THE TELESCOPE

GREAT LAKES MODEL SHIPBUILDERS' GUILD

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MYSTERY SHIP FOUND

For some time the U. S. Engineers office in Detroit have been receiving reports of a mysterious obstruction in Lake Huron, about two and a half miles out from the enterance to the St. Clair River. Captains, passing that way in loaded ships, said that every once in a while they felt their vessels scrape against something where the charts showed 28 feet of water.

Investigations by the Engineers indicated that there was, very definitely, an obstruction. Their derrick barge was brought to the scene, and Curt Jordan,diver for the U. S. Engineers went down to investigate. Mr. Jordan described what he found as a charred hulk which had been burned to the water line.It had split, longitudinally, leaving the power plant standing upright on the bottom and almost intact. Efforts to remove this menace to navigation were begun at once.

At first it was hoped that the engine could be brought up without first demolishing it, but this was soon found to be impossible. Blasting was resorted to, and piece by piece the broken parts were brought in to Port Huron and piled along the shore in the yard of the sewage disposal plant. Boilers, piping, timbers from the engine bed, and engine parts were piled up as they came in, ---just so much junk, to be offered as such to the highest bidder.

Mr. R.H. Davison, Vice President of the Great Lakes Modelbuilders' Guild found a newspaper report of the find and reported it to Captain Johnston, of the Museum of Great Lakes History, who went at once to inspect the salvaged materials.

An appeal was made to the U. S. Engineers for a few of the parts that remained sufficiently intact, and were of a nature as to be of historical significance. Through Colonel Luke, and Mr. McColloch this request was granted, and before long the desired parts will constitute an interesting display and a highly

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WALLSCHIFF TO BE RAISED SOON

The German Ship, Wallschiff, is expected to be raised soon. Seven salvage firms, four American and three Canadian, have indicated they will bid for the job. The bids will be sent immediately to Hamburg, Germany for study.

The Wallschiff was rammed and sunk in the St. Clair River approximately ¼ mile below the Blue Water Bridge,by the American freighter, Pioneer, October 12, 1953.

The Ship is in 45 feet of water about 500 yards off the Canadian shore.Only the masts are above water. Because of her position, she is a menace to navigation. It is feared that the swift currant of the river will shift her more across the channel, so as to completely block ship traffic.

A inquiry is now being held to find the cause of the collision.

LIVINGSTONE LIGHT TO BE REPLACED

The first step toward replacing the Livingstone Channel Light above Bob-Lo Island was taken when a 150 ton concrete crib was towed to the site and sunk for the base.

The light is being replaced by the Canadian Department of Transport at Ottawa.

The crib measures 20 by 20 feet and stands 24 feet high.It was towed from Goverment Dock in Windsor by the tugs Batchawana and H. J. Dixon No. 1.

The barge George M. accompanied them to fill the crib with crushed

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THE MYSTERY OF CHARLIE NOBLE ---IS IT SOLVED?

By Capt'n Joe

For countless years, on ocean vessels, the galley smoke stack has been called "Charlie Noble", or "The Charlie Noble". In all my 21 years at sea I could never find the origin of the custom.

Just recently, in an old account book from a Great Lakes Vessel, of just 101 years ago, I came across an entry, repeated month after month "Paid in full, Charlie Noble, cook".

Could this have been the original Charlie Noble who somehow came to have his name perpetuated in this way? It was once the duty of the watch on deck, to keep the galley smoke stack top, (a kind of elbow) trimmed away from the wind. Was this cook a particularly petulant soul, for whom the job was never promptly enough attended, and whose perpetual griping about it came to seamens' minds forever afterwards when they had to trim a stack?

Of course we will never know the answer, but since so many items of ship equipment have taken their names from men, by association, it could be true. Bollard, and Spencer-mast, are examples of such derivations.

!!! A T T E N T I O N !!!

The October Meeting of the Model Guild will be held in the BRIEFING ROOM at the DETROIT HISTORICAL MUSEUM Friday, October 30, 1953, at 8:00 P.M.

BE SURE AND COME
BRING A FRIEND

The first steel-hull steamer to be brought to the Lakes from salt water was the "Campana" in 1881. She was cut in two, to fit the small locks on the St. Lawrence, and put together again after reaching the Lake Ontario level. She was the first "tunnel—type" vessel ever built.

THE LITTLE SHIPS:

"MACKINAW BOAT"

Second in a series of articles by Capt'n J. E. Johnston, curator of the Museum of Great Lakes History, the Marine branch of the Detroit Historical Museum.

Perhaps there is no surer way of starting a heated, and protracted argument than by describing a Mackinaw boat. By some persons this type of craft is held to be a double-end, lapstrake boat. By others it is said to be carvel built, with oval or heart-shaped transom, and as for the rig, the differences of opinion vary even more widely.

Undoubtedly the type name has been applied to variations that may more accurately called by such names as Escanaba boat, Drummond Island boat, Goderich boat, Huron boat, and other names derived from builders who, in matters of rig, or hull lines, departed from practices of his predecessors. However, all agree that the Mackinaw was a sail boat, and since sailing craft are usually given type names according to their rig there is some reason for the confusion.

The earliest Mackinaw boat has been clearly described and plausible reasons given for its special features. First, it was a flat-bottomed, planked boat, slightly resembling a Cape Cod dory, though generally wider, especially aft of amidships. The reason for the flat bottom is as follows.

With only imperfect knowledge of the shores of the Lakes the crews of these boats were frequently caught by storms when far from any known harbor of refuge. To escape the danger of foundering they would run their boats ashore on a gently sloping beach, remove the cargo to a place of safety, then place rollers under the boat and haul it ashore. The rollers were carried as part of the boat's equipment, and poles for them to run on were quickly slashed from the thickets along the shore. So, in the original Mackinaw the flat bottom was an essential part of the design.

The original Mackinaw rig was essentially that of a two-mast schooner, with both masts about the

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GREAT LAKES TREASURE HUNT

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Part-One

Most people get a little excited at the mention of hidden treasure. And rightly so...for scattered around many of the Great Lakes states is enough treasure to arouse even the least excitable.

Some of this hoard is at the bottom of the Great Lakes, where recovery would require a major salvage operation. Other treasure is buried on land, sometimes so close to the surface that probably a few kicks at the earth would expose it -- if one knew just where to kick!

Hundreds of ships have sunk in the Great Lakes since La Salle's Griffon disappeared in the Straits of Mackinac in 1679. One of the latest to go was the freighter, Henry Steinbrenner, lost in Lake Superior in May 1953.

Each nation that has occupied Michigan has left treasure buried in her waters and soil. There is Indian silver, French louis d'or, English sovereigns, and lost American riches ranging from whiskey to jewelry, all waiting to be found.

A rich man can invest thousands of dollars in a search for buried treasure, but a boy might make a worthwhile find using only the family shovel.

Between the years 1878 and 1898 it is estimated that a total of 4,988 vessels of all types and sizes had gone to the bottom of the Great Lakes. Between 1903 and 1922, more than 1200 were wrecked. At least 525 have been wrecked in the last 20 years.

The worst storm in Great Lakes history occurred November 9, 10, 11 and 12, 1913 and 43 boats were wrecked or sunk. Twenty-one boats sank during the "Black Friday storm, October 20, 1916" and the thirteen during the Armistice Day storm of 1940.

This summer, for the first time, an expedition of sizeable proportions is setting forth in an effort to salvage part of the sunken wealth of the Great Lakes.

The venture has been sparked by Peter J. McLean of Windsor, a young inventor, explorer and railroad employee who has dreamed for years of sending divers down to probe the lakes for treasure.

McLean has done considerable research and marked the approximate locations of many hulks in Lake Erie, near the Michigan and Ohio coastlines.

Probably before this is in print he will actually have started on a treasure hunting expedition which is being conducted as an activity of the Guy Underwater Exploration Club, a non-profit Michigan corporation "organized to gather together adventurous people to share the thrills of seeking sunken treasure ships throughout the Great Lakes." McLean is secretary-treasurer of the club. Twenty-four club members will accompany him.

The main ship of the expedition's fleet is a former Windsor-Detroit ferry, 150 feet long and displacing 2000 tons. The navy converted her to a salvage boat and ice-breaker, and used her during World War II. Her heavy construction and steel booms and winches make her ideally suited for the rugged work of recovering sunken treasure. Officially christened Treasure Unlimited, the boat has been moored at the foot of Ouellette Avenue in Windsor since the club purchased her last fall.

The expedition also has a 65-foot auxiliary boat for exploratory diving, called The Rambler; a barge which carries giant sucking equikment for salvaging "treasures" like coal; and a small cruiser which will enable the expedition's members to maintain contact with shore if and when the larger vessels are anchored over a treasure site.

The expedition's sponsor, the Guy Underwater Exploration Club, has members in various regions of the United States and Canada. In addition to McLean, its officers are Ralph E. Smith, a retired farmer in Windsor, president; and R. M.

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Harrison, a staff member of the Windsor Star, vice-president.

Another of the club's activities is operation of a diving school which is held aboard the Treasure Unlimited, with twenty students enrolled. Two former navy divers, both Detroiters, instruct; they are Avery M. Hampton, a General Motors employee; and Jack McKeever, a professional diver.

Classroom work has included the use of special underwater welding and cutting equipment, since these skills are essential in ship salvaging, and some of the students are scheduled to join their diver-instructors in actual salvage work during the treasure hunt.

One member of the club is a licensed ship's captain, Michael C. Pruss, of Detroit, whose experience includes raising sunken barges on Lake Michigan and erecting coffer dams. Besides being captain of the ship, he will be salvage master.

Great Lakes salvage is easiest in the shallow waters of Lake Erie, which averages only ninety feet in depth, and it is here that the summer's work will begin. With a wealth of hulks to work on, the treasure hunters have selected four upon which to focus initial efforts.

The first will be the Armiedia, sunk after World War I with 2000 tons of hard coal aboard. This wreck is reported to be standing upright on the sandy bottom east of Pelee Island, just north of the Ohio boundary. For this job, salvagers expect to bring up the coal with a suction pipe. No attempt will be made to raise the wreck itself.

Next on the list is the Cleveco, sunk in 1942. This coat, an oil liner, went down in Ohio waters a few hours out of Cleveland en route to Detroit. The ship has been located in sixty feet of water, lying upside down. It is planned to pump the oil into another tanker and meanwhile to force air into the Cleveco's tanks. The expedition leaders believe the boat may thus be raised and towed ashore.

Third on the list is the Dean Richmond, a 1400-ton vessel which disappeared in a severe storm between Dunkirk and Erie, Penn., in 1893, exact location of which has not as yet been definitely established. The cargo was $50,000 worth of zinc and $141,000 in bullion.

The fourth salvage job will be the steamer Lexington, sunk in 1846 on a run from Cleveland to Port Huron. She lies near the mouth of the Detroit river, and within her should be found $300,000 in bullion and 110 barrels of whiskey.

The Lexington is by no means the only vessel whose cargo included whiskey. The number of barrels of the potent beverage lying on the lake bottom runs into the thousands. Some authorities believe that the swelling of the staves on the wooden barrels will have prevented the passage of water in, or of alcohol out, through all the long years of imersion.

Pointing to this possibility, also to the cool and even temperature of the lake bottom, and finally to the known beneficial effects of aging, these commentators say that the whiskey will still be a "fittin' drink" with which to treat a cold on a winter's day.

Chemists of Wayne University, in Detroit, are not so sure. They point out that wooden staves, even when treated, are somewhat permeable. The longer the immersion, the more water may have passed through. And this water may have caused the whiskey to become diluted, or the barrels to burst or rot, they declare.

Still other authorities think that even if the barrels did not burst, rot, or admit lake water, the delicate balance of ingredients that give whiskey its flavor will have been disturbed, so that the beverage will be relatively tasteless or otherwise unfit for use.

No one knows the true worth of the treasure that went down with the more than 6700 ships which are known to have sunk in the Great Lakes. But it is estimated that the value is over $20,000,000. A small part of this in bullion, but there were many valuable cargoes of copper, zinc, iron ore and coal.

Likewise, no one knows the value of Michigan's or Ohio's land treasurers. Retreating soldiers have, in the past, buried gold, intending to recover it later, criminals have hidden their loot, and in some cases law-abiding civilians have secreted money on their property and died without revealing its location to others.

Considerably more information is available about Michigan land treasure's value and location than there is about Ohio's. The big difficulty is to sort out the facts from the folklore and fiction.

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With treasure hunting in Michigan apparently pointing toward greater activity, Wayne University faculty members, who in the past have followed the state's treasure situation from the point of view of their specialties, have been approached by students and prospective treasure hunters for their opinions.

Two of the professors are especially able to help treasure seekers sort out history from folklore. They are Dr. Sidney Glazer, specialist in the history of Michigan and co-author of a text on the subject; and Professor Thelma James, nationally-known folklore authority who has devoted many years to the study of Indian, marine, and other folklore of the state.

Some of the treasure stores undoubtedly have basis in fact, Dr. Glazer believes. "However, hunting treasure by historical document may not carry us very far," he adds.

"Let's suppose we have a treaure clue provided by a letter, chart, or ship's log. This document may be good historical material, but there may be other major factors to consider.

"One of these is the human foibles of those who secreted the treasure. Our note, let us say, was obtained from the crumbling pages of a family Bible and refers to an earthern crock full of coins which an elderly farmwife buried in a corner of the farm. But before we got the note, the jittery matron, worrying about her treasure hoard, may have moved it to another hiding place. Or, a passerby may have seen her burying the crock and later appropriated the coins without her knowing it."

Dr. Glazer cites a treasure-burying incident with a human-foible angle, as follows: About twenty-five years ago, an elderly widow buried an undisclosed amount of money somewhere on her farm in southwestern Michigan. Then she became ill and died without telling her son the location of the money.

Later, her son began a series of digging operations which lasted eighteen months. Finally, he turned up several cans full of money. The family is now satisfied that the entire amount has been recovered, Dr. Glazer says, but the farm is still pointed out to visitors in the area as "a treasure site."

But human foibles are not the only factors hampering the searcher. Dr. Glazer points out that nature itself is a hazard for the treasure hunter. If he hunts on land, landmarks cited in the document, such as trees and rocks, may have toppled, shifted or been moved. If he hunts in water, currents may have caused his prize to drift,or shifting sands may have recovered it so completely that detection and recovery are almost impossible.

Such was the case with the sailing ship, Kitty Reeves, that went down in Lake Huron. Salvage operations on this vessel were begun last year by an 82 year old salvager, Julius F. Roth. The Kitty Reeves, with a cargo of ingot copper, went down in 1870 in a blinding snow-storm off Tawas Point in Saginaw Bay.

Twenty-eight years later, a diver went down in search of the wreck. Nothing was found but an old anchor, with the name Kitty Reeves stamped on it, and a link of broken chain.

Last year, after ten years of piecing together available facts, the ship was finally located, with the help of a geophysicist and a modern locating device. She had drifted a full three miles from the spot where the crew had anchored her.

Even after the elusive prize was located, salvagers faced a major job of recovery. The Kitty Reeves was completely buried in sand and has not yet given up a pound of copper.

The searcher who starts with a legend has an even tougher road ahead of him. Professor James, the Wayne folklorist, through years of study of treasure lore in the state, has acquired a rich understanding of these problems.

"As background for treasure hunters, Indian tales and sailor yarns are even less trust-worthy than historical documents," she warns.

"In using legends and folk tales as treasure clues," she says, "we have a situation in which not only human psychology and Mother Nature operate to baffle the treasure hunter, but where human memories may not be accurate. Word-of-mouth transmission is subject not only to error, but to yawning gaps in needed fact."

She cites as an example this story of gold alleged to have been buried near Frankfort by the Indians.

(Continued in next issue)

Mystery Ship cont:
valued donation from the Engineers.

Having gotten the idea that the engine from this wreck was of the walkingbeam type the pieces in the pile of salvage did not make much sense, at first. The bore of the cylinder, 28½ inches, and its ten-foot stroke, were simple, after all the pieces were located and measured. After locating all the sections of the broken main shaft the width over the overhanging guards appears to have been about 45 feet. The hull seems to have been 23 feet 4 inches wide, and according to the diver, Mr. Jordan, she must have been somewhere around 130 feet in length, though that is only an estimate, since a part of her bow was silted over.

It was after talking with diver Jordan that the parts of the engine began falling into place. The engine was not of the walkingbeam type, but a horizontal job. After that fact was established it was not at all difficult to make a reasonably accurate drawing of it.

Five scotch boilers generated steam for this engine. They were 22 feet long, 42 inches in diameter, and had two 15-inch flues. There was an oval manhole, measuring 10 by 14 inches. The only stay bolts were in the ends, to hold the head in.

The fire boxes stood out in front of the boilers, and apparectly had been bricked in. They were fed through doors 14 inches wide by 15½ inches high, slightly crowned at the top. These small fire doors, and the coal found in the fireroom indicates that she was built after wood was abandoned as steamboat fuel.

In the top of each fire box there was an unusual device built of the same weight of plates as the boilers (½ inch). It was a sort of double crown sheet, piped directly to the front end of the boiler behind it. It was in this water-filled "tank" that the water was heated. In transverse cross section these devices were curved, with the top and bottom sheets about seven inches apart. The radius of the curve was about 21 inches at the lower sheet. They were riveted in the same manner as the boilers.

Mackinaw Boat cont:
same height. Both were heavy, and the shrouds, if any, were light and close together, allowing the booms to swing out at right angles to the keel, or nearly so. This was a very definite advantage when running befor the wind, and with vangs to the gaffsm and sailing wing and wing, the rig was even better than a single square sail.

The fore mast was stepped well forward,-- right up in the bow.Just aft of it was a cockpit in which one of the two-man crew could stand and row when need for oars arose.

Between the forward cockpit and the mainmast there was a decked-over space for cargo, and aft of the main was another and larger cockpit for the second crewman who could row, or stear, as ocasion demanded. Usually the extreme after end was decked over, to provide a seat, with storage space under it.

Both masts were stepped against the after side of thwarts, and let into them one-half of the mast's diameter. Around the after side of the mast there was a yoke,keyed to the thwart in such a manner that it could be quickly unkeyed and swung out of the way, permitting the mast to be lowered without having to lift it up through a hole. This device was particularly desireable when raising or lowering the masts in a choppy sea.Caught in a sudden squall the boat could be completely unrigged in a matter of minutes. With this operation in mind, lofty rigs were never used.

Another ingenious device was used on the jib, the foot of which was attached to a ring, large enough to slide in and out, around the bow sprit, so the jib could be brought in and furled on deck. This feature in a small boat, offers great advantages, especially when heavily loaded and in a chop.

There seems to be no record of an early Mackinaw more than 32 feet in length. In the absence of a breeze such a boat could be handled under oars, and so could reach points on the lower reaches of small rivers. Without centerboards, which did not come until after the French and Indian War, they were probably not too good at sailing with the wind

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Livingstone Light Cont:
rock abd gravel as soon as it was placed in position.

The crib will extend 4 feet above the water, and a 24-foot steel tower will be placed on it surmounted by a revolving light.

The light was smashed September 11, 1952 by the fog--blinded ore carrier E.J.Kulas.Joseph E. McGuire, a marine reporter for the J. W. Westcott Co., of Detroit, who was stationed at the light was thrown into the river by the impact of the carrier.

The Livingstone Channel light marks the point where downbound traffic in the Detroit River takes the righthand Livingstone Channel around Bob-Lo Island.It is located off Grosse Isle and Stony Island.

Upbound traffic takes the Amherstburg Channel on the Canadian side of Bob-Lo.

JUST ONE OF THE ---- ONES??

Old Captain John and another retired Lakes skipper were basking on the shore of Belle Isle when a tourist expressed amazement at the great length of the 714-foot "Joseph Thompson', largest of the ore ships, then passing.

Capt. John came to life with a derisive snort. "Shucks, that's only one of the little fellows. Oughter see some of the big ones. Why there was one of them passing my window one morning, just her bow in sight. She kept coming and coming until I was tired of looking at her and went about my business. Next week, same time, I looked out again and there she was,her stern just passing. That was a real long one."

The tourist went his way. Capt. John's companion took him to task for being such a liar.

"Well", replied Capt.John,"I didn't have to tell him that the second time I looked she was on her next trip up".

Mackinaw Boat cont:
abeam,but, relatively speaking there was lots of room for leeway, and with a fair wind their carrying capacity certainly exceeded that of any two-man canoe, and they could keep going longer in rough water.

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Mackinaw Boat cont:

There is a record of a Mackinaw boat being in use as early as 1685, just six years after the loss of La Salle's "Griffon". It was nearly a hundred years later that the centerboard came into use on the Great Lakes. Gradually, the hull lines of the Mackinaw changed, and alterations of the rig of these new hulls were made. Stonington boats, and the others mentioned above, came into use, some of them carrying the original Mackinaw rig, and some were given a rig sometimes called a double cat. Boats out of Escanaba, began using the sloop rig. Some how, on the American side of the Lakes the term Mackinaw, at one time or another became attached to all, or most of these variations, but the original rig persisted, and at the end of another century they were still the most popular rig on these waters, especially with the fishermen who had to stay out when the going was rough, and come in regardless of the direction of the wind. With the improved hull lines and centerboards they were all-weather boats that had no equal. Only the advent of the internal combustion engine drove them from the Lakes. They could sail closer to the wind and run more directly ahead of it than any other fore and aft rig ever used in America.

A few Great Lakes yachtsmen have chosen this rig, and without regret. In the summer of 1938, while living on Horshoe Island, in Green Bay, a storm sent every pleasure boat in those waters scurrying into the harbor there. Long before any other boat in the fleet thought of going out the only Mackinaw present got up sail, tacked out through the maze of power and sailing craft, almost dead into the wind, and in less than an hour was out of sight beyond the horizon. To borrow from John Masefield:

"They are my country's line,
her great art done
By strong brains working on the
— thought unwon,
They mark our passage as a race
— of men,
Earth will not see such ships
as those again".

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