



PASSAGES



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

Issue 25

We'll Keep the Light on for You!

Spring 2012

Lighthouse Keeping

Family Travel Beyond the Ordinary at the DeTour Reef Light

New for 2012

The Weekend Light Keeper program is looking for parents and children to be Family Lighthouse Keepers. Children under 18, accompanied by their parents, will receive a 50% discount.

The DeTour Reef Light Preservation Society's Keeper's Program is a wonderful, unique opportunity to experience life as a lighthouse keeper on a 1931 offshore historic lighthouse, enjoy the magnificent views of beautiful scenery and freighters coming to and from Lake Huron at the mouth of the St. Mary's River, and to contribute to preservation of one of Michigan's magnificent maritime monuments. Approximately 20 ships plus many more pleasure craft pass close by the lighthouse every day. Sunrises and sunsets are spectacular! DeTour Reef Light is the only offshore light that offers a volunteer lighthouse keeper program and has the only operational F2T foghorn on the Great Lakes.



The living quarters are furnished similar to the period of Coast Guard manning, which was terminated in 1974 when DeTour Reef Light was automated. **The keeper's room has a double bed, and two bunk beds are provided in the assistants' room. A fully functional 1931 GE Hotpoint electric range with oven and warming drawer, an electric refrigerator, coffee maker, toaster and microwave oven are provided in the galley. The office includes a fully restored 1930's roll top desk, a marine radio, and a glass front bookcase.** The bath has a modern toilet, bathtub and shower. Unlike the manned period, water is sterilized with a filtration and UV purification system and sewage is treated with a sophisticated marine sanitation system.



The DeTour Reef Lighthouse Keeper program is popular with both lighthouse lovers and boat watchers and provides significant free time away from lighthouse work and tour duties. Keepers will be in residence at the lighthouse Friday through afternoon Sunday, perform cleaning and light maintenance tasks, greet visitors and assist with tours of the lighthouse, keep a log and prepare their own meals. Keepers must be in good physical condition, capable of making multiple trips up and down the vertical 20-foot pier ladders and to the top of the lighthouse.

The Light is open from mid-June through August with up to 6 people per weekend. The program charge per person is \$220 for non-members or \$200 for DRLPS members. The cost for children under 18, accompanied by their parents, is discounted 50%. Memberships are available at \$30 (which includes all family members). A few spaces are available for this summer, and we are accepting reservations for 2013. For more information on the program, go on-line to www.DRLPS.COM or call 906-493-6609.



2011 DRLPS
Adventures —
Here comes the
summer of
2012!

Will you be there?

- Stars
- Father's Day St. Mary's River Cruise
- Lighthouse tours
- Weekend Keepers



Building the crib for the DeTour Reef Light by John Covell

Sometime during the late 1920s, the Lighthouse Service determined that the lighthouse at DeTour Point would need to be replaced with an off-shore facility. The St. Mary's River is the only shipping link between northern Lake Huron and Lake Superior, and the DeTour Reef lurks only 21 feet below the surface, a hazard for all St. Mary's traffic. At the time, accurate navigation around the reef was not possible, and so the new lighthouse would be located on the reef itself, almost a mile from the nearest land. Here it would serve to guide ships in upper Lake Huron to the mouth of the St. Mary's and the DeTour Passage. General foreman for the project was to be John Sellman. Sellman had been working for the Lighthouse Service since 1909, and had been in charge of the Stannard Rock and Martin Reef projects, and he had an experienced crew available. The new light on DeTour Reef was to be anchored on the reef itself, using an underwater structure called a crib.



The finished crib at Watson's Coal Dock

The crib for the new lighthouse was to be similar to the crib built for the lighthouse on Martin Reef. For purposes of clarification, the term "crib" applies to a wooden lattice work structure used as a containment for the concrete massive, supporting the pier upon which the lighthouse would be built. The crib would be built at Watson's Coal Dock, a site just north of the present day DeTour Marina. When finished, it would be floated out to the reef and sunk into place. Here a concrete pier would be built upon it, and upon the pier, the lighthouse. In service since 1931, DeTour Reef Light still stands today, a monument to the men who designed and built it. This is a short story of the building of the crib that supports DeTour Reef Light.

Before we describe what the crib was to be, we need to note what it wasn't. There are several misnomers in current usage today. An example might be the practice of confusing the word "cement" with the word "concrete". "Concrete" is a word that describes a mixture of sand, gravel and water, bonded together by "cement", a heavy grey-colored powder. When the cement takes up the water in the mixture, it once again becomes hard, like the rock from which it was made. Another point of confusion is the practice of using



Floating the crib out to DeTour Reef

the terms "caisson" and "crib" synonymously. To simplify matters, a caisson or coffer dam, is a structure used to provide a relatively dry work area below water level. Once firmly in place, the water is pumped out, leaving an empty space. Here such things as bridge piers may be erected, and then anchored in concrete. A crib, on the other hand, although water tight, is not pumped out. Concrete is placed by means of the tremie method. The mix is delivered by large sealed tubes or pipes, to the underwater surface of a reef, lake, or river bottom, displacing the water as it fills the prepared chambers of the crib. This system is ideal for constructing smaller structures, such as a lighthouse pier. The crib can be built off-site, floated to the site and sunk into place. The method is very cost-effective, an important consideration in the 1930s.

No one really had any idea that what they were undertaking in 1930 was to become an historic monument, after an extensive restoration, some 74 years later. There was no diary of events kept during the

(Crib continued on page 5)

(Crib continued from page 4)

construction that we know of. The restoration committee had the architectural drawings and some fine photographs showing various stages of development, but what was lacking was a step-by-step schedule or plan by which the crib was put together. Also, the restoration effort was confined to that part of the lighthouse that was above water level. Only part of the steel plating of the crib is visible today. The restored lighthouse was to be opened for guided visitors, but there was little that could be done to show visitors just how the lighthouse was supported on a reef, almost a mile from the nearest land. It was decided that what was needed was a model that could be displayed for our visitors.

The idea of a scale model was the brain child of Dr. Chuck Feltner, historian for the DeTour Reef Light Preservation Society. While looking for someone to do the actual work of building the model, this author stumbled in and took the bait. It was a task that looked straight forward enough, once I had studied the plans and photos. Model builders can often buy kits that include all the necessary materials, and plans containing specific instructions for assembling the model. Lacking an instruction manual, I decided that the best way to accomplish my task would be to adopt the same set of procedures used by the workers who built the actual crib, back in 1930. But, where to start? At the bottom, of course, but how? A lot of study and research followed. Consultations with Dr. Feltner produced some answers, but also led to more unanswered questions. We both agreed that the best we could do would be to proceed on a plan of reasonable assumptions. As it turned out, we found out that we were right on the mark, but more on that later.



Setting up the crib model in the basement of the DeTour Reef Light

The real crib was basically a lattice work of heavy Douglas Fir timbers, 60 feet long and one foot in cross section. Such timbers do not exist in nature, so plans were made to join them together using bolted scarf joints. The ends of the timbers were dove tailed into the outer walls of the crib, also made of the same materials. The outer walls were caulked and water-proofed. Reinforcing the dovetail joints were vertical steel angles, bolted into place, and rising about 21 feet above the bottom of the crib. The interlocking timbers formed a network of contiguous chambers, each about 10 feet square and 20 feet tall. The 16 inner chambers were isolated from the outer chambers by a wooden plank wall. Below the inner chambers, a heavy wooden floor provided a means of containing the rock ballast that was to secure the crib to the reef, while the pouring of the concrete fill was underway.

We knew that the crib was assembled in the water, but we had to discount the idea that it began there. In the drawings, bolts were called for, fastening the first two tiers of timbers together, and it was therefore logical to think that some primary assembling began on land, while final assembly took place afloat in the water. As it turned out, our assumptions were correct, but verifications of that came later after our model was finished. Logic also told us that the flooring would, of necessity, be installed as one of the very first steps in construction. Gradually the picture of how things were done in 1930 was formed. Once the entire wooden works was completed, it would be crowned with half-inch steel plating, eight and a half feet tall. This was to protect the upper part of the crib from ice damage during the winter months.

This, then, would be the crib under DeTour Reef Light. Noteworthy were the four spud timbers which served as a set of retractable table legs. These could be lowered down to the surface of the reef, keeping the crib in a fixed location until enough rock ballast could be placed to secure the crib to the reef. The reef

(Crib continued on page 6)

(Crib continued from page 5)

itself was a sunken rocky promontory. It had been leveled as much as possible by hard-hat divers, providing a 75 foot square bed for the crib. Once the crib was filled with ballast and concrete, tremie tubes were used to pump concrete into the space below the floor of the crib. This was a point of interest, as tremie tubes were not evident in the Martin Reef crib.

When the model was almost complete, a most remarkable book came to light. This book was the work of John J. Sellman. Mr. Sellman was a lad of ten years when his father was the chief engineer on the Martin Reef Light project. Young John J. joined his father each day on the job, and his recollections of those days spawned the basis for his book. More importantly, Mr. Sellman included photographs of the Martin Reef Crib, in the early stages of construction, and it was these photos that confirmed that our assumptions about the work at DeTour Reef were correct. One of the most striking of these photos shows the tender MARIGOLD, or possibly ASPEN, in the act of towing the infant crib from the skid way, where it began its existence. We knew then that the same procedure must have been in use at Watson's Coal Dock, where the DeTour Reef Light crib was born. Provided with this information, we can now offer our visitors and weekend keepers on DeTour Reef Light a much more complete picture of the crib beneath our lighthouse.

The photo shows the mechanisms used to lower the spud timbers, the five tremie tubes and the framed enclosure that would house the water well casing. Shortly after this photo was taken in July of 1930, the crib would be towed to its home on the reef. After being permanently secured on the reef, it would spend the winter there. In the spring of 1931, workers would arrive to complete the foundation and super structure of the lighthouse. DeTour Reef Light went into service in November of that year; where it has guarded the entrance to the DeTour Passage ever since.

Are You a Member?

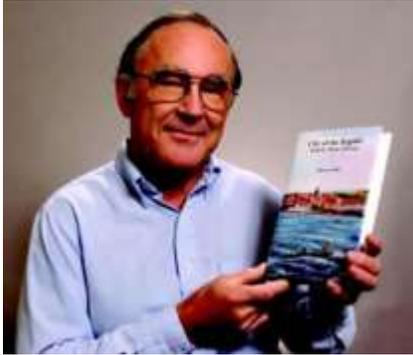
You are receiving the DeTour Reef Light Preservation Society Passages newsletter because either: a) you are a member, b) you have been a member in the past, c) you have participated in a DRLPS activity, d) you have expressed an interest in DeTour Reef Light, or e) you are an organization or publication interested in lighthouses. Once you are on our Passages distribution list, we keep you on the list unless you request that we remove you or we are unable to deliver your copy to you. This is not changing. However, if you are not a current member, we would love to have you consider joining DRLPS so that we can count you as one of our supporters. Membership is not required for participation in any of our activities, but we do offer members a \$20 per person discount on our Tours and Keeper Weekends. We also occasionally have special offers or events where members get preferential treatment. All family members who reside at the same address are included in a membership. DRLPS is a 501-c3 organization, and membership dues are tax deductible. Our membership year runs from November through October, but of course, you can join at any time.

There are five levels of membership, the first three are annual memberships, the last two are lifetime:

Basic	\$30	Includes membership card(s), collector postcard, DRLPS newsletter Passages and \$20 discount on all Lighthouse Tours & Keeper Programs.
Patron	\$50	Same as above plus a 5x7 black & white 1931 photo of the Lighthouse.
Keeper	\$100	Same as above plus an 8x10 color photo of the Lighthouse.
Lifetime	\$500	Same as above plus your name inscribed on a plaque at the Lighthouse.
Grand Keeper	\$1,000	Same as above plus a personalized engraved plaque.

To become a member, go to our website, www.drlps.com, click on "Become a Member" under the "Get Involved" tab, download a Membership Application form, fill it in, and send it to us. Or you can simply send an email to membership@drlps.com, indicating that you would like to become a member, and we will send you an application form, or give us a call at 906-493-6609.

Bernie Arbic Guest Narrator on the Father's Day Cruise



Bernie Arbic, author of City of the Rapids – Sault Ste. Marie's Heritage, will be participating in the narration of the Father's Day River Cruise. The book takes its title from the Rapids of St. Mary, which Sault Ste. Marie faces on the St. Mary's River. The rapids mark a 22-foot drop between Lake Superior to the north and the lower Great Lakes to the south. Today, locks that let shipping pass between the Lakes and gates that regulate Lake Superior's level have reshaped the rapids. His narration promises to be a highlight of the Cruise. Join him for a great day on the water, circling the DeTour Reef Light and locking through the Soo Locks.

**It's Spring and that only means one thing:
It's time for the 2012 list of
DRLPS activities!**

It's time again, time to start planning your summer activities. Here's a list of the things lined up for the DeTour Reef Light this year.

15th Annual Father's Day Cruise—Sunday June 17th

For Cruise information contact:
Anne Stafford at 906-297-6051 or email rivercruise@drlps.com

13th Annual Evening Under the Stars on Friday, July 6th

For Evening Under the Stars information contact:
Jeri Baron Feltner (313) 268-6846 or email starsevent@drlps.com

Lighthouse Tours in June, July, and August

Saturday June 16	Saturday July 7	Saturday August 4
Saturday June 23	Saturday July 14	Sunday August 12
Saturday June 30	Saturday July 21	Saturday August 18
	Saturday July 28	Saturday August 25

For Tour information contact:
John and Sunny Covell by email: tours@drlps.com or by phone:
616-874-9458 (winter) or 906-493-5648 (June thru September)

Light Keeper Weekends in June, July, and August Limited spaces available, please call for availability.

For Keeper information contact:
Dave Bardsley at 906-493-6609 or email keepers@drlps.com

Receive *Passages* Digitally

We are now offering you the opportunity to receive your current issue of *Passages* by email. The advantages for you are:

- 1) You will get your copy as soon as it is ready for the printer – no need to wait for printing, folding, addressing and mailing;
- 2) Your copy will be in full color, which you can either print or save on your computer;
- 3) Your copy will not be lost in the mail because you were traveling or at a different address when it arrived. It will come to your computer to download wherever you are and whenever you wish; and
- 4) It will save the Society printing and postage costs. Each copy of *Passages* costs DRLPS approximately fifty cents to print and mail, plus the volunteer time to prepare them for mailing.

In order to receive your copy of *Passages* by email, just simply send an email note to membership@drlps.com requesting *Passages* by Email, and we will put you on the *Passages* email distribution list. Please note if the email address you would like the newsletter sent to is different from the one in your email message. It will be distributed in a PDF format, which requires that you have Acrobat Reader software on your computer. We will include the instructions for downloading this free software **if you don't already have it. It would be helpful but not necessary if you have a high-speed internet connection**, since the files will be in the 1-2 megabyte size range. Dial-up will work, but it will take a while to accomplish the download.

Just let us know if you would like the email option, and your next issue of *Passages* will be delivered to your computer.

YOOPERS ON THE LIGHTHOUSE

More Notes from a Lighthouse Tour guide



This was it. The last weekend of 2011 for the lighthouse keepers was upon us. It was also the last weekend of tours. I had two tours booked back to back for Saturday, August the 27th. That had not happened all summer! In fact, I had to refuse tours for that Saturday. There were three weekends that I had NO tours, but suddenly everybody wanted to see the lighthouse August the 27th!

Dave Bardsley, chair of the Keeper program, had only two people scheduled to be caretakers of the DeTour Reef Lighthouse from Friday August the 26 to Sunday the 28th. On several weekends, we had folks out there who had been keepers during previous summers. The summer of 2011 saw a gal who could chalk this up as being her third stint at being a weekend keeper. Rumor has it, she is already counting on making next year her fourth.

Sometimes keepers spring from a tour they had been on before, and want to go for the whole weekend. This last weekend of August there was a married couple who had never been out to or onto this lighthouse. Four is the ideal number of keepers Dave likes to book, and six is the max the DeTour Reef Light can accommodate comfortably.

There are lots of responsibilities that are included with the duties of the weekend lighthouse keepers. Making sure the deck is clear of any bird leavings and general "light" housekeeping before tours arrive, and assisting with getting tour participants safely up and down the ladder to the pier deck are the main ones. Then there is the much coveted task of chocolate-chip cookie preparation for the tours. All this would be a bit much to ask of only two souls. You can tell where this is going. Yep. John and I did it again.

"Hello, David? Do you suppose this couple would mind if two folks they had never met before, could join them on their keeper weekend? "Won't know till you ask," he said. Keep in mind this was a last minute decision on our part. This was the Wednesday before the weekend in question. Dave told me their names, and that they lived in Wetmore.

Wetmore? That is in the deep heart of the U.P. My dad was born and raised in Brimley, and grew up in Munising. Munising is just down the hill from Wetmore! He and mom raised their family way below the bridge. When retirement time came, did my parents go someplace warm like normal senior citizens? Heck no. They went back to Munising, and were us kids ever glad they did! Dad was a proud Yooper. That is the modern nickname used as a term of greatest affection for a most remarkable group of people. It's all about SISU, but if you are not a Finn, you wouldn't understand. John and I took many long drives to the bridge and hung a left to head west. When we got to Wetmore, sometimes we would put the vehicle in neutral and coast almost all the way down the hill into the Munising city limits. Later years when we were flying to the U.P., we would buzz my folk's house near Munising Bay. They would get in their car and drive up the hill to Wetmore Airport. I use that word loosely. The airport consisted of a small cabin-like structure that was sometimes manned, but most of the time, not. It was on a bumpy grass strip, but it was a long bumpy grass strip.

Anyhow, I made the call to Kent and Mary Jo. I did not want to mess up their plans if they really had their hearts set on having the lighthouse all to themselves....which is pretty cool after all. Mary Jo said Kent wasn't home, but she was sure he would not mind, and besides, she said they had plenty of food for 4 people.

(Yoopers continued on page 9)

(Yoopers continued from page 8)

Sure glad I called when I did. Their plan was to depart for Drummond the next day, which was Thursday, stay overnight on the island, and meet Dave at the D.I. Museum for the lighthouse orientation. She kind of perked up when I told her we were the tour guides. At that point I think she was thinking...oh good.....somebody who knows the place! By the time our conversation was ended, the both of us were looking forward to the days ahead. The weekend turned out to be one of the best of the summer for a number of reasons.

The first reason was....**the weather**. It was absolutely perfect. Blue skies and sunshine with just enough clouds to make for gorgeous sunsets, and spooky fog rolling in for the dawns. Temperatures not too warm, not too cold. We were all hoping for a good storm, but it was not to be. Last year, I bet there was a storm almost every weekend. The keepers were always talking about Mother Nature's light shows and thunder that shook the lighthouse. Friday night we had a mini storm...sort of. A couple rolls of thunder, and maybe one or two lightning flashes. There must have been enough rain to make the pier deck glisten. It was almost shining except for a small area on the northeast corner of the lighthouse, opposite of the crane. Evidence was left behind from what must have been a deaf seagull, 'cause the Bird Ex was working perfectly, and this guy was not bothered.

The second reason was....the food. As it happens, both of our husbands like to cook. We are very lucky ladies. Friday night was pie night. Kent created a Greek 5-cheese pizza. We had never had that before, in fact, we had never heard of it. Delicious! My husband has wanted to try a pumpkin pie on the lighthouse. He brought all the ingredients with us, and voila...he did it. No alamide, but you can't have everything. Friday night was pie night. There was a sunset we couldn't miss that happened in between the wine with dinner and dessert. Saturday night Kent came up with another fantastic meal of Fettuccini Alfredo, also done to perfection. Yes, more wine. Recipes were exchanged, and I can't wait till my husband, the cook, does Kent's 5-cheese pizza! Breakfasts were by the Covell's. Scrambled eggs and bacon.....Mary Jo had the bacon. Sunday was buttermilk pancakes and sausages. Mary Jo had some blue berries that we added to the pancakes. Life CAN BE good.

The third reason wasthe water traffic. We had everything. Small fishing boats in the early morning fog I mentioned earlier, huge ships and almost every variety of water transportation you can think of. Lots of sail boats, a couple tall ships, fancy yachts, and even the Paul Tragertha made an appearance. We sounded OUR F2T foghorn...the only operational one in existence when she passed by, but no response. We have been waiting all summer for a ship to answer us back. I was beginning to wonder if maybe there was an unwritten Maritime law that said, "THOU SHALT NOT RESPOND TO ANY LIGHTHOUSES". A pontoon boat approached slowly, so being the tour guide that I am, I figured they just might want to see the inside. I waved, they waved back. Then somebody in the boat said "Sunny?" My goodness. There I was on the pier deck of the lighthouse, at the mouth of the St. Mary's River, and I am chatting with folks we may see once a year when they come for a visit to the island! I asked if they wanted to hear the foghorn. One of the kids in the boat said..."NO!" and covered his ears. He was out voted. Kent and John were in the office, and one of them pushed the button. Almost blew the pontoon and its passengers out of the water. Then there was the flotilla of four boats that came charging out of Whitney Bay. Their target was obviously the DeTour Reef Light. "How long have you been living there?" they asked when they slowed their engines down. "How are the neighbors?" They got the foghorn too, and I think we made their day. Applause, and cheers went up from all four boats. The ultimate though, was when a slow moving graceful huge ship came from the north, down bound to the lower Great Lakes. It was the Stuart Cort. Somebody said it was the Stuart A. John thought it was the Stuart B., but the book only listed the Stuart J.

Cort.....Regardless, this time, Mary Jo and I were on the pier deck. Binoculars and cameras at the ready, we held our breath, and plugged our ears. Usually when the fog horn sounds, it echoes over the water for 10 seconds at least. This time.....we got a response. At last! We must have been quite the sight! Two crazy women hugging and jumping up and down, and waving! Anyhow, Mary Jo is quite ship savvy, and has been on a few of these monsters with her dad. The salute we got was one long and two shorts. We checked the book, Ships and Lights, which was in the office of the lighthouse. Holy waugh!...as they say in the U.P. We didn't get just ANY salute. We got a Master Salute!

(Yoopers continued on page 10)



(Yoopers continued from page 9)

We also pulled off two successful back to back tours on Saturday. The Nortons and their friends the Thortons, were the first to arrive. They were most enthusiastic, and maybe, just maybe, one or both couples will be back as keepers someday. The second group booked their tour way back in April, so I KNEW they were serious about wanting to see THIS lighthouse.

A few weeks into September, I get this email. In the subject line was "FINAL TOUR OF 2011". They said they felt privileged to "be the last couples to climb up there and take your tour." The email went on to say "You and your keepers were great, and made us feel so welcome and lucky to be there." LUCKY TO BE THERE. What a nice thing to say.

She also mentioned the delicious chocolate-chip cookies. Kent and Mary Jo did indeed keep a watchful eye on the baking process. Their expertise with the 1932 oven was outstanding during the entire weekend. John C. is still crowing about his pumpkin pie!

It is because of all the enthusiastic keepers like the Vaughn's, that make having successful tours possible. Tours would not be possible unless there were keepers. It would be like going to visit friends and nobody was home!! The place would be all locked up, and worst of all, there would be no chocolate-chip cookies!

The reward for all the work the DeTour Reef Light Preservation Society has executed since the idea was born to save this lighthouse came that last weekend in August. The Master Salute was a tribute and a thank you for all the work done by ALL the members of the society. It was a Master Salute to the DeTour Reef Light.

Sunny Covell.....Co-Chair of Tours (with husband John) for the DeTour Reef Lighthouse



Evening Under the Stars

Friday, July 6, 2012 at 6:00 p.m.

at Bayside Dining on the Waterfront on Drummond Island
13th Annual Lighthouse Benefit Dinner

Sponsored by the

DETOUR REEF LIGHT PRESERVATION SOCIETY

\$125* per person • www.DRLPS.com • starstour@drlps.com • 313-268-8846

Please fill out form below and send to DRLPS STARS, PO Box 307, Drummond Island MI 49726

YES, I can attend STARS on July 6, 2012. (Reserving your RSVP by June 25 is appreciated.)

Number of Persons Attending: _____

Attendee Name(s): _____

Street Address: _____

City: _____

State: _____

Zipcode: _____

Phone: _____

Email: _____

Cost is \$125* per person. Enclosed Payment: \$ _____

Payment Method: Check (payable to DRLPS) VISA MasterCard Discover

Credit Card Number: _____

Expiration Date: _____

Card Verification Code: _____

Signature: _____

Today's Date: _____

NO, I cannot attend but would like to make a tax-deductible donation to DRLPS \$ _____

In honor or memory of: _____

THANK YOU FOR YOUR SUPPORT OF THE PRESERVATION OF THE LIGHTHOUSE FOR ALL TO ENJOY!
WE'LL KEEP THE LIGHT ON FOR YOU!

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starstour@drlps.com • 313-268-8846 • Jeff Baron-Feltner, STARS 2012 Chairperson

* Tax deductible contribution \$100 per person as allowed by law - Tax ID: EIN 38-3887952



Shopping for DRLPS

This is just a reminder that if you shop at Gordon Food Service GFS Marketplace stores, you have an opportunity to donate to the DeTour Reef Light Preservation Society every time you shop. Just tell them that you would like your purchases credited to DeTour Reef Light House. GFS will credit 1% of total purchases to the Society. Then at the end of the year, DRLPS will receive the rebate. The total amount of purchases for the year has to be at least \$1000 to receive any rebate, and for the past few years we have just made it! If total purchases for the year exceed \$2625, the Society will earn 2%. We have been able to apply these rebates toward refreshments for our tours. Remember, just tell the cashier when you're checking out that you would like your purchases credited to DeTour Reef Light House. You will also need to give them our customer number, which is **002059329**. If you have any questions, feel free to give me a call (906-493-6609) or send me an email (membership@drlps.com). Thank you for your support.

Paula Bardsley
Membership Chair

Memorabilia Order Form—DeTour Reef Light Preservation Society

Name _____

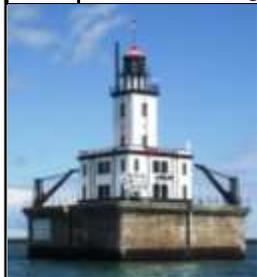
Address _____

City _____ State _____ Zip _____

Email (very important) _____ Phone _____



ITEM	DESCRIPTION	Price Each	Color	Size	Quantity	Total
1	Ceramic Mug w/ pen and ink drawing of 1931 DeTour Reef Light	\$10				
2	Plastic To-Go Mug with Society Logo	\$3				
3	Bumper Sticker with Society Logo	\$1				
4	Embroidered patch of DeTour Reef Light— 2 3/4 inch square	\$6				
5	DeTour Reef Light Collectors Pin— 1 1/8 inch	\$6				
6	Hat with Lighthouse Crest (khaki, red, grey, yellow)	\$15				
7	Polar Fleece Vest w/Lighthouse Crest (royal blue unisex)	\$38		S M L X 2XL		
8	T-Shirt w/Lighthouse Crest (stone blue, light green, navy, evergreen)	\$20		S M L X 2XL		
9	Golf Shirt w/Lighthouse Crest (men's in black, ladies in red)	\$32		S M L X 2XL		
11	Denim Shirt with Lighthouse Crest (unisex)	\$39		S M L X 2XL		
12	Crew Neck Sweatshirt with Lighthouse Crest (stone, navy, evergreen)	\$28		S M L X 2XL		
13	Full Zip Hooded Sweatshirt with Lighthouse Crest (navy)	\$35		S M L X 2XL		
14	2011 Ornament (4 inch round glass etched with Foghorn image)	\$18				
15	Prior Year Ornaments '01, '06, '07, '08, '09 '10. Indicate year(s) desired.	\$10 each				
16	Tote Bag with Lighthouse Crest (natural/red trim or natural/navy trim)	\$28				
17	Note Pads w/Lighthouse Logo (pack of 3 - 50 sheets per pad)	\$2				
18	Lighthouse Model 3inch Little Light of Mine by Harbour Lights	\$17.50				
19	8x10 Color Photo of 2008 Lighthouse	\$10				
20	Weekend Puzzle of DeTour Reef Light	\$16				
21	DVD of the Lighthouse before/during/after restoration, 2 disc set	\$15				
22	DeTour Reef Light Counted Cross-Stitch Kit, finished size 5 inch X 7 inch	\$10				
23	1931 Limited Edition DRL Window Pane (9 1/4"x11 1/4") w/Etching of Lighthouse	\$300				
24	Custom Framing for item #23	\$150				



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**DETOUR REEF LIGHT
PRESERVATION SOCIETY**

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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.

PURPOSE: the purpose of DeTour Reef Light Preservation Society (DRLPS) 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 and is published quarterly. 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@drlps.com or send by mail to: Sheila Sawyer, 49434 Tarrytown Ct., Shelby Township, MI 48315

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

