

# THE LIGHTSHIP



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

Our first meeting of 2006, a joint meeting with the M.H.S.D., was held at the Port Huron Museum on Saturday, April 1st. The audience was provided with an excellent dinner served by the Museum Guild. The evening's entertainment, a program on the history of shipbuilding along the Saginaw River, was presented by Don Comtois of Bay City, MI. The evening also including the winning of a limited edition print of the steamer *WEXFORD*, a lake vessel that was lost on Lake Huron during the infamous 1913 storm, generously donated by Marine Artist Robert McGreevy. The fortunate winner of this beautiful print was Dr. Thomas Baumgarten of Harsens Island, MI.

**Mark Your Calendar** - Our second Dinner / Entertainment Meeting of 2006, a joint meeting with our friends from the Marine Historical Society of Detroit, will be held at the Port Huron Museum on Saturday, May 20th. 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 10th. The evening's entertainment, to be presented by Guest Speaker Ric Mixer, will be a program entitled *Cutter Rescues*, a look at rescues performed on the Great Lakes by several U.S. Coast Guard cutters in past years. 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.

### **In Memory of Dorothy Wallin**

As readers of this publication are aware, Lake Huron Lore recently lost one of its longtime members, Dorothy Wallin. She was actively interested in Great Lakes maritime shipping and was a friend to many who attend our meetings. Memorial donations to Lake Huron Lore in memory of Dorothy were made by Jack & Cindy Bauer of Elmhurst, IL, Frank Tabor of St. Clair, MI, and Margaret Trublowski of Rochester, MI. We wish to extend our sincere thanks to each of these three donating groups.

**New Members** – L.H.L. wishes to welcome aboard Robert Calling of Port Huron, Jack & Cindy Bauer of Elmhurst, IL, Karen Gorski of Marysville, MI and Jim Luke of Marysville, MI.

### **Port Huron Flea Market**

The annual Marine Memorabilia Flea Market, sponsored by the Port Huron Museum, Acheson Ventures, and Lake Huron Lore, will be held at the Port Huron Seaway Terminal, 2336 Military Street, on Saturday, June 3 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](mailto: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 20. The service will be followed by the traditional riverside ceremony of laying a wreath on the St. Clair River in memory of their departed shipmates. 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

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\*\*\* NAME THIS SHIP \*\*\*



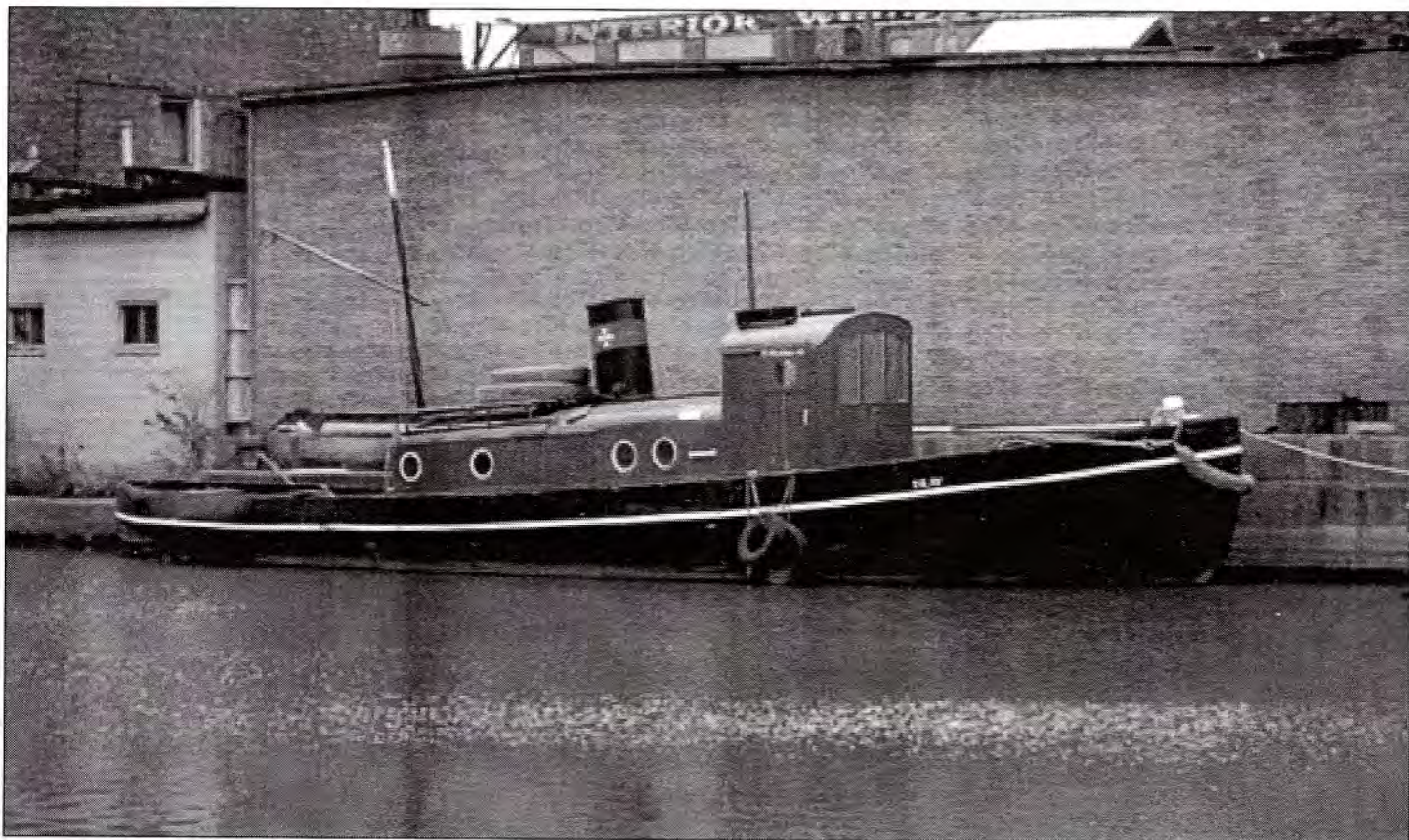
\* See Answer on Page 8 \*

## Brief History of the ISLAY

By Jim Munts

The tug *ISLAY* was launched on June 25, 1892, at whaleback pioneer Alexander McDougall's American Steel Barge Yards in Superior, Wisconsin, and named after McDougall's daughter and Scottish isle of birth. The *ISLAY* was launched with two other whaleback style steamers, the *PILLSBURY* and *WASHBURN*, as part of the first triple-launching of steel vessels on the Great Lakes. The tug measured 60 ft. x 13 ft. x 5 ft. and was powered by a single-cylinder high-pressure Hodge steam engine of 125 horsepower. She had a steel hull, but her decks were planked and her cabins were made out of wood, in design mimicking the wheelhouses of the whaleback steamers. She had two salons: one in the forepeak; one in the cabin aft the engine room. Both were lined with red leather benches. The *ISLAY* also sported a stove, running water, and water closet.

The tug did triple-duty as a light-service yard tender, pleasure yacht, and public relations vehicle for the next twenty years. American Ship Building Company took over the whaleback yard in 1899, and the company named Augustus B. Wolvin as president in 1900. The new yard under his command was christened Superior Ship Building and had a good run as a shipbuilding facility until a general economic downturn brought about the yard's decline beginning in 1907. Wolvin sold the *ISLAY* to his friend and successor at Superior Ship Building, George Ashley Tomlinson, in 1911. Tomlinson then transferred the tug into the hands of Simon Clark, who was his partner in the ship chandlery service of Duluth Marine Supply, located at the foot of Fifth Avenue West. The chandlery removed the wooden cabins and replaced them with the steel cowling which the tug retains today. Two years after Simon Clark's death, in 1933, his old supply company sold the tug to Marine Iron and Ship Building of Duluth. The yard added to the aft end of the cabins and filled her with tools, compressors, and welding equipment. The *ISLAY* remained as a yard tug with Marine Iron until 1948, when she



was sold in derelict condition to Bayfield, Wisconsin's premier tug captain, Einar "Shine" Miller. Shine and his son Jim repowered the tug with a six-cylinder International-Harvester diesel engine and teamed her with an old wooden derrick-scow. The pair kept busy building docks, break walls, and hauling logs.

The Millers also changed the tug's name from *ISLAY* to *BAYFIELD*, in 1948, and eventually replaced the International-Harvester with a second-hand four-cylinder Kahlenberg.

The Millers sold the *BAYFIELD* in 1956 to Clif Hock, of St. Clair, Michigan. Hock planned to use the tug with a salt barge, but eventually utilized her at a marina he built in St. Clair. In 1962, Clif Hock sold the *BAYFIELD* to Keith Malcolm, who was just beginning his marine salvage and construction firm down river in Marine City. Malcolm passed the *BAYFIELD* to Waterford, Wisconsin commercial diver Clark Willick in summer, 1967. Willick teamed up with Jim Janke of Janke Industrial Marine of Athens, Wisconsin, on several Lake Michigan pipeline jobs, including work at Racine, Milwaukee, Kewaunee, and Cudahy. It was during this time that the tug's four-cylinder Kahlenberg was removed and replaced with a GM 6-71.

Clark Willick sold the *BAYFIELD* to his boss Jim Janke in 1973, and Janke Industrial Marine went bankrupt in spring, 1974, halfway through an intake line job just south of Milwaukee. Janke's creditors undertook to complete the work, and upon finishing the line in late 1975, left the *BAYFIELD* to rust in Milwaukee harbor. After a few years of idleness, the tug's documentation was allowed to lapse and she was officially abandoned.

The tug sat in Milwaukee until the 1983 death of Janke's main creditor. At this time, an associate of the late man offered the tug to a young Milwaukee tug sailor named Greg Stamatelakys.

Greg wanted to cut the cabins off and turn the *BAYFIELD* into a harbor supply boat until an old-timer clued him into the tug's origins. Greg spent the 1980's restoring the tug and in 1988, lowered another Kahlenberg engine into her belly, a 1937-built 3-cylinder job capable of 70-90 horsepower. He also returned the tug's original name to her documents. On the *ISLAY*'s 100th birthday, on June 25, 1992, Greg fired the Kahlenberg and took the tug for a commemorative spin around the harbor.

The cost and time required to restore such an old vessel finally forced Greg to offer the *ISLAY* to a Duluth-based maritime preservation society and though plans have apparently fallen through to tow the tug to Duluth this fall, hopefully she'll be transferred to her home next spring or summer.

#### **Note:**

It is always good news that a historic tug with a Bluewater connection is expected to have a new home in 2006 at Washburn, Wisconsin. At the present time the *ISLAY* is waiting to be towed from Milwaukee to Washburn to become part of the Northeastern Maritime Heritage Alliance's floating museum. The author Jim Munts would appreciate if any of our LHL members have a photo or perhaps any information for him of the period when the tug was then named *BAYFIELD* and based in St. Clair, MI from 1956 to 1967. He may be reached in care of J. Olson, 827 East Wright Street, Milwaukee, WI. 53212-3037 or if you e-mail [croydan3@msm.com](mailto:croydan3@msm.com).

Thank you.

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## **NAUTICAL NEWS**

### **From The Files** By Cy Hudson

#### ***10 Years Ago ...*** (1996)

**May 10** – The barge *SEA BARGE ONE*, built from the former American Steamship self-unloader *ADAM E. CORNELIUS* (3), had been renamed d) *SARAH SPENCER*. Operating under charter to Canada Steamship Lines and pushed by Atlantic Towing Ltd. tug *ATLANTIC HICKORY*, the tug / barge unit was upbound in the Welland Canal on her first 1996 trip.

**May 18** – On this date, the Great Lakes shipping community lost its foremost historian when the Reverend Edward J. Dowling, S.J., passed away at the Colombiere Jesuit Community Center at Clarkston, Michigan in his 90th year. Requiem mass and interment were at Colombiere on May 22nd. He was undoubtedly the best known Marine Historian in the United States and Canada

**June 1** – Selvick Marine's 71 ft. tug *STEVEN M. SELVICK* was scuttled in Lake Superior off Munising as an attraction in the Alger Underwater Preserve.

June 2 – Upbound for the first time in the Welland Canal was the Hong Kong registered *LADY HAMILTON*, the former *SASKATCHEWAN PIONEER*, now under charter to the Fednav Group.

June 10 – The ocean-going vessel *MALINSKA* was upbound in the St. Clair River heading for Milwaukee when, in heavy fog, she glanced off the seawall at Port Huron. This marked the ninth time since 1984 that a vessel has struck the Port Huron seawall.

June 21 – Algoma Central Corporation’s motorship *CAPT. HENRY JACKMAN* re-entered service after completion of her \$18 million conversion to a self-unloader by Port Weller Dry Docks. Her first trip took her to Windsor to load a cargo of road salt for Toronto delivery.

### **20 Years Ago ... (1986)**

May 14 – The American sailing ship *PRIDE OF BALTIMORE* sank in the Atlantic Ocean about 270 miles north of Puerto Rico. She had made goodwill cruises to the Great Lakes in 1979 and 1981.

June 10 – Upper Lakes Shipping’s *RED WING* and *FRANK A. SHERMAN* cleared Toronto under their own power for overseas scrapping and both arrived in Quebec City three days later. The *RED WING* and *SHERMAN* both departed Lauzon, QC on October 27, 1986 in tandem tow of the Vancouver based deep-sea tug *CANADIAN VIKING* bound for Kaohsiung, Taiwan to be broken up. After a 187-day towing voyage, the two bulkers finally arrived there on April 30, 1987.

June 11 – *STELLA DESGAGNES*, the former *NEW YORK NEWS*, arrived in Wallaceburg, ON to load 200,000 bushels of corn. Capt. A.J. Hamilton was presented the symbolic “Topper” (top hat) by port officials for being the first ship of the season.

June 17 – The former U.S. Steel bulker, the 1938-built steamer *WILLIAM A. IRWIN*, was towed out of the dry dock at Fraser Shipyards, Superior, following her \$245,000 refurbishing in connection with her use as a museum and convention center on the Duluth waterfront.

June 20 – American Steamship Company’s self-unloader *SHARON*, which had been in lay-up at Monroe, MI from May 8, 1980, was towed to the Toledo frog pond on April 18, 1986. The *SHARON*, and her fleet mate *DETROIT EDISON*, were sold for scrapping to Corostel Trading Ltd., of Montreal for a reported price of \$693,720. The *SHARON* was downbound in the Welland Canal in tow of the tugs *DANIEL McALLISTER*, *HELEN McALLISTER* and *SALVAGE MONARCH* on her way to Quebec City to wait for the tow to her final scrapping destination. The *DETROIT EDISON* was later towed in July to Quebec City to join the *SHARON*.

### **Know Your Ships 2006 - Vessel of the Year – the 100 year-old steamer *ST. MARYS CHALLENGER***

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 also 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., #8, Ann Arbor, MI, 48104. For further information, you can email Roger LeLievre at [roger@knowyourships.com](mailto:roger@knowyourships.com)

### **F.Y.I.**

On March 28, the *FEDERAL KUSHIRO*, bound for Thunder Bay, passed upbound through the Port Huron / Sarnia area as the first saltwater vessel of the 2006 shipping season (requiring a pilot). As of midnight, April 30, 47 vessels, requiring a pilot, have passed upbound through the Bluewater area since the opening of the 2006 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

## \* ENGINE ROOM CLOCK KEY \*

Bob Campbell was on the Blue Water Bridge in August, 1979 when an upbound ship came into his camera's viewfinder. An old Laker with a name he hadn't seen before, the *PIERSON INDEPENDENT*. It would be a rare photo for him, as well as for anyone else who photographed this vessel during the almost two months that it carried this name.



This 550 foot Laker was built in 1906 as the first *J. H. SHEADLE*. She would operate for the Cleveland Cliffs interests, and, in 1913, would survive that great storm on Lake Huron when so many others did not. A steering gear failure put her on the rocks at Marquette in 1920, causing severe damage. In 1924, she was sold to a new company, Forest City Steamship Company, and renamed *F. A. BAILEY*. However, the company failed and she was repossessed by Cleveland Cliffs in 1928.

In 1930, a third name was applied to her bow, *LASALLE*. This would be her name for the next thirty-six years. During these years, and after, she would keep her classic

profile. Father Peter Van der Linden photographed her from his motor boat below the Blue Water Bridge on August 16, 1961. At fifty-five years old, *LASALLE* still provide a stunning view.

At the age of sixty, she was sold to Upper Lakes Shipping, and renamed *MEAFORD*. For the next thirteen years she sailed actively, and seemed to go wherever a cargo could be loaded. She found her way into many camera viewfinders during those years. I saw her in the 1970's in the Saginaw River, Sarnia, the Welland Canal, and Toronto.

The Soo River Company bought her in 1979 and she underwent a refit at Toronto for more service. Into her seventy-third year, she would get her fifth name, *PIERSON INDEPENDENT*, the name she carried the day Bob Campbell photographed her from the Bluewater Bridge.



Almost two months later, her long career ended on the rocks of the St. Lawrence River. Beyond economical repair, she would be towed to Spain for scrapping with her sixth name, *COMPANY*, meeting her end in her seventy-fourth year.

One man of the ship's last crew took an engine room clock key with the name J. H. SHEADLE stamped on it. This crewman gave the rather small souvenir to Bob Campbell after the ship's retirement in 1979. To think this rather small object, that could have easily been taken, thrown away, or lost, in 70-plus years, survived on this boat until its end. It survived storms, accidents, and many name changes as well.

# BLUEWATER AREA SHIPWRECKS

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*By Skip Gillham*

## \* MERCURY \*

It was forty-two years ago that the *MERCURY* was in a collision with the *ERNEST T. WEIR* near the mouth of the St. Clair River.

*MERCURY* was loaded with 43,000 barrels of fuel oil and had to be beached May 5, 1964, to avoid sinking. The bow was heavily damaged by the impact and a steering gear problem was blamed. There were no injuries.

The 390 foot, 3 inch long *MERCURY* was refloated, repaired and returned to service for Cleveland Tankers. The vessel had a historic past having been built at Lorain in 1912 as the largest tanker on the Great Lakes and the first built on the American side of the inland seas.

Originally named *RENOWN*, the vessel sailed for Standard Oil becoming *BEAUMONT PARKS* in 1930 and then, after the sale to Cleveland Tankers, *MERCURY* in 1957. It occasionally towed a company barge in the early years and, on September 14, 1915, rescued survivors from the sinking *ONOKO*.

*MERCURY* was damaged again on October 11, 1974, losing its foremast and stack to the Grand Island Bridge while moving through fog on the Niagara River. Repairs were carried out to enable the vessel to complete the season.

*MERCURY* was broken up at Sturgeon Bay in 1976 with a section of the hull reportedly retained to become the 169 foot, 1 inch long *DERRICK NO. 3*.

*ERNEST T. WEIR* sailed for National Steel in 1964 but today survives as the *COURTNEY BURTON* of Oglebay Norton.

*MERCURY* is shown below at Willow Point on the St. Clair River in September, 1968 thanks to a photo by Lake Huron Lore member Alan Mann.



\* *MERCURY* at Willow Point on the St. Clair River – Alan Mann photo \*

# SALTY SPOTLIGHT



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

## \* PRABHU DAYA \*

Built in 1987 by Hindustan Shipyard Ltd., Viaskhapatnam, India as Hull # 1120  
Length – 608' 9" Breadth – 75' 3" Depth – 47' 3"  
16,817 GRT M. Bulk Carrier  
Main Engine – 7,576 bhp Sulzer

Over the years, ships from India have found their way to the Great Lakes. One such ship is the *PRABHU DAYA* which stopped in Sarnia in June, 1994. This, coincidentally, was also her first visit to the Great Lakes. Her inland voyage brought her to Cleveland, Detroit and Chicago with steel before arriving in Sarnia to load a cargo of 15,313 metric tonnes of soybeans for delivery to Australia.

*PRABHU DAYA* is owned by Tolani Bulk Carriers Ltd., and registered in Visakhapatnam, India. She returned to the Lakes in 1997 calling at Ashtabula in November, and again in August, 1998 with a trip to Milwaukee. After a three year absence, she returned again in 2001 stopping at Hamilton to unload steel, and then heading to Duluth to load an outbound cargo of sunflower seeds.

This ship is of a familiar design with others of the same design being *NAND RATI*, and *LOK PRAKASH*. Though not a regular visitor to the Lakes, it was nice to see that she made the Port Huron / Sarnia area one of her lake ports of call



\* *PRABHU DAYA* upbound in the Welland Canal on August 15, 1998 \*  
Photo by Jeff Cameron

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### Answer to Name This Ship (Pg. 2)

**BROOKDALE** (C 111855) Length: 256', Breadth: 43'-3", Depth: 22'-4", GRT: 2,286 tons. Built in 1902 by Bertram Iron Works at Toronto, ON for St. Lawrence & Chicago Steam Navigation Co. as a) *TADANAC*. Renamed b) *THE IROQUOIS* the same year. Sold to Canada Steamship Lines in 1916. Sold to a French company and renamed c) *COLORADO* in 1920. Sold to K.B. McKay of Cardiff, Wales in 1922 and renamed d) *DORNOCH*. Sold to Mathews S/S Co. the same year and renamed e) *BROOKTON*. Sold to Colonial S/S Co. in 1934. Sold to Diamond S/S Co. (Hindman) in 1939 and renamed f) *GEORGE HINDMAN* (1). Sold to Reoch S/S Co. and renamed g) *BROOKDALE* in 1942. Scrapped in Hamilton, ON by United Metals & Refiners, Ltd. in 1966.