

THE LIGHTSHIP



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ANNOUNCEMENTS

Our second meeting of 2003, a joint meeting with our friends of the M.H.S.D., was held at 6 pm in the Port Huron Museum on Saturday, May 17th with 54 members and their guests in attendance. The evening's entertainment program, entitled *Many Masks: Revisiting the Life of Alexander McDougall and his Creations*, was presented by Matthew Daley, Curator of the Father Dowling Archival Collection at the University of Detroit. Matthew shared many interesting facts and photos of McDougall's life history as well as his famous whaleback ships. A delicious buffet dinner was provided by Faulkner's Catering of Port Huron. The evening also included a brief re-election of 3 Lake Huron Lore Board members for the 2003-2006 term of office. All 3 incumbents, Ray Bawal Jr., Gareth McNabb and Paul Schmitt, were re-elected for another 3-year term. Congratulations gentlemen. As always, a raffle was held during the evening presenting interesting prizes to many lucky winners in our audience. Rev. Peter Van der Linden of Marysville won an Algoma Tanker hat, donated by Algoma Central Marine; Rhea Wolf of Richmond, MI won a hat donated by American S/S Company; a copy of the book *Ahoy & Farewell*, donated by M.H.S.D. was won by Betty Cunningham of Marysville; tickets for 2 on Port Huron's tour boat *Huron Lady II*, compliments of the vessel's owner, Capt. John Rigney, were won by Jerry Bantin of Shelby Twp; Edith Hoyer of Marine City won a copy of Alexander C. Meakin's *Master of the Inland Seas*, donated by L.H.L.; Jim Gallant of

Cambridge, ON won a nice denim shirt donated by McKeil Marine; Bob Blain of Marine City won a copy of *Passage to the Sea -The Story of Canada Steamship Lines*, donated to L.H.L. by C.S.L.; a copy of *Great Shipwrecks of the 20th Century*, donated by L.H.L. President, Fred Miller, was won by Dick Wicklund of Burton, MI; a copy of Ethel Williamson's book *A Light on the Seaway*, donated by Skip Gillham, was won by Barb Ziegler of Marysville; an Upper Lakes Shipping pen, donated by U.L.S., was given to Nancy Backhurst of Clinton Twp. and last but certainly not least, a copy of the popular magazine *Great Laker*, donated by Roger LeLievre of Ann Arbor, MI, was each won by the following; Frank Ross of Marysville, Paul Schmitt of Lakeport, MI, Betty Summerville of Marine City, Bob Blain of Marine City and Gene Buel of Marine City.

New Members – L.H.L. wishes to welcome aboard Ronald Beaupre of Port Elgin, ON, Frank Frisk of Marysville, MI and Capt. Robert D. Galeota Jr. of Grosse Pointe Woods, MI.

*** NAME THIS SHIP ***



* Capt. W. J. Taylor
Photo *

* See Answer on Page 6 *

Know Your Ships 2003

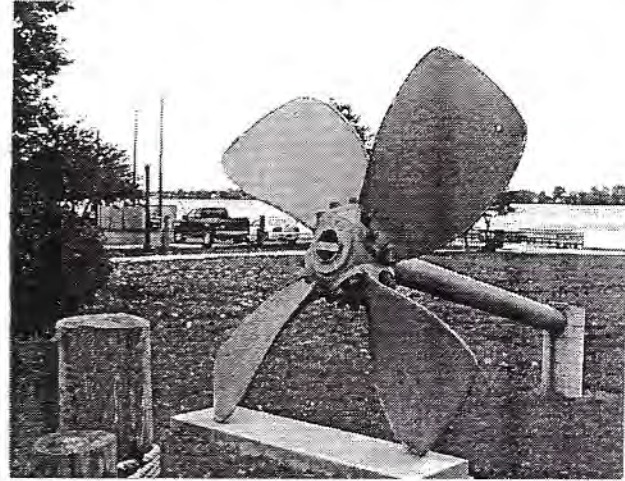
The 44th edition of the annual *bible of boatwatching* on the Great Lakes and St. Lawrence Seaway offers 144 pages of vital statistics on nearly 2,000 U.S., Canadian and International-flag vessels that pass our shores, including owner and port of registry, vital statistics and former names. Also included is horsepower and engine data for major vessels as well as 10 pages of colorful stack markings and flags of Great Lakes / Seaway fleets, information on the Soo Locks, Welland Canal and St. Lawrence Seaway, a guide to Great Lakes marine museums and dozens of superb color photographs of Great Lakes vessels. The price of the book is \$14.95 (U.S. funds), plus \$4.00 shipping & handling (Michigan orders add 6% sales tax), from Marine Publishing Co., P.O. Box 68, Sault Ste. Marie, MI 49783. (906) 632-8417. On-line ordering at www.knowyourships.com.

Marine City's Waterfront by Cy Hudson

The area was first settled by a population of families of mainly French extraction and as a result, the rivers of the district bear French names, la Belle Riviere and St Clair. After George Cottrell Sr., in October, 1781, obtained a deed for land from the Chippewa tribe, the area became known as Cottrellville when it was farmed by him and his descendants. Captain Samuel Ward, a native of Vermont, purchased the land at the mouth of the Belle and St Clair rivers in partnership with Father Gabriel Richard of Detroit when the public lands of Michigan were put on the market in 1818. Their partnership lasted until 1824 when Father Richard sold his interest to Captain Ward. In 1819 Captain Ward arrived with his wife and son and built his log cabin, on what is now Main Street, to begin the community which is now known as Marine City. A short time after his arrival, Captain Samuel Ward established a shipyard and launched a small 28 ton schooner aptly named *ST. CLAIR*, the beginning of a long tradition of shipbuilding in the area. The settlement was first called Yankee Point. The site was plotted in 1821, when St Clair County was organized, and the community was renamed Newport. In 1831 it was given a post office named Belle River with Captain Ward appointed as the first post master. The post office still retained the name Belle River because there was another Newport post office in Monroe County in lower Michigan. However in 1865 the village again was renamed Marine City by the State Legislature and the post office was renamed Marine City. Two years later, in 1867, the village was incorporated as a city. Throughout its history Marine City has certainly lived up to it's maritime heritage, being the home of shipbuilding yards of an estimated output of over 250 wooden and steel ships. The boats built here included barks, schooners, scows, sidewheel steamboats, tow barges and tugs. There were over 25 different shipbuilders in Marine City at one time or another on the Belle and St Clair rivers, some only building one or two before going out of business. Though the Lester & Roberts yard, 1857-1899, built 62 boats, the Morley & Hill yard, 1870-1893, built 22 boats, the Wolverton yard, 1845-1863, built 19 boats. The last shipbuilder of Marine City was the McLouth Shipyard which had been in business since 1910 when it took over the old Lester & Roberts yard. The last two vessels built by the McLouth shipyard in 1932, were the *WIT* (US 231631) a wooden double-ended ferry of 37 gross tons built for the Harsen's Island service. The gas engined *WIT* was the first carferry to carry automobiles to the island and was sold Canadian in 1949. Her final disposition is unknown. The other 1932-built vessel was the *B. H. BECKER* (US 231681), a steel diesel tug which later foundered in Lake Huron in 1937. Many of the inhabitants were also employed to sail these ships on the Great Lakes and rivers of the area. Further prosperity came to Marine City with the discovery of a large salt deposit in 1882, followed by the building of several salt works, also the large-scale manufacture of barrel staves and headings were important too. Today there are reminders of the maritime heritage of Marine City. A stroll along the city's downtown South Water Street provides you with an opportunity to see the results of the recent \$930,000 revitalization of the waterfront which was completed in 2002. A new seawall, a walkway with benches, railings, lighting and landscaping follow the riverbank between Broadway and Bridge Streets. The river walk is linked with the mini-parks of South Water Street and their various marine artifacts; Broadway Park with a U.S. Naval gun, and Waterworks Park, which includes a 60 ft. 35 ton lighthouse, which was formerly on Peche Island on the Ontario side of the Detroit River, east of Belle Isle, donated in June 1983 by the Michigan National Bank president, Stanford C. Stoddard. This park also includes two Memorials, one for the Marine City Fire Department, the other for the War Veterans. There is also the Lions Corwin-Drake Memorial Park which has a ship's anchor, and the Nautical Mile Park which has a propeller. This propeller was found in 1995 by Terry Lisk, a Saginaw diver who



was diving in the small bay just north of Marine City when he discovered it in 28 ft. of water standing upright in four feet of bottom mud just outside the shipping lane. The Marine City Rotary Club then decided to sponsor and fund the project to salvage this propeller and also for it to be suitably cleaned and mounted in the Nautical Mile Park. On November 7th, 1995, a salvage team, organized by Fred Dufty of Algonac, Terry Lisk, Leo DuPuis of Richmond and the late John Trevaskis of Almont, and assisted by Bill Schunk of Sanford & Son Marine of St Clair who used his tug and barge-crane, successfully raised the long lost propeller to the surface. The load was then taken to St Clair to be off-loaded and later trucked to Marine City's Nautical Mile Park. Here it was off-loaded by the then City manager Mike LaChance and city employees. The propeller was later cleaned, painted, fitted with a shaft and then mounted on a cement foundation, along with an appropriate plaque. This work project was chaired by the Rotary Club as well as Lake Huron Lore member Gene Buel of Marine City. The question then naturally arose "Which ship had lost the propeller?" In the September 21, 1916 issue of the newspaper *Marine City News*, it announced that it was planned by Harry Coulby, president and general manager of the Pittsburgh Steamship company, to have 12 to 20 of their ships laid up for the winter at this bay, north of Marine City, where this propeller had been found. However, it is not known for certain if these Pittsburgh ships were ever laid up at Marine City. If they had done so it is possible that the propeller was from one of these vessels. Over the years research has been carried out to identify which ship this propeller belonged to, but to no avail. In the early days of the steamships it was quite common for one to lose a propeller. Finally, Gene's dedication, with many times of delay and frustration, was finally accomplished when on June 14, 2003, nearly eight years after the propeller was first landed ashore, a Rotary Club ceremony took place at the Nautical Mile Park to officially present the propeller to the Marine City Council. Nearly thirty people were present, including members of the original salvage team Fred Dufty, Leo DuPuis, Terry Lisk and Bill Schunk who were introduced by Gene Buel to those gathered. Rotary Club president Craig May then spoke to present the propeller to the citizens of Marine City as a tribute to the men and women who had sailed ships on the Great Lakes and to all the seafarers everywhere who had sailed the world's oceans. On behalf of the Marine City Council it was accepted with gratitude by Bill Klaassen, the city Building Code Inspector. The ceremony closed with a speech by Michigan State representative for the district, Lauren Hager, who congratulated all those who had made the Nautical Mile Park propeller monument possible.

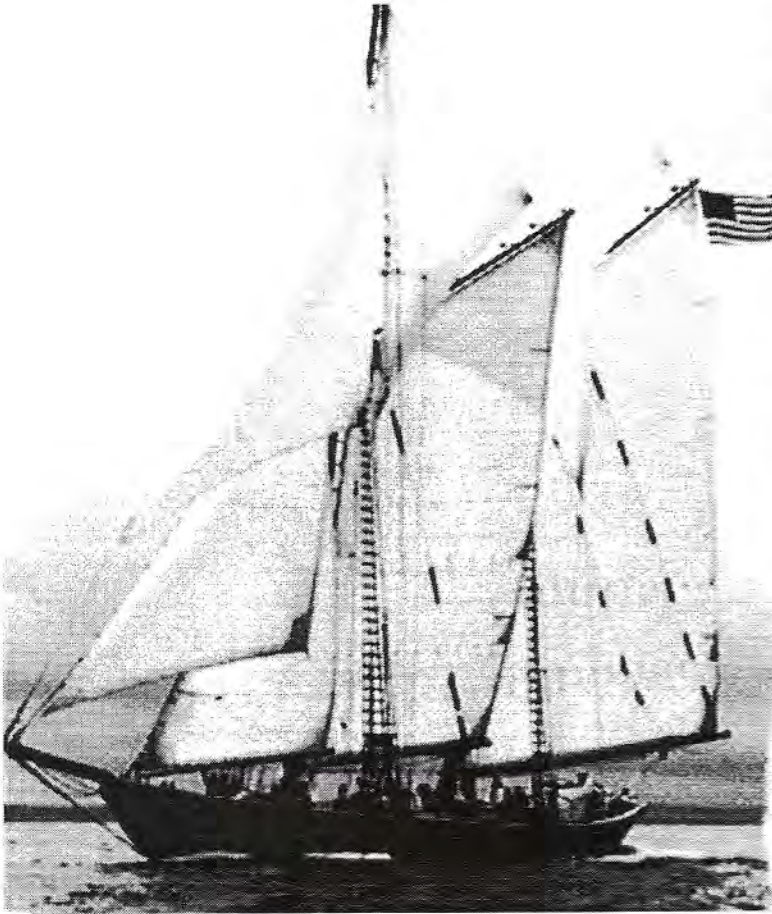


* All 3 Photos by Fred Dufty *

The monument, a lasting tribute to the great maritime heritage of their city and area, may now be enjoyed by the people of today as well as future generations. Following the ceremony, everyone was invited by the Rotary Club of Marine City to a luncheon at the nearby Riviera restaurant.

I would like to acknowledge my appreciation and thanks to my Wednesday Riviera lunch friends Gene Buel, Fred Dufty and Lawrence Taylor who assisted me with their own memories and also the loan of their books in my writing the above Marine City's Waterfront story.

Highlander Sea
Port Huron's Flagship



* Photo by M.A. Burn *

Dedicated to showcasing the marine lore of Port Huron, Michigan, and the Great Lakes region, and providing educational experiences for the public, Acheson Ventures, LLC, purchased *Highlander Sea* for her new role as Port Huron's flagship ambassador. The ship was repatriated to the U.S. in April, 2002.

This gaff-rigged topsail schooner was built in 1924 in Essex, Massachusetts. Originally christened *Pilot*, she served 47 years as a Boston Harbor pilot ship.

In the 1970's she was purchased to circumnavigate the globe, got as far as Fiji and was sold in 1976. Her new owner renamed her *Star Pilot* and obtained U.S. Coast Guard certification as a school-ship.

In 1998, Secunda Marine Services acquired the ship in San Diego, sailed her to Nova Scotia, Canada, renamed her *Highlander Sea* and refit her extensively to train young seafarers.

In her new role, *Highlander Sea* offers opportunities for character development, teamwork and community citizenship for the people of Port Huron, in particular its youth, through leadership and training. The ship rests in Port Huron, sails the Great Lakes & Eastern Seaboard and is available for public tours, educational programs and special events.

Specifications:

Builder	F.W. James & Son Essex, Massachusetts, 2 nd October, 1924
Sparred Length (overall)	154 ft.
Length on Deck	126 ft.
Waterline Length	100 ft.
Draft	14 ft.
Beam	25 ft. 6 in.
Rig Height (from waterline)	125 ft. (plus 6 ft. Masthead Flagstaff)
Hull Material	White Oak
Deck Material	Douglas Fir
Tonnages	140 gross tons, 65 net tons
Power	Twin Detroit Diesel, 8V-92, 350 HP each
Speed	15 knots under sail, 11 knots under power
Total Sail Area	9,728 sq. ft.

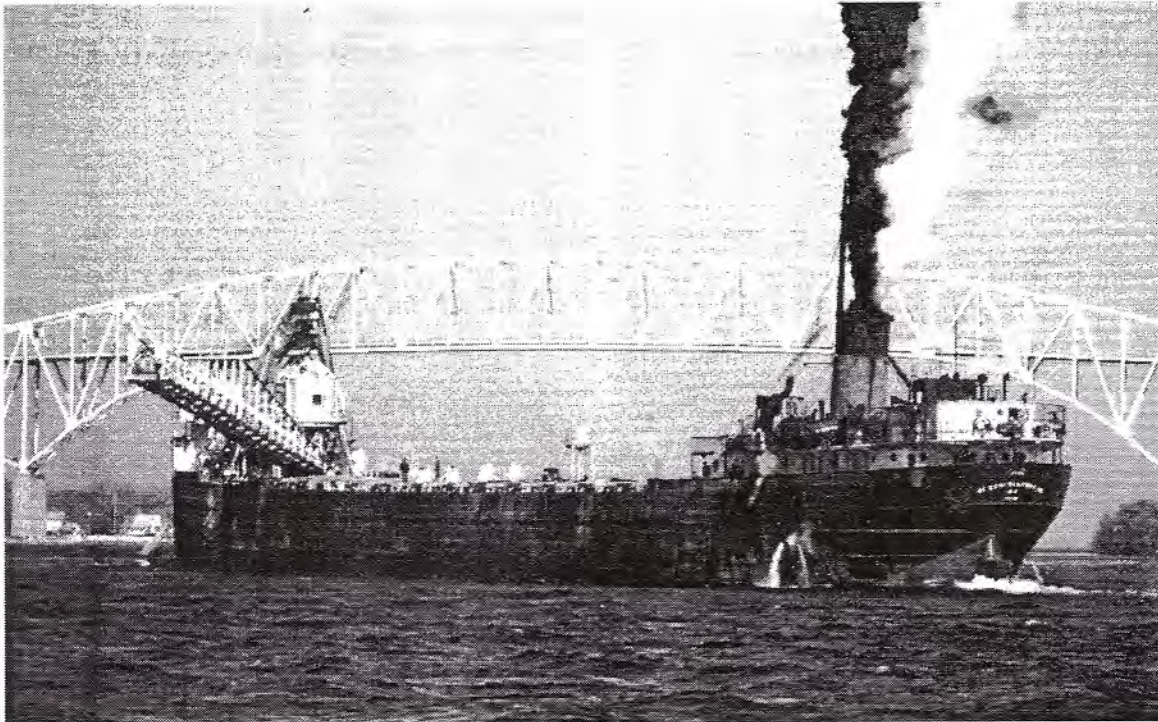
Contact – s/v Highlander Sea, Acheson Ventures, LLC, 660 Fort St., Suite 101, Port Huron, MI 48060-3930
Telephone: (810) 966-0900, Fax: (810) 966-0990

The *J. F. Schoellkopf, Jr.* had just left Port Huron after unloading stone on this nice November, 1974 day. What an unusual sight to see her smoking profusely, and her unloading boom swung out over the side.

However, as I have been told, the boom should have been secured in place, as it would be today on other ships. So, was their a problem with the boom, or, as suggested, a ballast problem? A boom off to the side would compensate for a lack of some ballast water in the side tanks until a correction was made. Only the men on deck knew for sure.

In 1974, the *Schoellkopf, Jr.* was starting her second year for Erie Sand. Built in 1907, at 557 feet, she was one of the last of this size in service on the Lakes. In 1975 this boat was converted to oil power so it would not have as much smoke as it did in 1974 (as seen in the photo).

In 1979, at 72 years old, this old laker was retired. She was towed to Italy for scrap in 1980. However, I will remember this interesting scene on November 9, 1974.



J. F. Schoellkopf Jr.
upbound at
Port Huron on
November 9, 1974.
Dick Wicklund photo

Answer to Name This Ship (Pg.2)

David M. Weir (US 203927) Built in 1907 at Superior, WI as Hull # 516 by the Superior Shipbuilding Company. 540'-0" length x 56'-0" width x 31'-0" draft. 6,611 GRT. Launched as the a) *Sheldon Parks* for the Commonwealth S/S Co. (H.A. Hawgood, Mgr.). Sold to Scott S/S Co. (M.A. Hanna Co., Mgr.) and renamed b) *Edward A. Uhrig*. Sold to Calumet Transportation Co. (M.A. Hanna Co., Mgr.) in 1919. Sold again in 1931 to the Producers S/S Co. (M.A. Hanna Co., Mgr.) and renamed c) *David M. Weir*. Sold to National S/S Corp. (M.A. Hanna Co., Mgr.) in 1936. Sold again in 1953 to Midwest S/S Co. of Detroit (T.F. Browning, Mgr.) and renamed d) *Norman W. Foy* in 1955. Sold to Browning Lines, Inc. of Detroit in 1957. Sold to Marine Salvage, Ltd. of Port Colborne, ON in 1964. Sold in April of that year to A.R.D.E.M., S.A. and towed to Savona, Italy for scrapping.

BLUEWATER AREA SHIPWRECKS

By Skip Gillham

Valcartier

Valcartier sailed in several fleets including Canada Steamship Lines. The vessel was built by the American Shipbuilding Co. and launched at Cleveland as *William Henry Mack* on February 7, 1903. The 374 foot long (overall) by 48.2 foot wide bulk carrier joined the Mack Steamship Co. and worked on their behalf until April, 1906.

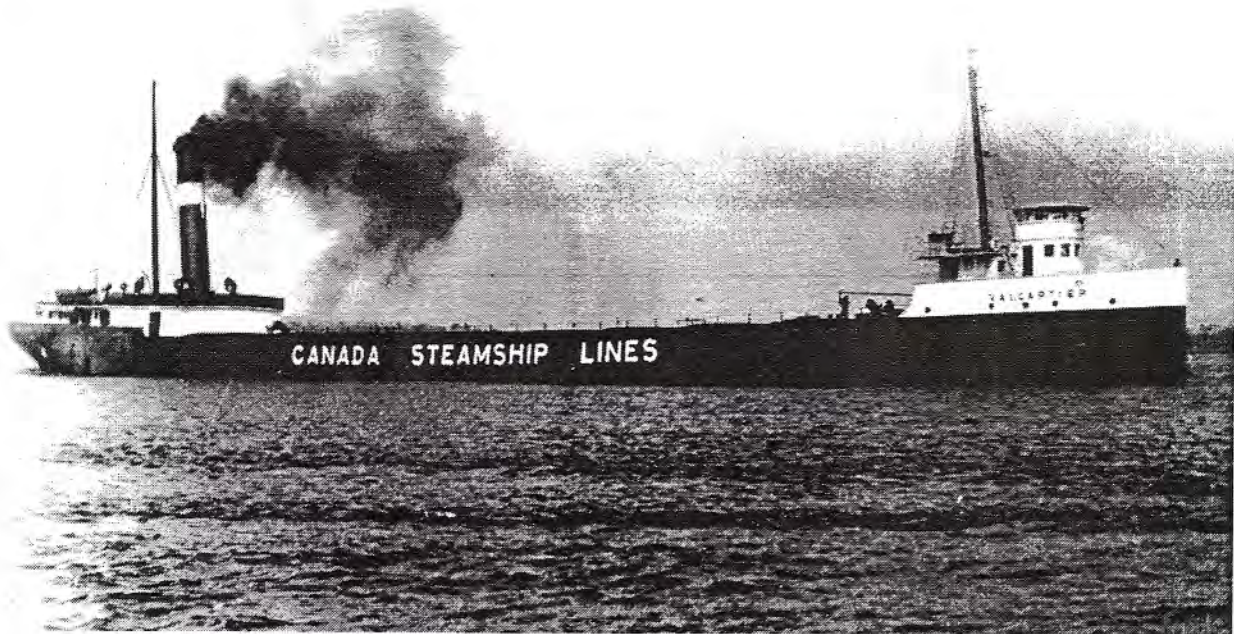
The vessel then moved to the Jenkins Steamship Co. and was involved in a collision on July 9, 1911. That day it rammed and sunk the coal-laden *John Mitchell* off Vermilion Point, Lake Superior, and three lives were lost. Later, on March 25, 1913, *William Henry Mack* broke loose due to sudden flooding on the Cuyahoga River. The runaway demolished the West 3rd St. Bridge at Cleveland and did about \$20,000 damage to the ship.

In 1914, she came to the Canadian side as *Valcartier* and joined Lake Commerce Ltd. She was sold to Sault Shipping Ltd. in 1916, the Montreal Transportation Co. and then Canada Steamship Lines in 1920.

The 3,755 gross ton steamer had her Bluewater area accident on May 13, 1915, when she collided with the *A.W. Osborne*, a) *Andrew Carnegie*, above Corsica Shoal on Lake Huron. Damage to the freighter was listed at \$35,000 and another \$25,000 to the cargo of grain. *Valcartier* is shown at Sault Ste. Marie in a photo from the collection of the Milwaukee Public Library.

Valcartier was the first to find wreckage from the *Lambton* on April 20, 1922, when the latter disappeared while delivering lighthouse keepers and supplies on Lake Superior.

The Depression sent a number of ships to the wall and *Valcartier* tied up at Midland, ON in 1932. The vessel was sold for scrap and broken up there by Frankel Bros. in 1937.



A. E. Young Photo of *Valcartier* taken in 1928 – Milwaukee Public Library

SALTY SPOTLIGHT



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

M/V BROOMPARK

Built in 1982 by Sunderland Shipbuilders Ltd., Pallion, Sunderland, UK as Hull # 19
Length - 617'-4" Breadth - 76'-0" Depth - 47'-7"
GRT - 18,189 M. Bulk Carrier
Main Engine - 12,000 bhp Sulzer

The saltwater vessel *Broompark* was a sporadic Seaway visitor up to the time she was sold to other interests. She first visited the Lakes in 1982. She was owned by Denholm Line Steamers Ltd. and registered in the United Kingdom. She made a few appearances on the Lakes in the 1980's, returned in 1990 and then again in 1998. She made up for a bit of lost time by making three trips that year. Her ports of call included Hamilton, Duluth, Toronto, Cleveland, Burns Harbor and Windsor. Her port of registry also changed that year to the Isle of Man.

In 1999 *Broompark* was sold to Millenium Maritime Inc. and registered in the Cayman Islands. She made 5 trips inland that year. She brought titanium to Ashtabula on her first trip, furnace slag to Cote Ste. Catherine on the second trip and steel to Burns Harbor on the third. On this particular trip her outbound cargo was wheat loaded in Duluth. Her next (forth) voyage took her to Detroit with stainless steel coils and an outbound cargo of wheat. The final voyage took the *Broompark* to Burns Harbor with a load of steel, then on to Thunder Bay to load a cargo of potash. She returned again in 2000 and made 4 voyages adding Cleveland and Hamilton to her list of ports of call. She returned to the Lakes again in 2001 on three separate trips.

The demise of Millenium Maritime Inc. saw the *Broompark* being sold in 2002 and renamed *Cardinal*. She made no voyages to the lakes under this name and I am unsure of her owners at that time. The name was short-lived as she was renamed *Lake Superior*, owned by Trophy Shipping Co. Ltd. and registered in Cypress the same year. To add confusion to this, Fednav's former *Federal Thames* also sailed the Lakes after 1995 as *Lake Superior*. Under this new name, the *Lake Superior* sailed to Windsor and Detroit with steel and then on to Duluth to take on an outbound cargo of grain.

It is interesting to note that, as the *Broompark*, she sailed most of her career under one name and for the same owner for approximately 17 years. She also seems to have escaped unscathed as far as incidents are concerned. She seems to be a well-maintained ship and hopefully could see a few more years of service.



Photo taken by
Roger Bamber
Oct. 1, 1998
Doug Schilz
Collection