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FORT GRATIOT LT.

The TELESCOPE

Published monthly by the Great Lakes Model Shipbuilders' Guild, at Belle Isle, Detroit 7, Michigan  
 Joseph E. Johnston.....Editor  
 Robert H. Davison.....Publisher  
 Chairman Publicity Committee  
 15¢ per copy; \$1.50 per year; free to members of G.L.M.S.G.

A T T E N T I O N  
 - N O T I C E -

To All Members and Subscribers:

The January 1954 issue of TELESCOPE will not be published at this time.

Due to the increasing number of members and subscribers to this publication, a change in the method of printing has been necessary.

Beginning in February with Vol. 3 No. 1&2, (January and February), the TELESCOPE will be Lithographed. With this process being used, the Editors and Publishers hope to bring to you a monthly paper that will include more pictorial subjects.

The TELESCOPE is not a profit making paper. The subscription rate charged is used only to help cover the cost of publishing.

The TELESCOPE is solely the organ of The Great Lakes Model Shipbuilders Guild. Its publication is only for the purpose of bringing to the population at large, a fuller knowledge of the History of the Great Lakes and the Ships that sailed them and the preservation of same for the future generations.

GREETINGS!

TO THE GUILD AND ITS MEMBERS

As former Vice President of the Guild, and now a member on Military Leave, I wish each and every one of you a Merry Christmas and a Happy and Successful New Year.

May the Guild and the public's interest in its works continue to grow during the year 1954.

Very sincerely,  
 Emmett D. Priestley  
 U.S. Army of Occupation  
 Austria

Note: Priestley's address is, Company H, 350 Inf. Regt. C/O Postmaster, New York, N.Y.

Dues for 1954 are now payable.

ROBERT H. DAVISON ELECTED PRESIDENT

At the annual election of officers Mr. Robert H. Davison, of 404 West Lewiston St., Ferndale, Mich., received the largest number of votes for the office of President.

Mr. Davison, is well-known in and around Detroit, having served as Assistant to the Jurator of the Museum of Great Lakes History for more than a year prior to taking up his present duties in the home office of the Davison Technical School in Highland Park.

While with the Museum he built the very fine model of the steamer "Michigan" (1833), one of the finest of "The Little Ships" on display in the schooner "J. T. Wing". Since leaving the museum he has been one of the hardest workers on the TELESCOPE staff, being Chairman of the Committee on Promotion, and Vice President of the Guild since that office was vacated by Emmet Priestley, who went into the Armed Services about a year ago.

Mr. John F. Miller, 1094 Lakepoite Grosse Pointe, Michigan, was elected Vice President by a large majority. Mr. Miller retired several years ago from active service with the Detroit Edison Company. His deep interest in Great Lakes ships has been manifested in his very fine collection of ship pictures and historical materials of other kinds. He is a member of the Advisory Council of the Detroit Marine Historical Society and was one of the early members of the Guild. He has been a contributor to TELESCOPE from time to time, as well as to other nautical publications. His article on the Museum of Great Lakes History, in the December 1953 Lakeland Yachting is the best ever written on that subject. Mr. Miller is skilled photographer, and his collection of color slides is among the best in the Lakes country. They are always a welcome part of any program connected with Great Lakes History.

Joseph E. Johnston, Curator of the Museum of Great Lakes History was re-elected Secretary-Treasurer after having served the unexpired term of Edgar Hopusch who moved to Boulder, Colorado, last summer.

Officers-cont. pg.7

THE DO IT YOURSELF SHOW  
SPONSORED BY THE J. L. HUDSON CO.

This issue of TELESCOPE comes out just in time to announce the participation of the Guild in the "Do It Yourself Show" sponsored by the J. L. Hudson Company of Detroit.

We were invited to man a booth devoted to model building and a number of the members have taken on a part of the work. Others are invited to come in when they can.

The booth will represent a shop, outfitted for model building, with machine and hand tools, plans, blue prints, and models, arranged about as they would be in a well appointed hobby shop.

Demonstrations of the various techniques will be featured, and visitors will be made acquainted with the great work that is being done by the members to bring to life again the Lakes ships of by-gone years.

The Hudson people have been most cooperative, and it has been a distinct pleasure to work with them.

The show opens on Monday, January 18, and runs through Thursday January 28, except on Sunday the 24. The booth is being manned from 10:00 AM until closing time for the store. Already scheduled for duty are:

Mrs. J. M. Leitch  
Dennis and Curtis Kovach  
John F. Miller  
Robert L. Ruhl  
John Clements  
J. E. Johnston

This event is a wonderful opportunity for the Guild and we are very grateful to the J.L.Hudson Company for making it available to us.

JETSOM and FLOTSOM

The brig "Black Hawk" a 384 ton vessel left Detroit for Liverpool in 1858 with a lumber cargo and came back home only to be wrecked off Pointe Betsey in Lake Michigan in 1862.

The barque "Eureka" sailed from Cleveland, Ohio, for California by way of Cape Horn in 1849 with sixty passengers aboard and landed them safely.

The Steam Barge "Albert Soper" built in 1881, went to salt water during  
Jetsom-cont.pg.8

LITTLE JOURNEYS

No. 1

To the Readers:

As Curator of the Museum of Great Lakes History my duties take me to many places of interest in the Great Lakes region. It frequently happens that things come to my attention that may be of interest to you, or I meet people whose lives and work are worth knowing about. So, from time to time I will do my best to share these experiences. Some will be nautical, some not, but all will be of people and things which make this vast region what it is,---America at its best. And I use the term broadly, for although we are two nations we are one people, we who dwell on both sides of the thing we call the boundary. There is no boundary between our aspirations and our fields of endeavor.

On both sides of the national border there are earnest men and women, some great, some humble, pursuing common interests. I believe that we would be better for a common knowledge of those interests.

This is the story of a visit to the Huron County Museum, at Goderich, Ontario, up on the eastern shore of Lake Huron, and with the Curator, Mr. J. H. Neill. It is not nautical.  
The Editor.

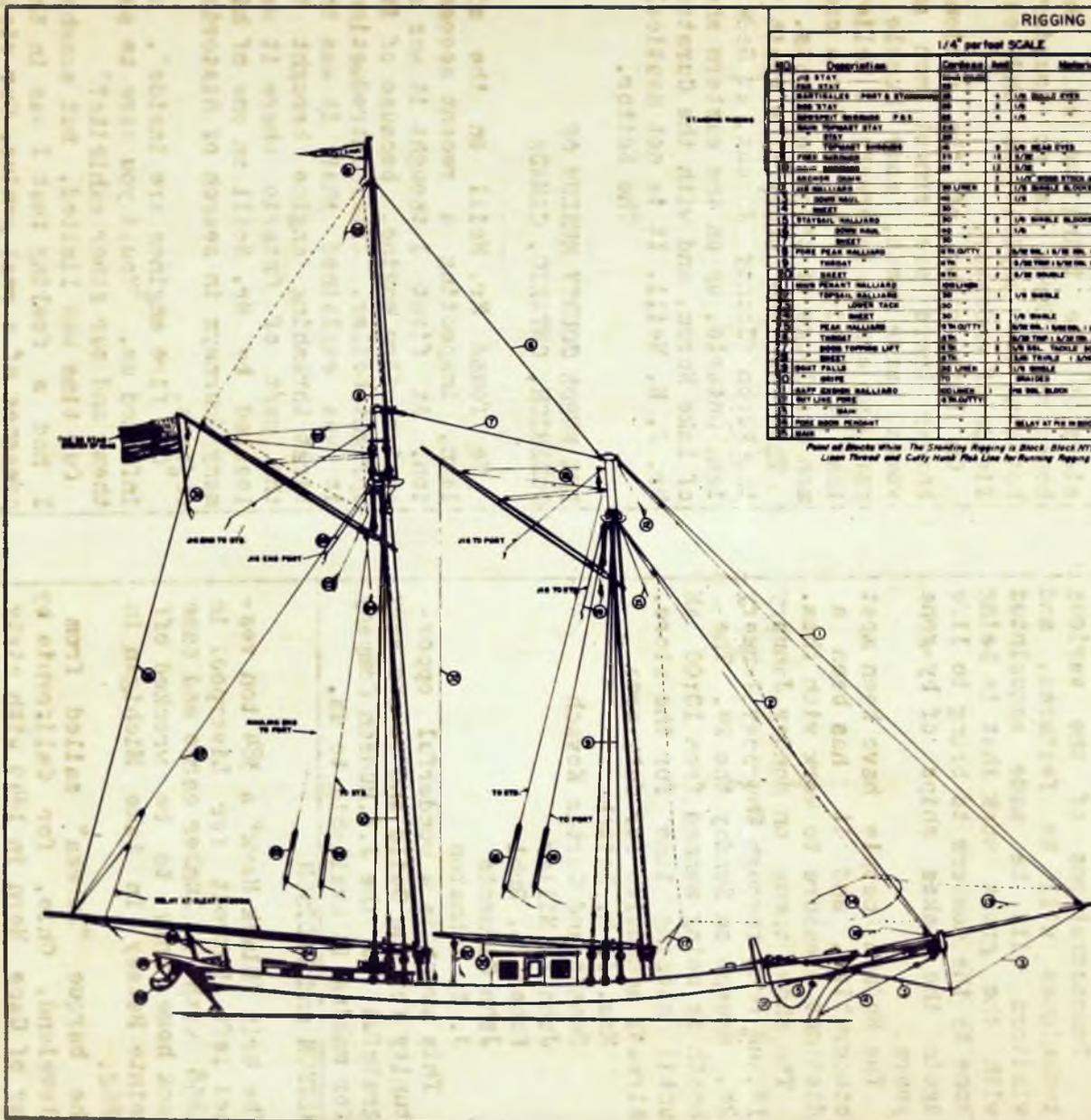
THE HURON COUNTY MUSEUM OF  
GODERICH, ONTARIO, CANADA

We found Mr. Neill on the side lawn, inspecting a recent accession. At first I thought it was an ancient fire engine, because of its upright boiler. After introductions it was explained that it was the first thrashing engine brought to the part of Ontario where it was located by Mr. Neill on one of his many journeys in search of historic objects.

"Our fire engines are inside", he informed us. "Would you care to see them, and our other exhibits?"

Our time was limited, but somehow I had a feeling that I was in the presence of a real genius. Our visit within the museum was all too brief, but as we moved from one exhibit to another that feeling became a conviction.

Journeys-cont. pg.7



**RIGGING SCHEDULE**

NO.	Description	1/4" per foot SCALE			1/8" per foot SCALE		
		Quantity	Unit	Material	Quantity	Unit	Material
1	JIB STAY	1	1/2" SWAGE		1	1/2" SWAGE	
2	MAINSTAY	1	1/2" SWAGE		1	1/2" SWAGE	
3	FORE STAY	1	1/2" SWAGE		1	1/2" SWAGE	
4	MAIN HALLIARD	1	1/2" SWAGE		1	1/2" SWAGE	
5	FORE HALLIARD	1	1/2" SWAGE		1	1/2" SWAGE	
6	MAIN SHEET	1	1/2" SWAGE		1	1/2" SWAGE	
7	FORE SHEET	1	1/2" SWAGE		1	1/2" SWAGE	
8	MAIN TACK	1	1/2" SWAGE		1	1/2" SWAGE	
9	FORE TACK	1	1/2" SWAGE		1	1/2" SWAGE	
10	MAIN TRIPLE	1	1/2" SWAGE		1	1/2" SWAGE	
11	FORE TRIPLE	1	1/2" SWAGE		1	1/2" SWAGE	
12	MAIN SWAY	1	1/2" SWAGE		1	1/2" SWAGE	
13	FORE SWAY	1	1/2" SWAGE		1	1/2" SWAGE	
14	MAIN SWAY	1	1/2" SWAGE		1	1/2" SWAGE	
15	FORE SWAY	1	1/2" SWAGE		1	1/2" SWAGE	
16	MAIN SWAY	1	1/2" SWAGE		1	1/2" SWAGE	
17	FORE SWAY	1	1/2" SWAGE		1	1/2" SWAGE	
18	MAIN SWAY	1	1/2" SWAGE		1	1/2" SWAGE	
19	FORE SWAY	1	1/2" SWAGE		1	1/2" SWAGE	
20	MAIN SWAY	1	1/2" SWAGE		1	1/2" SWAGE	
21	FORE SWAY	1	1/2" SWAGE		1	1/2" SWAGE	
22	MAIN SWAY	1	1/2" SWAGE		1	1/2" SWAGE	
23	FORE SWAY	1	1/2" SWAGE		1	1/2" SWAGE	
24	MAIN SWAY	1	1/2" SWAGE		1	1/2" SWAGE	
25	FORE SWAY	1	1/2" SWAGE		1	1/2" SWAGE	

Point all blocks where the Standing Rigging is Black. Black NYLON Fish Line Recommended.  
 Lead Thread and Cuffy Hook Red Line for Running Rigging

**HISTORICAL**  
 From 1812 when the "Cape of Canada" schooner was built, the first schooner was built in the United States, and since that time, the schooner has been the most popular type of vessel on the Great Lakes. The schooner "Challenge" represents about the first of the "true" type of which enough is known to reconstruct with a reasonable degree of accuracy. A schooner of Chicago type with sharp ends and Center Board. Once rigged at the New West with Square Sails.  
 This type of Two Masted Schooner played an important part in the development of the Great Lakes Area, through Transportation, from the mid nineteenth century. As vessels increased in size they followed the Star and Star rigged vessel. And the Schooner carried on nearly to the Centenary close in spite of Steam.  
 Some of the boats on the Great Lakes: "THE LONG DRIVE" "MUSKIEG" "HAWK" "LOVE OF THE LAKES" "Dora Thompson" "LAKESIDE" "PROF. LINDSEY" "LAKE MICHIGAN" "St. M. Owen" "LAKE SUPERIOR" Green Lake Area, "LAKE ONTARIO" Arthur Rowland, "LAKE ERIE" "Lionel" "Hawthorn" "USAR"

**RIGGING PLAN**  
**GREAT LAKES SCHOONER**  
**CHALLENGE**  
 1882  
 Sheet 2 of 2 Sheets  
 Scale 1/8" = 1'-0"

W. W. Fisher  
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 A. J. FISHER  
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The Little Ships:  
Number 5 of a series by J.E. Johnston  
curator of the Museum of Great Lakes  
History, division of the Detroit  
Historical Museum

CHALLENGE  
A Great Lakes Trader

During almost three quarters of the 19th Century a peculiar circumstance exists all around the Lakes. Channel improvement was nearly always one step behind the development of ships. This circumstance, during the fifties and sixties, and part of the seventies, brought into existence a vast number of small schooners, the history of which has nearly passed unnoticed. Challenge was one of these, --one of the larger ones. Beers' History of the Great Lakes states that she was built in Manitowoc in 1852, of 87 gross tons, and that she was still in use in 1893.

There were many others similar in type and size:

Cayuga.....	60 tons
Sir Isaac Brock..	70
William Brewster.	70
J. Bigler.....	66
Banner.....	72
Avenger.....	78
Arrow.....	65
Iris.....	62

These were among the larger ones. In tonnage they went as low 25, 15, and even down to 7 tons.

Some of them were built by a man working alone, some by father and son, or father and family. Once in a while two friends worked at the building, then sailed the ship after the launching.

Vessels, both sail and steam had grown in size, and for these the channels had been deepened. They abandoned the little ports for the deeper water, and for a generation or so the little schooners served them, bringing in supplies and taking out raw commodities, until deeper water came to them also, or they faded away.

Many a substantial town of today owes its existence to the little schooners that kept them alive while they awaited the coming of the railroads, the highways, or the deeper channels.

The schooner Challenge, and many of her small contemporaries became traders in the true meaning of the word. They loaded cargoes of commodities that were plentiful and cheap at one place and take them to other places where they could be sold at a profit, and so, around the Lakes they would sail, buying here, selling there, or trading for other commodities that would yield a sure profit somewhere else.

No place was too small for them to call. Indian reservations, logging camps, small settlements, ---any place that promised a profit was considered a port.

On a few of the little schooners trade-houses were built for the transaction of business. These were placed between the two masts, and partially over one hatch, giving access to the stock in trade, below decks, without going out to the weather. With this arrangement the hatches could be battened down except for the opening into the trade house, and that being always under eye was not vulnerable to pilferers. This trade house permitted the receiving of customers that would not be welcome in the main cabin, which was out of bound for customers except by invitation.

There was a fair share of sharp traders and real scoundrels in the trading schooners, but most of the captains were honest, hardworking men who rendered full service for value received. With their passing went the last of the free life on the Great Lakes. In their wake came the larger ships, with paid crews, and schedules to make, and dividends to earn for distant owners. Freedom of action became a thing of the past. No more lazy voyages, or protracted stays in a pleasant port, just because it was pleasant.

The schooner "Northwest", last of the two-masters was lost in Lake Huron during a sudden squall about 1943. "We shall not see their likes again".

The model of the "Challenge", on exhibit in the Museum of Great Lakes History was built by Emmett Priestley from plans obtained of A.J. Fisher, and was the first model donated for Great Lakes lore.

### THE HAVE AND HAVE NOT COLUMN

An invitation to members to use the TELESCOPE for locating things they need, and to mention things that are of use to model builders, but they do not need. Here is another service that your magazine can render.

#### WANTED

Information, of any kind, on the battleship @Maine@, of the Spanish-American war fame. Lines, and other details useful to a model builder will be welcome.

Wilbur J. Osborne, 19249 Shields -- Detroit 24, Michigan.

#### WANTED FOR THE TELESCOPE

Brief histories of old Lake ports - that have been passed over in the era of big ships. Old lumber ports are the most numerous of these, but there are others that served other trades that no longer exist. Supply points for early settlements are perhaps the second in number. Send in to the editor anything you have on any of them.

#### ATTENTION TO THE MEMBERS

The Guild is on a firm financial footing. Let's keep it that way by getting our dues paid on time.

In a matter of days we will have to supply the State of Michigan a statement which must include the number of members in good standing. Please send in your dues for 1954 at once.

J.E. Johnston,  
Secretary--Treasurer.

#### HOME FOR THE HOLIDAYS

Edgar Hopusch, from 1925 22nd St. Boulder, Colorado.

Ronald H. Konzak, from Gary A.F. Base, San Marcos, Texas.

Gordon P. Bugbee - from school in the east. Gordon took time out to do some drafting on the Put-In-Bay plans. Konzak brought home his very good model of @Walk-in-the--Water"

All three called at the Wing.

Jetson cont:

World War I. She was wrecked on Governor's Island, Bahamas, while carrying tomato crates from Miami Florida. The crank shaft broke, the propeller dropped off, and the "Soper" sank in 15 feet of water.

### FROM THE DEPHS

The year 1953 will go down in the records as the Year of Recovery because of the number of hulks that were located, and in some cases, brought up from the depths of the Great Lakes. Unfortunately not all of them were identified beyond the shadow of a doubt, and regarding some of these there will probably be lengthy controversy. We give here what has been reported by the salvors, without expressing the opinions of other persons.

- (1) Scorpion. Penetang, Ontario. Salvage financed by local people. Directed by Dr. Jurry Archeologist, U. Of Western, Ont. This schooner was in Perry's fleet at the Battle of Lake Erie, Sept. 10, 1813. Later captured by British) and finally sunk in accordance with the treaty limiting war vessels on the Great Lakes.
- (2) Tecomsch. British gun boat discovered with the Scorpion.
- (3) The remains of an unidentified side wheel steamer, located in Lake Huron, near Port Huron and removed, after blasting, by the Corps of Engineers, U.S. Army. Under-water work done by Curtis Jordan, Allen Park, Mich. Parts of the main engine were presented to the Museum of Great Lakes History.
- (4) The tow barge Champion, is the name given to the vessel whose remains were removed from the St. Clair River, near Algonac, Michigan. She sank at about that point in 1898 after being hit by the Str. Tuscarora.
- (5) At Kingston, Ontario, three, and possibly four hulks were located at a point where in 1758 Col. John Bradstreet, according to his report, burned the French fleet.
- (6) At Port Huron, Michigan, the new German motor ship Walschiff, the victim of collision, was raised by the McQueen Marine, of Amherstburg, Ontario, by private contract.
- (7) In Green Bay, a barge, raised by John Roen, owner.

Have you paid your dues yet??

## OFFICERS (Cont'd)

Captain Johnston is a Master Mariner, Ocean Steam Vessels, in which he served 21 years. He first came to the Lakes in 1934, to take command of a small schooner which served as a training ship for private interests. The project was abandoned after the first season but the Captain served three more years as Director of Nautical Interests at the Adventure Island Camp for Boys, in the Strawberry Group, in Green Bay.

Later, he came to Detroit as the Field Representative for the War Shipping Administration, charged with the recruitment of experienced merchant seamen. Besides sending to sea water 3180 Michigan seamen, he placed on board Great Lakes ships 2281 experienced seamen and trainees within a period of ten months.

After this work ended in 1945, he served as an employment interviewer for the State of Michigan, for three years, at the same time doing editorial work for Work Boat Magazine and Southern Fisherman, which he continued until recently.

From its conception, Captain Johnston worked for the establishment of the Museum of Great Lakes History and has served as Curator since 1948. He is one of the founders of the Great Lakes Model Shipbuilders' Guild, and founder and editor of TELESCOPE.

Dues for 1954 are now payable

## CONSTITUTION AND BY-LAWS

A revision of the Guild's first Constitution and of the By - Law has been completed and as soon as possible copies will be mailed to members for approval, changes, etc.

You are urged to return, with your comments, recommendations, etc. this document, as soon as possible. If your copy is not received by the date specified on the attached slip we will consider your silence as approval of the document as it stands.

The revision that will be presented is the result of much study of constitutions of similar organizations. Constitutions, and By-Laws, that have been proven workable have been consulted, and reshaped to our particular needs.

## JOURNEYS (Cont'd)

There were fire engines inside, and they were good, but that was only a small part of the exhibits. Mr. Neill stated that he had been about three years building up the museum, yet, there were single exhibits that most museums would be happy to be able to assemble in that length of time.

One of these showed 13 methods of making flour from wheat:--from the most primitive to the most recent. Each of the methods was demonstrated by a working model that actually make flour, and all of them are visitor-operated.

Another showed the history of sawing lumber, from the days of Crete to the latest double-edged monster of the big mills of today. To see all of these in action the visitor has only to turn one crank.

The history of the measurement of time is just as complete, and works.

I could go on at great length, describing the tremendous work of this little-known museum man, but still it would not do it justice. Instead, let me urge you to journey to Goderich and see for yourself what he has accomplished, and with how little. It should be an inspiration to anyone, and especially to those who work in small museums, or who would like to see a local museum developed in a small community. After seeing what he has accomplished you will say that nothing is impossible. His professional background is most interesting, but I will leave that for him to tell.

In this museum you will find no plate glass, little paint and polish and no prohibitions, which of course would not do at all in places where vandalism has become a cult, but you will find a very fine gentleman who has done the best he could with what he had and that "best" is very good. More than that - no one can do.

In closing, I will venture to predict that if Goderich ever becomes as widely known as it was in its boom shipping days, it will be through The Huron County Museum, and the work of Mr. J. H. Neill.

Have you paid your 1954 dues yet??