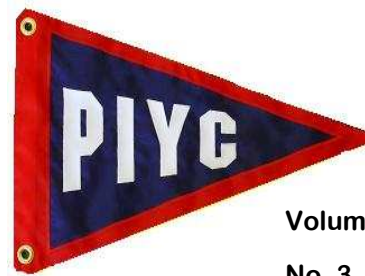


A Seasonal Bulletin of The Presque Isle Yacht Club

The Masthead

Summer 2011



Volume I

No. 3

Our Mission Statement- *To promote activities, tourism, and a spirit of comradeship among boaters interested in the welfare & development of Lake Huron's beautiful Presque Isle Harbor.*



Words from Commodore Bob Young

Our summer boating and cottage time is here. I mean it's really HERE! After a long winter and rainy spring, the calendar says it's Grand Lake, Long Lake, and Presque Isle summer time. (Okay, Lake Esau too)

We have several prospective members waiting in the wings, waiting for a sponsor to take action, or someone to invite them to the June 16 meeting. Be sure to let us know if you're considering a friend or neighbor for membership so we can bring them forward. I think five or six new members is a comfortable growth in membership for 2011.

To that point, I would expect 30 or so PIYC members, spouses or guests at our mid-June meeting/dinner.

That is about the maximum capacity of the section of the Portage Restaurant where we dine. If we're a bit over that number we'll be OK. For July, it's been brought up that we should look for another meeting place for the July 21 meeting. Chuck Mosier has suggested that we could do something different, as in a fish boil, or clam bake at the Presque Isle Association North Beach pavilion. Good idea, I think. The Portage would be hard pressed to handle us anyway in mid-July, and we could have a great venue for a dinner. If time doesn't favor this event in July, we could do it in August, or possibly in September.

Naoko and I have nearly finished our new home construction, so we're looking forward to July at "South Beach" on Grand Lake. We will then figure out what to do with our cottage "Twin View" on the bluffs on Grand Lake Road. It's hard letting this property in the historic old Presque Isle village go, but we're getting excited about a new home with a real unique view, and new furnishings. Change is good (we think!). We wintered here at the cottage, but we look forward to a full year in a modern home with plenty of insulation and geothermal heat. One observation from spending a full winter looking out at the lake, is that there is plenty of activity on the lake during the heart of the winter. Nearly every day from January through mid-March there was fishing and snowmobile activity all over the lake. In fact, there was more winter activity at the boat launch near Stoneport (the parking lot was often full), than during Memorial Day weekend. Die-hard winter enthusiasts really enjoyed Grand Lake this past winter. Pick up trucks, snowmobiles, and all-terrain vehicles were more abundant than watercraft most June days. Go figure.

Enjoy the water, the views, and the special lakes that we love. You have 14 weekends through Labor Day to do what you love to do before we hand the lakes over to those "off season" folks. Get your boat wet, line up those deck chairs to bask in the sun, and savor every moment. Let the summer of 2011 be one to remember. Get your boat out, and use it! I'm waiting to see our Vice-Commodore race down Grand Lake showing off his newly learned skills at the tiller of a sail boat.



DTM Photo

1870 Presque Isle
Light

**Membership
Information:**
**Please see Page
7**

Officers

Commodore

Bob Young

PO Box 11
Presque Isle MI 49777
989 595 5239
Email:
bob@youngappliance.com

Vice Commodore

Gary Hagen

21635 US23 South
Presque Isle MI 49777
989 595 9007

Email:
gchag@hotmail.com

Secretary

Curtis Eagle

101 N Industrial Dr
Alpena MI 49707
989 356 2726

Email
ceagle@eaglecompanies.co
m

NOTE:- Officers are Di-
rectors

Treasurer

Robin Spencer

Summer Contact
PO Box 84
Presque Isle MI 49777
989 595 6970

During Winter
754 Munson Ave
Traverse City, MI 49686
231 929 4684
Email: hat-
tie1@charter.net

Director

Chuck Mosier

PO Box 27
Presque Isle MI 49777
989 595 6725

Email
sakima@sigmaxi.net

More Directors

Winter Addresses

Barbara Dietrich

17251 Highland Pines Rd
Presque Isle, MI 49777
989 595 6680
Email— dtrick@windstream.net

PO Box 502
White Springs,
FL32096
386 397 1191

George (Gus) Hoster

PO Box 59/8784 E Grand Lake Rd 5777 Bastille Place
Presque Isle, MI 49777 Columbus, OH 43213
989 595 2132 Summer 614 367 1318
Email— skeeking3@aol.com

Ted MacKinnon

17537 Grand Lake Blvd 19534 Warwick
Presque Isle, MI 49777 Beverly Hills, MI 48025
989 595 2309 Summer 248 647 1628
Email— nw8w@att.net

Thanks to Contributors

The Club and the Editor appreciate any material from members for The Masthead. For this issue, the following have provided articles and/or images:

Bob Young, Bill Lewis, and John Vogelheim

If you have anything that is pertinent or of general interest, please get it to the Editor on a floppy disc or via Email. Please submit text in either "text," "rtf," or MSWord format. Images in 'jpg' or 'bmp' format are preferred, although others can be handled.

PI Yacht Club Clothing Sale!! 25% Off All Stock Items

It is time to update our clothing line so everything except our new style hats are on sale. We are also looking for new styles and new items for our July meeting so please help us to reduce our inventory. Great items for the rest of your family too!
John Vogelheim

Apparel & Etc

Club Apparel	Bonnie Hawkins	989 734 5663
ID Tags	John Vogelheim	989 734 4439
Burgees	Gus Hoster	989 595 2132



DTM Photo

1840 Presque Isle Light

Some Editorial Words

As this issue is being prepared, there is little or no input from PIYC members. Your contributions are important. Please forward any content that you think may be interesting to our Fall 2011 readers. See below for how to do this.

On Page 5, Mr. William Lewis of Presque Isle has provided an article that describes the ship FAME that was wrecked off of Presque Isle. Mr Lewis has long been interested in local history. We owe him our thanks for his contribution to The Masthead.

It is worth noting that the local bottom of the lake is carpeted with many wrecks, among which is the Malabar VI, a schooner rigged yacht similar to others of the same name designed by the famous naval architect John G. Alden.



Fly the US Flag
here.

An image of Malabar VII. Malabar VI sunk off of Presque Isle a few years ago. The two yachts were similar in appearance.

The Masthead

This publication of the Presque Isle Yacht Club is initially issued 3 times per year; in the spring, during the summer, and again in the fall of each year. Depending on the amount of input from members, the frequency and/or size may vary as needed.

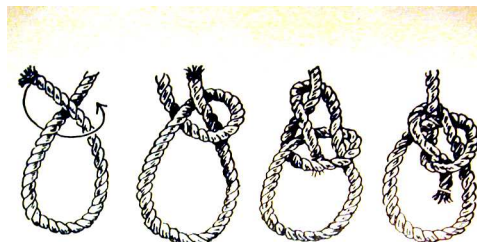
We welcome any comments, concerns, congratulations or complaints, but especially appreciated are pertinent articles or images that will be of interest to our members. Please submit such communications to the Editor.:

Ted MacKinnon Email: nw8w@att.net
19534 Warwick
Beverly Hills, MI 48025 248 647 1628 (Winter)
Or
17537 Grand Lake Blvd
Presque Isle MI 49777 989 595 2309 (June, July, & Aug)

PIYC Mailing Address:
P.O. Box 171
Presque Isle, MI 49777

The Knot of The Season

Not of the season or of this season, but of all seasons—the bowline, the King of Knots. At one time your editor was involved with the Boy Scouts, and they were told that if they only got ONE thing out of that program, (excepting the life lessons learned in Scouts) it would be the knowledge of how to make this knot.



Copied from the Sea
Scout Manual 1939

The Bowline

Look at the left image. This is where everyone gets lost. Follow the arrow and sort of 'flip' the line so that it looks like the second image. From there the process is straight forward. Forget about the way you may have learned how to tie this in an earlier lifetime and amaze your friends with this fast method.

The uses of this knot are limited only by the user's needs; but an important advantage is that it is easy to untie, even when it has been subjected to a high tension force.

Flag Etiquette

A topic of conversation during PIYC meetings in recent years has been that of the flag pole at the Presque Isle Marina (and other state operated marinas as well).

Just to clarify what we are talking about here, a rehash seems appropriate. The customary flagpole for marinas and yacht clubs is one that has a crossbar (yardarm) and a gaff positioned at the intersection of the yardarm and the main pole such that the gaff points upward at an approximate 45 degree angle.

The purpose of this arrangement allows the Yacht Club or local burgee to fly from the top of the pole, with the US flag flying from the end of the gaff. The yard allows display of decorative or other flags/

The idea is that the pole arrangement echoes the mainmast of the days when ships were wooden and the men were iron—the sailing ships of old. The company or other identifying flag flew from the top of the mainmast and the US flag was at the end of the gaff.

It is proper for a gaff rigged sailboat to fly its US Flag from the end of the gaff. Convention allows Marconi rigged sailboats to fly their US Flag from a similar place, about 2/3 of the way up the leech of the mainsail. An alternate location uses a deck mounted pole at the stern of a boat.

In Michigan, someone erroneously determined that this tradition was "wrong," because the US flag was not displayed at the top of the pole as it would be with an ordinary straight pole. With a conventional pole the US flag is always at the top, and the State flag is hoisted below it. The consequence is that there is a universe of state marinas with the pole arrangement "fixed" so that the gaff is no longer installed.

Perhaps the DNR will step up and remedy this situation.

Membership In The Presque Isle Yacht Club and Dues for 2011

The Presque Isle Yacht Club is a civic organization dedicated to the establishment and growth of a yachting community in Presque Isle Harbor Michigan.

Annual dues are \$100 with a one time burgee fee of \$25. There is no initiation fee for membership. From time to time various clothing and nautical accessory items may be available at market prices.

The club membership year is January 1st through December 31st. Applicants filing after September 1st are considered as having filed as of the following January 1st. The months between are free.

Members will please send your 2011 dues of \$100 to Treasurer Robin Spencer at the address shown on page 2.

Interesting Web Sites & Miscellany

This space is set aside for those items that do not fall into any particular category. If you have an interesting Web Site that has anything to do with boating and/or the Great Lakes this is the place for that information. Just forward whatever you have to your editor.

<http://www.wunderground.com> A great weather site, with astronomical data.

<http://www.firstgov.com> Info on Gov't and misc. data

<http://gethuman.com/us/> Contact a real person, not a machine

<http://www.maglite.com/knowledge.asp?>

gclid=COa_4rPT8YgCFQGPWAodq32nsA MagLite Info

<http://www.cgaux.org/> US Coast Guard Auxiliary

<http://thunderbay.noaa.gov/> NOAA Shipwreck Museum

<http://www.boatnerd.com> Great Lakes shipping and gen'l info

VHF and the Amateur Radio Service

As a supplement to the VHF radio it is worth considering Amateur Radio. The use of a handheld "Ham" radio operating in the frequencies just below the Marine VHF band offers an opportunity to have many frequencies available for point to point (simplex communication, similar to VHF channel 68) as well as through so called "repeaters."

These repeaters are located all over the US and Canada and serve to instantaneously relay any transmission that they hear. The result is that your transmission range is extended typically 50 miles beyond where the repeater is located. There is an Alpena repeater. It transmits on 146.76 Mhz and listens on 146.16 Mhz. Other repeaters exist on other frequencies in Michigan and elsewhere.. Currently it is not known if the "machine" in Rogers City is active.

Of course Ham radio is not limited to just this so-called "2

Contact The Portage!

At the May PIYC meeting, Dorothy Ohmart advised the group that the management of the Portage would appreciate having a count of those who intend to attend a PIYC meeting.

Please call the Portage Restaurant maybe 2 days (?) prior to a meeting so that they will be able to plan for the dinner.

PIYC CLOTHING SALE

25% OFF
NOW THROUGH OUR
JUNE MEETING ON ALL
THESE ITEMS EXCEPT
OUR NEW HAT DESIGN!

*SOME NEW ITEMS TO BE INTRODUCED AT
OUR JULY MEETING.*

**SORRY....NO SPECIAL ORDERS OR OTHER
SIZES AVAILABLE. ALL SALES
FINAL..EXCHANGES ONLY - NEED TO
REDUCE OUR INVENTORY.**

NEW HAT SPECIAL \$13.00 EACH

See John Vogelheim for these apparel items.

meter" band of frequencies. Other activities include world wide communications on lower frequencies, the use of Morse code, slow scan TV, regular TV, and various digital modes including radio teletype. There are several more esoteric modes available that can be explored, including communication via satellite, and position reporting.

A license is required to be a ham, but it has never been easier to become licensed. A knowledge of Morse Code is no longer required, and question pools are available for study. Topics covered in an exam usually include some basic electricity and very elementary electronic theory as well as safety and regulatory/FCC rules. Question pools are an important tool in preparing for these exams.

Many clubs exist with members eager to assist those who are interested. Contact this writer or connect to www.arrl.org for all pertinent information or to locate a club in any area.

The Curious History of The Infamous Fame

by William D. Lewis

In April, 1988, when I decided to try to find the exact month and day of the shipwreck of the "Swedish sailing barque FAME" on the Lake Huron beach at the Old Presque Isle Lighthouse, in "1888" according to displays in the lighthouse museum, it was with the idea of encouraging a local centennial observance of the event. Documentation uncovered in less than two months came as a total surprise and significantly refuted folklore and mistaken versions, that had been presented by several sources as the authentic history of the FAME. From then on, the story built slowly for 17 years!

In 1940, Lloyd's of London was contacted by an Alpena resident in an effort to gain some historical knowledge regarding the FAME. Lloyd's responded with some rather sketchy information on a small sailing vessel of that name. Mistakenly, it was assumed that this was the same ship which -after being sold to Sweden- sailed to America and ended up wrecked at Presque Isle Harbor in 1888. That conflicted with documented facts of my research which are also in dispute with the excellent, locally-published chronicle, "My Recollections of Early Grand Lake" by George H. Kauffman. It has the Swedish FAME wrecked at the same location in 1854. The location is correct but FAME was an all-American vessel that wrecked here in 1887. A possible alternative to Kauffman's story is that, on December 3rd, 1854, the steam-propeller NIAGARA, upbound from Buffalo to Chicago, grounded in Presque Isle Harbor after seeking shelter from a northeasterly storm and was abandoned until the following spring.

When I wrote to Lloyd's seeking additional information of the FAME, my letter was passed on to Guildhall Library of the City of London where Lloyd's Marine Collection was deposited in 1979. Their librarian responded: "...searches in LLOYD'S LIST, LLOYD'S REGISTER OF SHIPPING and LLOYD'S LOSS AND CASUALTY BOOKS..have failed to reveal any vessel called FAME that was wrecked in 1888. If you are able to supply us with any further information about the FAME, such as her date and place of build, we might have better success in tracing her eventual fate."

A second letter was sent Guildhall Library which included the following information from the 1940 Lloyd's letter: "...the barque FAME of South Shields was built at Sutherland in 1861 by Ratcliff & Co. Her net tonnage was 327, her length was 114 ft., breadth 26 ft. and depth 16 ft. She was sold to Sweden in 1882-83." Guildhall responded: "After the FAME was sold to Swedish owners in 1882/3, her name was changed to IDA, and she last appears in LLOYD'S REGISTER OF SHIPPING in 1887/8, when she was owned by J.E. Sjogren and registered in Cimbrishamn (a small port near Kristianstad, now known as Simrishamn). Her movements at this date are not recorded by LLOYD'S LIST which suggests she may have been in use just as a coaster, but she made a

final appearance in the casualty reports when she went aground at Saltholm on 28th of May 1887. She was successfully refloated two days later and sailed for Malmo, but as she does not appear in the next issue of the REGISTER she may have been found not worth repair." Before receiving the explanation from Guildhall, I contacted two other possible sources of information. One was Gregory J. Newell, the United States Ambassador to Sweden, who forwarded my query to the Statens Sjöhistoriska Museum in Stockholm. They helped clear up the mystery of the first-English-then-Swedish-IDA, which likely never crossed the Atlantic to sail the Great Lakes. Another source was the Institute for Great Lakes Research of Bowling Green State University which supplied an abundance of data on the American ship FAME, from which I constructed a timeline which could be easily amended as research progressed. More recently, records on FAME from the National Archives were acquired and forwarded by Pat Labadie, Historian for Thunder Bay National Marine Sanctuary and Underwater Preserve, requiring numerous changes and additions to the timeline. It quickly became clear that it wouldn't be as easy as expected to make changes and difficult to determine which of the several venerable institutions have the most accurate information on a nineteenth century sailing vessel.

The following history serves as testimony of not only the many dangers and hardships faced by the early sailors of our Great Lakes, but also of the great need for lifesaving crews and lighthouses. Most data is entered just as found, written and punctuated, but vessel names are in all capital letters. Most sources are identified. Following are the highlights from the chronological history of FAME. The gathered data meshes well with the timeline, supporting its accuracy.

According to the Institute's master sheet on the FAME, she was first "enrolled" at Detroit on May 21, 1853, built there by J.L. Wolverton. According to the National Archives, the FAME was originally a two-masted wood schooner, 132'4" long, 25'10" wide, 10'9" in depth and 341 & 43/95ths gross tons. She had a scroll figure and square stern. Her owner, H.N. Strong of Detroit, R. Stungleman, master. Before launching, she was rebuilt by Wolverton early in 1854, as a three-mast barque measuring 155'9" x 26'0" x 11'2" and 428-35/95 tons. Slow getting out of the gate, she was finally launched on April 18th and enrolled at Detroit, May 12th in the name of owner H.N. Strong; J.C. Robinson, master.

On May 16th, just four days later, that association officially changed when FAME was enrolled when ownership changed to Wm H. Whitcomb of Detroit and David Nichols, together 3/4 owners, and Hiram Merrick of Detroit, 1/4; J.C. Robinson, master. It's worthy of mention here that the Institute had no record of another ship of the same name on the Great Lakes, however a much smaller Canadian schooner built in 1854 at Port Dover, Ontario, by William Allen, did sail as the FAME. She was lengthened

(Continued on page 6)

Fame

(Continued from page 5)

and rebuilt by Allen in 1857 but renamed LIVELY, circa 1860. (See August 17, 1858 entry, on page 4.) The 57-ton LIVELY was evidently rebuilt at St. Joseph in 1868, by W. Robins, as the ANNIE ROBINS, a 25-gross ton schooner. My thanks to Thunder Bay National Marine Sanctuary and Underwater Preserve for this data and many other revealing occurrences in the history of the American FAME. There were several earlier vessels of the same name which sailed the Atlantic.

Most of the information on FAME supplied by the Institute was from handwritten notes from the Poole Collection, of notations taken from newspapers and other publications.

Information from the National Archives, however, came from official records and were used whenever available. All of the FAME's enrollments, configurations, owners and masters are revealed from National Archives data, often supported by other sources.

FAME's accidents and other incidental reports were gathered from "other" sources. A change in one of several of a vessel's ownership, or of its master, evidently didn't trigger a new enrollment.

From the August 6, 1854 "Marine News" column of the Buffalo Daily Courier... "Laid up- We learn from the Detroit Free Press of the 3rd, that the barque FAME which left [for] the port of Chicago on Saturday last [in late July], with a cargo of railroad iron, put back, leaking badly, and reached here yesterday noon. She will discharge her load and go into drydock immediately, for repairs." A property loss of \$1,000 was reported.

The Cleveland Morning Leader repeated on August 21, 1854, this story that appeared in the Buffalo Express on the 18th... "Wednesday afternoon, while the barque FAME and schooner WILLIAM were pounding against the stone pier outside, the latter vessel full of water, quite a little sea running and every prospect of both vessels becoming wrecked, the services of the tug propeller WILLIAM PECK belonging to Elias and Thos Sims, was procured together with an eight inch new hawser and sent out to them. "Both vessels were badly aground. The tug hitched to the barque first and pulled her off, and in one hour had her safe inside, returned and after severe pulling took off the WILLIAM, and towed her in, full of water as she was. In one hour and three quarters she had both vessels safe inside, rescued from imminent peril."

From the October 7, 1854 Buffalo Democracy.. "We learn that the barque [sic] FAME, owned by Nichols, Whitcomb & Armstrong of Detroit, went ashore in the late gale near Goderich on Lake Huron (October 6th). She filled with water and sunk and is in critical condition. Captain Dorr left last evening to endeavor to get her off. She is fully insured." On the 10th, the same newspaper reported.. "Capt. Dorr, Maritime Inspector, returned last evening to this city, from a visit to the barque FAME where she lies ashore on Lake Huron. He informs us that most of her cargo which consists

of corn is damaged. Two vessels had been chartered and a number of hands were removing the grain to these vessels. Should we have fair weather for a few days longer she will probably be got off not much damaged. Capt. Dorr left last evening with two Marine Pumps to pump her out." The maritime inspector reported FAME's loss as \$27,000. On October 14th, the Buffalo paper reported.. "We learn that considerable cargo of the barque FAME has been removed and that her owners, Nickles, Whitcomb and Armstrong, are making great efforts to save her from total loss. The prospects are fair that she will be got off and be ready for sea in a few days, unless a southwester should spring up before the steam pumps have gotten her off the bottom. Her cargo was grain and will be mostly spoiled, though some 3,000 bushels have been removed in good

condition." Their coverage continued on October 24, 1854, when it was reported: "The Goderich Signal says that the barque FAME of Detroit, is still ashore four miles above that place in a dangerous position with much water in her hold.."

Another article dated November 27th in the Detroit Advertiser, stated that the schooner MARY WATSON arrived on Thursday with the sails, rigging, etc. belonging to the barque FAME, lately wrecked on Lake Huron." There were 384 marine "disasters" or vessel casualties on the Great Lakes in 1854, with the loss of 119 lives.

A revealing article in the Toronto Globe on June 8, 1855, reported.. "The bark FAME wrecked last Fall near Goderich on Lake Huron and supposed to be a total loss, has been recovered this Spring and taken into Goderich where she is undergoing repairs."

So, FAME spent the winter of 1854-55 aground on the Canadian shore of southern Lake Huron.

FAME enrolled at Detroit, April 15, 1856, with a change of ownership to A. Smith Bagg of Detroit; Samuel Barse, master. The Cleveland Plain Dealer on May 9, 1856, and the Detroit Free Press the following day, both reported the FAME.. "ashore, Thunder Bay."

Underwriters noted this incident as "ashore Thunder Bay Island, May, 1856, got off" with damage of \$700 to the hull and \$500 to cargo. In June, 1856, FAME was struck by lightning while her crew of 10 were trying to take in sail. All were reported injured, some seriously. In November, 1856, Underwriters entered in their records that barks FAME and SUNSHINE collided off Long Point in Lake Erie, with hull damage of \$300.

In September, 1857, FAME collided with a vessel in the Chicago River, sustaining a loss of \$400. Her problems continued in 1858 when she lost her topsails for a reported loss of \$200.

Out of Sandusky, Ohio, on August 17, 1858, FAME reportedly capsized in a squall on Lake Erie six miles off Monroe, Michigan. A 9-year-old boy floated off into the night on a plank, picked up some 70 hours later alive but suffering from exposure. This romantic report was false! While there was a capsizing, the captain, mate and boy went ashore in a boat be-

(Continued on page 7)

Fame

(Continued from page 6)

longing to the schooner without even getting their feet wet! That according to an item in the Sandusky Register, repeated in the Buffalo Daily Republic. This vessel was very small with a crew of three, one a child! It likely wasn't Allen's 1857 Canadian schooner mentioned earlier, although, a report on her does include a capsizing in Lake Erie off Monroe the same month at a loss of \$1,800. Definitely not the barque FAME!

An April 2, 1860 article reported FAME's ownership going from Parks & McCleod to E.W. Hudson. In 1860, the "428-ton bark" and "A.S. Bagg, Detroit" are mentioned with a B2 vessel condition and value of \$8,000. FAME enrolled at Detroit, July 3, 1860 with change of ownership to Elon W. Hudson of Detroit; D.W. Ingraham, master. She also underwent "large repairs" in 1861. In 1862, Underwriters listed her master as Captain Harvey. In 1863, her condition as B1, value \$9,500.

August, 1863, out of Detroit, a newspaper reported that.. "Bark FAME recently struck a reef at Eagle Harbor arrived in tow of tug H.N. MARTIN..Capt. O'Neal..when off 40-Mile Point -40 miles below Mackinac- FAME's foremast was struck by lightning and the top shivered to fragments." A short time later, another article reported that the FAME is to have 70 feet of new keel. Weakened by her misfortunes, April 22, 1865, FAME was "remeasured" at 298.67 tons. In November, FAME was sunk in Chicago Harbor in a collision with another vessel. She underwent "large repairs" and her condition and value were rated by Underwriters as B2 and \$8,000.

Enrolled at Detroit, April 22, 1865. Owner still E.W. Hudson, E.M. Bassett, master. FAME remeasured due to change in Customs laws: Barque with one deck and three masts; 156.0' x 26.0' x 10.6' and 281.50 gross tons (268.50 tons below deck and 13 tons of enclosures on deck). Vessel awarded the official number, 9213.

On May 16, 1866, the Detroit Free Press reported.. "FAME, owned by E.W. Hudson of Detroit, Capt. Bassett with cargo of iron, stranded on S. Manitou Island, released May 9, 1866." Another May article reported "Bark FAME, cargo grain, ashore at South Manitou; threw over 2,000 bushels and got off." In September, 1866, FAME collided with the schooner MYRTLE "on the Flats" [Lake St. Clair] and both were damaged. Later that month, FAME, with a cargo of grain, was ashore at Point au Pellee [Lake Erie] and slightly damaged. In October, FAME again ashore on South Manitou in Lake Michigan, but got off, again with slight damage. The Detroit Free Press, on December 19, 1866, reported that there had been 621 marine accidents ("disasters") on the Great Lakes that year, 200 more than in 1865.

A February 16, 1867, article reported... "recently bark FAME was sold by E.W. Hudson to W.W. Hart for \$10,000." Vessel enrolled at Detroit, April 24, 1867, with change of ownership to W.W. Hart of Detroit; Charles Wilson, master. In July, FAME collided with bark REPUBLIC on Lake Huron; both damaged. In September, she was again damaged in a collision on Lake Huron.

April 21, 1869, FAME was again enrolled with a change in owner back to E.W. Hudson of Detroit; L.A. Jones, master. Underwriter reports tell of considerable repairs to "ceiling and decks" by Detroit owner Hudson. In November, 1869, bark

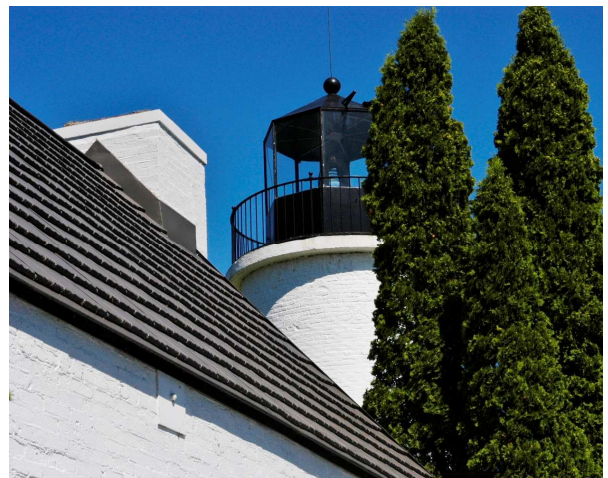
FAME was disabled on Lake Erie and towed to Detroit.

May 24, 1871, FAME was reported both as being converted to a lumber barge and as her rig being changed from bark to three-masted schooner; 156' x 26' x 10', B2 condition and \$7,000 value. She was enrolled at Detroit on June 24, 1871, with the same owner and Geo. C. Rogers, master. Her rig changed from a barque to three-mast schooner. In July, bark NORTHWEST and schooner FAME collide in the Straits, both damaged. In September, FAME sprung a leak on Lake Huron.

The conclusion of the unhappy history of the FAME will appear in the Fall 2011 issue of the Masthead.



A "barque," similar to the FAME. This image is from a Yahoo search for "barkentine."



Another view of the "Old" Presque Isle Light, built in 1840.

Presque Isle Yacht Club
Presque Isle MI 49777

Date _____



MEMBERSHIP APPLICATION

Name _____
Address _____
City _____ State _____ Zip _____
Home Phone _____ Business Phone _____
email _____
Boat Name _____ Length _____ Power / Sail _____
Sponsoring Member _____
Signature _____ Date _____
Applicant _____
Signature _____ Date _____

Membership In The Presque Isle Yacht Club

The Presque Isle Yacht Club is a civic organization dedicated to the establishment and growth of a yachting community in Presque Isle Harbor Michigan.

Annual dues are \$100 with a one time burgee fee of \$25. There is no initiation fee for membership. From time to time clothing and nautical accessory items may be available at market prices.

The club membership year is January 1st through December 31st. Applicants filing after September 1st are considered as having filed as of the following January 1st. The months between are free.

PIYC meetings are the 3rd Thursday of the month April through October. Social hour begins at 6:30 p.m. dinner / meeting follows.

The current clubhouse of PIYC is the Portage Restaurant at Presque Isle Harbor. State liquor laws must be observed during all club functions at this establishment. No drinks will be served after 2:00 a.m. and all parties must vacate the premises by 2:30 a.m. or upon the earlier closing of the Portage. All liquor consumed on the premises must be purchased from the Portage Restaurant. Open liquor or beer may not leave the establishment.

Visiting members and guests are welcome at all club functions provided they are accompanied by a member in good standing.

**THE MASTHEAD
A SEASONAL BULLETIN OF THE PRESQUE ISLE
YACHT CLUB**

**THE PRESQUE ISLE YACHT CLUB
P.O. BOX 171,
PRESQUE ISLE, MI 49777**

1st Class
Postage

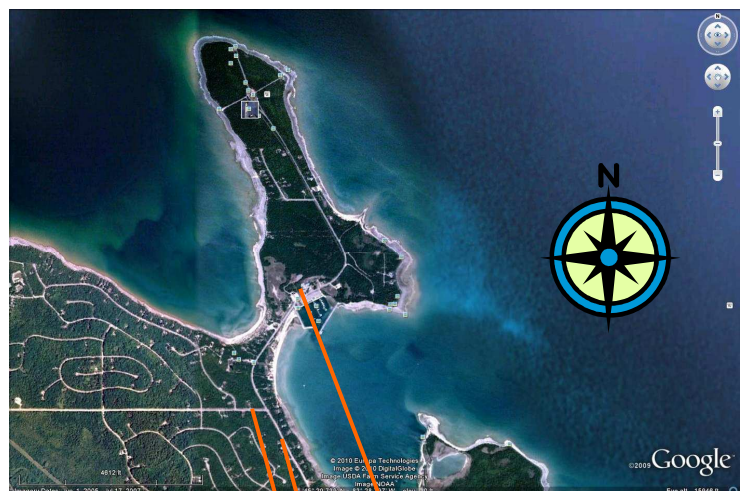
For Information
Email: nw8w@att.net

MEETING LOCATION

PIYC meetings are on the 3rd Thursday of the month, April through October. Social hour begins at 6:30 p.m., dinner / meeting follows.

The current clubhouse of PIYC is the Portage Restaurant at Presque Isle Harbor. State liquor laws must be observed during all club functions at this establishment. No drinks will be served after 2:00 a.m. and all parties must vacate the premises by 2:30 a.m. or upon the earlier closing of the Portage. All liquor consumed on the premises must be purchased from the Portage Restaurant. Open liquor or beer may not leave the establishment

Visiting mariners and guests are welcome at all club functions provided they are accompanied by a member in good standing



PI County Rd 638

Grand Lake Rd

Portage Restaurant