

THE LIGHTSHIP



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

Our first Dinner / Entertainment Meeting of 2004, a joint meeting with our friends from the Marine Historical Society of Detroit, was held at 6 pm, Saturday, April 3 at the Port Huron Museum with 79 guests in attendance. The guest speaker of the evening was Gareth McNabb of Lexington, MI who presented a program entitled *The Stranded Whales*. Our thanks to Gareth for presenting an enjoyable and very informative program. As always, a raffle was held after dinner. Mary Better and Tom Baumgarten both won a color photo of the new USCG *HOLLYHOCK*, taken and donated by Fred Miller. Jim Watts won a nice lighthouse photo taken and donated by Frank Frisk. Some beautiful sunset photos, taken and donated by Fred Miller, were won by Don Wilson and Don Corbett. An ISMA mouse pad, donated by Captain George Haynes, was won by Jim Watts. A copy of the book, *Master of the Inland Seas*, donated by the Marine Historical Society of Detroit, was won by Don Wilson. Tickets for a ride on Port Huron's tour boat *HURON LADY II*, donated by owner Captain John Rigney, were awarded to David Bury and Bob Baldwin. A CD, entitled *Great Lakes in Depth* and donated by Dick Wicklund, was won by Dave Pilon. A copy of the informative book, *Ahoy & Farewell II*, donated by the M.H.S. of Detroit, was awarded

to Robert Brown. A nice woven crest of the Columbia S/S Co. logo, donated by the evening's speaker, Gareth McNabb, was won by Jim Gallant. An insulated coffee cup, donated by Canada Steamship Lines, was won by Richard Duncan. George Lee won an American S/S Co. hat, donated by Lake Huron Lore. Don Krenke won a Hammond Bay River Cruises hat, donated by co-owner George Lee. Captain George Haynes won a color photo of the *MICHIPICOTEN*, taken and donated by Fred Miller. A color photo of the Steamer *GOLDEN HIND*, also taken and donated by Fred Miller, was won by Bill Orchard. Bill also won a DVD entitled *A Salvager's Nightmare*, donated by Jim Stayer. Last but not least, the book entitled *If We Make It Til Daylight*, the story of survivor Frank May and the sinking of the steamer *CARL D. BRADLEY*, was won by Ken Niemi.

Mark Your Calendar - Our third Dinner Meeting of 2004, which will also be a joint meeting with our friends from the M.H.S. of Detroit, will be held at the Port Huron Museum on Saturday, May 15. The doors of the Museum will be opened at 6:00 pm and the dinner, prepared by Faulkner's Catering, will be served at 6:30. The cost is \$13.00 (US funds) per person with checks or money orders made payable to **Lake Huron Lore Marine Society** and received by the closing date of Wednesday, May 5. 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, 2004. The three present incumbents, Theresa Miller, John Coulter and Terry Doyon, are all standing for re-election. The evening's entertainment program, entitled *Tinstacker Stories*, will be presented by fellow Lake Huron Lore member and Director, Dick Wicklund of Burton, MI. The program touches on the life of Lloyd A. Campbell, Chief Engineer. As usual, a raffle will be held providing our guests with a chance to win some interesting nautical prizes. Please join us for an entertaining and enjoyable evening.

New Members – L.H.L. wishes to welcome aboard Bill Orchard of Shedden, ON.

Annual U.S. Merchant Marine Memorial Service – The U.S. Merchant Marine Veterans of World War II (John Cromer Chapter) once again cordially invites our Society members and their families to attend their Annual Memorial Service which will be held at the Holy Cross Church, South Water Street, Marine City at 11:00 am, Saturday, May 22. The service will be followed by the traditional riverside ceremony of laying a wreath on the St. Clair River. At the conclusion of the memorial ceremonies, everyone is invited by the Chapter Lady Mariners for lunch and fellowship in the Church's activity center. *Speaking in London, England in 1944, General Dwight D. Eisenhower stated: "Every man in this Allied command is quick to express his admiration for the loyalty, courage and fortitude of the officers and men of the Merchant Marine. We count on their efficiency and their utter devotion to duty as we do our own; they have never failed us, yet in all the struggles yet to come we know that they will never be deterred by any danger, hardship or privation. When final victory is ours, there is no organization that will share its credit more deservedly than the Merchant Marine."*

*** NAME THIS SHIP ***



Photo from
Al Sykes
Collection

See Answer
on Page 6

How Things Have Changed

By Skip Gillham

As we see fewer shipping companies and fewer ships plying our inland seas, it is worthwhile to look at a busier era and note the change. In 1928, Canada Steamship Lines, the largest of the Canadian fleets, operated 83 coal burning steamers, plus 20 passenger ships. The freight carriers made 2,116 trips while the passenger vessels had 1,565 trips among the coal-fired vessels, and another 340 trips for the oil burning carriers.

The coal burning freighters consumed 244,126 tons of coal while the coal-fired passenger steamers required 52,050 tons. The oil burners drank 3,807,938 gallons of fuel for the year.

In 1929, C.S.L. added the *GRAINMOTOR*, *DONALD STEWART* and *CITY OF WINDSOR* but soon the Depression would send parts of their fleet to the wall and many would never sail again. Their ships in the 1928 season are listed in order of numbers of trips along with the amount of coal or oil consumed as well as the miles per ton of coal or barrel of oil.

<u>Ship</u>	<u>Trips</u>	<u>Tons of Coal</u>	<u>Miles per Ton</u>
GLENELG	124	3477	10.7
COLLIER	72	3470	6.0
DONNACONA	53	7177	4.2
ARVIDA	52	2181	9.2
RENVOYLE	51	4285	7.8
COALHAVEN	50	2085	4.2
CITY OF TORONTO	36	2768	8.2
COLLINGWOOD	35	4669	7.2
CITY OF KINGSTON	35	2640	9.1
RENFREW	35	3790	7.3
CITY OF HAMILTON	31	2996	7.7
ROYAN	31	3213	6.3
BRENTWOOD	30	3958	7.5
MIDLAND KING	30	3506	8.1
PORTSMOUTH	30	3918	7.8
WESTMOUNT	29	6482	5.0
EMPEROR	29	6064	5.7
PRESCOTT	29	3925	7.5
ASHCROFT	28	5911	4.9
VALCARTIER	28	2815	9.9
EDMONTON	27	2277	10.9
MIDLAND PRINCE	27	4471	5.8
MARTIAN	27	3225	8.5
GLENEAGLES	26	6369	4.9
OSLER	26	4030	6.3
IGNIFER	25	2301	6.8
GODERICH	24	4865	5.7
DUNDAS	24	2196	8.4
BRIGNOGAN	24	2650	7.6
LENNOX	23	2216	7.9
HASTINGS	23	2453	7.0
LEMOYNE	22	6938	3.7
HAGARTY	22	6475	3.6
BEAVERTON	22	2860	9.0

<u>Ship</u>	<u>Trips</u>	<u>Tons of Coal</u>	<u>Miles per Ton</u>
WATERLOO	22	2341	7.0
NORFOLK	22	1864	8.9
LANARK	22	2136	7.9
CHANDLER	22	1688	8.8
WINONA	21	2166	7.7
MEAFORD	21	1899	8.2
BARRIE	21	1807	8.4
PENETANG	21	2098	7.7
VINMOUNT	21	1797	8.4
KINMOUNT	21	2097	7.4
SELKIRK	21	3180	7.3
CANADIAN	21	3297	7.1
SASKATOON	20	3528	6.6
WEYBURN	20	3219	7.5
CALGARIAN	20	2978	7.5
KENORA	20	3066	7.2
GLENROSS	20	2797	7.2
KINDERSLEY	20	2394	8.0
GRANBY	20	2693	5.1
ANTICOSTI	20	2366	6.3
ELGIN	20	2037	7.3
OXFORD	20	2101	7.4
KIPAWA	20	1808	8.1
MAPLETON	20	1930	7.8
MAPLEHILL	20	2357	7.4
CAMROSE	20	1526	9.8
CHATSWORTH	20	2527	6.0
CHAPLEAU	20	1856	8.4
CANMORE	20	1734	8.8
PONOKA	20	1888	7.3
ROSEMOUNT	20	1957	7.7
WINNIPEG	19	2911	8.4
LETHBRIDGE	19	3479	6.8
KNOWLTON	19	2527	7.7

<u>Ship</u>	<u>Trips</u>	<u>Tons of Coal</u>	<u>Miles per Ton</u>
MAGOG	19	2534	6.1
SIMCOE	19	2168	6.4
THUNDER BAY	19	1649	8.0
MAPLEHEATH	19	1859	7.5
FAIRMOUNT	19	2090	9.3
SHERBROOKE	18	2302	6.0
ACADIAN	18	2326	8.0
COURTRIGHT	17	1973	6.9
CITY OF MONTREAL	17	2442	7.7
HUGUENOT	16	2207	7.7
STARMOUNT	15	2003	9.1
MAPLECOURT	14	1981	8.4
SARNIAN	14	1786	7.7
SASKATCHEWAN	14	1335	11.3
HAMILTON	14	1408	6.8
<u>Passenger Ships</u>			
CORONA	468	468	7.8
CAYUGA	307	307	5.3
LOUIS PHILIPPE	211	1361	---

<u>Ship</u>	<u>Trips</u>	<u>Tons of Coal</u>	<u>Miles per Ton</u>
CHIPPEWA	151	2634	4.7
BEAUPRE	96	4271	4.4
SAGUENAY	71	5039	4.9
KINGSTON	57	3789	7.4
TORONTO	57	3883	7.2
THOUSAND ISLANDER	33	347	---
HAMONIC	30	8040	5.0
CAPE TRINITY	29	2334	6.3
HURONIC	27	6778	5.2
NORONIC	16	5310	4.2
CAPE ETERNITY	12	1034	6.5
		<u>Gallons</u>	<u>Miles / Barrel</u>
QUEBEC	81	961,480	1.04
TADOUSSAC	80	1,042,935	1.10
RAPIDS PRINCE	58	177,189	.393
RAPIDS QUEEN	55	230,506	.504
ST. LAWRENCE	35	748,078	.98
RICHELIEU	31	647,750	1.03

Based on information taken from the November, 1977 issue of "CSL Skuttlebutt"



* LENNOX was part of the 1928 CSL Fleet – Alf King Photo *

Seaway Ships 2003

Rene Beauchamp's book, *Seaway Ships 2003*, the only publication that lists all the salties that traveled the St. Lawrence Seaway in 2003, is now available. This 8-1/2" x 11", spiral-bound, 46-page book, which offers 20 color illustrations along with plenty of information about the foreign vessels, can be purchased for the price of \$18.65 for U.S. customers (U.S. funds) or \$19.95 for Canadian customers (Canadian funds). Both prices include air-mail postage. Make your check or money order payable to: RENE BEAUCHAMP, 904 Bellerive, Montreal, Quebec, Canada, H1L 3S5.

E-mail address: rbeauchampmarinephoto@sympatico.ca.

From The Files By Cy Hudson

10 Years Ago ... (1994)

May 1 – Rail Ferry service between Windsor and Detroit came to an end after 96 years when the Norfolk & Southern Railroad suspended tug operations. With the recent enlargement of the Detroit-Windsor rail tunnel, there was no longer a need for rail barges to carry the double-stacked railroad cars. Actually, the last crossing took place on April 30, the previous day, by the tug *R.G. CASSIDY*. The Detroit-Windsor rail ferry service had been in operation since 1898, when it was introduced by the Wabash Railroad.

May 14 – The self-unloader *RICHARD REISS* left the Port Weller Dry Dock at one minute past midnight with her "new" unloading boom. On April 13, the *REISS* was discharging a stone cargo at the Osborne Materials Dock at Fairport, OH, when her boom collapsed into the Grand River and the dock side. The boom was declared beyond repair. Three days later the *REISS* sailed for Port Weller, arriving there April 9 to be fitted with the boom from the steamer *HOCHELAGA*, removed from the vessel several years earlier before she was cut up for scrap. When the work was completed, the *REISS* was due to leave Port Weller on Friday, May 13, however, her owners, Erie Sand Shipping Co. would not let her return to service on "unlucky" Friday the 13th so she stayed in dry dock until one minute past midnight, Saturday, May 14, before departing. She stopped at the Port Colborne fuel dock where the new boom underwent tests before sailing into Lake Erie. The *REISS* still had about 3,000 tons of cargo remaining on board which could not be unloaded after the boom mishap.

May 18 – Following her \$200,000 refit, the steam tug *EDNA G* was towed by the G-tug *KANSAS* from the Fraser Shipyard at Superior, WI, to Two Harbors, WI, to enable her to continue her work as a historical display at that port.

May 27 – Kinsman's *HENRY STEINBRENNER* (4), built by Great Lakes Engineering Works at Ecorse, MI as Hull # 154 in 1916 for Pittsburgh S/S Co. as the *WILLIAM A. MCGONAGLE*, and renamed *HENRY STEINBRENNER* (4) in 1986, was towed from Toledo Lakefront Dock on this date by the McKeil tugs *ROBERT B* and *STORMONT*. Arriving at the scrap yard in Port Maitland, ON on May 30, dismantling of the vessel was completed by September, 1994. At the time of her scrapping, the *STEINBRENNER* was the second-last coal-burning bulk freighter on the Great Lakes. The *S.T. CRAPO* became the last coal-fired Great Lakes bulk freighter by the end of the 1994 season.

June 4 – Great Lakes Towing's tug *SUPERIOR* and barge *EMC-100*, loaded with old lime kilns from Algoma Steel were down-bound at the Soo bound for Chicago. Once there, the barge *EMC-100* was moved down the Mississippi, where the kilns were off-loaded at New Orleans for transshipment to a South American port.

15 Years Ago ... (1989)

May 10 – Great Lakes Towing's tugs *ARKANSAS* and *LOUISIANA*, which had both sank at their Duluth berths on March 27 and were later raised, passed down through the Poe Lock at the Soo under tow of the G-tug *OHIO*, bound for a Cleveland repair yard.

May 24 – The long-idle passenger vessel *AQUARAMA* was towed to the Edison Plant at Marysville by Malcolm Marine's *TUG MALCOLM* and *BARBARA ANN*, six days before a City council deadline to leave the port of Sarnia.

The *AQUARAMA* had been the subject of concern to the City for a considerable amount of time while in lay-up at the Sidney Smith Dock since her arrival on July 10, 1988. There had been no progress with any of the announced and expected renovations to the vessel, hence the deadline. The *AQUARAMA* did not remain at her Marysville berth very long. On June 1, the two Malcolm Marine tugs moved the vessel to the Russell Street slip in Windsor, ON, just south of the Ambassador Bridge.

June 3 – The *CAPT. EDWARD V. SMITH*, the 595-foot Bahamas-registered self-unloading barge, converted from the former American S/S Company self-unloading steamer *ADAM E. CORNELIUS* (3), was christened at Halifax, NS.

June 15 – In ceremonies held in Buffalo, the American S/S Co. self-unloading vessel *ROGERS M. KYES* was renamed *ADAM E. CORNELIUS* (4), in honor of the son of one of the fleet's founders. The vessel was upbound in the Detroit River the next day.

June 18 – Kinsman's *HARRY COULBY*, which had been renamed *KINSMAN ENTERPRISE* (2) while fitting out at Superior in late April, departed Duluth loaded with a spring wheat cargo bound for Buffalo. The *COULBY* had been idle since November 5, 1981.

June 21 – The esteemed historic marine ferry *G.A. BOECKLING* was the object of arson while she was moored at the Hocking Valley docks on the Maumee River in Toledo, undergoing extensive renovations. The ferry's entire wooden superstructure was destroyed to the main deck. The hull and deck also suffered severe structural damage. On June 27, the group known as "Friends of the *BOECKLING*" which had so generously donated their time, expertise and finance, decided against any further restoration plans for the 80 year-old vessel, resulting in the vessel being abandoned to the underwriters.

June 23 – The idle *SAMUEL MATHER* (7) was moved from the Dearborn Rouge Slip by the Gaelic tugs *SHANNON* and *BANTRY BAY*. The *SHANNON* then towed the vessel to the Hocking Valley Dock in Toledo. On December 20, 1994, the *MATHER* (7) was towed by the Gaelic tugs *GAELIC CHALLENGE* and *PATRICIA HOEY* (2) to Port Maitland, ON arriving at that port the following day to be later dismantled by Marine Recycling & Salvage Ltd.

F.Y.I.

On April 4, *TORO*, bound for Thunder Bay, ON, passed upbound through the Port Huron / Sarnia area as the first saltwater vessel (requiring a pilot) of the 2004 sailing season.

As of 10 am, April 26, 27 vessels (requiring a pilot) have passed upbound through the Bluewater area since the opening of the 2004 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)

RED CROWN (US 236823) Built in 1937 as Hull # 292 at Manitowoc, WI by the Manitowoc Shipbuilding Co. Overall Dimensions: 453'-4" length x 55'-0" width x 25'-5" height. G.T. – 5,443 tons. Built as a tanker for Standard Oil Co. and named *RED CROWN*. Ownership changed to American Oil Co. in 1962 and renamed *AMOCO INDIANA*. Sold to Medusa Cement Co. of Cleveland, OH in 1987, reconstructed as a self-unloading cement barge, shortened to 420'-5" and renamed *MEDUSA CONQUEST*. Purchased by Cement Transit Co. of Cleveland in 1999 and renamed *SOUTHDOWN CONQUEST*. Pushed by tug *SUSAN W. HANNAH*.

Note: As *AMOCO INDIANA*, the vessel went aground on shoals in Grand Traverse Bay (Lake Michigan) on January 10, 1977. The vessel was freed after part of her cargo was transferred to her sister ship *AMOCO WISCONSIN*, and was then accompanied to Traverse City for inspection by the Coast Guard cutter *WESTWIND*. She also spilled between 300 and 400 gallons of gasoline at the Soo after hitting the lock wall on July 9, 1982. The tanker then sailed for Bay Shipbuilding Co. at Sturgeon Bay for hull repairs.

BLUEWATER AREA SHIPWRECKS

By Skip Gillham

ATLANTIC

ATLANTIC was rebuilt from the burned-out remains of the wooden passenger and freight propeller *MANITOULIN*. The ship had originally been constructed by John Simpson at Owen Sound, Ontario in 1880. It went to work for the Great Northern Transit Co., but did not last long.

The ship hauled freight on the main and 'tween decks and was equipped with passenger cabins on the upper deck. She visited the small ports around Georgian Bay, the North Channel, Manitoulin Island and, in the summer, Mackinac Island.

On May 18, 1882, the steamer caught fire due to an overturned lamp in the engine room. The blaze erupted off Manitoulin Island and the ship was deliberately run aground near Manitowaning. *MANITOULIN* was largely destroyed. There was a significant loss of life ranging from 11, and in some accounts, up to 30. Others suffered burns.

The gutted hull was refloated and taken to Owen Sound to be rebuilt. It returned to work on the familiar route as *ATLANTIC* and joined Northern Navigation, via merger, in 1889. The vessel is shown in a photo from the collection of the James Studio.

On November 10, 1903, a hundred years ago last fall, *ATLANTIC* was headed to Parry Sound with a late season load of passengers and freight. They encountered a storm en route and were almost swamped but came through only to catch fire. The blaze began off the Pancake Islands and apparently started in hay that had been soaked with coal oil in the tumult of the storm. All on board were rescued but *ATLANTIC* burned and sank south of Spruce Island, west of Parry Sound.

Today the propeller and rudder can be found in about 10 feet of water while the bow angles into a deeper area of up to 40 feet.



SALTY SPOTLIGHT



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

FEDERAL ST. LAURENT (2)

Built in 1978 by Hyundai S.B. and Heavy Industries at Ulsan, South Korea as Hull # 3076.
Length: 619'-0", Breadth: 76'-1", Depth: 47'-1"
GRT – 16,986 M. Bulk Carrier
Main Engine – 10,400 bhp B&W

In 1978, Federal Commerce & Navigation took delivery of the first of two handy-sized ships from Hyundai. The new ship was named the *FEDERAL ST. LAURENT*. This was the second vessel to carry this name for Federal. Her listed owner at the time was Federal Pacific (Liberia) Ltd. and she was registered in Liberia. She was designed to carry not only bulk cargoes, but also prefabricated houses and buildings, large modules, pipes and containers. She is similar in design to four other bulkers that were constructed for Federal by Hyundai, the main difference being the overall length, plus the fact that they had four deck cranes. Two of the cranes were of 25 metric tonne capacity while the other two were at 20 metric tonne capacity (see *The Lightship*, Mar/Apr. 1998 Vol. XIX No. 2). Her maiden voyage to the Lakes was in 1978.

She was to become a regular visitor to the Lakes throughout her career. Her typical cargoes were steel, grain, ore, crushed glass and pig iron. Over the years she experienced a few incidents, her first in 1985 when she was in collision with the Mercier Bridge. On July 9, 1993, while in the St. Mary's River, she grounded after missing a turn in the river. She was freed the following day without serious damage.

In May, 1994, a more serious incident occurred when she hit

a submerged object in the St. Mary's River near Neebish Island. She was damaged along 375 feet of her bottom along with a 75-foot tear on her starboard side. This put the ship out of service for four months while she received repairs at Bay Shipbuilding.

The vessel made her final inland voyage as the *FEDERAL ST. LAURENT* in June, 1995 and, while on that trip, was sold and renamed *FEDERAL DORA*. Her new owners being Pacific Investment Maritime S.A. and now registered in Greece, she was chartered back to Fednav. She made 12 round-trips to the Lakes between 1996 and 1998. Her final voyage was to the ports of Windsor and Milwaukee in November of 1998. The ship didn't visit the Great Lakes in 1999. She was renamed *DORA* that year, made one final voyage to Marinette with a load of pig iron, and then sailed outbound from Duluth with a cargo of wheat. After 22 seasons of appearances on the Lakes, this hard working vessel was taken out of service and delivered to Chittagong, Bangladesh on May 5, 2003, where she was broken up for scrap.



* *FEDERAL ST. LAURENT* down-bound at Sarnia / Port Huron
on July 11, 1993 – T. Doyon Photo *