

THE LIGHTSHIP



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lakehuronlore@advnet.net

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Terry Doyon (Editor)
272 Elgin St.
Sarnia, ON, N7T 5B6

Membership (annual) - \$12.00 (U.S.) \$18.00 (Can. funds)
Send to: L.H.L. Port Huron Museum, 1115 6th St.,
Port Huron, MI 48060 - 5346. Phone (810) 982-0891

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ANNOUNCEMENTS

Mark Your Calendar – Our first Dinner / Entertainment Meeting of 2005, a joint meeting with our friends from the M.H.S. of Detroit, will be held at the Port Huron Museum on Saturday, April 9th. The doors of the Museum will be opened at 6:00 pm and the dinner, prepared by The Museum Guild, 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 March 30th. The evening's entertainment, to be presented by Robert McGreevy of Harbor Beach, MI, will be a slide program entitled *Lost Legends of the Lakes*. As usual, a raffle will be held providing our guests with a chance to win some interesting nautical items. Please join us for an informative and enjoyable evening.

Conquering Niagara – In 2003, The Welland Canals Foundation and Toronto's Norflicks Productions created a one-hour film documentary titled *Conquering Niagara*. The film premiered at the 2004 World Canals Conference, hosted at Brock University in St. Catharines, Ontario. The first of its kind, *Conquering Niagara* captures the story

of the Welland Canals. The film examines the evolution of the Canal and its founding father, William Hamilton Merritt; it honors the significant efforts, achievements and sacrifices made by thousands of men, women and children over the past 175 years; it focuses on the marriage of technology between the Canals themselves and the ships that pass through its corridors; and it celebrates North America's rich marine history and its opportunistic future. This educational video can be purchased by sending a money order for \$21.54 (Canadian Funds) to Welland Canals Foundation, 63 Church Street, Suite 400, St. Catharines, ON, L2R 3C4. Phone: (905) 682-7203, e-mail: wef@oeb.com

Why Do We Say It ? – By Cy Hudson

“Down a Peg” – Why do we say when we have lessened a person's dignity or popularity that we have “taken them down a peg or two”? The expression may have gained its meaning from a custom of the British Royal Navy. The height of a ship's colors or flag was once regulated by the pegs to which it was fastened on deck. The ship's colors were raised to salute a visiting dignitary, and the higher they were raised the greater the honor. So, to take the ship's colors down a peg is to decrease the honor, and to take a man “down a peg” is to lower his dignity.

*** NAME THIS SHIP ***



* See Answer on Page 7 *

German U Boats on the Great Lakes

LHL expresses thanks to Julie Arndt, Editor of *The Lakeshore Guardian*, for granting us permission to re-print the article verbatim, *A Peek at the Past – The German Sub That Toured The Great Lakes In 1919*, by Leonard DeFrain, which appeared in the November, 2004 issue of the *Guardian*.

The German submarine, the *UC 97*, never did get commissioned, but toured the Great Lakes in 1919. It was built in Hamburg, Germany by Blohm and Voss and was launched on March 17, 1918. It was a mine-laying sub, but was never commissioned because of the Armistice on November 11, 1918. A few days later, the sub surrendered to the allies. The U.S. was interested in obtaining six subs to tour the states.

The *UC 97* left England on April 3, 1919, along with three other subs and a tender. However, faulty machinery kept the *UC 97*'s crew from completing their mission until they were well out to sea. The *BUSHNELL*, the submarine tender, had to tow her, however, by late afternoon of her first day at sea, the U-Boat's American crew succeeded in getting her diesel engines running, and for the remainder of the voyage, she moved under her own power.

The U-Boats reached New York on April 27 after a rough voyage. At New York the boats became the objects to a horde of visitors, reporters, photographers and tourists who joined Navy department technicians and civilian submarine builders in swarming over and through the *UC 97* and the other boats. *UC 97* then drew the Great Lakes for the victory bond campaign.

That assignment required her to negotiate the locks of the Canadian-controlled St. Lawrence canal system. *UC 97*'s refusal to break with traditional practice on board a man-of-war and fly the union jack at the fore caused trouble at each Canadian port of call. However, her commanding officer, Lt. Comdr. Charles A. Lockwood, Jr. – who later rose to fame in World War II as commander, submarines, Pacific Fleet – stuck to his guns and was later vindicated by Canadian naval officers who applauded his pertinacious observation of the time-honored naval tradition.

The *UC 97* visited Harbor Beach, Huron Milling Co. Dock on July 8, 1919. Visitors were allowed to board the sub, on deck and below.

Final Dive

On August 25, 1919, she arrived in Chicago. Once there, her crew turned *UC 97* over to the Commandant, 9th Naval District, where she was laid up at the Great Lakes Naval Station. She spent nearly two years at the Navy pier in Chicago.

After being stripped of all parts of value, on the morning of June 7, 1921, the *UC 97* was towed by the *USS HAWK* out into Lake Michigan where she was sunk by the *USS WILMETTE*.

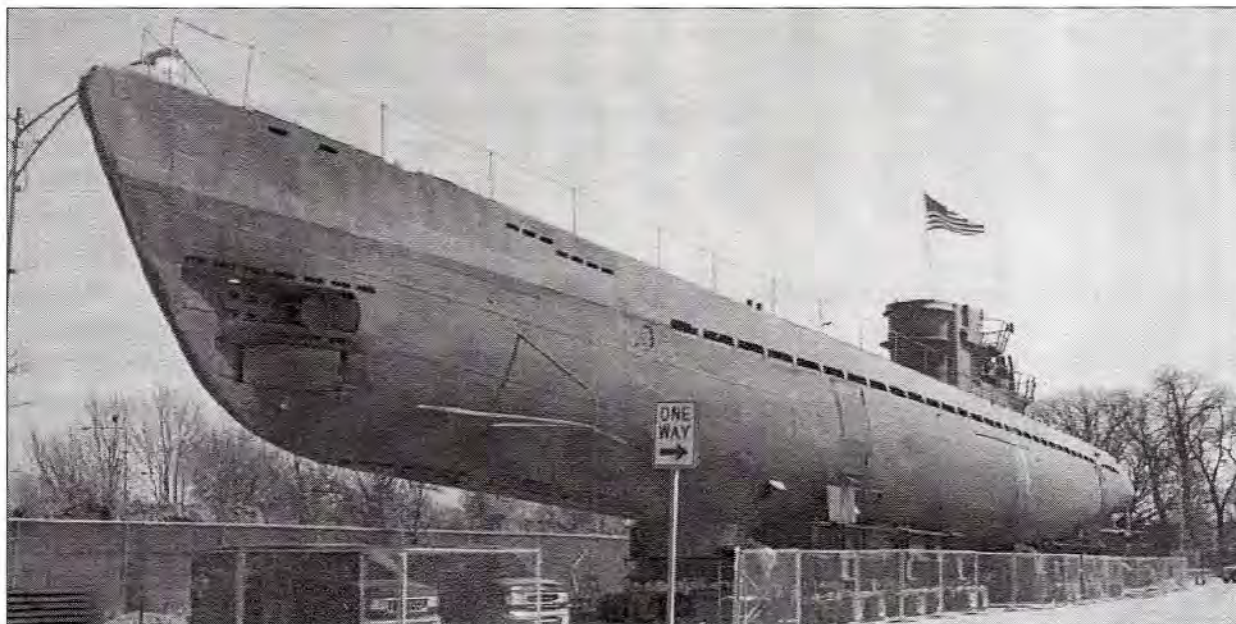
The Other German U-Boat

By Cy Hudson

The second German submarine to sail on the Great Lakes was *U 505*, which entered the Lakes on May 14, 1954 via the St. Lawrence River and the Welland Canal. The submarine reached the Museum of Science and Industry in Chicago in June and, on September 25, 1954, was dedicated as a memorial to American seamen lost in the Battle of the Atlantic in both World Wars. The *U 505* was built by Deutsche Werft of Hamburg, Germany, and was a type IX C. She was launched on May 24, 1941, and commissioned August 26, 1941 under the command of Lt. Commander Axel-Olaf Loewe. From February 11, 1942 until June 4, 1944, the *U 505*, during her nine patrols, sank only eight ships (44,962 grt.) of which three were U.S. flag vessels, and was often plagued with engine problems throughout her wartime service, her career somewhat jinxed. She did not sink any ships during her last five patrols, hardly a conspicuous record, during which the submarine was often severely attacked by Allied anti-submarine air and sea forces. In October, 1943, *U 505* was located and subjected to a very accurate depth-charge attack.

During this attack, her commander, Lt. Peter Zschech, committed suicide by shooting himself in the head. Lt. J.G. Paul Meyer took command and escaped by firing decoys. Zschech was buried at sea when Meyer was able to surface some hours later.

In July and August, 1943, *U 505* left her Lorient, France base on four occasions during a two week period and had to return owing to mechanical problems including the major one of strange noises heard when the submarine was taken down to more than 160 feet. Sabotage was suspected and dockyard inspectors' findings resulted in the arrest of several French dockyard workers who were subsequently shot. The *U 505*, now under the command of Lt. Harald Lange, had her jinx reputation reach a climax when, in the early days of June, 1944, she became the target of a U.S. Navy escort carrier anti-submarine group lead by the *USS GUADALCANAL* under the command of Daniel Gallery. Constant air-patrols on June 4 sighted the submarine underwater and the destroyer *CHATELAIN*, with twelve depth-charges, forced the *U 505* to the surface. The German crew of 59 began to abandon the sub, and the destroyer *PILLSBURY* deployed a well-trained boarding party which secured the U-Boat against sinking by defusing the scuttling charges and closing opened valves. The sub was then towed to Bermuda by the *GUADALCANAL* reaching her destination on June 19, 1944. The *U 505* thus entered the pages of U.S. Navy history as the first enemy vessel to be captured since the War of 1812 against the British. After the *U 505* made a War Bond tour of the U.S. Atlantic and Gulf coastal ports, the vessel went to the Navy yard at Portsmouth, New Hampshire. She remained there for nine years until 1953, when it was decided the *U 505* would be taken to Chicago where she remains to this day, the second German U-Boat to sail on the Great Lakes.



* *U 505* being moved to her new home at Chicago's Museum of Science and Industry in April, 2004 *

The Last Survivor

By Cy Hudson and Father Peter Van der Linden

* In the Toronto Marine Historical Society's *The Scanner* the following paragraph was recently printed *

"On July 24, 1915, while preparing to leave her dock in the Chicago River on an excursion charter, the 1903-built passenger steamer *EASTLAND*, of the Chicago-St. Joseph Steamship Company, rolled over onto her side.

Of the more than 2,500 persons who were aboard, 812 perished in what remains to this day the single greatest disaster ever to occur on the Great Lakes. On November 6, 2004, Libby Hruby, age 99, died in hospital at Berwyn, Illinois. Mrs. Hruby was the last known living survivor of the *EASTLAND* disaster. She survived the tragedy because she, her sister and her future brother-in-law, were standing on the exposed upper deck, rather than inside the cabins, when *EASTLAND* capsized.”

Added Note: The *EASTLAND* (US 200031) had a Bluewater area connection as she was a product of Jenks Shipbuilding Company of Port Huron. Built in 1903 as Hull # 25 with O.A. dimensions of 280' x 38' x 22'-8", 1961 gross tons, the vessel was a steel twin-screw passenger / cargo steamer designed by Sydney G. Jenks. Launched as *EASTLAND*, a name that would never be forgotten in the annals of Great Lakes shipping. After the monstrous July 24 tragedy, the ship was raised and sold at an auction on December 20, 1915. The vessel lay idle in Chicago for two years as no one wanted her. She was a pariah with the screaming ghosts of drowned humanity in her bosom. The disaster so infuriated the people of Chicago that the lawsuits were not settled in the courts for many years. Due to the shortage of ships in World War I, she was subsequently purchased by the U.S. Navy which converted the hull to a patrol boat, renaming her *USS WILMETTE*. The war ended before the boat could see active service, and she ended her days in the Navy Reserve as a training ship for recruits. Though the vessel did participate in the sinking of the surrendered German submarine *UC 97* in Lake Michigan on June 7, 1921, her career came to an end under the scrapper's torch in 1948, and even then, she made the front pages of the Chicago newspapers. The name-change of the *EASTLAND* to *USS WILMETTE* in 1917 had failed to stem the hatred for this ship, felt in the hearts of the people of Chicago, especially those connected in any way with the July 24, 1915 catastrophe.

NAUTICAL NEWS

From The Files By Cy Hudson

15 Years Ago ... (1990)

March 1 – The veteran steamer *E.M. FORD* cleared Milwaukee and began her eleventh decade sailing the Great Lakes. She was launched in 1918 at Lorain, Ohio as the *PRESQUE ISLE*.

March 12 – U.S. Steel's *ROGER BLOUGH* was the first laker to pass upbound through the Soo Locks this season. The vessel was bound for Two Harbors, Minnesota.

March 28 – Misener's *JOHN A. FRANCE* opened the Welland Canal when she passed upbound after leaving her winter berth in Hamilton. Later the same day, *SCOTT MISENER* (3), a sister ship of the *FRANCE*, also passed upbound through the canal after being idle at Toronto since she tied up there on June 22, 1988.

20 Years Ago ... (1985)

March 14 – The Huron Cement's steamer *S.T. CRAPO* cleared Detroit for Alpena to signal yet another season's initial voyage.

April 1 – Algoma's *JOHN B. AIRD* was the first laker to pass upbound through the Soo's Poe Lock, doing so at 12:01 am. The 1985 navigation season opened at the Welland Canal with the upbound passage of Algoma's motor-vessel *ALGOWEST*.

April 18 – N.M. Paterson & Sons' newest vessel, *PATERSON* (2), was launched at 11:45 am at the Collingwood Shipyard. With approximately 20,000 spectators watching the event, the vessel, built as Hull # 231, was christened by Ellen Paterson, daughter of the fleet's president, Donald S. Paterson. The straight deck bulk carrier was the last Lakes freighter to be built at Collingwood.

April 30 – The Canadian tugs *STORMONT* & *GLENSIDE* towed the e) *FERNGLEN*, a) *WILLIAM A. AMBERG*, b) *ALBERT E. HEEKIN*, c) *SILVER BAY*, d) *JUDITH M. PIERSON*, from Toronto bound for the scrapper's torch at Port Maitland, Ontario, passing through the Welland Canal on May 1.

Bluewater Passages

By Dick Wicklund

* THE PILOT HOUSE AT 40 MILE POINT *

In August, 2004, I visited one of several lighthouses along the blue water shores of Lake Huron. Just north of Rogers City, Michigan is 40 Mile Point Lighthouse, sitting peacefully in a pleasant setting, greeting the sun each morning. The lighthouse, open to the public, is operated by the 40 Mile Point Lighthouse Society.



On the grounds sits an old pilot house which has been nicely restored by the Society. The pilot house is from the first *CALCITE*. The *CALCITE* always sailed for the limestone fleet formed by Carl D. Bradley and the Michigan Limestone Company at Rogers City. She also held the distinction of being the first vessel in the Bradley fleet. The limestone operation later became a part of the U.S. Steel Corporation with the Bradley self-unloaders hauling limestone for the corporation's steel mills.

The *CALCITE* was built at Wyandotte, Michigan by the Detroit Shipbuilding Company in 1912.

She was constructed as a self-unloader, one of the earliest of this type on the Great Lakes; a true prototype of what was to become the standard of Lake boats. At 416 feet in length, large for a self-unloader at the time, she would serve her owners faithfully for 48 years. In November, 1960, the vessel sailed on her last voyage and would later be scrapped at Conneaut, Ohio in 1961. In that year, another ship would replace her and honor her with the name *CALCITE II*; however, her pilot house would return!

A Marine City photographer by the name of Pesha, captured the *CALCITE* on film in her early years with her original unloading boom. Another well-known local marine photographer, Father Peter Van der Linden, later photographed the ship while underway on the St. Clair River in August, 1950.



* Pesha Photo *



* *CALCITE* on the St. Clair River, August 19, 1950
Photo by Father Peter Van der Linden *



The Pilot House at 40 Mile Point

I first visited *CALCITE*'s pilot house in 1974 when it overlooked the harbor at Rogers City where she had loaded so often. The pilot house was later removed for expansion and ended up at 40 Mile Point. It deteriorated over time but the Society has lovingly restored the old structure over the last few years. Now, together with the 40 Mile Point Lighthouse, it so greets the sun each morning!

BLUEWATER AREA SHIPWRECKS

By Skip Gillham

* JOHN J. RAMMACHER *

Although the small canal ships of the pre-Seaway era were designed for trading through the Third Welland Canal and the locks of the Lake Ontario – Montreal section, they also traveled the upper four Great Lakes. One trip through Bluewater Country brought trouble for the *JOHN J. RAMMACHER*.

The vessel had been built by Earles Shipbuilding and joined the Eastern Steamship Company soon after being launched at Hull, England, in April 1923. The 261 foot (overhaul) long by 43.1 foot wide bulk carrier was registered at 1,773 gross tons and could carry 2,600 tons or 84,500 bushels when hauling grain.

JOHN J. RAMMACHER worked mainly in the grain and coal trades and joined the Upper Lakes and St. Lawrence Transportation Co. in 1936. It continued to shuttle cargoes up and down the St. Lawrence but service was interrupted by a collision with the *WILLIAM A. REISS* beneath the Bluewater Bridge on June 3, 1940. The accident occurred just after midnight and left the smaller freighter with dents in the port side and loosened plates and rivets. It proceeded to Sarnia to unload and left later in the day for drydocking and repairs.

The vessel returned to service and operated for what later became Upper Lakes Shipping until 1959. The name was changed to *WALLACEBURG* in 1956 and, with the opening of the Seaway, it was sold to the Midlake Line in 1959.

They mainly used *WALLACEBURG* in the coal trade but she also handled grain. The vessel tied up at Collingwood with engine trouble in 1961 but this was repaired and the ship continued to sail until late in 1965. *WALLACEBURG* arrived at the United Metals Dock in Hamilton under her own power, and work on breaking up the hull began immediately.



* *JOHN J. RAMMACHER* upbound at Lock 15 of the Cornwall Canal on Nov. 26, 1955 – Dan McCormick Photo *

Answer to Name This Ship (Pg. 2)

REDRIVER (C 155293) Built in 1930 by Chantier Manseau, Ltd. at Sorel, Quebec as Hull # B-14. Overall Dimensions: 260'-0" x 43'-6" x 20'-0". 1,838 GRT. Built as a tow-barge for Red Barge Line Ltd. of Montreal, Quebec. Ownership changed to North American Transports Ltd. of Montreal and converted to propeller in 1934. Transferred to Beaconsfield Steamships Ltd. in 1948. Sold to St. Lawrence Iron & Metal Inc. for scrapping at Montreal over winter of 1964 / 65.

SALTY SPOTLIGHT



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

* MICHIGANBORG *

Built in 1999 by Scheepswerf Bijlsma BV, at Lemmer, Netherlands as Hull # 685.
Length 441'5" Breadth 54'3" Depth 32'2"
6,540 GRT M. General Cargo
Main Engine: 7,173 bhp Wartsila

The Wagenborg fleet of ships has shown a fairly large presence on the Great Lakes in the last decade. This company operates smaller vessels with small crews, a successful combination that works for sailing on the Lakes. One such ship is the *MICHIGANBORG*, owned by C.V. Sscheepvaartonderneming Michiganborg. In 2004, the *MICHIGANBORG* made her first appearance on the Lakes. She entered the seaway on Sept. 21 bound for Toledo with a cargo of bleached pulp wood. I'm sure many Michigan residents smiled when they saw this ship pass upbound through Port Huron / Sarnia, bound for Duluth. Considering the importance of the 26th State to Great Lakes shipping, it is nice to see a foreign vessel with Michigan as her namesake. It would have been even nicer if the *MICHIGANBORG* had have been bound for one of her namesake's ports of call, but this was not to be as she loaded a cargo of grain at Superior, Wisconsin. We're fortunate that member Dick Wicklund was able to photograph her loading at Superior on October 2.

MICHIGANBORG is a sister ship and fleet mate of several past visitors to the Lakes; her sister ships being *ARION*, *EGBERT WAGENBORG*, *MERWEBORG* and *MARKBORG*. These ships, for their size, are quite flexible and are able to carry general cargo, bulk cargo and containers. They have the capacity to carry in excess of 600 TEU containers. An example of one of these ships that has visited the Lakes as a containership is the *MUNTEBORG*, which I believe, still sails as the *MSC BALTIC*, and trades as a feeder containership and quite possibly in short sea trading.

Though *MICHIGANBORG* has made only one trip to the Lakes, I certainly hope she finds her way back to the Port Huron / Sarnia area in future and having one of Michigan's ports as her destination would definitely be an added bonus.



* *MICHIGANBORG* at Superior, Wisc. On October 2, 1904 – Dick Wicklund Photo *