

1986 - St. Joseph Tri-Centennial Year - 1986

DINNER MEETING:

Saturday Evening, Jan. 18th.

Social Hour: 5:30 p.m.

DINNER: 6:30

Office Address:

1115 6th Street,

Port Huron, Mi. 48060

THE LIGHTSHIP



MEMBERSHIP & DUES:

Edith Hoyer, Treasurer

6533 S. Riverside Drive

Marine City, Mi. 48039

1986 DUES ARE DUE!!!

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A TASTE OF WINTER AND A TOUCH OF SPRINGTIME ON JANUARY 18TH

HOW THE BIG LAKE CARRIERS BATTLED THE ICE TO MOVE IRON ORE DURING AN EXCITING PERIOD OF LAKE HISTORY... AS CAPT. PERRY KLUMPH GIVES AN EYE WITNESS ACCOUNT OF THE TRIALS AND TRIBULATIONS OF KEEPING THE SHIPS MOVING WITH HIS STORY AND HIS OWN PICTURES... TO BE FOLLOWED BY THE BREATH OF SPRING IN ANNOUNCING THE DESIGN OF A NEW 100 FOOT SHIP BY ITS DESIGNER NAVAL ARCHITECT NELSON ZIMMER OF MARINE CITY, WHO WE BELIEVE TO BE THE FIRST NAVAL ARCHITECT SINCE THE DAYS OF WOLVERTON AND PANGBORN TO DESIGN A PASSENGER SHIP.

On Saturday evening, January 18th at five-thirty o'clock the members and friends of Lake Huron Lore will gather in the main gallery of the Museum of Arts and History, 1115 Sixth St., Port Huron for their mid-winter feast of barbecued ribs and chicken with all

LAKE HURON LORE MEMBERS CAN ASSIST MUSEUM GUILD BY MAKING RESERVATIONS EARLY

"Dinner at the Museum" is a fund raising project of the Museum Guild. For the benefit of the newer members of Lake Huron Lore, who may not know the guild members, they are in many instances the officers and trustees of the museum... people who believe in all the museum stands for in the community.

We ask that you make your reservations for dinner on the enclosed form early. It will materially assist in their planning.

Seating to eat in comfort restricts the number of reservations. FIRST COME, FIRST SERVED. GET IT IN EARLY.

1986 TRI-CENTENNIAL 1986

Museum Director Steve Williams will present an outline of the planned activities of the Tri-Centennial of the founding of Fort St. Joseph at the meeting of Lake (concluded on p. 3)

the trimmings as prepared by Museum Trustee Bob Bender and Sharon.

The session will open with a social hour at 5:30 p.m. to be followed by dinner at 6:45 p.m. After this filling repast, "all you can eat, steamboat style", Capt. Perry Klumph, Marine City, retired skipper of the CASON J. CALLOWAY and others of the United States Steel Fleet will take us out into the ice and woes and floes of winter navigation. Many of these pictures were taken prior to the actual operational tests by Capt. Klumph in order that officials of United States Steel could evaluate what they were going into during the tests and could perhaps realize what was going to happen... we will let Capt. Klumph tell the story... he was there.

Marine City Night

This could be easily called Marine City night as Naval Architect Nelson Zimmer, whose office and home are in Marine City (concluded on page 4)

S-----C-----

Your editor went to town the other morning to get a copy of the recently swallowed "DETROIT NEWS". When he returned home there had been a phone call from Capt. Ted Richardson, that the ship known since World War II as CLIFFS-VICTORY, had passed St. Clair downbound.

I drove up to the state park alone. It was a dark leaden sky winter morning... no sun shone... one could not see the stacks of the great electrical energy of the north... our up river landmarks. In a few minutes a black specter separated itself from the horizon! As she came nearer, it was noticeable that the giant white letters Cleveland-Cliffs were long gone from her side and the bright red C had been removed from her stack. Her deadlights, with the exception of the pilot house, were all in place. I was a cold, cold morning. Some unknown force made me get out of the car and stand beside it. I had no camera or the desire to have a picture... just respect for the living dead I guess. I looked at the name S----C, my eyes blurred... It was a cold, cold morning I guess. While I stood there alone, a small black sedan came from the north... pulled into the parking lot... a man jumped out with his camera, took two or three quick shots, got back in his little car and sped back up the road. I cite this as being a bit unusual for boat watchers... not a word passed between us, it was two strangers watching another stranger pass. I had nothing to say and I guess that he didn't either. I passed Earl Sands house... no house flag of CCI flew from his staff. He knew that she was coming for he had called the house after I left.

I tried hard to find one bright spot that morning and finally did... there was a wisp of steam escaping from a small pipe... she was alive and under her own power... she was not being hauled and shoved about by tugs as were the abandoned hulks anchored in Marine City Bay while the tugs went to Sarnia for fuel... the one time pride of the once mighty fleet of the "Steel Trust"! There is some faint glimmer of hope that if she makes it out the seaway... down the Atlantic Coast... through Panama and across the Pacific to the Orient, that someone will find some more useful life for her. We wish her well!

ONE BY ONE THE INTERNATIONAL FERRIES DISAPPEAR.....

The day of the recent ship launch at Collingwood, a couple of Cleveland boat and history buffs stopped by to pass the time of day and drop off a copy of the Collingwood paper for your editor. He was persuaded to stay home from the December launch after a month long physical confinement. They arrived in Algonac shortly before dark and I asked how the bridge crossing was, they said BRIDGE?... we crossed on "ONTAMICH" at Roberts Landing. This may have been one of the last crossings of a ferry service that was established well over a century ago. Your editor's mother, who was born at Roberts Landing, Anna Roberts Crevier, had recollections of the early service. It was operated by Jim Bedford, night engineer at her father's mill, as one of his fringe benefits. When there was a wind he used a sailboat... and lacking wind there was a collection of row boats of various sizes available. The next operator was her brother George Roberts. He sold the operation to Webster Dawson, the Dawson family sold to Jillson Bros., who later sold to Morgan Dalghty, operator of the Marine City-Sombra Ferry.

This past fall a sign appeared at the Roberts Landing dock stating that restricted service would be in order 3:30 p.m. to 10:30 p.m. because of a shortage of U.S. Inspectors. The last part of this sign was removed for some reason, not stated and the service further decreased to Friday, Saturday and Sunday, same hours. The local press carried an article stating that due to decreased patronage it was being considered to shut down the service entirely. Thus it stands! There are only two other international ferries operating along the vast Canada-U.S. border on the northern frontier... one Marine City--Sombra and the other Algonac--Walpole Island We hope this historic port may continue!!!

(Continued from p. 1)

Huron Lore Marine Society meeting on 18 January.

The first foreign designed cargo carriers on the Great Lakes and Inland Waters of North America were the French batteaux. Three hundred years ago when Duluth established Fort St. Joseph they replaced the frail native American canoes. They were the first transition of water transportation from the Indian canoe to the 1000'er of today. This coming summer Lake Huron Lore will show this transition in the summer marine show along with the beginning of life with the white man on the banks of the St. Clair. Lake Huron Lore will be calling for its members to participate in this endeavor this spring and summer.

THE SAGA OF THE LIGHTS OR THE STORM SIGNALS COME HOME WITHIN TWO BLOCKS OF THEIR HOME

This saga deals with the membership list of part of it... of Lake Huron Lore. Last Spring member Steve Williams received a call from a Detroit attorney saying that the old storm signal lights from the Federal Building were available and for sale by an estate in Grosse Pointe. As usual he turned another unusual marine message over to your editor. They would be available for inspection and sale on a certain date. Member Bob Lester and I went down to look at them. They were old and contained oil fonts, apparently the emergency lights used in case of power failure. The estate was that of a man who at one time was custodian of the building. I bought them and presented them to Lake Huron Lore. After I bought them, as one often does, I wondered if they were from Port Huron or had I bought two red and one white lantern. I noticed in the basement a large Masonic emblem, the square and compass carved of wood. On my return to Port Huron I consulted with member Walter Radigan, who has been an active mason in Port Huron for many years. He went to a drawer in his shop and got out a small square and compass, an exact miniature of the one I had seen. The man's name was mentioned and I was assured

MEMBER DOUG BOOTH'S REMARKABLE SHOT OF THE LAST SPLASH AT COLLINGWOOD

We are indebted to Lake Huron Lore member Douglas Booth's remarkable photograph of the launching of the icebreaking ship Sir Wilfred Laurier. We have Doug's photo mounted in the world headquarters of the G. L. S. F. T. P. O. S. S. L. and it is well worth coming to see. If he is able to be present he will tell us about the shot, but he is a commercial photographer. . . and Saturday night is not only hockey night but also wedding night in Canada!

they were authentic. They should be suitably hung in the Cooper Gallery. On no less than a brass upright. Capt. Ted Richardson volunteered to look around for brass. He checked with Patrick McPharlin, whose wife Mary is the daughter of the late Capt. Harlow B. Meno, one of the founding fathers of Lake Huron Lore. They furnished the brass.

Bob Lester volunteered to make the stand and put it together. The brass is very highly polished by none other than Jackie Lester. I have not been able to find out if this was a volunteer action or not. Bob did not have the right dies for threading the pipe and that was attended to by member Bruce Larsen.

If I inadvertently omitted one or more co-operators, please call me and it will be corrected in a future issue of "Lightship".

WE CAN FACE A MEMBERSHIP PROBLEM IN THE NEAR FUTURE OR HELP TO HEAD IT OFF NOW!!!!

Most of us have a lakefaring background that I believe is worth keeping through Lake Huron Lore. The largest marine society in the world is revitalizing that and I believe that we can do the same. I need the help of the membership and will be issuing a letter in the near future. . . . Editor.

The Mississippi River historical group have it incorporated in their name. . . .
THE SONS & DAUGHTERS OF THE RI-etc.

*I would like one afternoon of
your time this winter. Ask me
about it at the meeting!*

*Frank Bielver
Editor*

"A TASTE OF WINTER
AND A TOUCH OF SPRING"
(continued from p. 1)

ty will present the plans and tell us how a new passenger ship for these waters is designed to provide accommodations for a 100 foot charter ship, provides for the comforts of her charters and makes money for her owners.

Her owners are Great Water Yachts of Jefferson Beach, Lake St. Clair whose principals are Bill Steen and Dan Heathcote, whom we have invited to attend.

The ship is now under construction at E scanaba, Michigan yards of T. Dale Vennette Co. This ship will be in operation during the summer of 1986 and is expected to be berthed in the upper part of Lake St. Clair. We hope that she will be making some trips to the St. Clair River District. Nelson will tell you more about that during his presentation.

ships & sealing wax-----

T. G. L. S. F. T. P. O. S. S. L.

CAN DANCE IN THE STREETS FOR A SPRING SHIP LAUNCHING

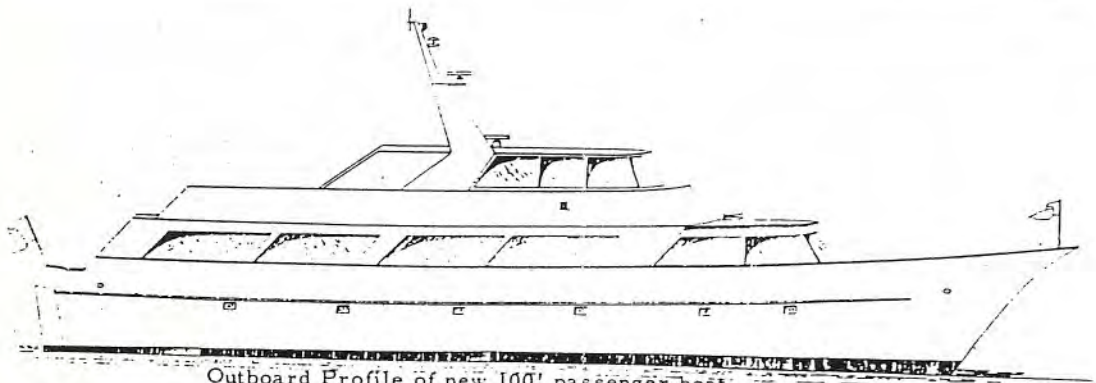
Our membership mourned in Collingwood last December at what appeared to be the end of a beautiful thing. A recent news article stated that not since "The Panic of 1908" had the Great Lakes seen a year without a ship launching!

Our super sleuths have found one, not a model but a real commercial vessel will be launched in the spring on Lake Erie. We are working with her owner and expect to have a gala outing at her launch. It will be announced at the meeting on the 18th.

CAPT. TED RICHARDSON HAS BEEN OUT EXPLORING AGAIN

We hope that by the date of the meeting on the 18th to announce a grand new artifact will be ours to place on the grounds of the museum. Capt. Richardson and your editor expect to close all the negotiations that are necessary to get the project started before that time.

Soon after, the membership is forewarned that they will be called upon for brute strength and ignorance and all others things to assist in this new and mighty undertaking.



Outboard Profile of new 100' passenger boat
now being built for Great Water Yachts of
Jefferson Beach, Lake St. Clair. Designed
by Nelson Zimmer, Marine City, Mich.