Telescope

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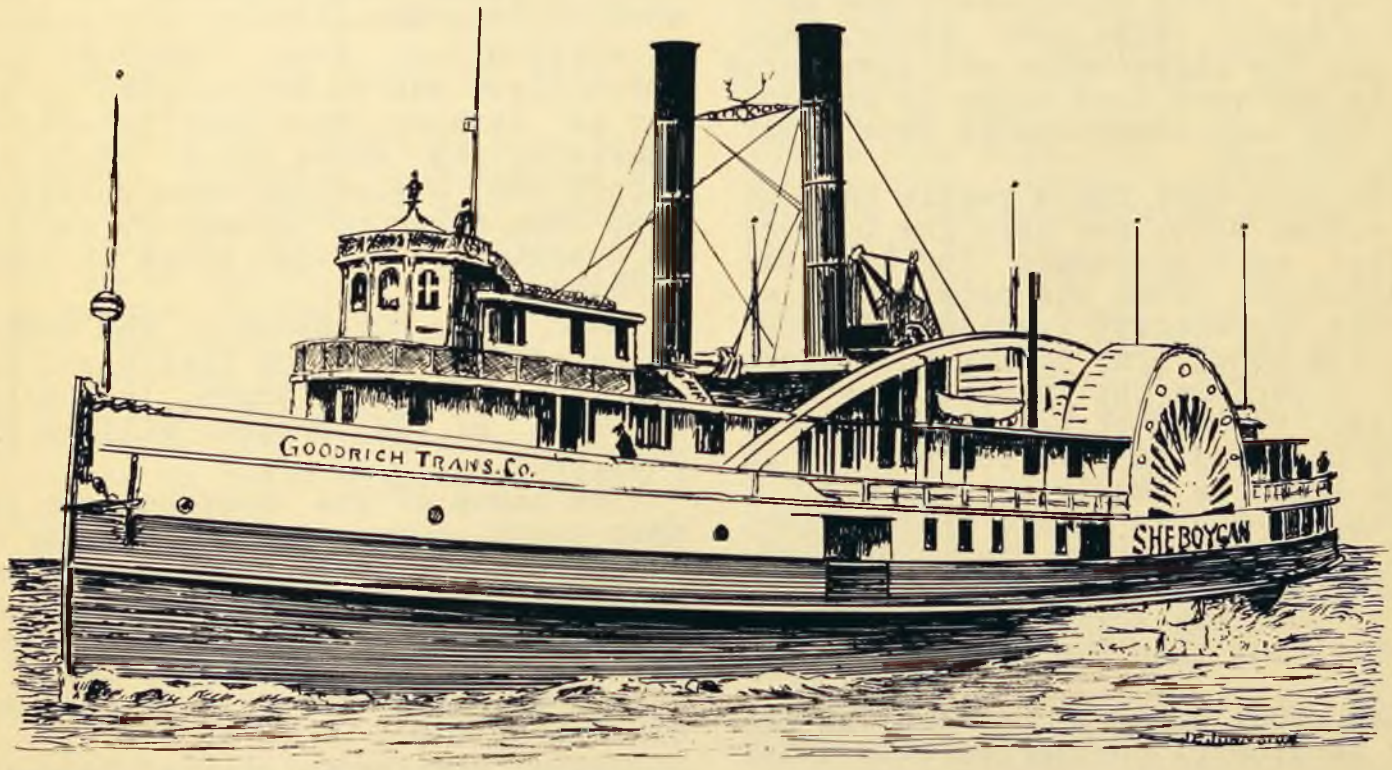
VOL.3 MAY 1954 NO.5



SHEBOYGAN–1869

GOODRICH LINE

The SHEBOYGAN

by

R.G.Plumb

It was a festive occasion back in 1896 at Manitowoc, Wisconsin, when builder G.S.Rand launched the steamer "Sheboygan". The Goodrich Line, scarcely fifteen years old, had begun its long-maintained pratice of having craft built to its own specifications, instead of buying second-hand boats as it had been doing at first. Thus the "Sheboygan", proudly called by the local paper "The Queen of the Lakes", began her forty-five-year career.

She measured 624 tons, and in the hull had been placed the engines of an earlier boat, the "City of Cleveland". This was usual pratice, since the marine engines of the day out lasted the wooden hulls.

Her upper works,constructed at Detroit, included a cabin ornately decorated, with scroll-work over each cabin door, china door knobs, and so on. The pilot house was considered to be the very last thing in design, and the twin smoke stacks were light red, banded.

The main deck had a gentle descent on either side, and near the pursers office were elevators for hoisting the freight that was stowed below. Before electricity furnished the power, the stout arms of the deck hands had to perform the labor at the rope pulls. Barrels of ballast, on deck, were utilized to keep the boat on an even keel, as nearly as possible.

The "Sheboygan" was a sidewheeler, and it is true that in an ordinary storm the paddle wheels with their great housings seemed to furnish an easier ride than the newer propeller drive.

Her usual run was between Chicago and Manitowoc. She carried thousands, over the years, without any serious accident, though she grounded a couple of times she was hauled off with out any serious trouble.

In 1896 she was given a thorough rebuild, as Captain Goodrich believed in keeping his boats in shape and freshly painted them each year before the beginning of navigation.

Then came the age of the automobile and the truck. Water transportation faded, and finally the "Sheboygan" lay unattended, up the Manitowoc River.

Some time during World War I, the upper works were removed, and the hull towed out into Lake Michigan and set afire. It was thought that the fire would be spectacular, but the "Sheboygan" wanted none of this and, apparently in protest, in her quiet way went down in a cloud of smoke instead.

GIBRALTER

Abandoned port of Michigan's Lake Erie Shore.

by

Jack Miller

Gibralter, situated at the western end of Lake Erie was once the scene of a great canal and land scheme, with its wildcat bank and large ship building industry.

In July 1836 the Flat Rock and Gibralter Canal Co. was organized to build a canal from Gibralter to Flat Rock, on the Huron River, a distance of seven miles. From Flat Rock the Huron River was to be utilized up as far as Jackson, Michigan, where the source of the Grand River would be tapped and navigation made possible down that river to Kalamazoo, and on to Suagatuck, on the shore of Lake Michigan.

Land was purchased in the townships of Gibralter and Flat Rock, to the extent of 707 acres, including the site of the present village of Flat Rock.

The names of the stockholders in this canal company are familiar to Detroiters as street names. There was Benjamin Kercheval, who owned 500 of the shares; Elou Farnsworth, 250 shares Henry Conat,200;General Lewis Cass, 800;Joshua Howard,250; and Enoch Jones, 500.

Daniel Webster who visited Detroit to make a speech for Mr. Mason, who was running for governor,was a stock holder to the extent of $20,000.00 which was soon afterwards sold at auction. General Cass was the owner of the land at Gibralter. He, no doubt took his pay in stock, for he owned 800 shares.

Irish laborers were imported from to East to dig the canal. The town of Gibralter was crowded with specu-

Cont. pg. 7

Just about any place you go, you will find a practical joker. And around the water front You'll find a goodly share of them.

One of the most well known of all these jokers, was "Ollie". His real name was Oliver—Oliver Dustin, passenger agent of the excursion steamer "Put-in-Bay", of the Ashley-Dustin Lines.

One day an empty piano box was to be moved down to Amherstburg. Ollie strolled down to the boat and called several of the deck hands to help him.

"I've got to get this piano on board."

"Get it on yerself", was the answer, "we're busy."

"All right", sais Ollie, "I will get it on myself."

And while the startled deck hands watched, he lifted one end of the empty box as though it were weighted with lead and got it on a truck. Then with great effort, expressed in grunts and groans, pushed the whole box on top. Then with still greater effort he pushed the truck and box along the dock to the gang plank. That took the deck hands. They loved strength.

"Help me on board with it at least", pleaded Ollie.

Ten of them jumped to help him. He got to the top of the gang plank, braced himself, and then pushed down with all his might as they struggled to push up. They could only budge the box by inches. And then Ollie let go.

Terror seized the crowd when the box shot up into the air and one of their number, a big negro, rolled under it.

He shrieked and grew gray as the box hit him. He thought he was crushed to death. Ollie jumped down and lifted the box from him, and it was finally pushed aboard while the poor colored man felt every part of his body to see how many bones were broken. He couldn't understand why he wasn't killed.

Later in the day Capt. Fox ordered the gang to move the box over on the deck. About six of them started to move it and when it bounced in the air, it dawned on them that they had been "stung" again.

NEW DIVING CLUB BEING FORMED TO EXPLORE GREAT LAKES

Mr. James W. Bresser, of 2075 West Grand Boulevard, Detroit 8, Michigan was a visitor to the Museum of Great Lakes History about the middle of April to obtain, if possible, information on the location of ship wrecks in the region.

Mr. Bresser stated that he and several associates are organizing a new diving club which intends to employ a diving bell to explore the bottoms of the Lakes to locate and salvage treasure reported to be in many of the wrecks of byfone years.

He states that "Many men in the Detroit area, who are eligible for membership in the club, have been seaking an opportunity to apply the skills they have, in this sort of exploration. It is our intention to provide that opportunity through co-operative action.

"There are other types of diving equipment being used, but so far no other group has proposed the use of a bell. Membership in the club does not mean that one must have had previous diving experience. Many talents are required, includign those of artists, photographers, draftsmen, and many others. Objects of historic interest will be donated to the Museum of Great Lakes History, to help further the educational work of that institution.

"Details of the club's plans may be obtained by calling Tyler 5-1999".

WHISKEY IS WHERE YOU FIND IT

A report making the rounds is that somewhere near Belle River, within sight of shore --- there is a sunken hulk. Inside of what is left of the hull are some boxes containing what is known as "Good Canadian Dew", from the Rum Running days. Your reporter hasn't seen any of it, but who knows, it could be true. Anybody have a sample?

THE MODEL SHIP YARD

PART II

How to use the lines.

Part One of this series was devoted to an explanation of the grid over which the designer draws the "lines" which indicate the shape of a hull.

For an example of a "lift-type",or so-called bread-and-butter type hull we will use the plans of the three-mast schooner "J. T. Wing",with some modifications of the originals,drawn by Frederick M.Astor, a Guild member.

There are several ways of building up this type of model. Some builders leave the lifts, or layers solid and in one piece. Others make each lift all in one piece, but cut away the surplus wood inside.The method which will be explained here involves making the hull in two longitudinal sections, with the keel, stem, and stern post inserted between them.

The surplus wood,inside,is removed for lightness, and to reduce the likelihood of transverse expansion and contraction. The inside of the hull will appear like stair steps, to which we will attach transverse members to strengthen the hull and hold the two halves of the hull together.

The advantages of this method are; the two halves of each lift may be sawed out with one cut of the band saw, insuring exact uniformity. For this operation they are bradded together and left so until finished to the exact contour required. Both the saw cut and the final hand finishing must be kept perpendicular to the plane of the water lines, otherwise the two halves will not be uniform. During the hand finishing, check the work with a try square at frequent intervals, and bring the contours neatly down to the contour lines, leaving the lines on the pieces.

Having decided upon the kind of wood to be used in the hull, and reduced the thickness to the exact requirements of the plans, cut all the pieces to the same length and width, allowing for some wood to be cut away at both ends and one one side.

For a scale of 1/2" to 1' eight pieces 21" x 2½" x 5/7" are required for this model, --two for each lift. Clamp all of them together, or use brads, so they will form a solid block, then drill through, from top to bottom, four holes in which a 3/16" dowel rod will fit snugly. See drawing for spacing of these holes. Now un-clamp, or un-brad the pieces then re-assemble them with the dowel rods doing the holding. Be sure the edges are all true when re-assembled even if a little sanding or planing is necessary. This is particularly important on the edges of the lifts which will go next to the keel,-that is, the inside edges.

With the block back together again the next step is to carefully transfer to it the grid,described in Part I, of this series. All of the ten stations are first located, on one side of the block. Then, with a try-square, extend these lines all the way around the block. Next, take the block apart, and extend the stations all around each lift. The lines must be thin but plainly visable. Cutting them in with a sharp blade will prevent their being rubbed off. Be sure when extending the lines around the block, and the lifts, that they come back to the starting place.

Make a template of light -weight cardboard to conform to the shape of sheer, the stem rabbet,the sternpost rabbet, and the rabbet along the keel. To do this lay down another grid showing the stations and the water lines. Deduct enough from the sheer to allow for the thickness of the deck. Being careful to see that the grid on the template coincides with that on the wood, lay out the profile of the template on the inside of the two halves, pinned together.

Now saw out this last shape, and as always, leave the pencil line on the wood,to be worked to,exactly, by hand.

Now, assemble the lifts in pairs, using short lengths of dowel rod cut flush with the surface so they will not interfer with future operations.

On pair No.1 lay out lift No.1. On pair No.2,2 on the top, and lift No. 1 on the bottom, and so on up to No. 4. It will be well to mark each lift "top", on the top side, as the first sawing will be made on that side. Be

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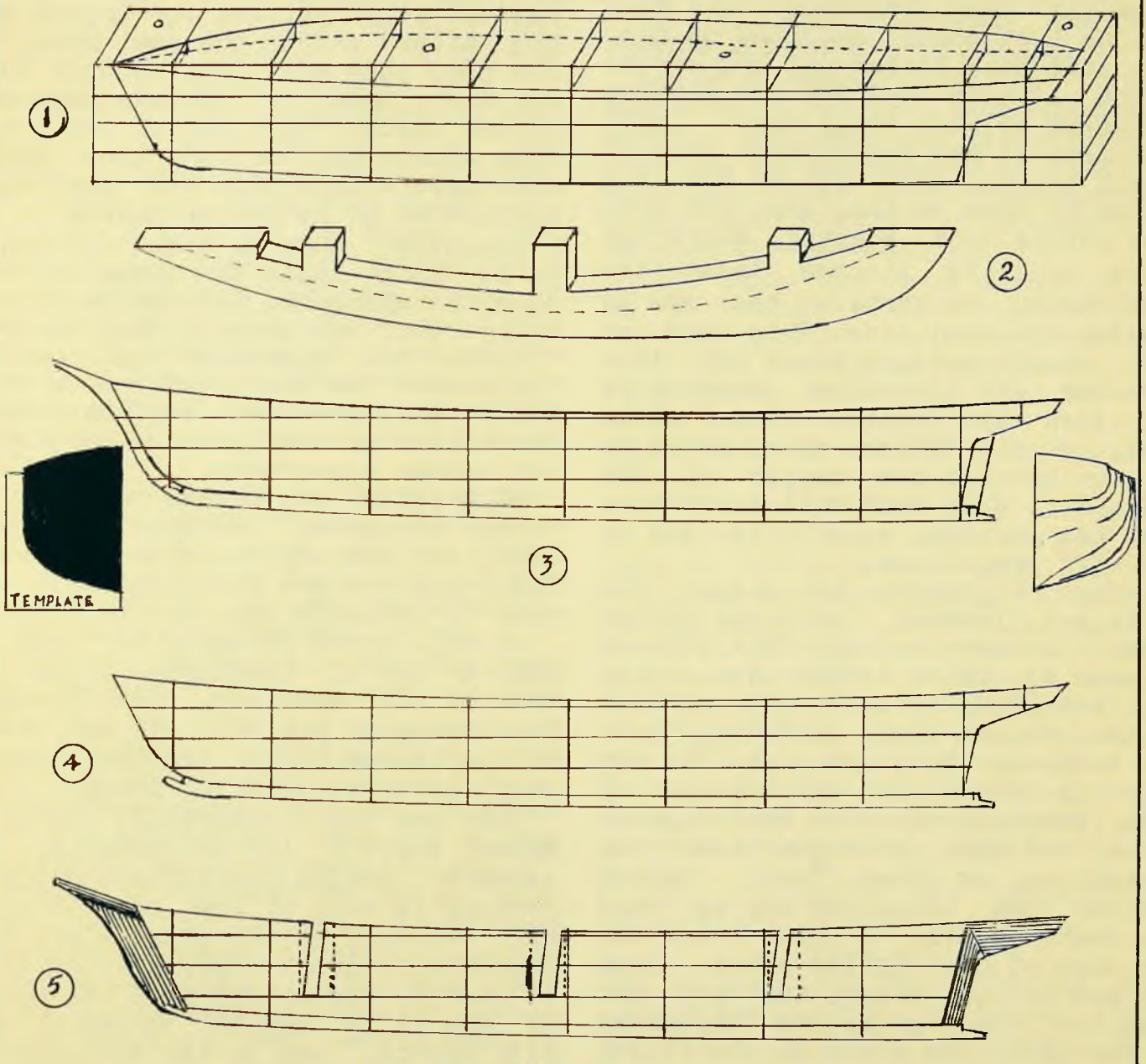
PLATE I



EXPLANATION

1. Half of hull laid out on lifts pinned together.
2. Lift No.2 with excess wood cut away.
3. Template for filler piece, before cutting off stem and sternpost.
4. Stem and sternpost cut away.
5. Unshaded portion shows template for final shape of filler. Keel is left on, and slots cut for masts. Shaded portion shows final stem, sternpost, and other pieces, to be inserted later. One template to be made for each station.

sure to have the stations on the wood coincide with those on the plan or the template, when laying out the shape of each lift.

Leaving the lifts in pairs, saw out, being sure to keep the saw cut just outside of the pencil line, to allow for hand finishing. Lift No.1 will be left solid, and flat on top. Turn lift No.2 bottom up, and scribe a line inboard from the one showing the shape of lift No.1, about 3/8" away from it and equidistant from it at all points. This will be the line to saw to when cutting away the surplus inside wood. However, where the masts will be stepped leave the wood uncut, by turning the saw in towards the keel line. This wood, so left, should measure about 1½" in a fore and aft direction where it is to touch the outside line of the keel, or the filler piece which is to run through the center of the hull. This dead wood will serve more than one purpose, as will be seen as the work progresses.

Before beginning to shape the lifts any further, make the filler piece for the center. Take a piece of wood as thick as the keel is to be, and transfer to it the profile of the center line, including both the stem and the stern post. The top edge is given the exact curve of deck (fore and aft) at the highest point, or that is right down the centerline, or crown. Then, having decided how thick you are to make the deck, scribe a line below the top edge of the filler piece, from one end to the other, and as far from the top edge as the thickness of the deck. The grain in the filler must run lengthwise of the piece.

Lay out the stations, and water lines on the filler, and also the rabbet line for both ends and the bottom.Draw in the scarph where the keel and stem meet.

Use this as a pattern and on another piece of wood, the same thickness as the filler, lay out another stem, this time with the grain running with the stem rabbet. Cut away the end of the filler piece on the lines of the scarph and the stem rabbet. Use this new edge as a pattern and lay out the scarph and the stem rabbet on the new stem.

Now, again cut away the filler on a line extending from the extreme after end of the scarph to its top edge, cutting on a line parallel to the stem rabbet, then, again use the new cut as a pattern for laying out the after end of the new stem, so the new stem will fit snugly into the space made by cutting away the filler piece. The top of the new stem should be cut on a line which will make a firm rest for the bowsprit when it is put in place.

Actually, this last cut will have to be done again to allow for the piece on which the bowsprit will actually rest, but more of that later.

Treat the sternpost the same as the stem. The result will be a stem and a sternpost let well back into the hull, giving greater strength, and neater appearance.

With lifts all pinned together in proper sequence, lay out the rabbet line, all the way,bow,stern,and bottom, and you are ready to begin the task of actually shaping the hull.

At this point it would be well to make a set of templates, --one for each of the stations, for testing the curves as you work off the steps of the sawed lifts and they become easy, graceful, flowing lines.

When one has a draw-knife and/or a spoke shave a lot of time may be saved by taking the lifts apart and working of much of the surplus wood off, --nearly to the point where the templates begin to fit.In doing this it must be remembered that the edges of the lifts may be convex at certain points, and in the vicinity of those points this must be allowed for lest too much wood be removed.

Now back to the filler piece. By slotting this piece to conform to take of the masts the problem of rake will be solved before you come to it.

In this model the tiller is on the poop deck. Another cut-away in the filler at that point will make it possible to extend the rudder stock up to the tiller. From the rudder

stock to the lower edge of the transom the filler may be cut away about 1/16" and an inlay, slightly thicker, let into the place. The transom must be cross-planked, and that will cover the joints made by the fillers.

Gibralter:

labors and investors, and the canal right of way with Irishmen swinging the anchor (pick), and shovels, and rolling their barrows, all along the way, from Gibralter to Flat Rock.

Stevens T. Mason was elected governor, by a majority less than the number of laborers who were digging the canal. No doubt they voted, (legally or otherwise) for Mason, just as the W.P.A. workers voted for F.D.R.

Gov. Mason advocated the issue, by the State of $5,000,000.00 in bonds for the construction of internal improvements, such as water ways, railroads, and toll roads, to employ the thousands of laborers who had flocked to the state.

Business boomed at Gibralter. Hundreds of workers digging the canal scores of speculators selling stock, and a wildcat bank to handle its own issue of money, and the state bonds, to the extent of $5,000,000.00.

Shipping prospered. Wheelbarrows and shovels, from Pittsburgh, via the lake port of Cleveland. Manufactured goods from New England, and even wine from the nearby vineyards at Put-in-Bay. Sailors jumped ship at Gibralter as a few years later they did at San Francisco, to go to the gold mines.

There was no need for ditch diggers, but as the canal progressed there was standing timber, along the banks of the canal, for lumber, and forest to be cleared away for farms. Wheat, and hogs, and cattle were as much needed for feeding the laborers as were wheelbarrows and shovels for their work. Some of the sailors were absorbed into the community. Others drifted back to the water fronts as sailors will, after they sober up.

Some staid to help build more ships, for what was more natural, with vast quantities of pine, oak, and walnut, than to build more ships to bring more goods to Michigan, Out there was Lake Erie, its blue waters beckoning. There were sailors who had jumped ship; there was a bank with money (of sorts); there were investors, willing and anxious to make an easy dollar, without laboring to earn it. Build a schooner, load her with walnut or pine, corn, wheat, or hogs, or beef. Sail to Cleveland, or Buffalo, sell the cargo and bring back nails, cloth, picks, shovels, or saws and farm implements. One round trip would pay for the ship.

So, ship building started, on the shores at Gibralter. Good ships were built. The yard that was started in 1833 was mainly engaged in repairing schooners built to the eastward, with a few small ones built between times to keep the pot boiling.

The canal was never finished, due to the failure of the wildcat bank, and the competition of railroads, but the ship building continued, and flourished. Ships were used to bring rails and equipment to the railroads being built from Monroe, Michigan to Chicago, Illinois. Even a locomotive was taken to Chicago on a schooner.

For sixty years the original ship yard at Gibralter was busy. In 1865 R.W. Linn purchased the yard, increased its capacity, and built ships up to 1894. During later years Mr. Linn had as a partner J.C. Craig, who saw the coming of the iron-hulled ship.

After 1894, when the "Oak Leaf" was built, the yard was moved to Toledo, Ohio, and established as the John Craig & Sons yard, where the present ice crusher "Mackinaw" was built.

The following are some of the ships built at Gibralter:

Schooners.

Ada Medora, 1867. Grace Whitney, 1866
Jane Ralston, 1866. Burnette, 1871.
Wm. McGregor, 1872. Sandusky, 1873.
Snawnee, 1873. Massasoit, 1874.
Kathie (Sloop) 1875. Myron Butman, 1885.
B.L. Pennington, 1889. B.W. Parker, 1890.
Oak Leaf, 1894.

Steamers.

Colin Campbell, 1869. Monnahansett, '72
Alcona, 1878. Hiwatha, 1880
Escanaba, 1881. Manistique, 1882
F.& P.M. No.3. Robert C. Wentel888

Why not get away from the heat of the city? COME TO THE 'JUNE MEETING' AND ENJOY THE REFRESHING RIVER BREEZES.

Green Bay Traders

1854

It's hoops and staves from Asa Thorpe
  For down Milwaukee way,
Where we'll take a load of liquor
  And sail back to the Bay.

Next trip it may be salted fish
  From up around the Door,
Or Cedar River shingles
  For the folks at Singapcre;

Or maybe take on pearl ash,
  To take to Buffalo,
And come back loaded to the gills
  With stuff for Peshtigo.

We free lance traders never mind
  The weather or the breeze,
If we can just keep going
  From thaw 'till comes a freeze.

We don't make much when sailing
  And nothing when we're not,--
So we must keep a-moving
  Just to hold to what we've got:

TanOhark, cord wood, charcoal,
  Or anything at all,
To keep the pot a-boiling
  From spring, around to fall,

With a bit for winter lay-up
  So we'll be on hand, come spring,
With a schooner tight and fitting,
  For a load of anything.

J. E. Johnston

NAUTICAL TERMS AND EXPRESSIONS

BULKHEADS: Divisions by which holds are separated one from another. All steamships are subdivided by bulkheads to conform with standard requirments.

HOGGING: Bending of vessel causing the ends to become lower than the middle.

COFFERDAM: An oil, or watertight compartment constructed specially to contain something which must be isolated.

BEAMS: Transverse ties to connect the sides of the ship and carry the decks. They give transverse strength and keep the sides of the ship in their relative positions.

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

L. W. Richardson
1570 Westwood Ave.
Cleveland 7, Ohio

When all three lights appear ahead,
Starboard your helm and show your red.
Green to green and red to red,
Perfect safety ..... go ahead.
If on my starboard red appear,
It is my duty to keep clear;
To act as judgement say is proper;
Port to starboard .... back to stop her.
But when upon my port is seen,
A steamers starboard light of green,
There's naught for me to do but see,
That green to port keeps clear of me.
Both in safety and in doubt,
Always keep a good look-out!
In danger, with no room to turn,
Back her! Stop her! Go astern!

- A T T E N T I O N -

The June meeting of the G.L.M.S.G. will be held at the schooner "J.T. Wing", on Belle Isle (Canadian side) Detroit, Michigan. Meeting will start at 8:30 P.M., June 24, 1954.

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