

# Telescope

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## SPECIAL EXPOSITION NUMBER

### JUNIOR CLASS

#### STEAM VESSELS

##### FIRST PRIZE

TERRY HARMON

##### SECOND PRIZE

FRANK SLYKER

#### SAIL

##### FIRST PRIZE

##### SECOND PRIZE

DENNIS

AND

CURTIS KOVACH



### AWARDS

#### THIRD ANNUAL EXHIBITION

OF THE

GREAT LAKES

MODEL

SHIPBUILDERS' GUILD

# 1954

### SENIOR CLASS

#### STEAM VESSELS

##### FIRST PRIZE

PAUL T. HURT

##### SECOND PRIZE

R. H. DAVISON

#### SAIL

##### FIRST PRIZE

##### SECOND PRIZE

A. L. FLAGLER

EDITORIAL PAGE

**WE EXPRESS OUR GRATITUDE**

TO

ADMIRAL LEON JACOBI, MICHIGAN NAVAL FORCE, WITH COMMANDER HARRY LEE, AND CHIEF WARRANT OFFICER C. A. ARMSTRONG OF THE SAME SERVICE, FOR OFFICIATING AS JUDGES.

TO

MR. HENRY D. BROWN, DIRECTOR OF THE DETROIT HISTORICAL COMMISSION, FOR MAKING AVAILABLE TO THE GUILD THE SCHOONER "J. T. WING", HOME OF THE MUSEUM OF GREAT LAKES HISTORY, FOR THE DURATION OF THE EXHIBITION.

TO

RADIO STATIONS W W J, W X Y Z, W J R, C K L W, AND THEIR ANNOUNCERS, FOR THEIR CONTRIBUTIONS OF TIME AND EFFORT ON OUR BEHALF.

TO

THE DETROIT NEWS, AND THE FREE PRESS FOR THE PUBLICITY THEY GAVE OUR MODEL EXPOSITION.

TO

CAPTAIN MORGAN HOWELL, FOR MAKING AVAILABLE HIS VERY COLORFUL COLLECTION OF MODELS.

TO

MRS. MARY BALL, FOR DONATING HER TIME AS OUR PUBLICITY AGENT. FROM HER EFFORTS CAME MOST OF THE PUBLICITY MENTIONED ABOVE, AS DID THAT OF THE PAST TWO YEARS, AND LAST, BUT NOT LEAST,

TO

RANSOM H. DAVIS, WALTER BRAGG, WILLIAM KING, JOHN SMITH, ROBERT E. LEE, AND JAMES JONES, MEMBERS OF THE STAFF OF THE MUSEUM OF GREAT LAKES HISTORY WHO, THOUGH NOT GUILD MEMBERS, RENDERED SERVICES, EACH ACCORDING TO HIS TALENTS, BEYOND THE CALL OF DUTY, --SERVICES WHICH CONTRIBUTED IN GREAT MEASURE TO THE SUCCESS OF THE THIRD ANNUAL MODEL EXHIBITION.

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SUMMARY

ATTENDANCE . . . . .	1004	GROSS RECEIPTS (GATE)	\$251
COMPETING MODELS	33	MODELS ON EXHIBIT ONLY	18
HEADQUARTERS BOOTH RECEIPTS FOR SALES OF VARIOUS ITEMS AND FOR MEMBERSHIPS AND TELESCOPE SUBSCRIPTIONS. . . . \$65.00.			



## THE THIRD ANNUAL MODEL EXHIBITION

As in past years the annual model exhibition was held on the schooner "J. T. Wing", the home of the Museum of Great Lakes History, Belle Isle, Detroit. This is the one big event of the year for the Great Lakes Model Shipbuilders' Guild, and is made possible by the Guild being granted permission to hold the show in this now well-known ship. Because the museum is closed on Mondays and Tuesdays those are the days of the week every year. The dates are left to the Guild to decide. In the past the available days nearest the anniversary of the Battle of Lake Erie have been chosen, when possible. It is now evident that some time in August is a better time.

### THE EXHIBIT PROGRAM

The primary exhibit is, of course, the models which are entered in competition for awards. This is divided into two major classes,--steam and sail, each with junior and senior classes. With more self-propelled models being built it appears that a separate class must be established for them next year.

Among the secondary exhibits each year are models of merit which do not qualify for the competition. To qualify for the competition a model must be the work of the person or persons entering it, and must not have taken first prize in an earlier Guild exhibition.

Other secondary exhibits may be objects related to model building or Great Lakes history, geography, etc. This year these included a display of originals, tracings, and blue prints of plans of Great Lakes ships which have been perfected in the drafting rooms of the Museum or by members working at home. They covered four panels, each four by eight feet. Included were the following vessels:

ANNA C. WILSON	BUTCHER BOY
C.F. BIELMANS, JR.	JOHN ERICSSON
MILTON	PUT-IN-BAY
U.S.S. MICHIGAN	WILFRED SYKES
WALK-IN-THE-WATER	J.T.WING

## THE SHIPS AND THEIR BUILDERS

-oOo-

### South American

The "South American" is one of the two deluxe cruise ships operated by the Chicago, Duluth, and Georgian Bay S.S. Company. She, with her running mate the "North American" are the only vessels offering trips out of Detroit of more than a few hours duration. The company's summer-time cruises are the only over-night boat trips out of U.S. Great Lakes ports.

Mr. Paul T. Hurt, who built the model of this ship and won First Prize in the 1954 competition, is a cruise fan who has enjoyed more than a few trips on the Great Lakes and knows the "South American" down to the smallest details, and he put all of them into his model. Few builders have been willing to put as much into a model of larger scale. This one is built to a scale of 1/32" to 1'.

### Assinniboia

This is another of Mr. Paul Hurt's 1/32" scale models. The "Assinniboia" is a Canadian passenger steamer in the Lake Huron-Lake Superior trade, where she is rated as a comfortable boat even in heavy weather. Mr. Hurt almost equaled his "South American" in this model.

### Anna C. Wilson

Only a master craftsman would try this little steamer in a 1/32" scale, but, of course that is what Mr. Hurt is. She is so small that the museum staff gave her the affectionate title of "Doodle-bug". The real ship was built in 1912 and her super structure remodeled from time to time, so that model builders may not always agree on details above the second deck, but it is good to know that at least one of her type has been preserved in model form. She was one of the little ships which served so many so well where the big boats could not make a go of it. The Guild has plans of all of her decks, her

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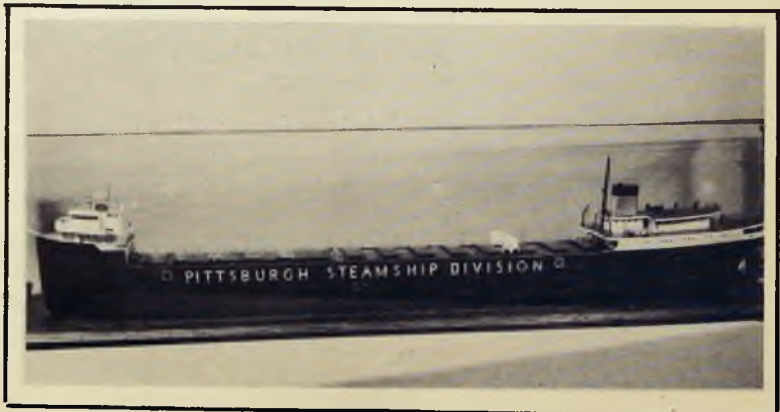
"SOUTH AMERICAN"



"MICHIGAN"



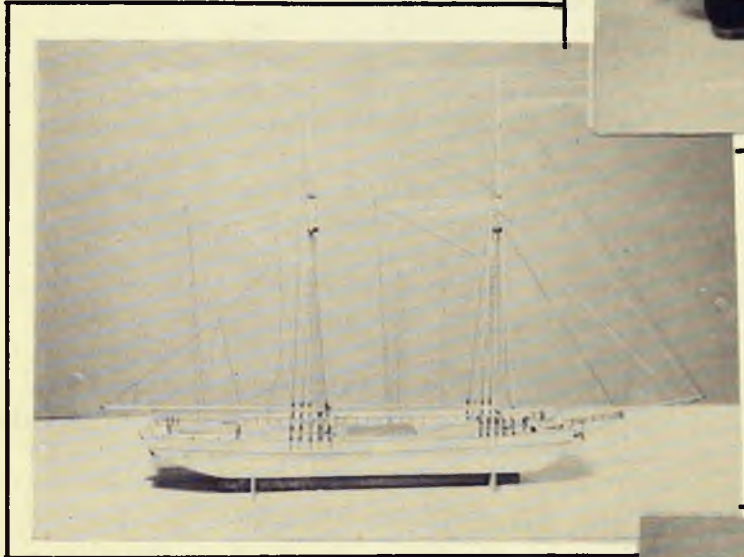
"WALK-IN-THE-WATER"



"PHILIP R. CLARK"



"J.T. WING"



"MILTON"



"SOVEREIGN OF THE SEAS"



SIX-METER SLOOP

Ships:

lines, and before long will have the outboard profile, now missing.

#### Sovereign of the Seas

The Great Lakes Model Shipbuilders' Guild, as an organization, is not interested in promoting the building of models other than those of Great Lakes vessels, but it is interested in developing model-building skills. With this in mind the Guild welcomes for display, and competition, good models of vessels of any type and period. The fine craftsmanship shown in any model is an inspiration.

Mr. A. L. Flagler's "Sovereign of the Seas", winner of First Prize in the Senior Sail group is certainly an inspiration to model builders, and fully entitled to the honors it won.

Neat battens on the yards, and a perfect alignment of the deadeyes with the sheer poles are two of the many details which helped this model come through with top honors in her class. There were many others.

#### Six Meter Sloop

This is another of Mr. Flagler's entries, and the winner of Second Prize in Senior Sail. A fine job in every detail, her decking is an outstanding bit of craftsmanship.

#### Sailing Dinghy

Mr. Flagler's third entry, complete with a properly stitched sail. Such good work in the field of small craft indicated that perhaps it may be well to set up a special class for them.

#### Philip R. Clark

This self-propelled model of a modern Great Lakes bulk carrier is a fine example of work being done by our younger builders. The builder, Terry Harmon, started work on it at the age of twelve and finished the job in 19 months. Only the age of the builder kept it from being entered in the Senior Class. We will not try

to tell all about it here, as it is our hope that, when a good photograph of it is available, Terry will allow us to do a feature on it. It is powered with an electric motor, and was the winner of First Prize, Junior Steam.

#### Walk-in-the-Water

This steam-powered model, including engine and boiler is the work of another junior member who is doing the kind of research, and building, which is putting the Guild in the top levels of model building societies.

Built of metal, the model is very true to the plans which were perfected by the museum about three years ago. This is another model which we wish to describe fully in a special article at a later date.

On her trial runs on the model pool at Belle Isle she performed in accordance with expectations, steaming along at a speed appropriate to her size and type. She took Second Prize in Junior Steam.

#### J. T. Wing

The name "Kovach" has become so closely associated with excellent craftsmanship, and the winning of top awards, that no one is surprised when they come out with top honors.

The two brothers, Dennis and Curtis have built several models for the museum, which, in turn has brought them commissions from individuals in and around Detroit. They are twins, now just 16 years of age.

Their "J.T. Wing" is about as good as we are going to see in three-mast schooners for some time to come. The award of First Prize, Junior Sail, was no surprise.

#### Milton

This Great Lakes scow schooner is another Kovach entry, and came in second in Junior Sail. In addition to being a very fine piece of craftsmanship it is a truly important historical work, done from museum plans.

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Ships:

MICHIGAN  
(1833)

This model, built by Mr. R.H. Davison, President of the Guild, while he was a member of the museum staff. The real steamer was launched at Detroit on April 27, 1833, being the second steamer built there. She was built and owned by Oliver Newberry, one of the big names in Great Lakes shipping of his time.

The "Michigan" is said to be the first vessel in the world to have passenger accommodations above the main deck. She was also the first to have two engines, independently installed, making for easy handling in smooth water, but impossible to steer in a beam sea. The idea was adopted on the big Mississippi River packets and was popular until sternwheelers replaced the sidewheelers. "Michigan" like every new boat that came out, was the latest thing in luxury. Oddly enough no pictures of her cabin interiors have come to light. Pictures of her that have been preserved are artists' sketches, none the same, in all details, as another. Descriptions of cabin arrangements varied greatly and not one fitted the space in that part of the vessel which they were supposed to occupy. For instance the space between the engines was said to have been occupied by the dining room. It was less than eight feet in width. The details of other features were equally confusing.

Captain Johnston, who did the plans drew heavily on his personal knowledge of old sidewheelers, in determining some of the essential details of this type of boat.

Actually the plans were not completed when work started on the model. In fact, the finished draft of the upper deck has never been drawn. It was easier to work out the hidden details right from the deck itself. Progress was painfully slow, but in the end Mr. Davison came up with the best possible model of this steamer, which plied the Lakes more than a century ago. And here we wish to let

it be known that without the information supplied by our member from Fairhaven, Michigan, Mr. Loudon Wilson, the model could not have been even started.

OTHER SECONDARY ITEMS

Around the Lakes with Elmer Treloar.

This exhibit consisted of one four by eight panel on which were mounted a number of 8" x 10" photographs of ships and famous Lakes light houses.

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The Making of a Metal Hull

This exhibit showed the details of the hull of the U.S.S. "Michigan" and is the work of Frank Slyker, one of the most active workers in the Guild and a member of the Board. With few minor exceptions the plating follows the plans of the original ship.

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Captain Morgan Howell's Collection

This collection made up the most colorful case in the show. It includes about a dozen models which the Captain has acquired from various sources. The type of construction is so different the collection made a show in itself and attracted a lot of attention.

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The Table Exhibit

An exhibit of flat materials occupied a large table where, under cover of glass, were displayed treasure maps, copies of TELESCOPE magazine showing all of the cover designs by the noted marine artist Rowley Murphy, of Toronto; and a number of the envelopes which have come to the Guild bearing inquiries from model builders in far away places with strange-sounding names; among them being one from Ruanda-Urunda. Exotic plants and ferocious-looking idols decorated the postage stamps on it.

Every continent except Asia was represented, with Finland, Austria, England, Norway, Holland, Belgium & Uruguay being among the countries, from which they came.

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Secondary:

Half-models

The museum's collection of builders' half-models was left on display as is always the case. Seven of the D&C fleet, the Una, D.W.Crow, Little Giant, and James R. Elliott,--eleven vessels in all were represented.

FOUR NEW SETS OF PLANS

The Manitowoc Shipbuilding Company, through Vice President A.J.Zuehlke, has presented the Guild with four sets of plans of old Great Lakes steamers. They are for the following vessels:

- Minnesota, (1888)
- United States, 1909
- Puritan.....1901
- Virginia.....1891

This is, by far the largest single accession of complete plans since the Guild was founded, and certainly one of the most important; they being plans of types we did not have. Last fall Mr.Zuehlke sent us the plans of the car ferry "City of Midland", also a type not previously in our files, and he informs us that it is possible that we may receive other plans from him in the future. It is this kind of cooperation that makes worth-while museums possible. Mr.Zuehlke joined the Guild in June of this year.

We now would like to have those of our members who collect pictures and ship histories send us copies of any photographs of the above ships which they may have, along with information not usually included in plans.

AT LAST A WHALEBACKER  
The John Ericsson

Through the kindness of the Director of the Bureau of Information of Popular Mechanics Magazine, Mr.Allen Carpenter, we have acquired the plan of the whaleback steamer "John Ericsson", the last on the Great Lakes.

Mr.Carpenter sent Parts 1 and 2 of the article on the building of this model, as published in their Septem-

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BELLE ISLE  
DETROIT 7, MICHIGAN

ber and October 1940 numbers. This is another fine example of the help we are receiving. Permission to reprint the article has also been given us, which is greatly appreciated.

Unfortunately we will not be able to reproduce the very helpful illustrations because of our method of reproducing such things. However all of the drawings will be used, and any photographs that we may be able to find. Please lend us any prints you may have on glossy paper especially if the show details.

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