

DOSSIN GREAT LAKES MUSEUM

SPRING 2022



VISITOR GUIDE

HOURS:
Friday – Sunday:
10 a.m. – 5 p.m.
Year-Round

Dossin Great Lakes Museum
100 Strand Drive, Belle Isle
Detroit, MI 48207

*A Michigan Recreation
Passport is required for
vehicles visiting Belle Isle.*

**DETROIT
HISTORICAL
SOCIETY**



ph: 313.833.1805
detroithistorical.org

WELCOME TO THE DOSSIN GREAT LAKES MUSEUM!

Thank you for being our guest today. Here are a few things to keep in mind as you explore:

MUSEUM STORE

Find an array of unique merchandise and gifts that celebrate Detroit's maritime heritage and remind you of today's visit. Located in Polk Family Hall, near the museum entrance.

ACCESSIBILITY AND ASSISTANCE

Adult-sized wheelchairs are available for use by individuals with limited mobility. *Please note that the William Clay Ford Pilot House is not handicap accessible. For those with visual disabilities, the museum offers many touchable experiences, both digital and physical, throughout our galleries.

We have also partnered with KultureCity to make sensory bags available at the front desk for guests with sensory needs. If you need assistance or have any questions, please ask a Visitor Experience Associate.

FIRST AID / AED

First aid assistance is available from the front desk.

FOOD AND DRINK

You may purchase snacks in the museum store. Please refrain from eating or drinking in the exhibition galleries.

RESTROOMS

You will find men's and women's restrooms in the hallway adjacent to the museum store. All bathrooms and water fountains are wheelchair accessible.

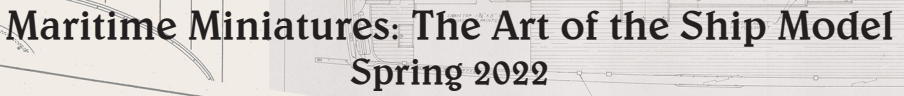
HELP US PRESERVE AND PROTECT OUR COLLECTION OF RARE ARTIFACTS:

- Please refrain from eating or drinking in the exhibition galleries.
- Please look at artifacts, but do not touch (unless otherwise indicated).
- Photography for personal enjoyment is permitted.

HELP US CREATE A QUIET AND SAFE ATMOSPHERE:

- Children should be with an adult at all times — large groups of children should be split up with at least one adult to accompany each group of ten children.
- Please do not smoke in or around the museum.
- Please take your time as you explore the museum; please do not run.
- Silence all audio and mobile devices.
- Weapons of any kind are not permitted in or around the museum.
- We reserve the right to refuse unscheduled self-guided groups larger than 30, based on daily tour capacity. Call ahead at 313.833.1801 to schedule a docent-led tour (additional fees apply).

Cover photo: *Dubuque* model by Lt. Comm. Otis W. Howard



Maritime Miniatures: The Art of the Ship Model

Spring 2022

The Detroit Historical Society has a world-class collection of Great Lakes ship models, representing over 300 years of North American freshwater maritime history. In this exhibition, you can see over 150 of our models shown together for the first time in more than 20 years! Some of the models have been enjoyed by visitors for decades, dating back to when the city's maritime museum first opened aboard the *J.T. Wing*. Some are rarely seen due to their age, size or condition.

Models are displayed in every gallery of the museum. Learn more about the types of models you will see and browse the full list of ship models on display in the following pages.

SAVE OUR SHIP MODELS!

Ship models are pieces of both art and history. Each tells a tale that weaves the history of the ship that it represents together with the story of the creator of the model. The Detroit Historical Society's collection of more than 250,000 artifacts includes over 200 Great Lakes ship models. These models allow us to peek inside historic vessels in ways that no two-dimensional photograph ever could.

We hope to raise enough funding during *Maritime Miniatures: The Art of the Ship Model* to restore and conserve all of the remarkable models in this collection. An estimated 700 hours of specialized conservation care work is needed, ranging from careful cleaning of delicate, decades-old woodwork to reconstruction of models that are so old they had begun to disintegrate before they even arrived in our collection.



Scan to donate and help us preserve these models – and the story of the Great Lakes. You may also give anytime at detroithistorical.org.

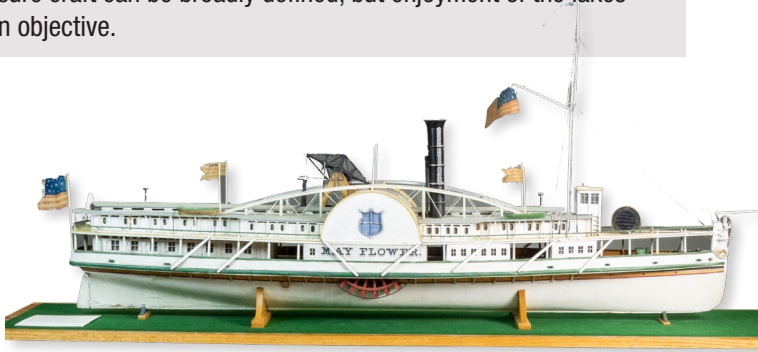


Pleasure & Passenger Ship Models

Whether carrying guests all the way across the Great Lakes or just downriver, passenger ships primarily move people. Luxury liners like Detroit & Cleveland Navigation Company ships provided elegant accommodations for trips that ranged from overnight cruises to multi-day voyages. The much-loved Bob-Lo boats carried passengers for just 80 minutes at a time, but made sure their trip was an entertaining one. Pleasure craft can be broadly defined, but enjoyment of the lakes and rivers is their main objective.

MAYFLOWER

The *Mayflower* is the oldest ship model in the Detroit Historical Society's collection. James R. Cunningham built the model in 1854 and entered it into that year's Michigan State Fair. He took home a medal



in recognition of his craftsmanship! The real *Mayflower* was a massive passenger steamship, operated by the Michigan Central Railroad between Detroit and Buffalo, New York from 1849-54. This model is old enough to have been made when the ship was still active. As a result, the intricate model provides us with an accurate picture of the ship, showing smokestacks and a promenade deck, among other details.



NORTH & SOUTH AMERICAN

The story of the *North American* and the *South American* is a tale of two ships – in fact they are called near-sister ships, having an almost identical design. The luxurious passenger steamships from the Chicago, Duluth & Georgian Bay Transit Company launched in 1913 and 1914 and cruised between popular Great Lakes ports like Chicago, Buffalo, Mackinac Island and of course, Detroit. These ship models are both excellent examples of model craftsmanship, demonstrating an extreme level of detail. Both models are executed to almost the exact detail of their real-life counterparts.

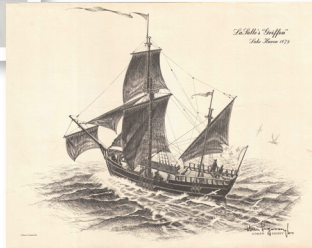
Early Trade & Transport

Ships have navigated the Great Lakes for centuries — from canoes crafted by Indigenous people to bulk carriers designed by shipbuilding companies. Early sailing vessels were tasked with exploration and trade, and later, commerce and transport between other settlements along the Great Lakes. Before steam power was used on ships, sails and oars propelled these crafts.



LE GRIFFON

Le Griffon was one of the first sailing ships built on the Great Lakes. French Explorer La Salle's ship launched near Cayuga Island on the Niagara River. But the ship, which made its maiden voyage through lakes Erie, Huron and Michigan in 1679, vanished on the return trip. Because the ship was never recovered, and no plans were ever found for the ship's construction, this model is an estimated replica based on other French ships that would have been sailing around the same time.



Pen and ink drawing "LaSalle's 'Griffon,' Lake Huron, 1679" by Homer LaGassey, 1978. Detroit Historical Society collection.

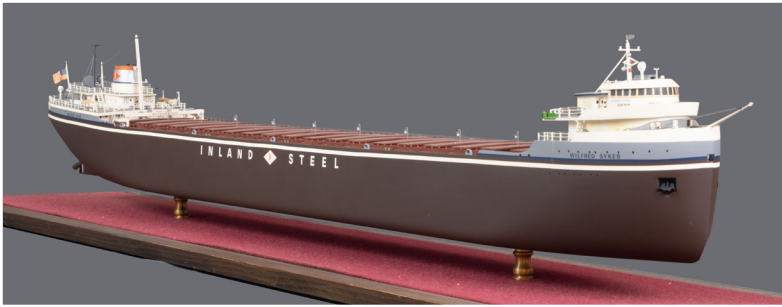


EARLY CANOE/DUGOUT CANOE

People lived in the Great Lakes region, including the area which came to be known as Detroit, or Waawiyatanong, for thousands of years before French explorers like Antoine de la Mothe Cadillac arrived and claimed the land. These people, including members of the Chippewa, Ottawa and Potawatomi, would have trekked to river or lakefront villages during the spring and summer using handcrafted canoes for water travel. These models demonstrate a "dugout" canoe, hollowed out from a cut tree trunk, and a birch bark canoe, put together using bark over a frame. The bark canoe has patterns made of porcupine quills.

Industrial Trade & Transport

With advances in shipbuilding and new routes opening up on the lakes, trade and travel on our waterways increased dramatically in the industrial age. Faster-moving ships with higher capacity meant that more could be moved, and Great Lakes shipping helped grow industry around the United States. Shipping vessels like freighters took over the waterways, transporting goods like iron ore, wheat, salt, copper and lumber to be processed or sold. The current shipping economy on the lakes represents billions of dollars annually.



WILFRED SYKES

The *Wilfred Sykes* was built by the American Shipbuilding Co. in Lorain, Ohio for Inland Steel in 1949 – the first Great Lakes ship built in the U.S. after World War II. This model of the *Sykes* was built for the Great Lakes Maritime Museum, the precursor to the Dossin Great Lakes Museum, by head curator Captain Joseph E. Johnston. Johnston spent hours defining the details on this ship model — the red, silver, white and blue stacks, upper decks with glass windows and realistic cranes to on-board freight.



PERE MARQUETTE 10

This model displays several railcars aboard the *Pere Marquette 10*, which shuttled rail traffic from Detroit to Windsor, Ontario, and from Port Huron to Sarnia, Ontario. Model maker Clarence Kroll is responsible for the construction of this model that incorporates scale trains and a custom dock.

While the first and only naval battle fought on the Great Lakes was the Battle of Lake Erie during the War of 1812, military and service vessels have been a fixture on the lakes since the time of European settlement. Beyond strictly martial ships, numerous crafts operated by the U.S. and Canadian Coast Guard keep our shared waters safe. Service ships work to aid commercial or industrial ships – like freighters – and can include a wide range of vessels. In this exhibition, you will see examples of tugboats, fire boats and buoy tenders.



The *Yantic* anchor was recovered and donated to the museum in 1960 by the Koenig Coal and Supply Co. See it outside with the rest of our Outdoor Treasures!

YANTIC

The *Yantic* was constructed for the U.S. Navy during the Civil War as a steam-powered, propeller-driven, wood-hulled gunboat, with auxiliary and sail rigging. After 1865, the warship served the Navy at stations around the world and recorded two circumnavigations. It was loaned to the State of Michigan in 1898 as a training platform for its naval militia, based in Detroit. In 1917, the *Yantic* was recommissioned by the Navy and served as a training ship on Lake Michigan. Returning to militia duty after WWI, the ship served as a naval ambassador, visiting ports around the lakes before sinking in the Detroit River in 1929.

This model was constructed in the 1930s by Otis Howards, a Lieutenant Commander in the U.S. Navy Reserves.



JOHN KENDALL

A steam-powered vessel built by the Toledo Shipbuilding Company in 1929, the *John Kendall* was a fireboat operated by the Detroit Fire Department and named after Detroit Fire Department's third chief. The fireboat was 135 feet long and had a ten-person crew. It boasted five deck-mounted firefighting guns that could pump 16,000 gallons of water a minute. After it was decommissioned in 1976, the ship's steam engines were converted to diesel, and it began a second life as a tugboat until the ship was scrapped in 1994.

Racing Boat Models

From rowing to long-distance sailing, the thrill of competition is alive on the Great Lakes! Boat racing became popular in the late 1880s as engine technology advanced and hit its peak popularity in the 1920s with a variety of racing boats that could achieve staggering speeds. Gas-powered hydroplanes, characterized by a hull shape that lifts them out of the water at high speeds, originated in this era.

MISS AMERICA X

Gar Woods was a prolific racing boat designer and racer, crafting some of the fastest boats on the Detroit River, including *Miss America X*. This model is one of three *Miss America X* models in the Society's collection. It demonstrates the artistry used to create the real ship – a sleek wooden hull housing four iconic Packard V12 engines. In the model, you can see those Packard engines exposed. They allowed *Miss America X* to set the record as the first speedboat in history to reach a speed of more than 2 miles per minute.



Half-Hull Models

"Half-hull models" or just "half-models" have a practical purpose beyond wall decoration. Before the days of computer-aided design software, shipwrights used these highly detailed models as guides for building a ship's hull. The contours of the scaled-down model would match the hull lines to be recreated on the actual ship. Since the final product is symmetrical, only one half is needed, making it easy for these models to be hung and appreciated as art.



SAINT IGNACE

The Detroit & Cleveland Navigation Co. (D&C) operated several passenger steamers that ferried travelers around the Great Lakes. This half-model represents the *City of St. Ignace*, which was formerly known as the *City of Cleveland* until 1907. This model hung in the D&C waiting room, along with other models from the same line. The real ship was later sold and renamed *Keystone* in 1929.

Some models are destined to take to the water! The technical challenge of building a model ship is heightened by making it able to float and including a way to propel it. Pond model sailboats were popular on Belle Isle, and newer remote-controlled models can be steered more precisely than ever. What could be more satisfying than watching your own maritime miniature set sail?

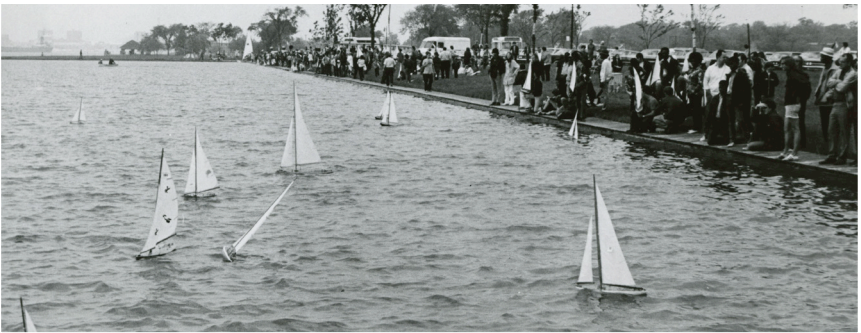


The *J.T. Wing* was the home of Detroit's first maritime museum, shown in this 1948 photo. Detroit Historical Society collection.

JUDITH LEE

The *Judith Lee* model was created in the 1960s, loosely based on plans of the *J.T. Wing*, the schooner that housed the first iteration of the Dossin Great Lakes Museum. The *Judith Lee* is rigged as a barkentine, meaning that it has three or more masts with a square-rigged foremast, whereas the *Wing* was rigged with almost triangular-shaped fore-and-aft sails.

It's amazing to think that this model was intended to sail in the water because of its impressive detail. The masts, booms and bowsprit have all been lacquered or varnished and host intricate rigging and fittings, living up to its barkentine-inspired style.



Model Yacht Basin on Belle Isle, c. 1980. Detroit Historical Society collection.

Alphabetical Ship Model List

ET – Early Trade & Transport

FM - Functional Model

HH – Half-Hull

IT – Industrial Trade & Transport

MS – Military & Service

PS – Pleasure & Passenger Ship

RB – Racing Boat

O - Other

Alabama – Builder Unknown **PS**

Alpena – John C. Harrison **IT**

Alvin Clark – Houghton Smith, Jr. **ET**

Alvin Clark cabin model – Ted McCutcheon, Jr. **ET**

Ariel – Frank & Arthur Woodford **MS**

Birch bark canoe – Builder Unknown **ET**

Bristol Bay – Mark E. Redenbeau **MS**

Buda II – Builder Unknown **FM**

Cadillac – Builder Unknown **IT**

Caledonia – Frank & Arthur Woodford **MS**

Cargo vessel half-model – Builder Unknown **HH**

Carolyn pond model – Herbert & James Wright **FM**

CG-173 – Harvey Nissley **MS**

CG-184 – Harvey Nissley **MS**

CG-2264 – Sam Buchanan **MS**

CG-2342 – Sam Buchanan **MS**

Challenge – Emmett Priestly **ET**

Champion – Builder Unknown **IT**

Chippewa – Frank & Arthur Woodford **MS**

Christopher Columbus – Builder Unknown **PS**

City of Detroit II half-model – Detroit Dry Dock Co. **HH**

City of Detroit III – William Moss **PS**

City of St. Ignace half-model – Detroit Dry Dock Co. **HH**

Columbia – Robert I. Schellig **PS**

Corona – B.M. Bigger **PS**

D.W. Crow half-model – Builder Unknown **HH**

David Dows – C.T. McCutcheon **ET**

Dearborn – Builder Unknown **MS**

Delphine IV – Builder Unknown **RB**

Detroit – Commercial model **IT**

Detroit – Frank & Arthur Woodford **MS**

Dubuque – Lt. Comm. Otis W. Howard **MS**

Dugout canoe – Builder Unknown **ET**

Duplex boiler steam pump model – Builder Unknown **O**

Eastern States/Western States half-model – Detroit Shipbuilding Co. **HH**

Edmund Fitzgerald – Richard Cozzens **IT**

Edmund Fitzgerald (wrecked) – Sam Buchanan **IT**

Frank E. Kirby half-model – Detroit Drydock Company **HH**

Frank Rockefeller – Builder Unknown **IT**

Gasoline Lighter half-model – International Harvester Co. **HH**

Gayle pond model – Herbert & James Wright **FM**

General Hunter – Frank & Arthur Woodford **MS**

George F. Rand – Builder Unknown **IT**

GLEW Hull Half-model – Great Lakes Engineering Works **HH**

GLEW Shipbuilder's half-model – Great Lakes Engineering Works **HH**

Grandpappy – Victor Verhague (Loan Courtesy of Kent Lund) **FM**

Great Lakes Engineering Works Model – Builder Unknown **IT**

Greater Detroit – Boucher-Lewis & Co. **PS**

Greater Detroit Cross-section model – Builder Unknown **PS**

Greyhound – Robert Raisch **PS**

Griffon – Harvey Nissley **ET**

H. Houghten – Emory A. Massman, Jr. **IT**

Half-model – Fisher Detroit Boat Basin Company **HH**

Half-model – Knud H. Reimers **HH**

Half-model sailing ship – Builder Unknown **HH**

Half-model sidewheeler – Builder Unknown **HH**

Harlem – C.T. McCutcheon, Jr. **IT**

Helena Macon – Builder Unknown **FM**

Henry Ford II – Attendees of Ford Trade School **IT**

Huron Brave – Fred Nagel **IT**

Huron, Port Gratiot Lighthouse (in bottle) – Builder Unknown **O**

J.T. Wing – Curtis & Dennis Kovach **ET**

James F. Joy – Capt. Joseph Johnston **ET**

James R. Elliott Half-model – Builder Unknown **HH**

John Ericsson – Curtis & Dennis Kovach **IT**

John G. Munson – Kenneth Fairbanks **IT**

John J. Barlum – American Shipbuilding Co. **IT**

John Kendall – Dr. Mike Woolson **MS**

Judith Lee – Herbert & James Wright **FM**

Lady Prevost – Frank & Arthur Woodford **MS**

Lansdowne – William J. Keller **IT**

Lawrence – Frank & Arthur Woodford **MS**

Lawrence – Frank & Arthur Woodford **MS**

Lifeboat Model – Builder Unknown **O**

Little Belt – Frank & Arthur Woodford **MS**

Little Giant Half-model – William Morley **HH**

Lucia Simpson – Dr. O.H. Siegmund **ET**



- Mariposa* – Clarence Kroll **MS**
- Mary* – Arthur Koeppner **IT**
- Massachusetts* – C.T. McCutcheon, Jr. **IT**
- Mayflower* – James R. Cunningham **PS**
- Mayflower* – Robert Raisch **PS**
- Michigan* – Harvey Nissley **PS**
- Michigan* – Ronald H. Konzak **PS**
- Milton* – Curtis & Dennis Kovach **ET**
- Mim* (in bottle) – Builder Unknown **O**
- Miss America X* – Builder Unknown **RB**
- Miss America X* – Builder Unknown **RB**
- Miss Pepsi V* – Kent Keogh (Loan Courtesy of Doug Dossin) **RB**
- Miss Smirnoff* – Louis H. Winterhoff **RB**
- Miss Stars and Stripes* – Builder Unknown **RB**
- Nancy* – Emmett Priestly **ET**
- Niagara* – Ed Fogoros **MS**
- Niagara* – Frank & Arthur Woodford **MS**
- Niagara* – Houghton Smith, Jr. **MS**
- North American* – Ken Jilbert **PS**
- Onoko* – Curtis & Dennis Kovach **IT**
- Onoko* – John E. Foley **IT**
- Package Lighter half-model – Builder Unknown **HH**
- Package Lighter half-model – Merchants Lighter Co. **HH**
- Packet Ship cutaway model – Harvey Nissley **ET**
- Pamir* (in bottle) – *Capt. B. Lenck Trenton* **O**
- Patricia* pond model – Herbert & James Wright **FM**
- Peerless* – C.T. McCutcheon **PS**
- Pere Marquette 10* – Clarence Kroll **IT**
- Pere Marquette 10* – Kenneth Fairbanks **IT**
- Pere Marquette 18* – Oluf Johnson **IT**
- Pewabic* – Raymond J. Kaiser **IT**
- Philo Parsons* – Frederick W. Hyde **FM**
- Pittsburgh Steamship Freighter* (in bottle) – Builder Unknown **O**
- Pond model sailboat – Donn Resnick **FM**
- Pond model sloop – Herbert & James Wright **FM**
- Pond model sloop – Red Sprague **FM**
- Porcupine* – Frank & Arthur Woodford **MS**
- Prins Willem IV* – Builder Unknown **PS**
- Prinses Irene* – Fa. C. Dubbelman, Slikkerveer **PS**
- Queen Charlotte* – Frank & Arthur Woodford **MS**
- Ralph H. Watson* – Howard Rasch **FM**
- Red Crown* – Van Ryper **IT**
- Renown* – John H. Farquharsen **IT**
- Richard D. Shoupe* – Clarence Kroll **IT**
- S.T. Crapo* – Harvey Nissley **IT**
- Sainte Marie* Rail Ferry – Builder Unknown **IT**
- Sand dredge ship – Builder Unknown **ET**
- Scorpion* – Frank & Arthur Woodford **MS**
- Seahorse* – Capt. William J. Taylor **FM**
- SeeandBee* – Builder Unknown **PS**
- Ship-in-a-bottle – Builder Unknown **O**
- Ship-in-a-bottle – Builder Unknown **O**
- Ship-in-a-bottle – Builder Unknown **O**
- Ship-in-a-bottle – Builder Unknown **O**
- Ship-in-a-bottle (Schooner) – Builder Unknown **O**
- Sidney O. Neff* – Raymond J. Kaiser **IT**
- Single cylinder steam engine – Builder Unknown **O**
- Small Whaleback Steamship – Builder Unknown **IT**
- Somers* – Frank & Arthur Woodford **MS**
- South American* – Builder Unknown **PS**
- South American* – Fred Krueger **PS**
- Sparkman D. Foster* – Builder Unknown **IT**
- St. Clair* – Builder Unknown **MS**
- Stadacona* – Builder Unknown **IT**
- Steam engine model – Builder Unknown **O**
- Steam engine model – Builder Unknown **O**
- Steam engine model – Builder Unknown **O**
- Steam engine model – Builder Unknown **O**
- Steam powerplant engine model – Joel Lovstedt **O**
- Steamship (in bottle) – Builder Unknown **O**
- T.J. McCarthy* – Harvey Nissley **IT**
- Tartan-37* – Harvey Nissley **PS**
- Tashmoo* – Harry Carle **PS**
- Tigress* – Frank & Arthur Woodford **MS**
- Transfer* – Calamine **IT**
- Trippe* – Frank & Arthur Woodford **MS**
- Una* half-model – Builder Unknown **HH**
- Unfinished battleship model – Thomas Owen **MS**
- Viking-35* – Harvey Nissley **PS**
- Virginia Ann* pond model – Herbert & James Wright **FM**
- Walk-in-the-Water* – Ronald H. Konzak **ET**
- Walter J. McCarthy Jr.* – Builder Unknown **IT**
- Welcome* – H.H. Busha **ET**
- Welcome* – Harvey Nissley **ET**
- Wilfred Sykes* – Builder Unknown **IT**
- Wilfred Sykes* – Capt. Joseph Johnston **IT**
- William Clay Ford* – Sam Buchanan **IT**
- Wolverine* – Builder Unknown **MS**
- Yantic* – Lt. Comm. Otis Howard **MS**
- Yoreda* – Museum Staff **PS**
- Yosemite* – U.S. Navy **MS**
- 3D-Printed models – Printed by Dr. Michael Vilag **O**

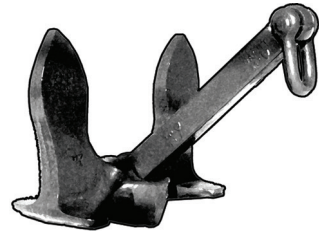
OUTDOOR TREASURES

EDMUND FITZGERALD ANCHOR

When a link of its anchor chain separated in 1974, the *Edmund Fitzgerald* left its 12,290 pound starboard bow anchor at the Belle Isle Anchorage, 800 feet off Riopelle Street east of the Renaissance Center.

Discovered by divers on May 20, 1992, the anchor was removed from the water on July 20 of that same year and brought to the Dossin Great Lakes Museum the following day. It's now displayed in our Lost Mariners Memorial, honoring all lives lost on the inland seas.

Sponsored by Karen and Drew Peslar



NAVAL CANNONS

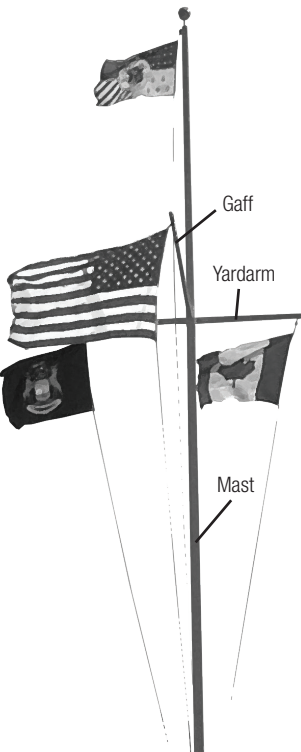
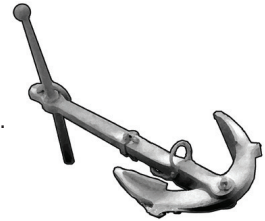
The Battle of Lake Erie in the War of 1812 secured control of the Great Lakes region for the United States. Used during that pivotal battle, these cannons were placed at Detroit's old City Hall in 1874. When the building was demolished in 1961, the cannons were brought to the museum.



USS YANTIC ANCHOR

Built during the American Civil War, the *USS Yantic* saw service around the world before coming to Detroit as a training ship in 1897.

Donated by Koenig Coal and Supply Co.



NAUTICAL FLAG TRADITIONS

Nautical flag traditions are different than standard flag protocols. Our flag pole reflects the gaff and yardarm spars carried on old fashioned sailing ships.

With this arrangement, the national flag – called an ensign – is flown from the gaff, which would have been at the stern, or back, of the boat.

Other flags are carried off the yardarms. At the Dossin Museum, the Canadian national flag is flown in honor of our neighbor across the river, and the Michigan flag honors our Great Lakes state.

In the days of famous sea battles, the admiral's fleet pennant was hoisted to the top of the main mast, giving us the term "flagship." Today, the top hoist often flies company or yacht club flags, called burgees. Our mast has the city flag, honoring our position as the city of Detroit's maritime museum.

Flagpole and Observation Area sponsored by the DaVille Foundation

MUSEUM MAP



Walk in the captain's footsteps on the bridge of a Great Lakes freighter.



Riverfront Patio

OUTDOOR TREASURES

Robert M. Dossin Gallery

Aaron DeRoy Hall

Richard and Jane Manoogian Ship Model Showcase

BUILT BY THE RIVER
IN THE JOHN A. AND MARLENE L. BOLL FOUNDATION GALLERY

Explore how Detroiters have used area waterways to build industries, engage our neighbors and pursue recreational passions.



See the first hydroplane racing boat to qualify for a race at over 100 mph.

Miss Pepsi Pavilion

Entrance

Polk Family Hall
Gothic Room



Step back in time amid the luxury of the *City of Detroit III*, a Great Lakes cruise ship.

British Cannon Salvaged from Detroit River



BRING YOUR GROUP FOR A HISTORICAL EXPERIENCE

The Detroit Historical Society provides engaging museum tours and workshops for adults and children alike. We also offer options for virtual experiences!

Call 313.833.1801 or visit detroithistorical.org to book your tour.

MEMBERSHIP HAS VALUE

Did you know that Detroit Historical Society members receive FREE admission to the Detroit Historical Museum and discounts on tickets to tours, programs and special events? Our membership program also includes reciprocal benefits in a network of over 200 other historical attractions through the Time Travelers program.

Interested in becoming a member? Speak with a Visitor Experience Associate today!



VISIT THE DETROIT HISTORICAL MUSEUM

Visit us in Midtown! The Detroit Historical Museum is the only museum dedicated to chronicling Detroit's unique history, located in Detroit's Cultural Center on Woodward Avenue.

Find more information and buy museum tickets at detroithistorical.org.



VOLUNTEERING

We are always looking for dedicated volunteers to assist with tours, special events, historical research, office work and programs. If you are flexible, energetic and enthusiastic about Detroit's history, then we just might be the place for you!

Contact volunteer@detroithistorical.org or visit detroithistorical.org for more information.

SHOP THE MUSEUM STORE

Take home a piece of history! Offering unique Detroit maritime merchandise you can only find here.

Shop online at detroitmuseumstore.com.



Scan to shop!



LET US HOST YOUR NEXT EVENT!

With flexible indoor and outdoor spaces.
Riverside lawn for tented events!

Choose the Dossin Great Lakes
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- Birthdays
- Receptions
- Meetings
- Holiday Parties
- And more!

Call 313.833.1456 to discuss your event needs with our professional staff.

detroithistorical.org





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- Virtual exhibits

The Detroit Historical Society is a nonprofit organization. We appreciate your support of our mission to tell Detroit's stories and why they matter with a gift in any amount.



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