

THE LIGHTSHIP



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

2007 Membership Dues – are due now and payable to the address above. Please be aware, if you have yet to renew your LHL membership for 2007, this will be the last copy of *The Lightship* that you will receive. Your membership to Lake Huron Lore Marine Society is valued, and we hope you will continue your membership with the Society.

Mark Your Calendar – Our first 2007 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, March 31. 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, Wayne Sapulski, our Guest Speaker, will present the evening's program entitled ***Great Lakes Lighthouses and Their Preservation!*** 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 Carl Cramer of Birmingham, MI, Jim and Pat Stayer of Lexington, MI, George W. Mosher of Port Huron, MI, and David Vernier of Sterling Heights, MI.

Lake Huron Lore Winter 2007 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) Saturday, January 27 at 7:00 pm – second annual Winter Steamboat Night - Jim & Pat Stayer present their new program *Shipwrecks of Whitefish Point*

2) Saturday, February 24 at 7:00 pm – The Detroit Stereographic Society and Lake Huron Lore will present *The Great Lakes in 3-D: See Freighters, Lighthouses, & Scenes*.

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.

Port Huron Museum Special Exhibit - will begin the sesquicentennial celebration of Port Huron with its opening exhibit featuring photographs from the Russell Sawyer Collection in the North and South Galleries from February 1st to April 1st daily from 10:00 am to 5:00 pm. This exhibit will feature outstanding historical photographs by Russell Sawyer taken of Port Huron and the Blue Water Area. He is known for some excellent maritime photography. Please be sure to check out this exhibit, you will not be disappointed.

*** NAME THIS SHIP ***



* See Answer
on Page 6 *

Editor's Corner It is an honor and privilege to have been asked by the L.H.L. Society Board to take over the helm of this newsletter from Terry Doyon who has done a fine job for the past ten years. I look forward to the challenge and hope that I may continue the forward progress that Terry has made. I also hope you will join me in offering thanks to Terry for all his effort! Thanks, Terry!!

From The Files By Cy Hudson

10 Years Ago...1997

January 4 The Interlake Steamship Company's straight-deck bulk carrier *J.L. MAUTHE* in tow of the tug *JOHN PURVES* from lay-up in Superior, was down bound at the Soo Locks bound for the yard of the Bay Shipbuilding Corporation of Sturgeon Bay, Wisconsin where the 1953 built, 11,473 Gross Tons vessel will be converted into a self-unloading barge. The tow arrived at the yard three days later on the 7th.

January 15 The *PAUL R. TREGURTHA* bound for the Lorain Pellet Terminal passed down bound through the Soo Locks closing out all the commercial traffic for the 1996/97 shipping season. Owing to the extreme heavy ice conditions the *TREGURTHA* was unable to deliver her cargo to Lorain, and was diverted to the Cleveland Lake Front dock where she will spend the winter.

January 23 In ice which was 8-10 inches thick in western Lake Erie, the *DONALD C. HANNAH* towing the barge *HANNAH 3601* which had a cargo of 1.3 million gallons had a dangerous situation arise when the towline broke. The *DONALD C. HANNAH* quickly became trapped in the heavy ice, and the barge began drifting towards the Middle Sister Island. Luckily the U.S.C.G. icebreaking tug *NEAH BAY* was nearby, and managed to secure the barge which was only 800 yards from the rocky shore of the island. The *NEAH BAY* returned the barge to the *DONALD C. HANNAH* and then escorted the tow back to the Canadian Coast Guard dock at Amherstburg, ON. No damage was reported and the *DONALD C. HANNAH* and her barge *HANNAH 3601* were allowed to complete their voyage to the L.T.V. Steel dock in Cleveland, arriving there on January 27.

January 30 The final vessel traffic in the Great Lakes dry bulk trades for the 1996/97 season were both Canadian flag, when Algoma's *JOHN B. AIRD* entered into winter lay-up in Sarnia. Upper Lake Group's *CANADIAN OLYMPIC* laid up in Nanticoke on February 6th after delivering a load of salt to the Atwater dock in Detroit. Both ships were kept busy during the later part of January hauling salt cargoes out of Goderich.

15 Years Ago...1992

January 7 USS Great Lakes Fleet's 1,000 ft. *EDGAR B. SPEER* was the last commercial vessel to transit the Soo Locks down bound.

January 8 The Canadian Coast Guard's icebreaker *SAMUEL RISLEY* passed down bound for Sarnia closing the Soo Locks for the 1991 season.

February 20 Inland Lake's *PAUL H. TOWNSEND* sailed from Milwaukee bound for Waukegan to discharge her winter storage load of cement.

February 29 Demolition crews, using explosive charges, blew the seven storey workhouse off the top of the Midland Simcoe elevator at Midland, Ontario. This was the first step in removing the elevator complex to make way for a recreation redevelopment of the site.

Ships in Winter Lay-Up 1996/97 In Ports Of Our Area

Sarnia & Point Edward *AGAWA CANYON*, *ALGOMARINE*, *ALGORAIL*, *CAPT. HENRY JACKMAN*, *LE CHENE NO. 1*, *J.W. McGIFFIN*, *JOHN B. AIRD*, *PAUL E. NO. 1 (tug)*, *MENASHA (tug)*.

Goderich *OAKGLEN*, *WILLOWGLEN*, (*Storage barge*), *DEBBIE LYN (tug)*, *IAN MAC (tug)* *DONALD BERT (tug)*.

Owen Sound *CHI-CHEEMAUN*, *MAPLEGLLEN*, *NINDAWAYMA*, *UPPER CANADA (Christian Island ferry)*.

Port Huron *U.S.C.G. BRAMBLE*, *MANITOU (tug)*, *TUG MALCOLM*. Algonac *PORT WELCOME (Restaurant)*.

Saginaw *E. M. FORD*. Dearborn *HERBERT C. JACKSON*. DeTour *CHARLES M. BEEGHLY*.

Windsor *ALGOSOUND*, *METIS (barge)*, *AURORA BOREALIS (excursion)*, *NORTHERN BELLE (casino)*

Ojibway *ALGOVILLE*, *CANADIAN PROSPECTOR*, *STORMONT (tug)*.

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It will be 10 years ago when William J. Luke (1927-1997) the well known popular marine historian "Crossed the Bar" on February 13, 1997. I am sure many of you will have known Bill; he was a Board member, also the treasurer of the Lake Huron Lore Marine Society in the early 1990's and organizer of the popular trips to the side-ship launchings at the Collingwood Shipyard. He was a member of our sister organization the Historical Marine Society of Detroit from 1948 until his death in 1997. Bill served as a member of the Society's Advisory Council, also the only person to serve two separate two year terms as president, and was selected to be the Society's 1990 'Historian of the Year'. Always the perfect gentleman to all who had the pleasure to have known him.

The Canadian former shipping magnate, Ralph S. Misener whose family had connections to our area as owners of the former Sarnia Steamships Ltd., Colonial Steamships Ltd., and the Scott Misener Steamships Ltd., also "Crossed the Bar" on February 16, 1997 at the age of 88.

Caught Through the Camera Lens of Russell E. Sawyer

The Port Huron Museum is the now in possession of the extensive photograph collection of long-time commercial photographer Russell E. Sawyer. Among his many subjects were those of the shipping scene in the Blue Water area in the 1950's and 60's. You were given a glimpse of his work on the recent Christmas card. Now we are pleased to be able to provide you with some other views of his fine photography in the upcoming issues of this newsletter.

The photo below was taken on Sunday afternoon, August 10, 1952 from the shore of the St. Clair River just at outskirts of the town of Sombra, Ontario. The freighter *J. H. Hillman Jr.* was hard aground with her bow stuck in the hard clay bottom in only four feet of water. Boats of sightseers can be found observed around the disabled ship.



At about 8:00 that morning, the St. Clair River was calm with a light haze and there were many fisherman out for their catch of perch or walleye. The *J. H. Hillman Jr.* was upbound without cargo, suddenly she began blowing danger blasts on her steam horn. Her steering gear had failed and she veered out of the shipping channel toward the town of Sombra! In a matter of minutes, she came to a halt near the shore a short distance north of the ferry dock. The news spread quickly and Russell sprung into action with his camera to get this view.

The tugs *Atomic* and *Maryland* were dispatched from Amherstburg and Detroit and arrived on the scene about 9:00 that evening. After 14 hours of hard work pulling, the tugs were able to free the ship. She anchored off Marine City for hull and steering inspection and soon was back on her way up to Duluth. The remaining damage was that of the intake pipe for the Sombra municipal water system. It was found to be crushed by the grounded ship and thus cutting off the water supply. It took weeks to repair and return to service.

The *J. H. Hillman Jr.* was built by the Great Lakes Engineering Works as Hull No. 524 at Ashtabula, Ohio in 1943 and was one of the sixteen "Maritimers" built for the war effort. She sailed on for many years until being renamed *Crispin Oglebay* (2) in 1974, sold Canadian in 1995 and renamed *Hamilton Transfer*. In 1998, she was rebuilt with a replacement stern section from the coastal package freighter *Cabot* and was renamed *Canadian Transfer*. She continues to be a very frequent visitor to this area and still is known to veer out of the shipping channel toward Sombra. Only now it is to safely deliver stone products at the Southern Sales wharf!

Bluewater Passages

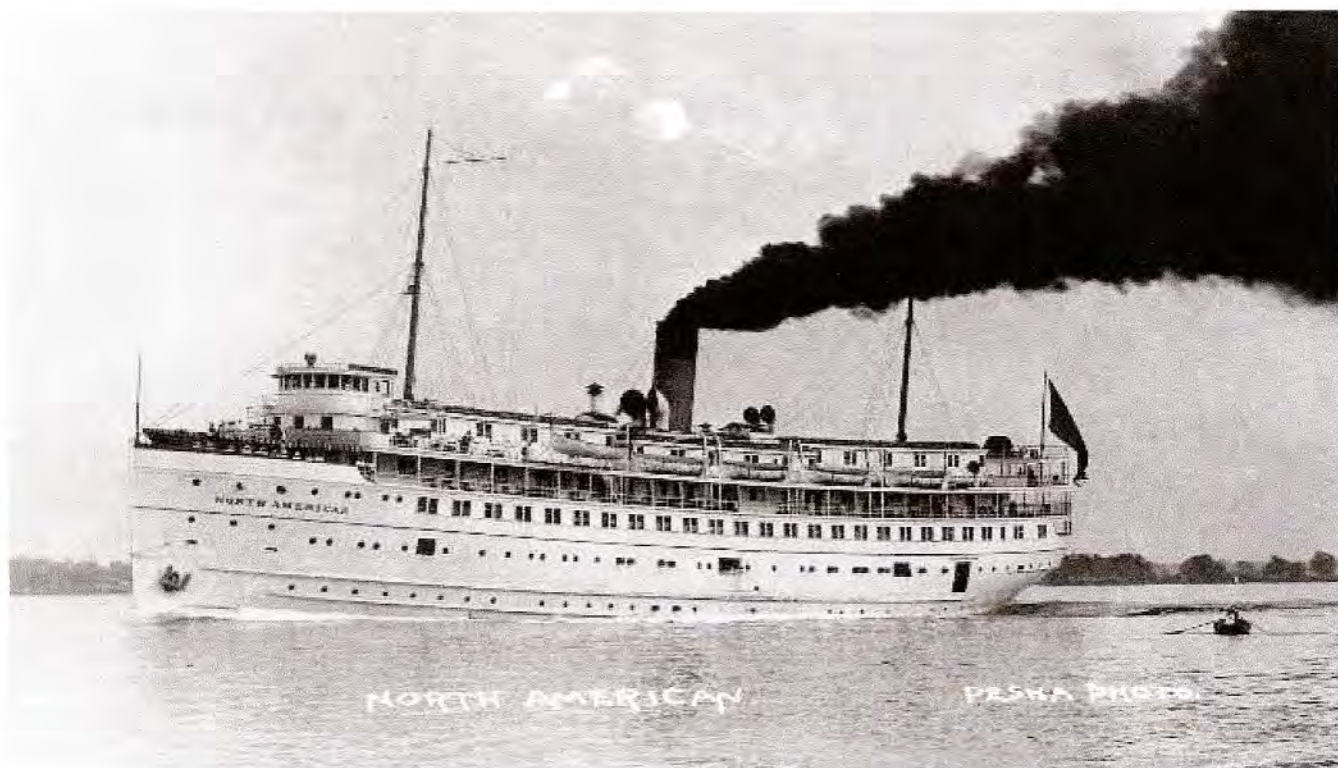
By Dick Wicklund

* THE LOST & FOUND NORTH AMERICAN *

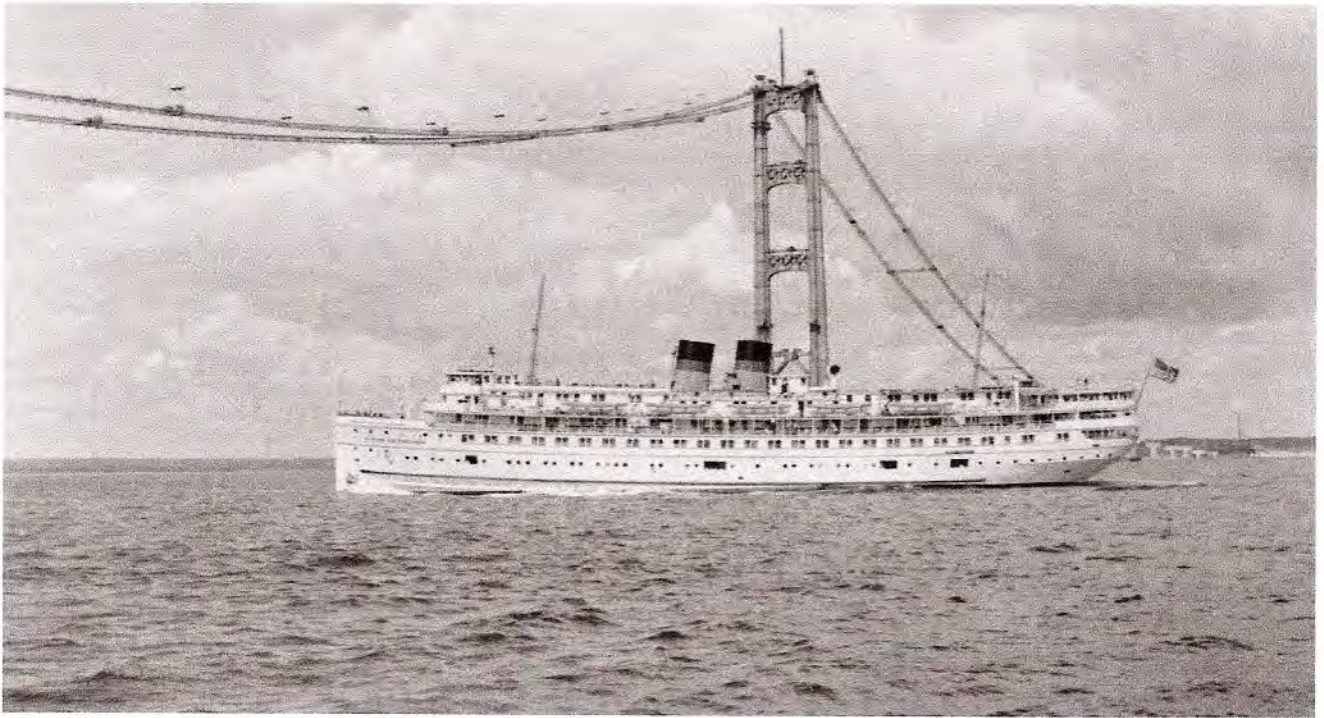
In July, 2006, divers from Quest Marine visited the classic Great Lakes passenger steamer *North American* lying in 250 feet of Atlantic waters. While under tow to be used as a training ship, giant waves from hurricane Doria sank her on September 13, 1967, 25 miles northeast of Great Point Lighthouse, Nantucket Island, Massachusetts. The divers found *North American* sitting upright, towering toward the surface.

North American was built at the Great Lakes Engineering Works, Ecorse, Michigan, launched January 13, 1913, and going into service in May 1913. This 280 foot vessel was built for the Chicago, Duluth, & Georgian Bay Transit Company. Her larger and similar sister, *South American* came from the same shipyard in 1914. For the next 50 some years, both would carry passengers all around the Great Lakes on many memorable cruises.

The *North American* was photographed by Pesha photographers in the St. Clair River off Marine City, Michigan, very early in her sailing career. She had a single stack then, but in 1923 a second one was added. The square windows along her sides would always distinguish her from the *South American*'s portholes.



Another picture of the *North American* was taken as she passed below the uncompleted Mackinac Bridge about 1956. As the bridge was built, the Michigan Department of Transportation would photograph its progress, and often include a passing ship in the picture. They made a nice choice on this day!



The Classic looking *North American* may have been overshadowed by her larger sister, *South American*, but her memory is rekindled as we await more dives to her resting place. Maybe she is far from our blue waters, but *North American's* memory is still with us.

Answer to Name This Ship (Pg. 2)

RENVOYLE (2) (Package freighter) (Off. # CAN 148133) Built in 1925 at Wallsend-on-Tyne, Great Britain by Swan, Hunter & Wigham Richardson Ltd.. Hull: Steel, Length: 400 ft. Width: 44 ft. Depth: 24 ft. Gross Tonnage: 3571 tons. Originally built as a canaller under the name *GLENLEDI*, she carried her pre-fabricated mid-body in her cargo hold across the Atlantic and on to Midland, ONT. for completion as an upper lake package freighter. Renamed *RENVOYLE (2)* IN 1926. Collided with and sank the self-unloader *SYLVANIA* at the Peerless Cement Dock in Port Huron on June 1, 1967. Sold at U. S. Marshall's sale for scrap and arrived at Ashtabula, Ohio on December 5, 1967 for scrapping.

Winter Lay-Up in Goderich Harbour – 35-Years-Ago



This photo was taken January 29, 1972 by the editor while on a visit to Goderich to see the fleet wintering there. The snow was nearly two feet deep and it was still snowing heavily! This view shows five ships tied side by side in the west end of the inner harbor. All were carrying storage cargoes of grain. Shown here from left to right are the *Parker Evans*, *Elmdale*, *Ruth Hindman (2)*, *Lionel Parsons* and *Michipicoten (1)*. Not shown are the *Thornhill*, *R. G. Sanderson*, *C. S. Band*, *F. H. Dunsford*, and *D. B. Weldon (1)*. It was a fun time, but this was the “best” photo of the day and it is badly obscured by all the flying snow.

BLUEWATER AREA SHIPWRECKS

By Skip Gillham

* MONTROSE *

The British freighter *MONTROSE* sank below the Ambassador Bridge on only its fifth trip to the Great Lakes. The 440 foot long by 59 foot wide freighter was built by Bartram & Sons, Ltd., at Sunderland, England in 1961 and operated for Buries Markes and the Montship-Capo Line.

The upbound vessel collided with the barge *ABL 502* pushed by the tug *B. H. BECKER* and went down in 35 feet of water on July 30, 1962. All 41 on board were rescued. *MONTROSE* was refloated by Merritt, Chapman, and Scott on November 9, 1962, and taken to Toledo for repairs.

The work was undertaken over the winter and the ship returned to service in 1963 as *CONCORDIA LAGO* for Skibs A/S Hilda Knutsen of Norway.

The vessel never returned to the Great Lakes and was sold to Triton Maritime Ltd. of Greece in 1979 and renamed *LAGO* in 1981. It was sold for scrap in 1982 and cleared Colombo, Sri Lanka, on May 16. The ship was pulled ashore at Gadani Beach, Pakistan, in October and broken up by Tawakkal Ltd.



Al Sykes Collection courtesy of Skip Gillham

At dock some short time before the collision.



Peter J. Van der Linden Photo

After the collision, lying on her port side in the Detroit River beneath the Ambassador bridge.

SALTY SPOTLIGHT



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

GLADYS BOWATER

Built in 1959 by Wm. Denny & Bros. Ltd.; at Dumbarton, U.K. as Hull #1494
Length – 325’ Breadth – 50’ 3” Depth – 24’
GRT – 4,045 M. General Cargo
Main Engine – 2,700 bhp Sulzer

The formation of the Bowater Steamship Company came about in 1955. With pulp and paper operations overseas, the United States and Canada, the Bowater Corporation had built for them, seven new ships for the trade. One such ship was the **Gladys Bowater**.

This ship was built as a newsprint carrier and the builder was known for their expertise in this particular field. She was a good looking ship and well maintained with a dark green hull and cream upper works. Originally her boot topping was light green but because it was hard to maintain, this was changed to red.



Gladys Bowater in the Welland Canal late 1970.
Photo by Hal Jackson.

This ship was named after the daughter of Sir Noel Bowater. She remained in service until 1972 when she was then sold out of fleet. With this she would never again return to the lakes. You can find pictures of her on postcards that were taken at the Snell lock on the Seaway. With her sale, she was renamed **Gigi** and her new owners became Taurus Enterprises Corp. and registered in Liberia. She would keep this name until 1976 when she became **Aginor** and owned by Aginor Shipping Corp.. Her registry remained unchanged. She was again sold in 1977 and renamed **Alexandra**. Her listed owners became Lamdami Compania Naviera S.A. and registered in Greece. She would be sold yet again, this time in 1985 to Likab Trading Co. and registered in Honduras. She kept her name but was later changed to **Lamyaa**. It was under this name she would make her way to the scrapping beaches of Gadani, never again to sail the lakes.