

THE LIGHTSHIP

LAKE



LORE

MARINE SOCIETY

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** DINNER MEETING SET **

The Society will meet at the Port Huron Museum on Saturday, October 21st. for a dinner program featuring Society member G. I. (Buck) Longhurst from the Canadian Soc with his slide presentation entitled "TUGS, TUGS AND MORE TUGS". An early 4:30 social hour is planned with dinner set for 5:30. Plan to be with us for this Fall gathering. Reservations may be made through the Museum's business office at 1115 6th Street, Port Huron, MI 48060, Tel. (810) 982-0891. Dinner cost is \$10.00 each.

** HURON LIGHTSHIP NEWS **

Captain Ted Richardson reports that following a two year period of restoration, the Lightship's foghorn system was activated on July 4th. According to witnesses, the equipment performed "On key". A repeat performance followed on Labor Day. Those interested in further "Toots" are asked to contact Ted aboard the Huron Lightship, Tel. (810) 984-9768.

Visitor count for the current year was approximately 11,000 at September 5th, which equaled the 1994 tally. Progress on the construction of the second Blue Water International Bridge is expected to enhance visitor traffic in the coming year as the Lightship's location will provide an excellent viewing stand.

**** OBSERVATIONS ****

Those of our Society members who live and/or work above the Lake Huron and St. Clair River shores are surely aware of the dramatic growth in tug/barge traffic in recent times. A review of vessel passages at Detroit in a 24-hour period in late August listed eight separate movements in that category. The economies afforded in greatly reduced crew requirements is viewed as the principal factor in this trend. Lafarge Cement recently announced their plans to build a large cement barge at Bay Shipbuilding's yard at Sturgeon Bay which surely will influence future operation of their older steamers E.M. FORD (1898) and S.I. CRAGO (1927).

The movement of grain in the Lakes/Seaway routes has held steady this mid-season with only two vessels placed in temporary lay-up in the Sarnia area. Upper Lakes Shipping's SEAWAY_QUEEN and CANADIAN_MARINER had both taken grain cargoes from the Sarnia elevator and returned to service by early September. The latter vessel, however, was reportedly downbound at Port Huron on September 13th on her final voyage following sale for dismantling. Her sistership, vis CANADIAN_HUNTER, proceeded her earlier this season for overseas scrapping. Both vessels entered service in the Papachristidis fleet in 1962/63 as NEWBRUNSWICKER and HAMILTONIAN respectively.

On a brighter note, two long-idle self-unloader steamers of the Oglebay-Norton Fleet have been sold for Canadian-flag lakes duty. The 1943-built CRISPIN OGLEBAY has been acquired by Upper Lakes Shipping, Ltd. for use as an ore transfer platform at Hamilton, Ontario's Dofasco Steel Mill. Appropriately renamed HAMILTON-IRANSEER, the vessel was refurbished at Port Weller Dry Docks facility on the Welland Canal. Her former fleetmate J. BURION-AYRES, idle at Toledo since December 1990, was towed to the government dock at Sarnia in late August where she is being refitted for her new owner, Black Creek Shipping. She is said to be headed for the stone trade, renamed CUYAHOGGA.

On the subject of renames, two of Oglebay/Norton's "river-class" motorships, the WILLIAM B. BOESCH and PAUL THAYER, now sail as DAVID Z. NORTON and EARL W. OGLEBAY respectively. The entire Oglebay/Norton fleet of steamers and motorships now sports the new "star" logo on their stacks.

The ship's bell off the pilot house of the steamer EDMUND EITZGERALD was raised to the surface on July 4th, replaced the following day with a new bell inscribed with the lost laker's crew members' names. The refurbished original bell will be installed at a permanent exhibit at the Great Lakes Shipwreck Museum at Whitefish Point, Michigan, later this year.

When the Russian-flag motorvessel ADMIRAL ISHAKOV struck the seawall below the Blue Water Bridge last November 6th, damage estimates were in the \$250,000 range. Actual cost to rebuild amounts to \$237,000, to be met by the vessel's insurance coverage. Repairs are due for completion by mid-November.

Following the removal of a number of commercial and residential structures from the site, actual construction of the support piers for the U.S. side of the new Blue Water Bridge began the week of September 11th. Canadian crews began their efforts in July.

** ANNUAL DUES CALL **

Lake Huron Lore Marine Society dues for 1996 at \$10.00 are now due. Please send your remittance to your Treasurer, Bill Luke, at the address on this issue's masthead. Thanks for your interest and support. As always, your Editor will welcome your comments.

Steamer J. BURTON AYRES at Toledo Shipyard
August 20, 1995

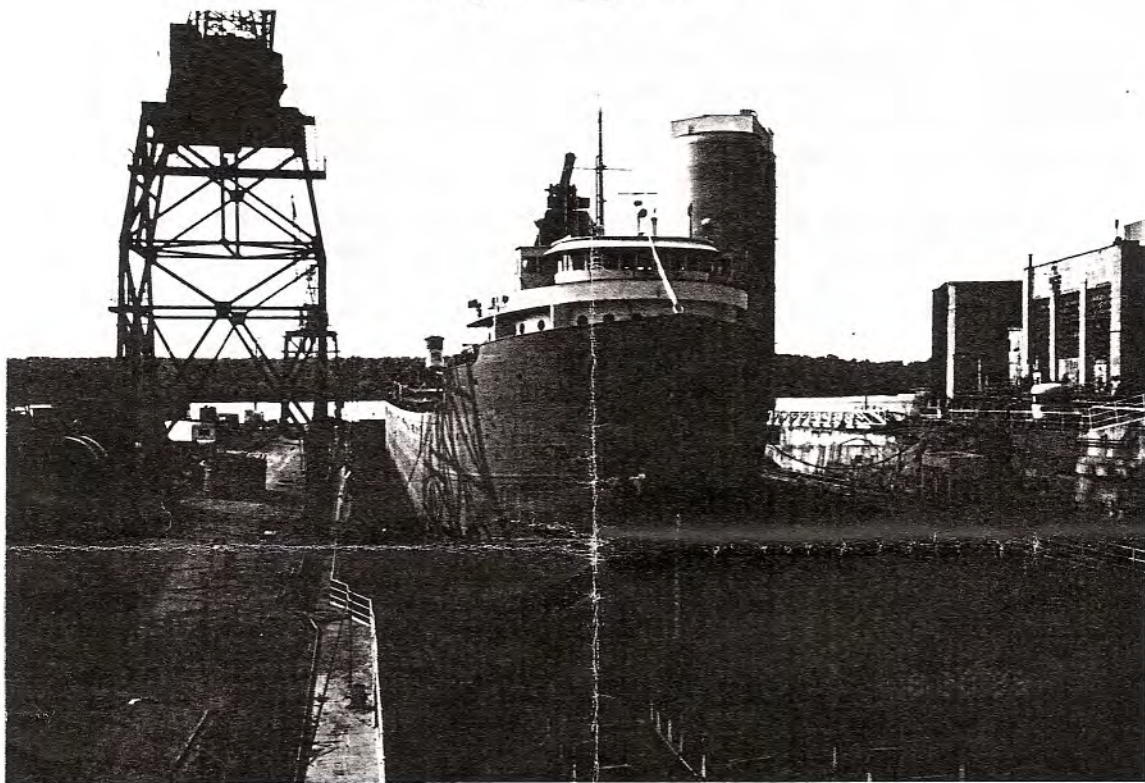


Photo by Jim Luke