather than the usual shots of ships sailing the Lakes. The interesting program was followed with a Question & Answer session by our speaker, Chris Roth. For the popular evening raffle prize draws, 2 Algoma Marine hats were won by Rick Ryan of East China, MI and Dan Michelson of New Baltimore, MI. Winner of an Algoma Marine coffee mug was Jamie Lee of Sombra, ON. Five calendars, donated by the M.H.S.D., were won by Paul Schmitt of Lakeport, MI, Dick Wicklund of Burton, MI, Dan Michelson of New Baltimore, MI, Lori Malinowski of St. Clair, MI and Gareth McNabb of Lexington, MI. A plaque-mounted

teaspoon from the steamer *Regina* wreck, kindly donated by Board member Paul Schmitt, was won by Teresa Miller of North Street, MI. Mary Better of Harrison Twp, MI won a gift certificate for a St. Clair River cruise for 2 on the *Huron Lady II*, donated by Capt. John Rigney. Finally, 7 copies of the new magazine *Great Laker*, donated by Roger LeLievre, were won by Carl Roeseler of St. Clair, MI, Bill Read of Algonac, MI, Anna Marks of Mount Clemens, MI, Jim Gallant & Bill Corking, both of Cambridge, ON, Bob Jardine of Sarnia, ON and Jennifer Lowe of Marine City, MI. Sincere thanks to T.J. Gaffney, all the Donors and congratulations to all the lucky winners.

**Mark Your Calendar** – Our first meeting of 2002, a Member's Slide Night, is to be held at 7pm, Saturday, January 19<sup>th</sup> in the Studio Gallery in the lower level of the Port Huron Museum. Please use the side entrance of the building on Wall St. and bring along your slides plus a friend. It is always an enjoyable night and maybe you will be one of the lucky door prize winners.

**New Members** – L.H.L. wishes to welcome aboard Lori Malinowski of St. Clair, MI, John Rose of Fair Haven, MI and David Leander of Shelby Twp., MI.

### Entertainment Meetings for 2002

The following events have been arranged for our members, all of which are joint meetings with our sister organization, the Marine Historical Society of Detroit, and will be held at the Port Huron Museum.

- 1) Saturday, January 19<sup>th</sup> – Member's Slide Night at 7 pm.
- 2) Saturday, April 6<sup>th</sup> – Dinner Meeting at 7 pm. Speakers: Lt. Cmdr. Bill Barnhardt of Kimball, MI. and Lt. Cmdr. Phil Winteringham of Howell, MI, United States Naval Sea Cadets Corps. *Phil & Bill's Great Adventure, The Delivery Voyage of the USNSCS Grayfox to Port Huron.*
- 3) Saturday, May 11<sup>th</sup> – Dinner Meeting at 6 pm. Speaker: Andy LaBorde of Milwaukee, WI – *A Trip on # 1, The Stewart J. Cort*, the first 1,000 ft. ship on the Great Lakes.
- 4) Saturday, October 5<sup>th</sup> – Dinner Meeting at 6 pm. Speaker: Roger LeLievre of Ann Arbor, MI – *Great Lakes Ships, Those First & Last*, a look at the marine scene of yesterday.
- 5) Saturday, October 19<sup>th</sup> – Member's Slide Night at 7 pm.
- 6) Saturday, December 7<sup>th</sup> – Dinner Meeting at 6 pm. Speaker: Dave Michelson of New Baltimore, MI – *Back to the Bicentennial*, a view of ships in their 1976 colors.

Our Annual Marine Flea Market will be held at the Port Huron Museum on Saturday, June 1<sup>st</sup> at 9 am to 2 pm. We have also chartered the *Hammond Bay* for our annual river cruise to be held on Saturday, August 3<sup>rd</sup>. Further information on these events will be given in future issues of *The Lightship*.

### Our 2001 Christmas Card

The *Cliffs Victory* (US 247522), the boatwatcher's favorite, a ship with a distinctive profile. She was a *Victory* type cargo vessel built far away from the Great Lakes in 1945 at Portland, OR for the W.W. II effort by the Oregon Shipbuilding Corp. as the *Notre Dame Victory*, Hull # 1229. She was reconstructed for Great Lakes service by Bethlehem Steel Corp. at their Key Highway Shipbuilding yard in early 1951, and renamed *Cliffs Victory* by her new owner, Cleveland-Cliffs Iron Co. of Cleveland, OH. After a 37 day 3,000 mile voyage via the Mississippi River she arrived at the South Chicago yard of America Shipbuilding Corp. on May 9<sup>th</sup>, 1951. Her stack, masts and some of her machinery were replaced and, after trials, she entered Great Lakes use on June 3<sup>rd</sup>. This she did faithfully for many years until October 12<sup>th</sup>, 1985 when she was sold for scrapping in the Far East. Renamed *Savic*, registered Panamanian, following numerous trials and tribulations which included bad weather, hull strap reinforcement and change of ownership to Ziff/Union/Corostel of Montreal, QC, the *Savic* cleared the lower St. Lawrence River on September 9<sup>th</sup>, 1986. She sailed for New York, NY to load containers for South Korea where she finally arrived at Inchon on December 8<sup>th</sup>, 1986. Dismantling of the *Savic* was completed at Masan, South Korea in 1987.

## The Goderich Girls

With the kind permission of the Advisory Board of the Marine Historical Society of Detroit, we are reprinting the following story which appeared in the Volume 15, #8, April, 1962 issue of the *Historian*. The Editor at that time was Curtis Heseltine and the Associate Editors were Bill A. MacDonald and Bill Luke.

### Principal Officers

Curtis Heseltine – President  
David Glick – Vice President

John Campbell – Treasurer  
Bob Zeleznik – Secretary

The winter of 1961/1962 found a reunion of 19 of the fine old ships of the Lakes in the snug harbor of Goderich, Ont. Probably never before has one small port played host to so many historic Lake vessels during one winter. Although boats are always *she* and *shes* are usually sensitive about their ages, it is a matter of record that the ages of the 19 *girls* at the Goderich reunion total 1,170 years. This is an average of 61-1/2 years despite the fact that 2 *youngsters* of only 38 and 40 pull down the average. If there were Social Security for the old ladies of the Lakes on the same scale as for women in the U.S., all but 3 of the 19 would be drawing payments. As it is, most of them are looking forward to starting back to work this spring. In fact, the *Douglass Houghton* is getting a minor face-lifting (new bow plates), *Victorious* is sporting a new hailing port (Quebec) and most of the *girls* have fresh make-up (paint) in anticipation of another busy shipping season. Through the winter they rested peacefully in the harbor, holding their storage cargos and, if boats could talk to each other, they probably gossiped about storms, crews and cargos of the days gone by. Fifteen of them may have told the younger ones how 60 years ago they made the list of *Best Ships in the Ore Trade for 1902*. Most of the other boats on that list are now but memories but these 15 can recall how they made a total of 131 trips in the ore trade that year, bringing down a total of 768,843 tons of ore. Sure, the new 730 foot boats of 1962 could carry as much in only 31 trips but where were the 730 footers in 1902, and where will they be 60 years from now? Perhaps the *girls* discussed ex-husbands for between them they have carried at least 44 names or maybe the talk was about owners. Altogether, they have sailed for at least 69. Thirteen of them can recall the good old days shortly after the turn of the century when they were members of the giant new Pittsburgh fleet. Three of them, the whalebacks *Barge 137*, *John Ericsson* and *Alexander Holley*, may have reminisced about their childhood in Superior, Wis., where they were all born (launched) between May and August of 1896. Perhaps there was talk of the *old country* for although all the *girls* are now Canadian citizens, all but 2 were originally from the U.S. The Ralph S. Misener might have bragged just a little of being the only native-born Canadian in the harbor, but then, with just a trace of an English accent, the *A. A. Hudson* may have reminded one and all that she was born at Wallsend-on-Tyne in Great Britain. No matter what was said by these grand old *girls* at their Goderich reunion, we hope that they enjoyed themselves and will be with us for a long, long time. By the way, where do you suppose the *Whitefish Bay* and some of her class will be wintering in 2022 ?

### 1962 Goderich Winter Lay-Up List

#### Upper Lakes Shipping, Ltd.

Str. John Ericsson - 66 yrs. 398'  
Str. Douglass Houghton - 63 yrs. 463'  
Str. Maunaloa II - 63 yrs. 438'  
Str. Howard L. Shaw - 62 yrs. 439'  
Str. Victorious - 67 yrs. 459'  
Bge. Bryn Barge - 62 yrs. 400'  
Bge. John Fritz - 64 yrs. 436'  
Bge. Alexander Holley - 66 yrs. 368'  
Bge. Barge 137 - 66 yrs. 351'  
Bge. John Roebing - 64 yrs. 436'

#### N. N. Paterson & Sons

Str. Altadoc - 66 yrs. 412'  
Str. Mantadoc - 59 yrs. 432'  
Str. Saskadoc - 62 yrs. 422'  
Str. Vandoc - 64 yrs. 416'  
Str. Collingdoc - 66 yrs. 366'  
Str. Kenordoc - 66 yrs. 352'  
Str. Owendoc - 66 yrs. 352'

Scott Misener Steamships, Ltd.  
Str. Ralph S. Misener - 40 yrs. 530'

Northwest Steamships, Ltd. (entire fleet)  
Str. A.A. Hudson - 38 yrs. 248'

Statistics of the Reunion:

Total vessels in attendance – 19  
Steamers – 11 including 1 whaleback.  
Barges – 8 including 2 whalebacks.  
Total length of vessels – 7,709 feet or about 1-1/4 miles.  
Total grain capacity of vessels – Approx. 4,423,000 bushels or a little more than 5 loads for one of the new 730 footers.

*Compilation by Paul Sherlock, Bill MacDonald & Dave Glick*

**Footnote** – In the above story, the question was asked of where the *Whitefish Bay* (C 313936) would be wintering in 2022. She was a Lake Bulk Freighter built by Davie Shipbuilding Ltd. at Levis, QC in 1961 for Canada Steamship Lines Ltd., converted to a self-unloading vessel in 1968-69 by Port Arthur Shipyards and renamed *Quetico*. During the winter of 1982-83, her self-unloading equipment was removed and she was converted back to a straight deck bulk carrier by Collingwood Shipyards in Collingwood, ON and given her original name again, *Whitefish Bay*. Sold for demolition overseas in 1992, she was loaded with scrap metal and, in tandem tow with fleetmate *Stadacona* (3) (C 194454) and under the tow of the Russian tug *Umka*, arrived in China in February, 1993.

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The Winter Lay-up List at Ports in Our Area, 1971-72, 30 Years Ago

By Cy Hudson & Fred Miller

Bay City, MI

*A.H. Ferbert* (scrapped at Aliaga, Turkey – 1988)

Collingwood, ON

Hull # 197, under construction, *J.W. McGiffon* (renamed *CSL Niagara* – 1999)

Dearborn, MI

*Ernest R. Breech* (renamed *Kinsman Independent* (3) – 1988)

*John Dykstra* (1) (scrapped in Brazil – 1987)

*Benson Ford* (1) (scrapped at Ramey's Bend, ON – 1986)

*Henry Ford II* (1) (scrapped at Port Maitland, ON – 1994)

*William Clay Ford* (1) (scrapped at Port Maitland, ON – 1987)

*Robert S. McNamara* (scrapped in Spain – 1974)

Detroit, MI

*Bramble* (in service at Port Huron)

*Columbia* (in lay-up at Ecorse, MI)

*Ste. Claire* (at Toledo under renovation)

*S T. Crapo* (storage hull)

*Fort St. Louis*. (sold off-lakes 1993, renamed *Christos P*)

*Kingdoc* (sold off-lakes 1988, renamed *Norstar*)

Tugs: *B.H. Becker*, *G.F. Becker*, *Florence R. Becker*, *R.G. Cassidy*, *Maine*, *Oregon*, *Calvin Point*, *Sherman VI*, *Margaret Yorke* as well as various barges and car floats.

Ecorse, MI

*Paul H. Carnahan* (scrapped in Taiwan – 1986)

*Detroit Edison* (scrapped at Brownsville, TX - 1987)

*George M. Humphrey* (scrapped in Taiwan – 1986)

*Thomas E. Millsop* (scrapped at Port Maitland, ON – 1994)

*Ernest T. Weir* (renamed *Courtney Burton* – 1978 – still in service)

### Goderich, ON

*Elmdale* (scrapped at Thunder Bay, ON – 1974)

*Parker Evans* (sold for scrap overseas – 1981 – sank enroute)

*Goderich* (2) (renamed *Soo River Trader* in 1980 & *Pineglen* in 1982. Scrapped at Port Maitland, ON – 1984)

*Ruth Hindman* (scrapped at Thunder Bay, ON – 1974)

*Michipicoten* (sold for scrap overseas – 1972 – sank enroute)

*Thornhill* (1) (scrapped at Hamilton, ON – 1980)

*C.S. Band* (storage barge – scrapped at Hamilton, ON – 1980)

*F.H. Dunsford* (storage barge – scrapped at Thunder Bay, ON – 1973)

*Lionel Parsons* (storage barge – scrapped at Thunder Bay, ON – 1983)

*K.A. Powell* (scrapped at Thunder Bay, ON – 1973)

*R.G. Sanderson* (scrapped at Thunder, ON – 1984)

### Midland, ON

*Coverdale* (scrapped in Portugal – 1987)

*Paterson* (1) (scrapped at Thunder Bay, ON – 1984)

### Monroe, MI

*Hennepin* (2) (scrapped at Ramey's Bend, ON – 1975-77)

*Harris N. Snyder* (scrapped in Spain – 1974)

*Jack Wirt* (scrapped in Spain – 1974)

### Owen Sound, ON

*Helen Evans* (scrapped in Columbia – 1980)

*Martha Hindman* (renamed *Lac Des Iles* in 1980 – sold for scrap overseas – sank enroute)

*Sir Denys Lowson* (renamed *Vandoc* (2) – 1979. Presently in lay-up at Thunder Bay, ON since Dec. 21, 1991)

*Norgoma* (Museum ship at Sault Ste. Marie, ON since 1975)

*Norisle* (Museum ship at Manitowning, ON since 1975)

Tugs: *Dana T. Bowen & Paul Evans*.

### Port Huron, MI

*Huron* (lightship) (Museum ship at Port Huron, MI – 1974)

*Pere Marquette No. 10* (in lay-up at Port Huron since 1994)

Tugs: *Barbara Ann & Taboga*

### Port Stanley

*Alfred Cytacki* (scrapped at Hamilton, ON – 1973)

*Pelee Islander* (presently out of service and laid up at Leamington, ON.)

### Port McNichol, ON

*Golden Hind* (scrapped in Columbia – 1986)

*Mathewston* (scrapped at Vado, Italy – 1970)

*Scott Misener* (3) (scrapped at Alang, India – 1990)

*Royalton* (1) (scrapped at Spezia, Italy – 1981)

### Rogers City, MI

*Calcite II* (presently in service as *Maumee*)

*Irvin L. Clymer* (scrapped at Duluth, MN – 1994)

*John G. Munson* (2) (still in service)

*Rogers City* (2) (scrapped in Brazil – 1988)

*Myron C. Taylor* (presently in service as *Calumet*)

### Sarnia & Point Edward, ON

*Arctic Trader* (presently in service at Montreal, QC since 1995 as *Horizon Montreal*)

*Canadian Progress* (still in service)

*Cedarbranch* (scrapped at Brownsville, TX – 1985)

*Cove Transport* (sold Panamanian – foundered under tow – 1978)

*Imperial Collingwood* (sold off-lakes in 1984, scrapped – 1994)

*Imperial London* (renamed *Congar* (3), converted to a barge and presently layed up in Toronto or Hamilton)  
*Imperial Sarnia* (2) (renamed *Provmar Terminal II* & used as an oil storage barge at Hamilton, ON since 1987)  
*Imperial Windsor* (scrapped in Hamilton, ON – 1974-75)  
*Lakeshell* (3) (sold for off-lakes use and renamed *El Tokaween* in 1997 – Panamanian registry)  
*Seaway Queen* (presently in lay up at Toronto, ON since Dec / 1999)  
*Senneville* (presently in service as *Algoville*)  
*Spruceglen* (scrapped in Spain – 1974)  
*Willowbranch* (scrapped at Windsor, ON – 1980)  
Tugs: *Nipigon* & *Phyllis Yorke*  
Windsor, ON  
*Eskimo* (presently in service as *Mathilda Degagnes* since 1980)  
Tug *Prescotont, Huron* (Carfloat - idle since 1971)

We welcome any additional information about our lay-up list from our readers.

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## NAUTICAL NEWS

### NEWLY DONATED MARINE ITEMS TO THE MUSEUM

The Port Huron Museum's Marine Gallery recently received a quantity of nautical memorabilia, donated by Emilie Fritz-Howell, the widow of the late, well known and popular Captain Morgan Howell. Included amongst the many items donated were 5 shipping company flags, a ship's gyro compass, a U.S. Navy incline meter, a flare gun, photographs and 34 wooden 6" to 18" ship models including the *Hamonic*, *Greyhound*, *William P. Snyder*, *Rangeley* and the tug *Dearborn*. Lake Huron Lore wishes to extend our appreciation to Mrs. Fritz-Howell for these artifacts which will enhance the Marine Gallery once they are displayed in the future.

### MARINE NEWS

**10 years ago ... (1992)**

**Jan. 7<sup>th</sup>** - The *Edgar B. Speer* (US 621104) was the last commercial ship for the season when she was downbound at the Soo Locks.

**Jan. 8<sup>th</sup>** - C.C.G.S. *Samuel Risley*, downbound for Sarnia, closed the Soo Locks for the 1991 season.

**Jan. 20<sup>th</sup>** - *Le Saule No 1* (C 331741) while sailing in misty conditions on the St. Lawrence River near the Laviolette Bridge at Trois Rivieres, struck one of the bridge's embankment pillars, took on water and went aground. Refloated the following day, the vessel underwent inspection and received repairs at Trois Rivieres.

**Feb. 20<sup>th</sup>** - The *Paul H. Townsend* (US 248646) made a mid-winter voyage when she departed Milwaukee, WI and sailed to Waukegan, IL to unload her winter storage cargo of cement. The *Townsend* returned to Milwaukee 3 days later and laid-up.

**Feb. 29<sup>th</sup>** - Demolition, using explosions, began on the Midland Simcoe grain elevator at Midland, ON. The area, once cleared, was to be used for recreational purposes.

### F.Y.I.

On Dec. 21<sup>st</sup>, the *Gregoriy Aleksandrov*, carrying a cargo loaded in Thunder Bay, ON, passed downbound through the Port Huron / Sarnia area making her the last saltwater vessel to leave the upper lakes for the 2001 season. The month of December saw a total of 37 saltwater vessels (requiring a pilot) pass upbound through the Bluewater area, bring the season's total to 403. *This number includes saltwater vessels, passenger ships as well as some Canadian registered tankers, eg. Algonova, Emerald star, etc. Many vessels may also be repeat visitors.*

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# BLUEWATER AREA SHIPWRECKS

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## GOV. SMITH

By Skip Gillham

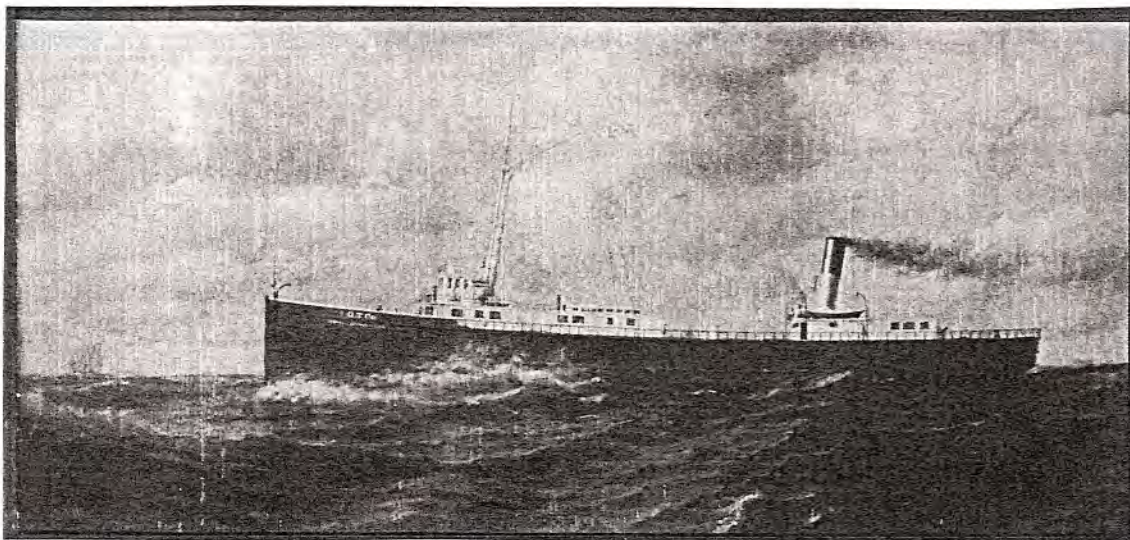
The *Gov. Smith* was the first of five wooden package freight carriers built for the Rutland Transit Company. The vessel was constructed as Hull # 97 by the-Detroit Drydock Company and it was completed at Wyandotte, MI in 1889.

The 253 foot, 4 inch long by 42 foot wide vessel could carry 2,400 tons deadweight and was powered by a Fore & Aft compound engine of 900 horsepower. *Gov. Smith* was equipped with four gangways on each side for freight and was valued at \$125,000.

Service extended between Ogdensburg, NY, through the third Welland Canal, and on to Chicago via Milwaukee. It was a good looking and very useful carrier for the firm and it occasionally went to Lake Superior for grain.

The end came, via collision with the first *Uranus*, on Lake Huron some eight miles off Pointe Aux Barques. All twenty sailors aboard the *Gov. Smith* were rescued when she sank on August 19<sup>th</sup>, 1906. The loss was valued at \$45,000.

*Uranus*, another Detroit Drydock product, later sailed as *W.C. Franz* and also went down after a Lake Huron Collision in 1934.



\* Str. Gov. Smith – Whipple Painting – Dave Glick Collection \*

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### **A REVISED EDITION OF COLLINGWOOD SHIPYARD BOOK**

Skip Gillham recently released a revised edition of his book *The Ships of Collingwood*. The 329 page softcover book contains updated information and many new photos. You can purchase a copy of Skip's book by sending a check or money order for \$30.00 (U.S. funds for U.S. mailing addresses and Can. funds for Canadian mailing addresses) to E. B. Gillham, Box 443, Vineland, ON, L0R 2C0.

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

# SALTY SPOTLIGHT

By D. R. (Doug) Schilz

(saltydug@yahoo.com)

## Kapitonas Stulpinas

Built in 1981 by Kherson Shipyard, Kherson, U.S.S.R.; as Hull # 1711  
Length – 479'-8" Breadth – 67'-9" Depth – 42'-4"  
Main Engine – 6,700 bhp B & W

A ship-design familiar to the Sarnia / Port Huron area, the *Kapitonas Stulpinas* is one of a handful of similar ships that visit this area. Sailing originally as the *Yustas Paleckis* and owned by U.S.S.R. – Lithuanian Shipping Company, she first visited the Lakes in 1982. In 1992, she was renamed *Kapitonas Stulpinas*, registered in Klaipeda, Lithuania and her listed owners were Lithuanian Shipping Company. She visited the Seaway the following season and made four inland voyages to ports including Marysville once and Port Huron where she loaded soybeans on two different occasions. She returned to the Lakes four times in 1994 passing through the Bluewater area on each trip, once in 1995, and twice in 1996 during which she grazed the idle carferry *Viking* on Oct. 13<sup>th</sup> while departing Port Stanley, Ontario. In 1997 the vessel returned to the Seaway three times and twice in 1998. In 1999, the ship returned to Port Huron in November and loaded a cargo of soybeans at the Port Huron Terminal. She visited the Lakes again in August, 2001 in ballast and loaded a cargo of soybeans in Duluth. Her present owner is Lisco Baltic Service. Although the *Kapitonas Stulpinas* is 20 years old and is in the latter part of her career, she will hopefully sail for a few more years and visit the Bluewater area again.  
*Special thanks to Rene Beauchamp for additional information.*



\* Doug Schilz photo – Port Huron Terminal – May 10<sup>th</sup>, 1993 \*