

THE LIGHTSHIP



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ICE BREAKING! Its Hard And Expensive To Try To Fool Mother Nature

There is a certain fascination that comes when we see combat! Whether it be on the athletic field, the race track or a battle with the elements. When it was thought in some circles that winter navigation was a practical thing on the Great Lakes a study was conducted by the Rivers and Harbors Act of Congress (1970). What we will see at the November 14th meeting of Lake Huron Lore will be some of the difficulties encountered aboard the CASON J. CALLOWAY, then flagship of the United States Steel Fleet. Capt. Perry Klumph of Marine City, was her master at the time and took the moving pictures that you will see that evening. Capt. Klumph has been a regular in the field of experience on the Great Lakes for the past several years on our programs. Parts of this program will show the encounter-

PICTURES SHOWING THE ART OF THE SIDE SHIP LAUNCH WERE PRESENTED AT LAKE HURON LORE ON SEPT. 19TH

Mr. John Clark, the Naval Architect and Marine Engineer in Residence for both the Society for the Preservation of Side Ship Launching and Lake Huron Lore presented President Cooper of Lake Huron Lore four framed panels describing the art of the side ship launch at the last meeting Sept. 19th. These panels will be installed in the marine gallery entrance in the near future in the world headquarters of the launching society. This was a co-operative project of Mr. Clark who prepared the pictures and the diagrams, Sue Arquette who donated the labor of making them and The Museum of Arts and History for furnishing the material. Photo credit for the pictures to member Dale Travis of Yale. (contd page 2)

ing of pressure ridges in the St. Mary's River, and the Straits of Mackinac, the obvious problems and some that cannot be anticipated in advance when trying to outline them in the comfortable surroundings of an office on shore. You will be able to see some of the difficulties that are expected some that were not. One Coast Guard officer was heard on the scanner about midnight off the head of Russell Island, after a three day battle with the oil barge... "I will be relieved of my command in the morning for a change of station at Key West.... I don't want to ever see any more ICE... I won't ever order even a drink with ice in it!!!!".

Cider, coffee and doughnuts are in order. DUE TO LIMITED SEATING CAPACITY AT THE MUSEUM, THIS MEETING WILL BE FOR LAKE HURON LORE MEMBERS ONLY. Those who have out of town guests, please call in advance for arrangements.

Near Disaster to Ancient Lake Ship Samuel Mitchell

PROBABLY THE OLDEST SHIP AFLOAT ON THE GREAT LAKES STILL IN USE, ASSUREDLY THE FIRST BULK CEMENT CARRIER, COLLIDES WITH DOCK NEAR BLUE WATER BRIDGE WHILE BEING PUSHED UP INTO LAKE HURON ON OCTOBER 15TH

The MEL WM. SELVICK while being pushed up against the strong current of the Saint Clair River under the Blue Water Bridge, broke loose from her pusher JOHN PURVIS and crashed into the dock of the old Peerless Portland Cement Co. plant, putting what ap-

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THE BOARD OF DIRECTORS AT THE LAST MEETING VOTED TO INCREASE THE DUES BY \$1 FOR THE CALENDAR YEAR 1982. THIS IS REFLECTED IN THE INVOICE INCLUDED IN THIS EDITION OF LIGHTSHIP. THE TREASURER WILL RECEIVE DUES AT THE MEETING ON NOVEMBER 14TH AND MEMBERSHIP CARDS WILL BE MAILED IN JANUARY. (Note : For new members only, by using the form provided will be accepted at the lower rate until Januar1, 1982)

NEAR DISASTER TO ANCIENT LAKE SHIP, "SAMUEL MITCHELL"

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pears to be two holes in her hull. For the benefit of the marine buffs, American Bureau gives the following information (1932) US 116495, Prop. SAMUEL MITCHELL, of Alpena, Mich., Material: Steel, GT 2277, NT 1694, 293'x40'0"x24'6", 2 decks, double bottom water ballast, bulkheads, number of watertight, 3, electric light plant, bulkheads not water tight, 2, vessel equipped with wireless telegraph. Self unloading conveyor in 1916, hatches 24' on center, Built 1892, rebuilt 1916. Built by Globe Iron Works Co., Cleveland, Ohio. Owners: Huron Transportation Co., Detroit, Mich. Engine: Triple expansion, 3 cylinder, 20x32x52, 42" stroke, 1475 indicated horsepower, 84 r. p. m., built by Globe Iron Works, Cleveland, Ohio, 1892. Two Scotch boilers, reboilered in 1928 by Manitowoc Shipbuilding Company. Dia. 12'9", length 11'0", 185# operating pressure.

Peirce McLouth, Marine City, furnished the following information on the SAMUEL MITCHELL in a conversation with your editor last week. The Huron Portland Cement people chartered the SCRANTON from his father, Sydney C. McLouth, for several years for the purpose of carrying sack cement. World War I had increased the demand for cement and the business of sacking all the cement and the loading and unloading in that manner consumed a great deal of time and expense. The Huron people after consulting with Mr. McLouth decided that they would experiment with a bulk carrier if Mr. McLouth would find them a vessel. Mr. McLouth found what really proved to be a suitable vessel for the carrying of cement, for that was what she was still doing the morning of October 15th, 1981 when she struck the dock at Port Huron. Mr. McLouth purchased the ship for \$50,000 from W. C. Richardson of Cleveland, and brought her to Marine City to start the experiment of rebuilding her into a bulk cement carrier. The series of five photographs shows the SAMUEL MITCHELL as she appeared when brought to Marine City. Photograph 2 shows the pilot house and the forward quarters being removed. The crane that was used for the removal is from the sand sucker SUPERIOR. The ship being rebuilt in the background was the EDWARD SMITH. Picture 3 shows the MITCHELL closer and more of her and the McMyler crane that was used for ship construction. Picture 4 shows the new conveyor system that removes the bulk cement from the hull, and picture 5, the SAMUEL MITCHELL as she looked when the McLouth rebuilding was complete.

Lake Huron Lore members from Malcolm Marine, St. Clair, did temporary repairs on the hull and she was being towed to Detroit on the morning of the 17th.

WE HOPE THAT HER INJURIES ARE NOT TOO SERIOUS AND THAT SHE WILL BE RETURNED TO SERVICE SOON!

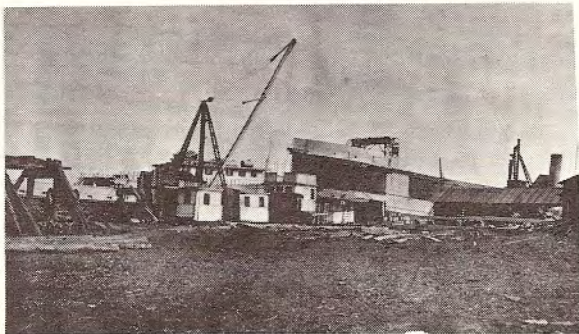
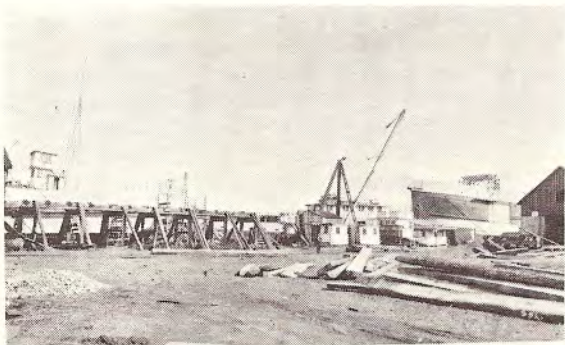
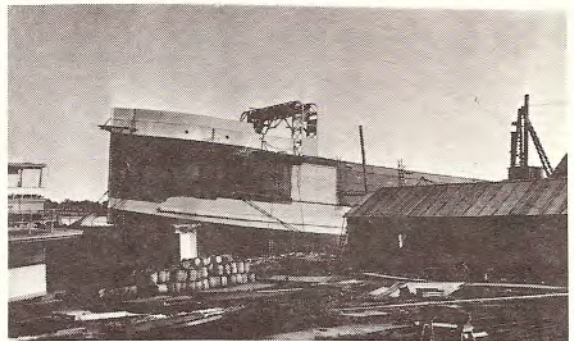
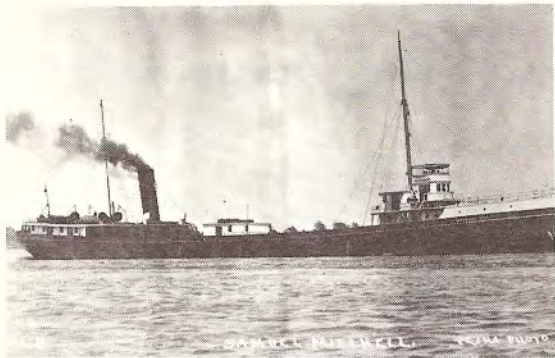
PICTURES SHOWING THE ART OF THE SIDE SHIP LAUNCH WERE PRESENTED AT LAKE HURON LORE ON SEPT. 19TH. (concluded from page one)

The society is planning to erect panels at each side of the marine gallery entrance that will provide 128 sq. feet of additional space to display the ever increasing number of marine pictures that are being accumulated. Our thanks are extended to Sue, John, Dale and the museum.

"INLAND SEAS" EDITOR HONORED

At the semi-annual meeting of the Great Lakes Historical Society on October the 17th Miss Janet Coe Sanborn was presented with a placque honoring her 25 years as editor of Inland Seas.

Miss Sanborn is a close friend of Lake Huron Lore and has always aided in promoting our events. I understand Janet that the first 25 years are the hardest....FRC



Historic Ship Towed to Detroit

As "LIGHTSHIP" goes to press on the 18th of October, the MEL WM. SELVICK, nee SAMUEL MITCHELL, laid at anchor off the Algonac State Park the afternoon of the 17th with tugs BARBARA ANN and JOHN PURVIS during high winds.

To keep these pictures as large as possible they are described in the story of SAMUEL MITCHELL and are in sequence beginning in the upper left corner being #1, below that #2, etc.

PILOT HOUSE:

The pilot house project of Lake Huron Lore is progressing with the gathering of materials and supplies. If anyone knows of a drafting room storage case with shallow drawers we would like to know. It must be wood and will be used for a chart table.



McLOUTH SHIPYARD, MARINE CITY, MICH. YEAR 1916 THE CREW THAT REBUILT THE SAMUEL MITCHELL INTO THE FIRST BULK CEMENT UNLOADING VESSEL ON THE GREAT LAKES. Front row L to R. _____, Norman Streubling, Henry Joseph, _____, _____, Jos. Durand, Frank Belanger, Wm. Boullier, _____, _____, Capt. W. W. Shorkey, George Perrin? 2nd row: _____, _____, Dave Blanchard, _____, Clarence Bully, Mike Rooney, Ed. Durrow. 3rd row: _____, _____, _____, Biscorner?, Russell Black?, Bob Day, _____, Jones?, _____, Clem Garska, _____, Roscoe Thomas, _____, _____, Wm. Lowes, 4th row: Art Fetting, _____, _____, Morgan Thomas, _____, 5th row: Albert Arnold?, _____, _____. (all photos courtesy Peirce McLouth) If the readers have any idea of who the missing men are contact Peirce at McLouth Yards, Marine City.

Enjoy a Fall Trip to Collingwood by Bus

If the brisk fall weather concerns you, the launch can be viewed from the advantageous parking space assigned to our bus, or you may step out just prior to the big splash! A trip along the Lake Huron shore is delightful, with a stop for lunch in historic Goderich, a delightful evening with the Side Ship Launching Society. Call the Museum for prices and make your reservation today. We generally sell out about a week before launch date. Call 982-0891 now for details.

The bus fare and lodging included (based on double occupancy) is \$55.00 for members of the Museum or Lake Huron Lore and \$62.50 for non-members, per person U. S. Funds. The buffet dinner from which no one ever left hungry is \$10 (Canadian) and includes program and all tips etc.