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SHIPS,
PORTS, AND
PEOPLE OF THE

GREAT LAKES

Editorial:

SHIPS, PORTS, AND PEOPLE OF THE GREAT LAKES

Our cover this month carries a blank map of the Great Lakes. This shows the region as the white man found it. No towns, no roads, no railroads, no farms, no industrial plants. Just land and water, and endless forests, with here and there a few open spaces. For countless years it had been like this, except for the changes wrought by long slow processes of nature. It had not always been like that, but what went on before is a story for the geologist, not the historian or the gatherer of legends. There had been vast upheavals, and many of the minerals that were later to serve mankind had been tossed about and left in prodigious deposits, here and there, often barely covered by the soil that nourished the trees that came later.

Through the forests, and over these vast deposits, a primitive race of men wandered for perhaps thousands of years. Theirs was a simple life that made so slight a drain upon the natural resources that nature healed the wounds they made, leaving no scars. The bark and boughs they took for the lodges and boats were replaced faster than they were taken. Save for a few minute dents made by some unknown race, the copper deposits remained untouched. To these people iron ore was but another kind of dirt, not even good for growing corn. The supply of furs was never depleted, and the forests never diminished in area. Game for food was limited only by the food supply for the animals, and fish multiplied in the waters until there was no room for more.

Then came the white man into the Great Lakes Basin. Singly, and in pairs, then by tens, and later by hundreds and thousands. For more than a hundred years, like the Indians, the white man left little or no trace of his having passed. It was during this period that he saw the region as our map shows it. To him the Lakes were a highway into a wilderness. His remote trading posts begot towns, and towns required farms to feed them after the white man's custom. Towns and farms required better transportation than was afforded by the canoes and so came the ships. With better transportation the towns grew in size and number and the farms encroached upon the forests. Fur gave way to agriculture, and the demand for lumber for homes, and barns and bridges, and wharves, further reduced the forests. Lumbering became the principal industry, then waned, when the forests were no more. Then came the era of copper mining, with the development of the iron ore deposits following close on its heels.

Until the coming of roads the ships were the only means of transportation. Railroads came so soon after the few, poor roads, that the latter hardly affected the business of shipping, but it was the railroads which first gave shipping a set back. Passenger traffic between the larger centers of population went first, then the local passengers took to the branch lines. The smaller ships held on to the small-town business for a while, but finally gave up. Then came the through highways, and the automobiles and trucks, Many of the branch lines quit. Shipping moved into a new field,---that of bulk cargoes of iron ore and grain, where they hold the field today.

So varied, and numerous, have become the details of a modern map of the Lakes region, that it is a relief to look upon one which shows the land, and the Lakes, as the white man found them, and it is very restful.

OPENING OF THE 1954 SEASON

Navigation got off to a good start this year, as far as Detroit vessels are concerned. On March 8th Frank Becker's tug and barge set out for Port Huron, and by the 17th was up-bound on the fourth trip.

The "Mataafa" of the Nicholson Transit Co. left Detroit at 1:10 AM. on the 16th, on her first trip of the season with a load of automobiles.

The "George H. Ingalls", of the T. J. McCarthy Company also got away on her first trip the same day, with automobiles. The "Wyandotte" of the Wyandotte Transportation Co. led the procession of the Lakes steamers out of Detroit by getting under way for Toledo for coal on the 15th.

The first Detroit ship to head up the Lakes was the "S.T.Crapo" of the Huron Cement Company, passing Belle Isle at 4:30 PM. March 17, bound for Alpena.

The ore carriers have not moved as yet. With a considerable hold-over of ore at the docks along the south shore of Lake Erie there is no great need of the early start as was the case in recent years.

MUSEUM OF GREAT LAKES HISTORY

The 1954 summer season of the Museum will begin at 11:00 A.M. Saturday, April third, and during the month of April will only be open on weekends and closed week days.

This schedule will be in effect until May 2, then beginning on Wednesday, May 5th, the full summer schedule will start, and the museum will be open every day except Monday and Tuesday until October 3rd, when the week-end-only schedule will again be adopted, with the museum closing for the winter on November 31st.

We have reached the point in our growth where space has become a factor. The schooner "J.T.Wing" is full and we have been obliged to store or display the overflow at the main building of the Detroit Historical Museum, at Woodward and Kirby. This is regrettable, but necessary until something can be done to permit us to expand in our own quarters.

For several years we have had a number of additional exhibits in the blueprint stage---exhibits which are every bit as significant as any that

Cont. page 7, column 2.

THE ABANDONED PORT OF TWO CREEKS

by Winnie Smith Mayer

The abandoned port of Two Creeks is located halfway up the Western shore of Lake Michigan, in the northeastern corner of Manitowoc County, Wisconsin, between the towns of Two Rivers and Kewaunee.

The first recorded landing of a white man, at the port, was made by Jacques Vieau, an agent of the N. W. Fur Company, in 1795. In 1836 the first white settlers established themselves in the area.

An extensive growth of hemlock, the bark of which was used in tanning leather, induced the Pfister Vogel Leather Company to establish their tannery at this location in 1861. A pier was built at this time to ship the products of the tannery, forest, and farm. In 1863 the unincorporated village of Two Creeks was created. At the height of prosperity, in 1866, the village population consisted of approximately sixty resident families.

In the early days, two and three-masted vessels unloaded freight at the pier, and in return loaded wood products. Local residents were employed as stevedores. Experienced men were paid 15 to 25 cents per hour. It would generally take from six to ten hours to load a boat.

The Seabird, Alpena, Propeller, Josephine Lawrence, Traverse City, and Alaska, were the names of some of the boats that made Two Creeks pier frequently. The "Propeller" was not the official name of this boat, but it was so designated as it was the first boat that stopped at the pier which used that method of propulsion. All of these boats were lost on Lake Michigan. The Seabird went down on April 9, 1868. Enroute from Chicago it burned about eight miles from Waukegan. Alaska, with her cargo of wheat, foundered about one mile south of the village of Two Creeks.

When the production of hemlock declined, the Pfister Leather Company found it unprofitable to continue their tannery. The plant was closed, and a few years later, about 1895, it was destroyed by fire. The Company continued to operate its farm store,

Cont. page 7, column 2.

The MODEL SHIPYARD

Part one of this series is intended to introduce the beginner to the essential details of all ship plans, the "lines".

In the below drawing we have tried to give the various elements in as simple a manner as possible. The grid on which all "lines" are drawn, is shown in solid lines which we will define before going on to the lines themselves, which are indicated here in dotted lines, in part only.

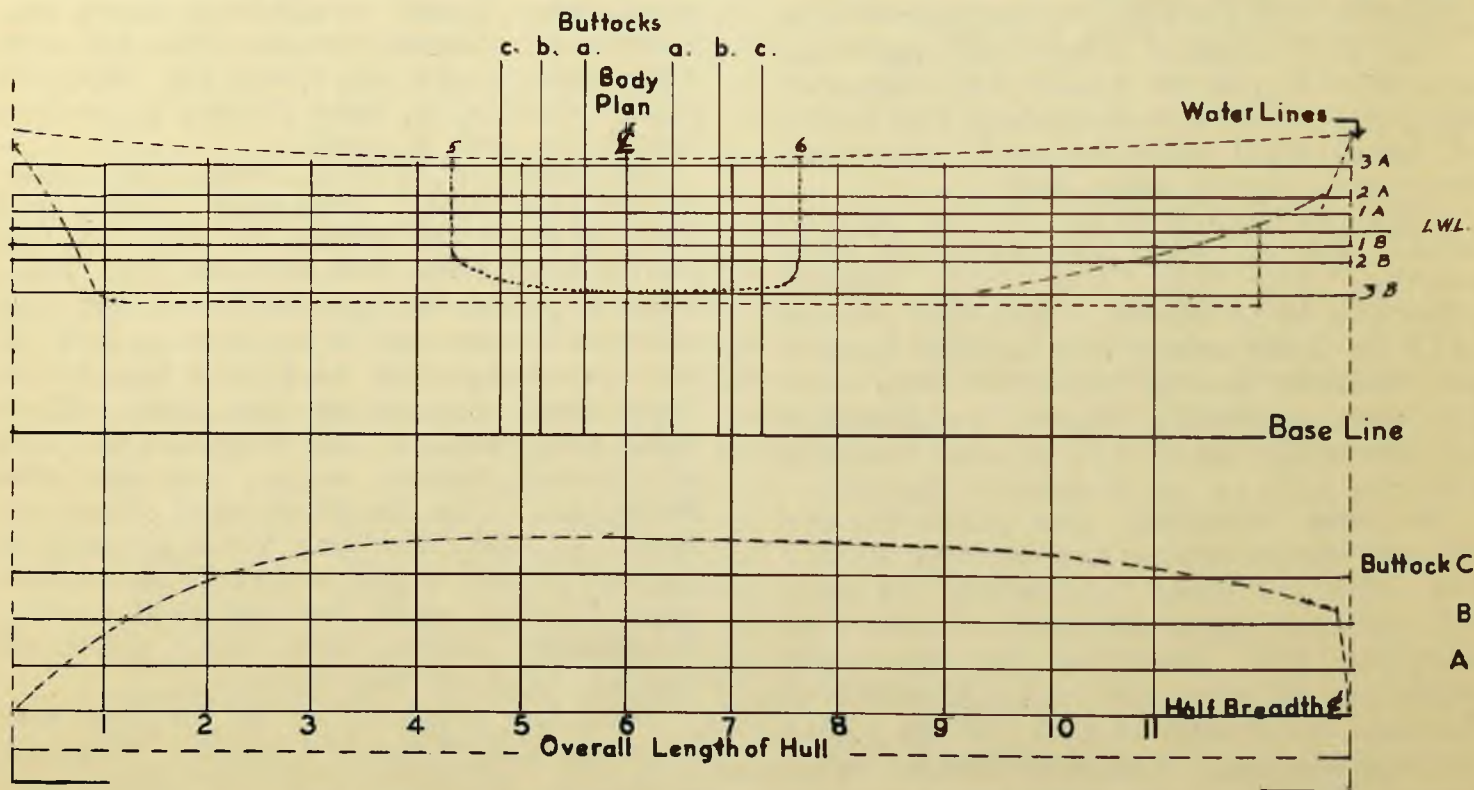
The grid bears somewhat the same relation to the lines of the ship as do latitude and longitude to a map of a part of the earth's surface. All points on the lines bounding the various planes, with which the builder has to deal, are referred to these details which we will define, and to points of intersection of the lines which form the grid.

The BASE LINE is used as a point of reference in measuring heights. That part of the below drawing which above the base line contains the grid elements necessary to the profile and the body plan, which are

outlined in dots and dashes. The forward half of the ship would be shown in the area to the left of the body plan centerline and inside the dotted line extending downward from "5", and the after half within the area enclosed by the dotted line extending downward from "6". The "5" and "6" refer to stations and the dotted lines show the profile of those stations. To avoid confusion only these two were drawn in. The half-breadths of the keel, the stem and the sternpost were omitted for the same reason.

WATER LINES, indicated by 1-A, 2-A, and 3-A, above the load Water line (LWL) and by 1-B, 2-B, and 3-B, below LWL are equi-distant at all points from the base line and LWL, which are always parallel. The outline, in plan, of one of these is shown by the dotted line (curved) in that part of the drawing which is below the base line. Waterlines indicate horizontal planes, and are all parallel to each other.

STATIONS, numbered in this drawing from 1 to 11 indicate perpendicular planes bisecting the hull at regular and convenient intervals at right



MODEL BUILDING - PART ONE.
PLANS

angles to the keel.

BUTTOCKS are perpendicular planes running longitudinally through the hull parallel to the keel. They give a third check on the accuracy of the location of the intersections of the lines which indicate the stations and the water lines. For the purpose of model building, except in rare cases, three buttocks on each side of the center line is sufficient. The one indicated here as "B", is usually called the quarter-beam buttock, as it is usually about one quarter of the total beam, in distance from the keel. In the profile and the half-breadth in the drawing they are indicated by the letters A, B, and C.

It is suggested that the plans be carefully studied before beginning work on the model. Remember that the profile is a side view of the hull, the body plan is an end view, or in fact two end views, one from the bow and one from the stern. The half-breadth is a top view.

Also remember that only one side of a ship's plans are drawn, since both sides are the same. If you are a beginner study the drawing carefully and see if it doesn't help you to unravel the intricate tangle of details in a finished set of lines.

The body plans are usually drawn off to one side of the profile so as to not complicate the latter. In the drawing given here it is placed over the profile to show the relationship of one to the other. Stations 6 and 5 are the widest, and next to the widest cross-sectional views of the hull and all others, when drawn in on the body plan will fall inside of them, and from the completed job the experienced eye will be able to visualize the hull form.

When there are two, or more, decks it is customary to draw half of each on either side of a common center-line. While this practice confuses some beginners, they will soon learn that it has its advantages. This was particularly true in the re-drawing of the plans of the Great Lakes passenger steamer "Put-in-Bay", which had a number of ventilator columns extending from below the main deck to above the boat deck.

Part II, of this series will deal with plans of superstructures, and

use of hull lines in actual model construction.

THE HENRY BARKHAUSEN COLLECTION

by J. E. Johnston

This is another story in our little Journies series. The last one, about our trip to Goderich, Ontario, and its Huron County Museum, not only brought us some compliments; -it has been re-printed in another publication.

Last October I told you of a brief call at the home of Mr. Henry Barkhausen, over on the western shore of Lake Michigan, and the very gracious reception granted us by Mrs. Barkhausen. An interview with Mr. Barkhausen later the same day was such a pleasant event I felt that I had to see this man and his collection together. It was February 14 when I got back there.

Mr. Barkhausen's collection runs to Great Lakes sailing ships. Five thousand file cards form the key to the collection, each one telling something about a particular sailing ship of the past.

The reference library, while not large, as some collections go, contains some very valuable volumes on the sailing ship era, and is perhaps the largest private collection and the best in the Lakes region. The home may be said to have been built around the collection. There is ample shelf space for the library, built into one wall of the study, A long built-in desk, ranging along the same wall gives plenty of space for spreading out charts and prints of large sizes. A closet holds the card file, giving extra protection from the arch enemy of all collections, dust. There is ample wall space for the many old builders' half-models. Here are the names of the ships that were built from these models:

- Sch. Lizzie A. Law, built at Port Huron in 1875. 742 tons.
- Str. O.O. Carpenter, Port Huron, 1891 268 tons. (Jenks Ship Bldg. Co.)
- Str. Cora A., Manitowoc, Wis., 1889, 381 tons. (Hurger & Burger)
- Scow Sch. Agnes, Oscoda, Mich., 1888, 384 tons.
- Mackinaw Ben Busby, Port Huron, 1880, 8 tons.



Back in the 1880's, fleets of lumber vessels laid at the Exchange docks, in Chicago, until their cargoes were sold. The tramps and thieves of the entire city learned of this, and they congregated on the docks at night, and, when it got late, they would slip aboard the vessels and climb into the loosely-furled sails to sleep. The master of the schooner Ottawa, finally got disgusted with having to run them off. He topped up the booms of his vessel so that the "bums" could not get into the sails. This enraged them, and for satisfaction, they cut and ruined the foresail and carried away about fifteen fathoms of $4\frac{1}{2}$ inch line. It was only after a desperate fight that the fellows were driven off the vessel, and even then they went only as far as the next tier, where they took up quarters on the deck of another schooner. They congregated in large numbers, knowing that the police never came down to the docks, and were very bold. There was a small notice in a Chicago paper in 1883 suggesting that if the Chief of Police would direct a raid on the lumber market, more than one desperado who was "wanted" for crimes would be found.

-:-

Another story is brought to mind that happened a few years later, in 1889, on the same Chicago waterfront.

The President of the local Seaman's Assembly, accompanied by several other members of the union, boarded the schooner Quickstep in the interest of the advanced scale of wages. Upon being ordered off, refused to go. Thereupon the captain of the vessel called the "ship's dog", a powerful mastiff. The dog made for Mr. President and put him to flight, stripping the coat off his back as he passed over the rail. It was reported that the President mourned the loss of his best coat, and it is likely that intruders gave the Quickstep a wide berth thereafter.

We wish to call the attention of all members, both those who have paid their dues and those who have not, to some of the advantages of membership in the Guild.

First: If you are in Detroit when the Museum of Great Lakes History is open, your membership card serves as a pass, saving you the admission cost which is 25¢ for each visit.

Second: At any time you may by appointment, with the Curator, make use of the shop facilities. These facilities represent an investment of more than a thousand dollars.

Third: As a member you may use, on loan, any of the completed sets of ship plans.

Fourth: You may borrow, at no cost any book in the Guild library which is not classified as a reference book and use, at the library those which are so classified.

Fifth: You have the fellowship of more than 80 model builders, who will cooperate with you in solving many of your problems.

Sixth: You may enjoy seeing the many films and color slides which are shown at our regular meetings.

Seventh: You get the TELESCOPE, our monthly journal, which is devoted to Great Lakes maritime interests.

Eighth: You may use the columns of TELESCOPE to express your wants in the field of model building.

Ninth: You may often be able to obtain discounts, on model supplies, amounting, on one model, to more than your annual dues.

Tenth: You may have the pleasure of knowing that you are participating in a program which is saving from oblivion an important part of our great American Heritage.

Obviously these advantages cannot be enjoyed unless dues are paid.

Also, let us not forget that the Annual Model Exhibition will be held on Monday and Tuesday, September 13th and 14th, 1954, and it is for those members who are in good standing.

A T T E N T I O N

THE APRIL MEETING OF THE GREAT LAKES MODEL SHIPBUILDERS' GUILD WILL BE AT THE DETROIT HISTORICAL MUSEUM. TIME 7:30 P.M., APRIL 30, 1954. THE MOVIE HOW CHARTS ARE MADE. BRING YOUR FRIENDS.

Barkhausen-Cont:

- Sch. Edward Kelley, Port Huron, 1874, 737 tons.
- Sch. James Couch, Port Huron, 1871 843 tons, (Muir & Sons)
- Str. Edward Buckley, Manitowoc, Wis., 1891. (Burger & Burger)
- Str. Petoskey, Manitowoc, Wis., 1888. (Burger & Burger)
- Sch. Lady McDonald, a Canadian.
- Sch. Olive Jeanette, West Bay City, 1890, 1280 tons.(Wheeler & Co.)
- Str. Vanderbilt, Port Huron, 1157 tons. (Muir & Leighton)
- Tug Calumet, Milwaukee, Wis., no date available yet. (Wolf and Davidson)

I believe this to be the largest private collection of Great Lakes, builders' half-models. It may be exceeded in number by some ship yard holdings which contain more of steamers than of sail.

The collection of photographs has not been completely inventoried since some additions have been made, but it contains at least 3,000 prints.

Mr. Barkhausen has a number of old paintings by one Del Robinson, who may be described as a "primitive" Great Lakes marine artist. They are quaint, and interesting portraits of Lakes craft. He also has several lithographs, oils and water colors by Frank Moffat, Charles W. Norton, R.C. Crawford, and J.J. Lynn.

Several models are also included in the collection. One is of an old lumber hooker. Few models of this type of steamer have been built. There are several very good models of Lakes sailing vessels, the names of which were not recorded at the time of my visit.

The quality of the items in the remarkable collection, their presentation, and preservation speaks well for their owner and his sincere interest in the history of Lakes shipping.

Out of regard for the privacy of his home I do not include Mr. Barkhausen's address in this account. I have found him to be a fine gentleman, and a collector, and historian of the highest type. His cooperation with us in the matter of ship plans is of great value to the museum and the Guild.

Museum Season-Cont:

we have on display, but adequate space, and fire-proff protection has not been available for them. Besides these we have been offered others of great value, provided we can give them the protection they deserve.

The pieces of equipment which were made available to us by the U.S. Engineers after they had been salvaged from the bottom of Lake Huron last fall, will be on exhibit, with proper interpretive labels.

We have been encouraged to believe that two and possibly three new models will go on display before the summer season is over.

The plans for the Put-in-Bay are progressing. There is one more sheet to be reduced to 1/8" scale, after which the tracings are to be made, and then we can have all the blue prints we want. Drafting is still the principal bottle neck, and while we have a full-time draftsman on the job, there are still many plans to be reworked into useful form for the builder.

Two Creeks-Cont:

and for more than a quarter of a century shipped hay, peas, and other farm products from the port. In the decade from 1890 to 1900 Two Creeks ranked among the leading ports for shipping these products. The Goodrich Line steamboats, -the Chicago, Sheboygan, and Indiana--continued to load and unload freight and passengers at the pier until about 1910 when the pier was shattered by storms and it was no longer considered safe for boats to land there.

A general store and hotel were the only businesses left operating there. Finally, about 1920, they were leveled by fires.

Today killdeer claims territories on the remnants of the old foundations; mushrooms grow profusely on the old tanbark road that led down to the lake; the splintered posts of the old pier are topped by mewing gulls. The thrifty and industrial port of Two Creeks is just a memory to the future "old timers" left in the area. Their stories are being collected and preserved by those who own and cherish the remnants of Two Creeks.

THE BOOK CORNER:

THE 1954 GREAT LAKES PILOT

The U.S. Lake Survey is pleased to announce that in spite of the generally rising costs it has been possible, through the use of a new format to reduce the price of the Great Lakes Pilot to \$2.25. The 1954 Pilot will be available late in March and prepaid orders for future delivery will be accepted starting at once.

Seven supplements, providing additions and changes to the Pilot, will be published one each month May to November inclusive. The supplements sell for 25¢ for a set of 7, and may be purchased only in conjunction with the pilot.

Edward J. Gallagher
Lt.Colonel, Corps of Engineers
District Engineer
630 Federal Building, Detroit 26,
Michigan.

EDITOR'S NOTE:

The Pilot is necessary to Lakes Captains. To those who love the Lakes and wish to know more about them the Pilot supplies detail not given in any other publication.

EARLY GREAT LAKES STEAMBOATS
(1831-1837)

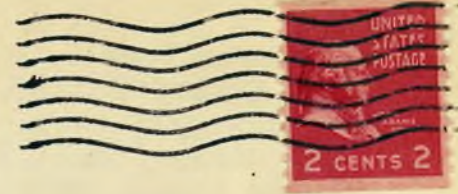
We are indebted to someone for a few copies of this 24-page booklet, by H.A.Musham. Just how they came to the editor's desk I do not know. If they are a gift from the author, who has autographed them, I take this opportunity of expressing thanks.

The work is a reprint from The American Neptune, Vol.VII, No.1, 1947. It is well-written, and chucked full of information on the boats of the period, with one page devoted to wages of seamen, freight rates, and passenger fares.

We find some difficulty in reconciling one statement (a quote from Beers History), with the plans of the Michigan as the have come tous, and as they appeared in the TELESCOPE of February 1954. It reads, "The immediate space between the engines formed a part of the dining room----". Just how this could be done, considering the type, and size, of the engines, is hard to understand.

The booklet will be added to our library, as a reference work.

TELESCOPE
GREAT LAKES MODEL SHIPBUILDERS' GUILD
BELLE ISLE
DETROIT 7, MICHIGAN



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NAUTICAL TERMS AND EXPRESSIONS

ROPE: Ropes are called lines by sailors. Old sailors assert there are seven ropes on a ship, although some are called lanyards—the manrope, headrope, handrope, footrope, bell-rope, buoyrope, and diprope.

MOOR: From Dutch word 'marren', to tie, to fasten.

OAKUM: Derived from the old Anglo-Saxon word 'oecumbe'; in the eighteenth century it was spelled 'ockam'.

FURL: Thought to come from the old English 'furdle', corruption of the word 'fardle', meaning to amke up in a bundle.

TO BE THREE SHEETS IN THE WIND: An old definition in Webster's International Dictionary reads, "a sheet in the wind", drunk; "three sheets in the wind". very drunk.

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