

THE LIGHTSHIP



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Seagoing Residence Makes National News, Movies Oct. First

Movies of the famous sea-going house will be shown the same evening through the courtesy of Mr. Edward Peterson, a member of the Board of Trustees of the Museum of Arts and History. This famous move over Lake Huron made national notice when it appeared in USA TODAY and other papers across country. These that we will be showing, will be of the loading, the trip up and the unloading.

Long voyages of houses were accomplished right after the Columbian Exposition in 1894 when several were transported from Chicago to Harsens Island.

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+ BOARD MEMBER BILL LUKE WILL +
+ INTRODUCE HIS TAPE OF THE 1983 +
+ "LIVE STEAM WHISTLE BLAST" AT +
+ THIS TIME. THIS TAPE WAS NARRA +
+ TED BY BILL--EDITED BY BILL - +
+ HE IS ALSO PRODUCER-MANAGER - +
+ ETC. - ETC. The project was under- +
+ writted by Lake Huron Lore and the +
+ sales and all profits will go to the +
+ MUSEUM TO HELP PAY OUR RENT! +
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News From The Pilothouse

AS PILOT HOUSE NEARS COMPLETION
ADDITIONAL FUNDS FROM MEMBERS
WOULD BE VERY USEFUL!!!!

Your editor put up a sign in the Marine Gallery on Pioneer Day asking anyone who would appreciate being "Captain of Their
(concluded on p. 3)

Century And a Half Of Great Lakes Shipping For Oct.1 Program

"GREAT LAKES SCHOONERS" AND "A CENTURY AND A HALF OF GREAT LAKES SHIPPING" TO BE PRESENTED

Steve Harold, director of the Manistee County Historical Museum, Manistee, Mich., will be the speaker at the opening meeting of the '1983-84 season. Mr. Harold, in addition to being director is the author of a well researched and well written book, entitled "Shipbuilding at Manistee". Mr. Harold has two movies that he will be showing on Saturday evening, October 1, in the Museum of Arts and History, 1115 6th. Street, Port Huron. The program will be started at around 7:30 p.m. As is the usual custom, this first meeting in the fall is open to prospective members. If you have a friend whom you might think would enjoy

IT IS THE USUAL CUSTOM TO HAVE AN OUT OF TOWN SPEAKER AS OUR GUEST FOR AN EARLY DINNER BEFORE THE MEETING. SEVERAL MEMBERS HAVE INQUIRED ABOUT EATING WITH US ON THAT OCCASION. IF YOU DESIRE TO BE BE PRESENT CONTACT CAPT. TED RICHARDSON, ST. CLAIR, 329-3946 BY SEPT. 25.

Lake Huron Lore, bring him or her and "If You Like Us, Join Us!"
We do not think of Manistee really as one of the shipbuilding towns of the Great Lakes
(concluded on p. 4.)

THREE LONG AND TWO SHORT — — —

WILLIAM DUFF

Early this summer, William Duff, Museum of Arts and History Board Member, passed away. Although Bill's term on the board expired some years ago it did not dampen his love of the place or keep him away for many days at a time. Bill was also a member of Lake Huron Lore. He was a designer of small craft and an ardent Great Lakes historian. He was one of the first members of the Great Lakes Society for the Preservation of Side Ship Launching and seldom missed a launch at Collingwood.

Some years ago Bill gave up the design of watercraft and gave me his "ducks" or spline weights for fairing the lines of a ship. Today, I am told, in the drafting room they are no longer used... the computer prints out the "fair" lines, and we can look at the modern ship and slowly shake our heads and say, "THE COMPUTER DID IT". We all wish for Bill a fair wind and clear sailing in his beloved Georgian Bay.

GEORGE MONTROSS 1905-1983

Lake Huron Lore lost its Steam Engineer in Residence this past July. It is a loss that will never be replaced. As the age of steam is being rapidly replaced, regretfully, as a motive power, first it came on the railways and now aboard ship... these experts, one by one are also passing. The membership was extremely fortunate two years ago to see George's little Shay engine running at our meeting. It was a joy to behold. It was also a joy to see the group of white haired youngsters gathered around to recall past days in the world of steam. At that time George remarked that it was getting harder and harder to get materials. He had just constructed the two cylinders out of an old sash weight. We will however, always have a part of George with us, his delightful mechanical creations. We are looking forward to them being an inspiration to some young craftsman who will see them and take up the flame. We hope that George has kindled this flame. We are proud to have been a friend of his. We miss him.

LAKE HURON LORE DEPARTMENT OF AMBITION - RESEARCH HAS SUFFERED A SERIOUS BREAKDOWN (wire service)

The "Pig & Oyster Thing" which was showing such a bright glow on the western horizon last January flickered somewhat to the whistle blow both here and in Cleveland and we find that with the research department getting older each year, we have to make a more desperate start in the Spring when everything is full of..... A recent interview with the president on the matter seemed to indicate that more research was needed to get things on the track again.

I will take no personal blame for the flame going out in the publicity department. After re-reading the story in last January's LIGHTSHIP... it all seems real & believable... right up to the point that

I plan to be on the shore of Lake Huron in September to see if the ghosts of those squealing pigs can be tape recorded. I believe more and more about the thing, the more I write! What's more, I received a letter from our northern researcher, Mr. Ralph Roberts, Esq., of Saginaw, at least partially confirming my story. He stated that I had misspelled the name of one of the ships. That was the QUITO, I stand corrected Ralph, and in the future I will correct or attempt to correct any material I lift from other authors. My apologies to the late Dorothy Mitts, may she rest in peace.



CHRISTMAS
GIFTS
MEMBERSHIP FLAGS
FIRST CLASS QUALITY \$15.00
Contact F.R. Crevier, 794-3466

" FROM THE PILOT HOUSE "-----

Cont'd from p. 1

Destiny", could accomplish the same and pilot the ship up into Lake Huron... for the sum of a \$10 donation. We had a large collection of people visit the pilot house, many well dressed people, were very much interested. . . . but at the critical moment after answering many questions. . . . when you asked the donation question. . . . beat a hasty retreat, which is not easy while the project is under construction. . . . WITH ONE EXCEPTION. . . one asked the question. . . Do you take Canadian money? We are always ready to take any kind of money. . . he gave me a Canadian bill with John A. McDonald on the front and the Sarnia refinery on the reverse. . . . After asking whose name was to be inscribed. . . he said, A FRIEND! Since we started this project, the pilot house and the people who work on it, have made a lot of friends. Some have been able to give a lot more than others. Several have given countless hours of work and devotion. Others have given money and materials. It has come from many unexpected sources. . . people who are not members of Lake Huron Lore, people whom you would not even think were interested in anything marine have come and spent hours of time in some of the more mundane chores of restoration.

On the ship's Document of Enrollment one name was always affixed. That was of the Master Carpenter. Our Master Carpenter is ROBERT R. LESTER of Marine City, a member of a family that was noted for the construction of ships along the St. Clair River back into the past century.

We can never repay Bob for his untiring effort of a day or more a week away from his business and endless hours in his shop fabricating parts for the past two years. It is a job well done. We are proud of his work and extremely grateful that we are able to preserve a part of our maritime past on the Great Lakes.

The kindness and generosity of Mr. William Neal, president of the Port Huron Terminal Co., for his donation of materials and equipment. . . the 75 year old oak material that lines the pilot house, the telemotor steering device, and all the artifacts that go to make up the period dating of the 1906 pilot house. . . is greatly appreciated.

We extended the project to include the library and storage area for our archives, and paneled this room from the observation room of the NORMAN B. REAM, (Kinsman Enterprise.) This has depleted our treasury, Edith Hoyer, treasurer, tells me, sooooo.

We are preparing a list of those who have donated their time, materials, artifacts, etc., that are incorporated in the work. Due to the necessity of replenishing of the treasury to carry on our other projects we are planning, we are now asking for the HELP of the membership who would like to become involved.

Those of you who, due to the press of business or other reasons, have not been able TO BECOME A PART OF THIS, we have set up the following classifications: Principal, \$100; Benefactor, \$50; Contributing, \$25; Sustaining, \$15; AB Seaman, \$10. We will accept contributions publishing no name or amount if desired. If anyone IS desirous of making a contribution of over \$100 call your editor collect at 794-3466, day or night. There will be operators on duty and your check will be picked up almost immediately. Honestly, we do need some money to complete the project in the way it should be finished.

A card for your convenience is enclosed with "LIGHTSHIP".

SECOND LICENSE IN PILOTHOUSE

The license of the late Capt. Stanley Barr, former skipper of PERE MARQUETTE 10, was presented to his former Mate, Capt. Ted Richardson, by Mrs. Dorthea Barr, recently. The license will be placed in the case in the new pilot house in the museum. Capt. Barr was an active member of Lake Huron Lore for many years, and after the ship was converted to a barge and his retirement, Stan spent a good deal of his time working at the museum. It is the appropriate place for his license, as the binnacle from his last command, that guided her in fog and storm, and the searchlight control that pointed to a clear direction on a dark night are also at home in the new pilot house.

Mrs. Barr, at the same time presented several artifacts from his sailing career on the lakes to become a part of the permanent display in the Lee M. Cooper Marine Gallery.

CENTURY AND A HALF OF
GREAT LAKES SHIPPING
PROGRAM OCT. 1ST

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es, but there were a string of vessels built there between the years 1854 and believe it or not, 1920. The last ship built in the city was NORTHERN NO. 35 in 1920. Quoting from Mr. Harold's book--"John T. Donohue, president of the Northern Transportation Company, advised the Manistee Board of Commerce that he had attended a sale by the government where 28 new sea-going barges, some not yet completed, were sold for \$61,000 each, although they had cost \$225,000 each to construct. "Thus ship-building ended in Manistee.

We always think of Manistee, from its early history as "the town built on sawdust. "It has probably a reputation in the early days as one of the roughest towns in the Michigan logging and lumbering era.

Today, River Street has been restored, a great credit to a town of this size, where a few years back----a shopping center was the in thing---a whole lot of concrete block and bar joists replacing better construction that was demolished. The historical society was led by some delightful people to a downtown drugstore that has closed intact one evening. . . due to family problems, and opened and dusted off many years later to form the basis of a museum. An old stone and brick waterworks, down the street forms the rest of the establishment.

Steve's book has a local connection with the Str. MAGGIE MARSHALL, a Manistee ship. She was later converted to a wrecking vessel by the Reids of Port Huron and Sarnia. Mr. Harold, with the assistance of Capt. Ted Richardson and the archives of Lake Huron Lore were enabled to add to the data compiled in the book. It makes one feel that the preservation of archives and the artifacts of the past is all worthwhile when you see things in print and made available to present day and future writers.

We welcome Steve Harold to Port Huron and to Lake Huron Lore.

PRESERVATION SOCIETY MUST ACT!!
NO NEWS OF STRIKE SETTLEMENT
AT COLLINGWOOD SHIPYARDS

We are apparently not doing the very best job in the line of "preservation"! The July launch at Collingwood has dragged on and on with no great progress in sight. Being a forward looking group. . . we feel that it is time to make some changes and look for new fields to conquer!

We have received numerous inquiries from the members of TGLSFTPOSSL (have omitted the periods for further brevity) about what has happened, and there is some indication that the natives are becoming restless.

Something must be done!

This week's report is that one of our officers, namely the Grand Little Mermaid, one Gracie Bauman, has allegedly been the victim of Kidnappers, and is traveling, on a train, of all things, in Western Canada, no doubt in a tank, of some sort, made especially for Mermaids!

THE LAUNCH SHORTAGE HAS BEEN DISCUSSED WITH OUR NAVAL ARCHITECT IN RESIDENCE, JOHN CLARKE, AND HE IS NOW ASCERTAINING WHAT LAUNCHES ARE SCHEDULED FOR THE NEAR FUTURE AT PETERSONS' IN STURGEON BAY!

There are several possibilities that should be explored. Last year while awaiting the "Belle of Louisville" in Louisville, a beautiful 'tow boat' was Christened and made ready for her trial runs. These are side-ship launched in the Jeffboat Yard at Jeffersonville, Ind.

If it is possible, and our mermaid returns safely from this terrible ordeal, we shall have a meeting of the officers to decide whether or not to place before the membership the question of amending the name of the Organization to The Great Lakes and Inland Rivers of North America Society For the Preservation of Side Ship Launching or some other to the point and suitable handle!

WE CAN USE SOME HELP see p.1