



THE TELESCOPE

GREAT LAKES MODEL SHIPBUILDERS' GUILD

BELLE ISLE || DETROIT 7, MICHIGAN

Vol. 2

October 1953

No. 10

HERO OF NORONIC FIRE KILLED IN CRASH

Port Williams, Ont. Nov. 16- Mr. Leo Kari who at 18 was one of the heroes of the disastrous Noronic ship fire at Toronto in September, 1949, was killed November 15 in an automobile crash here.

Kari was a member of the crew of the \$4,000,000 Noronic which burned at the moorings with a loss of 119 lives, many from the Detroit area.

In the pre-dawn hours he was credited with saving many of the ship's vacationing Americans at the risk of his own life.

ANOTHER ANCIENT WRECK DISCOVERED IN ST. CLAIR RIVER

Oct. 23:- Wreckage of a ancient 100-foot long ship near the center of the St. Clair River ship channel, was announced by the Detroit District of the Army Engineers.

The wreck is apparently a wooden ship and is under 25 feet of water. Several deeply laden vessels have reported touching something in the vicinity recently. However it is not a serious hazard to most shipping.

An engineers' survey party found it near the head of Russel Island about 100 feet from the center of the channel. Divers located wooden ribs, but have not been able to determine more about the ship because of murky water.

The Engineers will remove the ship by pulling it apart with cables or by blasting.

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

The NOVEMBER MEETING of the Model Guild will be HELD IN THE BRIEFING ROOM at the DETROIT HISTORICAL MUSEUM Friday November 27, 1953, at 8:00 P.M.

BE SURE AND COME

BRING A FRIEND



H.M. SCHOONER NANCY 1789-1814
DRAWN BY ROWLEY MURPHY AFTER PLANS BY C. H. J. SNIDER
(Courtesy Koss & Mann Press Limited)

The Schooner "Nancy"

1789-1814

The Little Ships:

THE NANCY, OF MOY

Third in a series on the models on display in the Museum of Great Lakes History. J.E. Johnston, curator

The Eighteenth Century was one of uncertainty for the Europeans in the Great Lakes region. For these hardy venturers all activities centered around the few stockaded trading posts which were separated by leagues of wilderness.

Wars, and rumors of wars, were almost continuous. French and Indians, French and British, British

cont. pp. 3

The TELESCOPE

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

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MUSEUM NOTES

Recent Accessions

From the power plant of the side-wheel steamboat, recently removed from Lake Huron, at a point about 2½ miles from Port Huron:

1. The pitman rod from the main engine, 22 feet long and 18 inches wide, and 8 inches thick of pine, bound all around with iron, with one of the original brass bearings still attached.
2. The valve mechanism, with the four eccentrics still intact.
3. The hub, or spider, from one end of one of the paddle wheels. This is the only one of several to survive the blast required to reduce the machinery to parts that could be handled by the derrick.
4. A hand pump of strange design which looks simple, until you try to figure out how it works. The leathers in the pump were found to be in perfect condition in spite of having been submerged for perhaps 70 years. The gaskets also were in perfect condition. No difficulty was experienced in completely dismantling it. All nuts were removed from the bolts with comparative ease.

These items were presented to the museum by the U. S. Engineers, who salvaged them.

Seven reprints of very early maps of the Great Lakes region. Dates of originals: 1570-----1650-----1657
1720-----1741-----1782-----1849.
Also a map of Frankfort harbor, 1939, all being from the Supplement to the Benzie County Patriot, of June 8, 1939. Donated by Mr. Victor Schoen Editor and Publisher of LAKELAND YACHTING, Sheboygan, Wisconsin.

SHIPS AND THE SEA

Volumes number one and number two bound in beautiful green covers. From the magazine SHIPS AND THE SEA, Milwaukee, Wisconsin, through Mr. Joseph C. O'Hearn, Advisory Editor.

NOMINATIONS OF 1954 OFFICERS

At the regular meeting of Great Lakes Model Shipbuilders' Guild, October 30, 1953 the following members were appointed to the Nominating Committee by Vice President Robert H. Davison, acting in place of President Robert H. Ruhl who was unable to be present because of illness in the family.

The committee was instructed to nominate candidates for the following offices in the Guild:

President
President
Vice President
Sec.-Treasurer

The Nominating committee:

R. A. Bishop	A. H. Koeppner
W. J. Osborne	John Miller
Dennis Kovach	John Clements
Walter Massey	M. Gram
Irs Agar	Curtis Kovach
J. K. Helgesen, Sr.	

Results

Office Incumbent	Vote	Nominees
Pres. R.L.Ruhl	1	R.L.Ruhl
	9	R.H.Davison
	1	John Miller
V-Pres.R.H.Davison	1	R.H.Davison
	8	John Miller
	1	A.G.Henning
S-Tres.J.E.Johnston	10	J.E.Johnston

One ballot void.

Respectfully submitted
The NOMINATING COMMITTEE
John Miller
Chairman

November 7, 1953

LETTER TO THE EDITOR:

Dear Capt. Johnston:

My steam powered model of the Walk-in-the-Water is now complete and on two occasions I have sailed her. Yesterday we brought her over to Belle Isle. They told me you were on vacation. We spent several hours sailing her in the yacht basin up river from "J. T. Wing". She doesn't steam very long and I can only

cont. pp. 7

SAND MERCHANT

The Last Struggle of the "David Dows"
November 1889

To watch a ship (large or small) steam or sail) sinking before your eyes is a most tragic scene. When a ship is built, those who build her and those that sail her, put something into her although not made of animal, vegetable or mineral, is a vital part of her. You do not see or feel it, yet it is there when needed. Realization of this added quality is felt with surety when she fights to survive a storm or the water that slowly pulls her down.

Captain Roach of the tug "Morford", one of the vessels that went to the assistance of the "David Dows", describes its' sinking as follows:

"The big vessel, was being watched over very much after the fashion one holds a vigil over the bed of a dying man. She had to go. There was no way of saving her. At 2:45 P.M. her timbers began to groan. She ceased her heavy pitching. Slowly she leaned over to starboard. Her five monster sticks were dipping over and reached the waters edge. She began to right herself, but more waves came aboard and the masts dipped again. Then, slowly, majestically, her stern rose up out of the water and her bow gradually sank out of sight. Half her length submerged, she shot down until her stern stood upright. In this way she disappeared from view, and, going to the bottom, righted up, her tall masts reappearing above the water, bolt upright. In this position she lies—a total loss, irreclaimable."

Thus passed on to smoother seas the first five masted schooner ever built in America, and the largest ever built on the Lakes.

NEW SERIES OF ARTICLES

TO START IN DECEMBER

Beginning with the December issue of TELESCOPE, a series of articles telling of forgotten ports and their histories. The articles will alternate with The LITTLE SHIPS.

December TELESCOPE

PORTS OF THE PAST

Little Ships--cont.

and Indians, British and their own colonies. Even after the close of the American Revolution the British held Detroit and other posts south of the Great Lakes thereby creating one of the many circumstances leading up to the war of 1812.

To control the fur trade, and to prevent the Americans from building vessels which might make a bid for control of the Lakes, the British prohibited the operation of privately owned ships. For a while all commerce was dependent upon naval vessels for transportation. The confusion and delay to shipments became intolerable. The point was reached where it took five years for a London merchant to get returns on his investment. Naturally, the fur trade languished.

To relieve the situation Governor Haldimand permitted the licensing of private vessels, under navy supervision. Even worse conditions followed, and finally, after strong protests real relief was granted.

The construction of new vessels began at once. Among the first of these to be launched at Detroit was the two-mast topsail schooner "Nancy" in 1789.

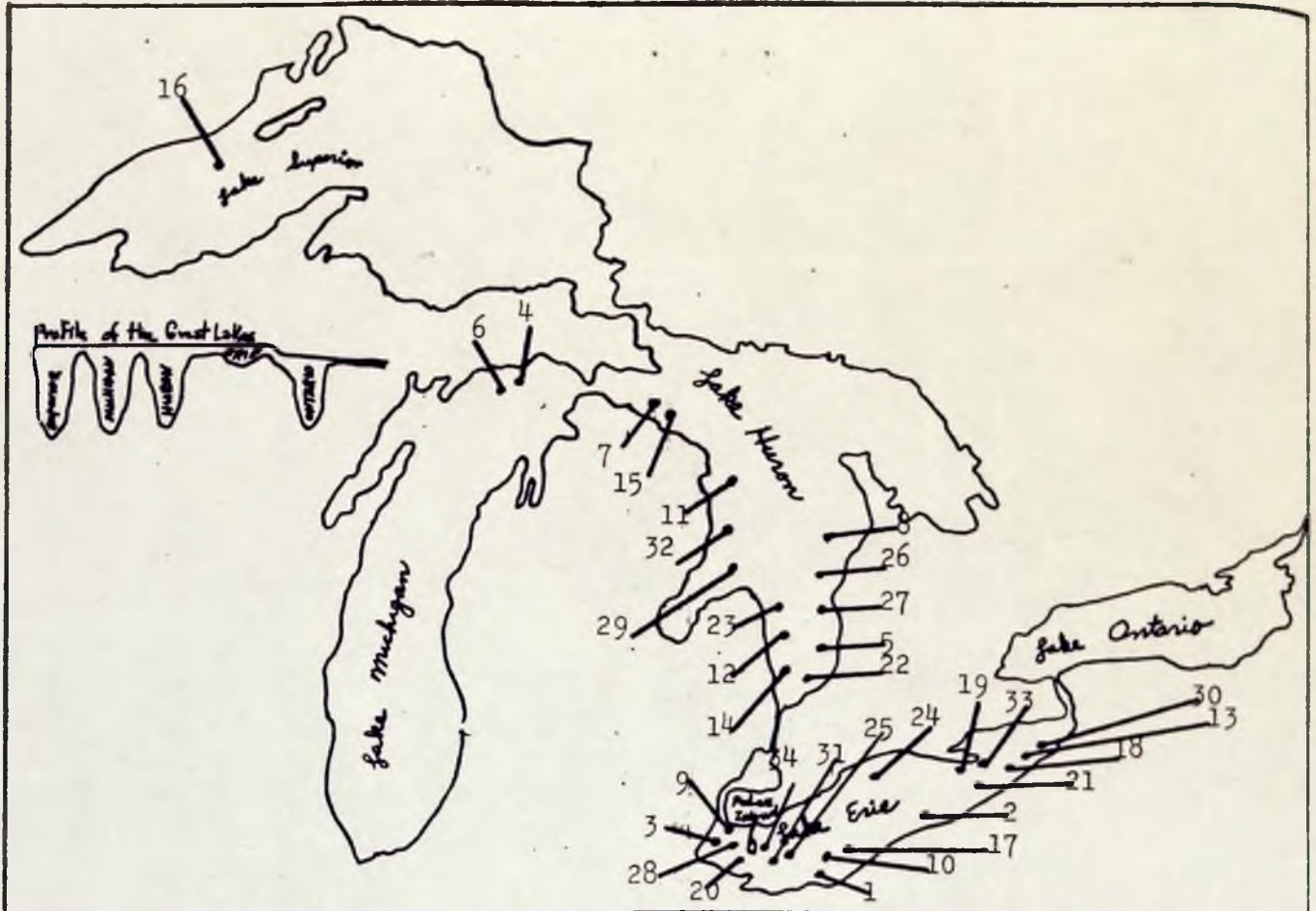
Built for the account of the Hon. John Richardson, of Montreal, she was armed with six small guns; not for fighting, but to repel attacks by Indians or interlopers. After the Battle of Lake Erie she was the only British vessel above the falls of Niagara. In this role she needed heavier armament, which was provided, and she shuttled back and fourth between the mouth of the Notawasaga River and Mackinac Island, keeping the garison at the latter place supplied with food and munitions.

Before being assigned to that duty the "Nancy" had already made a name for herself, and a place in the hearts of Britons. In August 1812 she participated in the capture of the U.S. Brig "President Adams", and Fort Detroit. She had been in the attacks on Fort Meigs, on the Maumee River, May 9, and July 24, 1813, transporting General Procter and the 41st. Regiment to and from the scene of action. In August of the same year she again carried the same commander and his troops to the attack on Fort

GREAT LAKES TREASURE HUNT

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Part-Two



THERE'S TREASURE IN THEIR HOLDS!

Description and cargo valuation of these 35 sunken ships are as accurate as limited research could establish.

CODE: CB-copper bars; BW-barrels whiskey; S-steel; GR-grain; O-ore; LO-locomotives; FL-fuel oil; G-general; GB-gold bullion; PZ-pig zink; C-coal; HC-hard coal; M-money; LM-lumber; RR-railroad cars; CS-cash; SP-specie; UNK-unknown.

#	Name	Date Sunk	Cargo	T-Value	#	Name	Date Sunk	Cargo	T-Value
1	G.R.Griffin	June, 1896	CB	\$525,000	18	City of Detroit	Sept.21,1873	SP-CB	\$100,000
2	Dacotah	Nov., 1860	CB	\$500,000	19	James B. Colgate	Oct.20,1916	HC	\$200,000
3	LEXINGTON	June, 1846	GB-BW	\$450,000	20	Marshall F. Butters	Oct.21,1916	LM	\$100,000
4	William B. Davock	Nov. 11, 1940	S	\$425,000	21	DEAN RICHMOND	Oct. 14, 1893	GB-PZ	\$100,000
5	James B. Carruthers	Nov. 10, 1913	GR	\$410,000	22	Wexford	Nov.13,1913	G	\$150,000
6	Anna C. Minch	Nov. 11, 1940	G	\$375,000	23	R.G.Coburn	Oct.17,1871	CB-M	\$150,000
7	Charles S. Price	Nov. 12, 1913	O	\$360,000	24	Bessemer	Dec., 1909	RR-C	\$170,000
8	Isaac M. Scott	Nov. 9, 1913	HC	\$340,000	25	New Brunswick	Oct.,1912	LM	\$170,000
9	Clarion	June, 1918	LO	\$300,000	26	Argus	Nov.12,1913	G	\$150,000
10	CLEVECO	Dec. 2, 1942	FL	\$271,000	27	Orinoca	June 14,1924	LM	\$120,000
11	S.R.Kirby	May 8, 1914	LM	\$265,000	28	D.L.Filer	Oct.20,1916	C	\$120,000
12	John A. McGean	Nov. 13, 1913	G	\$240,000	29	Russia	Oct.17,1909	G	\$100,000
13	George J. Whelan	July 29, 1930	G	\$235,000	30	Erie	Oct.9,1841	CS	\$100,000
14	Hydriss	Nov. 9, 1913	G	\$230,000	31	Meridia	Oct.20,1916	G	\$100,000
15	Regina	Nov. 12, 1913	G	\$225,000	32	Clifton	Sept.22,1924	UNK	\$75,000
16	George M. Cox	May 27, 1913	G	\$210,000	33	Atlantic	Aug.,1852	CS	\$60,000
17	Sand Merchant	Oct. 17, 1936	G	\$210,000	34	Armedia	1918	HC	\$30,000

When he died last year at the reputed age of 114, Pete Jackson, a Chippewa Indian who lived near Omena, could tell it--partly from his own memory and partly from stories told by his elders. This was his story:

"In the early autumn (of an unknown year) the Chippewas decided to fortify themselves in a lakeside position where they thought the Menominees with whom they had trouble would be most likely to attack. This was in the northern part of Benzie county at the mouth of the Platte river, about fifteen miles from Frankfort. There they built stone breast-works. (This was an unusual operation for Indians, who rarely used artificial defense devices.)

By spring the Menominees had not come across Lake Michigan from what is now Wisconsin to fight, so the Chippewas decided to cross the lake in canoes and take the Menominees by surprise.

Before they embarked, however, the chief took all the money that the tribe owned, said by Pete to be "two copper kettles full," carried it alone over the brow of a nearby hill, and buried it in a spot that only he, the chief, knew.

The Chippewa warriors then launched their flotilla of canoes and crossed to the Wisconsin side of Lake Michigan. In Green Bay, however, a sudden storm capsized their craft, and all of the warriors drowned.

Many relics of the Indians' stay on the Platte remain, including the stone breast-works and buried arrowheads. But the money was never found. The story, as related by Pete has intrigued many in the vicinity and has induced a scattered few actually to dig on the site.

Pete's tale, says Professor James, is of the type known as "place legend," and is most unusual in that the breastworks mentioned in the story still exist.

What are the instruments used by modern treasure hunters in their searches, For underwater searchers, McLean has developed a device which he calls a "Water-scope." This is an underwater periscope to the end of which are attached powerful searchlights. Operating this device from the surface, McLean can, under favorable conditions, view all the major objects on the lake bottom in a circle sixty feet in radius--even in water a hundred feet deep.

A number of other devices for detecting metals beneath water and soil have been evolved in recent years. One of them, a special potentiometer, was used in locating the Kitty Reeves last year. Another device, developed in the United States during World War II, is the Fluxgate magnetometer, used as submarine detecting device.

Dr. Hugo Mandelbaum, Wayne University geophysicist, explains that the magnetometer can be used for detecting any object in which magnetism is induced by the earth's magnetic field. This includes iron, nickel, objects made from these metals, and many ores.

There are two types of magnetometers marketed commercially, costing about \$1,000 to \$1,500. Not only may the magnetometer be used over water, but also over land. In fact, it is in everyday use today in airborne surveys for detecting ores. Ore deposits, if they are large enough, may be detected by the device even at a height of five hundred feet.

If carried close to the ground, the magnetometer can detect even relatively small amounts of buried metal. Conditions must be favorable, however; the metal must not be buried too deep and must be of sufficient mass.

And if the treasure hunter really makes a find, what are the legal snarls that he may get into? Professor Carl L. Whitchurch of Wayne's Law School gives some of the answers.

"Finders keepers, losers weepers" doesn't actually have validity in law, he warns. A person doesn't necessarily lose title to property just because it's been buried or sunk for a long time. Before a successful treasure hunter appropriates his find, he had better consider these two factors:

First, was the treasure "abandoned?" Abandonment is a little difficult to define, but one of the evidences of it is that the treasure was in a place where it was salvagable and still was not salvaged by the owner. It may also possibly be considered abandoned if it were lost so that the owner couldn't have known where it was. But if the owner has made repeated attempts to salvage it or find it, probably he still retains title.

The original owner may not, of course, be living. Certainly, this is the case with most of the older Ohio and Michigan treasure, but there is some chance that his heirs still hold title.

Second, where was the treasure found. Here, another person comes in as a possible owner of the treasure: namely, the owner of the property on which the treasure was found. Treasure seekers had better not invade private property, Professor Hitchchurch says. It's a pretty good ground rule to look for your treasure in a public place; that is, a place to which the general public has access. This could be the state's navigable waters, parks and forest reservations, beaches of the Great Lakes, and the borders of public highways.

"There are practically no Michigan court cases on the rights of finders," Professor Hitchchurch says. "This makes it difficult to determine what may happen in future cases involving treasure troves."

Especially interesting in this prediction is how a certain ancient state law, still on Michigan's statute books, could affect the cases.

Surprising to almost any amateur treasure hunter are the solemn and forbidding provisions of this ancient statute, passed by the state fathers a hundred and seven years ago.

Called the law of "lost and unclaimed property," it deals with such matters as posting notice of having found treasure, (in two public places within the township if value is \$3 or more, and also in newspapers if value is \$10 or more), appraisal and certification of value by a justice of the peace, restitution to the owner if he appears, and actual turning over to the township a portion of the treasure's value if the owner does not appear.

The statute has teeth in it, too, with ominous words like "fine" and "imprisonment." There's another legal matter, too, that treasure hunters had better consider: federal income taxes.

In general, a "windfall" such as an unearthed treasure is subject to such taxation says Dr. John E. Glavin, also of Wayne's law staff.

"Furthermore, if the treasure is recovered in Canadian waters, it's possible that the treasure finder will be taxed by both the U.S. and Canada," Dr. Glavin warns.

How about deductions for the "business expenses" of the treasure hunt? This is a point that might be a bit difficult to interpret, says the professor. It would depend on whether the particular treasure hunt were considered by our Treasury Department to be a "gainful business" or just a recreational jaunt.

Certain economic considerations are important for the treasure hunter, too.

Because of factors such as the rise in price levels, most recovered treasures would command higher prices today than at the time lost. One item requires special consideration in this connection, however, says Dr. Lawrence H. Seltzer, professor of economics. This item is gold.

A bar of gold is worth more today than in former years, but a gold coin can be redeemed only at its face value (even though the gold content of the dollar was greater in the old days).

Under these circumstances, a finder of gold coins would probably profit by melting them into bullion and selling the resulting bars of metal but the trouble is that he may not do so legally.

Ever since 1934 Americans who come into the possession of U.S. gold coins have been required to turn them in to the U.S. Treasury for redemption in other money. So the lucky chap who finds a chest full of U.S. gold coins had better not try either keeping them or melting them. Instead, he should go to a Federal Reserve bank and turn them in. The bank will give him a check for their face value.

Despite all the thought-provoking problems and responsibilities that the professors' answers have brought forth, the Treasure Unlimited expedition has intrigued many more people than can be accommodated on the voyage.

But there'll be other seasons. If results in Lake Erie are good, there's always the possibility of probing the greater depths of other lakes. Lake Huron might be the second choice, since next to Lake Erie it is the shallowest. Lake Superior would probably be last on the list, since its average depth of a thousand feet makes most of its wrecks unsalvageable.

And concerted land treasure expeditions might be organized. Already, Wayne students have made some experimental probings.

Here is a list of reputed treasure sites within the two states and their waters that have long been discussed by the treasure minded:

(continued on next page)

7
MICHIGAN

The steamer Pewabic was lost in a collision off the Alpena county coast. The vessel carried \$200,00.

LaSalle's ship Griffon, carrying gold with which to purchase furs, is thought to be in the waters of Hessel, Mackinac county.

Indians are said to have mined great quantities of silver in Lake of the Clouds, Ontonagon county, but their mines have never been found.

An unidentified vessel with \$4,500,00 in gold bullion aboard is "supposed" to have sunk off Poverty Island, Big Bay de Noc, Delta county.

The schooner Fay, with valuable cargo, lies at the bottom of Saginaw Bay.

The steamer Templeton was wrecked off South Manitou Island, Leelanau county, with valuable cargo, including whiskey.

The steamer Westmoreland with \$100,000 aboard supposed to be in the waters of the Straits of Mackinac.

The steamer City of Detroit is at the bottom of Saginaw Bay with a valuable cargo aboard.

A chest of money and other valuables is said to have been buried in the sands of deserted High Island in Lake Michigan. A religious colony which once lived there is said to have buried it.

On the Fortenatis Zukas farm, Scottville, \$85,000 in gold is reported to be buried.

Buried on the Steiner farm, Bellaire, is "an Indian hoard."

The vessel Blue Boy, with a cargo of whiskey, was lost near Charlevoix.

The schooner Venus, carrying a large government payroll, sank near Northport.

Chicago bandit treasure is reported buried on the Pennington farm, Dimondale.

The vessel Minnie West was lost near Charlevoix with a cargo of whiskey.

The Deller farm, Grand Rapids, supposed to hold buried robbers' loot.

Somewhere in the River Rouge area a kettle of General Hull's gold is believed to be buried.

Riches of unknown value and origin supposed to be in Crysta Lake, near Whitehall.

Near L'Estivant Pines, Keewenaw Peninsula, \$25,000 in silver is cached somewhere.

OHIO

Eaton Preble county -- A pot of gold supposed to have been buried near here by a member of the Bridge family during Indian days, has never been found.

Rockford, Mercer county -- Loot hidden near here has been found, but more is thought to exist.

--The End--

**WALLSCHIFF CONTRACT AWARDED
TO CANADIAN FIRM**

Oct. 20:- McQueen Marine Ltd. of Amherstburg Ontario, has been given the job of raising the German Motor ship Wallschiff, which sank in the St. Clair River after a collision with the ore freighter Pioneer.

The bid was accepted Oct. 19 by Luebeck Lines, of Hamburg, Germany, owner of the sunken ship.

Work will start within a few days.

Letter to Editor, cont:

count on her for about five minutes, but she "chuff-chuff-chuff" along at a fairly decent clip into or with the wind, with a small bow wave and two rows of ripples leading away from the paddle wheels. Queen of the whole pond. A rather impressive sight.

Once I sailed her half the length of the basin into a wind. The wind

once or twice whipped the basin up into a series of short choppy waves. She rolled and pitched lifting one paddle wheel out and drawing the other but never shipping a drop of water. She aroused some comment. A sidewheeler! Is she electric? How much gas does she use? How much did the kit cost, etc? They could hardly believe that she had a real steam engine that we had made ourselves. The pictures we made are not developed or I would send some along with this letter. I'll bring her down again first chance I get.

Now that this one is finished I have to start thinking about the next one.

Sincerely yours,

Frank Slyker

22944 Hayes
East Detroit,
Michigan