

THE LIGHTSHIP



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lakehuronlore@advnet.net

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

Our fourth and final Dinner / Entertainment Meeting of 2003, a joint meeting with our friends of the Marine Historical Society of Detroit, was held at the Port Huron Museum on Saturday, December 6th. The evening began with a nice dinner served by the Museum Guild, followed by one of our customary raffles. George Lee, Barb Babel, Gareth McNabb, Barry Hiscocks and Gerry Clary each won a 2004 MHSD calendar; Jack Kelley won a print of the *Kinsman Independent* by local artist Jim Clary; Tony Schenk won a nice photo of the *Kinsman Independent*, taken and donated by Dick Wicklund, and Mary Better won a copy of Roger LeLievre's shipping guide - *Know Your Ships 2003*. Debbie Gudich was the lucky winner of four different prizes; a copy of William Oxford's book - *Ferry Steamers*, a copy of Skip Gillham's book - *ULS Shipping* as well as a 1998 and 1999 *The Lakers* calendar. Wilma Murawski won a copy of the popular magazine *Great Laker*, and John Bailey won a photo of the USCGC *Hollyhock* taken and donated by Frank Frisk. Wallace Bailey chose a 1997 *The Lakers* calendar while Harry Gilbert opted for a 2002 *The Lakers* calendar.

Mark Your Calendar – A Member's Slide Night will be held in the Port Huron Museum's lower level at 7:00 pm on Saturday, February 7th. Bring some of your favorite marine-related slides and feel free to bring along a friend. Please use the Museum's Wall Street (side) entrance. A door prize will be presented to a lucky winner during the evening.

New Members – L.H.L. wishes to welcome aboard Andrew Gudich of Roseville, MI, Angie Williams of Lake Orion, MI, Mary Ignatowski of Lake Orion, MI and Wilma Murawski of Port Huron.

New LHL Board Member Required – Following the resignation of Karen Gorski from Lake Huron Lore's Board of Directors, an opening for a new Board Member has been created. Any LHL members interested in applying for the position can contact LHL President Fred Miller at 5250 Robinwood Dr., North Street, MI 48049 or (810) 982-9832.

2004 Membership Dues – Please be aware, if you have yet to renew your LHL membership for 2004, this will be the last copy of *The Lightship* that you will receive. Your membership to Lake Huron Lore Marine Society is valued and we hope you will continue your membership with the Society.

Entertainment Meetings for 2004

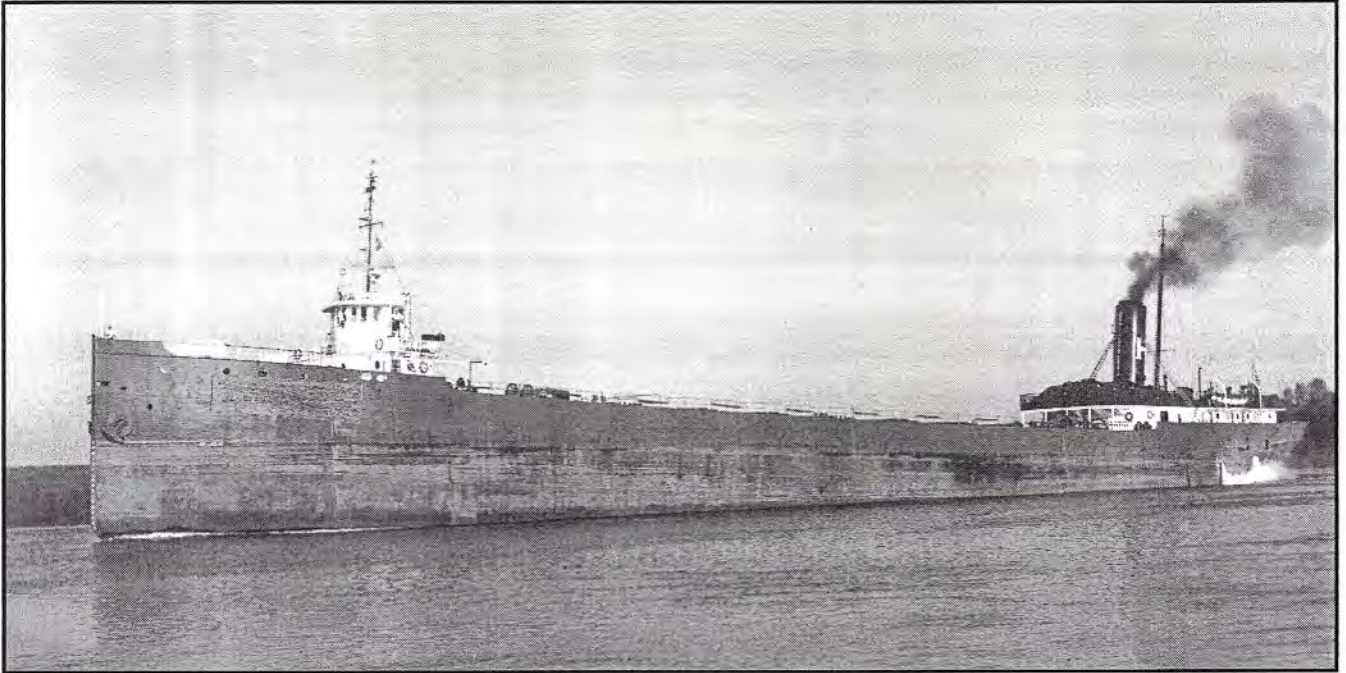
Note: All the meetings are joint meetings between the Lake Huron Lore Marine Society and the Marine Historical Society of Detroit and will be held at the Port Huron Museum at 1115 6th Street in Port Huron.

- 1) Member's Slide Night on Saturday, February 7th at 7 pm.
- 2) Dinner Meeting on Saturday, April 3rd at 6 pm. Museum Guild Catering. Our speaker will be Gareth McNabb of Lexington, MI who will present a slide program *The Stranded Whales*. It will cover the various accidents and disasters that befell the unusual Whaleback steamers.
- 3) Dinner Meeting on Saturday, May 15th at 6 pm. Faulkners Catering. Our speaker will be Dick Wicklund of Burton, MI who will present a slide program entitled *Tinstacker Stories*. His theme will be tales of the ships and people of the Great Lakes.
- 4) Dinner Meeting on Saturday, September 18th at 6 pm. Faulkners Catering. Our speaker will be Jim Luke of Marysville, MI. The title of his program will be announced at a later date.
- 5) 2nd Member's Slide Night on Saturday, October 9th at 7 pm.
- 6) Dinner Meeting on Saturday, December 4th at 6 pm. Museum Guild Catering. Our speaker will be Ken Niemi of Port Huron. He will present a slide program entitled *The Reiss Fleet*, an account of the famous Great Lakes Fleet.

* In addition to the above entertainment meetings, there will be two Marine Flea Markets held, in co-operation with Acheson Ventures, at the Seaway Terminal in Port Huron.

- 1) Saturday, June 5th from 9 am to 2 pm.
- 2) Saturday, October 23rd from 9 am to 2 pm.

Ships in Trouble: The Great Lakes 1850 – 1930, the latest book from author Skip Gillham, looks back at some of the mishaps and disasters involving ships that sailed the Great Lakes long ago. This exceptional collection of 240 black & white photographs is presented in chronological order with captivating anecdotes of the various ships. This 6" x 9", 128-page, soft-covered book can be purchased by sending a check or money order for \$22.95 (Canadian funds) to Looking Back Press, P.O. Box 2131, 1 Northrup Crescent, St. Catharines, Ontario, Canada L2R 7S2. (e-mail address is vanessa.kooter@vanwell.com)



* Photo from Al Sykes Collection *

* See Answer on Page 6 *

Sarnia Harbor Winter Lay-Up List

According to a representative from Shelley Machine & Marine Inc. of Sarnia, ten Canadian vessels are **tentatively** scheduled to lay-up for the winter months in Sarnia Harbor. Among the ten expected vessels are ACM's three 650-foot self-unloaders, the *ALGORAIL*, *AGAWA CANYON*, and *ALGOWAY*, a very rare occurrence, indeed. Two of Algoma Tankers' ships, the *ALGOEAST* and *ALGONOVA*, are scheduled to use Sarnia Harbor as a lay-over port while waiting to load winter cargos.

<u>Vessel</u>	<u>Owner</u>	<u>Location</u>
M/V <i>MAUMEE</i>	Lower Lakes Trans. Co.	North Slip – North End
M/V <i>CALUMET</i>	Lower Lakes Trans. Co.	North Slip – North End
M/V <i>NANTICOKE</i>	Canada Steamship Lines	North Slip – South End
M/V <i>ALGOWOOD</i>	Algoma Central Marine	North Slip – South End
S/S <i>SAGINAW</i>	Lower Lakes Towing Ltd.	Cargill Elevator Dock
M/V <i>CUYAHOGA</i>	Lower Lakes Towing Ltd.	Cargill Elevator Dock
M/V <i>AGAWA CANYON</i>	Algoma Central Marine	Government Dock
M/V <i>ALGOWAY</i>	Algoma Central Marine	Government Dock
Tug <i>JOHN SPENCE</i>	McKeil Marine Ltd.	Government Dock (west end)
M/V <i>ALGORAIL</i>	Algoma Central Marine	Sydney Smith Dock
Tkr. <i>ALGONOVA</i>	Algoma Tankers Ltd.	Temporary lay-ups between cargos
Tkr. <i>ALGOEAST</i>	Algoma Tankers Ltd.	Temporary lay-ups between cargos

THEODORE TOO's New Role

The diminutive replica "fun tugboat" with an orange ball cap *THEODORE TOO* (C.821598) which toured the Great Lakes in 2001, was an immense delight to all her visitors, especially the children in every port she visited. Unfortunately her owner, Cochran Marine Inc. of Halifax, Nova Scotia, went into receivership in April, 2002 and the tugboat was returned to the Canadian Coast Guard base in Dartmouth, N.S. to be laid up. The July, 2003 issue of "SHIPFAX", a newsletter that notes the ship movements of the Port of Halifax, edited by Mac Mackay, announced that the 86 grt. 2000-built *THEODORE TOO* had entered service as a harbor tour boat and was expected to do well in this new assignment.



* *THEODORE TOO* at Halifax, N.S. on
Sept. 20, 2003 – Cy Hudson Photo *

From The Files By Cy Hudson

10 Years Ago ... (1994)

The winter of 1993-1994 was one of the most severe winters on the Great Lakes in recent memory, with abnormally frigid temperatures which began about Christmas-time and lasted well into mid-February. This resulted in Lakes Superior, Huron and Erie to be completely frozen over, causing very few winter vessel operations. The C.C.G.S. *SAMUEL RISLEY* and *GRIFFON* were kept busy on the Detroit and St. Clair Rivers throughout the winter.

Jan. 1 - The *ALGOWAY* closed the 1993/94 shipping season at the Allouez taconite facility at Superior, WI when she departed with a full cargo of pellets bound for the Algoma Steel plant in Sault Ste. Marie, ON.

Jan. 5 - The *PRESQUE ISLE* was the last vessel of the season to discharge at the C & P ore dock in Cleveland when she arrived with a 52,910 ton cargo of taconite pellets.

Jan. 14 - The last transits of the season at the Soo locks were completed by the *JOHN B. AIRD*, *CASON J. CALLOWAY*, and the *ALGOWAY*, all downbound. The *ALGOWAY* was officially noted as the last commercial vessel of the season when she locked down at 3:30 pm, in ballast bound for winter lay-up in Sarnia, ON.

Jan. 23 - Scrapping began, at the Canonie / Andrie dock on Muskegon Lake, of the cement barge *MEL WILLIAM SELVICK*, formerly the *SAMUEL MITCHELL*, built in 1892 by the Globe Iron Works of Cleveland.

Jan. 26 - The first vessel of the "new" shipping season at the Canadian Soo was the tanker *GEMINI* which arrived with a cargo of furnace oil from Sarnia. The USCGC *MACKINAW* assisted in the upbound passage in the St. Mary's River. The Desgagnes-owned tanker *THALASSA DESGAGNES*, which was salvaged as a wreck and refurbished in 1993, re-entered service when she loaded a cargo at St. Romuald, QC for Montreal delivery where she arrived on February 2. It was reported that the recent new acquisition will be operated by a newly formed subsidiary named Desgagnes Citerne Inc.

Feb. 10 - The Canadian 85 ft. tug *PRINCESS No. 1* became trapped in heavy Lake Erie ice while bound from Erieanu to Windsor. The breakers CCGS *SAMUEL RISLEY* and the USCGC *NEAH BAY* were called to render assistance and managed to free the tug. The *PRINCESS No. 1* arrived safely the next day at the Canadian Coast Guard Station at Wallaceburg, ON escorted by the *RISLEY*. However, later in the evening, the tug sank at the dock with only her mast, wheelhouse roof and stack above water level. The owner of the tug, Colin Barry Gayton of Harrow, ON was to have charges filed against him by the Canadian Coast Guard, for operating the tug without a properly licensed captain aboard.

The captain at the time was only licensed to operate a ferry between Detroit and Windsor.

20 Years Ago ... (1984)

The 1984 navigation season marked the 25th anniversary of the opening of the St. Lawrence Seaway.

Jan. 12 - The Texaco Canada Inc. 1970-built tanker *TEXACO WARRIOR (11)*, which had lain idle at the Versatile Vickers shipyard at Montreal, QC since December 16, 1982, left under her own power for Sydney, Nova Scotia. Her new owner, Waterose Marine Ltd. of Cyprus, renamed the tanker *TRADER* under Cypriot registry.

Jan. 20 - The Quebec and Ontario Transportation Co. Ltd., which had announced the previous month that it was ceasing operations, reported that their entire fleet of eight ships would be sold to Le Groupe Desgagnes Inc. The fleet consisted of the *CHICAGO TRIBUNE*, *FRANQUELIN*, *NEW YORK NEWS*, *THOROLD*, *MELDRUM BAY*, *GOLDEN HIND*, *OUTARDE*, and *LAC STE-ANNE*.

Feb. 8 - While in lay-up at the Hocking Valley dock in Toledo, the 59 year old steamer *WILLIAM G. MATHER* suffered heavy fire damage in her aft section. A vagrant, who perished in the blaze, started the fire which destroyed the galley as well as the officer's and crew's dining rooms.

30 Years Ago ... (1974)

Due to the continuation of relatively mild winter weather which prevailed over the Lakes region, shipping was allowed an extended season owing to low stocks of materials for the steel industry.

Jan. 17 - At the Welland Canal, the final passages were made by the *NORTHERN VENTURE* which was down-bound on January 17th and the *FRONTENAC*, up-bound the next day on the 18th.

Feb. 7 - The Soo Locks ceased operations for the 1974 season with the final passage of the *ROGER BLOUGH*.

Feb. 9 - U.S. Steel reported the closing of their winter navigation season when the *ROGER BLOUGH* and the *JOHN G. MUNSON* arrived at Gary and South Chicago with taconite cargos from Two Harbors.

Feb. 21 - Final passage in the Straits of Mackinac was made by Hannah Inland Waterway Corp's tug *JAMES A. HANNAH* with a barge.

F.Y.I.

On Tuesday, Dec. 23rd, 2003, the foreign vessel *CASHIN* (*ex-MILLENIUM HAWK*, *ex-LT ARGOSY*) passed down through the Port Huron / Sarnia area as the last saltwater vessel to leave the upper Lakes for the 2003 sailing season. According to Bill Wager of the Lakes Pilots Association in Port Huron, 311 vessels, requiring pilots, visited the upper Lakes during the 2003 sailing season. In comparison, 382 vessels visited the upper Lakes in 2002, 403 vessels in 2001, and 465 vessels in 2000. *This number includes saltwater 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 for their contributions.

Historic Lake Vessels in Color – Collector Photo Book Series # 1

The Marine Historical Society of Detroit is proud to announce the publication of the first of a series of books featuring rare color photos of Great Lakes ships. The book contains 24 color photos plus those on the front and back covers. The photos, approximately 7 x 10 inches, are reproduced from slides taken mostly from the late 1940's through the early 1960's. The rarity of these photos is the primary consideration for their selection. A brief history for each ship is included, as well as the names of the photographers, locations and dates the photos were taken. The photos in this soft-covered book were obtained from the collections of 12 outstanding Great Lakes photographers and are printed on top quality paper which will make excellent additions to any collection. This new book is available for \$12.95 (U.S. funds), which includes shipping & handling, to members of the Marine Historical Society of Detroit. For non-members, the cost is \$20.00 (U.S.). Please send your check or money order, payable to the Marine Historical Society of Detroit, to our Publications Manager, Jim Jackson, at 8566 Cadillac Circle, Grosse Ile, MI 48138.

Bluewater Passages

By Dick Wicklund

PATERSON (1)

On August 22nd, 1981, the steamer *PATERSON* (1) was seen from Point Edward, looking toward Port Huron, as it passed under the Bluewater Bridge. She was built in 1953 at Port Arthur, ON at 574 feet in length. After only thirty-one years of age, she was sold for scrap in 1984, following two years of lay-up. This means, that in 1981 (as seen in the photo), she would serve only one more season.

In 1985, a new *PATERSON* came out and at over 160 feet longer than the first one. The smaller (first) *PATERSON* was small by 1953 standards and this gave her a shorter life of service, compared to other Lakers of her vintage.

In 2002, the Paterson Fleet itself ended with the sale of the company's last running ships to Canada Steamship Lines. The second *PATERSON* became their (CSL's) *PINEGLEN* (2). When that occurred, I could not help but remember the first *PATERSON* that I saw on that nice August morning in 1981.



* Steamer *PATERSON* (1) upbound at Sarnia / Port Huron on August 22, 1981 – Dick Wicklund Photo *

Answer to Name This Ship (Pg.3)

GEORGE STEPHENSON (US 86367) Built in 1896 as Hull # 116 at West Bay City, MI by F. W. Wheeler & Co. 407'-4" length x 49'-3" width x 23'-8" height. Built for the Bessemer S/S Co. of Cleveland, Ohio. Merged into the Pittsburgh S/S Co. of Cleveland in 1901. Sold to the Buckeye S/S Co. (Hutchinson, Mgr.) of Cleveland in 1939. Sold to Beta Lake Ship Co., Inc. (Continental Grain Co.) of Buffalo, N.Y. in 1959 and used as a grain storage barge in Buffalo harbor. Sold to Diesel Sales & Service, Ltd. of Burlington, Ontario in 1963. Sold again the same year (1963) to Steel Co. of Canada, Ltd. *STEPHENSON* was towed down the Welland Canal on July 12, 1963 by tugs *NORTH CAROLINA* and *LAWRENCE C. TURNER* to Hamilton, Ont. where she was cut apart for scrap metal.

BLUEWATER AREA SHIPWRECKS

By Skip Gillham

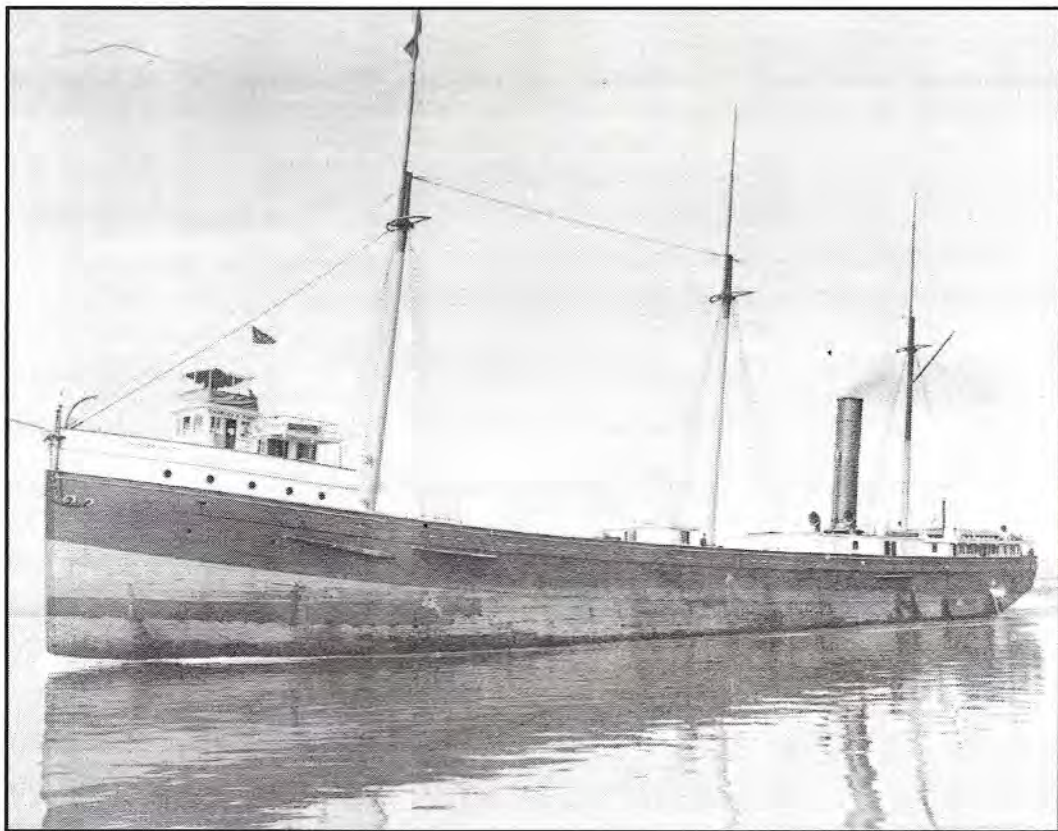
CHARLES A. EDDY

The *CHARLES A. EDDY* caught fire in Lake Huron on August 29, 1906. The vessel was enroute to Cleveland with a load of iron ore and the crew, realizing the danger, abandoned the burning vessel.

Sailors from the side-wheel passenger and freight carrier *CITY OF MACKINAC* (2) later named the *CITY OF HOLLAND*, picked up the crew and left the *CHARLES A. EDDY* to sink. All were surprised when the stricken steamer arrived at Port Huron under her own power manned by a salvage crew.

The 295 foot, 10 inch overall long, 2,075 gross ton vessel had been built by the Detroit Shipbuilding Co. and launched at Wyandotte, MI in 1889. The ship sailed for the Eddy-Shaw Transit Company and was rebuilt after the fire. *Note: The HOWARD L. SHAW was a better known member of the Eddy-Shaw Fleet.*

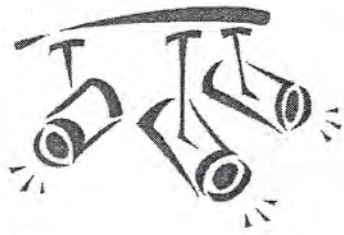
The vessel lasted for about another ten years and then the hull was cut down to serve as a drydock at Sturgeon Bay about 1918. Later the remains were broken up for scrap.



* Steamer *CHARLES A. EDDY* – Milwaukee Public Library *

Skip Gillham has written many excellent Great Lakes Shipping books which include books of Canadian Ship Yards, Shipping Companies as well as books with chapters focusing on individual ships. These books make excellent gifts and can be purchased from Skip Gillham, P.O. Box 443, Vineland, ON, Canada, L0R 2C0.

SALTY SPOTLIGHT



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

M/S STELLAMARE

Built in 1982 by B.V. v/h Scheepswerven Gebr. Van Diepen; Waterhuizen, Netherlands as Hull # 1016.
Length - 289' 4" Breadth - 51' 2" Depth - 24' 8"
GRT - 1,496 M. Heavy-Load Carrier
Main Engine - 2,800 Krupp MaK

The *STELLAMARE* recently made headlines in Albany, New York, unfortunately due to a tragic accident. On Dec. 9, 2003, while loading a cargo of G.E. generators, the *STELLAMARE* slowly listed away from the dock while loading a second generator that weighed 308 tons. The end-result was the generator ending up in the Hudson River with the ship lying on a 45 degree angle and three crewmen lost. A tragedy indeed!

Originally, this ship was named *VALKENSWAARD*, was owned by Marlot Scheepvaartmij B.V., and registered in the Netherlands. She never visited the Great Lakes under this name.

In 1987 she was renamed *STELLAMARE* and her owners became Jumbo Navigation N.V.. She made her first appearance on the lakes in 1989. Unfortunately, I do not have her port of call. She was an infrequent visitor. Her next visit was not until 1992, a trip that took her to Manitowoc, Wisconsin. She returned on the Lakes again in 1994, this time stopping in Detroit, Michigan. She again made a single inland voyage in 1995 and her last call to the lakes was in 1998 when she sailed to Cleveland, Ohio. All of her Great Lakes voyages were without incident. In fact, her overall career was uneventful until this accident.

It is thought that her cargo shifted in the hold during the lift of the generators, but until an investigation is held, it really is too early to speculate. In the mean time, she sits in the Port of Albany's harbor, awaiting her fate. Most salt-water ships reach the end of their career around the 20 year mark, though many go past that age. We will have to wait and see if her salvage will result in her sailing again, or if she will make one final voyage to the scrap yard.



* *STELLEMARE* in the Welland Canal on May 18, 1992 – Doug Schilz Collection *