

EDINA MODEL YACHT CLUB

SAIL & SCALE

NEWSLETTER

NOVEMBER/DECEMBER 2013

VOLUME 22, NUMBER 11

Storm of the Century - 100 Years Ago

Compiled By Todd Moen

Historically referred to as the "Big Blow," Freshwater Fury," or the "White Hurricane," was a blizzard with hurricane-force winds that devastated the Great Lakes Basin in the Midwestern United States and the Canadian province of Ontario from November 7 through November 10, 1913. The storm was most powerful on November 9, battering and overturning ships on four of the five Great Lakes, particularly Lake Huron. Deceptive lulls in the storm and the slow pace of weather reports contributed to the storm's destructiveness.

This was the deadliest and most destructive natural disaster ever to hit the lakes in recorded history, the Great Lakes Storm killed more than 250 people, destroyed 19 ships, and stranded 19 others. The financial loss in vessels alone was nearly US \$5 million in 1913 dollar value, or about \$100 million at current value. This included about \$1 million at current value in lost cargo totaling about 68,300

tons, such as coal, iron ore, and grain.

The storm originated as the convergence of two major storm fronts, fueled by the lakes' relatively warm waters a seasonal process called a "November gale." It produced 90 mph winds, waves over 35 feet high, and whiteout snow squalls.

This article will focus on the ships that did not make it through the storm...

SS Argus was a steel bulk freighter built in 1903, originally named as Lewis Woodruff and renamed the SS Argus, was carrying coal and broke in half in Lake Huron near Kincardine, Ontario taking her crew of 25 with her. The wreck was located in 1972.



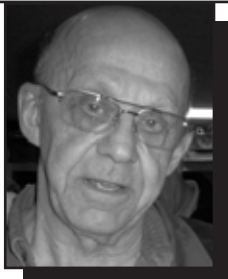
SS Argus sank in Lake Huron

(Continued on Page 4)

SCHEDULE OF EVENTS:

January 21, Tuesday7:00 p.m- 9:00 p.m.	Membership Meeting
February 18, Tuesday7:00 p.m- 9:00 p.m.	Membership Meeting
March 18, Tuesday7:00 p.m- 9:00 p.m.	Membership Meeting

COMMODORE'S CORNER



By Wayne Snyder

Since this is my very last Commodore's Corner article I thank everyone in the club for the great support I have received during the last two years. Our club is healthy because of the involvement of its members. An organization is only as good as its members and we have a great club because our members are active and helpful as well as talented and willing to share their expertise with others. Great news! John Bertelson has agreed to be the new commodore, thanks John. The activities of the club is one reason we enjoy such a great club, the Parade of Boats, 3-pond Race, Light House Night and the summer events at Ramsey, Long lake and Rick's Hobby farm give opportunity to have different venues to display and use our craft for other to see. The days at the pond are a time to relax and enjoy the fruits of building and experimenting and seeing other members accomplishments. This time also give one a chance to talk with and listen to other members of the club.

I plan to remain a very active member and contribute as much as I can to keeping our club great.

Wayne Snyder, Commodore

RICHFIELD
612-866-9575

LITTLE CANADA
651-490-1675



**HUB
HOBBY
CENTER**

OPEN...MON-FRI, 10:00-9:00...SAT, 9:30-5:30...SUN, 12:00-5:00

**SHOW YOUR EMYC CLUB CARD AND RECEIVE
10% OFF ON ALL NON-DISCOUNTED ITEMS!**

Richfield
6416 Penn Ave. S.
Richfield, Mn 55423
(1 blk S of LUNDS)



Little Canada
82 Minnesota Ave.
Little Canada, Mn 55117
(Hwy 36 & Rice St.)

Thank you EMYC!
**Parade of Boats
& SummerFest**

CONTROL FREAKS

This issue wraps up my fifth year as your newsletter editor. My apologies for the delay of this issue. I want to thank all who made the editing much easier by contributing articles and photos. Keep 'em coming! - Todd Moen



NAUTICAL KNOW-IT-ALL - GREAT LAKES STORMS

By Gus T. Wynde

It is estimated that the hulls of over 6,000 ships litter the bottom of the Great Lakes. From La Salle's Le Griffon in 1679 to the Edmund Fitzgerald in 1975. The lakes have taken an enormous toll in ships & lives. This quiz is about ten of them

1. Discovered in June 2008, this warship created much excitement in the maritime archaeological community. She was known by what name?

- A. HMS Quebec
- B. HMS Minotaur
- C. HMS Ontario
- D. HMS Sussex

2. Lost on Lake Erie, the wreck of this ferry has been the subject of many ghost stories that have since sprung up in Great Lakes lore. What is the name of this vessel?

- A. Alpena
- B. Tinker Belle
- C. Marquette and Bessemer No. 2
- D. Milwaukee

3. This brand new freighter was wrecked off the Keewenaw Peninsula in 1910. Her bow was left unsalvaged, but the stern was saved and later grafted onto another ship. What is this freighter's name?

- A. SS Oakglen
- B. SS Howard M. Hanna
- C. SS Mataafa
- D. SS William C. Moreland

4. On Armistice Day (November 11) 1940, Lake Michigan suffered a "big blow" of its own when a gale roared across the mid-western United States and the lake itself. Three freighters were sunk that day, two of which took their entire crews to the bottom with them. The third vessel however was the subject of a dramatic (and successful) rescue that happened within sight of land. That ship was called what?

- A. SS Anna C. Minch
- B. William B. Davock
- C. SS Emperor
- D. SS Novadoc

5. The sinking of this ship in Lake Huron in 1865 not only killed many of her passengers but also proved to be deadly for the divers sent down to salvage her cargo. Her name was what?

- A. SS Ogdensburg
- B. SS Pewabic
- C. SS Asia
- D. S Chicora

6. In 1913, this freighter was the largest ship launched from a Canadian port. That same year she would also become the largest ship lost during one of the deadliest storms to hit the lakes. Name the vessel.

- A. SS James C. Carruthers
- B. SS Issac M. Scott
- C. SS Superior City
- D. SS Henry B. Hawgood

7. At 638 feet long, which large limestone carrier was lost in a 1958 Lake Michigan gale?

- A. SS W.F. White
- B. SS Calcite
- C. SS Wyandotte
- D. SS Carl D. Bradley

8. In addition to storms, another killer of ships on the lakes can be fog. It was this phenomenon that resulted in the sinking of what freighter in May, 1965?

- A. SS Armco
- B. SS Willis B. Boyer
- C. SS Cedarville
- D. SS A.F. Harvey

9. 26 year old Dennis Hale of Ashtabula, Ohio, was the only survivor of which ship's sinking in 1966?

- A. SS Henry Steinbrenner
- B. Daniel J. Morrell
- C. SS Scott Misner
- D. SS Leecliffe Hall

Storm of the Century (cont.)

SS Hydrus, a fleetmate of the SS Argus, rolled over and sank off the shores of Lexington, Michigan in Lake Huron taking 24 crew members with her while carrying a load of iron ore. The Hydrus, a steel constructed bulk frigher, sank with a crew 28 aboard on 11 November 1913 while heading for the St. Clair River. During the storm, waves were said to be 35 feet high along with wind gusts of 90 miles per hour.



The SS Hydrus sank in Lake Huron

The **James C. Carruthers** was a steel bulk freight steamer that was overwhelmed and in the "Big Storm" of 1913 in Lake Huron near Kincardine, Ontario. This ship was first launched earlier in 1913 and was the largest Canadian laker, carrying 10,000 tons of wheat. All 25 lives were lost at the time it sank and the wreckage was reported found in late 1980's.



The James C. Carruthers sank in Lake Huron

The **SS John A. McGean** was a steel constructed bulk freighter built in 1908 and considered unsinkable, carrying coal when it slipped beneath the midlake surface off the Tawasses of Lake Huron north of Saginaw Bay, taking the lives of all 28 sailors. The SS John A. McGean's exact position when she went down was a mystery until her wreckage was located in 1985.



The SS John A. McGean, sank in Lake Huron

The **SS Charles S. Price**, a bulk freighter, rolled over and capsized and sank taking the lives of all 28 crew members. The ship probably encountered the lost *Regina* in the maelstrom, as some crewmen of the two vessels were found wearing the lifejackets of the other. She floated upside-down near the shipping lane for several days and created a sensation as a "mystery ship" until divers went down and read her name off the side.



The SS Charles S. Price, sank in Lake Huron

The ship was was carrying coal and

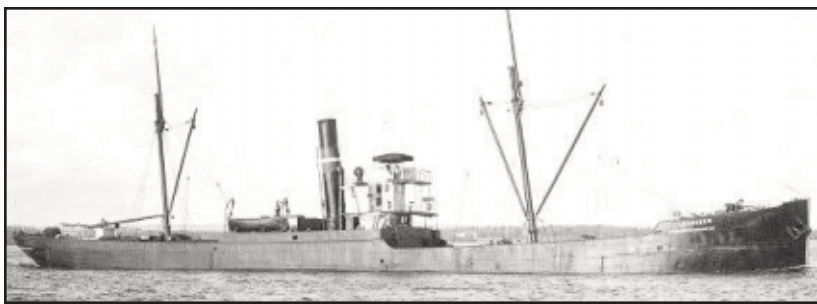
Storm of the Century (cont.)



The Isaac M. Scott sank in Lake Huron



The SS Henry B. Smith sank in Lake Superior



The SS Leafield sank in Lake Superior



The SS Regina sank in Lake Huron

lost near Port Huron, Michigan 10.5 miles from the Port Gratiot lighthouse.

The **Isaac M. Scott** was built in 1909 and is the sister ship of the *Charles S. Price*. The ship was lost seven miles northeast of Thunder Bay Island in Lake Huron carrying a coal shipment. All 28 crew members went down with her. The wreck of the *Isaac M. Scott* was discovered in 1976.

SS Henry B. Smith built in 1906 as a wood bulk freighter and carrying iron ore, rolled over while trying to reach safety at Marquette, Michigan taking down her crew of 25. It was reported that the *Henry B. Smith* was seen leaving port with the crew still closing hatches. Upon leaving port, the waves were already going over the deck. The captain was told to be on time or he would be fired. The exact location of the ship has never been found.

SS Leafield, an 1892 ship built in Sunderland, England was lost 20 miles east of Thunder Bay, Ontario, near Angus Island taking her crew of 18. The *Leafield* was carrying railroad rails and equipment. The crew of the *Leafield* thought going north was the key, to avoid the wrath of the storm. The ship was driven onto rocks by the storm, ripping up the bottom of the hull and then shoved into deep water.

SS Regina was a package freight "canaller" built in 1907 in Scotland and was capsized and sank off Port Sanilac, Michigan in Lake Huron carrying steel pipe. 20 crew members perished. This steamer met up with the freighter *Charles S. Price* or her wreckage, as dead crewmen from the *Price* washed ashore wearing *Regina* life jackets.

The ship was finally located in 1985.

Storm of the Century (cont.)

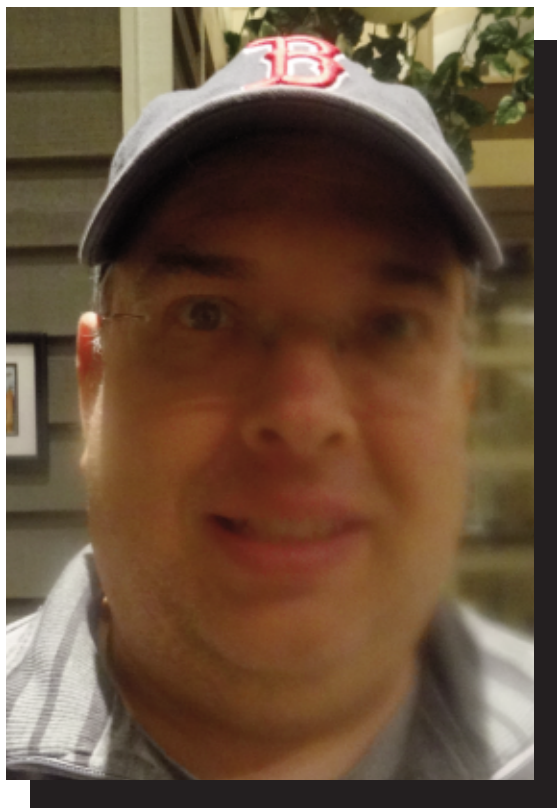
Two Ohio sport divers lost their lives on her in August, 2000, when their gear became entangled in the wreck.

The **Wexford** was a bulk "3-island" freighter built in 1883 from Sunderland, England and was sunk 8.6 miles NNE of Grand Bend, Ontario, in Lake Huron carrying 96,000 bushels of wheat. Sources cite conflicting numbers for crew lost with 17 to 24 crew being listed.



The Wexford sank in Lake Huron

PLEASE WELCOME EMYC'S NEW MEMBER



Brian McCutcheon, our new member

Under newly appointed 24-year-old captain Bruce Cameron, her fateful final voyage was punctuated with opportunities to be saved from destruction, but his persistence in making port at Goderich led to tragedy of the storm. Over a period of 87 years, efforts to locate the ship's remains was elusive, but was finally discovered in 2000 by a sailor using a fish-finding device.

Since then, the *Wexford* has been visited by thousands, but extensively plundered. Our story traces her history from her British origins in 1883, through the transition to become a "Laker," the eventful storm, the search, and her ultimate discovery in southern Lake Huron, and the controversy over how she should be protected.

The *Wexford* was finally discovered, upright and intact at a depth of 75 feet, August 25, 2000, though other claims of her discovery had been made as early as 1975.

Lightship #82, a steel constructed lightship built in 1912 was lost on Lake Erie at Waverly Shoal off of Buffalo, New York with 8 crew. The ship was overwhelmed after battling the storm for 3 days. It sank quickly after apparently springing a leak. It was located with some difficulty and recovered by Reid Towing in summer, 1915 and repaired & converted to a tender at Detroit.

Popularly known as the "Buffalo" because that was painted on her flank in large letters, indicating her station.

Many more docked ships were heavily damaged as the wind and waves pounded them into the shorelines before the storm was over.

- Article compiled from various sources by Todd Moen



BUILDING A DRAGON CLASS SAILBOAT by Bill Uhl



Progress made on this scratch-built sailboat -- Now the sanding begins...



Our new commodore - John Bertelsen. . .
Thank you John, for stepping forward and offering your time to be our new commodore !



**First and second place winners of the 2013 Three
Pond Race - Adam and Kevin**

Special Thanks...To members that contributed their time & talents to this issue: Bill Uhl, John Bertelsen, Larry Wheeler, Dale Johnson & Wayne Snyder.

Thank You to David S. Holman's law office for free newsletter printing.. David specializes in Estate planning, Business, Real Estate & Creditor Representation, located in Burnsville, Minnesota.



EDINA MODEL YACHT CLUB

Centennial Lakes
Hughes Pavilion
7499 France Avenue South
Edina, Minnesota 55435
www.emyc.org

JANUARY MEETING

TUESDAY, JANUARY 21, 2014 7:00 P.M.
CENTENNIAL LAKES GARAGE BAND ROOM

AGENDA:

- Topic to be Determined
- Show and Tell of New Boat Projects

Special Interest Contacts:

Scale Boating:

To Be Determined (Anybody Interested?)

Sail Boating:

Tony Johnson

Fast Electric:

Dan Proulx

2013 Board Members

Commodore: Wayne Snyder
Vice Commodore: Bill Lundholm
Vice Commodore: Bill Koester
Vice Commodore: Dick Dahlquist
Vice Commodore: Robert McDonald
Secretary: To Be Determined
Treasurer: Larry Wheeler

The Edina Model Yacht Club Sail & Scale Newsletter is published monthly except for December.

Newsletter Editor: Todd Moen

Webmaster: Dale Johnson

Please send articles by email to:

Deadline for articles to be considered for the
January publication will be
Friday December 27, 2013