

## Hours

Memorial Day to Labor Day 7 Days 11 - 5  
September - December Thurs - Mon 11 - 5  
January - March CLOSED  
April - May Thurs - Mon 11 - 5

## Admission Fees

**Ticket:** One Museum Adults \$7.00  
Seniors (55+) \$5.00  
Students \$5.00  
Children 5 & Under Free\*

**Passport:** Four Museums Adults \$15.00  
Seniors (55+) \$12.00  
Students \$10.00  
Children 5 & Under Free\*

## Museum Members

with Annual Membership Free

\*Children must be accompanied by an adult.

# Port Huron Museum HURON Lightship



Pine Grove Park  
Port Huron, MI

## A Few Statistics

Year Keel Laid	1918
Year Accepted by U.S.L.H.S.	1920
Withdrawn from Active Service	1970
Declared National Historic Landmark	1989
Length Overall	97 Feet
Beam Width	24 Feet
Draft	9 Feet 6 Inches
Displacement	310 Tons
Anchor	3 Tons
Maximum Ship Speed	8 Knots
Mast Height Above Loaded Water Line	52 Feet 8 Inches
Main Mast	42 Feet 9 Inches
Lantern Mast	11 or 12 Men
Ship's Company	

## Visit All of Our Museum Sites

HURON Lightship Museum  
at Pine Grove Park

Main Museum  
1115 Sixth Street, at Wall

Thomas Edison Depot Museum  
under the Blue Water Bridges

Coast Guard Cutter BRAMBLE Museum  
at Seaway Terminal

## For More Information

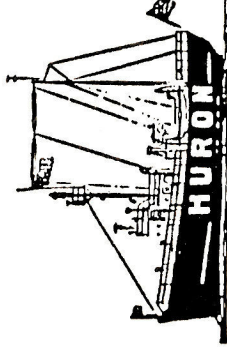
Main Museum: (810) 982-0891  
Business Office: (810) 455-0214  
Fax: (810) 982-0053  
Email: info@phmuseum.org

Or visit our website:

**www.phmuseum.org**

## Welcome Aboard!

Lightships were like floating lighthouses anchored in areas where it was too deep, expensive, or impractical to construct a lighthouse. Lightships displayed a light at the top of a mast and also sounded a fog signal in areas of fog. The fog signals used over the years consisted of bells, whistles, trumpets, sirens, and horns. Fog horns were powered by steam in the early days and later by compressed air. When visibility was impaired, the HURON lightship sounded her fog signal in a 3-second blast every 30 seconds and was known locally as "Old B.O." because of the familiar sound her horn made.



## History

The HURON lightship was built in 1920 by the Consolidated Shipbuilding Company, of Morris Heights, New York. She was launched as Lightship 103 of the United States Lighthouse Service and later renamed U.S. Coast Guard WLV 526. She was stationed at various shoals on Lake Michigan until 1935 when she was transferred to

Corsica Shoals in Lake Huron, approximately 6 miles north of the Blue Water Bridges and 3 miles east of the Michigan shoreline. For the next 36 years she guided mariners into the narrow, dredged channel of lower Lake Huron leading to the St. Clair River. Large lighted horn buoys and offshore towers (Texas Towers) have replaced some lightships. The HURON was the last lightship on the Great Lakes when it was retired from active service in 1970.

Acquired by the City of Port Huron by mandate of area residents, the ship was enshrined at Pine Grove Park in 1972 as a tribute to her vigilance and in fond memory of a bygone era. In 1989, the HURON was designated a National Historic Landmark. She is the only lightship on the Great Lakes to be so honored.

I would like to help support the  
**Port Huron Museum.**

Enclosed is my donation for \$\_\_\_\_\_

Name: \_\_\_\_\_

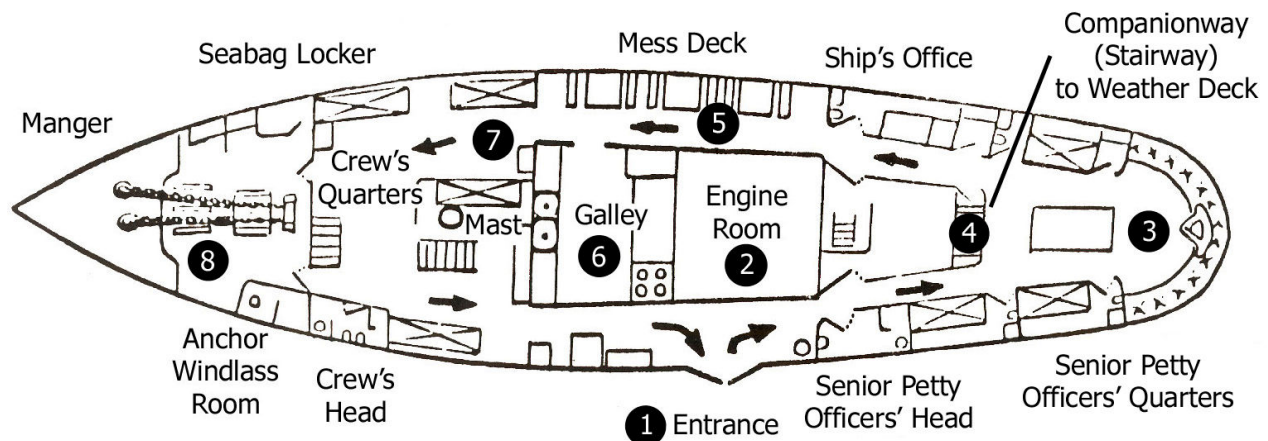
Address: \_\_\_\_\_

Please send me membership information.

# Self-Guided Tour

"Follow the Blue Line..."

We hope you enjoy your tour of the HURON. As you proceed through the ship, you will see that it is divided into several different compartments. A brief description of each of these sections will help you understand what you see and how it helped the HURON function so well.



## 1. Shiplside Entry on Main Deck

This space was the crew's lounge, equipped with a writing table and library books (kept in a cabinet where the viewing window to the Engine Room is now located). The doors for our new entry were formerly used to access the Engine Room.

## 2. Engine Room

Below deck, you can see through the window and floor grating to the twin GM 6-71 diesel 340 horsepower engines. Also located here are two diesel air compressors that powered the fog horn and two diesel generators that provided electricity for this vessel.

## 3. Senior Petty Officers' Quarters

The Senior Petty Officers' Quarters consisted of three cabins and the Ward Room, located at the ship's stern, where the men could relax and watch TV. Here, you can also see the rudder post and the quadrant that moves the rudder.

## 4. Companionway to Weather Deck

Please watch your step going up. The Pilot House to your right as you climb the steps houses the ship's wheel used by the pilot to maneuver the lightship. The Radio Room, behind the Pilot House, contains radio equipment once used to communicate with shore and other vessels. At the top of the Lantern Mast is the light which guided ships through the Corsica Shoals. The large bell on the fore deck was originally mounted on the lantern mast above the Pilot House. The HURON Lightship Museum is the only such vessel with an operating blinking light. You can see this light from shore after dark. The small boat on deck is called the Liberty Boat because it was used to transport sailors to shore who were off-duty or "at liberty." The total crew of the HURON was eleven men, with 7 to 9 on board at any one time. Tour of duty was 18 days aboard ship, 6 days off. Crew members were stationed onboard during the shipping season,

between early April and late December. For safety, please be sure to turn around and back down the steps as you return to the Main Deck.

## 5. Mess Deck

The sailors ate their meals or relaxed over a cup of coffee or a snack in this area.

## 6. Galley

The cook prepared meals for the men aboard the HURON in the ship's galley at meal times, but the Galley was left open 24 hours a day for the sailors' use at other times. Everything in this area is made of stainless steel.

## 7. Crew's Quarters

The lightship sailors shared Spartan accommodations, consisting of 9 bunks and several lockers. Each man had only one half-locker in which to store his belongings in the crew's quarters. The deck below this area houses a walk-in freezer, chain locker, and a boatswain locker for storing extra parts and equipment.

## 8. Anchor Windlass Room

Lightships were equipped with a unique "mushroom" anchor which extended from the very bow of the ship, rather than from the side of the bow as with most ships. This anchor, which does resemble a mushroom, weighs 5,000 pounds. Lightship anchors were secured to the ship by a large DiLok chain, each link weighing 6 pounds. The chain is measured in shots, with each shot being 90 feet long. Usually lightships let out 5 to 7 times as much chain as the depth of water in which they were stationed. There are 5 shots of anchor chain aboard the HURON. Two shots (180 feet) were used on station at Corsica Shoals. This space forward of the Windlass is called the Manger. The name originates from the early days of shipping when livestock was kept aboard sailing vessels so crew members would always have a supply of fresh meat.