

THE LIGHTSHIP



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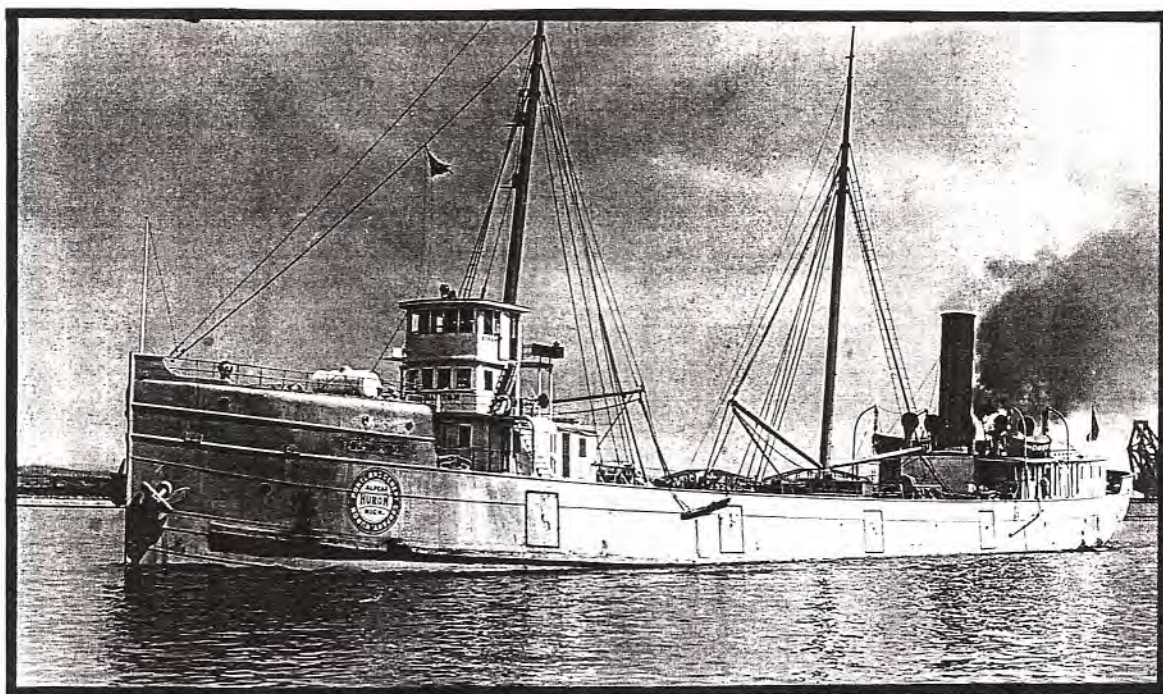
ANNOUNCEMENTS

Our second dinner meeting of 2002, a joint meeting with the M.H.S.D., was held in the Port Huron Museum on Saturday, May 11th with 58 members and their guests present. The evening's entertainment program was a return visit from Andy LaBorde of Milwaukee, WI who gave a slide show entitled *A Trip on #1. The Stewart J. Cort. The First 1000 ft. vessel on the Great Lakes.* Andy's show, as usual, was well presented with his excellent photography and comments. Thanks Andy, for an interesting and enjoyable evening. We also held a brief business meeting to elect 3 Board members for the 2002-03 term of office. Two incumbents, Fred Miller and Dick Wicklund, as well as newcomer T. J. Gaffney, were elected for these 3 positions. Congratulations gentlemen. For our popular evening raffle draw we had 4 copies of *Great Lakes Photo Magazine* donated by member Jon Lafontaine which were won by Gloria Brown of Pontiac, MI., David Lee of Port Lambton, ON., Don Dotzert of Tecumseh, ON., and Ernest Brown of Pontiac, MI. The 5 copies of *Know Your Ships, 2002 Edition*, donated by member Roger LeLievre, were won by David Buslawski of Utica, MI., David Figgs of Marine City, MI., Ervin Sommerville of Marine City, MI., Barbara Ackerman of Mt. Clemens, MI., and Karen Gorski of Marysville, MI. There were 3 ball caps and pens donated by Upper Lakes Shipping and the winners were Barbara Ziegler, of Marysville, MI., Richard Duncan of Port Huron, MI., and James Lee of Sombra, ON. The coffee mug, donated by

Interlake Shipping, was won by Daniel Michelson of New Baltimore, MI., and last but not least, a video of the evening's program presentation, donated by our speaker Andy LaBorde, was won by John Kearns of Troy, MI. Our thanks to all the generous donors of the raffle prizes and congratulations to the winners. Our next dinner meeting will be held on Saturday, October 5th. Further details will be given in the next issue of *The Lightship*.

Mark Your Calendar – The 2002 annual excursion on the *Hammond Bay*, owned and operated by L. H. Lore members David and George Lee, will be a three hour cruise on the St. Clair River on Saturday, August 3rd from 10am until 1pm. We will depart from the Leeland Gardens dock, located nearly 2 miles south of the Sombra Ferry Dock, at 10am. A light lunch will be included, also the “No Alcohol” rule will be enforced. The ticket cost is \$16.00 (U.S. funds) or \$25.00 (Can. funds) and may be obtained from L. H. Lore 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*'s Dock. Please bring your identification for re-entry into the United States on your return. Early reservations are recommended as ticket sales are limited to the boat's capacity of 40 people.

*** NAME THIS SHIP ***



A. E. Young
Photo c 1916
See Answer
on Page 7

Why Do We Say It ?

By Cy Hudson

"Sailing Close to the Wind"

Why do we say a person who is following a course that is close to being illegal is *sailing close to the wind*? Because a sailing vessel *sailing close to the wind* is in danger of being caught by a gust and gybing or keeling over, and so being swamped. So too, a person engaging in a practice that is just short of being illegal is in danger of being caught.

How Port Huron Acquired the Huron Lightship (LV-103)

By Wayne Arnold, Site Manager, Huron Lightship Museum



I had been aboard the Huron Lightship for about one year last summer when a man came aboard and explored around the Lightship with the ship's volunteers. Over the next year, I had the opportunity to meet Jim Acheson and he allowed me to borrow and read his scrapbook about the Lightship. He provided me with a piece of history that seems to have fallen through the cracks: "acquired by the City of Port Huron in 1971." For a good general history resource of LV-103 link to www.boatnerd.com/museums/huron/.

Let us go back to 1955 when the City of Grand Haven began plans to formally request from the U.S. Coast Guard a lightship for use as a marine museum. After that time eight other municipalities requested one for their communities. In November of 1970, Admiral Chester R. Bender, U.S. Coast Guard Commandant had orders on his desk in Washington D.C. to give the Huron Lightship (LV-103) to Grand Haven. He said "it is a long standing policy to make awards of this kind on a first-come-first served basis."

On August 24, 1970, the Lightship was decommissioned at the Coast Guard Base in Detroit. It was then turned over as surplus by the General Accounting Office who allowed the Coast Guard to offer the Lightship to the City of Grand Haven.

Just one month prior to that on Monday July 27, 1970, the City Council of Port Huron established a Citizens' Huron Lightship Committee to explore acquiring the Lightship. Well it looks like the lights finally came on in Port Huron, and the committee began it's work with Jim Acheson as chairman they traveled to Washington D.C. in September of 1970 and made their case before Admiral Bender who complemented Mayor Oliver M. "Scotty" Hanton and other Port Huron civic leaders on "their effective and forceful presentation" to retain the Lightship in Port Huron.

I asked Jim Acheson about this meeting and he stated that if it were not for the efforts of Mayor Pro-Tem Clayton L. Berdan we would have never gotten the Lightship. But just a few months later the Lightship was offered to Grand Haven. How did Port Huron get the Lightship?

I guess it is like anything else you want to accomplish in life, make a plan, get support, and take one step at a time, but time was running out and the Citizens Huron Lightship Committee ran up against the federal bureaucracy. So what did they do, they didn't give up but got the City to appropriate funds for the Lightship to be located in Pine Grove Park, they contacted all the other cities that had put in a request to get a lightship and asked if they would decline Huron Lightship LV-103. All the other cities signed off except for Grand Haven, also known today as "Coast Guard City". They were actively working on a site plan for the Lightship along their coast on Lake Michigan. Contacts were made but they would not budge.

The committee encouraged folks to write letters to the Grand Haven City Council and some 40 letters were written, all to no avail, but then something wonderful happened, a spirit of belief was awakened in this community. And with that spirit of heart, the Port Huron Education Association took up the letter writing campaign, enlisting all the children throughout the community to write a letter and ask the City of Grand Haven to let us keep the Lightship in her home town.

Over four thousand letters were written. One was a twenty-foot petition signed by Jefferson School students. All of the letters were to be air lifted Friday, December 11, 1970 on a plane donated by Blue Water Aviation. But snow put the kibosh on the flight and the letters were mailed. Do you remember writing or signing a petition? Here are some of your comments as reported in the Times Herald:

"...I would be happy for you to have it, but this ship has a history in Port Huron. If it had a history in Grand Haven-fine, take your ship. The Huron is part of our town. It's one of the family, it may be old but it's ours..." another stated "You can visit it in Port Huron anytime." And another stated "I think we're having more trouble with you than the United States is having with Venezuela."

Jim Acheson stated it simply by saying "I feel very strongly that the citizens and city council of Grand Haven, if made cognizant of our overwhelming sentiment for acquiring the Lightship, would defer to us and not accept this award." And they did!

The Huron Lightship Museum has become a destination for guests from around the world, with over 143,000 guests exploring our maritime heritage since it opened to the public in 1989. When was the last time you came aboard? Starting Friday, May 17th through September 26th the Huron Lightship and the Thomas Edison Depot will be open Friday evenings till 8 P.M. Port Huron Museum members, active duty military, and children age 6 and under are admitted free when accompanied by an adult.

A special salute goes out to all of the volunteers past and present who have made our Huron Lightship Museum a National Historic Site, especially to our volunteers today who maintain the ship and guide almost 5000 students on tours of the Lightship at the end of each the school year and to Herman Chapman who has meticulously built and donated the models of various lightships and Coast Guard vessels displayed in the ward room. A special thank you goes to Bob Winters who kindly says to our guests, "thank you for coming, hope you enjoyed the Lightship", he is a Port Huron treasure, serving our community as a volunteer aboard the Lightship since 1989 spreading the lore of our local maritime history. And to Jim Acheson, without whose efforts, we may have had to visit Grand Haven to see and hear Old Bee-Oh!

If you enjoy watching the freighters, sit at the picnic table on the boardwalk in front of the Huron Lightship Museum and you can listen to their conversations, Sarnia Traffic Control, and U.S. Coast Guard broadcasts 24 hours per day. See you at the Lightship.

NAUTICAL NEWS

PATERSON SELLING REMAINDER OF FLEET

N. M. Paterson & Sons Ltd., after announcing plans to liquidate its once mighty fleet, has sold two of their straight deck bulk freighters, *Quedoc* and *Vandoc* to Purvis Marine, Ltd. of Sault Ste. Marie, ON, reportedly to be cut apart for scrap. Both of these vessels were recently towed from their lay-up berths at Thunder Bay, where they have sat idle since 1991, to Purvis Marine property at Sault Ste. Marie. *Windoc* is sitting at Pier 8 in Hamilton, after being severely damaged on August 11th, 2001 when she came into collision with a lift bridge on the Welland Canal. Paterson's fourth and oldest vessel, the *Comeaudoc*, sits at Jetty 1 in Montreal. Earlier this year, Paterson announced the sale of its last three active vessels, the *Paterson*, *Cartierdoc* and *Mantadoc*, to Canada Steamship Lines. The vessels were renamed *Pineglen*, *Cedarglen* and *Teakglen* respectively.

MARINE NEWS

10 years ago ... (1992)

July 8th – While upbound just below the Bluewater Bridge, the Paterson bulker *Comeaudoc* (C 188394), with an iron ore cargo, lost power and struck the Edison Parkway seawall in Port Huron causing \$190,000 damage. She anchored and was inspected by the U.S. and Canadian Coast Guard. After some repairs the vessel resumed her voyage 2 ½ hours later.

July 20th – The Dossin Great Lakes Museum group were successful in raising the 12,000 pound anchor which the *Edmund Fitzgerald* (US 227437) had lost in the Detroit River in January, 1974. The anchor was refurbished and is now on display at the Dossin Museum.

August 10th – The Tractor Tug *Menasha* owned by Ogdensburg businessman John Fedak was found sunk in 25 ft. of water about ¼ mile from her Ogdensburg berth. The mishap was believed to have been an act of vandalism. Fedak after becoming frustrated with increasing salvage and legal costs sold the wreck for \$1 to Don Gordon of Sarnia, ON who successfully raised the sunken tug and brought her to Sarnia. Don confirmed the vandalism when it was discovered that all five of the tug's seacocks were wide open, the tug was registered Canadian (C 817103). The *Menasha* was sold in 1995 to Remorquage Marine Montreal, Inc. and renamed *Escorte*.

August 14th – The *Algoway* (2) (C 331090) discharged the first stone cargo at the newly opened Reid Aggregates Dock near the Sunoco Refinery, Sarnia, ON.

August 28th - The *Ralph Misener* (C 328542) upbound with an iron ore cargo for a Lake Michigan port, was approaching the Shell Oil bunkering dock at Corunna, ON when she suddenly veered towards the south end of the dock and knocked down 100 ft. of catwalk between the piers into the river. The 10ft. long x 8ft. high hole in the *Misener's* starboard bow (above the waterline) was repaired at the Sarnia Government dock and she returned to service on September 7th. The Shell Oil bunkering dock was out of commission until the damage was repaired. Fueling operations resumed on September 1st. It was later reported that the bridge controls aboard the vessel had malfunctioned.

20 years ago ... (1982)

July 1st - The new 730 ft. Collingwood-built C.S.L. self-unloader *Atlantic Superior* (C 383533), Hull #222, passed Detroit downbound on her maiden voyage.

July 13th – The *Algowest* (C 372057) built by Collingwood Shipyards as Hull #226, was christened at Collingwood for Algoma Central Marine by Mrs. G. N. Vogel, wife of the President of the Canadian Wheat Board.

July 28th – The *Algowest* (C 372057) passed Detroit downbound on her maiden voyage with a cargo of barley loaded in Thunder Bay, ON for Quebec City discharge.

August 5th – Amoco Oil's new tug/barge combination, tug *Amoco Michigan* (2) (US 650770) and barge *Amoco Great Lakes* (US 650771) were christened at the Bay Shipbuilding, Sturgeon Bay facility. The tug was later renamed *Michigan* (9) in 1985 and the barge was renamed *Great Lakes* (2).

August 6th - The nine vessel fleet of Pierson Steamships Ltd. also known as the Soo River fleet was foreclosed by the Canadian Imperial Bank of Commerce with Peat, Marwick of Toronto named as receivers.

August 7th - *Des Groseillers* (C 802160) the new Canadian Coast Guard icebreaker was christened at the Port Weller Dry Docks by Mme. Jean Luc Pepin, the wife of a prominent Canadian Federal Minister. The vessel entered service in October, 1982.

August 19th – Parrish & Heimbecker Ltd. of Winnipeg and Toronto, a major Canadian grain company, acquired the Soo River Company for a reported \$3.25 million. The Soo River Company owner Robert Pierson was reported to have incurred about \$6 million of debt.

August 31st – Erie Sand Steamship Company's 85 year old sandsucker *Niagara* (1) (US 130738), a longtime sight on the Saginaw River, was taken out of service, and sailed to Erie, PA. to be laid up.

30 years ago ... (1972)

August 7th - The 1912 built Fuel Bunkering Barge *Transbay* (C 138144) owned by Canadian Sealakers Ltd., of Montreal was chartered to be used as an asphalt storage barge at Havre Ste. Pierre, QC. With a cargo of liquid asphalt she left Montreal towed by the tug *James Whalen* (C 121709) bound for the lower St. Lawrence port. When the tow encountered a storm near Sept Isles, the tow line parted and the *Transbay* capsized and sank in the deep water. The barge and her cargo were never salvaged.

August 12th - The Lake tanker *Golden Sable* (C 154480) a) *Acadialite*, b) *Imperial Cornwall*, built in 1930, was purchased by Louiseville Enterprises, Louiseville, QC then towed from Montreal by the tug *R. F. Grant* (C 158069) to her new home port of Louiseville. The *Golden Sable* was removed from the Canadian Registry in October, 1981, and later it was reported she had been scrapped at an unknown place on the St. Lawrence River.

August 15th – George M. Steinbrenner, chairman of American Ship Building's Kinsman Marine Transit Co., announced the purchase of the 10 boat fleet of Wilson Marine Transit. The following day the Justice Department filed suit to block the sale as a violation of the Sherman Anti-trust Act. A compromise was later reached and the sale was completed.

August 20th – The tanker *Husky 120* (C. 162235) after several years in lay-up at the Soo, sailed under her own power to her new owner, Harry Gamble of Port Dover, ON.

70 years ago ... (1932)

August 6th - The steamer *Lemoyne* (1) (C 152647) a *Glenmohr*, then the largest bulk carrier on the lakes and the pride of Canada Steamship Lines, was brought out of depression lay-up, given a new coat of paint and sent down to officially open the Fourth Welland Canal. Forty years later, on August 6th 1972, a plaque marking this historic occasion was erected by the Dominion Marine Association, along with the recently retired, *Warton* (2)'s (C 325773) anchor at the visitors center at Lock 3.

F.Y.I.

As of 2400 hours (midnight) June 26th, 121 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, and Lakes Pilots Association Manager Bill Wager.

*We always welcome new suggestions & ideas for our newsletter, **The Lightship**. Lake Huron Lore Board of Directors Member Dick Wicklund recently offered a unique idea at one of our Board meetings. In each issue of **The Lightship**, why not include a photo of a ship accompanied by a small write-up entitled **Bluewater Passages**. The photo, old or new, will be of a vessel while underway in the Port Huron / Sarnia (Bluewater) area.*

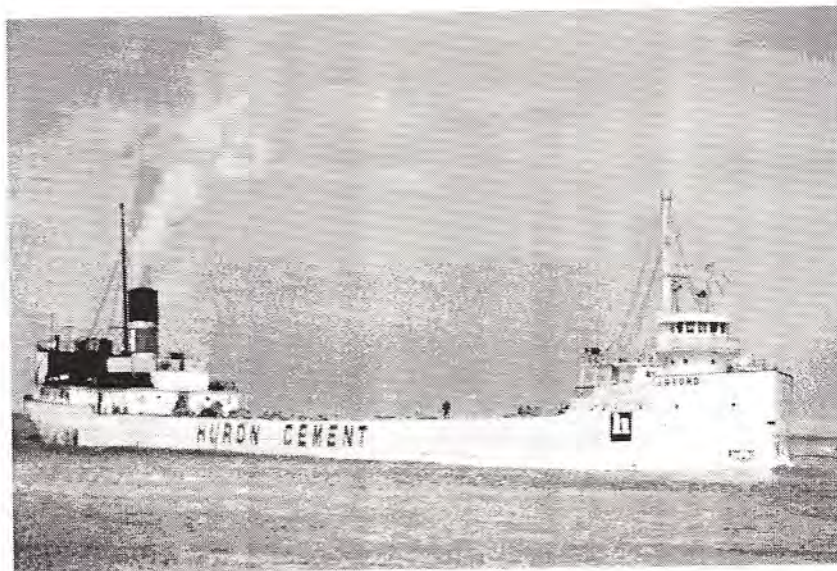
Bluewater Passages

By Dick Wicklund

On April 28th, 1973, it was my delight to photograph a real classic laker passing through our Bluewater area. The *J. B. Ford* was almost 70 years old then, still sporting a style of lake boat that once passed Port Huron / Sarnia not daily, but hourly.

J. B. Ford was built in Lorain, Ohio in 1904 at 440 ft. long. She started with Hawgood and then became a Pittsburgh Steamship Co. "tinstacker". The *Edwin F. Holmes* became *E. C. Collins* in 1916. She carried this name into the Kinsman fleet in the mid-1040's. In 1959 she went to Huron Cement, was converted to carry cement and renamed the *J. B. Ford*.

After active and useful service in the early 1980's, the *Ford* started service in cement storage and transfer use. Now, about 20 years later, the classic 440 ft. laker is still serving. She spent many years in Chicago and is now on the waterfront at Superior, Wisconsin. Twenty-nine years after I photographed her at Port Huron, this mere 98 year old laker is still the classic, and who knows, possibly the next 100 year old Great Laker !



Dick Wicklund
Photo
Downbound at
Port Huron
April 28, 1973

BLUEWATER AREA SHIPWRECKS

RUSSIA

By Skip Gillham

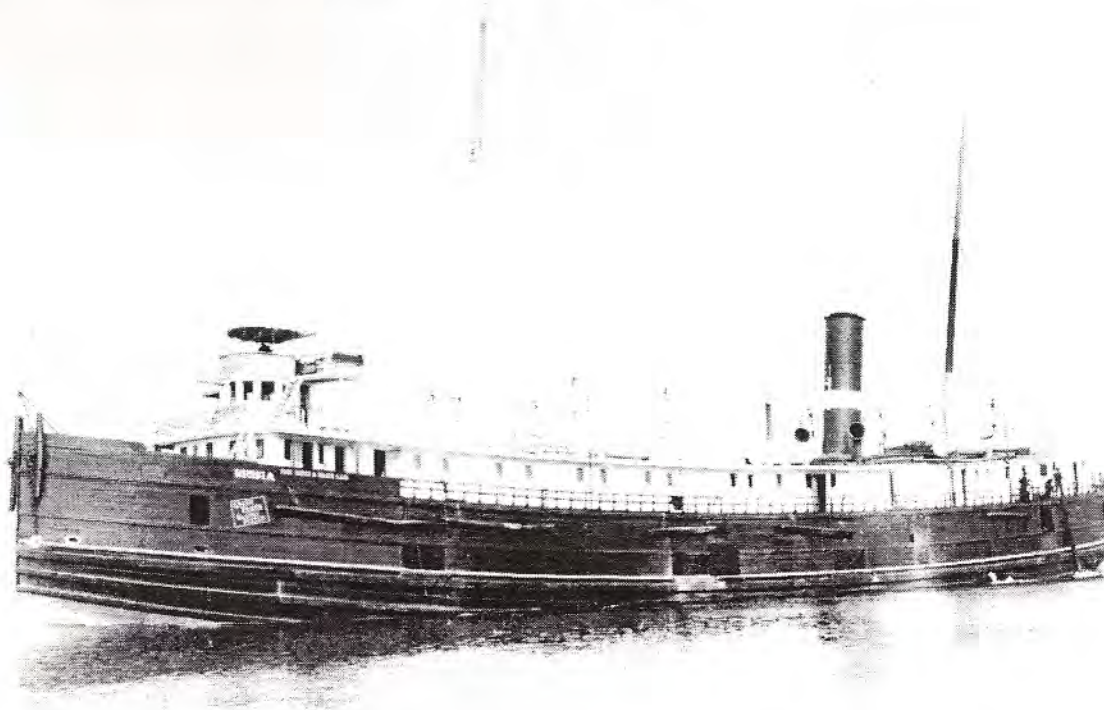
Russia was a good looking, iron-hulled passenger and freight carrier. The 232 foot long vessel was built by Gibson and Craig at Buffalo, for service between that port and Chicago. She sailed in the Ensign Fleet and also visited Green Bay, Wisc. on charter in the early years.

The 1,505 gross ton steamship later joined the Lackawanna Transportation Company and survived a collision with the freighter *Celtic* in Lake Erie, east of Rondeau on May 1st, 1892. The latter sank with the loss of one life while the *Russia* was beached to avoid a similar fate.

Russia became part of the Port Huron and Duluth Steamship Company in 1908 and is reported to have been the first ship to carry bulk cement for the Huron Portland Cement Company of Alpena.

Russia was lost in a spring gale in northern Lake Huron near Detour on April 30th, 1909. The ship was carrying mixed freight including 10,000 pounds of bagged cement and was traveling from Alpena to Duluth. On board were 21 crew members and 1 passenger and reports vary as to their fate. Some researchers suggest 13 sailors perished while other sources state no lives were lost.

Photo from
Milwaukee
Public
Library



Answer to Name This Ship (Pg. 2)

Scranton (US 166235) Built in 1888 by Cleveland Shipbuilding Co. at Cleveland, OH as Hull # 2. 268' length x 38'-3" breadth x 25' depth & 2,025 GRT. Built for the Lackawanna Railroad Co. as a) *Scranton*. Operated by various subsidiaries such as Lackawanna Transportation Co., Lake Transit Co. & Buffalo Transit Co. Sold to River Transit Co. in 1913 and operated by Huron Portland Cement Co. Sold to Minnesota-Atlantic Co. and renamed b) *Ten* (1) in 1927. Renamed c) *Nine* in 1934. Sold to Steel Co. of Canada in 1941. Sold to Powell Transports Ltd. and renamed d) *Starbuck* (C 173515) the same year. Converted to carry grain the following year. Sold for scrap in 1957 to the Western Iron & Metal Co. at Fort William, ON (Thunder Bay).

SALTY SPOTLIGHT

By D. R. (Doug) Schilz

(saltydug@yahoo.com)

SIDSEL KNUTSEN

Built in 1993 by Astilleros Espanoles. S.A. Factoria de Sevilla; Sevilla, Spain; as Hull # 282.

Length – 533'- 2" Breadth - 75'- 6" Depth – 48' - 7"

GRT – 15,806 M. Tanker

Main Engine – 10,680 bhp B & W

A regular trader to the Port Huron / Sarnia area is the tanker *Sidsel Knutsen*. Her maiden voyage brought her to the Lakes in October of 1993 with a cargo of gasoline. Her ports of call were Hamilton, Sarnia and Corunna. She made one more trip to the Lakes that year calling at Toledo, Sarnia and Corunna.

The ship is owned by Knutsen Product Tanker V KS and registered in Norway. She was a significant visitor to Sarnia this year as she was the first salt-water ship to visit the port in 2002 arriving on April 12th with a cargo of gasoline blendstock from Finland. Her outbound cargo was the aromatic chemical xylene for Rotterdam. With that, the top hat was awarded to the *Knutsen's* Master, Captain Jan Holthe. This award was presented by the Members of the Mission to Seafarers. Along with the top hat, Captain Holthe was presented with an engraved gold hardhat as a keepsake.

Through the years, the *Sidsel Knutsen* has made a total of 34 visits to the Great Lakes delivering cargos such as lubricating oil, gasoline and mogas with outbound cargos consisting of xylene, fuel oil, isopropanol and kerosene. In 1999 she made 6 visits to the Lakes, her most in a single season, including 2 to Sarnia.

The Knutsen fleet consists of many vessels, however only 2 other fleetmates, the *Torill Knutsen* and *Turid Knutsen* have visited the Lakes.

Editor's Note: The *Sidsel Knutsen* was involved in a fatal incident last year which claimed the lives of 2 people aboard Detroit's mailboat, *J. W. Westcott II*. The *Westcott II*, a 46 foot vessel, built in 1949, had just delivered a replacement Pilot to the *Sidsel Knutsen* which was upbound on the Detroit River, destined for Sarnia, when she was caught in an eddy, flipped on her side and plunged to the bottom of the river in a matter of seconds. Two passengers on the *Westcott II*, who were wearing life jackets, were able to escape from the sinking mailboat and were quickly rescued by the Canadian tug *Stormont*, however the mailboat's Captain and deckhand died in the accident. Their bodies were later recovered and the *J. W. Westcott II* was brought to the surface and removed from service pending further investigation.



Sidsel Knutsen
At Sunoco Refinery
in Sarnia, Ont.
Oct. 25th, 1993
Doug Schilz
Photo