



Lighthouse Tour #2

Thursday Tawas Point

In operation since 1876, Tawas Point Lighthouse is a fascinating attraction for maritime buffs. Tawas Point is a destination for birdwatchers; it also offers spectacular views of sunrises over Lake Huron and sunsets over Tawas Bay. The lighthouse is open for tours seasonally and during special events in the off-season. Six MI SACC gathered in Tawas City.



Friday AM Sturgeon Point

Sturgeon Point Lighthouse is located five miles north of Harrisville on Lake Huron and was completed in November 1870. The tower is 70 feet, 9 inches tall and is 16 feet in diameter at its base. The light is 3.5 order Fresnel lens made in Paris, France. The light is still maintained by the U.S. Coast Guard. The keeper's house is now a maritime museum which is open to the public from Memorial Day to mid-September. The lighthouse tower is open to the public. The grounds are open all year.





Michigan

Lighthouse Tour#2

Friday PM Presque Isle



Presque Isle Light Station is a complex of three historic buildings including a lighthouse tower and two keeper's residences. Located on the Lake Huron shoreline near Presque Isle Harbor, the New Presque Isle Light is the tallest lighthouse tower accessible by the public on the Great Lakes. Built in 1870, it replaced the 1840 harbor light. The light station complex is part of a 99-acre township park.



Lighthouse Tenders...That Served Our Lighthouse

In the 1840s, the U.S. Lighthouse Establishment began acquiring vessels to support light stations, lightships, and navigational aids. These vessels were called lighthouse tenders. Most of the vessels had black hulls of wood or steel with white superstructures.

The lighthouse tenders were the life blood to isolated stations such as Presque Isle. With no roads or towns nearby, all the provisions and supplies had to arrive by boat.

The tenders supplied the light station with coal to heat the home, oil needed to fuel the lamps, food for the keepers, and supplies needed to care for the lighthouse, the lens, and the fog signal. They also brought the keeper's boss—the lighthouse inspector. The inspector made sure that the lighthouse keeper was doing his/her job. He checked for general care and attention given to the lighthouse, the lens, out-buildings, and grounds. If the buildings were not clean and tidy—inside and outside—the keeper could be fired. The inspector also verified that the keeper was recording important information into the logbooks: the daily weather conditions, the oil consumption of the lighthouse lamp, and shipping incidents.

(A copy of the logbooks can be viewed in the Front Parlor, upstairs.)



The US Lighthouse tender WARRINGTON
IMAGE COURTESY OF THE NATIONAL ARCHIVES

THE WARRINGTON

In the summer of 1870, the lighthouse tender WARRINGTON unloaded the materials and working crew to build this lighthouse. Built in 1868, the WARRINGTON had a 260' wooden hull and a coal-fired steam engine. She housed five officers and fifteen crew members.



The US Lighthouse tender DAHLIA
IMAGE COURTESY OF THE NATIONAL ARCHIVES

THE DAHLIA

The DAHLIA, with a 141' iron hull and a coal-fired steam engine, was built in 1874. The lighthouse logbook records the following entry on June 7, 1882:

The US Lighthouse supply vessel DAHLIA delivered her annual supplies today at about 7 o'clock at the station. Captain Watson inspected this light station today and found it in good condition. Mr. J.E. Fiske supply clerk delivered supplies and Mr. H.R. Grump inspected the lamp, fitted the mineral oil lamp and lit it for the first time and left everything in good condition.



The US Lighthouse tender J.S. RUBY
IMAGE COURTESY OF THE NATIONAL ARCHIVES

THE J.S. RUBY

In June 1890, the steam barge RUBY arrived with a working crew and materials to construct the fog signal building and a 2,240-foot tramway, which would serve as a track to bring in the coal for heat, oil needed to fuel the lamps, food for the keepers, and other supplies needed at this light station.



The US Lighthouse tender AMARANTH
IMAGE COURTESY OF THE NATIONAL ARCHIVES

THE AMARANTH

On April 27, 1905, the lighthouse steamer AMARANTH delivered the crew and materials needed to build the 1905 Keeper's House. The AMARANTH was built in 1891 with a 166' steel hull and a coal-fired steam engine. She housed five officers and seventeen crew members.





Friday PM 40 Mile Point

40 Mile Point Lighthouse is located on the northern shoreline of Lake Huron in Presque Isle County's Lighthouse Park, Rogers City, Michigan. At a cost of \$25,000, the station was completed by the end of 1896. Its 4th Order Fresnel lens has been a welcoming beacon to sailors since May 1897 and is still operating today. In 1996, the 40 Mile Point Lighthouse Society began

restoring the lighthouse, outbuildings and grounds. Several years ago, the pilot house from the Steamer Calcite, built in 1912 and the first self-unloading steamer on the Lakes, was

relocated to the reservation. The Society, with the help of many retired Great Lakes sailors, has also restored and preserved this structure.





Saturday Old Mackinac Point

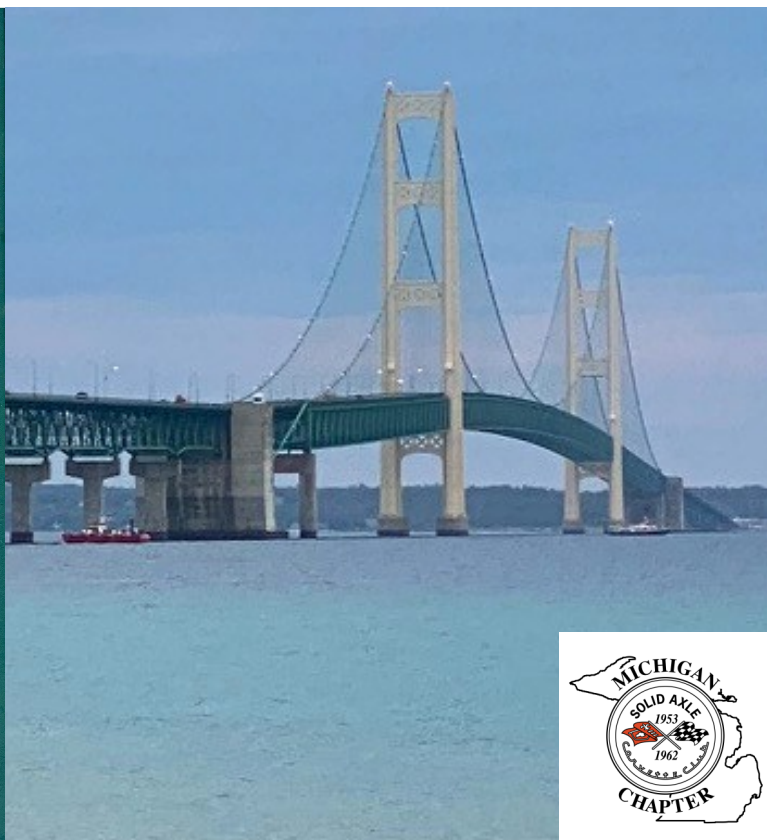
Old Mackinac Point Light is a deactivated lighthouse located at the northern tip of the Lower Peninsula in the U.S. state of Michigan. The lighthouse is part of Fort Michilimackinac State Park in the village of Mackinaw City just east of the Mackinac Bridge. Even before the advent of European explorers, the Straits of Mackinac were a significant hazard to water borne travelers. Consequently, before lighthouses, the Ojibwa lit the shore with fires. In the early 19th century, with large vessel traffic increasing from Lake Huron into the Straits, the first step in guarding the Straits was taken in 1829, through the construction of Bois Blanc Lighthouse to both guide mariners in making the westerly turn into the Straits, and to warn them of the shoals and shallows surrounding the island.



OLD MACKINAC POINT LIGHTHOUSE

This light is opposite the turning point for ships making the difficult passage through the Straits of Mackinac, one of the busiest crossroads of the Great Lakes. McGulpin's Point light, two miles to the west, had been established in 1856, but it was not visible from all directions. In 1889 Congress appropriated funds for the construction of a steam-powered fog signal here, which went into operation on November 5, 1890. Construction of the light tower and attached lightkeeper's dwelling began, and the light was first displayed on October 25, 1892. Heavy iron and brass castings were used throughout the structure, and the light was visible to ships sixteen miles away. In operation until 1958, the lighthouse is now a maritime museum.

MICHIGAN HISTORICAL COMMISSION REGISTERED STATE SITE NO. 377
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1972





Michigan

Lighthouse Tour#2



Paul Lemieux '59



Jim Dillon's '62



Steve Gould's '24



Mike McLain's '62



**Paul Lemieux
Third Place Stock**



**Jim Dillon
First Place Modified**



35th Annual Corvette Crossroads Auto Show



August 24, 2024



Sunday Option #1 Whitefish Point

Whitefish is a popular menu item in restaurants in the Upper Peninsula, and for many years the most productive whitefish grounds were to be found in Whitefish Bay near Whitefish Point.

On motion of Representative John S. Chipman of Michigan, the Committee of Commerce was instructed on January 13, 1846 to look into the expediency of erecting lighthouses at Whitefish Point and two other locations on Lake Superior. Congress provided \$5,000 for Whitefish Point Lighthouse on March 3, 1847, and the following month 115.5 acres at the point were reserved for that purpose.

The contract for constructing the lighthouse was awarded to Ebenezer Warner, and work at the site began during the summer of 1848. The resulting stone tower stood just over forty-two feet tall and tapered from a diameter of twelve-and-a-half feet at the ground to eight feet, five inches at its iron lantern room. An array of thirteen lamps set in fourteen-inch reflectors was used to produce a fixed white light, and a four-room, one-and-a-half-story, stone dwelling was built for the keeper. Construction was completed on November 1, 1848,



MI SACC members enjoyed Lighthouse Tour #2

Cheryl and Paul Lemieux - 1959 Corvette

Mike and Christine McClain - 1962 Corvette

Bill and Christine Penzer - 1961 Corvette

Steve and Mary Jane Gould—2024 C8 Corvette

Jim and Cindy Dillon - 1962 Corvette

Joe and Bobbi Woods - 1972 Corvette

Dave and Sue Ruby with Paul and Carol Elliott (Sue's brother and wife) - Detroit Iron

