

Dinner Meeting
Saturday Eve, Sept. 21
5:30 Social Hour
6:30 Dinner

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Office Address:
1115 6th St.,
Port Huron, Mi.
48060

F. R. CREVIER, Editor, 365 Dixie Blvd., Algonac, Mi. 48001

313-794-3466

Ship Launch From The Official Point Of View . .

IT MISSES THE GRAND SPLASH WHEN YOU WATCH FROM A DISTANCE. . . . BUT THE IMMENSE SIZE OF THE HULL TOWERING OVERHEAD. . . THE ROLL INTO THE WATER AND THE DOZEN OR MORE GIANT CHAINS TENSIONING . . . MAKES IT THRILLING

Members of the Great Lakes Society for the Preservation of Side Ship Launching are invited to meet with Lake Huron Lore Marine Society on 21 September for dinner and a most unusual evening program. Bill Luke will present two documentaries made at the launchings of CSL JOHN B. AIRD and the latest launch of PATERSON. These documentaries are unique in that they have not been edited for television broadcast and give the viewer the entire picture of what takes place on the official reviewing stand where the ship owners and their invited guests watch and listen to the entire proceedings. The time old ritual which is lost in the mists of antiquity. . . wherein the Blessings of Almighty God are asked for a long life for the ship and safe passage for all those who ride IN her. (Your editor has heard some parts of the discussion on the use of the words IN her or ON her. The conclusion is that IN is correct, and he is waiting for a historian to write the dissertation on the subject for "Lightship.") The PATERSON being a ship with Scottish ancestry, was appropriately piped, a very gracious young lady from the clan, I presume broke the bottle and named her PATERSON. Its an entirely different concept viewing a launching from the yard rather than the view of the whole splash from the vicinity of the shear legs. You are urged to come and see these documentaries.

On a rather sad note we have an interview with our friend and frequent attendee at dinner before the launch, the late Fred McArthur, launchmaster for Collingwood Shipyards, who launched fourteen hulls into that narrow slip during his career. It

A CONVERSATION WITH MR. JOS. SHEFFER AT COLLINGWOOD SHIPYARD ON MONDAY COULD NOT SET THE DATE OF NOV. 15 FOR LAUNCH Construction is progressing he said and it will ne near that date. . . Nov. 15 is on a Friday and that day is shied away from. He expects that we will have an officer of the Canadian Coast Guard for our gathering at this launch whenever it is. We will keep "Bernie" informed as to the latest date. . . Make your reservations with her at 982-0891 mornings at the Museum.

is a most interesting discussion between Fred, the professional technician, Bill, our ceremonial launchmaster and the television interviewer. Don't miss it.

Our program is as follows: Sept. 21, Museum of Arts & History, 5:30 to 6:30 social hour. Dinner by the Museum Guild, choice of three entrees, and the works. Tickets, \$10 US. Make reservations early as the seating capacity is limited on form enclosed. Followed by the video tape presentation.

Editor Speaks:

LAKE HURON LORE ENDORSES MARY C. BROOKS FOR COUNCIL

This is the first occasion, I believe, that Lake Huron Lore Marine Society has made an endorsement for political office of any kind. We believe, as Mary and the Brooks family does, that the Museum of Arts and History has a definite place in the cultural well being of the Blue Water Area. Our membership spreads away beyond the City of Port Huron... with our members attending our functions regularly from the northwest as far as Saginaw... from the north into Huron Counties and I use the plural because it appropriate, Goderich, Ontario, and Bad Axe, Michigan both being in Huron County, Oakland County to the southwest and Kent County to the southeast, and directly south into Ohio. While many of us do not have a vote in the City of Port Huron... the Museum of Arts & History is our home. The Brooks family have been closely associated with the Museum, both Walter and Mary have been President of the Board of Trustees. They and their sons were all contributors in both time and financial support to our pilot house construction and are always ready to help with our functions. While I do not have a vote in the city, I wish to remind those members of Lake Huron Lore who do... and to pass the word along to their friends to support the candidacy of Mary C. Brooks to the City Council this fall..... Frank Crevier, editor of "LIGHTSHIP" and trustee of the Museum of Arts & History.

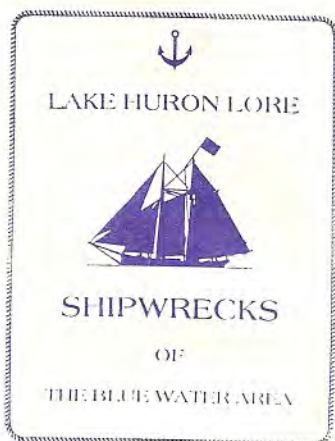
THE FAST PASSING OF OLD FRIENDS

From the great buildup of the Great Lakes commercial fleet which started before the memory of anyone living today---using only numbers of documented vessels and not a tonnage capacity---reached its peak soon after the turn of the century when some 5,000 vessels were documented on the Great Lakes to some where less than 200 today we finally realize that our lakes are no longer one of the world's great commercial waterways! One almost hates to see Dave Glick's fine paper "Lake Log Chips" arrive. The same is true of Bill Luke's "Log" in Detroit Marine Historian. It is not the occasional tired old friend who is wornout with years.... it is lists of our fleet on their way to scrap... or reduction to a barge. ...that is not new, for all the schooners on the lakes that were spared from strandings and sinkings were reduced to barges... with two exceptions when barges were made into steamboats. It hurts to see that sleek fleet of fast little ships of the Fort class of CSL torn apart. One of those little ships seems to be defiant and resentful of the fate of becoming a barge... she is FORT YORK. There has been a continuing saga in marine publications... she came out of Welland, she passed Detroit, a later edition says she locked through the Soo.

While I stood agonizing over the disposition of a little chunk of shore... that has been ours for over a quarter of a century... moss, sand, rocks and a collection of 20' high blue spruce, Norway spruce, long needle and white pine... heeled in there years ago by Jimmy Smith, its former owner... landscaper and expert cobble stone fireplace and chimney builder we approached the shore of the cold blue water of Whitefish Bay. There were beautiful white billowing clouds floating over Gros Cap... that cape like headland that marks the Canadian side of the narrowing of Whitefish Bay into the Saint Mary's River.... there was the defiant FORT YORK.... crosswise of the anchorage used by the salties of yesteryear while awaiting pilots for the St. Mary's river... away over toward the Canadian shore being yanked upon by what I presume was PRESCOTONT... a manufactured word(not by Henry Schoolcraft but someone in the CPR)... seemingly defiant every inch of the way toward her fate at the Canadian lakehead.

So the old order passeth... what's next... we can hardly wait to see!

(Lake Huron Lore Marine Society is a non-profit Michigan Corporation. It receives no income from public funds. Its only income is from dues, gifts, bequests and activities. It is a Corporate member of the Museum of Arts & History. F. R. Crevier, co-ordinating Dir.)



SECOND OF SERIES ON WRECKS
IN THE BLUE WATER AREA
BONUS TO LAKE HURON LORE

The second of a series on the wrecks of the Blue Water Area is enclosed in "Lightship" with this issue. Paul Schmitt, member of our society, instructor at St. Clair County Community College, underwater explorer and best of all a recorder of part of our local maritime history.

Lake Huron Lore, in maintaining and constantly trying to update our archives strives to assist those who wish to research and write about the marine scene. Our effort is directed toward being able to supply correct background for the researcher.... but he or she will do their own research... not merely re-write and add their own by-line.

Below is the format of a new cover for Paul's work. They will be available as long as the supply lasts at the next meeting. There is no charge... you secure your own plastic backbone which can be obtained any place school supplies are sold. If you cannot get to the meeting they will be mailed flat upon receipt of 75¢ for postage and handling.

Next time that you come to the museum, look out the south window of the Lee Cooper Gallery the anchor with the iron stock came from FONTANA.

GET A LAKE HURON LORE FLAG FOR
CHRISTMAS..... \$15.00 from the Editor.

BEAUTIFUL REMINDERS OF
THE GLORY DAYS OF THE
GREAT LAKES PASSENGER SHIPS

TASHMOO, after 85 years, still the most remembered ship on our part of the Great Lakes, will be with us in her original model form, as she was designed by the late Frank E. Kirby, in the Museum of Arts & History for the fall and winter months. You may see her as Admiral Dewey saw her when he commanded her on his return from the Far East, a national hero of the Spanish American War.

This was the way TASHMOO looked when she made her famous trip around the lakes spoken of as, "to show the flag!" She spent several weeks prior to her regular schedule run from Detroit to Port Huron visiting all the cities of Lake Erie, Lake Huron and Lake Michigan. Brass bands, parades of Mayors and state dignitaries met her at every wayport and those in charge of things politic and economic were wined and dined, while the populace were escorted aboard for their inspection of this latest word in travel comfort. She was fitted out in the latest fashions of "the New York hotels." All were invited to come to Detroit and partake of trip across the famous St. Clair Flats and see the beautiful St. Clair River, enjoy one of her lavish meals whether in the public dining room or in the intimate private dining room, or in one of the elaborate private parlors. And so they did by the thousands for the next 36 years.

This whole performance was orchestrated by a St. Clair River man, the former dock agent at Marine City, Charlie Bielman. He put together as diverse a group of single ship owners-captains that at times had a rivalry that the hand bills of that day proclaimed a trip from the upper river ports to Detroit for 25¢--a meal included. And thus was born one of the greatest day lines on the lakes!

More about the ships of this group of models by Harvey Nissley, who arranged for their display here in the next issue of the "Lightship".

Blue Dolphin Tries Again

Capt. Ted Richardson played a part recently in what we hope will be the preservation of an artifact that has spent a long time in Sarnia Bay. Ted was with Keith Malcolm when the tug BARBARA-ANN towed this schooner to Detroit for restoration. We will report further on this ship's restoration.

The Schooner BLUE DOLPHIN, last of her class built by the great Canadian Marine Architect, William Roue, sat quietly in Sarnia harbour for many years and was probably the inspiration for the name of the Nova Scotia village. She is a 100' Grand Banks schooner built in 1926, a long past era when men in wooden ships challenged the furies of the North Atlantic. Her more famous half-sister BLUENOSE, lies beneath the waves off Haiti, wrecked years ago on a coral reef. Today, only a replica and the Canadian dime immortalize the name. Ships like the Columbia and Haligonian have vanished from the face of the earth like the long-dead dinosaurs. And so, the last tribute to a master shipbuilder, and the men who made Canada a world renowned maritime nation, lies in the black hulled vessel known as BLUE DOLPHIN.

In 1925, the American industrialist S. H. Velie approached William Roue, a young designer who made his name with BLUENOSE, to design him a similar type vessel. In 1926 she was launched at Shelburne, N. S. shipyard.

BLUE DOLPHIN was a yacht and not a fishing schooner. Under this ownership she made voyages to the West Indies, the Pacific Islands. She entered WWII as a submarine hunter. Her construction made her ideal for the job. She had a wood hull with oak dowels. This made her impervious to magnetic torpedoes and mines. By sail instead of engine she could move without being heard. She never did see any hostile action.

After the war she did survey work for Dartmouth University and the Woods Hole Oceanographic Institute. This continued until 1957 when she was laid up in East Boothbay, Maine.

Fifteen years later a printer from Detroit found and rescued her from an early

and unnecessary demise. Joe Pica, having already restored two sailboats, wanted a tall ship and she was the craft for him. It was not a spur of the moment decision. He had already searched the coast for just such a ship. With the purchase completed Joe sailed her up the St. Lawrence Seaway where she was greeted at every port of call by thousands of people. After an arduous trip they tied up a Sarnia where the restoration was to take place. She was the victim of several sinkings, and not much done.

BLUE DOLPHIN is 100'x22'6"x13' draft, main mast 106' in one stick, sails Egyptian cotton duck. Her cabins are especially well laid out. Finished in native woods, with some mahogany. Owners quarters, are aft, a large double stateroom with a bath. Two large guest staterooms, with baths, all of the tubs being fitted for either fresh or sea water. The saloon is large, the full width of the vessel, ample side boards and closets for linen and silver. The captain and engineer have large staterooms near the engine room, which is in the forward part of the ship, just aft of a galley and crew's quarters. She has a large electric light plant, with lights, fans, and other equipment connected up below deck.

We hope to see her restored to her former glory and give her owner many years of pleasure.

Make Reservations Early

FOR DINNER ON THE 21st

OUR SPACE IS LIMITED

SHARON BENDER OF THE MUSEUM GUILD WILL PROVIDE ONE OF HER

SUMPTUOUS MEALS... Two kinds of meat including roast beef, or chicken if you desire or some of each, with all the fixins. ... \$10 US per person.

GET YOUR RESERVATION OFF TO THE TREASURED TODAY. IT IS ENCLOSED. TICKETS WILL BE HELD AT THE DOOR OR RETURNED IF SASE IS ENCLOSED WITH RESERVATION.