

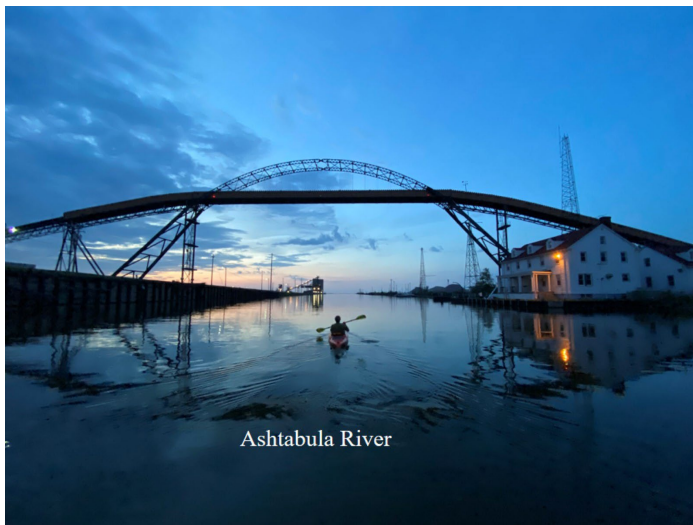
# Ports and Port Holes

August 2024

Volume 2, Issue 8

## *Ashtabula River Anthem*

*We think we are free  
As a kayaker paddling to choices.  
But rivers like the Ashtabula  
Frames like the coal loader,*



*While seeking the open lake waters  
Of possibilities.*

*Buildings poking  
the sky  
Shape our paths with the  
cities and people on the  
shore.*

*We find free  
horizons*

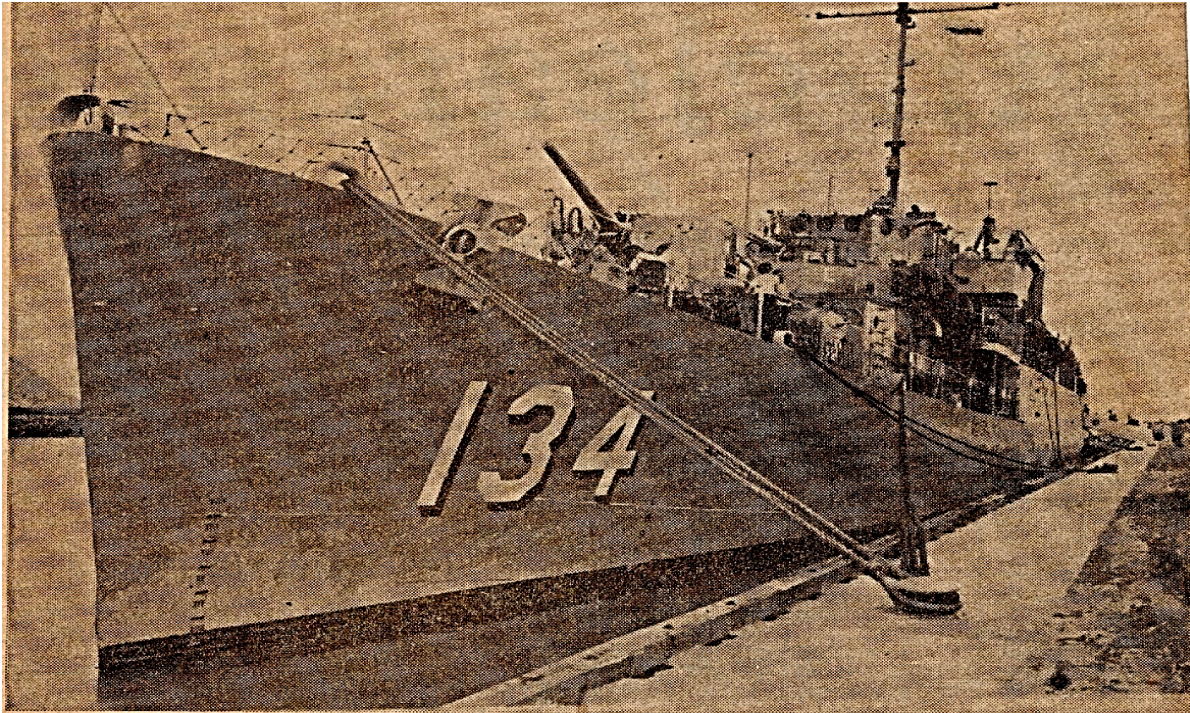
*Paddling down the  
rivers of choice*

In This Issue: Warship Opens Ashtabula's Jubilee...Queen Elizabeth II and Prince Philip Cruise the St. Lawrence Seaway in 1959... Small Town Port: Ecorse, the Maj Ragne, and the St. Lawrence Seaway...John Duguay: Small Town Great Lakes Navy Frogman



# St. Lawrence Seaway Stories: Warship Opens Ashtabula's Jubilee

Cleveland Plain Dealer, June 25, 1959



The U.S.S. Kleinsmith tied up at the Pinney Dock, Ashtabula Harbor.

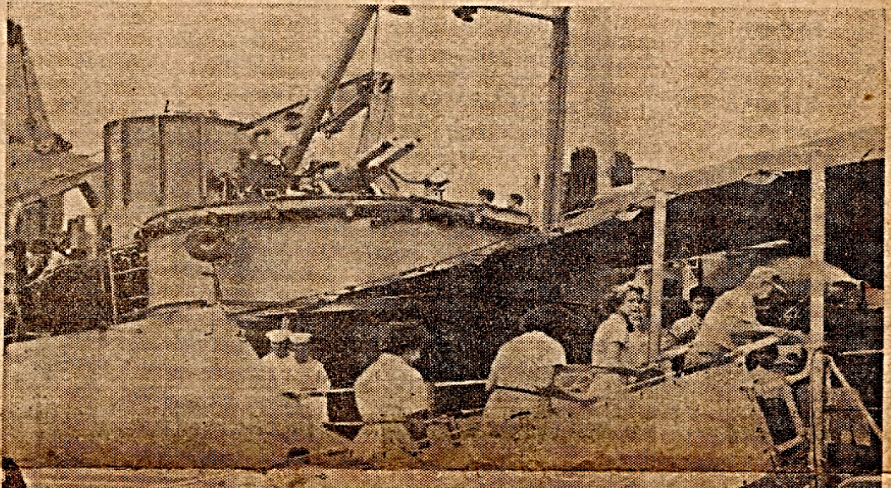
## Warship Opens Ashtabula's Jubilee

**Plain Dealer Special**  
ASHTABULA, O., June 24—The U.S.S. Kleinsmith, first warship to enter this harbor since the War of 1812, tied up at Pinney dock today.

Some 10,000 cheering spectators watched the arrival of the 306-foot Navy attack transport and the 14-block-long parade that followed.

The occasion was the opening celebration of Ashtabula's St. Lawrence Seaway Jubilee.

Thick crowds lined the streets leading to the harbor as the parade marched from the business district to the warship's moorings, headed by a Navy band. Some 50 Kleinsmith crewmen, about half the enlisted men, went sightseeing ashore.



(Top picture) The U.S.S. Kleinsmith tied up at the Pinney Dock, Ashtabula Harbor. The bottom photo shows sightseers heading up the gangplank for a tour of the ship.



Ashtabula, Ohio. June 24. The U.S.S. Kleinsmith, first warship to enter this harbor since the War of 1812, tied up at Pinney Dock today.

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#### First of Seven

The high-speed Navy ship carried a crew of frogmen and demolition experts. It is the first of a seven-ship flotilla expected in the harbor during the Navy's "Operation Inland Sea."

The U.S.S. Cambria carrying 400 Marines, is expected to dock early Thursday. The Marines are to be used in assault demonstrations in St. Lawrence Seaway cities. One such demonstration in Cleveland is planned for Edgewater Park.

#### The U.S.S. Kleinsmith Lives Many Lives

On hand to greet the flag bedecked Kleinsmith as she slid into the harbor were U.S. Representative Robert E. Cook, D-Ohio 11<sup>th</sup> District) and some 50 dignitaries representing Ohio and nearby Pennsylvania cities.

#### The Kleinsmith Goes to War



One of its Crosley-class high speed transports, in 1942 the United States Navy ordered the Kleinsmith from the Defoe Shipbuilding Company in Bay City, Michigan. Crosley-class high speed transports functioned as swiftly moving transport ships serving in the United States Navy during World War II., with some of them remaining in commission to serve in the Korean and Vietnam Wars. All of the Crosley-class transports were converted from

Rudderow-class destroyer escorts during construction except the USS Bray (APD-239, which was not converted until a year after she was built.

At the end of World War II, the Navy sold several of the Crosley-class ships to Mexico, South Korea, Taiwan, and Colombia. The ARC Cordoba (DT-15) which had been the USS Ruchamkin (APD-89) survived as the last member of the Crosley-class. She is preserved as museum ship in Tocancipa, Colombia. Like the Kleinsmith, the Ruchamkin was named in honor of a sailor killed in a World War II battle. Born February 7, 1918, in New York City, Seymour David Ruchamkin, graduated from the University of California in 1940. Shortly after he graduated, he enlisted in the U.S. Naval Reserve and after being appointed midshipman, he attended the USNR Midshipman School at Northwestern University in Chicago.

On January 24, 1941, he reported to Cushing (DD-376) and on November 13, 1942, Lieutenant Junior Grade Ruchamkin was killed in a battle against Japanese force off Savo Islands in the Solomon Islands. Posthumously honored the Navy Cross for “extraordinary heroism as first lieutenant aboard the USS Cushing.” His citation said that while under vigorous bombardment Lieutenant Ruchamkin directed the fire fighting and damage control and led his party below decks to extinguish the raging flames. He never returned.

#### The Kleinsmith Has A Complicated Past

Three-hundred-and six feet long, the Kleinsmith had a 36 foot 10-inch beam and a draft of 13 feet six inches and she could attain a speed of 23 knots. Her armaments included 20- and 40-mm guns and depth charge tracks.

Although the Kleinsmith began her maritime life as a Rudderow-class destroyer escort with the designation of DE-718, on July 17, 1944, the Navy redesigned her as APD-134. She was laid down on August 30, 1944, at the Defoe Shipbuilding Company in Bay City, Michigan

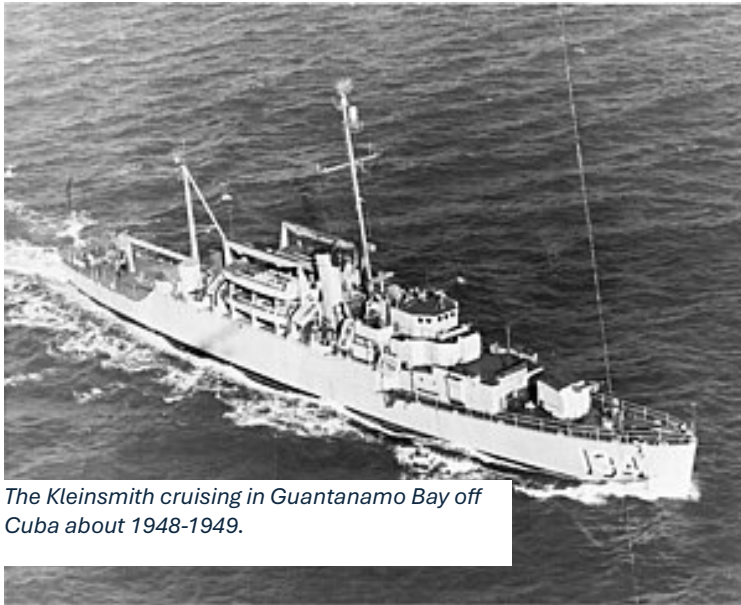
. The Kleinsmith was launched on January 27, 1945, with Mrs. Mary Agnes Kleinsmith sponsoring the vessel, named in honor of her husband, Chief Water Tender Charles Kleinsmith. Born on September 28, 1904, in Zionsville, Pennsylvania, Charles Kleinsmith enlisted in the Navy on October 26, 1922, as an apprentice seaman. He served onboard several ships, including the battleships USS Wyoming and USS Maryland when had achieved the rank of fireman second class when he was honorably discharged on October 5, 1926.

Unwilling to leave the Navy permanently, Charles reenlisted on December 20, 1928, and over the next eleven years served on light cruisers USS Milwaukee, USS Cincinnati, and USS Honolulu and on heavy cruiser USS Portland. On December 27, 1939, he reported for duty aboard the USS Saratoga, and aircraft carrier and transferred to the aircraft carrier USS Yorktown on October 31, 1940, achieving the rank of Chief Water Tender. His position of Chief Water Tender meant that he

ranked as a petty officer with the responsibility of ensuring that the boilers had sufficient water and the burners were adjusted.

On June 4, 1942, the Yorktown participated in the Battle of Midway, which occurred six months after the Japanese attack on Pearl Harbor. At Midway Island, the best known and most strategically important of the Northwest Hawaiian Islands. Admirals Chester W. Nimitz, Frank J. Fletcher, and Raymond A. Spruance of the U.S. Navy defeated the second attempt of the Imperial Japanese Navy commanded by Admirals Isoroku Yamamoto, Chuichi Nagumo, and Nobutake Kondo, to capture the islands. During the Battle of Midway, both navies inflicted severe damage on each other, but the United States Navy so severely damaged the Imperial Japanese Navy that historians believe that the Battle of Midway was the turning point in the Pacific Theater of World War II.

Chief Water Tender Kleinsmith sustained the auxiliary power on the Yorktown after an intense Japanese Navy bombing attack had extinguished all of her boiler fires but one. After the attack, the Yorktown crew could not locate Chief Water Tender Kleinsmith and he was declared missing and presumed dead. The Navy posthumously awarded him the Navy Cross for his bravery during the Battle of Midway.



*The Kleinsmith cruising in Guantanamo Bay off Cuba about 1948-1949.*

After completing her pre-commissioning cruise in Lake Huron waters, the Kleinsmith departed her builder's yard at Bay City, headed for Chicago, where she navigated the Chicago Sanitary and Ship Canal and then down the Chicago River to Joliet, Illinois. At Joliet, workers attached pontoons to the Kleinsmith so it could be pushed down the Des Plaines, Illinois, and Mississippi Rivers as part of a

train of barges. When the Kleinsmith arrived at the Todd Johnson Shipyard in Algiers, Louisiana and continued to the west bank of the Mississippi at New Orleans, the remainder of her crew came aboard. On June 12, 1945, she was commissioned at New Orleans.

Instead of fighting the Japanese as a destroyer escort, from 1945-1951 the Kleinsmith functioned as an APD, landing raiding parties on enemy beaches, and

supporting Underwater Demolition Teams performing beach obstacle clearance operations. The Navy also left the sound gear and some anti-submarine weapons from the APDS on board the high-speed transports and they escorted amphibious groups. Often they served as rescue ships if a transport sank because they could carry extra personnel.

On July 21, 1945, the U.S.S. Kleinsmith arrived at Norfolk, Virginia after her shakedown cruise out of Guantanamo Bay and on August 4, she departed for the Pacific traversing the Panama Canal, San Diego, and Pearl Harbor. She arrived at Buckner Bay, Okinawa, on October 1, 1945, and operated between Okinawa and the Japanese home islands until February 21, 1946.

The Kleinsmith's next cruise started in Sasebo via the Marshall Islands and Pearl Harbor and on March 24, 1946, she arrived in San Francisco. Happy to come ashore, 188 veterans filed down the gangplanks returning to their homes and families. The Kleinsmith anchored in San Francisco for approximately two weeks, and then she departed on April 10 for the Panama Canal and the East Coast of America. She arrived at Norfolk, Virginia on May 1, 1946.

From 1946 to 1951, the Kleinsmith was based at Norfolk and the Naval Amphibious Base Little Creek. A major operating base for the Amphibious Forces in the Atlantic Fleet of the United States Navy, the Base included four locations in Virginia and North Carolina. During its anchorage at Norfolk and NAB Little Creek, the Kleinsmith traveled along the Atlantic coast from Labrador to Venezuela, conducting amphibious and anti-submarine exercises. Mostly, she acted as an amphibious command ship, many times cruising to the Caribbean. Her Caribbean theater of operations included Puerto Rico, the Virgin Islands, and Guantanamo Bay.

The Kleinsmith experienced varied voyages and adventures from 1951 to 1960. January of 1951 brought a unique adventure of the Kleinsmith when she carried an Underwater Demolition Team at Little Creek to participate in a movie called *The Frogmen*. A Hollywood movie, the *Frogmen* explored the adventures of the Navy Underwater Demolition Team divers in the Pacific during World War II.

After departing Norfolk on January 3, 1951, the Kleinsmith stopped at Key West, Florida, and Charlotte, St. Thomas, United States Virgin Islands, before beginning ten days of filming between January 15 and February 6, 1951. The Command Historian noted that "Dana Andrews and Richard Widmark helped make the old "klinker-dinker" a movie star."

After its movie making exercise, the Kleinsmith returned from the Caribbean on February 13, 1951, and a little more than two weeks later on March 5, she departed Little Creek for her first of four Mediterranean Sea deployments. She arrived at Gibraltar on March 15, and after embarking Underwater Demolition Team diver, she deployed with the 6<sup>th</sup> Fleet, a branch of the United States Navy that conducts operations in Europe and Africa. Her range of operations in this deployment include Oran, Algeria to Phaleron Bay, Greece. After her stint as an amphibious control ship ended, the Kleinsmith left Gibraltar for the United States on June 25, 1951, and arrived at Little Creek on July 6.

On July 19, 1952, the Kleinsmith left for another four-month deployment with the 6<sup>th</sup> Fleet, supporting diplomatic peace-keeping efforts off troubled Mediterranean countries. She returned to Little Creek on January 29, 1955, resuming operations along the eastern seaboard to the Caribbean. She again departed for duty with the 6<sup>th</sup> fleet on January 9, 1957, and operated for nearly three months in the Eastern Mediterranean. King Hussein of Jordan had urgently requested help from the 6<sup>th</sup> fleet when leftist-oriented supporters from Egypt threatened his county.

On April 25, 1957, Kleinsmith departed La Spezia, Italy, arriving off Beirut Lebanon on April 30 where she joined ships of the 6<sup>th</sup> Fleet. The 6<sup>th</sup> fleet displayed sea power symbolizing the determination of the United States that it would guarantee the independence and integrity of Middle East nations against the threat of Communist subversion and aggression. She remained with the 6<sup>th</sup> fleet until May 3, when she departed for Rhodes, Greece and on May 18 she returned to Little Creek.

In less than three months, Kleinsmith again was at sea, bound for the Mediterranean. She arrived at Palermo, Sicily on September 14, 1957. A month before, Soviet sympathizers had taken over the Syrian Army, an action threatening the stability of the Middle East. On September 19, the Kleinsmith sped to the Eastern Mediterranean, operating there to prevent Communist aggression and preserve the peace. On November 4, she left Barcelona, Spain, arriving back at Little Creek on November 17, 1957.

Kleinsmith continued to operate along the Atlantic coast in 1958. On October 24, 1958, while cruising Guantanamo Bay, she rescued 56 American citizens and three foreign citizens at Nicaro, Cuba when military operations between the Cuban Army and Fidel Castro's rebels endangered their lives. From May 27 to August 3, 1959, the Kleinsmith navigated the newly opened St. Lawrence Seaway and cruised the Great Lakes. Ashtabula was one of her ports of call, where she anchored at Pinney Dock.

On April 1, 1960, Kleinsmith left Little Creek, headed for the Pacific Ocean. Making her way through the Panama Canal, San Diego, Pearl Harbor, and Guam, she arrived in Tsoying, Taiwan, on May 15, 1960. The next day, May 16, 1960, she was decommissioned and transferred the same day to the Nationalist Government of the Republic of China.



*Tien Shan* moored; date unknown  
ROCS *Tien Shan*

The former Kleinsmith, rechristened the ROCS Tien Shan (APD-315), served in the Republic of China Navy in the early 1970s. The Chinese Navy fitted Tien Shan with a second mount aft, a surface to air missile launcher and ASW torpedo tubes. She was also re-rated as a patrol frigate.

In the 1980s, the Nationalist Chinese Navy assigned Tien Shan and other ships of her class which also were transferred to Taiwan to the Customs Service Coastal Patrol command. They patrolled the economic exclusion zone, a part of the sea where a sovereign state, in this case, Nationalist China, has exclusive rights to explore and use marine resources, especially using water and wind to produce energy. During this assignment, the Navy reduced her arms to one twin 40mm mount in front the bridge.

The ROCS Tien Shan still performed this task in 1995. Her decommissioning year and subsequent scrapping year are variously reported as 1997 or 1998.

(From the Dictionary of American Naval Fighting Ships)



## Queen Elizabeth II and Prince Philip Cruise the St. Lawrence Seaway in 1959



Royal Yacht Britannia -

On June 18, 1959, Queen Elizabeth II and her husband Prince Philip arrived in Gander, Newfoundland to begin a fifteen-thousand-mile, 45-day tour which would prove to be the longest royal tour in Canadian history. The Queen, then 33, had left her two young children, Prince Charles, and Princes Anne, behind in England, and few people besides the Queen and Prince Philip knew that she was pregnant with a third child. (Prince Andrew).

The royal couple navigated the Detroit River in their Royal Yacht *Britannia*, leaving Downriver residents with vivid memories of the blue hulled yacht gliding through cheering crowds on both the Canadian and American sides of the river. The *Britannia* anchored for a time near the Ambassador Bridge.

Canadian Prime Minister John Diefenbaker insisted that a Canadian Cabinet minister accompany the Royal party at all times, because he wanted to impress Americans with the fact that the Queen visited the United States as a Canadian monarch and the Canadian Embassy, not the British Embassy, dictated the Queen's itinerary. The Queen's Canadian ministers wrote her Chicago speeches and they

stressed the fact that she visited as the Queen of Canada. The Queen hosted the return dinner for President Dwight D. Eisenhower at the Canadian Embassy in Washington.

According to the Canadian Royal Heritage Trust, Queen Elizabeth II and Prince Philip's itinerary included 17 military parades, 21 formal dinners, 64 guards of honor, 193 bouquets, 381 platform appearances, and over 7,000 handshakes. A *Weekend Magazine* story stated that the Queen visited not just as a sightseer, but as the Queen of Canada introducing herself as a crowned monarch to her people. The Britannia sailed through the newly opened St. Lawrence Seaway and up the Great Lakes to the newly completed Mackinac Bridge and visited many Canadian ports before arriving at Nova Scotia, the final stop in the tour.

The ceremonial opening of the Saint Lawrence Seaway served as the central focus for the Royal visit, but the Queen and King also visited many of the outlying Canadian districts that had never before seen royalty to underscore the fact that she also had been designated as Queen of Canada. They visited all ten Canadian provinces, the Great Lakes, the Yukon and Northwest Territories, and the United States.

### **Queen Elizabeth and President Eisenhower Dedicate the St. Lawrence Seaway**

The tour began on June 18, 1959, in St. John's, Newfoundland, where Canadian Prime Minister John Diefenbaker, Governor General Vincent Massey and other dignitaries welcomed the Queen and her party. A small girl gave the Queen a bouquet and both the Queen and the crowd waited patiently until she curtsied and rejoined her parents.

The party crossed Newfoundland to Stephenville, detoured through Labrador to Schefferville in northern Quebec and continued to travel through Quebec. They stopped in Gaspé, Arvida, and Three Rivers along the St. Lawrence River and visited Quebec City and Montreal.

On June 26, 1959, Queen Elizabeth II and United States President Dwight David Eisenhower formally opened the 2,300-mile St. Lawrence Seaway linking the Great Lakes with the Atlantic Ocean. St. Lawrence Seaway officials presented the Queen and the President Dwight Eisenhower with a commemorative book containing the names of the men who built the seaway, and then the Queen made a speech welcoming the President and his wife Mamie to Canada to mark the opening of the Seaway as "a great joint enterprise between our two countries." She

said that the St. Lawrence Seaway would “open the centre of America to world trade and enhance Canadian commerce...”

The Royal and presidential parties boarded the Royal Yacht Britannia at the lock at St. Lambert, Quebec, near Montreal. People cheered and waved flags, church bells rang, and bands played as the *Britannia* pulled away from the dock and entered the lift lock to officially open the St. Lawrence Seaway. Balloons and fireworks decorated the sky as *the Britannia's* bow passed a symbolic gate made from a lock timber of the old lock from the Lachine Canal which had been built to bypass the Lachine rapids. The ships anchored in Montreal harbor blew their whistles and sirens as the Britannia got underway.

While they were stopped at Kingston, Ontario, Queen Elizabeth II confided an intimate secret to Prime Minister Diefenbaker. She told him that she was pregnant and he urged her to cut the tour short. The Queen swore him to secrecy and continued the Royal tour.

### **Queen Elizabeth and Prince Philip Visit Toronto and Ottawa**

On June 27, 1959, the with the help of Vice President Richard M. Nixon, Queen Elizabeth II dedicated a monument at the St. Lawrence Power Dam at Massena, New York , the Seaway's main power plant. The Queen and Prince Philip arrived in [Toronto](#) on Monday, June 29, 1959. Ocean and lake liners resounded with 21-gun salutes and the enthusiastic cheers of sailors. The royal couple spent a busy two days in Toronto, participating in ceremonies at City Hall, dinner at the Royal York Hotel, visits to O'Keefe Centre and the 100th running of the Queen's Plate. They left Malton Airport in Toronto on Tuesday, June 30, 1959, bound for Ottawa.

### **The Royal Couple and Rules for the Royal Yacht on the Detroit River**

Boaters on the Detroit River were alerted to special rules that would be in force while the Royal Yacht Britannia traveled the Detroit River. *The Ecorse Advertiser* of July 1, 1959, spelled out the rules. The story said that when the Queen and her husband Prince Philip passed down the river on the *Britannia*, craft of every kind would be under strict control of the U.S. Coast Guard on the American side of the River. In Canadian waters boats would be subject to regulations of the Royal Canadian Mounted police, according to the Coast Guard.

One restriction, which affected boats of any description had to do with approaching the *Britannia*. No craft of any kind was permitted to approach nearer than 50 yards



of the Royal yacht, and any of its escorting vessels or the Royal launch, known as the Royal barge. Other rules pertained to obstructing the movement of the *Britannia* and its escorting vessels. All craft were required to give the right of way to the *Britannia* and its escort vessels.

The movement of all vessels on the Detroit River was restricted so as not to endanger or impede the *Britannia* in any way. Sound signals will be used by patrolling government craft and orders must be promptly obeyed. Three long blasts mean that the vessel signaled is moving too fast and must slow immediately. Four long blasts mean the vessel signaled must stop until permission is given to proceed. Three sort blasts require the vessel signaled to give way and clear the channel as quickly as possible.

The Queen's visit was important news Downriver, but the regulations for sharing the Detroit River with the *Britannia* landed on the third page of the *Ecorse Advertiser*. The death of former Ecorse mayor William Voisine and stories about the July 3, Ecorse Water Festival dominated the front page.

### **Welcome to the Detroit River, Your Majesty**

On July 1, the Royal Party celebrated Dominion Day in Ottawa and then they visited Windsor, Detroit, Stratford, London, and Sarnia. During the first four days of July, the 2451 AC&W Squadron participated in several parades with other militia units of the cities of Windsor, Ontario and Detroit, Michigan.

People on the American and Canadian sides of the Detroit River lined its banks, cheered the *Britannia* and waved to the Queen and Prince Philip. Using 1950s camera and movie technology, they snapped and filmed mementos of the Royal visit for their children and grandchildren. For many people, the visit of Queen Elizabeth II is an exciting memory that is still as fresh as today. Diane McQueen St. Aubin who lived in Ecorse at the time, remembers *the Britannia*, "on the Canadian side of the River of course," as a flash of elegance and color.

Both Detroit and Windsor declared that the First Annual Freedom Festival would take place from July 1 to July 4, 1959. The highlight of the Freedom Festival came on July 3 with the visit of Queen Elizabeth and Prince Philip.

During the Royal Tour, airmen of the 2451 A& W Squadron lined the route of the Royal Party in two separate sections of Windsor, while another group of airmen

moved all the Royal baggage from the Royal Train to the Royal Yacht *Britannia* moored in the Detroit River at Dieppe Gardens. The Commanding Officer and his wife were officially presented to Her Majesty during civic ceremonies.

After visiting Detroit and Windsor, the *Britannia* continued through Lake St. Clair and the St. Clair River into Lake Huron and north to Orillia and Muskoka where it visited on July 3 and July 4. On July 5, 1959, Queen Elizabeth II and her party rested aboard the *Britannia* as it chugged toward Chicago according to a story in the *Palm Beach Post*, date lined Parry Sound. The *Orillia Spirit* reported that when the *Britannia* stopped in Orillia, the crowds were not as large as those in Windsor and Detroit, but they were just as enthusiastic. Then the *Britannia* headed south to Chicago.

### **The Royal Couple Visits Chicago**

On July 6, 1959, Queen Elizabeth II and Prince Philip arrived in Chicago against a backdrop of U.S. Air Force and Navy jets thundering across the sky. Aerial torpedoes exploded parachutes that carried the Stars and Stripes and Union Jacks. According to the *Chicago Sun Times*, a crowd of more than a million people waited at the foot of Congress Street and along the lake front to watch the Queen and King arrive on mildly choppy Lake Michigan waters.

The *Britannia* steamed into the harbor, with an escort of seven warships and more than 500 small craft, including two Chinese junks.

The first reigning British monarch ever to visit Chicago, the Queen and Prince Philip toured the International Trade Fair. “This is magnificent. What wonderful people!” the Queen said.

The Chicago Royal visit lasted fourteen hours, but the fourteen hours were filled with pageantry and a warm Chicago welcome for the royal couple.

### **The Royal Tour Moves West**

Leaving Chicago, Queen Elizabeth II and Prince Philip visited Sault Ste. Marie, Port Arthur, and Fort William. Next, the royal couple flew to Calgary for the Stampede where Prince Philip wore a white cowboy hat. Then they moved on to Banff, Golden, Kamloops, Vancouver, and Victoria. In Nanaimo, British Columbia, the Queen, and Prince Philip participated in “Indian Days,” a celebration of native culture, and the Queen became a princess of the Salish Nation.

For the next leg of their tour, the Royal party flew north to Whitehorse and Dawson City and east to Yellowknife. During her visit to the Yukon Territory, Queen Elizabeth took a few days off to rest. The heat and humidity combined with the physical discomfort of the early stages of her pregnancy took a toll on her health. Since only Prime Minister Diefenbaker knew about her pregnancy, she simply made the announcement that she was suffering a mild stomach upset. After a short rest, the Queen continued the tour.

Next the Queen and her party traveled down to Uranium City in northern Saskatchewan. From there they visited the oil fields of Alberta, and then caught a train in Edmonton. The royal couple traveled on the train through southern Saskatchewan and Manitoba, stopping for a short time in Sudbury and Trenton. From Trenton they flew on to Fredericton, New Brunswick, Charlottetown, Prince Edward Island, Cape Breton, and finally back to Halifax, Nova Scotia.

On her last day in Canada, Queen Elizabeth summed up the purpose of her royal tour in a radio broadcast. In both French and English she thanked all Canadians for their warm welcome. She summed up the purpose of the royal tour by saying, "If I have helped you feel proud of being Canadian, if I have reminded you of the strength which comes from unity and if I have helped to draw your attention to bring vision of the years ahead, I shall feel well satisfied." (The Spring 1982 issue of Monarchy Canada.)

Queen Elizabeth II and Prince Philip left Canada for London on August 1, 1959. She waited until her return to London to make the public announcement of her pregnancy. Prince Andrew was born on February 19, 1960. The Queen visited the United States and Canada several times after 1959, but Downriver people especially remember her St. Lawrence Seaway Tour and her Detroit River cruise.

#### St. Lawrence Seaway Statistics

- Since 1959, more than 2.5 billion tonnes of cargo estimated at \$375 billion have moved to and from Canada, the United States, and nearly fifty other nations.
- Almost 25% of Seaway traffic travels to and from overseas ports, especially in Europe, the Middle East and Africa.



## Small Town Port: Ecorse, the Maj Ragne, and the St. Lawrence Seaway



The *Ecorse Advertiser* consistently published stories about ships passing through or sojourning for a while for repairs and rest and relaxation at the Nicholson Terminal and Dock in Ecorse. The front page of the *Ecorse Advertiser* of Thursday, April 17, 1969, featured the story of the *Maj Ragne*, the first overseas ship of the navigational season which arrived in Ecorse without fanfare on Saturday, April 12, 1969.

Miss Icebreaker of 1969 welcomed Captain Orjangard at the dock with a kiss and Ted Coden of Heublein, Inc. stepped forward to give him a traditional bottle of Scotch. The Captain accepted the McMaster's and Hudsons trophy given each year for the first overseas ship into Detroit. Besides the trophy he received a 150 McMaster cash award donated by Heublein, Inc. The award was named for Tom McMaster of Detroit, a veteran liquor importer.

Two bagpipers also serenaded the ship's captain, crew, and onlookers, adding to the festivities on the dock. The *Maj Ragne* had also been the first into Cleveland, Erie Toronto and first through the St. Lawrence Seaway at Montreal.

Captain Orjangard's wife Elke, who accompanied him on his overseas voyage, was delighted with the Ecorse reception and the welcome the *Maj Ragne* received in the ports along the Seaway. "Who said women were bad luck? She asked. "We had a smooth crossing, and we've been first five times."

### **On to Milwaukee and Distant Ports**

After a Sunday stopover in Ecorse, *Maj Ragne* cleared Detroit at 5 a.m. Monday,

April 14, 1969. Her crew unloaded a cargo of paper, wood, aluminum, and fruit and boarded a large amount of export cargo, but the *Maj Ragne* did not stay in Detroit for the celebration of her arrival.

The Captain expected the *Maj Ragne* to be more than halfway to Chicago by the time the official civilian celebration was scheduled for Detroit Monday, April 14. He wanted the *Maj Ragne* to be first into Calumet Harbor, as it had been in Detroit, Cleveland, Erie, Toronto, and Montreal.

The *Maj Ragne* scored another first in Milwaukee. A *Milwaukee Sentinel* story dated Monday, April 14, 1969, quoted Port of Milwaukee Director John Seefeldt as saying that his last check of ships bound for Milwaukee showed that the *Maj Ragne* probably would be the first overseas ship in port. She continued her seafaring career under names including *East Rainbow*, *Tesira*, and *Ananas* until she was broken up in Huangpu China 1992.

Tonnage figures from the St. Lawrence Seaway have fluctuated since the *Maj Ragne* opened navigation along its ports. According to the St. Lawrence Seaway Website, since 1959 more than 2.5 billion tons of cargo estimated at \$375 billion dollars have moved to and from Canada, the United States, and nearly fifty other nations. Almost 25 percent of Seaway traffic travels to and from overseas ports, especially in Europe, the Middle East and Africa. Countless ships and cargo have passed through Ecorse and sojourned at Nicholson Terminal and Dock Company in Ecorse.



## John Duguay: Small Town Great Lakes Navy Frogman

John Duguay proudly says that he first picked up a camera when he was just seven years old and he has had a camera (perhaps not the same one!) in his hand since then.

The years between John's first camera in the early 1920s and his most recent pictures have been eventful ones. After being educated in Ecorse and Detroit schools, he worked for a time at an Ecorse

Company and Ford, then joined the Navy in 1942 and served for three years. John counts a bronze star as one of the decorations that he won for his service as a demolitions expert and a Navy Seal during World War II. The citation for his Bronze Star reads:

*“For distinguishing himself by meritorious achievement in February 1945, as a member of an assault unit during the assault and capture Of Iwo Jima Island. In the face of enemy rifle, machine gun, and Mortar fire, he bravely prepared the way for the operations of Combat troops and by his courageous devotion to duty Contributed greatly to the success of this hazardous mission. His Courage and conduct throughout were in keeping with the best Traditions of the naval service.”*

R.K. Turner, Admiral, U.S. Navy

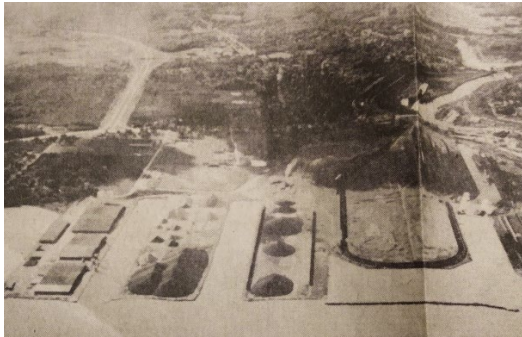
After John returned to Ecorse, he went to work for several local companies as an assembly line designer, and while he was working on one of his projects, a piece of metal flew up and pierced his eye, causing him to lose sight of it. John didn't let his accident slow him down. He continued to design assembly lines and sat up a photography studio in his basement. His photos regularly appeared in local publications, including the *Ecorse Advertiser*. John's pictures are a visual chronicle and an important part of the documentary record of Ecorse history.

## St. Lawrence Seaway Statistics

- The St. Lawrence Seaway includes some of North America's largest ports, part of an excellent intermodal transportation network.
- The Seaway has maintained a near-perfect record of trouble-free navigation through ongoing improvements and meticulous maintenance for more than 50 years.
- The Saint Lawrence Seaway's strategic geographical location directly serves Ontario and Quebec to the north, and Illinois, Michigan, Ohio, Indiana, Wisconsin, Minnesota, New York, and Pennsylvania to the south



# Pinney Dock



Pinney Dock Back in the Day



Pinney Dock 2023

Specifications: 310 acres located on Lake Erie Storage Capacity: 200 acres of open storage (seven million tons) 400,000 sq. ft. of warehouse space 7,500 NT of bulk cargo silo storage

Commodities Handled: Iron Ore, Limestone, Salt, Fertilizer, Pig Iron, Steel, various Bulk Commodities and General Cargoes

Access: Marine service via three fully dredged slips and six docks totaling 15,000 linear feet of vessel berth space (28' draft) Accessible by Lake Erie; Highway access from Ohio SR11, Interstate 90 and Ohio Turnpike; Rail access from Norfolk Southern and CSX Terminal Services: Loading and Unloading Services by Vessel, Tank Truck and Tank Car Approximately 49,000 Linear Feet of Rail Trackage Available Unit Train

Capabilities Terminal Address 1149 East Fifth Street Ashtabula, OH 44005-0041 440-964-7186 Business Address One Terminal Road Carteret, NJ 07008 732-541-5161.

Kinder Morgan provides energy, transportation, and storage services in a safe, efficient, and environmentally responsible manner for the benefit of people, communities, and businesses. Delivering Energy to Improve Lives and Create a better world.

Printed by Pinney Dock editor: Kathy Warnes [kathywarnes@gmail.com](mailto:kathywarnes@gmail.com)