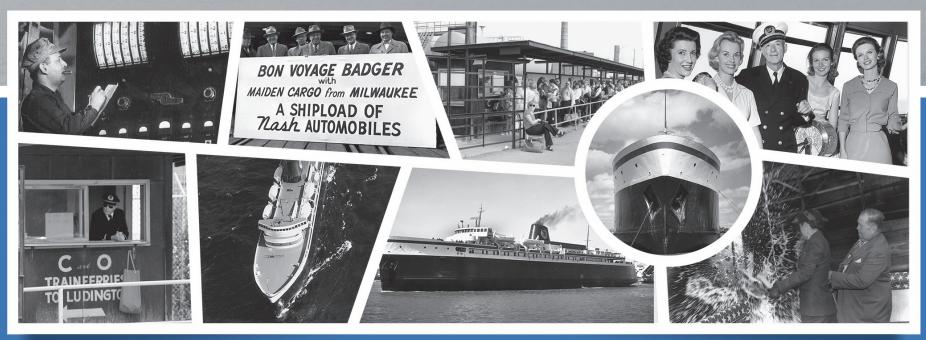


the Badger: Celebrating 70 years



A SPECIAL PUBLICATION OF THE LUDINGTON DAILY NEWS • MAY 2023

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Things to experience in Manitowoc

Lake Michigan Carferry* The 70-year-old 410 ft **BADGER** is one of the last coal-fired steam engine car ferries built in the United States and became a National Historic Landmark in 2016. Sailing 1-2 times daily between Manitowoc, WI, and Ludington, MI, the BADGER is Lake Michigan's very own cruise experience.

Wisconsin Maritime Museum*

Manitowoc is an American WWII Heritage City! Step into WWII history as you board the **USS Cobia** submarine at the Wisconsin Maritime Museum and tour the extensive maritime exhibits within the museum.

Beerntsen's Confectionary*

An old-fashioned candy parlor, Beerntsen's Confectionary, is known for its chocolate molding creations, unique dining experience, and creative listing of sundaes.

Rahr-West *Art Museum*

Located inside a historic mansion, the Rahr-West Art Museum has works by Georgia O'Keefe, Andy Warhol, Pablo Picasso and more. Make sure to visit year-round for both permanent and rotating exhibits!

Farm Wisconsin Discovery Center

Spend an afternoon at the birthing barn at Farm Wisconsin Discovery **Center** for a chance to witness a calf's birth, or go inside the agriculture-focused museum for interactive exhibits suitable for all ages. Farm Wisconsin also has a farm-to-table café open for breakfast and lunch offering fresh, locally sourced ingredients.

6 Pine River Dairy
In its 6th generation of dairy manufacturers, Pine River Dairy boasts an impressive butter factory and store with over 250 varieties of cheese and 25-cent-scoop ice cream cones.

West of the Lake Gardens

Take in some color on the lakeshore at West of the Lake Gardens. Here you will find six acres of nature including a Japanese garden, geraniums, fibrous begonias, over 30,000 tulips, 800 roses, and other seasonal trees and flowers.

Pinecrest Historical **Village**

Become a pioneer at Pinecrest Historical Village, a 60-acre interpretive museum with a collection of over 25 historic Manitowoc County buildings curated by the Manitowoc County **Historical Society.**

Breweries* Manitowoc is home to Briess Malt

& Ingredients, which means its a hotspot for brewers. Among these include PetSkull Brewing and Sabbatical **Brewing**, which host live music and have a great nightlife scene. For a smaller, more relaxed vibe, head to Craft Creek Brewing Co. Finally, if you are hungry, go to **Courthouse Pub** for their fantastic food and microbrewery.

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One of the biggest ice cream distributers for the Midwest is right here in Manitowoc, which makes sense since cows outnumber the residents in Manitowoc County! Get a lick of this regionally renowned ice cream with 36 rotating flavors and "Bernice the Big **Cow**" welcoming you inside.

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Things to experience in Ludington

On the shores of Lake Michigan, Ludington, Michigan, offers a quintessential "Up North" experience – delivering the perfect combination of natural resources and outdoor recreation with quaint, small-town charm. Whether you have a weekend, a day or a couple of hours, below are some fun activities just down the road from the S.S. Badger. Ludington also celebrates its 150th anniversary in 2023, so it's a great time to check out this city!

Enjoy a Lake Michigan beach

Ludington boasts some of the Midwest's best beaches, with 28 miles of shoreline. Walking distance to downtown, Stearns Park Beach offers volleyball courts, food concession and picnic area with grills plus adjacent shuffleboard and mini-golf and a skate park. Dock distance: 1.3 miles. pureludington.com/Beaches-Parks

Climb a lighthouse Ludington is home to Ludington North Breakwater Light at Stearns Park Beach and Big Sable Point Light in Ludington State Park. Accessible from a half-mile pier, Breakwater Light is open for tours and tower climbs in summer. Or just walk to the lighthouse for a perfect sunset view. Dock distance: 1.8 miles. https://www.splka.org

Hunt for sculptures

Waterfront Sculpture Park features green space for picnicking, two large playscapes, and a sculpture trail with nine bronze sculptures depicting Ludington's history (others are located throughout the county). Dock distance: 0.5 mile. pureludington.com/Waterfront-Sculpture-Park

Watch the sun set

Enjoy beautiful sunset views over Lake Michigan at Waterfront Park or Stearns Park Beach, or attend a free Sunset Beach Bonfire (complete with live music) at Stearns Park the fourth Thursdays in June, July and August, 8-10 p.m. Dock distance: 0.5 to 1.3 miles. pureludington. com/Sunset-Bonfire

C Get cultured

Ludington's cultural gems include the Port of Ludington Maritime Museum in the former U.S. Coast Guard Station with exhibits about Ludington's maritime heritage, Sandcastles Children's Museum with three floors of hands-on exhibits, and Ludington Area Center for the Arts hosting exhibitions and performances. Dock distance: 0.6 to 1 mile. pureludington.com/ Arts-Culture

Hit a trail

6 Hit a trail
Ludington's 40+ miles of trails – from the Maritime Heritage Trail, to the paved 1.3-mile Cartier Pathway, to the 10-mile Ludington Urban Singletrack Trail System including the School Forest and Cartier Park trails. Further north, Ludington State Park has 25 miles of trails. No bike? No problem! Spindrift Cyclesports and Trailhead Bike Shop rent bicycles. Shorelinecyclingclub.org

Attend an event

Ludington has a weekly artisan market, farmer's market and live concert series: seasonal sunset beach bonfires and movies in the park - and signature events like the Fourth of July Freedom Festival and Suds on the Shore. Ludington celebrates its 150th anniversary in 2023 with a host of 150th events, pureludington.com/Events

Taste craft beer

Ludington has a thriving craft beer scene, with Ludington Bay Brewing Co. and Jamesport Brewing Co. making their own, and the Mitten Bar selling Michiganonly craft beer and wine. Nosh on a great meal at all three locations. Dock distance: less than 0.5 mile. pureludington.com/ **BEER**

Fish Lake Michigan

Uudington is a top fishing port on Lake Michigan, with more charters and more trout and salmon caught at its port annually than any other in Michigan. Fish Lake Michigan with one of 25 licensed charter captains. Dock distance: less than 0.5 mile. ludingtonsalmon.com

Shop and dine downtown

Ludington's quaint downtown is home to specialty shops, eateries and drink spots. Enjoy takeout at Legacy Plaza – a green space with tables, fireplace, music stage, and pavilion for events like the farmers market. Or sample an adult beverage from participating restaurants and businesses in the Ludington Outdoor Social District. Dock distance: 0.5 mile. Downtownludington.org

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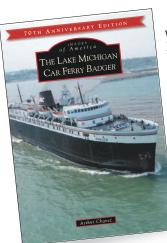
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Chronicling her History — Meet the Author: Art Chavez, Carferry Historian

The history of the carferries in Ludington now spans over 100 and it's a real honor to celebrate 70 years of the Badger in 2023. One notable historian is Milwaukee native Art Chavez.

Growing up, Art enjoyed seeing the numerous carferries that sailed in and out of the port of Milwaukee. From his grade school windows, he had a perfect view of the Grand Trunk ferry docks and in the distance the C&O ferry smokestacks that appeared over the top of the buildings as they entered the inner harbor.



At 10 years old, as he was looking at a map of Lake Michigan on a gas station wall, he saw a dotted line that linked Milwaukee to Ludington, Michigan. It read, "Chesapeake & Ohio R.R. Car & Auto Ferry." Once seeing the boats in person, taking on fully loaded railroad cars and understanding how they connected the ports on each side of the lake, it really got him hooked on wanting to know

more. The Jones Island ferry docks were within walking distance from his home and when he was old enough, he enjoyed visiting with friends or family members. In 1975, he sailed for the first time with his father on the Spartan to Ludington and the City of Midland back to Milwaukee. This would solidify his love for the carferries and begin a lifelong interest in researching the vessels.

He began sailing four to five times a summer and befriended Captains John Bissell and Ernest Barth. He learned a lot about the fleet, the operations and the crew. Art notes, "The ship is outstanding, but it's the people onboard who count."

For over 30 years Art has spent time researching and compiling information to write a book about Ludington Carferries. Professor George W. Hilton, author of "The Great Lakes Car Ferries," suggested that Art broaden the scope of his research and write a book covering all the Lake Michigan car ferry fleets. Until that book is finally realized, Art has created pictorial history books specific to certain boats for the time being and continues working on the larger project. The first book to come out was "Images of America S.S. Badger: The Lake Michigan Car Ferry" that was published in 2003 and followed in 2004 by "Images of America SS City of Midland 41," and in 2011 Images of America S.S. City of Milwaukee.

Over the past 20 years, the "Images of America S.S. Badger: The Lake Michigan Car Ferry" book has been a popular seller in the Badger Boatique Gift Shop.

"People are always looking for books to purchase while onboard and the Images of America S.S. Badger book has always been a favorite for passengers, they always go quick," shared Gift Shop Manager, Val Stapleton.

"I've been onboard many times and have seen passengers lounging in deck chairs and reading the book," Art stated. "It is very gratifying to see passengers onboard who are learning about

the ship and enjoying the book. But it is also important to me that they have a resource that is factual and correct."

With the Badger Anniversary in 2023. Art's close friend Ken Ottmann suggested that it would be a great time to consider updating the book since a lot of history has taken place since 2003. Art agreed and contacted the publisher in February 2022 and the proposal was quickly approved in March.

"The original book stands on its own, it's 20 years old and it's timeless. But I wanted to update to the current day and add historic color photos. Some photos need to be seen in that context to be fully appreciated. I was allowed 32 pages to expand the new sections, so it was hard to pick what photos would make the cut.

"I'm excited to be able to share the ship's history in color. Most of these photos need to be seen in color, especially the Badger and Spartan maiden voyage scenes and interior views to appreciate their full glory."

He is also very humbled to be able to include a personal story about his interviews with Capt. Bernard Robertson, before he passed away in 1992.

"This is one of the most pleasing parts of the new edition. I feel that story and Kari Karr's lyrics to her song honoring the Badger and her crew are what makes this book a keepsake and something that people would enjoy reading."

In the entire process of writing the first book in 2003 and now the second edition in 2023, one of his most memorable moments was meeting and getting to know Audrey Robertson Boals, Capt. Robertson's daughter.



"Borrowing photos of her father from Audrey's collection and including them in the book was very special to me," Art shared.

When asked if he would consider doing a third edition or a 75-year edition, Art didn't hesitate to say that he initially thought about waiting until the 75th Anniversary, but felt that now was the time to update the book.

"It's a good time to reflect on her 70 years and think forward to what could be coming next in the Badger's history to celebrate," he shared.

"Images of America The Lake Michigan Car Ferry Badger" book will be available on May 22 and can be found onboard in the Badger Boatique Gift Shop and on the online gift shop at www. ssbadgerstore.com

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The Vessel podcast shares history, stories of SS Badger



BY JEFF KIESSEL

ASST. MANAGING EDITOR

The stories of the SS Badger are coming to the surface thanks to a podcast by the beloved ship's director of sales and marketing.

Shelby Soberalski started up the podcast series, called "Voices of the Vessel," to mark the many stories of the 410-foot SS Badger. This year marks the 70th anniversary of the ship, the last remaining coal-fired passenger steamship in operation in the United States.

The ship has been a treasure both in its home port of Ludington and destination port in Manitowoc, Wisconsin, where the ship carries passengers and vehicles across Lake Michigan daily from mid-May through early October. The 2023 sailing season runs from May 18 through Oct. 9.

The project is something Soberalski, the director of marketing and sales for Lake Michigan Carferry, was looking to do.

"In my role, I feel very honored to be able to do this not only for the Badger but for the community who loves the ship."

Soberalski said she grew up with the Badger in her backyard and has found through

her travels, meeting new people and going to new places, that the Badger has affected many others in much the same way as in her own home town.

Those meetings and stories sparked something in Soberalski, who thought they needed to be shared in some form.

"Everyone seems to have a story about the Badger," she said, "whether those stories pull at your heartstrings, or whether they are funny or sad stories. I love hearing them, in fact I can't get enough of them."

One of the things she did not expect when she took the job is the fact she would become a sort of gatekeeper for other people's stories and memories, she said. In her job with LMC, Soberalski has been

In her job with LMC, Soberalski has been using more social media platforms like Facebook and TikTok, while also producing more videos to get the message out about the Badger.

One thing she knew little about, but wanted to try, was producing a podcast.

When sitting down and thinking about this year being the 70th anniversary, she thought it would be a perfect time to introduce the podcast idea.

"It's the perfect opportunity to pause and

reflect on what we are doing but also what the future holds," she said. "We all know that the Badger has a storied history to her, but she also has a bright future."

The idea was greeted with open arms and people were excited to listen, according to Soberalski.

The podcast is currently in production with the first guest being Audrey Robertson Boals, the daughter of the ship's first captain.

Soberalski said she met Boals on the ship during a sailing trip last year.

"It was a chance meeting," she said. The two talked and exchanged contact

information and kept in touch. Earlier this year Soberalski reached out to Boals about the podcast, Boals agreed to be a guest and the first episode was launched.

Since the first episode, there has been an episode on Mark Barker, president and CEO of Interlake Maritime Services, the parent company of the Lake Michigan Carferry. An episode was recorded with Courtney Hansen, director of tourism for Visit Manitowoc, and Brandy Miller, executive director for the Chamber Alliance of Mason County and the Ludington Area Convention & Visitors Bu-

reau. The most recent episode released was on Badger Bingo with Todd Hansen.

MAY 2023

The goal of the podcast was originally to produce 10 episodes, according to Soberalski. She just released the fourth, and there's more to come.

She talked about one of the episodes in progress is about when the Badger sailed to Chicago.

"The Badger has so many stories," she said. "Taking the boat to Chicago was a unique part of the Badger's history."

There is plenty of material and stories to continue the podcast all of the 70th anniversary sailing season, according to Soberalski.

The "Voices of the Vessel" podcast can be heard on streaming services like Spotify, Apple Podcast or on the Lake Michigan Carferry website.

Through her work with the Badger and the podcast, Soberalski said she's met some amazing people, heard some great stories and shared many incredible memories about the ship and the people who made it what she is today.

"I truly feel the Badger has a spirit about her that helps connect people."

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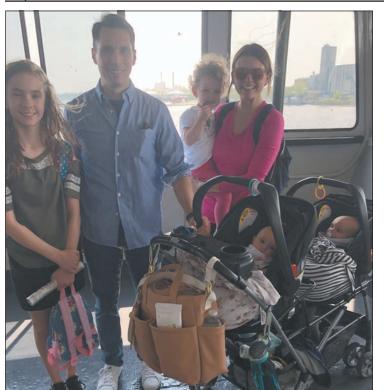
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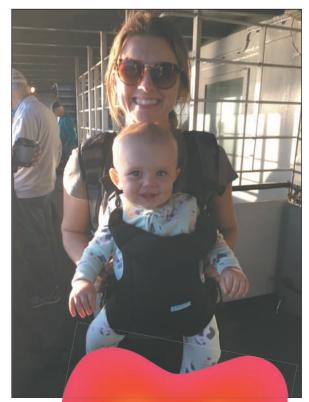




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From West Michigan to Manitowoc, with love

When Amanda and Andy Krajnek met online in Spring 2017, it was a match made in heaven. They only had one problem; they were separated by Lake Michigan.

Amanda is originally from the White Lake Area of West Michigan, about 30 minutes south of Ludington and Andy's hometown is Manitowoc. A large portion of the early days of their relationship consisted of sailing across on the Badger to be together and now a big part of traveling to see family.

When they initially took the plunge to consider online dating, they didn't realize that the radius would encompass the other side of Lake Michigan. They didn't mean to be long distance but started talking more

and more on the phone and realizing they had a connection. Andy made the drive over to meet Amanda in person and quickly realized that he enjoyed his time with Amanda, but not so much the drive. Looking back he joked, "I had wished there was a bridge!"

They enjoyed their first date, they decided to have a second and a third. For the third date, Amanda decided to sail across on the Badger and this was her first introduction to Manitowoc. Little did she know that she would eventually call this new community home.

"I was so excited to wait and welcome the boat to come in and to see her waving from the boat. It was almost like taking a step back in time, this is how most people used to travel and wait for their loved ones to arrive. It was a neat experience," Andy shared. Amanda was quick to add, "This trip felt

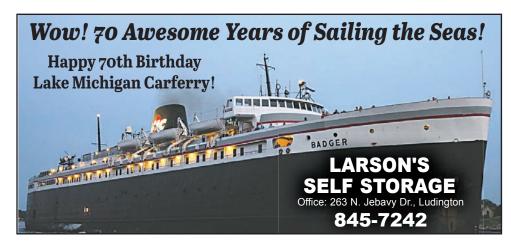
luxurious. I was able to take a nap, have a great breakfast, play some bingo, and get ready in the stateroom for my date with Andy."

She goes on to say, "I remember the boat pulling into Manitowoc and thinking how different it looked from Ludington. I remember finding Andy in the crowd and this was it, the rest is history. That summer I must have sailed over at least 10 times, even into the fall."

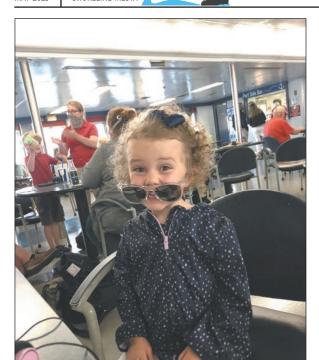
Being from the Michigan side, it was the

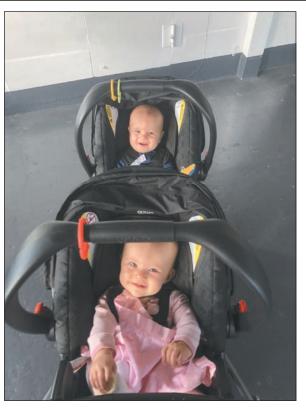
Badger that helped introduce Amanda to Wisconsin. Right away, she loved being in Manitowoc as it reminded her a lot of West Michigan, just with more sprawling lakeshore and not the hustle and bustle of a big city. As she explored the city more, she was quick to realize what a family friendly area it was with lots of fun events and things to do. With Andy's career, Amanda knew that it would be easier to move to Manitowoc and she has no regrets in making the jump across the lake.

Of the things that were new to Amanda when she moved to Wisconsin, she notes that all of the miles of beautiful farm land and new foods were some of her favorite











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things. One of the most memorable moments when she first moved was how many people would wear Packers jerseys to Mass.

"People were having their jerseys and memorabilia blessed at church for the big game that night. It's a big deal!"

A Manitowoc native, Andy, always knew he would like to establish a career and raise a family in Manitowoc.

"I went away to school and when I was deciding on where I wanted to starting working; I realized how much I loved Manitowoc. I came right back, it was an easy decision."

When talking about his hometown, Andy was quick to share, "If there is anything that someone from Manitowoc loves more than Manitowoc, it's showing somebody else Manitowoc. It's a very special place."

He goes on to say, "One of the best attri-

butes about Manitowoc is that it is a perfect place to raise a family. People here love kids, people love to support kids in our community, we've built our community around kids to make it a great place for kids to be."

It was a no brainer for Andy and Amanda to decide on Manitowoc as their home.

Amanda's family especially loves to come over to Wisconsin to visit and one of the highlights is the food. No trip to Wisconsin is complete without cheese curds and kneecaps. Whether its fresh or fried, the squeakiness of Wisconsin cheese curds never disappoints.

A kneecap is sort of like a donut, but without a hole, it has a "thumbprint" in the middle then is piled high with cream and powdered sugar. When Amanda goes to Michigan to visit, she's in trouble if she doesn't bring along at least a few dozen kneecaps with her.

Although when she comes back to Michigan, she always looks forward to having some Spanky's pizza and breadsticks. Trips home tend to center around food and family.

"It was a huge comfort knowing that my family could easily still come visit and being able to sail back and forth for my work. I come from a big family, so moving to a new area was hard for me at first, but it was reassuring that home wasn't that far away."

Amanda shared in regards to how the Badger made it easier to settle in Manitowoc.

"It makes traveling with the kids so much easier. Our kids love to sail on the Badger and watch her come into port. We do family drives with the kids and grandparents and she has become a part of our lives." Amanda shared.

When sailing, their family loves playing Badger bingo and watching the mechanics of the ship such as throwing lines (ropes), watching the Seagate close, vehicles loading and unloading, the coloring contest and they are especially excited for the Kid's Play Port to reopen.

When asked, what does the Badger mean to you? Without hesitation, Amanda states, "It mean's family, it's an easy connection to our family."

Andy adds, "It's convenience and relaxation. Riding the Badger is easy, opposed to driving and fighting traffic and construction. I know on the Badger that it will be four hours that I get to enjoy with family."

Amanda and Andy are ecstatic to be welcoming their sixth child into their family this summer. They are looking forward to treasured family time together onboard and continue to show the next generation everything that Lake Michigan has to offer.





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Occupational hazards of the firehold crew on the Lake Michigan Car Ferries

BY ART CHAVEZ

As with virtually every commercial vessel in service throughout the world in the late-19th century, the Lake Michigan car ferries beginning with Ann Arbor No. 1 were fueled by coal to stoke the fires under the ship's boilers to create steam to power the reciprocating engines.

Steam power in all of its visual drama of belching black smoke, hissing white steam plumes and blazing orange flames bely the fact that the process of creating such a miracle of man's ingenuity is anything but glamorous.

Every car ferry from the Pere Marquette 15 down through Pere Marquette 22 had employed large crews of sweating men whose sole purpose on board was to laboriously spread coal over each of the three furnaces beneath each of the Scotch boilers. These were nestled in the gloomy firehold located amidships just beneath the ferry's waterline.

Working conditions aside, the ships ran

year-round with only a two-watch rotation. This meant that the crew worked six-hours-on and six-hours-off watch, seven days a week. Paid vacations were unheard of. If a man wanted time off, it was without pay and he wasn't guaranteed his job once he returned. For the lower-skilled, unlicensed ratings aboard ship, life was far from idyllic. Nonetheless jobs were plentiful in those days and turnover was understandably high.

Three-watch work rotations of four-hours-on and eight-hours-off watch and paid vacations weren't granted until maritime labor unions had established a foothold on the car ferries during the 1940s.

Armed with coal shovels, hoes and slice bars, the sturdy breed of firemen and coal-passers toiled in the oppressive heat. In the rough winter months some of the newer, inexperienced crew fought gut-wrenching seasickness in the stifling firehold while the deck pitched, rolled and dropped beneath their feet. To make the situation worse, the fireholds of the earliest car ferries had

open grates on the car deck for ventilation. These ferries also lacked sea gates across their open sterns and on numerous occasions mountainous seas rushed in, moving forward along the car deck, pouring tons of water onto the crews in the firehold.

In some cases the rising level of water in the hold doused the fires in all three furnaces of an entire boiler. Many times icy water reached a depth of three or four feet while the crew fought desperately to keep the fires lit and the dynamos dry while the captain fought to get his ship's bow headed into the seas.

There have been several near misses from these design flaws. Some of the ferries that nearly sank in this manner were the Grand Haven, Ann Arbor No.'s 2 and 4, and Pere Marquettes 15 and 20.

Three of naval architect Robert Logan's ferries were lost in large part because of the design deficiencies. The Marquette & Bessemer No. 2 was lost in December 1909 on Lake Erie because the lack of a sea gate allowed massive seas to run free on the

car deck and fill her hold through the open deck gratings and coal bunker hatchways.

In September 1910 the Pere Marquette 18 was lost on Lake Michigan off Sheboygan, Wisconsin due to a mysterious leak. The ship's demise was hastened by her lack of a sea gate and her open car deck hatches. She may have reached the Wisconsin shore before she foundered had she been equipped with stern protection and watertight hatch covers.

In both of these instances the firehold crew lost their lives while striving to maintain steam pressure while their ships made their way to safety that never came.

The third loss occurred in October 1929. The Milwaukee was a twin to the PM 18 and was lost due to a heavy gale that breached the sea gate, which was installed in 1912. The sea gate, only 5 feet high and not well constructed, caved in and allowed incoming seas to flood the car deck and pour down the open deck hatches. As a result of these disasters, the Great Lakes car ferry sea gates were raised and strengthened and the open





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car deck hatches were provided with watertight covers. Today the Badger has a substantially built, 10-foot high sea gate.

In 1929 the life of the firehold crew was made much easier with the introduction of the automatic coal stoker system. The PM car ferries City of Saginaw 31 and City of Flint 32 with their rotary propulsion systems replacing the tried-and-true reciprocating plants demanded higher steam pressures than the 185-pounds per square

inch Scotch boiler systems could produce. Accordingly the new 315-psi boilers were of the watertube variety built by Babcock & Wilcox. The steam turbo-electric system was efficient and highly successful, but their high initial cost and maintenance requirements assured that the 31 and 32 were the last lake ferries so equipped.

Still, their coal conveyor and crusher and spreader systems cut down on the number of men needed in the firehold and reduced the extreme toil what remaining men had to endure. The most difficult job then was pulling ashes from the furnace fires, which

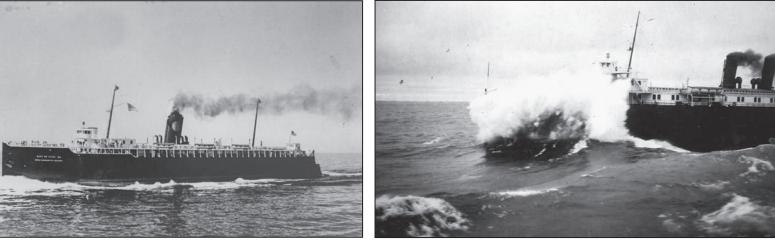
was done only once per four-hour watch. Gone were the days of watching the steam pressure gauge fall and shoveling coal onto the fire bed while the ship fought its way through a storm or heavy ice.

Reciprocating powerplants made their way back to the PM fleet in the form of the Skinner Unaflow steam engine. These were excellent plants that were carried on into the C&O-era's Spartan and Badger. The Pere Marquette 21 and Pere Marquette 22 had Skinners retrofitted during their rebuilding during the early 1950s. C&O's ferries always remained coal burners because of the railroad's extensive coal traffic and the number of mines that were owned by the firm.

To their credit, the Grand Trunk Railroad in 1948 began converting the boilers on their ferries to burn oil, greatly reducing the number of men required working in the firehold. And oil was cleaner burning, eliminating the sooty fly ash the coal burning boilers produced. The Ann Arbor went a step further in upgrading their ferry propulsion systems during their rebuilds. Ann Arbor No. 6 and Ann Arbor No. 7 were modernized and renamed Arthur K. Atkinson and Viking in 1958 and 1965, respectively. During the refits the Atkinson received a pair of Nordberg diesels and the Viking a set of

General Motors EMD diesels. These were the only Lake Michigan railroad ferries to be dieselized.

The last remaining ferry in operation, the Badger, remains a coal burner, and the museum ship City of Milwaukee still retains her oil-fired boilers. The next time you see a vintage photograph of a car ferry belching volumes of black smoke, take time to appreciate the men toiling below the waterline to make such a glorious scene possible. Remember also the engine room crews that died at their posts trying to coax an extra mile or two out of their foundering ships.









Receiving history;

Top row, left to right: The SS City of Midland 41 is shown; The SS Badger at its dock; The SS Pere Marquette 22 is shown leaving the Ludington harbor. Bottom row: The SS City of Midland at a slip in the Ludington harbor; A pair of Ludington car ferries are docked within the Ludington harbor; The SS City of Saginaw steams into the channel.

Former resident shares images of car ferries

BY DAVID BOSSICK **EXECUTIVE EDITOR**

The Daily News received a brown envelope in fall 2022 marked with an air mail sticker and that it was sent from England back in February. Inside was a note, dated and written on Jan. 9, along with another envelope containing 30 photographic prints — 18 color and 12 black

and white — of various car ferries. The photos were taken in the late 1960s.In the note, Paul Kopacki wrote that he was a resident of Ludington in the late 1950s through the mid-1970s, and took the photographs of the C&O car ferries while growing up here."I grew up in Ludington but returned to the country of my birth, Britain, where I live to this day," Kopacki wrote.Kopacki's father, Ryszard, worked many of these 30 images in the news-

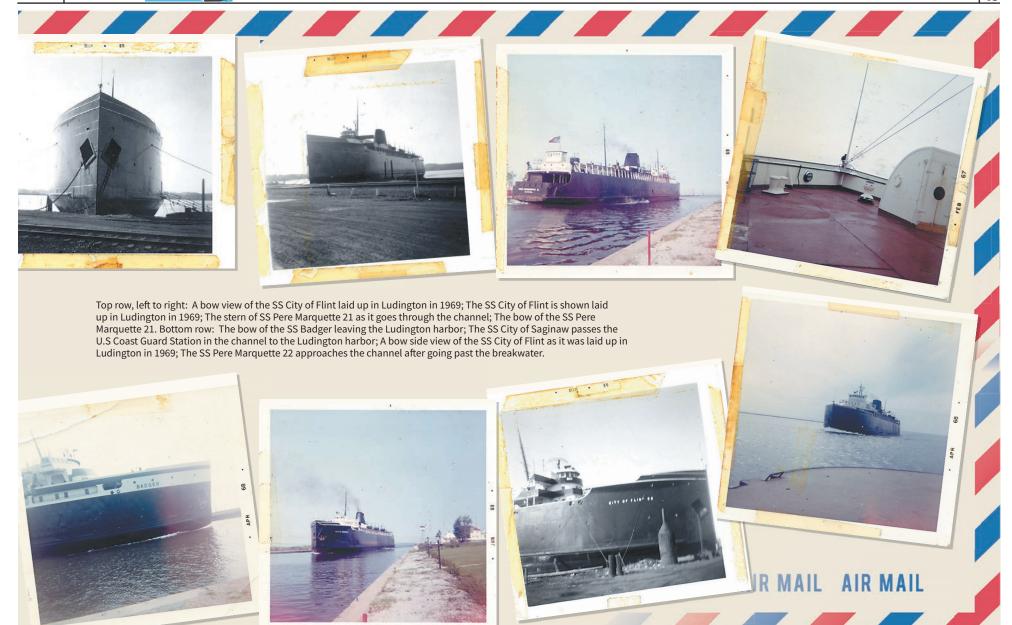
on the car ferries at that time, from 1959 to 1938, Paul wrote us. But he wanted to share the photographs with us. "Please do as you will with the photos. Print them or store them. I do feel it is important to preserve them as they represent a vanished era from Ludington's past," Paul wrote us. Given that the Daily News has a History page each week, it jammed as

paper when this column was originally published on Sept. 17, 2022, showing so many of the car ferries of our past and our one last remaining steamship, the SS Badger. It's fascinating to look not only at the ships but their surroundings as well — from the lack of condominiums on either side of the channel to the lack of guardrails along the channel to the watch tower near the U.S. Coast Guard station.



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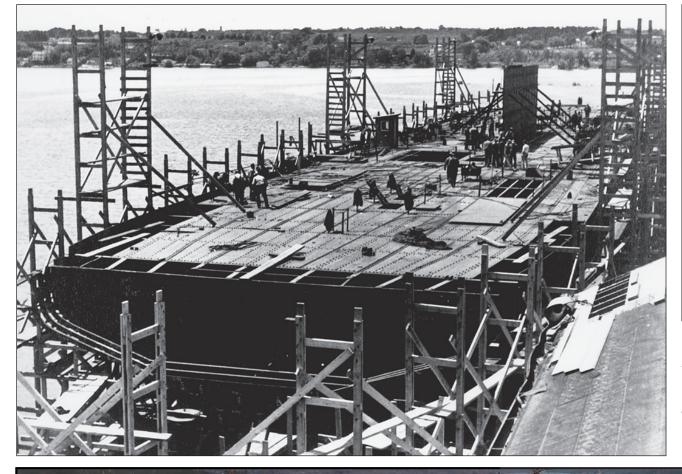


Early Shipbuilding





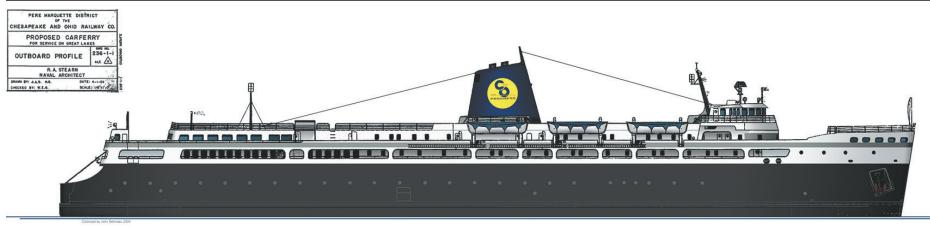






Spartan and Badger construction and launch photos courtesy Door County Maritime Museum. Photos by Gregg Andersen, Jim Gregorski, Max Hanley, Bruce Nelson, Todd Reed, Chris Winters and Tom Younk. Ship profiles by John Belliveau. Photos and illustrations from the collection of Art Chavez.





More questions than answers: C & O Railway's proposed car ferry of 1954

BY ART CHAVEZ

In Professor George W. Hilton's seminal work on the subject, "The Great Lakes Car Ferries: (Howell-North, 1962; Montevallo Historical Press, 2003), the author makes observations on the status of Chesapeake & Ohio Railway's Lake Michigan car ferry fleet as it was in 1962, at the book's publication date.

On page 161 in Chapter 4, commenting on the recent vessel additions to Ludington's fleet, Hilton states that the Spartan and Badger met C&O's expectations, both mechanically in terms of speed and power, and in passenger carrying capacity. The new ferries were frequently dispatched on the six-hour, 96-mile Ludington to Milwaukee run. This was the longest of the fleet's three routes, and one that enjoyed a substantial passenger trade, to which the pair were well suited.

He observed that in certain respects, the layout of the Spartan and Badger's passenger accommodations were less than ideal than those found aboard their immediate predecessor, the City of Midland 41. The Midland had an expansive covered prom-

enade on the cabin deck outside of the interior lounge spaces, allowing large numbers of passengers to stroll on deck in the fresh air and to relax in deck chairs. This relieved some of the congestion of large crowds in the lounge spaces on hot summer days.

The Spartan and Badger had no promenade; what exterior deck space available was open and left passengers unprotected from wind and rain. The new ferries also weren't designed to carry automobiles on their upper boat deck aft, like that on the Midland. This initially wasn't an issue as C&O didn't immediately build shoreside loading ramps to utilize this deck space until 1955, 14 years after the Midland joined the fleet.

Eventually a total of four automobile loading ramps were built; one each at Manitowoc and Milwaukee, one at Ludington's No. 2 slip and another at No. 3 slip. Accordingly, the open deck space aft of the dining room on the Spartan and Badger in 1960 was covered with a prefabricated automobile deck, able to accommodate 15 to 18 vehicles per trip. The Midland had a massive space, handling up to 50 automobiles on the open deck topside aft and in a small covered

garage. These grievances were relatively minor, as the ships later proved to be highly successful through decades of rigorous, year-round service.

Interestingly, there may have been more to these design deficiencies among railroad management than initially appeared. Hilton states, "The C&O considered ordering a third ferry to the plans of the Spartan and Badger. She would have cost about \$6,000,000, which the C&O proposed to finance with the proceeds of a block of New York Central Railroad stock that it had recently sold. The road has not, to date, built an additional ferry. Instead, it sent Pere Marquette 22 and 21, in that order, to Manitowoc for upgrading."

Naturally, students of car ferry history for decades assumed that the follow-on ferry would have been identical, or nearly so, to the Spartan and Badger. This was not the case.

Sometime around 2005, Pere Marquette Historical Society president and car ferry historian Bob Vande Vusse had come across an extensive set of contract plans for a new C&O car ferry, produced by the offices of R. A. Stearn, Naval Architect. The plans were dated April 1, 1954, which would coincide with Hilton's intimations in his 1962 manuscript.

One look at them was a revelation. Yes, the plans called for a ferry 410 feet long overall and 60 feet wide, and powered by a pair of Skinner Unaflow engines, and a boiler system much like the Spartan and Badger. But her deck plans and outboard profile show that is where the similarities end. It should be noted that R. A. Stearn was the exclusive naval architect of shipbuilder Christy Corporation, headed by Carl Raymond Christianson. Both were Sturgeon Bay, Wisconsin, firms and had collaborated, along with the Chesapeake & Ohio Railway, on the design and construction of the Spartan and Badger, beginning in 1950, until the Badger's delivery in 1953.

Viewed in profile, the proposed car ferry was not unattractive, yet it lacked the aesthetic linear balance of the Spartan and Badger, caused primarily by the deck railings around the pilothouse and raised forecastle. This gave the forward end a somewhat cluttered appearance.

The 1954 ship's boat deck extended all



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the way aft, like on the Midland, with the aft pilothouse located at the extreme end. On the Spartan and Badger, the boat deck ended at the rear of the deckhouse, just aft of the dining room. This afforded the cabin deck below with an open sun deck just behind the passenger lounge. Their aft pilothouse was located on the rear of the cabin deck, which was one deck below the one on the 1954 boat.

Both deckhouse superstructures were longer on the proposed ship. On the boat deck, the Texas deckhouse was over 25 feet longer to accommodate additional crew space, as well as the captain's quarters, which was aft of the pilothouse on the Spartan and Badger. The cabin deck superstructure was also similarly longer than that on the Spartan and Badger, mainly to accommodate air conditioning equipment for the passenger spaces and the emergency diesel generator room.

Note also that the 1954 ship's smokestack resembles the one found on the Midland, and likewise did not have a fan house directly below it. The Spartan and Badger have a rather large fan house that, when viewed from certain angles, detracts from their appearance. It is likely that the machinery housed inside the fan house atop the Texas deckhouse on the twin ferries, was moved down to the proposed ship's interior cabin deck spaces around the stateroom hallways for ease of access.

Also worthy of note is that the machin-

ery arrangement drawing shows the outline of a pair of 5-cylinder engines. This indicated that the proposed ship would possibly revert back to the 5-cylinder Skinner Unaflows, a highly efficient and reliable power plant, found on the Midland.

The Spartan and Badger had a pair of 4-cylinder marine compound Skinner Unaflow engines of the steeple design concept, so called because two cylinders were arranged on each of the 4 cranks in a steeple formation. The high pressure cylinder was located above, and the low pressure cylinder below, with a single cylinder head serving both cylinders.

Chief Engineer Charles Cart noted that there were some component design issues in the compound unaflows early on, that over time were corrected, involving various bearing wear problems, as well as cylinder and piston ring wear issues. This might have prompted C&O management to reconsider their choice of engine in 1954 if they were to build a new ship.

Looking at the proposed ferry design overall, Junior Engineer Mike Braybrook observes that it wouldn't make sense to regress to a smaller pilothouse after crews were accustomed to the ones on the Spartan and Badger that went the full width of the boat

The cantilevered, fully enclosed bridge wings provided full visibility in all directions during inclement weather conditions. The proposed ship had open bridge wings exposed to the elements, similar to that on the Midland. Braybrook also notes, "That observation lounge in the bow doesn't look like a good idea at all. Windows of that size would never hold up to winter seas...other than in good weather, it would not be a good place [for passengers] to ride during a trip."

In summary, the drawings appear to be more than something speculative that the naval architect would present to the railroad, upon hearing that the ship's owners and operating crews were dissatisfied with the design of the previous ships.

A sheet titled Chesapeake & Ohio Railway Co. Proposed Car Ferry Contract Plans was created. There listed were 18 detailed drawings or equipment schedules prepared by R. A. Stearn, Naval Architect. These included outboard profile, deck plans, midship section, structural arrangements of the hull and superstructure, fire zoning and control, bulkheadings and ceilings, deck covering, furniture list, piping material standards, plumbing fixture schedule and electrical one-line diagram.

It seems to be a great deal of work and commitment of time if the project wasn't initiated by the C & O. The Spartan and Badger's drawings bear the names CHRISTY CORPORATION and R. A. STEARN NAVAL ARCHITECT in the title box, and for example, above the drawing's description, C & O CARFERRY INBOARD PROFILE. The proposed ship's drawings do not include

the name of Christy Corporation. After all, it would be presumptuous on the part of Christy's directors, even if they were influencing Stearn's design details based on their prior experience, to assume they could bypass the competitive bidding process on any new car ferry ordered by the C&O.

It's interesting to contemplate the creation and existence of another C&O car ferry built after the Badger, and wonder what her name would be. Logic would assume that she would be named after the mascot of another athletic team, perhaps Wolverine?

Or, as I believe my friend David Bates long ago suggested, Illini, despite the fact that the railroad had no extensive operations in Illinois. No matter — it's fun to speculate looking back on seven decades at what might have been for Chesapeake & Ohio's mighty Ludington car ferry fleet.

It's a testament to the skill and care the past and current staff of the Badger has demonstrated in maintaining her 70-year-old engines. This is in spite of the lack of commercially available spare parts and the fact that their manufacturer, the renowned Skinner Engine Co. of Erie, Pennsylvania, no longer exists. The Badger is at a crossroads mechanically, but rest assured the ship will sail on, whatever her future might bring.

Anyone who can offer more details about the proposed 1954 C&O car ferry can contact Art Chavez at pmcarferries@earthlink. net



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June 29 to July 4, 2023

Manistee Forest Festival (Manistee)

July 15-16, 2023

Kaleva Heritage Days (Kaleva)

July 23-23, 2023

Arcadia Daze (Arcadia)

July 29, 2023

Smoke on the Water Festival (Manistee)

August 3-7, 2023

Onekama Days (Onekama)

August 4-6, 2023

Copemish Days (Copemish)

August 12, 2023

Run the Pier 5K (Manistee)

August 26, 2023

Big Bear Butt Cruise (Kaleva)

September 1-2, 2023

Minnehaha Brewhaha Music Festival (Arcadia)

September 2, 2023

Laborfest (Manistee)

October 14, 2023

Rusty Fish 100 (Manistee)

November 18, 2023

Christmas in Onekama (Onekama)

November 30 - December 3, 2023

Victorian Sleighbell Parade and

Old Christmas Weekend (Manistee)

December 2, 2023

Victorian Sleighbell Parade (Manistee)

A moored museum whose seagoing silhouette resembles that of the celebrated S.S. Badger beckons visitors to the shoreline community of Manistee, located just a half hour's drive north of Ludington.

The restored SS City of Milwaukee is tied up along the northern shore of Manistee Lake and welcomes young and old to tour its multiple steel decks for a look back at how life was aboard the majestic steel-hulled ship that once carried more than two dozen fully loaded rail cars across Lake Michigan in its heyday. And in its



day, the Milwaukee was powered by four Scotch marine boilers that drove a pair of triple-expansion reciprocating steam engines that displaced a combined horse-power of 2700.

Tied up alongside the S.S. City of Milwaukee is another floating ship museum, the United States Coast Guard Cutter Acacia, a 180-foot seagoing buoy tender that was built for the U.S. Coast Guard during the mid-20th Century and which, like the S.S. Milwaukee, is also available for tours and facility rental. Both ships pay tribute to what seagoing life was like – and remains – on the Great Lakes.

There are many other sites to visit in the historic Victorian Port City, a few of which include:

The Manistee North Pier and Lighthouse, which stands between the Fifth Avenue Beach and the First Street Beach. The

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historic lighthouse, which has been beautifully refurbished in recent years, has long been a favorite photo subject. And the beaches? They are as pristine and inviting as any beaches found anywhere;

The 1.5 mile long riverwalk, which ribbons its way between the downtown area and the Manistee River/Channel, stretches from Lake Michigan to Manistee Lake. This venture becomes all the more exciting during the spring, summer and fall months when 600-foot long freighters negotiate the river/channel at a walker's pace as they make their way from Lake Michigan to their points of destination on Manistee Lake, giving those walkers an unforgettable up close and personal view of the great



ships in action;

The downtown business district, itself, with its many quaint specialty shops, restaurants, mom and pop business, historic décor and more;

The beautifully restored Ramsdell Theatre, home to Ramsdell Regional Center for the Arts, has served the community for over a century and is recognized as the stage where famed actor James Earl Jones, who

grew up in nearby Dublin on the county's east side, got his start;

The Vogue Theatre stands as a tribute to the silver screen era of the early 20th Century and is located in the heart of the downtown area. Also recently restored, this theater has helped to revitalize the downtown area and now brings in movie-goers from all around the surrounding area;

Located a pleasant drive just north of Manistee in the neighboring community of Kaleva is the unique and unusual John J. Makinen Bottle House. Built in 1940. it



was constructed with over 60,000 bottles with their bottoms facing outward;

Located along the M-22 corridor in the northwestern section of the county is the Arcadia Overlook – known by locals as "Inspiration Point" -- which reaches 800 feet above the lake's shoreline. Recognized as the highest point anywhere along the Lake Michigan shoreline, this site has long been a favorite spot to take photographs:

Fishing. Whether standing at the edge of the 5th Avenue Lighthouse and Pier, along the Lake Michigan shoreline, along the banks of the Manistee River, or sitting in a boat on Lake Michigan itself, or Manistee Lake, fishing the waters in and around the Manistee area has long been considered "as good as it gets" as salmon, lake trout and many other fishes – many trophy sized – are routinely taken.





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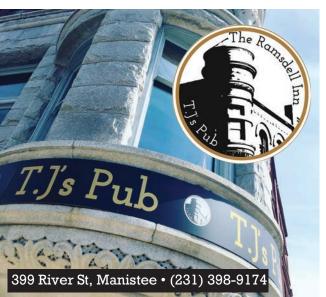






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'The Badger is Unstoppable' -Lens, perspectives of the Carferries over time



After a stellar career in the U.S. Coast Guard, retired from the Ludington Daily News, former professor at West Shore Community College and now co-owner of Todd and Brad Reed Photography - community means a great deal to Todd Reed. Having overlapping careers has preserved his love of the Great Lakes.

The Reed family business was located right across the street from the carferry docks and had a perfect view. It was common to go for a Sunday morning drive with Grandpa and go along the waterfront and past the fishing docks to see what the commercial fisherman were up to and stop to chat. Between his parents and grandparents, it was normal to sail across on the carferries to visit relatives in Milwaukee and watch baseball games. His first ferry ride was on one of the Pere Marquette ferries and Todd notes that it's very special to him to share the experiences he had with his parents and grandparents with his children and grandchildren.

Some of Todd's favorite carferry memories though include his days of working at the Ludington Daily News. He remembers sailing for the Interstate Commerce Commission hearings and various political gettogethers where the communities were collaborating to save the boats. He rode often during that era, that the crew made him one of the team. They were accommodating in making sure he was taken care of so that he could successfully report about the boat. He was able to gain such a great respect and appreciation for every job on the boat - the hard work and teamwork that it took to keep the boat going.

"Every person made it an art in their own way. From how they loaded and balanced the boats, switching railcars and loading certain ways. People from the outside looking in, may not know what it took to get the boat to leave the dock that day. It's an art and a science, they have to understand the science to be artists." Todd recalled.

Being a mariner himself, he could really admire and appreciate the people that made the carferries go.

"I have a great reverence for them," Todd continued.

When recalling his Coast Guard days, Todd shared, "The biggest mis-

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CONTINUED FROM PREVIOUS PAGE

sion at Coast Guard Station Ludington, was to be an escort and security partner. With the salmon fishing craze in Ludington, the Coast Guard stayed busy making sure the carferries got in and out of the harbor safely. Keeping the traffic at bay."

One time while in the watch room at the Coast Guard station, the Badger came into port blaring her 5 danger signals as a fishing boat was in the way. Captain Stowe called over the radio and Todd was able to reassure that the boat got out of the way. Being able to be a reassurance on land for the carferries was a special role, but one that Todd could understand and be a part of for the crew.

There were unique ways that the Coast Guard worked with the carferries. Several times the USCG would be doing a search for an overdue, searching for boats that didn't return home.

Todd said, "Technology wasn't what it is today. The Coast Guard would often call the carferries to help search as they could help spot lone boats due to the sheer height of the vessels. All of the captains and mates were extremely helpful and it made for great partnership and memories.'

One special memory was of Captain Dobbs, who was an instructor at the Great Lakes Maritime Academy who loved training. He would initiate training to practice having the Coast Guard come alongside or at the stern and take potentially sick or injured people off the ship.

"With boats of varying sizes, heights and speeds, this was invaluable training that they didn't take for granted as everyone benefited."

When asked if he has a favorite ferry, Todd shared, "This changes with time and perspective. When I was younger, the Spartan was a favorite being an MSU family and my favorite."

Todd has been able to view the Badger with different lenses and perspectives literally and physically - throughout his overlapping careers. He is no different than most locals or people who flock to the waterfront to watch the Badger come in.

"There are no two views or pictures of the Badger that are ever the same. We get to see nature change around the Badger, whether it's a sunset or a rocky day. The captain and crew work hard to keep her on course, it's a never ending visual story and testament to witness what course or path they choose to sail that day based on wind direction and speed. It's a never-ending phenomenon. As a photographer, it's about trying to find the best spot and angle to capture her.

"Being on the waterfront my entire life and having a downtown retail business, I can't tell you how many people go get their ice cream cone and watch the Badger come in. When you talk to these people, they may sail often or not, but they are always willing to come back and watch her sail in and out of the harbor time and time again. The impact the Badger has on the town is far more than we will ever know."

Todd shared when asked about his thoughts on the carferry impact on the community. He went on to share, "Over time we have seen two things unfold. The Badger transitioning from a railcar ferry that almost by instinct, to becoming a passenger ferry that in a lot of ways is now a cruise ship. We've also watched Ludington become a tourist-oriented destination. The town and carferry get to thrive together.

"What impresses and means the most to me is that the Badger is unstoppable. November gales have never stopped her, the ice has never stopped her, railroad abandonment never stopped her; she is a survivor. She has had a lot of help along the way as well; our community has risen to the occasion to take care of her. The Badger keeps rolling in the waves. She continues to adapt and stand the test of time; I look forward to what she does next."

grad and I loved the Badger being her twin. As a younger person, the dynamics, angles and size of the ships were just so easily eye-catching. The Midland was the prettiest; her lines were just so graceful and less pronounced. Visually, the Midland is still Happy Birthday, Lake Michigan Carferry! Love, your friends at Cornerstone Baptist Church



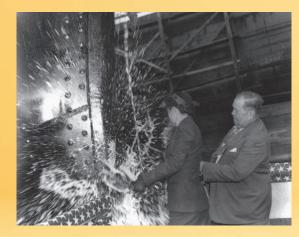








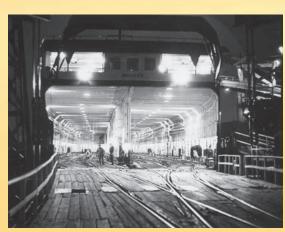












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Carferry memories

Many times they would leave Milwaukee or Kewaunee and be diverted to Manitowoc to wait out the high winds during a storm on the lake. The picture accompanying this article, is reminiscent the lake. The picture was taken January 9, 1982. The carferry those times. The picture was taken January 9 at 20 degrees below those times. The picture was taken about 2:00 A.M. (CT). The arrived at 12:38 AM (CT) with the temperature at the river The arrived at 10:30 Mile per hour wind froze the river. The around the boats. The picture was taken about 2:00 A.M. (CT). around the boats. The picture was taken about lens can on and camera with the car heard camera lens would freeze open — I'd put the Lens can heard camera with the Car heard to the running car to warm the camera with the Car heard to back out and try another time exposure; Finally, I have a picture that tends to freeze this bit of history. The Ann Arbor VIKING is in the background!

It was great having the chance to reminisce about the carferries that visited Manitowoc. There are so many other stories that did come to mind during the writing of this piece, but those that did come to mind during the writing of this piece, but those are for another time. I know now, how much the carferries were a are for another time. I know now, how much the carferries were a big part of my life here in Manitowoc on Lake Michigan.

CARL E. BLAHNIK 4424 SOUTH UNION ROAD MANITOWOC, WI 54220

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- 2015 Designated as official continuance route of U.S. 10 between Ludington, Michigan, and Manitowoc, Wisconsin
- **2009** Placed on the National Register of Historic Places by the U.S. Department of Interior

- **2002** Named Ship of the Year by the Steamship Historical Society of America
- 1997 Named a Registered
 Michigan Historic Site by
 the Michigan Historical
 Commission
- 1997 Named a Registered
 Wisconsin Historic Site by
 Wisconsin Historic Commission
- 1997 Lake Michigan Carferry designated a Michigan Centennial Business by the Historical Society of Michigan
- 1996 Ship's propulsion system designated a mechanical engineering landmark by the American Society of Mechanical Engineer



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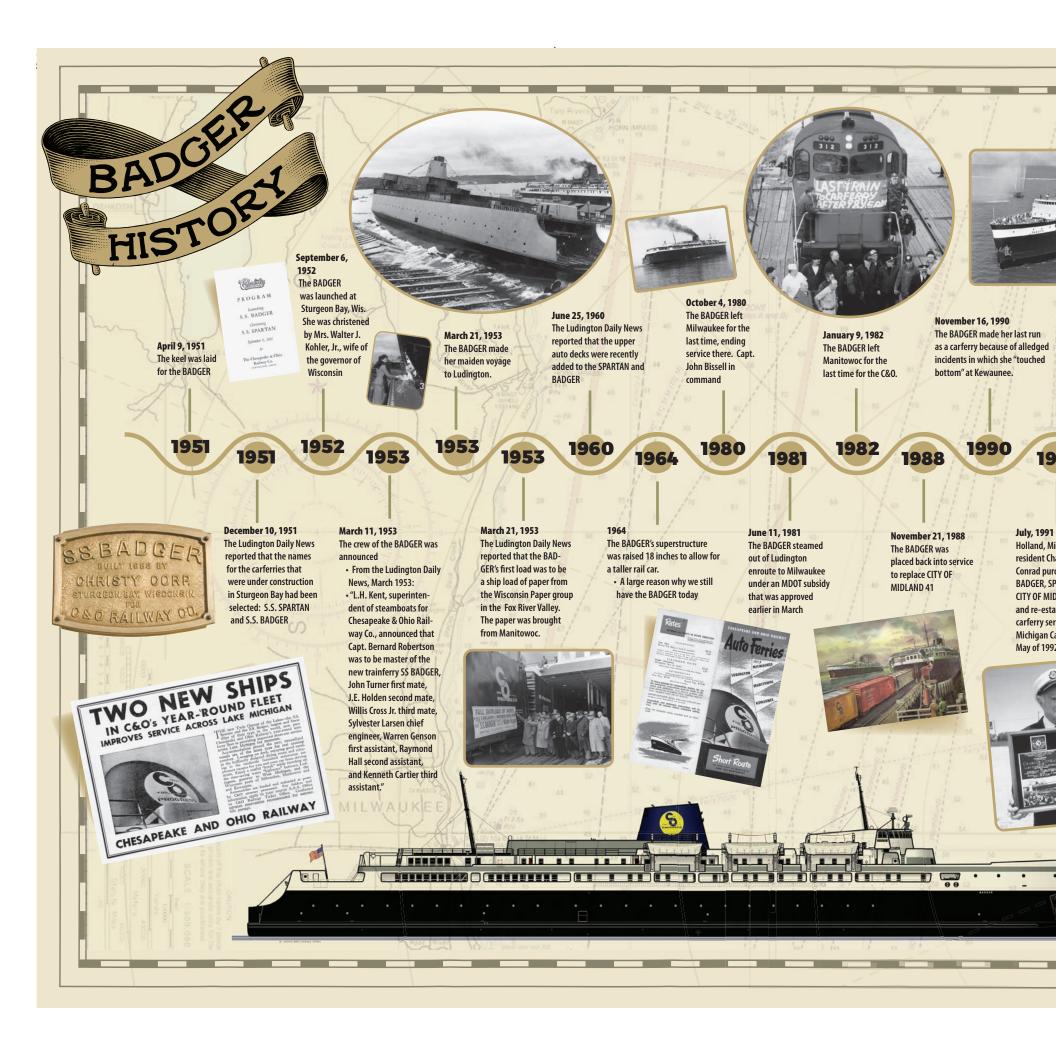


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1997



August 29, 1998 designated a spur route of the Lake Michigan Circle Tour at dedication ceremonies in Manitowoc and Ludington



of the Year by the Steamship **Historical Society** of America

2009 Placed on the National Register of **Historic Places**

by the U.S. Department of Interior 2016 Designated as a **National Historic** Landmark by the **U.S. Department**

of Interior

2022 Designated as official M-90 **Marine Highway** Shortcut route between Michigan and Wisconsin

LAKE MICHIGAN CARFERRY

1992

1996

1997

2000

2002

2003

2016

2020

2022

September 7, 1996 The American Society chigan of Mechanical arles chased the **Engineers designated** ARTAN and the propulsion LAND 41 system of the blished BADGER a mechanical vice for Lake engineering arferry in landmark



1997 Lake Michigan Carferry designated a Michigan Centennial Business by the Historical Society of Michigan

CRUISE LAKE MICHIGAN

October 24, 2000

The Ludington Daily News reported that presidential candidate Al Gore was to be a passenger on the BADGER. Scheduling conflicts forced the cancelling of the cruise,

May 15, 2003 The BADGER was re-christened during a ceremony celebrating her 50th

year of service

2015 Designated as an official continuance

route of U.S. 10 between Ludington, Michigan and Manitowoc, Wisconsin

2020 LMC is purchased by Interlake Maritime Services

■Interlake





Stacks and Stories - the Storied History of the Badger

Badger Smokestack Designs over her 70 years

BY ART CHAVEZ AND SHELBY SOBERALSKI

The Badger's distinctive and ever-changing smokestack logos traced the ship's service history, marking the high and low points throughout her 70 year history. Originally built for the Chesapeake and Ohio Railway, the Badger has stood the test of time as she has experienced changes in the industry and ownership. Ludington, Michigan, was formed as a lumbering town, which brought the railroad, thus bringing the carferries. In the 1930s Ludington was the largest carferry port in the world, being home to nine different ferries. The sizable operation for decades provided residents from Ludington and the surrounding region, including Wisconsin, with family sustaining employment and a crucial element to the economies of the port cities serviced by the ferries. Today, Ludington is still the proud home port to the SS Badger, which sails daily from mid-May to mid-October to Manitowoc, Wisconsin. She is the last operational ship of her kind.

Stack Evolution and General Description: C and O for Progress, Yellow Disk, Dark Blue Lettering, 1952-1961

The Badger, built in 1953 and twin sister Spartan, built in 1952, were the first large financial investments made by the Chesapeake & Ohio Railway to its recently acquired Lake Michigan car ferry fleet. The



C&O Railway assumed the operations of the Pere Marquette Railway in 1947, which became known as the Pere Marquette District of the Chesapeake & Ohio Railway. The Pere Marquette boats had previously carried on their stacks a bright red disk from late 1926 until early 1950. The red disc represented "Red Ball," which was a railroad industry term from the 1890s and popularized during the 1920s that signified "fast" or "express" freight. The red ball symbol was also adopted by civilian and military trucking operations. Beginning in 1950 the C&O car ferry fleet transitioned from the Pere Marquette red ball to its own first iteration of several stack logos. It was a yellow disc with "C and O" placed diagonally from the upper left and descending right, across a yellow field. The railroad's slogan "For Progress" and a line representing a locomotive smoke trail was added later to the design, which first appeared on the Spartan in 1952. Shortly thereafter the modern single-stack, seven-ship fleet would receive the emblem.

In the fleet's historical context, the bright yellow disc signified Ludington's optimism in the C&O Railway and the confidence it had in the growth of its new ferry fleet and its ability to swiftly carry railroad cars loaded with a wide variety of freight from customers across the United States and Canada.

C and O for Progress, Dark Blue Disc, Yellow Lettering, 1961-1974

Most likely to keep the stacks looking clean and to reduce the frequency of the crew needing to scrub coal soot off the emblem, the Ludington fleet gradually phased out the yellow disc in 1961. By 1962 all ships were adorned with a dark blue disc. It was essentially a positive to negative reversal of the previous design. The dark disc coincided with the Chesapeake & Ohio Railway's controlling interest of the Baltimore & Ohio Railroad in 1963. The B&O Railroad had a direct rail line from the east-







ern seaboard into Chicago, which greatly diminished the advantages the car ferries had in routing freight across Lake Michigan, bypassing the Chicago railyard bottleneck. Despite C&O's control of the two roads, Ludington employees expressed frustration that B&O management had no allegiance to the ferries or to the region and that B&O was vocal in their dissenting opinion on maintaining the operation. By the late 1960s high level corporate discussions were underway to diminish and eventually eliminate the Badger and the rest of the Ludington ferry fleet.

This bold update to the dark blue disc could be symbolic to challenging times ahead, however optimistic Ludington and its loyal employees were that the affiliated railroads would work through these changing economic conditions.

Chessie System, Dark Blue Disc, Yellow Lettering, 1975-1976

Reflecting the 1973 merger of the C&O, B&O and Western Maryland Railway and its corporate title of Chessie System, the stacks of the three remaining ferries in the Ludington fleet transitioned to a dark blue disc and the words Chessie System in yellow lettering. The words were stacked in two lines placed diagonally from the upper left and descending right across a dark blue field.



The letter C in Chessie had the silhouette of C&O's historic sleeping cat logo used by the railroad since the 1930s, long before it had a direct connection to the car ferries. This stack design was the least attractive, as the relatively small lettering size was frequently obliterated by a layer of coal soot. This design lasted only a full season during 1975 and was carried when the Chessie System petitioned the Interstate Commerce Commission (ICC) that year seeking complete abandonment its car ferry fleet.

This design was symbolic of the decline in prominence the Ludington ferry fleet once had in the industry.

Chessie in the C, Yellow Disc, Orange-Red Outer Ring, Dark Blue Lettering, 1976-1983

Probably the fleet's most distinctive stack design, it was comprised of a bright yellow disc, set off by a vermilion outer ring, highlighted by a large blue letter C with the Chessie cat silhouette centered inside. The vibrant colors belied the fact that Chessie System's railroad car ferries were in their last years of service and had won approval by the ICC to systematically abandon its three ferry routes, one port at a time. The Milwaukee run was eliminated in 1980, followed by Manitowoc in 1982 and Kewaunee in 1983.

This design was symbolic for the love the communities had for the fleet, as this is the best remembered and most beloved of the stack designs. Times were changing, but railroad employees and the public at large didn't want to see the carferries history come to an end.

MWT, Red Disc, White Lettering, 1983-1988

With basic stick lettering, interconnected "MWT" with the M placed diagonally from the upper left descending right with the M connecting with the WT across the lower half of a red field. In 1983 Ludington businessmen Glen Bowden and George Towns created Michigan-Wisconsin Transportation Co. to assume ownership and operation of the car ferries from Chessie System as it maintained the last run to Kewaunee. MWT was formed during last minute negotiations with Chessie and various maritime and railroad labor unions. They fought an uphill



battle to remain solvent, relying on summer passenger and automobile traffic out of Kewaunee to support the low year-round volume of freight car tonnage. During much of this time the Badger was a reserve ship, filling in when the City of Midland 41 was pulled from service for inspection or repairs. MWT had a five-year agreement with Chessie System (the latter of which provided financial support) to maintain service. In the fall of 1988 the Midland was laid up due to mechanical issues, with the Badger returning to service to maintain the Kewaunee to Ludington run for MWT until money ran out. Former employees were fond of saying that MWT stood for "Mother, We Tried."

This design was symbolic of the Badger's new beginning, however not quite bold enough to predict what her future might bring.



CONTINUED FROM PREVIOUS PAGE

MWT, Red Disc, Plain, 1989-1990

A step back in time to the Pere Marquette Railway era, Glen Bowden painted over Michigan-Wisconsin Transportation's MWT lettering beginning in 1989, presumably to differentiate his operating company that ran the Badger after Chessie System's financial support ran out. The plain red disc, while not originally on the BADGER, was a throwback to her direct predecessor, the City of Midland 41, which carried the emblem for nearly a decade early in her career. The Badger ended 98 years of Lake Michigan railroad car ferry service on Nov. 16, 1990, when MWT ceased operations.

This design was symbolic for holding on to hope that the Badger's history would remain alive, although many in the affected communities had thought it had finally come to an end.

LMC, Light Blue Disc, White Lettering and Stripes, 1992-1997

Holland, Michigan, entrepreneur and philanthropist Charles Conrad purchased the assets of MWT from bankruptcy courts in 1991, forming Lake Michigan Trans-Lake Shortcut, Inc., operating as Lake Michigan Carferry Service. The first of three LMC designs was comprised of a light blue disc

with a white outer ring. Across a light blue field were the letters LMC stylized in white, each letter fashioned into a rolling wave pattern. Beneath this was a horizontal set of white lines representing the horizon and a rippling lake. For a few years the top stripe had in small characters a silhouette of a seagull and the words Lake Michigan Carferry. This stack design represented the clean break that new owner Charles Conrad had in mind for the Badger and her fleet mates. Realizing that railroad car transport was no longer viable, Conrad's new Lake Michigan Carferry Service was focused on catering to the passenger and automobile trade. During the fall of 1991 and spring of 1992 the Badger's passenger spaces were extensively refurbished. Fresh, bright paint colors and new floor covering transformed the interior. Original 1950s lounge furniture was replaced with modern seating, and a new cafeteria was placed at the center of the lounge. Outside deck seating was also added. Several passenger staterooms in the middle of the ship were removed with the spaces converted to a movie theater, maritime museum, children's playroom, video arcade and gift shop.

This design brought not only a symbol of newly restored hope and fresh beginnings, but it was a visual testament to the communities served that the BADGER had a future.

LMC, Stack - Red Front Segment, Black

Rear Segment, White Lettering 1998-2005

In 1998 a successful effort was made by then LMC creative marketing director Kari Karr to update the BADGER to a modern but classic look. Seeking a bold departure from her existing appearance, a throwback to the ship's original 1950s color scheme was chosen. It was set off by a modern, contrasting streak of bright red striping along the top of the ship's hull. This was topped by the

stack color painted a bright red in a tapered sweep on the forward portion of the stack, with the rear portion remaining black. On either side was a large, bold stylized font lettered in white, spelling the initials LMC.

This design symbolized and cemented the statement that the Badger was not going anywhere and in fact, her future was brighter than ever. Not only was the stack update a reminder of her past, but the bright red stripe helped create a new brand for the beloved ship.

LMC, Red Disc, White Lettering, 2006-Present



After eight seasons of trying to keep the red portion of the stack free of coal soot, it was requested to revert to an all-black stack in time for the 2006 season. Utilizing the existing physical outline of the stack's disc, it was painted a bright Pere Marquette Railway red, with the large LMC lettering running across and outside the borders of the disc. This remains a distinctive and attractive design, symbolizing bright times ahead.

In 2021, during her annual dry dock inspection, the Badger received a completely new paint job. Her entire hull was sandblasted and 800 new gallons of paint solidified her bright future.

Congratulations Lake Michigan Carferry Happy 70th Birthday!



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Happy 70th birthday to the iconic Badger!



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Early Promotion Smokestack shaped brochure



The Chesapeake and Ohio fleet of trainferries operates summer and winter across Lake Michigan. From the home port of Luding ton, Michigan frequent daily services are offered to Milwaukee Manitowac and Kewaunee, Wisconsin. Transit time to Kewaune and Manitowac is 4 hours and to Milwaukee 6 ½ hours.

All ships carry comfortable passenger facilities including dining room, lounge and private cabins. Reservations and schedule information may be obtained from your local Chesapeake and Ohio ticket office or from the following ferry dock offices.

LUDINGTON - C&O Dock - Phone - Victor 3-2521 MILWAUKEE — Jones Island (Outer Harbor) —

Phone EVergreen 4-4070 MANITOWOC - C&O Office - Phone - MUrray 4-3325

KEWAUNEE - C&O Dock - Phone - 55 R. W. Ohlman — General Passenger Agent, Grand Rapids 2, Mich.

D. R. Rothsack — General Agent Passenger Department, C&O Dock, Ludington, Mich.

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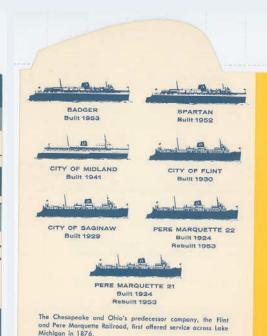




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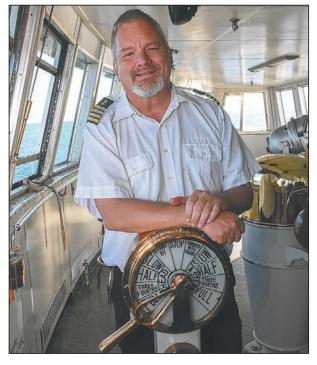


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Meet the Crew



CAPTAIN MICHAEL MARTIN

Mike has been with Lake Michigan Carferry since 1998, starting as Second Mate and working his way up to be a Captain. He is a graduate of the Great Lakes Maritime Academy. Captain Mike says, "I love this steamboat and all who sail aboard her. Be sure to say hello when you see me out and about."



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Meet the Crew



CAPTAIN EDWARD WILTSE

With over 30 years of maritime industry experience, Captain Ed Wiltse has worked on board Great Lakes vessels in all deck related positions from deckhand up to captain on a variety of commercial vessels ranging from tugboats to large ships. In addition to his sailing experience, Captain Wiltse has also served many years ashore in senior marine management and operations positions. Captain Wiltse is a graduate of Great Lakes Maritime Academy and Calumet College of St. Joseph. He holds professional licenses as Master of Unlimited Tonnage Vessels upon Near Coastal Waters, Master of Limited

Tonnage Vessels upon Oceans, Master of Towing Vessels upon the Great Lakes, and First-Class Pilot of Unlimited Tonnage Vessels on all five Great Lakes and all associated connecting waterways, including the Welland and Black Rock Canals. Captain Wiltse served nine years as an officer in the U.S. Naval Reserve. He is a member of the Great Lakes Maritime Academy Alumni Association.



Happy 70th Birthday Badger!

It has been a pleasure to serve the community over the years.
Here's to many more to come!









From Tree to You ...

MADE IN LUDINGTON, MICHIGAN



Happy 70th, Badger!



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Meet the Crew



CHIEF ENGINEER KEVIN DIEDRICH

Kevin has worked for Lake Michigan Carferry since 2001, starting as a QMED (Qualified Member of the Engine Department) before progressing through the engine room ranks to the lead position as Senior Chief Engineer. Prior to working on the SS Badger he served in the U.S. Coast Guard as a Second Class Machinery Technician.

CHIEF ENGINEER ANDREW VERVELDE

Originally from Howards Grove Wisconsin, Andrew VerVelde was interested in sailing from a young age. He attended the Great Lakes Maritime Academy in Traverse City, Michigan and graduated with a 3rd Assistant Engineer's license in 2011. Since that time he has sailed many of the ships of the Great Lakes, from the St. Mary's Challenger to the Arthur M. Anderson. Over time he advanced his liscense, eventually attaining Chief Engineer of Steam or Motor Vessels, of Unlimited Horsepower.



Outside of his professional career, Andrew (or Andy) is married to Rachel VerVelde and lives locally in Ludington, where together they are raising three children. As Chief Engineer aboard the historic Badger, Andy is able to find a balance between his profession and time home with his family – something not so easy to do in the maritime world.

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FROM KIDS TO CREW — Left to right: Haily Peterson, Max Hockanson, Hannah Bledsoe were local students who wrote in for a BADGER contest sponsored by the Ludington Daily News and ended up becoming part of the crew.





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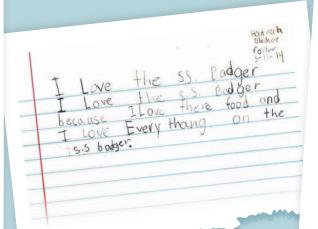
Max Hockanson Foster school 5th grade

I love the SS badger

These are some interesting facts about the SS badger. One is before passengers, it was used for the Chesapeake and Ohio railway. She is the last operating of 14 ferries. It is the largest operating coal ferry in the US. Those are some interesting facts about the SS badger.

The SS badger is a very relaxing ship. I love the movie theater on board, It feels like a reel movie theater. I think the buffet is the place for a good meal. The best thing I love is the arcade. On the top deck is the chairs to relax. That's what I love about the SS badger.

I think the SS badger is the best coal ferry in the world. For 61 years old, It looks like a great never ending ship. It's the most wonderful ship in ludington. I will love that ship all my life.



Haily Petersen 4-9-14 Foster Elementary

I love the S.S. Badger because......

Have you ever been on the S.S. Badger? Well if not your missing out.

The Badger has lots of fun things to do. For example it has an arcade, a TV room, little hotel rooms, a gift shop, bingo, and lots of other fun things to do.

I think that the Badger is lots of fun! To sum up the S.S. Badger is very interesting.

Do you know anything about the S.S. Badger? Well here are some facts about it. First it has been been in service for 62 years. Also the Badger is the only running ferry of its kind. It was named after the Wisconson Badgers. The Badger used to run 365 days a year, but now doesn't. It takes the Badger, going at least 60 miles per hour, 4 hours to make one trip across Lake Michigan. As one can the S.S. Badger has many interesting facts about it.

I am happy that we have the Badger in our town. Fun games, a gift shop, nice little hotel rooms, a food court, an arcade room, a children's room, and so much more is why I love the Badger. In conclusion I love the S.S. Badger for so many reasons.

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What's new in 2023

The Badger has a storied and solid history, however we are always looking for new and exciting things to add to her bril-

Passengers this year will get to enjoy the newly reopened Kid's Play Port as the fun dedicated kids area to hang out. We are also excited to debut brand new activity books that have new games and activities that are fun for all ages.

In 2022, the Badger received a brand new fresh coat of paint on her hull (outside). Our crew has been working hard throughout the winter months to touch up her interior. During 2023 winter work, the interior of the Badger received a fresh coat of paint, new flooring and new seating. What was the airline seating just off the main lounge, will now be tables and chairs for passengers to enjoy and extra room to play world famous Badger Bingo.

When visiting the Gift Shop, you'll find a variety of 70 year commemorative items. These include one of a kind limited editions mug, t-shirts, sweatshirts, jackets, keychains and much more. In addition to

the commemorative items, for the first time ever, we have a few special C&O throwback items that we are excited to include as a celebration of our heritage.

World famous Badger Bingo, anyone? Passengers will find many of the popular staple bingo prizes such as playing cards, pens, cups, mugs and more — but they will also have a chance to win a sampling of the 70 year commemorative items and the new battery-operated fan that when spun, spells out "Big Ship, More Fun!"

As part of the 70 year celebration, we've debuted a new podcast titled, "Voices of the Vessel" which is dedicated to highlighting the people and voices from over the years who have made the Badger what she is today. Make sure to tune in each week for a new story!

In collaboration with Britter's Twisted Whisk in Ludington, we are eager to offer custom "Paint Your Own" Badger cookies that can be found onboard in the Badger Galley. Made locally and fresh in Ludington, this sweet treat doubles as a creative activity for all ages.

Shoreline Cruises 2023

Enjoy the best views and a fun atmosphere on the Badger during a Shoreline Cruise! Experience the Shoreline on a one-of-a-kind cruise that is fun for all ages. Space is limited, please book your cruise early. While onboard a Shoreline Cruise, you can enjoy our gift shop, movie theatre, bar service, museum and lounge indoors or out. Tickets include food and live entertainment and a cash bar is available. On the days of Manitowoc Shoreline Cruises, enjoy a longer layover in Manitowoc as the Badger will depart back to Michigan at 5 p.m. CDT instead of 2 p.m. CDT. For more information about Shoreline Cruises, please visit: https://www.ssbadger.com/trip-planner/shoreline-cruises-2023.html

Ludington Shoreline Cruise Dates:

Passengers will board the ship at 8:30 p.m. EDT. The Badger will cruise along the Ludington shoreline from 9-11 p.m.

- Tuesday, July 4 \$67 per person
- · Saturday, July 29 \$56 per person
- Saturday, Aug. 19 \$56 per person

Manitowoc Shoreline Cruise Dates:

Passengers will board the ship at 1:30 p.m. CDT. The SS Badger will cruise along the Manitowoc shoreline from 2-4 p.m. CDT.

- Saturday, June 17 \$56 per person
- Saturday, July 22 \$56 per person
- Saturday, Aug. 12 \$56 per person

Shoreline cruises will sail rain or shine. Children 4 and under are free. No passes will be accepted for this event. TICKETS ARE NON-REFUNDABLE.









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Paying 7t Forward: The Poort Family Story

BY SHELBY SOBERALSKI

It all started with a woman with a vision that now impacts a large part of her family.

Many employees who work onboard Badger will tell you that coming to work is like coming "home" to family. For the Poort Family, they work onboard in various departments and consider other members of the crew and their respective departments to be part of their extended family. Steve (dad), Tonia (mom) and Luke (son) all found themselves working onboard the Badger in 2022 and it was not planned.

Steve is originally from the Rockford, Michigan, area and met Tonia outside of Baltimore, Maryland, during his time in the U.S. Army. He went on to establish a career as a police officer. Over the years, their family would often vacation and spend time with family in Michigan. Their daughter Sarah eventually settled in Hart, Michigan, and Steve and Tonia enjoyed visiting West Michigan.

As Steve was starting to think about retirement, their family plans shifted as Sarah was diagnosed with brain cancer and was given a terminal diagnosis. The family moved closer to Sarah to help navigate her health, as she began treatments at the Mayo Clinic in Minnesota. After the first drive, Tonia admits they were exhausted from the long travel and wanted Sarah to be as comfortable as she could be.

No one in their family had ever

sailed on the Badger before and after Tonia called the reservation department to get more information, they decided to make an adventure out of it. She was hesitant to sail as Sarah used a wheelchair and needed assistance to board. She didn't expect that phone call to make such an impact on what her life was about to become.

"Looking back at that very first trip, it was excellent. I could not have asked for a better travel experience." Sailing on the Badger became an integral part of their travels to Mayo Clinic and precious time that they looked forward to spending together. With each crossing, they got to know the crew.

Immediately, Sarah thought of her brother, Luke, and her vision of the Badger as a perfect place for him to work. She enjoyed asking crew members about their job duties and learning all the in's and out's of what it was like to work on a National Historic Landmark. Luke began looking into working onboard and was surprised to see the variety of opportunities available.

One day while sailing, Sarah looked at Dean Schultz, our lead K9 handler and said, "You need to tell me exactly what you do and how you get this job. I know you don't have a lot of time, and I don't have time either."

After their conversation, Sarah proclaimed to Dean that her father fit all the qualifications and he needed to hire him. On other crossings, they got to know Chuck, who at the time was a chair lift operator. These interactions

with the crew made their trips memorable and welcoming. Whenever Sarah and Tonia sailed, they were always eager to get home and tell the rest of their family about the new things they would learn about the Badger and the crew.

In December 2021, Sarah lost her battle with brain cancer.

"I never thought Dean would call me. I would just say, 'OK, yeah' this guy is never going to call me." To his surprise, Dean did give Steve a call in January 2022. Looking back, Steve recalls this as the perfect timing as the family was looking forward after their loss.

"Dean asked if I'd like to get together and chat about the possibility of becoming a dog handler on the Badger. We met up and six hours later, it was as if we had known each other for years. Our K9 team is close knit, similar backgrounds, we just mesh like we are all brothers."

Initially Steve was a little hesitant to take the job as he had never worked in a K9 Unit before. Dean reassured Steve, "These dogs come into your lives when you need them most."

The K9 team consists of Dean, Steve, now Chuck, and Ian and they all get together throughout the year and off season to train with the dogs.

Luke was officially the first of the Poort family to sign on to become a part of the Badger family as he applied to become an Ordinary Seaman, or deck hand. Steve followed behind him, officially becoming a part of the K9 Search team. It was Luke who would

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CONTINUED FROM PREVIOUS PAGE

come home every day and pester his mom to join the crew. As she did all the sailing with Sarah, it was easy for her to understand the significance of the crew and the experiences they are a part of for the passengers.

She was eager to, in her own words, "pay it forward" the kindness to other passengers, like her and Sarah had experienced. Tonia officially joined the Badger crew in late June as Deck Security and has enjoyed getting to know passengers and help them, like she once had been assisted.

All of the K9s who work onboard the Badger come from Poland through a partnership with Mid-Michigan Police K9. Dean had the opportunity to travel to Poland and he handpicked Iris, a Belgian Malinois/German Shepard Mix. She was the first dog he saw and was impressed. After seeing all the dogs and reviewing his notes, he knew that Iris would be a wonderful search dog and exactly what the Badger needed.

Dean called Steve to break the news that he found him his partner. When he told him about Iris and her name, Steve hesitated. Dean asked if there was an issue, to which Steve proclaimed, "My daughter Katie is expecting and if she has a girl, her name will be Iris.'

Shocked at this connection, it was clear this dog was meant to be a part of the Poort Family. They decided to rename her Greta.

Steve was a police officer for 20 years and had many friends who worked in K9 units, but never expected to work in one himself.

"Greta has been the perfect addition to our family. I've even asked Dean how he knew to pick her."

Greta has adopted Steve and Tonia's grandchildren as her own "babies" as she makes sure to greet them with doggy kisses every morning. She's eager to work and enjoys her time onboard; she's quickly become an excellent search dog for the Bad-

The Poorts never imagined all working to-



gether, but it's been the perfect balance and situation. Although they all work in different departments, they enjoy getting to overlap their mealtimes and have family meals together in the Crew Galley.

They all touch on the fact that working on the Badger has been therapeutic for them in multiple ways. Memories of sailing with Sarah, getting to pay it forward to passengers and getting those spiritual moments experiencing Lake Michigan in all of her glory. Especially Tonia notes that being onboard connects her back to those happy and calm moments of traveling with Sarah and feels that this is one way to honor her going forward. They go on to note that they are all thankful and proud of the Badger crew for showing up for them in the times when they needed it the most, and they are proud to be a part of such a caring and dynamic crew.

Sarah enjoyed her time onboard, getting to know the ship and her crew, and she saw the vision of her own family someday joining that crew. Here they are just a few short years later, paying it forward to the passengers who sail today. They are just one example of our crew who are excited to come into work and be with their family.



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Badger Boatique – The best one stop Gift Shop on the Great Lakes

When Val Stapleton was referred by a friend to work for Lake Michigan Carferry in 1997, she didn't know that she was embarking on a life changing journey for the next 27 years and beyond. She became the gift shop manager and hasn't looked back.

While reminiscing about her time on the Badger, Val notes that meeting and talking with passengers, hearing their stories about their destinations and experiences along the way, is what she looks forward to most. With so many different passengers sailing a year, it's always exciting to see new and returning faces come onboard and welcome them into the Gift Shop.

With a span of 27 years, Val has seen a lot of trends come and go over the years. "Post cards haven't been as popular in recent years, or collectable items like spoons or thimbles." She goes on to say, "Passengers are looking for souvenirs that they can

use or have a purpose." Val spends the off season meeting with multiple vendors, researching and looking for the perfect items for passengers to enjoy. "In more recent years puzzles have become more popular and playing cards continue to be a best seller. The book 'Images of America, SS Badger Lake Michigan Carferry' has always been popular and we are excited to debut the second edition this summer in time for the 70th Anniversary."

When asked what her favorite current items in the Gift Shop are, Val stated that she really enjoys the custom Badger socks and squishy boat. Both items were new in 2022 and the first items of their kind to be introduced. Both were just a few of the items created based on passenger request. "We take pride in taking care of our passengers but also listening to what they have to say. After all, we want to have items that

they are excited to take home or gift to others," she shared.

Since 1997, there have been some changes from having a downtown store front to now a significant web focus, which makes shopping all year round easy. "With change in supply and demand over the years, we've put a lot of focus on making the gift shop the best it could be. We have thousands of items in our physical shop onboard and our online gift shop continues to grow. In the past few years, we have updated our online store to be more user friendly and have a broader selection of items." Passengers are always delighted to see the variety of items available from souvenirs, apparel, gifts, snacks, and even over the counter care making the "Badger Boatique" the best one stop shop on the Great Lakes.

Being that the Badger is celebrating 70 years of service in 2023, Val has had the

unique opportunity to be a part of the 50-, 60- and 65-year celebrations as an employee. As for 70-year celebrations, she is excited to help create unique items such as limited edition coffee mugs, sweatshirts, t-shirts, ornaments, bags and more – along with new regular every day items that passengers look forward to finding each year. For the first time ever, passengers will be able to purchase particular C&O throwback items from the gift shop in 2023.

MAY 2023

When reflecting more on her career at the Badger, Val also stated, "It has been an honor to work for Lake Michigan Carferry. I am proud to be a part of the dedicated crew that has continued this legacy and supported the communities over the last 70 years. I look forward to continuing the traditions at LMC and support the company as it moves forward."



MAY 2023



AUBRY HEALY PHOTO

Take a quick adventure on the Badger, enjoy a 48-hour mini cruise



Ready for a mini adventure? Or need a quick vacation? Consider doing a Mini Cruise onboard the Badger. If you are traveling without a vehicle and depart and return on the Badger within a 48-hour time frame, you would qualify for the 48-Hour Mini Cruise Special. In honor of our 70-Year Anniversary in 2023, all Mini Cruise tickets are only \$70 each!

Ludington and Manitowoc both offer a variety of fun things to do, all within walking distance from the dock.

Ludington is home to multiple restaurants, great places to shop and is not far from amazing beaches and home to two lighthouses. Right outside of downtown is the Ludington State Park which is

home to amazing trails, shoreline and the best outdoor adventures in the region.

Manitowoc has amazing restaurants and great downtown shopping. They are home to popular attractions such as the Wisconsin Maritime Museum, Rahr-West Art Museum, Farm Wisconsin Discovery Center, Cedar Crest Ice Cream Parlor, Beerntsen's Confectionary and much more.

When sailing on the Badger, it's only 60 miles between the port cities and only takes 4 hours to cross. During those 4 hours, the Badger hosts multiple amenities including food and beverage service, a gift shop, a movie theatre, a museum, kid's activities, indoor and outdoor lounging, and the crowd favorite: world-famous BADGER

bingo!

The 48-Hour Mini Cruise does not include vehicles; however, you can include a bicycle. Both Ludington and Manitowoc are bicycle friendly. Consider a day trip or an overnight excursion, however, we are not able to accommodate an overnight stay onboard the Badger. Please visit https://pureludington.com/ or https://www.visitmanitowoc.com/ for more lodging information.

Take an adventure on the Badger, the 48-Hour Mini Cruise Special can be applied any time during the season. Call (800) 841-4243 and ask for the 48-Hour Mini Cruise Special. Come and explore Ludington and Manitowoc, while experiencing the BADGER. Big Ship, More Fun!

Reasons Why to Sail on the BADGER



Sailing on the Badger is a unique experience that you won't find just anywhere else! Here are a few reasons to consider why to sail on the Badger.

Experience a moving National Historic Landmark

In 2016, the Badger was named a National Historic Landmark, the country's highest historic honor. There are about 2,600 National Historic Landmarks in the United States, but most are buildings or geographic districts. The Badger is extra special because she is only the second mobile National Historic Landmark—the first being the San Francisco cable cars.

Nostalgia

When you step onboard the Badger, it's like taking a step back in time. The charm of the ship, the sound of the engines, the smell of the coal smoke — there is nothing else like it. There are quite a few passengers who bring their children and grandchildren onboard because they sailed years ago with their own elders. Returning passengers are just as delighted by all the familiar details of the historic ship as they are by the fresh updates.

Start Your Own Family Tradition

Passengers of all ages are delighted by their ride across the lake on the big ship. Whether your ride is the first leg of a long family road trip, or a quick summer weekend escape, you will make memories your family will never forget. Soon they will beg to return year after year. And who knows, maybe they'll bring their own grandkids when we celebrate our 140th anniversary in 2093!



939 S. 8th St., Manitowoc, WI 54220 | 920-374-4570 | www.brixplace.com | Open at 11 AM

4 Great States and Cities to Visit

The Badger connects the fabulous cities of Ludington, Michigan, and Manitowoc, Wisconsin. Both destinations are great for exploring, to learn more about fun things to do in these charming small cities on the big lake. Whether you have a few hours or a week, you'll find plenty to delight everyone in your family on both sides of Lake Michigan.

5 Continuation of U.S. Hwy 10 and an Official Marine Highway

In 2015, the Badger was named a designated continuation of U.S. Hwy 10. Spanning from Bay City, Michigan, to Fargo, North Dakota, U.S. Highway 10 is 565 miles long and covers four states. The Badger is only one of two ferry systems that connect highways in the United States. The Badger doesn't just carry people, she also carries vehicles of all shapes and sizes. In 2022 the Badger was also designated as an official federal Marine Highway project, acknowledging a ride across the lake on the ship allows not only tourists, but also freight trucks and other vehicles, to avoid the congested highways around Chicago, while also saving both fuel and wear and tear on roadways.

Amenities Galore

The trip across the lake is four hours long, and with so much to enjoy, it might be the fastest four hours of your life! Enjoy a meal or a cocktail, browse for souvenirs in the museum gift shop, take in a film in our free movie theater, or rent a private stateroom for a relaxing rest. There are also fun kid's activities, and plenty of indoor and outdoor seating with gorgeous water views.

The most sought-after onboard activity is World Famous Badger Bingo! Free to play with great prizes, it's the best game on the Great Lakes. If you haven't played Badger Bingo before, you have no idea what you are missing!

7Experience Lake Michigan in A Whole New Way

The Great Lakes are the crown jewel of the Midwest, but most visitors only see them from the beach. When you sail on the Badger, you lose sight of land after the first 30 minutes of your voyage and won't catch a glimpse again until you are about 30 minutes from your destination port.

During most of your journey, it will be water as far as the eye can see, giving you an experiential understanding of why Lake Michigan is often called an inland sea. Add in fresh air, sunshine and a slight breeze, and the Badger is the best place to be in the summertime. Many passengers claim that sitting on the deck and soaking in Lake Michigan in all her glory is a spiritual experience.

Q Get Unplugged

The lake is big, and your journey across is just over 60 miles long. And you may be surprised to discover that your cell phone will stop working only a few miles from shore, because there are no cell towers in the middle of the lake! This provides a unique opportunity to set down your devices, relax, escape the hustle and bustle of modern life, and pretend you're riding the ship in the "olden days". However! We do offer Wi-Fi for purchase on board for those who prefer to remain in 2023. Codes can be obtained for a nominal fee in the Cruise Director's Office.

9Last and Largest of Her Kind

The Badger is the last coal-fired passenger steamship in operation in the United States – you literally won't find anything else like her, and she's the largest one ever built. One reason that she is a National Historic Landmark today is that no other ship in operation today has Skinner Unaflow four-cylinder steam engines. She was

originally designed to carry railroad cars across Lake Michigan, and she is the only cross-lake car ferry in operation today that can carry oversized loads like semi-trucks, motorcoaches, farm equipment and so much more!

10 She's a Local Lady! Designed and Built for the Great Lakes

The Badger gets her name from the University of Wisconsin mascot, the Badgers! She was built in Sturgeon Bay, Wisconsin, and designed specifically to carry railroad cars across Lake Michigan for year-round service. This means she's just as hearty as any native Midwesterner! Her hull is specifically designed and reinforced to be able to break ice. This means she'll withstand almost any weather that Lake Michigan might brew up. Passengers often comment on smooth sailings. This is because she was built specifically for Lake Michigan, and her skilled crew is proud to take good care of her.



A unique dining experience with waterfront views, full bar, self dispensing wine cuvées, & an electric food menu

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Gregg Andersen and his older cousin Jim Gregorski took a trip on the Badger from Ludington to Kewaunee during the summer of 1975. The ship is seen with her "Chessie System" stack emblem, that lasted only the full season of 1975, and was replaced by the Chessie Cat stack emblem in the spring of 1976. (Courtesy Gregg Andersen.)









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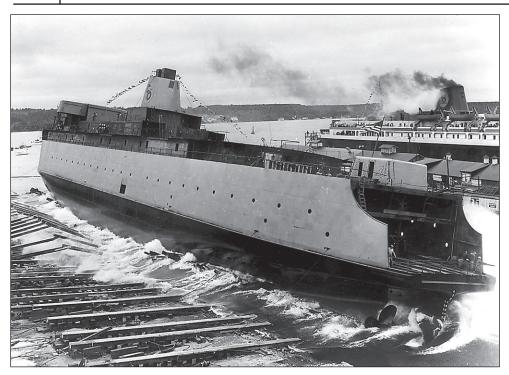


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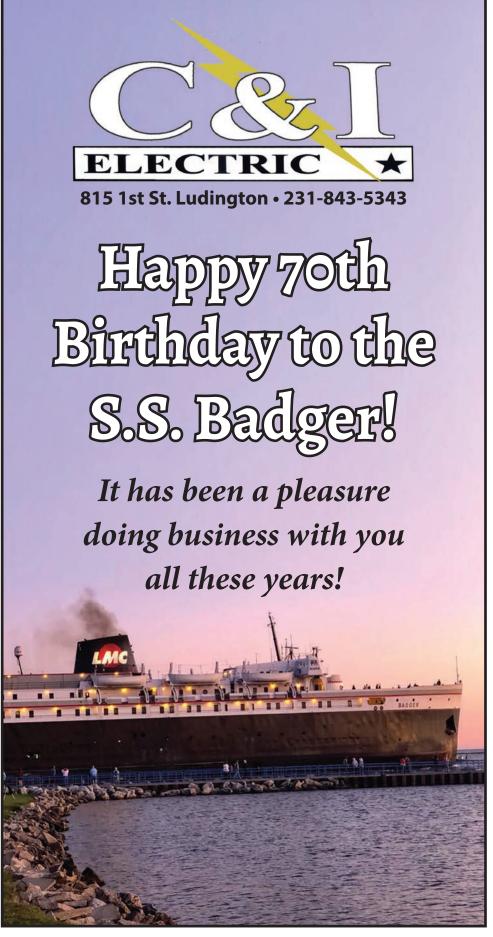
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At 11:17 a.m. on September 6, 1952, the Badger slides down the launchways at the Christy Corporation shipyard in Sturgeon Bay, WI. The Spartan, launched several months earlier, can be seen in the background. (Courtesy Door County Maritime Museum, Photo by Herb Reynolds.)





Badger Facts



- Built in 1953 in Sturgeon Bay, Wisconsin, by the Christy Corporation which is now Fincantieri Bay Shipbuilding.
- The Badger was built for the Chesapeake & Ohio (C&O) Railroad company
- The Badger was launched on Sept. 6, 1952 and began daily service on March 21, 1953.
- The Badger was christened by Mrs. Walter Koehler, the wife of the Wisconsin State Governor.
- The Badger was named a National Historic Landmark and is additionally unique in that she is the second landmark that moves, the first being the San Francisco Railcars

- The SS Badger is unique in that she is a Registered Historical Site in two states – Michigan and Wisconsin.
- The Badger is 410 feet long; 59 feet, 6 inches wide; and seven stories tall and 6,650 tons displaced in weight
- The Badger was built to haul railroad cars all over Lake Michigan.
 Today she only sails between Ludington, Michigan, and Manitowoc, Wisconsin, but she also previously sailed into Milwaukee, Wisconsin, and Kewaunee, Wisconsin.
- In the 1930s, Ludington was the largest Carferry Port in the world
 being home to seven different carferries that would frequent in and out of Ludington.

- Today, she can carry up to 160 cars, semis, oversized loads, campers, RVs, motorcycles, buses and more.
- The Badger's namesake is from the University of Wisconsin Badgers, while her sister-ship, the Spartan, received her name from the Michigan State University, Spartans.
- Although the Badger and Spartan were identically built, in 1964 the Badger was laterally cut and 18 inches were added to her height to accommodate for taller railroad cars
- The Badger was the last coalfired, passenger steamship Carferry that was ever built and is the last one still in service in the United States.

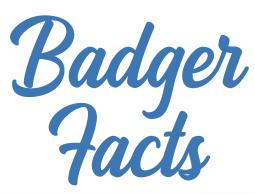


- The Badger is an official continuation of U.S. Highway 10, a unique distinction. She connects 565 miles across four states and connects to major interstate highways. The BADGER is also only one of two ferries that connects a U.S. highway
- While docking on both sides of the lake, the Badger will turn around in the harbor and reverse into port.
- The Badger hosts multiple amenities on board such as dining and bar service, a museum, gift shop, movie theatre, games and entertainment and much more.
- The Engines are Two Skinner Unaflow four-cylinder steam engines rated 3,500 horsepower at 125 RPM (total 7,000 horsepower). The Badger's propulsion system is designated as a mechanical engineering landmark by the American Society of Mechanical Engineers.

- The propellers are two cast steel, four-blade propellers that are 13 feet, 10 inches in diameter and weigh 13,800 pounds each.
- The anchors weigh 7,000 pounds each
- The average speed is 14.7 knots or 17 mph
- It is about 60 miles from Ludington, Michigan, to Manitowoc, Wisconsin
- If you circle the top deck six times, you've walked a mile.
- In her lifetime, the BADGER has had nine different insignia on her stack

- During the Badger's time in dry dock in 2021, the Badger was sandblasted down to bare steel and given a completely fresh coat of paint that consisted of 800 gallons, the first time she has received a fresh coat of paint since her railroad days
- The Badger stack adorns the letter's "LMC" which stands for Lake Michigan Carferry

 The Badger's hull is black due to signify that she is a coal burning ship





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SPARTAN WEST BOWLING CENTER



Many people know Todd "Scoop" Hansen as the official voice of the Ludington Orioles Sports Network, but thousands of passengers sailing onboard the Badger the

past 18 years have gotten to know Todd as the World Famous Badger

Bingo guy.

Starting his 19th season with the Badger this May, the Ludington local actually never had working onboard as his vision after retirement from the U.S. Navy in August of 2004 where he worked as a print, broadcast and photojournalist. Todd

enjoyed being stationed in Italy and Iceland as well as seeing a great deal of the world while in the Navy. He also enjoyed his time being on the water, 'haze grey and underway' as they say in the Navy,

on the three ships he was aboard. So, when it came time to find a job upon moving back to Ludington after his Navy days were over, it was a no brainer to join the Bad-

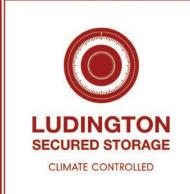
ger crew. "Plus, growing up in Ludington and with the tradition and history of the carferries here, it intrigued me to experience what a job with the Badger would be

like. They were a little apprehensive in hiring me at first since I was the first entertainer to not be a singer. However, the comment cards came in saying that passengers enjoyed my jokes between games and the rest is history," Todd recalls. "Never did I think in a million years that I would become a standup comedian. I love to tell passengers that being in the Ñavy prepared me to be a Badger Bingo caller."

Todd enjoys seeing new and returning faces each and every year. "People ask me all the time about how many passengers sail, where most come from and how many play bingo. Most of our passengers come from Michigan, Wisconsin and Minnesota, but we do have passengers that sail with us from all across the United States as well as from all over the world! That's why we call it the World Famous Badger Bingo. Pretty much you name a country, and I can recall a passenger that has sailed with us on the Badger. I like to ask everyone in the audience where they are from and when I get a passenger from a far away place like Germany, England, Switzerland, Turkey, India, Norway — you name it — I like to say to them, 'Thank you from coming all the way from your home country just to play Badger Bingo!' That always gets a lot of laughs from the audience."

Without hesitation, when you ask Todd what the best part is about calling Badger Bingo, he will gladly tell you it's interacting with the passengers and enhancing their experience. He takes a lot of pride in making sure that passengers are having a great time. "I always tell new Badger employees, the more fun you're having with this job, the more fun the passengers are having and the quicker the days just fly by." By ensuring the passengers are having a fun time, Todd is having a great time

For 2023, Todd is excited to debut new bingo prizes and new jokes. Passengers can expect the same great prizes that have always been offered such as playing



Lake Michig

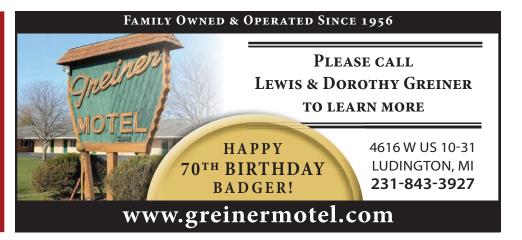
Todd

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cards, cups, pens, and much more. New this year will include some limited edition 70-year commemorative items including a special one-of-a-kind photo coffee mug. Todd is especially excited to debut a new battery-operated fan that once spinning spells out the words, "Big Ship, More Fun!" A lot of time and planning goes into making a great experience, from the prizes to the jokes. "I have all these jokes in my mind, but I do also have about 17 pages of jokes written down that I use to jog my memory for the first week or so of the sailing season. After that, I'm pretty much able to retain them without having to look at the pages. I'm working on some new ones for this year to add to the library!" Todd states. When it comes to the jokes, Todd says that many of the jokes he tells come from the passengers, and he enjoys learning new ones from them. He also gets some from Laffy Taffy candy wrappers, some from Amazon Alexa and occasionally new ones from his wife Michelle, who is an elementary school teacher.

"After all of these years, people say, 'you've probably seen and heard it all on the Badger' and yes, I have seen, heard and learned a lot over the years. But just when you think you've heard and seen it all, you experience, see and hear something new." There's always something new and it's al-



ways neat to read your audience and provide that fun experience and atmosphere for them. Sometimes it's more bingo and sometimes it's more trivia. However, one thing we have learned over the years, is that when we have tried having less Badger Bingo while incorporating other forms of entertainment, passengers for the most part aren't happy. They (passengers) love their Badger bingo and we are thrilled to have them join us to play it."





2023 Manitowoc Events Calendar

MAY

S.S. BADGER Maiden Voyage – 18 **BY MID-MAY,** the S.S. Badger Lake Michigan Car
Ferry makes her maiden voyage from Ludington,
Michigan to Manitowoc, Wisconsin, kickstarting
the sailing season. All are invited to welcome her
back to Manitowoc's port!

MEMORIAL DAY Parade - 29

THE CITY of Manitowoc holds a Memorial Day parade that concludes with a ceremony at the Veteran's Memorial.

JUNE

GARDEN FAIRE Extraordinaire – 10 **IN MANITOWOC'S** Washington Park, the annual Garden Faire Extraordinaire celebrates the outdoors and features annuals, perennials, herbs, yard and garden art, crafts, food and music.

HFM FROEDTERT Maritime Marathon – 11 **A BOSTON** Marathon qualifier, the Maritime Marathon is Wisconsin's premier east coast marathon that winds along the Lake Michigan shoreline between Manitowoc and Two Rivers.

METRO JAM - 16-17

A TWO day free music festival featuring national, regional, and local musicians.

MARITIME BAY Bike Classic - 18

PART OF the Tour of America's Dairyland bike series, the largest competitive road cycling series in the U.S., the Maritime Bay Bike Classic brings hundreds of cyclists to the heart of downtown. This year's event will feature more live music, food and drink specials and entertainment than ever before!

COOL CITY Car Show – 24

A TWO day show of classic cars cruising and parking to be admired in Two Rivers. Food trucks and beverage stands available to enjoy during the show

JULY

JULY 3RD Celebration - 3

AN ANNUAL kick off to Independence Day, the July 3rd Celebration in downtown Manitowoc will feature live music by the Glam Band and Smoke Road.

SUBFEST/FOURTH ON the Shore - 1-4

MANITOWOC CELEBRATES Independence Day in a big way! Kicking the festivities off with a parade, every hour of the day is packed with music, kids activities, food trucks and drinks, all leading up to the big Festival Foods fireworks show. SubFest at the Wisconsin Maritime Museum and the Salmon Derby occurs in conjunction, making it one of the largest celebrations in downtown Manitowoc!

WISCONSIN SAND Sculpting Festival – 14-16
THE WISCONSIN Sand Sculpting Festival is the only one of its kind in the entire state of Wisconsin. A three-day event, this unique festival kicks off on Friday, July 14 with 10 competitive semipro sand sculptors beginning to construct their sculptures. An award ceremony will conclude the weekend on Sunday afternoon. Throughout the weekend, attendees can watch and chat with competing sculptors in action, participate in hands-on amateur competitions, and watch sand sculpting demonstrations and speed sculpting shows. In addition, there will be an entertainment tent featuring a variety of live performances, food trucks, cold drinks, and vendor booths.

ACOUSTIC FEST – 15

JAM OUT to dozens of musicians in Washington Park at Manitowoc's largest live music festival, complete with food trucks and drinks.

AUGUST

MALT CITY Brewfest – 5

FOR THE second annual Malt City Brewfest, Briess Malt & Ingredients Company brings over 30 craft brewers to downtown Manitowoc to personally serve up some of their favorite beers. Live music and food trucks make this a can't miss event for beer lovers.

LAKESHORE BALLOON Glow - 18

AN ANNUAL family-friendly event along Manitowoc's riverfront, Lakeshore Balloon Glow features glowing hot air balloons, delicious food trucks and cold drinks, a waterski show, fireworks and more.

MANITOWOC COUNTY Fair 23-27

FOR FIVE days, the Manitowoc County Expo Grounds are filled with carnival rides, a sea lion show, pony rides, musical entertainment, classic fair foods, animal barns and a Woman's Day Event!



2023 Ludington Events Calendar

SEPTEMBER

SPUTNIKFEST - 9

ONE OF the wackiest festivals in Wisconsin, Sputnikfest celebrates the chunk of Sputnik that crashed into 8th Street in Manitowoc. On the second Saturday in September, grab your space suit and land at the Rahr-West Art Museum for an out of this world event!

STUDEBAKER DRIVERS Club International Meet - 12-17

IN MID-SEPTEMBER, the 59th Annual Studebaker Drivers Club International Meet descends upon the Manitowoc County Fair Grounds for a jampacked week of all things studebakers!

OCTOBER

WINDIGO FEST 6-8

WISCONSIN'S LARGEST Halloween festival, Windigo Fest is a festival for folklore freaks and those who love all things Halloween! Happening the first weekend in October, Windigo Fest features live music, a variety of entertainment, costume contests and so much more!

LUDINGTON ARTISAN

& FARMERS MARKET - 3-7 p.m. Fridays May 26-September 22 (music 5-7

LIVE IN THE PLAZA - 5-7 p.m. Thursdays June 1-August 31

LAKESTRIDE HALF-MARATHON, 5k/10K - June

LOVE LUDINGTON

WEEKEND - June 9-11

GUS MACKER - June 17-18

COAST TO COAST GRAVEL GRINDER - June 24

SUNSET BEACH BONFIRE -June 22

WEST SHORE ART FAIR -July 1-2

FREEDOM FESTIVAL

PARADE & FIREWORKS -July 4

OFFSHORE CLASSIC/BIG

BOYS FISHING TOURN. - July 10-16

SUNSET BEACH BONFIRE -July 27

RHYTHM & DUNES

CONCERT - July 29 - Rock the 90's USA: The Official 90's Rock Tribute

RHYTHM & DUNES

CONCERT - August 5 - Boy **Band Review**

SIDEWALK SALES

DOWNTOWN - Aug. 5-6

WESTERN MI FAIR - Aug.

GOLD COAST ARTISAN FAIR - Aug. 12-13

SUDS ON THE SHORE - Aug. 19 **SUNSET BEACH** BONFIRE - Aug. 24

OCTOBERFEST - Sept. 30

RUN FOR YOUR LIVES 5K/10K -Oct 28



AGLOW ON THE AVENUE PARADE - Nov. 25

NEW YEAR'S EVE BALL DROP -

Dec. 31

Take a Trip on the Badger!

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- Wisconsin Maritime Museum
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- Dinner on-your-own downtown
- overnight Baymont Inn and Suites
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- · Clubs Coin, Walking, Garden, Golf
- Alzheimer's, Grief Support Groups
- Trips
- Educational Programs
- Fun in-door activities
- BOOM Shop, showcasing local artists and artisans
- Kayaking and Outdoor Activities
- Cards/Games

Stop in and see what's new, or read a copy of our monthly newsletter! A digital copy can be accessed on our Facebook page. Come join in on the fun, ages 50 and up!



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MAY 2023



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- 3-Topping No-Dough Bowl™
- Any Regular Salad

USE CODE: CHOOSE2

- Any Reg. Howie Bread® or 3 Cheeser Howie Bread®*
- Pepsi 4-Pack 20 oz. Carrier
- Any Regular Oven-Baked Sub
- Howie Cookie[™]

*Additional charges may apply for Stuffed Howie Bread or Deep Dish 3 Cheeser Howie Bread



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