



THE TELESCOPE

GREAT LAKES MODEL SHIPBUILDERS' GUILD

BELLE ISLE :: DETROIT 7, MICHIGAN

Vol. 2

MARCH 1953

No. 3

THE MOVING HAND WRITES

One hundred years ago, next year (ninety-nine now), a man by the name of Cunningham entered a model of the steamer "Mayflower" in a contest sponsored by the Michigan Agricultural Society. It won first prize. Today it is in the Museum of Great Lakes History, telling us just what a luxury liner that day was like, -- not in the dim and uncertain lines of a photograph or through the possible inaccuracies of a painting, but in three dimensions, and so well that contemporaries gave her the palm. Through the haze of time, and the maze of history, we are able to see, and clearly, just what the people of a century ago, in this area, enjoyed as luxury passenger transportation.

Types of vessels changed; vessels came and went. The excursion business on the Detroit River and adjacent waters waxed and waned. It flowered in the steamer "Tashmoo". One set of plans is all that remains of her, besides photographs, that will enable us to do for her what Cunningham did for the "Mayflower". Even that is more than we have on some vessels. One day she will appear in model form. That is assured.

Meanwhile, the moving hand writes, and another type of excursion boat may be on its way out. Just recently it was announced that the steamer "Put-in-Bay" would be sold at auction. The reason is evident, and her fate is almost certain. Scrap prices are high and in no way related to sentiment. Here is a challenge to our organization. Volunteers are needed to measure, and take detail shots for use in model building. Let's act, before it is too late.

MINUTES OF THE MARCH MEETING

At 8-15 P.M. March 27, 1953 the monthly meeting of the Great Lakes Model Shipbuilders' Guild was called to order by Vice President Robert H. Davison, in the Briefing Room of the Detroit Historical Museum. Minutes of the February meeting were read from the "Telescope", by the Secretary, Edgar Hopusch.

UNFINISHED BUSINESS

The Secretary was directed to apply for a membership in 'The Nautical Research Society, in the name of the Guild, at a cost of five dollars per year. This step was discussed at an earlier date but action had been delayed.

Captain Johnson repeated his announcement of the opening of the Guild Library on the schooner "J.T.Wing", and mentioned the possibility of the Museum of Great Lakes History being given the champion racer "Miss Pepsi", and brought the members up to date on progress being made on the program for a new building for the Museum.

The matter of an emblem for the center of the Guild flag was discussed, and it was decided that each member should submit, at the next meeting, a design to be used.

Vice President Davison offered to prepare and execute a mast head for "Telescope", by the offset method. It was agreed that the cost would be paid by the Guild.

There being no new business the meeting was adjourned at 8-35 P.M. with informal discussions continuing until 9-30 P.M.

THE APRIL MEETING

The April meeting will be held on the last Friday of the month, date the 24th., the hour 8-00 P.M., place, the Briefing Room of the Detroit Historical Museum, Woodward at Kirby, in Detroit.

Be there to meet the new members, greet the guests.

REGAADING A 1953 MODEL EXHIBITION

It is again time for the Guild to consider the matter of a second annual exhibition, similar to the first, which was held last September. Because of the possibility of cool, or cold, weather it is suggested that Monday and Tuesday, August 24 and 25th., be selected for the event, rather than a later date. It is believed that a larger attendance may be expected prior to Labor Day, Than after the holiday.

Before a date is set for the exhibition it will be necessary to scan the possibility of a sufficient number of entries. There comes to mind the following possibilities:

Arthur G. Henning..	from 6 to 8	
Robert H. Davison	1,	probably 2
The Kovachs	1	" 2 or more
Dr. O.H. Siegmund	1	
J.E. Johnston	"	1

There may be more. Several new members, and prospective members may have models to enter. It is to be hoped that they have, for an annual exhibition can do more for the Guild treasury than any other one thing. Will you kindly come to the next meeting prepared to express your views on the subject. It will be necessary for us to present athe Detroit Historical Commision with a complete statement as to what we plan, and when, in order to be considered as an applicant for the use of the museum space for our show. Lets begin preparing our plea at the April meeting, and complete it as soon as possible.

AN INTERESTING BOOK

Mr. Arthur Henning has left with your editor a copy of a Dutch book entitled "Model van de Oorlogsbrik "Irene". While the text is rather obscure to those who do not read "Hollandersher" the line drawings are worth the price, which, by the way, Mr. Henning sayes he can probably do something about, to your advantage.

WE RECOMMEND

If you want to get away from it all, as the saying goes, we recommend Grindstone City, on the tip of the lower Mich. Thumb. That is what we did last week, and it worked. Even the city wasn't there, but there is a monument to it. Tiring of the old grind (stone) the populace left in 1938, the last person, that is. (cont. pg. 8)

GUILD FUNDS

The re-depositing of Guild Funds has been discussed with the First National Bank of Detroit, and their representative advises waiting until incorporation has been completed, to avoid having to change all the records. There has been no change in the Guild treasury since the February meeting, except for a few membership fees taken in.

Memberships and contributions.....	\$ 57.25
Balance in ticket sale fund.....	<u>57.77</u>
Total	<u>\$115.02</u>

A check for a membership in the Nautical Research Society will go out in a matter of a day or so, and stamps will be needed at once for mailing out the "Telescope", and for official correspondence. The cost of incorporating will soon have to be paid too, but on the whole our finances are in good shape.

REACTIONS

It is gratifying to know that two suggestions made in the last "Telescope" have brought responses. A Professional writer has contacted your editor and asked for an interview to discuss the implications of our comments on the need for new and good fiction on the Great Lakes scene.

The mention of half-models, for wall pieces also has been favorably received, and one member has asked for a set of hull lines. Good half models are highly valued as museum pieces, and we could include them in one of our exhibitions. The judging of half-models is an intricate and time consuming activity, so no real contest can be held until a board of competent judges, willing to give the required time, can be recruited.

----- "WINKY" THE SHIP'S CAT SAYS

"Curiosity may have killed a few cats but it has surely turned up a lot of rats".

A COMPLIMENT TO THE MEMBERS

While our recent exhibit was on display at the Detroit Historical Museum we were visited by Dr. Bradford Washburn, Director of the Boston Museum of Natural History. He was most complimentary regarding the workmanship displayed by Guild members. In his opinion our models were, on the whole, tops, and worthy of permanent care as historical records. Coming from one who stands so high in the museum profession we should feel very proud of what we have achieved in so short a time.

SOME REMAINING GAPS

Although the display of scale models now in the museum are far beyond anything of the kind that has been attempted, there are still some gaps that need filling. So far we have been unable to obtain sufficient information for the building of a whale-back steamer, or a package freighter.

Both types are of great historical importance in the story of Great Lakes shipping and must, some day, be in the continuity which we now feature. There is some hope of getting data, drawings, etc. from old copies of one of the craft magazines, but information of suitability on package freighters still eludes us. They were quite numerous on the Lakes in the last half of the nineteenth century, and the first decade of the twentieth, but went the way of all good ships, leaving nothing in their wake but a lot of photographs good for reference but not good enough, by themselves for the construction of an authentic scale model. The search for plans continues, and all members are asked to keep an eye out for any information that will be of help. Most of the package freighters carried a large percentage of their cargo on the main deck, and many of them had some passenger accommodations. They were propeller driven. They failed to compete with the railroads and, later, highway transportation.

 Invite your friends to the meeting. They will be welcome.

SOME REAL MAST MAKING

Guild members who have never seen a real job of full-scale mast making are invited to visit the "J.T.Wing" any week day, between 8-00 A.M. and 4-00 P.M. to watch one of our members, Mr. John K. Helgesen hewing down the timber for the main topmast of the schooner. The stick came from the Braun Lumber Company, of Detroit, and is a fine specimen of heart fir, from the West Coast. It measured 14" x 14" x 42 feet in length and weighed, in the square, about 2,200 pounds. Mr. Helgesen is an old hand at this sort of thing and his present job will, most likely be the last of its kind ever done in this area. In itself the work is of interest, and for the modelbuilder it can be of real value, since it will show every step required in the making of a proper mast.

If you come during museum hours just present your membership card at the gate so as to clear the ticket man.

THE FILE ON MODELS

Some time ago members were asked to fill out file cards on their own models, and any others that they knew of. If you have received forms for the purpose will you bring them to the next meeting, or over to the museum, on Belle Isle. If you have not received a supply of form cards, they are available. Since we are now the headquarters for modelbuilders it is most fitting that we have on file all possible information on known models, and half-models, so we can make the best appearance when visited by interested visitors from other localities, and associations. If you have glossy photographs of your own models, or any others, please allow us to have copies for our files.

A MODEL BUILDERS' DELIGHT

The model shop on the schooner "J.T.Wing" has just received a new machine that will gladden the heart of any builder who has struggled with the problem of getting his materials worked down to exact dimensions. Primarily this machine is a precision table saw, but it is also a number of other things when the attachments are used. Unlike most combination tools this one is good for all the operations for which it is intended. It is sturdy, and accurately aligned, and does not have to be taken apart and built over again every time a change of operations is desired.

The lathe attachment does perfect work on either square or round stock, and the tool rest may be set at an angle for tapering spars, gun barrels, etc.

There is a sanding attachment that may be set for any desired thickness, and every piece run through will come out the same. No guess work.

There are attachments that can be easily installed for converting it into a drill press, or a saber saw.

The whole rig is sturdy, and a $\frac{1}{2}$ H.P. motor gives ample power for speedy cuts in wood up to $\frac{3}{4}$ ".

For turning out capstans and windlasses of special design or unusual scale it is a must. Water casks, gun barrels, and other round items are not trick at all. While the shop has not yet acquired it, there is a duplicating device that may be had which would be a great asset when making rail stanchions and such fittings. Drop in and see this little machine.

ANOTHER MACHINE

We have been informed by the Masterson Engineering Co. that they are sending us one of the model makers lathes for metal. A full description will be given in the "Telescope" at a later date. It is designed especially for the model builder and measures $10\frac{1}{2}$ " over all, with motor. The distance between centers is 3". Ideal for brass guns.

We were given the keys to the city by a lady at the Grindstone Grill who showed us her collection of very old photographs of the town, taken when they were shipping grindstones out of there by rail and water. The quarries are filled with water, and the railroad is no longer there. The harbor, protected by breakwaters made of grindstones, and pieces of grindstones, is slowly disintegrating under the pounding of the Huron surf. An old grist mill has been converted into a hotel, for summer visitors. An old fishing tug is now a unique tourist "cottage"; and there are about a dozen modern cabins for rent. For rest and fishing, it is an ideal location. If you haven't gotten away from it all enough to suit yourself, you can put your head through the hole in one of the six-foot grindstones lying around, and step off the end of the breakwater. It is guaranteed to work, but we didn't try it. It was quiet enough to suit us, right in the middle of Main Street, and we recommend it; the town, that is, not stepping off the end of the breakwater with one of the stones.

TELESCOPE

Belle Isle
 Detroit 7,
 Michigan.



Mr/L.W.Richardson
 1570 Westwood Avenue
 Cleveland 7, Ohio