

THE LIGHTSHIP

Volume XII No.3.

November 1990

Museum of Arts & History
Marine Gallery
1115 Sixth St
Port Huron MI 48060

LAKE



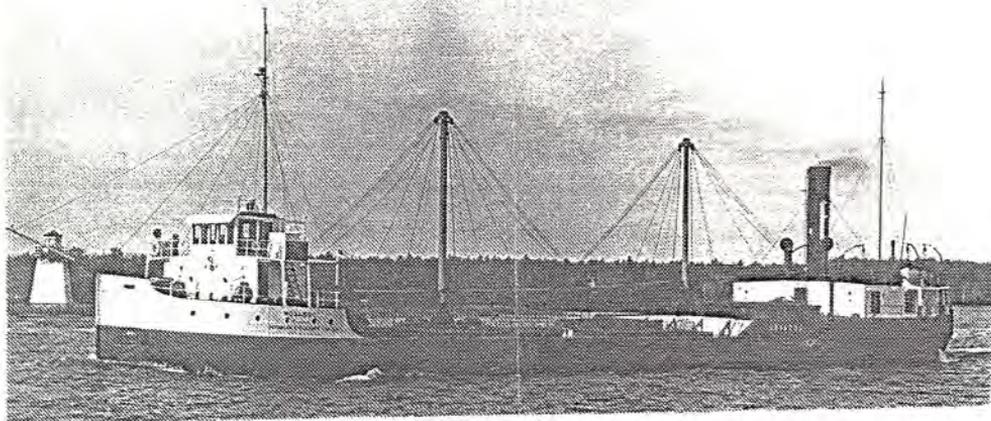
LORE

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MARINE
SOCIETY

The Storm of November 11, 12 and 13.

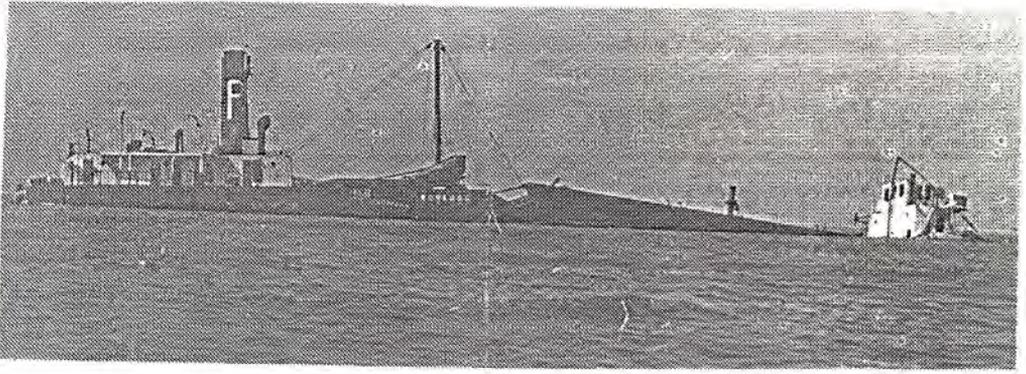
The storm of November 11-13, 1940, was only the second of cyclonic character to sweep the upper lakes in almost a third of a century. Starting with high winds early in the evening of Sunday, November 10 the storm reached gale force from the southeast within the course of a few hours. With increasing violence the gale raged throughout all of November 11, accompanied by snow, exceptionally low visibility and temperature that dropped from above freezing to as low as 10 degrees. Ship barometers fell to 28.24. For hours wind velocities were constant at from 75 to 80 miles an hour with peak blasts estimated at 100 miles. The storm continued but with less severity throughout the 12th and for a part of November 13, demoralizing urgent shipping.



NOVADOC (2)

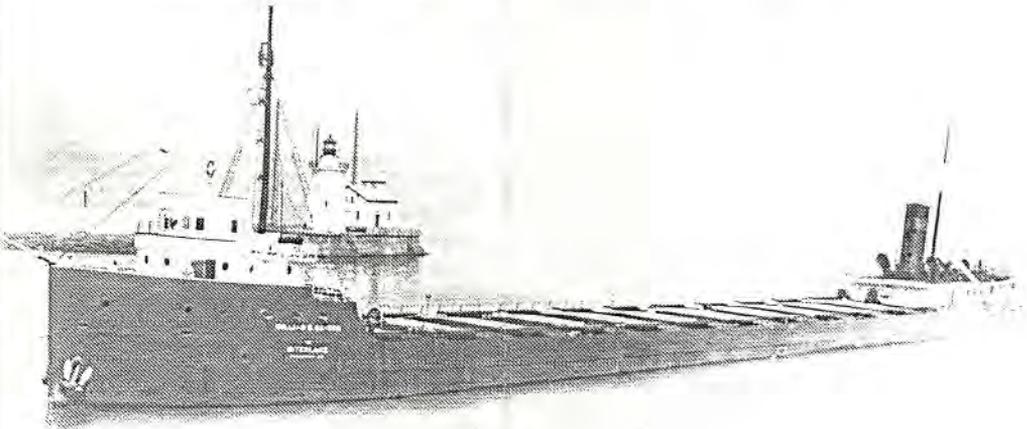
W.J. Taylor Photo

While the gale was violent on Lake Huron and almost as heavy on lakes Superior and Erie, it was Lake Michigan that bore the brunt of a storm of incredible character and the longest in duration known to that body of water.



On the beach

When a southeast gale is in progress on Lake Michigan vessels are eased by moving to the east coast, but when this was done on November 11 the wind suddenly shifted to the southwest creating swirling seas with mountainous, smashing waves. A considerable number of vessels were known to be moving in both directions on Lake Michigan and as is usual in all disasters, both on land and sea, first reports of casualties pointed to tremendous losses, particularly after it became known that the coal-laden steamer William B. Davock, owned by Interlake Steamship Company, and the Canadian grain carrier Anna C. Minch had gone down with all hands, off Pentwater, Michigan, the latter's masts showing above water.



WILLIAM B. DAVOCK

While the storm ended with the complete loss of only two lake freighters, the William B. Davock and the Anna C. Minch, two other casualties occurred on November 11, the fishing tugs Indian and Richard H. having foundered off South Haven with the loss of eight lives.

Continued on page 7

PHOTO SECTION

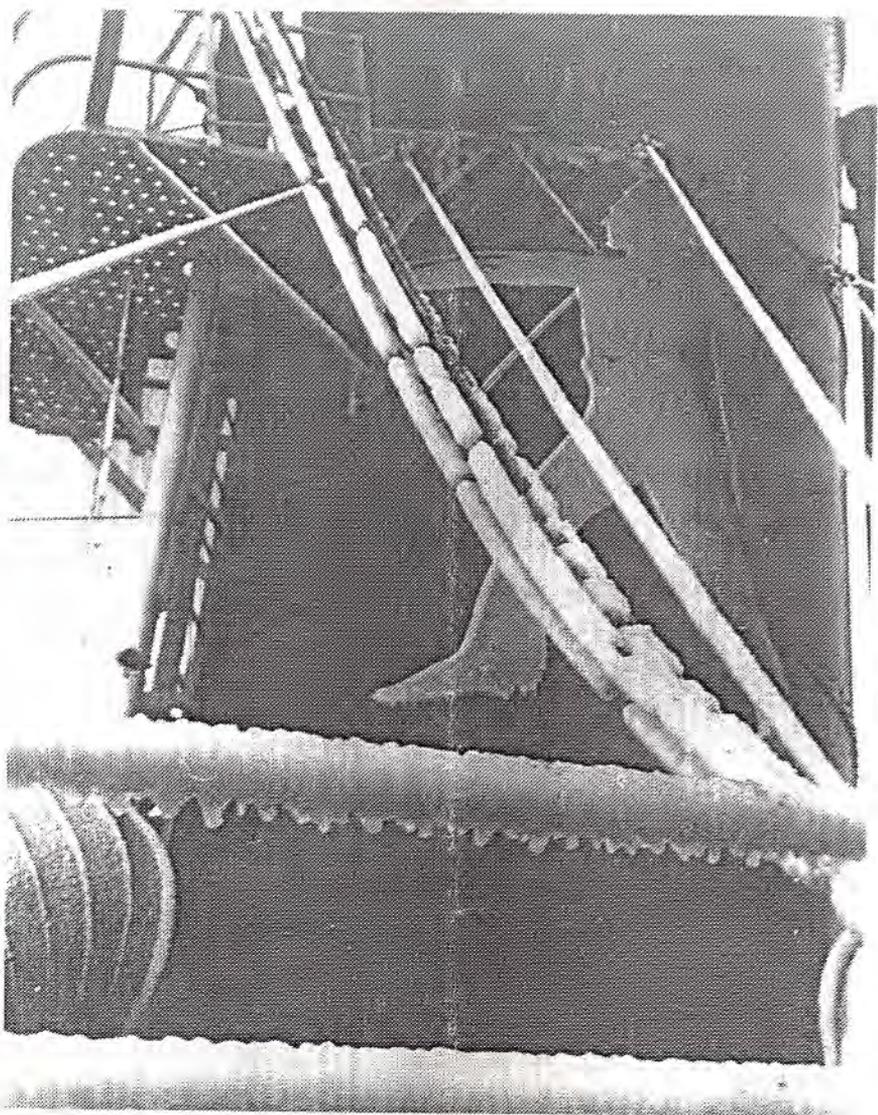
The following photos of the steamer CONNEAUT taken shortly after the November 1940 Armistice Day storm.

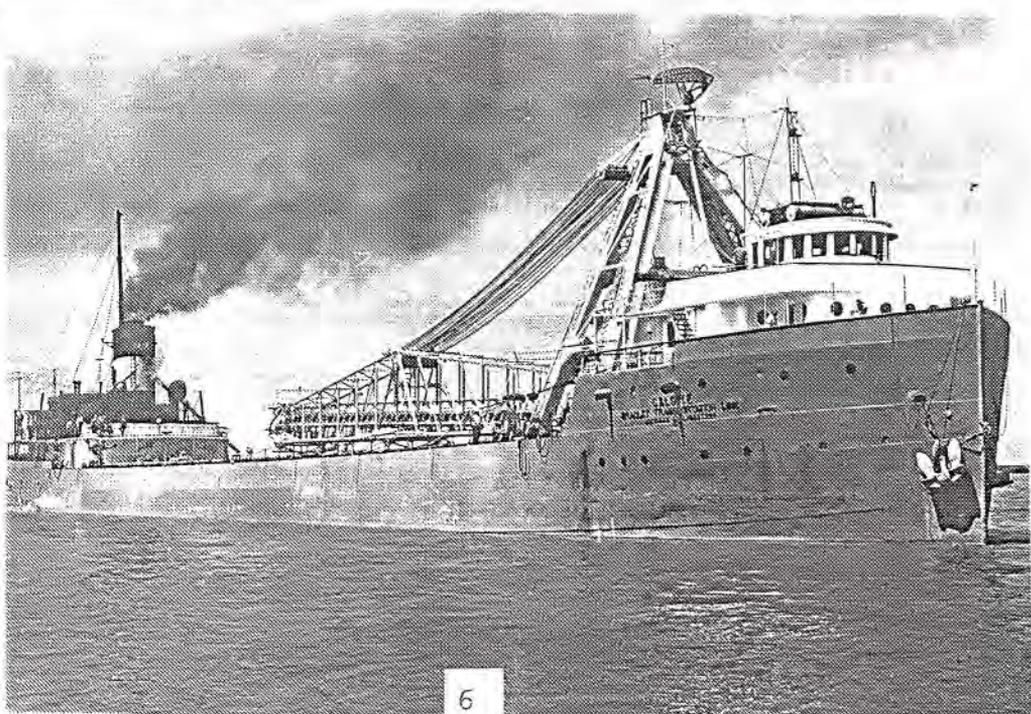
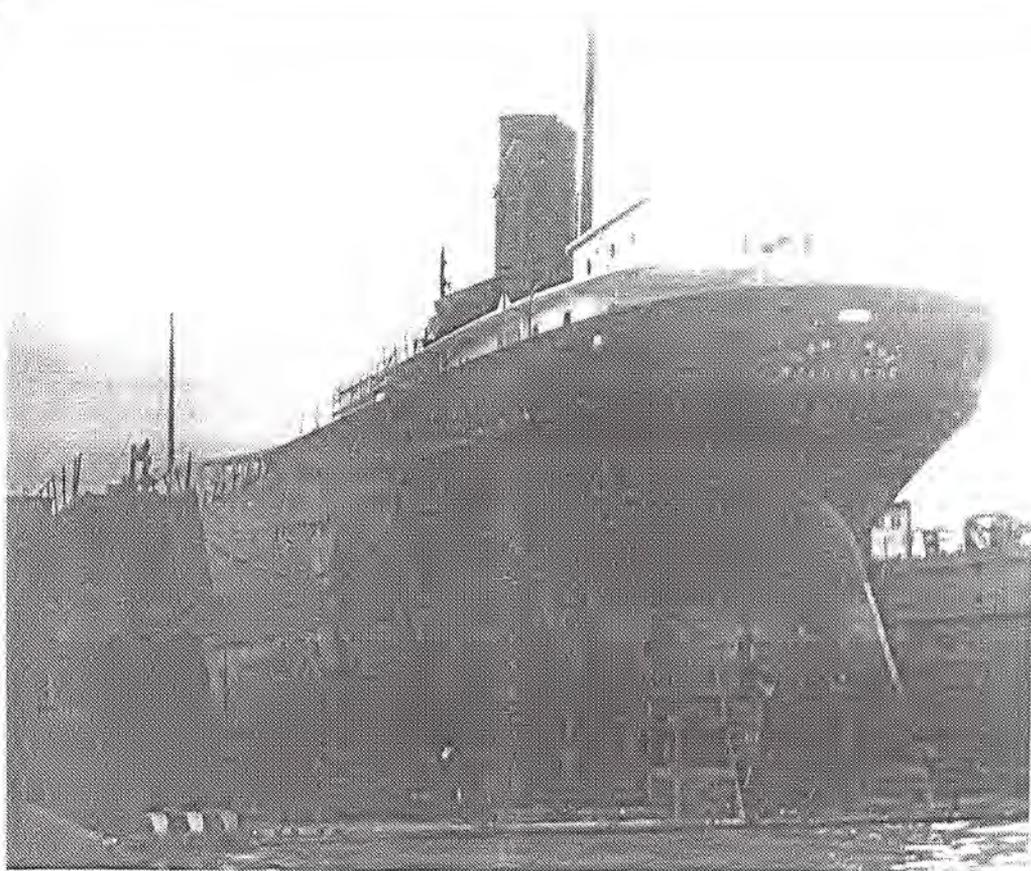


LAKE HURON LORE MARINE SOCIETY PRESENTS:
THE 1940 ARMISTICE DAY STORM ON LAKE MICHIGAN.
SLIDES, VIDEO, HISTORY DISCUSSION: PAUL SCHMITT
WILL BE OUR MODERATOR. PLEASE JOIN US.

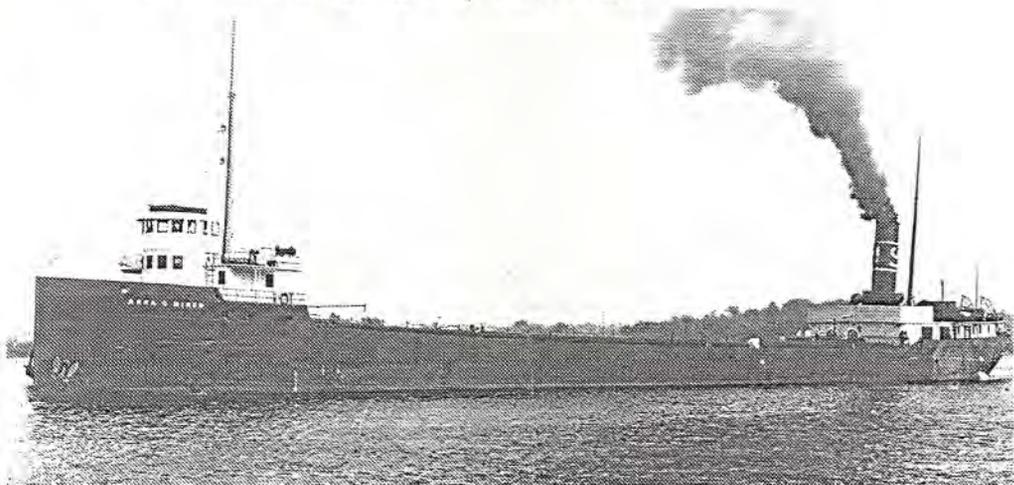


DINNER MEETING AND PROGRAM FOR SATURDAY
NOVEMBER 17, 1990 AT THE ARTS AND HISTORY
MUSEUM, PORT HURON 1115 SIXTH STREET





The Canadian steamer Novadoc, at first reported sunk off Pentwater, was found stranded there and broken in two. Two members of her crew were washed overboard during the height of the storm but on November 13 when the weather permitted, the remaining 17 members of the crew were taken off the wreck by the crew of the fishing tug Three Brothers.



ANNA C. MINCH

The steamer Frank J. Peterson was driven on St. Helena Island and having been given up by her owners as a constructive total loss, she will remain there during the current winter.

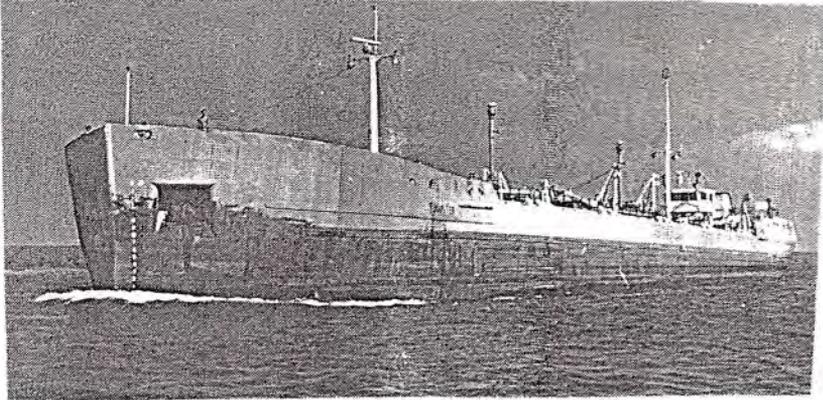
Four other vessels driven ashore on November 11 were recovered—the car ferry City of Flint which grounded on a sand bar off Ludington, the self-unloader Conneaut which was ashore in the western end of the Straits of Mackinac; the self-unloader Sinaloa that went on a ledge in Sac Bay, upper Lake Michigan and the package freighter Arthur Orr that went on shoals near Waugoshance Point.

As soon as these losses became known representatives of the Interlake Steamship Company and the Lake Carriers' Association were sent to Ludington to aid in the recovery and identification of the bodies as they came ashore and arrange for their proper disposition.

Vessels in the membership of the Lake Carriers' Association which successfully fought their way through the gale as it prevailed on November 11 included the W. H. McGean, Joseph Block, The Harvester, A. F. Harvey, Thomas F. Cole and Henry Steinbrenner.

In spite of the heaviness of the gale on lakes Superior, Huron and Erie no casualties occurred on those waters.

It is a matter of profound regret to the Lake Carriers' Association that the lives of eight officers and 25 seamen were lost when the William B. Davock, a vessel enrolled in its membership, sank and that all of the 24 officers and seamen comprising the crew of the Anna C. Minch perished.



JUPITER

The tanker JUPITER exploded and burned at the Total storage dock in Bay City on September 16-17, 1990. One life was lost. The bow and stern remain intact but the mid-section is completely ruined. The vessel probably will be scrapped. The tug BARBARA LYN capsized and sank in Lake Huron opposite Port Hope on October 1, 1990 as a result of 12 foot waves. One person lost his life. Both cases are being investigated by the US Coast Guard.

YOUR NEW EDITOR

It is with great pleasure that I am assuming the Editorship of THE LIGHTSHIP. Ted Richardson asked me as soon as had boarded the Lightship and set foot on its deck. Until two years ago I was the Editor of the DETROIT MARINE HISTORIAN and retired from that job because it was a once-a-month business and my two principal duties were teacher at Bishop Borgess High School in Redford and assistant at St. Damian in Westland. I retired from teaching and am now associate at St. Joseph Church in Port Huron. I hope to bring you all of my knowledge and expertise about the Great Lakes boats and hope that you will be pleased with my efforts. I once was aboard LAKE HURON LORE when Lee Cooper was its founder and Editor. At that time I was assistant at old St. Stephen's and belonged to the Society for many years. When I left Port Huron in 1964, I didn't know I would be back but now I am "Home" again and will try my best to make this newsletter interesting and informative. Please let me know what you would like in THE LIGHTSHIP and I'll try my best to please you.

We would like to thank Frank and Jean Tabor who have labored for the past three years as Co-editors of THE LIGHTSHIP and have now "retired" from this effort. THANKS Frank and Jean.