

A Seasonal Bulletin of The Presque Isle Yacht Club



The Masthead

Fall 2011

PIYC Website
www.presqueisleyc.org



Volume I

No. 4

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

How could you have planned for the swelter of the summer of 2011? Summer started on schedule, late in June. (the early part was a continuation of the long and cold winter...)

Looking back on the seventy days of summer that were usable, the PIYC members were able to dine outdoors (seafood boil) for our July dinner meeting, and meet as usual at the Portage Restaurant for our August meeting. All in all, the summer of 2011 was a great season to enjoy. The key is to plan, and take charge of the calendar. It seems to me that the 10 to 12 weekends that make up the summer occur in a different speed or gear than the rest of the year. Some years we get the bonus of good weather in late May, or throughout June, but those weekends are rare.

Curtis Eagle reports that his annual trip to the North Channel was a great one. The weather was ideal and the family trip was memorable. I don't think Curt and Joan put a real cost on those trips... they're invaluable.

I'd like to make sure the trips made to Presque Isle during the summer of 2012 are also memorable. Let's do all we can to keep the area fun, relaxing, and full of what keeps families coming back. The best way I can think of is to keep our value known to travelers. Our free internet, free bikes, and other donations are great for our out of town guests. (certainly better than any government program!) We do it for the fun of it, and with the knowledge that it makes Presque Isle a better value. The social gatherings alone are a great value and a way to meet others who call the area home.

If there's a way to use some of the new technologies to keep the boaters and other tourists aware of what we offer, I'm for exploring those technologies. That means Twitter, Facebook, Boatnerd.com, boating organizations, yacht clubs, etc. are where we need to tell our story. For those who are boating enthusiasts, planning for 2012 is about to start. Let's make sure we use every avenue to have those boaters stop in and enjoy Presque Isle. Those 70 days of summer will come again before we know it. If you have a special talent in these areas, or have an idea to share, call or email me (989-595-5239, or eastgrand-laker@gmail.com)

RY

PS: We've moved into our new home, and sold our cottage recently. A lot to accomplish during this "compressed summer



DTM Photo

1870 Presque Isle Light

Membership

Information:

**Please see Page
7**

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19534 Warwick
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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, Gary Hagen and Bill Lewis,

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

ID Tags & Apparel John Vogelheim 989 734 4439
Burgees Gus Hoster 989 595 2132



DTM Photo

1840 Presque Isle Light

Sailing Program Success By Gary Hagen

Some Editorial Thoughts

As this issue is being prepared, there is only minimal input from PIYC members. Your contributions are important. Please forward any content that you think may be interesting to our members and others. See below for how to do this.

On Page 5, is Mr. William Lewis of Presque Isle provides the conclusion of 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.

Winterization

Like it or not, the seasons continue to change. We would probably enjoy January, February, and March more if they went by as fast as June, July, and August. But with the oncoming fall, we are faced with the task of getting our boats ready for the other 9 months.

Do yourself a favor and make sure that any unused fuel is treated with a fuel stabilizer. This will assure that gas does not turn 'sour.'

Sometimes water will leak into the lower unit of an outboard or outdrive. The lube that is inside the lower unit will look like a milkshake if water has crept in past the seals. Drain the lower unit of old oil and replace it with new lube so it will be ready in the spring.

Be sure that the inside of your boat can get some fresh air, to prevent mold. Open any compartments so there will be adequate ventilation. If your boat is "shrink wrapped," this is especially important.

Throw some "red pop" —the familiar RV antifreeze—into the bilge if you can't get the bilge dried out. Ice in the bilge gets into cracks in the structure and can cause problems.

Store batteries in a warm place. This might mean that they will live in a heated house all winter, but you might save some serious money. Do not store a battery on concrete, place it on a piece of wood that is on the concrete.



DTM Photo

Cape Dory Typhoons getting ready for winter in New England.

The Grand Lake Youth sailing camp went very well. We had about 42 kids sign up. This is about 10 more than last year. Between Alpena and Grand Lake there were 96 kids in the program. Many thanks are extended to the Presque Isle Harbor Association. Steve Lang and his staff did a wonderful job allowing the group to use the beach facility. This site is perfect for our use. In addition, Steve and his staff provided trophies and medals for the races that were conducted by Dennis Norton and Robin Copeland. These two guys have a wonderful touch in training the new sailors how to race. All the kids who participated in the race either received a trophy or a medal. The trophies and medals were provided by the Presque Isle Harbor Association. There was also a lunch provided by the Association on the last day of each session just before the races. Kids and adults love hot dogs and provided drinks and snacks!

The Presque Isle Yacht Club also contributed \$400 to the program which is greatly appreciated. The Grand Lake Sportsmen's Club assisted with the transportation of the boats, equipment, and needed materials to conduct the class. The Alpena Youth Sailing Club does a truly outstanding job with the kids and providing everything needed to put on the program.

We have recently submitted a request to the Presque Isle Community Men's Club for a donation and are waiting for their reply.

The program is truly a GEM. The families and kids have a wonderful time at the event and I am sure will be a memory for life.

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

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Beverly Hills, MI 48025

248 647 1628 (Winter)

Or

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989 595 2309 (June, July, & Aug)

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Website: presqueisleyc.org

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

What Knot to Avoid

One of the requirements of any knot is that it must be easy to untie. The very familiar overhand knot fails this test, often needing a pair of pliers to get it untied, or maybe even a knife. Often the overhand knot is used to prevent a piece of rope from becoming unlaidd, or unraveled. Other usages include its use as a stop knot, to prevent a line from running through a block or other device.

Avoid the inconveniences associated with this knot by using the Figure Eight knot. Refer to the photos below to see the differences. One way to keep out of this situation is to watch out for overhands; they seem to creep in all too often. Remove them before they get too tight and replace them with the easy to untie Figure Eight!

It is worth mentioning that there are many ways to prevent rope from becoming unlaidd, including splices and crown knots. Some of these approaches will be covered in the future.

Be aware that there may be a pop quiz on these topics at any meeting, so practice and be prepared.



Figure 8 knot, being tied (left) and completed on the right.



Overhand knot, undesirable and to be avoided.



Contact The Portage!

At the May PIYC meeting, the group was advised 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. The sale may be still going on.

The Curious History of The Infamous Fame

by William D. Lewis

In the Summer issue of the Masthead the first installment of the trials and tribulations of the FAME appeared. If there was ever a "bad luck vessel," FAME surely qualified. However, given the state of the art at the time, there were probably many other vessels that had similar experiences. It is a wonder that through all of the misadventures that FAME endured until she foundered, no lives were lost.

Again our thanks to Mr. Lewis of Presque Isle for this account.

July 13, 1872, a temporary enrollment issued because FAME was away from her new home port and there was an ownership change. She was transferred out of the Detroit district to Port Huron [sailing out of Harrisville]. Her new owners were listed as: George L. Colwell, 1/8th); A. Weston of Painted Post, NY (1/4th); W. Weston of Olean, NY (1/4th); B.S. Colwell of Portville, NY (1/8th); C.S. Clark, F.G. Babcock & J.H. Clark all of Scio, NY (1/12th each). Geo. C. Rogers, master. [This data also found in Liber "D" of Port Huron Enrollments, No. 14, dated 27 July, 1872, page 236, and lists FAME as a three-mast schooner and confirms the specifications and build date listed earlier. It adds that FAME was a single-decker with square stern and - uncommon for a laker- had a scroll figurehead.

My thanks to David D. Swayze of Lake Isabella, MI, author of "Shipwreck," for sending me this revealing historical data years ago and for having a hand in my finalizing this story.] In August, 1873, FAME with a cargo of coal, sprung a leak off Port Colborne [Ontario] and went in there for repairs.

In 1876, three-mast schooner FAME, at 281 tons, was rated B2 with a value of \$5,500.

In 1879, Underwriters declared FAME to be uninsurable. She was enrolled at Detroit on

October 9, 1879 with a change in owners to Charles A. Chamberlin of Detroit (1/2) and Richard M. Hutchings of Detroit (also 1/2); C.A. Chamberlin, master.

July, 1880, an article reported that schooner FAME, Captain J.H. Ingram, with lumber from Muskegon to Detroit, was struck by a squall off Little Point Sauble on a Wednesday night, carrying away her masts, jibboom, bowsprit and all her rigging. The crew escaped without injury but the captain was carried overboard by the falling debris. He was injured quite severely in the side and limbs though no bones were broken. The wreck was discovered Thursday noon by parties at Pentwater who telegraphed the information to Ludington and the tug MESSENGER immediately went to the rescue. They reached Ludington Friday morning about 3 o'clock with the dismasted FAME and much of

her rigging and spars, which had been made fast by the crew.

On September 25, 1882, FAME temporarily enrolled at Sandusky since the vessel was away from her home port. Ownership unchanged, James Hamilton, master. She was changed from a schooner to a sloop rig; one deck and one mast, plain head; 281.50 gross tons and 267.42 net tons. On October 13, 1882, she was again enrolled and a permanent document issued, the vessel having arrived home.

FAME's ownership in 1884 was by C.A. Chamberlin of Detroit. One source reported that she sprang a leak and sank at Sand Beach, Michigan in 1885. On May 2, 1885, a new enrollment document issued because of the loss of the previous one. Description and owners unchanged; Wm Bedford, master. Also in May, 1885, the RHODA STEWART towed the W.W. STEWART, also TYSON, MONITOR and FAME in the Alpena and Toledo lumber trade. By today's standards, it's very hard to believe it was a profitable business for mariners... From the Alpena Weekly Argus, October 24th, 1883: "Barge FAME gets \$1.87 1/2 per thousand [bd ft] for carrying lumber from Alpena to Detroit."

The following from Life Saving Reports, 1887, is found in the Herman G. Runge Collection of the Milwaukee Public Library: On October 25, 1886, FAME was helped to a place of safety near False Presque Isle, Lake Huron, by a Lifesaving crew. Seven persons were on board, no lives were lost and there was no damage. Also: On May 31, 1887, schooner FAME (Capt. Bedford), in tow of steamer MARY PRINGLE (Capt. Humphrey), both bound from Detroit to the Alpena light, stranded in thick weather on Kenosha [?] reef near Thunder Bay Island station. Both were pulled off without much damage by tug EFFIE L. of Alpena. Ten were on board PRINGLE, seven on FAME and no lives lost. From the Keeper's Log at the 1870 Lighthouse.. October 28, 1887, the NELLIE MASON and H.R. MORRIS [likely A.H. MOSS] were given up as wrecked off False Presque Isle.

An October 29, 1887 Keeper's entry said that FAME, owned by C.M. Chamberlin of Detroit and built there by J.L. Wolverson in 1853, wrecked in a storm at the 1840 Lighthouse Point with a cargo of 3,000 ties and became a total loss. On November 2nd, cargo from the FAME drifted into the harbor and half retrieved.

Chicago Inter Ocean, October 30th, reported: "The barge FAME, ashore at Presque Isle, is going to pieces." The Port Huron Daily Times, November 2nd, stated: "The barge FAME, reported a total loss, was formerly a fine barkentine of 428 tons built at Detroit by J.L. Wolverson in 1853." The final entry in the Institute for Great Lakes Research master sheet on FAME reads... "Ashore at Presque Isle, Lake Huron, October, 1887, and became a total loss." Enrollment docu

(Continued on page 6)

(Continued from page 5)

FAME

ments were surrendered to Collector of Customs at Detroit, December 9, 1887, because of the loss of the vessel; "Total loss, Oct. 29, 1887; Sunk."

FAME broke up on the point of land at the north side of the entrance to Presque Isle Harbor, thus ending a long, accident-prone history but one apparently -and surprisingly- without the loss of even one life! As stated earlier, her history stands as testimony to the numerous dangers and hardships faced by mariners on the Great Lakes, and the need for lifesaving crews and lighthouses.

Artifacts from the shipwreck are on display at the 1840 Presque Isle Lighthouse Museum and remaining timbers of the FAME serve as mantelpieces in several nearby homes. An article from the Alpena Weekly Argus, November 9, 1887, is a great closer for this chronicle...

"The barges MOSS, ACONTIAS, MASON and FAME, which were wrecked on the Presque Isle coast a short time ago, are abandoned. The outfit of the MOSS and a lighter load of lumber were brought to this port by the steamer GOLDEN EAGLE, Monday last. Of the four cargoes, some 400,000 [bd] feet of lumber have been saved, and more will probably be recovered. The laborers who were taken from here to help save the lumber, demanded fifty cents per hour, from the time they left this port. The vessel men refused to pay such claims, and the matter was settled by paying 50 cents an hour, allowing 10 hours per day...

"The Detroit Free Press has the following to say concerning Capt. McKenzie and his crew: "The life saving crew of Middle Island did noble work in rescuing the crew of the barge NELLIE MASON, during the storm Saturday morning, October 29th, at Presque Isle. They dragged their boat a mile through the woods opposite the wreck, and she swamped several times as they attempted to launch her, and several men were thrown into the water and were almost dead with cold, but, like heroes, they succeeded in reaching the vessel and rescuing the crew, who were clinging to the icy wreck. The seas completely buried the wrecked barge, and, if the crew had not been soon rescued, they would have perished, as she was soon coated with ice to the mastheads, and full of water."

June 25, 2005

The preceding account was a frequently-updated version of one which appeared in the PRESQUE ISLE COUNTY ADVANCE, Rogers City, Michigan, in a three-part series on April 26th, May 3rd and May 10th, 1990. I feel I have reached the end of my quest for information on the FAME and will leave further efforts to those interested in digging even deeper into her history. This may include only half of

FAME'S total misfortunes!

Photocopies of documentation, letters and other information included in the formulation of my 1990 account, have been shared with The Alpena News, Jesse Besser Museum of Alpena, Alpena County Library, Clarke Historical Library of Central Michigan Univ., Presque Isle County Library and Grand Lake Branch Library. Also the Presque Isle County Advance, Presque Isle County Historical Museum, Old Presque Isle Lighthouse Museum, Great Lakes Historical Society, Historical Society of Michigan, the Michigan Natural Resources Magazine, Michigan Bureau of History, the Detroit Free Press, and the Institute for Great Lakes Research with special thanks for their assistance. They and others mentioned herein will be given a copy of this finished work.

Compiled and written by:
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Ph (989) 595-6526
<wwlewis6@netonecom.net>



FAME was a barkentine similar to this ship.

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**

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

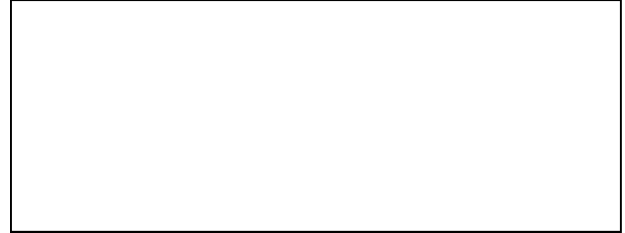
The current clubhouse of PIYC is the Portage Restaurant at Presque Isle Harbor. State liquor laws must be observed during all club functions at this establishment. No drinks will be served after 2:00 a.m. and all parties must vacate the premises by 2:30 a.m. or upon the earlier closing of the Portage. 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



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Email: eastgrandlaker@gmail.com

Commodore Bob Young

989 595 5239

Website: presqueisleyc.org

MEETING LOCATION

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PI County Rd 638

Grand Lake Rd

Portage Restau-
rant