



THE TELESCOPE

GREAT LAKES MODEL SHIPBUILDERS' GUILD

BELLE ISLE -- DETROIT 7, MICHIGAN

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No. 7

MODEL EXHIBITION TO BE HELD AUGUST 24 & 25

At the July meeting of the Guild, final arrangements for the 1953 model show were completed. It now appears that there will be on exhibit approximately as many models as were entered last year, -- about thirty.

There will be some new features, such as models actually under construction, and a display of model builders tools and accessories. For the beginner there will be an exhibit of kit models, showing what advantages they offer.

Plans of Great Lakes vessels will also be displayed, showing what the Museum of Great Lakes History, and the Guild, working together, have accomplished towards the preservation of information on old Lakes vessels.

The gate will open on Monday, Aug. 24, at 1:00 P.M. and close at 8:00 P.M.. The same hours on the day following.

The proceeds from ticket sales will go to the publishing fund of the Guild, for continuing the improvement of their magazine, the TELESCOPE, the cost of which can not be covered by membership dues.

Last year more than 2000 persons saw the display of models, and it is hoped that even a larger attendance will be recorded at the coming exhibit. Tickets are now on sale, and are going fast. Tickets should be purchased in advanced, or at least reservations should be made, if the Guild is to get the funds derived from their sale. Reservations may be made by calling Capt. Johnston or Mr. Edgar Hopusch, at LOrain 8-3933 at any time, or the following members in the evening:

Robt. L. Ruhl-----TU2-7841
Capt. Wm. Taylor-----ED 1-0810
Gordon P. Bugbee-----TU 2-6827
Robt. H. Davison-----LIncoln 3-1822

John K. Helgesen-----VA 1-7792
Wilbur J. Osborne-----TW 3-2470

Builders with models to enter in the show, either in competition or just for display, should contact Capt. J. E. Johnston, at the Museum of Great Lakes History, (LO 8-3933) Belle Isle, Detroit 7, Michigan.

MAIDEN VOYAGE

At 4:25 P.M., August 4, the new "William Clay Ford", passed Belle Isle up-bound on her maiden trip to the head of the Lakes.

Un-scarred by docks, un-stained by cargo, and freshly painted, this latest addition to the Ford Motor Company's fleet presented a very beautiful picture. Black hull, white superstructures, red decks, and buff stack with black top, is the color scheme, as on other ships of the same line.

The most noticeable detail in the name "FORD", on the stack, in block letters instead of script as on the others.

This steamer is a new departure in the Ford fleet, as their other vessels are diesel-powered. She is 647 feet long, over all, with a beam of 70 feet. Her steam-driven turbines, and oil-fired boilers, give her a speed of 16 land miles per hour at a draft of 25 feet, and her carrying capacity at that draft is given, by a Ford Motor Company spokesman, as 19,000 tons.

The first marine boiler works in the Lakes region was founded at Milwaukee, in 1860, by Richard Davis, a native of Wales.

The TELESCOPE

Published every month by the Great Lakes Model Shipbuilders Guild, Belle Isle, Detroit 7, Michigan.

Joseph E. Johnston.....Editor
Robert H. Davison.....Publisher
Chairman Publicity Committee

TREASURE HO!!!

From time to time we have been asked to present a map showing the locations of sunken ships in the Great Lakes. Before we were able to do so a very comprehensive one was published in the July 1953 number of the magazine INSIDE MICHIGAN. Rather than duplicate the effort that went into this map, and the article which it illustrates, we suggest that you get the magazine and learn all the angles. They are many, and most of them disallusioning.

Currently exhibited in the Museum of Great Lakes History is an oak plank from some unknown wreck. It shows one reason why old wooden wrecks are hard to locate after the passing of many years. They simply come to pieces under the ceaseless action of the waves, even though they lie in fairly deep water.

Natural forces also sometimes cause sunken ships to move considerable distances, as is said to be the case of the "Kitty Reeves", lost in 1870, in Lake Huron. It is apparant that she has moved about three miles since she went down, even though she was anchored.

The anchor was located at the scene of the sinking, but the cable had parted and the ship had moved.

**--MOST UNUSUAL--A BOAT?

The Great Lakes are famous for the unique craft that have sailed their waters. Perhaps the most unusual was a scow, fitted with sled runners, to go over the ice and thru the water on a 1300-foot ferry run at Duluth, where it was invented and operated By Capt. Albert C. Majo, in 1849.

Passengers quickly became used to its odd behavior and the venture was a complete success. An endless chain, driven by an engine on shore served to propel the craft on its amphibious trips.

THE "RICHARD M. MARSHALL"

Another recent addition to the Great Lakes fleet of bulk carriers is the 644-foot "Richard M. Marshall" which left the yard of the Defoe Shipbuilding Company at Bay City on July 30, for Lorain, Ohio.

The "Marshall" will carry 18,900 tons of ore and her predicted speed is 15 miles per hour. She is owned by the Great Lakes Steamship Co., of Cleveland, Ohio, and is skippered by Captain Robert W. Goodwin, of Benton Harbor.

"WINGS" ON THE LAKES

Elderly visitors on the museum ship "J. T. Wing", at Belle Isle, sometimes state that they played on her decks when they were little children. Since the "J. T. Wing" was not built until 1919, it is evident that there have been other vessels of the same, or similar names.

Search through old lists of ships brings to light the following:

"Red Wing", 722 tons, 192 ft. long, built in 1873.
"Eagle Wing", 265 tons, 133 ft. long, built in 1856.
"Winnie Wing", 200 tons, 118 ft. long, built in 1867.
"Wings", built 1897. No other data.
Also "Wings of the Morning" mentioned in the text of Vol. 2, Beer's History of the Great Lakes, but not in the list given in Vol. 1.

OF THE FRENCH PERIOD

Some time ago we mentioned the dearth of good Great Lakes Fiction. From Mr. Henry D. Brown, Director of the Detroit Historical Museum, we have the following list of novels of the French period:

Lazarre, White Islander, by Mary Hartwell Catherwood.
The Wolverine, by A.L. Lawrence.
A Little Girl in Old Detroit, by Amanda M. Douglas.
White Brother, by Ethel C. Brill.
Loon Feather, by Iola Fuller.
The Shining Trail, by Iola Fuller.

While not all of these have to do with shipping on the Lakes, the fact that almost all travel was by water during the French period, no story could completely ignore these highways.

Tales of the
SHIP MERCHANT

"A CASE OF BEING WAXED"

Back in the early days, the 1800 and early 1900s, ship racing was common and thought of as great sport. This was especially true when the race was between two great excursion steamers.

In July 1889, the Puritan and the City of Detroit were moored at St. Joseph taking on passengers. Each vessel was carrying about 450 people.

At 2 o'clock the City of Detroit left St. Joseph and passed the Puritan, which lay at her dock about ready to start, on her way out. It was evident the two boats were about to decide the speed question and there was great excitement on board both vessels. In just seven minutes the Puritan cast off her lines and turned her nose into the lake.

The Puritan's fires did not burn well, as she had been running almost continuously for twenty-four hours, and she did not gain on her rival.

On the City of Detroit, great columns of black smoke rolled from both of her chimneys, and the Puritan seemed distanced. She was fully three miles behind when Engineer Charles Oleson ordered her fires cleaned out to remove the ashes. It was done quickly, and then she did better. The coal was poured into the furnace and the steamer jumped ahead at the rate of twenty miles an hour.

She began to crawl up on the City of Detroit, so perceptibly that the passengers fairly went wild in their eagerness. After about fifty miles of the course had been traveled, the Puritan came nearly alongside the City of Detroit, but about a length behind. Thus they ran for a half-dozen miles. One continuous cheer was going up from the passengers. About two miles from the entrance to the piers at Chicago, the Puritan began to forge ahead. The City of Detroit was beaten, and no amount of pushing could save her. The Puritan gradually increased her lead until she was about 400 feet ahead as they came inside the piers. Her time in running 60 miles had been $3\frac{1}{2}$ hours.

CUBAN-AMERICAN LINE

of

The T.H. Browning Steamship Company

-:-:-

June 9, 1953, the day set for the sailing, from Detroit, of the MV MUNSON marks the beginning of a new service between the Great Lakes and Salt water. Scheduled sailings every week are promised for the near future. The Munson brought in a load of Cuban sugar.

The company believes that the advantages listed below will appeal to shippers:

Savings up to 20% in freight costs.
 All water routing.
 Reduction of crating costs.
 Reduction of cargo damage.
 Elimination of litarage costs.
 Less handling of cargo.
 Regular weekly sailings.
 Closer control over shipments.

Here we see again the factors which have made Lakes shipping what it is, --new ideas, well-thought out; and the initiative to put them to work.

The MV LISSY SCHULTE will follow the Munson in a matter of days.

FROM SPAIN

Through Mr. Juan R. Parellada, Cultural Counselor of the Spanish Embassy in Washington, the Guild has been invited to participate in the First International Exposition of Ship Models, to be held in San Sabastian, Spain, from August 20 to September 20, 1953.

Exhibitors may be owners or builders of models of any type or date. Rules governing entries, and full instructions regarding the shipping of models are on file at Guild Headquarters.

First, second, and third prizes will be Gold Medal, two Silver Medals, and Six Bronze Medals.

Unfortunately the Guild's own Second Annual Exhibition will open on August 24, making it very unlikely that we will be able to accept this very deeply appreciated invitation.

The fore runners of our long, narrow, ore ships were known as steam barges. The iron-hull steamer "ONOKO", built in 1832, was the first of these.

NEW MARITIME MUSEUM

Word comes from Cleveland Ohio, That the Great Lakes Historical Society has established a maritime museum at Vermillion. Housed in the Wakefield home on the shore of Lake Erie, this new institution will be devoted to Great Lakes Shipping. Mr. Clarence Metcalf, retired head of the Cleveland Public Library will direct its activities. More on this subject later.

"SADIE M. NUNAN" TO BE MUSEUM

Mr. Gordon Thomas, of Gloucester, Mass. in a letter dated July 19, 1953, brings to our attention the Gloucester Marine Museum, Inc., now being developed in the famous old fishing schooner "SADIE M. NUNAN", "To perpetuate the memory of courageous seamen and the strong ships they sailed". Mr. Thomas sent us an autographed copy of his "Fast and Able", a handsome and beautifully illustrated history of many of the great Gloucester schooners.

The Guild wishes this new museum every success. The field is as American as Great Lakes Shipping, and we are happy to learn that steps are being taken to preserve that very significant part of our heritage.

GUILD STATIONERY

There is still a supply of letter heads and envelopes on hand for Guild members. They are the same as those used for official correspondence, except for addresses. You insert your own. The price to the members is ten sheets of paper and ten envelopes for thirty cents.

Postage extra, if mailed to you.

THE AUGUST MEETING

The August meeting of the Guild will be held on board the Museum ship "J.T.Wing", at the close of business, 8:30 P.M. August 25th.

All members are urged to be present at this meeting. There will be some important matters to discuss in regard to future policy.

The MARINE NEWS, founded in 1880 at Detroit, by George Watson Jones, was the first distinctively marine newspaper in the field.

THE "J. T. WING"

The three-mast schooner "J. T. WING" was the last commercial sailing vessel to ply the Great Lakes.

She is not a true Lakes schooner, but a Nova Scotia "tern", built at Weymouth, N.S. in 1919, at a time when seasoned materials were not available, and the demand for ships was pressing. Her rapid deterioration is due to the use of unseasoned lumber in her construction.

The plans of the "WING" shown in this number of the TELESCOPE is a fine example of the work being done by the Guild members.

The lines are taken from a sister ship, but the rest of the detail is from actual measurements taken on board the ship, with painstaking research to determine her original rigging.

Almost every Detroit member helped, taking measurements, checking each other's notes, and otherwise lending a hand.

The drafting was done by Fred M. Astor, whose experience in sail was a big asset.

The use of these plans is free to Guild members, and may be purchased by non-members for non-commercial use at \$1.50.

Several members are currently working on models based on these plans.

A complete history on the "WING" during her years on salt water is available at the museum for 5¢, as long as they last.

Builders who wish to make built-up models,-- that is one that is framed and planked are invited to visit the real ship to observe the interior detail.

It is hoped that at some future date we will be able to put on a contest which will include only this one ship. When that is done, the scale will be 1/8" to one foot.

THE "LITTLE" SHIPS

When The Museum of Great Lakes History was still in the planning stage the continuity composed of one-scale models of Great Lakes vessels, now on display, was given top priority in the exhibit program. It is still the most important feature of the museum, and will continue to be. Fortunately, we have been able to locate and acquire, or develop, the plans of the significant vessels, of significant types in all periods. The first sailing vessel above Niagara; the first commercial vessel built by the British, in Detroit; the first steamboat on the upper Lakes; the first twin-engine steamer; the itinerant trader of 1850; a true Great Lakes scow schooner; a typical lumber carrier of the days of sail; the first long, narrow, iron-hulled ore ship; one of the fleet of unique vessels known as whale-backers; one of the American package-freighters, of which there were hundreds; another type, peculiar to the Great Lakes, the self-unloader; an ore carrier of today; and a barkentine of the eighties; plus several types of passenger steamers.

Slowly, and painstakingly, the members of the Great Lakes Model Shipbuilders' Guild have labored during the past four years, to bring into being, one or more, accurate models of each of those types.

Ten of them are now on exhibit in the schooner "J.T. Wing", on Belle Isle. Two more will be completed by August 24, and possibly a third. Another is under construction.

The story of these models, and the ships they represent will be told in a series of articles, starting in the August number of the TELESCOPE.

PORTHOLES: In 1485 King Henry VI desired heavier guns on his ships so he ordered holes pierced in the sides of the ships. A water-tight door was used to close the openings when the guns were not in use. The door was called a port; hence the term porthole which was originally a hole for a gun.

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

MORE MEMBERS---

Since we published a list of members (see February number) a few of the old members have paid their dues and some new ones have joined. Their names and addresses are as follows:

Clarence Berg, 1219½ Yout
Racine, Wisc.

Arthur Bracy, 16614 Huntington Road
Detroit 19, Mich.

Gordon P. Bugbee, 36 Beacon Hill
Grosse Pte. Farms, Mich.

Owen Davies, 1214 No. LaSalle St.
Chicago 10, Ill.

Wm. J. Krueger, 2809 West Blvd.
Racine, Wisc.

Ronald A. LaLonde, 17357 Sherwood
Detroit 25, Mich.

Francis Lessard, Route 1, Box 196
Tinley Park, Ill.

Jack M. Leitch, 3532 Beaconsfield St.
Detroit 24, Mich.

L.F. Lukowiak, 1271 Rochester Rd.
Royal Oak, Mich.

Allen Mike, 18652 Carrie
Detroit 34, Mich.

William Owen, 2243 So. Hamilton
Saginaw, Mich.

Don L. Parker, 278 Gibson St.
Canandaigua, N.Y.

Frank Slyker, 22944 Hayes St.
East Detroit, Mich.

Capt'n. Wm. J. Taylor, 2180 Drexel
Detroit 15, Mich.

Stewart B. Wilkes, Box 6, Niagara--
Square Station
Buffalo, N.Y.

"LIFE" on the Lakes

THE SLA BARGE "C.L. STILLMAN"

Dwellers along the Detroit River hardly recover from surprise at one new type of vessel before another comes along.

On the evening of August 3, the seagoing barge "C. L. STILLMAN" was seen passing Belle Isle, in tow of the "Harriet Moran" a New York tug.

It was only days ago, it seems, when the Dravo Corporation shipyard at Wilmington, Delaware, delivered this 211-foot craft to TIME, Inc., for transporting high-grade print paper from Buckport, Maine, to the port of Chicago, for the pages of a part of LIFE magazine.

The satisfactory performance of a sister barge, the "N.L. Wallace", in the same service during seven trips in the summer of 1952, led

JETSON & FLOTSOM

Having searched out shoal spots and inflicted thumps without number upon docks which happened to be in her was, until the business began to monotonous, the Steamer New Era made a drive in a new direction with the customary success.

While entering Burnham's slip, at Chicago, with a cargo of lumber, she encountered the heavy double-track iron bridge of the Chicago, Milwaukee & ST. Paul Railway which had been swung open to allow her to pass. Here was an opportunity to win fresh laurels wholly unexpected, and it was improved with neatness and dispatch. Shunning the draw, the steamer waltzed into the center pier with more ease than grace. Her stem tore through the timbers and planking of the pier and struck the bridge at the end of one of the arch chords with sufficient force to lift the structure off the turn-table and drop it down on the pier. The circle wheels, and other apparatus for swinging the bridge were wrecked, and the bridge itself badly strained.

A rough estimate of the damage, made by Mr. Parker, one of the

owners of the New Era, puts it at \$1,000. It will take over a week to make the necessary repairs and in the meantime the track running along the side of Burnham's Slip will have to be utilized for freight trains.

Capt'n Christensen resigned the command of the New Era immediately after the mishap.

In the past two or three years the "Catamaran" boat has been becoming popular through out the country. There are also quite a goodly number used along the shores of the Great Lakes as pleasure craft.

It is interesting to note that the "Catamaran" is not new to the Lakes. How many, or to what use they were put, your editor does not know. However, the proof that there must have been more and common enough not to excite very much curiosity, is the following article quoted from the "Inter Ocean" of 1833:

Sturgeon Bay, Wisc., Sept. 3-----
The Captain of the scow Johnson picked up this morning about 6 o'clock two boats that had been the
Cont.pp. 8

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STILLMAN:cont. P.6

to the building of the "Stillman".

She will carry 2000 tons of paper up into the Lakes, and 65000 bushels of grain in the opposite direction. She runs from Main to Philadelphia during thr winter.

Some of the unusual features of these two bulk carriers are: spoon-shaped bows, giving considerable lift in head seas; a deep V-shaped recess in the stern, to receive the bow of the towing vessel in narrow and congested channels; and two huge rudders. Running fore and aft, and set back slightly from the gunwales on both sides there is a raised trunk, with exposed framing, about seven feet high. Through the deck of this trunk four hatchways give access to the cargo space. These hatches are fitted with quick-opening, "roll-away" covers, easily handled, and completely water-tight.

The route traveled includes a stretch of the Atlantic Coast, the Hudson River, the New York State Barge Canal, Lake Erie, Detroit River, Lake St. Clair, St. Clair River, Lake Huron, and Lake Michigan, calling for pilots with extensive local knowledge, covering some 1700 miles

of water ways.

The "Wallace" is towed by the tug "Anne Moran". Both barges are of welded steel construction, with modern, insulated quarters for the crew.

FLETCHER & FLOTSOM cont. P.7

hulls for a catamaran, about eight miles from the Sturgeon Bay Canal, off Whitefish Bay. They were about thirty feet keel, thirty-inch beam, and about three feet hold, oak frames and pine planking, and decks painted white with blue stripes on the covering board, and fenders painted red. The center boards are made from old circular saws. These were attached to portions of the deck beam, mast, and rigging, each having a portion and about a yard apart. There is nothing about them to indicate where they came from or what the fate of the crew is. One boat has a hole stove in the side and deck about amidship. No such craft has been seen or belongs in this vicinity. Owing to the high sea, it was impossible to secure more of the wreck, but with this wind it will be ashore soon in the vicinity of Whitefish Bay.

TELESCOPE
Belle Isle
Detroit 7,
Michigan



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