

MEMORIES FROM MAIN STREET

By Raymond Dewyer



The Bakery and Restaurant in 1950. AKA Tourist Lunch Room.



Duke and Emily Dewyer in front of the restaurant.

Growing up on Main (226 S. Hancock) Street holds many special memories for me. The most vivid are from the summers, of course. Waking up early and working in my parents' restaurant and bakery, watching the band concerts from the open second floor windows with the music and crowd noises rushing in, watching the well-tanned crowds waiting to enter the theater across the street, and just being part of the Pentwater downtown scene. The sights, smells, and feelings come rushing back easily and always bring a smile to my heart. Even memories of the winter days when the only living thing downtown was a lone rabbit hopping unhindered down the middle of Main Street. The winters always seemed too long and the summers too short, especially in my teen years. But now you need to know how I got

there. My parents, Duke and Emily Dewyer, bought The Bakery in March 1946 from Joe & Julia (Jensen) Schmidt. US 31 ran right in front of it and was the main highway for anyone traveling north-south in western Michigan. This was before the interstate era and Pentwater was right in line with the exploding car travel boom, much the same as small towns on Route 66 were. My father was the baker and my mother the cook and the business boomed. My older brother, Dale, came along in November of 1946, with my two sisters, Sherry and Diana following in 1951 and 1953, respectively. I finished out our family by showing up in 1954. All four of us kids grew up living above The Bakery and working in it with our mom and dad. The girls were waitresses and the boys were baker assistants. We all graduated

from Pentwater High School, 1964, 1969, 1971, and 1972. We all went our separate ways into the world, but our love of Pentwater and those times will always remain.

Even back then there was turnover of businesses. The downtown anchors of The Bakery, Lites Drug Store, Gustafson's Gifts, Shaw Realty, Bailey's Hardware, Russ Brown's Wheel Inn, Don Baker's Antler Bar, Suchey's Mobil Station and Market, Doctor Mullen's Office, and Witte's Grocery (later Schumacher's) were constants. Downtown businesses that turned over during my time were Jeffries Dry Goods (later Sally Dicks), Heiny Kling's Barber Shop, Roy Griffis Home Furnishings, Chan Sayers Sinclair Gas & Marina, Joe McGuire's Standard Station (burned), Shell Gas Station, Pentwater Lumber, Lucas' Five & (Continued on next page.)

(Memories of Pentwater Continued.)

Dime, Kreigers Dry Cleaning, and Kent Funeral Home. Then there were the summer perennials of Tom & Barb Gregwer's Drift Inn, Mort and Betty's Lakeside Inn, The Dairy Bar, Dick Dumas' Market, and Risdon's B&K Drive-In. My dad always said that there were three big times for Pentwater businesses. One was the highway (US 31) running through it (to 1955), another was the oil boom (late 1940s to mid-1950s), and finally the Ludington Pumped Storage Project (1969-73). Luckily tourism started growing in the 1950s also. Winters were lean times outside of these boom periods with sometimes only 5-6 customers a day. Those days my father would say that he could have saved money by closing the place, but he kept it open every winter anyway. I am sure that the other anchor business owners felt the same way many times, but they kept them open to support their families and the community.

When I was old enough to help my dad with the baking, about nine or ten, I followed in my brother Dale's footsteps. My dad would wake me at 7am to come downstairs to help with the day's baking. I started out cleaning and fetching things, finally graduating to frying, filling, panning, and applying the icing to the rolls. While I thought that 7am was plenty early, my father would start working at 4:30am every day in order to have things ready for the assortment of breads and rolls to be out before noon. Maybe some of you remember the glazed donuts, jelly donuts (aka Bismarks), fried cake donuts, long johns, sugar donuts, and Danish cinnamon rolls, to name a few. They sold out quickly and the two most common questions I would get as I placed the pans of warm rolls in the front display cases were, how do you get the jelly in those rolls, and what is the recipe for your icing? Both questions made me smile since the answers seemed

so simple to me.

My mother would come downstairs about 10:30am to cook meals over the lunch hour. She also worked the night shift at The Hart Medical Care Facility and later at the Ludington Pumped Storage Project as head nurse and occupational nurse, respectively. Nursing was her true love but she worked alongside my father as cook in The Bakery for 28 years just the same. My father would go upstairs and nap from 12 noon to 1pm



Mr. and Mrs. Herald Shaw clowning around in the 1958 Homecoming Parade.

while my mother cooked. He would then come downstairs and start preparing the dough and pie fillings for the next day. They closed The Bakery at 6pm and my dad would spend the next 30-60 minutes reconciling the cash register. He would come upstairs about 7pm, read the paper and watch some TV (2 stations), go to bed about 11pm and do the same thing over again the next day. Sundays were his slow days in that he would only work the morning making cookies and pie fillings and then spend the rest of the day with the family. This was a work schedule we four kids knew all too well and passed on when they offered The Bakery to us before they sold it in 1974.

Our waitress staff were mainly Pentwater High School girls but some came from the surrounding areas. There was usually one in the winters with four to five and a dish washer in the summers. No matter where they came from, they

all seemed cute and nice, albeit older, to me. Every year my mother would take the entire staff on an end of the season outing. After closing The Bakery, we would all go for a thrill ride at Bill's Dune Ride in Silver Lake. Bill would stay open late for us and drive one of the buggies himself. Rural Pentwater resident Tom Kicas even drove one of our buggies one year. Afterward my mom would take us to Risdon's B&K Drive-In for chili dogs, chili fries, and root beer. Riding those dunes after dark was quite a thrill and Bill always made it especially exciting for us.

When I was younger, I remember Esther Dempsey at the Information Booth signing out the shuffleboard gear to us kids. She would always count the sticks and pucks we returned and more than once I had to go back and look for a missing one. Later in the summer I would wake to the sounds of the Carnies setting up their tents and rides for the annual Pentwater Fair. The Fair was the only event outside of the Thursday Band Concerts that took place in the park back then and we kids looked forward to it every summer. I especially liked spinning as fast as possible on the Tilt-a-Whirl and knocking the ducks down at the shooting gallery. Maybe you remember the Ferris Wheel, Roller Coaster, High Striker Hammer, or games of chance as your favorite? I can still smell the popcorn, cotton candy, caramel apples, hot nuts, and hot dogs they served. The Fair always brought some pretty colorful characters (mostly with tattoos) with it also. Funny that I should now live in the town where the Tilt-a-Whirl was invented (Faribault, Minnesota), but I digress.

Another summer event that I en-

joyed when I was young was watching the glass artist, Henry Carter Johnson, at Bailey's Hardware (before Birdland). He was a true artist with the shaping of the molten glass and multitude of his color choices always impressing. I remember how he would get a twinkle in his eye when he would pop a glass bubble and see us kids startle and smile as a result.

Next door to The Bakery was Witte's Grocery, later Schumacher's, where I would buy meat from Bob Coker and Alice McMillin would ring up all the items for me. We bought our school clothes at Jeffries Dry Goods, later Sally Dicks. Sometimes I was sent to pick up our clothes at Kreigers Dry Cleaning, which was next to the Kent Funeral Home. I would always look into the windows of Lucas's Five & Dime and the open doors of Joe McGuire's Standard Station as I walked to Kreigers.

When I was old enough to start wishing that I had a driver's license so I could "Cruise the Gut" (to beach, Marina turnaround, and back again), I remember having Coke chugging contests with my friends Gardy Richmond (R.I.P.), Jim Lites, and Billy Fromm at The Dairy Bar. Gardy usually won but we all laughed (and burped) a lot about it. We all were in a hurry to grow up even though we didn't necessarily know why. We just knew that things would be better when we were older (LOL).

When I was a sophomore, Jon Russell, the Dive Shop owner, helped me resurrect the Wake Riders Ski Club. This enabled us to buy our equipment and pay for ski gas all summer by passing



The author's parents were voted Citizens of the Year in 1975

the hat at our annual ski shows on Pentwater Lake. My thanks to all who helped with their time and talents to make this venture a success and especially to Jon Russell for making it all possible. I graduated from Pentwater High School in 1972 and my parents sold The Bakery in November 1974, after operating it for 28 years. They were voted Citizens of the Year-1975 in recognition of their long contributions to the community and lived out the rest of their years in Pentwater. I still carry fond memories of Pentwater and visit it as a tourist every Homecoming. It will always have a special place in my heart.

PEOPLE WANT TO KNOW!

The Pentwater Historical Society is going to answer the #1 question about the Pentwater History Book, 1853-1942.

That question is always . . .

"What about the history of Pentwater from 1943-Present?"

Here's your chance to make history!

We are asking families, friends, residents and former residents to please take the time to write at least one page or more telling of their family history, businesses owned, positions held, or anything of personal or general interest about Pentwater from 1943-Present.

We are looking for vibrant fun facts!

- Photos of events in the Village and more!
- Family lore, stories and photos
- Remembering your childhood.
- The war years •Tragedies
- What I did in the old school
- Working •The Village back in the day
- Our cottage •Cars, roads and travel
- AND MORE!

Please email them to:

pentwater.history.1943topresent
@pentwaterhistoricalsociety.org

Or mail them to:

Dan Hoekstra, PO Box 974,
Pentwater, MI 49449.

We will compile all the information and hopefully have the book ready by next year.

Thank You! in advance.

Dan Hoekstra, Sr.
Museum Director,
Pentwater Historical Society

HISTORY COMES ALIVE ON PENTWATER CRUISE

By Hannah Hubbard/Ludington Daily News July 2020

I went to the Pentwater Historical Society Museum before my historical cruise on Pentwater Lake, and I'm glad I did. Ron Beeber, PHS docent, said he can show people the sites, but it's in the museum they can really see what everything looked like.

PHS President Dick Warner was manning the museum when I arrived. He pointed out a few buildings and landmarks that I would learn more about during the cruise.

The museum only opened last week due to the coronavirus pandemic. It's open Thursday through Saturday 1 to 4 p.m. People are expected to wear face masks and stay 6 feet apart. While I toured around what used to be a church, I learned about the Novadoc Disaster, when a hurricane-lake storm downed three freighters near Pentwater in 1940.

I read the name "Mears" in multiple places, attached to clothing, furniture and black-and-white photos of houses.

I examined Native American artifacts collected by a Pentwater family over the years.

Soaking in these images helped me picture structures and people from bygone days when Beeber pointed to pieces of land and modern houses during the cruise later.

I opted not to use the Guide By Cell option provided by the historical society, but it is available to all visitors with a cell phone who want to learn about more than 50 different displays in the museum by calling (231) 720-0291.

After wandering the aisles of the museum, I went to the end of Third Street late Saturday afternoon to step aboard for my tour-by-water on the ex navy whaleboat Lake Sturgeon. I was joined by the Judy and Gene Jankowski family with their son Jay, and Carrie Kortorox. Judy and Gene live in the area, while Jay and Carrie were up from Chicago.

"I saw it in the newspaper and we hadn't been" Gene said, "And we wanted to support the community" Carrie added. Capt. Lee Price, Beeber and docent-in-training, Claudia Ressel-Hodan, made a total eight people.

The boat can carry about 10 people with social distancing, depending on family units, Beeber said.

Beeber said they did about 50 tours last summer. The \$10

tour ticket pays for the operation of the water taxi, started when Longbridge Road, which connects South Pentwater to the village, was flooded. "It really caught on" he said.

For more information about the taxi, visit the Facebook page, Pentwater Water Taxi.

He gave us a brief history of the village when my curiosity was answered about the Mears family, before Lee launched the Lake Sturgeon from the dock. Beeber used a speaker, so sitting in the back of the boat, I could hear over the motor.

We traveled along the right side of the lake heading toward the channel, when I heard about the White Elephant, a would-be resort hotel that never fulfilled its purpose. I heard about bricks made from the village clay and can still be seen peeking from the tops of buildings along Hancock Street. I heard about the warehouse-turned-yacht-club.

The phases of the town, its origins of logging, farming and manufacturing, passed as we headed into the channel.

The weather was sunny and the lake calm as we entered Lake Michigan, discussing the ship that was left to break up there, before turning around and heading back to Pentwater Lake.

Pointed south, we hugged the west side of the lake while finding out that there's huge

water-logged timbers scattered all over the bottom of the lake and then waved at kayakers drifting past.

Beeber pulled his material from the historical society newsletters and talking to townspeople for those unwritten records, such as the diver who told him about the logs in the lake.

Founded in the 1860's, the Village of Pentwater has a history involving the Civil War, the Industrial Revolution and 1920's prosperity.

Seeing the village, built around water, from the water added depth to the experience. Combining the visual elements from the museum and the boat ride made for a holistic history lesson.

Each lakeshore town should have its own historical cruise, not only for the tourists, curious about the town they're visiting, but also for the locals.

Like Beeber said, it gave me a feel for the place.



Captain Lee Price is at the helm of the Lake Sturgeon on another water tour of Pentwater.

FLOATING OVAL OFFICE IN PENTWATER

By Amy Vander Zwart

Before the era of Air Force One, known as the “Flying Oval Office”, there were Presidential Boats that transported the commander-in-chief. Nearly a dozen different ships acted as the “Floating Oval Office” between 1880 and 1977 and were often the scene of international diplomatic summits, and congressional schmoozing while cruising on the Potomac River.

The last Presidential Floating Office, the Sequoia, after being decommissioned, stopped in Pentwater, Michigan as part of a goodwill tour.

Abraham Lincoln was one of the first noted presidents to find refuge and solitude on the water. He often made use of a steamboat called the River Queen during the Civil War. Starting in the 1880s, the President sailed aboard Navy vessels until the early 1900s when the USS Mayflower took over as the official yacht of the President. However, in 1929 when economic concerns were at an all time high, Herbert Hoover decommissioned the Mayflower, not wanting to flaunt his indulgences to the country. Being an avid fisherman, however, Hoover could not be kept off of the water and began to make day trips on a wooden-hulled vessel, the USS Sequoia. Hoover grew so attached to the Sequoia that he had it featured on his 1932 Christmas card.

Many found this to be a callous move as it was during this time that the President sought to steer the country out of the depths of the Great Depression.



The Presidential Yacht, USS Sequoia.

Sequoia Connection to Pentwater.

by Mary Stiphany and Darlene Gilbert

The owners of the Sequoia, when it stopped in Pentwater, were Dick and Judy Arendsee who owned a moving and storage company. The company, as well as the Sequoia, was insured by Lew Gilbert of Indianapolis, Indiana. The Gilberts were summer residents of Pentwater and good friends of the Arendsees' so, when the Sequoia toured the Great Lakes it was only natural to stop at Pentwater.



The Sequoia's captain greets Lew Gilbert

During the stop here, the Sequoia welcomed many residents for brief tours on the lake and, on a beautiful evening, the Gilberts and friends came aboard for a cruise and dinner in the elegant main salon that held all 40 guests.

Lew Gilbert has passed but Darlene, children, grandchildren and great grandchildren continue to enjoy summers in Pentwater.

The USS Sequoia, designed by renowned Norwegian naval architect Johan Trumphy, was built in 1925. Purchased from a Texas oil tycoon by the US Government in 1931, the Sequoia was briefly deployed by the Department of Commerce as a decoy ship in the Mississippi in an effort to capture rum runners during Prohibition. This 104-foot, mahogany-hulled motor yacht could sleep six and accommodate 40 guests for cocktails on the spacious aft deck or 22 guests in the formal dining salon. It

was not as big as its predecessor, Mayflower, but it sailed under the crew of the Commander-in-Chief longer. Eight Presidents used the Sequoia for one purpose or another until she was put up for auction by Jimmy Carter in 1977.

As each President gained control of the Sequoia, they made adjustments to her interior to fit their needs and tastes. Franklin Roosevelt had an elevator installed in the Sequoia. Harry Truman added a spinet piano to the main salon. Lyndon B. Johnson lowered the floor of the shower to accommodate his six-foot frame and replaced FDR's elevator with a wet bar.

The Sequoia was also used differently by each president. Franklin Roosevelt fished from the Sequoia, but he primarily used the boat for more serious matters. FDR had many meetings discussing military strategies during the time of World War II. He planned wartime strategy

(Continued on page 10.)

What's Up? in the Village.

See something in the Village that you believe should be documented? Grab your camera, take a photo and send it with a brief description to the Pentwater Historical Society at: info@pentwaterhistoricalsociety.org



Another stunning sunset at Mears State Park.



Road flooding has abated and the barriers are shoved to the side for now.



Signs of the Covid 19 time in PTW.



A young, fledgling Bald Eagle was spotted in the Village on Green St.



Jackson Vander Zwart is looking good as he poses for his his official senior picture taken by Katie Bruinsma.

Janet Webber, a local artist, paints her picnic table design



The Pentwater Arts Council sponsored Art on the Table. 15 custom painted picnic tables by local artists were up for auction.



The car show ... bigger and better than ever!



The PHS Garage Sale was a great success.



Karen Way models some of the great finds at the garage sale.

What's Happening at the Museum

From Dan Hoekstra

We are excited for the remainder of this year at the Museum!

AN ALL NEW ROOF! The new roof is in place, the gutters have been updated, and new artifacts are coming in from donors. Thank you for the help from all of our volunteers who have donated their time and expertise. It has tremendously helped this year.

THE INFORMATION BOOTH.

The information booth that is now standing on the property of Snug Harbor has been scraped, painted and given some needed care. Historical signage will soon present the significance of this most unidentifiable and popular building in the Village.

PTW HIGH SCHOOL MEMORABILIA.

The estate of Lee Rottschäfer, wife of the former Superintendent of the High School, has given to the museum papers, documents and photos of the High School from his time as Superintendent.

NEW VIDEO SCREEN. We are expecting to have another exhibit using the video screen in the front of the Museum by the stage. It will show pictures of old postcards and many significant historical photos of Pentwater in the past. It's our hope that we will be able to run these on a continuous one hour loop for all visitors to see.



NO MORE LEAKS!

By Terry Roach

The museum gets an all-new roof and new gutters too!

Looking at the Museum, you begin to realize how high the steeple is and how steep the roof slant is. We needed a crane and a bucket to lift the roofers up 53 feet to the top and a great deal of help from our roofing consultant,

Janet Swanson, owner of Janet's Roofing. She provided the technical assistance we needed to get

the job done. We can't thank her enough for the countless hours she donated doing a first-class job. We also relied on XYZ Roofing out of Ludington, owned by Jeremia Peffer who, along with his crew, did the quality roofing work on what is now our leak-proof museum!



A crane and a work platform was used to reshingle the steeple.



Preparation is a major part of roofing. Peffer's crew laboriously ripped off old shingles and tar paper right down to the roof boards.

DO YOU HAVE FIRE DEPARTMENT MATERIAL?

The PHS Museum is planning a larger, more prominent display showing the history and importance of the Pentwater Fire Department.

THE MUSEUM IS SEARCHING FOR: Any and all material relating to the Pentwater Fire Department. ♦Photos of volunteer fire crews with names if possible.

♦Stories and newspaper articles ♦Documents ♦Equipment & fire fighting gear
♦Uniforms, badges, insignia, etc. ♦Snapshots of fires, fire trucks, and more!

Contact the website at: info@pentwaterhistoricalsociety.org



Here's Tom Walters with the rescued big log.

This log is about 325 years old, and it's the subject of an article in the Pentwater Lake Association, August 2020 newsletter that can be found on its pentwaterlakeassociation.com Website.

The tree is believed to have started growing east of Pentwater between 1685 and 1700, and it stood for some 190 years before being felled by lumbermen in the late 1800's. During Pentwater's lumber era, trees were cut and then floated along the North and South Branch of the Pentwater River to sawmills along Pentwater Lake. After all the area's trees were harvested around the turn of the century, this nautical highway for timber was no longer needed, and the community created a roadway (today's "Long-bridge") across the river.

This 20-foot, 3,000 pound hemlock log made it into Pentwater Lake, but didn't make it to a sawmill and sank, only to be dislogged from the lake bed by this year's record high lake levels. It was discovered on June 8, by Pentwater Lake Improvement Board Chair Joe Primozich and wrote

FOUND: ONE REALLY OLD LOG!

By Ron Beeber



A "Z" and a "2" is branded on the end.

about there findings in the Pentwater Lake Association's August newsletter.

Joe and fellow PLA member Tom Walters came across this log near Calico Bay while they were cleaning debris from the shoreline following the heavy

rain/windstorm that struck Pentwater on June 3. Tom's son-in-law counted the number of growth rings on the log to determine its 190-year age when felled. Getting a fix on when it was felled is also based on finding the letter "Z" branded into the end of the log. With some historical detective work, they found that the Z brand was registered in 1876 to a Henry B. Aulds, and it's believed his firm was hired by Charles Mears to harvest area timber and get logs to the mill. (There's also a sideways "2" branded into the top left edge of the end of the log that appears in one of the photos. Its purpose is being researched.)

Tom and Joe removed the log, and then checked with the Michigan Department of Environment, Great Lakes, and Energy (EGLE) to see if it was considered to be State property. But EGLE said the log belongs to whoever recovered it because it was found floating, and not taken from the lake bottom. So Tom and Joe now own this fascinating part of Pentwater history, and plan to donate it to the Pentwater Historical Society for future display.

Plan to Attend . . .

THE SPRING DINNER

Wednesday

May 26, 2021 At the VFW Hall

ONLY \$20.00
per person (BYOB)

5:30 pm
Appetizers

6:00 pm
Greetings from
Dick Warner,
President, PHS

6:15
Dinner
is Served

TICKETS WILL BE AVAILABLE AT:
Decor by Sandra Deb Deward
Pentwater Fair Trade

7:00 pm Enjoy the Pentwater Movie!

Questions or information contact
Deb Deward at: 231-869-2230

PENTWATER AND WOMEN'S SUFFRAGE.

What began as a discussion in how to celebrate the 100th anniversary of the ratification of the 19th amendment between Pamela VanderPloeg and Amy LaBarge, turned into a self-distanced outdoor dinner at the Pentwater Yacht Club on Tuesday,



Pam VanderPloeg

Pam was inspired by her daughter, Libby VanderPloeg, a well-known illustrator who designed a series of Vote! postcards and prints, one of which was used by Hilary Clinton on her Instagram account recently. Pam goes on further to say, "I have left the door open to further research on the awesome local women who worked so hard to gain the vote and perhaps more interesting details will turn up in the future".

Following is the research that Pam has uncovered which was shared on August 18, 2020.

Celebrating the 100th Anniversary of the Ratification of the 19th Amendment.

On June 4, 1919 Congress passed the Susan B. Anthony Amendment and Michigan was one of the first states to ratify it on June 10, 1919. Georgia and Tennessee were the last to amend it. Women's right to vote was officially certified by the 66th Congress on August 26, 1920. One hundred years ago.



*Susan B. Anthony
1820-1906*

This timeline below highlights selected dates when the fight for suffrage and equality for women intersected with events in the Village of Pentwater. Historical records state the first woman arrived in the Village in 1853, first family in 1854 and first cake baked in Pentwater was made in 1854!

The first women's rights convention took place in 1848 in Seneca Falls, NY.

Women in Michigan began campaigning for the vote beginning in 1855. Pentwater was incorporated in 1867 and a couple of years after, in 1869, the National

Women's Suffrage organization was formed with Elizabeth Stanton serving as its first president.

From 1870-1874 the Michigan Suffrage Association was very active.

Many of the members were also part of the Woman's Christian Temperance union which was divided on whether they supported full suffrage for women. On April 3, 1874 the Pentwater Temperance Society was formed with Mrs. G. D. Lee as President along with founding members Mrs. A. Dresser, Mrs. Maxwell, and Mrs. Charles Lamont. The Pentwater News, owned by Amos Dresser, Jr., came out in support of suffrage on May 4 of that year and by July 10, according to the Paw Paw, Michigan Newspaper "Pentwater has not a single saloon within her limits. The women's movement did the business".

66 of the state's newspapers were for women's suffrage that year and only 12 were against.

Suffrage Spokesperson and Educator

Lelia E. Patridge comes to Pentwater on

October 2, 1874. The Pentwater News reported she was well received but attendance was not large due to stormy weather.

Pentwater votes NO to the Nov. 3, 1874

Michigan Suffrage Amendment. The village recorded 121 No's to only 72 Yea's and the local Suffrage Association disbands but the Pentwater Women's Literary Club formed an urgent priority to seat a woman on the school board. In 1875 Education Suffrage passed in Michigan and women could vote in school elections.

Women were finally granted the right to vote in 1920. One Hundred years ago.

Now, a hundred years later, voting rights still remain controversial and perilous for many people in the US.

Reprinted with permission granted by Pamela VanderPloeg

2020 OFFICERS & TRUSTEES OF THE PENTWATER HISTORICAL SOCIETY

Dick Warner <i>President</i>	Norm Shotwell <i>V-President</i>	Beth Russell <i>Secretary</i>	Bart Zachrich <i>Treasurer</i>
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TRUSTEES: Amy Vander Zwart, Terry Roach and Deb Deward

NEWSLETTER COMMITTEE
Amy Vander Zwart Jim Pikaart

(Sequoia Continued) onboard with British Prime Minister Winston Churchill. President Truman hosted the first atomic arms control talks while onboard the Sequoia. John F. Kennedy used the Sequoia sparingly. He celebrated his 46th and final birthday on

In 1977 when President Jimmy Carter took office, the tab for keeping the Sequoia shipshape and staffed was running close to \$800,000 a year. In keeping with his campaign promise to trim the trappings of the "Imperial Presidency" President Carter auctioned the Sequoia off for \$236,000 bringing an



The Fergusons from PTW were invited on Sequoia.



President Nixon stands on the top deck of the Sequoia enjoying a cruise on the Potomac River.

board and it is rumored that Marilyn Monroe joined him for a cruise or two. (crew members destroyed all ship logs after Kennedy's death)

Richard Nixon was the most avid sailor of the Sequoia. He logged around 100 trips while serving in office. He negotiated nuclear arms treaties while on board. Nixon also played "God Bless America" on the piano with one hand, tipped a glass of scotch in the other and told his family of his plans to resign the presidency while out for a cruise on the Potomac. Gerald R. Ford allowed his daughter to use the yacht to celebrate her prom in 1975.

end to the era of the presidential yacht. The yacht changed hands many times once it was auctioned and it was designated a National Historic Landmark in 1987.

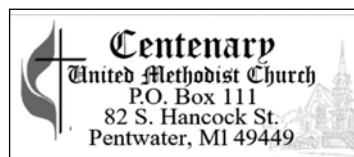
In 1984, the USS Sequoia made a stop in Pentwater Michigan while on a goodwill tour. People gathered along the channel to gape at her amplitude and wooden splendor as she made her way through the channel into Pentwater Lake. Coast Guard vessels sprayed plumes of water on either side of her girth. She was a sight not forgotten by either residents or visitors. The yacht spent time docked to allow spectators the chance to soak up her history and secrets. It was a feeling of great magnitude to stand where the world's most important leaders once stood. Yes, in Pentwater. In the evening, passengers were invited by the captain to experience the Sequoia's navigational abilities. She gracefully parted the waters as her occupants soaked in the feeling of prestige for being able to make such a voyage on the "Floating Oval Office".

After changing hands a few times, the USS Sequoia sat abandoned in Virginia for many years providing a home to racoons. Currently, it is in Belfast, Maine where it has begun the process of restoration. Contributors are hoping to return her to her Presidential glory. The USS Sequoia may never function as the "Floating Oval Office" again, but she may become a museum and educational tool for future generations.

THE PHS NEWSLETTER IS SPONSORED BY THESE LOCAL BUSINESSES.



Call Us (231) 869-4666
6499 72nd Ave, Pentwater, MI



MEMBERSHIP DUES FOR 2020 ARE DUE

If you see "19" following your name on the mailing label it is time to renew your membership. The dues amounts are shown on the Membership Application Form on the last page of the newsletter.

Please send your check to: Pentwater Historical Society
PO Box 54, Pentwater, MI 49449

A PASSION, A HOBBY, AND A GIFT

By Amy Vander Zwart

"It is in our leisure hours that we are permitted to follow our "hobbies," and it is in them that our truer selves find expression. By Nixon Waterman

When eleven-year-old Fred Wolff ripped open the box of his first model airplane, he didn't like the idea of building a model at all. In fact, he hated it. He groaned when he had to cut yet another tiny piece out of the balsam wood sheet. He sighed with disdain when he was forced to use the cheap boxed glue to affix the tail on the body of the model. He disliked building the model so much that he threw away the directions and used rubber bands, string, and paper to put the wings together.

Surprisingly, although he grumbled through the entire process and his finished creation did not fly, a passion was ignited in him.

Fred went on to build many models during his lifetime. He was so passionate about his hobby that when he saw a picture of the Presidential yacht; USS Sequoia in a magazine article, he set out to recreate her in miniature. Fred was no stranger to creating models based on photographs and drawings. He had recreated navy ships using pictures and building plans, which at one time brought officials knocking on his door to inquire as to why he was requesting blueprints of United States Navy vessels. For the USS Sequoia, however, there were no blueprints, no emergency plans to show the floorplan, and no measurements that Fred could use to begin planning his model. This did not deter him. He contacted the Sequoia's captain and was invited onboard and allowed to take over 300 detailed photographs as well as measure each inch of the 104 foot yacht. Upon returning home, Fred began working on the model. Because of its unusual size, at the scale of one inch per foot, Fred had to build a special table to hold his model. Its size enabled Fred to use doll furniture in his ship should the need arise. Fred worked from his collection of pictures and detailed measurements. Unfortunately, his wife passed, his project sat untouched for four years. However,

when a friend saw the magnificent model sitting abandoned, she encouraged him to begin his project anew. Fred began his tireless work not being able to begin to estimate how many hours he had put into the project over at least 12 years.

Unfortunately, Fred Wolff never completely finished his beloved model of the USS Sequoia and ultimately, in a strange twist of events, the model of the Sequoia made its way to Pentwater. When his home and contents were sold to his neighbor who also shared his love of creating models, the neighbor traded the 9-foot yacht to his cousin, Dan Kofflin, for a cedar strip canoe. Dan was excited to obtain the model of the USS Sequoia and hoped to honor Fred Wolff by donating it to the Pentwater Historical Society.

Fred's replica of the Presidential Yacht USS Sequoia will be on display in our museum in the near future. The delicate craftsmanship is something to behold. No small detail was over-

looked. It even includes a miniature duplicate of the piano with the exact fabric

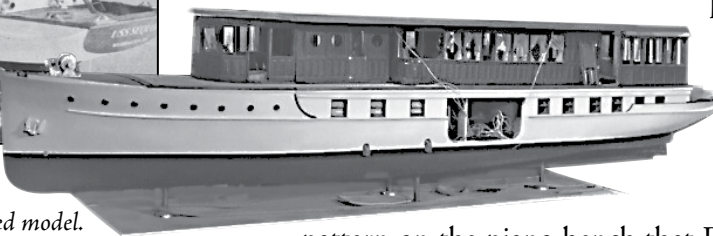
pattern on the piano bench that President Richard

Nixon sat on to announce his resignation of the presidency to his family while on board the actual USS Sequoia.

Fred Wolff's small hobby yielded nothing less then presidential sized results. We are excited that his passion is being shared with Pentwater.



Here's Fred working on his model of the Sequoia.



The completed model.

MEMBERSHIP ACTIVITY

DONATIONS

Dan Carter	Dan and Teri Filius
Jennifer Martinez	George and Cyndy Mikulyuk
Joann Murphy	Clark McKeown
Mary Beth Moore	John and Susan Shields
Jim Lambrix	Jim and Joan Gehringer
Fidelity Charitable - Robert Ferriday	
Norm and Rhonda Shotwell	

MEMORIALS

Oceana Beach Association
in recognition of
Mark Henderson

OFFICIAL BALLOT

FOR PHS BOARD & TRUSTEES

Due to the COVID19 situation in 2020, the Pentwater Historical Society was not able to hold its annual member dinner and therefore was not able to vote to confirm the board members for this year.

Below is the slate of board members and trustees. We ask that you review the listing and vote on it.

THERE ARE TWO WAYS OF VOTING

- Return this Ballot with a YAY or NAY circled. (see bottom) and send to:
Pentwater Historical Society
P.O. Box 54, Pentwater, MI 49449
- Go to: pentwaterhistoricalsociety.org/2020.vote.html and vote YAY or NAY

NOTE: If you do not cast a vote, the assumption will be that you approve (say "Yay") to the slate of board members and trustees for this election year.

BOARD MEMBERS

President, Dick Warner
Vice-President, Norm Shotwell
Treasurer, Bart Zachrich
Secretary, Elizabeth Russell
Museum Director, Dan Hoekstra
Technology Director, Mark Shotwell
Marketing Director, Jim Lambrix
Membership Director, Sylvia Warner

TRUSTEES

Trustee, Amy Vander Zwart
(3 year term expiring in 2023)
Continuing Trustee, Terry Roach
(term expiring in 2021)
Continuing Trustee, Debbie Deward
(3-year term expiring in 2022)

YAY

NAY



PENTWATER
HISTORICAL
SOCIETY
P. O. BOX 54,
PENTWATER,
MICHIGAN 49449

USE THIS FORM TO BECOME A MEMBER OF THE HISTORICAL SOCIETY

NAME _____

ADDRESS The address for important mail when it absolutely has to get there! _____

CITY _____ STATE _____ ZIP _____

E-MAIL _____ PHONE _____

☐ Yes, Please send the newsletter by e-mail.

MEMBERSHIP ANNUAL DUES \$50 (Includes Spouse) ☐ This is a new membership ☐ This is a renewed membership

Would you like to be contacted to participate in society activities? If so, your area of interest is: _____

PLEASE MAKE CHECK OR MONEY ORDER TO:
The Pentwater Historical Society
P.O. Box 54, Pentwater, MI 49449

AUTHORISED SIGNATURE _____

OR SIGN UP FOR MEMBERSHIP AT OUR WEBSITE AT: <https://pentwaterhistoricalsociety.org/ways-to-help>

**MARK YOUR
CALENDAR!**

**SPRING DINNER
WED. MAY 26**

**SUMMER DINNER
AUGUST 25**



Visit us on the web at:
pentwaterhistoricalsociety.com