

THE LIGHTSHIP



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

Our second Dinner / Entertainment Meeting of 2004, a joint meeting with our friends from the Marine Historical Society of Detroit, was held at 6 pm, Saturday, May 15 at the Port Huron Museum. The guest speaker of the evening was L.H.L. Board member, Dick Wicklund of Burton, MI, who presented an enjoyable program entitled *Tinstacker Stories*. An excellent dinner was prepared by Faulkner's Catering. During the evening, Board members Theresa Miller, John Coulter and Terry Doyon were re-elected for another 3-year term as L.H.L. Directors. A raffle was also held with the following people winning the following prizes: Dave Buslawski and Dick Duncan both won an Algoma Tanker hat, donated by Algoma Central Marine; Frank Ross won a hat donated by America S/S Company; Rev. Peter Van der Linden won a hat donated by Upper Lakes Group; ship magnets, donated by the evening's guest speaker, Dick Wicklund, were won by Dave Figgs, Mike Hallum and Gareth McNabb; Don Dotzert won a photo of the *CASON J. CALLAWAY*, also donated by Dick Wicklund; Rev. Peter Van der Linden also won a Dick Wicklund photo of the self-unloader *CUYAHOGA* as well as a copy of a book by Alexander C. Meakin, entitled *Master of the Inland Seas*, donated by Lake Huron Lore; Mike Hallum also won the book *Ahoy &*

Farewell, donated by the Marine Historical Society of Detroit; a gift certificate for two on the excursion boat *HURON LADY II*, donated by the owner, Captain John Rigney, was won by John Wisely; Barb Ziegler and Rhea Wolf each won a pen donated by Upper Lakes Group; Floyd Wisely was the lucky winner of a copy of Chris Kohl's book, *Shipwreck Tales*, donated by Barb Ziegler, as well as a *Hammond Bay River Cruises* hat, donated by John Meyland. Last but not least, Jim Gallant won a copy of the January/March issue of the magazine *Seaway Review*, also donated by John Meyland. Thanks are extended to those who assisted with the many jobs associated with holding a successful dinner / entertainment meeting.

New Members – L.H.L. wishes to welcome aboard Dick & Janice Golder of East China, MI and Joe Kennedy of Sterling Heights, MI.

Mark Your Calendar - At 10:00 am, Saturday, August 14, 2004, the excursion boat *HAMMOND BAY*, owned and operated by L.H.L. members David & George Lee, will depart her dock at Leeland Gardens, located two miles south of Sombra, ON, for a three-hour narrated cruise. The boat will sail up the St. Clair River to Stag Island and return to her dock at 1:00 pm. A light lunch will be provided during the cruise. No alcohol will be served or permitted on board or in the dock area. The cost of the excursion is \$19.00 (U.S. funds) or \$25.00 (Canadian funds). Reservations may be made directly to *Hammond Bay River Cruises*, Box 502, Marine City, MI, 48039 or RR#1 Port Lambton, ON, N0P 2B0 or phone (519) 892-3973. A map to the dock will be mailed to you upon request. U.S. residents are asked to please bring their identification for returning to the United States. Early reservations are recommended as we are limited to the boat's capacity of 40 people. For information about the *HAMMOND BAY* and her owners, visit their website at www.hammondbaycruises.com.

*** NAME THIS SHIP ***



Photo by Rev. Peter Van der Linden

See Answer on Page 6

- At The Museum -

Items : Box Compass & Fire Extinguisher

These two items are on display in the Marine section on the upper floor of the Port Huron Museum. They are from the *OMAR D. CONGER*, a wooden passenger vessel that was a very familiar sight to many of the local residents on both sides of the St. Clair River in the early 1900's, during the era prior to the building of the Bluewater Bridge. The vessel provided a cross-river ferry service between Port Huron and Sarnia as well as being a frequent excursion boat for such things as ship launchings in Port Huron and Sarnia, summer voyages to Wallaceburg and the St. Clair Flats as well as moonlight cruises into lower Lake Huron.

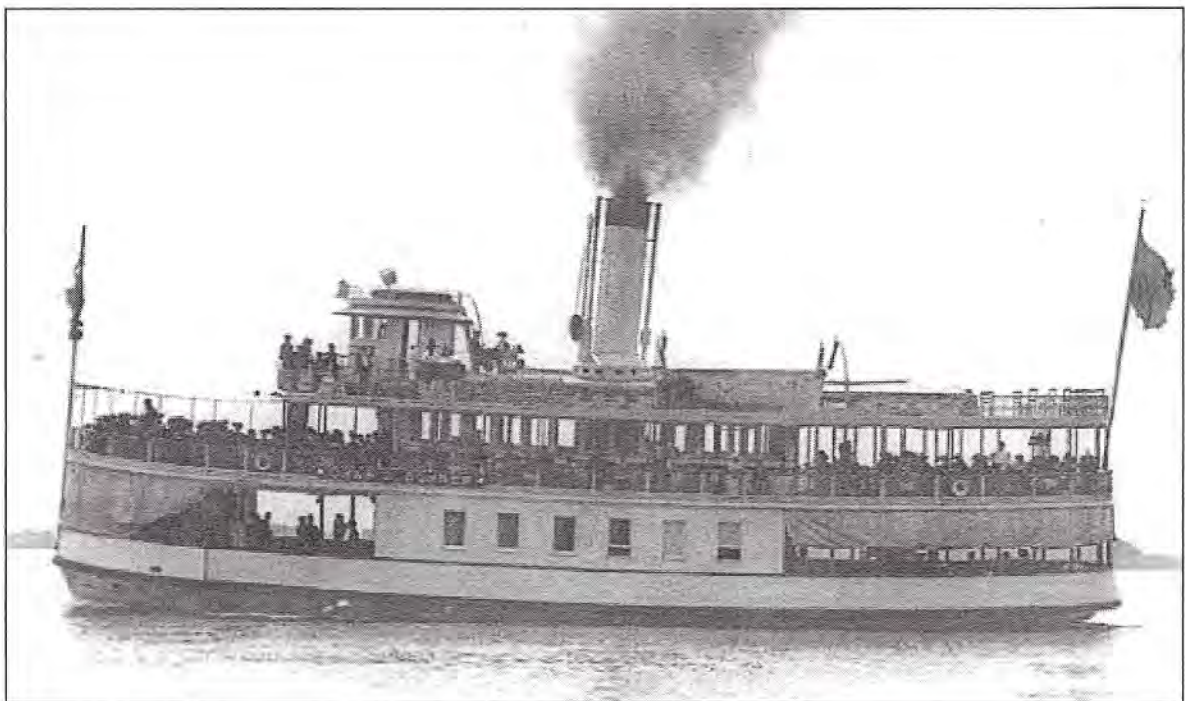
The 199 gross ton vessel, with measurements of 92' long, 26' wide, 10'-6" deep, was built in 1882 at the yard of George Hardison in Port Huron and was powered by a 24-1/2" diameter x 30" stroke high pressure, non-condensing steam engine.

The little ferry boat, while tied to a dock in Port Huron, suffered serious damage on June 22, 1901 when a fire broke out and burned her upper works. She received new upper cabins, decks and equipment as well as a new engine and continued to work for the Port Huron and Sarnia Ferry Company.

At approximately 2:20 pm on March 26, 1922, the *OMAR D. CONGER* was being prepared, at her terminal dock on the Black River, for her daily 3:00 pm trip across the river to Sarnia. The area was suddenly rocked by a violent explosion when the *CONGER*'s boiler blew up. The vessel was completely destroyed taking the lives of four of her crew; the Chief Engineer, a Fireman and two Deck Hands. The explosion was so powerful that nearby buildings were heavily damaged by parts of the ferry flying hundreds of feet through the air. Another ferry, the *HIAWATHA*, tied to a dock near the *CONGER*, also suffered major damage from the blast.

It was later determined that the boiler became over-pressured and it's relief valve failed to open causing the boiler to detonate like a bomb. It was considered a blessing that the explosion happened when it did, as the *CONGER* would have had scores of passengers on board in another half-hour.

Reid Wrecking Company of Sarnia later raised the remains of the ferry and scuttled them in Lake Huron.



* *OMAR D. CONGER* underway on the St. Clair River *

Know Your Ships 2004

The 45th edition of this annual, 148-page “bible of boatwatching” on the Great Lakes & St. Lawrence Seaway, offers 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. Horsepower and engine data for major vessels is also included. Plus, nine 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. *Know Your Ships* is available at bookstores & gift shops from Duluth to Montreal. You can order it online: www.knowyourships.com or order by phone (906) 632-8417. Price is \$14.95 (U.S. funds) plus \$4.00 shipping & handling. Michigan residents please add 6% sales tax. *Don't leave port without it!*

From The Files By Cy Hudson

10 Years Ago ... (1994)

July 4 - Oglebay Norton's *ROBERT C. NORTON* (2), the Maritime-class ship built in 1943 by Great Lakes Engineering Works at Ashtabula, OH, departed Toledo under tow of McKeil's *ROBERT B. No.1* bound for Sorel, Quebec and eventual overseas scrapping. It had been idle at Toledo's Hans Hansen Dock since May 9, 1980.

July 15 - Idle at Toledo since August 29, 1981, Oglebay Norton's *WILLIAM A. REISS* (2), built in 1925 by Great Lakes Engineering Works at River Rouge, MI departed Toledo under tow of McKeil's tug *STORMONT* bound for Sorel, Quebec and eventual overseas scrapping. Later that year the *REISS*, in tandem tow with her former fleetmate *ROBERT C. NORTON* (2), was towed to Alang, India by the tug *NEFTEGAZ*. The pair arrived at their final destination on December 16, 1994.

July 21 - While downbound under the Blue Water Bridge at Port Huron, Oglebay Norton's 767 foot steamer *RESERVE* lost her engine power and, while attempting to come to a stop by dragging her stern anchor, turned a full 180 degrees before her anchor held, a mere 20 feet behind Port Huron's Municipal Office building. The *RESERVE* was able to restart her engine and, after proceeding upbound into Lake Huron, turned around and continued her downbound voyage to Toledo without any damage to the seawall or herself, a close call indeed.

July 22 - The ownership of the Canadian tug *WILFRED M. COHEN* was officially transferred from the bankrupt A.B. McLean Ltd. to J.W. Purvis Marine Ltd. The *COHEN* joined the Purvis fleet at the Government Wharf at the Canadian Soo.

August 6 - The Desgagnes vessel *CATHERINE DESGAGNES*, outbound in ballast in the Black River at Lorain, OH, was observed proceeding at an unusually fast speed towards the Charles Berry bascule bridge. The bridge tender was unable to open the bridge in time, so the *DESGAGNES* veered towards the eastern bank of the river, striking marina facilities and pleasure boats. Of the 12 yachts moored nearby, 10 of them were sunk, and some 33 other vessels in the marina suffered damages resulting in damages in excess of \$1 million. Following inspection by the U.S. Coast Guard, permission was given to the *CATHERINE DESGAGNES* to continue her voyage to Montreal later that evening.

August 19 - Departing Goderich harbor, under tow of McKeil's tug *KAY COLE*, was the former Parrish & Heimbecker steamer *CEDARGLEN*, bound for Port Maitland, ON, arriving there on August 21 where she was eventually scrapped. The McKeil tug *STORMONT* assisted with the tow in the St. Clair and Detroit Rivers. Replacing the *CEDARGLEN* at Goderich was the steamer *WILLOWGLEN* which had been recently sold by P & H to Goderich Elevators for use as a grain-storage barge.

August 27 - P & H's *BEECHGLEN* was downbound in Lake St. Clair under tow from her lay-up berth in Owen Sound by the McKeil tugs *KAY COLE* and *STORMONT*, bound for Port Maitland and demolition which was completed the following year.

15 Years Ago ... (1989)

July 13 - Departing the Ojibway slip in Windsor was the *FORT CHAMBLY*, under tow of the tug *ARGUE MARTIN* and *GLENBROOK*, bound for overseas scrapping. The following day, the trio passed downbound in the Welland Canal bound for Sorel, Quebec where the *CHAMBLY* would await her tow to an overseas scrapyard. The old C.S.L. package freighter had been idle at Windsor since December 23, 1981.

July 15 - The tugs *AVENGER IV* and *GLENEVIS*, with the *GEORGIAN BAY* in tow from Thunder Bay, passed down through the Welland Canal bound for Sorel, Quebec to await her trip to an overseas scrap-yard.

August 8 - The Russian salty *IVAN DERBENEV*, upbound in the Welland Canal with a cargo of tractors for Milwaukee, struck St. Catharines' Carlton Street Bridge closing the bridge to vehicular traffic for three days. The salty struck the bridge's buffer plate which supports the bridge while in the down position. The salty suffered no apparent damage in the incident and was allowed to continue to her destination.

August 26 - The German tug *FAIRPLAY IX* departed Sorel, Quebec with *NIPIGON BAY* and *FORT CHAMBLY* in tandem tow bound for a scrap-yard at Aliaga, Turkey, arriving there on September 19, 1989. The *NIPIGON BAY* had not been service since December 2, 1982 and had been laid up at various ports including Montreal, Kingston and Toronto.

Also, on this date, the Panamanian tug *McTHUNDER* cleared Sorel, Quebec with the *SIR JAMES DUNN* and *GEORGIAN BAY* in tandem tow bound for demolition in Aliaga, Turkey. The tow was not without problems as the *DUNN* broke loose during a fierce Atlantic storm forcing the *McTHUNDER* and *GEORGIAN BAY* to seek shelter in the Azores Islands. The *DUNN* was later found wallowing in heavy seas some 300 miles southwest of the Azores by the tug *DALMAR SERVANT*. The *DUNN* was returned to port to rejoin the scrap tow which eventually arrived in Aliaga on November 16, 1989.

Also, on this date, Port Huron saw the departure of their venerated "Bean Boat", a ten-year veteran of the Port Huron Terminal. Built in 1906 as Hull # 70 by the Chicago Ship Building Company, Chicago, IL she was named *NORMAN B. REAM* for the Pittsburgh Steamship Co. of Cleveland. Renamed *KINSMAN INDEPENDENT* (1) in 1965, when sold to Kinsman Marine Transit Co. of Cleveland. In 1979, she was sold to the Economic Development Corp. of Port Huron and was towed there on August 23, 1979 by the Malcolm Marine tugs *TUG MALCOLM* and *BARBARA ANN*. The *ENTERPRISE* was rigged as a barge, unofficially renamed c) *HULL NO.1* and used to store various agricultural products bound for overseas shipment from the Port Huron Terminal Dock. Declared surplus in 1989 and sold for overseas scrapping, *HULL NO.1* left Port Huron on August 26, bound for Port Colborne, in tow of *TUG MALCOLM* and *BARBARA ANN*. Once in Lake Erie, the tug *BARBARA ANN* left the tow and *TUG MALCOLM* delivered the former tinstacker to Port Colborne on August 27 where she was handed over to the tugs *SALVAGE MONARCH* and *ELMORE M. MISENER*. On August 28, *HULL NO. 1* passed down through the Welland Canal in tow of the two tugs and arrived at Sorel, Quebec on August 31. The old hull departed Sorel on September 6 in tow of the Polish tug *JANTAR*, bound for Aliaga, Turkey, arriving there on October 10, 1989 and eventually cut apart for scrap metal.

August 30 - The tug *WILLIAM J. DUGAN* and dredge *NIAGARA*, both former members of the Dunbar & Sullivan Dredging Co. fleet of Cleveland, OH, were in Lake Superior bound for Duluth for their new owners, B & B Contracting of Duluth. While in winds of 20-25 knots and 4-8 foot seas, the *NIAGARA* began to take on water. Nobody was aboard the *NIAGARA* at the time and the *DUGAN* later reported that the dredge had foundered in 700 feet of water, 13 miles north of Grand Island.

F.Y.I.

As of midnight, June 30th, 116 vessels requiring a pilot have passed upbound through the Bluewater area since the opening of the 2004 sailing season. The last vessel in this group was the *DIMITRIS Y*, ex-*CONSENSUS MANITOU*, ex-*FEDERAL MANITOU*, ex-*CONSENSUS STAR*, ex-*CINERARIA*, ex-*KALLIOPI II*, bound for Marinette, MI. *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

Bluewater Passages

By Dick Wicklund

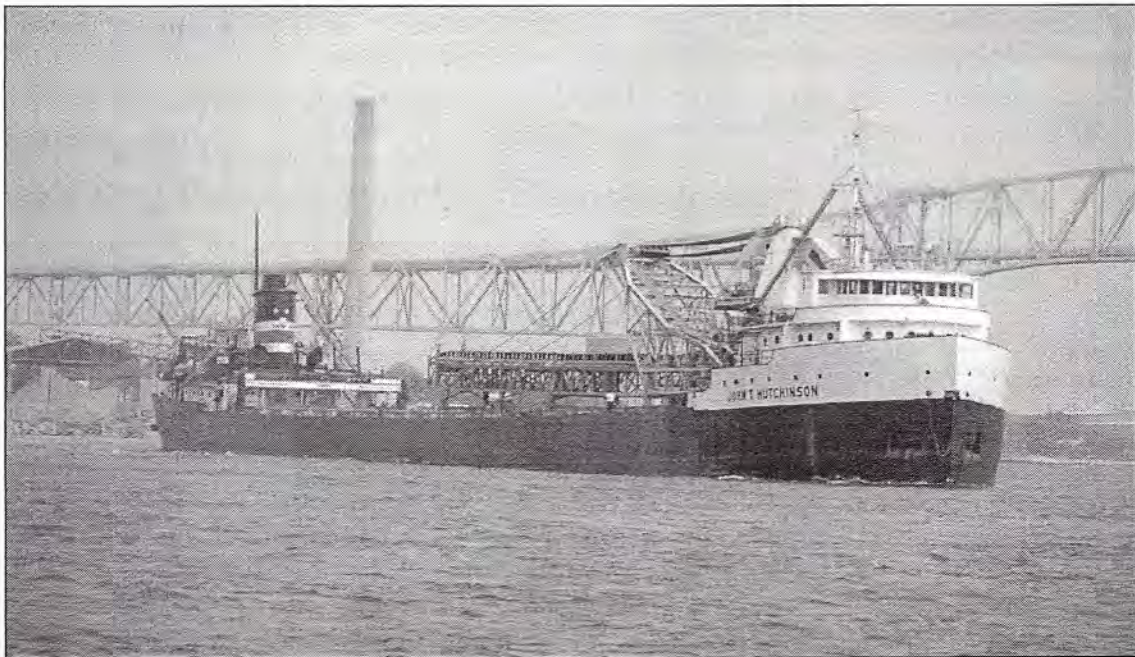
JOHN T. HUTCHINSON

Passing down the St. Clair River (30 years ago) on August 11, 1974, was the classic Maritimer, *JOHN T. HUTCHINSON*. Built in 1943 as part of this class of World War Two laker, she was built for the Buckeye Steamship Company.

In 1963, she was sold to American Steamship Company and converted to a self-unloading vessel. She kept the *HUTCHINSON* name on her hull during all of her years, honoring a family that was a major name in Great Lakes shipping.

At the end of 1981, seven years after this photo was taken, the *JOHN T. HUTCHINSON* was retired. In 1988, after seven years in lay-up, she was sold for scrap and towed overseas. Towed along with the *CONSUMERS POWER*, her days ended in a scrap yard in Taiwan, far from the Great Lakes.

Of the sixteen Maritimers built, only six were of her style and power plant. Today, only the *CUYAHOGA* (ex- *J. BURTON AYRES*), would remind us of the *JOHN T. HUTCHINSON* and her classic style.



* Steamer *JOHN T. HUTCHINSON* upbound at Port Huron on August 11, 1974 – Dick Wicklund Photo *

Answer to Name This Ship (Pg.2)

J.P. WELLS (US 203473) Built in 1906 as Hull # 345 at Lorain, OH by American Shipbuilding Co. Overall Dimensions: 440'-0" length x 52'-0" width x 28'-6" height. G.T. – 4,871 Gross Tons. Built for Valley S/S Co. (W.H. Becker, Mgr.) as a) *JOSHUA W. RHODES*. Sold in 1920 to Becker S/S Co. and renamed b) *FRANK SEITHER* (2) in 1923. Sold to Midland S/S Co. in 1930 and renamed c) *HAZEN BUTLER* in 1933. Sold to Detroit & Cleveland Navigation Co. and renamed d) *J.P. WELLS* in 1946. Sold to Ecorse Transit Co. (Nicholson Transit, Mgr.) in 1951. Sold to Nicholson Transit Co. in 1957. Sold for scrap to Marine Salvage Ltd. of Port Colborne, ON in 1961. Towed overseas to Genoa, Italy arriving there on August 11, 1962, fifty-six years to the day of her launching.

BLUEWATER AREA SHIPWRECKS

By Skip Gillham

RIVERTON

RIVERTON was one of the three names for what was once a well-known Canadian freighter. The ship had a major accident under each name including one on Georgian Bay.

The ship was built in 1896 and launched at West Bay City, MI on March 7. She went to work as *L. C. WALDO* for the Roby Transport Company. Originally 405 feet, 3 inches in overall length, the vessel was lengthened by 65 feet at the Craig Shipyard at Toledo in 1905.

L. C. WALDO had a minor collision with the *CHOCTAW* on May 20, 1896 and with the *CITY OF BANGOR* in May, 1901. Her crew was likely the last to see the *KALIYUGA* before it sank with all hands (on Lake Huron) on October 19, 1905.

The Great Storm of November, 1913 claimed the *L. C. WALDO* as a victim. The ore laden freighter, en route from Two Harbors to Cleveland, was wrecked on Gull Rock, Lake Superior on November 8 and considered a total loss. The crew was removed on November 11 but the broken hull did not float free until May, 1914.

Following reconstruction at Lorain, the ship resumed trading as *RIVERTON* for the Mathews Steamship Company. She joined R. Scott Misener's Colonial Steamship Company in 1934 and was wrecked again in November, 1943. This time she stranded on Lottie Wolf Shoal, Georgian Bay and was again declared a total loss.

Refloated again, and following repairs in Collingwood, the ship resumed service for the Mohawk Navigation Company as *MOHAWK DEER* in 1944 and later moved to the Beaconsfield Steamship Company. *MOHAWK DEER* usually carried grain to Georgian Bay ports, Toronto or Prescott. She opened the Welland Canal in 1945 and was the first Laker, sixth overall, down the Seaway on opening day, April 22, 1959.



* Steamer *RIVERTON* at Soo, MI in July, 1938 – Milwaukee Public Library Collection *

On June 22, 1959, *MOHAWK DEER* was

being towed by the tug *BAYPORT* at Collingwood when the latter was pulled over and sank with the loss of three lives.

On December 11, 1966, *MOHAWK DEER* passed down the Welland Canal for the last time. After unloading at Sorel, Quebec, the ship tied up and was sold for scrap. Together with the *MAKAWELI*, she departed the St. Lawrence in 1967 under tow of the tug *JUNAK* and set out for La Spezia, Italy. The trip got as far as the Gulf of Genoa when *MOHAWK DEER* stranded on November 5, 1967 and sank the following day. This time, there would be no reprieve.

SALTY SPOTLIGHT



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

CHIOS CHARM

Built in 1976 by Austin & Pickersgill Ltd.; Sunderland, England as Hull # 903.
Length: 600' 6" Breadth: 74' 11" Depth: 47' 1"
GRT - 15,903 M. Bulk Carrier
Main Engine - 9,900 bhp Sulzer

Through the years, many salt-water and domestic ships have visited the grain elevators in Sarnia. Many of the grain cargoes loaded there are bound for overseas destinations while some are for our domestic markets. One such visitor was the *NORTHERN CHERRY* which visited Sarnia in December, 1989. She loaded 9,760 metric tonnes of soybeans.

Originally built as the *LYNTON GRANGE*, she was owned by Alexander Shipping Co. Ltd. and registered in London, United Kingdom. She was of a class of ships referred to as "B26". The 26 referring to 26,000 tonnes and one of a series of ships built with either deck cranes or, in her case, derricks. She first visited the Great Lakes sometime prior to 1982, but I am unsure of the exact date. In 1982, she was renamed *NORTHERN CHERRY* and her owners became Central Shipping (Holdings) Inc., with the vessel registered in Panama. As it turned out, Sarnia was her final Great Lakes loading port (under that name). I happened to photograph her on December 3, 1989, after she was loaded. She departed Sarnia for an unknown overseas port, and during 1990 was renamed *CHIOS CHARM*.

As the *CHIOS CHARM*, her new owners were Chios Charm Shipping Co. S.A., and the ship was registered in Panama. She first visited the Lakes in November, 1996 and delivered a cargo of sugar to Redpath Sugar at Toronto. She returned to the Lakes in 2000 and was on her second voyage of the year, inbound for Windsor, when she suffered engine damage. The vessel was towed to Levis, Quebec where she received partial repairs. The damage to the engine was too severe to make it economically feasible to have her completely repaired. As a result, she was sold to shipbreakers in India. Departing Quebec on November 15, she arrived at Alang, India on December 8 to be broken up for scrap metal.



* Vessel as *NORTHERN CHERRY* at Sarnia Elevators on December 3, 1989 *

Doug Schilz Photo