

THE LIGHTSHIP



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Lake Huron Lore
Newsletter

Museum of Arts & History
Marine Gallery
1115 Sixth St.
Port Huron, MI 48060

Frank & Jean Tabor - Co-editors, 1413 N. River Rd., St. Clair, MI 48079

'89 NAVIGATION SEASON OPENS !

We wish to thank

LCDR DENNIS J. SOBECK,

Skipper of the USCGC "BRAMBLE" who has provided the NEWSLETTER with some general information pertaining to navigation & related aids.

"MARITIME BUOYAGE SYSTEMS"

As recently as 1976 there were more than 30 different buoyage systems in use world wide, many of these systems had rules in complete conflict with one another. Over the years, many attempts were made to solve these differences without success.

In 1980, The International Association of Lighthouse Authorities (IALA) Executive Committee combined 2 sets of rules into 1 known as "The IALA Maritime Buoyage System". This single set of rules allows Lighthouse Authorities the chore of using red buoys to port (Region A rules) or red buoys to starboard (Region B rules). The United States and Canada use Region B rules.

Within both systems there are 5 types of marks associated with the buoy systems:

LATERAL MARKS - buoys that indicate port and starboard sides of a route to be followed and are used in conjunction with a "conventional direction of buoyage". Red buoys are to starboard when entering a navigation system from seaward. (Red, Right, Returning). From seaward means

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**ANNUAL MEMBERSHIP
DINNER & PROGRAM
SAT., APRIL 1, 1989
MUSEUM OF ARTS & HISTORY
1115 SIXTH STREET
PORT HURON, MI
SOCIAL PERIOD - 6 PM**

followed by dinner
prepared by the Museum Guild
Reservations will be filled in the
order received. Seating capacity 70.

Send your reservations
promptly to : Edith Hoyer, Treas.
per reservation blank on insert "B".
Cost \$ 10.00 per person in U.S. funds.
Members & guests who are unable
to secure dinner reservations are
cordially invited to attend the
program following the dinner.

**PROGRAM
"DAYS ON THE LAKES"**
Slide presentation
By
**Paul C. LaMarre, Marine Artist
8:00 P.M.**

In Memoriam

EMILY C. STEWART

May 5, 1904 - February 19, 1989

We share the sorrow of the many friends of Emily. She was a teacher in the Port Huron Public School system for 30 years and principal at Yan Buren School. She was a charter member of the Museum of Arts & History. She and her late sister Ella were "regulars" at Lake Huron Lore programs. Your editors will miss her



encouraging and supporting notes.

Memorials may be made to the Museum of Arts & History, First Congregational Church or Port Huron Musicale.

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Buoyage - continued from pg 1.

moving in a direction away from the Atlantic Ocean and proceeding further inland on the Great Lakes International Seaway system e.g. buoys located in Lake Huron cut. If lighted these buoys display a red or green flashing, quick-flashing, occulting, or isophase light.

Another type of lateral aid is the preferred channel mark which mark channel junctions or bifurcations and can, normally, be passed on either side. The preferred side is indicated by the color of the buoy (red or green) and the 2ndary channel is indicated by the color of the horizontal band of paint on the buoy (red or green). Preferred channel marks display a red or green "Composite Group Flashing"--2 flashes followed by a single flash e.g. the Russel Island Shoal Junction Buoy in the St Clair River.

CARDINAL MARKS - used to mark a feature in a Channel such as a bend, junction, bifurcation or the end of a shoal. They indicate the safe side on which to pass a danger and where the deepest water is located. A Cardinal mark is named after one of the four quadrants (North, East, South, West) of the compass. They are painted with combinations of yellow & black to indicate which quadrant of the buoy it is safe to pass. Cardinal marks show a variety of "very quick" or "quick" white flashes, the length of which depends on the quadrant of the compass they're marking e.g. the lower Canadian Stag Island Shoal Junction Lighted Buoy AM.

SAFE WATER MARKS - serve to indicate that there is navigable water all around the mark. These include center line marks & mid channel marks. They may also be used as an alternative to a Cardinal or Lateral mark to indicate a landfall. They are painted with Red & White vertical stripes. If lighted they display "Morse Alpha" - a short flash followed by a long flash, e.g. the Thunder Bay Lighted Traffic Buoy off Alpena, MI.

SPECIAL MARKS - used to alert the mariner to a special feature of the area e.g. spoil areas, pipelines, data acquisition systems, or recreation zones, - Special Marks are painted yellow and, if lighted, will display a yellow light e.g. NOAA weather buoy 45008 off Harbor Beach, MI.

ISOLATED DANGER MARKS - located at an isolated danger which has navigable water all around it. They are painted black with one or more horizontal red bands. If lighted, will display a group flashing white light.

The Maritime Buoyage System is intended for use with nautical charts. The exact meaning of a specific

Continued on page 3 see "buoyage"

L.H.L. member, Bette Jane Wogen, sent a newspaper clipping from New Baltimore's "Baynote" hoping that additional L.H.L. members might like to support the efforts to save the old "South Channel Range Lights". The article states that the 130 yr old lights have withstood the ravages of weather, time and vandalism, but are beginning to show their age. The group,

S.O.S. Channel Lights
 P.O. Box 46531
 Mt Clemens, MI 48046-6531

dates the starting of the light's construction in 1855 (before the Civil War & Abraham Lincoln's Presidency), with completion in 1859. The lights are no longer used today, but guided ships into the delta, known as the "Venice of America" which veers off across Lake St Clair toward Mt. Clemens.

The front light, around 20' tall, is on a wooden crib, is leaning and in worse shape than its' counterpart. The rear light is 30' tall and built on a stone crib. At one time there was also a small keepers' house on the island surrounding it.

The group hopes to get permission from the Coast Guard, which has jurisdiction of the lights, to lease the lights for restoration purposes (due to their historic nautical significance).

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Booyage - continued from page 2

navigational aid may not be clear to a mariner unless the appropriate chart is consulted.

As a reminder the following information from the Coast Guard Great Lakes Light List is provided:

Buoy positions represented on nautical charts are approximate positions only, due to the practical limitations of positioning and maintaining buoys and their sinkers in precise geographical locations. Buoy positions are normally verified during periodic maintenance visits. Between visits, atmospheric and sea conditions, seabed slope and composition, collisions or other accidents may cause buoys to shift from their charted locations or cause buoys to be sunk or capsized.

Buoy mooring vary in length. The mooring lengths define a "watch circle", and buoys can be expected to move within this circle. Actual watch circles do not coincide with the symbols representing them on charts.

Mariners attempting to pass a buoy, close aboard, risk collision with a yawing buoy or with the obstruction which the buoy marks. Mariners must not rely on buoys alone for determining their positions due to factors imiting buoy reliability. Prudent mariners will use bearings or angles from fixed aids to navigation and shore objects, soundings, and various methods of electronic navigation to positively fix their position.

Further information on this subject can be found by reading the United States or Canadian Great Lakes Light List.

MISCELLANEOUS:

According to the news media, Ford Motor Co. (Rouge Steel Co.) has sold the historic Ford fleet: the Wm Clay Ford (formerly Cleveland Cliffs' Walter A. Sterling), the Benson Ford (formerly Cleveland Cliffs' Edward B. Green) and the Henry Ford II. The sale was allegedly contingent upon Lakes Shipping Co. (Interlake S.S. Co.), Cleveland, OH, providing a long term contract for future delivery of iron ore pellets, limestone & coal to Rouge Steel operations, Dearborn.

SAULT STE. MARIE (AP)

1988 was the best Great Lakes shipping season in the last 6 years. More than 60 ships carried 68 million tons of iron ore, 40 million tons of coal and almost 28 million tons of limestone.

The cargo rate is well below what the Great Lakes ships carried before 1982 (when the recession began).

The '88 shipping season did well despite a summer drought that lowered water levels and reduced how much cargo the big ships could carry.

