

THE LIGHTSHIP



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ANNOUNCEMENTS

Our first meeting of 2005, a joint meeting with the M.H.S.D., was held at the Port Huron Museum on Saturday, April 9th. The audience was provided with an excellent dinner served by the Museum Guild. The evening's entertainment, a program entitled *Lost Legends of the Lakes*, was presented by well-known marine artist, Robert McGreevy, of Harbor Beach, MI. Once again, thanks to the many items donated by such kind and generous people, a raffle was held during the evening allowing many of our guests to win some very interesting prizes. The evening also included a brief re-election of three Lake Huron Lore board members for the 2005-2008 term of office. All three incumbents, Fred Miller, T.J. Gaffney and Dick Wicklund, were quickly re-elected for another 3-year term.

Mark Your Calendar - Our second Dinner / Entertainment Meeting of 2005, a joint meeting with our friends from the Marine Historical Society of Detroit, will be held at the Port Huron Museum on Saturday, May 14th. 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 May 5th. The evening's entertainment, to be presented by LHL member Gareth McNabb of Lexington, MI, will be a slide program entitled *Whaleback Accidents, Part II*. As usual, a raffle will be held providing our guests with a chance to win some interesting nautical items. Please join us for another informative and entertaining evening.

Port Huron Flea Market

The annual Marine Memorabilia Flea Market will be held at the Port Huron Seaway Terminal, 2336 Military Street, on Saturday, June 4 from 9:00 am to 2:00 pm. The event offers items for sale such as marine artifacts, photographs, books, postcards and artwork. For further information, contact T.J. Gaffney at (810) 982-0891 ext. 16 or Email: tjgaffney@phmuseum.org

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 12:00 pm, Saturday, May 21. 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

*** NAME THIS SHIP ***



* A.E. Young Photo *

* See Answer on Page 9 *

Why Do We Say It ? By Cy Hudson

“Port” – What is the reason we call the “larboard” or “left” side of the vessel the “port” side? The steering oar of ancient sailing vessels was on the right side. The opposite, or left side, was therefore the one laid up against the dock for unloading. This side was nearest the “port”, and if necessary, it had in it a cargo “port”, meaning “opening”. Both terms come from the same Latin root, “port” meaning “opening or door”. The change from calling this side of the vessel “larboard” was also brought about by the confusion often arising out of the similarity of sound between “larboard” and “starboard”.

EDNA G Damaged by LEONARD C. HANNA

by Mark Shumaker

With the iron ore loading docks erected in Two Harbors, Minnesota, in the late 19th century, Two Harbors became a busy port. In 1895 Duluth, Missabe & Iron Range Railroad Company contracted Cleveland Shipbuilding Company to build a large harbor tug/fire boat to service the small harbor. The vessel delivered in early 1896 was a run-of-the-mill harbor tug. Except for a two-year deep sea stint, *EDNA G* spent a relatively quiet 85-year career assisting vessels arriving and departing Two Harbors. The tug was retired at the conclusion of the 1980 season and now rests at Two Harbors as a museum. Although a harbor tug encounters daily hazards, very few accidents involving *EDNA G* are recorded. While reviewing the tug's logs, I discovered this little known incident that is worth mentioning.

EDNA G got an early start to a bitterly cold morning in 1948. At 1:45 a.m., November 2, the small tug was called to assist Pittsburgh Steamship's *FRANCIS E. HOUSE* from the ore docks to the lake. By late afternoon, *EDNA G* had assisted 6 more vessels in and out of Two Harbors. One of those vessels was Bethlehem's 524' *LEONARD C. HANNA* which docked at Two Harbors without incident shortly after noon. At 7:00 p.m. the *HANNA* had finished loading iron ore



and requested assistance departing the south side of ore dock #6. *EDNA G* obliged and quickly secured *HANNA*'s bow line, then gave the signal for it to begin moving astern.

The winding process at Two Harbors was simple. *EDNA G* would attach a line to the bow and slowly pull while the *HANNA* backed down the dock. When the *HANNA*'s stern was clear of the dock *EDNA G* would pull the bow around to port and finish with the *HANNA*'s bow lined up between the piers facing the lake.

As expected, the *HANNA* began moving astern along the dock and its bow began to swing to port as *EDNA G* pulled. Shortly after, the backward momentum ceased and the *HANNA* began slowly working forward, which by this time was westerly. *EDNA G* signaled the *HANNA* to continue moving astern and the *HANNA* acknowledged and began backing again. As the vessels swung towards the south *HANNA* again began moving forward which pushed the pair further southwest instead of toward the harbor entrance. *EDNA G*'s captain became concerned as the pair worked towards the breakwall instead of working towards the center of the harbor. Again, *EDNA G* signaled for the *HANNA* to work astern and the request was again acknowledged, but the *HANNA*'s westbound momentum was overpowering the tug's ability to move the pair east.

As the vessels continued to wind, the pair was working dangerously close to the west breakwater and *EDNA G* began frantically trying to pull *HANNA*'s bow far enough east to clear the corner of the breakwater. *EDNA G* lost the struggle, and the tug became wedged between the *HANNA*'s bow and the eastern corner of the Two Harbors west breakwall. With the *HANNA*'s momentum continuing westward, *EDNA G* pivoted on the corner of the breakwall and was pulled back inside the harbor, still wedged between the loaded ship and the breakwall. *LEONARD C. HANNA* finally came to a stop with the pair 100' west of the harbor entrance. *EDNA G*'s port side had been crushed by the loaded freighter and its starboard side raked along the breakwater. The damage was serious, and when the *LEONARD C. HANNA* swung away, *EDNA G*'s engine room began taking on water. The captain immediately headed for the beach, and at 7:15 p.m. *EDNA G* ground to a halt in shallow water. At 9:00 a.m., November 3, a United States Steamboat inspector and a representative from the United States

Bureau of Shipping inspected *EDNA G*'s hull. It was decided that temporary hull repairs would be made at Two Harbors and the vessel would receive permanent repairs at Superior's shipyard. In the meantime, a crew was sent to Duluth to get the Great Lakes Towing Company tug *MISSISSIPPI* to replace *EDNA G*. *MISSISSIPPI* arrived at 9:00 p.m. and immediately assisted *GEORGE A. SLOAN* into Two Harbors.

At noon the following day, the *EDNA G*'s hull had been patched and it was pulled off the beach. The battered tug entered Superior's piers shortly after noon and was tied alongside the shipyard at 2:30 p.m. Due to bad weather, no work was performed until late in the afternoon on November 6. *EDNA G* was floated into the drydock and, by early afternoon on the 7th, the drydock had been pumped dry. Work began immediately on the hull and daily reports illustrate the progress:

November 8 - "Working on hull, burning and taking off damaged plates. Installing new valves in engine & boiler room. Sandblasting hull. Working on stern bearings. Disconnecting shaft. Taking off bulwark plates on port side."

November 9 - "Working on frames both sides. Replacing bulwark plates on port side. Working on stern bearing. Chipping cement in forepeak. Timbers for fenders & rail brought from Two Harbors. Seacocks inspected by U.S. Steamboat inspection. All o.k. Pipefitters working on leaks in boiler room. Painting tug on port side."

November 10 - "Working on stern bearing. Lifting rudder to fix pin. Working on frame & plates. Start replacing fenders on starboard side. Pipefitters working on steam leak in boiler room. Painting tug."

November 11 - "Putting on stern bearing. Welding on pin and fitting same in shoe. Putting plates on starboard side. Painting tug. Driving rivets in forepeak & welding frames. Working on fender."

November 12 - "Finished plates on starboard side. Plates tested for leaks. All o.k. Machinist working on gear. Working on fenders and top rail. Painter putting on waterline. Welding iron on fenders. Work nearly completed."

By November 13, the majority of the work had been completed, and at 9 a.m. the tug was re-floated. Final touches were put on the port side railing, and at 1:00 p.m. *EDNA G* departed the shipyard for home. Further repairs were requested, including making bulkheads fore and aft of the engine room watertight and making doors throughout the tug watertight. These repairs would be made while the vessel operated.

With the 3:30 p.m. arrival of *EDNA G* at Two Harbors, *MISSISSIPPI* was made ready to return to Duluth. *MISSISSIPPI* departed Two Harbors at 4:00 p.m., November 13. *EDNA G*'s first customer after arriving back at Two Harbors was Interlake's small bulker *CALUMET*, requesting assistance into Two Harbors at 8:30 p.m. While the ordeal was over for the *EDNA G*, it was not over for its owner. Over the next three years, liability for the damages could not be agreed upon, and the conflict went to an arbitrator late in 1951.



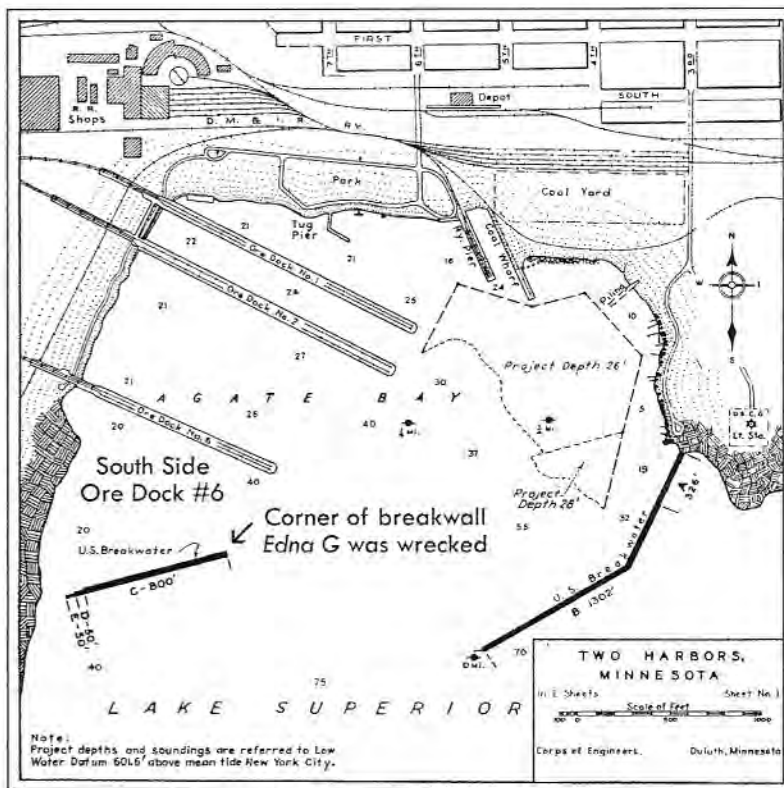
The Duluth, Missabe & Iron Range Railroad Company, owner of the *EDNA G*, claimed that while the *LEONARD C. HANNA* was winding in the harbor, the vessel produced its own forward movement and the tug's safety depended on winding the *HANNA* without

any headway. The *HANNA*, the DM & IR Railroad argued, should be held responsible since the vessel was producing its own headway, not complying with the orders given by the tug.

Bethlehem Transportation Company countered that, as the tug pushed her astern, the officers on the *LEONARD C. HANNA* needed to use slow-ahead to bring her speed under control. The *HANNA* agreed that the tug asked for, and received, additional astern. Bethlehem argued that there was a "fresh" breeze from the east and a "strong current running southwestward," and the *HANNA*'s stern tended to "walk to port" while using astern.

These forces made the vessel move broadside toward the breakwall instead of winding in the harbor. Arbitrator Gilbert Johnson felt that if the *HANNA* held any responsibility, he would need to find that the *HANNA* was producing its own headway: "... first, whether or not during the winding maneuver the *HANNA* moved ahead and, second, if so, whether or not the *HANNA*'s forward motion was produced by her working her engines ahead."

After reviewing the case, Johnson felt the facts supported DM&IR Railroad's claim that *LEONARD C. HANNA* was moving forward in the harbor and also producing its own headway. It was clear that *HANNA* had some headway at the moment *EDNA G* was pinned against the breakwall because the tug "pivoted" around the breakwater and the vessels continued westward. To the point that the *HANNA* was producing its own headway during the winding process, Johnson offered three facts that supported this claim. First, the *HANNA*'s captain testified that, at one point during the winding process, he applied forward engine and "... noticed that she was going pretty fast. In fact, too fast to suit me due to the fact that the government-work on the breakwall has some scows in the harbor. So I gave her a kick ahead on the slow engine to take some of the sternway off." Second, Johnson found the "walking to port" testimony false, since there was no discussion or appearance of any current or unnatural forces in the harbor. Third, even though the tug was pulling to the east, the vessels were working westward - and even after the accident happened, the vessels continued to work westward.



Johnson ruled that the tug was placed under "un-assumed risk" by the *LEONARD C. HANNA* working its engines forward without notifying the tug and allowing the tug's captain to believe that the *HANNA* was complying with his requests. "The danger of the tug being impinged between the *HANNA* and the breakwall from the *HANNA* working ahead was not a risk which *EDNA G* assumed as part of her undertaking."

Johnson cautioned that total responsibility should not fall on the *LEONARD C. HANNA*. The arbitrator stated that every tug assumes risk when assisting vessels, and the tug is ultimately responsible for its own safety. "The *EDNA G* selected for herself the position which she took at the forward end of the *HANNA* ... remaining at the *HANNA*'s stem and taking the chance that she would clear the pier in the face of the known forward motion of the *HANNA*, the *EDNA G* should be held at fault."

The case concluded on November 27, 1951. Arbitrator Gilbert Johnson ruled that both vessels shared equally in *EDNA G*'s damages and that both parties should share in the repair costs. Johnson ruled "... that the Railroad has and recovers one-half of its provable damages from Bethlehem."

EDNA G log book. (1948). Unpublished. Microfilm housed at Bowling Green State University's Historical Collection of the Great Lakes.

Great Lakes Protective Association. (1952). Arbitrator's decision - Duluth, Missabe & Iron Range Railroad Company vs Bethlehem Transportation Company. In (no Ed.) Annual Report Great Lakes Protective Association.

Know Your Ships 2005 - Soo Locks 150th Anniversary Edition

Edited & Published by Roger LeLievre

An excellent guide to boats and boat-watching on the Great Lakes & St. Lawrence Seaway. This popular volume includes everything ship fans need to know about the freighters, tankers, tugs, salties, passenger ships and other vessels sailing the Great Lakes and St. Lawrence Seaway. It is meant not only for serious-minded individuals who have a passion for all the details about the ships that ply the inland seas, but for those with a more casual interest in the parade of nautical commerce that passes our shores. The guide is loaded with excellent color photos of ships taken throughout the Lakes. Copies of the guide can be purchased for \$14.95 apiece plus \$4.00 for shipping & handling (please add .50 cents each for additional copies). Michigan residents please add 6% sales tax.

Send your order to Marine Publishing Co., Box 68, Sault Ste. Marie, MI., 49793 or 317 S. Division St., PMB #8, Ann Arbor, MI., 48104. For further information, you can email Roger LeLievre at kysbook@concentric.net

Limestone – The Lifeline of Rogers City

This book reveals the history of the Michigan Limestone & Chemical Company and its quarry operations at the Calcite Plant in Rogers City, MI. The quarrying and transportation of limestone at the Calcite Plant has been going on since 1912. This book also contains a history of the Bradley Transportation Company, the Bradley boats, transporting limestone to customers throughout the Great Lakes since 1912. This history of the Bradley Transportation Company is a revision of the author's book, *The Bradley Boats*. The book contains photos of the Calcite quarry, plant and the Bradley boats. The cost of the book is \$10.00 (US funds) (price includes shipping & handling). Send a check or money order, payable to Gerald Micketti, to P.O. Box 104, Acme, MI, 49610-0104.

From The Files By Cy Hudson

10 Years Ago ... (1995)

May 2 – Seaway Bulk Carrier's *CANADIAN PATHFINDER* a) *BAIE STE. PAUL* (94), never having operated under her new name, departed Toronto in tow of the McKeil tugs *JERRY NEWBERRY*, *JAMES E. McGRATH*, *LAC ERIE* and *GLENBROOK*, bound for the St. Lawrence River to join the tandem tow with fleet-mate *CANADIAN HARVEST*, (a) *RIMOUSKI* (94). The two ships will be towed to ship-breakers in Alang, India by the Russian tug *NEFTEGAZ 16*.

Note: The *CANADIAN PATHFINDER* joined the *CANADIAN HARVEST* on May 29, already in tow of *NEFTEGAZ 16*, off Pointe-au-Pic, Quebec. Things didn't go well for the tow. On June 6, while off Sable Island, the towline fouled the tug's port propeller damaging the port engine. The tug *IRVING CEDAR* assisted in getting the tow to Mulgrave, Nova Scotia. More problems arose when sufficient funds were not available for the necessary repairs to the Russian tug, and it was not until October 3 that the *NEFTEGAZ 16* arrived in Halifax for repairs. Meanwhile, the two old freighters remained at Mulgrave. The tow operation eventually resumed by December 1. On December 3, while in heavy seas 112 miles off north-east Sable Island, the *CANADIAN HARVEST* broke in two. On December 5, with the stern section still adrift, the bow section was finally released and both sections were lost. It was not until February 19, 1996, that the *CANADIAN PATHFINDER* was reported to have finally arrived at Alang, India – a voyage of over nine months.

May 6 – The 1927-built cement carrier *S.T. CRAPO*, departed Bay Shipbuilding following her conversion from coal to oil-fired boilers. She had the distinction of being the last coal-fired cargo vessel on the Great Lakes.

May 15 – The tugs *GAELIC CHALLENGE* (1943) and *SUSAN HOEY* (2) (1952), which had been sold by the Gaelic Tugboat Company of Detroit, departed Detroit and sailed to their new owner, Eagle Marine Towing of Burns Harbor, IN. The tugs were later renamed *FRANKIE D* and *BLACKIE B* respectively and used to transport steel coils by barge.

June 15 – The 1903-built *LAKEWOOD*, which had been converted in 1960 from a self-unloading sandsucker to

a crane-equipped bulk freight barge, was no longer needed by the Gaelic Tugboat Company and was towed from Nicholson's dock at Ecorse, MI by Gaelic's tug *SHANNON*. The tow was bound for Port Maitland, ON where the *LAKEWOOD* was to be dismantled for scrap steel.

June 19 – The J.W. Westcott Co. of Detroit celebrated the 100th anniversary of the first delivery made by the U.S. Postal Service (contracted) mail boat on June 19, 1895. The occasion was honored with an open house at Westcott's river-front facilities.

June 24 – U.S.C.G. *JUNIPER* was side-launched into the Menominee River by Marinette Marine Corp. She was the lead vessel for the Juniper class 225 foot ocean-going buoy tenders.

15 Years Ago ... (1990)

May 23 – Interlake's 1,013 foot self-unloader *WILLIAM J. DeLANCEY* was re-christened *PAUL R. TREGURTHA* at Bay Shipbuilding at Sturgeon Bay after completing her five year inspection.

May 25 – American Steamship Company's 1977-built, 1,000 foot self-unloader *BELLE RIVER*, was officially re-christened *WALTER J. McCARTHY JR.* by Mrs. Linda McCarthy during a ceremony in honor of her husband's recent retirement as Chairman of Detroit Edison. The ceremony was held at Detroit Edison's Marysville power plant.

June 5 – The 1942-built *LEON FRASER* entered the dry dock at Fraser Shipyard in Superior, WI. The 640 foot bulk carrier was to be shortened to 524 feet and converted to a self-unloading cement carrier for Inland Lakes Transportation, Inc. On June 21, the Fraser Shipyard workers, after careful alignment, began welding the bow and stern sections back together following the removal of the 120 foot mid-section. The *FRASER* was renamed *ALPENA* (2) and entered service as a cement carrier in 1991.

June 7 – Misener Shipping's *SCOTT MISENER* (3) departed Sorel, Quebec in tow of the Soviet-flagged tug *LEOPARD*, bound for scrapping at Alang, India. The tow arrived at their destination on October 31, 1990.

June 15 – The 1911-built former railcar ferry *CHIEF WAWATAM* entered service as a barge. She was taken to the Algoma Steel Plant at Sault Ste. Marie, ON by the tugs *AVENGER IV* and *ROCKET*, to load her first cargo. On June 23, the *CHIEF WAWATAM*, with the tug *ANGLIAN LADY* in her stern notch, passed down the St. Mary's River bound for Windsor with a load of structural steel, her first revenue trip since being converted to a barge.

20 Years Ago ... (1985)

May 11 – The 1,000 foot *INDIANA HARBOR* made a trial run down the Canadian channel of the upper St. Mary's River to the Algoma Steel Plant. She was in ballast and was the largest ship on record to arrive there.

May 16 – Cleveland Cliffs' bulk carrier *PONTIAC* cleared Port Colborne and was towed downbound through the Welland Canal by the tugs *GLENEVIS*, *ARGUE MARTIN* and *STORMONT*.

May 18 – Bethlehem Steel's *JOHNSTOWN* cleared Erie, PA in tow of the tugs *SALVAGE MONARCH* and *HELEN McALLISTER*. They were joined by the tug *DANIEL McALLISTER* at Port Colborne for the trip down the Seaway.

May 30 – The ocean tug *KORAL* took the *PONTIAC* and *JOHNSTOWN* in tandem tow on their journey overseas to a ship-breaker in Spain.

F.Y.I.

On April 1, *MENOMINEE*, bound for Green Bay, WI with a cargo of lumber loaded in Sweden for the K&K Warehousing dock, passed upbound through the Port Huron / Sarnia area as the first saltwater vessel of the 2005 shipping season (requiring a pilot). As of midnight, April 30, thirty vessels (requiring a pilot) have passed upbound through the Bluewater area since the opening of the 2005 shipping season.

This number includes salt water vessels and passenger ships, as well as some Canadian-registered tankers. Many of the ships are repeat visitors.

The Editor would like to thank contributors Cy Hudson and Lakes Pilots Association Manager, Bill Wager

Bluewater Passages

By Dick Wicklund

* HOLLYHOCK NUMBER ONE *

In May, 2003, the USCGC *BRAMBLE* was decommissioned to be replaced in November, 2003 with the second vessel to be named *HOLLYHOCK* that would serve the U.S. Coast Guard at Port Huron. Somewhat forgotten in this change of vessels was the first *HOLLYHOCK*.

HOLLYHOCK (1) was built on the blue waters of Lake Huron by the Defoe shipyard at Bay City, Michigan in 1937. Her overall dimensions were: 174'-10" x 34' x 12'-5". The first *HOLLYHOCK* would serve most of her Great Lakes years on Lake Michigan, stationed at Milwaukee and Sturgeon Bay, Wisconsin.

HOLLYHOCK (1) assisted in two notable shipwrecks on Lake Michigan. In October, 1954, the pre-Seaway ocean vessel, *PRINS WILLEM V* was sunk in a collision off Milwaukee. Just four years after this, in November, 1958, she joined the fleet of ships searching for survivors of the *CARL D. BRADLEY* which foundered off Gull Island. Her Coast Guard fleetmate, *SUNDEW*, found the only two survivors.

In 1959, *HOLLYHOCK* (1) would be stationed at Detroit. But three years later, in the summer of 1962, she would leave the Lakes and not return. Her new home port would be Miami, Florida. Interestingly, she traded places with another tender, the *BRAMBLE*. For twenty years *HOLLYHOCK* (1) would serve out of Miami. She was decommissioned in 1982, then scrapped shortly thereafter.

From Fr. Peter Van der Linden's photo collection, the first *HOLLYHOCK* was captured on film for us to see. We could compare her now with the new *HOLLYHOCK*. Taking the overall dimensions above for the first *HOLLYHOCK*, we can see the difference in size with the new; 225'-9" x 46' x 19'-8".

The hollyhock is a tall, stately plant with large showy flowers and seems to have a commanding presence in a garden. A fine name for a ship, carried on by the new namesake, and remembered by us in *HOLLYHOCK* (1).



* *HOLLYHOCK* (1) - Fr. Peter Van der Linden Collection *

BLUEWATER AREA SHIPWRECKS

By Skip Gillham

* RHODA EMILY *

The wooden steam barge *RHODA EMILY* was built by Linn & Craig at Trenton, Michigan. The 180 foot long vessel was completed in 1884 and joined W.R. Owens' Eastern Transit Company for service on Lake Michigan. The ship was sold to C.R. Jones in 1896 and to the Saginaw Bay Transit Company in 1900. The latter used *RHODA EMILY* in the lumber and coal trades and she often towed schooner barges.

Powered by a steeple compound engine, the ship traveled the Great Lakes and was renamed *CREAM CITY* in 1913. The final owner proved to be James R. Andrews of Escanaba and he used the vessel to transport lumber on Lakes Michigan and Huron.

CREAM CITY stranded on Wheeler's Reef in fog close to Kitchener Island, Ontario, on July 1, 1918. The location is upper Lake Huron just south of the False Detour Passage. The barge *GRACE HOLLAND* was also involved. Both ships were abandoned as a total loss but all on board were rescued. The remains of *CREAM CITY* caught fire in 1925 and the blaze consumed what was left of the marooned ship.

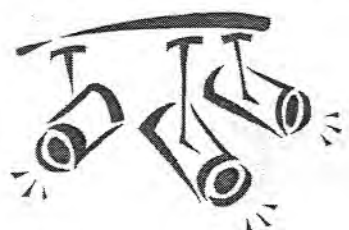


* *RHODA EMILY* in 1910 *

Answer to Name This Ship (Pg. 2)

MANCHESTER (US 92087) Built in 1889 by Detroit Dry Dock Co. at Wyandotte, MI as Hull # 91. Built of composite construction (iron frames & keel with wooden planking). Overall Dimensions: 281'-0" x 41'-0" x 20'-0". 2,132 GRT. Built as the *MANCHESTER* for Inter-Ocean Steamship Co. of Milwaukee, WI. Ownership changed to Milwaukee-Western Steamship Co. of Milwaukee in 1907. Renamed *JOSEPH W. SIMPSON* in 1921 and shortened to 250 ft. in 1922. Sold to the Reiss Steamship Co. of Sheboygan, WI in 1923. Ownership changed to Madden Coal Corp. of Ogdensburg, NY (George Hall Coal Co. Mgrs.) in 1924. Equipped with a single crane in 1928. Sold to the J.W. Simpson Steamship Co. of Escanaba, MI in 1937. Sold to the Canadian company Edwin F. Priddle of Gore Bay, ON and renamed *MINDEMOYA* in 1938. Ownerships listed as Mindemoya Transportation Co. of Toronto (1939 – 1941), Albatross Steamship Co. of Montreal (1941 – 1945), and Feliciano Manzutti of Sault Ste. Marie, ON (1945 – 1946). Sold to Yankcanuck Transportation Co. of Sault Ste. Marie, ON and renamed *YANKCANUCK* (1) in 1946. The vessel was scrapped in 1959/60 at Algoma Steel Co., Sault Ste. Marie, ON.

SALTY SPOTLIGHT



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

* LADYLIKE *

Built in 1971 by Ishikawajima –Harima Heavy Industries Co. Ltd., Tokyo, Japan as Hull # 2200.
Length: 539' 2" Breadth: 75' 2" Depth: 32' 5"
13,166 GRT M. Bulk Carrier
8,000 bhp Pielstick

On a dreary October day in 1991, your editor and I stood on the banks of the Welland Canal at Port Colborne watching the ship traffic glide by. One of the ships that went by us that day was called the *LADYLIKE*, and little did we know at the time we were actually looking at an important piece of maritime history.

Originally built in 1971 as *ATTICA*, she was the first one of a popular sized bulk carrier known as Fortune Class. In all, over 60 of these ships were constructed. This was all part of an 'F' series of ships, the others being Freedom and Friendship. Vessels from all three of these classes at some point ventured onto the Great Lakes.

This vessel's first voyage to the Great Lakes was in 1971. She was owned by Attica Shipping S.A. and registered in Liberia. Though I am unsure how many trips she made to the lakes, I do know that she was in the Seaway in 1982. In 1983 she was renamed *LADYLIKE*, registered in Panama, and her registered owners became Isoram S.A.

Probably one of the more unusual features of this particular class of ship was her deck cranes. There were five sets of Universal cargo gear that could handle 10 tons each. When in stowage, they appeared to look like an A-frame on the deck. One of the options available, showing the flexibility of this type of ship, was their ability to have car-decks installed, accommodating up to 1,500 cars. These ships could also be equipped to carry

containers, either on deck or in any of the five cargo holds.



As it was, 1991 was the final year that the *LADYLIKE* appeared on the Lakes. In 1994 she was renamed *LADY V* and her new owners were listed as Eastern Spirit S.A.. After approximately one year under this name she was renamed by her owners, and became *FOTINI*. In 1996, the vessel was renamed *ODIN I* by her owners. She never sailed on the Lakes under any of the names following *LADYLIKE*.

After a long career, by ship standards, she was finally sold to a Bangladesh shipbreaker and arrived at Alang, India, to be dismantled, in June, 1999. In a sense, a sad ending to a piece of maritime history.

* *LADYLIKE* - Upbound above Lock 8 in Welland Canal (Port Colborne) on Oct. 19, 1991 – Doug Schilz Photo *