



1931

* PO Box 307 * Drummond Island MI 49726 * drlps@drlps.com * www.DRLPS.com * 906-493-6609 *



Today!

PASSAGES

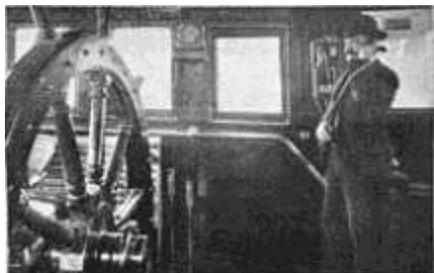
Issue 37

We'll Keep the Light on for You!

Spring 2017

Boston, May 1, 1907: Letter to The Lighthouse Board, Washington D.C.

By Dave Bardsley



Left: The listening device for the submarine signaling apparatus on a ship was similar to a telephone.

Right: Tank attached to skin of ship for receiving submarine signals. (Courtesy of NOAA Photo Library.)



“Gentlemen, --

The Submarine Signal Company respectfully requests permission to install an electric submarine bell at DeTour, at the mouth of St. Mary’s River. The bell to be located in the immediate vicinity of the gas buoy, and to be placed in 50ft of water, the bell standing about 18 ft. from the bottom.” Thus began a test of a proposed navigational aid and the development of a technology that we now call sonar --- originally an acronym for SOund Navigation And Ranging. Compared to air, sound travels at 1,484 meters per second in water (4.3 times faster than in air), has better direction finding properties and can be heard at greater distances in water.

The Lighthouse Board approved the installation at its meeting on May 6th and the bell and onshore equipment were installed at Point DeTour Light Station in September of 1907. It was run all autumn and all through the season of 1908. Controllers and electrical equipment were housed in the basement of the keeper’s residence. In early 1909, the Company conducted additional experiments to perfect the listening and direction finding equipment fitted on great lakes steamers. The bell was well received by members of the Lake Carriers Association and improvements were made. The original location was in a depression which limited the distance the bell could be detected and the Lake Carriers requested that it be located a half mile further from shore. On September 11, 1909, a new bell was installed at the then desired location with five thousand feet of four wire cable replacing the original one wire cable. The new cable gave the operator the ability to lift his receiver from the hook in the keeper’s residence and learn whether the bell was ringing. Minor problems with the electrical supply equipment and controller were resolved at the same time.

A January 6, 1910, letter from W. Livingstone, President of the Lake Carriers Association, to the Light House Inspector in Detroit stated: “Your communication relative to the recommendation regarding the usefulness of the electric sub-marine bell installed at DeTour and asking the views of the maritime interests as the merits of the apparatus received and contents carefully noted. In reply would say that the Lake Carriers’ Association are very strongly in favor of its being continued in operation and consider it of great importance and value to the maritime interests of the Lakes and sincerely hope and strongly advise that it be taken over by your Department.”

Apart from the underwater bell, the development of hydrophones and sonar systems for the Navy was very successful and the Submarine Signal Company prospered. What started on DeTour Reef contributed to the development of sonar – among the most important navigational and detection devices on submarines and naval surface ships. Company President H. J. W. Fay and its consultant, Reginald Fessenden (inventor and holder of more than 500 patents), are two of the five named pioneers whom the Acoustical Society of America honors in its award known as “The Pioneers of Underwater Acoustics Medal.” The Submarine Signal Company merged with Raytheon in 1946 which continues to be a major defense contractor.

Touring the DeTour Reef Light

The 2017 tour season will be opening on June 17th and the tour guides are looking forward to showing you this restored lighthouse and sharing stories of the keepers who have been assigned to the Light and what makes this Light so unique.

The 2-1/2 hour tour includes transportation out to the Light with our U.S. Coast Guard Certified Captain Ivan Gable and a guided tour through every level. Time is set aside for you to do more exploring of areas you want to see again and the tour finishes with refreshments in the gallery and dining area.

Tours will continue on Saturdays thru Labor Day Weekend. Registration and directions to the Light can be found at: <http://drlps.com/stay-or-visit/tour-the-lighthouse/>



*Tour group on an
adventure
August 2016*

Do You Want to be a Tour Guide On the DeTour Reef Light?

Did you enjoy your tour of the Light? Do you want to participate in the tour program and get to enjoy more time on the Light? Would you like to join our group of tour guides and share your love of the DeTour Reef Light? Give Ann Method Green, the Tour Chair, a call at 906-430-8169 or by email at tours@drlps.com.

2017 Precious Metal Clay Jewelry Workshop Lighthouse Keeper Program Sunday, June 25 thru Tuesday, June 27



This year, DRLPS is again offering our Jewelry Workshop on the Light. We are combining a chance to make some pure silver jewelry while enjoying the delights of beautiful sunsets and sunrises, freighters, and good friendship with your fellow participants, along with being a Lighthouse Keeper.

Last year's participants made a variety of interesting pendant pieces from molds that they created themselves. Complete details for this workshop can be found on the DRLPS web site. Go to <http://drlps.com/> Look on the tool bar under Stay or Visit and scroll down to the entry "Jewelry Workshop". Then make sure you go to the downloads for the application. We hope you will join us for a wonderful experience on the Light. Registration must be completed no later than Wednesday, May 31, 2017.



Nordic Bocce Lobbit Fund Raiser for DRLPS August 13, 2017

It will be a warm late afternoon and early evening on August 13, 2017, at Drummond Island Township Golf Course. This is the site of the first DRLPS Nordic Bocce Lobbit. Everyone is invited to attend, however it is an 'over the age of 21 event' in that adult beverages that are brought by attendees and participants may be consumed. Preregistered, 4-person teams will play Nordic Bocce in a double-elimination event. (Sponsors and advertisers are requested to participate as well). \$50 will be preregistration, through July 31st, then registration costs are doubled to \$100. After cash prizes are awarded to the winners, all profits will go directly to restoration and continuing maintenance of the DeTour Reef Light,



Those interested are asked to call either Rob & Joyce Anderson (906) 493-5369 or Joe & Chris Henne (906) 493-6639 to register. It is a "bring your own refreshments, brats and chairs" event. Grills and music will be provided by DRLPS. If you are interested in some fun and serving on the committee please let us know!

REGISTER EARLY



Evening Under the Stars 2016

Brooder House, Drummond Island Resort and Conference Center

Top (L to R) The Silent Auction Table loaded with great auction items; Daryl Ann and Ron Dawes with Hallie Wilson; Msgr Timothy Hogan and Fr. Bill Appel; Bottom, the decorating committee, Lois Bryant, Deb Bennett, Ann Almony, Chris Henne, and Jeri Baron Feltner; Joe Henne, President of DRLPS with Barbara and Frank Taylor, winners of the Sunset Cruise donated by Yacht Haven; the Lighthouse Dessert Cup; Tickets sellers, Deb Bennett, Jon Rahman, and Doug Almony

Evening Under the Stars 2016

By Joe Henne

The 2016 Evening Under the Stars was held at the Brooder House with the outdoor patio to be used for music and dancing as well as the Silent Auction. But....when the sky opened up, and we had a deluge, all the evening's events were moved indoors. We were safe and dry in the Brooder House and enjoyed excellent service and a wonderful buffet. You can tell from the pictures that it was a very successful evening with great friends, fellowship, fundraising and food!

For this year's event, the Stars Committee is working on putting together another wonderful evening of friendship and fundraising. We will once again try an evening "Under the Stars" and if there is inclement weather like last year, we will have a backup plan. Time, date and location are not yet finalized and we encourage you to go to our website at <http://drlps.com/news-events/evening-under-the-stars> for final details.

Dottie Case, a violin and cello instructor at the Stars Theatre School in Sault Sainte Marie, and friends will be providing light classical chamber music. She is certain we will be pleased with her offerings.

A silent auction will include work from local artisans, perhaps an early evening 'special cruise' of Potagannissing Bay in an historic boat, and other great items for you to bid on.

DRLPS uses all the proceeds from this evening to: " KEEP THE LIGHT ON FOR YOU". Join us and, again, check our website for final details.

Thank you so much for your continued support.



DeTour Reef Lighthouse Keepers Weekend Visit 2016

By Raymond W. Paris Sr

August 19th 2016 I returned to Detour Reef Lighthouse for the weekend keepers program along with one of my daughters, a 12 year old granddaughter and one of her teenage girl friends. I had been stationed there fifty years ago in 1966 as part of my duties in the United States Coast Guard. What a wonderful feeling it was to return and spend time going back in memories of fifty years ago.

After getting unpacked and settled in, we started the chores of the keepers program. My daughter, Angela, assigned all of us our duties as keepers (she had read the manual that was provided). We first tended to the cleaning of the deck of the structure where the sea gulls had left their deposits from the past week or two. I have some beautiful pictures of the girls getting out the pressure washer, the hose and scrub brushes, and scrubbing down the deck and preparing the lighthouse for the next day guests to arrive. Once we had spent some time on this chore, it was time to prepare supper for all of us. We took advantage of the charcoal grill and had a very enjoyable supper. We spent the evening watching many of the freighters go by, and as darkness came we moved inside and began to put a puzzle together.



Saige Figgs, Algela Paris and Delaney Williams cleaning the seagull droppings from the deck of the lighthouse.



Angela Paris, Saige Figgs and Delaney Williams working on the puzzle of Pittsburgh.

Saturday morning we arose, had breakfast, and little did we know that the deck of the lighthouse was again in need of cleaning! Once again the girls were at it hosing down and scrubbing the deck, and before long it was time for the first of the visitors to arrive for the tour of the lighthouse.

We had two groups that were brought out to visit. My granddaughter and her friend were assigned to bake the cookies for snacks in addition to selling the wares and souvenirs. Well, as things happen, the 1932 GE electric stove wouldn't bake, so we decided to try broiling the cookie dough. It wasn't long before the kitchen was full of smoke, and to see the look on these young ladies faces was so precious. The guests and tour guide were treated to juice, cheese and crackers but no cookies. We all had a good laugh. The second tour did not stay as long as scheduled due to an incoming storm.

What a storm it was! Little did we know what we were in for. The waves just kept getting larger and the wind more violent. We once again pulled out the 1000 piece puzzle of the city of Pittsburgh and spent the entire evening enjoying each other and continually looking out at the waves. I don't think any of us got a good nights sleep as the constant pounding of the waves, the wind and the shutters banging, were relentless.

Sunday morning we received a radio call from the boat captain that due to the weather he would not be able to pick us up at 1:00 pm as scheduled and that he would call us later, however, we should be prepared to stay an extra day. OH MY, this was going to be a problem as we had a flight to catch early Monday morning. We packed our bags, cleaned the interior of the lighthouse and settled down to enjoying each other's company and working on the puzzle. Hours passed and it looked dismal and we were all on edge as it seemed the darkness of the storm would not go away.

Early Sunday afternoon David Bardsley called to ask if we were prepared to stay until Monday. I stated we had a scheduled flight for Monday morning and that there wasn't another open flight until Wednesday if that one was still available. The sun never came out, however, the winds started to subside and the waves started to calm and around 6:00 pm the radio blared for Detour Reef Light. It was the boat captain stating they were on their way to pick us up.

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*Ann Green, Delaney Williams,
Angela Paris and tour guest
on the windy lighthouse deck.*

We all smiled and prepared for our departure. After shutting down the power and securing the lighthouse, the boat arrived and David climbed the ladder and inspected the lighthouse as we all climbed down to board the boat and be on our way. We circled the lighthouse for one last view, to take a few pictures as the sun finally came out, and we were on our way. One last obstacle was to catch the ferry to leave Drummond Island and be on our way to the mainland. David had called ahead, and the ferry waited for us and we all shared a sigh of relief as we drove onto the ferry.

This not only was an enjoyable return visit for me, but a weekend of four people being isolated and enjoying each other's company and sensing a little of what life was like for those who spent an entire season on this and any other lighthouse.

Again thanks David Bardsley, and all of the other volunteers at Detour Reef Lighthouse, for what they do!

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*Saige Figgs and
Delaney
Williams in front of
a big ship*

In honor of Don Ashley, Jr. USCG

**Born September 24, 1948, in Green Bay, Wisconsin
Died while serving his country on March 30, 1971**

A brief ceremony will be held in Don Ashley's honor on August 17, 2017, at the DeTour Reef Light Historical Marker at Hot Dog Stand Beach, on M134, (please check the website <http://drlps.com/> for exact times). His family is very pleased that a memorial plaque is going to be installed at DeTour Reef Light in his honor. A brief ceremony with his family present will be held on the Light when the plaque is installed. We ask everyone to honor Don Ashley, Jr. and all of his USCG mates by remembering them in your thoughts or prayers on August 17th.

As told by his brother, Michael Ashley: The winter of 1970-71 was extremely cold, producing significant ice which led to a late opening of the shipping season. The United States Coast Guard (USCG) commander was anxious to get the system 'up and running' as the weather had caused the opening to be delayed twice already. "Three coastguardsmen departed DeTour Village Harbor in a 16-foot tender with limited supplies. The ice was breaking up, but they reached their destination safely, scaled the ladder 20+ feet to the platform, and chipped the winter accumulation of ice off the entry door to the tower. They entered the structure and started the power generator to initiate another season of manning and running the DeTour Reef Light.

Don Ashley volunteered to go back to DeTour Harbor by himself for more supplies and to pick up another crewmember. On his way, the tender was caught between ice flows and capsized. Don was thrown into the water. His two fellow USCG mates heard his distress call and watched him make progress towards the lighthouse while swimming for about 20 minutes. They witnessed a large wave wash over him and Don never resurfaced. The Drummond Island Ferry answered the emergency call to no avail. A USCG helicopter was dispatched with divers, but it was judged too dangerous to search for his body at that time due to 'conditions'. Don Ashley's remains were never recovered. The date was March 30, 1971. He was 22 years old. His tour of duty with USCG began in 1969. Due to the ongoing stretch of harsh weather and significant ice conditions, there was no river traffic for the next 14 days.

Great Lakes Fleet Page Vessel Feature -- American Victory

by Jody L. Aho



The Middletown is probably the one vessel on the Great Lakes today with the most involved history, both in terms of name or ownership changes as well as other incidents the vessel has found herself a part of.

Perhaps an unlucky omen, she was launched on Halloween--October 31, 1942--as the tanker Marquette. She was built by the Bethlehem Steel Corporation's yard in Sparrows Point, Maryland as an oiler for the U.S. Navy. The vessel was commissioned, however, as the USS Neshanic (AO-71), and entered service in April 1943. During her first year, she was involved in several close encounters with both enemy submarines and air attacks on both the

Atlantic and Pacific Oceans. On June 18, 1944, her luck ran out, as she was hit with a bomb from a Japanese plane while refueling a destroyer. She tied up alongside a sister ship, the Saranac, and some of the Saranac's injured crew (she was also attacked) were treated aboard the Neshanic. The Neshanic was later repaired and was decommissioned in December, 1945.

In 1947, she was sold to the Gulf Oil Co. and renamed Gulfoil. The years to follow were much less eventful than her war years until August 7, 1958, when she collided with the tanker S. E. Graham near Newport, Rhode Island. The Graham exploded, and the Gulfoil was heavily damaged, as most of her crew perished. After the collision, the Gulfoil was taken to Baltimore, where it was determined that her engine spaces had not sustained unrepairable damage. The vessel was converted to a straight deck bulk carrier, her pilothouse and forward cabins were moved to the bow, and after lengthening and widening with the new midbody, she was purchased by the Pioneer Steamship Company and renamed Pioneer Challenger. Since the St. Lawrence Seaway was complete, she would make the trip into the lakes through the Seaway, not through the Mississippi and Illinois Rivers as other vessels had done in the past.

The Pioneer Challenger entered service on July 16, 1961. The vessel was constructed as a maximum sized Seaway carrier, 730 feet long, 75 feet wide, and 39 feet 3 inches deep. With her steam turbine plant producing 7700 horsepower, the Pioneer Challenger was capable of over 16 miles per hour under full load, and even today she is faster than most vessels on the Great Lakes. The Pioneer subsidiary of Hutchinson was disbanded at the end of 1961, however, and the vessels were sold to various other fleets. The Columbia Transportation Division of Oglebay Norton Company acquired the Pioneer Challenger and renamed her Middletown in 1962. Over the next 20 years, the vessel would follow a steady trade route, often carrying taconite pellets from the Reserve Mining Company plant in Silver Bay down to the Torco dock in Toledo. It was and remains a common trade route for the vessels in the Oglebay Norton fleet, although the Middletown would make visits to other loading and unloading ports. As the steel industry and shipping on the Great Lakes entered a downturn in 1982, the Middletown received what was certainly the reprieve which kept her from a premature end to her Great Lakes career. The Middletown was converted to a self-unloader at Bay Shipbuilding Company in Sturgeon Bay, and this not only cut down her unloading time but also allowed her more flexibility in ports she can visit as well as being profitable in different types of cargoes. Because of the hull design of the vessel, including the old saltwater tanker parts, the deck apparatus of the Middletown's self-unloading system was built to a lower profile than Bay Shipbuilding Company's other conversions of the era and much lower than the Fraser Shipyard's conversions.

The vessel began carrying a greater number of coal cargoes, and on one of those trips, disaster again struck the ship. On September 15, 1986, while on her way to Port Washington, Wisconsin, some methane gas (which can be a by-product of coal) had gathered and ignited in her boiler room, causing an explosion. The vessel raced into port in an effort to treat injured crewmembers quickly. After this incident, all Great Lakes vessels have been taking regular readings of gases in the cargo holds while carrying coal, in an effort to prevent a similar build-up of dangerous, invisible gases.

The 1990 season saw the Middletown involved in a pair of notable events exactly one month apart. On April 19, 1990, the Middletown took on the first cargo at the reactivated Silver Bay plant, which had closed in 1986 and was reopened by Cyprus Minerals. A month later, on May 19, the Middletown was being towed out of Fraser Shipyards in Superior by the tug New Jersey. In strong winds, the tug went aground, and was later pulled off by the tug Minnesota, undamaged. The Middletown was also undamaged in this incident.

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Throughout the 1990s, the Middletown has been following her own three-leg trade pattern for Oglebay Norton Company. A typical trip starts at the Northshore Mining dock in Silver Bay (now managed by Cleveland-Cliffs) to load pellets. The pellets are taken to the Pinney Dock in Ashtabula to be unloaded, and the Middletown usually shifts over to the coal dock. The vessel then takes on a coal cargo, usually for Milwaukee Bulk Terminal, but sometimes for Port Washington. After unloading on Lake Michigan, the vessel returns to Silver Bay empty. The vessel will make occasional departures from this route, including loads of iron ore at Duluth or Taconite Harbor, unloading ore in Toledo, and even some coal loads out of Superior Midwest Energy Terminal. It seems ironic that, while the Middletown has had such an unusual and varied career both on the oceans and on the Lakes, she is actually close to average for a Great Lakes vessel in several aspects, including years of service on the Lakes (36) and her size. This vessel has survived numerous mishaps during both her ocean and Lakes careers, and hopefully the trend of several recent incident-free years will continue for the Middletown.

On June 6, 2006 in a joint announcement made with American Steamship Co. of Williamsville, NY, Oglebay Norton Co. announced the sale of the Middletown and five of her fleetmates to American Steamship Co. (ASC) for \$120 million. With the sale came a new name: American Victory. The other vessels going to ASC were the Armco, Columbia Star, Courtney Burton, Fred R. White Jr. and Oglebay Norton.

Once again I have found an informative article taken from the Great Lakes Fleet Page Vessel Feature online about one of the freighters I saw while on the DeTour Reef Light. I only wish I had known more about them when I saw them passing. What a wonderful maritime history of ships we Michiganders have! Joan Meyer

Reflections from a Repeat Keeper of DeTour Reef Light

Karen Coté has been a volunteer keeper of DeTour Reef Light at least eight times and brings her woman friends with her. Here she reflects about her many nights and days on “her lighthouse.”

“I have been to many places across this country, and even to a few other countries. But there is one place I keep returning to summer after summer. The DeTour Reef Lighthouse has become a welcome respite for me. The keeper's program allows me and a few others to spend an entire weekend out on the lighthouse, living somewhat like keepers of yesteryear, but with a lot less work! Calling the lighthouse home for a few days makes me feel like I belong there. I awake to beautiful sunrises, and relax in the evening watching the glorious colors as the sun sinks into the horizon. Throughout the day, I can explore the history of the Light, watch freighters go by, take a refreshing dip in the lake, or just relax in the sun and read a good book. Experiencing storms while at the Light are like experiencing storms nowhere else. You can see lightening striking in all directions. I've even watched a water spout! Rainy days are great for doing puzzles or cooking yummy meals in the 1930's oven. One day a weekend we usually have a tour or two visit. Then we get to play host and help show off the beautiful structure that has been serving the DeTour area for so long. If you're interested in a unique experience, consider being a Lighthouse Keeper, or at least a visit to the DeTour Reef Lighthouse. *“We'll keep the Light on for you.”*



Michelle Homm, Ida Jane Benke, Theresa Thomas, and Karen Coté leaving after their keeper's weekend.

26 Foot Cabin Cruiser donated to DRLPS by Dixon Gerber



A 1988 Four Winns 267 Quest 26 Foot Cabin Cruiser, with Outboard Marine Corporation 4-V 5.7L 260hp gasoline engine was donated to the DRLPS. This boat has a swim platform, pulpit, refrigerator, sink, VHF marine radio, fish finder. V-berth upholstery redone in 2016, Shorelander tandem axle trailer and Comprehensive marine survey available on request. The survey appraised value is \$8,000 and estimated replacement value [new] at \$52,100. All offers considered. Currently in heated

storage at Drummond Island Yacht Haven. If interested, please call 906-493-6609 or email drlps@drlps.com.

Inside or Out, Being A Keeper of DeTour Reef Light is a Low Stress Experience



*Bob and Emily McSweeney,
Roger and Nancy Scales and
Justin and Sandra Straksis
making lighthouse tending look
relaxing!*



A fill-in application to be a keeper of DeTour Reef light can be downloaded from www.drlps.com Email Keepers@DRLPS.com or call 906-493-6609 for information. Your contribution is \$200 per person for DRLPS members (\$220 for non-members – membership at \$30 includes all in family) for the Friday through Sunday program. Keeper positions are available as indicated below. Extra nights are available at half price. In order to make the experience affordable for families, minors are accommodated at a 50% discount. The Lighthouse can accommodate six. Singles and couples will be paired with other applicants. It is a magical family experience. In the words of 13 year old Emily Olender “Not many people get to say they actually stayed a few days on a lighthouse but I’m so glad my family and I got to do this truly amazing thing... This was one of the best vacation experiences I’ve ever had. I hope someday my family and I can experience this once again truly amazing thing! This is a place I will never forget.” [DRLPS Keepers Log Book entry].

Open keeper positions for 2017:

June 23-25 (four)

July 14-16 (four)

Aug 11-13 (four)

June 30-July 2 (four)

August 4-6 (six)

Aug 18-20 (six)

Thank You to Our Great DRLPS Committees

By Joe Henne

Committee members and directors of DeTour Reef Light Preservation Society (DRLPS) often field questions, are asked to be interviewed by the media, or to participate in various conferences held regionally. I would like to share a recent interchange between a potential member and an excellent, longstanding member who has given an extraordinary amount of time and talent to DRLPS.



On 08/16/16 Stephanie emailed: "Hi there, I would like to buy a family membership and I am wondering if it will cover six of our kids, my mom, my husband and myself?" On 8/17/16 Paula Bardsley emailed her reply:

Hi Stephanie --

Our family memberships cover all members of the family at the same address, so if your mom lives with you (or can receive mail at your address), it would cover all of you. We would love to have you as members of DeTour Reef Light Preservation Society. Just go to our website, www.drlps.com, under the 'Get Involved' tab select 'Become a Member' (<http://drlps.com/get-involved/become-a-member/>), download a membership application, and mail it in to us at PO Box 307, Drummond Island, MI 49726. Be sure to list all family members to be included in your membership. Thank you for your interest in DRLPS. Paula, DRLPS Membership Chairperson

Long story, made short: Stephanie and her family will become members of DRLPS in the near future I am sure Paula offered a free month or two of 2016 and all of 2017. I am excited to welcome Stephanie and family 'aboard' as well! Please follow Paula's: "just go to the website" advice. We have plenty of room for you on most of our committees!

Why not join Stephanie and join DRLPS now!

Mark Your Calendars

Lighthouse Tours

(Maximum 6 people per tour)
Saturday

June 17
June 24
July 1
July 8
July 15
July 22
July 29
August 5
August 12
August 19
August 26
September 2

Tour information:
Ann Method Green
906-430-8169

Email: tours@drlps.com

Evening Under the Stars

Date & Location: TBD—check website

for further information:

<http://drlps.com/news-events/evening-under-the-stars>

Nordic Bocce

Drummond Island Township Golf
August 13, 2017



Light Keeper Weekends

(Maximum 6 people per weekend)
Friday thru Sunday

June 16 –June 18
June 23 –June 25
June 30 –July 2
July 7 –July 9
July 14 –July 16
July 21 –July 23
July 28 –July 30
August 4 –August 6
August 11 –August 13
August 18 –August 20
August 25 –August 27
September 1–September 3

Keeper information:

Dave Bardsley
906-493-6609

Email: keepers@drlps.com

Jewelry Workshop

June 25-27
(Sunday-Tuesday)
Information:
Hallie Wilson
989-430-5266
Email:
HWilson@drlps.com

Photography Workshop

July 16-18
(Sunday-Tuesday)
Information:
Julie Covert
906-430-5854
Email:
Julie@JulieMCovert.com

Don Ashley Memorial Plaque Presentation

DeTour Reef Light Historical Marker
Hot Dog Stand Beach (M134)
August 17, 2017



1998 DRLPS Ornament Finds a New Home

By Paula Bardsley

In our last *Passages*, I announced a silent auction for one of the limited edition etched glass DRLPS Christmas ornaments from the first year of the Society, 1998, which had been donated back to the DRLPS by long-time Drummond Island resident, Dorothy Hennig. I am very happy to report that there were multiple bids for this ornament, and the winner happened to be our newsletter editor, Joan Meyer, who donated \$333 to the Society in exchange for this ornament. Thank you, Joan. For those of you who bid this time and didn't win, we'll keep you posted if another of these very special ornaments finds its way back to the Society.



25% Off On ALL DRLPS LOGO WEAR

Sizes and Colors are Limited

	Item	Price	Sale Price
	<p>Denim Shirts ***See additional savings below***</p>	<p>\$39</p>	<p>\$29.25</p>
	<p>Crew Sweat Shirts</p>	<p>\$28</p>	<p>\$21.00</p>
	<p>Zippered Hoodies</p>	<p>\$35</p>	<p>\$26.25</p>
	<p>Women's Fleece Vests</p>	<p>\$38</p>	<p>\$28.50</p>
	<p>Polo Shirts</p>	<p>\$32</p>	<p>\$24.00</p>
	<p>Crew Neck Tees</p>	<p>\$20</p>	<p>\$15.00</p>

*******Additional Savings*******

**50% Off Small and Medium Denim Shirts With DRLPS Logo
\$19.50**

Shop our DRLPS clothing sale and get terrific deals on great logo wear for men and women. Styles, sizes, colors and quantities are limited for a complete list of currently available clothing and an order form go to:

www.DRLPS.com and click on Store

Any questions?

269-291-0950 or Memorabilia@drlps.com

Photography Workshop on the DeTour Reef Light

Sunday, July 16 thru Tuesday July 18



Could there be a neater place to shoot pictures than from a lighthouse? Spend two nights and three days on the DeTour Reef Lighthouse and hone your photography skills. The instructor, Julie Covert, has designed the workshop for beginning to intermediate photographers using their own cameras.

During this workshop the learning doesn't stop at the end of the lecture. Lots of time will be available to practice the techniques discussed during the workshop.

Julie Covert is an award winning and published photographer who lives on Drummond Island, MI. Her award winning photography coffee table book "Art of Winter" has received rave reviews.

More information is available at www.DRLPS.com click on Stay or Visit and click on Photography Workshop. Julie can be reached at Julie@JulieMCovert.com or 906-430-5854.

DETOUR REEF LIGHT PRESERVATION SOCIETY

PO Box 307

Drummond Island MI 49726

www.DRLPS.com

Email: DRLPS@drmps.com

President: Joe Henne, DRLPS@drmps.com

Vice President: Open VP@drmps.com

Treasurer: David Bardsley, Treasurer@drmps.com

Secretary: Hallie Wilson, Secretary@drmps.com

Directors: Charles Feltner, Ann Method Green, Michael Horton,
Brian Nettleton, Russ Norris

Founding Director Emerita: Jeri Baron Feltner

Director Emeritus: Clifton Haley

Honorary Director: James S. Woodward

Public Relations: Joe Henne, PR@drmps.com

Keeper Program: David Bardsley and Mike Horton, Keepers@drmps.com

Tours: Ann Method Green, Tours@drmps.com

Membership: Paula P. Bardsley, Membership@drmps.com

Stars Event: Chris Henne, StarsEvent@drmps.com

Passages Editor: Joan Meyer, Newsletter@drmps.com

Preservation: Brian Nettleton, Preservation@drmps.com

Memorabilia: Candis Collick, Memorabilia@drmps.com

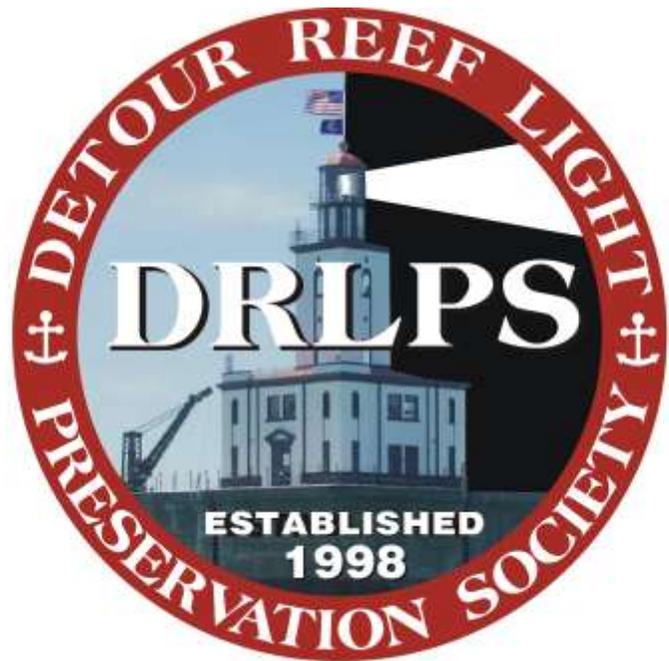
Sponsor A Step: Jeri Baron Feltner, JeriBaron@drmps.com

Webmasters: Matt Sawyer and Ann Method Green, Webmaster@drmps.com

Boat Captain: Ivan Gable, Sturgeon Bay Charters, fishingivan@yahoo.com

Legal Matters: Clifton E. Hailey, LegalMatters@drmps.com

Accounting: Dawn Gibbons, dgibbons@alphacom.net



DRLPS MEMBERSHIP:

\$30 Basic, \$50 Patron, \$100 Keeper, \$500 Lifetime, \$1000 Grand Keeper.

All memberships include the family.

www.DRLPS.com * Membership@drmps.com * 906-493-6609
or write DRLPS, PO Box 307, Drummond Island MI 49726

DeTour Reef Lighthouse Preservation Society

DRLPS is a volunteer nonprofit 501(c)(3) organization established in 1998 to restore and preserve the DeTour Reef Light. Donations are welcomed and are tax-deductible (EIN 38-3387252, MICS 27001).

The Light was automated in 1974. In 1997, the lighthouse was declared surplus property by the U. S. Coast Guard **due to sophisticated navigational systems aboard ships, and the Coast Guard's not having the funding to care for the structure** in accordance with historic preservation guidelines. In January 1998, local citizens joined together to save the Light.

The lighthouse was built in 1931, and proudly stands guard a mile offshore in northern Lake Huron at the far eastern end of Michigan's Upper Peninsula. **The structure rises 83 feet above the water and marks a dangerous reef to help guide ship traffic from and to Lake Huron and Lake Superior via the strategic St. Mary's River.**

The DRLPS received the 2005 Governor's Award for excellence in historic preservation, and the Superior Award in 2006 from the Historical Society of Michigan. The DeTour Reef Light is listed on the National Register of Historic Places. In 2010 the DRLPS was designated a Preserve America Steward by First Lady Michelle Obama.

PURPOSE: the purpose of DeTour Reef Light Preservation Society is to establish, support and promote efforts in the preservation and restoration of the DeTour Reef Light; to achieve the safe keeping of the building, artifacts and records; to educate and inform the public on lighthouse history; to enhance public awareness of the value this lighthouse and its keepers brought to our nation's development; to make the DeTour Reef Light a premier tourist attraction in Michigan's Upper Peninsula as the best example of a faithfully restored offshore lighthouse in the Nation; to provide the public safe access to the lighthouse; to raise awareness about the importance of volunteers in maintaining and preserving the DeTour Reef Light and the DRLPS for generations to come.

PASSAGES is the official publication of the DRLPS. Statements and opinions appearing herein are those of the author and do not necessarily represent the official position of DRLPS, its officers or members. The editor reserves the right to edit all material for publication and to publish material which is felt to be in the best interest of the DRLPS. Permission is granted to reprint, providing credit will be given to the author, DRLPS, and provided that copyright is not involved, return copy of the article when published would be appreciated. To submit comments and/or articles to the Editor, email newsletter@drmps.com or send by mail to: DRLPS, PO Box 307, Drummond Island, MI 49726

Your input for the future issues of *Passages* would be appreciated. Thank you!