

# THE LIGHTSHIP

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Museum of Arts & History  
Marine Gallery  
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LAKE



LORE

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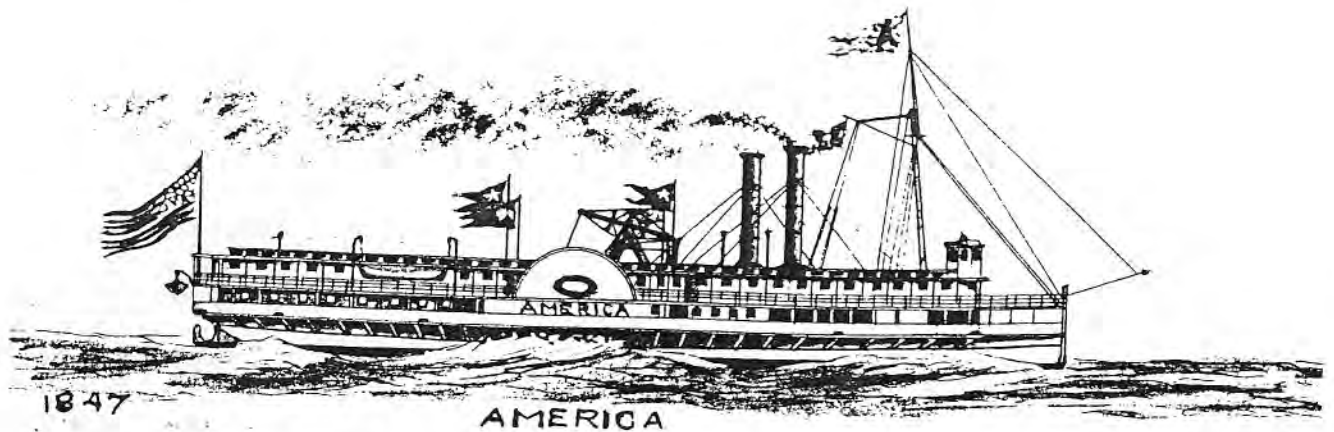
MARINE  
SOCIETY

## SHIPS BUILT IN ST. CLAIR COUNTY PART I PORT HURON

Because of the abundance of hard wood timber located near the St. Clair River, the pioneers of this county found it readily available to build ships to use in their pursuits to establish themselves in this new land. They early on built vessels wherever they could, even on the big lakeshore of Lake Huron. The people of Port Huron had the Black River readily available to them and shipbuilding soon became a part of their lives.

Various shipyards were established on this River and on the St. Clair River within the boundaries of the City of Port Huron. The following is a chronological list of the vessels and what is known about them:

- 1818: **SPLIT LOG** 34.4 x 11.9; 34 tons a Revenue cutter was built by the U.S. Government to control the commerce on the River and the big Lake Huron at a time when the Indian threat still was uppermost in the minds of the settlers.
- 1838 **TEMPERANCE**; a sloop of 29 tons; 59.0 x 14.0 x 4.0; 29 tons, a sloop owned by William Austin
- 1839: **KEY WEST**: 50.0 x 11.0 x 4.2; 20 tons
- 1842 **HENRY HUBBARD** 59.0 x 16.10 x 6.7 schooner of 53 tons, built by David Hagedon
- 1844; **FREEDOM** schooner of 28 tons
- 1844; **MORNING STAR**: scow of 48 tons
- 1845: **DAVID SMART**: 96.8 x 24.7 x 9.7; 303 tons, brig built by W.A. Hopkins.
- 1845: **H. HOPKINS**: scow schooner of 14 tons.
- 1846: **DOLPHIN**: schooner of 7 tons
- 1847: **AMERICA**: 225.0 x 34.0 x 12.0 sidewheel steamer was built by John W. Serles
- 1848; **VENUS**: a rebuild of the schooner originally built in Algonac in 1844 by D.M. Hagedon. Many ships were rebuilt at Port Huron and this was one of the first. She was originally 66 tons but was rebuilt as a 79 tonner.
- 1848 **ROBERT BURNS**: 126.1 x 27.0 x 9.10; 2 masted brig was built by Wm. Kelly and Z. Pangborn.
- 1848: **MAY** %\$.) X !#. \$ X #. !!!: @% TONS. Originally built elsewhere, this schooner was rebuilt at Port Huron on this date and sank in 1884 in Lake Superior.
- 1848: **PETREL** 118.10 x 23.7 x 8.9; 227 tons was built by J.L. Kelsey.
- 1848: **MARINER** 75.0 x 16.8 x 6.0; 68 tons was built by Amos James
- 1848 **HAWK** • SCHOONER OF \* TONS. Nothing else is known of her



1849:

**TRADER** 41.6 x 12.9 x 4.5; 20.15 tons was built by L.S. Bedford; schooner.  
**DIAL** schooner of 161 tons.

1851:

**UNITED** SCOW OF 71 TONS.

**ARIEL** SCOW OF 45 TONS.

1852: 1853

**TRAVELLER** 95.2 x 25.5 x 8.7 scow schooner of 182.28 tons was built by William O. Redfield.

**DAVID FERGUSON** 130.4 x 26.8 x 9.8; sloop of 223 tons was built by George Barber.

**FREE DEMOCRAT** 63.6 x 17.8 x 5.6; schooner of 54.8 tons was built by Daniel Hartman.

**MAIN LAW** 52.6 x 16.6 x 4.8; 35.5 tons scow schooner was built by L.S. Bedford.

**REMITTANCE** 68.9 x 20.3 x 2.3; 27.1 tons scow-schooner was built by Oli Harrington

**FIDELITY** 63.4 x 17.8 x 6.7; schooner of 64.6 tons was built by L.S. Bedford.

**WEASEL** 62.0 x 15.6 x 5.0; scow-schooner of 41.7 tons was built by George Turner.

1854:

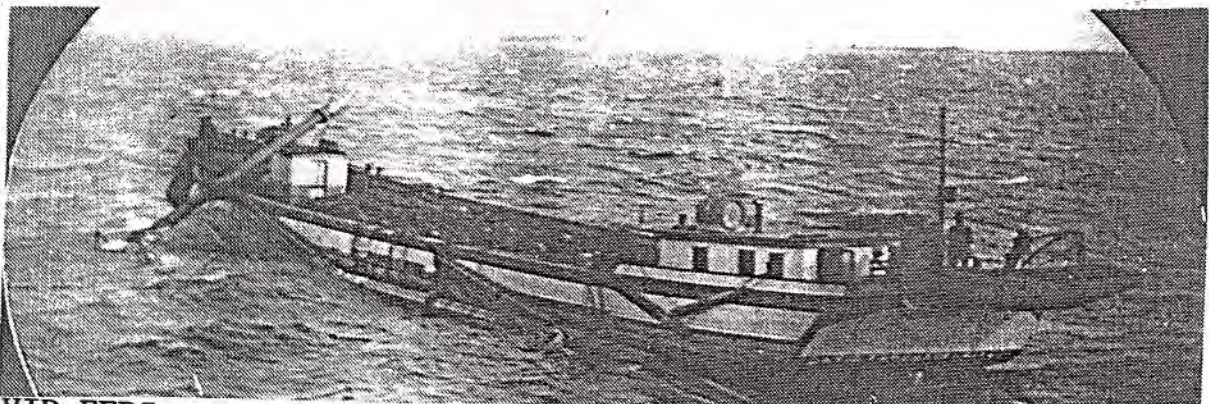
**T.G. SCOTT** 73.0 x 21.0 x 7.0; schooner of 93.3 tons was built by Thomas G. Scott.

**ENTERPRIZE** 64.0 x 19.4 x 5.6; scow-schooner of 56.35 tons was built by James Roche.

**HELEN KENT** 142 ton schooner was rebuilt at Port Huron. She was originally built in 1844 at Irving.

1855:

**UNION** 92.0 x 18.5 x 7.6; ferry tow-barge of 116 tons was built by Joseph P. Arnold.



**DAVID FERGUSON**

1856:

**FRED L. WELLS** 97.7 x 19.3 x 8.2; schooner of 158 tons was built by F.L.Wells.

**WILLIAM A. CHISHOLM** 92.6 x 21.9 x 7.6; 136.47 tons schooner was built by J.Pickering

**JOHN HIBBARD** 73.6 x 20.1 x 7.4; schooner of 114 tons was built by David G.Hartman.

1857:

**JOHN S. MINER** 73.0 x 20.8 x 7.5; 97.8 ton schooner was built by J.H.Randall.

**GULIELMA** 95.0 x 24.6 x 8.3; 170.2 ton schooner was built by Jacob H.Randall.

**FOREST ROSE** 73.9 x 22.0 x 7.7 schooner of 105.7 tons was built by Oli Harrington.

**CRENOLINE** 41.1 x 13.6 x 5.0; 23.4 ton schooner was built by C.D.Blum.

**JIM MOFFAT** 46.4 x 12.4 x 5.0; 25.3 ton schooner was built by Jacob H.Randall.

1859:

**WETZEL** 44.3 x 14.0 x 4.0; 21.2 ton scow-schooner was built by LH Bedford.

**E. J. SEXTON** 42.6 x 15.7 x 4.3; 23.3 ton schooner was built by Harrington.

**EMMA** 48.3 x 17.6 x 5.0; 41.6 ton schooner was built by J.H.Randall.

1860:

**MAHALA** Rebuilt at Port Huron by Lorenzo L. Bedford: 46.8 x 15.11 x 5.2; 32.17 ton schooner.

**SARNIA** 86.7 x 19.4 x 8.0; 119.2 ton sidewheel ferry was built by J.H.Randall. Ferry boat from P.H. to Sarnia.

**MORNING LARK** 78.3 x 18.7 x 4.7; 48 ton scow-schooner was built by Martin Osmer.

**TRITON** 65.6 x 17.10 x 3.10; 34.5 ton scow was built by Jacob Randall.

**BELLE** 90.0 x 19.8 x 7.0; 129 ton steam barge was built by D.M.Hagedon.

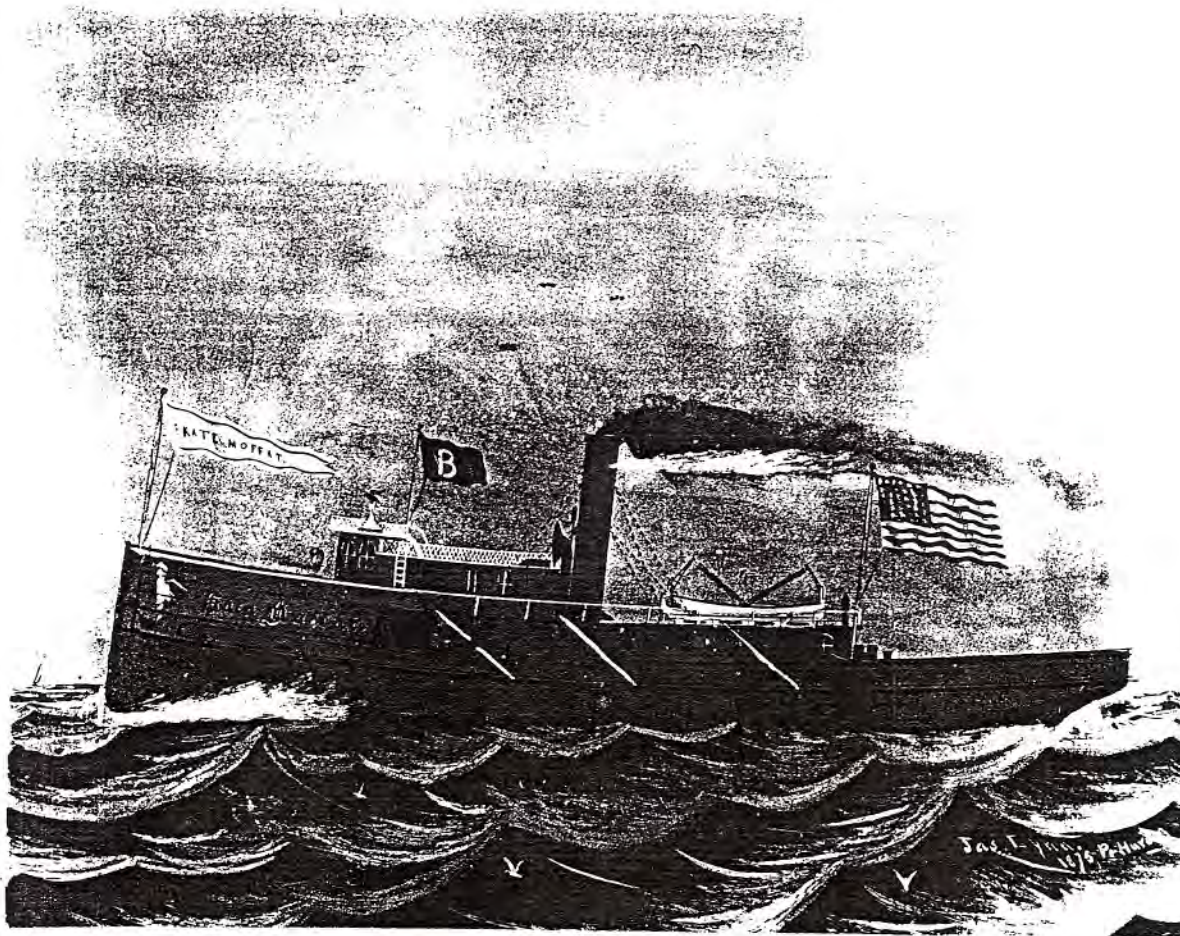


1861:

**SPRAY** 56.0 x 16.0 x 5.4; 41 ton scow-schooner was built by Lorenzo S. Bedford.

**GARIBALDI** 95.2 x 24.8 x 8.3; 123 ton schooner was built by Pickering.

**KATE MOFFAT** 106.6 x 21.0 x 11.4; 235.23 ton wood tug was built by A. Stewart



1862:

**RIVAL** 65.10 x 17.0 x 5.9; 57.23 ton scow-schooner was built by Lorenzo S. Bedford.

1863:

**UNCLE SAM** 66.0 x 18.0 x 5.7; 58.37 ton scow-schooner was built by Lorenzo S. Bedford.

**LIZZIE** 78.4 x 20.9 x 6.6; 93.50 ton scow-schooner was built by G.W. Bedford.

**LUCY J. CLARK** 137.6 x 21.2 x 12.3; 410.92 ton brig was built by J. Pickering.

1864:

**SENATOR** 73.4 x 18.10 x 5.7; 68.27 ton scow-schooner was built by G. Bedford.

**EVERGREEN** 65.6 x 19.2 x 5.7; 61.35 ton scow-schooner was built by L.S. Bedford.

**IDAHO** 59.0 x 16.2 x 5.7; 46.44 ton schooner was built by L.S. Bedford

**MAYFLOWER** 80.0 x 20.6 x 6.3; 92.34 ton scow was built by P.J. Averill.

**ELISHA BLISH** 81.0 x 15.8 x 9.0; 107.11 ton schooner was built by Bedford.

**HURON** 378 ton brig was built by L.S. Bedford.

1865:

**HOME** 96.0 x 28.0 x 8.3; 144.45 ton scow-schooner was built by Joseph P. Arnold.

**ST. CLAIR** 132.6 x 25.8 x 12.4; 350 ton Barque was built by Daniel J. Lewis. This ship was built for coastwise trade and left the Lakes as soon as she was completed.

**MARY AMELIA** 85.0 x 23.8 x 7.0; 99.15 tons scow-schooner was built by L.S. Bedford.

1866:

**KEWAUNEE** 123.8 x 27.4 x 8.3; 210.95 ton schooner was built by Thomas Dunford.

**MAPLE LEAF** 83.8 x 20.2 x 7.0; 87.08 ton scow-schooner was built by Joseph P. Arnold.

**HENRY YOUNG** rebuilt at Port Huron from a hull originally built at Detroit in 1858.

**E. M. CARRINGTON** 88.0 x 22.4 x 8.4; 121.15 ton schooner was built by A. Stewart.

**IDA S. BOTSFORD** 63.0 x 14.6 x 7.2; 26.74 ton wood tug was built by A. Stewart.

**CURLEW** 80.5 x 19.9 x 6.9; 80.10 ton scow-schooner was built by John Lewis.

**MARIA** 95.0 x 23.1 x 7.0; 104.74 ton scow was built by A. Stewart.

**IRIS** 74.0 x 19.2 x 6.6; 62.14 ton scow-schooner was built by L.S. Bedford.

**ERIE** 122.2 x 26.6 x 10.4; 230.03 ton schooner was built by Daniel J. Lewis for coastwise trade and left the Lakes after completion.

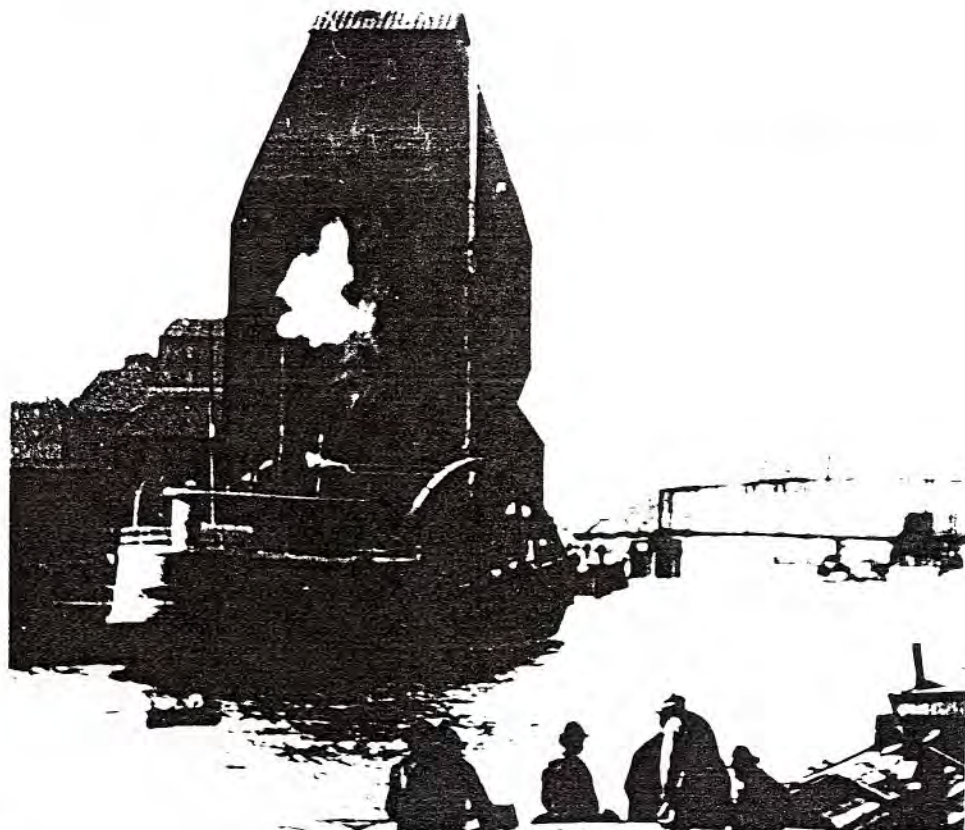
1867:

**HATTIE JOHNSTON** 150.2 x 29.7 x 13.0; 418.94 ton schooner was built by Fitzgerald & Stewart.

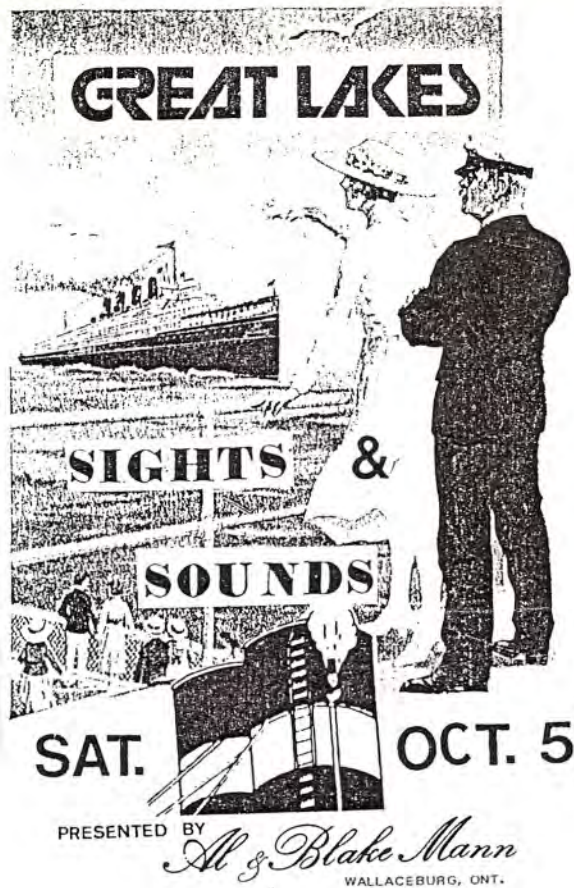
**ROZELLE** 66.2 x 17.7 x 5.9; 40.50 ton scow was built by L.S. Bedford.

1867:

**CITY OF PORT HURON** 169.0 x 30.5 x 10.2; 411.02 ton propellor was built by Joseph P. Arnold.



to be continued.



SATURDAY October 5, 1991 will be our next dinner meeting and the program by Allan and Blake Mann. Come and enjoy the program and the wonderful dinner. Please use the enclosed flyer for your early registration. Be sure to fill all the blanks. The program promises to be a great one.

We are still in need of volunteers to man the lightship on weekends this fall. PLEASE volunteer a few hours of your time on Saturday and Sunday from 1:00 p.m. to 4:30 p.m.

WE need you. So far this season we have had over 6,000 visitors. This has been a wonderful opportunity for visitors and a good public relations push for our city, the Museum and Lightship. Your kindness and volunteer hours will be a great asset to us and our visitors. Thank you very much.