

THE LIGHTSHIP



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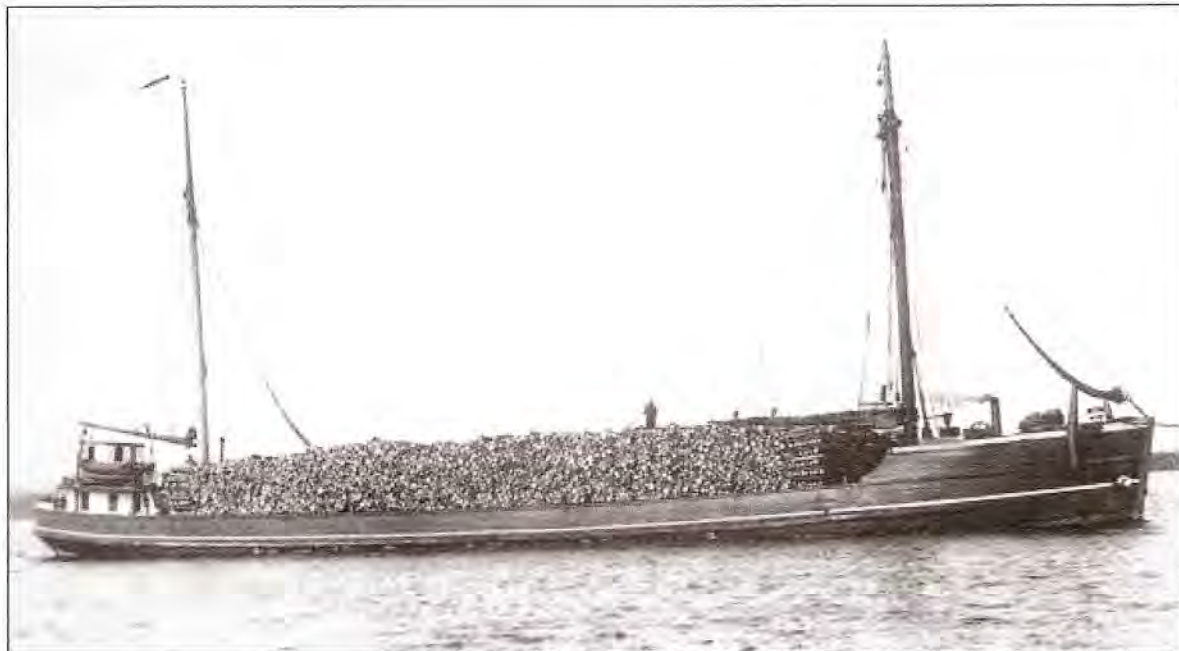
Mark Your Calendar – Our fourth 2006 Dinner / Entertainment Meeting, which is a joint meeting with our friends of the Marine Historical Society of Detroit, will be held at the Port Huron Museum on Saturday, November 11. The Museum doors will open at 6:00 pm, and the dinner, prepared and offered by The Museum Guild, will be served at 6:30. Following the dinner, Mark Cowles, our Guest Speaker, will present the evening's program entitled *Great Lakes Carferries – When They Sailed Our Rivers & Lakes*. All L.H.L. members will receive a flyer in the mail with further details. Please join us for an enjoyable and entertaining evening.

New Members – L.H.L. wishes to welcome aboard new members Mike Murphy of Sarnia, ON, Tom & Karen Christie of Marysville, MI, Skip Kadar of Harbor Beach, MI, and George Oaks of Burton, MI.

Lake Huron Lore Fall 2006 Maritime Speaker Series – The following guest speakers are scheduled to present maritime entertainment evenings at the Great Lakes Maritime Center (Vantage Point), 51 Water St., Port Huron.

- 1) Friday, November 17 at 7:00 pm – Jim & Pat Stayer presents *The Daniel J. Morrell – 40 Years a Shipwreck!*
2) To Be Announced (Watch for details on the Lake Huron Lore Website www.lakehuronlore.com)
Admission is free and is open to the public. Further details can be obtained by e-mailing Dick Wicklund at hmrwicklund@comcast.net or calling Acheson Ventures at (810) 966-0900.

*** NAME THIS SHIP ***



* See Answer
on Page 9 *

A Note From Your Editor

In 1997, I was asked by LHL Board member Cy Hudson if I would be interested in taking on the task of being the Editor of Lake Huron Lore's newsletter, *The Lightship*. At first I cringed at the idea, then, once I got over the initial wave of panic, I found myself very flattered that I would be offered such a post. I've had a sincere love and interest of Great Lakes ships and their history since I was a child. I often sat under the Blue Water Bridge with my father, devouring a cup of French Fries from Albert's Chip Wagon, watching the freighters traveling up & down the St. Clair River, wondering where they were going, what they were carrying, how old they were, what it would be like to work on them, and so on, and so on. In 1982, my wife found a copy of Thomas Manse's *Know Your Ships* in a local bookstore and bought it for me. I was ecstatic. Now I could look up the ships as I watched them pass under the Bridge and see who owned them, when they were built, their dimensions, etc. I can't believe how much my ship-watching hobby exploded over the next 24 years. I began taking photos of the ships, joined historical societies in Toronto and Detroit, discovered & visited the Dossin Museum on Belle Isle, began meeting other ship buffs (known these days as *Boatnerds*), began attending the popular marine flea markets and collecting artifacts from the ships, traveled to various areas around the Lakes, became a member of the International Ship Masters Association, spent seven days on the 1,000 foot M/V *INDIANA HARBOR* as a guest of the Captain, have been taken for several rides on saltwater ships as a guest of a friend who is a Pilot, and became a member of Lake Huron Lore and Editor of their newsletter; experiences I'll always revere. My wife and I are presently considering a relocation and a new job in another town. I feel it is best if I step down now and turn over the newsletter to a new Editor. I feel so fortunate to have had the opportunity to be a part of Lake Huron Lore. I will certainly remain a member of the Society and do my best to keep in touch with the group. Thanks again.

Terry Doyon

The Loss of the *ELIZA H. STRONG*

By Paul J. Schmitt

Much has been written of the courage and strength of seaman during the age of wooden ships and iron men, but the ships themselves seem to have had a sort of strength and courage worthy of the iron men that sailed them. Pounded by angry seas, stranded on rocky shoals, jolted by collision, and some, like that of the steamer *ELIZA H. STRONG*, consumed by fire; these stout white oak hulls yielded only grudgingly to the destructive forces of man and nature. Rebuilt and reconditioned numerous times, many of these vessels piled up enviable records for durability and longevity before being finally laid to rest.

The 205-foot steamer *ELIZA H. STRONG* began her stormy career in 1873 at Marine City, Michigan when a keel was laid at the Morley & Hill shipyard. A 980-ton vessel had been ordered and was to be christened *CITY OF ROCHESTER* when launched later that year. Fate took a hand, however, in the form of the Financial Panic of 1873, causing the order to be cancelled and work on the vessel to be suspended.

The unfinished vessel was to lie in her stocks for a full year before work was continued when the builders decided to finish the vessel rather than to let their already considerable investment stand idle.¹ On July 18, 1874, the *N.K. FAIRBANK* slid into the Belle River. She was considered a large bulk carrier for her day, measuring 205 ft. x 36 ft. x 11 ft. and of 980 tons burden. She was powered by a double low pressure 34 inch diameter, 30 inch stroke engine and in addition, carried three masts for sail. Low freight rates during the 1874 season delayed her fitting out until the spring of 1875, when her career began in earnest. For the next twenty years, the *FAIRBANK* served her owners well with only a stranding on Pt. Iroquois in Lake Superior to mar her record.²

Title to the vessel changed hands several times during her first two decades. In 1882, the Morley family bought out the Detroit Dry Dock Engine Company's interest, then, in 1884, sold the *FAIRBANK* to J.W. Moore and others of Cleveland. The vessel's home port was then changed to Cleveland in place of Rochester, N.Y. In 1880, A.S. Pierson of San Jose, California became the major owner with others in Cleveland, including Moore, having a lesser interest. In March of 1893, Pierson bought out Moore's interest and moved to Mentor, Ohio.

The *FAIRBANK* operated profitably out of Fairport, Ohio

that year until her stranding on Pt. Iroquois in August. She was laid up for the rest of the season with repairs eventually costing \$20,000. This loss was apparently too much for Pierson, because in June of 1894, the *FAIRBANK* was seized by the U.S. District Court and sold to satisfy his creditors. J.W. Moore, being familiar with the vessel and recognizing a bargain, purchased her and took major interest along with the Commercial Bank of Cleveland. The *FAIRBANK* was brought back to Cleveland and put in command of Capt. Truman Moore.

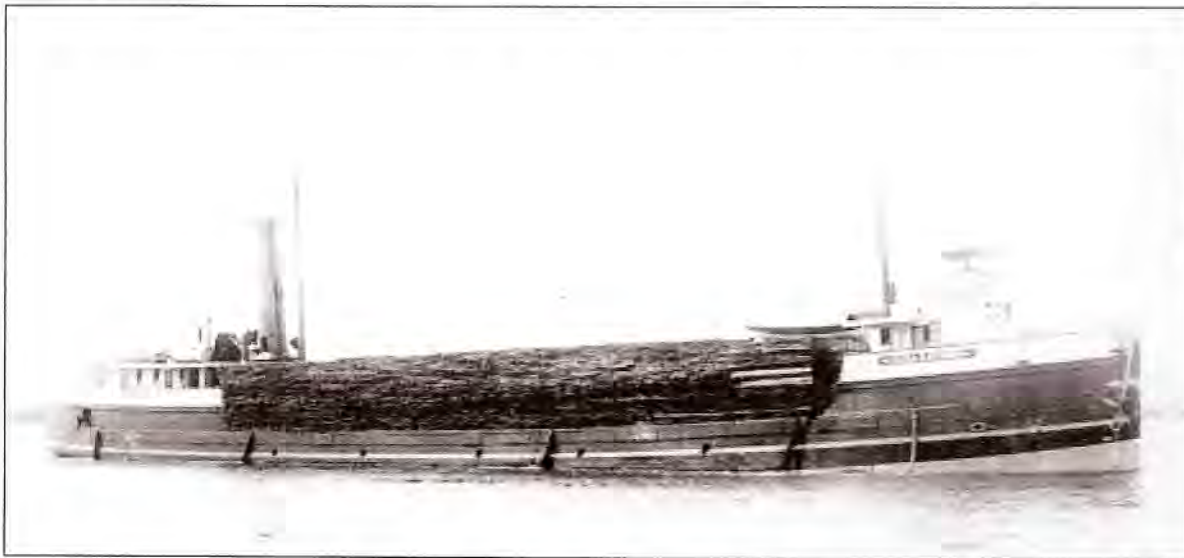
Capt. Moore continued as master of the *FAIRBANK* through the rest of the season and opened the 1895 season as well. The evening of Thursday, May 2nd found the *FAIRBANK* in eastern Lake Erie. She had loaded 50,000



* *The STRONG as the N. K. FAIRBANK* *

bushels of corn the previous Sunday for Milmine Bodman & Company of Chicago and was destined for Ogdensburg, N.Y. Capt. Moore had ordered the vessel's speed checked down as weather was very smoky and visibility difficult. The precaution proved insufficient, however, as at 2 a.m. the *FAIRBANK* ran aground on Morgan's Point, six miles west of Port Colborne, Ontario. The crew was immediately ordered to lighten the vessel by throwing the cargo overboard. This effort seemed to be working, but, at 4 a.m., fire was discovered in the forecabin (a lamp had exploded). The crew was then put to work in an attempt to battle the flames. But, as the fire had headway deep in the hold, Capt. Moore was soon forced to abandon ship. The crew made their way to Port Colborne where tugs were dispatched to help fight the blaze. When they arrived at the scene, however, the vessel was already burning to the water line, and water pumped into the wreck only succeeded in scuttling her.³ The *FAIRBANK* was abandoned to her insurance carrier, Smith, Davis and Company of Buffalo, a \$30,000 loss.⁴ On May 7, the wreck was sold to the Carter Brothers of Port Colborne for \$625. They immediately initiated salvage efforts, using the tug *ALERT* and within a week were able to raise the vessel and tow her into the mouth of the Welland Canal. The cargo of corn was removed and sold to area farmers for 20 cents a bushel, while the wreck itself was towed to Buffalo.⁵

Though badly damaged, the staunch white oak hull was found to be sound and thus retained by the Carter Brothers. They undoubtedly intended to rebuild the vessel in some capacity when finances would permit. But, as with many low priority projects, the rebuild could wait. Three seasons were to pass with the hull of the *FAIRBANK* lying unattended and exposed to the elements until the summer of 1898, when the long awaited rebuild was begun. The wreck had been sold to Capt. William Strong of Tonawanda, N.Y. and he began the process of rebuilding the vessel. Work progressed steadily through the fall and winter with the installation of a new fore and aft engine built by the King Iron Works of Buffalo. On May 10, 1899, the vessel was enrolled at Buffalo as the *ELIZA H. STRONG*. Her dimensions were basically the same with the new tonnage being listed as 781 tons gross and 614 tons net. Built for the lumber trade, her center mast had been removed.



** *Photo of the ELIZA H. STRONG taken in about 1900* **

The *STRONG* entered service that year and closed the 19th century on a profitable, if uneventful note. The season of 1900, however, was not to be so kind, as her master, Capt. William Strong, was accused of cowardice when he failed to go to the aid of his consort, the schooner *COMMODORE* when their towline

parted during a fierce storm on November 8, 1900. The *ELIZA H. STRONG* had been upbound on Lake Superior when the towline parted, and while the 136-ft. *COMMODORE* was left to fend for herself, the *STRONG* took shelter in the Munising Harbor. The incident took on a more ominous tone when the schooner went missing (and feared lost) for almost a week. ⁶

As if punished for cowardice by the fates, the *STRONG* found herself involved in a similar storm in the same area of Lake Superior in August of the following year. During the evening of August 29, 1901, while laboring in a heavy sea, it was discovered that the steamer had sprung a leak. Within thirty minutes the *STRONG* had become water logged and had lost all power. Capt. Strong ordered the ship abandoned and the crew transferred to their consort, the steamer *COMMODORE*. Sails were set and the schooner made her way to the port of Munising where

the loss was reported. Out on the Lake, however, the staunch hull of the *STRONG* did not yield and though a significant list had developed, and her aft house had been washed away, she did not founder. That evening the steamer *MUELLER*, after narrowly missing the derelict, took the *STRONG* in tow and brought her into Munising Harbor on the afternoon of August 31, where she was beached and claimed as a salvage prize.⁷ A significant legal battle developed as title to the badly damaged vessel was claimed by the crew of the *MUELLER*. The case was ultimately decided in the U.S. District Court in Grand Rapids, Michigan, where the title was awarded to Strong Transportation Company, with the salvage fee of \$3,000 awarded to the crew of the *MUELLER*.⁸

The *STRONG* was later raised by the tug *CHAMPION* and the stout old hull was repaired for the 1902 season. The vessel continued an active career in the lumber trade for the Strong family. (The vessel was variously owned by William and Eliza Strong as well as the Strong Transportation Company.) The 1902 and 1903 seasons were uneventful, as were the early months of the 1904 season.

The morning of October 26, 1904 found the *ELIZA H. STRONG* downbound on Lake Huron with the schooner *OUR SON* in tow; both were loaded with lumber enroute from Duluth to Buffalo. The weather was clear with smooth seas when, at 10 a.m., fire was discovered in the aft cabin.⁹ The crew was immediately put to work fighting the blaze, as the towline was cast off and the vessel headed for shore. But the fire had burned through the bulkhead and could not be effectively fought in the hold because the *STRONG* was carrying a large deck load. Soon the fire was out of control and Capt. Strong ordered the crew of 13 to the yawl boat.

While the *STRONG*'s crew pulled for the American shore at Lexington, the steamer *CITY OF HOLLAND* of the Thompson Line, happened upon the burning vessel and took her in tow in the hope that she could be taken into shoal water and scuttled. The *STRONG* was towed to a point approximately $\frac{3}{4}$'s of a mile from the dock at Lexington when the tow line parted. In an effort to reconnect the tow line and fight the fire on the *STRONG*, the *CITY OF HOLLAND* herself was set ablaze and her crew was required to put out the fire and discontinue efforts to save the *STRONG*. The blaze aboard the *STRONG* continued all afternoon and by evening, though still afloat, she had burned to the waterline. The loss was estimated at \$55,000 with \$30,000 for the vessel and \$25,000 for the cargo. (The *STRONG* carried \$13,000 insurance).¹⁰

The following day, the Reid Wrecking Company of Port Huron dispatched two tugs to Lexington in an effort to tow the hull to Port Huron where she might be again rebuilt. But this was not to be, as the vessel's stout white oak timbers finally succumbed. The burned wreck of the steamer *ELIZA H. STRONG* had foundered during the early hours of the morning as a north wind had developed and a heavy sea was running.¹¹ On November 11, 1904, Reid did salvage the engine and boiler, but the stout old hull, built over three decades earlier at nearby Marine City, was never to rise again. It remained, as it does today, at rest after thirty years of faithful service.



* *The CITY OF HOLLAND was built in 1893* *

Footnotes

1. John Morley took a three quarter interest while the Detroit Dry Dock Engine Works, builders of the engine & boilers, took a one quarter interest in the vessel.
2. Stonehouse, *Great Wrecks of the Great Lakes*: Page 61.
3. *The Tribune*, Welland, Ontario: May 10, 1895.
4. *Detroit Free Press*: May 4, 1895.
5. *Port Huron Daily Times*: May 24, 1895.

6. *Marquette Mining Journal*: November 9-10, 20, 1900.
7. *Marquette Mining Journal*: September 2, 1901.
8. Bowen, *Memories of the Lakes*: Pages 194-195
9. *Port Huron Daily Times*: October 27, 1904.
10. *The Sanilac Jeffersonian*, Crosswell, MI.: October 28, 1904.
11. *Journal of Light House Station at Port Sanilac*: October 27, 1904.

From The Files By Cy Hudson

10 Years Ago ... (1996)

Nov. 7 – The salt water 1975-built bulk carrier *VULCAN*, registered in Malta, encountered a rock ledge while upbound near Amherstburg, ON, damaging her double bottom ballast tanks. Repairs were made in Sarnia.

Nov. 22 – Duluth's Aerial Lift Bridge, which spans the entry to the Twin Ports, was shut down completely when a small crack was found in a pulley shaft. Temporary repairs were made, and the bridge was put back in a limited service on November 26.

Dec. 18 – Upper Lakes Shipping's *CANADIAN NAVIGATOR* arrived at Port Weller Dry Dock for conversion to a self-unloader.

Dec. 20 – The J.W. Westcott Co. closed its 123rd season of operation when Captain William Redding piloted the mail boat *J.W. WESTCOTT II* alongside the upbound American Steamship vessel *SAM LAUD*.

Dec. 25 – The 1996 navigation season on the Welland Canal came to an end on Christmas Day with the upbound passage of CSL's *MANITOULIN*, bound for Erie, PA. The last downbound passage was by the tanker *EMERALD STAR*, which also closed the St. Lawrence canals passing down on December 27.

15 Years Ago ... (1991)

Nov. 9 – The Gaelic tug *SHANNON* passed down the Welland Canal delivering the barge *CORTLAND* to Oswego, NY for her new Maryland-based owners.

Nov. 30 – The American Steamship Company self-unloader *ST. CLAIR* took part in a most unusual rescue attempt on Lake Huron off Port Hope, MI, north of Harbor Beach. The pilot of an A-7 jet fighter, of the 180th Tactical Fighter Wing based in Toledo, ejected from his plane for unknown reasons and landed in the water. In the 40-knot winds, and with 8 to 10 foot seas, the hapless pilot was dragged along the surface by his own parachute. The *ST. CLAIR* chased the chute for over two hours, but when she finally caught up to it and placed herself upwind from it to create a lee, the parachute collapsed and sank, presumably taking the pilot with it. Despite boat and helicopter searches, he was not seen again.

Dec. 13 – The tug *APPALACHEE* passed down the Welland Canal towing the tug *NASH* bound for Oswego, NY. As a consequence of a \$5,000 donation received from William White, brother of H. Lee White, the H. Lee White Marine Museum at Oswego, NY has been able to acquire from the Buffalo District of the U.S. Corps of Engineers, the tug *NASH*, a 114 ft. tug, built in 1943 at Oyster Bay, NY. The Oswego museum will have the *NASH* refitted and will be used to give tours of the harbor.

Dec. 16 – The *MARITA LEONHARDT* passed down at the Soo Locks as the last salty of the season.

Dec. 20 – The J.W. Westcott Company concluded the 118th season of operation when Captain Samuel Buchanan piloted the J.W. Westcott II mail boat alongside American Steamship's *AMERICAN MARINER* which was downbound off Belle Isle. Also on this date, the Cypriot-flag *KALLIO* was the last salty of the season to pass down the Welland Canal.

Dec. 24 – The last downbound ship through the Welland Canal for the 1991 season was Algoma's *ALGOCAPE*, enroute for Hamilton.

Dec. 25 – Hannah's tug *CHALLENGER* and barge *HANNAH 5101* officially closed navigation in the Welland Canal when they cleared Port Colborne in ballast destined for Buffalo.

F.Y.I.

On Oct. 31, the M/S *MORPETH*, bound for Chicago, passed upbound through the Port Huron / Sarnia area, making her the 279th vessel, **requiring a pilot**, that 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

* THE PASSING OF A CRANE SHIP *

Having photographed the steamer *W. C. RICHARDSON* (2) passing Port Huron on September 3, 1974, this crane ship was reminder of a type of vessel that once sailed our Great Lakes. In an era now dominated by self-unloaders, the crane ship was also a type of self-unloading vessel of another time.

Crane ships were usually older straight deck carriers later converted for this use. They were *specialty* cargo ships used in small ports and along winding rivers. Typical cargos would include ore, coal, clinkers, pig iron, and various types of stone. Scrap metal would be hauled as well as newly manufactured steel, such as steel rolls, steel rails, and I-beams for construction. However, many of these types of cargos were more efficiently carried later in years by competing railroads and trucks by the 1970's. On the Lakes, tugs and barges, and the developing self-unloading vessels would prove to be very labor intensive, time consuming to operate, especially to unload.

For a time, the crane ship had a place in Great Lakes commerce and history. The *W. C. RICHARDSON*'s long time owner, Columbia Transportation Division of Oglebay Norton had the largest number of such ships in its fleet in years past. Columbia's crane ships had names such as *G.G. POST*, *FRANK E. VIGOR*, *HARRY T. EWIG*, *O.S. McFARLAND*, and *BUCKEYE* (1). These vessels were converted for this use by the early 1940's. The *W.C. RICHARDSON*'s conversion took place well after the others when she sailed in 1950 with two big cranes perched on her deck.



The W.C. RICHARDSON upbound at Port Huron / Sarnia on Sept. 3, 1974 – Dick Wicklund Photo

In 1950, the *RICHARDSON* was already 42 years old having been built in 1908 by the Detroit Shipbuilding Company at Wyandotte, Michigan. She was launched as *WAINWRIGHT* for the Wainwright Steamship Company on January 25, 1908. She was part of a once common class of Great Lakes ships, built at 440 feet in length. Shipyards were busy building hundreds of lakers during this time that measured 400 to 600 feet in length.

The *WAINWRIGHT* was in service less than two years when the first *W.C. RICHARDSON* met an untimely end. On December 8, 1909, the ship was driven onto a shoal during a storm in Lake Erie off Buffalo, N.Y. She was

declared a total loss and unsalvageable. The wreck was later removed from the shoal. Built in Cleveland, Ohio in 1902, this vessel was 374 feet in length and was owned by her namesake, W.C. Richardson.

Captain Wesley C. Richardson became a Lake sailor as a teenager on sailing ships from 1856 until 1880. After eleven years of employment in the grocery business, the intrigue of the Lakes drew him back for a career in shipping. Beginning in 1891, he would come to own vessels and manage others in the Lakes trades. Richardson became friends and a business associate with Earl W. Oglebay and David Z. Norton. These two gentlemen formed the mining and mineral company of Oglebay Norton in 1890, and Richardson vessels would come to serve their shipping needs.

In 1915, the *WAINWRIGHT* was purchased by one of the steamship companies managed by W.C. Richardson, and became the second ship named in his honor in 1916. It joined other Richardson-owned and managed vessels. After Richardson's death in 1919, Oglebay Norton would use his ships to form their own fleet in 1921 known as the Columbia Steamship Company.

The *W.C. RICHARDSON* (2) would then proudly carry the once familiar Columbia star on its stack for the rest of her sailing days. On her upbound passage at Port Huron on September 3, 1974, the red star with the white "C" was prominently displayed. However, 1974 would be her last active year sailing the Lakes. Retired thereafter, she was sold to a trucking company in Toledo in 1977 for non-transportation use as a transfer vessel unloading salt-water freighters. This business ended, and, starting around 1985, scrapping began on one of the last crane ships on the Great Lakes. It would be a slow process, finally completed in 1992.

The *W.C. RICHARDSON* represented a once common class of ship, a namesake of another time, a fleet that is now history, and a type of Laker called a crane ship that used to pass our Bluewater shores.



** W.C. RICHARDSON in 1982 as a stationary transfer facility
at the Consolidated Dock in Toledo – James Hoffman Photo **

BLUEWATER AREA SHIPWRECKS

By Skip Gillham

* DANIEL J. MORRELL *

This fall marks the 40th Anniversary of the loss of the *DANIEL J. MORRELL*. The 600 foot long by 58 foot wide bulk carrier broke in two and sank in a storm on November 29, 1966. Many members have either heard or read the story of Dennis Hale, the "Sole Survivor", of the ordeal.

DANIEL J. MORRELL was built by the West Bay City Shipbuilding Co. of West Bay City, Michigan, in 1906. It went to work for the Cambria Steamship Co. and was managed by M.A. Hanna until coming under the Bethlehem Transportation Co. banner in 1925.

The crew of this ship was apparently the last to see the *ADELLA SHORES*, lost with all hands in Lake Superior on April 30, 1909, and the last to see the *BENJAMIN NOBLE*, which also disappeared on April 28, 1914. *DANIEL J. MORRELL* survived a minor collision with the *HENRY PHIPPS* in Whitefish Bay due to fog on August 13, 1909, and one with the *S. H. ROBBINS* in the same area on December 2, 1927. Snow hampered visibility on the latter occasion.

New Babcock Wilcox boilers replaced the original Scotch boilers in 1945 while a three cylinder Skinner Unaflow engine was installed when the old triple expansion was taken out in 1956.

The ship had been idle at Erie, Pa from 1962 to August 1964 and had passed her last inspection in February, 1966, prior to being lost.



D. J. MORRELL upbound at Soo, Michigan – August 15, 1958 – John H. Bascom photo

Answer to Name This Ship (Pg. 2)

COMMODORE (Schooner) (Off. # US 125805) Built in 1880 at Carrolton, MI by Thomas Arnold. Hull: Wood, Length: 176.42 ft. Width: 34 ft. Depth: 12.16 ft. Net Tonnage: 565 tons. Gross Tonnage: 586 tons. The *COMMODORE* sank about 10 miles southeast of Southeast Shoal Light, Lake Erie, on June 17, 1918, after her towing propeller *JAY GOULD* sprang a leak and foundered. Her crew was rescued by the steamer *MATAAFA*, no lives were lost. The vessels were bound from Cleveland, OH for Sandwich, ON with cargos of coal. ** The *COMMODORE* is mentioned in Paul Schmitt's article *The Loss of the ELIZA H. STRONG* on Page 3 **

SALTY SPOTLIGHT



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

* MILO *

Built in 1984 by Hitachi Zosen Hiroshima Works at Innoshima, Japan as Hull #4769
Length – 584’8” Breadth – 75’11” Depth – 48’5”
GRT – 17,065 M. Bulk Carrier
Main Engine – 9,600 bhp Sulzer

The *MILO*, pronounced *ME-LOW*, is one of the numerous Japanese Lake-Bulker Class vessels built for Great Lakes service. Hitachi Zosen and Nakai Shipbuilding & Engineering Co. Ltd. built the bulk of these vessels. *MILO* originally sailed the Great Lakes in 1984 as the *SILVER LEADER*. A regular seaway visitor between 1984 and 1994, she appeared on the Lakes every year except 1985. Only one incident marred her trips during that time. In November, 1984, *SILVER LEADER* struck the Iroquois Lock, but cleared Montreal after being inspected and released. Her listed owners were Silver Leader Shipping Co. S.A. and she was registered in Greece.

In 1995, she was sold to Libratime Sendirian Berhad and registered in Malaysia. Her new name became *ALAM UNITED*. This named remained with her for only a few years. She made trips under this name from 1995 to 1997. She was renamed *UNITED* in 1998 and was owned by Alam United Ltd. Partnership. Her registry became the Bahamas. One note on the *UNITED*, she cleared Duluth on December 17, 1998, as the last salty out of that port for the season. She made two trips in 2000 before she was sold and renamed later that year.

In 2001, she was back on the Great Lakes as the *MILO* twice, now owned by Bounty Shipholding Inc. and registered again in Greece. She has returned each year after, usually making multi-trips onto the Lakes each year. After 22 years of sailing this vessel still seems to be sailing full steam ahead.



* *ALAM UNITED* at Toledo – James Hoffman Photo *