

THE LIGHTSHIP



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ANNOUNCEMENTS

Our second dinner meeting of 2005, a joint meeting with the M.H.S.D., was held at the Port Huron Museum on Saturday, May 14. The audience was provided with an excellent dinner served by the Museum Guild. The evening's entertainment, a program entitled *Whaleback Accidents, Part II*, was presented by LHL member Gareth McNabb of Lexington, MI. Once again, thanks to the many items so generously donated, a raffle was held during the evening allowing many of our guests to win some very interesting prizes. Cathy Baumgarten, Ginger McNabb, Don Krenke and Mary Better each won the latest edition of *Seaway Review*, donated by Roger LeLievre. Jim Watts and Matt Augugliaro each won a copy of *Know Your Ships - 2005*, also donated by Roger LeLievre. A *HAMMOND BAY* hat, donated by George & David Lee, was won by Robert Ranusch Jr. Two souvenir Mackinaw Bridge plates, donated by the evening's guest speaker, Gareth McNabb, were won by Cathy Baumgarten and John Meyland. A beautiful limited edition print by marine artist Robert McGreevy, entitled *America's Pride*, and donated by an anonymous person, was won by Fred Miller. An opening day *J.W. Westcott* cover, donated by John Meyland, was won by Dick Lietzan. Graham Bogie won a DVD entitled *A High Seas Murder*, donated by Jim &

Pat Stayer. A copy of *Chronicle*, a railroad magazine produced by the Historical Society of Michigan, and donated by Barb Ziegler, was won by Bob Brown. A nice 8 x 10 photo of a railroad station, also donated by Barb Ziegler, was won by Bob Blain. Last but not least, a hat from Nadro Marine Services, donated by Bob Jardine, was won by David Lee.

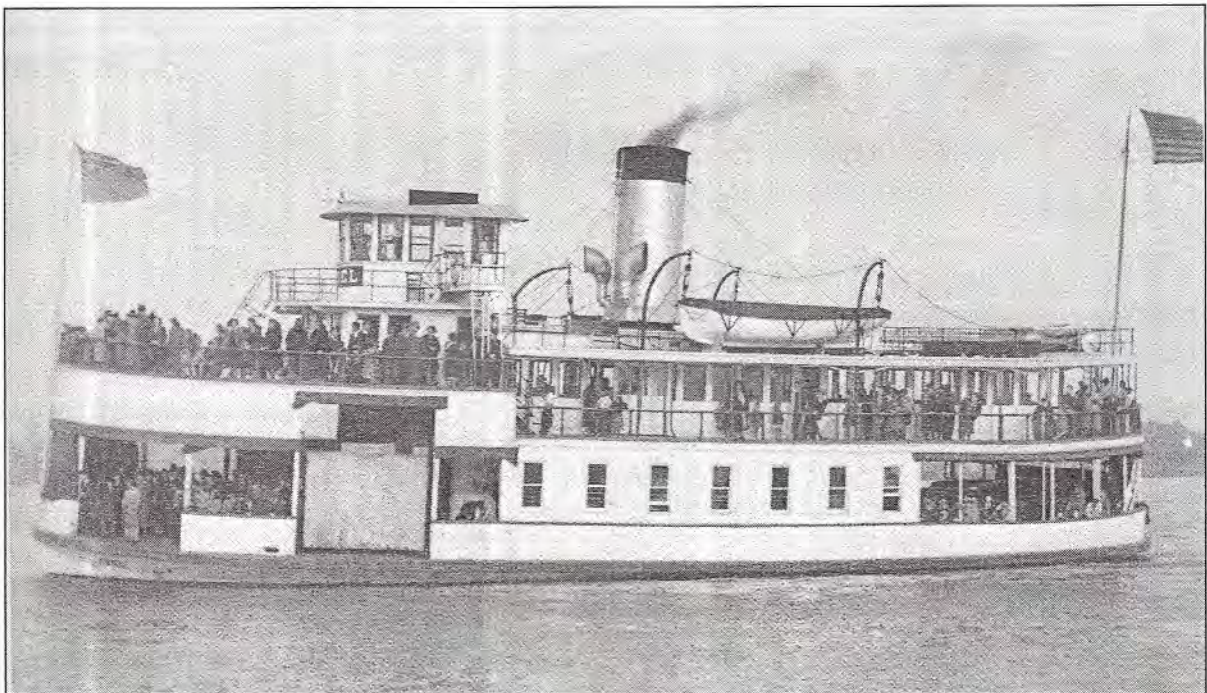
New Members

L.H.L. wishes to welcome aboard Harold F. Willis of Port Huron, James & Joanne Dexter of Lexington, MI, Louis J. Mrozowski of Lakeport, MI, and Philip M. Vantiem of Grosse Pointe Park, MI.

LHL WAMBO Cruise

On Saturday, August 13, 2005, the excursion vessel *HAMMOND BAY* will depart its dock at Leeland Gardens (near Sombra, ON) at 10:00 am and begin its 2-1/2 hour cruise to Wallaceburg, ON for WAMBO 2005 (Wallaceburg Antique Motor & Boat Outing). This annual event offers excellent displays of antique boats, airplanes, cars, trucks, fire trucks, motorcycles, farm tractors & other farm machinery as well as craft exhibits, a toy show, and live music. The *HAMMOND BAY* will depart Wallaceburg at 5:00 pm, and return to Leeland Gardens. The cost is \$25.50 (U.S. funds) and \$30.00 (Can. Funds). You can call (519) 892-3973 for reservations or send a check or money order to *Hammond Bay Cruises*, P.O. Box 502, Marine City, MI, 48039, or *Hammond Bay Cruises*, R.R.# 1 Port Lambton, ON, N0P 2B0. Space is limited, so act now to reserve your spot on this delightful cruise.

*** NAME THIS SHIP ***



* See Answer on Page 7 *

Why Do We Say It ? By Cy Hudson

“Derrick” – Why do we call a crane a “derrick”? Because a famous seventeenth century hangman of Tyburn, England was named “Derrick”. Since he too hauled objects up by means of a rope and stationary arm, a crane became known as a “derrick”.

Cousteau's CALYPSO Goes Into Retirement

By Cy Hudon

The 25th anniversary of Jacques Cousteau's *CALYPSO* visit to the Great Lakes in September, 1980 will be in September, 2005. The 332 GRT wooden, twin-screw minesweeper was built as *BYMS 26* by Ballard Marine Railway Co. at Seattle, Washington for the U.S. Navy in 1942. The vessel was then transferred to the British Royal Navy and renamed *BYMS 2026*. She was sold in June, 1947, converted to a private yacht by Noel Guinness, a millionaire member of the famous Guinness beer-brewing family, and renamed *CALYPSO G*, registered in Valletta, Malta. With a yacht named like that, you may have visions of calypso songs and syncopated rhythm music originally of the natives of Trinidad. Though, in fact, in ancient Greek mythology in Homer's *Odyssey*, Calypso was a sea nymph who kept *Odyssey* on her island for seven years. The "G" no doubt signified the Guinness family name.

In 1950, thanks to his English patron Noel Guinness, the Jacques Cousteau group was allowed to employ the vessel in their world-wide research projects. The yacht was then converted into a floating oceanographic laboratory equipped with high-tech deep sea diving equipment, renamed *LA CALYPSO*, registered in Toulon under the French flag, and would sail the seven seas for the next 46 years.

Jacques-Yves Cousteau, born on June 11, 1910, was a French naval officer from 1930 to 1950 and had entered France's Naval Academy at Brest at the age of 20. During the Second World War, he worked in espionage for the French resistance movement and obtained a copy of the Italian Navy's codebook for the underground. In 1943, Emile Gagnan, an engineer and the inventor of a special valve that allowed cars to run on bottled gas, joined with Cousteau to adapt the valve to allow divers to inhale compressed air on demand. With the help of his wife Francine's father, who was a director of Air Liquide, France's main producer of industrial gases, the device was patented by Cousteau in wartime Paris under the name Aqua-Lung which forever transformed man's relationship to the sea, and freed Cousteau from financial worries for the rest of his life. Every underwater diver in the world to this day has benefited from this invention which is commonly known as Scuba equipment, an acronym for (S)elf (C)ontained (U)nderwater (B)reathing (A)pparatus.

Jacques Cousteau produced over 100 films and published numerous books of his underwater activities. His films include "The Silent World"(1956) and "World Without Sun" (1975) both winners of Academy Awards for best documentary as well as three awards at Cannes Film Festivals. With his unmatched energy, enthusiasm, and curiosity, Cousteau almost single-handedly unlocked the door to undersea exploration. You may remember his popular TV series, "The Undersea World of Jacques Cousteau", a world of sharks, whales, dolphins, sunken treasure and coral reefs which ran for 8 years beginning in 1968.

In 1972 the *LA CALYPSO* name was anglicized to *CALYPSO*. As mentioned earlier, the *CALYPSO* appeared on the Lakes during the late summer and early autumn of 1980 drawing huge crowds wherever she went. On September 11 she passed Detroit, with much local waterfront enthusiasm, up bound for research-diving in Lake Superior. During her trip, her divers visited and filmed the wreck of the *EDMUND FITZGERALD* in a manned underwater vehicle, the first time a manned dive was undertaken on the wreck. While in Lake Superior, the Cousteau team also discovered the sunken 195 ft. yacht *GUNILDA* in 270 ft. of water, in near perfect condition. The yacht had sunk August 31, 1911 near Lake Superior's north shore. The *CALYPSO*'s southbound transit at Detroit on September 30 was also a tumultuous event with the *CALYPSO*'s helicopter visit to the Hart Plaza for the "Key to the City" ceremonies. Unfortunately, the *CALYPSO*'s visit to the Great Lakes was marred by tragedy when one of the ship's crewmembers died on September 3 while diving at Picton, ON.

On January 11, 1996, the *CALYPSO* sank at a Singapore shipyard where she was being fitted out. The Cousteau Society alleged in a lawsuit that the shipyard was responsible for the sinking because it allowed a drifting barge to collide with the vessel while it was moored. The *CALYPSO* was later raised, repaired and delivered, via a floating dry-dock ship, to Marseilles, France where it served as a floating laboratory for marine biology studies as an annex to the city's university.

In January, 1997, in Orlando, Florida at his last public appearance, Cousteau was awarded the Oceanus Award for the Environmental Service. During the appearance, he commented "The future of civilization depends on water, I beg you all to understand this."

Jacques-Yves Cousteau died on June 25, 1997 of a heart attack at the age of 87, while at his home in Paris, France. He was buried in Bordeaux, his native region where he was born.

The non-profit Cousteau Society, which he founded in 1973 to protect ocean life, now boasts over 300,000 world wide members. Cousteau devoted his life to the environment, eloquently advocating maintaining the delicate balance of the ecosystem.

It was recently announced that the New York based Carnival Cruise Corporation had bought the 63 year old *CALYPSO* for one Euro, equal to approximately \$1.30 U.S., from the Guinness family. Carnival expects to spend \$1.31 million on refurbishment, and position Cousteau's world renowned *CALYPSO* at a dock in the Bahamas as a tourist exhibit.

Note: I would like to express thanks to Paul Silverman and Bill Schell of New York, NY for their assistance with the writing of this article.

NAUTICAL NEWS

From The Files By Cy Hudson

10 Years Ago ... (1995)

July 5 – Oglebay Norton's self-unloading steamer *CRISPIN OGLEBAY* (2) was towed by G-tug *OHIO* from Toledo enroute to Port Weller Dry Docks to be converted into a temporary "ore bridge" for unloading straight-deck bulk carriers at the Dofasco steel plant in Hamilton, ON. After the conversion was completed for the ULS Corporation, the vessel was renamed *HAMILTON TRANSFER* and departed Port Weller on August 8 bound for Hamilton in tow of the McKeil tug *OFFSHORE SUPPLIER*.

July 12 – Under tow of the Selvick tugs *CARL WILLIAM SELVICK* and *WILLIAM C. SELVICK*, the former railroad car ferry *LANSDOWNE*, built in 1884 by the Detroit Dry Dock Co. at Wyandotte for the Grand Trunk Railway, and converted to a barge in 1970, departed Detroit on her way to Lorain, OH to be used as a storage dock. She was also sold for use as a floating restaurant at Detroit in 1978, opened for business in 1983 and closed in 1992.

July 20 – Upbound in the Seaway were the tugs *OFFSHORE SUPPLIER* and *GLENBROOK* with the dead-ship *WOLF RIVER*, recently purchased by Gravel & Lake Services Ltd. of Thunder Bay, ON bound for Hamilton to undergo a conversion to a barge, and repairs to her damaged stern before being delivered to her new owners for service on Lake Superior. The *WOLF RIVER* was originally named *TECUMSEH* (2) when built in 1956 by Port Weller Dry Docks Ltd. Lengthened 90 ft. and deepened 3'-6" in 1960, the vessel was renamed *NEW YORK NEWS* (3) in 1967. She broke in two and sank in Pugwash, Nova Scotia on July 18, 1967. She was later raised, repaired and returned to service. The ship was renamed *STELLA DESGAGNES* in 1986, and later sold to Mexican interests in 1993 and renamed *BEAM BEGINNER* (Panamanian registry), though never taken out of the St. Lawrence owing to her low engine power and inability to fight heavy ice. She was sold back into Canadian registry (C 198025) and given her present name in 1995. Last operated in 1998, and laid up at Thunder Bay, ON.

August 1 – Malcolm Marine's *TUG MALCOLM* and Great Lakes Towing's *COLORADO* towed the former cruise ship *AQUARAMA* from her 6-year lay-up berth at Windsor, ON to Buffalo, NY where they arrived two days later.

August 2 – The engineless 110 ft. former USCG tug *KAW*, recently acquired by Gaelic Tugboat Company, arrived at Gaelic's River Rouge yard towed from Muskegon by their tug *PATRICIA HOEY*.

August 24 – Oglebay Norton Company's Maritime Class self-unloading steamer *J. BURTON AYERS* was recently sold to a Canadian group named Black Creek Shipping Company. With her name painted out, the vessel was towed from Toledo where she had been idle since December 22, 1990. The ship was taken to Sarnia by the Gaelic tugs *SHANNON* and *PATRICIA HOEY*. After refurbishment and upgrades were completed, the *AYERS* was renamed *CUYAHOGA* in ceremonies held at her Government Dock berth in Sarnia on October 7, 1995.

15 Years Ago ... (1990)

July 15 – The decommissioned USCG cutter *MESQUITE* was lowered into Lake Superior by the lift-barge *WEEKS 297*, assisted by the tug *J.A. WITTE*, in about 115 ft. of water at Keystone Bay, two miles off Keweenaw Point. The *MESQUITE* is now a scuba diving attraction at the Keweenaw Underwater Preserve.

Note: The *MESQUITE* ran aground off Keweenaw Point on December 4, 1989 after retrieving a navigation buoy. The rocky bottom and 2 to 4 foot waves caused severe damage to her hull. The vessel, declared a total loss, was removed from the shoal and later sunk at the new underwater diving park.

August 2 – Lakes Shipping Co. christened the c) *KAYE E. BARKER* and the c) *LEE A. TREGURTHA* at Cleveland's Port Authority Docks. The *BARKER*, built in 1952 by American Ship Building Co. at Toledo, OH as a) *EDWARD B. GREENE*, sailed for Cleveland Cliffs until 1985 when she was sold to Rouge Steel Co. (Ford Motor Co.) and renamed b) *BENSON FORD* (3). She was converted to a self-unloader in 1981. The *TREGURTHA* has carried several names since she was launched as a T3-S-A1 ocean tanker on June 25, 1942 at the Bethlehem Shipbuilding yard at Sparrow's Point, MD for the U.S. Maritime Commission. The hull was laid down as a) *MOBILEOIL* but completed as b) *SAMOSET*. She was acquired by the U.S. Navy, commissioned and renamed c) *USS CHIWAWA* (AO-68) in December, 1942. Converted to a Great Lakes bulk carrier in 1961, the vessel was renamed a) *WALTER A. STERLING* and sailed for Cleveland Cliffs. Converted to a self-unloader in 1978, the ship was sold to Rouge Steel Co. (Ford Motor Co.) in 1985, and renamed b) *WILLIAM CLAY FORD* (2).

August 2 – On this date in 1990, the restored *HURON LIGHTSHIP* (originally named *NO.103*), was dedicated, and a U.S. National Historic Landmark plaque was placed aboard the vessel by Ray Kimpel of the National Park Service, U.S. Department of the Interior. The marine radio station was set up aboard the lightship, and its first transmissions were made the day of the dedication ceremonies. The lightship was retired from her services in 1970 and, unfortunately, the idle vessel was a victim of vandalism and fell into serious disrepair. Thankfully, in 1989, the lightship was rescued by the Lake Huron Lore Marine Society whose members completely refurbished the historic vessel and had her placed on public display at her present location at Port Huron's Pine Grove Park. *See Note below.*

August 23 – Gaelic Tugboat Co. sold the tug *TIPPERARY* to C.R. Harbor Towing of New York. She was renamed *TILLY* and departed the Gaelic dock on the Rouge River on this date.

Note:

The people who live in or visit the Bluewater area are indeed blessed to have the opportunity to enjoy the popular *HURON LIGHTSHIP* which, over the years, has proven to be a popular attraction with thousands of visitors annually. We are beholden to all of those Lake Huron Lore volunteers who, in 1989 / 90, generously contributed their time and talents as required to restore the dilapidated lightship to a pristine condition, namely Bob Blain, Gene Buel, Capt. John Frumveller*, Len Kuhn, Mickey Sax, Walter Smith*, Frank Tabor, Fred Thomas*, Don Thurow, and Bob Winters. Also, recognition must be given to two gentlemen who were the leaders in the task; James C. Acheson who stepped forward and generously donated the funds required to purchase the materials necessary for the project, and, of course, the late Captain Ted "Lightship" Richardson* who led the way with such vigor and unselfish dedication which inspired all.

The gentlemen listed and marked with an asterisk have, over the time, *Crossed the Bar.*

My appreciation to Frank Tabor and Len Kuhn for their assistance in the writing of this article. Cy Hudson

F.Y.I.

As of midnight, June 30, 102 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

* IS SEVENTY-SIX YEARS ENOUGH? *

During 2004, the *MAUMEE* sat in Sarnia's North Slip in her seventy-fifth year. In recent years, fewer Great Lakes boats have served that long on our inland seas. Launched in 1929, the *MAUMEE* began her career of service under the name *WILLIAM G. CLYDE*, serving the Pittsburgh Steamship Company as a straight-deck bulk carrier for 32 years. In 1961, she would be transferred to the Bradley fleet to become a self-unloader and renamed the *CALCITE II*. For the next 40 years, this would be her name and the name most common to us in the Bluewater area.

As *CALCITE II*, she would be converted from steam-power to diesel during the winter of 1963 / 64. She and all the remaining Bradley boats would be combined with the Pittsburgh fleet to form the Great Lakes Fleet in 1967. She was able to keep her gray hull, typical of the Bradley boats, until 1990 when the entire Great Lakes Fleet were given a new red-hulled paint scheme that included a diagonal gray and black stripe on both sides of their bow. In 2001, the *CALCITE II* was sold to Lower Lakes Towing, painted gray again and given her third name, *MAUMEE*, named after the Maumee River in Toledo.

As *WILLIAM G. CLYDE*, she was built very similar to other Pittsburgh boats between 1927 and 1929. Her sister ships were the *B.F. AFFLECK*, *A.F. HARVEY* (2), *HORACE JOHNSON*, and the *MYRON C. TAYLOR*. Of these, the *TAYLOR* and the *CALCITE II* would sail together, and both would join the Lower Lakes interests in 2001 where the *TAYLOR* would go on as the *CALUMET*.

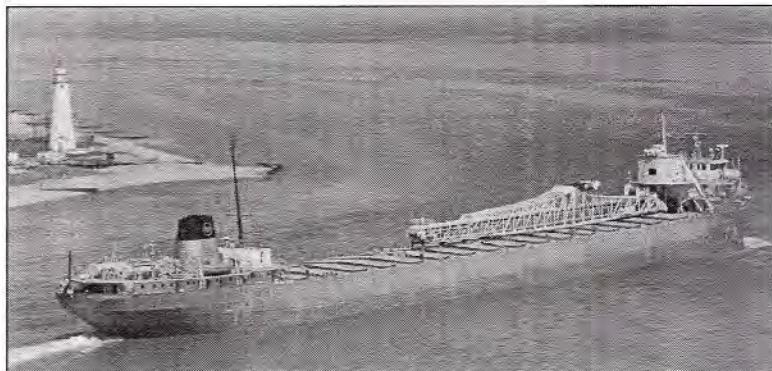
The *TAYLOR* was Pittsburgh's flagship and had a different appearance. The *CALCITE II* looked like the *A.F. HARVEY* (2), which had become *CEDARVILLE* in the Bradley fleet.

In appearance, the two vessels were virtual twins, however, this changed in 1965 when the *CEDARVILLE* was lost in a collision with a saltwater ship in the Straits of Mackinaw.

Whether as the *CLYDE* or *MAUMEE*, the *CALCITE II* would sail on, doing the jobs on the Lakes she was designed to do. And, she did the jobs very well, making very few headlines. This good ship, with a good record, may be seventy-six years old now but is that enough? The answer is "NO!" After refit, in her seventy-sixth year and freshly painted, she was looking great and was on the move again!



Fr. Edward J. Dowling Photo
University of Detroit Collection



CALCITE II unbound at Pt. Edward, ON
on April 20, 1987 - Dick Wicklund Photo



MAUMEE downbound at Port Huron on May 31, 2005
Dick Wicklund Photo

BLUEWATER AREA SHIPWRECKS

By Skip Gillham

* GRECIAN *

GRECIAN was built by the Globe Iron Works of Cleveland, Ohio. The 296 foot long by 40 foot wide freighter went to work for the Menominee Transit Company in 1891.

The 2,348 gross ton vessel was carrying a cargo of coal on a late season run from Buffalo to Depot Harbor when the ship hit bottom. Due to the lateness in the season and the unknown extent of the damage, *GRECIAN* was tied up for the winter with the cargo still on board for spring delivery in 1899.

The ship joined the Pittsburgh Steamship Company when it became part of United States Steel in 1901. The vessel spent five years as a member of this fleet.

GRECIAN ran aground near Detour on June 7, 1906, but was refloated and temporarily repaired. *SIR HENRY BESSEMER* then took *GRECIAN* in tow for Port Huron but they encountered heavy weather along the way and *GRECIAN* sank on June 15.

Divers have located the remains and after 99 years, it has deteriorated. The bow is in 105 feet of water and the deck is at 70 feet. The hull is broken midships but the stern is intact. A toilet was illegally removed by divers at some point and was found displayed at a Chicago Marina. It was returned to the site on September 15, 1998.



* Photo from the
Fr. Edward J. Dowling
Collection *

Answer to Name This Ship (Pg. 2)

ARIEL (US 106032) Length: 95 ft., Breadth: 28 ft., Depth: 11 ft. GRT: 201 tons. Built in 1881 by Detroit Dry Dock Co. at Wyandotte, MI. for the Walkerville & Detroit Ferry Company, The wooden passenger ferry provided passage across the Detroit River from the foot of Joseph Campau Ave. to Walkerville, ON from 1881 to 1922. Her hull was then sheathed in iron and she served for the State of Michigan Highway Commission connecting Upper & Lower Michigan at the Straits of Mackinac from 1922 to 1926. In 1926 the ferry was sold to the Port Huron & Sarnia Ferry Company and was rebuilt to 168 GRT. With the completion of the Blue Water Bridge, the ferry lay idle at Port Huron from 1938 to 1944 when she was towed to Detroit. During the winter of 1947-48, the *ARIEL* capsized at her dock in Detroit during a severe storm. The old ferry was raised and dismantled later in 1948, within sight of her first route 67 years earlier.

SALTY SPOTLIGHT



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

* ANDREW H *

Built in 1970 by N.V. Boelwerf S.A., at Temise, Belgium as Hull # 1455
Length: 623' 5" Breadth: 75' 5" Depth: 35' 5"
16, 258 GRT M. Bulk Carrier
Main Engine – 11,200 bhp MAN

Over the years, ships built by Boelwerf have found their way onto the Great Lakes, some making stops in the Port Huron / Sarnia area. One such ship was the *ANDREW H* which, in September of 1991, arrived at Sarnia's Cargill Elevators to take on a cargo of grain.

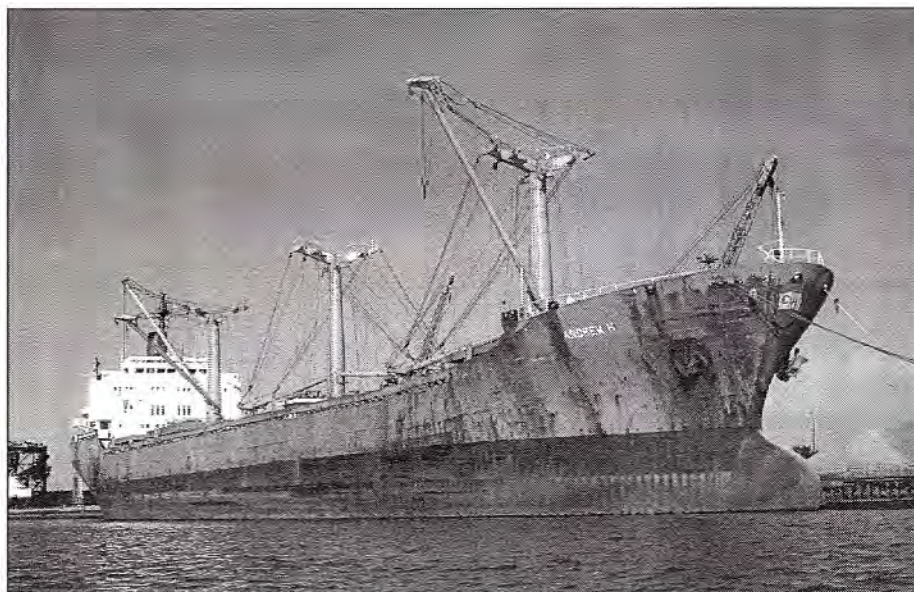
One of the most significant features I noticed with the Boelwerf-designed ships was the large vertical windows in the accommodation block. I personally found this to be an attractive feature of this ship design.

Built as the *EKTOR*, she finally ventured onto the Lakes for the first time in 1976, six years after her building. She was owned by Marmandato Cia Naviera S.A., and registered in Greece. Unfortunately, because records are scarce, I am not sure how often she visited the Lakes under this name. When the ship was sold in 1987, she was renamed *ANDREW H*, her listed owners became Oceanveil Shipping Ltd., and she was re-registered to Cyprus. She visited the Lakes again the same year.

The *ANDREW H* sailed on the Lakes every year until 1991 when she came to the elevators at Sarnia to load grain. Little did I know that this would be the only time I would see this ship. As she backed out of the elevator slip I was unaware this apparently would be her final Lakes visit.

She was sold again in 1993 and was renamed *EKTOR* once again. Her listed owners became Halkios Maritime Co. Ltd., and her registry remained the same. The ship remained under this name until 1995 when she was sold to Elf Shipping Co. Ltd., and renamed *VIKTOR* with her registry still unchanged. This name was short-lived as she was renamed *BLUEWEST* the same year, her owners were Bluewest Shipping Ltd., and her registry became Malta.

Finally, in 1998, after approximately 28 years of service, the ship was sold for scrapping and arrived at Alang, India on January 31, 1998. Her longevity served as a tribute to the quality shipbuilders of Belgium.



* *ANDREW H* - Jim Hoffman Photo *