



THE TELESCOPE

GREAT LAKES MODEL SHIPBUILDERS' GUILD

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No. 6

ANNOUNCING THE SECOND ANNUAL MODEL SHIP EXHIBITION

On August 24—25 the Great Lakes Model Shipbuilders' Guild will hold its second annual Model Ship Exhibition at the Museum of Great Lakes History, in the three mast schooner "J.T.WING", Belle Isle, Detroit.

For the benefit of students of maritime history in this vast area of fresh-water lakes we submit the following pertinent information.

THE GUILD

This organization is composed of builders of model ships of all types who give special emphasis to the Great Lakes scene. Their work involves extensive research, technical, as well as historical, the perfection of plans, and long, patient, construction.

During its two years of existence the Guild has worked in close cooperation with the Museum. Many of the models of Great Lakes ships now included in the exhibits are from the private shops of the members.

THE TELESCOPE

A little more than a year ago this little publication began as a single sheet, intended as a means of keeping out-of-town members informed on meetings which they were unable to attend. This number (June 1953) will have a circulation of more than 1000 exclusive of the many librarys and museums to which it goes. There is an increasing demand for single copies, at 15¢, and subscriptions, at \$1.50 per year, are growing in number. While most of the copies are mailed

to Michigan addresses, some go much farther. Readers in Ohio, Illinois, New York, New Jersey, Texas, Virginia, California, Louisiana, Pennsylvania, Washington, D. C., Massachusetts, Connecticut, and West Germany receive it regularly. From eight to twelve pages go into regular numbers.

Advertisements, as such, have not been taken, to date, but very effective publicity is given to those individuals and firms who have helped with the cost of publishing. The success of the TELESCOPE depends upon such contributions.

Featured in this magazine are "Museum Notes", which keep readers informed on recent happenings at the Museum of Great Lakes History: New accessions, new exhibits, new programs and projects, distinguished visitors, etc. "Tales of the SAND MERCHANT" are historical, as are items under the heading "Jetsom and Flotsom". Model Builders discuss problems involved in the construction of Specific ships. A directory of Model Ships is printed as information is received, and occasionally some verse on the Great Lakes scene is published.

THE GUILD LIBRARY

The Guild maintains its own collection of nautical books, both reference and fiction. Additions to this collection are solicited. The fictional works help maintain the spirit, between projects, and the technical books are all valuable to the members at one time or another.

THE SECOND ANNUAL EXHIBITION

This event will be divided into two sections; competitive and non-competitive. The competitive will be open to members of the Guild only. Since dues in the Guild are only \$2.00 that is not a great obstacle. Entry forms may be had at the Museum of Great Lakes History where applications for membership are also accepted.

To be eligible, models must be the work of the member in whose name they are entered, and may not have been the winner of First Prize in any section of a previous show.

Entries must be at the Museum on Belle Isle not later than 9:00 A.M. Monday, August 24, 1953.

Owners of entries must sign a release from liability for loss or damage to their models.

All models are to be left with the museum until the Monday following the opening, and must be taken out not later than Tuesday, September 1, 1953. Models entered in this exhibition can be of either ocean or Great Lakes vessels, of any period, and may be up to eight feet in length. Commercially built ships are not eligible for competition.

There will be two classes, of two sections or divisions: Senior Class for contestants over 18 Yrs.; Junior Class for those under 18. Each class will be divided into steam, and sail divisions.

Award ribbons will be given by the Guild. Trophies may be provided by firms or individuals.

NON-COMPETITIVES

These will be model, loaned for the occasion. Size will be the only limitation.

ADMISSION CHARGE

To defray the cost of the show an admission charge of 25¢ will be made for visitors of all ages. Any surplus will go into the publishing fund of the Guild.

This will give everyone a chance to see a fine maritime show, and at the same time contribute to the advancement of an important cultural activity that is benefiting the entire Great Lakes region by preserving one of its greatest heritages.

DO YOU REMEMBER WHEN——

1. The Museum of Great Lakes History was only a dream of a few hardy members of the Detroit Historical Society?

2. Its accessions consisted of a dozen objects and about thirty photographs?

3. The plant was an empty and unpainted old schooner?

4. The staff consisted of one man?

++DO YOU KNOW++

1. That it is now known on every continent in the world?

2. Its accessions number in the thousands?

3. The schooner "J.T.WING" is a landmark, known to thousands, and is shown on several maps?

4. The present staff is inadequate to the needs? (There are six staff members.)

5. Its collection of authentic scale models of Great Lakes Ships is the largest in the world?

6. It owns the largest collection of plans of historic Lakes vessels?

7. Its information file covers more than 6,000 Lakes vessels?

8. It houses the largest collection of builders' half-models of Lakes craft?

9. It has the largest public collection of paintings of Lakes ships done by contemporary artists of international reputation?

10. The museum files hold about 300 fine photographs of old Lakes ships and new ones?

11. The museums collection of anchors include all of the major types used since 1492?

12. It owns five full-size small craft peculiar to the Lakes?

13. At the end of the fourth season, (27 months) there have been a quarter of a million visitors; receipts for admissions practically equal the cost of establishing the museum?

14. Within the past twelve months the museum has: featured in 7 T-V shows; appeared in the press 18 times in other mediums 5 times; participated in 11 community programs; supplied lecturers 8 times; been host to 9 local club and society meetings, and increased its file of ship plans by nine. Five additional ship models have been acquired or built.

Tales of the SAND MERCHANT

The Near Loss of the GEORGE BURNHAM

- - + - -

A cry of fire stopped the painters and others at work on the forward deck of the George Burnham, and before they could gather up their tools, the stern of the boat was enveloped by sheets of flames. Immediately, two alarms were turned in and the departments responded promptly.

The firemen experienced considerable difficulty in getting a hose on board, but finally with the aid of a tug and a yawl, six lines were finally brought to bear upon the flames. The fire was quickly extinguished, but not before it had ruined the cabin and the engine room. The fire did not get below the deck except along two deck beams, where it worked its way through the hull, which was not otherwise damaged. Besides destroying the cabin, the derrick-spar was so burned that it also will have to be replaced.

The whole damage is estimated at around \$4,000. Her boiler and engines were hardly damaged at all. Nobody knows how the fire started, but it evidently began in the engine room.

The schooner Contest, of Racine, was lying near the Burnham, and the flames ran to her rigging, destroying two jibs and scorching her jibboom. The novel fire attracted a large crowd of people, who stood close by and watched it until the last spark was extinguished.

The George Burnham is a vessel of 219 tons. Her insurance valuation is \$20,000, less than a quarter of what she cost her present owners, who have had her for only six years. Originally she was the Flora Webster, built in 1881, and running in the Green Bay and Fox River trade. George Burnham and Son bought her in 1883 and had her rebuilt at Green Bay. The story goes that a Milwaukee expert who went up to look at her, at the request of the owners, gave it as his opinion

TALES page 7

PARADE OF PASSING EVENTS

The month of June may be listed as a red letter month in the pages of history. During the thirty days of the month, four outstanding happenings occurred.

One hundred years ago, Michigan's "Miracle Mile" started under construction. At that time there were many who called it folly.

While Congress ranted and the Army grumbled, a young engineer, Charles T. Harvey, turned the first shovel of earth to start the construction of the first lock and canal at the Soo.

Dispite the opposition of the Army and a Cholera epidemic, the first lock was completed two years later.

Captain Jack Wilson locked through the steamer Illinois to open one of the busiest ship passages in the world.

Today the Soo locks are the life-line of the Great Lakes.

Also this month wrote the end of one of the famous excursion boats on the Lakes, the Put-in-Bay. To satisfy government claims, she was sold to the Browning Steamship Co. for \$11,000. The Browning Co. is stripping the ship, and then is going to turn her over to the wreckers.

There will be many thousands of Detroiters and others that will shed a tear in her passing.

The great Lake Superior has claimed another ship, The Canadian freighter Scotiadoc, owned by the Canadian S.S. Company.

The Scotiadoc collided with the 4,959-ton Burlington, owned by the Canadian Patterson S.S. Lines, in a heavy Lake Superior fog.

A large hole was torn amidships in the Scotiadoc, by the collision. She was abandoned by her crew. One life was lost, that of Wallace MacDermid, a seaman of the Scotiadoc. He was presumed drowned when a lifeboat tipped over while being lowered.

Captain Frank A. Dority, a Great Lakes skipper, who during his fifty year career commanded 30 ships, died this month at 91.

Capt'n Dority has lived in retirement for the last 19 years. He received his masters papers in 1889.

EVENTS page 8

MUSEUM NOTES

The Youth Training Program

For many months the Museum of Great Lakes History has been planing a program for young people that will give them a chance to learn to sail in crews and under competent instructors. As is implied by its title this is strictly for training. Just going along for the ride will not be tolerated.

Enrollees will be taught seamanship in all its branches, and have an opportunity to pratice what they learn, in a vessel small enough for them to handle.

With this end in view the little schooner belonging to the museum is being put into crusing condition. A committee, chaired by Mr. Grant M. Piggott, of the J.T.Wing Co., is accepting contributions to the fund for that purpose.

Progress on actual repairs has been slow and it is doubtful that the schooner will be ready for this season. Meanwhile, through the good offices of the president of the T.H. Browning SS. Co., Mr Troy Browning, and Mr. Nathan Silverstine the widely known dealer in surplus materials, one of the lifeboats from the steamer "Put-in-Bay" has been given to the museum for use in the program. With this craft available instruction in the safe handling of small boats may begin at an early date.

MUSEUM EXTENSION PLAN

The last number of the TELESCOPE gave a full account of progress made towards extending the Museum of Great Lakes History, the Maritime branch of the Detroit Historical Museum. The schooner "J.T.WING" is almost completely filled with exhibits and there is urgent need of more space and a more fireproof place.

Preliminary plans for a suitable structure have been completed and a scale model has been constructed, showing a modernistic building particularly addapted to the needs of a maritime museum. More on this subject at a later date.

THE SAGA OF THE FRIED CAKES—

by
Jack Miller

A pleasing old sailor yarn is told some years ago, in a issue of The Lake Erie Breeze, a publication of the Ashley and Dustin Steamer Line.

In the sixties, seventies, and well into the eighties, there were more sailing boats than steam boats on the Great Lakes. It was clear sailing for the windjammers out in the lakes, but when they reached the mouth of the Detroit River sailing conditions were different. Many passinger steamers picked up considerable money on the side by towing schooners up the Detroit River to Detroit. There was a big fleet of tugs in these waters to handle this business, but neverless, the side-wheelers were always on the lookout for sailing vessels to tow in.

Captain Selah Dustin was running a snappy little sidewheeler between Sandusky and Detroit in those days and towed many a sailing craft into the river.

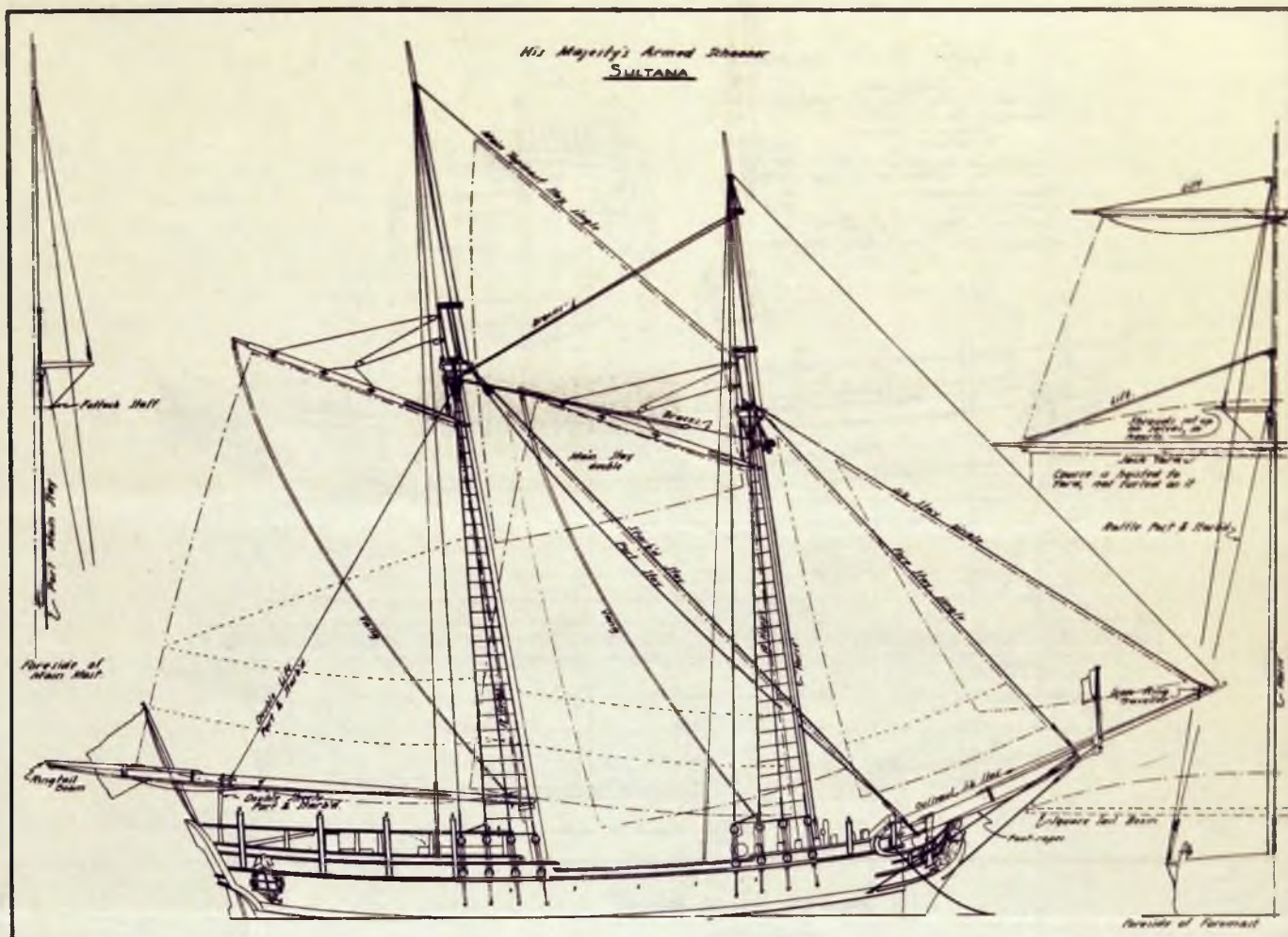
One day, in a dead calm, a schooner was laying out off Bar Point at the mouth of the Detroit River. She had no signal set for a tow, but was just riding at anchor. The steamer Dart, Captain Selah Dustin in command, on her way up from Put-in-Bay, pulled over to the schooner and the mate of the Dart threw a heaving line aboard the schooner. This was the regular way of inviting the captain of the schooner to send his tow line over to the Dart, but the captain of the schooner threw the line off his deck.

The Captain of the Dart was not to be put off so easily and began to bargain with the schooner people.

"This dead calm may last for a week", roared Captain Dustin, "and there's no telling when you will reach Detroit; I'll tow you in for twenty-five dollars."

"Not this ship", roared back the captain of the schooner, "I've got plenty of time to wait for the breeze; family is all on board; plenty of grub and tobacco; and my wife is a good cook".

Just then the tantalizing aroma of hot cooking was wafted aboard the sidewheeler and Captain Dustin, with



THE SULTANA

Drawings by the noted Howard I. Chapelle

This pretty little schooner was built in Boston, Mass., 1767. The date she was launched is not known.

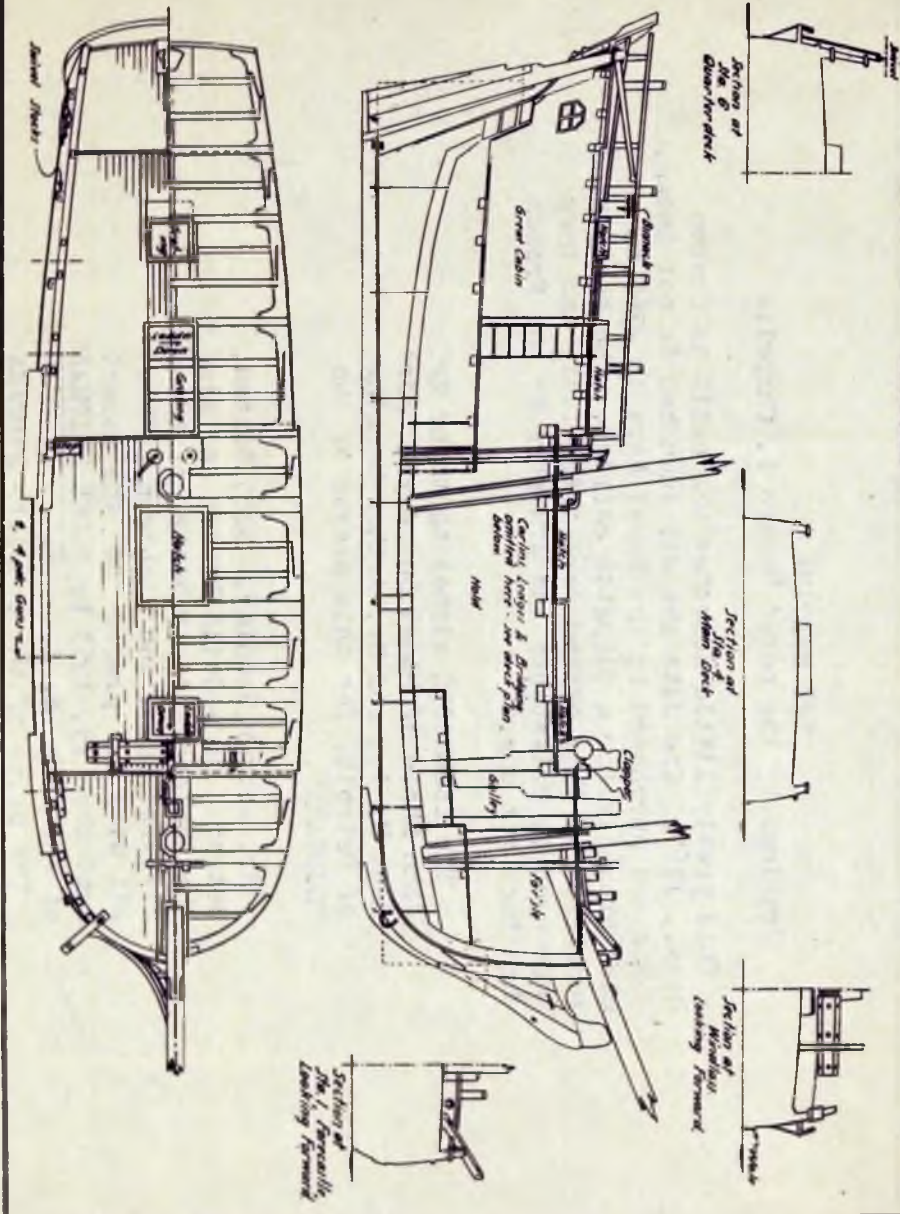
She was purchased by the Royal Navy in 1768 to be used probably for a dispatch carrier. The Marblehead schooners of this period were often fast, and they were used as privateers and cruisers by the French when they got one.

The TELESCOPE wishes to thank Mr. John Sheed of Model Shipways, Fort Lee, N. J., and Mr. Arthur Henning of Detroit, for this preview of the "SULTANA".

Mr. Arthur Henning, 3265 Boston, Detroit, is a Guild Member and also the wholesale distributor of these kits for Ohio, and Michigan. This kit will be placed on the market September 15, 1953 by MODEL SHIPWAYS of Fort Lee, N. J.

The price of the complete SULTANA kit, including a carved hard-wood hull, all fittings and material necessary to make a complete model will be \$8.50.

His Majesty's Armed Schooner
SULTANA



His Majesty's Armed Schooner

SULTANA

*Built at Boston, Mass. by Genl. Hallam;
Purchased for the R.N. 1868.*

(2 Guns) 25 tons

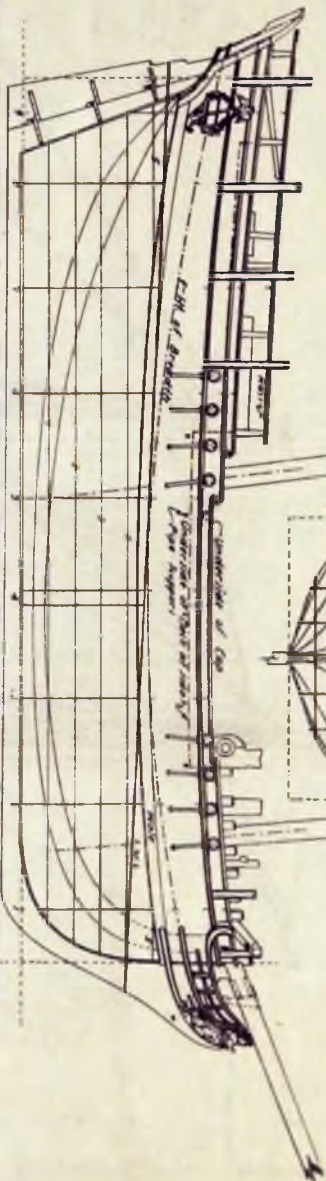
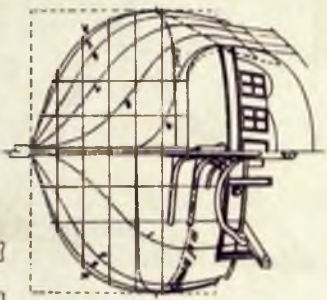
Length on the Range of Deck 57' 6"

Breadth, moulded 14' 0"

Depth at Main 16' 0"

Displacement 140 52 1/2 tons

At taken off, June 1868, On/Inward bound



Lines shown to inside of plank.

Figures: Not long/Plank - removed by Royal Navy

CAKES cont. pg.4

his mouth watering, said "Maybe you are frying doughnuts? They sure do smell good."

Captain Dustin weakened as the delicious aroma of the fried cakes sailed over from the schooner's galley, and finally he called over, "I'll tell you what I'll do, captain just send me over a mess of those doughnuts and I'll tow you up for ten dollars."

The doughnuts and the schooner's tow line came over without delay.

TALES cont. pg.4

that the cheapest thing to do with her would be to cut her in half and throw away both ends, but his advice was not adopted. It is estimated that she represented an investment of not less than \$80,000. After her overhauling at Green Bay, her stern was remodeled, and new machinery was put into her at the Milwaukee shipyard. Her heavy draught did not permit her being used for the purpose for which she was bought, and the Burnhams ran her with cargoes of

grain, lumber, cordwood, and whatever they could get. She was unfortunate boat from the beginning, and has had mishaps every year that she has been running.

VETERAN OF WAR OF 1812
MAY BE SCRAPPED

The U.S.S. Constellation, oldest ship in the United States Navy, may be destroyed unless funds can be raised to recondition her.

The Constellation lies at the Charlestown Navy Yard, in to bad repair to allow visitors aboard. She was transferred there in 1946, from Newport, R.I., where she had been a training ship for 53 years.

The 156 year old vessel was a heroine of the War of 1812. She fought the French Privateers, Barbary Coast Pirates, and in the Civil War.

The irony of it all is that while she lies rotting away, her sister ship the Constitution (Old Ironsides) is moored near by in spick and span shape.

- - JOIN NOW - -

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A Guild Devoted To The Preservation
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Detroit 7, Michigan

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Dear Sir:

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JETSOM and FLOTSOM

The schooner is an American rig, but how it got its name is still a question.

However, one story goes like this: Andrew Robinson, shipbuilder, could not decide on a name for the new rig. Finally the day of the launching came, and as she left the ways a bystander sung out, "See how she scoons." Robinson heard the remark and said, "Aschooner she shall be."

SHROUDS: In olden times when rope was of inferior grade, so many stays were used to support a mast that the mast was practically obscured in the manner that a shroud covers a corpse.

HAWSE PIPES: Hawse is an old name for the throat. Since the head was forward as well as the "eyes", the term throat pipes or hawse pipe came into being.

In searching through old records and papers, while doing some research, some new versions of the old song "Hold the Fort". were un-

covered. They were dedicated to Captain Christy, of the propeller China, in 1887:

Captain Christ's our commander
From Chicago here
He's the best man on the waters---
Cheer, my comrades, cheer.

CHORUS:
Hold the fort, the China's coming
see the signal still,
Wave the answer to Chicago,
Do so with a will

What a time we all are having,
Ne'er shall we forget,
Gayest boys and girls together,
That perchance e'er met.

EVENTS: cont. pg.3

During his career he has at least two firsts to his credit. He commanded the Ann Arbor No. 1, the first wooden carferry on the Great Lakes, and later on 1/2 the Pere Marquette No. 15, the first steel carferry. Dority went to sea at 14 with his father who was also a Lakes Captain.

TELESCOPE
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