



Commemorations planned for the Great Lakes Storm of 1913



The iron ore freighter **Henry B. Smith** and its 25-person crew were among the 19 ships and over 260 people lost during the Great Lakes Storm of 1913 (State Historical Society of Colorado photo).

This year, the centennial of one of the worst storms in the region's maritime history will be commemorated as part of "A Remembrance: The Great Lakes Storm of 1913" series of events. The commemoration has been organized by museums and volunteers from several Lake Huron communities.

Described as a "white hurricane" by many, the Great Storm of 1913 began on the night of Thursday, November 6,

on the western end of Lake Superior. At the time, the weather forecast in *The Detroit News* called for "moderate to brisk" winds for the Great Lakes region, with occasional rain showers on Thursday night or Friday for the upper lakes and fair to unsettled conditions for the lower lakes.

Around midnight, the steamer **Cornell** ran into a sudden northerly gale about
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Maritime Museum plans announced

The Great Lakes Historical Society has announced detailed plans for the National Museum of the Great Lakes which is scheduled to open in the Toledo Maritime Center in 2013.

The National Museum's 9,000 square feet of exhibit space will be divided into four themed display areas and will include more than 50 interactive features. Those display themes are

Settlement and Exploration, Expansion and Industry, Safeguard and Support, and Shipwrecks and Survival.

The Society's original museum themes of commercial shipping, passenger ships, lighthouses & lifesaving and shipwrecks will be incorporated into each of the major display areas. The planned interactive features include
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INSTITUTIONAL MEMBER NEWS

DOOR COUNTY MARITIME MUSEUM

A port call by the three-masted, schooner **Denis Sullivan** was one of the highlights of the 22nd Annual Door County Maritime Museum Classic and Wooden Festival. The event was held in Sturgeon Bay, Wis. and attracted over 40 vessels.

A 31-foot Hacker-Craft runabout, the **Yesterday** owned by Tim and Jackie Danis of Egg Harbor, Wis., claimed Best of Show honors., and the **Borum**, a 16-foot runabout built in 1953 and owned by Larry Fisette of De Pere, Wis., garnered People's Choice honors. The two-day festival also saw its largest number of team entries ever in the popular Sikaflex Challenge boat building contest.

Artist Randy Rasmussen repeated as the People's Choice award winner in the event's "Paint the Bay" plein air painting competition. Rasmussen's "Snug Harbor" will be featured in the poster for the next year's event which is scheduled for the weekend of Aug. 3-4, 2013. Jerry Richter earned honorable mention for his "Pelicans over Dunlap Reef."

Based on the success of its "Pirates!" temporary exhibit several years ago, the Maritime Museum has opened an updated version entitled "Pirates - Ship to Shore" which features a half-scale model of the pirate ship **Fortune**. The exhibit also includes pirate artifacts from throughout the United States, interactive displays and hands-on activities. It will be on display through Jan. 31, 2014.

The 19th Door County Lighthouse Walk offered visitors a weekend of land and water tours of ten Lake Michigan lighthouses. The Door County Maritime Museum and Lighthouse Preservation Society has scheduled the next Lighthouse Walk for the weekend of June 7-9, 2013.

The Maritime Museum sponsored a cruise to the Pottawatomie Light on Lake Michigan's Rock Island last
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NEWSLETTER

The **Association for Great Lakes Maritime History** is an international organization of institutions, museums, societies, and individuals interested in preserving and interpreting the maritime history of the Great Lakes.

Membership includes a subscription to this newsletter and the opportunity to participate in Association activities. In addition to its newsletter, the Association also sponsors an annual meeting, and encourages research, the exchange of information, and the publication of materials on Great Lakes maritime history.

Individual membership is \$40 per year.
Institutional membership is \$60 per year.

To become a member or for a brochure containing more information about the Association, write to:

Association for Great Lakes Maritime History
P.O. Box 484
Bowling Green, OH 43402

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Bob O'Donnell
521 Wesley Avenue
Green Bay, WI 54302
Home Tel.: 920-469-3460
E-mail: odonnell521@aol.com

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For more news and information,
visit the Association Web Site

www.aglmh.net

INSTITUTIONAL MEMBER NEWS

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summer. Located off the northerly tip of the Door County Peninsula, the lighthouse was built in 1858.

In other news, the Museum hosted two presentations by Dennis Hale, the sole survivor of the wreck of the freighter **Daniel J. Morrell** which sank on Lake Huron in November 1966. After the three, fully-dressed men he was in a lifeboat with died of hypothermia, doctors were mystified that the 26-year-old Hale survived the ordeal clad only in shorts, a pea coat and a life preserver.

DOSSIN GREAT LAKES MUSEUM

The Detroit Historical Society has begun work on a multi-million dollar improvement project involving both the Dossin Great Lakes Museum and Detroit Historical Museum. As part of the project, the Dossin was closed in December for installation of a new permanent, centerpiece exhibit entitled "Built on the River."

While museum will still embrace Great Lakes marine history, according

to museum officials, the displays and content in the new exhibit will have explicit connections to Detroit. For example, displays will examine the city's place at the center of the fur trade in the 18th and 19th centuries, and how its geographic placement made it of strategic importance for the French, British and Americans.

Later, the Detroit River lead to the city becoming a center of industrial development, marine transportation, and manufacturing. Displays will also explain how the river's status as an international border was a factor in Detroit's role in the Underground Railroad as well as smuggling activity during the Prohibition Era.

According to Society officials, the "Built on the River" exhibit will highlight how the Detroit River is "inescapably linked" to the city that shares its name. The exhibit has been designed to both encourage public understanding of the importance of maritime history to local history, and to give "a modern perspective" to that history and "the affinity that Detroiters have felt for the rivers and lakes of the region."

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New museum

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simulations of the bridge and engine room of an early 20th century Great Lakes freighter.

There will also be a working bilge pump that visitors can set to simulate water flowing into a schooner's hull under normal sailing conditions, heavy weather or when the hull has been damaged. Outside the museum, a maritime-themed park is now being constructed alongside the new berth for the **Col. James M. Schoonmaker**.

The park will include several large artifacts from the Historical Society's collection, such as a 22-ton propeller from the **John Sherwin** which was cast in Toledo. As a preview to the types of programs to be offered at the new museum, Historical Society staff members have made several public presentations in recent months at the Toledo Maritime Center.

Those presentations have included "Nautical Archaeology of the War of 1812" by Carrie Sowden of the Historical Society's Peachman Lake Erie Shipwreck Research Center.

Sowden also presented a program entitled "They Left Toledo: Tales of Loss and Disaster of Vessels that Left Toledo, Ohio."

Chris Gillcrist, the Society's executive director, presented "The Great Lakes and the Cold War: How the United States Protected its Most Important Industrial Resources." His program was based on recently uncovered documents, including some which discussed plans for protecting the region's freighters in the event of a nuclear attack.

To fully achieve its exhibition and program plans for the National Museum of the Great Lakes, the Great Lakes Historical Society has undertaken a capital campaign to raise \$2.5 million. Members of the Society's board have committed \$400,000 to the campaign.

Additional funding for the museum and maritime-themed park will come from a \$6,075,000 grant from the Ohio Cultural Facilities Commission. The City of Toledo is also paying for the removal of an abandoned power plant that is adjacent to the site in what is referred to as the Marina District.

In addition to displays on the city's industrial and marine industries, the "Built on the River" exhibit will also examine the history of recreational sailing, power boating and fishing in the Detroit area. The exhibit was made possible by financial support from the John A. and Marlene L. Boll Foundation.

CLEVELAND UNDERWATER EXPLORERS

Members of Cleveland Underwater Explorers (CLUE) have worked with state officials to place a mooring buoy on the wreck of the **Sultan**, a two-masted schooner which went missing on Lake Erie in 1864 near Cleveland. The wreck was reportedly first found in the 1980s but went undocumented until members of CLUE re-discovered the site in 2011.

Built in 1848 in Chicago, the **Sultan** transported passengers and cargo on both the Great Lakes and East Coast. Its wreck lies in 45 feet of water, and CLUE has placed a blue-and-white buoy on it to make it easier for sport divers to explore the wreck site and protect the wreck as a historic artifact.

GREAT LAKES & SEAWAY SHIPPING ON-LINE

A trip aboard the 410-foot car ferry **Badger** from Ludington, Mich. to Manitowoc, Wis. was the first trip of 2012 schedule of the Boatnerd group which is affiliated with Great Lakes & Seaway Shipping On-line. Prior to the day cruise there was an exclusive overnight stay on board the **Badger** for group members. The 60-year-old vessel has 42 staterooms.

Other 2012 Boatnerd events included a three hour cruise on the St. Marys River. The "freighter chasing" cruise aboard a tour boat of the American Soo Locks line departed from historic Dock #2 (next to the museum ship **Valley Camp**) and traveled through both the U.S. and Canadian Locks. For information on the 2013 schedule of cruises, see www.boatnerd.com.

GREAT LAKES LIGHTHOUSE KEEPERS ASSOCIATION

In 2013, the Great Lakes Lighthouse Keepers Association will celebrate the 30th anniversary of its founding and the 140th anniversary of the St. Helena Island Light Station which is now operated by the Association. High-lights of 2012 include several special programs at St. Helena Island, and excursions to view remote and

historic lighthouses on Lake Superior islands, and eastern Lake Ontario.

H. LEE WHITE MARINE MUSEUM

In a process facilitated by the New York Sea Grant Extension program, representatives from the H. Lee White Marine Museum, Oswego Maritime Alliance (OMA), and the Oswego Maritime Foundation (OMF) reached agreement on a plan to consolidate. Under the terms of the agreement, the OMA and OMF will dissolve and transfer their assets and programs to the museum which has been renamed the H. Lee White Maritime Center of Oswego Harbor.

HURONIA MUSEUM

As part of its commemoration of the Bicentennial of the War of 1812, the Huronia Museum in Midland, Ont. hosted a program by Dr. Alan Taylor from the University of California at Davis. Dr. Taylor's presentation was based on his recently published book, **The Civil War of 1812: American Citizens, British Subjects, Irish Rebels and Indian Allies**.

The Huronia Museum's programs and special exhibits in 2013 will focus on

the naval aspects of the War of 1812. Tentative plans for its annual Heritage Dinner this year include a program by Gord Laco, a documentary producer and Midland resident. Laco is also a historical consultant and has been a technical advisor for period films such as "Master & Commander, The Far Side of the World."

In 2014, the Huronia Museum will focus on the aftermath of the War of 1812 in the Georgian Bay region. It plans programs and exhibits on the building of the Penetanguishene Road and a naval base at its northern terminus during 1814-15.

KEWEENAW COUNTY HISTORICAL SOCIETY

In conjunction with the centennial of the loss the steamer **Titanic** in 1912, members of the Keweenaw County Historical Society developed and presented a special program that looked at the lives of 24 people who were aboard the ill-fated liner on their way to Michigan's Upper Peninsula. Many of those who lost their lives were miners coming to join relatives in the Keweenaw region.

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UPCOMING EVENTS

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| Feb 23 | 10th Annual Chicago Maritime Festival whose co-sponsors include the Chicago Maritime Museum. Site: Chicago. For more details, see http://chicagomaritimefestival.org . |
| Feb. 23 | Upper Midwest SCUBA and Adventure Travel Show sponsored by the Great Lakes Shipwreck Preservation Society. Site: Brooklyn Center, Minn. Details at www.umsatshow.org . |
| Mar. 2 | Great Lakes Shipwreck Festival presented by the Ford Sea Horses in conjunction with the Dossin Great Lakes Museum. Site: Ann Arbor, Mich. For more information, see www.shipwreckfestival.org . |
| Mar. 15-16 | 14th Annual Ghost Ships Festival sponsored by the Great Lakes Shipwreck Research Foundation. Site: Milwaukee. For more details, see www.ghost-ships.org . |
| April 6 | Shipwrecks 2013 - the 19 th Annual Shipwreck Symposium by the Niagara Divers Association. Site: Welland, Ont. For more details, see www.niagaradivers.com . |
| May 15-19 | North American Society for Oceanic History Conference . Site: Alpena, Mich. For more details, go to www.nasoh.org |

Information on upcoming events should be sent as soon in advance as possible to: Bob O'Donnell, AGLMH Newsletter Editor, 521 Wesley Avenue, Green Bay, WI 54302; e-mail: odonnell521@aol.com

LAKE SUPERIOR MARINE MUSEUM ASSOCIATION

The Lake Superior Marine Museum Association hosted the 25th Gales of November program last fall at several sites in the historic Canal Park district of Duluth. Among the presentations was "The Faces Behind the 1905 Gale" by Curt Brown which looked at the **Mataafa** Storm of 1905 through rare photos of the captains, meteorologists, moguls and journalists who shaped events during and after the storm.

During the two days of the event, other presenters included Brendon Baillo whose program was entitled "The Evolution of Great Lakes Steel Ships." Baillo provided an overview of the development of iron and steel hulled ships on the Great Lakes from the revenue cutters of the 1840s to present day 1,000-foot freighters.

"Pirates, Crooks & Killers - The Dark Side of Sailing the Great Lakes" by Frederick Stonehouse looked at those who, over the years, have been willing to pillage and rob ships and their crews when opportunity presented itself. Mark Wick presented "Duluth to Isle Royale - Steamer **America's** History" which included rare photos of North Shore ships, harbors and people. Wick's research was inspired by the story of his third cousin, John Wick, who was at the wheel of the **America** when it struck a rock off Isle Royale and sank on June 7, 1928.

"The Evolution of Great Lakes Ship Construction" by Patrick Labadie looked at the history of ship design and construction methods in the region from the War of 1812 to the bulk freighters of today, including the evolution from wood to iron to steel. Terry Pepper, executive director of the Great Lakes Lighthouse Keepers Association, presented "Serving Time at Stannard Rock" which recounts the tragic story of one of the most isolated lighthouse in U.S. waters.

"Bringing Maritime History Back into View" by Steven Daniels of the Great Lakes Shipwreck Preservation Society looked at the Society's efforts to return historic artifacts removed by sport divers and others to shipwreck sites. It also examined how the non-profit group helps find places for items to be properly exhibited when it's not possible to return them to a wreck.

Seth DePasqual presented "McCargoe Cove - Gateway to Isle Royale" which looked at the historic waterway that

provides access deep into the island's interior and its impact on the history of mining and commercial fishing on Isle Royale. He also shared the results of the 2011 and 2012 dive surveys of the waterway undertaken by the Great Lakes Shipwreck Preservation Society and National Park Service.

"Managing the Apostle Islands National Lakeshore: A Behind the Scenes Look at the Challenges of Maintaining Maritime Heritage" examined the issues facing the U.S. National Park Service as it tries to preserve and maintain the lighthouses of the Apostle Islands, one of the nation's largest collections of historic lighthouses. It was presented by Bob Krumenaker, superintendent of the Apostle Islands National Lakeshore.

Dr. James Delgado presented "The Museum Beneath the Seas" at the Gales event. Delgado is director of maritime heritage for the Office of National Marine Sanctuaries of the National Oceanic and Atmospheric Administration (NOAA). A trained marine archeologist, his program provided a visual tour of some of the most interesting shipwreck sites in the world, including sites that he helped explore and document.

In addition to presentations and luncheon speakers, the annual Gales of November program features tours, exhibits, and a variety of activities. The next program is scheduled for Nov. 1-2, 2013. More details and ticket information will be found on the Lake Superior Marine Museum Association web site at www.lsmma.com.

LOWER LAKES MARINE HISTORICAL SOCIETY

A replica of the facade of a bird cage pilothouse is now on display on the mezzanine level of the Lower Lakes Marine Historical Society's museum in Buffalo, N.Y. Built by community volunteers, the replica was a long time goal of the Society's past president, Mike McCarthy, and others, when the museum first opened in the former Howard H. Baker and Co. ship chandlery building.

Recent meetings of Historical Society members have included a program entitled "Five Shipwrecks of Buffalo" by Jack Messmer. A Great Lakes ship pilot, Capt. George P. Haines of Port Huron, Mich., presented "Large and Small Ship Interaction" which looked at the challenges of such encounters from the ship pilot's point of view.

MARINE HISTORICAL SOCIETY OF DETROIT

Emory A. Massman Jr. has been named the Marine Historical Society of Detroit's Historian of the Year for 2012. Massman is the author of a new book, **The Nicholson Lines and Their Captains**, which chronicles the times and people of a famous Great Lakes shipping lines from the 1920s to the 1960s. The book was published by the Marine Historical Society.

MARINE MUSEUM OF THE GREAT LAKES

As part of its commemoration of the Bicentennial of the War of 1812, the Marine Museum of the Great Lakes at Kingston, Ont. hosted a special exhibit entitled "Kingston War Ships 1812-1814" The exhibit looked at the "shipbuilding war" that took place between Sackets Harbor, N.Y. and Kingston during the conflict.

Among the artifacts on display were items from the Marine Museum's permanent collection and several pieces unearthed by the Cataraqui Archaeological Research Foundation of Kingston (see www.carf.info for more details). In other news, the Marine Museum recently coordinated a reunion of former employees of C&C Yachts.

In 1961, George Cuthbertson, a mechanical engineer, and George Cassian, an aircraft designer, formed the design group of Cuthbertson and Cassian to develop plans for steel and wooden sail boats. In the 1970s, the two joined forces with yacht builder George Hinterhoeller and Ian Morch of Belleville Marine to form C&C Yachts. In time, the company became one of the largest manufacturers of sailboats in North America.

The two-day C&C Yachts Reunion and Conference attracted over 200 participants. It was held at the Royal Hamilton Yacht Club in Hamilton, Ont, and included panel discussions moderated by Maurice Smith, curator emeritus of the Marine Museum.

The C&C Collection of the Marine Museum includes the personal papers of George Cuthbertson, corporate papers, and design drawings from both Cuthbertson and Cassian, and C&C Yachts. There are also a number of drawings and files from C&C Yachts from 1973 to the 1990s when the assets of the business were acquired by Fairport Marine.

MARITIME ARCHAEOLOGICAL SURVEY TEAM

The site of the new National Museum of the Great Lakes in Toledo and the **Col. James M. Schoonmaker** hosted the annual training workshop of the Marine Archaeological Survey Team (M.A.S.T.) in 2012. Participants in the program used the museum ship to practice trilateration, measurement of a wreck site, and the creation of site drawings in preparation for upcoming wreck survey projects on Lake Erie. For more details on 2013 training programs, see <http://ohiomast.org>.

MARQUETTE MARITIME MUSEUM

The Marquette Maritime Museum and Cliff Natural Resources celebrated the 100th anniversary of the Marquette Upper Harbor Ore Dock in 2012. Originally built for the Lake Superior & Ishpeming Railroad, the 1,250-foot concrete and steel structure has been improved several times. It replaced a 1,200-foot wooden structure that dated back to 1896.

PORT COLBORNE MARINE AND HERITAGE MUSEUM

In conjunction with the Bicentennial of the War of 1812, the Port Colborne Marine and Heritage Museum opened a new exhibit on the community's role in the conflict. Although there were no battles fought at what was then called Sugarloaf, it was an important part of the supply and communication lines for the Canadian militia forces involved in the war. The exhibit also includes a virtual display of War of 1812 exhibits in the Niagara Region.

Also as part of the Bicentennial, the Port Colborne Museum has developed a traveling exhibit for use by local schools and community groups. The exhibit examines the experiences of three groups during the conflict. They include the soldiers who fought in the War of 1812, the women who lived in the Sugarloaf area during the conflict, and local Mennonites and Quakers who were conscientious objectors to the war.

ST. CATHARINES MUSEUM

The St. Catharines Museum and the Welland Canals Centre co-hosted a book launch for **This Great National Object: Building the Nineteenth-Century Welland Canals**. The book was written by Roberta M. Styran and Robert R. Taylor, and published by McGill-Queen's University Press.

It includes previously unpublished information on the construction of the canals between 1824 and 1889. That information includes technical plans and management documents from the National Archives and the provincial Archives of Ontario.

Styran is a retired assistant professor of history at Brock University, the co-author of **The Great Swivel Link: Canada's Welland Canal**, and 2009 recipient of the Canadian Society for Civil Engineering's W. Gordon Plewes Award. Taylor is professor emeritus of history at Brock University and the author of several books on local history, architecture and the Welland Canals.

SAVE ONTARIO SHIPWRECKS

Save Ontario Shipwrecks (SOS) has presented its Maritime Heritage Award for 2012 to Peter Rindlisbacher. Rindlisbacher is a member of the Canadian Society of Marine Artist, and has been involved in a number of SOS research projects over the years.

In other news, SOS offered a Nautical Archaeology Society (NAS) Level I course in Hamilton, Ont. last summer. The course included both classroom and in-pool sessions. The group has also developed a NAS Level III course on stone tools and related artifacts for future training programs. For more details on the SOS's NAS training programs, e-mail training@saveontarioshipwrecks.ca.

THUNDER BAY NATIONAL MARINE SANCTUARY

After public hearings on a proposed major expansion of the Thunder Bay National Marine Sanctuary last spring, the National Oceanic and Atmospheric Administration (NOAA) is now working on an environmental impact statement for the expansion. That work is expected to take up to twelve months.

If approved, the expansion would increase the Marine Sanctuary from its current size of 448 square miles to an area that encompasses 4,085 square miles of Lake Huron. The number of known wrecks within its boundaries would increase from 45 to 84. The number of potential wreck sites would increase from 38 to 98.

WISCONSIN MARINE HISTORICAL SOCIETY

To celebrate the 25th anniversary of the publication of **Schooner Days** in

Door County by Walter and Mary Hirthe, a reception was held aboard the schooner **Denis Sullivan** at Discovery World in Milwaukee.

Mary Hirthe was on-hand for the reception to sign copies of the book which was recently republished by the Wisconsin Marine Historical Society. In addition, Society President Peter Hirthe presented a program entitled "Schooners of Door County and the Great Lakes" in Discovery World's Digital Theater.

In other news, the Historical Society recently co-sponsored a temporary exhibit entitled "Great Lakers" at the Grohmann Museum at the Milwaukee School of Engineering. The Society also partnered with the Milwaukee Public Library to host a monthly series of programs entitled "Treasures of the Great Lakes Marine Collection."

Other activities have included a cruise of the Milwaukee River narrated by Frank Matusinec aboard the cruise vessel **Vista King**. The Society's 32nd annual Christmas Tree Ship Holiday Dinner was held on December 13 at the Milwaukee Yacht Club. The dinner speaker was Dan Jorgenson, director of marketing and financial affairs for the Milwaukee River Cruise Line.

WISCONSIN MARITIME MUSEUM

The Wisconsin Maritime Museum recently hosted a presentation entitled "The Great Lakes in the War of 1812" by Joel Stone, a senior curator with the Detroit Historical Society and director of the Dossin Great Lakes Museum. Historian John Enright presented "Women in the History of U.S. Lighthouses" on February 16.

Other program have included one on the shipbuilding heritage of Sturgeon Bay, Wis. presented by Bob Desh, executive director of the Door County Maritime Museum. In other news, the 36th Annual Midwestern Model Ships & Boats Contest was hosted by the Maritime Museum. It featured the display of two dozen vessels crafted by modelers from throughout the U.S.

A model of one of the first schooner-rigged vessels in the world, the Royal Navy vessel **Chaleur**, is the focus of a new exhibit at the Maritime Museum. The model was created by Bruce Hoff, a long-time museum supporter, who passed away in 2011. A specialist in plank-on-frame modeling, examples of his work can be seen on display at

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the Smithsonian Institution and the Museum of Science and Industry in Chicago.

After 17 months of restoration work, the deck gun of the **U.S.S. Cobia** has been returned to its original mount. The 40mm gun was built in 1944 by Firestone Tire and Rubber Co. After it was sandblasted by a local firm, museum volunteers repaired some sections of wasted metal on the gun. It was then repainted by museum staff before being lifted back into place by a local marine contractor.

The Wisconsin Maritime Museum has begun a fundraising campaign for additional repair and restoration work aboard the **Cobia**. Projects include repairing its engine room vent risers (\$8,000) and replacing wasted metal and repairing seams below its bow planes (\$9,500).

WISCONSIN NAVAL SHIP ASSOCIATION

The Wisconsin Naval Ship Association has temporarily closed its Military Heritage Museum and Education Center in downtown Sheboygan to accommodate the heavy equipment and truck traffic needed to dredge the Sheboygan River. The river is being dredged from the 8th Street Bridge to Penn Avenue Bridge to provide a 10-16 feet deep navigation channel.

The deepened navigation channel is one of the requirements for the acquisition of the decommissioned gunboat **U.S.S. Canon** by WNSA. The dredging was expected to be completed and the Heritage Center re-opened to the public by April 2013. In related news, the non-profit group is now accepting donations or loan of items for future display in the museum portion of its building.

WISCONSIN UNDERWATER ARCHEOLOGY ASSOCIATION

Last summer, an introductory level course of the Nautical Archeology Society (NAS) was conducted by the Wisconsin Underwater Archeology Association at the historic North Point Lighthouse in Milwaukee. The course was followed up by opportunity for a NAS Level II independent fieldwork project as part of the WUAA's work in the waters of Bailey's Harbor, Wis.

Another NAS introductory course and a Level I course were offered by the WUAA at Pearl Lake which is located on the Wisconsin/Illinois state line north of Rockford, Ill. Participants in

those courses also had an opportunity for a NAS Level II independent fieldwork project of the **Norland** wreck off Milwaukee. The site is being jointly surveyed by members of the WUAA and Great Lakes Shipwreck Research Foundation.

Also in 2012, the WUAA sponsored a NAS Level III course on underwater remotely-operated vehicles conducted by Dave Thompson. For information on WUAA NAS training courses in 2013, see the Association's web site at www.wuaa.org or contact Kevin Cullen at kevincullen@wuaa.org.

PERSONNEL NEWS

Larry Hinkel has been hired as the Wisconsin Naval Ship Association's first executive director. Hinkel has served as president of the WNSA board of directors for the past five years. He is a U.S. Navy veteran and served aboard the submarine **U.S.S. Harder** (SS 568) from 1967 thru 1970.

Chris Phinney has been elected president of Save Ontario Shipwrecks. New members of the SOS Board of Directors include **Brian Nickle** and **Allan Rodek**.

Hub Ranger, a long-time member and past president of the Wisconsin Marine Historical Society, has passed away. A World War II veteran, Ranger served as the Society's president from 1998 to 1999 and on the board of the Association for Great Lakes Maritime History during that same period.

INDIVIDUAL MEMBER NEWS

Peter Rindlisbacher was one of two marine artists commissioned by the U.S. Coast Guard to create paintings of four U.S. Revenue Service cutters that served in the War of 1812 but for which the service did not have images. His commissioned works included "Cutter **James Madison** captures the armed British Brig **Shamrock**, 23 July 1812." To view images of the painting and other War of 1812-related items from the Coast Guard's collection, go to www.uscg.mil/history/wars/1812/1812imagery.asp.

James Spurr was chairperson of the volunteer committee that helped to create the "War on the Great Lakes!" exhibit that opened this past year at the Michigan Maritime Museum in South Haven, Mich. The exhibit

commemorates the Bicentennial of the War of 1812 and will be on display through December 2013.

Dick Moehl, long-time president of the Great Lakes Lighthouse Keepers Association, has been awarded the Michigan Lighthouse Alliance's first Beacon Award. The award recognizes exceptional leadership in the state's lighthouse stewardship community.

WELCOME NEW MEMBERS

INSTITUTIONS

Lower Lakes Marine Historical Society, 66 Erie Street, Buffalo, NY 14202; tel. (716) 849-0914; web site: www.llmhs.org; e-mail: museum@llmhs.org; Contact Person: Bob Gilham, president.

Ohio Historical Society, 800 E. 17th Avenue, Columbus, OH 43211-2474; tel. (614) 297-2350; fax: (614) 297-2352; e-mail: blogan@ohiohistory.org; web site: www.ohiohistory.org.

INDIVIDUALS

William D. Carle III, 1230 Overlook Drive, Lakewood, OH 44103.

Paul Carroll, 33562 Black's Road, R.R. 2, Goderich, ON N7A 3X8, tel. (519) 524-8303; e-mail: thesolsean@aol.com; web site: www.shipwreckwexford.ca.

Malcom (Mac) Campbell, 80616 Benmiller Line, RR #2, Clinton, ON N0M 1L0; work: (519) 524-7935; e-mail: photomac@hurontel.on.ca.

Chuck Wagner, 8111 Trail Ridge, Dexter, MI 48130; tel. (734) 424-1469; e-mail: cwagner5@ford.com.

Arthur Woodford, 3284 S. Channel Drive, Harsens Island, MI 48028; tel. 810-748-3571; e-mail: woodfordam@yahoo.com.

ADDRESS CHANGES

Jana Siemon, 500 Oak Street, Norway, MI 49870; tel. 906-563-5396; e-mail: flynnfan@sbcglobal.net

RECENT ARTICLES

The following is a brief listing of recent articles that may be of interest to Great Lakes maritime historians and researchers:

In the Spring 2012 issue of *Anchor News* published by the Wisconsin Maritime Museum (for more details, call 1-866-724-2356): "How a Great

Lakes Schooner was Built in the 1850s – Part II” by Robert Stevens; and “Ghost at 40 Fathoms” by Brendon Baillod on the schooner **Gallinipper** (ex-**Nancy Dousman**).

In the Spring 2012 issue of *Inland Seas*® published by the Great Lakes Historical Society (for more details, call 1-800-893-1485 or (440) 967-3467): “The Wrecks of the **Lafayette** and the **Manila** in the Lake Superior Storm of November 27-28, 1905” by David Balfour; “Postscript to the War of 1812: **Newash, Tecumseh** and U.S./Canada Border Relations” by LeeAnne Gordon; “Ashtabula Harbor Light Station: Questions, Collisions, An Icy Situation and Changes” by Scott W. Bundschuh; “Major Robert Carr and the ‘First’ Battle of Oswego” by Richard F. Palmer; Evolution of a Tanker to a Great Laker: **Chiwawa – Walter A. Sterling**” by John Clark; and “The First Airplane Crossing on the Great Lakes” by Renald Fortier.

In the Spring 2012 issue of *Soundings* published by the Wisconsin Marine Historical Society (for more details, call (414) 286-3074): “History of the Development of Milwaukee Bay – Chronology of Construction – Part 1” by Jack Godden; and “The Untimely Death of Commodore Gerald E. Sufflebeam” by Charles Sterba.

In the Spring 2012 issue of *The Beacon* published by Great Lakes Lighthouse Keepers Association (for more details, call (231) 436-5580): a series of images of the Waugoshance Lighthouse on Lake Michigan during the 1930s; “What Time is it at the Lighthouse?” by Terry Pepper; “The Old is New at Big Point Sable” by Grace Truman; “Michigan Island (Light) Mysteries – Part Two” by Bob Mackreth; an article entitled “Ethel the Midwife” on life at North Manitou Island Light Station by Ethel P. Furst-Stormer; and “Wedding at a Lighthouse” transcribed by Terry Pepper from a 1871 issue of the *Toledo Blade*.

In the Spring 2012 issue of *Modoc Whistle* published by the Saginaw River Marine Historical Society (for more details, write to SRMHS, P.O. Box 2051, Bay City, MI 48707-2051): “A Fiery End for the **Langell Boys**” about a small wooden freighter built in St. Clair, Mich. in 1890 and lost to fire in 1931 after departing Bay City.

In the April-June 2012 issue of *Great Lakes/Seaway Review* published by Harbor House Publishers Inc. (for

details, call (231) 582-2814) are articles the 2011 shipping season results, the repowering of the freighter **Kaye E. Baker**, and the technology of natural gas-powered marine engines.

In April-June 2012 issue of *Great Laker* which is published by Harbor House Publishing as part of *Great Lakes/Seaway Review* (for more details, call (231) 582-2814): a “Meet the Fleet” profile by George Wharton of the **Lee A. Tregurtha**; and a photo essay entitled “Queen of the Lakes” which documents a coal run aboard the **Paul R. Tregurtha**.

In the May 2012 issue of *The Detroit Marine Historian* published by the Marine Historical Society of Detroit (for more details, see www.mhsd.org): “Huron Transportation Company: Remembering the ‘Green and White Fleet’ – Part I” by Skip Meier; and “1912 Great Lakes Marine News” compiled by Mike Nicholls.

In the May 2012 issue of *The Superior Signal* published by the Keweenaw County Historical Society (for details, write to KCHS, 670 Lighthouse Rd., Eagle Harbor, MI 49950): “Eagle Harbor Coast Guard Team Rescues 51 Crew Members from Two Ships” from a first person account written by Anthony F. Glazer, a surfman involved in the rescue of the crews of the steamers **Thomas Maytham** and **City of Bangor** in November 1926.

In the May 15, 2012 issue of *The Palladium-Times* (see <http://palltimes.com> for more details) is an article entitled “The John S. Parsons Ship Chandlery of Oswego – Part 1” by Richard Palmer. The second part of the article appeared in the May 22 issue of the newspaper.

In the May-June 2012 issue of the *Lower Lakes Marine Historical Society Newsletter* (for more details, e-mail: members@llmhs.org): an eleventh excerpt from a 1910 newspaper article written by Capt. Crockett McElroy entitled “Hero of the Lake” about the life and marine career of Richard White; and “The **W.C. Richardson**” by Jack Messmer.

In the June 2012 issue of *Wisconsin’s Underwater Heritage* published by the Wisconsin Underwater Archeology Association (for more details, write WUAA, P.O. Box 510173, Milwaukee, WI 53203): “Reconnaissance at Red Banks: Where did Nicolet Land? A Pre-Survey Evaluation” by Dr. Richard Boyd.

In the June 2012 issue of *The Detroit Marine Historian* published by the Marine Historical Society of Detroit (for more details, see www.mhsd.org): “Huron Transportation Company: Remembering the ‘Green and White Fleet’ – Part II” by Skip Meier; and “1912 Great Lakes Marine News” compiled by Mike Nicholls.

In Summer 2012 issue of *Sea History* published by the National Maritime Historical Society (for more details, call (800) 221-6647) are two articles by Dr. William H. Thiesen including “The History of the ‘Racing Stripe’ – Emblem and Brand Identity for World Sea Services and Coast Guards – Part I: The U.S. Coast Guard” and “The War of 1812: U.S. Revenue Cutter Operations.”

In Summer 2012 issue of *The Beacon* published by the Great Lakes Lighthouse Keepers Association (for more details, call (231) 436-5580) are several articles by Terry Pepper including “Port Sanilac Light Station” and “There’s No Astragal Like a Diagonal Astragal.” There are also images of all lighthouse lantern rooms outfitted with helical astragals in U.S. waters on the Great Lakes, and a photo essay on the interior of Lake Michigan’s White Shoal Lighthouse entitled “At Long Last – White Shoal.”

In the Summer 2012 issue of *Modoc Whistle* published by the Saginaw River Marine Historical Society (for more details, write to SRMHS, P.O. Box 2051, Bay City, MI 48707-2051): an article on a 1978 port call by the **U.S.S. William C. Lawe** to Bay City as part of the U.S. Navy’s inaugural Great Lakes Cruise program. The World War II destroyer later returned to the community in 1981 and 1982.

In the Summer 2012 issue of *Anchor News* published by the Wisconsin Maritime Museum (for more details, call 1-866-724-2356): “How a Great Lakes Schooner was Built in the 1850s – Part III” by Robert Stevens; and “Marquette – The First Great Lakes Iron Ore Port” by George D. Jepson.

RESEARCH NOTES

IN EXTREMIS

Photographer Pim Van Hemmen has launched a project entitled “In Extremis” to record the condition of

Continued on next page

historically significant American ships that are "on a lee shore." He plans to photograph at least twenty such vessels across the country.

When the project is completed, the ship images will be printed on large sheets of aluminum which will then tour as a traveling exhibit to raise awareness of the maritime history of the United States and the need to preserve examples of that history. An accompanying calendar and coffee-table book are also in the works.

Among the Great Lakes vessels that have already been photographed as part of the "In Extremis" project are the S.S. **Milwaukee Clipper**, the S.S. **Columbia**, and the S.S. **Ste. Clare**. To view images of the ships that have already been photographed, go to <http://pimvanhemmen.zenfolio.com>.

RESEARCHER HONORED

The U.S. Coast Guard has presented the late William D. Wilkinson with a Meritorious Public Service Award and the Foundation for Coast Guard History Award. The awards were in recognition of Wilkinson's exhaustive research which led to the publication of **American Coastal Rescue Craft: A Design History of Coastal Rescue Craft Used by the U.S. Life-Saving Service and U.S. Coast Guard**. The landmark book was published in 2009 by the University of Florida Press as part of its *Perspectives on Maritime History and Nautical Archaeology* shortly after Wilkinson's death.

NEW PRODUCTS & PUBLICATIONS

Unless otherwise noted, the descriptions of items in this column are based solely on news releases from the supplier. Prices shown do not include applicable state or provincial sales taxes. Institutions should contact the supplier directly to review samples and for quantity pricing.

ARTWORK

The Museum Store of the **Bay County Historical Society** is offering note card and postcard sets featuring marine artwork commissioned in the late 19th century by Capt. Benjamin Boutell of the Boutell Fleet. Specific works in the sets include an image of the schooner **Twin Sisters** which was built in East Saginaw, Mich. in 1889. There is also an image featuring the steam tugs **Traveler** and **Charleston** returning from Canadian waters with

a tow of chained timbers. The note card sets cost \$14.99 and the postcard sets cost \$10.50, both plus S&H. For more details, including images of additional scenes in the sets, go to www.bchsmuseum.org.

PUBLICATIONS

This Great National Object: Building the Nineteenth-Century Welland Canals by Roberta M. Styran and Robert R. Taylor includes previously unpublished information on the construction of the Welland Canals between 1824 and 1889. The 403-page, hardcover book is available from Amazon.com for \$44.95 plus S&H. For details, see www.amazon.com.

In-Depth Editions has released **Lost & Found: Legendary Lake Michigan Shipwrecks** by Valerie O. van Heest which looks at the sailing career and loss of several ships including the **Carl D. Bradley**, **Francisco Morazan**, **Lady Elgin**, and **Hennepin** along with the story of the discovery of their wrecks by David Trotter, Ralph Wilbanks, Clive Cussler and members of Michigan Shipwreck Research Associates. The 304-page, softcover book is available on-line for \$14.89 plus S&H from Barnes & Nobel. For more details, go to www.bn.com.

The Ships of the Dale Fleets by G.I. "Buck" Longhurst and E.B. "Skip" Gillham looks at the history and ships of the various marine transportation companies formed from the Reoch Steamship Co. Ltd. Founded by Capt. Norman Reoch in 1951, the Reoch line and its successors operated several vessels with names ending in "dale" until 1983. The 164-page, softcover book costs \$35 including S&H. For more details or to order a copy, contact Skip Gillham, 3750 King St., Vineland, ON L0R 2C0.

Yankcanuck: A Dream Turns Fifty by G.I. "Buck" Longhurst looks back at the history of Capt. Frank Manzutti's Yankcanuck Steamship Co. from its days as part of Algoma Steel's marine operations to more recent service with Purvis Marine. The 84-page, softcover book includes photographs from the author's days with the fleet and other sources. It is available for \$25 including S&H from Gore Bay and Western Manitoulin Museum, P.O. Box 222, Gore Bay, ON P0P 1H0.

TRAVEL

Lodge No. 15 of the International Shipmasters Association is hosting a raffle with a grand prize of a seven-day trip for two adult guests aboard a Great Lakes freighter. The trip will take place on the **M.V. Algoma Spirit** during the 2013 navigation season.

The winners will be hosted in the ship's guest cabins, and will be able to dine with the **Algoma Spirit's** captain and officers. There will also be round-the-clock access to the ship's pilot house, along with a guided tour of the freighter and its engine room.

Arrangements will be made with the winner to join the ship in port, and he or she will be responsible for their own transportation to and from the port of embarkation. Second prize in the raffle is an 8-14 day Great Lakes youth tall ship adventure on board the sail training vessel **Pathfinder** while it's participating in the 2013 International Tall Ship Challenge in Toronto.

Third prize is a hands-on experience for up to eight people in handling an ocean-sized vessel in the advanced marine ship simulator at Georgian College's Great Lakes International Marine Training and Research Centre in Owen Sound, Ont. Tickets for the ISMA Lodge #15 raffle cost \$5 each.

The raffle winners will be announced at 10 p.m. on Feb. 23, 2013 at the Steam Whistle Brewery, in Toronto Ont. Winners need not be present at the drawing. Proceeds from the raffle will be used to support scholarships for the marine program at Georgian College in Owen Sound, Ont. and the programs of Toronto Brigantine, Inc. and Adventure Education. For a full list of prizes or to purchase tickets, contact Capt. Robert Hull by e-mail at builderbob1828@hotmail.com.

AROUND THE GREAT LAKES

MINNESOTA MARINE ART MUSEUM

From June 4 through July 28, 2013, the Minnesota Marine Art Museum in Winona, Minn. will host the 15th National Exhibition of the American Society of Marine Artists. The traveling exhibit includes over 120 works of painting, sculpture and scrimshaw by Society members. For more details, see www.americanmarineartists.com.

The Marine Art Museum also recently opened an exhibit entitled "Canadian Canvases" featuring both historic and contemporary artwork depicting Canadian coastal waters, lakes and rivers, and the country's maritime industry. Included in the exhibition are six recently acquired paintings plus several works by Jack Lorimer, one of Canada's most prominent 20th century marine artists.

MICHIGAN MARITIME MUSEUM

For the War of 1812 Bicentennial, the Michigan Maritime Museum in South Haven, Mich. opened a temporary exhibit entitled "War on the Great Lakes!" The exhibit has 12 display areas covering war-related events at Chicago, Detroit and the Straits of Mackinac, and the Battle of Lake Erie.

In addition to a diorama of the Battle of Lake Erie, also on display in the exhibit are handwritten recollections of the War of 1812 made by Oliver Williams, the original owner of the sloop **Friends Good Will**. Those documents record the sloop's exploits during the conflict, starting with its capture by the British at the beginning of the conflict. Also on display are muskets, weaponry, paintings and relics from ships that fought in the Battle of Lake Erie. The "War on the Great Lakes!" exhibit will be on display through Dec. 31, 2013.

In other news, the Michigan Maritime Museum's 31st annual Classic Boat Show featured more than 30 boats. They ranged from wood-canvas and strip canoes to restored Chris Craft runabouts and a hand-built Venetian Sandolo. Among those participating in the event was the new Great Lakes Boatbuilding School of Cedarville, Mich. which exhibited a newly-built, 21-foot utility launch. The 32nd Classic Boat Show will be on June 22, 2013. For more details on the event, see www.michiganmaritimemuseum.org.

MICHIGAN WEST COAST LIGHTHOUSE FESTIVAL

After the success of its inaugural event last summer, another Michigan West Coast Lighthouse Festival has been scheduled for the weekend of June 1-2, 2013. The event is sponsored by the Sable Point Lighthouse Keepers Association which operates the Big Sable Point, Little Sable Point, and Ludington North Breakwater Lights, and the White River Light Station. All four of the Lake Michigan lighthouses will be open for tours along with the

Manistee Pier Light which is operated by the Manistee Historic Museum.

U.S.S. EDSON

The destroyer **U.S.S. Edson** has finally arrived in Bay City, Mich. for use as a museum ship. At a special ceremony, the U.S. Navy transferred ownership of the decommissioned vessel to the Saginaw Valley Ship Museum.

The non-profit group was formed in 1997 with the goal of acquiring the destroyer **U.S.S. Charles F. Adams**. Although neither the **Adams** or **Edson** were built in Bay City, the ships are representatives of the types of naval vessels built there by the Defoe Shipbuilding Co.

After World War II, the shipbuilder built nine ships for the U.S. Navy, including two **Dealy** class destroyer escorts, four **Charles F. Adams**-class guided missile destroyers, and three **Garcia**-class destroyer escorts (later re-classified as frigates). Defoe also built three guided-missile destroyers for the Royal Australian Navy.

SHIPWRECK SURVIVOR

A presentation by Dennis Hale, the sole survivor of the **Daniel J. Morrell**, was recently hosted by International Shipmasters' Association-Detroit Lodge No. 7. On the night of Nov. 28, 1966, the **Morrell** encountered a gale that generated winds of up to 70 miles per hour and waves as high as 25 feet.

At 2 a.m., the freighter broke in two and sank on Lake Huron, twenty-six miles northeast of Harbor Beach, Mich. The **Morrell's** crew included Hale, a 26-year-old watchman. As the ship sank, he got into a life raft with three crewmen who would later die of hypothermia. Hale, wearing only boxer shorts, a pea coat and a life jacket, survived for nearly 40 hours after the sinking and was rescued by a U.S. Coast Guard helicopter.

For more than 25 years, Hale has struggled to understand why he was the only person who survived the wreck. To help deal with his guilt, he has written two books including **Shipwrecked - Reflections of the Sole Survivor** which was published in 2010.

INDIANA SHIPWRECKS

With funding from the Lake Michigan Coastal Management Program of the National Oceanic and Atmospheric Administration (NOAA), the Indiana Department of Natural Resources has

launched the Indiana Lake Michigan Underwater Archaeological Resource Project.

For the study, the state agency hired Commonwealth Cultural Resources Group of Milwaukee to conduct a reassessment of shipwreck sites found during a 1983 study of fourteen Lake Michigan wrecks in state waters by then state archaeologist Gary Ellis. That study included a detailed survey of the wreck of the **Muskegon**, which was heavily damaged in a fire in 1910 while at dock in Michigan City, Ind.

Commonwealth Cultural Resources used modern technology and survey dives to find most of the fourteen wrecks identified by Ellis, as well as some additional wrecks. The data collected by the new study will be used by state officials to manage the wreck sites and create a web site with information on the history of the wrecks and their place in state history. An in-depth article on the results of the Commonwealth study was also published in the May-June 2012 issue of *Outdoor Indiana* magazine.

ASHLAND ORE DOCK

Demolition work on the historic iron ore dock in Ashland, Wis. has started and is expected to take up to two years. The first phase of the project got underway after the city awarded a revised permit to Canadian National Railway to demolish the structure.

The ore dock was constructed in 1915 by the Minneapolis, St Paul and Sault St. Marie Railroad, also known as the Soo Line. Built of concrete and steel, the dock was the third such structure to be built in Ashland. It was used to transfer iron ore mined in the Gogebic Range in northern Wisconsin and Upper Michigan to ships bound for steel mills on the lower Great Lakes. When originally built, the Ashland dock was 900 feet long and had a storage capacity of 52,000 tons of ore. In 1925, it was doubled in length to 1,800 feet and its storage capacity increased to 110,000 tons.

At that time, the Ashland facility was the largest ore dock of its type in the U.S. and a major employer in the city. Iron ore was brought to it in hopper rail cars which were emptied into 300 storage "pockets" underneath rail lines which ran along the top of the dock. Those rail lines were about 80 feet above the surface of the water.

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To get to that height, locomotives had to push the ore cars up a long wooden trestle which also became an Ashland city landmark. Gravity chutes on both sides of the dock were then used to load ore simultaneously into several freighters. The last iron ore from the Gogebic Range was transported to Ashland in 1965.

Last September, Ashland city officials announced that they were negotiating with the Canadian National to acquire the base of the 1,800-foot structure to redevelop the dock as a fishing pier. By leaving the base intact, officials noted that the railroad would save the expense of having to remove the 13,000 pilings that support it.

FORT GRATIOT LIGHT STATION

With the completion of restoration work, the Fort Gratiot Light Station has been re-opened to the public after a four-year closure. The station's brick light tower, which was built in 1829, is one of the oldest such structures on the Great Lakes.

The five-acre station is now owned by St. Clair County (Mich.), and St. Clair Parks and Recreation has entered into an agreement with the Port Huron Museum of Port Huron, Mich. to operate it. The museum is now offering tours of the site and an overnight program. That overnight program replaces one the Port Huron Museum previously offered aboard the decommissioned U.S. Coast Guard Cutter **Bramble**.

In addition to the 82-foot lighthouse, the Fort Gratiot Light Station includes a lighthouse keeper's dwelling, a duplex for two assistant lighthouse keepers, a former U.S. Coast Guard building, and a fog signal building. Restoration work at the station has been funded, in part, by a \$370,000 Save America's Treasures grant that was matched by funds from the City of Port Huron.

In addition, the Friends of the Fort Gratiot Light has donated \$40,000 to repair one of the chimneys and replace the roof of the fog signal building. The building is now being used as a visitor center for the station. St. Clair County has also received a \$30,000 matching grant from the Coastal Zone Management program to make the site accessible to people with limited mobility. Planned improvements include a circular walkway of the station grounds, benches and interpretive panels.

STEAMER KEEWATIN

Before the former Canadian Pacific Railway steamer **Keewatin** could begin its voyage from Douglas-Saugatuck, Mich. to Port McNicoll, Ont., a channel had to be dredged for the 104-year-old vessel through Lake Kalamazoo.

When it was in service, the **Keewatin** drew between 16 and 18 feet of water. Even stripped down for the trip to Port McNicoll, the 350-foot passenger steamer still required a water depth of 12 feet. Water in Lake Kalamazoo has an average depth of only 3 to 4 feet.

The \$1 million cost of the dredging project was paid for by the R.J. and Diane Peterson Great Lakes and S.S. Keewatin Foundation. Funded mostly by Canadian donors, the foundation will also pay for the towing of the **Keewatin** from Douglas-Saugatuck to Port McNicoll and overseeing its renovation.

In 2011, R.J. and Diane Peterson sold the 104-year-old steamer to Skyline International Development Inc. It will be used as a tourist attraction and the centerpiece for a renovated waterfront in Port McNicoll.

MCGULPIN POINT LIGHTHOUSE

Emmet County (Mich.) and volunteers have completed several improvement projects at the 1869 McGulpin Point Light near the Straits of Mackinac. Those improvements include a new walking trail from the lighthouse to a point overlooking the Straits.

Interpretive panels have been added to the lighthouse grounds, and a self-guided tour using visitor cell phones has been established. County officials have also repaved the site's parking lot and approved a \$23,500 expansion of its gift shop operation. For more details, see www.emmetcounty.org/mcgulpin.

BUFFALO SHIP CANAL

Work has been completed on the Ship Canal Commons, a 22-acre waterfront park at the former site of the Hanna Furnace iron smelter in Buffalo, N.Y. The redevelopment project was jointly funded by the City of Buffalo, Erie County, New York State Department of Environmental Conservation, and Buffalo Urban Development Corp.

Hanna Furnace began iron smelting at the site in 1903 and continued until 1982. Located near Route 5 at the southern city limits, the waterfront

location was redeveloped as part of a brownfield remediation project.

The site was originally created using fill composed primarily ash, cinders and slag from local iron and steel foundries. Those materials were laden with heavy metals and other hazardous materials.

In addition to green space, the new Ship Canal Commons includes several interpretive panels on local maritime and industrial history. Large artifacts related to a former ore dock at the site have also been retained including the dock wall bollards and portions of the track used by its bridge cranes.

ROCK ISLAND LIGHTHOUSE

Plans to renovate the Rock Island Light Station in the St. Lawrence River near Clayton, N.Y. were delayed by the New York Office of Parks, Recreation and Historic Preservation due to difficulties in finding qualified contractors for the \$1.1 million project. State officials now expect work to be completed in time for a re-opening of the site to the public in May 2013.

In addition to improvements to the station's 1882 light tower, plans call for building pathways on the four-acre island which is now a state park. Water and septic systems will also be installed; a museum created inside the former keeper's quarters; and a dock installed for four boats.

In addition to a 40-foot light tower and keeper's quarters, the Rock Island Light Station also includes a smokehouse that dates back to 1847 when the first lighthouse was built at the site. There is also a generator building built in 1900, and a boathouse that dates back 1920.

The Rock Island Light Station was in service until 1958. The site was listed on the National Register of Historic Places in 1978, one year after it was donated to the State of New York by the federal government. Before the current project, the last significant restoration work on the light station was done in 1983.

ERIE MARITIME MUSEUM & U.S. BRIG NIAGARA

The Erie Maritime Museum recently hosted a presentation on the 1813 Battle of Lake Erie by Gerard T. Altoff. Altoff has authored or co-authored five books about the battle during his career with the U.S. National Parks Service and the Perry's Victory and

International Peace Memorial at Put-In-Bay, Ohio.

In addition to details of the famous naval engagement, Altoff discussed the historic context of the Battle of Lake Erie, as well as Commodore Oliver Hazard Perry's building and manning of the U.S. fleet at Erie, Pa. The presentation closed with a short review of the political and military implications of Perry's victory.

In other news, the U.S. Brig **Niagara** recently underwent Coast Guard inspection while in dry dock at the Great Lakes Shipyard in Cleveland, Ohio. The **Niagara** is a replica of Commodore Perry's Battle of Lake Erie flagship.

Built in 1988, the 300-ton, 198-foot vessel requires regular inspections to be eligible to carry passengers. During the hull survey portion of this year's inspection, it was determined that four hull planks needed replacement. Each plank measured 30 feet long, 9 inches wide, and 3 inches thick.

In addition to inspection and repair work, Great Lakes Shipyard also repainted and caulked the vessel's hull, rebuilt its engine exhausts and a shipboard generator, and removed the **Niagara's** two, 32-inch propellers for re-balancing. Including the shipyard's donation of \$10,000 of materials and services, the dry docking, inspection and repair work cost \$70,000.

MICHIGAN LIGHTHOUSES

Under the provisions of the National Historic Lighthouse Preservation Act, three lighthouses in Michigan have been transferred to local non-profit groups. All three structures were declared surplus in recent years by the U.S. Coast Guard.

The Historical Society of South Haven (Mich.) is the new steward of the Lake Michigan city's South Pierhead Light. Constructed in 1903, the 37-foot, cast iron structure marks the entrance to South Haven Harbor and the mouth of the Black River.

A catwalk to the lighthouse was built in 1925 to provide safe access during heavy seas. It is now only one of four such structures that still exist in the state of Michigan. The current South Haven Pierhead Light replaced the first lighthouse at the site which was a wooden structure built in 1872.

Title to the Middle Island Lighthouse on Lake Huron has been transferred

to the Middle Island Lightkeepers Association Inc. which has leased the structure from the Coast Guard for more than 20 years. The 71-foot, brick tower was completed in 1905 and marks an area of shallows between Presque Isle and Thunder Bay.

The Waugoshance Lighthouse has been acquired by the Waugoshance Lighthouse Preservation Society. The 76-foot brick tower was completed in 1851 and is crowned with a large "bird cage" style lantern room. It is one of only three lighthouses in the Great Lakes region to be equipped with this style of lantern room.

Since the Waugoshance Lighthouse went into service, frequent storms have taken a toll on its brick exterior and the off-shore crib on which it was built. A major reconstruction project was done by the U.S. Lighthouse Service in 1865, but within two years the station was again on the verge of collapsing into Lake Michigan.

The Waugoshance Light's tower was encased in iron boiler plating in 1883, and Portland cement was poured between the metal exterior and the original soft brick tower. In addition, the crib supporting the lighthouse and adjoining keeper's quarters was substantially reinforced.

With the commissioning of a larger and more powerful light at White Shoals, however, the Waugoshance Light was decommissioned in 1912. During World War II, the abandoned site was used for strafing practice by the U.S. Navy which caused a fire that gutted both the light tower and keeper's quarters.

In early 1980s, the boilerplate shell of the Waugoshance Light began to peel away exposing its concrete and brick to the elements. Today, the concrete casing has fallen into the lake and the site has been frequently vandalized. After the U.S. Coast Guard proposed demolishing it, the Waugoshance Lighthouse Preservation Society was formed in 2000 to preserve and restore the historic structure.

GREAT LAKES MARITIME INSTITUTE

The Great Lakes Maritime Institute of Detroit, Mich. has sponsored two cruises to commemorate the start of the War of 1812 in the Detroit area. One of the cruises was a three-hour trip down the Detroit River, around Bob-Lo Island, to the community of

Amherstburg, Ont. This was the site where the unsuspecting American schooner **Cuyahoga** was captured on July 2, 1812 shortly after the declaration of war.

The second cruise was to the Rouge River where in July of 1812, scouts reported that a British gunboat had entered the Rouge. The armed vessel appeared to be attempting to transit the narrow, winding river to reach the shipyard where the brig **U.S.S. Adams** was laid up.

American Capt. Antoine Dequindre rushed from Detroit with troops and artillery to stop the British. His sixty men and artillery took cover in a wooded ravine at a turn in the river. When the British vessel was sheering to make the turn, American cannon opened fire and quickly put three or four shots into the ship's hull near the water line.

According to an eyewitness account, the surprise was complete and the British gunboat was not able to return fire from any of its four cannon. A few musket shots were then fired by those on board the vessel, and its crew then quickly rushed to the lifeboats as their ship sank beneath them. The British then rowed back down the Rouge River and crossed the Detroit River to the Canadian side.

During the cruise, Ross Ward gave a short talk on the work of a distant relative, Eber Ward, who salvaged the British vessel in the 1820s. At the approximate spot where the gunboat was fired upon and sank some 200 years ago, a salute was fired with a flintlock musket by Ralph Naveaux, a member of a War of 1812 re-enactors group from Monroe, Mich.

After the short ceremony, the cruise transited the River Rouge to the spot where the American shipyard had been located in 1812. It is now part of the Woodmere Cemetery. For more on the Great Lakes Maritime Institute, go to www.glmi.org.

LAKE HURON LORE MARINE HISTORICAL SOCIETY

The 31st annual Great Lakes Maritime Flea Market of the Lake Huron Lore Marine Historical Society was held at Riverview Plaza Mall in St. Clair, Mich. The event attracted more than 30 vendors offering various items relating to the ships and shipping industry of the region.

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Among the items offered for sale were historic artifacts, books, photographs, shipwreck items, artwork, and other memorabilia. Proceeds from the event are used by the Marine Society to help support the Lee M. Cooper Marine Gallery at the Port Huron Museum in Port Huron, Mich. The next Maritime Market will be held on June 9, 2013. For more information on the event, go to www.lakehuronlore.com.

On April 6, the Historical Society will host its first dinner program of 2013 at the West Haven Baptist Church in Port Huron, Mich. Dick Wicklund will present "Lighthouse Bob: The Legacy of Bob Hanford and the Fort Gratiot Lighthouse." On May 4, Society will host a presentation entitled "The Loss Of The Side-Wheeler **Keystone State**" by marine artist Bob McGreevy.

U.S. COAST GUARD MLB

Joe Bercik of Sandusky, Ohio has acquired and restored a former U.S. Coast Guard Motor Life Boat (MLB) that served for many years on the West Coast of the United States. After decommissioning, the 44-foot vessel had two private owners before Bercik purchased it at a sheriff's sale in Seattle, Wash.

The MLB (Hull No. 44364) was built in 1966 at the Curtis Bay Shipyard in Baltimore, Md. An ex-U.S. Coast Guardsman, Bercik had the vessel transported to Sandusky where it was restored to something more closely resembling its original appearance.

EASTLAND DISASTER HISTORICAL SOCIETY

An original musical based on the story of the heroes and victims of the **Eastland** Disaster of 1915 has debuted at Chicago's LookingGlass Theater. The musical was created by Andrew White, the theater group's award-winning artistic director. Support for the production came, in part, from the Eastland Disaster Historical Society. For more information on the musical and current show times, go to <http://lookingglasstheatre.org>.

Great Storm

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50 miles west of Whitefish Point in Lake Superior. After badly damaging the steamer, the storm quickly spread to the waters of Lakes Michigan and Huron, and beyond.

The Great Storm would last until late on Monday, Nov. 10, 1913. By the time it ended, the five-day weather event had claimed 19 ships and the lives of over 260 mariners. Since most of the losses occurred on Lake Huron, the Great Lakes Carriers' Association set up its recovery operations in the port of Goderich, Ont.

The Association also conducted most of its post-tragedy investigations at Goderich. During public hearings, shipmasters recounted waves reached at least 35 feet in height and occurred in rapid succession, with three waves frequently striking one after another. Eyewitness also reported that the storm's wind often blew opposite to the waves resulting in a cyclonic motion, a phenomenon rarely seen on the Great Lakes.

Late in the afternoon of November 10, a vessel was spotted floating upside-down in southern Lake Huron near the mouth of the St. Clair River. After making front page news for several days, the "mystery ship" eventually sank in about 60 feet of water. It was later identified as the 504-foot freighter **Charles S. Price**.

The Great Storm of 1913 resulted in widespread criticism of the U.S. Weather Bureau and calls for more accurate weather forecasting and better communication of marine storm warnings. There was also criticism of shipping companies and shipbuilders which led to a series of conferences to develop safer vessel designs.

According to the organizers of the "Remembrance" commemoration, several marine transportation firms, trade organizations, marine heritage groups and educational institutions from across the Great Lakes region have agreed to participate in the event. For the most current details, see www.1913storm.ca.

ONTARIO EVENTS

On Sept. 18, 2013, there will be a kick-off event for the fall schedule of "Remembrance" events at the Huron County Museum in Goderich, Ont. It will be preceded and followed by programs and special exhibits at Lake Huron communities from Sarnia north to Southampton, Ont.

Programs include a speaker series on successive Thursday nights at the Huron County Museum beginning in September (see www.huroncounty.ca/museum for more details). Programs

and special exhibits on the Great Storm are also in the works at the Bruce County Museum & Cultural Centre (www.brucemuseum.ca) in Southampton. The Lambton Heritage Museum (www.lcimg.org) in Grand Bend will open a special exhibit on the Great Storm in May of 2013.

A highlight of the "Remembrance" will be the presentation of a new musical drama based on historical events. The drama is being written and directed by Warren Robinson, with music and choreography under the direction of Eleanor Robinson. Plans call for it to be staged in Goderich and Sarnia.

There are also plans to honor those who lost their lives during the Great Storm during an inter-denominational church service in Goderich on November 10 of this year. It will not be unlike the ceremony that was held in the community shortly after the storm subsided.

Organizers of this year's centennial commemoration also hope that a permanent memorial can be created to honor those who lost their lives during the Great Storm of 1913. Tentative plans envision a large, marine-themed metal sculpture to be commissioned from a local artisan.

PORT HURON MUSEUM

The Port Huron Museum is working with both the "Remembrance" event, as well as planning for its own series of memorials, re-enactments, and a special exhibit dedicated to the Great Storm's impact on the Blue Water Area of southern Lake Huron.

"(The commemoration) maybe the biggest undertaking we've had in a very long time at the museum," said Susan Bennett, Port Huron's executive director, in a recent press interview. In January, a group of museum officials, local historians and others traveled to the Cranbrook Institute of Science in Bloomfield Hills, Mich. near Detroit to view its "Extreme Deep: Mission to the Abyss" exhibit.

The exhibit includes a special section on the Great Lakes Storm of 1913. The Port Huron group received a behind-the-scenes tour of the exhibit, which includes artifacts from the Port Huron Museum's permanent collection. For the museum's upcoming Great Storm exhibit, the Cranbrook Institute will be loaning the institution the graphics from its "Extreme Deep" exhibit.