

MEMBERSHIP MEETING:
Sat. Evening, Jan. 21, 1984
Museum of Arts & History

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THE LIGHTSHIP



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LIGHTHOUSE AUTOMATIONS BRING WORKS OF ART INTO LAKE MARINE MUSEUMS

LIGHTHOUSE KEEPERS ORGANIZATION AN INTERESTING MARINE GROUP..... INFORMATION AVAILABLE AT MEETING Mike Van Hoey, Lake Huron Lore member, and treasurer of The Great Lakes Lighthouse Keepers Association, will be the speaker at the meeting of Lake Huron Lore on the 21st of January in the Museum of Arts and History. Mike has participated in

Live Steam Whistle Blast '84 Date Set For June 16

GREAT LAKES LIVE STEAM WHISTLE BLAST BECOMES A CONTINUING REALITY

Mr. Walter J. McCarthy, chairman of the Board of Detroit Edison Company selected the date for the Second Great Lakes Live Steam Whistle Blast!... The site, The Marysville Power Plant of the company, on Saturday, June 16th. The meeting was held recently in Mr. McCarthy's office with... Mr. Edward Edson, administrative assistant to the chairman; Lake Huron Lore Board Member William Luke, "Father of the First Great Lakes Live Steam Whistle Blast--'83" and Frank Crevier, co-ordinating director of Lake Huron Lore. Organizational plans will start to be formed in January. The three co-operating organizations are The Detroit Edison Company, The Museum of Arts & History and Lake Huron Lore. The next issue of "Lightship" will carry more details.



SPECTACLE REEF LIGHT (10 1/2 Mi. East of Cheboygan, Lake Huron)

the dismantling of some of the most unique, beautiful artifacts of maritime history, the lens of the now antiquated lights on the Great Lakes. These beautiful pieces of machinery, the product of physics and mechanical know how of the past century, took a kerosene flame and turned it into a 100,000
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How A Modern Ship is Built And Launched

George Hoyer has secured a 24minute movie on the latest in shipbuilding at the Colingwood Shipyard. For those who missed

that launch dinner last fall... it will be an opportunity that should not be missed... and for those skeptics that will not travel 250 miles for 7 seconds may form another opinion. Next launch in the fall!

LIGHTSHIP'S--Flashes In The Night!

GREAT LAKES LIVE STEAM WHISTLE BLAST
KEEPS A LEGEND ALIVE IN BLUE WATER DISTRICT

We have played the tape that was recorded that bright sunny day last June at the Marysville Power Plant of the Detroit Edison Co. at least thirty times to one or two individuals at a time who are of the age of steam. Bill Luke completely captured the spirit of steam and the spirit of the day in his narration. For those of us who remember when there was nothing on the lakes (except MARTHA ALLEN) but steam whistles it was a day to remember. The recording itself trapped some live steam into it... it must have! For playing it releases just a little bit of the condensate and it quickly reforms in the corner of the eye of the listener.

Our thanks, Bill, to you and the many others who took part in making the FIRST GREAT LAKES LIVE STEAM WHISTLE BLAST the complete success that it was... and for the continuing efforts of our hosts, the Whistle Division of Lake Huron Lore and the Board of Trustees of the Museum of Arts and History... to continue to uphold another legend in the Blue Water District... by making it an annual affair!

What some others think of our recording: Sirs: Enclosed \$15.00 please send 2 copies of June 11/83 "Whistle Blast."

I have given the one you sent me to a deserving old friend (steam buff) Earl Hamilton, R. D. 1, #38120 S. R. 518, Lisbon, Ohio 44432 who himself has such a collection of steam tractors (3), shovels, a quarry loco (0-4-0) and over a couple of dozen whistles on manifolds. He conducts an area "Whistle Blow" every year in early June. He is retired, 80 yrs old and is now building a genuine Steam Calliope (49 notes) V-tube shaped operated from the magnetic solenoids keyboard (like on the DELTA QUEEN). He was overjoyed to have the cassette you made! I know, I did so enjoy it so much myself. Now I wish to replace it and give the other to my good friend John V. McDivitt of 858 Sarver Road, Sarver, Pa. 16055. He has a beautifully made collection of steam engine models (operating). He does "one a year". He and Earl are Live Steam members. John has an extensive group of whistles also including one off a K-4 PRR loco. A precision machinist down to the Nth detail. John will appreciate the Whistle Blast! tape. Send both tapes to my address. I will personally deliver it to John McDivitt. I have only the two "Whistle Blow" discs made by "Mode-Art of river boats on Inland Rivers. They are excellent in sound and detail. (Master Artists Recordings, 1022 Forbes Ave, Pittsburgh, Pa.. They may be out of print.) Yours truly, William E. Brown, box 195, Rte 6, Kittanning, Pa. 16201.

A GOLD LABEL tape, autographed by the narrator in a limited edition of 100 has been prepared to commemorate the FIRST GREAT LAKES LIVE STEAM WHISTLE BLAST.. '83. A limited number of these Gold Label tapes have been reserved for the members of Lake Huron Lore and will be on sale at the meeting on January 21. A number of them are being reserved by the board of directors of Lake Huron Lore for purpose of presentation. They are no different in makeup or content than the regular tapes except for the numbered and autographed Gold Label commemorating the event of the FIRST GREAT LAKES LIVE STEAM WHISTLE BLAST.. '83. The cost of the Gold Label Tapes is \$20.00.

FROM THE PILOT HOUSE.

The pilot house project in the Museum is about completed... it will always remain about completed as artifacts that come in will be added from time to time to make it more realistic. We still need a few items of the times... an old oilskin rain jacket and overalls, or a raincoat... even though our lighting provides only for sunshine and moonlight nights. A brass wall bracket lamp for the chart table would be appreciated... as well as a brass spittoon for the skipper... some navigation instruments... rules and dividers for the chart table would be nice to have.

LIGHTHOUSE AUTOMATIONS BRING WORKS OF ART TO MUSEMS

(cont from 1)

candlepower beam that was visible over a distance of 20 miles. The last of the manned lights on the Great Lakes disappeared this year. These lights demanded the tender loving care of a keeper. . . . something we cannot afford these days. I guess?

Mike's saga begins in October, 1982, when Jim Woodward of the Coast Guard in Cleveland, Tom Meakin of Great Lakes Towing in Cleveland, and Mike Van Hoey, of



White Shoal Lighthouse.
Black conical tower on sq.
concrete pier, 360,000 cp
Built 1910. . 118' ab. ground
In the Straits of Mackinac
at west end. 1929 lt. list.

Southfield, using materials purchased from a grant from a member of the Great Lakes Historical Society, were transported to and from the Spectacle Reef Lighthouse by the United States Coast Guard for the purpose of removing the second order holophotal Fresnellens built by Henri LePaute of Paris, France. The lens was installed in the lighthouse (which is 10 1/2 miles east of Cheboygan in northern Lake Huron) in early 1874. This lens has since been reassembled and is on display in the Great Lakes Historical Society Museum, Vermilion, O. Another second order lens was removed for preservation this past September using materials provided by the Coast Guard. The same trio, with the addition of Bob Leiblien of Cleveland, removed the lenticular lens manufactured by Barbier, Benard et Turenne of Paris, France, for use in the White Shoals Lighthouse. This light was completed in 1910, marks a major turning point at the Western end of the Straits of Mackinac. This program is illustrated with slides. (Ed. Note: This may all sound a bit technical, but it has been my experience that Mike has a style of presentation that explains the technicalities in an extremely interesting manner

Modern navigation was recently discussed in an issue of USA Today, on a four page insert. It had two significant figures as far as I could see: Cost: One billion, two hund-

red million dollars (fixed price) contract to Rockwell Manufacturing Co. and one could locate themselves within 26 feet at any point on the globe. Interesting?

IF YOU HAVE NOT ALREADY SEEN IT... LOOK UPSTAIRS IN THE ROTUNDA AT THE RED LIGHT THAT WILL GREET YOU... NOW BEND DOWN KEEPING YOUR EYES ON THE RED LIGHT AND NOTE THE CONCENTRATION OF LIGHT ON THE PLANE. IT WAS ST. CLAIR FLATS CANAL LOWER LIGHT AND WAS ON THE RED SIDE OF THE CANAL AS AT FIRST ALL TRAFFIC PASSED TO THE WEST OF THE WOODEN PIER. THIS LIGHT WAS GIVEN TO LAKE HURON LORE BY PETER AND JEAN HENKLE OF ST. CLAIR FLATS, AND WAS RESTORED BY MIKE AND DARLA VAN HOEY. WE ARE STILL LOOKING FOR ITS UPPER PRISIMS. A DUPLICATE OF THE HOUSE IS STANDING AT EAGLE HARBOR, MICH.

MANY MEMORIES OF THAT HIGH SCHOOL CLASS TRIP WILL COME ALIVE AGAIN. WHEN YOU HEAR THE LIVE STEAM BLAST OF THAT BELOVED STEAMER

SOUTH AMERICAN



BLOWN FOR THE FIRST TIME ON LIVE STEAM SINCE IT WAS REMOVED FROM HER AT MONTREAL WHEN SHE LEFT THE LAKES AND A HOLE IN THE HEARTS OF HER MANY PASSENGERS.

THIS IS TRULY A HISTORIC TAPE RECORDED LAST JUNE AT MARYSVILLE POWER STATION OF DETROIT EDISON AT THE FIRST LIVE STEAM WHISTLE BLAST ON THE GREAT LAKES.

This is truly a 60 minute recording of a historical event. Narrated by Bill Luke. . . of steamboats and locomotives out of the past.

WHISTLE BLAST '83

Available at
MUSEUM OF ARTS AND HISTORY
1115 6th St. Port Huron

\$7.50

Add \$1 for pstg
and handling

SUMMER MARINE SHOW TO FEATURE PORTS 25 Years of World Trade Handled Easily

To observe the 25th Anniversary of the Port Huron Seaway Terminal, Lake Huron Lore's Annual Marine Exhibit will be "St. Clair River Ports. . . . Past, Present and Future". The show this year, due to some rescheduling will be opening the latter part of June, instead of following the Fourth of July. It will continue until just before Pioneer Day in August.

Just to mention a few old ports out of the past and into the present were the Peerless at the north end of the river. It was an industry that both received raw material by water and shipped the finished product the same way. The stone operation at the foot of Thomas Street at one time also handled coal. The waterworks had a large coal dock. Grain shipment in and out was common in the past and the numerous elevators were located along the waterfront. There was also a bean elevator on the water front.

Up Black River was the Port Huron Sulphite Paper Co., which operated its own fleet of steamboats, barges and the last commercial schooner, the J. T. Wing, hauling pulp logs down from Lake Superior to haul any commercial product into Port Huron. Also on Black River intimes past lumber was shipped from Black River saw mills and coal was hauled into Kerns for brewing purposes. The gas and electric company received coal on Black River and the "Furthest East company in Michigan" a saw Mill, shipped its finished products by water.

Again along the St. Clair River were a number of grain elevators including a mammoth one owned by the Grand Trunk that described as making one of Port Huron's most spectacular fires. Down by the Seaway Terminal was a large floating drydock named "Wolverine". The remains may be seen today from the Military Street overpass.

The Port Huron Seaway Terminal Company which will be the principal subject of our show this year is celebrating its 25th year of business in Port Huron. This site's history of commercial enterprise is a long one and will be shown in pictures and artifacts for

the exhibit.

Dropping on down the river a ways is the only tug and towing enterprise that is based on the St. Clair River (U. S. side) The Malcolm Tug Line and Marine Construction company has dockage and an office.

Further on downstream in Marysville we find a coal and oil port at the Marysville Power Plant of the Detroit Edison Company. Morton Salt at one time used waterborne shipment of its products. In that neighborhood the Bunce family along with Harvey Kendall, hauled lumber from that mill into Detroit. Gar Wood had water access to his plant in Marysville with a canal under the river Road that terminated in a launching basin on the west side of the road at the plant. This is where the Ainsworth plant is today and has long since disappeared.

MEMBERS OR OTHERS WHO WOULD LIKE TO LOAN PICTURES OF INTEREST OF THE PORTS OR ARTIFACTS CONTACT:

Capt. Ted Richardson, Exhibit chairman.
Oakland Ave.

St. Clair, Mich, phone 329-3946

Moving on down the river to St. Clair we find many port facilities in the past and in the present day. There was a sawmill, a shipyard, a brick yard, all on Pine River. Schlinkert and Diamon Crystal were and the Diamond still is a coal handler on the St. Clair River. The Diamond also operated a small fleet of barrell carring steamboats. . . . odd because they always had a circus tent erected over the deck. They were used for carrying barrell salt to Courtright for rail shipment east.

Today East China is by all manner and means the largest tonnage on the river with the coal receiving apparatus on the river at the St. Clair Detroit Edison Generating plant.

Marine City has had a long history as a port town. Peirce McLouth keeps this tradition alive with his large stone operation on the river, along with the handling of coal. This and more will be a part of the 1984 marine exhibit.