



Annual Marine Show St. Clair River Ports PAST-PRESENT-FUTURE Opens Sat. Eve., June 23rd



DINNER MEETING
Sat. Eve., May 12th
5:30 on the Bridge
6:30 Dinner

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THE LIGHTSHIP



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DISTRICT ENGINEER, CORPS OF ENGINEERS WILL BE SPEAKER AT MARINE DINNER ON MAY 12

It hardly seems possible that a quarter-century ago this summer Elizabeth II stepped from the royal barge at Sault Ste. Marie, Ontario, and informed the Lord Mayor of the Sault that the St. Lawrence Seaway had made an ocean port of his city and wished him well. It was a beautiful bright summer day, one of those when the air was so clear and bright you could see forever... and with a slight breeze coming down from Lake Superior you were assured that what you were breathing, no man had breathed before. The Royal Yacht, too large to lock through into Lake Superior through the Canadian lock, was moored at the Michigan Soo. The royal barge with Her Majesty and Prince Philip was escorted across the harbor by a small Corps of Engineers

tug, across whose harbor they were traversing, while the ships of the Canadian, and U. S. Navies, yachts and merchant vessels all looked on.

The seaway was now officially opened from salt water to the head of Lake Superior.

On May 12, 1984, Col. Raymond T. Beurket, Jr., District Engineer, Detroit District, Corps of Engineers, will be the speaker at the Annual Marine Dinner, to be held in the main gallery of our home, the Museum of Arts and History. Colonel Beurket, as District Engineer, is in charge of that portion of the waterway north and west of Lake Erie. After the international section of theseaway it of course continues in Canada through the Welland Canal. There

ANNUAL MARINE DINNER SATURDAY, MAY 12 AT THE

MUSEUM OF ARTS & HISTORY
LIMIT 100 TICKETS FOR MEMBERS & GUESTS. MAIL CHECKS TO TREAS.
EDITH HOYER, \$10 EACH. Roast Beef and all the trimmings. Dinner:6:30.. PH the bridge and new drafting room open at 5:30 p. m. for social hour. Tickets to be held at desk unless SASE is enclosed.

the tolls end and it becomes the Great Lakes Connecting Channels. Extensive deepening and widening was done in the lower Detroit River, Lake St. Clair, St. Clair River, Lower end of Lake Huron, St. Mary's River, Soo Locks, Upper St. Mary's River and harbors around the lakes.

THREE LONG AND TWO SHORT

TAYLOR SUMMERS

An early Lake Huron Lore member and a friend passed away last week. A man who enjoyed life from the time he was a youngster and spent a great deal of time doing the same for others. He enjoyed the marine scene from spending summers learning the way of pulp harvest along the north shore of Lake Superior to the racing of sailing craft on lower Lake Huron. He was a crew member on the early ships of the Keifer family... both their working boats and their playing boats. In his younger days he was a part of the Francis Keifer team that innovated ways of getting pulpwood out of the wilderness of the North shore of Lake Superior and down to the paper mill at Port Huron. That north shore was not the friendliest land in all the world. There are no good harbors... and even had there been no roads connected them or gave access to the forests. You found your pulp, cut it and decked it safely along the shore. In a spell of good weather you went as close to the shore as possible, put a log boom around the ship dumped in the pulp and loaded it stick by stick with the steam elevator. This was a devise that had a small boiler and engine running an endless chain that carried the little 4' logs up to the deck. If you were lucky and no storm came up you made a load... if not you got out of there in a hurry, and as Taylor said, you were never confused by any government storm reports. At first Francis had a deckhouse on the J. C. Ford for his quarters and office. This was done away with when the big yawl "TY-PHOON" was purchased for the timber cruising ship. But that is another story that should be told by some of the Port Huron crews that sailed on her as Sea Scouts. My story with Taylor has to do with the J. C. FORD.

Several years ago your editor became interested in the ship and her strange looking deck rig. She had a traveling frame that moved along the deck on rails and a set of triangular ears that went outboard when in use. To this was attached a cable rig with a hook on the end. The pulp was

cut and bundled with a releasing choker cable. The bundles of pulp were then tossed into the lake and taken out to the ship, again remembering that there were no docks within miles of these locations. Even today those old rings with wedge pins can be seen along the Superior rock shore and the north shore of Georgian Bay. The choker was left on the bundle and upon arrival in Black River, the boom was placed around the ship. The bundles were lifted over the edge of the deck and the choker released and they fell into Black river and taken back to the north shore of Lake Superior. As far as is known the J. C. FORD was a one of a kind, for when the paper mill acquired the CROSBY, she was equipped with high speed winches and long cargo booms and the only thing that survived were the cargo slings.

Several years ago Harvey Nissley of Grosse Isle, having built the museum model of another famous river boat OMAR D. CONGER, offered to build a ship model of our choice. To have something out of the ordinary, a one of a kind, I consulted with Taylor Summers on the FORD. We could find no plans but it seems that she was as well documented as possible with photographs and Taylor's explanation of how it works. Harvey needed some hull lines for the FORD. Pat Labadie was consulted and said that let Harvey use the lines of that half model that always lies on your desk. The Ford is built and will go on public display at the opening of our spring show in June 23. While Taylor will not be with us as planned on opening day, he has seen her and approved her as one of the last things he did for Lake Huron Lore. Our sympathies are extended to his wife Jean and his children. --Editor.

SPRING IS HERE!
LAKE HURON
LORE
FLAGS
\$15.00 CALL 794-3466
OR SEND CHECK TO
FRANK CREVIER

PREPARATIONS BEING MADE FOR
SECOND GREAT LAKES LIVE STEAM
WHISTLE BLAST AT MARYSVILLE

The Whistle Division of Lake Huron Lore is at work making preparations for the 2nd Great Lakes Live Steam Whistle Blast, the only blast where the big whistles return to the sound of their natural power. . . STEAM. Gareth McNabb has been updating the book and expects to have a complete list of the big steam whistles. It is expected that we will have more rail fan entries this year. They report that is getting rarer and rarer to hear the steam whistles out on the road as more and more of the old engines are being retired from use for over the track runs of the rail fans.

Plans are being again made to tape the proceedings as last year. The Museum of Arts and History, sales agents for the tapes, reports that there are still a few available. They will be mailed postpaid to any address in the U. S. for \$7.50 or may be purchased at the museum gift shop.

It is planned to use tape interviews on a number of the smaller whistles this year. This will be accomplished by having more interviewers in the field and the operation can be kept continuous. If you have a whistle and would like to enter it in the blast, please write whistle blast, 1115 6th St., Port Huron, Mich, 48060 and request the information and application.

LATEST FLASH ON SARNIA RADIO!!!!
SHIPPING IN THE ST. CLAIR RIVER IS
BEING HAMPERED BY ICE. . . Tuesday,
April 17, 1984 12:30 EST.

ROAST BEEF MARINE DINNER
IN THE MUSEUM ON May 12.
MAIL CHECK TO TREASURER

EDITH HOYER, 6533 South River Road,
MARINE CITY, MICHIGAN 48039

Restoratives on the Bridge at 5:30
Dinner in the Main Gallery at 6:30
Tickets will be held at main desk unless
SASE is enclosed.
THERE ARE ONLY 100 This year. None
at the door or after Friday morning.

LATE WORD ON LAUNCH OF HULL 225
NO LAUNCH DATE HAS BEEN SET AT
THE PRESENT TIME. . . .

Rumor had it recently that a launch date had been set for CSL hull 225 at Collingwood. A call to the shipyard on Tuesday says tain't so.

Negotiations are presently proceeding on a new contract for the near future and it is expected that these negotiations will be concluded before the end of April. Re-scheduling and re-evaluating of the program could be announced shortly after the first of May. Perhaps we will be able to make an announcement at the Marine Dinner on May 12.

NEGOTIATIONS ON THE SUBJECT OF
THE LATEST IN MARINE FASHIONS
IS BEING KEPT UNDER WRAPS. . . AT
LEAST FOR THE PRESENT

The Lake Huron Lore Fashion Sleuth has been digging deep into the past. . . in fact way back into the past century. . delving into one of the base metals that the ancients used in their never ending search for something that could be turned into GOLD. . .

Its parent metal was found in the tombs of ancient Egypt. . . . it was dug from pits by early Indian nations from Isle Royale in the cold waters of Lake Superior. Too much more cannot be said at this time when negotiations are in such a delicate stage that to reveal even a small hint may be more upsetting even than Central America or some of the inner workings of Consumers Power for one!

All that can be said is that is a shining bright after EASTER!
Have a Happy Easter and don't let the Bun-
nies Bite You?

MAY 12, 1886----The largest raft up to this time was towed from Grand Island, Lake Superior to Bay City, Michigan, by the Port Huron tug MOCKINGBIRD, consisting of 4,000,000 bfl.

Summer Marine Show Opens With Reception June 23

In keeping with the 25th Anniversary of the modern St. Lawrence Seaway the summer marine exhibit of Lake Huron Lore will be ... ST. CLAIR RIVER PORTS... PAST... PRESENT AND FUTURE. For our purpose we will open the show with the first commercial ship on the St. Clair River, THE GRIFFON in August of 1679. During the American Revolution there was nothing on the upper lakes except the Royal Navy larger than a trader canoe. General Amherst said that he did not want to be bothered with a second front upon the lakes. The earliest date of construction on the St. Clair River was that of the RANGER in 1806, a schooner of 30 tons was built at River St. Clair, by Alexander Harrow, a British half-pay officer. His operation was at Newburgh, the present site of Algonac State Park, where he maintained orchards and vineyards, the products of which were pressed and distilled into the standard coinage of the fur trade. Beer's History of the Great Lakes says that the RANGER was at first commanded by Captain Peter Curry, and afterward by Captain Daniel Dobbins. She was purchased in 1808 by Porter, Barton & Co. from George Wilbur and sailed by Captain Hathaway. The sloop NANCY will be featured along with the model of the GRIFFON along with other ships modeled by Harvey Nissley of Grosse Isle, Michigan. Harvey has ship models in all the principal museums of the Great Lakes. He is now devoting his entire time to the construction of historic ship models. Our marine collection has been the recipient of two of Mr. Nissley's models from the local scene. The other ship was from a Port Huron fleet also, and until practically modern times, kept a schooner operating on the Great Lakes. Come to the opening reception on the evening of June 23rd at 7:30 p. m. and see what ship it is. Many of the elder generation can remember her well.

This show will feature ports on both sides of the river from the days of lumber, fish, cordwood, grain, oil and oil products and to one of the largest tonnages in two miles of any place in the world... coal to St. Clair Edison, Belle River Edison and Lambton Generator.

WHERE THE NEW SHIP WAS CONCEIVED BY THE NAVAL ARCHITECT

A new display in preparation to be added to the Lee M. Cooper Marine Gallery. It fittingly goes with the display of side ship launching to the left of the entrance in the rotunda. Through the courtesy and effort of our Naval Architect and Marine Engineer in Residence, Mr. John Clarke, of East China, we can now see and understand the working tools of a naval architect. This is how ship design was done in the pre-computer age... principally done with a mechanical computer or a slide rule... the lines plotted and faired and the ship's form was gradually generated.

Today, this has all but been eliminated by a computer. The lines are faired and

plotted by machine. The tape from the computer is fed to the gas cutter and the plate is cut to its exact dimensions.

The new display is to be opened to the members and friends at the Annual Marine Dinner meeting on the 12th of May.

Your editor has thought for some time... that perhaps it was that computer that produced the shoebox with the high rise aft... and that was about the best it could do... but this is not so... take the thing out of the world of commercial shipping and it can produce something beautiful... a sailboat hull with a fin keel that was a thing of beauty to behold. Photographs appeared recently in an issue of "Wooden Boat".

Getting back to our design office display, it is under John's drawings on side ship launching....