



THE TELESCOPE

GREAT LAKES MODEL SHIPBUILDERS' GUILD

BELLE ISLE 11 DETROIT 7, MICHIGAN

Vol. 2

APRIL 1953

No. 4

MINUTES OF THE APRIL MEETING

The April meeting of the Great Lakes Model Shipbuilders Guild, was called to order in the Briefing Room of the Detroit Historical Museum by President Robert L. Ruhl, at 8:20 P.M., April 24, 1953.

President Ruhl announced that all information needed for incorporating the Guild was in the hands of the attorney and action could be at once. He also stated that those who wished to obtain engraved brass name plates for their models should contact him, as he had located a firm which would make them at a reasonable price. After reading an announcement of the Detroit Historical Society's Patriotic Ball, The President called upon Captain Johnston for a report from the Advisory Committee.

Captain Johnston commented upon the interesting and valuable information contained in the Dutch book on model building recently loaned the museum by Mr. Arthur Henning. Through this book, the oldest model in the museum collection was identified as the "Prince Willem", of 1650. He also announced that the Museum of Great Lakes History was extending invitations to all mariners who visit Detroit in European steamers, to come aboard the schooner "J.T. Wing", free of charge. Additional designs for the Guild Flag were submitted for approval. No choice was made. More designs for a reversible center-piece were called for. Capt'n Johnston also made mention of a letter of inquiry received from a Belgian model society, which indicates that news of the Guild is spreading.

Volunteers were called for, to form a committee to take measurements and detail shots of the steamer Put-in-Bay. Five members responded.

Due to a full September schedule it was decided that the 1953 model show would be opened on August 24, on the schooner "J.T. Wing".

MINUTES- (Cont'd)

President Ruhl suggested that summer meetings be held on the last Thursday of each month so as to allow early departures of those who leave town for the week-ends. A vote was taken and the suggestion was adopted.

Thursday, May 28, was set for the next meeting.

Place: Schooner J.T. Wing.

It was also suggested that the members meet early at the Belle Isle Casino for a supper, --- DUTCH TREAT.

The meeting was adjourned at 9:30 P.M..

LATER DEVELOPMENTS

A Survey

At 1:00 P.M., Saturday, May 2nd., the committee on the Steamer Put-in-Bay, consisting of Bob Davison, Edgar Hopusch, Bill Osborne, and Capt'n Johnston went aboard the ship and took measurements and detail shots for use in the building of a model. This was done with the permission of the Office of the U.S. Marshall, and much valuable data and views were obtained.

Put-in-Bay PLANS

Through the cooperation of Mr. Kent Thornton, Chief Naval Architect for the American Ship Building Company, a complete set of plans have been provided, and are available to the first member who desires to model this ship.

Mr. Thornton was suggested as a possible source of plans by our very good friend Mr. Charles Lincoln. The interest and help of these two distinguished shipping authorities is greatly appreciated by the Guild, and the Museum of Great Lakes History.

The Put-in-Bay Auction

The auction of the Put-in-Bay brought a high bid of only \$11,000.00, (Tray H. Browning). This was not held to be adequate, and the sale was not approved by the U.S. District Court. So, the Put-in-Bay is still
SICR 08.

THE NEXT MEETING

The May meeting of the Guild will be held on board the schooner "J.T. Wing", at Belle Isle, at 8:30 P.M., Thursday, May 28, 1953. It was suggested by President Ruhl that we gather at the Belle Isle Casino at an earlier hour for a Dutch Treat dinner. No exact time for the dinner was set. How about 7:30? Please drop a card to Capt'n Johnston, or phone whether you can be there, so we can do some planning for a table.

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ABOUT THE TELESCOPE

In addition to being a convenient way of keeping the members informed of what is going on, the TELESCOPE is paying dividends in another way. Through it we have recently acquired three sets of plans of lakes vessels. These plans have been hidden away, here and there, around the country, doing no one any good, and were in danger of being lost for all time. If our publication had done nothing else, its existence would be amply justified. The hardest documents to locate are authentic plans of Great Lakes vessels, and from the point of view of our organization they are the most valuable. The Guild has received some very nice compliments, from high places, in recent months which should encourage us to further activity in our field.

When we stop to evaluate the accomplishments of the members of the Great Lakes Model Shipbuilders' Guild, it is readily discernable that in the brief time we have been active we have done more in the field of choice than has been done by any other organization in the past one-hundred years.

There is much more to be done, and from time to time new opportunities come to our attention. Right now there is a prospective member whose interest is old marine steam engines. So far we have not been able to make much progress in that field but it is one in which some very important work may be done.

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(TO ALL MEMBERS)

This is your paper. Writing and publishing this paper is a hard job. If you have questions to ask, information that you think other members would like to know, please let the editor know. If you ever had the urge to write, here is your chance. TAKE ADVANTAGE OF IT NOW!!!!

THE SECOND ANNUAL EXHIBITION

At the April meeting it was agreed that the Second Annual Exhibition of the Great Lakes Model Shipbuilders's Guild would be held on board the schooner "J.T. Wing" on August 24, 25, 1953. The various committees should be appointed at the May meeting, so that publicity be ample, and in time. Among the committees required are:

- Publicity
- Ticket Sales
- Judges
- Display
- Entries

Mr. Lincoln has intimated that he is willing to again serve as Chief Judge, and maybe we can be lucky again and have Miss Mary Georgilas in our corner.

Some of the members have stated that they will have glass cases for their models during the exhibit. This is a very good idea and Capt'n Johnston offers his help in the making of such cases. We all know how much time and effort goes into repairs. A good case can be made in less time than most people think. The main thing is to get the work started in time so it will be out of the way before other details of the exhibition make demands on your time. A considerable sum may be saved by pooling orders for glass, since dealers charge for the entire sheet of glass they have to cut in order to get the size for your specific needs. Something may be gained by standardizing sizes when the models are of approximately the same dimensions. The museum has worked out a combination display and shipping case which may appeal to some of the members. The model of the "Lucia Simpson" came from New Jersey in the shipping section on one of these, and arrived in perfect condition.

If you decide to use individual cases it might be well to use the brass label plates mentioned by Mr. Ruhl. They will put an end to your label troubles, for all time. Bring in your case requirements at the May meeting, with scale drawings, and we can get to work on the problem at an early date.

MUSEUM NOTES, (Cont'd)

New Exhibits

The display case, reserved for recent accessions, at present holds a number of interesting items. Donated by Mrs. Richard P. Joy are the following objects associated with the brig "Niagara", Commodore Perry's flagship at the battle of Lake Erie in 1813.

1. A Piece of timber from the "Niagara".
2. A six-pound solid shot.
3. A ship spike. 4. Several grape shot. 5. An old axe.
6. Two pieces of broken flag staff.

Donated by Mr. Charles Lincoln: A silver-mounted walking stick, made from a piece of the main rail of the steamer "Pewabic", sunk in collision in Lake Huron, in 1865, with a lost of 70 persons.

Donated by Mr. Clarence I. Root: A group of photographs of significant types of Lakes steamers; part of a larger collection.

From Captain Frank Emmig: The pilots license issued to his father, Captain Theobald Emmig in 1887.

From another donor: A collection of military medals issued to Michigan veterans of the Spanish-American War.

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THE NEW MAIN TOPMAST

The new main topmast for the "J.T. Wing", mentioned on page 6, of the March TELESCOPE, has been finished and is ready to go up. Monday, May 18, is set for sending it up. If this notice reaches you in time, come out to see the job done, or better still to lend a hand. Due to lack of mechanical power, it will be sent up by hand, and every pound on the tackle counts.

The spar is a beautiful piece of work, hand-hewn by our fellow member John K. Helgesen, Sr., and a fine example of a craft that has passed out, almost entirely with the wodden ships that required them by the thousands during the 19th century.

MUSEUM NOTES

History in the Making

Since our last meeting, several happenings of the kind that make history have been recorded. On Tuesday, May 5, the steamer "William Clay Ford" was launched from the ways of the Great Lakes Engineering Company. She will join the fleet of the Ford Motor Company when completed.

Through the courtesy of Captain Frank Becker, your editor was able to witness the event from the deck of the press boat.

On April 30, the cement ship "Paul H. Townsend" was christened at the Civic Center water front park, and is now engaged in bringing bulk cement down the Lakes. Captain Johnston was an invited guest to this event, representing the Guild, and the museum as well.

By this time the sinking of the ore carrier "Henry Steinbrenner" has come to the attention of almost everyone in this part of the world. Fourteen of the crew of thirty-one have been rescued; nine are known to be dead, and eight are still missing, and under the circumstances of wind, sea, and water temperatures, may be presumed to be dead. Every person of feeling will be deeply touched by this news, but few landmen can understand the feeling of seamen who hear it,---especially those seamen who have witnessed such a disaster, or have escaped from one by a split second. Our deepest sympathy goes to the families and loved ones of the men lost on the "Henry Stienbrenner",--and to the survivors, who must live with their memories of the disaster.

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THAT OTHER MACHINE

Last month we mentioned that the Masterson Engineering Company was sending us one of their model makers lathes. Mr. Bradley of the Bradley Machinery Company delivered the lathe himself. It has measured up to our expectations and is a real gem. All members attending the May meeting will have a chance to see it in operation.

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HAVE YOU made any designs for the Guild Flag? Don't forget to bring them to the next Guild meeting.

The "CITY OF CLEVELAND"

According to Mr. King, of the D & C Co., the "City of Cleveland", lying on the Canadian side of the river, will be wrecked here, some time in the very near future.

If we are to obtain details from her, as we did from the "Put-in-Bay", it will be necessary to appoint a committee, and have each member of that committee sign a statement releasing the ship, and its owners, from any liability for injury that may result from boarding her.

The museum has some of the blueprints of this ship and the builders' half-model besides. Just how much more useful information may be obtained by boarding her is not apparent at this time, but undoubtedly such a survey would be worth while.

It is suggested that at the May meeting there be a call for volunteers for the project.

MORE MEMBERS

Since the last list of members appeared in these pages, the following names have been added to our roll of those who are paid up for 1953:

Don L. Parker, Box 64, Canandaigua, N.Y.
Frank Slyker, 22944 Hayes Street, East Detroit, Michigan
Lee Weeks, 7612 Desoto Street, Detroit 21, Michigan

Two others have enquired about becoming members, and we hope they will be present at the next meeting.

THE NEW MAST HEAD

Number 3, of Vol. 2, of the TELESCOPE was the first to come out with our new mast head. It is printed by the offset method and combines the Guild emblem with a heading designed by Vice President Robert H. Davison. It improves the appearance of the publication and is an indication of further improvements yet to come.

KNOT: a unit of speed, equivalent to one nautical mile (6,080.27 ft.)

CONTEMPOARY BOATS

For those who are interested in building models of contemporary small craft, we suggest a visit to Kingsville, Ontario, one of the important fishing ports on the Great Lakes.

The Great Lakes fishing boat of today, like most Lakes craft, is a special type for a special purpose and have many unique features. The men who operate them are, in general, as cooperative as busy men can be, and they are really busy during the summer season.

Lying on the beach, near the main pier is an interesting specimen of a "pound boat", such as is used for tending pound nets. Dr. Siegmund has asked for the plans for one of these, and I will get them to him as soon as possible. I know he will enjoy working out the details.

J.E. Johnston, Editor

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Michigan