

THE LIGHTSHIP



Incorporated in the State of Michigan October 21, 1963

Vol. XX111, No. 3

lakehuronlore@advnet.net

May / June, 2002

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

EXECUTIVE COMMITTEE

President - Fred Miller
V. President - Paul Schmitt
Secretary - Karen Gorski
Treasurer - Cy Hudson

DIRECTORS

Ray Bawal Jr.
Terry Doyon
Andy Rosales
Gareth McNabb
Dick Wicklund
Gene Buel (Hon. Advisory Director)

ANNOUNCEMENTS

Our first dinner meeting of 2002, a joint meeting with the M.H.S.D. was held in the Port Huron Museum on Saturday, April 6th with 57 members and their guests in attendance. The evening's entertainment program was rather different from our usual presentations in that we had two speakers instead of only one. It was also of a very local topic, the Port Huron based U.S.N.S.C.S. *GRAYFOX* and was given by Lt. Cmdr. Bill Barnhardt and Lt. Cmdr. Phil Winteringham, both members of the United States Naval Sea Cadets Corps. They told their story; *Phil and Bill's Great Adventure*, the delivery voyage of the *GRAYFOX* from Florida to the Black River in Port Huron. It was full of humor with a great selection of ocean scenes, and views of the different ports of call on their voyage. Their presentation was enjoyed by the audience, our thanks to both Bill and Phil for a great interesting program. In the popular evening raffle draw, the 6 copies of *Great Lakes Photo Magazine* donated by member Jon Lafontaine were won by Brian Hallam of Warren, MI., Bob Ranusch of Clinton, MI., Father Pete of Marysville, MI., Pat Figgs of Marine City, MI., Jim Gallant of Cambridge ON, and David Buslawski of Utica, MI. We had 4 copies of *Great Laker Magazine* donated by member Neil Schultheiss and were won by Dave Bury of Eastpointe, MI., Brian Hallam of Warren, MI., Dave Figgs of Marine City, MI., and Bob Ranusch of Clinton, MI. Two hats, donated by McKeil Marine, were won by Barb Babel of Jeddo, MI., and Cathy Baumgarten of Harsens's Island, MI. Two

copies of *Master Of The Inland Seas* donated by L. H. Lore were won by George Lee of Sombra, ON. and T. J. Gaffney of Marysville, MI. Canada Steamship Lines donated a book entitled *Partnerships To The World*, which was won by Lorraine Thomas of East China, MI, and a mini brief case which was won by Cathy Baumgarten of Harsen's Island, MI. Our sincere thanks to all the donors and congratulations to the lucky winners.

Mark Your Calendar – Our next dinner / entertainment meeting, which is, as always, a joint meeting with our friends of the Marine Historical Society of Detroit, will be held at the Port Huron Museum on Saturday, May 11th. The doors will open at 6:00 pm and the dinner, provided by the Museum Guild, will be served at 6:30 pm. The cost is \$10.00 (U.S. funds) per person. Your check or money order, made payable to the **Museum Guild**, must be received by the closing date of Monday, May 6th. Please write Dinner Meeting on the front of your envelope. A yellow reservation slip is enclosed for your convenience. A short business meeting will follow the dinner to elect three Board members for the 3-year term of office beginning June, 2002. Two of the present incumbents, Fred Miller and Dick Wicklund, are standing for re-election. Our evening's guest speaker, Andy LaBorde of Milwaukee, WI, will present an appropriate slide program entitled *A Trip on # 1*. The trip, of course, is on the *Stewart J. Cort*, the first 1,000 foot vessel on the Great Lakes. This ship made headlines in our area 30 years ago when she was upbound on her maiden voyage in the St. Clair River on May 2nd, 1972. Andy's excellent photography and humorous narration in the programs he has presented to our Society in the past, has always been well received. Come and join us for an interesting and enjoyable evening.

New Members – L.H.L. wishes to welcome aboard T. J. Gaffney of Marysville, MI.

Port Huron Museum Marine Flea Market

This year's Annual Marine Flea Market will be held on Saturday, June 1st from 9:00 am until 2:00 pm. There will be dealers from Michigan, Ohio and Ontario offering nautical items for sale including books, photos, slides, ship models and many marine memorabilia items too numerous to mention. It is also an excellent opportunity to see and talk with fellow "ship friends".

National Maritime Day

May 22nd is the date remembered in the United States as National Maritime Day, the date that the *Savannah*, one of the first steamships built in the U.S., departed New York City on May 22nd, 1819 and began her journey across the Atlantic Ocean for Europe. Like all new inventions, the early steamship could not find any merchants willing to place their cargoes or passengers on the *Savannah*, and her Captain, Moses Rogers, decided to try and sell his ship in Europe where he heard that Alexander, Czar of Russia, was known to favor new ideas in his effort to modernize his nation. Captain Rogers, in his small ship measuring 300 tons and less than 100 feet in length, sailed from New York on a 29-1/2 day crossing without cargo or passengers. A study of the ship's log shows that she was only under steam for parts of 12 days of her 29-1/2 day voyage and her call into the port of Liverpool, England to an uninteresting reception. The other ports of call, Copenhagen, Denmark; Stockholm, Sweden and her destination of St. Petersburg, all proved to be more cordial, but to no avail as Captain Rogers was unable to find a purchaser for the *Savannah*. On October 14th, the ship left St. Petersburg, and sailed for Savannah, Georgia where she arrived on November 30th after a voyage which had conflicting reports that the vessel was only under steam for 19 days with other reports stating none at all. In 1820, after further lack of acceptance, the Savannah Steam Ship Company was dissolved and the vessel was bought at an auction by Capt. Nathan Holdridge who had the engines removed and sailed the *Savannah* as a packet between Savannah and New York with 24 passengers and cargo. Once again, the ship proved to be an unlucky one, as on November 21st, 1821, she ran aground on Fire Island, opposite what is now Bellport, N.Y. without any loss of life, but the *Savannah* was a total loss. The ship's commercial failure was considered to be caused by an unenthusiastic reception by the American people of the day, and it was another decade before regular voyages by the steamships *Great Western* and *Sirius* were commenced. Interestingly, the world's first nuclear-powered merchant vessel, also a commercial failure, was named *Savannah* in 1964.

Nautical Trivia - Did you know that "Mayday, Mayday" originates from the French "m'aidez" which means "help me"?

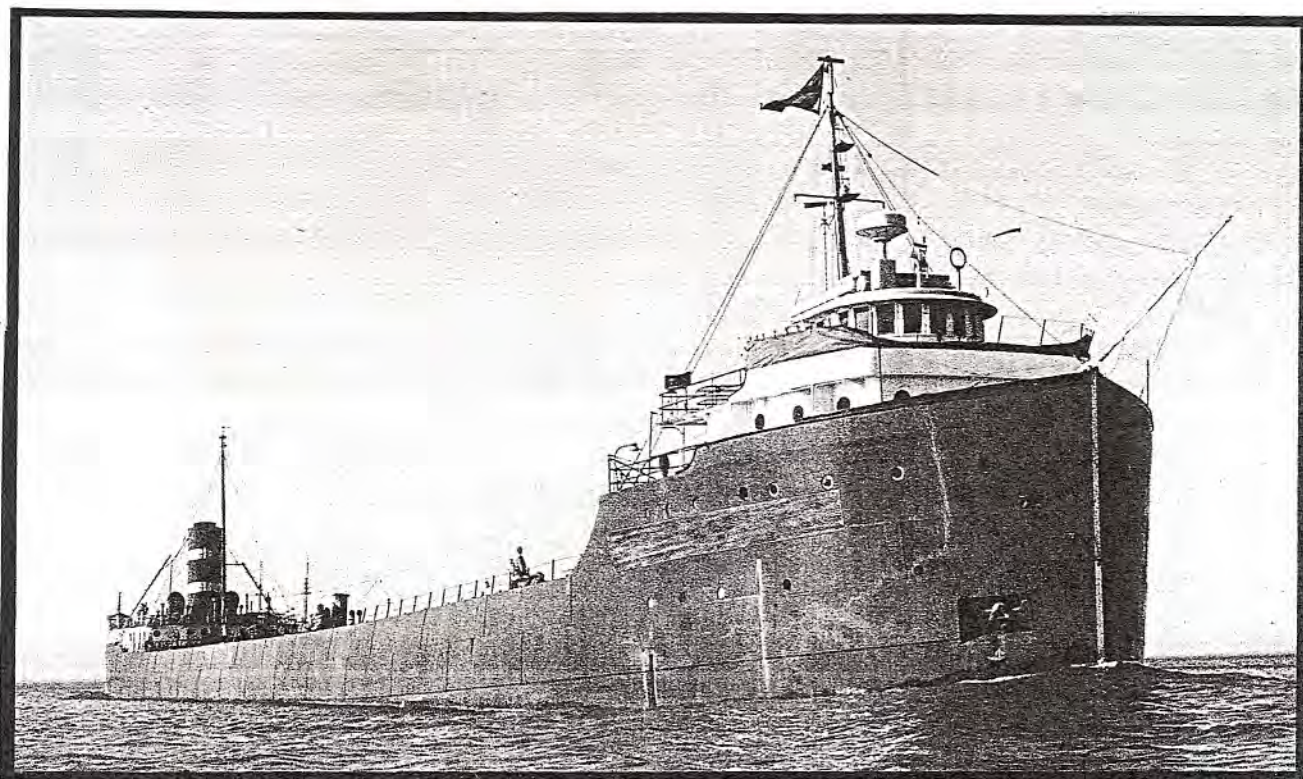
Marine Gallery Volunteers Wanted

It has been some considerable time since the marine artifacts on display in the Marine gallery have been re-arranged for visitor viewing, and it has been decided to have the display case items replaced with some of those which are presently in storage. We need volunteers to assist us under the direction of T.J. Gaffney of the Museum staff, and the work involved is of a light nature, eg. removing items and cleaning their replacements. Two or three hours of your time on a weekly basis would be sufficient in order to achieve this change-over program. T.J. can be reached at the Museum by calling (810) 982-0891 ext. 16. Your help would be greatly appreciated by the Museum and your Board of Directors of the Lake Huron Lore Marine Society.

Annual U.S. Merchant Marine Memorial Service

The U.S. Merchant Marine Veterans, World War 11 (John F. Cromer Chapter, Michigan) Chapter once again cordially invites our Society members to attend their Annual Memorial Service to be held at the Holy Cross Church, South Water Street, Marine City, MI at 11am., Saturday, May 25th. The traditional riverside ceremony of the laying of a wreath on the St. Clair River will follow the Church service. At the conclusion of the memorial ceremonies, everyone is invited by the Lady Mariners for lunch in the Church's activity center.

*** NAME THIS SHIP ***



See Answer
On Page 6

Ships to Lose Their Femininity

London, England – March 20, 2002

The *Queen Elizabeth 2*: She may look elegant but “she” is now an “it”! Ships are to lose their sex, to the consternation of sailors and historians alike. The world shipping industry’s newspaper, Lloyd’s List, has decided that from now on ships will lose their femininity and will be referred to as “it”, not “she”. “We see it as a reflection of the modern business of shipping”, Julian Bray, the paper’s editor, told the Financial Times. “Ultimately they are commodities ... not things that have characters.” It is not known how the habit of treating ships as feminine began though it is a custom used mainly in English dominated countries. Some believe it originates from the time ships would be dedicated to a goddess whose figure was carved on the bow.

NAUTICAL NEWS

FOR YOUR BOOKSHELF

Skip Gillham has released his third in a series of four Tankers of the Great Lakes books entitled *Hall Corporation Tankers of the Great Lakes*. The 48 page book is loaded with 96 photos as well as the histories of the many tanker vessels that sailed for the Hall Corporation from 1957 to 1986. Another great addition to your Marine Library. Cost of the book is \$16.00 (Canadian & U.S. funds) with checks or money orders made payable to E. B. Gillham and sent to P.O. Box 443, Vineland, ON, Canada, L0R 2C0. Skip's previously released Tankers books, *Imperial Oil Tankers* and *Branch Lines & Socanav Tankers* are still available, also for \$16.00 Canadian & U.S. funds.

Lake Huron Lore member Roger LeLievre, editor and publisher of *Know Your Ships - 2002*, has announced that the annual guide to boatwatching on the Great Lakes is now available. The book offers complete data on more than 2,500 U.S., Canadian and International flag vessels, tugs, excursion boats and barges in regular service on the Lakes and Seaway service. Information on owners, ports of registry, year built, dimensions, former names, type of propulsion and power are all included in this book. Ten pages of colorful stack markings, flags of the owners, nationality, both Laker and International fleets are contained in this year's 144 page edition. The all-new selection of outstanding ship photographs from around the Great Lakes and Seaway are exceptional. The featured vessel of the year is the first Great Lakes 1,000 ft. vessel *STEWART J. CORT*. The popular *Know Your Ships - 2002* is sold by many gift and book stores, or by mail for \$14.95 U.S. funds (plus \$4 for S. & H.) from Marine Publishing Company, Box 68, Sault Ste. Marie, MI., 49793, phone 906-632-84117, and 317 S. Division St. PMB #8, Ann Arbor, MI., 48104, phone & fax 734-668-4734. Michigan residents please add 6% sales tax. To order online by e-mail send your information order to: kysbook@concentric.net. Both Visa and Mastercard are accepted.

MARINE NEWS

10 years ago ... (1992)

May 7th - The new \$26 million Pelee Island Automobile/Passenger ferry *JIIMAAN* (C 814082), the Ojibwa name for canoe, was christened in ceremonies at Port Weller Dry Dock by Suzanne Pouliot, the wife of the Ontario Transportation Minister Gilles Pouliot. Over 3,000 people toured the new vessel two days later, on "Open Ship" day.

May 9th - The former Halco tanker *SCURRY* a) *HUDSON TRANSPORT* (C 3143999) and the former Sandrin Brother's tug *TUSKER* (C 178473) departed Sarnia bound for Nigeria to their new owners Lawebod of Lagos, Nigeria. Earlier in April, the *SCURRY* was renamed *REMI* and the *TUSKER* was renamed *BODE*. They arrived in Lagos on July 6th, 1992. The *BODE* was later reported, in September, 1993 to have been stranded while attempting to salvage the ferry *JUMBO*, near San Pedro, Ivory Coast.

May 12th - Upper Lakes Towing's *McKEE SONS* (US 247490) arrived for the first time in Detroit as a self-unloading barge, pushed by the tug *OLIVE L. MOORE* (US 227740). Her cargo of stone was delivered to the Detroit Bulk Dock in the River Rouge.

May 22nd - The German freighter *CPC HOLLANDIA*, on a voyage from Miami to Detroit with a cargo of steel coils, ran aground in the Upper St Lawrence River. She was released the next day after releasing 300 tons of ballast water and after an inspection revealed no damage, she continued on her voyage.

June 2nd - The *PRINCE EDWARD ISLAND* (C 134206) the barge and former 250 ft. car ferry built in 1915 in England, a longtime eye sore for over 20 years in the McNamara Construction Co., yard in Whitby, ON where in the winter of 1971-72 she had been converted to a power house and loading station. The *P.E.I.* was towed from that port into Lake Ontario. After some weeks of legal disputes she was allowed into port at Toronto, where she again was a problem, and partial scrapping was carried out over several years. The hulk finally sank in June, 1998 and in mid-September, the last remnant of the hull was lifted from the Leslie Street slip of Toronto harbor.

20 years ago ... (1982)

May 1st - The veteran 1906-built Lake Bulk Freighter *SOO RIVER TRADER* (C 306336) delivered the first season's cargo to Duluth, a cement cargo she had loaded in Clarkston, ON.

May 7th - The *J. F. VAUGHAN* {C 800680} a recent purchase by the Soo River Co. was upbound in the Welland Canal on her first trip, en route to Duluth. In 1989, as e) *OAKGLEN*, she was scrapped in Aliaga, Turkey.

May 7th - Collingwood Shipyard's 600 ft after section *ATLANTIC SUPERIOR* (C 383533) was towed upbound at the Soo by the tugs *WILFRED COHEN* (C 318428) and *MISEFORD* (C 134553) on their way to the Thunder Bay Shipyard to be joined up with the 130 ft bow section for C.S.L. She was later christened on June 11th.

May 11th - The Ferrysburg, MI 1902-built *LIGHTSHIP* # 75 was downbound in the St Clair River from Sturgeon Bay to Staten Island, N.Y. where she was to be converted to a supply boat. She had early served in Lake St Clair under the names *GROSSE POINT* and *ST CLAIR*.

May 15th - Soo River's new steamer *J. F. VAUGHAN* (C 800680) with a grain cargo for Quebec City, called into the Sarnia Government Dock for engine repairs.

June 6th - In heavy fog the *ALGOSEA* (C 318427) ran into the east pier at the Port Weller entrance causing an estimated damage of \$500,000. The 35 ft. damaged bow section was repaired at the Thunder Bay shipyard and returned to service in mid-July. Later in the year she was renamed c) *SAUNIÈRE* when she entered a 15 year charter to carry salt between the Magdalen Islands and the Great Lakes ports.

June 8th - The steam tanker *AMOCO WISCONSIN* (US 230184) was retired and placed in lay-up at Essexville, MI in the Saginaw River. Three years later, October 18th 1985 she was towed to the scrapyards of M.M. Steel Co., Windsor, ON by the tugs *GLENADA* (C 177866) and *MOUNT McKAY* (C 179138) where the demolition was carried out during the winter of 1985-86. The *MOUNT McKAY* was sold back into U.S. registry as a pleasure craft in 1990, and she was moved to Duluth, MI in the fall of 2001.

June 11th - The ferry *G. A. BOECKLING* (US 206423) arrived in Sandusky Bay after a 30 year absence, and a 2 day tow from Sturgeon Bay by Gaelic's tug *WILLIAM A. WHITNEY* (US 220054).

June 14th - Columbia's *RESERVE* (US 265360) bulk carrier was towed out of Toledo by the tugs *JOHN M. SELVICK* (US 200603) and *BARBARA ANN* (US 529835) to Bay Shipbuilding's Sturgeon Bay yard to be converted to a self-unloader.

30 years ago ... (1972)

May 2nd - The *STEWART J. CORT* (US 532272) the new Lake Self-Unloading Lake Bulk Freighter on her maiden voyage passed by Detroit / Windsor at mid-day, upbound for Taconite Harbor, MN to load iron ore pellets for Burns Harbor, IN for which service she was designed. It was a festive occasion for the thousands of spectators on both sides of the Detroit River. Helicopters flew overhead, and dozens of small craft accompanied the *CORT*. Detroit's fireboat *JOHN KENDALL* (US 229098) sent up plumes of water to welcome and celebrate the first 1,000 ft. vessel on the Lakes.

June 5th - In the early hours, the c) *SYDNEY E. SMITH Jr.* (2) (US 202875), the 1906 Detroit Shipbuilding's Hull #162, a) *W.K. BIXBY*, was upbound with a 6,200 ton coal cargo for Lime Island. Approaching the Blue Water Bridge at Port Huron/Sarnia the strong current caught the *SMITH* and shoved her into the path of the downbound grain laden Canadian steamer *PARKER EVANS* (C 306052). The *EVANS* struck the *SMITH* on her starboard side, and quick action by the Pilot boat *SALLY M* rescued the Captain and crew of the stricken *SMITH* before she went down in 39 ft of water within 20 minutes. The sunken vessel was now a navigation hazard which caused all ship traffic to be temporarily stopped, which was later resumed with checked one-way single ship passage. The *PARKER EVANS*, which suffered bow damage, was repaired at the Port Weller Dry Docks, St Catharines, ON. A massive salvage operation by the U.S. Army Corps of Engineers was initiated, and the two broken sections of the wreck were raised, resulting in a total cost of \$5 million. On September, 25th the U.S. Coast Guard announced that the restricted travel was lifted. The 2 broken sections of the *SMITH* were towed by the Malcolm tugs *TABOGA* (US 545312) and *BARBARA ANN* (US.529835) to Sarnia on April 27th, 1973 and scuttled, then land-filled to form the present day site known as the Sydney Smith Dock at the West end of the Government Dock. This June 5th accident resulted in the permanent two-way ship traffic under the Bluewater Bridge, and on October 4th, 1972, alternate one way traffic was agreed on, with a mandatory call-in

system to be monitored by the Canadian Coast Guard traffic center at Sarnia, ON. There is an exception to this rule, that only vessels which are less than 65 ft are allowed to pass two-way in the restricted area between the Black River Buoy and Buoys One & Two in the Lake Huron Cut. Both Canadian and U.S Coast Guard vessels on official business and buoy maintenance are also exempt from this rule.

June 5th - The 850 ft *ROGER BLOUGH* (US 533062) the Self-Unloader Bulk Freighter built by the American Ship Building Co., at Lorain, OH as Hull # 900. was christened honoring the retired Chairman of the Board of the United States Steel Corp. Her sea trials began four days later.

June 15th - The newly built *ROGER BLOUGH* passed under the Bluewater Bridge, carefully passing by the recently sunken *SYDNEY E. SMITH Jr.* (2), enroute for Two Harbors and her first iron ore cargo.

F.Y.I.

The first salt water vessel to pass upbound through the Port Huron / Sarnia area this year (requiring a pilot) was the *Chios Pride* on March 29th, bound for Thunder Bay where she loaded 19,597 metric tonnes of oats & wheat bound for Puerto Rico. As of April 15th, 15 vessels (requiring a pilot) have passed upbound through the Bluewater area since the opening of the 2002 shipping season. *This number includes salt water vessels, passenger ships as well as some Canadian registered tankers. Many of the ships are repeat visitors.*

The Editor would like to thank Asst. Editor Cy Hudson, Capt. Bill Hoey, Skip Gillham, Bill Moran, Doug Schilz and Lakes Pilots Association Manager Bill Wager.

The Sailor's Psalm

The Twenty-Third Psalm (Captain J. Rogers)

The Lord is my pilot, I shall not want
He lighteth me across dark waters
He steereth me in the deep channels
He keepeth my log
He guideth me by the Star of Holiness
For His Name's sake
Yea, though I sail "mid the thunders and
Tempests of life, I shall dread no danger
For thou art with me
Thy love and thy care they shelter me
Thou preparest a harbor before me in the
Homeland of eternity
Thou anointest the waves with oil
My ship rideth calmly
Surely sunlight and starlight shall
Favor me on the voyage I take
And I will rest in the port of my God forever

Answer to Name This Ship (Page 3)

Charles E. Dunlap (US 220453) 600 ft. length x 60 ft. breadth x 32' depth. 8,262 GRT. Built in 1920 by the American Ship Building Company at Lorain, Ohio as Hull # 777 for Continental S/S Company. Launched as a) *L. M. Bowers*. Renamed b) *Charles E. Dunlap* in 1935. Transferred to Tomlinson Fleet Corp. in 1955. Sold to Ferrator Corp. (affiliate of Marine Salvage, Ltd.) in 1968. Towed overseas with the steamer *Everetton* by the German tug *Rotesand* arriving at Bilboa, Spain in September, 1968.

BLUEWATER AREA SHIPWRECKS

Dow Chemical (2)

By Skip Gillham

Early season fog has caused several Lake Huron collisions. Thick, soupy conditions cuts visibility to almost zero and in the days before radar, making headway could be perilous.

In May, 1944 the well known passenger and freight carrier *Huronic*, nearing the end of her career, struck the *Dow Chemical*. The latter, an American self-unloader, was hit amidships and helped to shallow water where it was beached to avoid sinking. Following temporary repairs, *Dow Chemical* was refloated and taken to a shipyard for permanent work.

Dow Chemical had been built by the Great Lakes Engineering Works and launched at Ashtabula, Ohio on April 6th, 1912. She sailed May 29th as the *Louis R. Davidson* for the Yale Transportation Co., part of the Boland and Cornelius fleet.

The 524 foot long by 56.2 foot wide bulk carrier operated for 20 years before being rebuilt as a self-unloader at Lorain, Ohio in 1932. Previous service had been on the upper four Great Lakes but when the vessel returned to work as the *Diamond Alkali* (1), she included visits to Lake Ontario. Her first transit of the new waterway came on July 20th, 1932, just weeks before it was officially opened by the steamer *Lemoyne*.

BoCo shuffled the names of their ships from time to time and this vessel became the *Dow Chemical* (2) in 1939. Canal transits continued with coal for Toronto or Hamilton.

Interestingly, in 1946, two years after her meeting with *Huronic*, *Dow Chemical* received radar installation as part of a research project. Perhaps, if aboard in 1944, the accident may have been avoided.

Dow Chemical was sold to Leadale Shipping, one of the Reoch fleets, in 1964 and went to work as the *Ferndale*. She was first registered in Hamilton, Bermuda but this was later switched to Hamilton, Ontario. The boilers were converted to burn oil rather than coal in 1970-71.

Ferndale operated through 1978 and tied up in Toronto. She was sold to Marine Salvage in February, 1979 and resold to overseas ship breakers. The vessel left Toronto under tow and passed down the Seaway on June 20th, 1979 with the tug *Cathy McAllister*. She departed Quebec City on July 6th behind the tug *Jantar* and reached Castellon, Spain on August 3rd in the company of the second *Avondale*. The latter had been a running mate for both BoCo and Reoch for over 60 years.

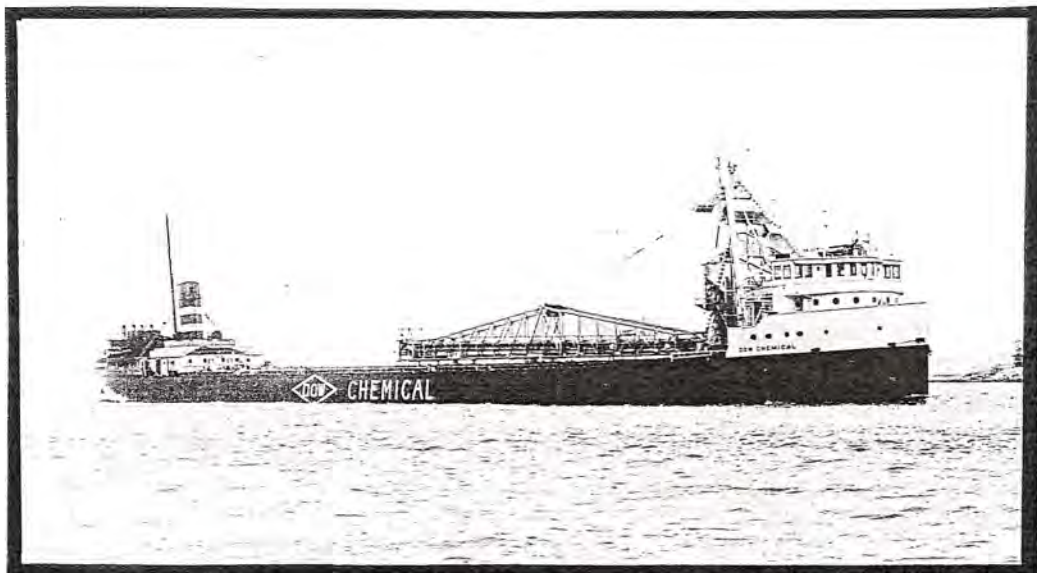


Photo from
Skip Gillham
Collection

SALTY SPOTLIGHT

By D. R. (Doug) Schiltz

(saltydug@yahoo.com)

LAKE CARLING

Built in 1992 by Turkiye Gemi Sanayii A.S.; Pendik, Turkey as Hull # 016
Length - 591'-1" Breadth - 75'-9" Depth - 45'-7"
GRT - 17,464 M. Bulk Carrier
Main Engine - 6,662 bhp Sulzer

The *Lake Carling* is a frequent visitor to the Lakes. She was originally the *Ziemia Cieszyńska* and was owned by the Polish S.S. Co. and registered in Poland. Her first visit was in July, 1993 with steel products. Her ports of call were Cleveland, Chicago, Burns Harbor and Erie. On her second voyage she hit the west bank of the Welland Canal above Bridge 11 on Sept. 22nd. She reported water in the forepeak and was docked at Welland for inspection. She proceeded to her ports of call but was then taken to Erie for repairs. Later that year she was renamed *Lake Carling* while at Chicago on Oct. 20th and her listed owners were Lake Carling Inc. Her registry was the Marshall Islands. She then made a round trip voyage as the *Lake Carling* for the first time in December of that year. Her destinations were Hamilton and Thunder Bay.

In 1994 she was noted as the first vessel to enter the Seaway, the first of 4 voyages for that year. Over the years, up to the end of 2001, she has made 30 visits to the lakes. The *Lake Carling* did not get off to a good start this year. She found herself in a bit of trouble in the Cabot Strait, off the coast of Cape Breton, on March 19th. The vessel was on a voyage from Sept Isles, Quebec to Trinidad with a load of ore. She developed a 13 foot stress crack in her hull and was taking water into her No. 4 hold and the crack appeared to be widening. Two of the 19 crew members were evacuated from the ship. She was reported at anchor west of the Magdalen Islands on March 21st. After completing temporary repairs she was to proceed to Gaspé under escort, then on to Quebec City for permanent repairs. After repairs were completed, she left Quebec City on April 4th. I do not have a destination but I presume it was Trinidad. Hopefully this incident will not reflect on the rest of her sailing season.

Amendment to *The Lightship*, Vol. XXIII No. 2 ... The *Goldeneye* was renamed in 2000. Thanks to Rene Beauchamp.

Lake Carling
Downbound
at Sarnia /
Port Huron
May 29th, 1999
Norm Eakins
Photo

