

THE LIGHTSHIP



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Membership (annual) - \$12.00 (U.S.) \$18.00 (Can. funds)
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ANNOUNCEMENTS

Our first Member's Slide Night for 2003 was held at the Port Huron Museum on Saturday, February 15th. The attending audience viewed a variety of photos of Great Lakes ships, old and new, taken around the Lakes during all four seasons. Door prizes were awarded to two of the guests. James Lee of Sombra, ON won a new Interlake S/S Company hat, donated by Interlake S/S Company, and Bob Buslawski of Clinton Township won an autographed copy of Skip Gillham's latest book, *Hall Corporation Tankers of the Great Lakes*, donated by your Editor.

Mark Your Calendar – Our first Dinner Meeting of 2003, which will also be a joint meeting with our friends of the M.H.S. of Detroit, will be held at the Port Huron Museum on Saturday, April 12th. The doors of the Museum 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 with checks or money orders made payable to Lake Huron Lore and to be received, along with the enclosed yellow reservation slip, by the closing date of Monday, April 7th. The evening's entertainment program, entitled *Pesha and His Photos*, will be presented by fellow Lake Huron Lore members and Directors, Gareth McNabb and Gene Buel. The program will touch on the life and death of the Marine City photographer, Louis Pesha. Gareth and Gene will not only present a sample of Pesha's ship photos but will also

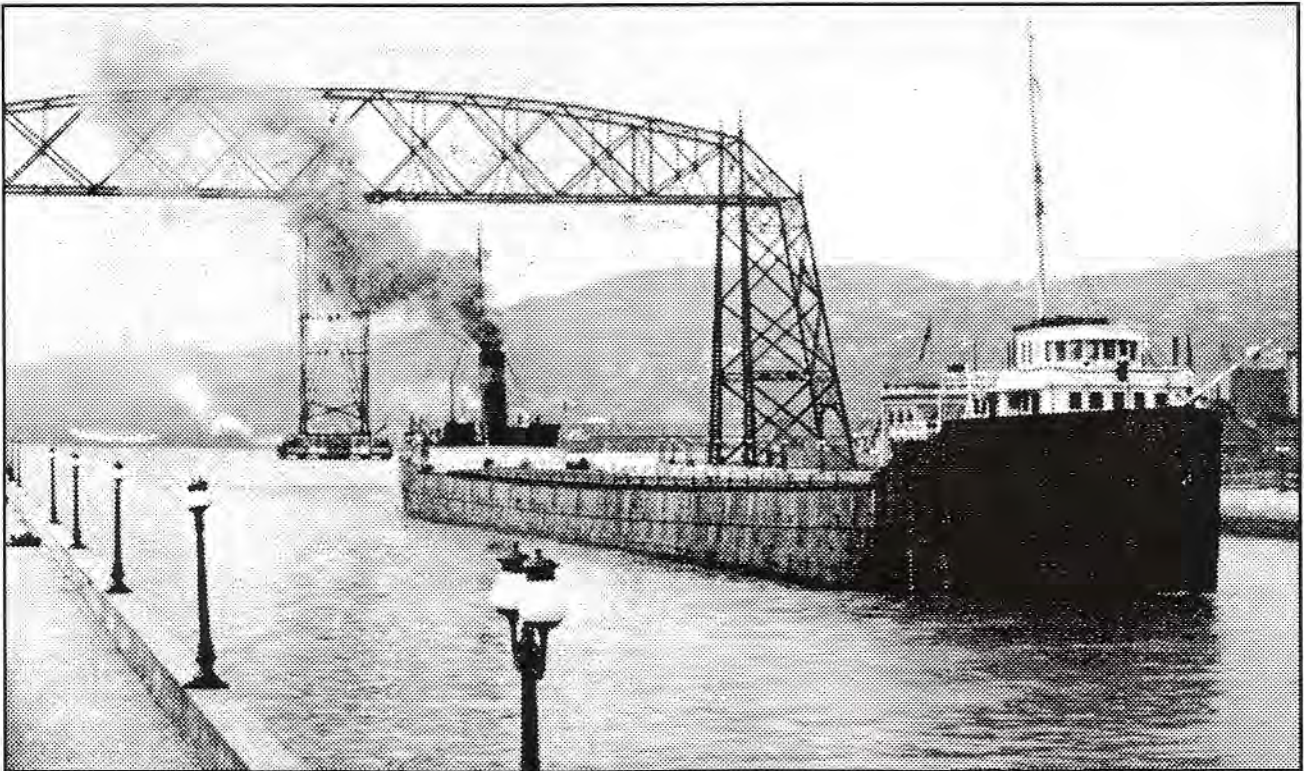
show the audience some of the photos Pesha took of the Marine City area as it was in the late 1800's / early 1900's and how those locations appear today. I'm sure it will be a very interesting and informative presentation.

Donation to Lake Huron Lore Marine Society – A very generous cash donation was recently made to Lake Huron Lore from the Estate of Wilson Montgomery, a long-time LHL member who passed away last year. Lake Huron Lore's Board of Directors wish to express their heart-felt thanks and pledge to ensure the inheritance will be used to help us continue with our mission to preserve our area's marine heritage.

Entertainment Meetings & Other Events for 2003 (corrected)

- 1) Saturday, April 12 – Dinner Meeting at 7 pm featuring guest speakers Gene Buel of Marine City & Gareth McNabb of Lexington, MI who will present a slide program entitled *Pesha and His Photos*.
- 2) Saturday, May 17 – Dinner Meeting at 7 pm featuring Matthew Daley, Curator of the Dowling Collection at the University of Detroit (program yet to be announced).
- 3) Saturday, June 7 – Annual Port Huron Marine Flea Market, held at the Port Huron Museum from 9 am to 2 pm.
- 4) Saturday, October 11 – Dinner Meeting at 7 pm featuring Ron Beaupre of Port Elgin, ON who will present a slide program entitled *Perils of the Lakes*.
- 5) Saturday, October 18 – Member's Slide Night, held at the Port Huron Museum at 7 pm.
- 6) Saturday, December 6 – Dinner Meeting at 7 pm featuring Bob Campbell of Grand Ledge, MI who will present a slide program entitled *A Trip on the Kinsman Independent*.

*** NAME THIS SHIP ***



The USCGC *Hollyhock* WLB 214

On Saturday, January 25, 2003, the USCGC *Hollyhock* was launched by Marinette Marine Corporation at Marinette, Wisconsin. The WLB 214 *Hollyhock*, a 225 foot Juniper Class seagoing buoy tender with icebreaking capabilities, is the first addition to the U.S. Coast Guard's Great Lakes fleet in more than 20 years. The vessel was built to replace the 1944-built cutter WLB 392 *Bramble*, home-ported in Port Huron and scheduled for decommissioning on May 22, 2003, as part of a plan to replace the Coast Guard's World War II era 180 foot cutters. It is the fourteenth cutter of a planned fleet of sixteen to be built by MMC in Marinette. MMC also built fourteen 175 foot Keeper Class coastal buoy tenders for the Coast Guard. In October, 2001, MMC was also awarded the contract to build an icebreaker to replace the Coast Guard cutter *Mackinaw*, "the Great Lakes Icebreaker".

Mrs. Beverly Silva, wife of Rear Admiral Ronald Silva, Commander of the Ninth Coast Guard District, was the cutter's sponsor. The Rear Admiral was the keynote speaker at the launching.

Hollyhock is scheduled to be delivered to the Coast Guard in September, 2003 and should arrive at Port Huron, its homeport, a few weeks later.

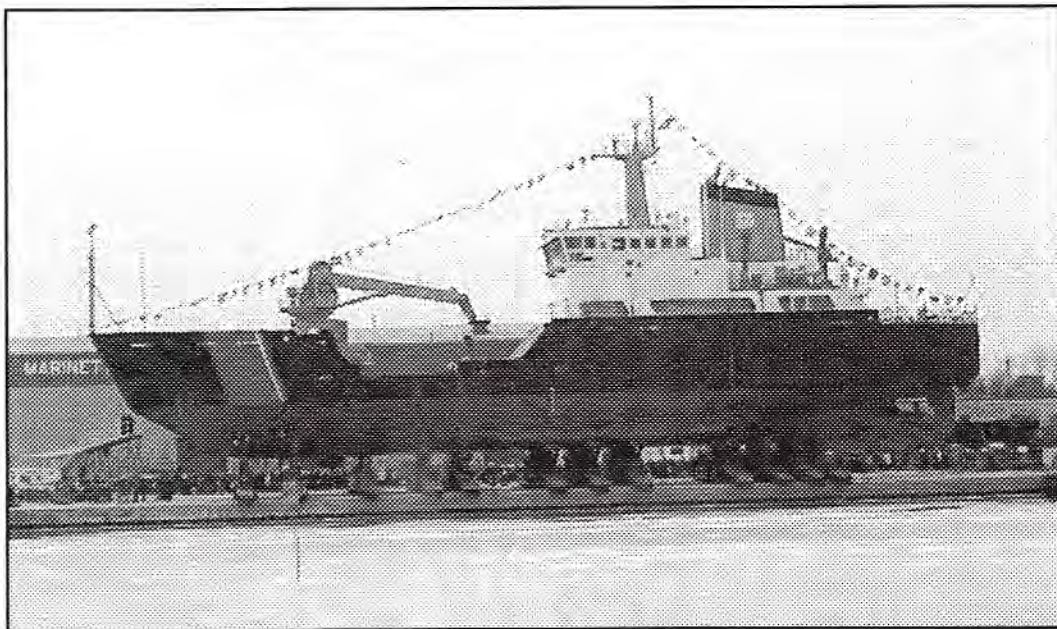
Juniper Class Principal Characteristics

Length	225 ft.
Beam	46 ft.
Full Load Draft	13 ft.
Buoy Deck Area	2,875 sq. ft.
Crew	6 officers, 34 enlisted
Main Engines	(2) CAT 3608 (low emission) 3100 Bhp @ 900 RPM
Reduction Gear / Prop	Singleshaft, 10 ft. diameter, Bird Johnson Controllable Pitch Propeller
Crane	20 ton hydraulic 60 ft. boom

The old method of ship construction began with the laying of the keel, and then building the ship from the keel up. This meant the ship yard would have to complete one section of the ship before moving on to the next section. This was a very slow method of construction, and it could take years to complete a large ship.

Marinette Marine Corporation uses a modular method which enables them to work on the entire ship. This reduces construction time from years to months. The ship is divided into 9 modules. After a module is completed it is welded to

another module to form a super-module. The engine room module, or the 940 module as it is called, is the largest module. It is the foundation from which ship assemble begins. The 940 module is set in place, and all other modules are added to it to produce super modules and eventually the completed ship.



* USCGC *Hollyhock* Moments Before Launch – Marinette, WI – Jan. 25, 2003 – Dick Lund Photo *

The Pride of Ireland Finally Sails Again

By Graham Hughes of the Ottawa Citizen

After years of delay and brushes with financial ruin, the replica of the Irish “famine ship” *Jeanie Johnston* is set to begin its voyage to North America.

The 30 passenger berths and paying crew positions are already reserved, said Brendan Dinneen, company secretary for the *Jeanie Johnston* Company, which controls the vessel.

“It’s a question of waiting for cancellations now,” he said in an interview from Blennerville, Ireland, the one-time port for nearby Tralee. “We’re going two legs: 21 days to Tenerife, 35 days across the Atlantic.”

The total trip will take longer than the original’s average of 46.75 days between Tralee and Quebec, Mr. Dinneen conceded, “but they’re allowing time for weather.” The performance of the new *Jeanie Johnston* is exceeding expectations, he said.

“She came back from Cork on June 7 last summer and she got through a storm Force 10 – 55 knots of wind – with great comfort and security.” Mr. Dinneen said. “In her sailing trials in the Irish Sea last week, she had to hide over in Church Bay in North Wales for a few days when things got pretty ferocious, but she has performed very, very well.

A consortium led by Kerry Group PLC, an Irish multinational manufacturer and marketer of food and ingredient products, supported by Kerry County Council and the area development authority, decided last August to provide financial backing to pay off the project’s creditors and fund the project for a year to let the ship prove she can cross the Atlantic, Mr Dinneen said.

In December, the courts approved an agreement accepted by unsecured creditors in November, “and the money was sent out last week,” he added. “The way ahead is now clear.”

Construction on the three-masted barque began in 1988 and was to be completed in time to sail to North America in 2000. The ship was not ready and the trip was postponed to 2001, then to 2002.

But last February, the *Jeanie Johnston* replica, 18 months past its planned completion date and having cost four times its original \$5.3 million budget, was seized by Irish customs officials for unpaid debts that have since been paid.

The plan for the millennium year had included visits to more than 20 ports along the eastern seaboard, the St. Lawrence River and the Great Lakes – including Grosse Ile, Quebec, in the St. Lawrence, the port of entry for many famine emigrants and the burial place of more than 3,000 Irish victims of disease.

After being open for visits in Dublin since Dec. 12, she left for Belfast on Tuesday. From Belfast, she sails to Waterford on Monday, and on to her home port of Fenit Harbour in County Kerry on Feb. 2. She arrives Feb. 8 and will be open to visitors until Feb. 14, while final preparations for her two-stage transatlantic voyage set to begin Feb. 15.

Her 30 passengers will pay 10,000 euros (\$16,225 Cdn.) each for the voyage from Tenerife to the United States. Working crew members will pay 3,500 euros (\$5,680 Cdn.) for the privilege.

The North American itinerary has not yet been established, although “she will start somewhere in the southern United States and work her way up,” Mr Dinneen said.

The replica tall ship is 45.7 meters long overall, 7.9 meters wide and carries up to 30 passengers and a crew of 11.



Today's adventurers will travel in relative comfort, unlike the passengers aboard the original. The replica ship's "museum" section duplicates the original conditions, using life-size wax models to show how families of five would sleep in a single bunk.

The *Jeanie Johnston*, the most famous of the Irish 19th century famine ships, was built in Quebec in 1847 by shipbuilder John Munn and bought by the Donovan family of Tralee. During and following the Great Famine of 1845–1850, in which about one million people died and two million fled the country, she carried Irish emigrants to Canada and the U.S., reportedly never losing a passenger or crew member to disease or the sea. She carried more than 2,500 people across the ocean.

In October 1858, eastbound with a cargo of lumber, she became waterlogged in the mid-Atlantic and sank. Her crew was saved by a passing ship, maintaining her reputation for safety to the end.

Unfortunately, the time and funding available for 2003 does not allow for a trip through the Great Lakes in 2003. The promoters have always been interested in taking the ship to Chicago. The financial outcome of 2003 will determine what undertakings can be taken on in future years.

For information about the project, check the Web site at www.jeaniejohnston.ie.

Nautical News

Welland Canal Cargo Drops

The Welland Canal will get a \$15-million overhaul while it is closed for the winter. Most of the money will be going into major maintenance projects along the canal, from upgrading bridges to work on canal walls. "There is a lot of maintenance work to be done." St. Lawrence Seaway Management Corp. said spokeswoman Sylvie Moncion. "It will mostly be done over the three months the canal is closed." After 276 days of operation and 3,865 trips through the Seaway in 2002, the canal system closed to ship traffic for the season on Dec. 26, two days later than its 2001 closure. An estimated 31.9 million tonnes (metric) passed through the Welland Canal section of the Seaway, a drop of 2.2 % from 2001. Cargo tonnage through the canal has shown a steady decline since a high of 41.1 million tonnes during the 1996 shipping season. Iron ore was the most popular commodity on the ships passing through the canal, with 9.6 million tonnes ferried through, an increase of 11.4 %. But grain shipping continued its downward trend, falling 12.8 % from 2001. "This year's 276-day season set no records for tonnage." Seaway President Guy Veronneau said in a release. "Still, 2002 displayed excellent bi-national coordination on a number of issues long-term, of critical significance to the entire Great Lakes / St. Lawrence Seaway Seaway system." Seaway management said the highlight of the year was the introduction of the Automatic Vessel Identification System, which will be mandatory for commercial vessels in the Seaway in 2003. Before the canal opens March 25, the Seaway will put \$5.83 million into work on locks, \$1.6 million into bridges and \$1.3 million for entrance walls. The main projects over the winter include the automation of Bridge 11 to be followed by a remote control next year, Lock 7 intake restoration, restoration work on gates three and four of Lock 2, wharf 12 repairs, sill repairs at Lock 6 west gates 11 and 12, security fencing and Lock 6 center wall repaving. *By Calvin Reid of The St. Catharines Standard*

New Books

Where the Boats Are - The 2002 edition of J.A. Baumhofer's guide to boat-watching in Duluth / Superior lists the major vessels that call at the Twin Ports (and some that don't). It also includes invaluable tips on what streets to take to get down to the docks and offers a bit of history about local landmarks such as the Aerial Lift Bridge. This edition also expands its focus to include Two Harbors and Thunder Bay. *Where the Boats Are* also includes a list of the Top 10 most "watchable" boats from the author's point of view. Available from the author (\$12.95 US), PO Box 4302, St. Paul, MN 55104.

Ahoy & Farewell - The first volume of *Ahoy & Farewell*, no longer in print, was originally written in 1969. This much anticipated revised copy was released in November, 2002. With few exceptions, more than 700 vessels of 1,000 gross registered tons or more that comprised the U.S. and Canadian Great Lakes fleets are

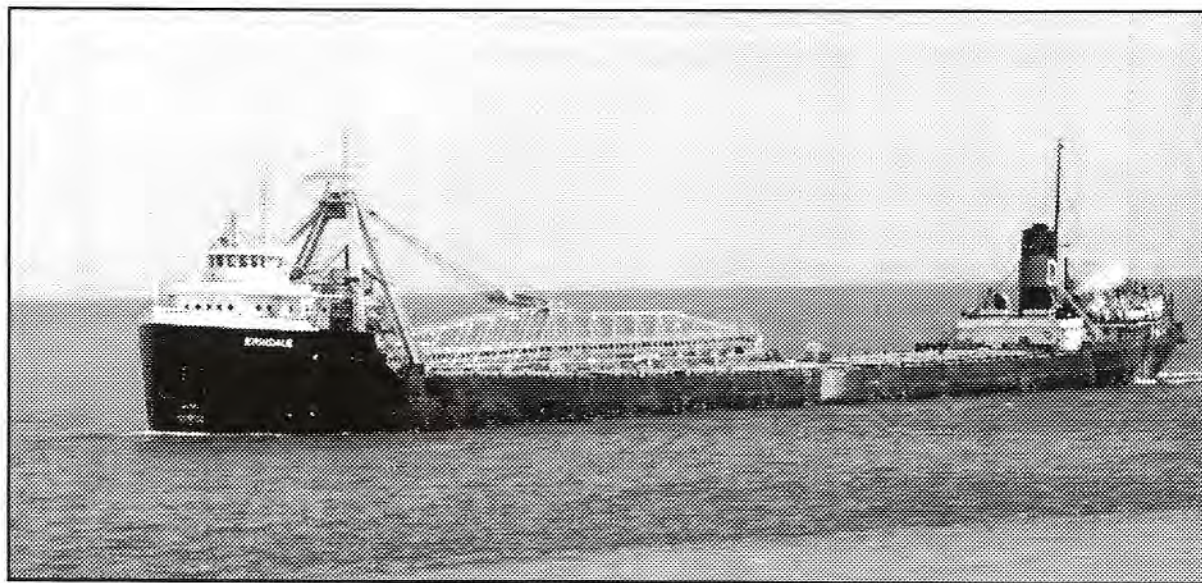
included in this book. keeping in tune with *Ahoy & Farewell II* (over 440 vessels). This revised and rewritten hardbound book is 235 pages long compared to 120 pages of the original *Ahoy & Farewell* book and includes over 90 high-quality, and in many cases, very rare photographs. No expense was spared on the heavy duty binding, high quality paper, the colorful dust jacket, or the unique hardbound cover, which includes the dust jacket color photo. Yours for \$35.00 (U.S. funds) plus \$4.95 shipping & handling. Please send your check or money order payable to the *Marine Historical Society of Detroit*. Mail to: Robert T. Pocotte, Treasurer, Department W, 606 Laurel Ave., Port Clinton, OH, 43452. Allow four to six weeks for delivery.

Bluewater Passages

By Dick Wicklund

On May 18, 1981 off Point Edward, ON, the down bound *Erindale* makes another trip loaded with stone. This vessel only spent a few short years under this name in Canadian registry. In April, 1976 she became *Erindale* but by 1984 she was awaiting scrapping at Port Colborne.

The *Erindale* was built in 1915 as *W.F. White*. Most of her years were spent in the Bradley fleet, then later with the Great Lakes Fleet. This 550 foot boat was one of the early Lakers built as a self-unloader. She was only the second ship built for the Bradley fleet and would serve faithfully until retiring at the end of 1974, at almost sixty years old. The *Erindale*, as the *W.F. White*, is a story for another passage on our blue waters, but it was nice to have seen her under her final name, if only briefly. *Erindale* would almost reach seventy years old when the scrap yard made the final cuts in 1985.



Erindale down at Point Edward, ON – May 18, 1981 – Dick Wicklund photo

Answer to Name This Ship (Pg.2)

D.O. Mills (US 203979) Built in 1907 by Great Lakes Engineering Works at Ecorse, MI as Hull # 29. 532'-0" length x 58'-0" width x 31'-1" draft. 6,598 GRT. Built for the Mesaba Steamship Co. Purchased in 1913 to form the Interlake Steamship Co. The *Mills* was sold to the Tomlinson Fleet Corp. in 1959 and converted to a self-unloader during that winter. She began the 1960 season as the b) *G.A. Tomlinson* (2). The vessel was sold to Columbia Transportation Co. in 1971. As the *D.O. Mills*, the ship stranded off Harbor Beach during the 1913 storm. Once the storm had passed, the *Mills* was freed by pumping herself out. The *Tomlinson* arrived under her own power at Triad Salvage, Ashtabula, OH in December, 1979 and was dismantled for scrap the following year.

BLUEWATER AREA SHIPWRECKS

By Skip Gillham

ADMIRAL

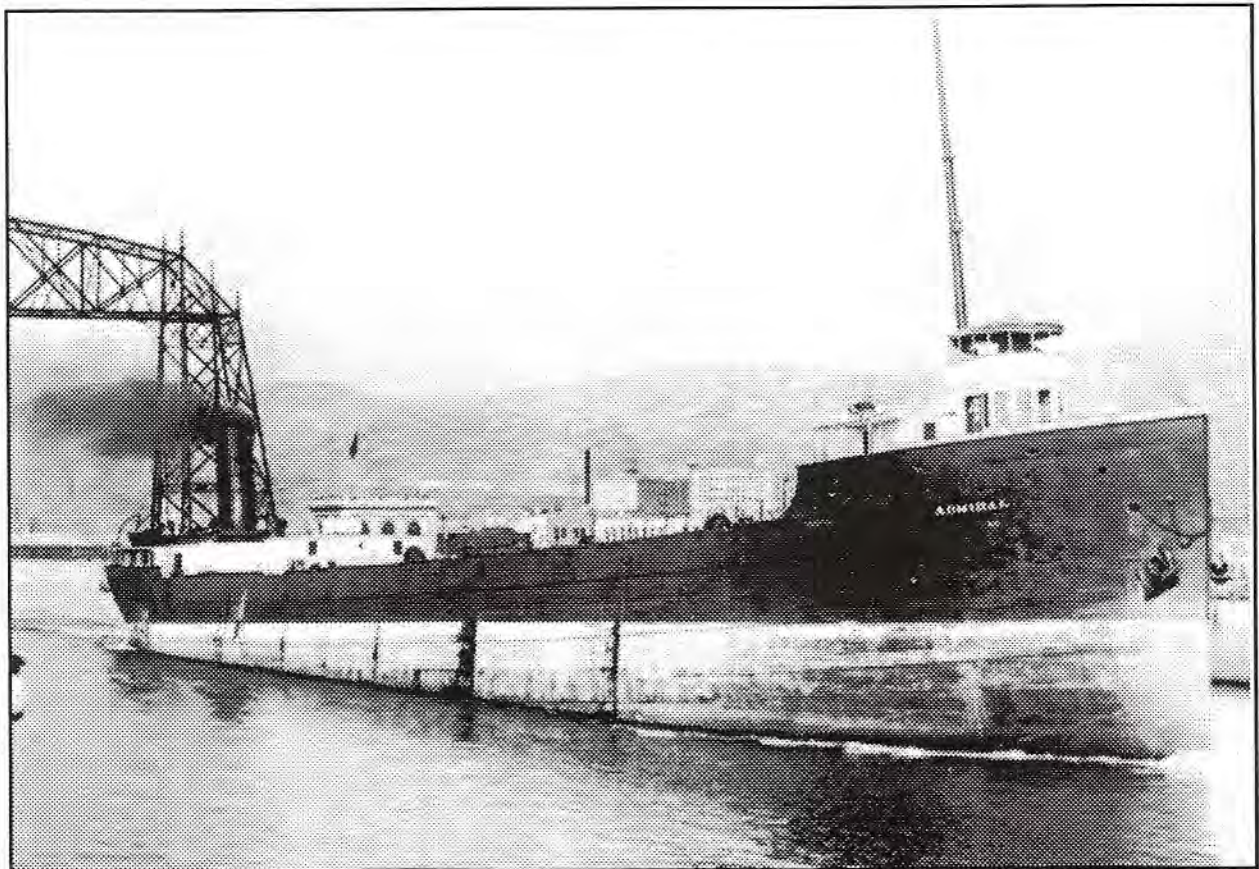
Admiral was a steel bulk carrier dating from 1900. The 440 foot long freighter was a product of the Detroit Shipbuilding Company and constructed at their Wyandotte, MI yard as Hull # 133.

The vessel departed Duluth / Superior on April 27, 1900 with her first cargo, a load of iron ore. Similar shipments as well as those of coal, grain and limestone, kept the ship busy for the American Steamship Company.

She was renamed *J. K. Dimmick* in 1913 and joined the Minnesota Transit Company, under Reiss management, as *Edward U. Demmer* in 1920. The vessel moved to the Milwaukee – Western Fuel Company under Sullivan management, about 1922.

A collision at 0740 hours on May 20, 1923, occurred in heavy fog on Lake Huron and sent the vessel to the bottom. The meeting with the *Saturn* occurred forty miles southeast of Thunder Bay Island and the *Edward U. Demmer* went down in deep water. All 26 crew members were rescued by the sailors aboard the *James B. Eads* and *R. L. Agassiz*.

Saturn, of 1901, was the former *Walter Scranton* and she survived until scrapping at Hamilton in 1947. The *R. L. Agassiz* originally the *William A. Hawgood* of 1907, became *Carle C. Conway* in 1934 and was broken up at Port Arthur in 1963 – 64. *James B. Eads*, the *Globe* of 1894, later joined the Upper Lakes Shipping fleet and was scrapped at Port Weller Dry Docks in St. Catharines from 1965 to 1967.



SALTY SPOTLIGHT



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

M/V SELKIRK SETTLER

Built in 1983 by Govan Shipbuilders Ltd.; Govan, Scotland as Hull # 256
Length - 730'-1" Breadth - 76'-0" Depth - 48'-0"
GRT - 21,547 M. Bulk Carrier
Main Engine - 10,880 bhp Sulzer

The *Selkirk Settler* was a specially designed ship for both Great Lakes and international service. Built for Misener Shipping Ltd., special features, including a ballasting system, allowed for greater lifting of cargo tonnage on the Great Lakes than most ships that traded on the Lakes. She was one of three vessels of this type; the *Canada Marquis*, also built for Misener and *Saskatchewan Pioneer*, which sailed for Pioneer Shipping Ltd. She arrived at Port Weller on her maiden voyage from Scotland on May 5, 1983 and, following inspection, was commissioned the following day. With a port of registry of St. Catharines, Ontario, the *Settler* sailed the St. Lawrence Seaway during the regular season and moved to international trading on saltwater during the winter months.

The ship suffered damage in a collision with the Russian freighter *Komsomolets Latvii* while at Leningrad, U.S.S.R. on January 17, 1985. On December 23, 1987, she loaded what was to be the largest single shipment of feed grain, 25,000 tons of feed grain for shipment to the Maritime provinces. In 1988 she was re-registered to the Isle of Man (U.K.).

In 1991, the *Selkirk Settler* was sold to Federal Pacific (Liberia) Ltd. and registered in the Bahamas. She was renamed *Federal St. Louis* and after two inland voyages was renamed *Federal Fraser*, with new owners listed as Maple Shipping Ltd., and re-registered in the Philippines.

As the *Federal Fraser* she made her debut on the Lakes in 1991 with a voyage to Port Huron and Duluth. She hit a fender at the St. Lambert Lock on this voyage and delayed Seaway traffic for just more than half a day. She was the first salty to visit the Lakes in 1992.

In 1994, her listed owner was Macro Ocean Corporation. This again changed in 1995 to Prominent Shipping Ltd. and was re-registered to Hong Kong. Her registry again changed when, in 1998, she had a Panama registry on her stern.

The year 2000 saw her under new ownership, M & N Shipping Corp.. She made one voyage in 2001 as *Federal Fraser* and then her name was shortened to *Fraser*. Finally, after four visits to the Lakes in 2002, she was sold back to Fednav Inc. who in turn resold her to Canada Steamship Lines in October. In December, 2002, the vessel was renamed *Spruceglen* at Quebec City and returned to the Canadian registry.

After many years sailing between the Great Lakes and far away ocean ports, we may have the pleasure of seeing this ship ply the Port Huron / Sarnia area on a more frequent basis and hopefully, this may also help to prolong her career as a bulk cargo ship.

