

TELESCOPE

Volume 2.

number 1.

February 1953

MINUTES OF THE JANUARY MEETING

The January meeting of the Great Lakes Model Shipbuilders' Guild was called to order by President Robert L. Ruhl, at 7:50 P.M., January 30, in the Briefing Room of the Detroit Historical Museum, Woodward at Kirby.

After a few brief comments by the President the meeting was turned over to the Chairman of the Board of Directors, Capt. J. E. Johnston. Dues that had been turned in to the Chairman were turned over to the Treasurer, with the comment that those paid after October 1, last, by new members would cover membership for the current year. The letter of resignation by Vice President Emmet Priestley, was read and acted upon as follows: In accepting the resignation it was decided by unanimous vote of the members present that in the case of V.P. Priestley, who has enlisted in the armed forces of the U.S., and in similar cases in the future, where membership in the Guild has been held for twelve months or more, it will be carried on the roll for the duration of the member's military service, without the payment of dues. Mr. Priestley's dues, which had already been paid were turned over to President Ruhl, to be returned, with a letter of thanks for services rendered by the retiring Vice President during his term of office. The best wishes of all present at the meeting are extended him who has given the Guild its first blue star member.

Nominations were requested for a successor to Priestley, and the president and the Chairman were asked to serve in an advisory capacity in the matter, and to report at the February meeting.

President Ruhl made a brief talk on the necessity of incorporating, and Capt. Johnston suggested revising the Constitution and By-Laws so they would more nearly meet the requirements of the Guild.

Capt. Johnston reported on the progress made with the Guild stationery order, stating that difficulty in getting a suitable design for the Guild emblem had delayed the placing of the order.

A design for a Guild flag, discussed at an earlier meeting, was submitted by Mr. A. H. Koepfner, and approved by the members, without a dissenting vote.

All business being concluded, Capt. Johnston introduced the speaker of the evening, fellow member Arthur G. Henning, who gave a most interesting account of his recent trip along the Atlantic Coast, from Massachusetts to Virginia, visiting many maritime museums, and dealers in model supplies. Framed photographs of a number of fine models were displayed. The talk was a real contribution to the program of the Guild.

The meeting was adjourned at 9:15 P.M.

THE GUILD FLAG

The design submitted by Mr. Koepfner for a Guild flag features a blue field, bordered by a rope of gold. In the center is a yellow disc bearing the name of the organization in a circle around the seal of the City of Detroit as used at the 250th Anniversary Festival. Below this is a modern Great Lakes ore ship, and in the upper corners a canoe to the left and a 3-mast schooner to the right. The colors are well-chosen and placed, making a flag that would stand out in any group.

The next step will be getting someone who will sew the flag for us. Can you find a volunteer for the job?

MEMBERSHIP DUES

Dues for the year 1953 are payable to the Secretary-Treasurer Robt. H. Davison, 404 W. Lewiston, Ferndale 20, Michigan. Let's make this a bigger year than 1952.

THE GUILD EMBLEM

As agreed upon, at the January meeting, the Great Lakes 3-mast schooner "Moonlight" has been selected for an emblem. It is believed that this vessel is as typical of the Lakes as any that may be found, and at the same time her graceful lines make her a thing of beauty. In addition to her typical Great Lakes schooner rig she is shown with a split ruffee set above a square sail that is carried on a yard on the foremast.

According to Herman Runge, of Milwaukee, the following data is true of "Moonlight": Built at Milwaukee in 1874 by Wolf. Length 205.1 feet: beam 33.6 feet; depth 14.2; gross tons 777.1.

According to Mr. D. Sullivan, ship owner of Chicago, she was bought out new by his father, who sailed her for twelve years. Capt. Sullivan was 27 years old when he took command. The Shipmaster's Directory for 1898 shows her as still sailing, owned by J.C. Gilchrist, of Cleveland. Beers' History of the Great Lakes indicated that she was chartered on the ocean the same year. She was noted for her quick passages and large cargoes of grain from the upper Lakes ports to Buffalo.

READY FOR DISTRIBUTION

Three by five index cards are now ready, and many have been distributed among the members, for listing model ships for the Guild file on this subject. Please send for all you can use; fill them out and mail them to Capt. Johnston, Belle Isle, Detroit 7, Michigan. This file will make a good reference source for those who visit places where models are located.

THE FEBRUARY MEETING

Friday, February 27th, 8:00 P.M. in the Briefing Room of the Detroit Historical Museum, Woodward at Kirby. Don't miss this one. SEE the Erik Heyl drawings.

.THE NAUTICAL EXHIBIT.

A special exhibit, sponsored by the Great Lakes Model Shipbuilders' Guild and the Museum of Great Lakes History is now open to visitors at the Detroit Historical Museum. Besides materials from the "J.T. Wing" summer exhibits the following items are displayed on the mezzanine floor: Model of the new Self-unloader "John G. Munson", loaned by Mr. Irvin C. Clymer, recently retired President of the Michigan Limestone & Chemical Co.: The "South American", of the Georgian Bay Line; 79 colored drawings of old Lakes steamers by Erik Heyle, of Buffalo, with their histories; The Capt. Brittain collection of builders half-models; a special case showing the background work connected with authentic model building; a new model by Dennis and Curtis Kovach, the "Milton", built from plans developed in the drafting room of the "J. T. Wing", and plans in blue-print form by members of the Guild.

T E L E S C O P E
published by
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