

THE LIGHTSHIP



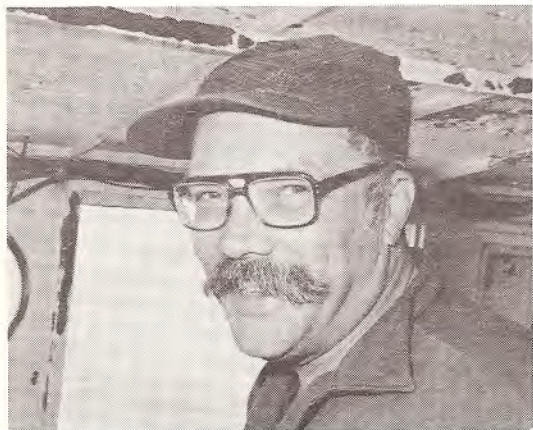
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JOHN STEELE WILL BE DINNER SPEAKER ON APRIL 16th

LARRY COPLIN WILL PRESENT THE STORY OF THE FUTURE PLANS FOR S-H-I-P-S
THE ORGANIZATION WHOSE MOTTO IS "Carry away with you... THE MEMORY"
GET TICKETS EARLY BY MAIL THIS YEAR---NO DINNER TICKETS AT THE DOOR

Long time friend and benefactor of the Lee M. Cooper Marine Gallery, John Steele, will be the principal speaker at the Annual Marine Dinner of the Society on April 16. John has recently been appointed Research Associate to the Smithsonian Institution, Washington, D. C. for his part in the locating and the removal of the primitive engine, boiler and propeller of the INDIANA. John first located the wreck in 1972 off Crisp Point, Lake Super-



ior.. At the time of the discovery John only took photographs of the wreck and her engine and machinery. Seeing the pictures, Pat Labadie of the Corpsof Engineers museum, Duluth and Rick Wright of "LakeLog Chips" thought they had something of national interest. They did! They accomplished the impossible twice, "they were able to interest the Smithsonian in something on the Great Lakes!" John deserves a great deal of the credit for his style, that of a combination "banker-explorer" in bringing the whole thing off. The next great feat is

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LIVE STEAM WHISTLE BLAST SET FOR JUNE ELEVENTH AT MARYSVILLE EDISON PLANT

INTERNATIONAL TUG BOAT RACE
SPAWNS THE FIRST LIVE STEAM
WHISTLE BLAST ON THE GREAT LAKES

A common interest in steam whistles and things marine aboard the winning tug in the International Tugboat Race last summer on the Detroit River between Detroit Edison Board Chairman Walter McCarthy and Bill Luke, marine historian, and Lake Huron Lore Board member gave birth to the First Great Lakes Live Steam Whistle Blast. The discussion that the whistles sounded so much better when blown with saturated steam than with compressed air led to the conclusion that Edison had the steam and the Whistle Division of Lake Huron Lore and their friends had the whistles... lets blast them!

The whistles are now being assembled at the Marysville plant of Detroit Edison and being tested under the direction of Lawrence Taylor, assistant superintendent. More

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Watch Shore for Pig & Oyster Feast!

Come September

The Spring of The Big Snow Or How To Rescue The Pilot House Radiator

(by the Editor)

Whoever pilots our new ship up into Lake Huron will now have less of a chance of getting off course. When one starts out to put together a model that is dated it becomes a great problem to keep things in perspective and to date. In as much as the gyro-compass had not been invented at the time of our ship, complete dependency was on the magnetic compass. Now, if there is one thing that a magnetic compass does'nt like it is a cast iron radiator...they just don't have any use for each other. So when it was decided to have a ship of that era, I did not think that it would be such a problem to find a circular radiator. This radiator is a yard built affair that conforms to the radius of the pilot house and goes under the front windows. When we got the first lumber at Duluth I asked Pat Labadie about those radiators on the five ships that he got material from. No circular radiators!

Capt. John Howard Frumveller, one of our resident advisors on pilothouses then was asked. He said that he knew where they were...in the bottom of Lake Superior, more than likely. They disappeared as the gyro came on the scene. "They were long and cumbersome," Capt. Frumveller explained, "and they floated in a couple of brackets under the pilot house windows." "When the going got rough and the ship started to work the pilot house did considerable flexing and bending," he continued. "When this happened the unions on this thing loosened up...very often near where the skipper was trying to peer out of open window...with occasional disastrous results to the 'old man's' person and then it would fill the pilot house with steam at a time that it was most imperative to see."

He concluded by saying, I can remember one skipper that hated the thing so much that he always called the 'chief' whenever the ship started to roll...to send an oiler up to the pilot house with wrenches and rags just to sit there prepared for any emergency with that confounded thing."

I knew of only one on the Great Lakes. The CITY OF MILWAUKEE had one but I had never seen it misbehave, even in rough weather. Her pilot house, however is much smaller than the freighters.

Several years ago when the BUCKEYE was reduced to a barge at Toledo, Walter Smith and I were aboard of her at the dock. Her new owner was Clyde VanEnviervort of Bark River. I had been associated with him some twenty years before in an effort to manufacture a concrete block that would not shrink or expand. While aboard the ship I took some photos, among them one in the pilot house to get one of those Frank Kirby designed binnacles. Last winter one day I was looking at some pictures and at one point here was this pilot house with a circular radiator. I never thought that it was a thing that I would need, but there it was! I called Clyde and he said that he was going to tear it out as there was no more steam on the ship.

All of this open winter went by and we did not get around to get the thing. About ten days back when the weather was nice, Susie Smith, the president's daughter volunteered to head an expedition to Escanaba for the radiator. Now the biggest storm of the winter hit the UP about the same time our expedition was moving up state. As the storm got worse our expedition pushed on toward Escanaba, arriving late Friday night. Saturday morning Escanaba was at a standstill...now Susie is not one to be brought to a halt by a mere snowstorm (by the way she spent several years at Northern Michigan University, Marquette, so she knew that sometimes things went on in spite of snow.) Thanks to Susie and the expedition the thing arrived in the Smith yard Sunday afternoon.

I find a notation made in my little black book. G. McNab said he would clean up a radiator if we found one. Looked pretty safe at the time but I am going to contact him later on today. Another article has been rounded up.

THE OPERATORS OF THE WHISTLE
DIVISION NEED SOME HELP JUNE 11.
THE PRESIDENT WILL APPOINT THE
VOLUNTEERS AT DINNER MEETING.
Ms. Stephanie Van Hoey, President.

"OUR MUSEUM FLEET ON PARADE" OPENS AT JULY 9 PARTY

MR. HARRY CARLE, MODEL BUILDER IN RESIDENCE, WILL BE THE GUEST OF HONOR AT THE RECEPTION FOR UNVEILING SCHOONER M. E. TRIMBLE

An outstanding feature of the Annual Lake Huron Lore Marine Show opening July 9th in the main gallery of the Museum will be a collection of twenty pictures that have never been shown for the public viewing. During the past winter, under a grant from the Michigan Council for the Arts, these pictures of early marine life in our community have been partially restored when needed, matted and framed for exhibition under the direction of Sarah Larson. The balance of our presentation this year will be the ship pictures from the permanent collection in the museum. These range from several paintings that

were made before the days of photography and were the only recorded likenesses of the ships.

The central section of the hall will show the museum fleet of Harry Carle. This fleet played a most important part in the maritime history of the River District. The newest addition to the fleet the Schooner M. E. TRIMBLE will be unveiled and officially welcomed to the family. The little trading schooner CHALLENGE will be in the parade along with C. Harold Wills steam yacht, the sand dredge MARYSVILLE, TASHMOO and WAUKETA of the era of the White Star Line, and last but not least the symbol of our society and the mast head and publication name LIGHTSHIP HURON.

LIVE STEAM WHISTLE BLAST SET FOR JUNE ELEVENTH AT MARYSVILLE EDISON PLANT

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entrants are needed to give a wide variety of which the Great Lakes boats were noted. If you have a whistle and would like to enter it in the blast, ask for application form by writing WHISTLE BLAST, 1115 6th St., Port Huron, Mi. 48060 and the necessary information will be forwarded.

This gala event is being sponsored by The Detroit Edison Company, The Museum of Arts & History and the Whistle Division of Lake Huron Lore Marine Society.

A detailed information sheet will be enclosed with this issue of LIGHTSHIP.

IT IS REPORTED THAT GARETH McNAB PLACE MAT IS WORTH THE PRICE OF ADMISSION FOR DINNER. . RESERVE NOW

C.S.L. LAUNCH DATE JUL. 14

The date of July 14 has been set by Collingwood Shipyards for the big splash of the newest of the CSL fleet. We do not have a data sheet out on her yet but we should have them in time for the annual dinner meeting.

The Great Lakes Society for the Preservation of Side Ship Launching will meet in solemn conclave the evening before the launch in the Heidelberg Inn, Hume Street, Collingwood.

Application forms for membership in this mystic society will be found in the Lake Huron Lore information box just to the left as you enter the museum.

Transportation to and from the launch can be arranged through the Museum office. The bus leaves from Lovett Hall, Greenfield Village, Dearborn, proceeds to Port Huron, picks up passengers at the Museum of Arts and History, 1115 Sixth St. and arrives in Goderich for a lunchtime stop and at Collingwood to get some pictures at the shipyard and to the Heidelberg Inn for the dinner of the Great Lakes Society for the Preservation of Side Ship Launching, where over night accommodations are included in the package price. On the return trip a lunch stop is made at a ship board restaurant in Owen Sound.

Other details and price and reservations should be made at the museum office.

GET YOUR CHECK TO JEAN TABOR NOW FOR DINNER RESERVATIONS ON THE 16TH. THEY ARE LIMITED AND WILL NOT BE SOLD AT THE DOOR!!!!

JOHN STEELE WILL BE
DINNER SPEAKER APRIL 16
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the fact that three government agencies got together on something that was a success. The Smithsonian taking care of the artifacts, the Navy doing the diving and the Corps of Engineers furnishing the motive power and the platform in Lake Superior. (Perhaps some of the government agencies today could study this---or was it---lets get started and done before a big blow catches us off shore on Lake Superior!

John will bring us up to date and I hope can relate some of the happenings on Lake Superior.

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SEE ENCLOSED SHEET FOR MAKING RESERVATIONS IN ADVANCE. THERE WILL BE NO DINNER TICKETS SOLD AT THE DOOR, IF IT IMPOSSIBLE FOR YOU TO PURCHASE TICKETS IN ADVANCE OR THE SUPPLY IS EXHAUSTED, GREE TICKETS WILL BE SOLD AT THE DOOR FOR \$10 EACH, at 8 p. m. for program.

===== ONLY !!! =====

The INDIANA was built in 1848 and sank 10 years later when its screw propellor broke and ruptured the propellor's watertight shaft. John then met with the representatives of the three organizations and helped plan the salvage operations. Then while filming on the SHIPS-sponsored documentary DANIEL J. MORRELL, he was called off to assist salvagers of the INDIANA in 1979. The eight ton engine is now on display at the Smithsonian Institution in Washington, D. C.

John's presentation for the dinner meeting will be his film on the S. S. VERNON. She was built in 1866, the 160' steamer sank one year later in a storm off Two Rivers, Wis. This film John will narrate in his delightful manner... for those of you who have heard John before you will again feel that you are underwater with him for the entire time.

Larry Coplin will be with John Steele. It is hoped that Larry will be able to secure the film clip made last year for PM Magazine. A segment of which was shot in the Lee M. Cooper Marine Gallery. I have not seen the production story but understand that it is excellent. It was filmed by a cr-

ew from the CBS station in Saginaw and it was seen by some Lake Huron Lore members living in the Thumb area.

Larry will present the program for the coming year for that research organization that has as its motto, "Carry away with you... THE MEMORY"!

REMEMBER THAT THE NUMBER OF TICKETS IS LIMITED FOR THE DINNER. THEY WILL BE ISSUED IN THE ORDER THEY ARE RECEIVED BY MAIL. THE TICKETS ARE \$10 AGAIN THIS YEAR & THAT INCLUDES TAX AND TIP. USE THE RESERVATION FORM ENCLOSED... GET IT IN THE MAIL NOW!!!!

LIGHTHOUSE KEEPERS ASSOCIATION WILL BE AT STURGEON POINT

April 23rd has been set aside by the Lighthouse Keepers Association for a work day at Sturgeon Point Lighthouse. This beautiful old light on the flats just north of Harrisville, Michigan, has been turned over to a recently formed group at Harrisville.

People interested in the project or in the various doings of the Lighthouse Keepers Association should contact. Mrs. Darla Van Hoey, 23218 Helen, Southfield, Mi., 355-3613.

EDWARD MCGINNIS WAS GIVEN HONORARY MEMBERSHIP AT 50TH WEDDING ANNIVERSARY

Mr. Edward McGinnis and Mrs. McGinnis of Collingwood, Ontario, celebrated a 50th wedding anniversary on the 19th of March. A party was sponsored by their friends and former employees of Collingwood Shipyard we were informed by Mr. John A. Bonwick, manager of human resources for the company.

Mr. McGinnis was presented with an honorary membership in the Great Lakes Society for the Preservation of Side ship Launching on the occasion. He and Mrs. McGinnis have been invited to the next meeting of the society in Collingwood.

SEE YOU AT THE LIVE STEAM WHISTLE BLAST.. Marysville, JUNE 11TH.