



1931

PASSAGES



Today!

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

Issue 36

We'll Keep the Light on for You!

Fall 2016

Silent Auction of First DRLPS Christmas Ornament

by Paula Bardsley

I believe that this is the first time that an item has been put up for silent auction in *Passages*. However, that seems to be the fairest way to designate a new owner for it. The “it” is one of the limited edition etched glass DRLPS Christmas ornaments from the first year of the Society, 1998. It was given to me by former Drummond Island resident, Dorothy Hennig, who thought that since it pre-dated my move to Drummond Island, I would not have one in my set, so she sent hers to me. When I told her that I actually did have one, she suggested that it be offered as a silent auction item. It is still in its original satin bag and gift box and includes the authentication certificate, number 70 of 85.

1998 was the year that the DeTour Reef Light Preservation Society began, and it was in October of that year that my husband, Dave, and I purchased James Island, just off Drummond Island. A few weeks later we just happened to be visiting on Drummond during the island’s “Holly Daze” Christmas boutique and decided to check out all of the booths. One of those booths belonged to the DRLPS, and though we knew little about the Light, I always like to collect Christmas ornaments that are unique to whatever area I’m visiting, so I purchased one of their ornaments, never dreaming how involved in the Society Dave and I would soon become.

I knew that the Great Lakes Lighthouse Keepers’ Association (GLLKA) co-sponsored the issue of the ornament, but not much about the why or how. So I asked Founding Director Emerita, Jeri Feltner, what she could tell me about it. This is what Jeri said:

“The Great Lakes Lighthouse Keepers' Association (GLLKA) founding member Diane Werling called me in mid-1998 about GLLKA doing an ornament with DRLPS on the DRL. Note that GLLKA had a glass-etched ornament in 1997 of the St. Helena Light.... Diane and I met at the Henry Ford Estate in Dearborn (where GLLKA's offices were located) in mid-1998 to discuss the design to honor the formation of the DRLPS. We decided on including both the onshore DeTour Point Light (1861) and the offshore DeTour Reef Light (1931) to be etched on the ornament. This 1998 ornament was a GLLKA ornament that DRLPS helped market and it was very successful, thus, DRLPS decided to do an annual one - and labeled the GLLKA one as DRLPS ornament number one. Each of the subsequent DRLPS ornaments celebrated milestones in the restoration and preservation of the historic DeTour Reef Light.”



DRLPS continued to issue a new ornament for the next 14 years (and yes, I have all 15 of them). If the one from 1998 is missing from your collection, you may want to submit your bid on this one. Minimum bid is \$25 and bids are due by December 15, 2016. Please send your bid to me either by email at member-ship@drmps.com or by US Mail to: DRLPS, PO Box 307, Drummond Island, MI 49726, noting “Ornament Bid” on the envelope so that it doesn’t get lost among the membership renewals. In the event that there is more than one entry with the highest bid, the bid with the earliest postmark or email time stamp will be the winner. We would love to see this ornament find a new home.

Great Lakes Freighter Article—Algonorth

By Joan Meyer

Initially constructed as a deep sea bulk carrier, this ship was built as hull #101G by Govan Division of Upper Clyde Shipbuilders Ltd., Govan, Scotland. The bulk carrier was launched September 1, 1970 as the Temple Bar for Lambert Bros. Shipping Ltd., London, England. Her original dimensions were 527' 09" x 75' 02" - 22,157 tons capacity. On September 7, 1976, the Temple Bar was sold to Nipigon Transport Ltd. (Carryore Ltd., managers), Montreal, QC, arriving at Jurong Shipyard Ltd., Singapore November 13, 1976 for lengthening and conversion for Great Lakes service.



The vessel was originally powered by 2 Ruston 6,000 b.h.p. V-12 cylinder diesel engines built by Ruston Engine Division of English Electric Diesels Ltd., Lancaster, England. In 1974, the Temple Bar was repowered at Rotterdam, Netherlands with 2 Werkspoor 9TM410 9 cylinder 6,000 b.h.p. diesel engines which were built by Stork-Werkspoor Diesel, Amsterdam, Netherlands. Power is fed to a controllable pitch propeller giving the vessel a speed of 16.1 m.p.h. (as rebuilt). After being rebuilt to her current dimensions, the vessel is capable of carrying 28,750 tons, the cargo being contained in 5 holds serviced by 18 hatches. Her holds have the cubic capacity to carry 31,300 net tons of coal, 27,998 tons of wheat, 25,657 tons of corn or rye, 24,649 tons of barley or oats.

On April 9, 1977, the Temple Bar departed Singapore in Canadian registry arriving at Montreal, QC on May 13, 1977 having sailed to Canada via the Suez Canal. On May 19, 1977, she sailed on her maiden voyage up the Welland Canal to Port Colborne, ON for a refit, the installation of a hatch crane, deck winches, and the removal of the deep sea strengthening. While locking through the Canal, she was renamed Lake Nipigon.

On May 24, 1983, the Lake Nipigon was noted to have grounded off of Port Colborne, ON due to a power failure. After being released the next day with bow and bottom damage, the bulk carrier proceeded to Montreal for repairs. The Lake Nipigon was chartered to Misener Transportation and renamed Laketon (2) in 1984. The Laketon was returned to Nipigon Transport in December of 1985 and assumed her original name of Lake Nipigon for the beginning of the 1986 season. In April of 1986, Algoma Central Corp. acquired all the outstanding shares of Nipigon Transport and Carryore Ltd including these fleets' four bulk carriers—the Lake Nipigon, Lake Manitoba, Lake Wabush, and the Carol Lake.

Algoma renamed the Lake Nipigon as the Algonorth in 1987 with the carrier entering service following a refit and paint at Port Weller Dry Docks, St. Catharines, ON during the summer of 1987. The vessel's new name assumes the fleet prefix "Algo" with "north" referring to Algoma's railway route north from Sault Ste. Marie, ON. From 1993 through January 2000, the Algonorth sailed under the management of Seaway Bulk Carriers, Winnipeg, MB; a partnership of Algoma Central and Upper Lakes Group.

On November 14, 1992, while departing Toledo, OH with a load of soybeans being assisted by tugs New Hampshire and Oregon, the Algonorth got caught in the swift currents of the Maumee River while attempting to line up with a drawbridge. Her bow struck the drawbridge supports and her stern swung across the channel striking the loading Murray Bay. No injuries and no serious damage to either vessel resulted. The Algonorth was freed from her strand the next day with the additional assistance of tugs Louisiana, Wisconsin, and Malcolm. Then, on August 2, 1994, the Algonorth was noted to have been in collision with the saltie Rixta Oldendorff in the Canal de Beauharnois section of the St. Lawrence Seaway. There was minor damage to both vessels but no injuries. The Algonorth was upbound in the system at the time, bound for Hamilton, ON with iron ore. On July 30, 1995, the bulk carrier was in collision with the barge Medusa Conquest being pushed by the tug Susan Hannah in Lake St. Clair. Only superficial metal damage to the starboard side was suffered.

(continued on page 5)

A Rendezvous to Remember

By Leonard Zabawski

In Detroit, Michigan on 20 May 2015 in the Albert Kahn-designed Fisher Building [named after Fred J. Fisher, 1878-1941] the trendy Zenith restaurant, now long defunct like the Piraeus café where Zorba the Greek walked in, hosted a wedding shower. Little did I know then that, when I joined my cousin, Nathan, at the shower for the upcoming Drummond “*Dam-Good Wedding*” [to be held three months later on the Island], Nathan is actually “Captain Nitti” [well, his grandkids are from Chicago!]. I asked Nathan how one may access the Detour Reef Light to get a look up close to render a drawing of the Light. Over samples of the best Bulleit bourbon that Stephanie the waitress/ barmaid could muster, Captain Nitti’s wheels began turning after replying that the Light is not visible from any land-mass. So I returned back to my day-job as a School Social Worker in Detroit Public Schools, while the Captain went back to his home to plan a rendezvous to remember.

Captain Nitti brought his boat up to dock the week of the wedding & beyond; so the morning of 9 August after the all-night blow-out affair at Johnswood we met near the dock at 07:00 hours as commanded to appear, with my art supplies in tow. With the able navigational directions of “First Mate” Dimitri, who knows every eddy & pool, reef & rock around the Island, we ferried a passageway out of Pigeon Cove, past Strickland Point, through the treacherous rock obstacle gauntlets and finally rounded past Dix Point. Out in Potagannissing Bay below St. Joseph Island, Ontario, Canada, we noticed huge freighters lined up awaiting clearance that they may proceed on north to the St. Mary’s River into the backed-up bottleneck of the Sault locks.

Finally we entered DeTour Passage & viewed the mighty Light, erected in 1931. As we approached my first picture rendered of the light lists in the sway of the frothy, foamy current from the east looking west [toward the mainland] with the front door welcoming a craft. We rounded the majestic Michigan light and my second picture was rendered in the calmer backwaters looking to the east [toward the island] with the warning sign that anchoring is not permitted due to the cable, presumably from the mainland.



I finished up my artistic task with two pen & ink drawings

& the crew returned back to Pigeon Cove, retracing our steps, for they had to attend to a thousand noon tasks calling to wrap-up the destination wedding. Our only casualty of the morning was that Dimitri bent over on the dock back at Drummond Island Yacht Haven and his sunglasses fell off his nose and into the water. So while the crew and others tried to retrieve the lost glasses I used that extra time to watercolor the pictures (with water from Pigeon Cove of course) as locals cleaned fish from morning catches of the day.



Finally Installed Our New Billboards

We recently placed one 4’ x 8’ billboard somewhere on Drummond Island. (Yes, it was a long time in coming!) Can you find it? The first person to email the editor of Passages at Newsletters@drtps.com with the correct location will win a Limited Edition DeTour Reef Ornament. (With your email, please remember to include your name, telephone number, email address and US Mail address so we can send you the ornament –again, happy hunting!)



Farwell, Captain Jack

DRLPS is saddened to learn of the death of Capt. Jack Cork on October 8, 2016 at War Memorial Hospital in Sault Ste. Marie, MI. Jack was Captain for the Soo Locks Boat Tours for 50 years and captained "Le Voyager" on the DeTour Reef Light Preservation Society's River Cruises.



Jack was a founding member and President of The Great Lakes Captain's Association, past Grand President of the International Ship Master Association, he served in the U.S. Coast Guard from 1953 to 1961, he also served 25 years at the Neomekong Club. In his free time he enjoyed gardening, wood-working, hunting, reading, and cooking. He mostly enjoyed the time spent with family and friends. He loved being on the water. He owned many shops over the years including the "Sweet Shop", Karmel Korn, the Pullar Concession, and Famous Soo Locks Boat Tours Concession.

Surviving Capt. Cork are his children: Keith (Diane) Cork of Sault Ste. Marie, Michigan, Coral (Neil) Buckels of St. Charles, Illinois, Kyle (Linda) Cork of Au Train, Michigan, and Candi (Steven) Allen of Kincheloe, Michigan; a brother, Harry (Florence) Cork of New Jersey, and 11 grandchildren: Kara, Kasey, Heather, Jason, Kaytlin, Jennifer, Jackie, Jamie, Rachel, Katelyn, and Stephanie. Also surviving are many great-grandchildren, as well as Jack's special friend and companion, Jackie Lampman of Sault Ste. Marie, Michigan. Jack had two beloved dogs, Chewy and Jody.

The Magic of the First Visit to DeTour Reef Light

By Hallie Wilson

Anticipation is high for my first visit to the DeTour Reef Light. The weather is beautiful with the deep blue sky and sun shining overhead. The Lake is calm. The tour participants have assembled at Fort Drummond Marine to meet one another and board Ivan Gable's boat to motor out to the Light. On the way out to the Light, our tour guide and Ivan relate history about the English parade grounds and Fort we pass, and how pies were delivered out to the Lighthouse keepers. Now that we are past the Parade grounds, Ivan speeds up the boat and we approach the Light. That first look at the base and tower is overpowering.



Our boat pales in size to the crib which holds the Light, 20 feet above the water, with ladders recessed into each of the four sides. The Light itself stands 83 feet tall from the water to the ball on the red lantern room roof. We tie up alongside a ladder, and the Keepers let down a safety harness which each of us will wear as we climb to the deck. Stand on the deck and look up. The bright blue sky frames the flag which waves in the breeze from the top of the Light. The heavy iron shutters are open to let in the light to the entry way and basement. When the Light is not in use, the shutters are closed. Walking around the deck, you see the two fog horn cones sticking out from under the windows on the second level and there are solar panels which power the Coast Guard equipment. As technology has advanced, the number of panels have been reduced in number. There are 2 cranes on opposite corners of the deck. The fog horn has been refurbished and will vibrate you to the core when the keepers blow it for you. HOLD YOUR EARS! It



is now time to check out all the equipment and living quarters from the basement, which holds a scale model of the crib, the water purification system and marine waste treatment, plus the fog horn air tanks, to the living quarters. The kitchen, dining area, office, and bedrooms are furnished with period furniture and kitchen appliances. Now comes the special part of the tour as you climb the spiral stairs to enjoy the glorious view from the top of the Light, and to see the Light that is still in use. A light breeze rustles the flag and your hair, as you step outside the watch room door. On a clear day, you can see for miles, and hopefully,

a freighter or sailboat will pass below you. As you climb back down the tower stairs, the aroma of delicious freshly baked chocolate chip cookies awaits you. While eating cookies, you visit with the Keepers before climbing down the ladder to Ivan's boat and are treated to one last slow trip around the Light to take your final pictures. When you go on your tour, ask about the secret compartment and the stowaways it held a long time ago. Hope you will go for a Light tour next summer to experience the wonders of the Light.

(continued from page 2)

Late in 1996, the Algonorth was installed with a deck-mounted filtration unit with a testing lab and peripheral equipment for the Great Lakes Ballast Technology Demonstration Project (ballast water experiment) being conducted by the Lakes Carrier Association and the Northeast-Midwest Institute. The experiment was funded in part by a \$1 million grant from the Great Lakes Protection fund to test the potential effectiveness and practicality of filtration as a ballast water treatment option to stop the transmission of unwanted organisms into the Great Lakes waters. Algoma Central donated the Algonorth for use as the platform for the project due to its trade routes from the Gulf of St. Lawrence (salt water) into the Great Lakes and back. The Algonorth sailed the 1997 season so equipped (the project becoming known as the "Algonorth Project"). The equipment was removed from the Algonorth early in the 1998 season due to the vessel not sailing early in the season because of the fluctuating grain markets. The experimental equipment was placed on board a barge in Duluth, MN harbor.

On December 20, 1999, the bulker became stuck on the bottom of Sarnia, ON's harbor after loading grain for Sorel, QC. She was freed the next day with no resulting damage. More recent notable incidents include the discovery on January 29, 2004 of a 19'07" (6.0m) crack in her hull while drydocked at Pascol Engineering, Thunder Bay, ON. The cause was attributed to the extremely cold temperatures combined with the usual hull stress of a vessel being in a pumped out condition. On February 21, 2005, a smoldering fire was discovered in a storage cargo of sugar while the Algonorth was in winter lay-up at Redpath Sugar in Toronto, ON. The fire was quickly extinguished by the Toronto Harbour firefighters with the loss of approximately 5 tons of sugar and no vessel damage. On August 19, 2005, a fire on Lake Superior affecting 3 electrical panels caused an engine room blackout forcing the Algonorth to drop anchor to prevent drifting in Lake Superior. The fire was ably contained and extinguished by the crew with no resulting injuries. Gravel and Lake Services tug Robert John from Thunder Bay took the bulker in tow back to Thunder Bay, ON for repairs. (The Algonorth had departed Hamilton, ON on August 16 and was in transit to Thunder Bay in ballast to load when the fire took place).

January 2000 saw the Algonorth sail under the new management of Seaway Marine Transport, St. Catharines, ON, a continued partnership of Algoma Central and Upper Lakes Group combining the bulker fleet of Seaway Bulk Transport with the self unloader fleet of Seaway Self Unloaders providing for the more effective and profitable utilization of the combined fleets. Cargoes for the Algonorth continue to be focused primarily on the iron ore trade from Gulf of St. Lawrence ports to lower Great Lakes ports, and grain products from upper Great Lakes ports back to elevators along the St. Lawrence River.

On May 10, 2006, the Algonorth laid up at Pier 10 in Hamilton, ON to assess mechanical (engine) problems. With a seized starboard engine crankshaft, parts availability range from 4 to 8 months. Operating on one engine, the Algonorth departed Hamilton on June 13, 2006 bound for Thunder Bay to resume her season.

Taken from Great Lakes Vessel Features by George Wharton

Jewelry Workshop on the Light

On June 26-28, 2016, Detour Reef hosted its first Jewelry Workshop, with Anne Almoney, Linda Weir, Hallie Wilson, and instructor Rosemary Gould in attendance. Our group had planned our meals in advance and collected materials with interesting designs to take out to the Light to make molds for our projects. After trading places with the Keeper group leaving the Light, we set about planning our projects, before supper. The

material used for our projects was called PMC

(Precious Metal Clay), which is pure silver molecules in a binder material that is eventually burned off, leaving a pure silver piece of jewelry. The mold material is mixed, and the PMC is rolled to the desired thickness before it is pressed into the mold. After removing the PMC from the mold, it is dried, rough edges sanded, and then fired with a small butane torch, which removes the binder. Rosemary had brought a polishing tumbler, which enhanced the jewelry to a bright silver color. We experimented on some of our projects, by using a sulfide liquid to give the deeper crevices a black patina. While on the

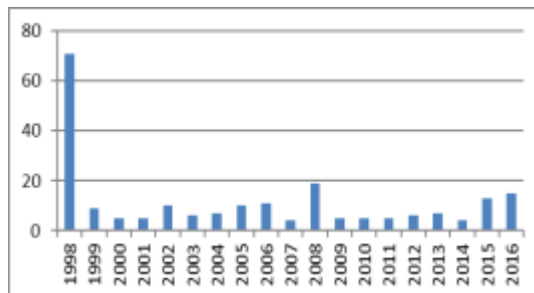
Light, we enjoyed beautiful sunsets, sunrises, and freighters both during the day and lighted at night. Delicious food, great company, and successful projects made the first jewelry workshop a success.



Who Are DRLPS Members?

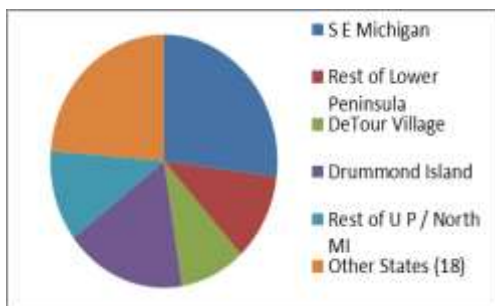
We have 217 current members, though we have over 1000 people on our email distribution for *Passages*. Many members have joined in order to take advantage of the discount on Tours and Keeper weekends. Others simply want to support the work that is being done to keep DeTour Reef Light in good repair and open to the public. However, seventy-one of our current members were charter members. They joined the Society back in 1998, when restoration of the Light was just the dream of a few enthusiastic people who couldn't bear to see it abandoned and replaced by a light on a pole. These first members had enough faith in that small group of people that they were willing to donate to the cause, many of them joining at the \$1000 Grand Keeper level.

As you can see from the chart, below, we have had new members join and stay with us every year since the Society began. However, by far, the largest number of our members are those who joined when the Society first formed.

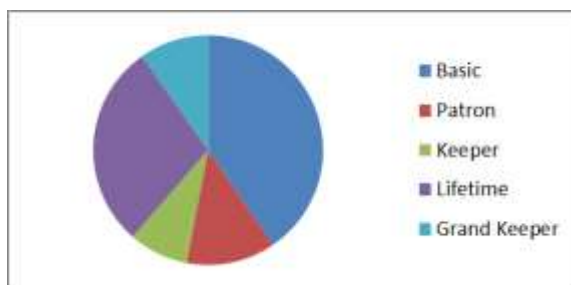


And that small, dedicated group did not disappoint the charter members or anyone who has joined since then. Those of us who joined after the initial groundwork was laid are still in awe of the work that was done to get to the point of being able to start restoration just a few short years later. And in 2005, with the initial restoration work complete, DeTour Reef Light was opened to the public for weekend Keeper stays and Tours. Since then, close to 500 people have spent at least one night on the Light, and about the same number have taken one of the two-hour tours of the Light.

Where do our members come from? Not surprisingly, many have ties to the DeTour-Drummond Island area, even if their primary home is elsewhere. However, we have members from eighteen states outside of Michigan and in past years have had members in Canada, Scotland, the UK, and even Japan.



We offer five levels of membership, three of them (Basic, Patron, Keeper) are for one year. Two of them (Lifetime and Grand Keeper) are valid the entire lifetime of the member.



When you are a member of the DeTour Reef Light Preservation Society, you have a stake in the ownership of the Light. Membership dues are entirely tax-deductible, as are any other donations to the Society. Our "Evening Under the Stars" fund-raiser typically brings in the most income to the Society each year, but memberships are a very close second. We would not be able to maintain the Light in its beautiful condition without the regular income from memberships. If you are not currently a member, or if it is time to renew your membership, please consider sending in your membership dues so that you, too, can be an "owner" of the DeTour Reef Light. Visit www.drlps.com/get-involved/become-a-member.

Farewell, Anne Stafford

The DeTour Reef Light Preservation Society has lost a long time friend and supporter, Anne Stafford. She has served as the Father's Day River Cruise Chair since 2005 and skillfully worked through the many details and scheduling that the Cruise required.

Anne of DeTour Village, Michigan, died June 14, 2016, at her family's cabin retreat in Eagle River, Keweenaw Peninsula, Michigan. She was 72 years old.

Anne grew up in Sault Ste. Marie, Michigan, during the school years, and Eagle River, during the summers. She graduated from Sault High School in 1962 and then earned a Bachelor Degree in Chemistry from Michigan Technological University in 1966. She started her family while living in Australia and later moved to Grand Rapids where she worked as a chemist at Williams and Works. In 1976, she moved to DeTour where she worked as a chemist for the Village of DeTour Water Plant. In the mid-1980's, she earned a Bachelor Degree in Education from Northern Michigan University and then taught Alternative High School in St. Ignace, Michigan, for many years. Teaching was her true calling as she was always able to see the true potential of her students.

In addition to her work with DRLPS, Anne was a charter member of Bookworms Anonymous, a member of the DeTour Friends of the Library, the Lake State Elders, the Kiwanis Club of Calumet, and the Keweenaw Historical Society. Anne enjoyed reading, sewing, gardening, canoeing, swimming, embroidery, and weaving. Anne is survived by two daughters, Jan Kellis and Jen (Todd) Postula, both of Goetzville, Michigan; 4 grandchildren, and 2 great grandchildren.

Condolences may be sent to the family at www.rgalerfuneralhome.com.



Mark Your Calendars 2017

Tours and Keepers at the DeTour Reef Light

Lighthouse Tours (Maximum 6 people per tour) Saturday	Light Keeper Weekends (Maximum 6 people per weekend) Friday thru Sunday
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@drpls.com	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@drpls.com



It's not too early to make your keeper weekend reservations.....

A weekend on DeTour Reef lighthouse is a perfect gift for Christmas. Since 2005 hundreds of singles, couples and families have enjoyed being volunteer keepers on DeTour Reef Light. Pricing for this experience has actually gone down in the last ten years because children under 18 are at 50% of the normal rate of \$220 per person (\$200 for DRLPS members). The Friday afternoon to Sunday afternoon program can be extended at half the weekend nightly rate. Information and an application for the 2017 program is available at DRLPS.com. For more details: email keepers @DRLPS.com or call 906-493-6609.



DRLPS *EVENING UNDER THE STARS* SUCCESSFUL FUNDRAISER

Thank you to all the dedicated supporters to keep the Light on!

On July 8, at the Brooder House of the Drummond Island Resort and Conference Center, 56 attendees enjoyed *Evening Under the Stars*, the DeTour Reef Light Preservation Society's (DRLPS) major fundraiser to maintain and preserve the lighthouse. The Stars event has been held for 17 years sponsored by the all-volunteer charitable organization.

The DRLPS is deeply grateful to the supporters who contributed to the event, including the attendees, the cash donors (Kathy Benua, Reginald & Kathy Bentley, James & Barbara Dailey, Joe & Heidi Fodo, Paul & Janis Gratowski, Lorna Heydinger, Paul & Kathy Johnson, William Winters), the Table Sponsors (Autore Oil & Propane Company/Dan Autore, Drummond Island Yacht Haven/Denny Bailey, First National Bank of St. Ignace/represented by Frank Taylor, Interlake Steamship Company/Mark Barker, mBank/Dave Thomas, Roberts P & Ella B. Hudson Foundation/Don Wilson), the door prize, silent auction item, and raffle donors (Richard Borth, Lois Bryant, Drummond Island Animal Clinic/Dick & Debbie Bennett, Drummond Island Resort & Conference Center, Drummond Island Yacht Haven/Denny Bailey, Esther's Authentic Mexican Food/Esther Parris, Chuck & Jeri Baron Feltner, Gourmet Galley/Mike & Melodie Helfand, Chris Henne, Dorothy Hennig, Islander Shoppe/Ron & Lori Ogden), Fort Drummond Marine/Blaine & Karen Tischer, Mainsail Restaurant/Desi LaTocha, North Haven Gift Shop/Jim & Sue Kelley, Northwood Restaurant/Dawn Gibbons, Sheila Powell estate, Candace Reynolds, Sturgeon Bay Charters/Captain Ivan Gable, Sunes Dry Goods /Dale & Kelly Melvin, Sunes Home Center/Paul & Janis Gratowski, Timberdoodle/Janelle Dudeck, Bob & Tess Welstead.

The Drummond Island Resort and Conference Center provided great ambience, food (thanks Chef Frank Jones) and service (thanks Amy Hoffman and her team). The music was wonderful with a four-piece band, Lise White & Friends, from Sault Ste Marie. The tables were decorated to perfection by Darlene Skinner and her team, the Brooder House had live trees and lights and sparkled with warmth thanks to Chris Henne and her team.

Also thank you to the fabulous volunteers who helped make this year's Stars event a shining success: Joe Henne (Stars Chair, Master of Ceremonies and DRLPS President), Doug & Anne Almoney, Dave & Paula Bardsley, Debbie Bennett, Lois Bryant, Jeri Baron Feltner, Dawn Gibbons, Ann Method Green, Chris Henne, Jon Rahmann, Matt & Sheila Sawyer, and Hallie Wilson.

Over \$7,000 was made with all funds going to the preservation of the DeTour Reef Light Station.

The DRLPS, an all volunteer group established in 1998 to restore, maintain and preserve the DeTour Reef Light Station, is committed to Keeping the Light On! Be sure to mark your calendars for Stars #18 July 7, 2017. For more information, please visit www.DRLPS.com.

(see photos on following page)



Raffle ticket volunteers Debbie Bennett, Jon Rahmann and Doug Almoney



DRLPS President Joe Henne presents the Potagan-nissing Bay Cruise to winners Barbara & Frank Taylor



Volunteers Lois Bryant, Debbie Bennett, Anne Almoney, Chris Henne, & Jeri Baron Feltner

CLIF HALEY DESIGNATED DIRECTOR EMERITUS OF DRLPS

By Jeri Baron Feltner

At the DRLPS Board of Directors meeting in July 2016, it was with great honor that the Directors designated Clif Haley as Director Emeritus of the Society. From 2000 to 2015, Clif exhibited superb leadership, commitment, enthusiasm, energy, dedication and expertise and made substantial contributions to the success of restoring and preserving the DeTour Reef Light and the DRLPS and promoting the DRLPS reputation of excellence in the national lighthouse community.

Following is the Resolution adopted at the meeting to designate Clif Haley as Director Emeritus:

WHEREAS, in special recognition of distinguished service to the DeTour Reef Light Preservation Society (DRLPS), the Board of Directors wishes to acknowledge the substantial contributions of Clif Haley by designating him Director Emeritus; and

WHEREAS, Mr. Haley served as DRLPS Director from 2000 to 2015; and

WHEREAS, Mr. Haley has substantially contributed to the success of DRLPS in the following areas:

- Major contributor with the Federal and State Restoration Grant Applications of \$1.2 million.
- Major contributor with the National Historic Lighthouse Preservation Act application for transfer of the DeTour Reef Light Station ownership from the Federal Government to DRLPS.
- Led the major effort for the resolution of the State of Michigan Bottomlands Use Agreement and how offshore lighthouse nonprofit organizations retain the right to use these bottomlands leading to establishing the official Bottomlands Use Agreement for the State of Michigan.
- Prepared the Crane #2 Michigan Lighthouse Assistance Program grant application.
- Provided Legal Counsel to the DRLPS.
- DRLPS major fundraiser *Evening Under the Stars* Master of Ceremonies for 16 years.
- Allowed DRLPS to use (free of charge) the Drummond Island Hangar Conference Room for meetings and storage areas for DRLPS material.
- Continues to provide valued service to DRLPS.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of DRLPS that it approves designation of Clif Haley as Director Emeritus.

BE IT FURTHER RESOLVED that this Board herein extends its deepest appreciation to Clif Haley for his dedication and service to the DRLPS, and to the lighthouse community of this state and nation.



Name _____

Address _____

City _____ State _____ Zip _____

Email (very important) _____

Phone _____



ITEM	DESCRIPTION	Each	Color	Size	Quantity	Total
1	Hat (khaki, yellow, red, gray) with Lighthouse Crest	\$15				
2	Visor with Lighthouse Crest (navy, tan)	\$10				
3	T-Shirt with Lighthouse Crest (evergreen, navy) - S, M, L, XL, 2XL—not all sizes/colors available)	\$20				
4	Golf Shirt with Lighthouse Crest (Men's in black and navy, Ladies in red and sky blue—S, M, L, XL, 2XL)	\$32				
5	Denim Shirt with Lighthouse Crest (unisex—S, M, L, XL, 2XL)	\$39				
6	Crew Neck Sweatshirt with Lighthouse Crest (stone, evergreen, navy) - S, L, XL, 2XL)	\$28				
7	Full Zip Hooded Sweatshirt with Lighthouse Crest (navy, gray, forest green-S, M, L, XL, 2XL—not all sizes/colors available)	\$35				
8	Polar Fleece Zippered Vest (burnt orange-S, M, L, XL, XXL)	\$38				
9	DeTour Reef Light Counted Cross Stitch Kit 5"x7" designed by Hallie Wilson	\$10				
10	Plastic To-Go Mug with Society Logo	\$3				
11	Retro Ceramic Coffee Mug with line drawing of DeTour Reef Light circa 1931	\$10				
12	Embroidered patch of DeTour Reef Light-2 3/4 inch square	\$6				
13	DeTour Reef Light Collector's Pin-1 1/8 inch	\$6				
14	Note Pads w/Lighthouse Logo (pack of 3 — 50 sheets per pad)	\$2				
15	Crystal Cube w/ internal 3D etching of DeTour Reef Light - small	\$17				
16	Crystal Cube w/ internal 3D etching of DeTour Reef Light - large	\$22				
17	Lighthouse Model 3" Little Light of Mine by Harbour Lights	\$15				
18	DVD of the Lighthouse before/during/after restoration/keeper experience, 2 disc set	\$8				
19	1931 Limited Edition Lighthouse Window Pane (9 1/4 x 11 1/4 inch) w/Etching of Lighthouse (Does NOT include frame)	\$300				



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DETOUR REEF LIGHT PRESERVATION SOCIETY

PO Box 307

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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. 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!