

# **CITY OF MARINE CITY**

## **HISTORICAL COMMISSION**

### **AGENDA**

***Regular Meeting: Tuesday, January 21, 2014; 6:00PM***

**Marine City Fire Hall: 200 South Parker Street, Marine City, Michigan**

1. **CALL TO ORDER**
2. **PLEDGE OF ALLEGIANCE**
3. **ROLL CALL:** Chairperson Kim Turner; Commissioners William Beutell, Heather Bokram, Todd May, Amber Menchaca, Scott Tisdale, and Judith White; and, City Manager John Gabor
4. **APPOINT CHAIRPERSON & VICE-CHAIRPERSON**
5. **APPROVE AGENDA (Additions / Deletions)**
6. **APPROVE MINUTES**
  - A. Historical Commission Regular Meeting ~ July 16, 2013
7. **COMMUNICATIONS**
8. **PUBLIC COMMENT** *Residents are welcome to address the Historical Commission. Please state name and address. Limit comments to five (5) minutes.*
9. **UNFINISHED BUSINESS**
  - A. Study Committee Update:
    - Peche Island Rear Range Light
    - Creation of New Historic District
10. **NEW BUSINESS**
11. **ADJOURNMENT**

# APPOINT CHAIRPERSON & VICE-CHAIRPERSON

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6-A

**City of Marine City  
Historical Commission Meeting  
July 16, 2013**

A regular meeting of the Historical Commission was held in the Fire Hall, 200 South Parker Street, Marine City, Michigan, on Tuesday, July 16, 2013, and was called to order by Chairperson Kim Turner at 6:00 PM.

**Present:** Chairperson Turner; Commissioners Beutell, Bokram, May, Menchaca, Tisdale (arrived 6:05 PM) and White; City Manager Gabor; and, City Clerk Kade.

**Absent:** None

**Approve Agenda**

Motion by Commissioner White, seconded by Commissioner Beutell, to approve the Agenda, as presented. All Ayes. Motion Carried.

**Approve Minutes**

Motion by Commissioner Bokram, seconded by Commissioner White, to approve the regular Historical Commission Minutes of April 16, 2013, as presented. All Ayes. Motion Carried.

**Communications**

The following Communication was presented:

- 2013 Michigan Lighthouse Assistance Program Grant Application

Motion by Commissioner Beutell, seconded by Commissioner Tisdale, to accept the Communication and place it on file. All Ayes. Motion Carried.

**Public Comment**

James Turner, 361 North Main Street, Marine City, commented on the letter from MSHDA advising that the City's 2013 Michigan Lighthouse Assistance Program Grant Application had not been selected for funding; and, said that getting the Peche Island Rear Range Light on the national register would be a worthy endeavor.

## **Unfinished Business**

None

## **New Business**

### ***Study Committee Update***

- ***Peche Island Rear Range Light***

Commissioner White provided a brief history of the Peche Island Rear Range Light that was moved by barge to Marine City on October 28, 1982. She said that the intended landscape design was never completed and explanatory signage was never installed. Commissioner White reported that she had approached T.I.F.A. for funding of appropriate signage, and would be placed on the August T.I.F.A. Agenda for consideration.

Discussion ensued on the popularity of the rear range light, and Commissioner May stated that passport stamps were available at his business. He said he accommodates approximately five requests a week.

Commissioner White commented about also asking T.I.F.A. for funding for brochures.

Chairperson Turner offered to provide Commissioner White with assistance in putting a package together for the T.I.F.A. presentation.

Commissioner May spoke of the detail needed on the sign versus a brochure. He said a placard could contain pictures and, if damaged by water, easy to replace. Brochures would be an on-going cost, he said.

City Manager Gabor suggested that they look at the layout size and concept for the sign.

Chairperson Turner said that they should stay away from wood or metal and use plastic or stone for the sign.

Commissioner May suggested that the Study Committee start with GT Graphics for the sign.

No action was taken by the Commission.

Commissioner White also commented that she had started working on the history of the Guy Community Center.

### **Adjournment**

Motion by Commissioner White, seconded by Commissioner May, to adjourn at 6:35 PM. All Ayes. Motion Carried.

Respectfully submitted,

Diana S. Kade  
City Clerk

9-A



P.O. Box 973  
Fenton, MI. 48430  
(810) 750-9236

Sent via e-mail only, no hard copy to follow.

June 12, 2013

Michigan State Historic Preservation Office  
Attn: Brian Conway  
702 West Kalamazoo Street  
PO Box 30740  
Lansing, MI 48909-8240

Dear Mr. Conway:

The Michigan Lighthouse Conservancy would like to clear up some recent confusion regarding the information presented about the Peche Island Range Lights in which the former Peche Island Rear Range Light was moved to Marine City, MI. from its former location in Lake St. Clair. I would like to present some facts to clear up any confusion about this lighthouse that is being published.

According to a recent article that was published (see attachment) and quoted by SHPO is the fact that Canadians built the lighthouse and it is alluded to that the lighthouse was in Canadian waters. These facts are incorrect. The US Lighthouse Service built the range lights in this location and employees from the US Lighthouse Service manned the lights at the head of the Detroit River in Lake St. Clair just inside the US Border and Light Lists, Nautical Charts, and payroll information document these facts.

Figure-1 is a 1908 nautical chart of Lake St. Clair showing the subject lights. The name of the lights changed over time and in 1908 they were named the Isle Aux Peches Range Lights. Figure-2 is a nautical chart from 1919 documenting them as the Peach Island Range Lights in the same location and in this chart the International Boundary is mapped clearly showing them on the US side of the international border. Figure-3 is a present day nautical chart showing the range still active in the same location named the Peche Island Range Lights, again on the US side of the border.

Great Lakes Light Lists are historical books noting each lighthouse and the facts about them. These books published by the US Lighthouse Service prior to 1939 and afterwards by the US Coast Guard every year. Figure -4 is a scanned image of the 1931 Great Lakes Light List showing them listed as US Light List inventory numbers 471 & 472. It also very briefly describes their characteristics.

Figure-5 consists of a partial listing of the Light Keepers on the payroll of the US Lighthouse Service which serviced these lights. The US would not have Canadians on the US payroll as light keepers. While there has always been a working relationship between countries on an international border such as that of Michigan and Canada, each country is responsible for maintaining the lights on each side respectively.

Part of the reason these and several other lighthouses were never included when the National Lighthouse Inventory Project was done is because at the time one of the determining factors for the lights to be eligible was did they have an extant resident Keepers dwelling or not. Because these lights did not at the



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time have a keepers dwelling they were not included in the published documentation as well as an eligibility made for the national register at the time.

With the known information at the time, these lights missed out in being recognized as historically significant. The front light had a custodial dwelling meant for temporary stays by the Keeper, which allowed them safety at the lights if incimate weather developed, but the residence was on shore and they serviced these lights via boat.

Also stated in the article from SHPO was that because the lighthouse was moved in the 1980's, it was not eligible for funding. If the lighthouse was not moved, see Figure-6, the lighthouse would have been lost. While this particular lighthouse might not currently be listed in the National Register of Historic Places, it is most likely eligible and probably because nobody has pursued a formal nomination for it, some of these facts have not been know other than by incorrect information published on the internet and other sources which has not been corrected.

Because it was moved does not mean it still can't be considered historic and eligible for the National Register as many historic buildings have been moved on the National Register, one of the most famous lighthouse examples being that of Cape Hatteras in North Carolina being moved to save it from collapsing into the sea and losing the resource forever. I can think of numerous other lighthouses that have been moved as well that are eligible or listed in the National Register.

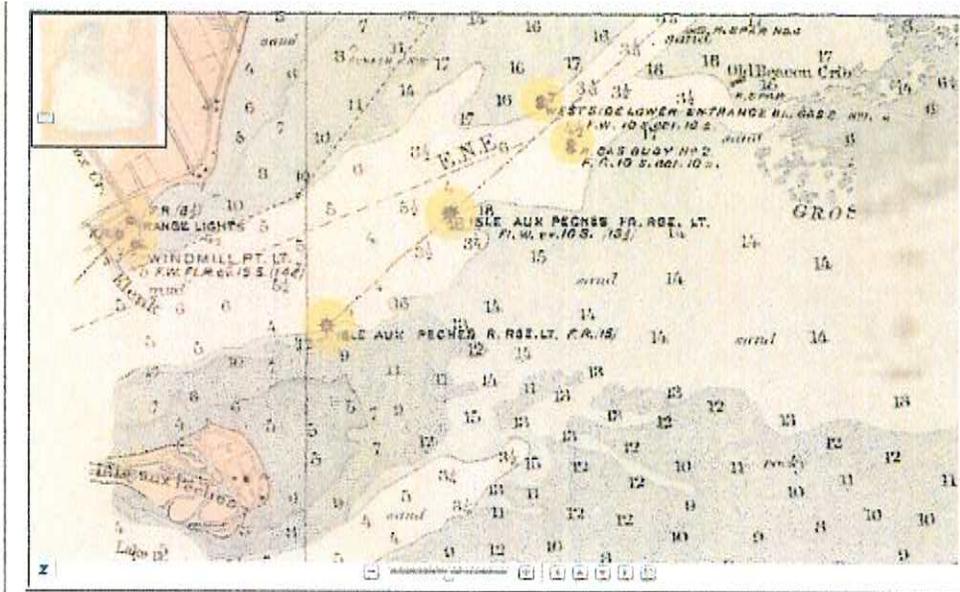
In the Michigan Lighthouse Assistance Grant Manual under the "who can apply" section, there is no mention here or anywhere else in the manual that states that the grants cannot be applied for or awarded to any lighthouses that are only eligible for or already included in the National Register of Historic Places, only that they must follow the Secretary of the Interior Standards and it must be a lighthouse in Michigan not privately owned.

I wanted to present these facts so that number one, information could be corrected moving forward and secondly to make sure this grant was not overlooked due to some erroneous facts that were reported and can be cleared up now and I wanted to make sure they were corrected and if given the chance, the Peche Island Rear Range Light, being a Michigan lighthouse that needs to be preserved could participate in the grant program after the information presented was reviewed and given a second look. If you have any questions, please feel free to contact me at the above phone or sent from e-mail.

Sincerely,

Jeff Shook  
President

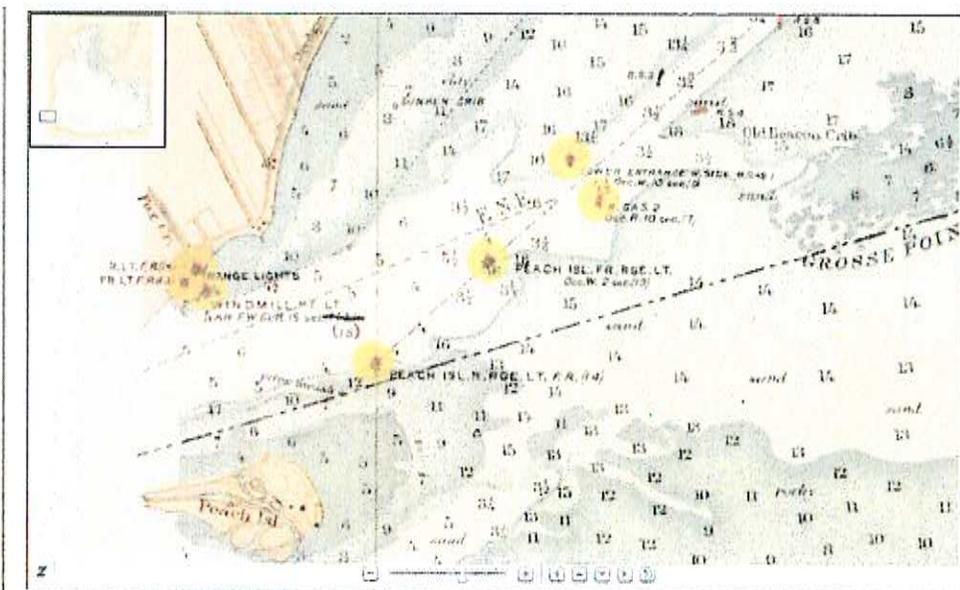
Enclosures: Figures below attached to this document.



Bookmark, Share or Download this Image Directly: <http://historicalcharts.noaa.gov/historicalcharts/preview/image/23-1908>

Image: LS42-08-1908  
Title: LAKE ST. CLAIR  
Type: Nautical Chart

Figure-1 The 1908 nautical chart.



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Image: LS42-09-1919  
Title: LAKE ST. CLAIR  
Type: Nautical Chart

Figure-2 The 1919 nautical chart



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Chart: 14850 Edition: 54 Edition Date: February 2011 Clear Dates: NM - 6/15/2013 LNM - 6/4/2013

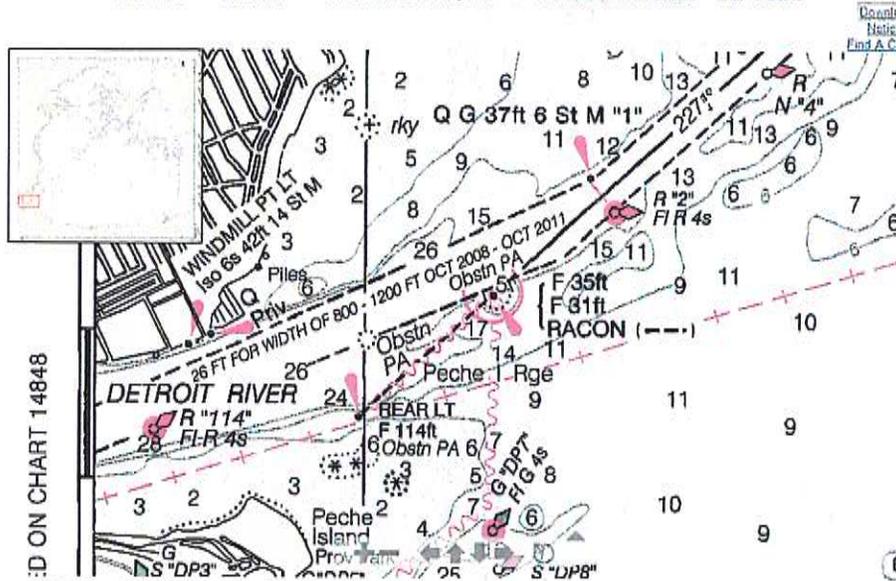


Figure-3 The 2013 nautical chart

No.	Name	Location	Light	Miles	Character	Light description	Structure, color of base	
							Top of tower or structure	Established date
DETROIT RIVER								
453	ROBEY RIVER CANAL INNER BARRIAGE	On inner entrance crib, north city side of channel.	Fl W	30	100	LI cl	Top of tower	1924
454	CHERRY ISLAND FRONT	On north end of date, north end island.	Fl R	30	750	Rf o	Straw color square tower on dwelling.	1897
459	CHERRY ISLAND REAR	600 yards 207° from preceding.	Fl R	50	1,800	Rf pg m	Red daymark on black square pyramidal section tower.	1897
461	Belle Isle	On southeast point of Belle Isle.	Fl R	42 10	3,100	9 cl	Red square brick tower, dwelling attached.	1882
461.5	WILLIAM LIVINGSTON MEMORIAL	On easterly end of Belle Isle.	Occ. W, 5 sec.	58 15	11,000	Light 4 sec., eclipse 1 sec.	White pyramidal monument structure.	1926
461.5	Peche Island Gas Buoys	In 20 feet.	Fl. R., 3 sec.	12	20	Flash 0.3 sec.	Red.	
462	Belle Isle East End Gas Buoy	In 28 feet, at junction of channel above Belle Isle.	Occ. W., 10 sec.	13	120	Light 5 sec., eclipse 3 sec.	Red and black horizontal bands, spar shaped.	
463	PEACHE ISLAND	In 28 feet.	Fl. R., 5 sec.	32 9	85	Flash 0.5 sec.	Red skeleton tower and tank house on concrete base.	1920
465	WATERWORKS INTAKE CANAL	In 20 feet, at head of Belle Isle.	Gp. Fl. W., 15 sec. 2 flashes.	40	70	Flash 0.7 sec., eclipse 3.0 sec. Flash 0.7 sec., eclipse 10 sec.	Maintained by the city of Detroit.	
466	Belle Isle South Channel Gas Buoy	In 22 feet, marks entrance to channel.	Fl. W., 3 sec.	8	30	Flash 0.3 sec.	Black.	
469	Windmill Point	On point, north shore.	Gp. Fl. W., 10 sec. 5 flashes.	53 14	12,000	3 flashes 1 sec. each, 2 eclipses 1 sec. each, 1 eclipse 5 sec.	White conical tower.	
470	Vincent Gas Buoy	In 6 feet, at outer end of (closed) channel.	Fl. W., 1 sec.	6 4	30	Flash 0.2 sec. Maintained by St. G. Vincent from Apr. 1 to Nov. 1.	Black.	
LAKE ST. CLAIR								
471	Peache Island Front	In 20 feet, southwest end of lake.	Occ. W., 2 sec.	38 12	600	Light 1 sec., eclipse 1 sec.	Black pyramidal tower, upper section face white, rectangular pier.	1908
472	Peache Island Rear	1,180 yards 227° 43' from preceding.	Fl. R.	66 16	11,000	4 3/4 g a	Black conical tower, square pier.	1908
473	Lake St. Clair Gas Buoy	In 20 feet.	Fl. W., 2 sec.	10 9	200	Flash 0.3 sec.	Black.	1920

Figure-4 The 1931 Great Lakes Light List



Michigan  
Lighthouse  
Conservancy  
P.O. Box 973  
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(810) 750-9236

## St. Clair Lake 20 Ft. Channel Light | H | MI

Lake State

Year Station Established:	1998	Year Station Discontinued:	
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Also known as: Asle Aux Peches Light      Rebuilt:      Auto:

### Keepers and Assistants:

Position	Last Name	First Name	I	Born	Died	Start		End		Comment		
						D	M	Year	D		M	Year
Kpr.	Kerby	John	F.			9	6	1898	31	10	1904	Rsgd.
1st Asst.	Schweikart	William				9	6	1898	31	10	1904	Rsgd.
Act 1st Asst.	Fisher	William	C.			1	11	1904	18	6	1908	Rsgd.
Act 1st Asst.	Kerby	Albert	E.			10	6	1908	15	7	1908	Rsgd.
1st Asst.	Gales	Edward	B.			16	7	1908	31	7	1910	Trsf.
1st Asst.	Schinderette	George	M.	1868	1962	1	8	1910	15	1	1911	Trsf.
1st Asst.	Gill	William	H.			15	1	1911	24	9	1914	Trsf., Prmtd.

Figure-5 A partial listing of Light Keepers on payroll record for the Peche Island Range Lights



Ron Toxler

Figure-6 The leaning Peche Island Rear Range Light prior to removal to marine City.

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# Marine City's Peche Lighthouse grant denied, rehab still planned

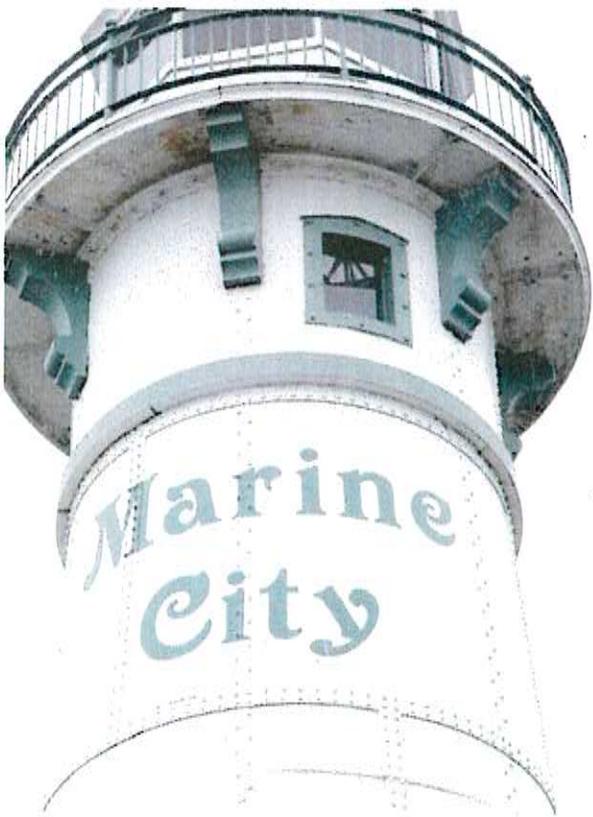
Published: Monday, June 10, 2013



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By Jeri Packer  
Staff Writer



The Peche Lighthouse, set in a Marine City park, is in need of repairs. (Photo by JERI PACKER)

[View and purchase photos](#)

After being denied for a state grant that could have helped renovate much of the Peche Lighthouse, Marine City Manager John Gabor said the city is still

going to move forward with the lighthouse rehabilitation.

Gabor informed the Marine City Commission of the grant denial at the June 6 meeting.

Commissioner Lisa Hendricks questioned whether the work could be put off since the grant was denied.

"If it wasn't done this year, would it be critical?" she asked. "My only concern is we're laying off a guy and spending money on that."

Gabor explained the historic structure is in pretty bad shape.

"There's some stuff up at the top that is rotting out pretty badly," he said.

He also explained the monies would not come from the city's general fund, but from a special fund from the Marine City Parks and Recreation Department.

"We have some money put away for what was going to be for the match," he told. "We're going to get the exterior completely rehabbed with the money we have set aside for it, and then we'll take on the interior maybe next year."

The city had applied for a highly competitive funding source, the 2013 Michigan Lighthouse Assistance Program Grant. According to the State Historic Preservation Office, they received and reviewed nine applications requesting over \$300,000 in assistance.

The lighthouse was originally built in 1908 off Peche Island, Ontario, at the head of the Detroit River, and moved to Marine City. The move is part of the reason the grant was not approved. State Historic Preservation Officer Brian Conway explained in a letter why the landmark, located in the Marine City's Lighthouse Park, is out of the running.

A big strike against the approval is that the landmark was not eligible for listing in the National Register of Historic Places. There are two reasons why: First, it was moved from its original setting in the early 1980s.

"It has lost its integrity of location by being relocated from its historic site and is no longer part of a range light system," wrote Conway.

Next, the construction of the lighthouse was done by Canadians.

"Although an important artifact of marine heritage and transportation history from the area, it was built by the Canadians and does not fit into the broad context of U.S. lighthouses on the Great Lakes," stated Conway.

Gabor said that was the only source of funding city officials could find at this time.

"They said it's of no historical value, but we're glad you're keeping it up," he told the commission.

He said if they were approved for the grant, they would have been able to renovate the total exterior and either sandblast or clean up the interior and paint it.

Gabor said tourists would be able to at least look up to see the top of the lighthouse, but they may not be able to climb the stairs to the top.

"It's very difficult to walk up there, especially when you get to the top," he said. "Once you get up there, there are several pieces of radio equipment up there. You really can't walk around up there."

The lighthouse may have been moved and built by foreigners, but it is still considered a tourist attraction. The Pure Michigan campaign at [michigan.org](http://michigan.org) includes the Peche Lighthouse in its Lighthouse tour recommendations.

Contact Jeri Packer at (586) 716-8100, ext 302; [jeri.packer@voicenews.com](mailto:jeri.packer@voicenews.com) or on Twitter @JeriPacker.

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Reader Comments

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9-A

## Peche Island Rear Range Light



**One of Michigan's beautiful lighthouses. This lighthouse, now in Marine City, was originally built in 1908 off Peche Island, Ontario, at the head of the Detroit River.**

**The light was originally erected as a rear range light on Peche Island. The ranges marked the down-bound channel from Lake St. Clair to the entrance to the Detroit River.**

## A Brief History of the Pêche Island Rear Range Light

By Judith A. White

The waters of Lake Huron enter the St. Clair River with dynamic force but when that river reaches the shallow pan of Lake St. Clair its momentum slows as it flows more slowly through the delta system it created eons ago. At the southwestern corner of the lake the water's passage into the Detroit River affords one last opportunity to drop silt and sculpt earth creating what the early French explorers called the *Isle au Large* on their 18<sup>th</sup> century maps. This reference to something distant (*Fr. large*) has been interpreted different ways and could refer to the fact that it is the most outlying of the Detroit River Islands. But, a persuasive translation suggests it may be a warning to map readers to keep distant from the island. That makes good navigation sense as the island has treacherous sand bars upstream and off its flanks. Native peoples found the fishing good all along the shore of the island and over time it became known as Isle aux Pêche, Pêche Island (sounds like pesh) or Isle of the Fishermen. This Canadian island lies just south and east of the international border.

With water being the easiest, cheapest mode of transportation in heavily forested Michigan, people and goods sailed past this island in ever increasing numbers. Unfortunately the number of ships going aground increased too. Going aground on a sandbar sounds deceptively benign as a shipping accident but the reality of damage done, crew injury, and the magnitude of struggle to free a vessel are daunting. It was imperative that aids to navigation be constructed. The first known warning lights were erected in the 19<sup>th</sup> century but the date of the first light is not recorded. These early lights were *range lights* and named Pêche Island Rear Range and Front Range. This nautical warning system consists of two lights built in strict alignment with the rear light being taller than the front light. This placement creates a "leading line" or "range". Today the two lights are usually half a nautical mile apart. They could both stand in the water or perhaps might be located on shore. They are used at entrances to bays, harbors and rivers where dangerous shoals are found. The lights at the summits are only visible on the alignment or leading line side to prevent any approach on an angle. A ship captain on approach maneuvers his vessel so that the two lights are brought into alignment with the rear light shining directly above the front light. This places the vessel on the correct bearing or leading line. Orienting your ship to maintain this alignment on approach will guide you in via the deepest safe route be it daylight or dark. If the front light appears to the left of the rear light the observer is to the right of the range line and the reverse if you are too far left. This is an American invention later adopted by Europe. It is used worldwide today and employs additional alignment tools like highly visible broad paint stripes and high tech intense lighting effective in daylight.

The early range lights were built of large wooden pilings driven into the river bed. A clustered group of pilings, lashed together with cable, supported a platform and a great pole similar to a telephone pole rose up through the pilings and deck to raise a light aloft. Cable and pulleys were used to suspend a large, one direction, oil lamp from its top. This system worked but the winter ice flows repeatedly damaged or destroyed the lights. On occasion wayward barges would topple a light. A rash of such

destructive events took place at the turn of the 19<sup>th</sup> to 20<sup>th</sup> century. Replacements were necessary in 1899, 1900, 1901 and 1902.

In 1902 \$12,000 was appropriated by Congress to make more enduring, permanent structures. Contradictory resources date the construction of the new rear range light to either 1905 or 1908. It was a conical tower made of steel (cast iron?) built upon a concrete crib and it stood 58 feet tall. In 1925 additional work was done adding an eight foot high, classically inspired, pedestal beneath the conical tower, raising it to sixty-six feet. (See photographs attached.)

The front light is described as a necessarily shorter, conical tower with a small keeper's cottage attached constructed atop a cement crib. Photographs are not readily available and it is thought the front light was demolished in the 1940's. Its replacement was a crib topped by a metal framework.

By the 1960's the surviving rear range light began to suffer an eroding foundation and the light took on an increasingly dire lean. It was deactivated in September, 1982 and the new skeletal tower replaced it. Luedtke Engineering Company, Frankfort Michigan, bought the rear range light for scrap, cut it in half, loaded it on a barge and transported it to their scrap yard.

Stanford C. Stoddard was following these developments with keen interest and did not want the light to be destroyed. Mr. Stoddard was the President of Michigan National Bank in Port Huron. He got the idea of acquiring the light, bringing it to Marine City and setting it up in a park to create an outdoor maritime museum for the purpose of tourism. Mr. Stoddard contacted several of the leading citizens of Marine City and a committee was formed to refine ideas and develop city support. Mr. Stoddard also received support from Michigan National Corporation. The Mayor was Ervin La Buhn. There was rapid support for this idea in the community. Mr. Stoddard contacted Luedtke Engineering and they agreed to sell and transport the pieces of the light to Marine City. They arrived by barge on October 28, 1982. By November of 1982 the Mayor was pictured in the Independent Press behind a model for the proposed park showing the range light surrounded by a creative landscape and walkway. The range light was repaired, a foundation built and the structure reassembled in 1983. The dedication ceremony took place on Sunday, August 21, 1983. The intended landscape design was never completed and explanatory signage was never installed. Without such information on site the structure became colloquially known as the Marine City lighthouse and its original function and location are known to only a few residents.

In the world of lighthouse aficionados there is considerably more accurate knowledge about the light and a steady trickle of them come to town to get their lighthouse passports stamped, take pictures and take in a bit of Marine City. Sometimes they come from faraway places.

Sources:

Surviving people involved in acquiring and installing the range light are:

Loretta M. Vandric who was the City Manager

Bob Beatty, Commissioner

Ed Steinmetz, businessman

Frank Tesorero, executive with Michigan National Bank main office

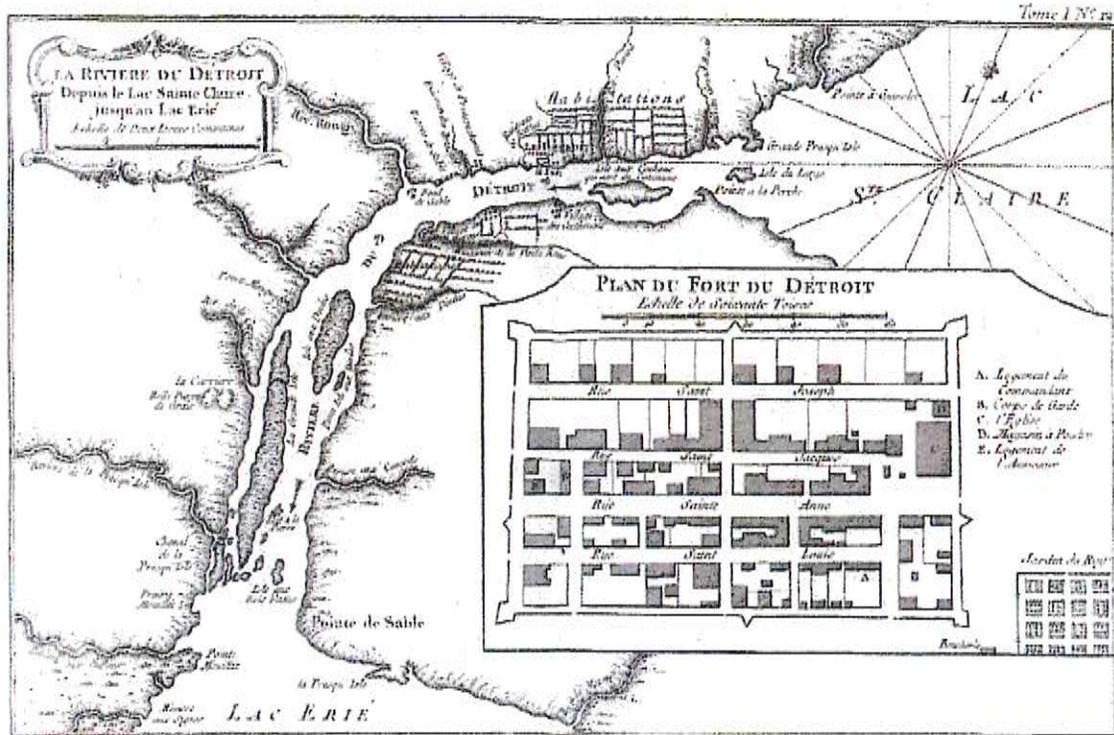
Courier Journal, Marine City newspaper stories from 1982/83

Independent Press of Marine City stories from 1982/83

Clippings from these papers are available in the collection at Pride and Heritage Museum,  
Marine City

There are a number of sources on line with the most reliable originating from various institutions. But there is misinformation too in entries often made by some individuals. Some of the sites used here are noted on the illustrations that follow.

Pêche Island has an interesting history and an instructive way to start learning about it is to read an article titled "The Curse of Pêche Island" by Elaine Weeks for The Times magazine (formerly the Walkerville Times, Ontario). See: [www.walkervilletimes.com/curse-peche-island.html](http://www.walkervilletimes.com/curse-peche-island.html)



[www.americanjourneys.org/aj-145/](http://www.americanjourneys.org/aj-145/)  
 'La Riviere du Detroit'  
 mapmaker: Jacques Bellin, Paris 1764  
 "le Petit atlas maritime"  
 map based on two manuscript maps by Joseph  
 Gaspard Chaussegros de Lery, 1753



AERIAL VIEW of Peche Island  
LOOKING West Southwest



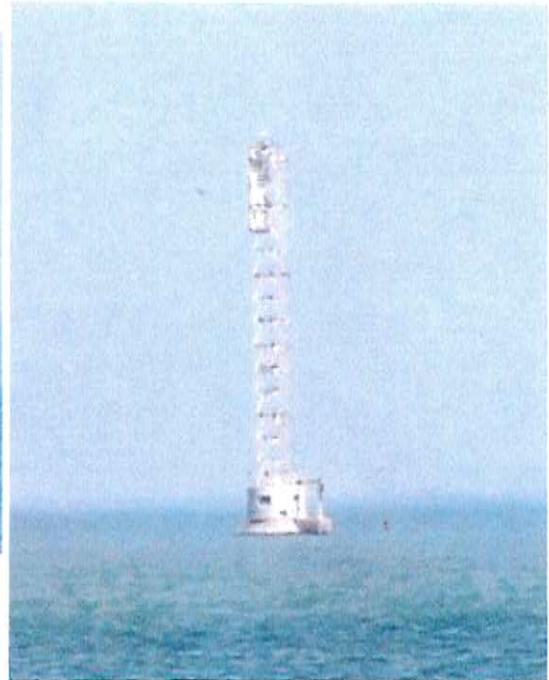
Pêche Island Rear Range Light  
c. 1935



Pêche Island Rear Range Light  
c. 1980

## Peche Island Range Lights, Michigan

Thanks to Noah Greenia for these photos of the Peche Island Range Lights on Lake St. Clair near Detroit, Michigan.



*Above: Peche Island Range Front Light  
Right: Peche Island Range Rear Light  
Photos copyright Noah Greenia; used by permission.*

The Peche Island Range guides vessels crossing Lake St. Clair as they approach the upper end of the Detroit River off Grosse Pointe, Michigan. The range was established in 1908. Originally, the front range light was on a conical tower attached to a keeper's house built on a crib in the lake. The rear light was on a round cast iron tower. The front lighthouse was apparently demolished sometime during the 1940s. The rear lighthouse survived until 1983, when it was relocated to a park in Marine City, on the St. Clair River. Prior to the relocation, the crib had failed, leaving the lighthouse leaning at a crazy angle.

The modern lighthouses are skeletal towers mounted on round concrete base.

[Return to the Eastern Lower Michigan directory page](#) | [Return to the Lighthouse Directory index](#)

Posted October 2005. Checked and revised March 6, 2013. Site copyright 2013 Russ Rowlett and the University of North Carolina at Chapel Hill.



To see all the details that are visible on the screen, use the "Print" link next to the map.



green arrow marks the location of the current Peche Island Rear Range Light.

Sample sign

## Pêche Island Rear Range Light

c. 1905 - decommissioned 1982

Originally located at the mouth of the Detroit River north west of the international border and Pêche Island, Ontario, Canada

Brought to Marine City in 1982 through the combined efforts of Stanford C. Stoddard, Luedtke Engineering Co. and the friends of the Marine City Open Air Maritime Museum. Dedicated  
August 21, 1983

Pêche Island (sounds like pesh) translates as fishing or fisherman's island. Front and Rear Range Lights give a ship correct bearing for safe entry into rivers or harbors.

9-A

# Study Committee Update

## Creation of New Historic District

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