



# THE TELESCOPE

GREAT LAKES MODEL SHIPBUILDERS' GUILD

BELLE ISLE :: DETROIT 7, MICHIGAN

Vol. 2

May 1953

No. 5

## MUSEUM BUILDING SITE OK'ED

On June 5, Mr. Henry D. Brown and Capt'n Johnston met with Mr. J.J. Considine, General Superintendent of the Department of Parks and Recreation, to discuss the matter of a site, on Belle Isle, for the proposed future home of the Museum of Great Lakes History. The area between the schooner "J.T. Wing" and the old steamer dock was decided upon as the most suitable for the purpose and Capt'n Johnston was instructed to meet with Mr. Bachman, Engineer for Parks and Recreation, to discuss further details.

On June 12, Mr. Bachman visited the site and approved the plans building and grounds as presented by Capt'n Johnston in the form of models and drawings and stated that filling, to extend the shore line and raise the elevation of the site, would begin right after Labor Day.

The new plans include a building of modernistic type, enclosing "The Court of the Four Winds", down the center of which will run a reflecting pool which will double as a testing basin for models and also serve for demonstrating self-propelled and remote-controlled miniature craft. The court will also provide space for working models of the Soo locks and the St. Lawrence Waterway.

Within the proposed building there  
Cont. pp.7

## THE "Sea Horse" ON DISPLAY AT MUSEUM OF GREAT LAKES HISTORY

Capt'n William Taylor, member of the Model Guild, recently left at the museum his very fine model of a Great Lakes logging tug, the "Sea Horse". The hull and superstructure is of galvanized iron, soldered, painted white and trimmed in buff. She measures 43 inches in length, with a beam of 10 inches. She presents a very pleasing appearance and is every inch a tugboat.

The Captain has overcome some very perplexing problems in the power plant and the H.P. gasoline motor runs like a top. It is hoped that one or more of the younger members of the Guild will be interested in making a similar model. Captain Taylor offers his full cooperation to those who would like to try their hand in this field.

The "Sea Horse" is evidence that he is a master of that type of metal work, and all of us can learn a lot from him. What he has to teach re-  
Cont. pp. 5

COULD BE???

The past few week have brought to the museum an unusually large number of unusually interesting visitors. On June 1, Mr. and Mrs. H.S. Hockin, of Detroit, were on board. Mt.Hockin told of an incident in his carrer as a Great Lakes seaman which, as he says, may or may not throw some light on the story of the large wooden-stock anchor raised from Lake St. Clair, and now exhibited at the entrance to the Museum of Great Lakes History.

In 1884, Mr. Hockin was a boy on the schooner "Nasau" which was being towed through the lake by the famous tug "Champion". The "Nasau" was at the rear end of a tow of four vessels, and went adrift when her tow line parted. A gale was blowing, and every attempt was made to set sail, but the schooner was drifting rapidly towards shore. A large anchor of the same type as the one mentioned above was dropped. It may have held the "Nasau" off of the beach long enough to permit the crew to set enough canvas to enable them to claw off into deeper water, but the link between the cable and the anchor failed to hold and the anchor was lost. As Mr. Hockin remembers it the wind was such as to set the schooner towards the point where the big anchor was found, and the fact that it was found with nothing attached to it is of some significance.

We repeat, this does not prove that the anchor belonged to the "Nasau", but it does show one way in

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which it could have gotten to the place where it was found.

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#### CELEBRITIES VISIT THE "WING"

Charlton and Lydia Heston, of Hollywood, paid a long visit to the museum recently, providing Capt'n Johnston and the staff with as enjoyable a time as they have had since the "Wing" opened. They are both so modest that it was only through a chance remark that Capt'n Johnston learned their identity, and that came from Mr. Heston's parents, who were with them. Mr. Heston's father was very much interested in the museums little lathe, and remarked that one like it would be handy in his model railroad shop.

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#### THE NAUTICAL RESEARCH GUILD

All numbers of the Nautical Research Journal, for the current year have been received and are on file at the "J.T. Wing", available for use by the members.

Our members are reminded that all correspondence with the Nautical Research Guild must be channeled through our headquarters, and must be in the name of our organization instead of individuals.

The JOURNAL is a very fine publication, featuring much material of value to model builders and historians.

The Tales of the "SAND MERCHANT"

Fate of the schooner

"YANKEE BLADE"

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At 4 o'clock on the afternoon of August 31, 1883, Captain John O'Donnell and the schooner "Yankee Blade", sailed from Point St. Ignace with a cargo of 507 tons of iron consigned to the Elk Rapids Iron Co. of Elk Rapids, Michigan. The vessel was perfectly seaworthy and equiped for the voyage to Elk Rapids.

The wind was light, from the East, and by 12 o'clock midnight the "Yankee Blade" rounded the Waufo-shance Light, then with the wind hauling more to the South, passed the Skillagalee Light at 4 o'clock a.m.. The vessel began to make water enough to keep the after-pump going freely. Shortly after 7 o'clock a.m., while on the starboard tack, and standing in for the main land, heading S.E. by E., about 8 miles due south of Skillagalee, Captain O'Donnell noticed that the vessel was settling down in the water. d Immediately he had the pumps sounded and found that she had nine inches of water in her. Not being satisfied with the results of the soundings, he sent the mate down forward to look in the fore peak to see if anything was wrong. He immediately came running aft crying

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MODEL DIRECTORY

Members of the Guild have been asked to supply information of their own models and on models that they see in their travels except where the later are not the work of another member. Cards for this purpose are available and some members have obtained enough for their use. Please get a supply of these cards and turn them in filled out, or supply the TELESCOPE with the following information:

Name of model.	Period of ship.
Type of vessel.	Location of model.
Name of builder.	Builders address.
Owner.	Owner's address.
Scale of model.	
Your name, address, and date of information.	

We give, below, our first list: These five models were built by Leroy Ward, 5738 /Radnor, Detroit, Michigan.

Model name, MONITOR. Located at 79 Kenwood, Detroit. Owner, Alvan J. Maculey, Jr., Scale 1/8" to 1". Period 1862. Ty e, Iron clad naval vessel.

RED JACKET\* Clipper ship. 1853-60. 2Scale 1/6" to 1'.

MERRIMAC Armored frigate. 1862. Located, same as Monitor.

H.M.S. BOUNTY\* Armed transport. 1787-1790. Scale 5/32" to 1'.

BARBARY PIRATE\* Lateen rigged. 1800. Scale 1/8" to 1'.

(\*) Owned by builder and located at his address as of April 21, 1950

JETSAM AND FLOTSAM

--

1882 - It has been announced that Capt'n D. Chapin, the "Mine Locator" of New Jersey, "Has discovered where the sunken schooner "Vermillion" lies off Erie, laden with 350 tons of copper." It isn't likely that any vessel "fifty years ago", or at any date had 350 tons of copper on board. The peculiarity of the announcement is the number of times "50" occurs. The vessel went down 50 years ago, her cargo was 350 tons, she lies in 50 feet of water, and the treasure is worth \$150,000. Capt'n Chapin is a monomaniac on his "magnetic rod" for discovering metal treasure. He clames to have discovered Capt'n Kidd's hidden treasure, "But lacks the means to recover it".

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The tug "Bennett" has recovered the anchor and chains of the schooner "Lawrence", sunk twenty-three years ago off St. Hekena. John Dadam who did the diving, says the hull is in good condition, but deeply imbedded in the mud. An attempt will be made to raise it.

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April 13, 1882 - The barge "Galatea", built at Detroit for James McBrier & Co., was successfully launched this week. She is 182 feet over all, 175 foot keel, 36 foot beam, 12 foot hold. She can carry 700,000 feet of lumber, and

cost \$35,000. She will be run in the lumber trade in tow of the Fred McBrier.

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Sutton's Bay, Mich., Sept. 11, 1882  
 The new schooner built in this port by Bahle & Nelson was successfully launched Saturday afternoon. She is named "O.W. Johnson", after one of her owners who will sail her. Her dimensions are 104 feet keel, 116 feet over all, 25 feet 6 inches beam, 8 feet 8 inches hold. Her owners think she will carry 200,000 feet of lumber. She will take her first cargo for Johnson and Hitchcock, lumber to Milwaukee.

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Seamen's wages now stand at \$3.50 per day at Chicago, but the men have the privilege of shipping by the trip.

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The Canadian Iron tug Conqueror, owned by Ross of Montreal, has gone to Club Island, Georgian Bay, to release the Steambarge Georgian, which is ashore there.

THE JUNE MEETING

The June meeting will be held on the "J.T. Wing" June 25, at 8:30P.M. Captain Taylor has agreed to give us a talk on self-propelled models. Bring your pencils and paper. There is a lot to be learned.

**YANKEE-BLADE:**  
that the water was nearly up to the fore-castle floor.

Both pumps were going as the crew worked feverishly to stem the fast gaining water. Finally Captain O'Donnell ordered the helm down so she would head into the wind and the small boat lowered. As soon as all hands were in the small boat, the Captain went forward for another look and found the water two feet over the fore-castle floor. He quickly jumped into the boat and cast off from the stricken vessel. Barely three minutes later the "Yankee Blade" went down head foremost into fifteen fathoms of water. The water had barely closed over her when a terrific shock (compressed air) took place. The water boiled and churned, rocking the small boat dangerously. She blew out the port side from the main rigging aft. The decks, both masts, and parts of the side came to the surface.

Captain O'Donnell and the crew remained at the scene for a short time, and then pulled for Cross Village, which they reached two hours later. They took passage on the steamer City of Grand Rapids for Petoskey, Michigan, arriving there September 1, 1883, without the loss of one life.

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**EPILOGUE:** The "Yankee Blade" was a successful vessel, and in her time earned several comfortable fortunes. She was built in 1855. She was re-built several times, and at the time of her loss, was rated B1 by Loyds.

The "Yankee Blade" was also known to be able to make race-horse time on passages, not withstanding the fact she was a canaler.

#### HISTORY IN THE MAKING

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In September, 1953, the American Ship Building Co. of Lorain, Ohio, will start laying the keel for the biggest freighter to be ever built on the Great Lakes. Cost of the ship is estimated at more than \$7,000,000.

The order was placed with the Am. Ship Bldg. Co. by the National Steel Corporation. The ship, when completed, will be placed in service with eight other vessels also owned by N.S.C. late the following fall.

The vessel will have the largest carrying capacity of any ship on the lakes, 23,000 tons at summer load line of 25½ feet.

The l.o.a. of 710-feet, will make her 20 feet longer than the Ernest T. Weir, now the largest built on the lakes, and 4 foot shorter than the Joseph H. Thompson which was converted from an ocean cargo ship. The 75 foot beam of the new vessel, will be 3 foot wider than that of the John G. Munson, which is the largest self-unloader on the lakes.

#### SEA HORSE:

garding ignition, fuel, lubrication, soldering, and other things would fill a fair-size book. It should be preserved for present and future use by model builders.

MODEL OF THE U.S.S. FARRAGUT #348

by

Arthur G. Henning

I have just completed a 46 3/4 inch model of the Destroyer #348. The construction was extremely interesting to me, as this was the first modern type vessel I have attempted.

In getting started, there first was a bit of difficulty in obtaining decent wood for the hull. This was solved finally by the Beyster Lumber Company, which I might say is very co-operative. We selected three pieces of poplar 2"x5"x48". I glued them up with Weldwood glue. Then came the templates. I used 1/8" plastic sheet and cut them out with a band-saw. I don't know how many model workers know about the Sylvia Allen Workshop, but anyone living in Detroit may go there and use their power equipment. It is located at the Waterworks Park, out on East Jefferson.

I cut the rough outline there on the band-saw, and then did all the shaping up with a drawknife and chisels.

I spent about 10 hours on the final shaping and sanding. Then I drilled all hull holes for airports, stanchions, masts, etc., then primed the hull with sealer. Next all deck structures and detail were completed together with the final painting. This left the final assembly, and having everything painted and completed, the job went together in very quick order. From start to finish I spent about two

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months in building her, and at this point I would like to say that the modern ships are just as interesting as the old timers.

THE CUTTY SARK

Of interest to Ship-lovers the world over, comes the news of the famous British Clipper Ship "CUTTY SARK" ending a glorious career by being taken over by the Cutty Sark Preservation Society. She is to become a museum and will house a collection of relics and curios relating to the days of sail. Among the collections already given her is the famous collection of figure-heads which was owned by Captain Long John Silver.

"HELP WANTED"

Have you ever wanted to sit down for an evening and just look at a flock of pictures of Ship Models with made a short note about them.

Well that's what I like to do and sometime ago I started a collection of photographs. Some I got from museums, some from the Dept. of Commerce and some were from models I have made myself. Now I am getting them all together and need more. Have you any you would care to send me? What I am going to do, is to publish a book illustrated completely with pictures of ship models.

Sure would appreciate any help you all might give me. Please don't forget to include all the facts concerning the model when you send the picture.

Arthur G. Henning, 3265 Boston Blvd.  
Detroit 6, Michigan

## MUSEUM:

will be one hall for models ships and other exhibits under glass, and another for exhibits having to do with motive power and marine equipment, much of which will be animated, and some of it visitor-operated. These two halls will be connected by another which will house free-standing exhibits, and have a large glassed-in area which will permit a view of shipping on the Detroit River. A room for meetings is included, and one for special exhibits of temporary nature.

Storage for exhibit materials, a fully-equipped preparator's shop, a reference library and conference room, and ample office space will be provided for the staff. The entire plant will be fireproof.

The shore line of the site will be protected from wave wash by broken concrete rip rap, with an indentation or basin, fifty by eighty-two feet, to provide a safe harbor for the museum's small schooner and a landing place for visiting yachtsmen. A marine railway, and a dry dock are contemplated for the future.

The harbor, formed by the proposed fill and the existing one around the schooner "J.T. Wing" will be marked with small bouys of regulation types and a small light house will mark the entrance from the river.

It is believed that when the above plans have been carried out, Detroit will have a maritime museum that will be a mecca for all who are interested in any phase of Great Lakes Lore.

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## RECENT PUBLICITY

The Guild received some very favorable publicity in the latest number of the Detroit Trust Company's D.T.C. QUARTERLY. Article by Mr. Henry D. Brown, Director of the Detroit Historical Museum.

In an article in the W.R. Grace Steamship Company's magazine THE GRACE LOG, for May and June, there appears one picture of the "J.T. Wing" and another of some of our models which were on display at the joint Wing-Guild exhibition in February. Their mention of the Museum of Great Lakes History was most complimentary: "probably the most unique and appropriately located ship museum in the country".

The article, by Barrie Tate, describes ten American maritime museums.

## !!!ATTENTION!!!

The Great Lakes Model Shipbuilders'  
Guild Publication

"THE TELESCOPE"

can now be subscribed to by  
non-members of the Guild.

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## LYRICS OF THE LAKES

The dearth of good Lakes fiction is only exceeded by that of good verse on the same scene. The lines below were published in INLAND SEAS, for the winter of 1952. In these few lines the author has tried to reduce the drama of Great Lakes shipping to a minimum of words. Bible students will remember Tubal Cain as the first blacksmith mentioned in that book. It was to this early iron worker that the young men took their plow shares and pruning hooks to be fashioned into swords, when war threatened, and their swords to be reshaped into implements when peace returned.

-:-

"I thought I saw old Tubal Cain,  
his smithy glowing bright,  
Although it may have only been  
a passing steamer's light.

TELESCOPE

Belle Isle  
Detroit 7,  
Michigan

I thought I heard his anvil ring,  
although I could not tell;  
It may be that I only heard  
a passing steamer's bell.  
I sometimes wonder if the myths,  
we think are dead and gone,  
Are still alive, and with us,  
and still are living on:  
For down within each deep dark hold,  
of vessels passing by  
Upon a star-lit summer night,  
there's more than meets the eye.  
The dark red earth we think of,  
as just another ore,  
Will meet with some strange alchemy,  
along the Erie shore;  
And so instead of inert dust---  
if we but only try,  
"Tis either swords, or pruning kooks,  
that we see gliding by".

(J.E. Johnston)



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