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NO. 2

A MONTHLY JOURNAL OF THE LAKES



THIS MONTH

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HISTORY, BIOGRAPHY, MODEL SHIP BUILDING

J.E. Johnston,
Editor:

Telescope

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THE GUILD

Organized in 1952 to locate, acquire, and preserve information and objects related to the history of shipping on the Great Lakes and to make same available to the public through the Museum of Great Lakes History and the columns of TELESCOPE. The construction of authentic scale models of Great Lakes ships

is one of the prime objectives of the organization, which has brought into being the largest existing collection of models of these ships. The Museum of Great Lakes History, located on the shore of Belle Isle, in Detroit, is official headquarters for the organization and the repository of all of its holdings.

The Guild is incorporated as an organization for no profit under the laws of the State of Michigan. No member receives any compensation for his services.

DONATIONS

Under a recent decision of the U.S. Department of Internal Revenue the Great Lakes Model Shipbuilders' Guild may receive donations which are deductible for income tax purposes.

MEMBERS AND SUBSCRIBERS

are urged to contribute for publication in TELESCOPE any pictures and stories they may have which will help us tell the story which we believe is as thrilling, and as important, as any on the American scene. Particularly welcome are old line drawings. Harbors, ships, port facilities, and shore line scenes can be used if they are identified. Photographs, to be useable must be glossy prints or have considerable contrast. Write stories you know to be true and don't worry about style. If necessary, we can re-write them. What we want is the fact, Mam,--and Mister.

ABIGAIL BECKER
Heroine of Long Point.

One hundred years ago a Canadian woman, Abigail Becker (nee Jackson) saved the lives of a shipwrecked crew and became "the heroine of Long Point", Lake Erie. She was a young wife, 23 years of age at the time.

Wed at 17

Born in Frontenac County, Ontario, of United Empire Loyalist stock, she had come as a child to Norfolk County, on the north shore of Lake Erie. At the age of 17, she married Jeremiah Becker, a trapper, who was a widower with six children.

She was described as "tall and comely, well knit and physically developed - a woman of the lakes and woods - and thoroughly imbued with that dauntless spirit that makes for heroines." She and her husband with their family made their home in a shanty on the Long Point Island to be near his trap lines. It was in this locale that she was to perform a deed, which after a century, is still famous in the annals of Great Lakes history.

A contemporary newspaper account gives the following description: On a morning in the latter part of November, 1854, the schooner Conductor "left the port of Amherstburg bound for Toronto with a cargo of 10,000 bushels of corn. The wind blew fresh from the southwest all day, a heavy sea running meantime. About 5 p.m. the wind increased to a perfect hurricane and all the canvas was reefed snug down. Towards midnight a severe storm arose, the topsail sheets were carried away, the lifeboat was washed from the davits, the decks swept clear of everything. The vessel could not obey her helm but seemed to settle in the trough of the sea. About four in the morning the crew made what they thought was a Long Point Light, but it was in reality the floating light at Long Point Cut.

By Neil F. Morrison, Ph D.

The thickly drifting snow almost instantly obscured this light and in about half an hour afterwards the ill-fated vessel went ashore."

Hours in Rigging

The timing and details of what followed vary according to the source material used. There is general agreement that because of snow and darkness the crew could not tell how far they were from land, although actually they were quite close. The waves sweeping over the deck forced them to take refuge in the rigging. There they remained for hours until their rescue was effected.

The anniversary booklet "Simcoe and Norfolk County" carries a succinct account of "Abigail Becker, The Heroine of Long Point and Norfolk's Most Illustrious Daughter."

"No more heroic feat is recorded in all the pages of Canadian history than Abigail Becker's valorous deed of saving the lives of eight men when the good ship 'Conductor' was wrecked off Long Point shore in the great November storm of 1854. The fall of that year was long and beautiful, and it was late in November when Jeremiah Becker made his usual trip to the mainland to dispose of his 'pelts' and purchase his winter supplies. Abigail had some misgivings as to his crossing that day. She scanned the horizon with anxious longing and foreboding fear. Toward evening the distant murmur of a coming storm could be heard and before night it had deepened into a roaring hurricane. The bay between her and the mainland became a turmoil of seething waters. She retired to sleep but not to rest. The hoarse voice of the gale and her anxiety for those who might be exposed to the fierce tempest made the night one long agony. At last she could stand the strain no long-

er, and hastily dressing ventured out. With the coming of dawn she could discern through the gloom a ship about half a mile out, with the waves breaking over her, freezing as they fell. Immediately she built a huge bonfire of driftwood on the beach to give courage to the half-frozen sailors. Then she waded out as far as possible in the surf, which was breaking in mountains of foam over the wreck. Beckoning to the men, she tried to make them understand she knew the way and could guide them to safety. Finally the captain (Captain Henry Hackett, of Amherstburg) led the way and assisted by Abigail Becker, reached the shore in safety. One by one she helped them to land, where food and warmth soon restored their ebbing strength. The storm raged for four days and food became very scarce before Trapper Becker could return with supplies from Port Rowan. Abigail Becker never thought she had done anything wonderful. To a woman of her type, it was her plain duty and she did it with hearty good-will and thankfulness that she was called to serve in such 'high places of the field'."

W. S. Herrington in his "Heroines of Canadian History" has written a nice conclusion to the Abigail Becker story:

Prized Letter

"The merchants and sailors of Buffalo presented Abigail Becker with a substantial purse, and for years she proudly wore upon her breast a gold medal awarded by the American Humane Association; but what she prized more highly than either of these was a letter from another woman whose kind and sympathetic heart never failed to recognize true merit, no matter where it might be found. The writer of this letter was none other than Her Most Gracious Majesty, Queen Victoria."

Cameron H. Montrose, director of technical education at the W. D. Lowe Vocational School, Windsor, and himself a Norfolk County old boy, has helped me in securing source material for this article. During a recent visit to Norfolk County, he obtained additional information from Dr. Bannister of the museum there. In that museum rests the medal presented to Mrs. Becker. On it are inscribed the following words: "Presented to Abigail Becker, of Long Point, Lake Erie, Canada West, for extraordinary resolution, humanity and courage in rescuing from impending death the crew of the schooner Conductor, lost November, 1854:

"Vita Felicibus Ausis Servata"
(Life by fortunate venture saved).

Pictured on Medal

On the reverse side is shown a vessel in the breakers, a house in the distance, and on the shore a fire burning with men around it. This medal, Abigail's daughter, Eleanor, carried through the battle fields of France as a nurse in World War I.

A subscription was raised by the people of Norfolk to erect a memorial to Abigail Becker. The money was used to furnish a ward in the Norfolk Hospital in her name.

Needs Were Few

Abigail herself was offered a wage of \$5 a day by a show company to tour the country, but although she was in very modest circumstances she refused, for her needs were few.

Her life was indeed one of service. On other occasions she saved people from drowning - six persons in addition to those rescued at the time of the shipwreck. After the death of her first husband she married Henry Rohrer who was also a widower. She raised 19 children, eight of

THE BARQUE "DE SOTO"

By Loudon G. Wilson.

The cover design for this month is the Great Lakes barque "De Soto", as described by a lake sailor Captain David A. Duane, who used to do rigging along the Detroit waterfront in the days of sail.

David was a French Indian who was able to recall many lake sail vessels he had known or sailed in, having been master of the schooner Anna P. Grover when she was brought to Detroit to be cut down to a barge. He recalled that when he was ten years old his Dad used to make him stand on the cabin table and memorize his lessons, --how to box the compass and such. This was in the "De Soto" during the seventies.

The "De Soto" was then a full-rigged barque, square-rigged on fore and main, single tops'ls crossing three yards on each mast. She was white to the covering board which was red, as was a bead below it. Her figure head was an eagle with a fancy scrollwork running as far aft as her billboards. She carried ten men before the mast and a master and two mates.

Many lake "Barques" (so called) were actually barkentines like the James F. Joy, Golden Rule, Sam Flint, Ruth-erford B Hayes, and the ill-starred Cortland, which collided with the steamer Morning Star in 1868 out in Lake Erie.

Some lake vessels which were at times called "barques" were really tops'ls schooners, carrying on their fore masts a fore-and-aft gaff sail like the City of Buffalo, Constitution, Erie Belle, and many others. All were eventually cut down to three-masters with a raffee, square topsl below, and usually a square runner below that, which clewed in on the fore lower mast yard like a curtain.

The "De Soto" was one of the true barques of the Great Lakes. She carried single topsails long after the double topsail came out. Double topsails were slow in coming into use on these waters, and most ships kept their original rigs until cut down to plain schooners, or barges.

"De Soto" was 583 G.T., 411 net, old measure. 161' x 33' x 11'. Built at Cleveland 1855-56 by Peck & Masters.

GUILD CALANDAR FOR 1955

JANUARY: 14th. First Meeting, Board of Directors.

28th. General Meeting. Friday.
FEBRUARY: 25th. General Meeting. Fri.

MARCH: 25th. General Meeting. Friday.

APRIL: 29th. General meeting. Friday.

MAY: 27th. General Meeting. Friday.

JUNE: * 30th. General Meeting. Thurs.

JULY: * 28th. General Meeting. Thurs.

AUGUST: * 22-23rd. * Fourth Annual Model Exhibition.
General Meeting for the month will be held after exhibition closes (8-30) on the 23rd.

SEPTEMBER: 30th. General Meeting. Fri.

October: 3rd. Nominating Committee to be appointed to name candidates for officers and directors.

28th. General Meeting. Friday.

NOVEMBER: 1st. Last day for filing petitions by members desiring to nominate candidates other than the ones named by the nominating committee.

17th. Ballots to be mailed out by the Secretary.

18th. General Meeting. Fri.

DECEMBER: 16th. Meeting of the Board of Directors to count ballots and certify the results of the election.

* Meeting to be held on the schooner "J.T. Wing", Belle Isle.

There will be no general meeting for the month of December. Meetings will be held at the Detroit Historical Museum except as noted above unless invited to meet elsewhere for special events.

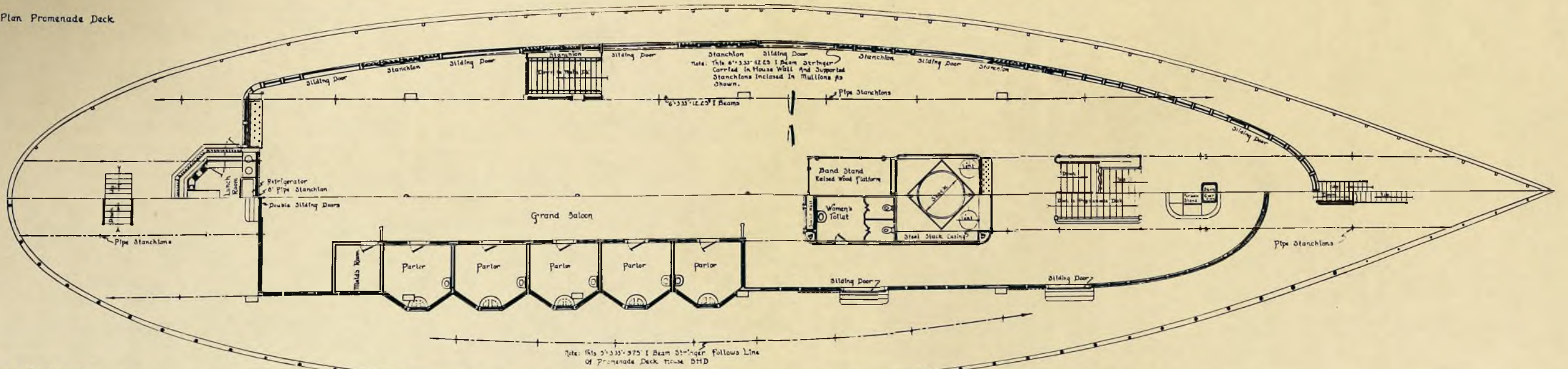
Whenever possible movies will be the rule at general meetings. Any guest speakers will be announced in the TELESCOPE, or by mail.

Ashley & Dustin Steamer Line
Put-in-Bay Route

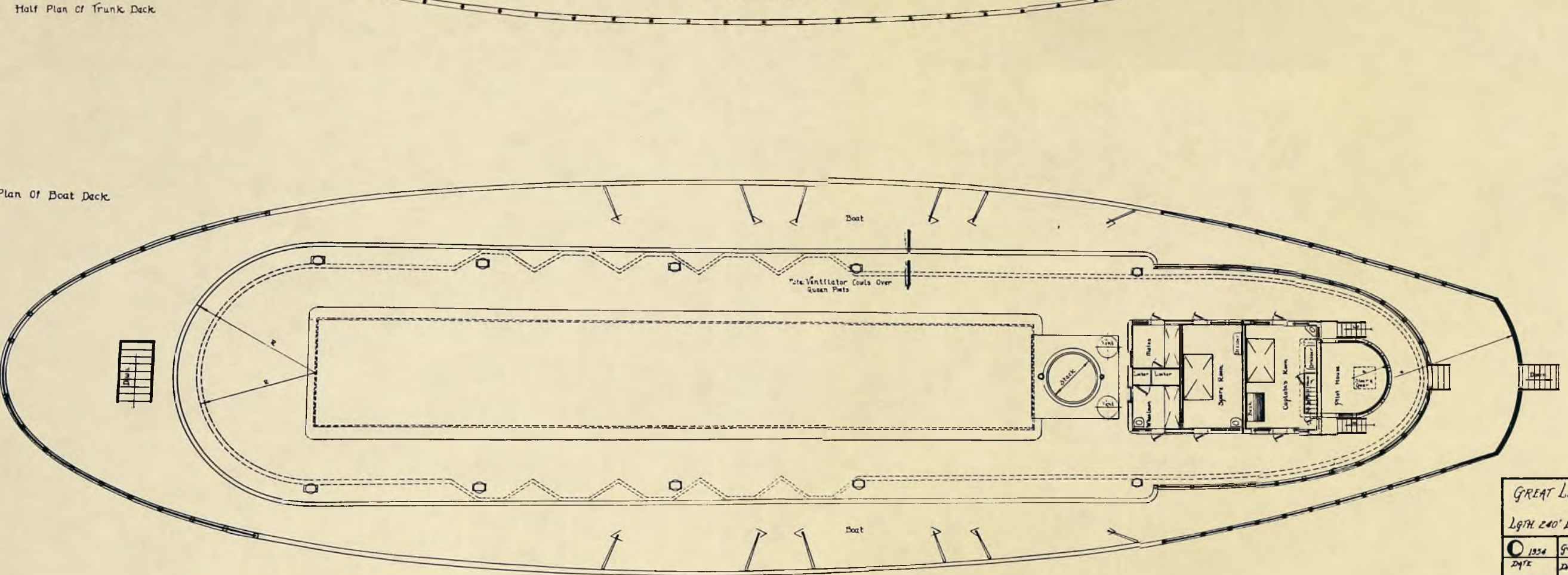


On July 14, 1934 Oliver S. Dustin was presented a silver plaque in commemoration of 100 years of active service on the Detroit River by the Dustin family. During almost all of that period Ashley and Dustin steamers plied the routes shown on the above map. Operations were continued by the line until the summer of 1948.

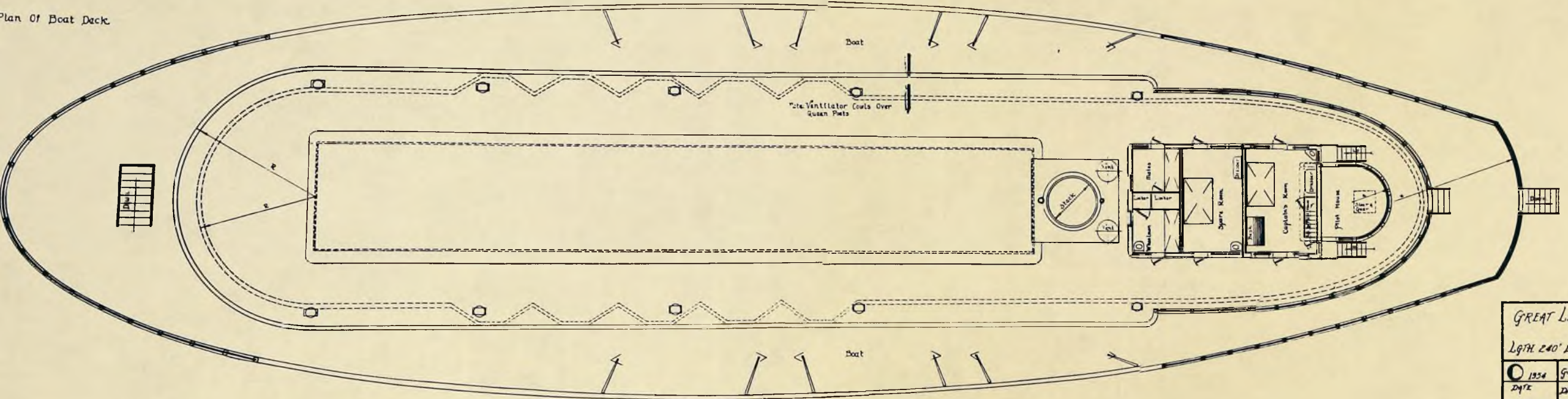
Half Plan Promenade Deck



Half Plan of Trunk Deck



Plan of Boat Deck



GREAT LAKES EXCURSION STEAMER Put-In-Bay	
Lgth 240' BRDTH 60' DEPTH TLD 17'-3"-1911-1913	
DATE	1914
DATE	DRAWN BY James E. Jones
DATE	CHECKED BY Capt. J. E. Johnston
SHEET NO. 2	SCALE 1/8" = 1'-0"

MUSEUM NOTES

WATER-COLORS BY ALFRED PFISTER
of Niles, Michigan.

Our winter exhibit at the Detroit Historical Museum during February will consist of twenty water-colors by Alfred Pfister, of Niles, Michigan.

Mr. Pfister who is with the National Printing and Engraving Company, in their art department at Niles has devoted his life to art. He studied at the Art Academy, in Cincinnati, Ohio, and at the Cleveland polytechnic schools, Cleveland, Ohio, and has exhibited in South Bend, Indiana, at the South Bend Art Association show in January 1952, which was participated in by artists from Michigan, Indiana, and Illinois. At another show, sponsored by the Northern Indiana Artists Association about the same time, he exhibited two of his paintings. The same year he had a small showing at J. L. Hudson's, in Detroit, several of his water-colors being purchased by Detroiters.

Our showing of Mr. Pfister's water-colors will open on February 8th and will continue through the month.

Our first exhibit, in 1953, was comprised of around a hundred ship portraits by Eric Heyl, of Buffalo. Currently they are being incorporated into his very fine historical work, "Early Great Lakes Steamers".

Last winter we showed the work of Rev. Father Edward J. Dowling, S.J., of the Engineering School of the University of Detroit, some thirty or more water-colors of present-day Lakes vessels.

Mr. Pfister brings us another side of the Great Lakes story and a no less interesting one though he does not specialize in the big ships. The following tentative selection for the February show indicates this.

CHERRY LUGS, Leland, Michigan.
METAL PILING, Leland, Michigan.
FISH SHEDS, Frankfort, "
FISHING PIERS, " "
THE NEW AND THE OLD, Macatawa .

DESERTED, Pentwater, Michigan.

WATERFRONT, Frankfort, "

FOGG, a destroyer escort.

TIED UP, Frankfort, Michigan.

BEACHED FISHERS, Holland, Michigan.

CHANNEL, Leland, "

FISH TOWN, " "

BOAT TRAILER, Saugatuck, "

FISH DOCK, " "

ROAD TO THE LAKE, Mabingway.

REPAIR SHED, Saugatuck, "

THE FISHERMEN, Frankfort " .

In addition to the above, three more, done around Gloucester, Mass. will be included to show his style when it comes to painting boats.

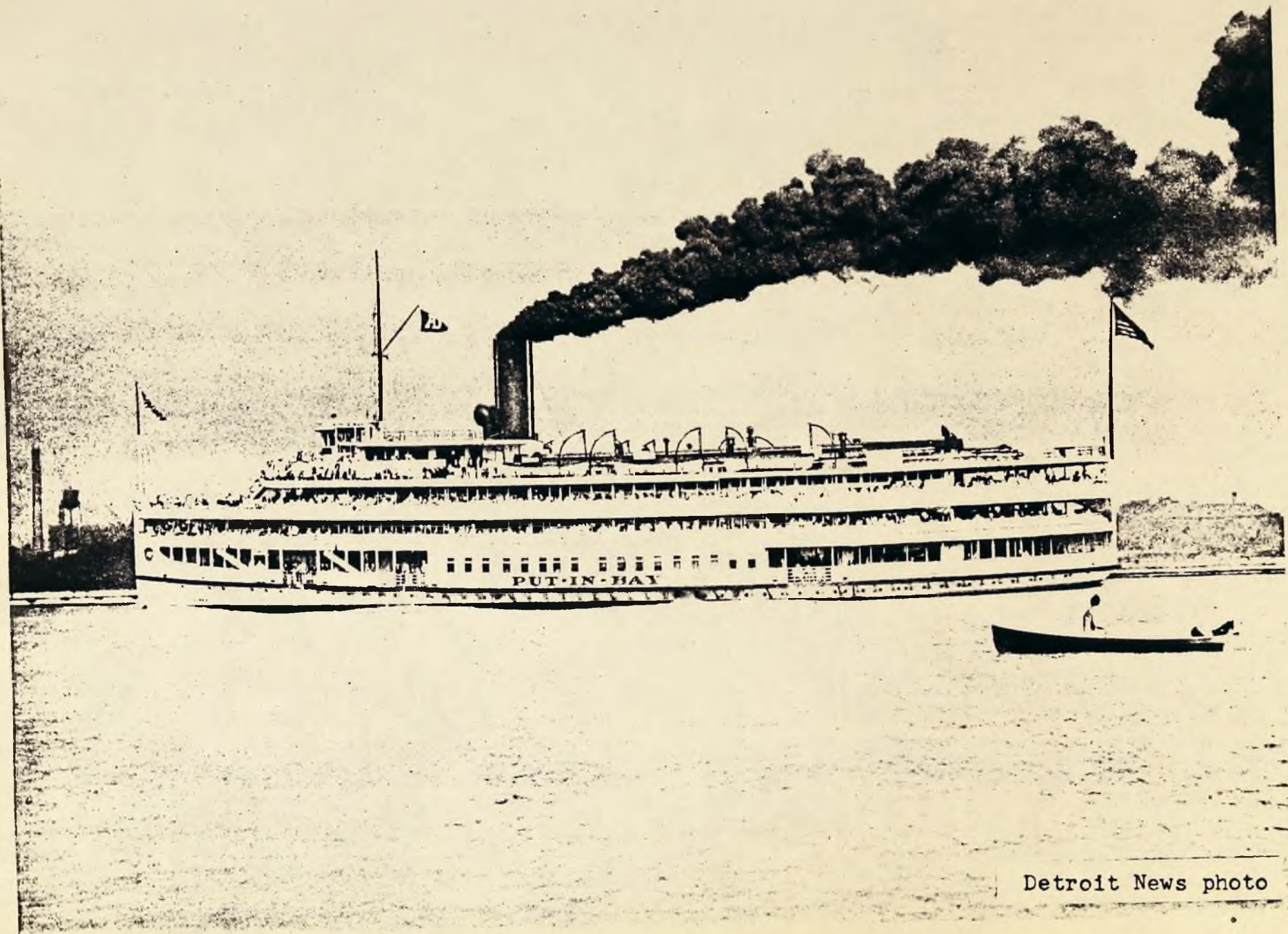
Mr. Pfister is doing for the Great Lakes what so many other artists have done for the sea coasts of our country;----seeking the beauty spots along the shores and putting them on canvas. His skill and his purpose are admirable.

A POEM

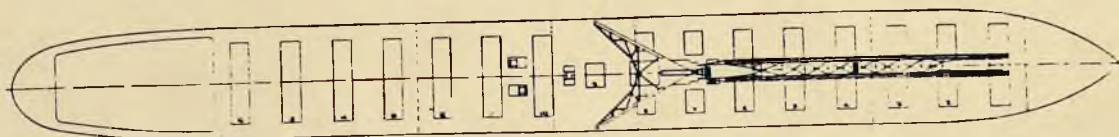
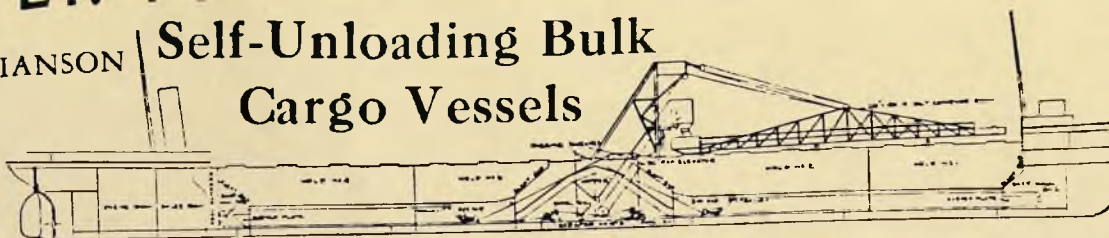
By

Captain Philip E. Thorpe

When man has built his ego up
To heights from where he can't see God,
When he's seen success 'til he forgets
That he is still the common clod,
Then I would have him follow me
And take a voyage out to sea.



Detroit News photo

Self-Unloading Bulk
Cargo Vessels

Cont'd. from January. In add- Fig. 6 "COL. E. M. YOUNG"

ition to this clutch each drum has a friction brake controlled by a foot pedal either manually or mechanically. On steam installations of this kind the speed is controlled by an overhead throttle valve lever manipulated by the hoisting operator.

Other types of hoist installations have been made with equal success. Where electric hoists are used the speed of the hoists is constant and the operation is controlled entirely by the use of brakes and clutches. This is also true in installations where the hoist is operated by direct connected gearing and shaft arrangements to a central power source such as a diesel engine.

CONVEYING EQUIPMENT

While this paper is devoted entirely to the scraper tunnel part of the unloading system we feel that something should be said of the manner in which the cargo is taken from the discharge hopper overboard. The type of conveyor used out of the ship will vary, depending on the particular installation. For most bulk cargoes and the more common installations, incline belt conveyors are used varying in size from 42" to 72". Installations have also been made with pan elevators. In most cement jobs the cement is removed from the ship by use of Fuller-Kinyon pumps which are mounted immediately below the discharge hopper. When the conveyor belt of pan elevator is used the material is elevated to the deck and then depos-

ited on a boom and discharged overboard in a manner similar to all other types of self-unloaders, thus completing the self-unloading operation.

UNLOADING SPEED of SCRAPER TUNNEL SYSTEM

The speed of unloading with this system varies a great deal, depending on several factors; the length of the tunnels, size of the scraper being used and the speed of scraper travel. In the smaller ships having tunnel lengths of 175' to 250' and using two four yard scrapers, the usual theoretical unloading speed is figured at about 600 net tons per hour for mine run coal, but the actual operation in service in most cases will be anywhere from 800 to 1200 tons of coal per hour.

In the largest vessels with tunnel lengths of 250' to 350' and using two 6 or 10 yard scrapers, the theoretical speed is usually figured at about 800 tons of coal per hour, whereas the actual experience with this type of ship indicates that unloading speeds from 1000 to 1600 tons per hour are common. With sandstone, of course, the unloading tonnage is increased because of the heavier cubic weight of the commodity. In the COLONEL E. M. YOUNG, where four tunnels and 8 yd. scrapers were installed operating to a central hopper as shown in Fig. 6, the actual design unloading was figured at 1200 tons per hour, but

in actual experience coal was unloaded at 1400 tons per hour, and stone 2000 tons per hour.

From some actual owners' operating figures, one of these vessels handled 140 cargoes in a single season.

In a ship that has been converted for handling cement, the usual unloading figured per installation is 1000 bbls. of cement per hour. It has been found from experience that the limiting factor in handling a volume of cement is not the scraper tunnel installation, but is the other part of the equipment that handles the cement once it is delivered to the hopper. On the SANTA-CRUZCEMENT, where the compressed air servicing the Fuller-Kinyon pump was increased, it was possible to unload 1400 bbl. of cement in one hour and even at this rate the scraper part of the system was able to keep the hopper filled at all times so that the ultimate capacity of the scraper system to handle cement has never actually been determined in operation.

LIST OF SHIPS CONVERTED TO SCRAPER TUNNEL SYSTEM

The following list of ships converted to the scraper tunnel system of self-unloader has been divided into groups covering the several types of conversions made to-date. The first list covers the standard bulk freighter type of vessel on the Great Lakes as shown in Fig. 1, converted to the scraper tunnel system with belt incline conveyor and belt boom conveyor for overboard discharge.

ANDASTE
BAY STATE
CLIFTON
FONTANA
BRANDON
ROBERT J. PASLEY

R. E. MOODY
SINALOA
SUMATRA
SIERRA
E. C. MATHIOTT

The COL. E. M. YOUNG shown in fig. 6 was the only conversion made of this kind, using 4 scraper tunnels discharging into a central hopper, a pan elevator to elevate the material to the deck, and a bridge

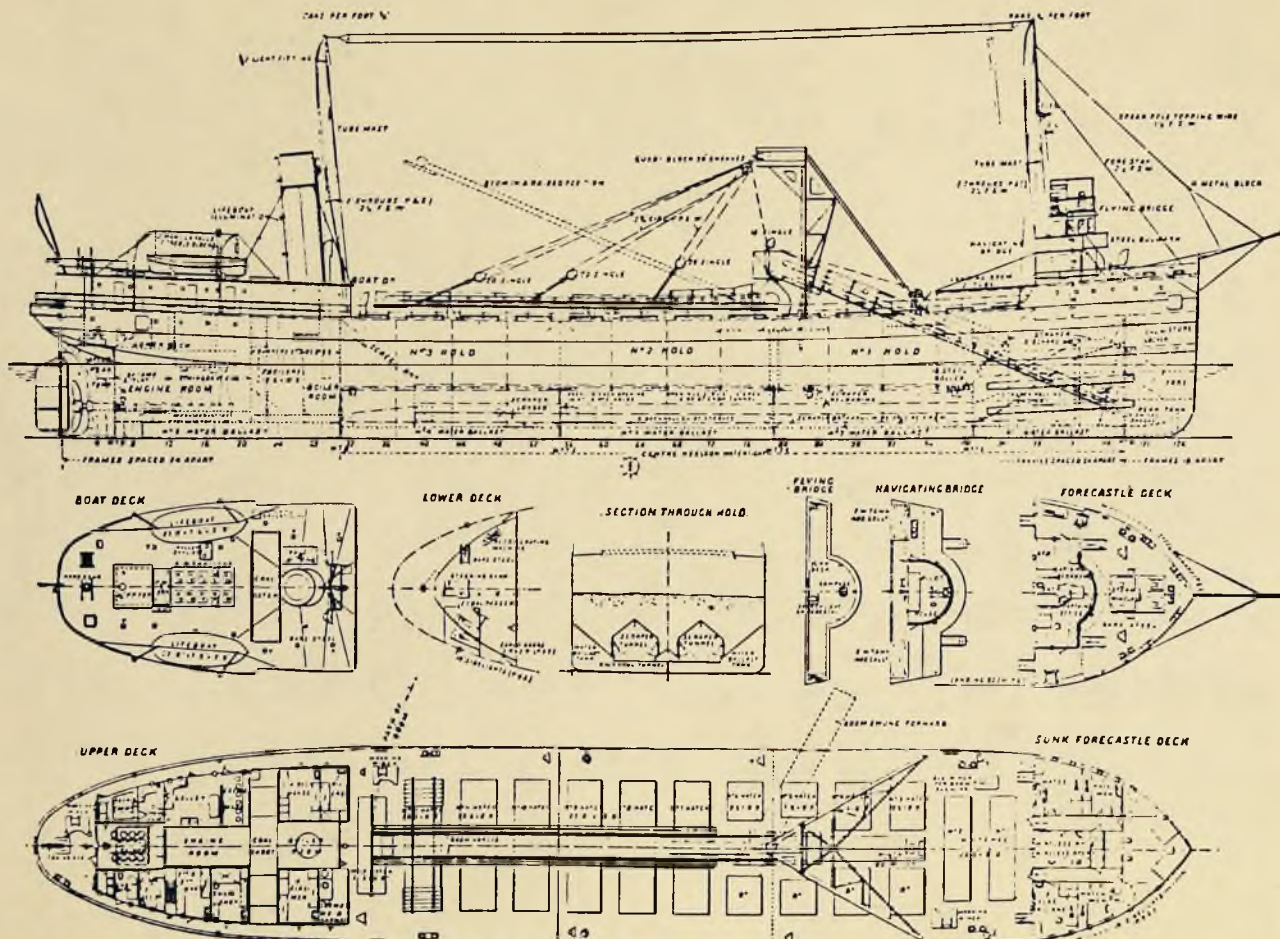


Fig. 7 "VALLEY CAMP"

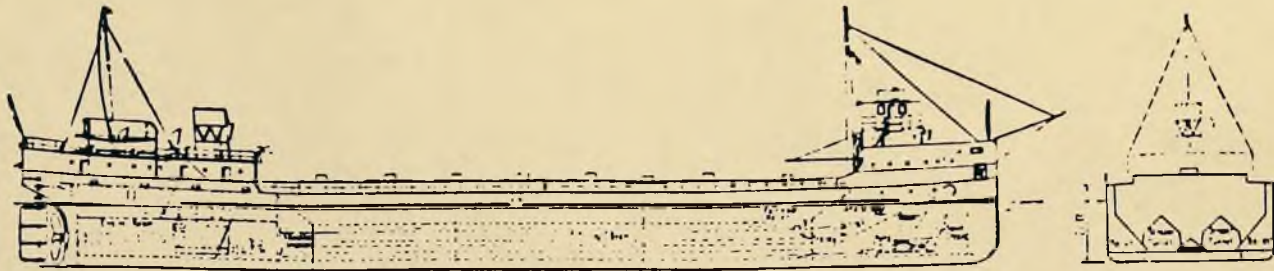


Fig. 8
"CEMENTKARRIER"
Equipped to handle
bulk cement only

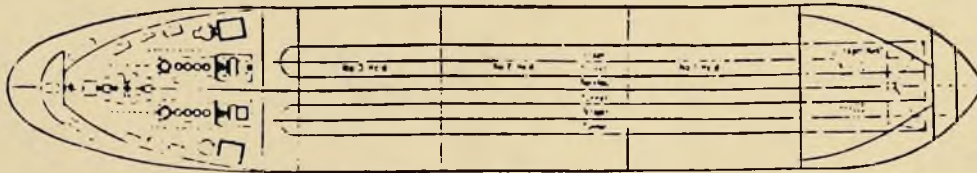


Fig. 9
"BULKARRIER"
Equipped to handle
Gypsum, Coal, and
Bulk Cement



boom conveyor for discharging cargo over the side.

This vessel has worked out very satisfactorily and is still in operation, being operated by the G. A. Tomlinson Line.

The next largest group of vessels are those converted for the cement carrying trade.

UNIVERSAL ATLAS CEMENT CO.
No. 51 (Barge)

SANTACRUZCEMENT
CEMENTKARRIER (fig. 8)
BULKKARRIER (fig. 9)

A ship built especially for river trade and equipped with the scraper type self-unloader was the MATERIAL SERVICE which operated for years on the Illinois River, hauling gravel from Lockport to Chicago. This vessel ran on a 24 hour schedule with an average unloading speed of 1000 tons of gravel per hour.

The VALLEY CAMP, fig. 7, a small canal size freighter built in England was also equipped with a scraper tunnel system. This vessel is still operating and has had a very successful career. She has many records of unloading at a rate of 1200 tons of coal per hour.

The largest ocean ship converted to a self-unloader with the scraper tunnel system is the H.F. DEBARDEL-EBEN, which operated on the East Coast hauling coal out of Norfolk and sulphur, cement and phosphate out of Texas ports.

The most recent conversion to this type of self-unloader is the Str. PERMANENTE SILVERBOWS, which at present is operating on the West Coast for Permanente S. S. Co. This installation is unique in that the vessel handles cement with Fuller-Kinyon pumps while at the same time it can handle bulk commodities with belt elevating conveyor and boom. The vessel is a converted Victory

LETS MAKE THIS THE GUILD'S BIGGEST AND BEST YEAR.

ship with machinery amid ships and is fitted with four scraper tunnels, with six yard scrapers hauling to the bow from the forward cargo hold and to the stern from the afterhold. A dual purpose hopper receives the cargo from each pair of scrapers and discharges it either to the cement pumps or through cross-feed conveyors to vertical bucket elevators. The conversion of this vessel was completed late in 1947.

FUTURE OF SCRAPER TUNNEL SYSTEM

Although temporarily held up by the war, prospects for future installations of the scraper tunnel systems in bulk cargo vessels are very good.

Improvements have been developed for its less desirable features. Automatic control of scraper travel has been developed for handling certain types of cargoes, and when perfected will permit the use of relatively inexperienced personnel for handling the scrapers, a condition desirable in these days of increasing labor difficulties. An economical installation of remotely operated tunnel doors has been developed and will correct one of the undesirable features of present installations.

The scraper tunnel system is well suited to ships required to handle a wide range of cargoes with economy of cost of installation and maintenance, and where it is necessary to obtain a maximum in cargo carrying cubic and a minimum in height of cargo center of gravity. Where these factors are involved, individually or collectively, the scraper tunnel system has inherent advantages over other existing types of self-unloaders.

WOMEN ON THE LAKES Cnt'd.

Her own, two adopted and nine stepchildren. She died in March, 1905, on the farm given to her by a grateful Canadian Parliament in recognition of her heroism.

Modest, Too

In her poem Amanda T. Jones reveals the extreme modesty of Abigail Becker in the following lines;

"Dear Mother Becker dropped
her head,
She blushed as girls when
lovers woo,
'I have not done a thing'
she said,
'More than I ought to do'."

STELLA

(Continued)

SENIKE RAILROAD.....60¢ (Scenic,
that is). Love had its ups
and downs for sure.
ICECREAM SODA.....10¢ Who got it?
TRIP TO ROBARY'S.....\$3.00 (Pro-
bably "Robarge's" at St. Clair
Flats). He was a sport after
all. What did he care about
money? Just look!
PORT HURON.....\$4.75 What did I
tell you?
UNDERSHIRTS.....\$1.00 Sex not men-
tioned.
SHURMEN TICKETS.....50¢ That time
she went along. Probably needed
some techniques.
CARR FARR.....10¢ Looks like he
took her home this time.
OPER HOUSE.....50¢ Going high-brow
now.
RUSH THE CAN.....10¢ Who got that
one?
FINE FOR BEING AWAY FROM WORK....10¢
That must have taught him to
be less frivolous. It was the
last entry.

NOTE: Because of the names of the various places of entertainment, it is assumed that Detroit was the base of operations, though there is not at hand any information on a Sherman Theater.

MODEL CLUB

the help and sympathy of such men as Rowley Murphy, whose drawings, along with your plans have given TELESCOPE real class and worth".
