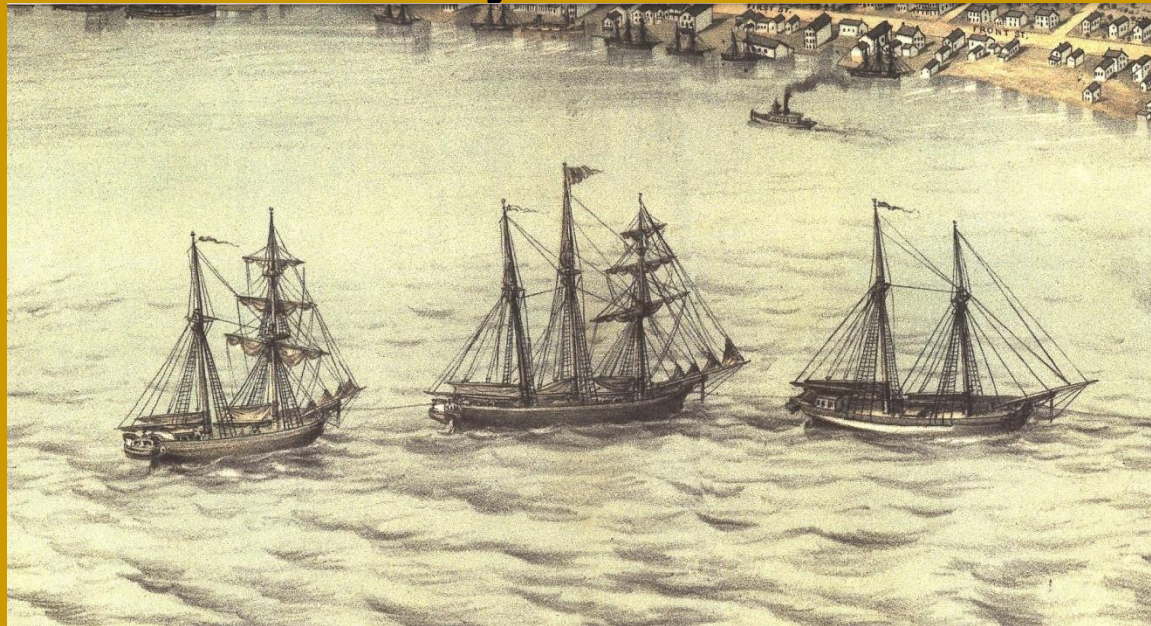


# *St. Clair Shipyards*

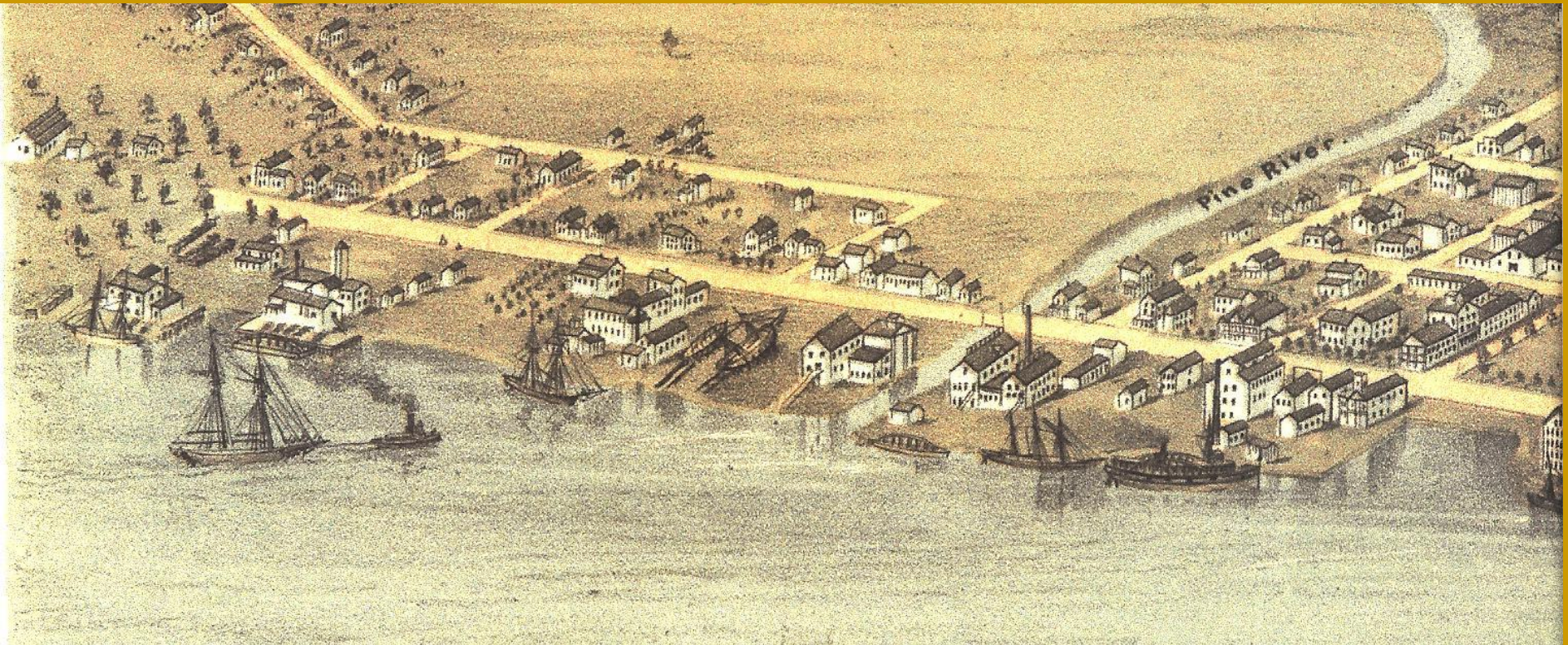


# SHIPBUILDING IN ST. CLAIR BEGAN IN 1825

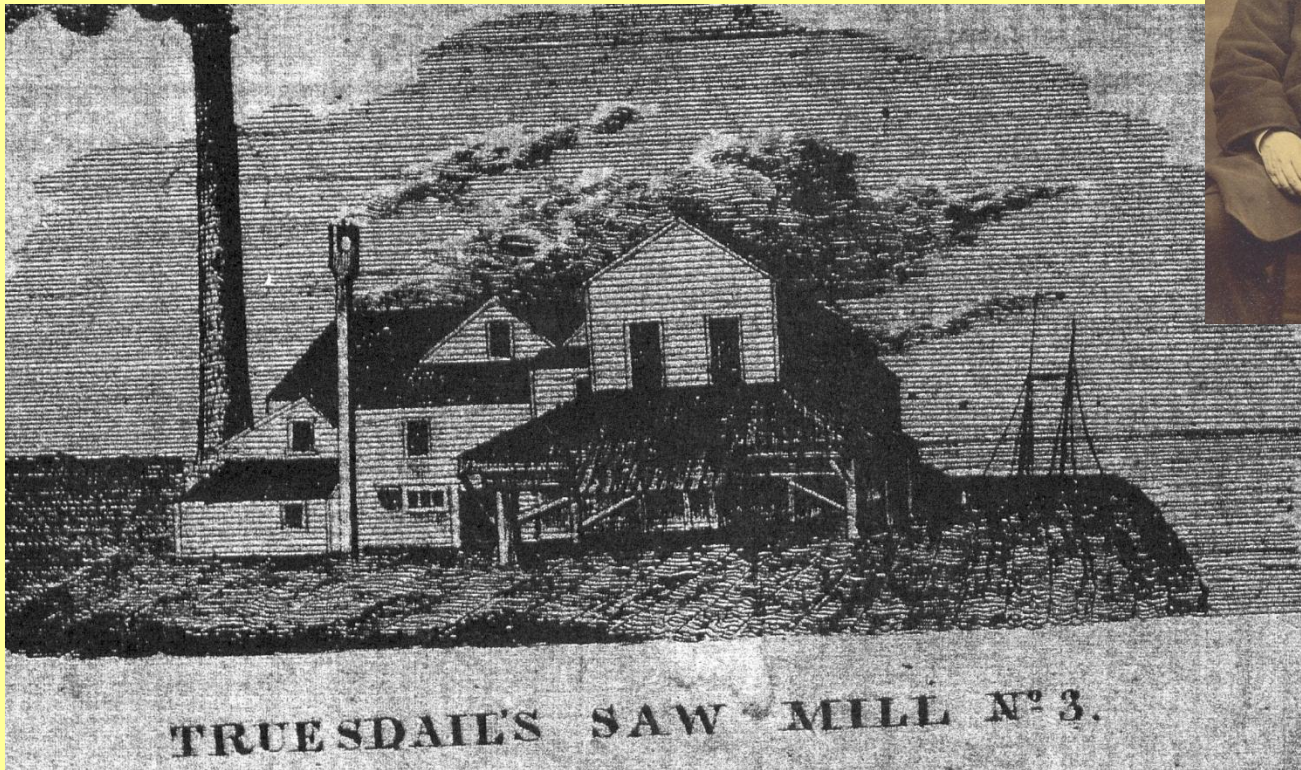
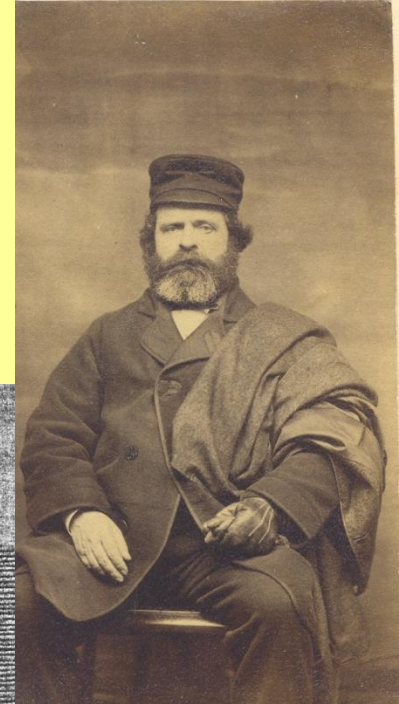
- Two schooners, the *Grand Turk* and the *Pilot*, were built that year. Several more schooners and a sloop were built over the next few years.



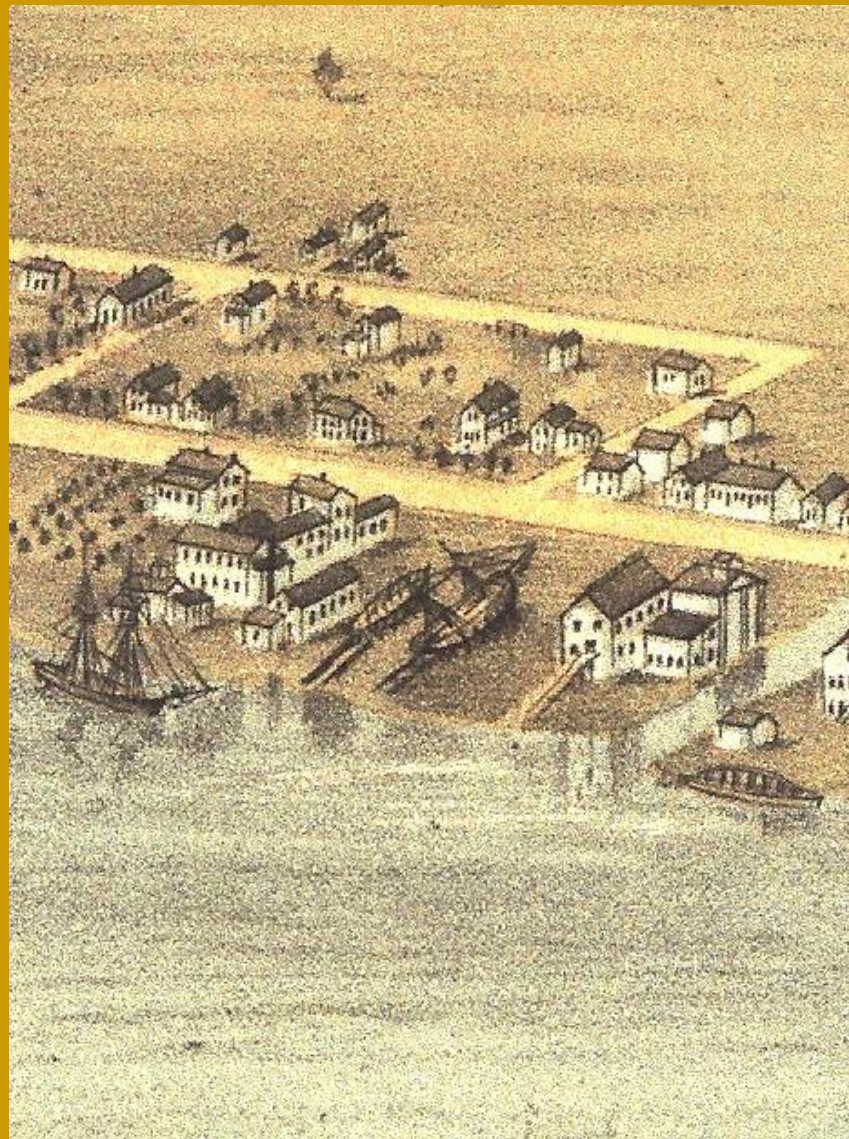
**LIKELY THESE EARLY SHIPS WERE BUILT ON THE ST. CLAIR RIVER SOUTH OF THE PINE RIVER.**



Wesley Truesdale owned this shipyard and had two ships of his own built there. These were the *Goliath* in 1846 and the *Empire State* in 1848. Truesdale owned the sawmill and grist mill to the north of the shipyard.

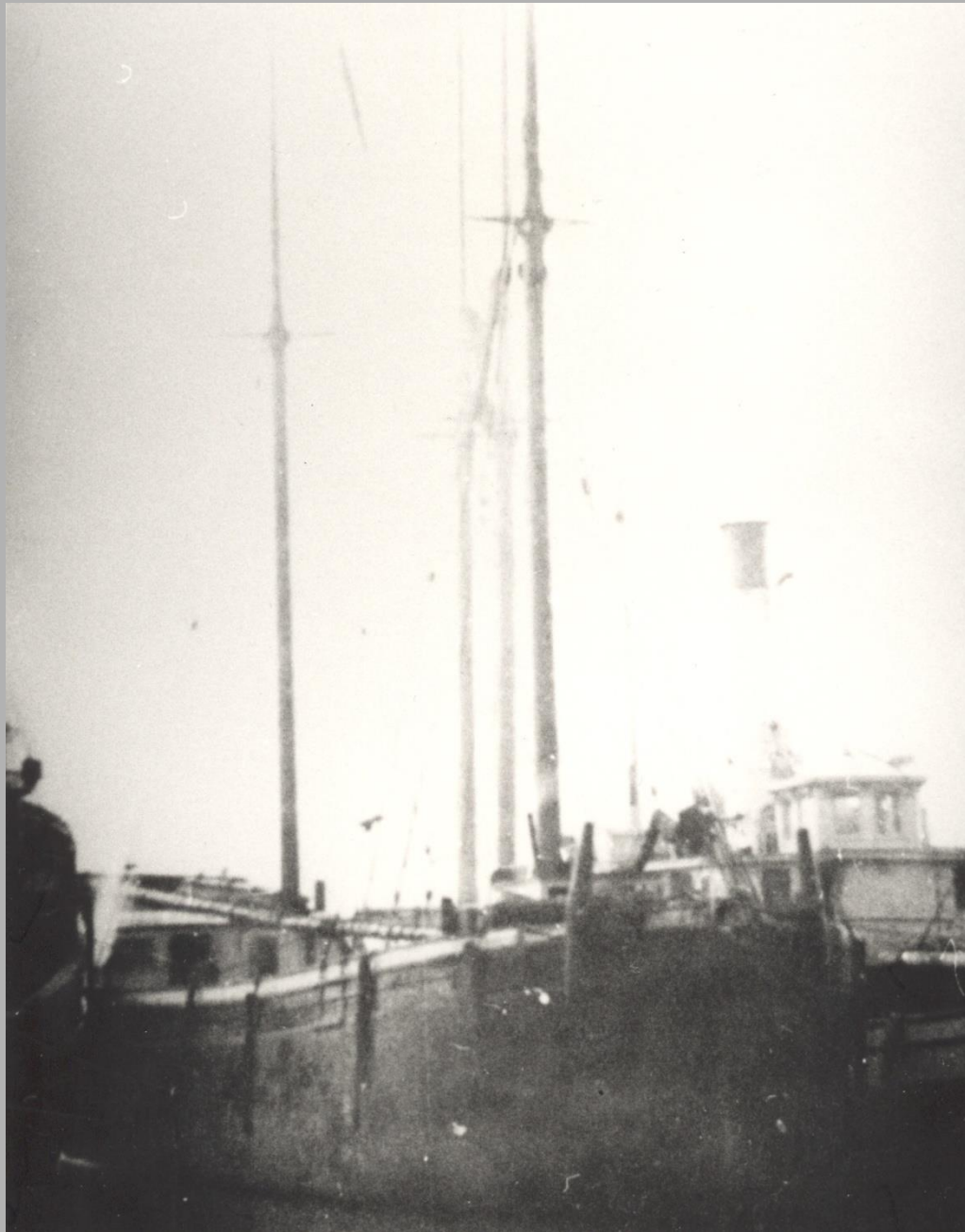


- Simon Langell grew up in the shipbuilding city of Marine City. He became a teacher, a sailor and a shipyard worker. In 1864, he proved himself a master carpenter by building the *Hemisphere*, a wooden bark and in 1865, the *Liberty*. He used the Truesdale Yard on the St. Clair River.



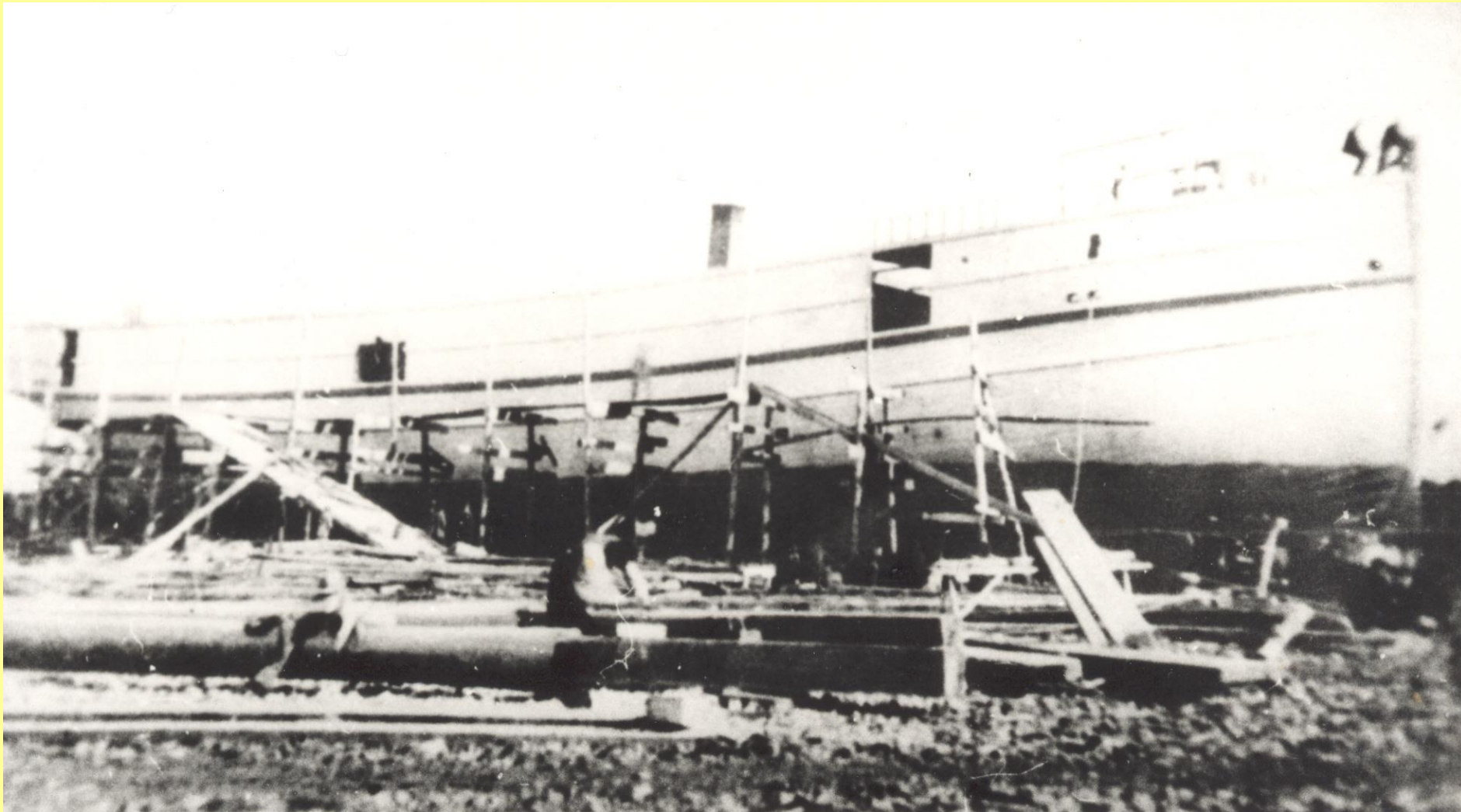
In 1869, Langell was busy. He built the small 9-ton *Growler* in St. Clair and with Phillip Rice the barge *Acton* in Marine City. He also “laid down” the *V. H. Ketchum* in Marine City for Rice to complete.

- Pic of Ketchum

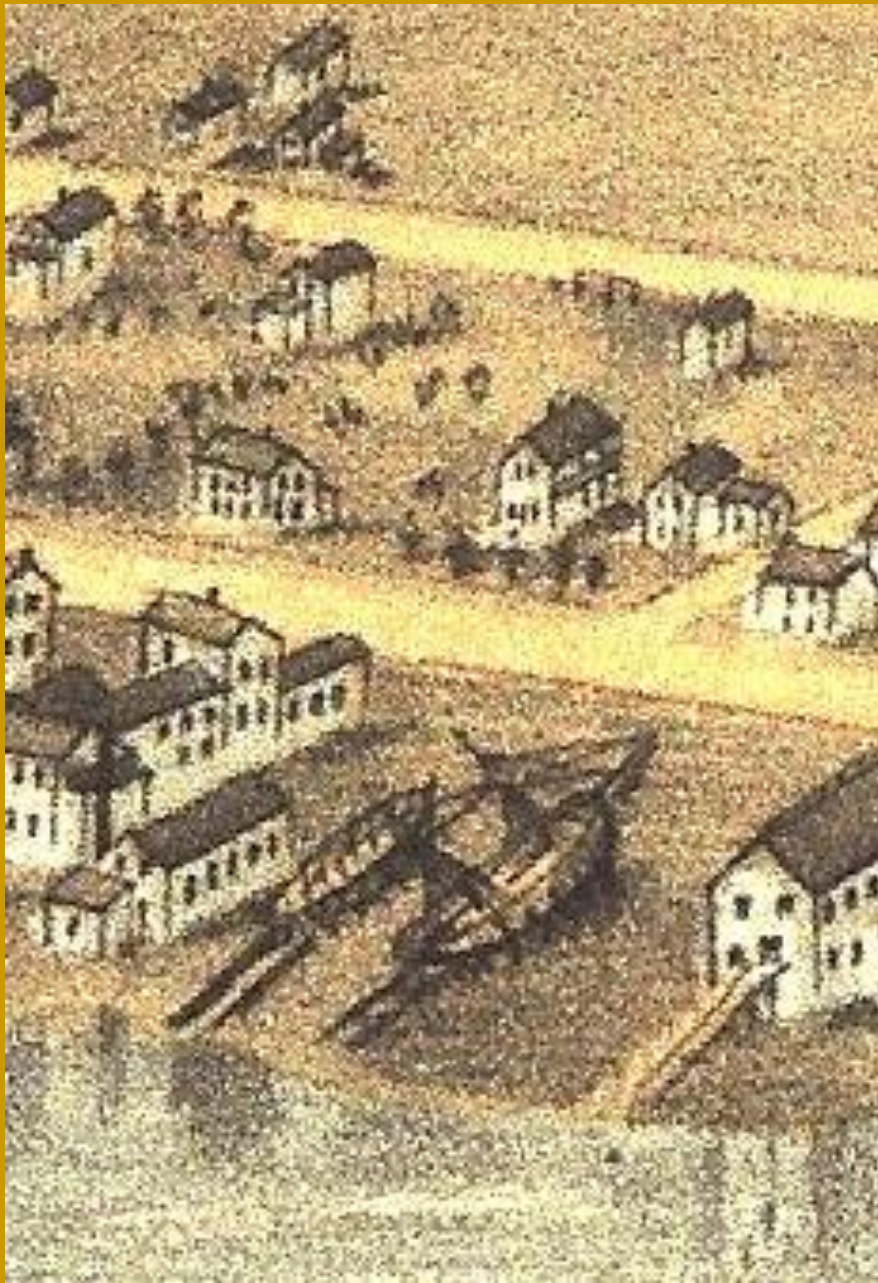


In 1870, Simon Langell launched the *Agnes Potter* into the St. Clair River. It was purchased by the new Interocean Transportation Company to haul iron ore from Escanaba.

The *D.M. Wilson* was Lanagell's first steamer. It was sold to the new Wilson Transportation Company and was its first ship.

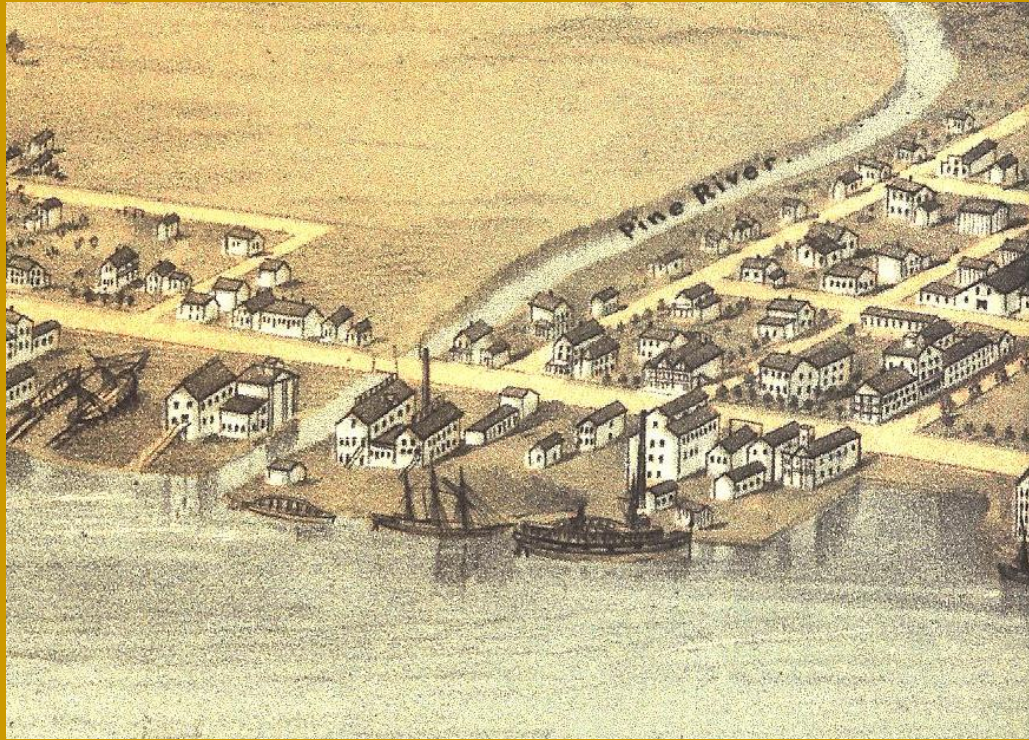






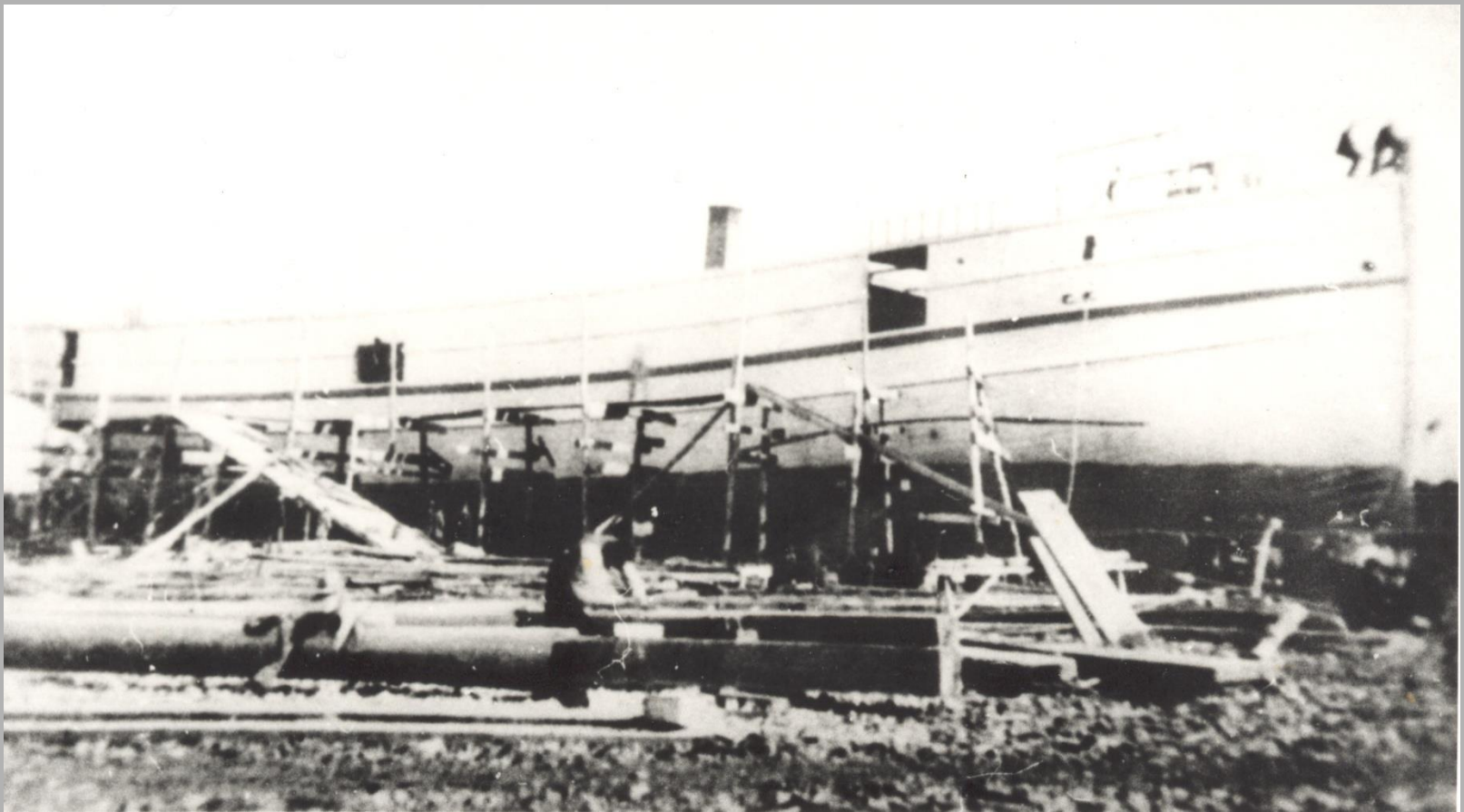
- By this time Langell was finding the old shipyard too small and the St. Clair River at that spot too shallow to launch larger ships. In 1872, he found a new place to start a shipyard.

A vacant parcel of land on the Pine River proved to be an ideal location for the Langell Shipyard. Ships could easily be side-launched into the Pine River, and there was plenty of space for all of the needed facilities.



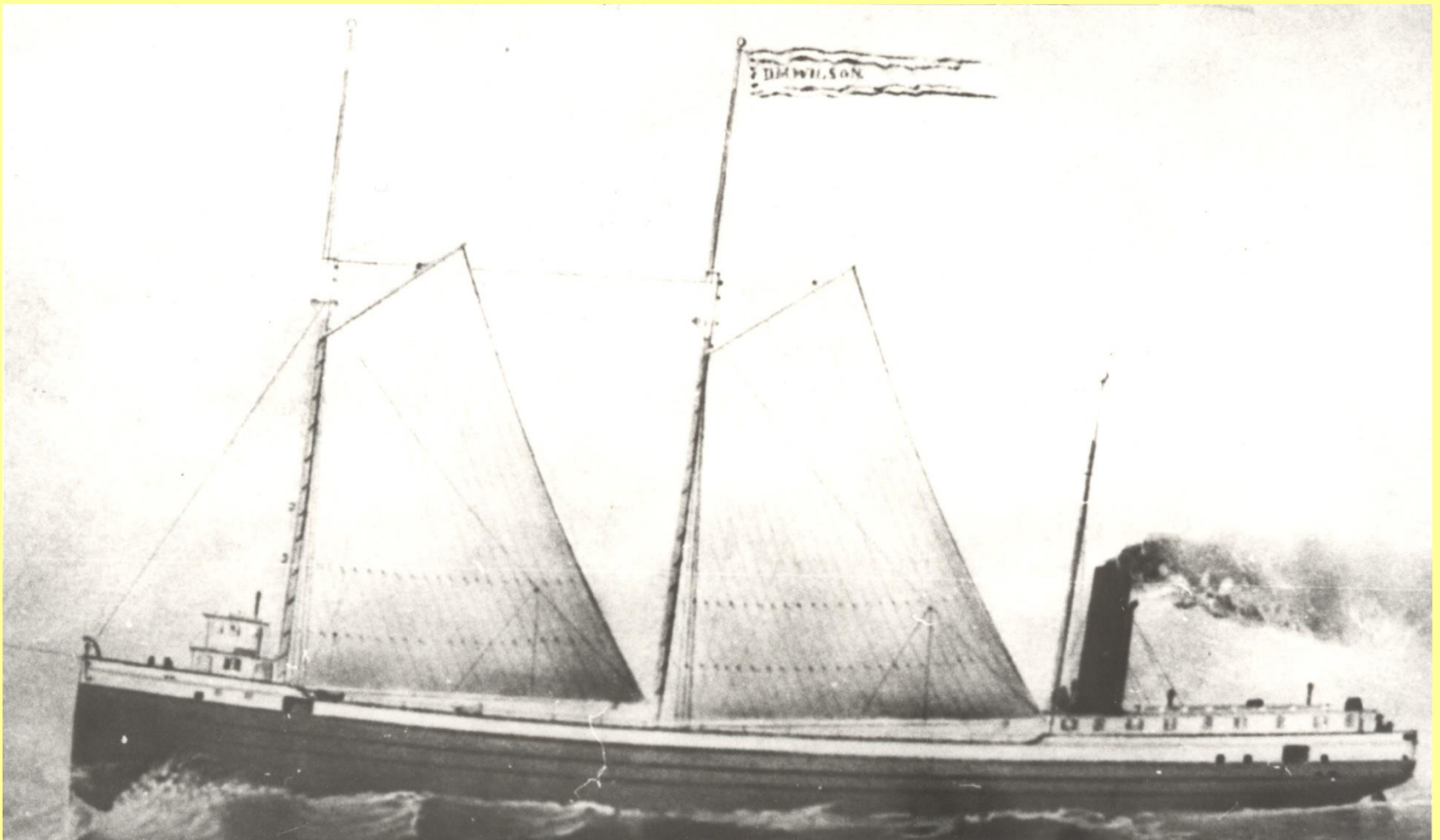
By 1873, a  
tug and two  
barges were  
built at the  
new Langell  
Yard.





The Wilson Transit Company's first steamer, the *D. N. Wilson*, was ordered in 1872. Unlike other ships, the engine was installed in St. Clair.

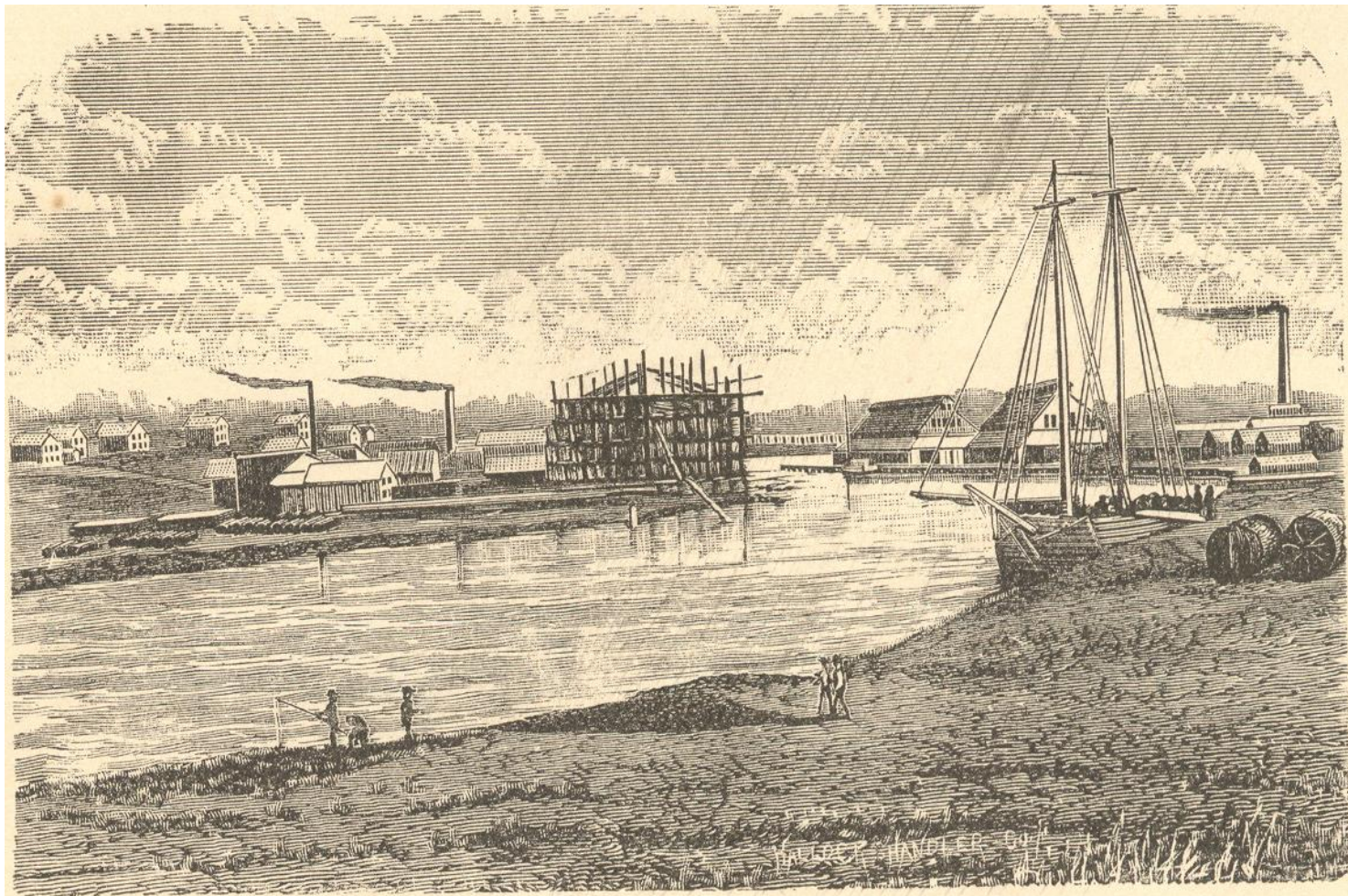
The steam barge, *D. N. Wilson* was named after the company's first president.



The *Chancy Hurlbert*, a steam barge, was launched at the Langell Shipyard in 1874.

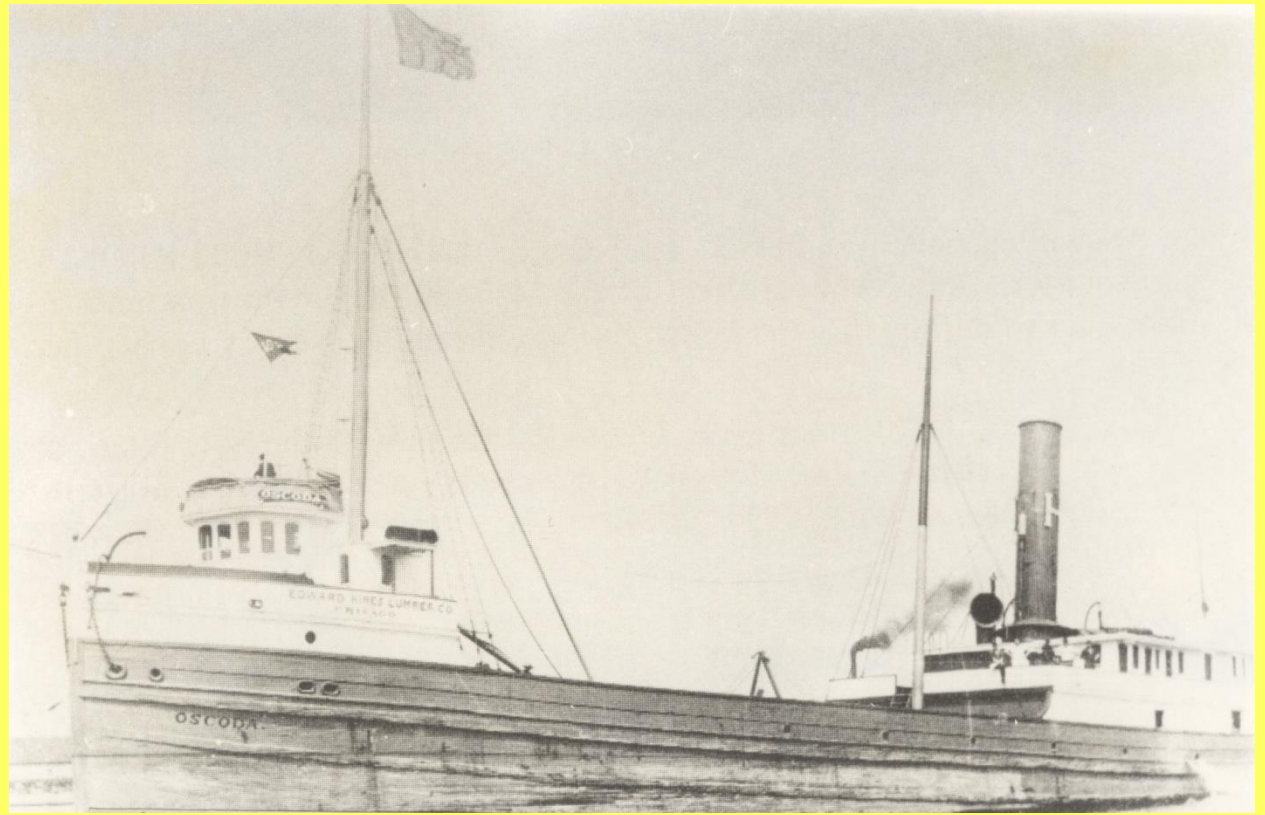


The economic crash, known as the Panic of 1873, slowed the demand for new ships, so the shipyard was not fully completed until 1878. Many of Langell's workers were kept employed by building a steamer on speculation. It became the *Justin R. Whiting*.



ST. CLAIR SHIP YARD ON PINE RIVER.

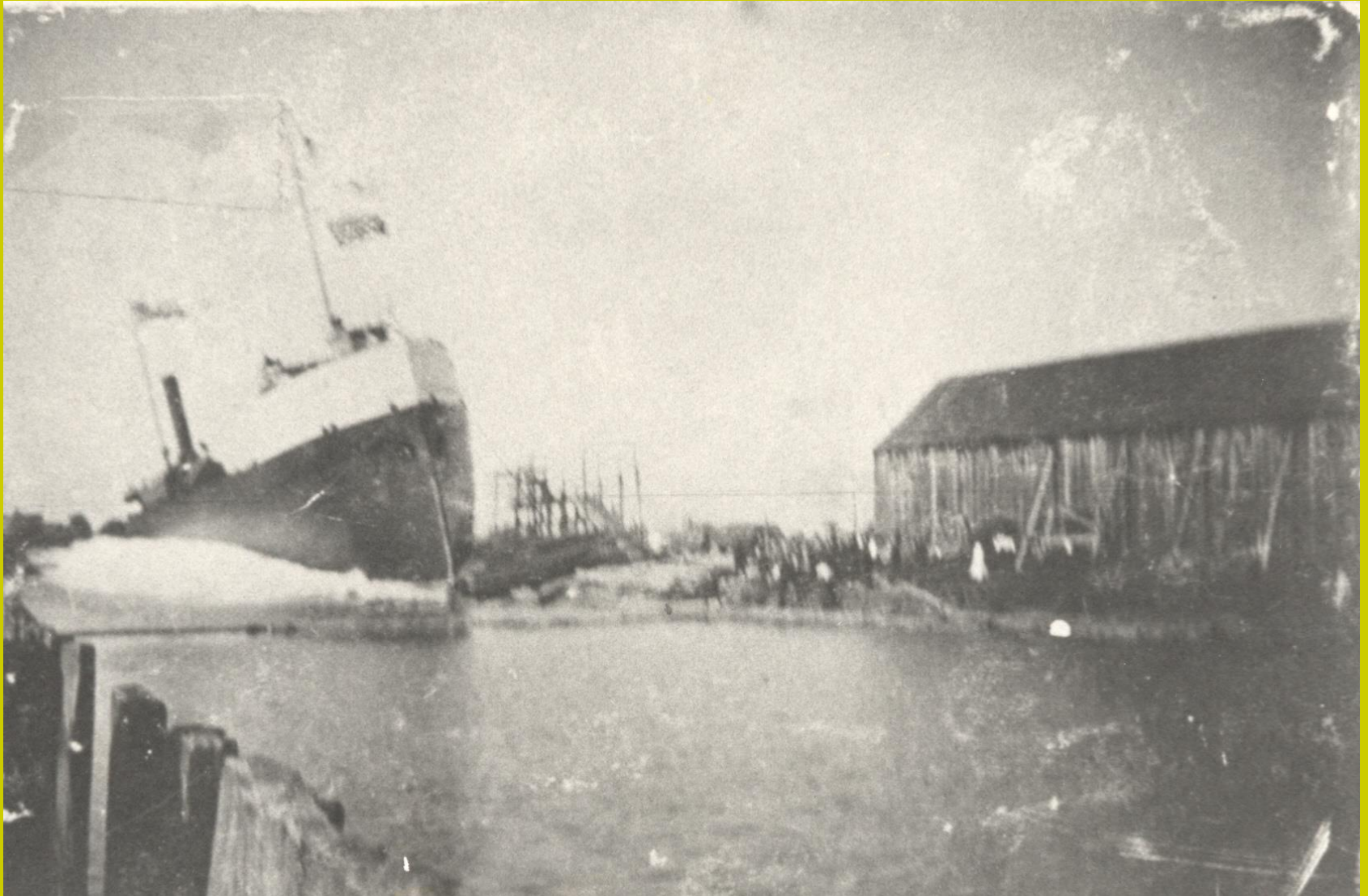
As the economic depression lessened, Langell bought a stand of oak timber.



- The steamer *Oscoda* was launched in 1878, and orders for two steam barges soon came in.



By the beginning of the 1880's, Simon Langell began his most productive decade. Fifteen wooden ships were built during the 1880's at the Langell Yard.



The Yard  
was  
enlarged to  
handle the  
added  
business.



Skilled French Canadian workers were recruited in Montreal. They moved to St. Clair with their families.



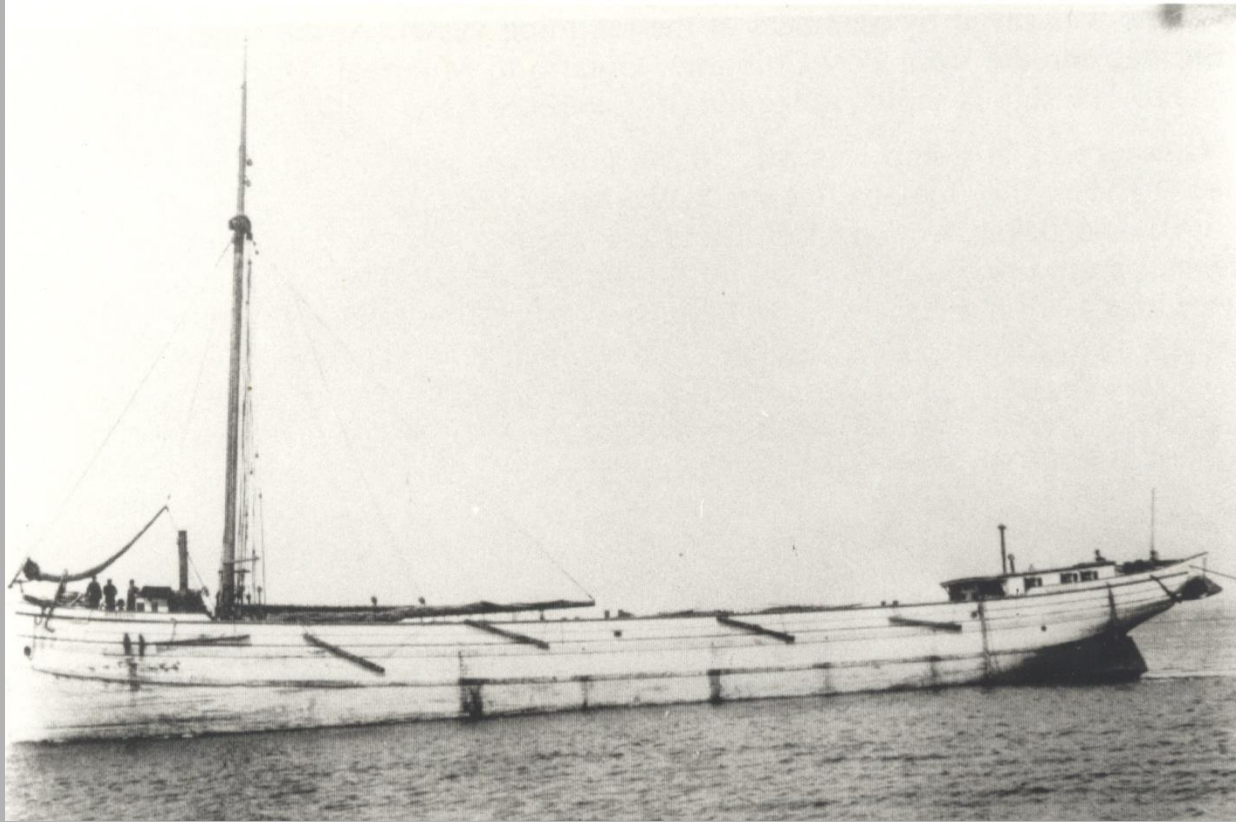
**THE LANGELL  
YARD ABOUT  
1900**





Shipyard workers

In 1880, the schooner *Melbourne* and the steam barge *Middlesex* were built at the *Langell Yard*.



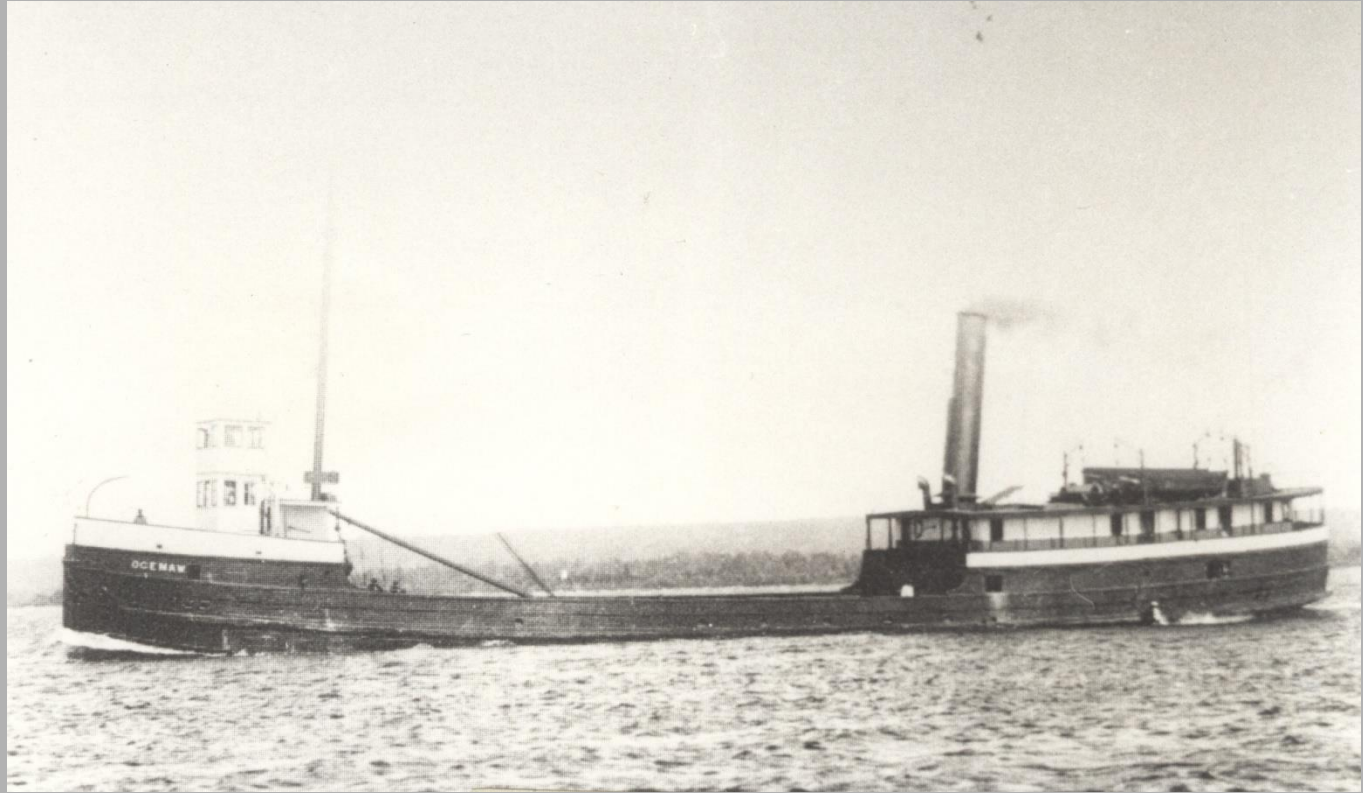
*The Melbourne*

# The Langeland Boat Canal





# *The Ogemaw* 1881



Mostly, it carried lumber and hauled schooner barges. It burned near St. Clair on December 3, 1922.

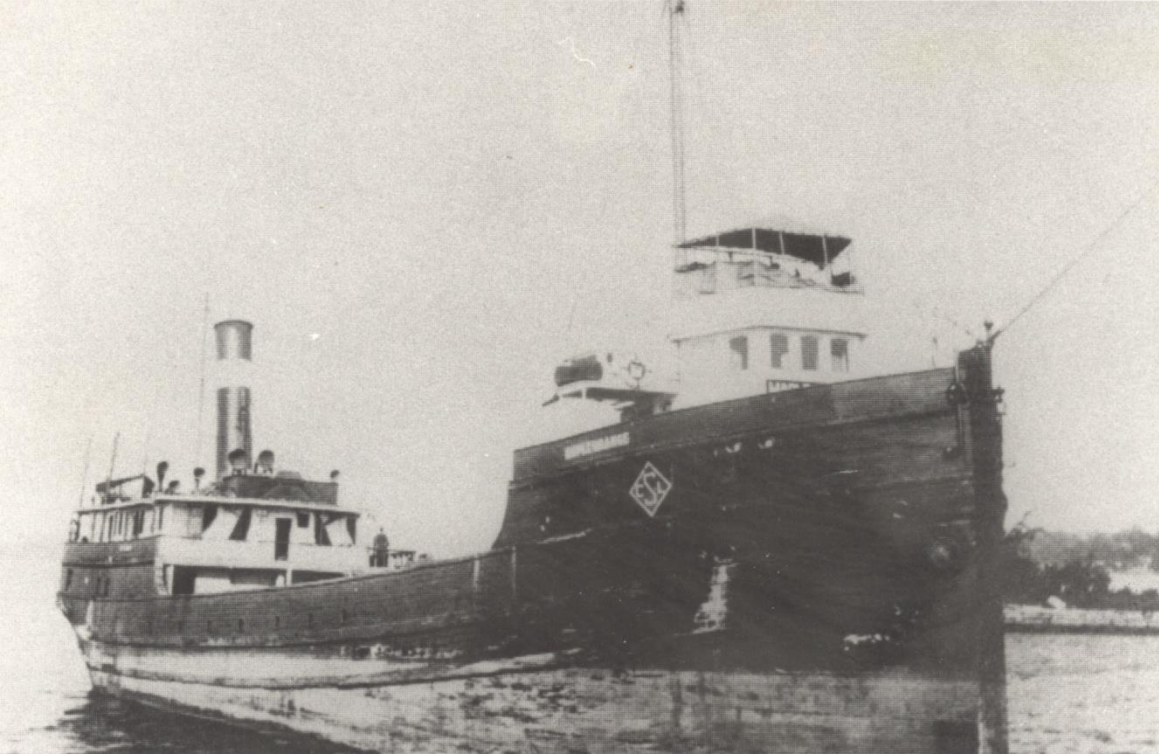


*The D. C. Whitney* was launched by Langell  
in 1882.



# The Langel Yards in the 1880's

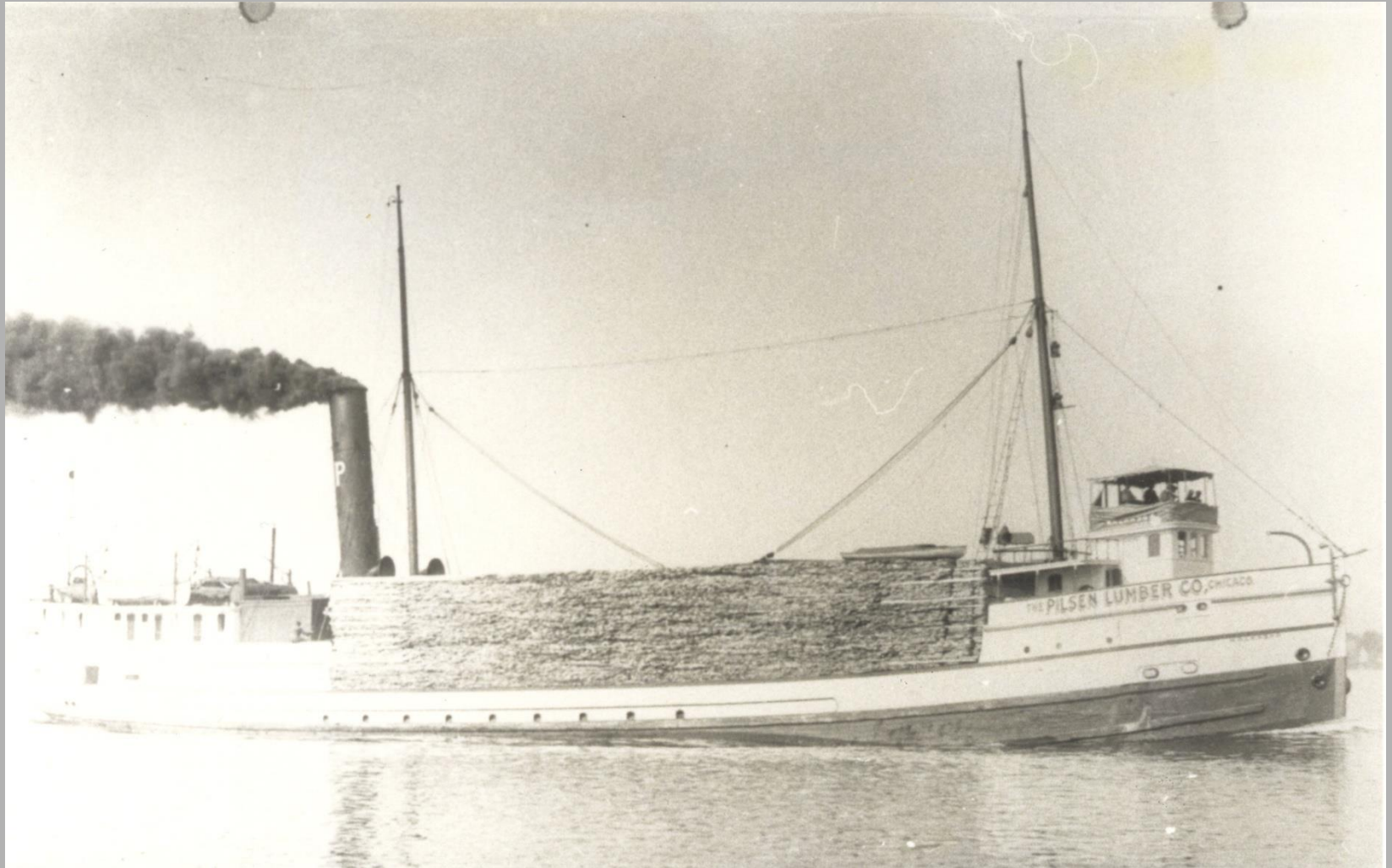




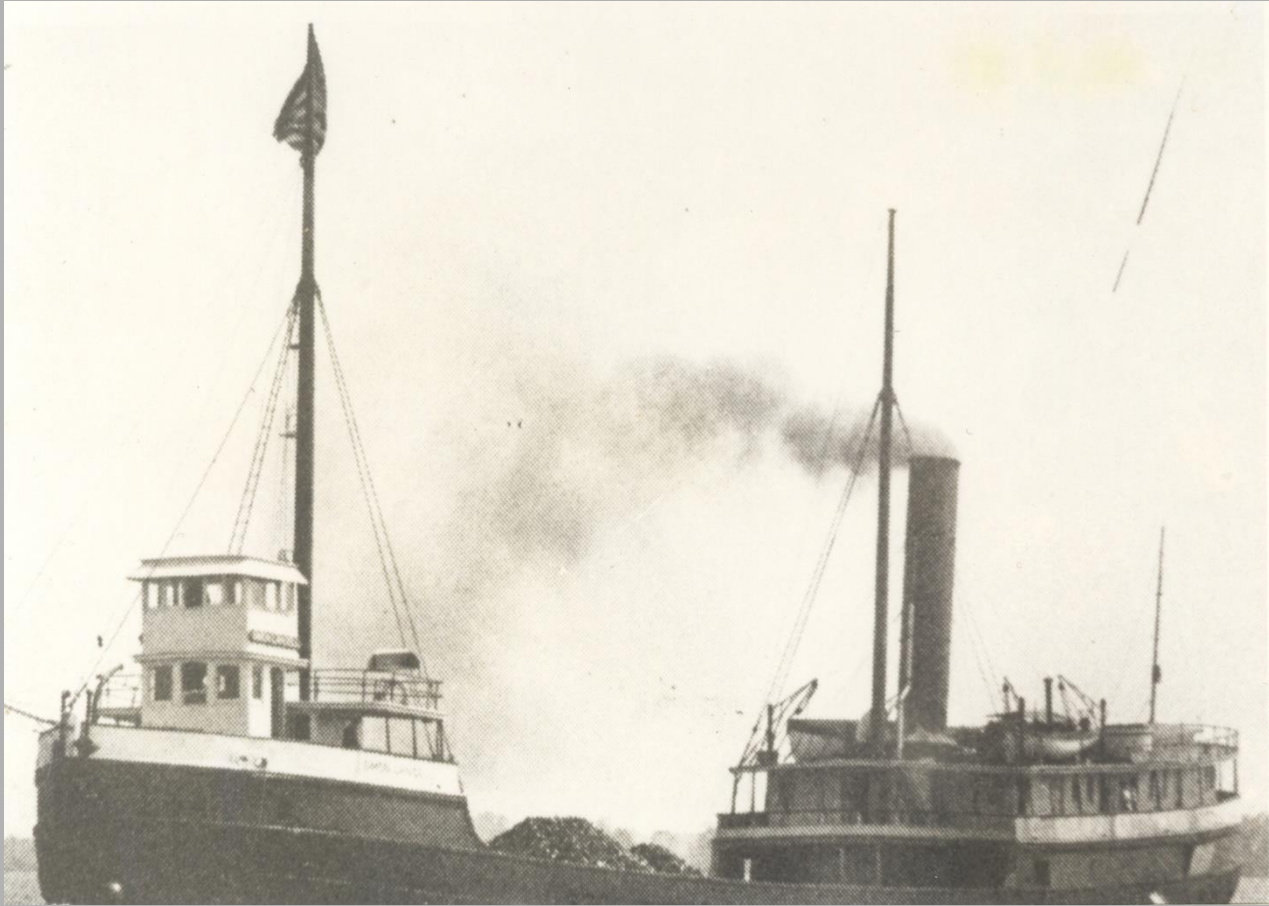
Two views of the  
*Nipigon*, which  
was launched in  
1883 at the  
Langell Shipyard



# The *Kalkaska* - 1884

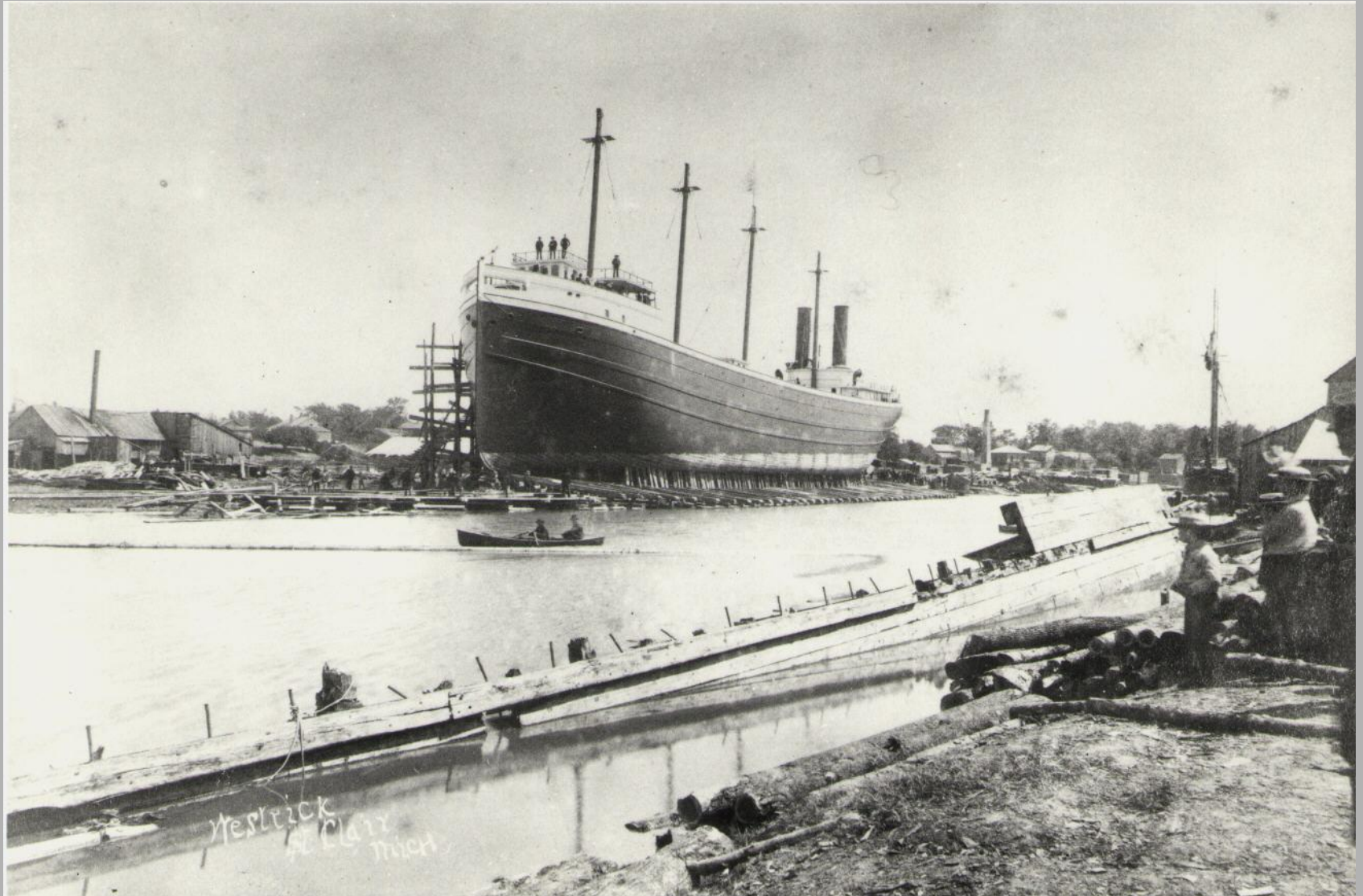


*Simon Langell was launched in 1886 for Capt. J. Pringle.*



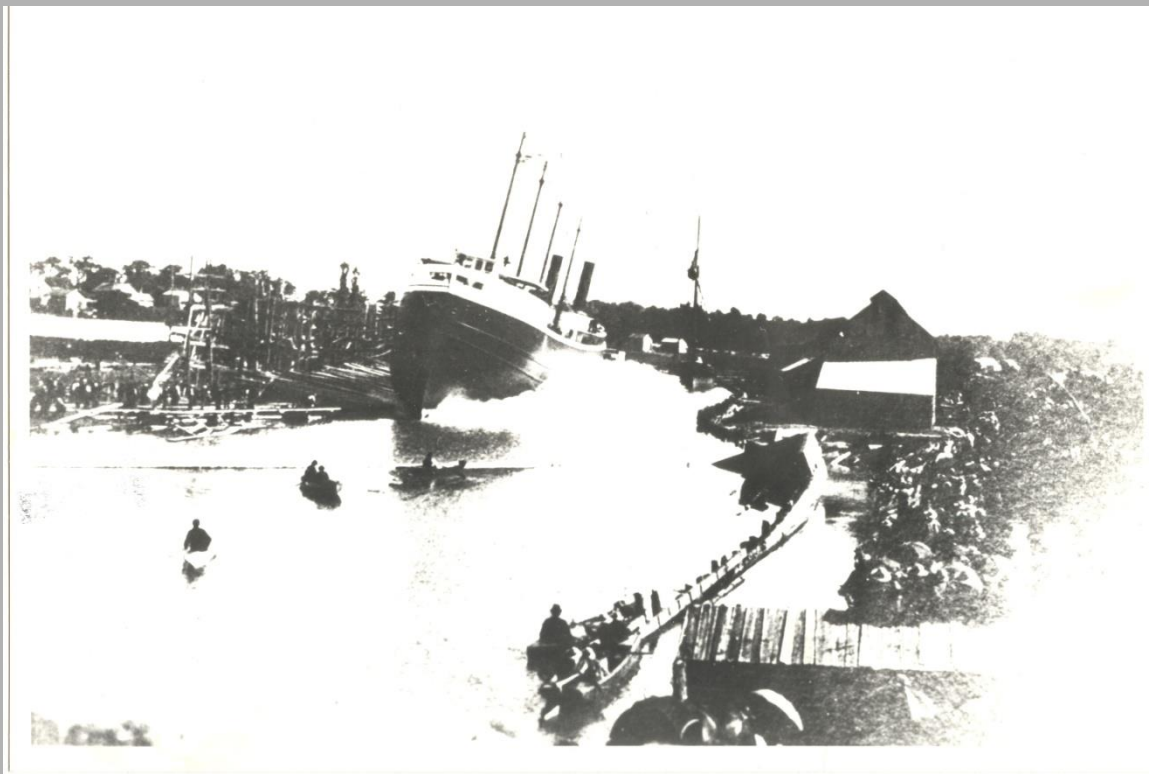
- S. Langell – more info and another Pic?

# The *Kaliyuga* - 1887









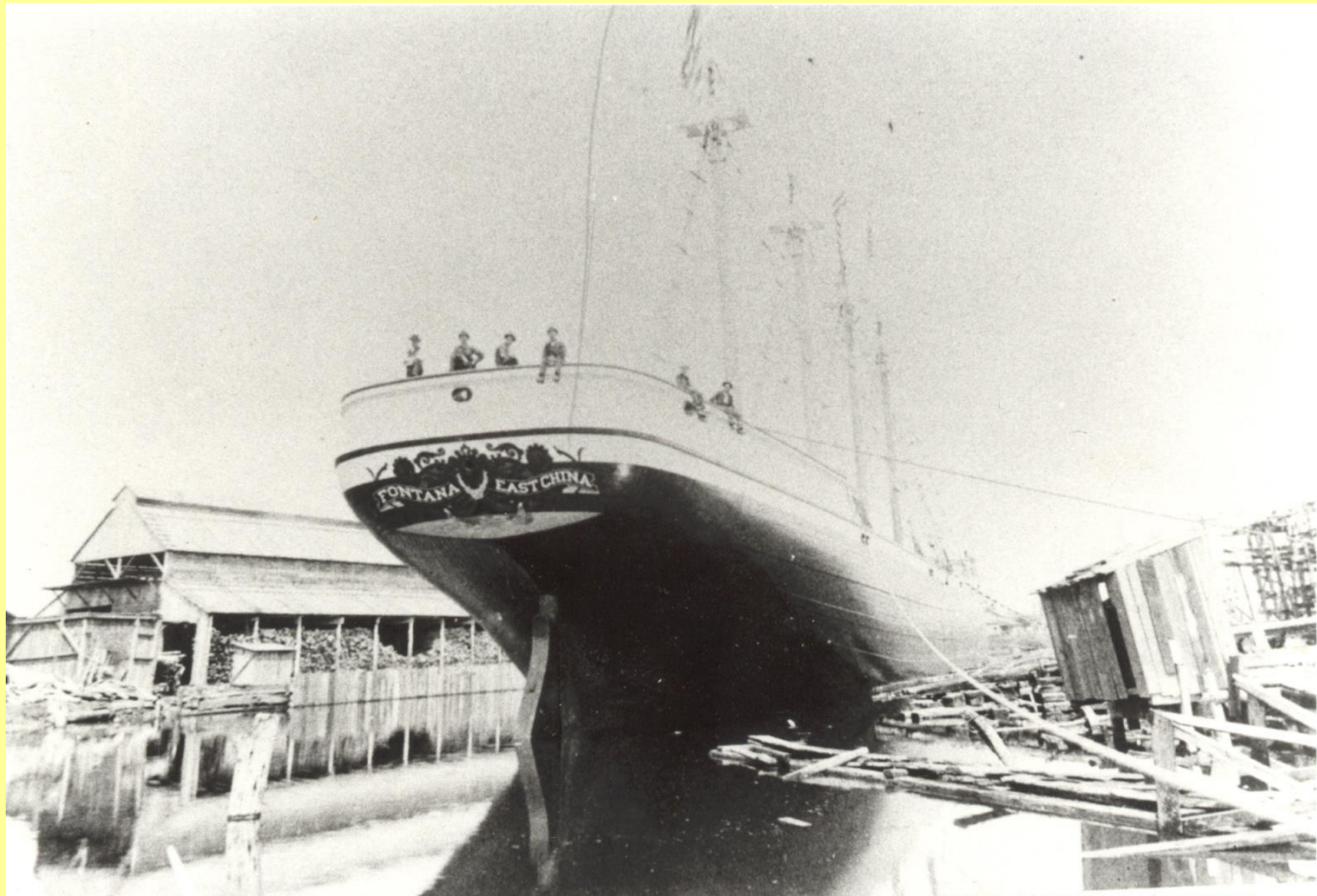
Launching of  
the *Kaliyuga*.  
It was the  
largest ship  
built at the  
Langell Yard.

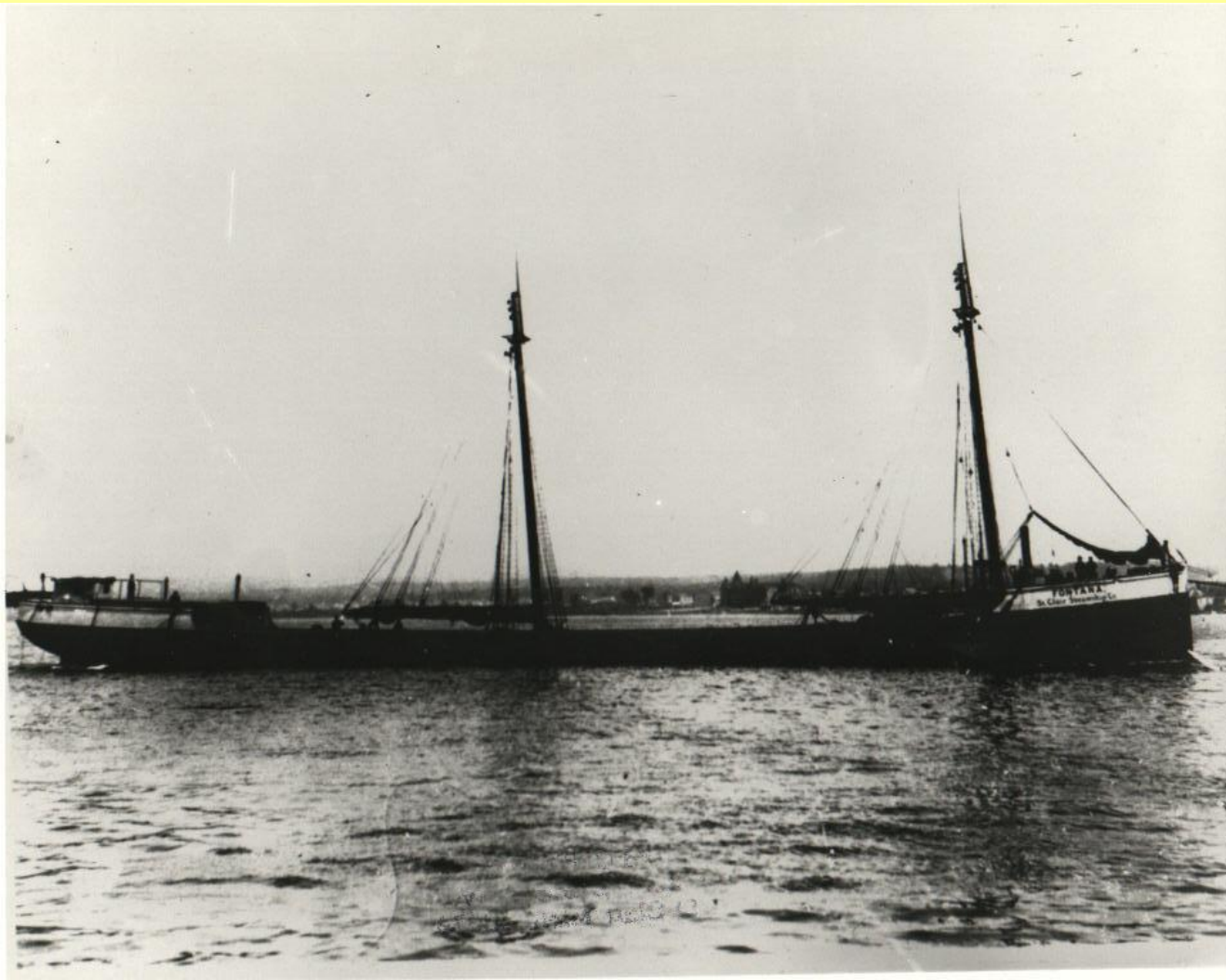
The ship was ----- feet long and was one of the largest on the Lakes. In 1905, while under the flag of Cleveland Cliffs, it was a victim of the “Big Blow of 1905” on Lake Huron.

The *Arenac*  
was  
launched into  
the Pine  
River in  
1888.



In 1888, the *Fontana* was launched at the Langel Shipyard.



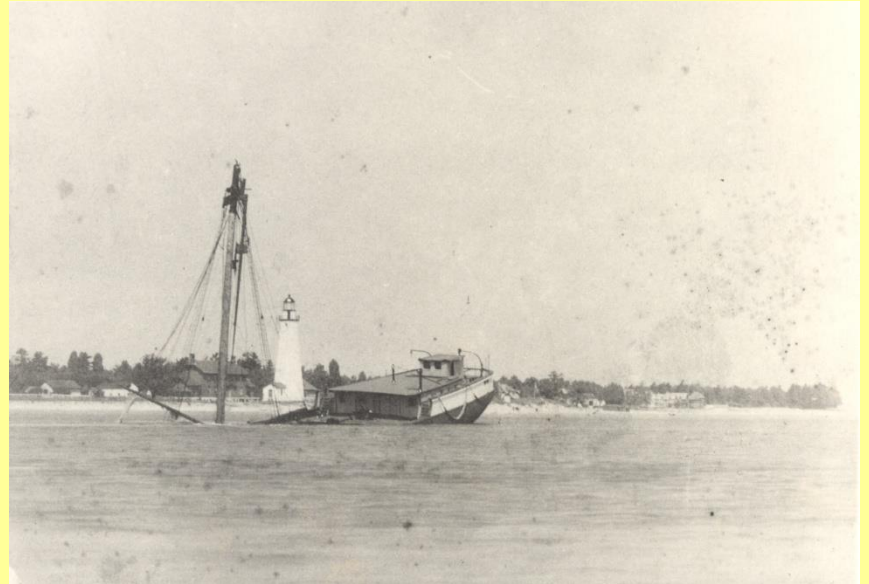


The  
*Fontana*  
was 221  
feet long  
and 1,163  
tons.

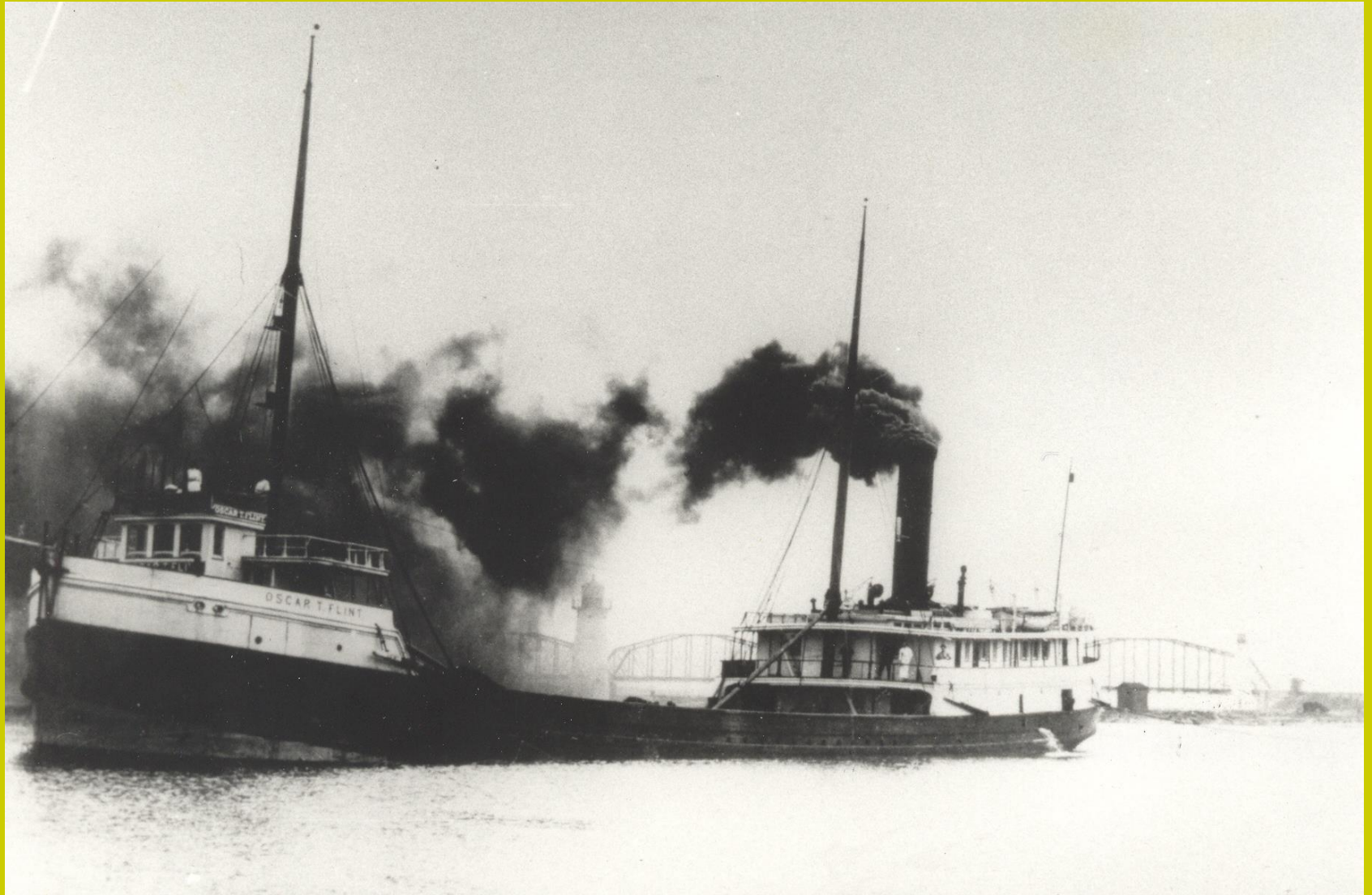
- By 1900, it was a barge towed by the *Kaliyuga* and carried iron ore.



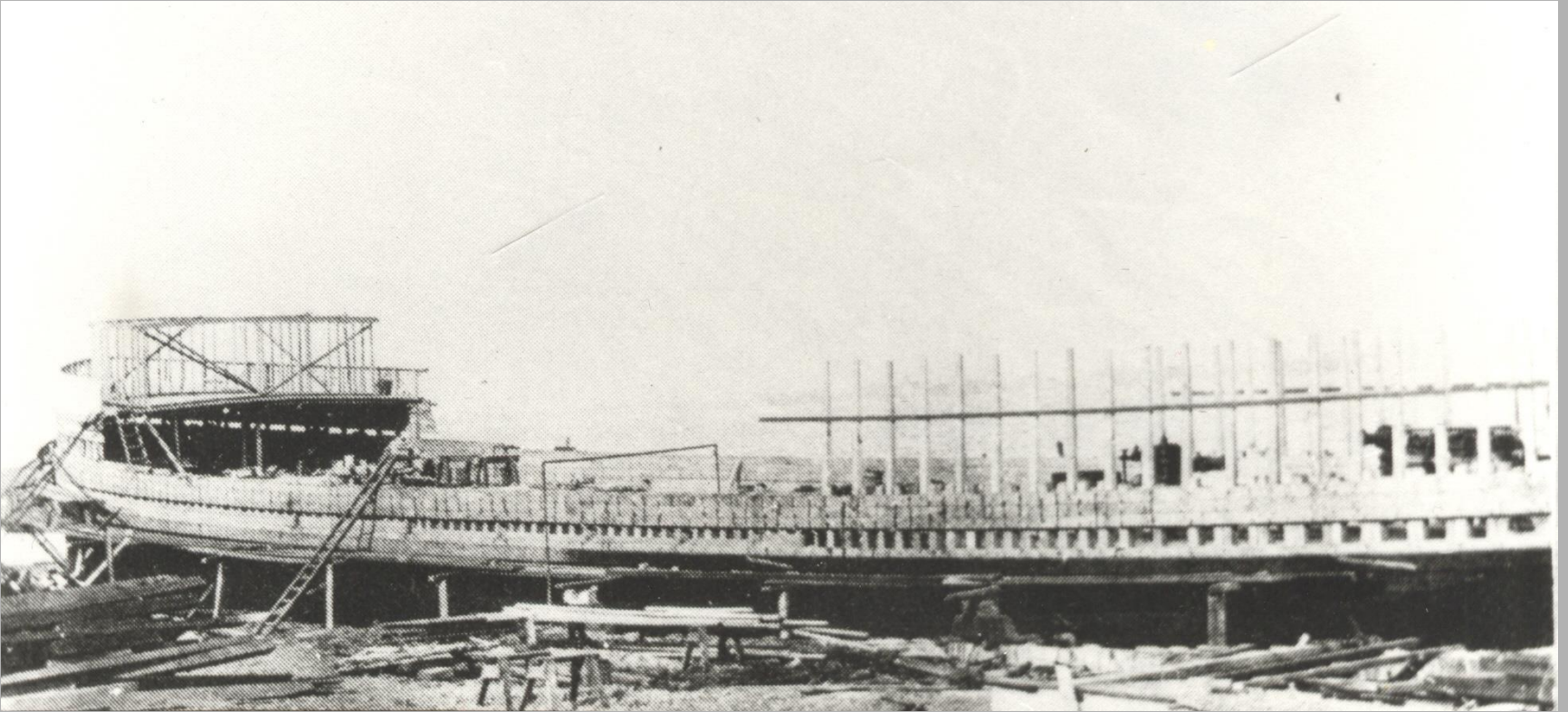
In 1900, the *Fontana* collided with the *Santiago* and sank. It later was dynamited from the site.



The steamer *Oscar T. Flint* was launched in 1889.



The *Langell Boys* was built in 1890



The *Langell Boys* was a 151 foot steam barge that was owned for several years by the Langell Steamship Company of St. Clair.



It was rebuilt in 1920 at the McLouth Yard in Marine City. In 1931 it burned and sank off Oscoda, MI



After 1890, the Langell Shipyard's business slowed greatly. In the early 1890's, only two ships, the steam yacht *Penelope* and the steam ferry *Welcome*, were built here. The age of wooden boats was ending.



**Simon Langell became more active in other ventures as his sons took larger roles in the shipyard.**

- **THE *WELCOME* DOCKED AT THE ST. CLAIR FERRY DOCK.**

- The last wooden steamship built at the Langell Yard was the *Alfred Mitchell* which was started in 1896 and launched in 1900.

“The River of wood, the Pine, then gradually returned to its sleepy beginnings.”

--- Peter Van der Linden

However, the yard continued to winter ships. ....



and do repair work.

# The Langell Shipyard in 1907



- By the 1960's, only remnants of the Langell Shipyard remained. Seven acres of the property belonged to the Diamond Crystal Salt Company.



# The Langell Shipyards in 1961



The shipyard property became part of the new St. Clair Boat Harbor, which opened in 1970.

# **The Columbia Irons Works**

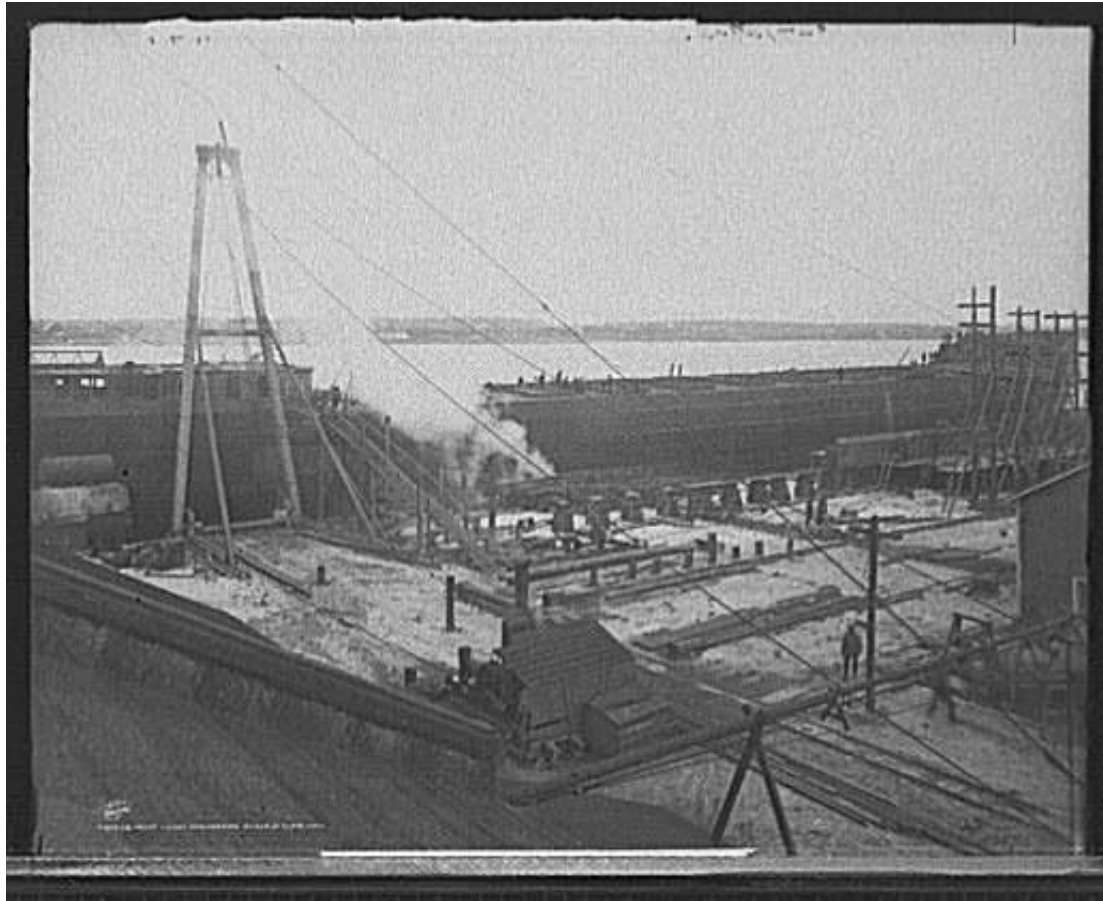
**opened in**

## **St. Clair in 1901 to build steel ships.**



The shipyard was located on the St. Clair River just south of the city. Today this is St. Clair Shores Blvd.





Columbia  
began two  
steel  
freighters  
which  
became the  
*Winnebago*  
and the *John  
C. Howard*.

Columbia Ironworks failed before they were completed. Great Lakes Engineering Works leased the yard and finished them in 1903.

# The launch of the *Winnebago* -- 1903



# Great Lakes Engineering bought the yard in 1905



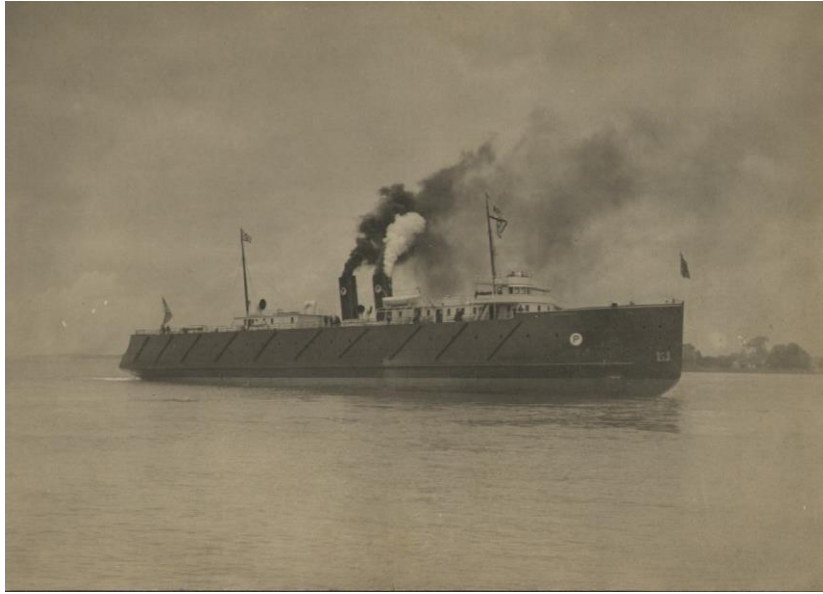


Two new ships were started in 1905 – the *George H. Russell* and the *Frank J. Hecker*.

In all, 13 steel ships were launched in this yard between 1903 and 1910.

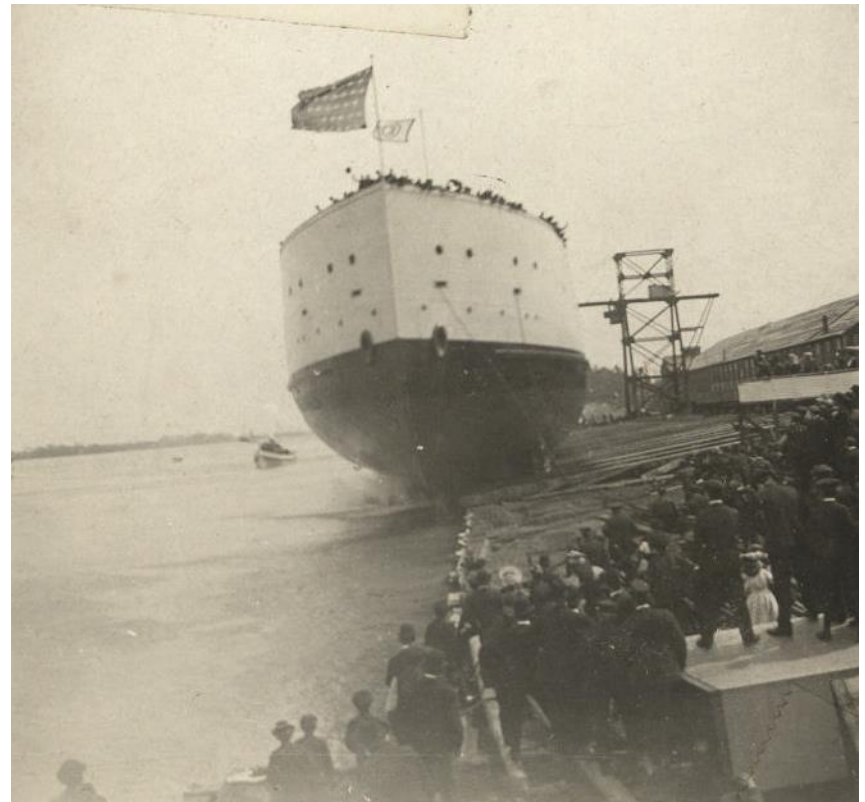
The *George H. Russell* was built in 1905. It later was named the *Canopus*. It was 462 feet long.





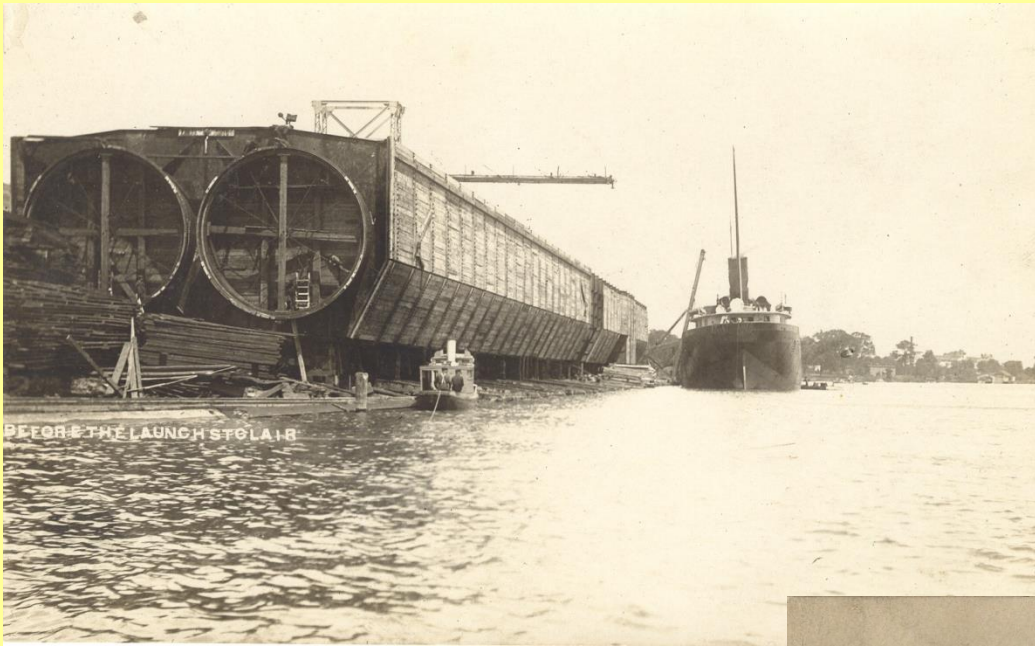
The *Astabula* was launched in 1906.

- It was a railroad ferry?



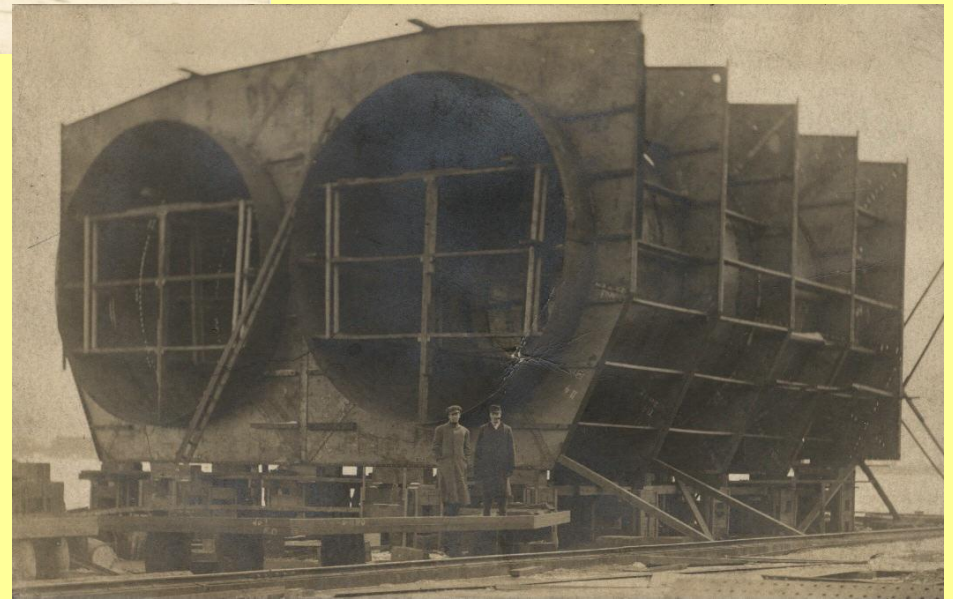
# The *John C. Mitchell* - 1906





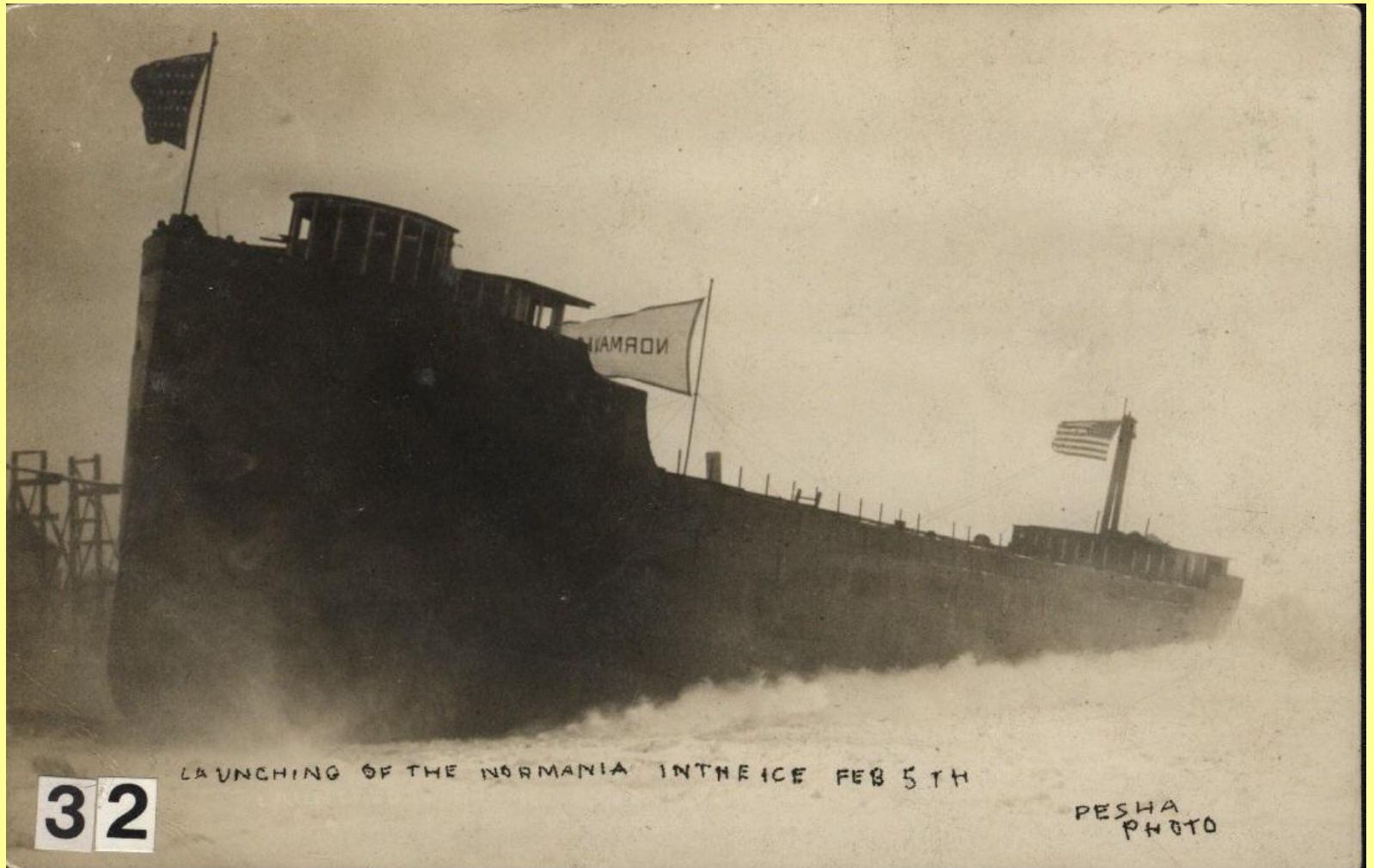
Eleven sections  
of the Detroit-  
Windsor Railroad  
Tunnel were built  
at GLEW.

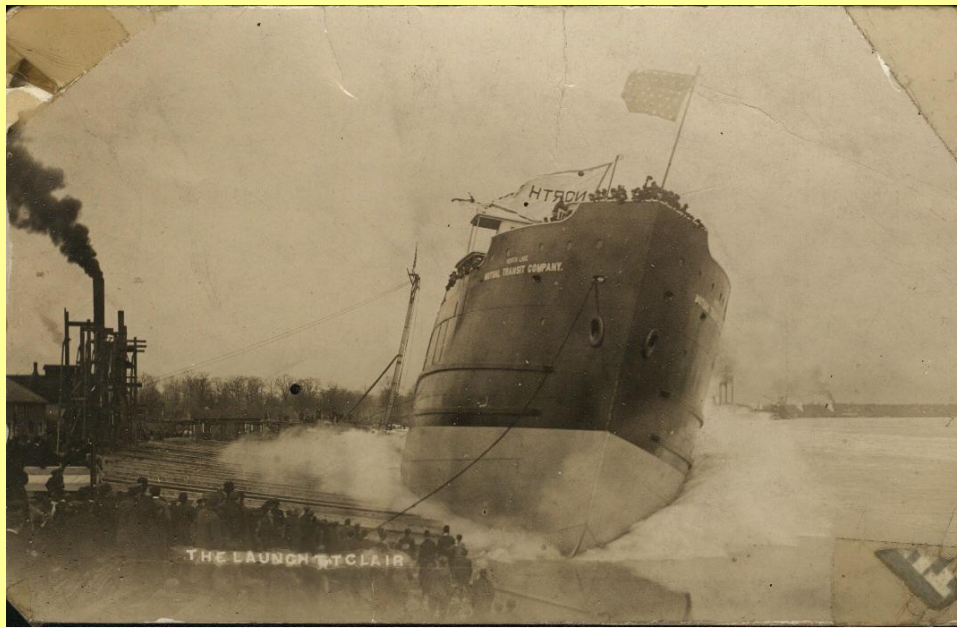
- They were launched sideways into the St. Clair River and towed to Detroit.





# The launching of the *Normania* in 1908.





- The *North Star* and the *North Lake* were launched at Great Lakes in 1909.



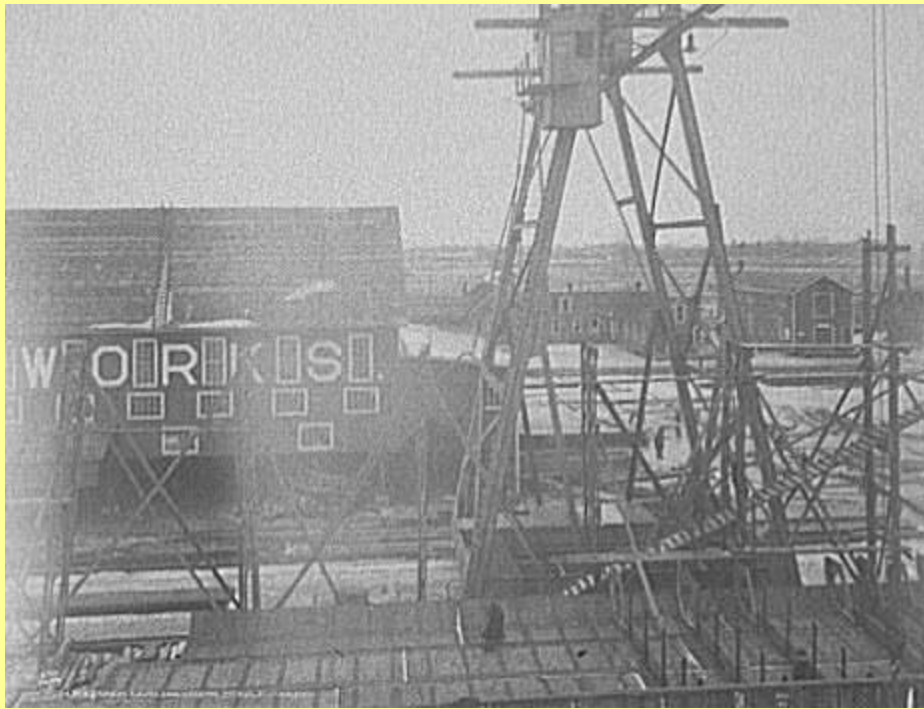
# The launch of the *Harry Yates* -- 1910



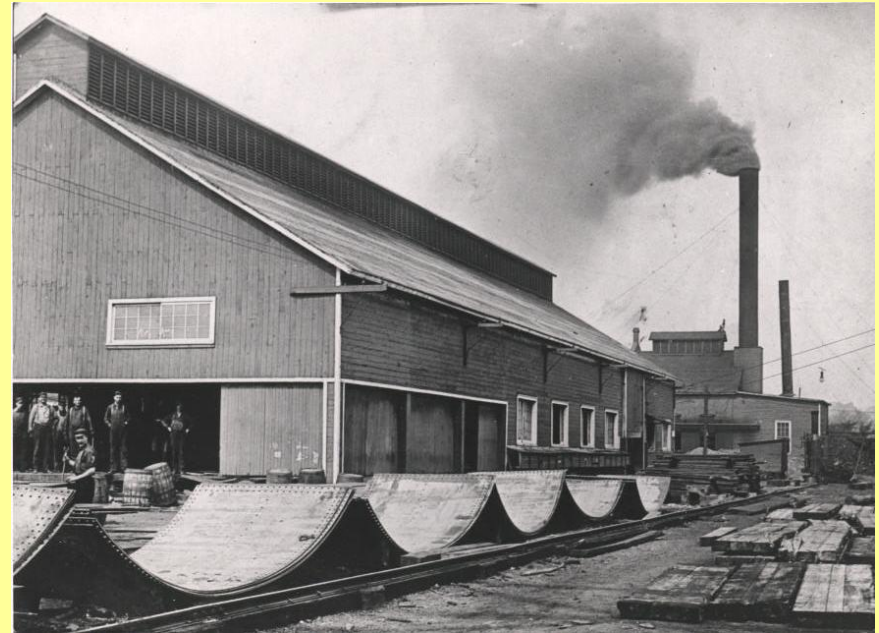


- The *Theodore H. Wickwire, Jr.* was the last ship launched in St. Clair – 1910.





In 1910, GLEW closed the St. Clair Yard and moved the machinery to its new Ashtabula, OH Shipyard.



It was the end of an era for St. Clair.

