

THE LIGHTSHIP



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ANNOUNCEMENTS

Mark Your Calendar - Our third 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, October 8. Ray Donahue of Harbor Beach, MI, will present a slide program entitled *The Life of Captain Alex Cunning, the Great Lakes Salvager*. All LHL members will receive an invitation in the mail, prepared and sent by LHL Board member Dick Wicklund, providing details of the evening's dinner and entertainment. **If you are interested in attending the dinner and program, please ensure you mail your check or money order to Theresa Miller, at the address provided on the invitation, by the deadline date, also included on the invitation.** Hope to see you there.

New Members

Lake Huron Lore wishes to welcome aboard John Merlo of Sterling Heights, MI and Charles Sterba of Downers Grove, IL.

New Lake Huron Lore Website

Now you can visit Lake Huron Lore on our new website, www.lakehuronlore.com . Amongst the many interesting items offered for viewing on the new website are various photos of the *HURON* Lightship; details of our Society, and how people can become members; upcoming marine-related events in the Port Huron area; *Blue Water Passages*, an interesting collection of histories and excellent photos of various Lakers by Dick Wicklund; *Lightship Feature*, histories and photos of various lighthouses around Lake Huron; *Lake Huron Scenes*, a collection of beautiful scenic photos taken by different photographers at various Lake Huron locations; and a selection of links to other marine-related websites. Many thanks to the efforts of LHL members Dick Wicklund, Frank Frisk and Charlie Glaze (CJC GRAFIX).

Boarnerd Headquarters in Port Huron

BoatNerd.com drops out of cyberspace and takes up a physical presence in Port Huron, Michigan. Our World Headquarters is based in Port Huron on the St. Clair River where it meets the Black River. This new facility is located within Acheson Ventures' Desmond Landing Development Project. The building features six computer terminals connected to the Internet for maritime research. The location is ideal for research, boat-watching or a public spot to meet with other boat-watchers. A scanner monitors the shipping frequencies and outdoor speakers assure you'll never miss a boat while enjoying the river from our deck. Inside a computer monitor displays traffic expected for the area.



October Port Huron Flea Market

Come and enjoy the Port Huron Railroad, Marine, Automobile Transportation Memorabilia Show from 9:00 am to 3:00 pm on October 22, 2005. The show will take place at the Port Huron Seaway Terminal and will include artifacts, pictures, books, postcards, artwork, lanterns, and license plates. *The show is not a swap-meet or model train show and will not include toys, model trains, or diecast cars.* Admission is \$3.00 per person. Sponsored by Acheson Ventures, Port Huron Musuem and Lake Huron Lore Marine Society.

*** NAME THIS SHIP ***



* A. E. Young photo *

See Answer on Page 6

The S.S. DONALD STEWART

By Cy Hudson

In the 1920's and 1930's, Canadian Great Lakes ship-owners placed many of their orders for new ships with British shipyards, particularly with those on the north east coast of England. On the River Tyne, one of the most prolific areas, was the shipbuilder Smith's Dock Company Ltd., North & South Shields on the Tyne, who also owned another yard at South Bank, approximately 50 miles south of the River Tyne on the River Tees. The Tees shipyard was the builder of many small, canal-sized steam bulk freighters for Canadian owners who had good advantageous financial arrangements with the British shipyard.

In 1923, the Smith's Dock on Tees shipyard received orders for three of these canal-sized lakers, two of which were for the La Verendrye Line of Montreal, Quebec, also known as Keystone Transport Ltd. These were the *KEYSTATE*, hull # 777, and the *KEYBAR*, hull # 778. The third vessel was the *DONALD STEWART*, hull # 779, which was owned and managed by J.F.M. Stewart of Toronto, Ontario. Stewart selected the name of his son as the ship's namesake.

From the pages of the May and December, 1923 issues of the *Smith's Dock Monthly*, the illustrated social magazine for the company's workers and staff, kindly sent to me by John H. Proud of Middlesbrough, Teeside (England), appeared the following details of the *DONALD STEWART*. First, from the May, 1923 issue, was the following article entitled:

Launch of S.S. DONALD STEWART

"There was launched on April 7th from our Shipbuilding Yard, South Bank-on-Tees, the steamer *DONALD STEWART*, built for Canadian Owners.

The vessel, which is built for service on the Great Lakes and the River St. Lawrence, is classed to Lloyd's Registry, and is of the following dimensions: Length, 250 ft.; Breadth, 42 ft. 9 in.; Depth, 18 ft. 6 in.; and carries a deadweight of about 2,300 tons on the light draft necessary for going through the Welland Canal.

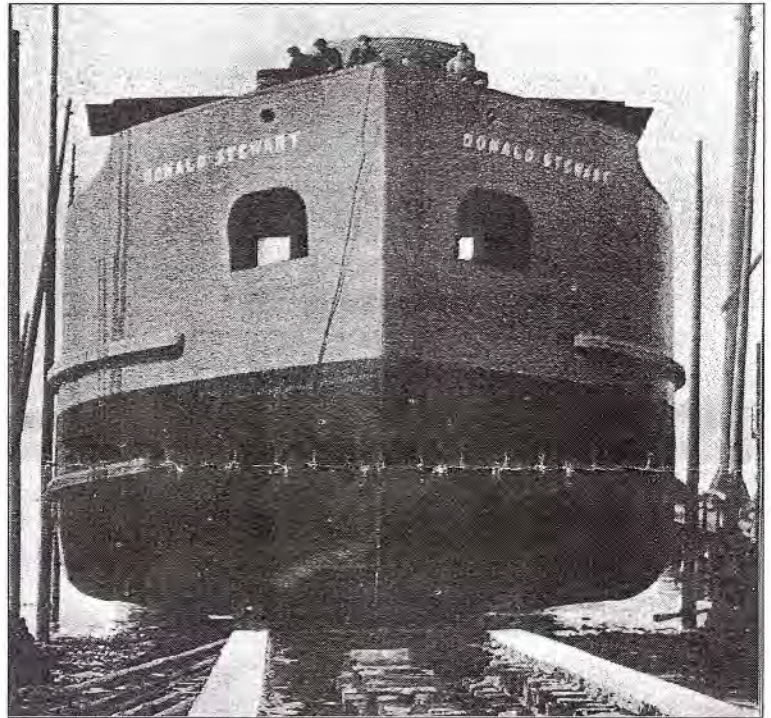
The vessel is of the usual Lake Steamer type, with machinery aft, and is fitted with four special steam winches, steam windlass and steam steering gear, together with the usual cargo derricks. Electric lighting is fitted throughout.

The machinery, which is being constructed by our South Bank Engineering Department, will have engines with cylinders 16 in., 26 in., and 44 in., with 33 in. stroke and two large boilers.

A special feature about the vessel will be the accommodation forward, which consists of staterooms, observation room, etc.

This vessel has been built to plans and specifications and under the supervision of John Reid & Company of London and New York.

As the vessel left the ways, the christening ceremony was gracefully performed by Miss Katherine Reed, daughter of Mr. William Reed, O.B.E., Director and General Manager of the South Bank establishment of Smith's Dock Company Limited."



The December, 1923 issue of the *Smith's Dock Monthly* published the following article: (see next page)

The DONALD STEWART at Work
On the St. Lawrence and the Great Lakes
By E. Shaw of the S.S. DONALD STEWART

Mr. E. Shaw, Chief Engineer of the DONALD STEWART, gives us, in the following article, an excellent idea of what ships built by us do, after they leave our shipyard.

When I was in the Old Country at the beginning of this year, I made a rash promise to my friend, Mr. Spence, at South Bank, to write a short article on this trip for Smith's Dock Monthly, so I hope your readers will be broad-minded enough to accept this humble effort of an engineer, and that it will prove of interest.

Montreal to Port Arthur

On August 20th, we arrived at Montreal from Sydney, Cape Breton, with a cargo of steel rails, stopping here to take on provisions, bunker-coal, etc. We also take on a pilot here to pilot us through the various stretches of the River St. Lawrence, through which we have to go. Sydney, where we shipped our cargo, possesses a magnificent harbor, in which all the fleets of the Great Powers might ride in safety, without crowding one another. Here are great iron and steel works, right on the rich Sydney coal-field. The Dominion Steel and Coal Company operates seventeen collieries, and the Nova Scotia Steel and Coal Company operates five. The iron comes from Great Bell Island in Conception Bay, off the coast of Newfoundland, about 400 miles away. Sydney is thus an important coal and iron center.

Having taken our pilot on board, we are ready to start on our trip through the Great Lakes, from Montreal to the twin cities of Port Arthur and Fort William (now known as Thunder Bay, Ontario) on the western side of Lake Superior. After leaving Montreal, we enter the Lachine Canal, in which there are six locks and a long stretch of canal in which we have to go slow speed. It has factories of all kinds on both sides of it, and is neither pretty nor interesting.

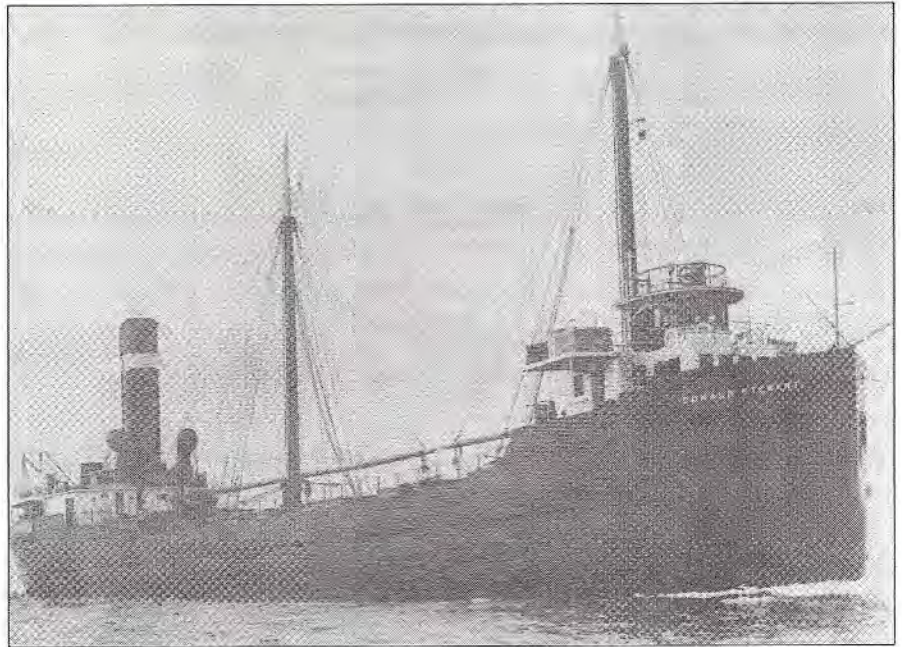
We now come to the town of Lachine and enter Lake St. Louis, which takes about two hours to cross. We now come to beautiful farming country on the one side of the canal, and the River St. Lawrence on the other side, rushing past, the current being too swift for navigation.

After passing through various locks and canals, we arrive at Cornwall, and now are in the Province of Ontario, which has a land area nearly equal to that of France and Germany combined. Its southern shores are washed by four immense inland lakes; Ontario, Erie, Huron and Superior, and its northern shores are washed by Hudson Bay.

Cornwall is a pretty little town in a farming district, and has several small factories. We are still canalling, and at last arrive at Prescott, the end of the St. Lawrence canals. It has taken us about 26 hours to pass through these canals, and we have risen a height of about 175 feet, passing through 22 locks.

The Thousand Islands

We now come to the Thousand Islands, which extend from Brockville to Kingston, a distance of about 50 miles. The islands vary in size, from a few square feet of bare rock to many acres, heavily wooded.



* Photo of DONALD STEWART taken after sea trials in 1923 *

Some are like small rocky hills, and some are quite flat. Several are cultivated farms, and on a large number, summer cottages peep from the trees. Many of the islands are owned by wealthy people, who have erected costly mansions on them with beautifully laid out grounds. At night, the illuminations are very pretty.

We arrive at Kingston, and the pilot goes ashore. We are now in Lake Ontario, headed for Port Dalhousie, the entrance to the Welland Canal. This lake is about 150 miles across. There are many passenger and excursion boats running in the summer time from Toronto to various places on the lake.

Niagara

We arrive at Port Dalhousie, which is a small summer resort. Passenger boats run between it and Toronto, which is about twenty miles distant. This part of the country is called the Niagara Peninsula (a glance at the map will show you why), and it is a great fruit growing country.

We now have to pass through twenty-five locks, with short stretches of water between each lock, which raises us another 336 feet, the height of Niagara Falls, which are distant about an hour's ride on the street car. It is very pretty country all along the Welland Canal. They are very busy building a new canal, which will only have seven locks, each 800 feet long, 80 feet wide, and about 20 feet deep. This is expected to be finished in about four years.

Electric generators are driven by Niagara Falls, supplying electric power for all purposes in this district, at a very cheap rate.

Lake Erie

After about eighteen hours canalling, we arrive at Port Colborne, the entrance to Lake Erie, where we stop to take on board bunker-coal. There is a large Government Elevator here, which discharges the large upper-lake vessels in about six hours. These vessels are 625 feet long, and carry up to 14,000 tons. On the other side of the elevator, the small canal-size vessels are loaded, the operation taking only three hours for each vessel. These small vessels take the grain to Montreal. There is also a large flour mill and steel works here. The Port Colborne elevator has a capacity of two million bushels.

There is a gale blowing at present, with a very heavy sea running, so we are obliged to stop for a short while. However, an electric storm, with heavy rain, breaks over us, and the wind goes down, so we are able to proceed after a delay of about three hours. The sea comes up with the wind and goes down with it, in Lake Erie, as it is very shallow.

After a run of about 200 miles across this lake, we arrive in the Detroit River. A strong current is running against us here, and about four hours brings us to Detroit, a very fine city, which is famous for its motor car factories, the headquarters of the Ford Company. On the Canadian side are Windsor and Walkerville, small manufacturing towns.

We now pass through Lake St. Clair, about twenty miles long, and into the St. Clair River, which is very pretty in the summer, dotted on both sides of its banks with summer cottages.

After about six hours run we pass Sarnia, where the Standard Oil Company (Esso) has its Canadian headquarters, giving employment to about 3,000 men. Two miles further on is Point Edward, the entrance to Lake Huron.

Thirty Thousand Islands of Georgian Bay

The great eastern arm of Lake Huron is called Georgian Bay, a favorite summer playground of Canadian and United States residents, with its beautiful scenery. In this magnificent bay are more than 30,000 islands, crowned with vegetation, islands of all shapes and sizes, a wonderland of varied beauty. Inland are the equally famous Muskoka Lakes, affording every variety of sport.

We have a distance of 225 miles to run across Lake Huron to get to Detour, the entrance to Sault Ste. Marie River, which is about sixty miles long, and is dotted with little well-wooded islands. Here we see little saw-mills sawing the logs for building purposes, etc.

Lake Superior

Arriving at Sault Ste. Marie, we wait our turn to go into the lock, which is about the size of the new Welland Canal ones, raising us about 20 feet. On leaving the lock, we emerge into Lake Superior, and the air begins to feel colder, and soon it will be decidedly cold, as it is never warm on this lake. This is the lake most dreaded of them all by the sailor, as a very heavy sea runs in the fall of the year, and it is a lucky ship that crosses it without having heavy fog. However, we are fortunate and make the run of about 260 miles to Port Arthur without mishap.

Port Arthur and Fort William are known as the twin cities, the two key ports to the great and wonderful West,

where many millions of bushels of grain are shipped every year to different parts of the world.

The Canadian Northern Elevator at Port Arthur is the largest in the world, having a capacity of 9,000,000 bushels. The Canadian Pacific Elevator at Fort William has a capacity of 5,750,000 bushels. Recently, these twin cities established a world's record for one day's loading of grain, by loading 6,700,000 bushels in twenty-four hours.

We tie up alongside the dock and are ready to discharge our cargo of rails, which are then put on railway cars to go west, adding their little towards the expansion of that vast country's trade and commerce.

We have steamed a distance of about 1,100 miles taking about eight and a half days.

The Demise of the DONALD STEWART **The St. Lawrence River in September, 1942**

By Cy Hudson

In 1942, Germany's Admiral Donetz decided to order his U boats to foray into the waters of the St. Lawrence and one of these U boats was *U 517*, under the command of KL (Lieutenant) Paul Hardwig, on her maiden patrol which arrived in the waters of Belle Isle Strait on August 27. From the German point of view, the *U 517*'s first patrol was a huge success for in five weeks, she had sunk eight ships and one corvette. The *CHATHAM* (US), *MOUNT PINDUS* (Greece), *SATURNUS* (Holland), *MOUNT TAYGETUS* (Greece), *INGER ELISABETH* (Norway), *ARLYN* (US), *OAKTON* (Canada), *DONALD STEWART* (Canada), as well as the Canadian corvette *HMCS CHARLOTTETWON* (K-244).

On September 3, 1942, the *U 517* encountered the northbound convoy N L 6 E off Cape Mackinnon and in a surface attack in the dark, sank the *DONALD STEWART* carrying a general cargo from Montreal to Goose Bay, Labrador. Of her crew of nineteen and one passenger, three were lost. Her wreck lies in sixty fathoms (360 ft.) 50 16N, 59 4W. The sub was sighted by the *HMCS WEYBURN* (K 173), an escorting corvette, which turned to ram the sub. The *U 517* dived and escaped when the *WEYBURN* opened fire.

The other Canadian Laker that was sunk by *U 517* was the *OAKTON*, running with a 2,289 ton cargo of coal bound from Sandusky, OH to Corner Brook, Newfoundland. The ship was attacked on September 7 and was sent to the bottom in two minutes. Her entire crew of twenty somehow managed to survive the ordeal.

The *U 517*, which seemed to have led a charmed life despite heavy attacks by Canadian and US Naval forces and aircraft, left the area on October 2, and returned to her base in Lorient, France. On November 17 the *U 517* left Lorient for further Atlantic operations, but her days of good fortune and luck came to an end when, on November 21, she was attacked and sunk off NW Cape Finisterre by a Fairey Albacore aircraft from the British aircraft carrier *HMS VICTORIOUS*. Of the German submarine's crew, three men were lost and fifty-two others, including her commander, KL Paul Hardwig, were picked up and made POW. The *U 517* was only one of the 630 German submarines sunk by the Allied forces in the Second World War.

Answer to Name This Ship (Pg. 2)

SIR WILLIAM SIEMENS (US 116732) Length: 413.2 ft., Breadth: 48 ft., Depth: 24 ft. GRT: 4,344 tons. Built in 1896 for the Bessemer Steamship Company as Hull # 67 by Globe Iron Works at Cleveland, OH. Ownership was transferred to Pittsburgh Steamship Co. in 1901. Sold to Paisley Steamship Co. in 1928 and renamed *WILLIAM B. PILKEY*. Transferred into the Columbia Transportation Co. fleet in 1935. Converted to a crane-ship at Fairport, OH in 1941 and renamed *FRANK A. VIGOR*. Collided in dense fog with the steamer *PHILIP MINCH* while carrying a load of sulphur, downbound in Pelee Passage on Lake Erie on April 27, 1944. The *VIGOR* capsized and sank in 75 ft. of water. The entire crew of 32 were rescued by the *MINCH*.

Why Do We Say It? By Cy Hudson

Ever heard the saying "He had him *over a barrel* ? The term refers to a person in a predicament, or jam, from which there is no apparent way out. The term originated from the days when a seaman under punishment was spread-eagled over a gun barrel for a flogging. To have someone *over a barrel* is to be in a position to get whatever one wants from that person.

S.A. Whipple Original

On Tuesday, July 26, 2005, the Port Huron Museum unveiled its latest acquisition, a Seth Arca Whipple oil painting, donated to the Museum by Dixie Crevier, the widow of noted marine artist Frank R. Crevier. S.A. Whipple, (1855 – 1901), a marine artist who is recognized for his ability to capture on canvas the tone of a vanishing way of life on the Great Lakes, captured not only the reality, but also the essence and romance of the Great Lakes' sail and steamer days. Please feel free to drop by the Museum and enjoy this beautiful and valuable piece of art.

Two New Books

The Ships of the Misener Fleet is the latest book by Skip Gillham and Glenaden Press of Vineland, Ontario. This 176 page soft cover publication provides a history of the historic Misener fleet and each of the different ships to sail in their colors. It has an abundance of black and white photo illustrations throughout and several charts at the end of the book. The book sells for \$30.00 and is available from Skip Gillham, Box 443, Vineland, Ontario, L0R 2C0. Due to postage differences, U.S. orders are asked to submit in U.S. funds.

Ships in Trouble, The Great Lakes, 1880 – 1950 is the second book by author Skip Gillham touching on the subject of marine accidents involving ships that worked on the Great Lakes. Offering 240 B & W photographs, it looks back at some of the mishaps and disasters involving ships that sailed the Great Lakes long ago including the perilous periods during both World Wars. This collection of photos is presented in chronological order with anecdotes of the various ships. The 128-page, 6" x 9" book can be purchased by sending a check or money order for \$22.95 (in U.S. funds), plus \$3.95 postage & handling, to Looking Back Press, P.O. Box 2131, 1 Northrup Crescent, St. Catharines, ON, Canada, L2R 7S2. For additional information, you can contact Vanessa Kooter at 1-800-661-6136 or e-mail her at vanessa.kooter@vanwell.com.

From The Files By Cy Hudson

15 Years Ago ... (1990)

Sept. 16 – Cleveland Tankers Inc. tanker *JUPITER* was lying at the Total Terminal on the Saginaw River having unloaded some 30,000 barrels of her 50,000 barrel cargo of gasoline. At approximately 8:45 am, shortly after the American Steamship Company self-unloader *BUFFALO* had slowly passed upbound, the *JUPITER* parted her stern moorings. The unloading hose connection ruptured and the *JUPITER* was rocked by a tremendous explosion followed by a fire which engulfed the tanker as her stern swung across the river. The eighteen crew members abandoned the stricken vessel, most of them having leapt into the river. Eleven were taken to a hospital with burns, and one who had suffered a heart attack. Unfortunately, one crewman, Tom Sexton, 46, who was tending the forward mooring winches when the explosion occurred, was killed, and his body was not recovered from the Saginaw River until three days later. The *JUPITER* continued to burn through the night and into the next day. When the tanker's hull began to sag amidships, it was decided steps must be taken to prevent the burning ship from breaking apart. Ashland Oil, owners of Cleveland Tankers Inc., hired Boots & Coots of Houston, TX, specialists in fighting oil fires, to extinguish the blaze. The six-man firefighting crew, along with assistance from the USCG *BRAMBLE*, applied foam to the burning tanker, however, it was not until mid-afternoon of Sept. 18 that the flames were finally extinguished. The *JUPITER* was declared a total loss.

F.Y.I.

As of midnight, August 31, 164 vessels (requiring a pilot) have passed upbound through the Bluewater area since the opening of the 2005 shipping season, the latest being the *POMORZE ZACHODNIE*, upbound at Port Huron on August 29. *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

* FORGOTTEN FLAGSHIP *

One hundred years ago, in 1905, with much fanfare, the Pittsburgh Steamship Company's first flagship was launched to serve the ore needs of the U.S. Steel Corporation. The new *WILLIAM C. COREY* would have a larger deck cabin on the bow with luxury appointments for executive guests.



* Photo from Father Dowling Collection *

However, with just over three months of service, the *COREY* would face the November, 1905 storm head on, and almost end her days. The 1905 storm hit western Lake Superior primarily, and would be listed among the great storms of the Lakes. The storm, only eight years before Lake Huron's great 1913 storm, would severely damage and destroy several ships of the Pittsburgh fleet. The *CRESCENT CITY*, *MADEIRA*, *WILLIAM EDENBORN*, *LAFAYETTE*, *ISAAC L. ELLWOOD*, *JAMES NASMYTH*, and *MATAAFA* would make the headlines for the fleet. The new flagship, *WILLIAM E. COREY*, would also.

The *COREY* was driven hard aground in the Apostle Islands and pounded by the storm. The fear of the *COREY* breaking up was very real. However, the *COREY* would hold together but it would take a great effort to pull her free. Pittsburgh steamers and tugs would struggle, and manage to free her. The *COREY* would be repaired, and returned to service.

This first flagship would lose that status in 1906. She would sail actively for fifty-five more years, during which she would welcome six sister-ships into the Pittsburgh fleet with the flagship honor: the *J. PIERPONT MORGAN*, 1906; *JAMES A. FARRELL*, 1913; *MYRON C. TAYLOR*, 1929; *WILLIAM A. IRVIN*, 1938; *LEON FRASER*, 1942; and *PHILIP R. CLARKE*, 1952. Ironically, most of these ships were still in existence in 2005!

After 1960, the *COREY* would enter lay-up until 1963. Upper Lakes Shipping bought her then, and renamed her *RIDGETOWN*. The years under the Upper Lakes flag would be short, just six years. In 1970, the ex-*COREY* became a breakwater at the Lake Erie port of Nanticoke, Ontario where she served until 1974. *RIDGETOWN* would then be raised, and be placed for further breakwater use at Port Credit, Ontario, with Toronto's skyline as a backdrop.

She would become the forgotten flagship. Photographs of the *WILLIAM E. COREY* would be found of her sailing our Bluewater area, and passing Detroit carrying ore to Lake Erie ports like Lorain, Cleveland, and Conneaut. Even as *RIDGETOWN*, her bow would pass up and down the St. Clair River in the 1960's. But who would suspect, that one hundred years after her building and her storm-tossed days in 1905, she could still be found, worn by the years, and outwardly mostly intact! In 2005, as *RIDGETOWN*, she was still at her breakwater post, housing seagulls, and guarding sailboats. One hundred years, and still serving! For how much longer? Maybe not much more for this forgotten flagship.



* RIDGETOWN - Photo from Fred Miller Collection *



* RIDGETOWN as breakwater at Port Credit, ON *
May, 2004 - Dick Wicklund Photo

BLUEWATER AREA SHIPWRECKS

By Skip Gillham

* PAUL L. TIETJEN *

The American steamer *PAUL L. TIETJEN* had several escapades in Bluewater country under three different names.

Originally the *MATTHEW ANDREWS*, the vessel was built by the American Shipbuilding Co. and launched at Cleveland on January 12, 1907. The 552 foot long by 56 foot wide bulk carrier was powered by a triple expansion engine and was able to carry 11,200 tons of cargo.

When the Great Storm of 1913 swept the inland seas, and caused havoc throughout the Lakes, *MATTHEW ANDREWS* ran aground on Corsica Shoal in lower Lake Huron. Lightship 81 had blown out of position in the foul weather and the Master of the *ANDREWS* miscalculated his position and there was \$2,500 damage to his ship.

This flagship of the Kinsman fleet was renamed *HARRY L. FINDLAY* in 1933 and continued in the bulk trades. On April 24, 1948, the ship was in a collision with the Canadian tanker *JOHN IRWIN* in the St. Clair River near Recors Point.

In 1954, *HARRY L. FINDLAY* received a 3,000 horsepower Skinner Unaflo engine, a pair of water tube boilers and a new pilothouse. The name was changed to *PAUL L. TIETJEN* on June 10, 1965, and, just over two years later, was in a head-on collision with the Canada Steamship Lines package freight carrier *FORT WILLIAM* about 25 miles above Port Huron. The August 10, 1967 accident resulted in significant bow damage (as shown in the photo) and a need for major repairs.

A galley fire in the St. Clair River on July 24, 1972, required a stop at Lorain for repairs and further damage was sustained when the after end caught the Grassy Point Railroad Bridge at Duluth on May 14, 1974.

PAUL L. TIETJEN was idle at Toledo in 1975 but joined the fall grain rush on September 25, 1976. She continued to serve the following year but only until tying up at Toledo in July, 1977 after discharging the final load of grain at Buffalo.

The tug *OHIO* pulled the vessel from Toledo to Ashtabula, arriving there on October 11, 1978, and the hull was broken up for scrap in 1979. There are unconfirmed reports that the pilothouse was removed for service as a bar.



* Photo: Terry McCullough Collection *

SALTY SPOTLIGHT



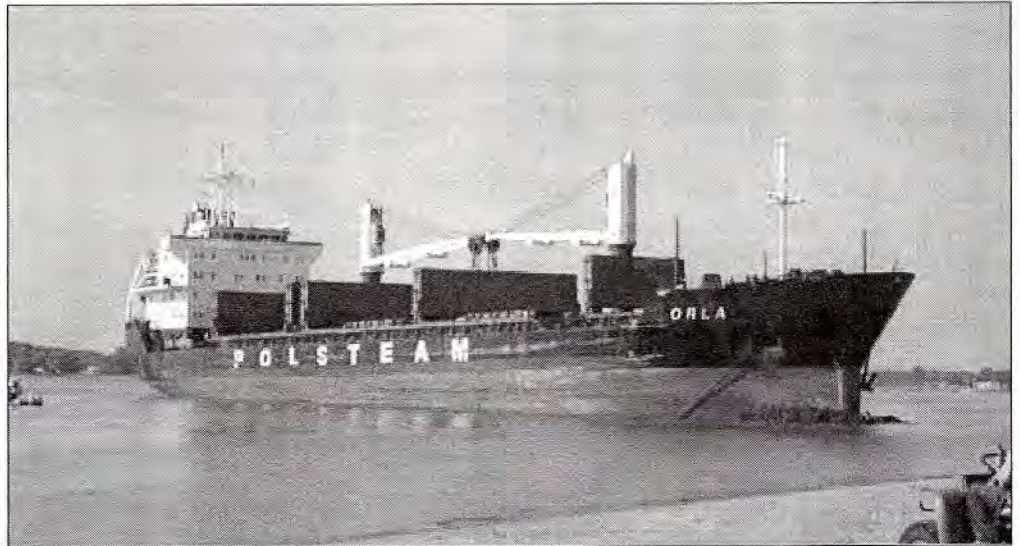
By D.R. (Doug) Schilz
(saltydug@yahoo.com)

* ORLA *

Built in 1999 by Stocznia Szczecinska S.A., at Szczecin, Poland as Hull # B570/2/7
Length: 490' 2" Breadth: 76' Depth: 39' 8"
11,848 GRT M. Bulk Carrier
Main Engine – 8,905 bhp B&W

The recent journey of the *ORLA* to the Great Lakes was a bit more interesting than the ship and crew expected. It also brought out the local residents and ship-buffs with cameras in hand to photograph her unfortunate grounding which occurred on July 8 off Marysville. It appeared there was either an engine failure or a malfunction of the steering system that caused this to happen. It also appeared that damage was minimal to none and after remaining at anchor off Sarnia's Suncor oil refinery, she was cleared to continue on her voyage to Duluth.

ORLA is owned by Orla Shipping Ltd., which is all part of the Polish Steamship Company. Also known as PZM, their ships are familiar visitors to this area. She has not made many trips on the lakes. Her first visit was in 2000 when she delivered a cargo of bauxite to Thorold and returned downbound with a cargo of wheat from Duluth. She returned again in 2003 with a visit to Thunder Bay for wheat. Two trips in 2004 brought her to Hamilton with steel and downbound with wheat, and then returning to Cleveland to unload steel and on to Thunder Bay for a cargo of wheat.



* *ORLA* aground off Marysville, MI – photo by Charlie Glaze *

Unfortunately, her downbound trip this past July was not to be without a second incident. At approximately 10:30 pm on July 19, while off Kahnawake, Quebec, she grounded yet again. To add to her misery, the upbound chemical tanker *JO SPIRIT*, which was upbound in the system bound for Hamilton, came in contact with her. The *JO SPIRIT* had damage to her bow and underwent temporary repairs shortly after the incident before proceeding to Hamilton. Both vessels eventually underwent repairs in Montreal before leaving the Lakes.

An unfortunate visit to the Lakes for the *ORLA*, but I'm sure she will be making more incident-free visits in the future.
