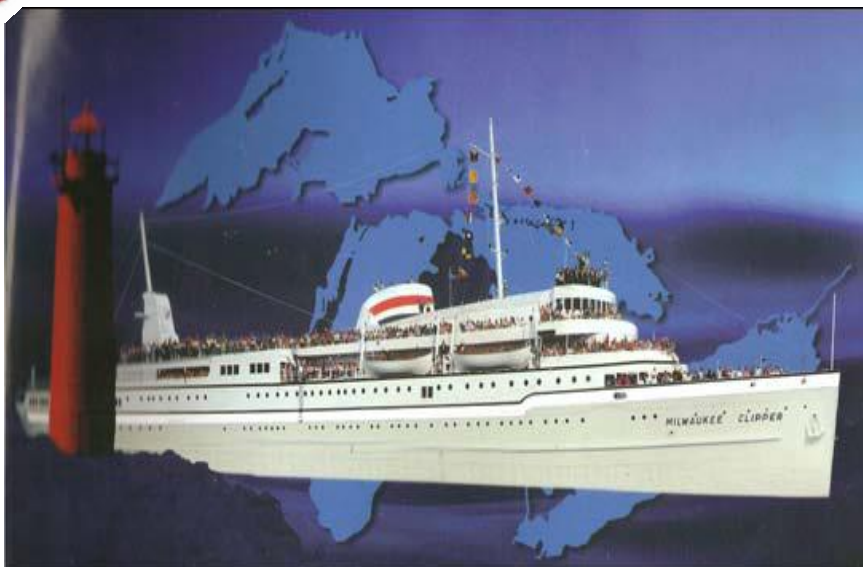




Shipshape

Third Quarter, 2016 - A Quarterly Publication of the S. S. Milwaukee Clipper Preservation, Inc.



This photo of the *Clipper* is also the cover of the book “The S.S. Milwaukee Clipper, An Illustrated History” by Steve Demos and Marylouise Plant. It is nearly 200 pages in full color with over 300 illustrations. A graphic depiction of the *Clipper* story from its birth in 1904. Net proceeds will be donated to the S.S. Milwaukee Clipper Preservation, Inc. You can get a copy by calling 231-744-5101. Makes a terrific gift!!

This issue of Shipshape is dedicated to the volunteers – hear their stories and memoirs!

I have been a volunteer on the *Milwaukee Clipper* for over 10 years now. So, you are wondering why don't I know you? Well, I only visit the ship about once a year. That is because I do my volunteer work from my home, 90 miles away near Lansing. I maintain the milwaukeeclipper.com website. Our website has over 30 pages of information, photos, videos, links and an archive of the last 6 years of **Shipshape**. You can take a narrated virtual tour, which follows the live tours given on the ship. Start your tour on our **Photo Tours** page. You can get directions from your location to the boat on our **Map to Ship** page. You can check out and buy the book (mentioned above). There are many interesting photos which were used to advertise the *Clipper* in the 40s and 50s on the **Clipper Scrapbook** page. On the new **S.S. Alabama Room** page you can get a peek at the latest addition to our ship. Our website is kept up-to-date and changes frequently. In the last 4 years, since I put a hit counter on the site, we have had almost half a million viewers visit our site. Don't you wish just half of them came to visit? It does happen!.

The *Clipper* has three main means of communication. For years we had **Shipshape**, written by board members and edited by Sandy Ferski. This started as a mail only quarterly and has evolved into a combination of “snail mail” and digital newsletter. Bill Bell takes care of our “social media” needs on Facebook at **S.S. Milwaukee Clipper**. You should visit this Facebook page. Many comments come from people who worked on, or traveled on the *Clipper* in the past. Very interesting! Then there is the website. Anyone in the world can view these pages on the internet. So when you are talking about your adventures on the *S.S. Milwaukee Clipper*, remember to mention where to go for more information on our ship. We want and need both volunteers and visitors. Now that you know how to “Sell our Ship”, Go for it!

Written by Dave Durkee
S.S. Milwaukee Clipper Webmaster

Message from the President By Jim Plant



Another season of *Clipper* Tours has ended. Every year our tour guests' numbers keep growing. I wish everyone could experience the gratitude, appreciation and thank you statements we get from our guests. It is a real pleasure working with such reward. We ask all tour guests to sign our guest log and write down their hometown. It is amazing where everyone hails from – almost every corner of the USA and beyond. Most encouraging is the number of Muskegon natives we are welcoming aboard, too.

Several very interesting guests came aboard. Nick Kirby, a great-grandson of Frank. Kirby toured the ship. Frank worked for Detroit Shipbuilding and was the naval architect that designed the Juniata, as well as, many of the Great Lakes passenger ships. Another couple had spent their honeymoon on the *Clipper* and enjoyed reliving their memories.

Ralph McCrea and his family joined us as part of their family reunion. Ralph's father headed up the McKee business in Muskegon when the *Clipper* was running. Ralph is a very faithful donor to our restoration efforts. Thank you so much, Ralph. Your friendship is very special.

Many former *Clipper* employees tour the ship each season. Jim Rife and twenty-one family members went through the *Clipper*. Jim worked on the ship 1967-1969. He wanted to relay his sincere thanks to all of the current volunteers for their great labor of love restoring the ship to its original beauty.

Two very enthusiastic new tour guides, Mike Wilson and Emily Austin delighted us when Mike proposed to Emily on the *Clipper* after a Sunday guiding our tour guests through the ship. Somehow the *Clipper* has a way of making love blossom. We wish them many years of happiness.

Nick Brown from Camden, Maine, an expert on Warren McArthur furniture, brought much excitement when he told us how valuable the furniture we have on board was. Many of the pieces are in need of repair and he is an expert on its restoration. He said we should have everything appraised and have it insured. Fortunately, that afternoon Tom and Patti Zehner, new volunteers were on the ship, too. Both are college computer professors and Tom immediately went to work with the inventory, cataloguing and photographing everything he found AND putting everything on a spreadsheet. Tim Fitzsimmons, a new board member and a registered appraiser, is handling the information Tom has assembled along with an inventory that Ray Hilt and Bob Priefer had taken years ago. Nick said he had done a "walk-thru" appraisal of the furniture when the ship was in Hammond. At that time he estimated the value about half a million!! Gene Fethke, a board member, sells insurance and has the project well in hand.

We have a colorful offseason banner on the chain link fence at the entrance to the *Clipper*. It gives dates and times for the next tour season, as well as our website and other info. A tour guest suggested it saying that he came by last winter and was curious about the ship and would have appreciated some information. So....we now have that offseason info right there in sight.

Our many thanks to all of our *Clipper* supporters, who have contributed money so that our volunteers have material to carry on the restoration.



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News announcement from
Auction Chairperson – Gene Fethke
Auction 2017

*A trip for 2 to go up in the tower of the Mackinaw Bridge
what a sight – few people get the opportunity!!
Will you be the lucky one???

This Summer Lauren Cribbs and her aunt, Denise Elwell, restored the Chief Steward's room. The room used to be part of the Movie Theater and was then converted into more room for the Stewards department. Lauren is working to earn her Girl Scout Gold Award, the highest award a Girl Scout can earn. Along with restoring the room, she is working on scanning the binders of *Clipper* pictures so that there are digital copies of all of the pictures. She is working on making DVD's of all of the *Clipper* pictures.

Lauren got involved with the *Clipper* four summers ago. JoAnn Pietila got her involved in being the Soda Jerk on Sundays and her love for the *Clipper* grew. She is now trained as a Tour Guide and has done a few tours on her own and helps out all over the ship. She would also like to give a huge thank you to Jim and Marylouise Plant:

"I just wanted to give a huge thank you to Jim and Mary. They are two of the kindest, sweetest people that I have ever met. They do so much for the ship. They are down at the Clipper every single Saturday and Sunday running tours, the store, and sharing their vast knowledge of the ship. I have learned so much from them! They are so dedicated to the ship and are both such wonderful people. They are one of the main reasons why I have stayed with the Clipper and have begun to do more. They're hard work and dedication is just so inspiring!"

Lauren



Tom & I sailed on the *Milwaukee Clipper* in 1963. Then we left Muskegon for education and careers in the Kalamazoo area. We returned to Muskegon about 8 years ago. As we biked past the *Clipper* site daily, we kept saying "we really need to volunteer". Finally, we met Bob Jennings and he encouraged us to submit our names in Aug 2015. We started volunteering in Mid-July 2016. At first we figured on just a of couple days per month. But we just fell in love with the ship and have been there every week, unless we are out of town. Tom has been helping with the painting and we are considering the purchase of a state room to renovate.

Jim and Marylouise Plant have been so wonderful to help us learn about the ship. The first day I came for "tour guide" training we met an art expert, who had come from Chicago to see the ship. He advised that we need an inventory of all the Warren McArthur furniture. In passing, I mentioned it to Tom and he hopped right onto the project. Now that I am a guide, I realized it is just an extension of my teaching career. I love meeting new people and find out why they have come to visit this ship. This past week, a woman and her daughter were on my tour. The woman had a picture of herself and her friend on the ship taken in 1945. We found the spot where it was taken and took another one to match for her memory book. That was such a great feeling to help her find the exact spot. Next Summer will be a new adventure and I cannot wait to see who I meet.

Written by Patti Zehner

Looks what's hanging on our fence until next Spring!

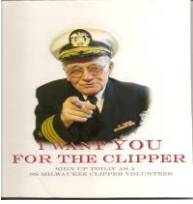


Hi everyone, aside from putting the newsletter together, I sort of jumped around this year. For the first couple of weeks, I washed tables, windows and sills, swept floors, dusted, etc. Marian Fagan came onboard on the weekends and did a lot of light cleaning where ever it was needed. I did make up a Housecleaning Bulletin Board, identifying areas that still needed attention. This helped Marian quite a bit and anyone else who wanted to do something, but didn't know where to start.

On the tour route, there were two heat registers and doorways that needed a coat of fresh paint. It's amazing what a difference a coat of paint makes. Next year, I'll concentrate on finishing the two staterooms that have to stay open during tours. If anyone else wants to jump in – have at it!!! I won't mind.

Sandy Ferski

Restoration and Remembrance!



Here we are nearing another great end-of-season for the *Milwaukee Clipper*. Opening the season, we began with a very successful auction. Gene Fethke and his loyal team did a really bang-up job. We can certainly never thank them enough.

A big round of applause for our Museum Director, Ray Hilt. The acquisition of the SS Alabama model from the Michigan Maritime Museum in South Haven was completed with the eleven foot representation's installation in a specially painted exhibition room of its own.

Happy "tourists" from almost every state of the union and several foreign countries discovered the wonderful team of tour leaders, who always keep the stories and facts fresh and flowing, sharing their passion for the *Clipper* above and beyond the call of duty.

With a new group of volunteers, we were able to dismantle the very ugly restaurant galley that was added to the Sports Deck, during the Hammond Years. That area has now been cleaned up so that it looks presentable.

We can now appreciate the restored Chief Stewards' room, located on the Boat Deck, between the Soda Bowl and Theater. It's in first class condition and many thanks to the efforts of Lauren Cribbs and Denise Elwell. Job Well Done!

Bob Thurlow is putting the finishing touches on the long-missing cafeteria cashier's counter, as well as, the tables in the crew's mess room. Again a big "job well done"!

A big thanks to Bob Schalow and his crew. He arranged for himself and over thirty fellow members from the First Lutheran Church of North Muskegon to come out to clean up and "manicure" the grounds and parking lot areas. Plenty of motivation and hard work there!

Topping off the end of the season for me was the Lonergan/Poore wedding held on the Sun Deck with no rain and only a little wind. Captains may be prone to brag about having the biggest, best, newest or fastest ship. I don't recall ever hearing a fellow captain boasting about the marriage of his own granddaughter aboard ship.... I must say, it certainly was the highlight of my entire maritime career. The whistle was carefully put back in working condition and by the use of a huge air compressor loaned by the family businesses of Randy and Scott Varney, announced the ceremony to the whole community. Thank you so much.

Mark your calendars for the annual *Clipper* Christmas Party at McGraft Park Thursday, Dec. 29th, 5:30 pm.

Smooth Sailing
Captain Bob Prierer

P.S. Anyone seen Charlie Noble and his new white hat?



As the Captain mentioned above, Bob Schalow brought the largest single group of volunteers on board one day. Within that group were two "Young-Sturdy" fellows who said they would be coming back. We certainly need that kind of enthusiasm and young strength! While the group was here, they dismantled most of the old cooking area that had been added while in the Hammond, Indiana area and others cleaned the grounds. Also there is a huge compressor on the tarmac, with a line running up to the steam whistles. It took some work to get the valve working, but when it got freed up-WOW! My son-in-law heard them at home over on Giles Rd, just east of Scenic Drive! Some 6-7 miles away over Muskegon Lake. The whistles have not been blown since the tall ships were here for the Bicentennial. Also, the Lake Express was on it's way out when things started to work. I'm sure it was a huge shock for them.

On another note, I took our neighbors who were the winners of the ride in the rumbleseat in our Model A Ford roadster for their ride. We left at 11:45 and went up all the back roads to Whitehall and had lunch at Peadar's. After lunch we went along South Shore Drive up to the White River Lighthouse, where we got out and strolled along the grounds, then we went down Scenic Drive and paused at the Duck Lake Channel. The next stop was at the Blockhouse, which they had not seen, and we climbed up to view the scenery. The trees have grown so much over the years, that one cannot see as much of Lake Michigan as I remember it. We ended up back at our house around 4pm and they plan on bidding on the ride again next year. I think we covered at least 75 miles, and the little Ford ran great. So if they win again next year, I'll have to come up with a new route. But if you out-bid them, at the annual *Clipper* Auction Fundraiser, you, too can have a great afternoon.

Submitted by Ray Hilt, Museum Curator

Memories of the Ticket Booth

Excerpts from a letter sent to Marylouise, which arrived after the book was completed.

My dad, Lawrence Kozal, Sr., was a junior high school principal in Muskegon and belonged to the Exchange Club service organization to which Mr. Edward DeGraff also belonged. For the Summer of 1968, Mr. DeGraff, an official with West Michigan Dock and Market Corp., was looking for a college girl to be the new secretary in the *Milwaukee Clipper* ticket office. Dad thought I'd enjoy working at the *Clipper* as a summer job – and I sure did! For the next three summers (1968, 1969 and 1970 – the *Clipper's* final season), I held the fort, so to speak, on the Muskegon end. For those three years, I worked alongside a great group of ticket agents, Dewain Zerbe, Tom Plymale, Dave Ridders, and Doug Nietering, son of George Nietering who worked for “The Mart Dock”, too. The *Clipper* was officially part of the Wisconsin-Michigan Steamship Company, as I remember, which included Sand Products.

Reservations were made by telephone or in person for the tourists and business men who wanted to take the six hour trip across the lake. The phone rang constantly, and I'd go to bed with my own voice echoing in my ear, “*Milwaukee Clipper* Ticket Office”. Customers had to reserve not only space for their automobiles, but for staterooms, club lounge seats and berths, as well. These reservations were written on each sailing's manifest, which was then taken up on board to Captain Priefer, or the Purser, when the ship was ready to sail. I recall that stateroom number one, which was the biggest, could be reserved for either Mr. McKee or Mr. Knobloch, should they decide to cross.

Of course, on hot summer days, the ship would be very crowded. We could take an unlimited number of people, but only so many cars. At one time, I believe, the ship could carry 120 cars, but with the gas guzzlers of the era, the total number we could accommodate was greatly reduced. Once in awhile **The Highway 16** would follow with the overload of cars on particularly busy days.

Other Memories: * During an idle hour on a stormy day, I remember propping up a book I was reading against the ticket window. After a while, I realized that it was not the most appropriate choice since it was entitled, *Ghost Ships of the Great Lakes!* * In one embarrassing moment, I took a phone reservation for a Mr. Ogden Beagle. Later, when I showed the manifest to one of the guys, I said laughingly, “Look, here's a reservation for someone named Ogden Beagle!” We turned to see a business man standing at the ticket window who intoned, I'm Ogden Beagle!” (Oh! I could have slipped right under the desk!) * Another time, some German-American day cruise passengers disembarked from Milwaukee and walked to our downtown to look around. When they returned, the ship had been gone for an hour. They were figuring the layover on Wisconsin time, not Michigan time. They were quite distraught, but we could only console them by directing them to the Greyhound station.

We had some moments of idleness between sailing, but not many. I became well acquainted with everyone who worked in the building; Joe, our janitor, Mr. Ralph McCrea, Mr. DeGraff, Mr. Nietering, Mr. Simmons, the lady who was the upstairs secretary, and the tugboat captain who shared space in the Mart building, as well as other Mart dock and *Clipper* personnel. I recall how sad Mr. Simmons was when his son was killed in Vietnam.

Every time the *Clipper* prepared to sail was thrilling to me. It never got “routine”. One whistle would be the signal for the dockworkers to prepare to cast off. The second whistle would tell them to lift and let go of the great ropes. The *Clipper* would back out away from its dock and head out on the lake toward the channel. My happiest memories are of when I would drive to the channel to watch the ship come in from Milwaukee, day or night, as my schedule allowed. At night, I could identify the little triangle of lights out on the western horizon that signaled that the ship was coming in. I would watch that triangle grow bigger and bigger until it was identifiable. One particularly serendipitous afternoon, as the ship was steamed through the channel, my unknown companion on the channel wall was a gentlemen smoking a pipe and playing “Harbor Lights” on his accordion...just like a movie!

Even though I had sailed over to Milwaukee as a child, I never took advantage of the opportunity to go over and back while I worked for her—I don't know why. I do know, however, that I feel so privileged to have been a part of the *Clipper's* last three years of service. I was so happy when arrangements were made to bring her back to Muskegon.

I am so proud of the preservation society's work on restoring the *Clipper*. Please accept the enclosed check for the *S.S. Milwaukee Clipper Preservation, Inc.* group. I have lived in Grand Rapids since 1976 and can't volunteer my time. You are all so wonderful to continue with your great work.

Submitted by Pat Kozal



JoAnn Pietila wants to know:

If you have any of the items listed below, that you would be willing to donate, it would be greatly appreciated.

{ Remember all items donated are tax deductible, we are a 501©3 organization. }

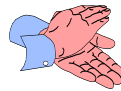
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ITEMS NEEDED

- * Pontoon Boat
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- * Electric Sanders
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- * Electric Hand Grinders
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HOURS! & HOURS! & HOURS!

This past Summer we logged more than **2,500** hours of volunteer time.. We now have well over **62,635** since we started keeping track of volunteer hours.

We not only restore the inside and the outside during hot summer days, but do the cold winter inspections and, when needed, some repairs with special heating elements. And what about the hours spent in multiple meetings with Board Members and Community Leaders to be able to showcase this Grand Lady to the world. All of these hours were spent with loving care and happy hearts! We are so proud that hundreds of visitors come to grace the walk ways and hear the stories of her great adventures.



Thank you - Blarney Castle Oil Co. for the drums to provide proper handling of the restoration waste products.

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Support the restoration and preservation of the S. S. Milwaukee Clipper – A National Historic Landmark!

The *S. S. Milwaukee Clipper* Preservation Inc. is a 501(c)3 non profit organization. All donations are tax deductible! Donations will be anonymous unless otherwise requested.

Please accept the enclosed donation of \$ _____ in support of the efforts of *S. S. Milwaukee Clipper* Preservation, Inc. in memory/honor of _____.

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Please place my name and address as listed below on the mailing list for *Shipshape*, the quarterly newsletter.

I would be willing to volunteer my time to the following *Clipper* activities:

Fundraising	Publicity
Working on the newsletter	Maintenance
Museum/Gift Shop assistance	Restoration work
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Send the above information via email to: milwaukeeclipper@gmail.com

The *S. S. Milwaukee Clipper* Preservation Inc, a non-profit 501(c)3 corporation, was organized in April, 1997 for the sole purpose of restoring and preserving the steamship *S. S. Milwaukee Clipper* and to create an on-board Great Lakes Maritime Museum to educate and inform the public about our Great Lakes maritime heritage.

Your continuing donations and volunteerism will ensure our success!

Thank you for your support!



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SHIPSHAPE is written by members and friends of the Board of Directors. It is edited by Sandy Ferski of Muskegon, MI. You may email the editor at dpfol@earthlink.net

2nd quarter 2016

September 2016

**Donations to *The Clipper* can be sent to PO Box 1370
 Muskegon, MI 49443**

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