

THE LIGHTSHIP



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

Our first meeting of 2003, a joint meeting with the M.H.S.D. was held at 6:00 pm in the Port Huron Museum on Saturday, April 12th with 75 members and their guests in attendance. The evening's entertainment, a slide show entitled *Pesha and His Photos*, was provided by Gareth McNabb of Lexington, MI and Gene Buel of Marine City, MI. The show covered the life of Louis Pesha, the well-known photographer from Marine City. The show was excellently put together showing many of Pesha's photos of 1900-era Lake vessels along with an interesting assortment of historical photos of the Marine City area as it looked at the time, also taken by Pesha, paired with recently taken photos of the same locations to show how they appear today. Gareth and Gene's impressive presentation, along with the dinner provided by the Museum Guild volunteers, was greatly enjoyed by all. As usual, a raffle was held during the evening. Ervin Summerville of Marine City won a DVD of the Str. *Wexford*, lost on Lake Huron during the 1913 storm, donated by Jim & Pat Stayer of Out of the Blue Productions; John Meyland of Clarkston, MI won a book entitled *A Light On The Seaway*, donated by Skip Gillham; Theresa Miller of North Street, MI won a gift certificate for two on Port Huron's tour boat, *Huron Lady II*, donated by owner Capt. John Rigney; Barbara Ziegler of Marysville won a copy of Alexander Meakin's *Master of The Inland Seas*, donated to Lake Huron Lore by the Marine Historical Society of Detroit; Mary Rose of New Baltimore, MI won an

Algoma Tanker hat, donated to LHL by Algoma Central Marine; David Lee of Sombra, ON won a new Algoma Central Marine keychain, also donated to LHL by A.C.M.; Jim Gallant of Cambridge, ON, won a new Inland Lakes Management hat, donated to LHL by your Editor; Gene Buel of Marine City and T. J. Gaffney of Marysville both won a copy of Canada Steamship Lines' book, *Passage to the Sea*, donated to LHL by C.S.L.; Bob Blain of Marine City won a large photograph of the *Algoville* passing under the B.W. Bridges, donated to LHL by the photographer, David Bury of St. Clair Shores, MI; Daniel Michelson of New Baltimore and David Figgs of Marine City, both won a ULS pen, donated to LHL by ULS; Bob Mack of New Baltimore, John Meyland of Clarkston, Jim Gallant of Cambridge, Ginger McNabb of Lexington, Cy Hudson of Sarnia and Pat Stayer of Lexington all won a 2003 Interlake S/S Company calendar, donated to LHL by Interlake S/S Company. Our thanks to all those who kindly donated the gifts and congratulations to the lucky winners.

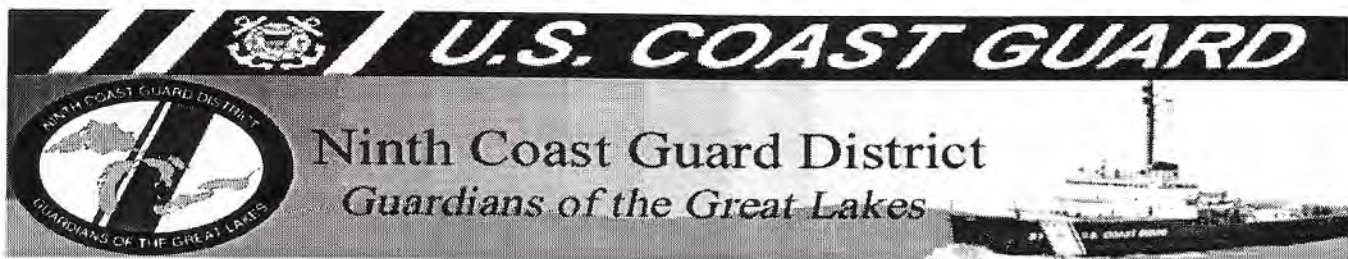
Mark Your Calendar – Our next dinner / entertainment meeting, a joint meeting with our friends of the Marine Historical Society of Detroit, will be held at the Port Huron Museum on Saturday, May 17th. The doors will open at 6:00 pm and the dinner, provided by Faulkner's Catering, will be served at 6:30 pm. The cost is \$10.00 (U.S. funds) per person. Your check or money order, made payable to **Lake Huron Lore Marine Society**, must be received by the closing date of Monday, May 12th. Enclosed is a yellow reservation slip for your convenience. Following the dinner, a short LHL business meeting will be held to elect three Board members for the 3-year term of office beginning June, 2003. The three present incumbents, Paul Schmitt, Gareth McNabb and Ray Bawal Jr. are all standing for re-election. Our evening's guest speaker, Matthew Daley, a dedicated Great Lakes historian and Curator of the Father Dowling Archival Collection at the University of Detroit, will present a program entitled *Many Masks: Revisiting the Life of Alexander McDougall and his Creations, the Whalebacks, 1888-1926*. Mr. Daley has compiled an exhaustive study of Alexander McDougall for his master's thesis. Please join us for an entertaining and enjoyable evening.

*** NAME THIS SHIP ***

Photo
From
Al Sykes
Collection

See
Answer
On Pg. 6





History of USCGC Bramble (WLB 392)

Bramble was built by Zenith Dredge Company in Duluth, MN. She was launched on October 23rd, 1943 and commissioned on April 22nd, 1944. Total cost for the vessel's hull and machinery was \$925,464. As one of thirty-nine 180-foot seagoing buoy tenders built between 1942 and 1944, *Bramble* departed the Great Lakes in the spring of 1945 and sailed to her first home port of San Pedro, CA to perform aids to navigation duties. Later that year *Bramble* was transferred to Juneau, AK for supply and aids to navigation work around the Aleutian Islands.

After World War II *Bramble's* home port changed to San Francisco. Except for a brief stay a Hawaii in 1946, she remained assigned to San Francisco until 1949. From July to October 1947 *Bramble* participated in "Operation Crossroads", the first test of an atomic bomb's effect on surface ships, at Bikini Island. In 1949, *Bramble* was reassigned to San Juan, PR and moved again in 1953 to Miami, FL. About this time renewed interest in the fabled Northwest Passage brought about another mission for the *Bramble*.

The Coast Guard Cutters *Bramble*, *Spar* and *Storis* were selected to attempt a forced passage along the northern shore of Canada for the Pacific to the Atlantic Ocean. Preparations for the difficult voyage included fitting *Bramble* with a stainless steel propeller and strengthening her bow to withstand tremendous pressures created by the Arctic ice pack.

Bramble departed Miami on May 24th, 1957 en route Seattle, WA via the Panama Canal. On July 1st, 1957, the task force departed Seattle for the Atlantic via the Bering Straits and Arctic Ocean. The ships traveled through 4,500 miles on semi-charted water to re-cross the Arctic Circle into the Atlantic. On December 2nd, 1957, *Bramble* returned to Miami. The success of the mission distinguished the three cutters as the first surface ships to circumnavigate the North American Continent.

In 1962, *Bramble* was transferred to Detroit, MI to perform the missions of aids to navigation, search and rescue and ice breaking throughout the Great Lakes. *Bramble* completed a major renovation and overhaul in August, 1974, during which her engines were removed and rebuilt and her berthing areas were expanded and modernized. A new hydraulic boom was also installed.

Upon completion of the major renovation in September, 1975, *Bramble* reported to Port Huron, MI, her present home port. In addition to her normal duties, *Bramble* has been involved in some unique missions. She has frequently served as the Patrol Commander for the annual Port Huron-to-Mackinaw Island sailboat race. This race started in 1925 and is one of the largest fresh water sailboat races in the country, with an average of 300 boats competing each year. *Bramble* has also set buoys for the International Freedom Festival in the Detroit River.

From December, 1986 to April, 1987, *Bramble* performed law enforcement duties in the Caribbean. *Bramble* was involved in six cases during which one vessel was seized, three persons were arrested and 50 tons of marijuana was seized.

From June to November, 1989, *Bramble* again underwent major renovations in Toledo. Her original Cooper Bessemer main diesel engines were replaced with General Motors electromotive Division EMD-645 V-8 diesel engines. New 200 kW ship's service generators, boilers, associated plumbing and electric cable replacement were also part of the project.

1994 marked the Golden Anniversary of *Bramble's* commissioning along with her Great Lakes sister ships *Acadia*, home-ported in Charlevoix, MI and *Sundew*, home-ported in Duluth, MN. The winter of 1996 found *Bramble* conducting relief ferry operations for Harsen's Island. As always, *Bramble* was "semper paratus", always ready to meet the call.



* USCGC *Bramble* in the Welland Canal – Jeff Cameron photo *

Aids to navigate were *Bramble's* primary mission; aids to navigation, assist the merchant fleet and private vessels in safely navigating waterways. *Bramble's* area of responsibility included Lake Ontario, Lake Erie and southern Lake Huron including Saginaw Bay. *Bramble* was responsibility for maintaining 187 buoys, 1 NOAA weather buoy, 6 lighthouses, 3 fog signals, 2 radio beacons and 22 shore side lights. During the winter months, *Bramble's* capabilities as an icebreaker enabled her to escort ships through ice, assist ships in distress and break ice for flood relief.

Bramble primarily deployed twice a year for buoy operations. In the late fall and early winter, *Bramble* spent between 8 to 10 weeks for "buoy decommissioning"; removing buoys and installing temporary winter marks (smaller buoys not normally damaged by ice). Then, starting in early spring as the lake ice began to subside, *Bramble* started the 8 to 10 week "buoy commissioning" season to replace winter marks with regular buoys. Her winter months were normally spent, when not ice-breaking, undergoing maintenance and training; her summer months were usually spent in regularly scheduled dry dock or dockside availabilities, training conferences and festival celebrations throughout the Lakes.

The cutter *Hollyhock*, one of the Coast Guard's new Juniper-class vessels built by Marinette Marine in Marinette, WI, is scheduled to replace *Bramble* in the fall of 2003. The new ship, with a displacement of 1,915 long tons, will be 81 feet longer than the *Bramble* and will operate with 9 less crewmembers.

The USCGC *Bramble* (WLB 392) is scheduled for a decommissioning ceremony at the Port Huron Marine Terminal at 11:00 am, Thursday, May 22nd, 2003.

At this point, the Coast Guard has declared the ship excess to their needs following her decommissioning on May 22nd. The Port Huron Museum is working with the State Agency for Surplus Property to acquire the ship through the government's vessel donation program. They are also working with Congresswoman Candice Miller (10th Congressional District of Michigan) for Federal legislation which would direct the Coast Guard to transfer the ship to the Museum. There are currently seven Michigan Congressional representatives who have signed onto the bill as co-sponsors in support of this measure. If the Museum is successful with their mission, *Bramble* could join the *Huron Lightship* and Fort Gratiot Lighthouse as one more piece of Great Lakes nautical history on display locally for all to enjoy.

"At The Museum"

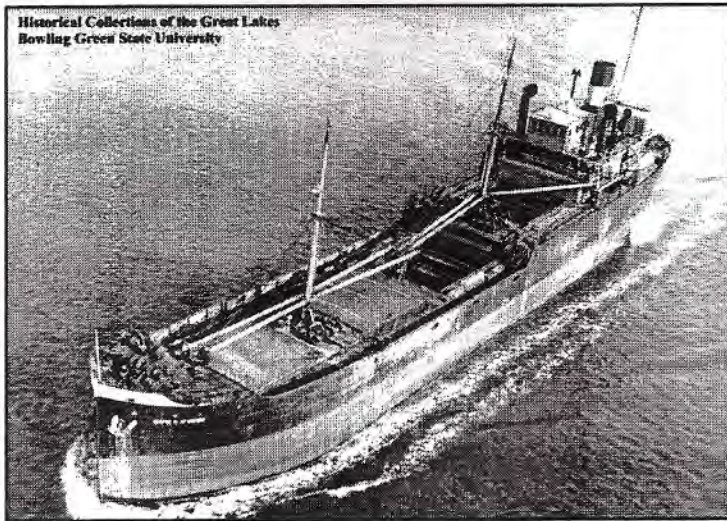
W. J. Crosby Model Donation

By T.J. Gaffney (Information Compiled by Bob and Peter Durand)

A recent donation of a Herman Chapman-built model of the *W.J. Crosby* was made by Peter and Robert Durand to the Port Huron Museum. The model, commissioned in memory of the former president of Port Huron Paper Company, the late George F. Durand, measures nearly 32" long, and has a height and beam of 16" and 6" respectively. The detail in this model is unsurpassed; the donor was told by Mr. Chapman that nearly 5,200 individual "logs" were cut for its pulp-wood deck load. This model fills a significant void in the museum's model collection, and, along with a previously made model of the *Crosby* predecessor *J. C. Ford*, will allow the museum to cover a large part of the Port Huron Paper Company's marine heritage.

From 1922 to 1933, the *W.J. Crosby* was a familiar sight in the Port Huron area. She could often be seen delivering pulpwood logs to the Port Huron Sulphite and Paper Company's mill on the Black River. Built as Hull No. 505 by the Great Lakes Engineering Works in Ashtabula, Ohio in 1919, she had a length of 261 feet, a beam of 43 feet, 6 inches, and depth of 27 feet, 6 inches. Launched in the fall of 1919 as the *Crabtree*, she was constructed for the U.S. Government's Great Lakes Reserve Fleet, and was delivered to salt water through the Welland Canal the same year to join the inactive Reserve Fleet. Powered by a triple expansion steam engine of 1,250 shaft horsepower, she could create steam pressure equivalent to 175 pounds p.s.i. through her two coal-fired scotch boilers.

The *Crosby* was third in a fleet of three vessels purchased by Port Huron Paper Company and its predecessor, the Michigan Sulphite Paper Company, for their pulpwood transportation needs. The first, the *J.C. Ford*, was purchased in 1890 by the Paper Company's maritime subsidiary, the Nipigon Transit Company. She alone held the honors of transporting pulpwood from land owned by the company on the Lake Superior's North Shore for nearly 25 years. By 1915, production needs had increased to the point that a barge was purchased to tow behind the *Ford*, the *George B. Owen*. By the early 1920's the two ships were aging and needed to be replaced. In 1922, the Nipigon Transit Company purchased the *Crabtree* from the U.S. Government for the approximate cost of its construction, \$93,000. Nipigon renamed it the *W.J. Crosby*, in honor of Wilfred Jasper Crosby, a retired shipmaster who was one of the investors in the Company's other subsidiary, the North Shore Timber Company.



* Shown here as the *David H. Atwater* *

The purchase of the *Crosby* and her 3,200-ton displacement nearly tripled the cargo carrying capacity of the *J.C. Ford* and *George B. Owen* combined. Painted a dark green, her hull was extremely distinctive, and would often be seen anchored off downtown Port Huron as it waited for the wind to subside so that it could squeeze her 43 foot beam past the then swing bridges of the Black River that left only inches on either side of her hull. Due to her deep draft, she would often dig out her own channel as she came through the later stages of the river, and it has been recorded that there were many times when part of her deck load would need to be off-loaded just past the Tenth Street Bridge. This action allowed her to be lightened enough so that she could traverse the river past this point

The *Crosby* remained with Nipigon Transit and its successor, the Canada Forwarding Company, until 1933. By this point, transport of pulpwood logs was no longer economically viable, and the *Crosby's* deep draft was too much for the company's leased lands along the Canadian tributaries farther east. The *Crosby* was held for two years and then sold in 1935 to the Atwater Coal Transportation Company of Fall River, Massachusetts, for use as a coal carrier on the Atlantic Coast. Under the

Atwater ownership she was renamed the *David H. Atwater*, and was operated successfully until 1942. On April 2nd of that year, the *Atwater* was 10 miles east of Norfolk, Virginia on her way to Fall River, Massachusetts with 3,900 tons of coal. At 9:22 pm the *Atwater* was shelled and sunk without warning by the German submarine *U-522* commanded by Kapitanleutnant Erich Tropp. As the 27-man crew of the *Atwater* attempted to abandon ship, the *U-522* fired into her lifeboats, presumably to prevent the occupants from reporting the *U-522*'s position. Seeing the slaughter of his shipmates, the *Atwater*'s wireless operator stayed at his key and transmitted SOS until he went down with the ship. Twenty-four of the *Atwater*'s crew were killed by machine-gun fire, with three survivors later picked up by the USCG Cutter *Legare*, a 125-foot patrol vessel operating out of Norfolk. The *Atwater* sank to a depth of 70 feet with her masts sticking up out of the water. For some time after, a red nun buoy marked her as a hazard to navigation, but in 1947 the Superior Diving & Salvage Company obtained the rights to salvage her. Given her current condition as a popular dive attraction with engines and boilers exposed through her collapsed hull plates, it is questionable whether a salvage attempt was ever actually performed.

NAUTICAL NEWS

Annual U.S. Merchant Marine Veterans of W.W. 11 Memorial Service

The U.S. Merchant Marine Veterans, World War 11 (John F. Cromer Chapter, Michigan) cordially invites all of our Society members to attend their Annual Memorial Service which will be held on Saturday, May 24th, 2003, at 11:00 am. at the Holy Cross Church, South Water Street, Marine City, MI. Following the Church service the traditional riverside ceremony of the laying of a wreath on the St. Clair River will take place. In attendance will be the Allied Veteran's Rifle Team, the Knights of Columbus Color Guard and the U.S. Naval Sea Cadets Corps of Detroit. At the conclusion of the memorial ceremonies, everyone is invited by the Lady Mariners for lunch in the Church's activity center.

Port Huron Museum Marine Flea Market

This year's annual Marine Flea Market will take place at the Port Huron Museum on Saturday, June 7th from 9:00 am to 2:00 pm. As always, there will be dealers from Michigan, Ohio and Ontario offering nautical items for sale including books, photos, ship models and numerous pieces of marine memorabilia. It has always proved to be an enjoyable event and an excellent opportunity to meet and chat with fellow "ship friends".

F.Y.I.

On April 6th, *Chios Pride* passed upbound through the Port Huron / Sarnia area as the first saltwater vessel (requiring a pilot) of the 2003 season. The vessel was bound for Marinette, WI to unload a cargo of pig iron ingots from Brazil. Following this, the *Chios Pride* proceeded to Duluth to load grain after receiving repairs for damage suffered in heavy ice.

As of midnight, April 26th, 24 vessels (requiring a pilot) have passed upbound through the Bluewater area since the opening of the 2003 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 Cy Hudson and Lakes Pilots Association Manager Bill Wager

Answer to Name This Ship (Pg.2)

Pegasus (US 81801) Built in 1902 at Cleveland, Ohio as Hull # 409 by American Shipbuilding Company. 416'-0" length x 50'-0" width x 28'-0" draft. 4,776 GRT. Launched as the *William H. Gratwick* (1) for the Cleveland S/S Company of Cleveland, OH. Obtained by Interlake S/S Company, also of Cleveland, in 1915 and renamed *Pegasus* in 1916. Traded to the U.S. War Shipping Administration in 1943 for a new Maritime Class vessel (these vessels were built to upgrade the U.S.'s Great Lakes shipping fleet). Scrapped by Steel Company of Canada, Ltd. at Hamilton, ON in 1947.

BLUEWATER AREA SHIPWRECKS

By Skip Gillham

Norman P. Clement

The *Norman P. Clement* had a diverse career for three owners and two distinct trades. The vessel was built as a bulk carrier by J. S. White & Co., at East Cowes, England. She sailed from Liverpool with manganese ore on April 3rd, 1924, and delivered the cargo to Sault Ste. Marie, Ontario.

Measuring 261 feet in overall length by 43.1 feet at the beam, the 1,729 gross ton bulk carrier usually hauled grain from Buffalo to Montreal for the Eastern Steamship Company and is shown in their colors thanks to a photo from the Earl D. Simzer Collection, courtesy of the late George Ayoub.

In 1936, the newly formed Upper Lakes and St. Lawrence Transportation Company purchased this freighter, and numerous running mates, for their expanding service. During World War II, *Norman P. Clement* received a grey hull and gun placements for work on the Gulf of St. Lawrence.

In peacetime, this ship carried grain, coal and pulpwood most of the time. On May 27th, 1955, she loaded the first cargo of iron ore at Contracoeur, Quebec

for delivery to Toledo. With the

opening of the St. Lawrence Seaway in 1959, this vessel was tied up at Toronto as a grain storage barge.

She was sold to Chembarge Ltd. in 1962 and came to Sarnia and converted to an oil burning chemical tanker.

She usually ran north from Sarnia but occasionally traveled to Hamilton.



** Photo from the Earl D. Simzer Collection **



Norman P. Clement ran aground at Britt, Ontario on October 7th, 1968, and, when released, went to Collingwood for repairs. While there, an onboard explosion on October 16 left eleven injured and the ship beyond economical repair.

The vessel was towed into the deep waters of Georgian Bay on October 23rd, 1968 and scuttled near Christian Island.

SALTY SPOTLIGHT



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

M/V KEIZERSBORG

Built in 1996 by B.V. Scheepswerf "Ferus Smit"; Foxol, Netherlands as Hull # 300
Length - 428'-8" Breadth - 52'-1" Depth - 33'-6"
GRT - 6,141 M. General Cargo
Main Engine - 5,384 bhp Stork-Wartsila

Since the mid 1990's, ships from the Wagenborg Shipping fleet have become regular visitors to the St. Lawrence Seaway. Though not large ships they are still versatile ships that can carry a variety of different cargoes, and also containers. One such ship is the *Keizersborg* which first visited the Seaway in 1997. That voyage happened in November of that year and took her to Cleveland with a cargo of steel coils and steel billets.

Keizersborg is owned by C.V. Scheepvaartonderneming "Keizersborg". This grey hulled ship with white cabins and a red stripe running from bow to stern makes her stand out from many other saltwater ships that pass through this area. Her "Wagenborg" billboard is also refreshing and rare to see on a saltwater ship. From the time of her first visit to the Great Lakes in 1997 to the end of the 2002 season, she has made 8 voyages to the Lakes. Ports of call have included Cleveland, Detroit, Chicago, Burns Harbor and Thunder Bay. Her cargoes have consisted of steel, grain and sugar beets. She can also handle 494 TEU of containers.

Many of her fleet-mates are also regular visitors to the Lakes and often travel to Menominee, Toledo and Duluth to unload bleached pulp wood.

Hopefully this year the *Keizersborg* will again grace us by passing through the Port Huron / Sarnia area.



* James Hoffman Photo *